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**From:** WebServices <WebServices@scottsdaleaz.gov>  
**Sent:** Friday, December 1, 2023 1:50 PM  
**To:** Development Review Board <DevelopmentReviewBoard@Scottsdaleaz.gov>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** Paul M Getty, PE  
**Address:** 20801 N 90 PL, Scottsdale, AZ 85255  
**Email:** [paul.getty@live.com](mailto:paul.getty@live.com)  
**Phone:** (480) 231-3999

**Comment:**

**Re: 49-DR-2022#2 (Mack Innovation Park Scottsdale-North Phase) . This project has serious Flaws and should be rejected. This project will cause disastrous traffic consequences at the Pima Rd exit from N 101. The solution is a new fly-over, overpass for Northbound Pima Rd traffic. The overpass would become the new exit to N Pima Rd. Then the Mack truck traffic will have the current roadway to themselves.**

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**From:** WebServices <WebServices@scottsdaleaz.gov>  
**Sent:** Friday, December 1, 2023 2:02 PM  
**To:** Development Review Board <DevelopmentReviewBoard@Scottsdaleaz.gov>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** Paul Getty  
**Address:** 20801 N 90 PL, Scottsdale, AZ 85255  
**Email:** [paul.getty@live.com](mailto:paul.getty@live.com)  
**Phone:** (480) 231-3999

**Comment:**

**49-DR-2022#2 (Mack Innovation Park Scottsdale-North Phase) . ADOT #2323573503 Mack Industrial Park @ 101 & N Pima Rd. . The traffic plan for this 124.7 Acre site at the SEC Loop 101 and Pima Road in Scottsdale Has a Serious Problem: N bound 101 exit to Pima Rd N is already jammed!! Exiting vehicles, approaching the always-green right turn arrow, have the right of way to N bound Pima. But the merging RH service road, which approaches from Bell Rd, consistently doesn't yield, which worsens the situation. Now, Mack plans to increase the traffic on the non-yielding service road with semi-trucks Also, Mack is in discussion w ADOT to double the right turn lanes to Pima. But that will only make matters worse because of 2 reasons: 1 the merging distance before the Pima traffic light is a problem already, and will only get worse with double the right turn lanes. 2 the trucks from Mack will cause more merging and hazards because they will want to move left into the lane that goes straight onto the W bound 101 entrance ramp.**

**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mach Industrial Park, North Parcel  
**Date:** Monday, December 4, 2023 8:01:15 PM

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Hello, I would like to provide comments regarding the Mack Industrial Park, North Parcel. I, and others who live in North Scottsdale vehemently oppose this project. The area under discussion is a residential and light retail/office area. To have an industrial park in this area with tens of trucks in and out every day is completely unacceptable!!! This project does not belong in North Scottsdale and would substantially degrade the area and quality of life for residents. Remember, the McDowell Sonoran Gateway is only a mile away! And they want to put an industrial park with trucks streaming in and out all day??? No, we will not put up with this!! If this project were to go ahead the traffic with at Pima Rd and 101 would be a complete nightmare! The traffic adjustments they have proposed will NOT work particularly exiting 101 North onto Pima Rd! I can guarantee it. I travel this way for work everyday. Please stop this monstrosity! Thank you. -- sent by Scott Heritage (case# 49-DR-2022#2)

[City of Scottsdale](#)



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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Development  
**Date:** Monday, December 4, 2023 12:05:34 PM

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I am shocked and dismayed that 350 semi trucks will be added to our already stressed entrance to the 101 going North. This seems quite unconscionable. Why place an industrial park with huge warehouse boxes next to Scottsdale's most prestigious community: DC Ranch/Silver leaf. If the City Council is intent on negatively impacting home values...this is a good way to do it -- sent by Roberta Henrickson (case# 49-DR-2022#2)

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**From:** WebServices <[WebServices@scottsdaleaz.gov](mailto:WebServices@scottsdaleaz.gov)>  
**Sent:** Friday, December 1, 2023 9:19 AM  
**To:** Development Review Board <[DevelopmentReviewBoard@Scottsdaleaz.gov](mailto:DevelopmentReviewBoard@Scottsdaleaz.gov)>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

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**Email:** [kumashpatel@icloud.com](mailto:kumashpatel@icloud.com)  
**Phone:**

**Comment:**

**Building Height:** My comment pertains to Case 49-DR-2022 Mack Project. The buildings in Mack's proposal are massive and their design does not create a visually appealing transition from industrial park to residential zone. The parcel being developed lies in close proximity to a residential neighborhood. Mack should be required to limit the height of its buildings to no more than 38 feet, which is the tallest of the industrial buildings currently constructed on adjacent parcels. This height limit will prevent the development from dwarfing nearby structures and creating an eyesore that diminishes property values. **Local Job Creation:** My comment pertains to Case 49-DR-2022 Mack Project. The site plan for a homogeneous cluster of warehouses does not align with the City of Scottsdale's goal of creating more local jobs for Scottsdale residents. Less than 4% of working-age Scottsdale adults are employing in warehousing. Mack should be encouraged to design a more diverse mix of buildings that are more likely to attract companies in the science, engineering, and/or high-tech industry, which will create jobs for Scottsdale residents. Building eight of the exact same warehouse concept will not accomplish this goal. **Pedestrian Access:** My comment pertains to Case 49-DR-2022 Mack Project. The proposal calls for an 8-foot sidewalk to be constructed along the extension of 91st Street from the Bell94 Sports Complex to Bell Rd. The existing sidewalk that runs north of the development up to Legacy Blvd is 10 feet wide with a 5-foot landscaped setback from the street. Mack should be required to construct a paved sidewalk that matches that existing sidewalk to the north (10 feet wide), to provide seamless pedestrian access from Legacy Blvd to Bell Rd, with the same 5-foot landscaped setback to protect pedestrians from the expected flow of industrial traffic.

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**From:** WebServices <[WebServices@scottsdaleaz.gov](mailto:WebServices@scottsdaleaz.gov)>  
**Sent:** Friday, December 1, 2023 2:28 PM  
**To:** Development Review Board <[DevelopmentReviewBoard@Scottsdaleaz.gov](mailto:DevelopmentReviewBoard@Scottsdaleaz.gov)>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** Chris Irish  
**Address:** 20551 N Pima Road #180  
**Email:** [Christine.irish@dcranchinc.com](mailto:Christine.irish@dcranchinc.com)  
**Phone:** (480) 710-9584

**Comment:**

I serve as DC Ranch's Director of Public Affairs and represent the 7000+ Scottsdale residents who live in DC Ranch. DC Ranch is the nearest neighbor to the Mack Industrial Development. The Mack Company has done a good job at keeping DC Ranch updated on the project and hearing our concerns at the numerous Open Houses they held. They have agreed to make the portion of 91 Street adjacent to DC Ranch homes a designated NO Truck Zone and add to the roof parapets so that mechanical equipment will be better shielded. We thanked them for these changes. Unfortunately, Mack Company has NOT been receptive to 3 important design changes requested by DC Ranch, Ironwood Village and many others. As you have authority over design aesthetics and site layout, we are hopeful that you will concur and ask the developer to make these changes and resubmit. 1. Gateway to North Scottsdale – The north portion of Mack's land, along Pima Road, serves as the "gateway" to hundreds of north Scottsdale neighborhoods. A slight variation to one building, Building A, could honor this "gateway" with a smaller building with an alternative, more compatible I-1 use. Additional landscaping and an artistic entryway should also be added. Mack is already planning this on their two end parcels, so it's not a big ask. 2. The size of the buildings – Mack's buildings, whose lengths run from 2 to more than 3 times the size of a football field will dwarf everything else around them – the apartment buildings and a Storage building. That is not good design. Good design integrates with its neighbors. The warehouse they are proposing on their south property submittal are much smaller; the warehouse on this north parcel will still be successful if they were separated in two. 3. The lack of architectural features on the back of these huge buildings –The backs of these buildings, which are up to 3 football fields long and 45+ feet tall, are FLAT. DC Ranch suggested Mack use Sawtooth bays to add depth and interest. You can see sawtooth bays at Mayo Hospital in Phoenix. Mack's attorney Jason Morris said he would go look at them and report back, but we never heard from him. Flat walls of any size, let alone 700+ feet long should not be allowed. DC Ranch understands that the zoning of this land allows Mack to build warehouses. But they are being built in Scottsdale where we uphold the highest design standards in the state – maybe even in the country. Please use your authority to elevate this project to one that will showcase excellent design on all four sides of the buildings, better blend with adjacent buildings and is worthy to serve as the Gateway to north Scottsdale.

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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Thursday, November 30, 2023 12:53 PM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Mack Project at 101 North and Pima Rd - DRB Mtg 12/7/23



(1) I am a 25yr resident at DC Ranch. I plan to speak at the December 7th meeting regarding this Mack Project. I plan to address these and other items: a. In meetings with Mack they said a market study showed that what would be most successful is a Mixed-Use with retail, restaurants, office (but limited office as demand is low for offices after covid) and multi-family housing – condos, apartments, and 55+. They did not have traffic info on this, which was one of the reasons they postponed an open house in February. I feel this is best for this Pima Rd. gateway entrance to North Scottsdale b. I plan to address the 2 other gateways to North Scottsdale that are in place (i) The Scottsdale Rd and 101 North gateway. Who approved that now empty Dial building? Nice job !!! (ii) Cavasson at Hayden Rd and 101 North though Hayden does not go all the way to North Scottsdale c. The City of Scottsdale cannot blow this only gateway left to North Scottsdale at Pima Rd and the 101 North -- sent by David A. Gramza, CPA (case# 49-DR-2022#2)



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# DEVELOPMENT REVIEW BOARD REPORT



Meeting Date: December 7, 2023  
General Plan Element: *Character and Design*  
General Plan Goal: *Foster quality design that enhances Scottsdale as a unique southwestern desert community.*

## ACTION

**Mack Innovation Park  
Scottsdale-North Phase  
49-DR-2022#2**

Request for approval of a site plan, landscape plan, building elevations, and site improvements, including cuts and fills greater than eight (8) feet in depth/height, for a new industrial development comprised of four (4), one-story buildings with +/- 608,170 square feet of building area for a +/- 61.5-acre portion of the overall +/- 124.7-acre site.

## SUMMARY

### Staff Recommendation

Approve, subject to the attached stipulations (Attachment #6)

### Items for Consideration

- Conformance with Development Review Board Criteria – staff confirms
- Integration of Sensitive Design Principles – staff confirms
- Environmentally Sensitive Lands Overlay District
- Replacing existing washes with significant structured drainage improvements
- Scenic Corridor along N. Pima Road frontage
- Development is comprised of future phases
- Future phases shall return as future DRB applications for review and approval
- Public comment received both in support and opposition

## BACKGROUND

**Location:** 9000 E Bell Rd, 9100 E. Bell Rd, 215-07-021A, 215-07-022E

**Zoning:** I-1, PCD & PRC PCD & I-1, PCD ESL (HD)

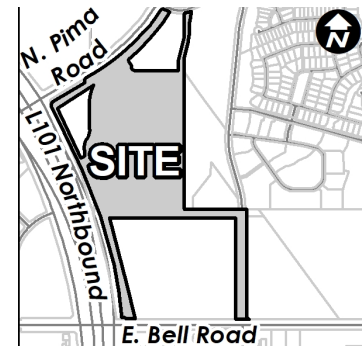
### Adjacent Uses

North: Undeveloped land owned by the Arizona State Land Department and DC Ranch Crossing Mixed-use Commercial Shopping Center.

East: City of Scottsdale Park and DC Corporate Center Industrial Park

South: Undeveloped industrial land, Mack Innovative Park Industrial Development Phase II

West: Existing industrial and commercial development with the Perimeter Center.





**Property Owner**

MREG 101 Bell LLC / Mack Real Estate Group  
Scott Denham  
310-595-4374

**Applicant**

Withey Morris, PLC  
George Pasquel III  
602-230-0600

**Architect/Designer**

Butler Design Group, Inc  
Rick Butler  
602-957-1800

**Engineer**

Kimley Horn and Associates, Inc.  
Steve Haney  
602-944-5500

**DEVELOPMENT PROPOSAL**

The applicant is requesting approval of the site plan, landscape plan, and building elevation for a new industrial development, comprised of four (4), one-story buildings with approximately 608,170 square feet of building area, on a +/- 61.5-acre portion of the +/- 124.7-acre site. Additionally, the applicant is requesting approval for cuts and fills greater than eight (8) feet in depth/height.

**Significant Updates to Development Proposal Since Initial Submittal**

During staff review of the development proposal, comments were provided to the applicant to update the development proposal which resulted in the following updates:

- Trees added to the site to enhance pedestrian shading along the south, east, and west sides of the buildings.
- The 84 cfs flow of 100-year flood water that enters into the site from the Pima Road culvert has been rerouted to the eastern perimeter drainage arroyo to reduce stormwater flow over existing City underground infrastructure. The drainage arroyo along Pima Road and Loop 101 frontage road has been reduced in width and depth to accommodate 4 cfs to 40 cfs.
- Updated building elevation color scheme and loading dock elevations with added architectural detail.

**Development Review Board Criteria**

Staff confirms that the development proposal generally meets the applicable Development Review Board Criteria. The site plan replaces the existing natural wash that bisects the site with significant drainage improvements that include drop structures, lengthy underground conveyances, and new drainage channels that have been stipulated to finalize the design through the final plan review. Please see drainage stipulations. For a detailed analysis of the Criteria, please see Attachment #4.

**Sustainability**

The City of Scottsdale promotes the goal of sustainability through the incorporation of appropriate design considerations in the development of the built environment. This development proposal incorporates several design elements that align with the City’s goal of sustainability including trees to provide pedestrian shade, the dedication of Scenic Corridors along N. Pima Road, and Natural Area Open Space.

**STAFF RECOMMENDED ACTION**

Staff recommends that the Development Review Board approve the Mack Innovation Park Scottsdale-North Phase development proposal per the attached stipulations, finding that the Character and Design Element of the General Plan, the Greater Airpark Character Area Plan and Development Review Board Criteria have been met.

**RESPONSIBLE DEPARTMENTS**

**STAFF CONTACTS**

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**APPROVED BY**



Meredith Tessier, Senior Planner

11/20/2023

Date



Brad Carr, AICP, LEED-AP, Planning & Development Area Manager  
Development Review Board Liaison  
Phone: 480-312-7713      Email: [bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)

11/27/2023

Date

## **ATTACHMENTS**

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1. Context Aerial
2. Close-up Aerial
3. Applicant's Narrative
4. Development Review Board Criteria Analysis
5. Development Information
6. Stipulations / Zoning Ordinance Requirements
7. Combined Context Aerial and Site Plan
8. Conceptual Master Site Plan
9. Phase I Enlarged Site Plan
10. Wall detail Plan
11. Phasing Plan
12. Circulation Plan
13. Master Open Space Plan
14. Natural Area Open Space Plan
15. Landscape Plan
16. Cuts and Fills Plan
17. Building Elevations (black & white)
18. Building Elevations (color)
19. Perspectives
20. Materials and Colors Board
21. Electrical Site Plan
22. Exterior Photometrics Plan
23. Exterior Lighting Cutsheets
24. Zoning Map
25. Community Outreach Report
26. Correspondence



Q.S.  
37-49  
Google Earth Pro Imagery

Context Aerial

ATTACHMENT 1

49-DR-2022#2



Q.S.  
37-49

Google Earth Pro Imagery

Close-up Aerial

ATTACHMENT 2

49-DR-2022#2



MACK INNOVATION  
PARK

PHASE 1 - North

SEC of Loop 101 and Pima Road  
Development Review Application  
Application 49-DR-2022#2

## Development Team



Developer  
**MREG 101 BELL LLC**  
2415 E. Camelback Road, Suite 920  
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480.712.9427



Attorneys / Representation  
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Phoenix, AZ 85020



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## Table of Contents

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3. Greater Airpark Character Area Conformance	10
4. Development Review Board Criteria	12
5. Scottsdale Sensitive Design Principles Conformance	16
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# 1. Introduction

In March of 2022, MREG 101 BELL LLC, a subsidiary of MACK Real Estate Group, was the successful bidder on roughly 124-acres of land auctioned off by the Arizona State Land Department. The Property, the majority of which is zoned Industrial Park, is situated adjacent to the Loop 101 Freeway between Pima Road and Bell Road as seen on the enclosed exhibits. The intent of this major acquisition was to capitalize on the freeway adjacency, desirable Scottsdale location and existing zoning entitlements to develop a new, Class-A industrial campus. The campus, termed *MACK Innovation Park*, will fill a sorely lacking market need and provide employment opportunities in the area.

Phase 2 (the southern portion of the Park totaling roughly 35-acres) has also been submitted to the City and is currently being reviewed under Case 49-DR-2022. This application, Phase 1, pertains to property within the northern portion of the Park, along with all the on-site and off-site backbone infrastructure to support development of both project phases (Phase 1 and Phase 2). The area encompasses roughly 48-acres. There are also two (2) “Future Development Lots” noted on plans that total roughly 9-acres and are not included in Phase 1 or Phase 2 but would be included in a future submittal.

## [MACK Real Estate Group](#)

Mack Real Estate Group is an integrated developer, operator, investor and lender with offices across major markets of the United States. Locally, MACK has been developing high quality projects for decades. This includes office, industrial, residential, and mixed-use projects. MACK seeks to combine institutional-quality best practices with the cultural and reputational heritage of a family office. Mack and its investment partners have a long-term investment plan and will continue to own and manage its properties after development is completed.

## [The Property](#)

The Property is currently vacant unimproved. The majority of the site is zoned Industrial Park, Planned Community District (I-1, PCD), a small portion of which also has an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). A smaller, roughly 29-acre portion near the southeast corner of the overall auctioned site is zoned Planned Regional Center (PRC, PCD), but is not subject to this Development Review application and there are no plans to develop that section of the Property at this time. The property is bounded by the Loop 101 freeway on the west side and Pima Road and Trailside View to the north. A significant power line corridor on the east side of the Property, which, along with a City park, an existing storage facility, and an APS Substation, help to buffer the site from the adjacent residential neighborhood. The Property also includes a significant natural grade change of roughly 50 feet, sloping from Pima Road at the north, down

to the south at Bell Road. This, along with the strategic drainage solutions, necessitate cut-and-fill in excess of 8 feet which necessitates Development Review Board approval.

### Overall Design Concept

The proposed *MACK Innovation Park* consists of roughly 1.2 Million square feet of industrial and office space spread across a multi-building campus. Along with the high-quality building design and layout, the project will also include a substantial amount of infrastructure for the overall site including the completion of 91st Street, internal circulation drives, drainage channels and perimeter improvements. This Phase 1 application includes the majority of the infrastructure (backbone infrastructure) and four (4) buildings totaling roughly 570,000 square feet.

The overall design theme and concept recognizes a multiplicity of overarching principles and sensitivities at various levels of scale; all of which relate to the specific location of this site as related to the State of Arizona, the Greater Metro Phoenix Area, and most importantly the City of Scottsdale. It is believed that the design theme is so specific to this site, project and building type that it would not make sense anywhere else but at this proposed location.

Enticed by the exotic Sonoran Desert Landscape the renowned Architect Frank Lloyd Wright came to Arizona in the early 1930's and purchased land in the McDowell Mountains where he built his winter home and school of architecture at Taliesin West. It was here where FLW began experimenting with desert architecture, forever leaving his mark on the valley and inspiring future generations of artists and architects alike. It is through this rich history of art and architecture that has become synonymous with the culture of the City of Scottsdale, that it felt appropriate to implement inspirations of FLW within the design concept. Two such FLW projects lead the impetus for the conceptual design for the Mack Innovation Park buildings; The Rose Pauson House and Taliesin West.

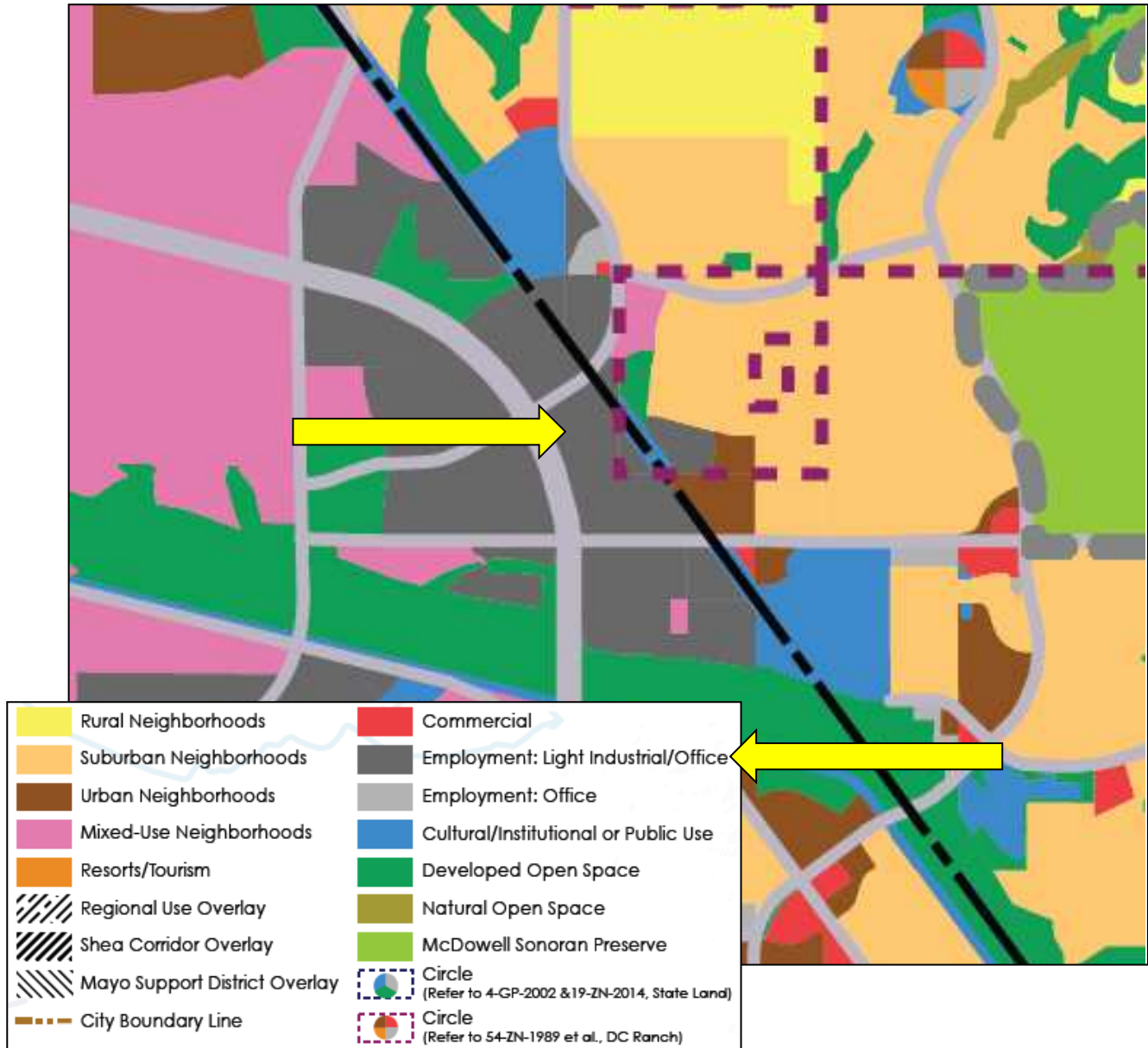
Out of the many FLW projects located in Phoenix, the Pauson House, of which only a few fieldstone site walls remain and although residential in nature embodied elements that could easily be translated into the design of an industrial building. The tall floor to ceiling windows could be seen to be the office entries at the corners. The girthy trapezoidal shaped fieldstone walls and towers could be imagined as interesting artistic focal pieces to help break the mass of the buildings into smaller elements. The long horizontal wood panels could be interpreted to be the main unifying element that runs throughout the length of each building tying the architectural composition together.

Likewise, Taliesin West, being in such close proximity to the property and a prominent landmark and destination in Scottsdale to art enthusiasts, architects, and tourists, also possesses unique and interesting Wrightian components that could be expressed as part of the overall design concept for this project. Particularly, the flying redwood angle capped beams which extend out to form the shading canopy became the entry canopies for this project, which then carry downward at a soft angle, terminating into a heavy, trapezoidal fieldstone base. The chunkiness

of the columns reflecting many of FLW's works which embody and synthesize heavier elements with lighter/more delicate structures. Finally, some of the integrally colored concrete used as hardscaping at Taliesin West have been utilized in the same effect in this project as the sidewalk leading into each building entry will be integrally colored the same color as the entry canopies to give a greater sense of arrival and relate the ground, to the pedestrian, to the building.

## 2. General Plan Conformance

According to the City’s adopted General Plan Land Use Map, the Property has a General Plan land use designation of “*Employment Light Industrial / Office.*” And is also located within a “*Regional Use Overlay.*” The proposal is in keeping with these designations and conforms to numerous policies related to the *Character and Design* element of the newly approved General Plan.



Portion of the Scottsdale General Plan Land Use Map. “Employment” designation.

## Character & Design (CD) Element

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

- *New and revitalized development should respond to regional, citywide, and neighborhood contexts in terms of:*
  - *Scottsdale's southwestern, Sonoran Desert characteristics, such as climate, native plants, topography, and history/culture.*
  - *Scottsdale as a part of a larger metropolitan area with a unique image, character, and identity within the regional setting.*
  - *Relationships and sensitivity to surrounding land forms, land uses, and transportation corridors.*
  - *Compatibility with and sensitive integration into established neighborhood character, including historical preservation policies.*
  - *Contributions to citywide linkages of open space, Growth Areas, and Activity Areas.*
  - *Creation of new or reinvention of the existing character of an area, when necessary.*
  - *Physical scale relating to human experience.*
  - *Visual impacts on and accessibility to public settings, significant natural features, and neighboring properties.*
  - *Impacts on and sensitivity to the natural environment.*

### **Response:**

The Project location immediately adjacent to the Loop 101 and freeway interchanges make the site ideal for industrial development. The access to this primary roadway will provide extremely efficient access and egress for vehicles with limited impact on the surrounding neighborhood. The primary character of freeway adjacent land in this Employment zone of the General Plan is higher density commercial and light industrial use, where businesses can benefit from visibility and access to the regional transportation network.

This project is utilizing native desert planting throughout the project along with a design that is inspired by the historical and cultural context of Frank Lloyd Wright, who is recognized as an innovator regionally, citywide and locally. The project also follows the unique character and vibe of the City of Scottsdale as promoters of an artistic culture and lifestyle while simultaneously regarding sensitivity and appreciation for nature and the outdoor environment. While most industrial buildings are large, flat, and overwhelming, this project seeks to minimize the standard by creating overlapping walls, use of fieldstone and other materials, textures, dramatic and dynamic architectural features that are pleasing to the surrounding neighborhood while eye-catching from the freeway.

***CD3: Foster quality design that enhances Scottsdale as a unique southwestern desert and tourism community through development review processes.***

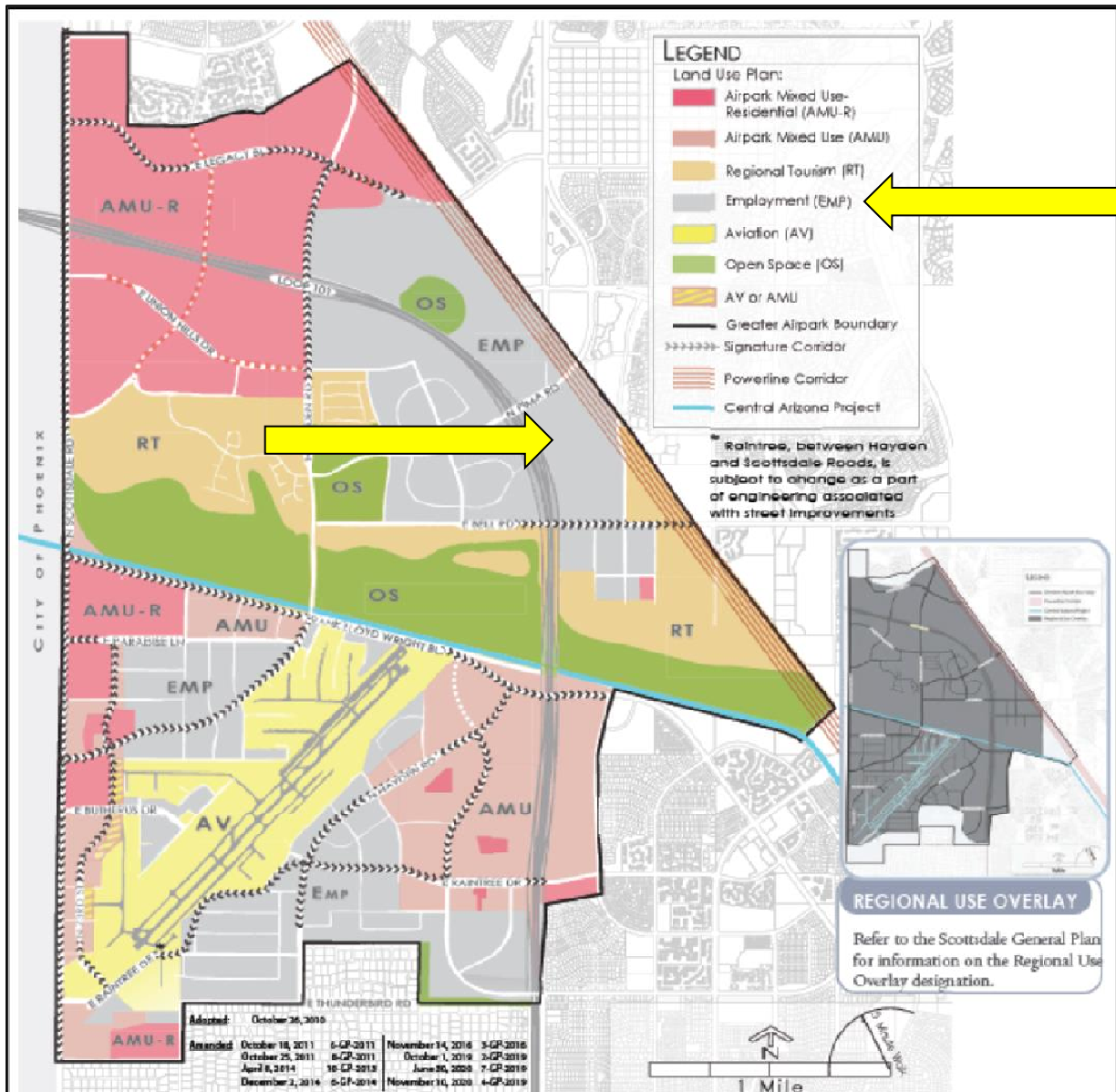
- Strengthen Scottsdale’s economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

**Response:**

Due to a location adjacent to freeway interchanges, the Property is effectively a commercial “gateway” into the adjacent neighborhoods. The proposed design embraces this reality by incorporating building and landscape design features that are consistent with neighborhood standards. By implementing a Frank Lloyd Wright inspired design, the industrial building is elevated from a building solely of function to a building of form and elevated, quality design. The project also recaptures the native flora currently existing on site, and recaptures the natural washes into a channel which is landscaped and integrates a multi-use path for the use of outdoor activities.

### 3. Greater Airpark Character Area Plan Conformance

The Property is located within the Greater Airpark Character Area Plan, one (1) of seven (7) Character Area Plans adopted by the City and used to guide growth and development decisions in specific areas of the City. The Land Use Plan within the Greater Airpark Area Plan designates the Property as “Employment” (EMP) and provides for a Development Type of “Type-C Higher Scale.” The proposal conformed to several of the Character and Design element goals and policies of this Character Area Plan.



Greater Airpark Character Area Plan, Land Use Plan designation of “Employment.”

## Character and Design Element

### **Goal CD 1: Enhance and strengthen the design character of Greater Airpark Future Land Use Areas.**

- **Policy CD 1.1.** Promote innovative, high-quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:

***Employment Land Use Areas:** These areas consist of multi-functional buildings with form following function, contemporary architecture, technological and corporate/executive character, campuses, and unique expressions of corporate identity. Multi-modal connections between developments are encouraged. Building materials that are utilized in the area should reflect emerging technologies and sustainable practices. Landscape materials should provide vibrant colors that are contextually sensitive to adjacent developments.*

- **Policy CD 1.2.** Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.

**Response:** All lighting will be placed with sensitivity to the residential neighborhoods and comply with City of Scottsdale lighting standards.

- **Policy CD 1.4.** Buffer residential neighborhoods from lighting, noise, and activities associated with employment and commercial land uses by utilizing vegetation, walls or screens, and other appropriate technologies in site design. (see screening response in section 4)

**Response:**

The adjacent APS/SRP power line corridor is over 240-feet wide, under which no buildings can be constructed. This easement therefore provides significant setback and buffer of the Project from the adjacent residential neighborhood. Additional design strategies are discussed in more detail below.



## 4. Development Review Board Criteria

Per Ordinance Section 1.904, in consideration of an application, the Development Review Board shall be guided by the following criteria:

1. ***The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.***

**Response:** The project adheres to the established Character Area Plan and General Plan designations as outlined above. The proposed development complies with guidelines and development standards applicable to the parcel, the Design Standards & Policies Manual, Design Scenic Corridor Design Guidelines, Lighting & Shading Guidelines of the City of Scottsdale. The land area designated as ESL will be developed in a future phase and is not included in this current (Phase 1) submittal.

2. ***The architectural character, landscaping and site design of the proposed development shall:***
  - a. ***Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;***

**Response:** The project, and in particular this Phase 1 submittal, promotes a desirable relationship between structures, open space and topography. It does this in many ways, including by incorporating the 100-foot scenic corridor along Pima Road and greatly beautifying this setback. Positioning open space and landscaping at this highly visible location maximizes the impact of this open space and enhances the gateway location. . The design also accounts for the natural topography of the site. The site naturally slopes from North to South by approximately 50'. Due to this unique terrain feature, buildings have been placed in an east-west orientation with finish floors stepping down towards Bell Road. This allows for a minimal disturbance to the existing topography. The proposed development also conforms with many of the Scottsdale Sensitive Design principles, as further detailed in Section 5 below.

- b. ***Avoid excessive variety and monotonous repetition;***

**Response:** The project adheres to the principles stated above through slight variations of the design motif so as not to appear excessive in variety nor repetitive.

***c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;***

**Response:** There are existing natural arroyos flowing through the site that will be redirected through thoughtfully designed manmade arroyos. These manmade arroyos are strategically placed along the boundaries of the site so as to provide a larger desert landscape buffer from the public roadways, surrounding neighborhoods and civic amenities. A well landscaped pedestrian route is being proposed from Bell Road through the northern, ESL portion of Phase 1 that will connect to the multi-use trail along Pima Road. Recessed Low-E glass is being incorporated throughout each building. Building entries are highlighted with striking sculptural canopies that help shade and provide pedestrian wayfinding. Evocative materials in natural color tones and textures, such as fieldstone, seamlessly blend architecture and environment. A majority of the mature flora existing on the site will be salvaged and replanted throughout the project to help preserve the Sonoran Desert Environment.

***d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and***

**Response:** The project conforms to the ESL Ordinance and a separate Wash Modification application has been submitted with this application.

***e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.***

**Response:** While not located within a historic overlay, the project does incorporate unique architectural features through size, color, texture, and layered/overlapping wall elements.

***3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be so designed as to promote safety and convenience.***

**Response:** The Applicant has spent a considerable amount of time and effort working with the City Traffic Department and ADOT on both off-site and on-site traffic circulation improvements. The results include the addition of a new lane on the adjacent freeway frontage road and an additional, dedicated right turn lane from this frontage road onto northbound Pima Road. These additions, combined with on-site improvements, will help to ensure safety and convenience.

The Project is also required to construct 91st Street as a major collector road between the existing Bell Road signalized interchange north to the current cul-de-sac located at the south end of 91st, adjacent to the APS substation. 91st Street north of the subject Property will remain a non-truck route, 2-lane road. A private (40ft-wide) collector road will be constructed through the middle of the site connecting the new 91st Street to the Loop 101 frontage road on the west, where a new right-turn-in / right-turn-out driveway will be installed. A new right-turn-in / right-turn-out driveway will also be installed at the northern portion of the site at Pima Road, and a new restricted movement driveway will be installed at Bell Road aligned with 90th Street to the south.

Combined with the proposed interior driveways, this added infrastructure will provide very efficient traffic movement into, within and out of the site, and will also benefit existing traffic flow by adding new options to access the adjacent neighborhood. As shown in the circulation plan, a primary pedestrian route is being proposed through both phases and connects all buildings to public sidewalks and a future multi-use trail.

**4. *If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.***

**Response:** All associated screening walls and mechanisms follow and reflect the theme of the overall building design through similarity of color, pattern, and motif. All mechanical equipment will be located on the roof for efficiency and so as not to encumber the site with unsightly devices. Building walls will also serve as parapets to screen roof-mounted equipment. Ground-mounted electrical transformers and utility pedestals are located where viewing from significant vehicular and pedestrian pathways will be limited, and all are screened with landscape. Required screening will comply with City of Scottsdale's Zoning Ordinance & Guidelines

**5. *Within the Downtown Area, building and site design shall:***

- a. **Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;**
- b. **Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;**
- c. **Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details, and recessing fenestrations;**
- d. **Reflect the design features and materials of the urban neighborhoods in which the development is located; and**
- e. **Address building mass, height, materials, and intensity transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.**

**Response:** The project is not located within the Downtown Area.

**6. *The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:***

- a. Accessibility to the public;**
- b. Location near pedestrian circulation routes consistent with existing or future development or natural features;**
- c. Location near the primary pedestrian or vehicular entrance of a development;**
- d. Location in conformance with the Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and**
- e. Location in conformance to standards for public safety. Reflect the design**

**Response:** The Cultural Improvement Program and Public Art Program are not applicable.

## 5. Scottsdale Sensitive Design Principles Conformance

The Character and Design Element of the General Plan states that “*Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale’s Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.*” The City has established a set of design principles, known as the Scottsdale’s Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.

1. ***The design character of any area should be enhanced and strengthened by new development.***

**Response:** The project will greatly enhance the design character of the area. The property is located immediately adjacent to the Loop 101 Freeway, yet is currently vacant and unimproved. The property currently adds little to the character of the area. This project will greatly enhance the setting, with generous perimeter landscaping and the incorporation of a long-sought after multi-use trail across the north portion of the Property, leading to the new public park east of the site. The design character of the project further enhances the area by utilizing and implementing an artistic interpretation of Frank Lloyd Wright style design within the buildings creating an interesting and pleasant view for travelers along the freeway and from the neighborhood.

2. ***Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features.***

**Response:**

Due to the significant grade differential and the site being located within a Federal 404 Flood Water Zone, the buildings are oriented perpendicular (east-west) to the existing grade thereby allowing the site to step down gradually from North to South. This enables the Project to blend into the existing perimeter grades and minimize impact to native landscape surrounding the site. This strategic site and drainage solutions necessitates cut-and-fill in excess of 8 feet. This necessitates review and approval by the Development Review Board.

3. ***Development should be sensitive to existing topography and landscaping.***

**Response:**

Currently channelized offsite flood water is deposited onto the site in several locations. In order to maintain the flow of this flood water while also controlling the outflow at specific locations at Bell Road, the drainage plan routs the current flood water into

manmade arroyos around the perimeter of the site where they can enhance the open space and landscape quality. The site sits within FEMA Flood Zone AO, requiring that all building finished floor elevations be set a minimum of 2-ft above the highest adjacent existing grade elevation. All proposed buildings are set in such a way to meet this requirement.

- 4. Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.***

**Response:**

Perimeter open space setbacks and manmade arroyos will utilize native species while also enhancing the existing landscape with new species consistent with City of Scottsdale's Landscape Guidelines and Ordinances. Existing native plants will be salvaged and re-planted where feasible.

- 5. The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.***

**Response:**

The unique design of this project and proximity to Loop 101 Freeway will enhance and define the character of the area as a gateway landmark to the community.

- 6. Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.***

**Response:**

Multi-use trails are being proposed in the northern-most portion of the Project and will connect to existing hiking/biking trails and adjacent public park. Ample bike parking will be provided throughout the site.

- 7. Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.***

**Response:**

A landscaped primary pedestrian route is being proposed from Bell Road through the northern most portion of the site that will connect all buildings to public sidewalks and the multi-use trail along Pima Road.

- 8. Buildings should be designed with logical hierarchy of mases.***

**Response:**

The buildings avoid long spans of uninterrupted blank walls by implementing layering and overlapping wall planes, transitions of varying wall elements and colors, and utilization of various wall textures.

**9. *The design of the built environment should respond to the desert environment.***

**Response:**

The built environment responds with sensitivity through use colors and textures found in the desert environment.

**10. *Development should strive to incorporate sustainable and healthy building practices and products.***

**Response:**

This proposed development incorporates sustainable and healthy building practices by salvaging existing site flora and sourcing local stone. The longitudinal east-west orientation of the buildings, canopies at the entries, low-e glass and thoughtfully placed trees helps maximizes solar efficiency while minimizing energy usage.

**11. *Landscape design should respond to the desert environment by utilizing a variety of mature landscaping and preserving native plants.***

**Response:**

The Landscape Architectural Design will respond to the desert environment by using all existing Trees and Cacti that are salvageable and in disturbed areas due to construction. All existing native areas not in disturbance areas will be protected and enhanced with additional desert plant materials. The existing plant material to be salvaged and reused are mature in size and character. This will create a mature landscape in the areas that they will be transplanted. All New Plant material will be Native, Desert themed and have low water requirements.

**12. *Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.***

**Response:**

The Landscape Architectural Design will include irrigation techniques for water efficiency. Low Flow Drip Irrigation will be used with trees, shrubs and cacti separated by valves and environmental locations (i.e. building orientation, retention and drainage ways and solar orientation). Smart controllers and soil sensors and rain gauges will assist in the efficient delivery of the irrigation to the plant materials. All Plant material will be low water and drought tolerant to reduce the amount of water in the short and long term.

**13. *The extent and quality of lighting should be integrally designed as part of the built environment.***

**Response:**

Quality of lighting will follow City of Scottsdale lighting standards and will provide lighting that will promote safety while being sensitive to dark sky ordinances and adjacent neighborhoods.

**14. *Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.***

**Response:**

A comprehensive Sign Program will be developed and submitted at a later date which will incorporate design elements and materials consistent with the overall project design.

## **6. Conclusion**

As outlined in this narrative and as seen in the application exhibits, the proposal meets and exceeds numerous stated goals of the General Plan, the Greater Airpark Character Area Plan, and the Scottsdale Sensitive Design Principles. The Project also directly responds to the Development Review criteria detailed in Ordinance Section 1.904.

The Development proposal will reinvigorate a vacant and underutilized site with a new, high-quality project that provides for employment opportunities. The project is highly designed from a building and landscaping perspective and creates an inviting and contextually appropriate development. This Phase 1 submittal of the *Mack Innovation Park*, along with the concurrent Phase 2 portion, delivers on the promise of industrial / office uses that have long been anticipated and sought after for the site.

Thank you.



## **DEVELOPMENT REVIEW BOARD CRITERIA ANALYSIS**

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Per Section 1.904. of the Zoning Ordinance, in considering any application for development, the Development Review Board shall be guided by the following criteria:

1. The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.
  - *The applicant states, the project adheres to the established Character Area Plan and General Plan designations. The proposed development complies with guidelines and development standards applicable to the parcel, the DS&PM, Scenic Corridor Design Guidelines, Lighting & Shading Guidelines of the City of Scottsdale. The land designated as ESL will be developed in a future phase and is not included in this current (Phase I) submittal.*
  - *Staff finds that the General Plan land use designation for this site is Employment Light Industrial/Office and is also located within the Regional Use Overlay. The site is also located within the Greater Airpark Character Area Plan and is designated as Employment and provides for a Development Type of "Type-C Higher Scale. The property is planned to provide employment opportunities within a new industrial campus. The proposed development conforms to the General Plan and Character Areas Plan for light industrial/office.*
2. The architectural character, landscaping and site design of the proposed development shall:
  - a. Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;
  - b. Avoid excessive variety and monotonous repetition;
  - c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;
  - d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and
  - e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District. (Not applicable to this project)
  - *The applicant states, the Phase I submittal promotes a desirable relationship between structures, open space and topography. Additionally, the project incorporates the 100-foot scenic corridor along Pima Road. The site naturally slopes from North to South by approximately 50 feet. Due to this unique terrain feature, buildings have been placed in an east-west orientation with finish floor stepping down towards Bell Road. This allows for a minimal disturbance to the existing topography. The project conforms to the ESL Ordinance and a separate Wash Modification application has been submitted for city staff review. The proposed development also conforms with the Scottsdale Sensitive Design Principles.*
  - *Staff finds that the proposed material, color and finishes are consistent with the Scottsdale Sensitive Design Principles. Architectural details respond to the context of adjacent land uses including similar materials and colors. A small portion of land designed as ESL at the northeast corner of the overall site will be developed in a future phase. The site plan replaces the existing natural wash that bisects the site with*

*significant drainage improvements that include drop structures, lengthy underground conveyances, and new drainage channels.*

3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be designed as to promote safety and convenience.
  - *The applicant states that they have spent a considerable amount of time and effort working with the City Traffic Department and ADOT on both off-site and on-site traffic circulation improvements. The results include the addition of a new lane on the adjacent freeway frontage road and an additional, dedicated right turn lane from this frontage road onto northbound Pima Road. The project will also construct 91<sup>st</sup> Street as a major collector road between the existing Bell Road signalized interchange north to the current cul-de-sac located at the south end of 91<sup>st</sup>, adjacent to the APS substation. 91<sup>st</sup> Street north of the subject site will remain a non-truck route, 2-lane road. A private 40-foot-wide collector road will be constructed through the middle of the site connecting to the new 91<sup>st</sup> Street to the Loop 101 frontage road on the west, where a new right-turn-in/right-turn-out driveway will be installed.*
  - *The site is bounded by E. Bell Road to the south, Loop 101 to the west and to the north is N. Pima Road and E. Trailside View. Vehicular access is provided with three new driveways along the Loop 101 and N. Pima Road and the intersection of N. 91<sup>st</sup> Street and E. Bell Road. Additionally, the development is providing an 8-foot-wide unpaved trail along E. Trailside View and segment along N. Pima Road, and a 10-foot-wide paved multi-use path along N. Pima Road.*
4. If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.
  - *The applicant states, all associated screening walls and mechanisms follow and reflect the theme of the overall building design through similarity of color, pattern, and motif. All mechanical equipment will be located on the roof and screened with building walls. Ground mounted transformers and utility pedestals will be screened with landscape.*
  - *Staff finds that the mechanical equipment is integrated into the building design and rooftop units are fully screened and enclosed.*
5. Within the Downtown Area, building and site design shall:
  - a. Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;
  - b. Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;
  - c. Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details, and recessing fenestrations;
  - d. Reflect the design features and materials of the urban neighborhoods in which the development is located; and
  - e. Incorporate enhanced design and aesthetics of building mass, height, materials and intensity with transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.

- *This criterion is not applicable to this project as it is not located within the downtown area.*
6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:
    - a. Accessibility to the public;
    - b. Location near pedestrian circulation routes consistent with existing or future development or natural features;
    - c. Location near the primary pedestrian or vehicular entrance of a development;
    - d. Location in conformance with Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and
    - e. Location in conformance to standards for public safety.
- *This criterion is not applicable.*

## **DEVELOPMENT INFORMATION**

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### **Zoning History**

The site was annexed from the county into the City of Scottsdale in March of 1963. Subsequently the site was zoned to Industrial Park (I-1) with zoning case 11-Z-1986. In 1991, the Environmentally Sensitive Lands (ESL) Ordinance was adopted as an amendment to the Hillside District Overlay and incorporated the subject site into the ESL overlay boundary. As such, approximately 7.8-acres located within the north portion of the site is zoned Industrial Park, Environmentally Sensitive Lands (I-1 ESL).

### **Community Involvement**

With the submittal of the application, staff notified all property owners within 750 feet of the site. In addition, the applicant has been in communication with property owners surrounding the site. As of the publishing of this report, staff has received community input regarding the application.

### **Context**

Located at the northeast corner of the Loop 101 and N. Pima Road, the surrounding developments are vacant undeveloped commercial land, Mixed-Commercial shopping center within DC Ranch Corporate Center, industrial and office park within Perimeter Center and industrial offices south of Bell Road.

### **Project Data**

- Existing Use: Vacant, undeveloped industrial parcel
- Proposed Use: Industrial and Office Development
- Parcel Size (Phase I): 2,856,319 square feet / +/- 65.6 acre (gross)  
2,678,525 square feet / +/- 61.5 acre (net)
- Warehouse Building Area: 462,170 square feet
- Office with Mezzanine Building Area: 146,000 square feet
- Total Phase I Building Area: 608, 170 square feet
- Floor Area Ratio Allowed: 0.8
- Floor Area Ratio Provided: 0.16
- Building Height Allowed: 52 feet (exclusive of rooftop appurtenances)
- Building Height Proposed: 46 feet 0 inches (inclusive of rooftop appurtenances)
- Parking Required (Phase I): 1065 spaces
- Parking Provided (Phase I): 1073 spaces
- Master Open Space Required: 837,195.5 square feet / 19.21-acres
- Master Open Space Provided: 1,036,172 square feet /23.7-acres

**Stipulations for the  
Development Review Board Application:  
Mack Innovation Park Scottsdale-North Phase  
Case Number: 49-DR-2022#2**

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

**Stipulations with UPPERCASE, bold and strikethrough text were amended at the January 4, 2024,  
Development Review Board hearing.**

**APPLICABLE DOCUMENTS AND PLANS:**

1. Except as required by the Scottsdale Revised Code (SRC), the Design Standards and Policies Manual (DSPM), and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
  - a. Architectural elements, including dimensions, materials, form, color, and texture shall be constructed to be consistent with the building elevations submitted by Butler Design Group, Inc. with a ~~city staff~~ **DEVELOPMENT REVIEW BOARD HEARING** date of ~~11/06/2023~~ **JANUARY 4, 2024.**
  - b. The location and configuration of all site improvements shall be consistent with the site plan and phasing plan submitted by Butler Design Group, Inc, with a ~~city staff~~ **DEVELOPMENT REVIEW BOARD HEARING** date of ~~11/06/2023~~. **JANUARY 4, 2024.**
  - c. Landscape improvements, including quantity, size, and location shall be installed to be consistent with the preliminary landscape plan submitted by Laskin & Associates, Inc. with a ~~city staff~~ **DEVELOPMENT REVIEW BOARD HEARING** date of ~~11/06/2023~~ **JANUARY 4, 2024.**
  - d. Refuse improvements shall be consistent with the Refuse Plan - North Phase submitted by Butler Design Group, Inc. with a seal date by Corey S. Wilkes on 10.20.2023.
  - e. Circulation improvements shall be consistent with the recommendations of the approved Traffic Impact and Mitigation Analysis submitted by Kimley Horn signed by Alexander Weber dated 9/14/23.
  - f. Site improvement and landscape within Phase I shall be consistent with the of Master phasing plan prepared by Butler Design Group, Inc. with a city staff date of 11/06/2023.
  - g. The third submittal of the preliminary drainage report and preliminary grading and drainage plan submitted by Kimley-Horn and Associates both sealed 10/27/23 and reviewed by the Stormwater Management Department of the Planning and Development Services.
  - h. The Water and Sewer Master Plans and final water and sewer basis of design reports shall be approved by the Water Resources Department prior to submittal of construction documents and at minimum shall adequately address the following which has yet to be assured for the project:

- i. For two pump/reservoir system analysis, both fire hydrant flow tests shall be conducted simultaneously on same day so that the existing available water distribution system pressures and demands can be simulated. Therefore, hydraulic analyses presented here is not the true representation of the existing water distribution system condition. Therefore, during any phase of this development, if it is determined that the proposed water infrastructure is not sufficient to meet demands (including fire flows), the Developer shall install, at their expense, all on-site and off-site improvements, as determined by Water Resources, necessary to provide water service to their development per DSPM Section 6-1.000.
- ii. The water demand calculations are based on land use assumptions with an applied factor to the industrial buildings. If the nature of the actual industrial facilities at this development has a greater water demands, then a revised Master Plan providing industry specific water demand values will need to be submitted to Water Resources for approval per DSPM Section 6-1.200 and during any phase of this development, if it is determined that the proposed water infrastructure is not sufficient to meet demands (including fire flows), the Developer shall install, at their expense, all on-site and off-site improvements, as determined by Water Resources, necessary to provide water service to their development per DSPM Section 6-1.000.
- iii. The sewer generation calculations are based on land use assumptions with an applied factor to the industrial buildings. If the nature of the actual industrial facilities at this development generates a greater sewer volume, then a revised Master Plan providing industry specific sewer values will need to be submitted to Water Resources for approval per DSPM Section 7-1.200 and during any phase of this development, if it is determined that the proposed sewer infrastructure is not sufficient to meet demands, the Developer shall install, at their expense, all on-site and off-site improvements, as determined by Water Resources, necessary to provide sewer service to their development per DSPM Section 7-1.200.
- iv. If the wastewater potentially contains constituents that are subject to discharge limitations, the user must submit information as to the nature and the characteristics of the wastewater under SRC Chapter 49 Article IV and DSPM Sections 7-1.001 and 7-1.002.
- v. Scour analysis is required for all water, potable and non, and sewer lines located within the scour zone, or with less than the minimum required depth of bury as indicated in DSPM Section 6-1.414 or 7-1.408.

**Ordinance**

- A. At the time of review, the applicable Zoning, cases for the subject site were: 10-Z-88 & 11-Z-86.

**ARCHAEOLOGICAL RESOURCES:**

**Ordinance**

- B. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Section 46-134 - Discoveries of archaeological resources during construction.

**ARCHITECTURAL DESIGN:**

**DRB Stipulations**

2. All exterior window glazing shall be recessed a minimum of fifty (50) percent of the wall depth, including glass windows within any tower/clerestory elements. The amount or recess shall be

measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal, the developer shall provide head, jamb and sill details clearly showing the amount of recess for all window types.

3. All exterior doors shall be recessed a minimum of thirty (30) percent of the wall depth, the amount of recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal, the developer shall provide head, jamb and sill details clearly showing the amount of recess for all door types.
4. **AT TIME OF FINAL PLANS, THE APPLICANT SHALL REVISE THE BUILDING ELEVATIONS BY INCREASING THE GLAZING PORTION OF THE AT-GRADE LEVEL OF THE ENTRY RECESS FROM FOUR (4) FEET TO EIGHT (8) FEET, INCREASE THE OFFSET OF THE ROOF PARAPET AND MECHANICAL SCREEN WALL ON THE ROOF TO 10 FEET FROM THE FAÇADE PLANE, AND PROVIDE A ROOF PARAPET HEIGHT REDUCTION AND MECHANICAL SCREEN RECESS TO THE DOCK BAY SIDE ON EACH OF THE BUILDINGS.**

**SITE DESIGN:**

**ORDINANCE**

- C. Pursuant to 10-Z-88, no permanent buildings shall be located closer than 50 feet to the outer loop frontage road between Pima Road and Bell Road. Surface parking may occur within the setback, provided that such parking is setback a minimum 20 feet from the street.

**DRB Stipulations**

5. Site improvements located within the Epicenter Development Plan (4-ZN-2008), excluding the N. 91<sup>st</sup> Street improvement as stipulated herein, requires separate review and approval.
6. Each building, from its main entrance, shall be provided a six (6) foot wide sidewalk connection to N Pima Road, N 91<sup>st</sup> Street, and E Trailside View.
7. At time of final plans, the applicant shall provide a minimum 3-foot-tall parking lot screen wall along streets. The screen wall shall be architecturally compatible with the main buildings.
8. All drive aisles shall have a width of twenty-four (24) feet.
9. Future development pads require separate Development Review Board approval.
10. At time of final plans, the applicant shall provide stamped concrete or pavers where pedestrian circulation crosses vehicular traffic, except within water and sewer facility easements.
11. With final plans submittal, show Electric Vehicle (EV) charging capable infrastructure provided for 10% of total required parking spaces and EV charging installed for 4% of total required parking spaces per 2021 IgCC.
12. With final plans submittal, show buildings complying with mandatory and prescriptive envelope requirements of the 2021 IECC.
13. With final plans submittal, show the design for on-site renewable energy system (PV) that provides not less than 2 watts per sq. ft. of roof area per 2021 IgCC.
14. Prior to final plan **APPROVAL** submittal, the property owner shall obtain City Council approval for the abandonment of the existing 65-foot-wide Pima Road Highway; else redesign of project and associated site plan will be required of owner.

15. Prior to construction plan approval or the issuance of any building permit for the development project, the owner shall submit, obtain approval and recordation of a final plat.
16. Prior to construction plan approval or issuance of any building permit for the development project, the owner shall execute a city standard Covenant to Construct Agreement and provide a city standard assurance for all public infrastructure associated with project.
17. Prior to construction plan approval or issuance of any building permit for the development project, the owner shall coordinate with City of Scottsdale Park and Recreation and Real Estate Departments to obtain city recorded approvals for any proposed site improvements on city land, including maintenance access; else redesign of project and associated site plan will be required of owner.
18. Prior to construction plan approval, issuance of any building permit for the development project or plat recordation, the owner shall provide the city with written approvals from APS, SRP and WAPA for any improvements and project related easements within APS, SRP, and WAPA existing electric easements; else redesign of project and associated site plan will be required of owner. APS, SRP and WAPA executed license agreements are required for work and improvements within their easements.
19. Prior to construction plan approval or issuance of any building permit for the development project, the owner shall provide the city with written approval from the Arizona Department of Transportation (ADOT) for any project connections to its 101-frontage road; else redesign of project and associated site plan will be required of owner. ADOT permit issuance is required for any modifications to their infrastructure.
20. Prior to construction plan approval or issuance of any building permit for the development project, all public infrastructure easements in response to project design shall be provided to and recorded by the city.

**NATURAL AREA OPEN SPACE (NAOS):**

**DRB Stipulations**

21. At time of final plans, the applicant shall dedicate the minimum required Natural Area Open Space on the Map of Dedication or plat.

**OPEN SPACE:**

**DRB Stipulations**

22. At time of final plans, the applicant shall submit an Open Space Site Plan that demonstrates conformance with Zoning Ordinance Section 5.1804.B.

**LANDSCAPE DESIGN:**

**Ordinance**

- D. The property owner shall obtain approval of a Salvage/Native Plant Plan Application and obtain a permit to remove any tree.

**DRB Stipulations**

23. Prior to the issuance of any building permit for the development project, the property owner shall submit landscape improvement plans that demonstrate how the salvaged vegetation from the site will be incorporated into the design of the landscape improvements.



24. Prior to the issuance of any building permit for the development project, the property owner shall submit landscape improvement plans that demonstrate the utilization of the City of Scottsdale Supplement to MAG Standard Specifications for the landscape and irrigation improvements within the public right-of-way median(s).
25. Landscape improvements shall include adjacent right of way medians and subject to the satisfactory of final plan review staff.
26. With the final plan's submittal, the property owner shall update the landscape plans to show all utility lines and ensure that no trees are within at least eight (8) feet from any utility lines.
27. At time of final plans, the owner shall revise the landscape plan by incorporating native trees at the bottom of the site's drainage channel. Final landscape design shall conform to the Design Standards and Policy Manual Section 2-1.403 and subject to the satisfaction of final plan review staff.

**EXTERIOR LIGHTING:**

**Ordinance**

- E. All exterior luminaires shall have integral lighting shield and be directed downward, including landscape lighting.
- F. All exterior luminaires mounted eight (8) feet or higher above finished grade, shall be directed downward and have an integral lighting shield.
- G. Any exterior luminaire with a total initial lumen output of greater than 1600 lumens shall have an integral lighting shield.
- H. Any exterior luminaire with a total initial lumen output of greater than 3050 lumens shall be directed downward and comply with the Illuminating Engineering Society of North America (IES) requirements for full cutoff.
- I. The initial vertical luminance at 6-foot above grade, along the north, south, east, west, property line shall not exceed 0.3 foot-candles. All exterior luminaires shall be included in this calculation.

**DRB Stipulations**

28. All exterior luminaires shall meet all IES requirements for full cutoff and shall be aimed downward and away from property line except for sign and landscape lighting.
29. Incorporate the following parking lot and site lighting into the project's design:
  - a. The maintained average horizontal luminance level, at grade on the site, shall not exceed 2.0 foot-candles. All exterior luminaires shall be included in this calculation.
  - b. The maintained maximum horizontal luminance level, at grade on the site, shall not exceed 8.0 foot-candles. All exterior luminaires shall be included in this calculation.
  - c. The initial vertical luminance at 6-foot above grade, along the entire property line shall not exceed 0.8 foot-candles. All exterior luminaires shall be included in this calculation.
  - d. All exterior lighting shall have a color temperature of 3,000 Kelvin or less.
  - e. The total lumen per luminaire shall not exceed 24,000 lumens.

**STREETLIGHTS:**

30. With the Civil Improvement plan submittal, the owner shall submit street light design plans that shows the installation of new streetlight poles along the E. Bell Road frontage. Poles shall be

designed per City of Scottsdale Standard Detail 2171-1 & 2171-2, be 32-feet tall with a curved arterial luminaire arm, and be SW7055 “Enduring Bronze” in color. Poles shall be spaced every 225-feet. Luminaires shall be mounted at 34-feet 4-inches and be either GE ERL1-0-11C5-30A/DKBZ-L X (87W-10500 lumens – Type III-3000K) or SIGNIFY LUMEC RFS-80W48LED3K-G2-R2M or their equivalent latest models.

31. With the Civil Improvement plan submittal, the owner shall submit street light design plans that shows the installation of new streetlight poles along the N. 91st Street frontage. Poles shall be designed per City of Scottsdale Standard Detail 2171-1 & 2171-2, be 32-feet tall with a curved collector luminaire arm, and be SW7055 “Enduring Bronze” in color. Pole shall be spaced every 250-feet. Luminaires shall be mounted at 27-feet and be either GE ERL1-0—08C5-30-A/DKBZ-L X (59W-7600 lumens – Type III-3000K) or SIGNIFY LUMEC RFS-72W32LED3K-G2-HS or their equivalent latest models.

### **AIRPORT:**

#### **DRB Stipulations**

32. With the construction document submittal, the property owner shall submit an FAA FORM 7460-1 to the FAA for any proposed structures, appurtenances and/or individual construction cranes that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed on the FAA form 7460-1 submittal. The property owner shall provide Aviation staff a copy of the FAA determination letter prior to building permit issuance.
33. As recommended by the FAA Part 150 Noise Compatibility Study, each owner of property located in the areas labeled AC-1, AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall make fair disclosure to each purchaser. If a development is subject to Covenants, Conditions and Restrictions (CC&Rs), the owner shall include the disclosure in the CC&Rs.
34. Before final plan approval for any new development, the owner of a new development in the areas labeled AC-1 (for noise-sensitive uses only, except hotels, motels, resorts and hospitals), AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall grant the city, and record, an aviation easement satisfactory to the city attorney's office.

### **STREET DEDICATIONS:**

#### **DRB Stipulations**

35. At time of final plans, the owner shall submit a Final plat to dedicate the right of way for N. 91st Street and create one (1) project parcel to the west of N. 91<sup>st</sup> Street and one (1) project parcel to the east of N. 91<sup>st</sup> Street.
36. Prior to construction plan approval or the issuance of any building permit for the development project, the property owner shall make the following fee simple right-of-way dedications to the City of Scottsdale:
  - a. NORTH PIMA ROAD: Sixty-five (65)-foot dedication, for a total sixty-five (65)-foot wide half-right-of-way width.
  - b. EAST BELL ROAD: Sixty-five (65)-foot dedication, for a total sixty-five (65)-foot wide dedication half-right-of-way width.
  - c. NORTH 91<sup>ST</sup> STREET: One hundred (100)-foot dedication, for a total one hundred (100)- foot wide full-right-of-way width.

**STREET INFRASTRUCTURE:**

**Ordinance**

- J. All street infrastructure improvements shall be constructed in accordance with this City of Scottsdale (COS) Supplement to MAG Specifications and Details, and the Design Standards and Policies Manual.

**DRB Stipulations**

- 37. All public sidewalks shall be integral colored concrete to match Davis, San Diego Buff.
- 38. All curb ramps for public and pedestrian sidewalks that intersect public and private streets, or driveways that intersect public and private streets, shall have truncated domes that are colored to match Frazee Western Reserve (8617N) color, or Sherman Williams (SW7055) Enduring Bronze (246-C7).
- 39. Prior to construction plan approval or the issuance of any building permit for the development project, the property owner shall submit and obtain approval of civil construction documents to construct the following improvements:
  - a. NORTH PIMA ROAD
    - i. Construct Street improvements consistent with the recommendations of the approved Traffic Impact and Mitigation Analysis submitted by Kimley Horn signed by Alexander Weber dated 9/14/23.
  - b. EAST BELL ROAD
    - i. Construct Street improvements consistent with the recommendations of the approved Traffic Impact and Mitigation Analysis submitted by Kimley Horn signed by Alexander Weber dated 9/14/23.
  - c. LOOP 101 FRONTAGE ROAD
    - i. Construct Street improvements consistent with the recommendations of the approved Traffic Impact and Mitigation Analysis submitted by Kimley Horn signed by Alexander Weber dated 9/14/23. Plans to be submitted to ADOT for review, approval and permitting.
  - d. NORTH 91<sup>ST</sup> STREET
    - i. Construct full street improvements (eight (8) foot sidewalk minimum, both sides of street and separated from back of curb, curb, pavement etc.) to meet the street section for a Major Collector – Suburban Character as depicted in the City Design Standards and Policy Manual, Chapter 5.
  - e. E BELL ROAD AND N 91<sup>ST</sup> STREET INTERSECTION.
    - i. Construct a traffic signal.
    - ii. Reconstruct cross-walks and ramps.

**WATER AND WASTEWATER:**

**Ordinance**

- K. All water and wastewater infrastructure improvements shall be constructed in accordance with this City of Scottsdale (COS) Supplement to MAG Specifications and Details, and the Design Standards and Policies Manual.

**DRB Stipulations**

40. Utility plan must show all existing water and sewer mains adjacent to or on the subject property and indicate whether they are to remain or be abandoned/removed.
41. Existing water and sewer service lines to this site shall be utilized or shall be disconnected at the main pursuant to the Water Resources Department requirements.
42. Prior to construction plan approval or the issuance of any building permit for the development project, the property owner shall submit and obtain approval of civil construction documents to construct the following improvements:
  - a. All on-site and off-site improvements necessary to provide water and sewer service to their development per DSPM Section 6 + 7-1.000.
  - b. Install water and sewer lines within N 91<sup>st</sup> Street, along project frontage per DSPM Section 6-1.400.
  - c. Provide cathodic protection for the Ductile Iron Pipes (DIP) due to the proximity to the power line corridor traversing the site.
  - d. Extend dry sewer from northwest corner of the property, through the owner's dedication of a water and sewer facility easement, along western project boundary and within project parcel, connecting it to the gravity sewer system crossing under the 101 per DSMP Section 7-1.400.
  - e. Provide industrial monitoring manholes at each discharge to City sewer system per DSPM Section 7-1.406. Discharge manhole must be recoated after construction connections per DSPM 7-1.405 utilizing the City of Scottsdale approved products list for wastewater. Additional pretreatment may be required depending on the nature of the discharge which project will be required to provide as directed by the Water Resources Department.
  - f. Provide polymer concrete manholes per MAG Standard Detail 419.
  - g. Reconstruct existing manholes, including deep manholes ( $\geq 10$ -feet), drop connections and manholes on 15-inch or larger sewer, affected by new development with polymer concrete manholes per MAG Standard Detail 419.
  - h. Identify water and sewer lines within drainage flow scour zones and provide the minimum required depth of bury as indicated in DSPM Section 6-1.414 or 7-1.408 else protect such water and sewer lines by installing a cut-off wall downstream of the pipeline or by other measures stabilizing the scour depth.
43. The abandonment of old Pima Road requires the entire width of the right-of-way be converted to a water and sewer facility easement. Additionally, where the edge of the former right-of-way is less than 20 feet from the outside of the 30" SCP water transmission main, the water and sewer easement shall also be extended to provide a minimum of 20 feet width from the outside of pipe. An additional 20' easement is required for any development-specific public water or sewer infrastructure.

**DRAINAGE AND FLOOD CONTROL:**

**DRB Stipulations**

44. With the civil construction document submittal, the property owner shall submit a final drainage report and final grading and drainage plan that demonstrate consistency with the DSPM and the third submittal of the preliminary drainage report and preliminary grading and drainage plan as well as the City review comments for the same.

45. There shall be no at risk-grading or stockpile approval prior to **SUBMITTAL TO CITY STAFF OF** ~~staff approval~~ the final grading and drainage plan, drainage report and ~~recording~~ of the final plat.
46. The applicant shall obtain written approval from the City's Parks and Recreation Department prior to final plan approval for the wash and maintenance access ramp improvements within the City's park and maintenance access through the park as provided on sheet C28 of the preliminary grading and drainage plan.
47. A wash maintenance plan or discussion on wash maintenance was not provided or addressed in the third submittal of the preliminary drainage report and preliminary grading and drainage. The final drainage report shall include a section that discusses and summarizes the overall maintenance plan for access to, and maintenance of, the improved washes as proposed by the project. The section shall provide an overview of anticipated maintenance needs for proposed wash segments in general and specifically relating to erosion and sedimentation. The section shall include the details of the proposed plan for the maintenance of the washes including how washes will be accessed and maintained considering proposed landscaping within the washes. Additionally, the applicant shall meet with stormwater staff prior to submission of final plans to discuss the maintenance plan and related improvements based on the maintenance related improvements as provided in the third submittal of the preliminary grading and drainage plan.
48. Sheet C30 of the third submittal of the preliminary grading and drainage plan shows a graded basin roughly one acre in size being provided for the connection of a proposed storm drain that takes offsite flows to the east. The need for the basin appears to be the result of an upstream invert elevation for the proposed storm drain being higher than the invert elevation of the existing storm drain for the entering off site flow. The design of the proposed storm drain shall be reevaluated in an effort to obtain an upstream invert elevation for the storm drain that will tie in with the invert of the existing entering flow culvert in order to facilitate a direct connection to the entering culvert and avoiding the need for the proposed basin.
49. Sheets C16 through C30 of the third submittal of the preliminary grading and drainage plan provides the overall design and plan and profile sheets for proposed wash improvements for the project. The profiles for the wash improvements did not show the existing utilities crossing the proposed channel improvements and conflicts with, or adequate clearance from the proposed channels from existing utilities is uncertain. The final grading and drainage plan shall clearly and accurately show and label all existing utilities crossing the proposed channels with size, type and clearance to the invert of the channel. In the event there are existing utilities that will result in the significant design changes to the proposed channel design, the City should be coordinated with on the design changes prior to the first submittal of the final grading and drainage plan and final drainage report for the project.
50. Sheets C18 through C21 shows a moderately size channel being provided along Pima Road and the Loop 101 frontage based on small 100-year flow rates resulting in a significant amount of grading in general. Based on input from Current Planning, the applicant should review the design and overall width of the channel so that the associated grading impacts may be reduced. Additionally, the City may be amenable to the placement of a portion of this channel within storm drain to mitigate grading impacts.
51. Master drainage report requirements.
  - a. The City reviewed the second submittal of the master drainage report and provided review comments on the report on 11/14/23; the master drainage report has not been approved by the City. The final grading and drainage plan and final drainage report for the project shall comply and be consistent with the master drainage report to be approved in the future by the City. The

applicant will be responsible for revising the final grading and drainage plan and final drainage report, if needed, based on design, analysis, and other relevant information contained within what will be the approved master drainage report.

- b. The master drainage report shall be approved by the City prior to the first submittal of the final grading and drainage plan and final drainage report for the project.
  - c. For any design that modifies the accepted master drainage report, the property owner shall submit a site-specific addendum to the final drainage report and plan, subject to review and acceptance by the Stormwater Manager or designee.
  - d. An addendum generated by the final drainage analysis for this site shall be added to the appendix of the final drainage report.
52. All headwalls, access ramps, floodwalls, and other drainage structures shall be integrally colored concrete to blend with the color of the surrounding natural desert.
53. All headwalls and drainage structures shall be integrally colored concrete to blend with the color of the surrounding natural desert. The design of any drainage improvements located within the Scenic Corridor shall conform with the City of Scottsdale Scenic Corridor Design Guidelines.

**MULTI-USE TRAILS AND PATHS:**

**DRB Stipulations**

54. Prior to construction plan approval or issuance of any building permit for the development project, the property owner shall submit and obtain approval of civil construction documents to construct the following:
- a. A minimum ten (10)-foot wide shared-use path along N Pima Road frontage, from Loop 101 frontage to E. Trailside View, and its associated signs and markers for shared use paths, as specified in the Design Standards and Policies Manual.
  - b. A minimum eight (8)-foot wide trail along N Pima Road frontage, from the existing buried underpass to E Trailside View, and along Trailside View, from North Pima Road to the Trailside Park entrance, and their associated signs and markers for trails as specified in the Design Standards and Policies Manual.
  - c. A minimum eight (8)-foot wide trail along E Bell Road, from N 91<sup>st</sup> to eastern edge to western edge of adjacent city park parcel, and their associated signs and markers for trails as specified in the Design Standards and Policies Manual.
  - d. A minimum eight (8)-foot wide trail along eastern project parcel boundary, east of N 91<sup>st</sup> Street, and their associated signs and markers for trails as specified in the Design Standards and Policies Manual.

**EASEMENTS DEDICATIONS:**

**Ordinance**

- L. Pursuant to 10-Z-88, a scenic corridor easement with an average width of 100 feet shall be provided along both sides of the realigned N Pima Road, north of the Outer Loop Road.

**DRB Stipulations**

55. Prior to the issuance of any building permit for the development project, the property owner shall dedicate the following easements to the City of Scottsdale on a final plat or map of dedication:
- a. A sight distance easement, in conformance with figures 5.3-26 and 5.3-27 of Section 5.3 of the DSPM, where a sight distance triangle(s) crosses on to the property.

- b. A minimum fifteen (15)-foot-wide public non-motorized access easement, to accommodate a trail along E Trailside View frontage.
- c. A minimum twenty-five (25)-foot-wide public non-motorized access easement, to accommodate a shared use path along N. Pima Road frontage.
- d. A minimum fifteen (15)-foot-wide public non-motorized access easement, to accommodate a trail along E Bell Road frontage, east of N 91<sup>st</sup> Street, and along eastern project parcel boundary, east of N 91<sup>st</sup> Street.
- e. A continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain any portion of the public sidewalk in locations where the sidewalk crosses on to the lot.
- f. A minimum twenty (20) foot wide Water and Sewer Facilities Easement to contain public water and sewer infrastructure located outside public right-of-way.
- g. A Scenic Corridor Easement to the City of Scottsdale on the final plat with an average width of 100 feet along Pima Road. Unless otherwise approved by the Development Review Board, the Scenic Roadway shall be left in a natural condition.
- h. A Natural Area Open Space easement to the City of Scottsdale on the final plat.

**ADDITIONAL ITEMS:**

**DRB Stipulations**

- 56. All signs require separate review and approval.



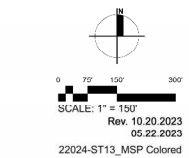
# CONCEPTUAL MASTER SITE PLAN



MACK REAL ESTATE GROUP

NEC Loop 101 & Bell Road  
 Scottsdale, AZ  
 ATTACHMENT 7

DR24-2



22024-ST13\_MSP Colored

Rev. 10.20.2023  
 05.22.2023



**PROJECT TEAM**

**Developer / Owner**  
 MREG 101 BELL LLC  
 2415 E. Camelback Rd, Ste 920  
 Phoenix, AZ 85016  
 Contact: Scott Denham  
 Ph: (213) 542-4315  
 sdenham@mackregroup.com

**Architect**  
 Butler Design Group  
 5013 E. Washington St, Ste 100  
 Phoenix, Arizona 85034  
 Contact: Jay Irvin  
 Ph: (602) 957-1800  
 jirvin@butlerdesigngroup.com

**Civil Engineer**  
 Kimley-Horn  
 7740 N. 16th Street, Ste 300  
 Mesa, Arizona 85020  
 Contact: Steve Haney  
 Ph: (602) 906-1121  
 steve.haney@kimley-horn.com

**Landscape Architect**  
 Laskin & Associates, Inc  
 5013 E. Washington St, Ste 110  
 Phoenix, Arizona 85034  
 Contact: Daniel Dodson  
 Ph: (602) 840-7771  
 daniel@laskindesign.com

SITE AREAS	Parcel 1 North		Parcel 1 South		Parcel 2		TOTAL	
	SF	AC	SF	AC	SF	AC	SF	AC
Purchased Gross Site Area*	2,674,530	61.40	1,873,516	43.01	883,812	20.29	5,431,858	124.70
ADDT ROW							217,020	4.98
City ROW							322,780	7.41
Net Site Areas	2,463,987	56.57	1,680,545	38.58	747,526	17.10	4,892,058	112.31
Future Phase Dev.	395,075	9.07	447,853	10.28	747,526	17.10	1,590,454	36.51
Lot Area Excl. Future Development Phases	2,068,912	47.50	1,232,692	28.30			3,301,604	75.79

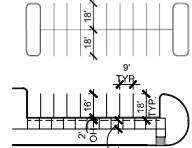
Notes: \*Gross Site Area includes City ROW and ADDT ROW, not including Pima Road/Trailside View ROW

BUILDING AREAS - MASTER SITE	PARCEL 1 NORTH	PARCEL 1 SOUTH	PARCEL 2	TOTALS	ALLOWED	PROVIDED
Blddy Gross SF*	572,170	464,075	0	936,245		
Optional Mezz. Office SF	35,000	32,000	0	67,000		
Lot Coverage*	28%	33%	0	30%		
Lot Coverage (inc. Mezz Office)	29%	35%	0	32%		
F.A.R.*	0.28	0.33	0	0.30		
F.A.R. (inc. Mezz Office)	0.29	0.35	0	0.32		
Max. F.A.R. Allowed	1,971,190	1,344,436	598,021	3,913,646		
0.8 of Net Site Area in SF						
Max. F.A.R. Allowed	1,655,130	986,153	0	2,641,283		
0.8 of Lot Area (incl. Mezz dev) in SF						

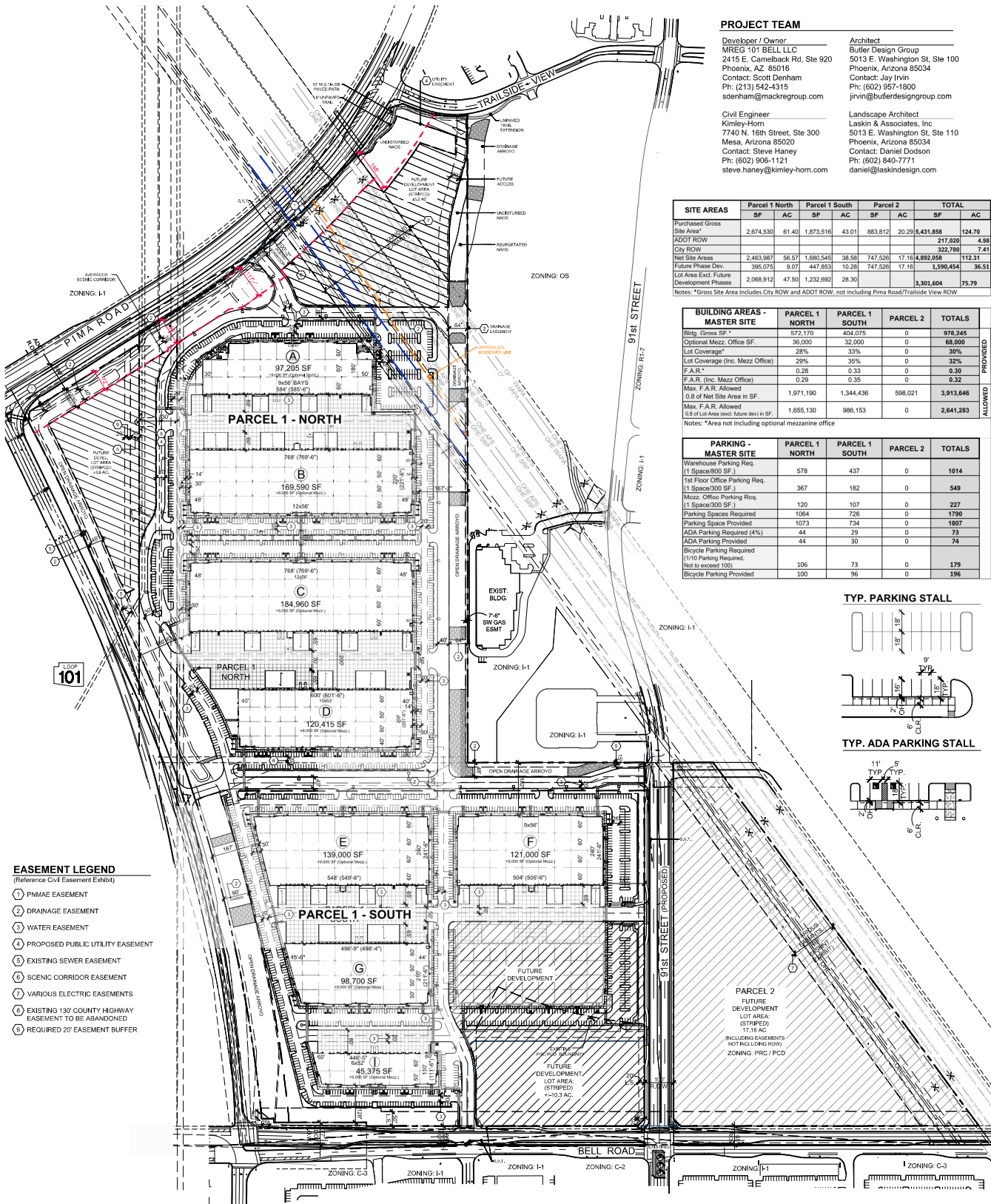
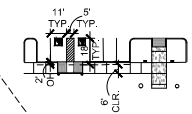
Notes: \*Area not including optional mezzanine office

PARKING - MASTER SITE	PARCEL 1 NORTH	PARCEL 1 SOUTH	PARCEL 2	TOTALS
Warehouse Parking Req. (1 Space/800 SF)	578	437	0	1014
1st Floor Office Parking Req. (1 Space/300 SF)	367	182	0	549
Mezz. Office Parking Req. (1 Space/300 SF)	120	107	0	227
Parking Spaces Required	1064	726	0	1790
Parking Spaces Provided	1073	734	0	1807
ADA Parking Required (4%)	44	29	0	73
ADA Parking Provided	44	30	0	74
Bicycle Parking Required (1/100 Parking Required, Not to exceed 100)	106	73	0	179
Bicycle Parking Provided	100	96	0	196

**TYP. PARKING STALL**

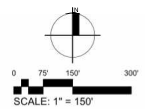


**TYP. ADA PARKING STALL**



- EASEMENT LEGEND**  
 (Reference Civil Easement Exhibit)
- ① PNM&E EASEMENT
  - ② DRAINAGE EASEMENT
  - ③ WATER EASEMENT
  - ④ PROPOSED PUBLIC UTILITY EASEMENT
  - ⑤ EXISTING SEWER EASEMENT
  - ⑥ SCENIC CORRIDOR EASEMENT
  - ⑦ VARIOUS ELECTRIC EASEMENTS
  - ⑧ EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED
  - ⑨ REQUIRED 20' EASEMENT BUFFER

**MASTER SITE PLAN**



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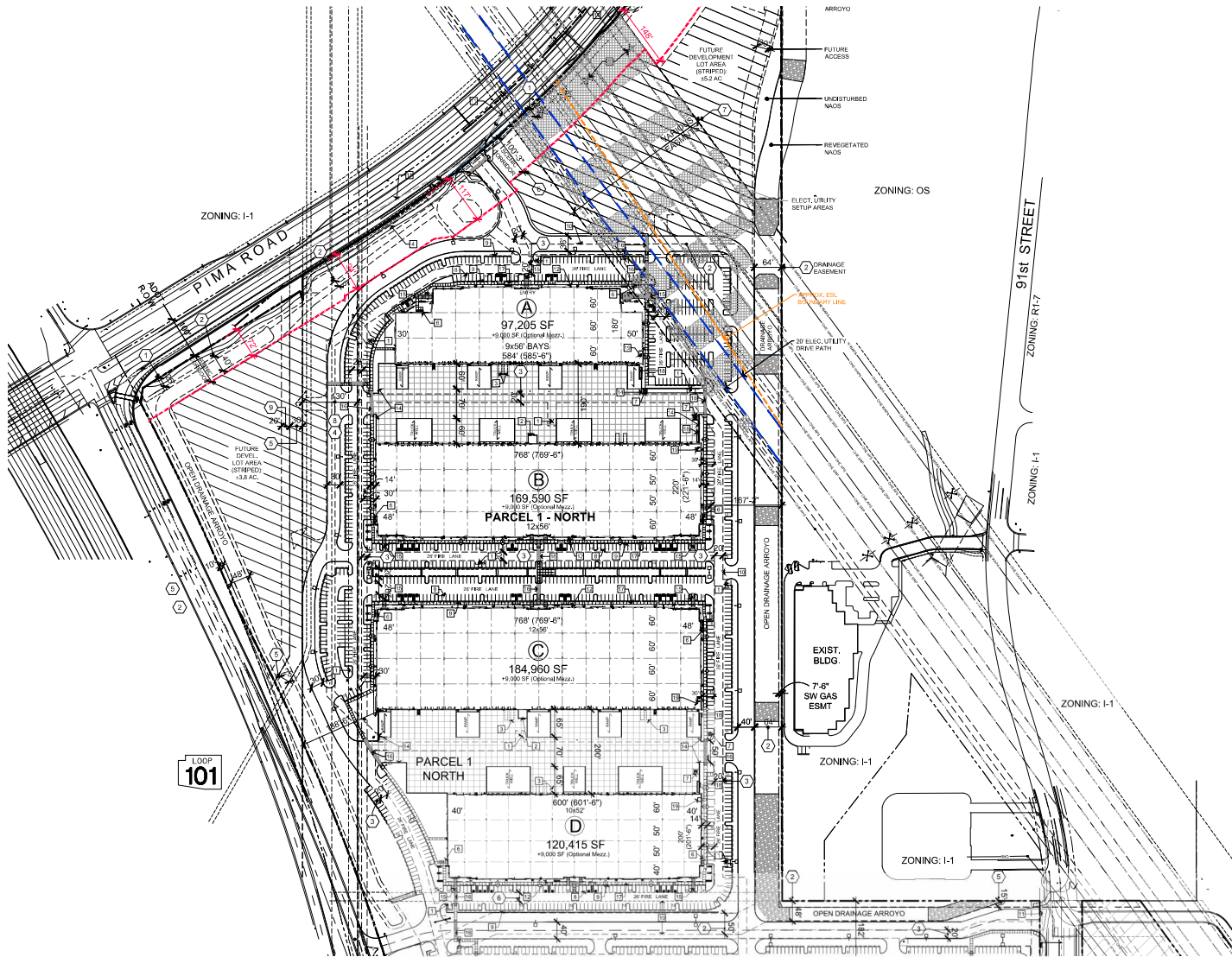
**MACK INNOVATION PARK**

NEC Loop 101 & Bell Road  
 Scottsdale, AZ  
 ATTACHMENT 8

DR24-A



Butler Design Group, Inc  
 architects & planners



SITE AREAS	Parcel 1 North		Parcel 1 South		Parcel 2		TOTAL	
	SF	AC	SF	AC	SF	AC	SF	AC
Purchased Gross Site Area*	2,674,530	61.40	1,873,516	43.01	883,812	20.29	5,431,858	124.70
ADOT ROW							217,926	4.98
City ROW							322,700	7.41
Net Site Areas	2,463,987	56.57	1,680,545	38.58	747,526	17.16	4,892,058	112.31
Future Phase Dev.	395,075	9.07	447,853	10.28	747,526	17.16	1,590,454	36.51
Lot Area Excl. Future Development Phases	2,068,912	47.50	1,232,692	28.30			3,301,604	75.79

Notes: \*Gross Site Area includes City ROW and ADOT ROW, not including Pima Road/Trailside View ROW

BUILDING AREAS - PARCEL 1 NORTH	Bldg. A	Bldg. B	Bldg. C	Bldg. D	TOTAL
Bldg. Gross SF.*	97,205	169,590	184,960	120,415	572,170
Warehouse Gross SF.	32,205	159,590	169,960	100,415	462,170
1st Floor Office Gross SF.	65,000	10,000	15,000	20,000	110,000
Optional Mezz. Office SF.	9,000	9,000	9,000	9,000	36,000
Bldg. Clear Height	32'	32'	32'	32'	
Lot Coverage*	572,170 SF / 2,068,912 SF =				145%
F.A.R.*	572,170 SF / 3,301,604 SF =				1.73
F.A.R. (including Mezz. Office)	(572,170 SF + 36,000 SF) / 2,068,912 SF =				1.54

Notes: \*Area not including optional mezzanine office

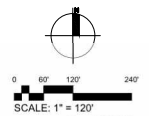
PARKING - PARCEL 1 NORTH	Bldg. A	Bldg. B	Bldg. C	Bldg. D	TOTAL
Warehouse Parking Required (1 Space/300 SF.)	40	199	212	126	578
1st Floor Office Parking Reqs. (1 Space/300 SF.)	217	33	50	67	367
Mezz. Office Parking Reqs. (1 Space/300 SF.)	30	30	30	30	120
Total Parking Required	287	263	292	222	1064
Total Parking Provided	291	263	292	227	1073
ADA Parking Required (4%)	12	11	12	10	44
ADA Parking Provided	9	12	12	12	44
Bicycle Parking Required (1/10 Parking Required, Not to exceed 500)	29	26	29	22	106
Bicycle Parking Provided	24	24	28	24	100

**SITE PLAN KEYNOTES**

- FIRE HYDRANT
- FIRE PUMP HOUSE WITH FDC
- PTL TRASH COMPACTOR LOCATION
- 28 FT. WIDE FIRE LANE
- RED PAINTED CURBING AND WHITE LETTERING AT FIRE LANES
- BIKE RACKS PER COS MAG DET 2285 REF-2-1
- TRANSFORMERS
- 9'X18' TYPICAL PARKING STALL
- 2' TYPICAL CAR OVERHANG
- UTILITY EASEMENT REF. CIVL DWGS
- VISIBILITY TRIANGLE LINE
- LIGHT FIXTURE REF. DR49-51
- 3' SCREEN WALL REF. DR29-2
- 8' MASONRY WALL TYP. REF. DR38-4
- ENHANCED ENTRY HARDSCAPE REF. DR43
- INTEGRAL COLORED CONCRETE SIDEWALK - REF. MATERIAL BOARD
- 6" CONCRETE SW EXCLUDING CAR OVERHANG TYP.
- SES
- OWNER'S ROOM
- EXISTING ELEC. TOWERS

**EASEMENT LEGEND**

- (Reference Proposed Easement Exhibit)
- ① PNMACE EASEMENT
  - ② DRAINAGE EASEMENT
  - ③ WATER EASEMENT
  - ④ PROPOSED PUBLIC UTILITY EASEMENT
  - ⑤ EXISTING SEWER EASEMENT
  - ⑥ SCENIC CORRIDOR EASEMENT
  - ⑦ VARIOUS ELECTRIC EASEMENTS
  - ⑧ EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED
  - ⑨ REQUIRED 20' EASEMENT BUFFER



**ENLARGED SITE PLAN  
PARCEL 1 - NORTH**



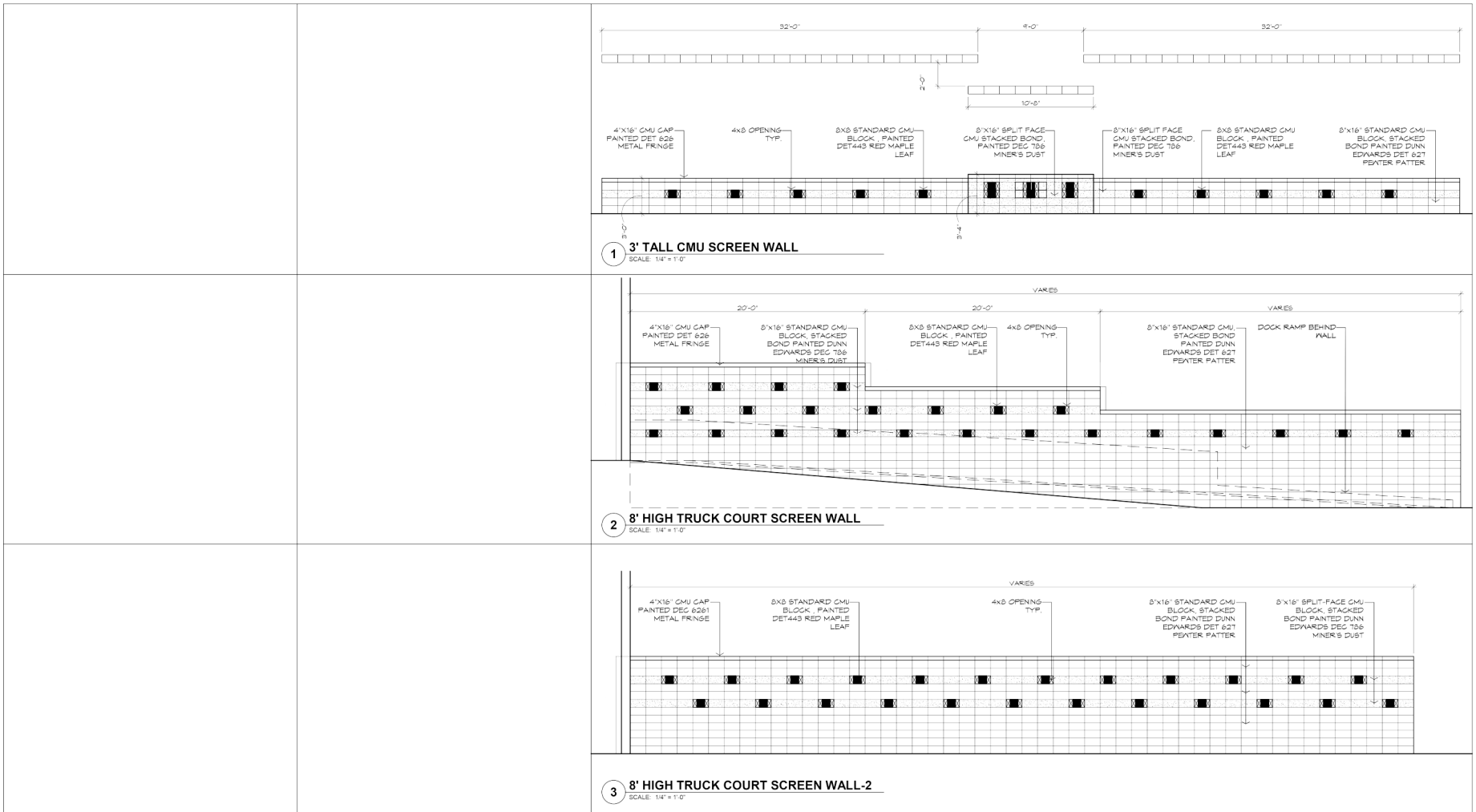
NEC Loop 101 & Bell Road  
SCOTTSDALE, AZ

ATTACHMENT 9



**DR24-B**

Rev. 10-20-23  
05-22-2023  
22024-ST13\_DR24-B



Revision 2: 10/20/2023



NEC Loop 101 & Bell Road  
Scottsdale, AZ

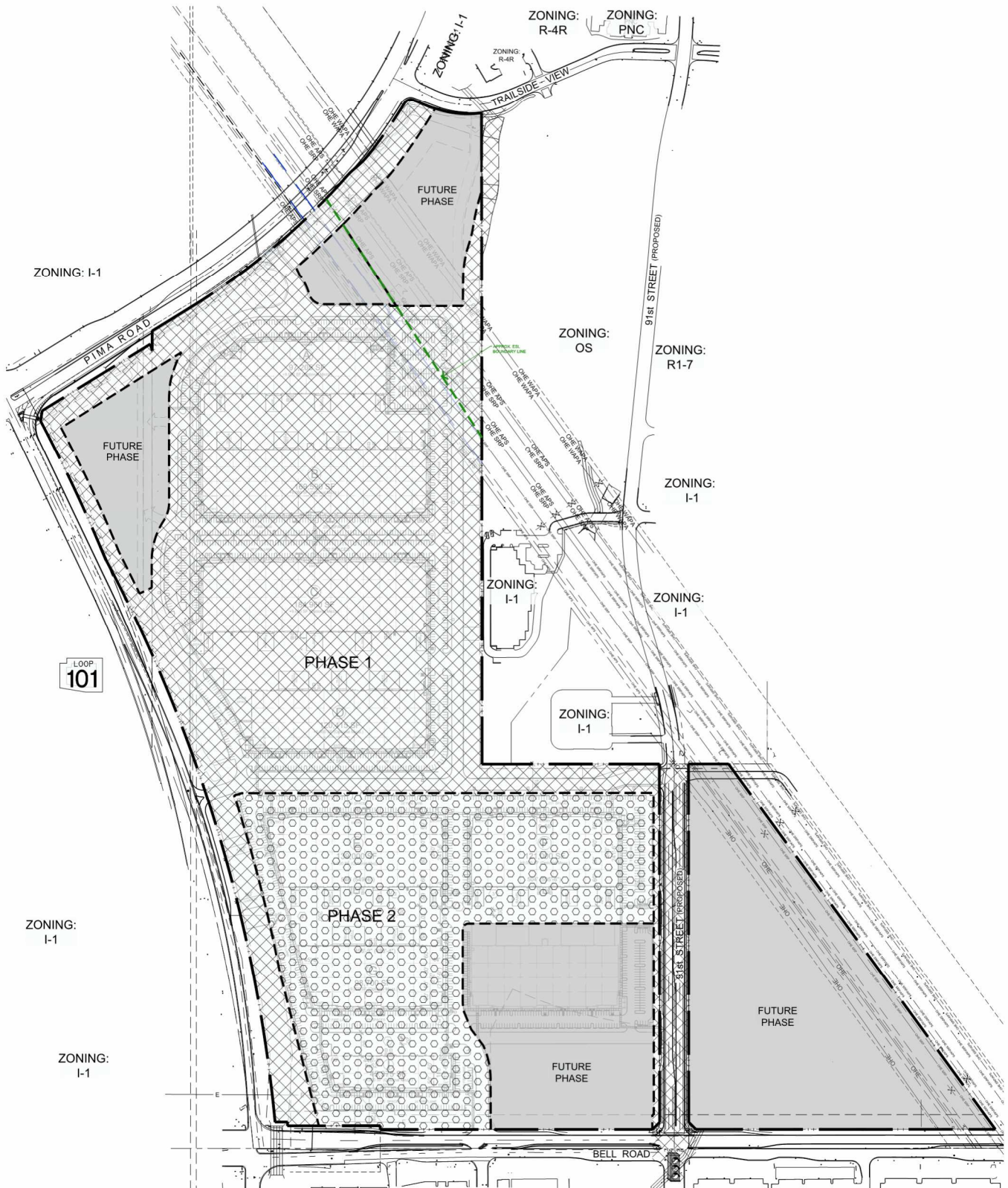
ATTACHMENT 10




DR26-2



Butler Design Group, Inc.  
architects & planners

01/24/23  
22024



- LEGEND:**
-  PHASE 1
  -  PHASE 2
  -  FUTURE PHASE

**MACK** REAL ESTATE GROUP

# PHASING PLAN

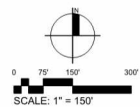


**MACK** INNOVATION PARK

NEC Loop 101 & Bell Road

Scottsdale, AZ

ATTACHMENT 11

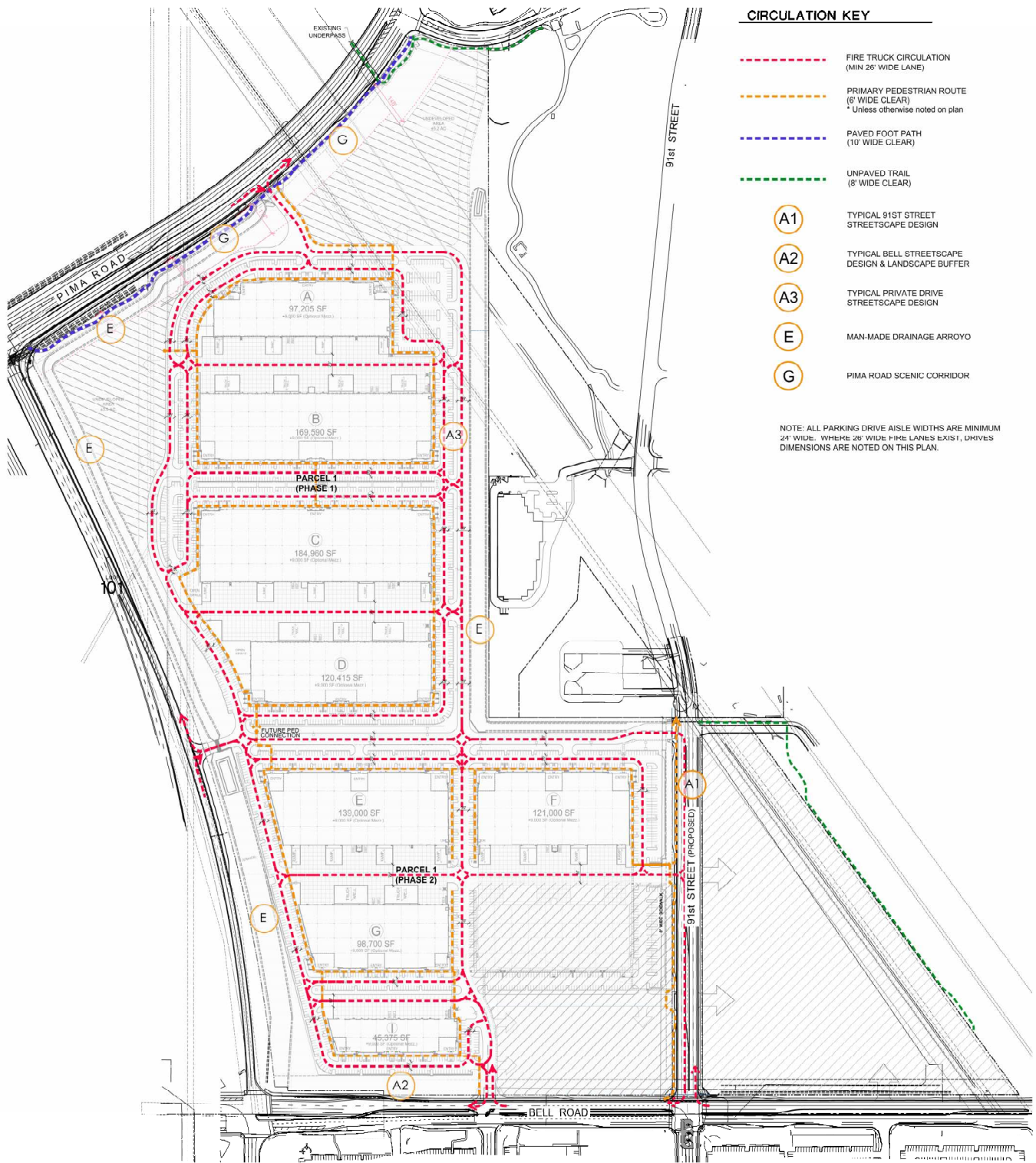


Rev. 10-20-23  
05-22-23  
22024-ST13\_Phasing Plan

DR31



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**CIRCULATION KEY**

- - - FIRE TRUCK CIRCULATION (MIN 26' WIDE LANE)
- - - PRIMARY PEDESTRIAN ROUTE (6' WIDE CLEAR)  
\* Unless otherwise noted on plan
- - - PAVED FOOT PATH (10' WIDE CLEAR)
- - - UNPAVED TRAIL (8' WIDE CLEAR)
- A1** TYPICAL 91ST STREET STREETSCAPE DESIGN
- A2** TYPICAL BELL STREETSCAPE DESIGN & LANDSCAPE BUFFER
- A3** TYPICAL PRIVATE DRIVE STREETSCAPE DESIGN
- E** MAN-MADE DRAINAGE ARROYO
- G** PIMA ROAD SCENIC CORRIDOR

NOTE: ALL PARKING DRIVE AISLE WIDTHS ARE MINIMUM 24' WIDE. WHERE 26' WIDE FIRE LANES EXIST, DRIVES DIMENSIONS ARE NOTED ON THIS PLAN.

# MASTER SITE PLAN AND CIRCULATION PLAN

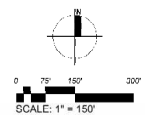


**MACK** INNOVATION PARK

**MACK** REAL ESTATE GROUP

NEC Loop 101 & Bell Road  
Scottsdale, AZ

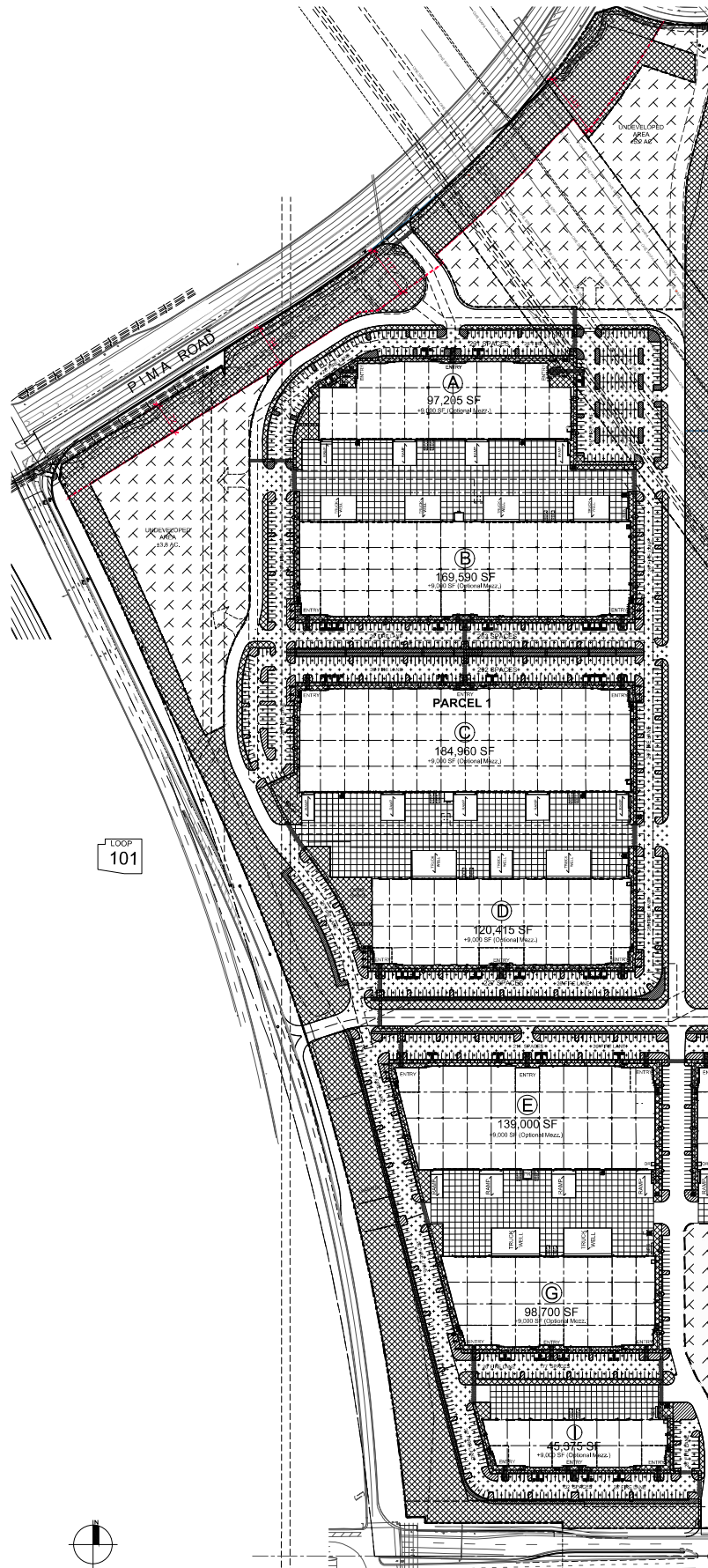
ATTACHMENT 12



11.21.23  
22024-ST13\_SA



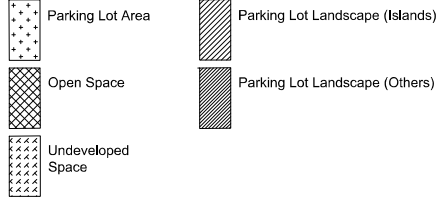
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**OPEN SPACE DATA**

Zoning: I-1/PCD (unless otherwise noted on plan)  
 Parcel 1 Lot Area: +/- 3,301,604 S.F. (75.79 AC.) 30%  
 Parcel 1 Future Development Lot Area: +/- 842,926 S.F. (19.35 AC.)  
 TOTAL PARCEL 1 LOT AREA: +/- 4,144,532 S.F. (95.14 AC.)  
 (NIC ROW)  
 Proposed Max Height: 46'-0" MAX.  
 Building Area: 976,245 S.F.  
 BLDGS. A-G: 976,245 S.F.  
 Lot Coverage (NIC Parcel 1 Future Dev. Lot Area): 30%  
 Lot Coverage (including Mezz Office): 32%  
 F.A.R.: .30  
 F.A.R. (including Mezz Office): .32

**OPEN SPACE LEGEND**



**MASTER OPEN SPACE CALCULATIONS - Parcel 1**

Total Lot Area (SF)	Bldg. Area (SF)	PROVIDED		Provided Parking Landscape Area		Provided Open Space % (footnote #3)
		Open Space Area (SF)	Parking Lot Area (SF)	Parking Lot Landscape Area (SF) - Islands	Parking Lot Landscape Area (SF) - Other	
4,144,532	976,245	916,489	624,216	83,539	46,944	22.2%

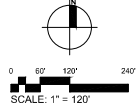
**OPEN SPACE CALCULATIONS - Parcel 1 Undeveloped Area (footnote #2)**

Undeveloped Lot Area (SF)	Minimum Required Open Space Area (SF) (Lot Area x 10%)
279,792	27,979.2
357,832	35,783.2
497,222	49,722.2
844,752	84,475.2

**REQUIRED LANDSCAPE AND OPEN SPACE CALCULATION (footnote #3)**

Location	Formula	REQUIRED (SF)	PROVIDED (%)
Parking Lot Landscape Required	Parking Lot Area x 15%	93,632	16.4%
Parking Island Landscape Required	Required Parking Lot Area x 32.3%	20,027	39.7%
Open Space Area Required	Lot Area x 10% + Bldg. Area x 0.033 + 46' Max. Height (12)	781,031	25.9%

- Notes:
- Open Space % = Open Space / Lot Area
  - Undeveloped Areas will have separate Design Review Submittal and will need to comply with site development standards within their own boundaries, including open space requirements. The "Potential Bldg. Area & Required Open Space Area at Undeveloped Areas" Table above excludes an assumed maximum building areas that will need to be maintained to meet Open Plan requirements when and if undeveloped areas are indeed developed.
  - Parking lot landscape areas at "Undeveloped Areas" are not provided because the Parking lot areas are unknown and will have to be calculated once they are designed and will be included as a separate DR when developed.



**MASTER OPEN SPACE PLAN**

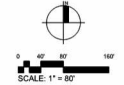
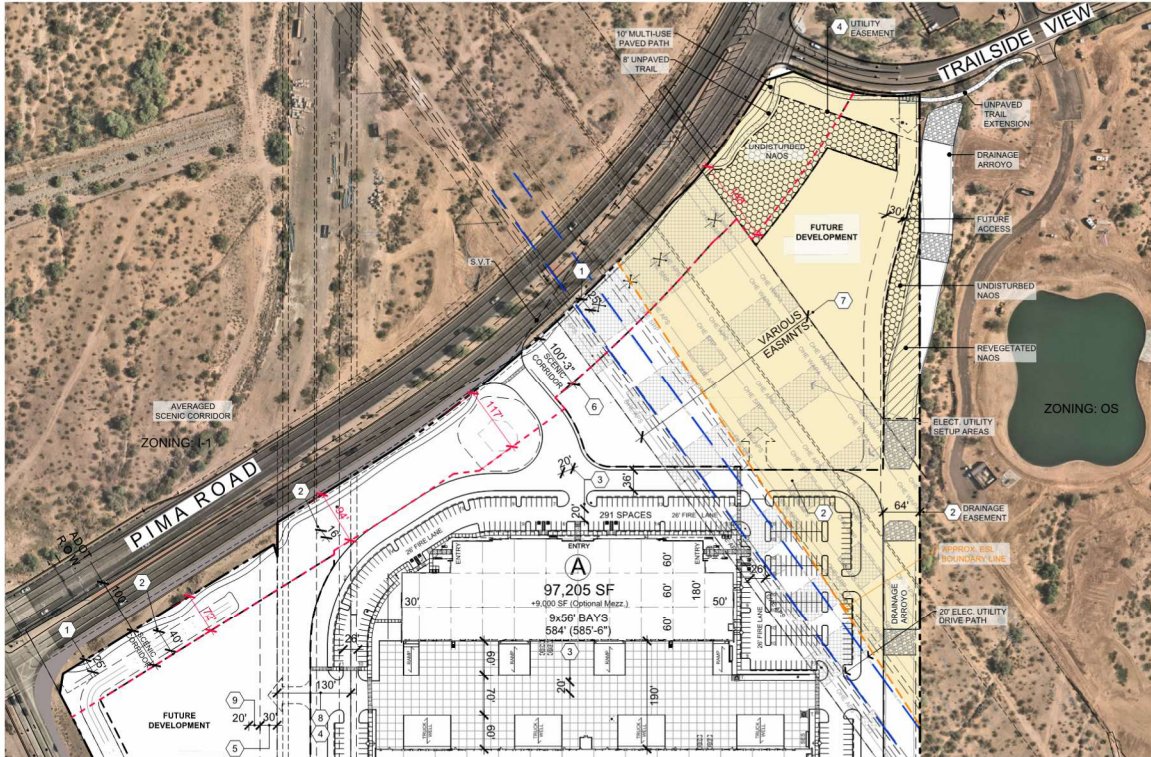
Rev. 11-19-2023  
 10-20-23  
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 22024-ST14\_Open Space



NEC Loop 101 & Bell Road  
 Scottsdale, AZ

DR23





**REQUIRED NAOS (Ref. Slope Analysis Exhibit)**

Required NAOS - Lower Desert Landform					
Zone	Range	S.F.	Acres	% Required NAOS	Required NAOS Area
1	0%-2%	77,566	1.78	20%	0.36 ac
2	2%-5%	136,829	3.14	25%	0.79 ac
3	5%-10%	13,593	0.31	30%	0.09 ac
4	10%-15%	665	0.02	30%	0.00 ac
6	15%-25%	356	0.01	30%	0.00 ac
7	25%-100%	40	0.00	30%	0.00 ac
					1.24 ac
Required NAOS					1.24 ac
Required Undisturbed NAOS					0.87 ac
Maximum Revegetated NAOS					0.37 ac

**SITE AREA WITHIN ESL OVERLAY DISTRICT (INCLUDING NAOS)**  
 +1341,453 SF (+17.8 AC) \*

**PROVIDED NAOS**

- UNDISTURBED NAOS:**  
44,035 SF (1.0 AC) \*
- REVEGETATED NAOS:** (max 30% of Total NAOS)  
12,463 SF (29 AC) \* = 22% of Total NAOS

**TOTAL NAOS PROVIDED:**  
 56,498 SF (1.3 AC) \*

**EASEMENT LEGEND**

- (Reference Civil Easement Exhibit)
- ① PRIME EASEMENT
  - ② DRAINAGE EASEMENT
  - ③ WATER EASEMENT
  - ④ PROPOSED PUBLIC UTILITY EASEMENT
  - ⑤ EXISTING SEWER EASEMENT
  - ⑥ SCENIC CORRIDOR EASEMENT
  - ⑦ VARIOUS ELECTRICAL EASEMENTS
  - ⑧ EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED
  - ⑨ REQUIRED 20' EASEMENT BUFFER

**ESL NAOS EXHIBIT**

**MACK** REAL ESTATE GROUP



NEC Loop 101 & Bell Road  
 SCOTTSDALE, AZ

DR29.2



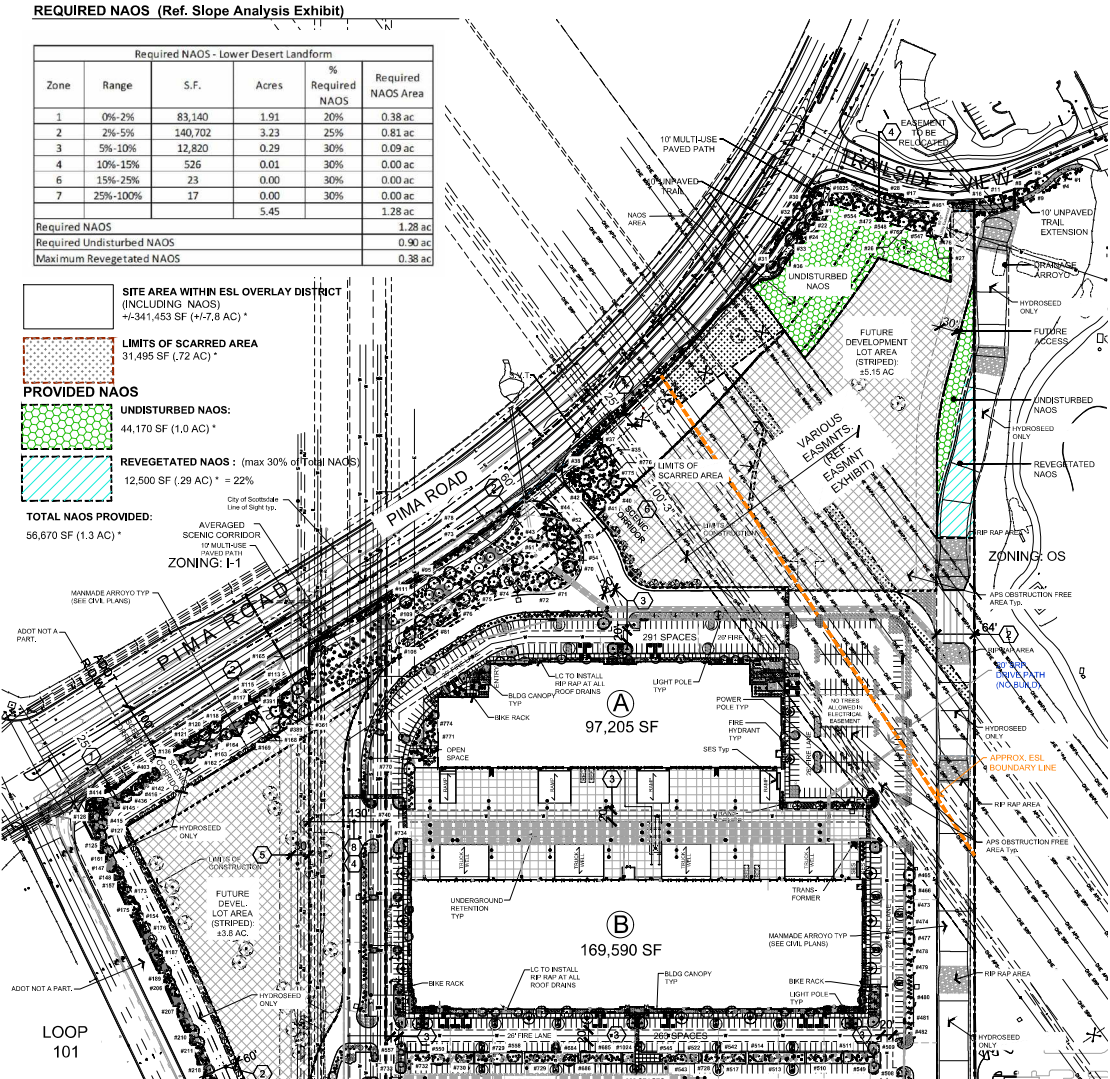
Rev. 10-20-23  
 05-22-23  
 22024-ST13

**REQUIRED NAOS (Ref. Slope Analysis Exhibit)**

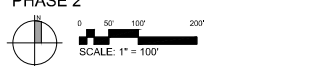
Required NAOS - Lower Desert Landform					
Zone	Range	S.F.	Acres	% Required NAOS	Required NAOS Area
1	0%-2%	83,140	1.91	20%	0.38 ac
2	2%-5%	140,702	3.23	25%	0.81 ac
3	5%-10%	12,820	0.29	30%	0.09 ac
4	10%-15%	526	0.01	30%	0.00 ac
6	15%-25%	23	0.00	30%	0.00 ac
7	25%-100%	17	0.00	30%	0.00 ac
					1.28 ac
Required NAOS					1.28 ac
Required Undisturbed NAOS					0.90 ac
Maximum Revegetated NAOS					0.38 ac

	<b>SITE AREA WITHIN ESL OVERLAY DISTRICT (INCLUDING NAOS)</b> +/-341,453 SF (+/-7.8 AC) *
	<b>LIMITS OF SCARRED AREA</b> 31,495 SF (7.2 AC) *
	<b>PROVIDED NAOS</b>
	<b>UNDISTURBED NAOS:</b> 44,170 SF (1.0 AC) *
	<b>REVEGETATED NAOS:</b> (max 30% of Total NAOS) 12,500 SF (29 AC) * = 22%
<b>TOTAL NAOS PROVIDED:</b> 56,670 SF (1.3 AC) *	

City of Scottsdale  
Line of Sight Plan  
ZONING: I-1  
AVERAGED SCENIC CORRIDOR  
17 MULTILANE PAVED PATHS  
ADD NOT A PART.



**PRELIMINARY LANDSCAPE PLAN PHASE 2**



**MATCHLINE SEE SHEET L.02**

**NOAS REVEG AREA NOTE:**  
General Contractor will stockpile +/- 10,000 SF of NON SCARRED native soil at a 5" depth to use to top dress this new developed area.  
A native seed mixture will be compiled using only ESL indigenous approved plant materials and applied to ALL NOAS. Scenic Corridor areas disturbed, adjacent to non disturbed areas. And to ALL Slopes of the Arroyo for native future stabilization efforts.



**MACK INNOVATION PARK**

**NEC Loop 101 & Bell Road  
SCOTTSDALE, AZ**

**ATTACHMENT 15**

**LANDSCAPE LEGEND**

ALL TREES TO MEET OR EXCEED A.N.A. SPECIFICATIONS (U.O.N. - UNLESS OTHERWISE NOTED)  
All tree caliper measured at tree of planting

TREES	@ ELS PLANT MATERIAL	SIZE / CALIPER	QTY.
	Parkinsonia microphyllum Foothill Palo Verde APS APPROVED TREE	36" Box (2.25" C) High Breaker	32
	Prosopis chilensis Thornless Hybrid Mesquite	30" Box (2" C) Standard	151
	Parkinsonia praecox Palo Verde	30" Box (2" C) Standard	00
	Salvage Tree (see Approved Salvage Plans)	48" Box and Larger	281 ###
	Salvaged Carnegiea gigantea (see Approved Salvage Plans)	2'-15" Tall	35
	Fouquieria splendens Ocotillo	4"-8" tall 6-10 cane min. (Mix HT Throughout)	86
	Carnegiea gigantea Saguaro	4"-8" Spear (No holes or Scars) (Mix HT Throughout)	26
	Yucca elata Soap Tree Yucca	5 Gallon	145
	Acacia stenophylla Shoestring Acacia	36" Box (2" C) Standard	18
	Prosopis alba 'Argentina' Thornless Argentina Mesquite	24" Box (1.25" C) High Breaker	00
	Chilopsis linearis Desert Willow 'Bubba'	24" Box (1.25" C) Multi Trunk	25
	Parkinsonia hybrid Desert Museum	36" Box (2" C) Standard	55
	Caesalpinia mexicana Mexican Bird of Paradise	36" Box (2" C) Multi Trunk	66
	Tree to Remain in Place (see Approved Salvage Plans)	24" - 48" Box (1.25" - 3.5" C) Multi Trunk	33

SHRUBS / ACCENTS	SIZE	QTY.
	Eremophila hydrophane Blue Bells EMU	5 Gallon 55
	Callistemon viminalis Little John Bottlebrush	5 Gallon 111
	Amorpha dumosa White Bursage	5 Gallon 432
	Simmondsia chinensis jojoba	5 Gallon 264
	Calliandra eriophylla Fairy Duster	5 Gallon 158
	Leucophyllum frutescens 'compacta' Compact Green Cloud Sage	5 Gallon 00
	Tecoma Stans Yellow Balls	5 Gallon 94
	Justicia californica Chuparrosa	5 Gallon 99
	Salvia officinalis Dwarf Sage	5 Gallon 314
	Caesalpinia mexicana Mexican Bird of Paradise	5 Gallon 247
	Vignonia deltoidea Goldeneye	5 Gallon 128
	Larrea tridentata Creosote Bush	5 Gallon 171
	Encelia farinosa Bottle Bush	5 Gallon 528
	Cercamnia latifolia Turpentine Bush	5 Gallon 527
	Asclepias subulata Desert Milkweed	5 Gallon 190
	Hesperaloe parviflora Yellow Yucca	5 Gallon 903
	Hesperaloe parviflora Red Yucca	5 Gallon 113
	Dasyliion wheeleri Desert Spoon	5 Gallon 569
	Nolina texana Bear Grass	5 Gallon 66
	Agave palmeri Palmer's Agave	5 Gallon 521
	Muhlenbergia capillaris Rogal Mist	5 Gallon 709

GROUNDCOVERS	SIZE	QTY.
	Gibbernia sarothrae Snakeweed	1 Gallon 17
	Lantana montevidensis White Lantana	1 Gallon 471
	Lantana montevidensis Gold Mound	1 Gallon 987
	Baileya multiradiata Desert Marigold	1 Gallon 542

**INERT MATERIALS**

- 1" Screened Madison Gold  
2" min thickness in all landscape areas
- Non Grouted 3" - 6" Madison Gold Rip-Rap  
2" min thickness (1.5 into base grad)
- Rip Rap Shown for Reference Only  
See Civil Plans for Installation Details
- Mix in Stabilized 1/4" Minus Match Existing Park Trail  
in Color / 2" Thickness of Mix in Materials
- 10' wide hardened patch with a cross-slope  
not greater than 10% and a longitudinal slope  
not greater than 30%. Hardened joints shall  
consist of native soil compacted to 95% to a  
depth of 1'.
- 1/8" Metal Header along both edges of trail  
Secure every 4' with 1/4" mt stake

**EASEMENT LEGEND**

- (Reference Civil Easement Exhibit)
- ① PINMAE EASEMENT
  - ② DRAINAGE EASEMENT
  - ③ WATER EASEMENT
  - ④ PROPOSED PUBLIC UTILITY EASEMENT
  - ⑤ EXISTING SEWER EASEMENT
  - ⑥ SCENIC CORRIDOR EASEMENT
  - ⑦ SCENIC CORRIDOR EASEMENT
  - ⑧ EXISTING 130' COUNTY HIGHWAY EASEMENT TO BE ABANDONED

**PROJECT TEAM**

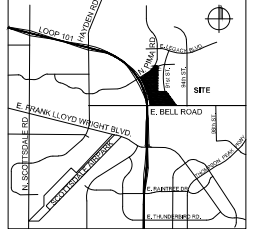
**Developer / Owner:** MREG 101 BELL LLC  
2415 E. Camelback Rd. Ste 920  
Phoenix, AZ 85016  
Contact: Scott Denham  
Ph: (213) 542-4315  
sdenham@mackregroup.com

**Architect:** Butler Design Group  
5013 E. Washington St. Ste 100  
Phoenix, Arizona 85034  
Contact: Jay Irvin  
Ph: (602) 957-1800  
jirvin@butlerdesigngroup.com

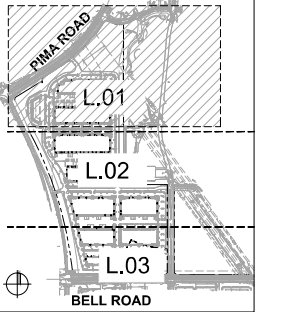
**Civil Engineer:** Kimley-Horn  
7740 N. 16th Street, Ste 300  
Mesa, Arizona 85020  
Contact: Steve Haney  
Ph: (602) 898-1121  
steve.haney@kimley-horn.com

**Landscape Architect:** Laskin & Associates, Inc  
5013 E. Washington St. Ste 110  
Phoenix, Arizona 85034  
Contact: Daniel Dodson  
Ph: (602) 845-7771  
daniel@laskinltdesign.com

**VICINITY MAP (N.T.S.)**



**SHEET INDEX PLAN (N.T.S.)**



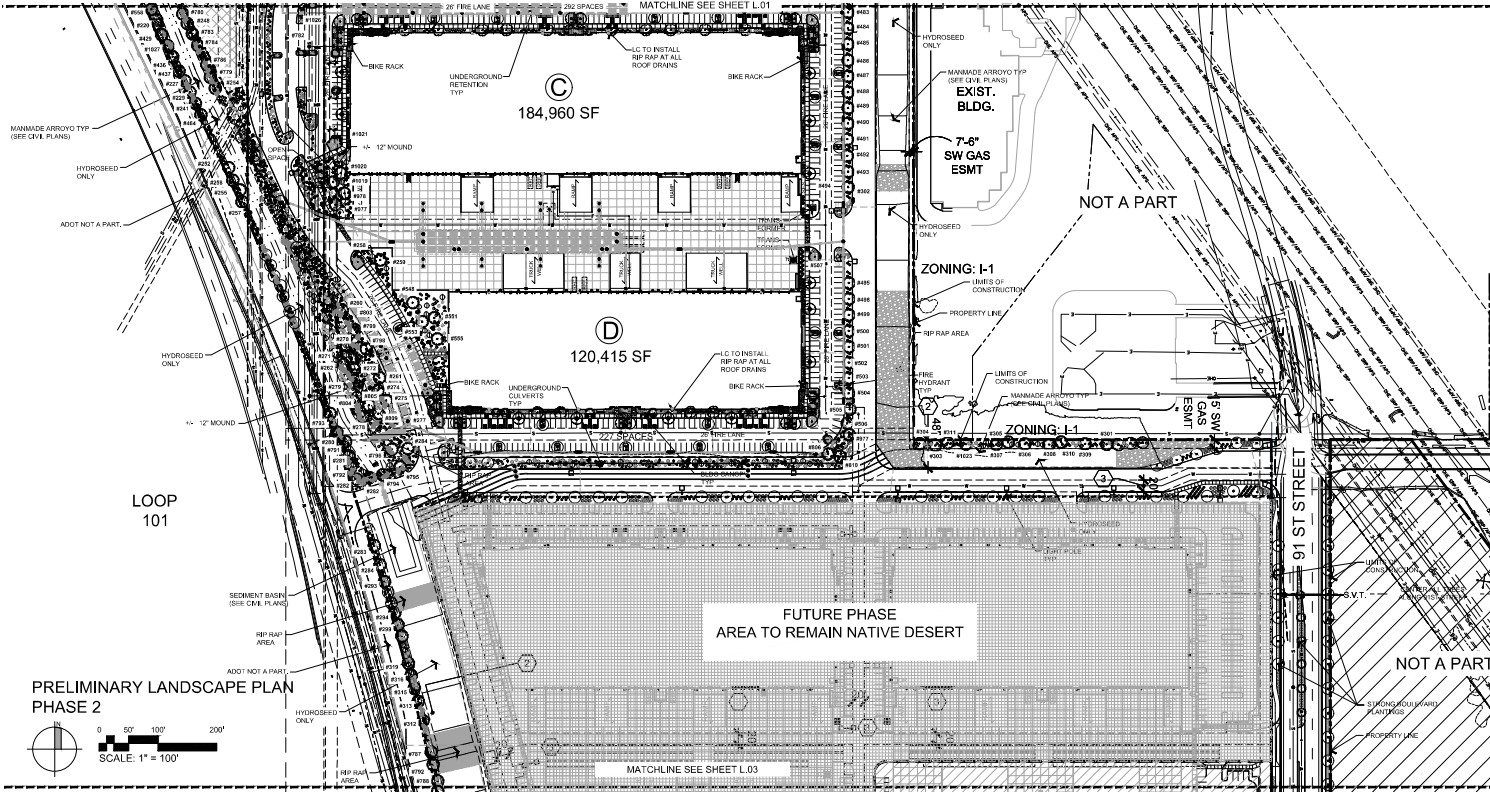
**SCENIC CORRIDOR**

**REQUIRED 100' SCENIC CORRIDOR AREA:** 174,593 SF (4.0 AC)  
**PROVIDED AVERAGED SCENIC CORRIDOR AREA:** 175,034 SF (4.0 AC)

10-20-2023  
22024







LANDSCAPE LEGEND		
ALL TREES TO MEET OR EXCEED A.N.A. SPECIFICATIONS (LOCAL - UNLESS OTHERWISE NOTED) All tree caliper required at time of planting		
TREES	6 ELS PLANT MATERIAL	SIZE / CALIPER
	Parthenocia microphyllum Footfalls Palo Verde APS APPROVED TREE	36" Box (2.25" C) High Breaker
	Prosopis chilensis Thornless Hybrid Mesquite	36" Box (2" C) Standard
	Parthenocia praecox Palo Brea	36" Box (2" C) Standard
	Salvage Tree (see Approved Salvage Plans)	48" Box and Larger
	Salvaged Carnegiea gigantea (see Approved Salvage Plans)	2'-15" Tall
	Fouquieria splendens Ocotillo	4'-8" tall 6-10 cane min. (Mix HT Throughout)
	Carnegiea gigantea Saguaro	4'-8" Spear (No holes or scars) (Mix HT Throughout)
	Yucca elata Sage Tree Yucca	5 Gallon
	Acacia stenophylla Shoestring Acacia	36" Box (2" C) Standard
	Prosopis alba 'Argentina' Desert Willow 'Subba'	24" Box (1.25" C) High Breaker
	Chilopsis linearis Desert Willow 'Subba'	24" Box (1.25" C) Multi Trunk
	Parthenocia hybrid Desert Museum	36" Box (2" C) Standard
	Caesalpinia mexicana Mexican Bird of Paradise	36" Box (2" C) Multi Trunk
	Tree to Remain in Place (see Approved Salvage Plans)	24" - 48" Box (1.25" - 3.5" C) Multi Trunk

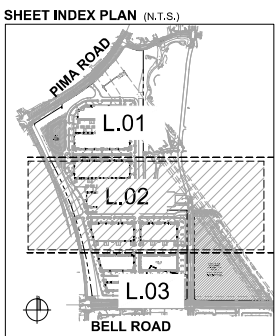
SHRUBS / ACCENTS		
	Eremophila hydropyana Blue Bell EMU	5 Gallon
	Callistemon viminalis Little John Bottlebrush	5 Gallon
	Ambrosia dumosa White Bursage	5 Gallon
	Sirmondia chinensis Yucca	5 Gallon
	Calliandra eriophylla Fairy Duster	5 Gallon
	Leucophyllum frutescens 'compacta' Compact Green Cloud Sage	5 Gallon
	Tecoma stans Yellow Bells	5 Gallon
	Justicia californica Chuparosa	5 Gallon
	Salvia officinalis Dwarf Sage	5 Gallon
	Caesalpinia mexicana Mexican Bird of Paradise	5 Gallon
	Viguiera deltoidea Goldensuey	5 Gallon
	Larrea tridentata Cresote Bush	5 Gallon
	Encelia farinosa Brittle Bush	5 Gallon
	Eriocameria laricina Turpentine Bush	5 Gallon
	Asclepias subulata Desert Milkweed	5 Gallon
	Hesperaloe parviflora Yellow Yucca	5 Gallon
	Hesperaloe parviflora Red Yucca	5 Gallon
	Dasylirion wheeleri Desert Spoon	5 Gallon
	Nolina texana Bear Grass	5 Gallon
	Agave palmieri Palmer's Agave	5 Gallon
	Muhlenbergia capitaris Regal Mist	5 Gallon

GROUNDCOVERS		
	Gutierrezia sarothrae Snakeweed	1 Gallon
	Lantana montevidensis White Lantana	1 Gallon
	Lantana montevicensis Gold Mound	1 Gallon
	Baileya multiradiata Desert Margold	1 Gallon

INERT MATERIALS		
	1" Screened Madison Gold 2" min thickness in all landscape areas	
	Non Grouted 3" - 6" Madison Gold Rip-Rap 3" min thickness (bury 1/3 into base grad)	
	Rip Rap Shown for Reference Only See Civil Plans for Installation Details	
	Mix In Stabilized 18" Minus Match Existing Pa in Color / 5" Thickness of Mix in Materials 10' wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened patch shall consist of native soil compacted to 95% to a depth of 1'.	
	1/8" Metal Header along both edges of trail Secure every 4' with mid stake	



**SITE DATA**

Parcels #: 215-07-022D + 215-07-021A  
 Existing Zoning: I-1/ PCD (unless otherwise noted on plan)  
 Overall Gross Site Area: +/- 5,432,496 S.F. (124.7 AC.)  
 (Per ALTA - all parcels + ROW)

**PARCEL 2 (NORTH)**

Net Site Area: ±2,471,000 S.F. (56.7 AC.)  
 Future Development Lots (3): ±388,899 S.F. (8.9 AC.)  
 Site Area (Not Incl. Future Dev Lots): ±2,082,101 S.F. (47.8 AC.)

Building Type: V-B  
 Max Building Height Allowed: 52'  
 Max Building Height Proposed: 44'

**Building Area:**

Building A (Industrial)	97,205 S.F.
Building B (Industrial)	169,590 S.F.
Building C (Industrial)	184,960 S.F.
Building D (Industrial)	120,415 S.F.
<b>TOTAL:</b>	<b>572,170 S.F.</b>

Lot Coverage: (572,170 SF / 2,082,101 SF) 27.5%

**Open Space:**

Required: (.10 x Net Site Area + .003 x each foot over 12')	408,092 SF
Provided: (Ref. Sheet DR27)	588,413 SF
ESL NAOS Required: (Ref. DR29)	1.93 AC
ESL NAOS Provided:	2.09 AC

**Landscape Area:**

Parking LS Area*: Pima Rd	±28,560 S.F.
ROW Area*: Excludes ADOT	±10,240 S.F.
31st Street ROW Area*: On	±27,659 S.F.
Site Landscape Area*: Total	4473,101 S.F.
Landscape Coverage*:	+539,810 S.F. - 26%

**NOAS REVEG AREA NOTE:**  
 General Contractor will stockpile +/- 10,000 SF of NON SCARRIED native soil at a 5' Depth to use to top dress this new developed area.

A native seed mixture will be compiled using only ESL indigenous approved plant materials and applied to ALL NOAS, Science Corridor areas disturbed, adjacent to non disturbed areas. And to ALL Slopes of the Arroyo for native future stabilization efforts.

**PRELIMINARY LANDSCAPE PLAN GENERAL NOTES:**

- THE ENTIRE SITE WILL BE MAINTAINED IN ACCORDANCE WITH CITY OF SCOTTSDALE STANDARDS.
- ALL TREES WILL BE 24" BOX OR LARGER.
- AN AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED GUARANTEEING 100% COVERAGE TO ALL LANDSCAPE AREAS.
- DECOMPOSED GRANITE, 2" MINIMUM THICKNESS, TO BE PLACED IN ALL LANDSCAPE AREAS NOT DESIGNATED FOR RIP-RAP OR LAWN.
- ALL EARTHWORK WILL BE DONE SO THAT ALL WATER DRAINS AWAY FROM SIDEWALKS, STRUCTURES AND WILL NOT IMPEDE NATIVE DRAINAGE EASEMENTS.
- STRUCTURES AND LANDSCAPING WITHIN A SIGHT VISIBILITY TRIANGLE OR SIGHT VISIBILITY LINE WILL NOT EXCEED 24" INCHES.
- FINAL LANDSCAPE PLANS TO MEET OR EXCEED MINIMUM CITY STANDARDS.

**GENERAL BUILDING FOUNDATION / IRRIGATION NOTES:**  
 POSITIVE DRAINAGE NEEDS TO BE MAINTAINED FROM THE BUILDINGS EXTERIOR WALLS FOR A MINIMUM OF 10'. NO IRRIGATED LANDSCAPE MATERIALS WITHIN THE FIRST 5' NEXT TO THE BUILDING FOUNDATION. WITHIN 3'-5' OF THE BUILDING FOUNDATION ONLY LANDSCAPE MATERIALS THAT CAN BE IRRIGATED WITH A 1" GPH EMITTER ARE ALLOWED. ANY LANDSCAPE MATERIALS REQUIRING AN EMITTER GREATER THAN 1" GPH, INCLUDING TURF SHALL BE A MINIMUM OF 5' FROM THE OUTSIDE FACE OF THE BUILDING FOUNDATION. ALL IRRIGATION LINES, OTHER THAN THOSE SUPPLYING INDIVIDUAL EMITTERS SHALL NOT BE PLACED WITHIN 5' OF THE BUILDING FOUNDATION.

**EASEMENT LEGEND**  
 (Reference Civil Easement Exhibit)

	PNMAE EASEMENT
	DRAINAGE EASEMENT
	WATER EASEMENT
	PROPOSED PUBLIC UTILITY EASEMENT
	EXISTING SEWER EASEMENT
	SCENIC CORRIDOR EASEMENT
	SCENIC CORRIDOR EASEMENT
	EXISTING 180' COUNTY HIGHWAY EASEMENT TO BE ABANDONED

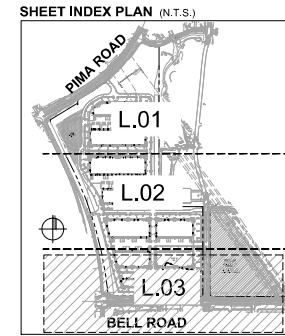
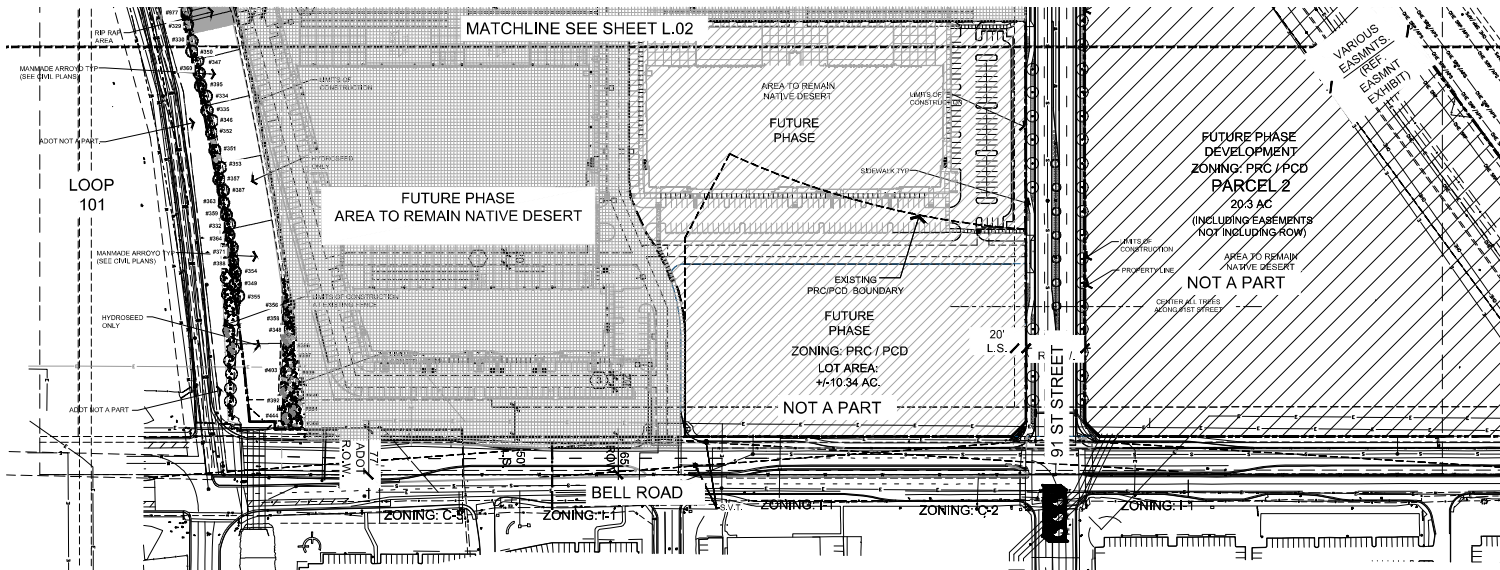


NEC Loop 101 & Bell Road  
 SCOTTSDALE, AZ

L.02 / 03



10-20-2023  
 22024



**SPECIFICATIONS FOR MULTI-USE TRAIL**

(1) Users:  
 a. Hikers, joggers, bicyclists, equestrians and the disabled.  
 (2) Multi-Use Trail Easements:  
 a. Multi-Use Trails shall be located within an exclusive 25 foot minimum public trail easement.  
 b. This easement is exclusive for the trail, landscaping.  
 c. Trail easements along an open space or wash corridor will be a minimum 25' wide.  
 (3) Sub Grade:  
 a. The sub-grade shall be 90% compacted prior to the installation of the MUT.  
 (4) Grade:  
 a. Maximum sustained longitudinal grade 5% (20:1).  
 b. The cross slope shall not exceed 2%.  
 (5) Tread Surface:  
 a. The tread surface shall be a minimum of 08' wide with a 2" shoulder on each side.  
 b. No shoulder will be required for the MUT in turf areas.  
 c. Trail shall allow for side-by-side travel and ease of passing by horses and bicycles.  
 Tread conditions must provide an adequate walking or riding surface free of obstacles or hazards.  
 c. The MUT surface shall be 1/2" minus decomposed granite (DG) of a color contrasting with the surrounding DG and shall be stabilized to its full 3" depth.  
 d. When located in turf, the MUT shall have a 6"x8" concrete header that meets or exceeds MAG Standards on each side.

**LANDSCAPE LEGEND**  
 ALL TREES TO MEET OR EXCEED A.N.A. SPECIFICATIONS (U.O.N. - UNLESS OTHERWISE NOTED)  
 All tree caliper required at time of planting

TREES	ESL PLANT MATERIAL	SIZE / CALIPER	QTY.
	Parkinsonia microphyllum Foothills Palo Verde APS APPROVED TREE	36" Box (2.25" C) High Breaker	32
	Prosopis chilensis Thornless Hybrid Mesquite	36" Box (2" C) Standard	151
	Parkinsonia praecox Palo Verde	36" Box (2" C) Standard	00
	Salvage Tree (see Approved Salvage Plans)	48" Box and Larger	281 ####
	Salvaged Carnegiea gigantea (see Approved Salvage Plans)	2'-15" Tall	35
	Fouquieria splendens Ocotillo	4'-5" tall 6-10 cane min. (Mix HT Throughout)	86
	Carnegiea gigantea Saguaro	4'-8" Spear (No holes or Scars) (Mix HT Throughout)	26
	Yucca elata Soap Tree Yucca	5 Gallon	145
	Acacia stenophylla Shoestring Acacia	36" Box (2" C) Standard	18
	Prosopis alba 'Argentina' Thornless Argentina Mesquite	24" Box (1.25" C) High Breaker	00
	Chilopsis linearis Desert Willow 'Bubble'	24" Box (1.25" C) Multi Trunk	25
	Parkinsonia hybrid Desert Museum	36" Box (2" C) Standard	55
	Cassia mexicana Mexican Bird of Paradise	36" Box (2" C) Multi Trunk	66
	Tree to Remain in Place (see Approved Salvage Plans)	24" - 48" Box (1.25" - 3.5" C) Multi Trunk	33

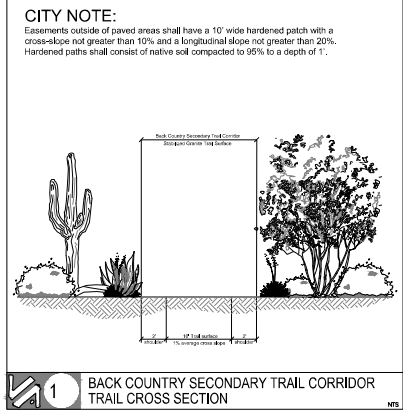
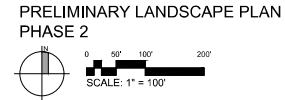
SHRUBS / ACCENTS	SIZE	QTY.
	Eriogonum hygrophanum Blue Bells EMU	5 Gallon 55
	Callistemon viminalis 'Little John' Bottlebrush	5 Gallon 111
	Ambrosia dumosa White Bursage	5 Gallon 432
	Simmondsia chinensis jojoba	5 Gallon 264
	Callandria eriophylla Fairy Duster	5 Gallon 158
	Leucocophyllum frutescens 'compacta' Compact Green Cloud Sage	5 Gallon 00
	Tercoma Stans Yellow Belts	5 Gallon 94
	Justicia californica Chuparosa	5 Gallon 99
	Salvia officinalis Dwarf Sage	5 Gallon 314
	Cassia mexicana Mexican Bird of Paradise	5 Gallon 247
	Viguiera deltoidea Goldsweety	5 Gallon 128
	Larrea tridentata Creosote Bush	5 Gallon 171
	Encelia farinosa Brittle Bush	5 Gallon 528
	Eriocameria latifolia Tupentine Bush	5 Gallon 527
	Asclepias subulata Desert Milkweed	5 Gallon 190
	Hesperaloe parviflora Yellow Yucca	5 Gallon 903
	Hesperaloe parviflora Red Yucca	5 Gallon 113
	Dasyliroton wheeleri Desert Spoon	5 Gallon 569
	Nolina taxana Bear Grass	5 Gallon 66
	Agave palmieri Palmer's Agave	5 Gallon 521
	Muhlenbergia capilaris Regal Witt	5 Gallon 709

GROUNDCOVERS	SIZE	QTY.
	Callitriche saxatilis Snakeweed	1 Gallon 17
	Lantana montevdensis White Lantana	1 Gallon 471
	Lantana montevdensis Gold Mound	1 Gallon 987
	Banksia multicauda Desert Marigold	1 Gallon 542

**INERT MATERIALS**

- 1" Screened Madison Gold  
2" min thickness in all landscape areas
- Non Grouted 3" - 6" Madison Gold Rip-Rap  
3" min thickness by 1/3 into base grad
- Rip Rap Shown for Reference Only  
See Civil Plans for Installation Details
- Mix In Stabilized 1/4" Minus Match Existing Park Trail  
in Color 1/3" Thickness of Mix in Materials
- 10' wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened paths shall consist of native soil compacted to 95% to a depth of 1'.
- 1/8" Metal Header along both edges of trail  
Secure every 4' with mil stake

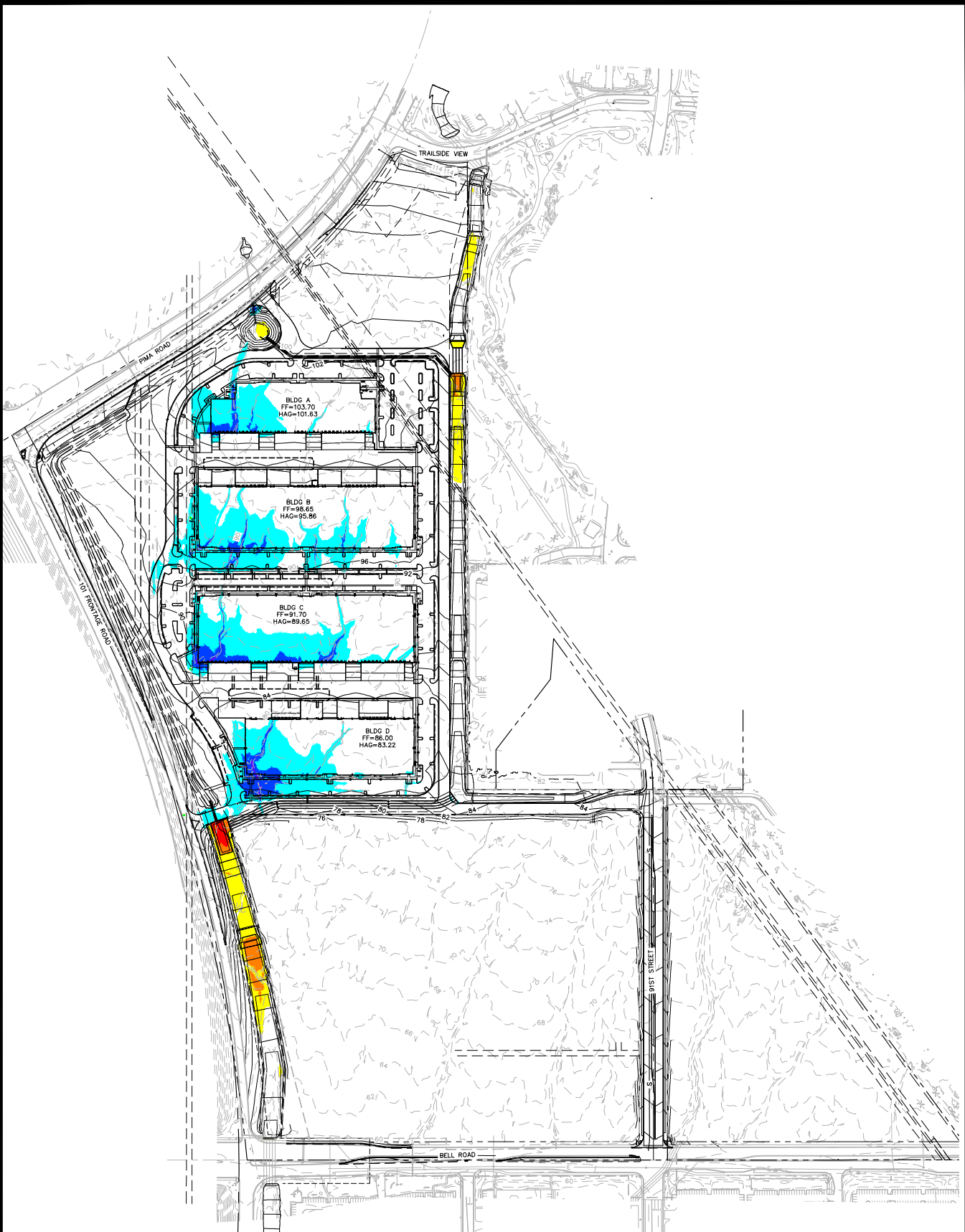
**NOAS REVEG AREA NOTE:**  
 General Contractor will stockpile +/- 10,000 SF of NON SCARRED native soil at a 5' Depth to use to top top dress this new developed area.  
 A native seed mixture will be compiled using only ESL Indigo approved plant materials and applied to ALL NOAS Science Corridor areas disturbed, adjacent to non disturbed areas. And to ALL Slopes of the Arroyo for native future stabilization efforts.



**GENERAL BUILDING FOUNDATION / IRRIGATION NOTES:**  
 POSITIVE DRAINAGE NEEDS TO BE MAINTAINED FROM THE BUILDINGS EXTERIOR WALLS FOR A MINIMUM OF 10'. NO IRRIGATED LANDSCAPE MATERIALS WITHIN THE FIRST 3' NEXT TO THE BUILDING FOUNDATION. WITHIN 3'-5' OF THE BUILDING FOUNDATION ONLY LANDSCAPE MATERIALS THAT CAN BE IRRIGATED WITH A 1 GPH EMITTER ARE ALLOWED. ANY LANDSCAPE MATERIALS REQUIRING AN EMITTER GREATER THAN 1 GPH, INCLUDING TURF SHALL BE A MINIMUM OF 5' FROM THE OUTSIDE FACE OF THE BUILDING FOUNDATION. ALL IRRIGATION LINES, OTHER THAN THOSE SUPPLYING INDIVIDUAL EMITTERS SHALL NOT BE PLACED WITHIN 5' OF THE BUILDING FOUNDATION.

1. Please add a note to this landscape plan, as follows: Thorns trees, shrubs and cacti shall be planted to show their mature dimensions and be at least 1 foot away from any wall, curb or parking area curbing. Please refer to 2019/2020, 2.1.302.1.





**LEGEND**

- 36 PROPOSED CONTOURS
- 34 EXISTING CONTOURS

Elevations Table					
Number	Minimum Elevation	Maximum Elevation	Area	Color	
1	-14.00'	-12.00'	0.000 AC		
2	-12.00'	-10.00'	0.089 AC		
3	-10.00'	-8.00'	0.301 AC		
4	-8.00'	-6.00'	0.993 AC		
5	6.00'	8.00'	6.422 AC		
6	8.00'	10.00'	0.946 AC		
7	10.00'	12.00'	0.014 AC		

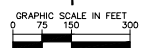
**EARTHWORKS:**

CUT: 81,566 CY  
 FILL: 330,977 CY  
 NET: 249,411 CY (FILL)

NOTE: THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE BASED ON A FILL FACTOR OF 1.20.

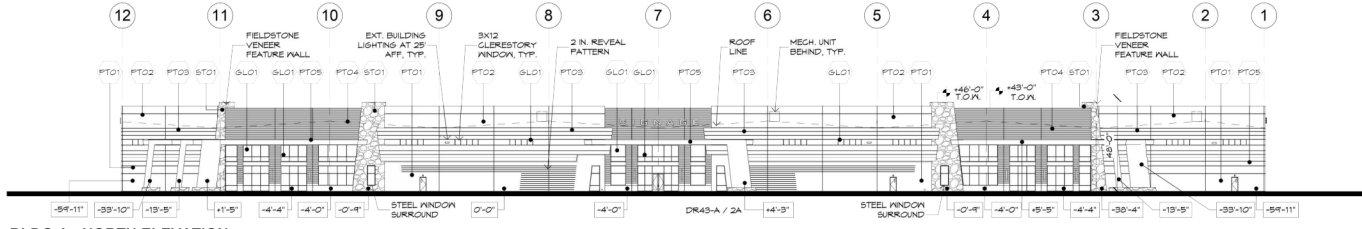
**NOTE:**

1. ADD 1500' TO ALL ELEVATIONS.

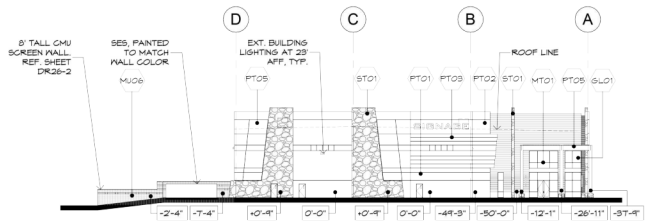


NORTH PHASE CUT/FILL EXHIBIT

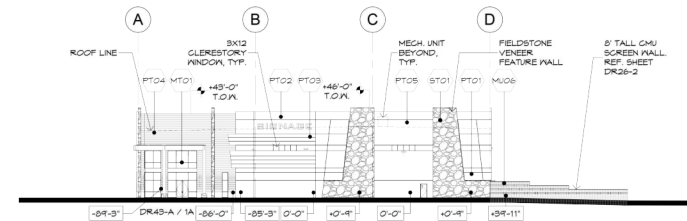




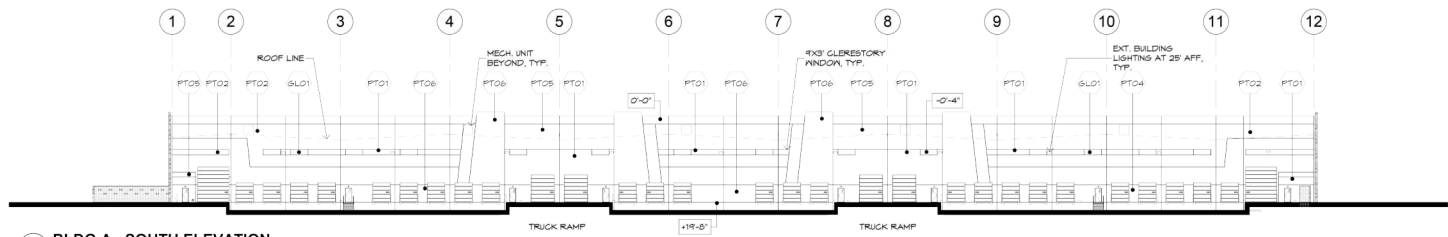
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SCALE: 1" = 30'-0"



2 BLDG A - EAST ELEVATION  
SCALE: 1" = 30'-0"



3 BLDG A - WEST ELEVATION  
SCALE: 1" = 30'-0"



4 BLDG A - SOUTH ELEVATION  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS	#
SL01 LOPVE SLABS	ATLANTA + CLEAR	SOLARBAN 6T	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN	
MT01 ALUMINUM STOREFRONT	DARK BRONZE	AB-1	WILSON PARTITIONS OR SIM		
MUD6 CMU BLOCK, PAINTED	FEATHER PATTERN	DET621	DUNN EDWARDS		
PT01 CONC. TILT-UP PANEL, PAINTED	MIND'S DUST	DET626	DUNN EDWARDS		
PT02 CONC. TILT-UP PANEL, PAINTED	PORTOBELLO MUSHROOM	DET622	DUNN EDWARDS		
PT03 CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET626	DUNN EDWARDS		
PT04 CONC. TILT-UP PANEL, FORMLINER, PAINTED	FADE TO BLACK	DET624	DUNN EDWARDS		
PT05 STEEL ELEMENTS	RED MARBLE LEAF	DET1453	DUNN EDWARDS		
PT06 CMU BLOCK, PAINTED	FEATHER PATTERN	DET621	DUNN EDWARDS		
ST01 STONE VENEER	TELLURIDE	DC COBBLESTONE			



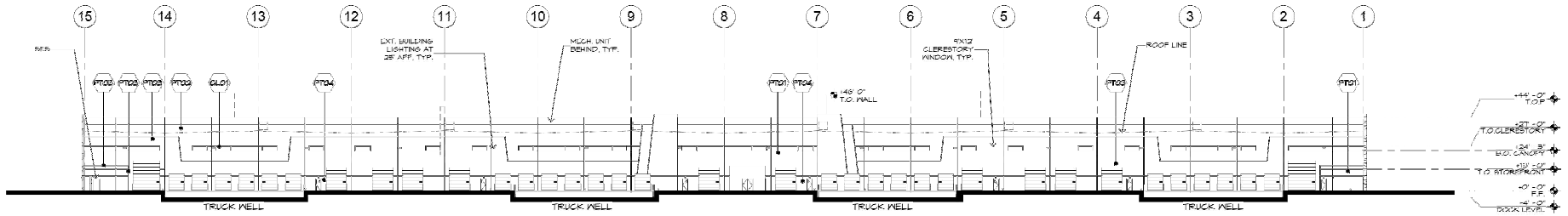
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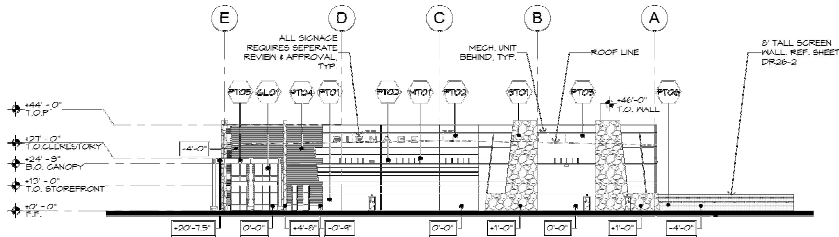
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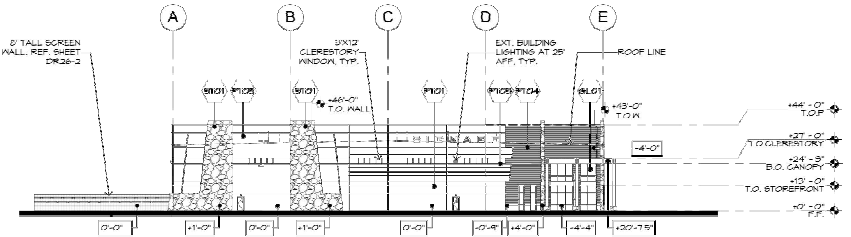
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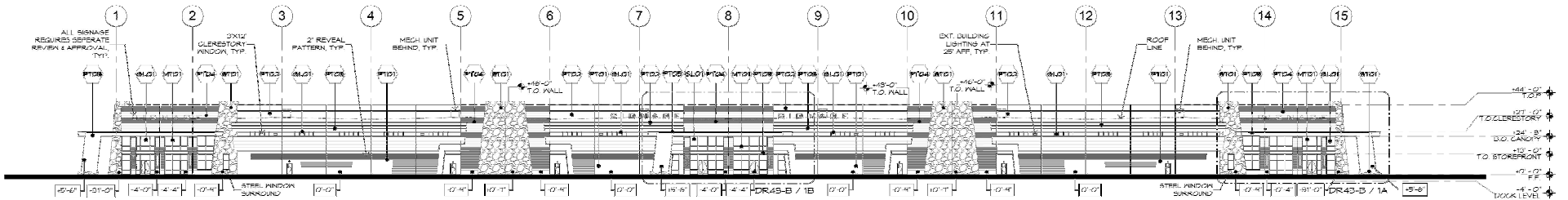
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SCALE: 1" = 30'-0"



2 BLDG B - EAST  
SCALE: 1" = 30'-0"



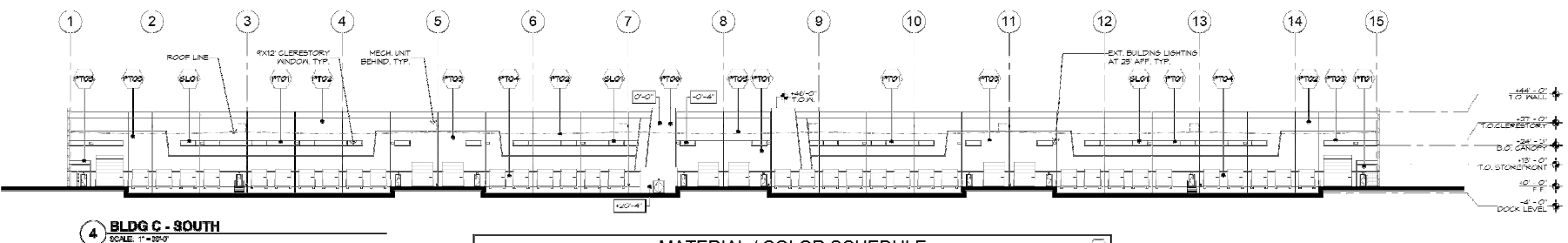
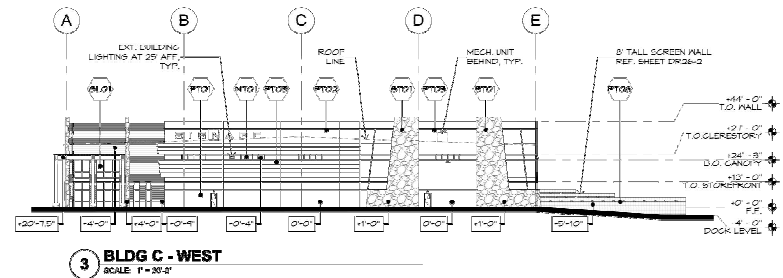
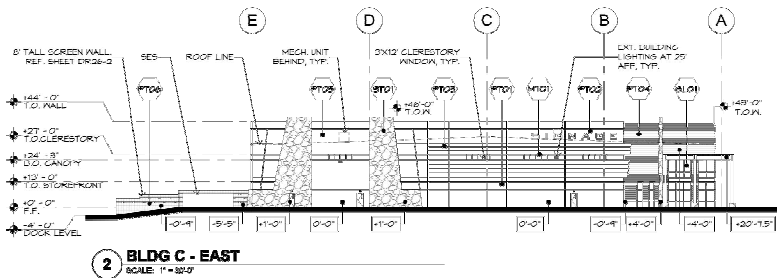
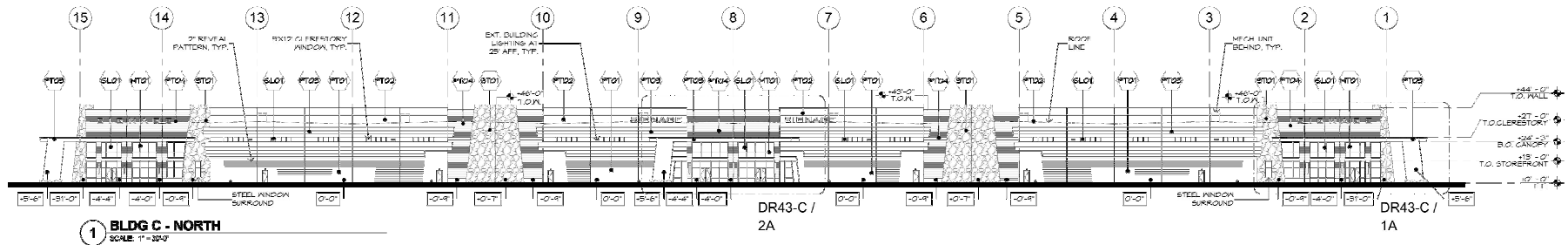
3 BLDG B - WEST  
SCALE: 1" = 30'-0"



4 BLDG B - SOUTH  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE

MARK DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GLO1	LOWE CLADDING	ATLANTICA - CLEAR	SOLARBAN 617	VITRO ARCHITECTURAL GLASS
MT01	ALUMINUM STOVEFRONT	DARK BRONZE	AB-T	WILSON PARTITIONS
PT01	CONG. TILT-UP PANEL, PAINTED	SLUDDY	DR2766	DAHN SCHWABES
PT02	CONG. TILT-UP PANEL, PAINTED	INDUSTRIAL AGE	DR2826	DAHN SCHWABES
PT03	CONG. TILT-UP PANEL, PAINTED	METAL FINISH	DR2826	DAHN SCHWABES
PT04	CONG. TILT-UP PANEL FORMULON, PAINTED	FACE TO BLACK	DR2826	DAHN SCHWABES
PT05	STEEL CLADDING	RED MARBLE	DR2826	DAHN SCHWABES
PT06	GRU BLOCK, PAINTED	W/WHITE	DR2826	DAHN SCHWABES
ST01	STONE VENEER	TELLURIDE	DIG COBELSTONE	



MATERIAL / COLOR SCHEDULE					
MARK DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	CLASS	COMMENTS
GL01 LONZE GLAZING	ATLANTIC - CLEAR	ICHLAMBAN 97	VIRO ARCHITECTURAL GLASS	TINTED GREY GREEN	
PT01 ALUMINUM STOREFRONT	DARK BRONZE	AS-1	WILSON JANTZEN		
PT02 CONG. TILT-UP PANEL, PAINTED	MINERD DUST	DEC188	DUNN EDWARDS		
PT03 CONG. TILT-UP PANEL, PAINTED	MONTICELLO WOODSMOOD	DEC202	DUNN EDWARDS		
PT04 CONG. TILT-UP PANEL, PAINTED	METAL FINISH	DEC203	DUNN EDWARDS		
PT05 CONG. TILT-UP PANEL, POLYMER, PAINTED	TRADE TO BLACK	DEC204	DUNN EDWARDS		
PT06 STEEL ELEMENTS	RED MAPLE LEAF	DEC448	DUNN EDWARDS		
PT08 CONG. TILT-UP PANEL, PAINTED	PRETINER PATTICE	DEC201	DUNN EDWARDS		
PT7 BRICKER PAINT	SUNSET YELLOW				
ST01 STONE VENEER	TELLURIDE	DC COBBLESTONE			CONCRETE FILLED BOLLARD

**MACK** REAL ESTATE GROUP

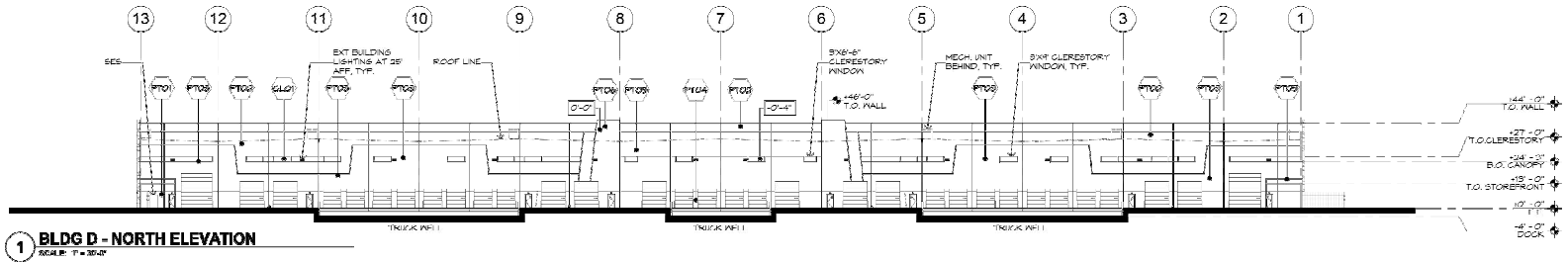
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**DR39-C**

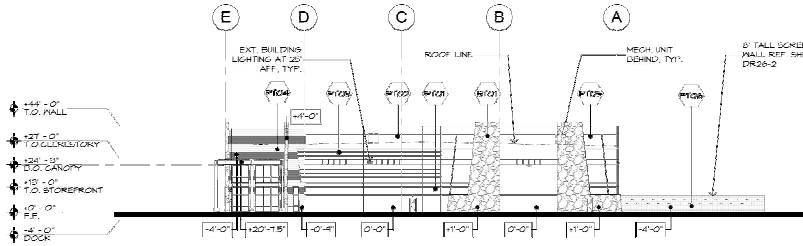


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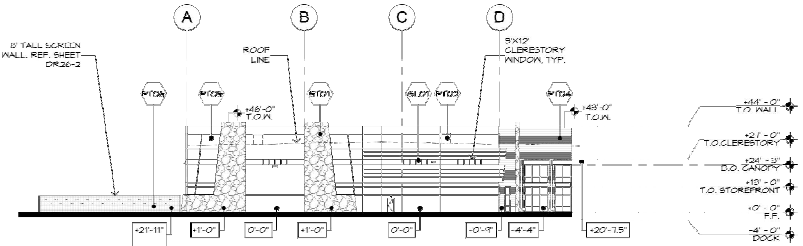
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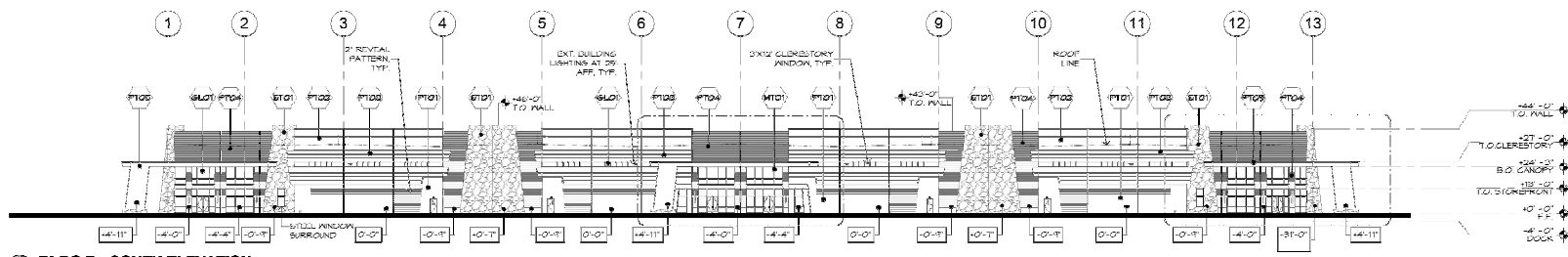
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SCALE: 1" = 30'-0"



**2 BLDG D - EAST ELEVATION**  
SCALE: 1" = 30'-0"



**3 BLDG D - WEST ELEVATION**  
SCALE: 1" = 30'-0"



**4 BLDG D - SOUTH ELEVATION**  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE				
MARK DESCRIPTION	PENNA/COLOR	MODEL	MANUFACTURER	COMMENTS
0601 LUMES GLAZING	ATLANTIC + SLANK	SCALANBAN 67	MITRO ARCHITECTURAL SLANG	TINTED GRAY GREEN
PT01 ALUMINUM RECESSMENT	DUNA WOODS	AW 1	MILSON PAINTS USA	
PT02 CONC. TILT-UP PANEL, PAINTED	MINERS DUST	DES706	DUNA EDWARDS	
PT03 CONC. TILT-UP PANEL, PAINTED	PONTRELL LG MUSHROOM	DES702	DUNA EDWARDS	
PT04 CONC. TILT-UP PANEL, PAINTED	NETAL FRINGS	DES703	DUNA EDWARDS	
PT05 CONC. TILT-UP PANEL, FORMNUMBER, PAINTED	FACE TO SLACK	DES 801	DUNA EDWARDS	
PT06 BRCEL ELEMENTS	RED MAPLE LEAF	DES7443	DUNA EDWARDS	
PT08 GAB WALL, PAINTED	PEPPER PANTER	DES707	DUNA EDWARDS	
PT09 STONE VENEER	131 LUNZE	DES 0008R 87/CONE	DUNA EDWARDS	

**MACK** REAL ESTATE GROUP

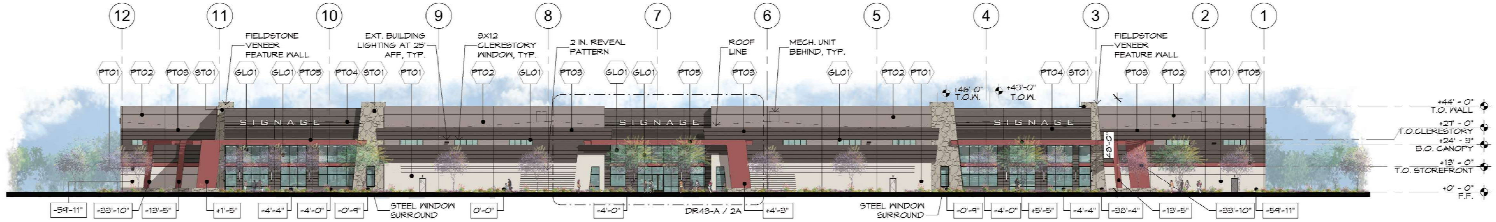
**MACK** INNOVATION PARK

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Scottsdale, AZ

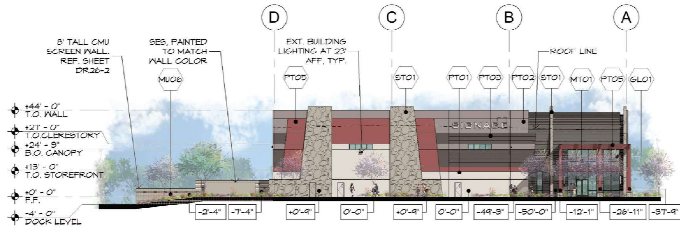
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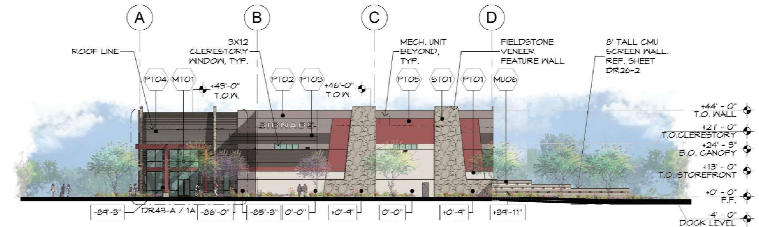
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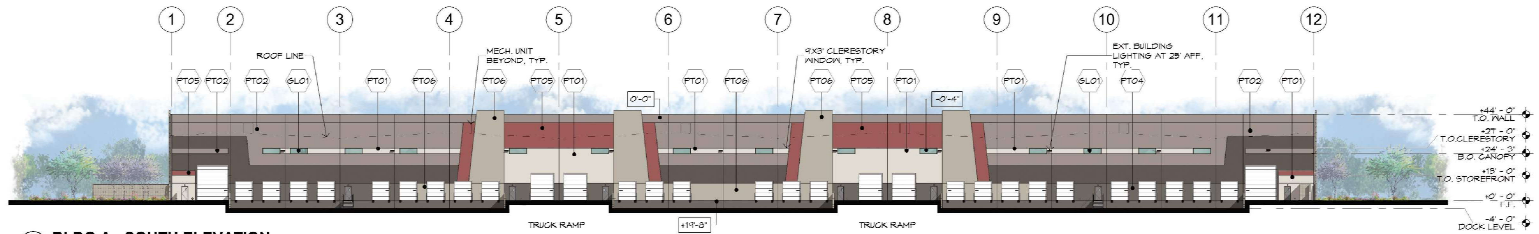
1 BLDG A - NORTH ELEVATION  
SCALE: 1" = 30'-0"



2 BLDG A - EAST ELEVATION  
SCALE: 1" = 30'-0"



3 BLDG A - WEST ELEVATION  
SCALE: 1" = 30'-0"



4 BLDG A - SOUTH ELEVATION  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GL01	LOWE GLAZING	ATLANTICA + CLEAR	80LANSAN 67	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
M101	ALUMINUM STOREFRONT	DARK BRONZE	AB17	MILCO PARTITIONS OR DM	
MUGB	CMU BLOCK, PAINTED	PEWTER PATTERN	DET027	DUNN EDWARDS	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DEL706	DUNN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	PINK GIBBOLD WASHROOM	DET622	DUNN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL FRINGE	DET028	DUNN EDWARDS	
PT04	CONC. TILT-UP PANEL, FORMLINER, PAINTED	PADE TO BLACK	DET628	DUNN EDWARDS	
PT05	STEEL ELEMENTS	RED HAVLE LEAF	DET440	DUNN EDWARDS	
PT06	CMU BLOCK, PAINTED	PEWTER PATTERN	DEL627	DUNN EDWARDS	
ST01	STONE VENEER	TELLURIDE	DC-COBBLESTONE		

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MACK INNOVATION PARK

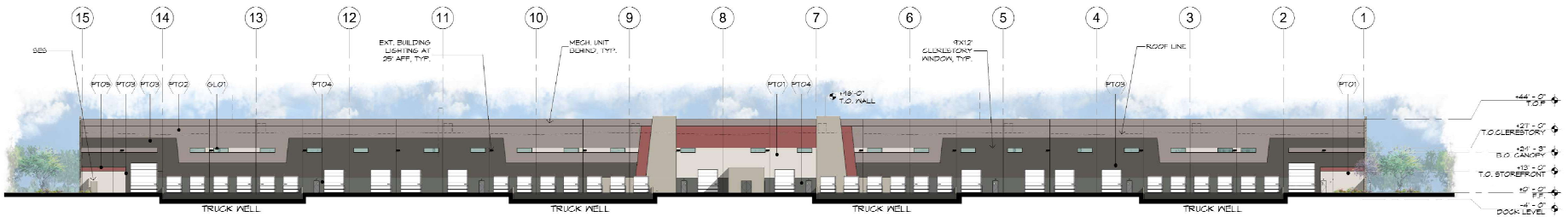
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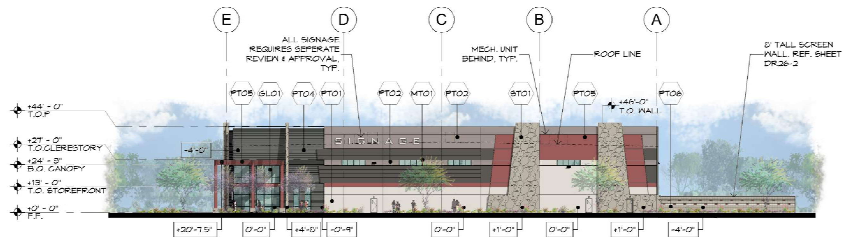
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ATTACHMENT 18

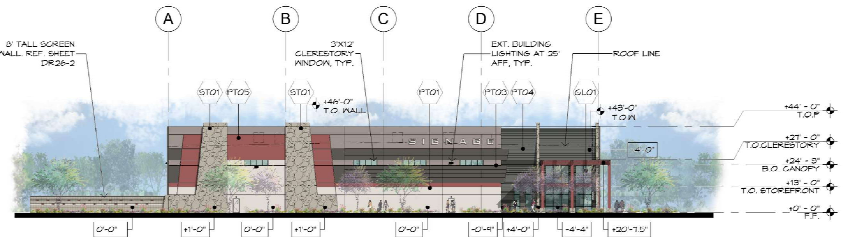




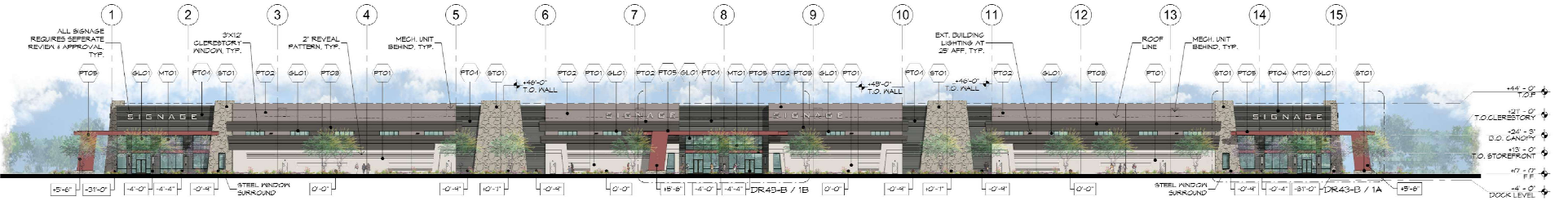
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2 BLDG B - EAST  
SCALE: 1" = 30'-0"

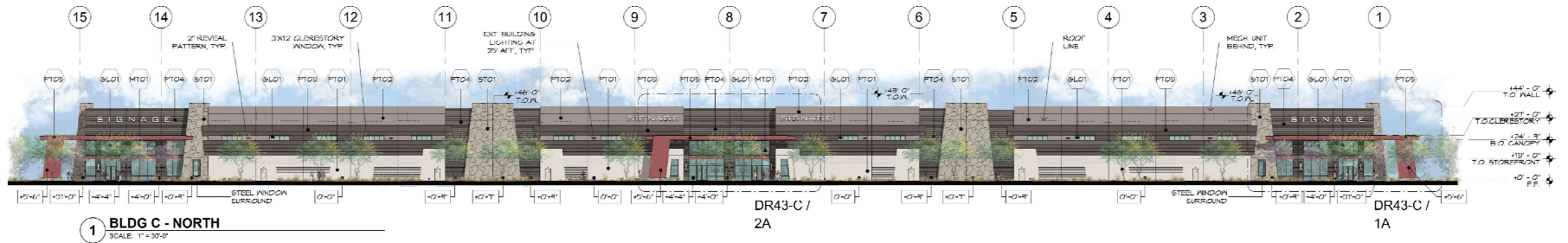


3 BLDG B - WEST  
SCALE: 1" = 30'-0"



4 BLDG B - SOUTH  
SCALE: 1" = 30'-0"

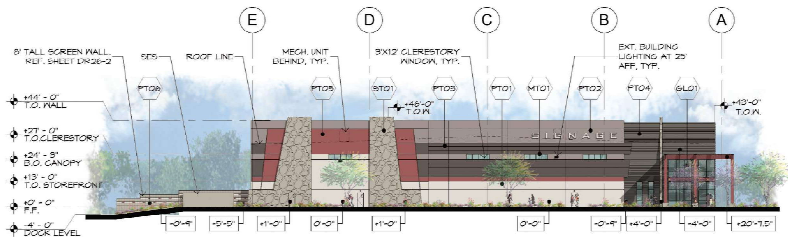
MARK	DESCRIPTION	FRESH/COLOR	MODEL	MANUFACTURER	COMMENTS
GLO1	LOUVE GLAZING	ATLANTICA + CLEAR	SOLARDAN 61	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK DRONZE	AD-7	WILSON PARTITIONS	
PT01	CONG. TILT-UP PANEL, PAINTED	CLOUD	DET606	DANN EDWARDS	
PT02	CONG. TILT-UP PANEL, PAINTED	INDUSTRIAL AGE	DET622	DANN EDWARDS	
PT03	CONG. TILT-UP PANEL, PAINTED	METAL PRINCE	DET626	DANN EDWARDS	
PT04	CONG. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DET628	DANN EDWARDS	
PT05	STEEL ELEMENTS	RED MARBLE LEAF	DET643	DANN EDWARDS	
PT06	CONC. BLOCK, PAINTED	WALLEN	DET627	DANN EDWARDS	
ST01	STONE VENEER	TELLURIDE	DC GODDLESTONE		



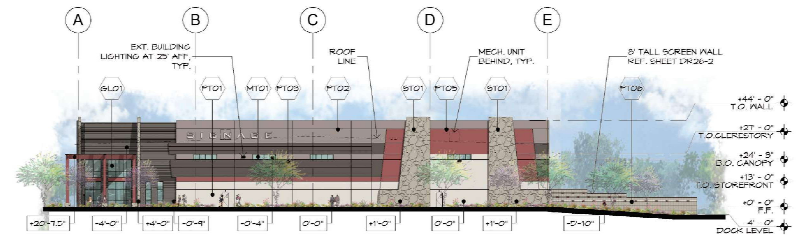
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DR43-C / 2A

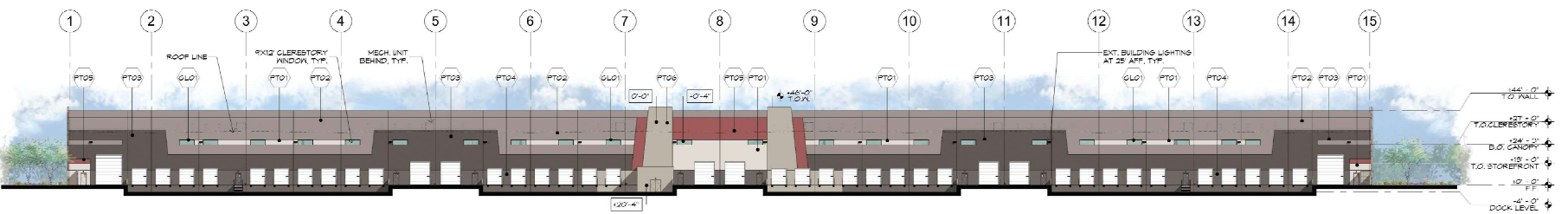
DR43-C / 1A



2 BLDG C - EAST  
SCALE: 1" = 30'-0"



3 BLDG C - WEST  
SCALE: 1" = 30'-0"



4 BLDG C - SOUTH  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS	#
SL01 LOW E GLAZING	ATLANTIC / CLEAR	SOLARBAN 67	VITRO ARCHITECTURAL GLASS	TINTED GRAY GREEN	
MT01 ALUMINUM STOREFRONT	DARK BRONZE	AB 7	WILSON PARTITIONS		
PT01 CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DEC166	DANN EDWARDS		
PT03 CONC. TILT-UP PANEL, PAINTED	PORCEBELLO MUSHROOM	DE1620	DANN EDWARDS		
PT03 CONC. TILT-UP PANEL, PAINTED	METAL BRONZE	DE1669	DANN EDWARDS		
PT04 CONC. TILT-UP PANEL FORMLINER, PAINTED	FADE TO BLACK	DE1621	DANN EDWARDS		
PT05 STEEL ELEMENTS	RED MAPLE LEAF	DE1448	DANN EDWARDS		
PT06 CONC. TILT-UP PANEL, PAINTED	REVETRE FAITTE	DE1621	DANN EDWARDS		
PT7 EXTERIOR PAINT	SAFETY YELLOW	-	-	CONCRETE FILLED BOLLARD	
ST01 STONE VENEER	TELLURIDE	DC COBBLESTONE	-		

Revision 2: 10/20/2023

Revision 1: 05/22/2023

01/24/23  
22024

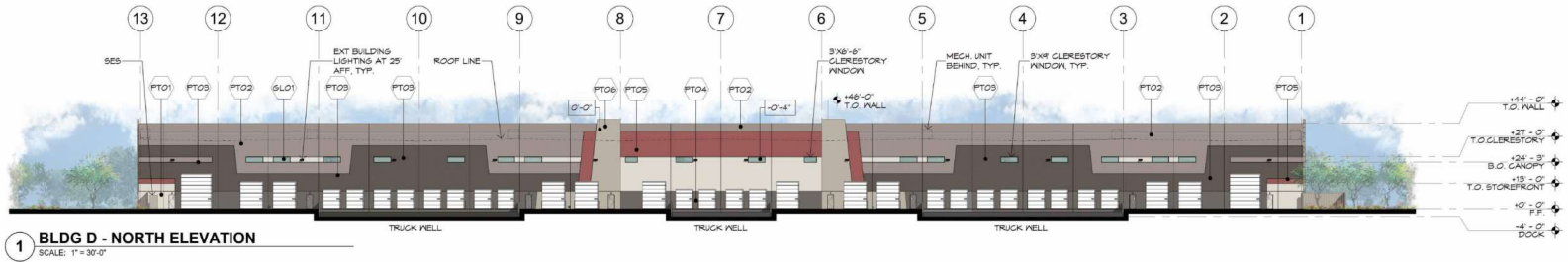
MACK REAL ESTATE GROUP

MACK INNOVATION PARK

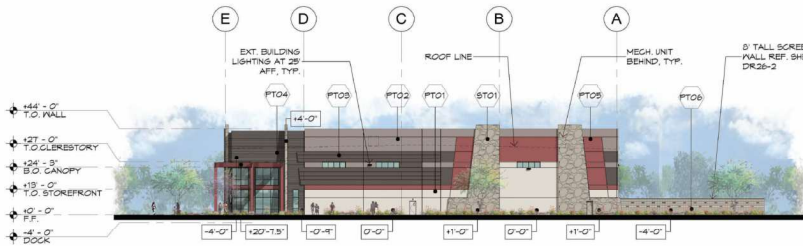
DR39-C



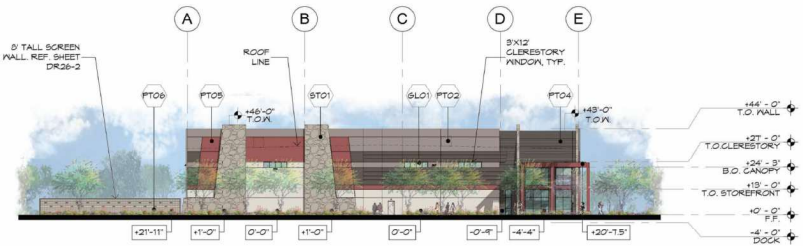
NEC Loop 101 & Bell Road  
Scottsdale, AZ



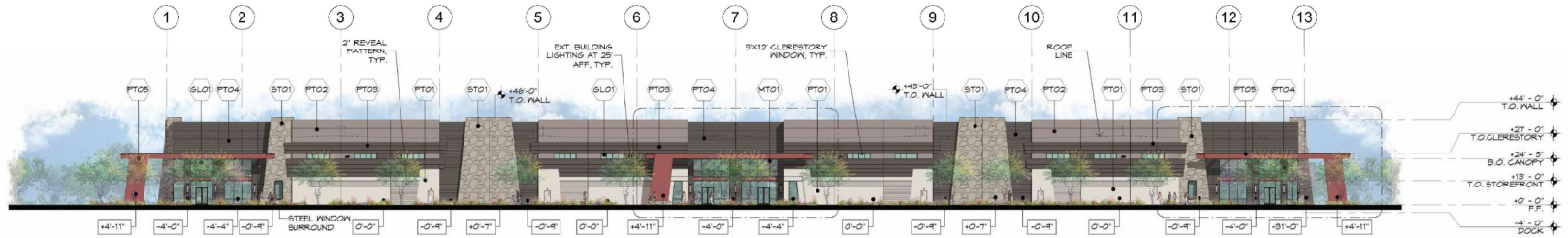
**1 BLDG D - NORTH ELEVATION**  
SCALE: 1" = 30'-0"



**2 BLDG D - EAST ELEVATION**  
SCALE: 1" = 30'-0"



**3 BLDG D - WEST ELEVATION**  
SCALE: 1" = 30'-0"



**4 BLDG D - SOUTH ELEVATION**  
SCALE: 1" = 30'-0"

MATERIAL / COLOR SCHEDULE					
MARK	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
GLO1	LOW-E GLAZING	ATLANTICA + CLEAR	SOLARBAN 6T	VITRO ARCHITECTURAL GLASS	TINTED GREY GREEN
MT01	ALUMINUM STOREFRONT	DARK BRONZE	AB-7	NELSON PARTITIONS	
PT01	CONC. TILT-UP PANEL, PAINTED	MINER'S DUST	DECT06	DANN EDWARDS	
PT02	CONC. TILT-UP PANEL, PAINTED	POR TOBELLO MUSHROOM	DET622	DANN EDWARDS	
PT03	CONC. TILT-UP PANEL, PAINTED	METAL PRINSE	DET626	DANN EDWARDS	
PT04	CONC. TILT-UP PANEL, FORMLINER, PAINTED	PADE TO BLACK	DET629	DANN EDWARDS	
PT05	STEEL ELEMENTS	RED MAPLE LEAF	DET443	DANN EDWARDS	
PT06	CMU MALL, PAINTED	PEPPER PATTER	DET627	DANN EDWARDS	
ST01	STONE VENEER	TELLURIDE	DG COBBLESTONE	DANN EDWARDS	

**MACK** REAL ESTATE GROUP

**MACK** INNOVATION PARK

NEC Loop 101 & Bell Road  
Scottsdale, AZ

**DR39-D**



Revision 2: 10/20/2023  
Revision 1: 05/22/2023  
01/24/23  
22024



PERSPECTIVE LOCATION KEYMAP



① PERSPECTIVE 1



INSPIRATIONAL IMAGES



② PERSPECTIVE 2  
 REVISION-2: 10-20-2023  
 REVISION-1: 05-22-2022  
 12-22-2022  
 22024



3 PERSPECTIVE 3



INSPIRATIONAL IMAGES



4 PERSPECTIVE 4

REVISION-2: 10-20-2023  
 REVISION-1: 05-22-2022  
 12-22-2022  
 22024



5 PERSPECTIVE 5



INSPIRATIONAL IMAGES



6 PERSPECTIVE 6

REVISION-2: 10-20-2023  
 REVISION-1: 05-22-2023  
 12-22-2022  
 22024



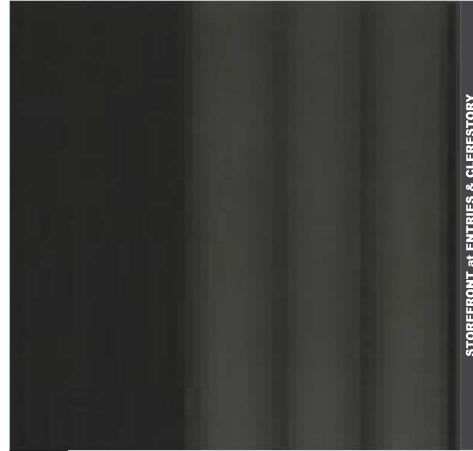


**GLAZING**  
by VITRO or similar



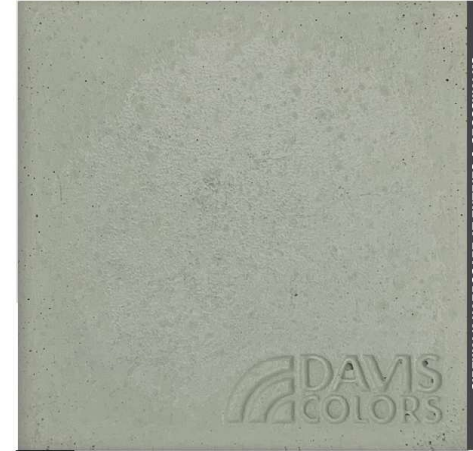
**GL-1 ATLANTICA + CLEAR**  
SOLARBAN 67

**ALUMINUM STOREFRONT**  
by WILSON PARTITIONS or similar



**AL-1 DARK BRONZE**  
AB-7

**COLORLED CONCRETE**  
by DAVIS



**CC01 WILLOW GREEN**  
5376

**STONE VENEER**  
by Telluride Natural Stone



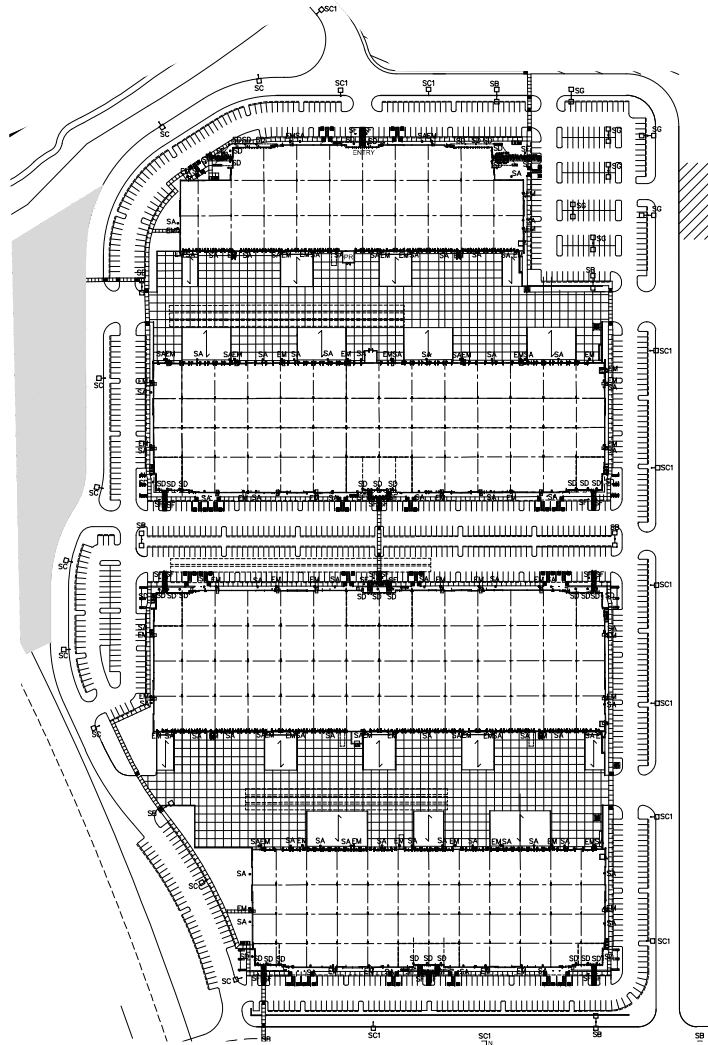
**ST01 DC COBBLESTONE**  
GROUT COLOR TBD



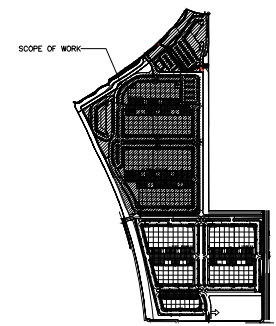
**COLOR AND MATERIAL PALETTE**

REVISION 2: 10/20/2023  
REVISION 1: 05/26/2023  
24 JANUARY 2023  
22024





PH I SITE LIGHTING PLAN NORTH  
 0 50 100 200'  
 SCALE: 1" = 100'



KEYPLAN

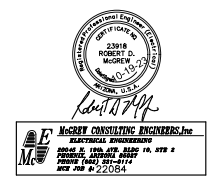
MACK REAL ESTATE GROUP

**MACK** INNOVATION PARK

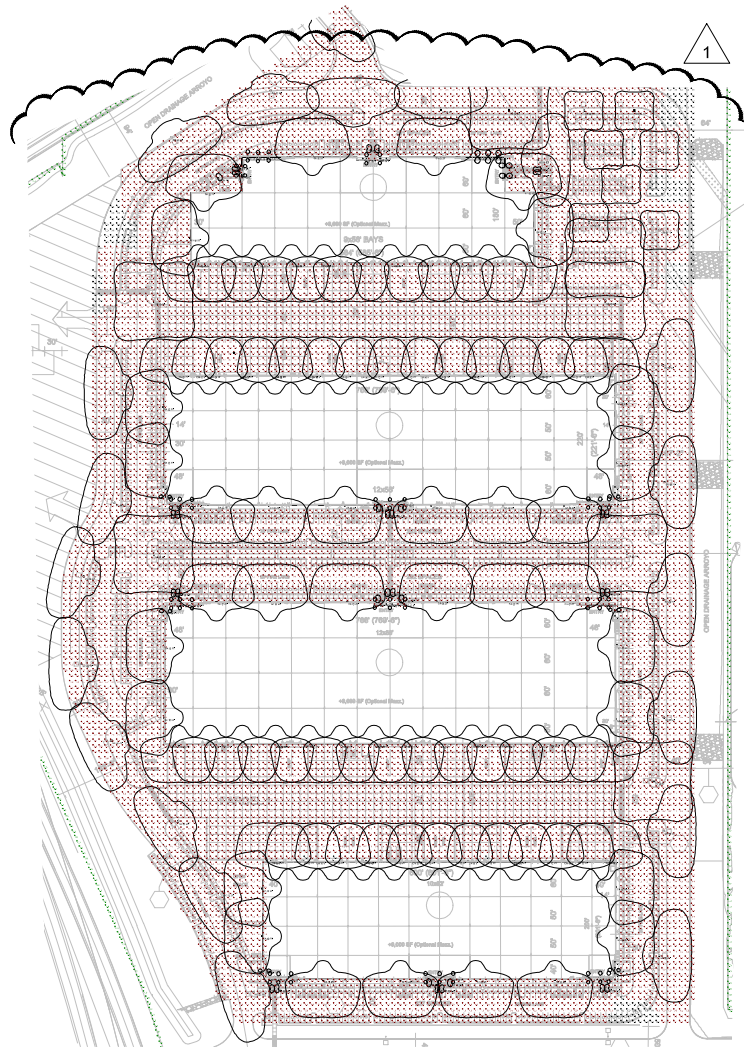
NEC Loop 101 & Bell Road  
 SCOTTSDALE, AZ

ATTACHMENT 21

E0.1



REVISED: 10.20.23  
 01.24.23  
 22024-ST12

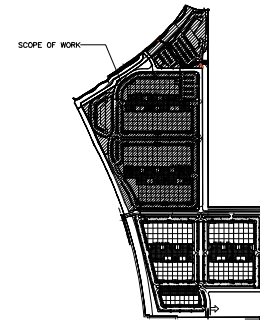


PH I SITE PHOTOMETRIC PLAN NORTH  
 0 50' 100' 200'  
 SCALE: 1" = 100'



Symbol	Code	Qty	Manufacturer	Code	Description	Material	Height	Light	Foot
EM	EM	1	Lighting	EM-101	EM-101 (EM-101) (EM-101)	EM-101	10'	1	1000
SA	SA	1	Lighting	SA-101	SA-101 (SA-101) (SA-101)	SA-101	10'	1	1000
SB	SB	1	Lighting	SB-101	SB-101 (SB-101) (SB-101)	SB-101	10'	1	1000
SC	SC	1	Lighting	SC-101	SC-101 (SC-101) (SC-101)	SC-101	10'	1	1000
SD	SD	1	Lighting	SD-101	SD-101 (SD-101) (SD-101)	SD-101	10'	1	1000
SE	SE	1	Lighting	SE-101	SE-101 (SE-101) (SE-101)	SE-101	10'	1	1000
SG	SG	1	Lighting	SG-101	SG-101 (SG-101) (SG-101)	SG-101	10'	1	1000
SH	SH	1	Lighting	SH-101	SH-101 (SH-101) (SH-101)	SH-101	10'	1	1000

Symbol	Description	Group	Qty	Area	Height	Light
EM	EM-101 (EM-101) (EM-101)	EM-101	1	1000	10'	1
SA	SA-101 (SA-101) (SA-101)	SA-101	1	1000	10'	1
SB	SB-101 (SB-101) (SB-101)	SB-101	1	1000	10'	1
SC	SC-101 (SC-101) (SC-101)	SC-101	1	1000	10'	1
SD	SD-101 (SD-101) (SD-101)	SD-101	1	1000	10'	1
SE	SE-101 (SE-101) (SE-101)	SE-101	1	1000	10'	1
SG	SG-101 (SG-101) (SG-101)	SG-101	1	1000	10'	1
SH	SH-101 (SH-101) (SH-101)	SH-101	1	1000	10'	1



KEYPLAN  
 NORTH

REVISED: 10.20.23  
 01.24.23  
 22024-ST12



1 CITY COMMENTS  
 05-22-23



NEC Loop 101 & Bell Road  
 SCOTTSDALE, AZ

E0.2



ATTACHMENT 22

**WEDGE LED Architectural Wall Sconce**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
WEDGE LED 10W	10	30°	3000	50,000
WEDGE LED 15W	15	30°	3000	50,000
WEDGE LED 20W	20	30°	3000	50,000
WEDGE LED 25W	25	30°	3000	50,000
WEDGE LED 30W	30	30°	3000	50,000

**Example:** WEDGE LED 15W 30° 3000K 50,000HRS

**D-Series Size 1 LED Area Luminaire**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 2.5 lbs
- Height: 8.5" (215mm)
- Depth: 4.5" (114mm)
- Width: 4.5" (114mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
D-Series Size 1 10W	10	30°	3000	50,000
D-Series Size 1 15W	15	30°	3000	50,000
D-Series Size 1 20W	20	30°	3000	50,000
D-Series Size 1 25W	25	30°	3000	50,000
D-Series Size 1 30W	30	30°	3000	50,000

**Example:** D-Series Size 1 20W 30° 3000K 50,000HRS

**WAC LIGHTING Archetype Outdoor Wall Sconce 3000K**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
WAC LIGHTING Archetype 10W	10	30°	3000	50,000
WAC LIGHTING Archetype 15W	15	30°	3000	50,000
WAC LIGHTING Archetype 20W	20	30°	3000	50,000
WAC LIGHTING Archetype 25W	25	30°	3000	50,000
WAC LIGHTING Archetype 30W	30	30°	3000	50,000

**Example:** WAC LIGHTING Archetype 20W 30° 3000K 50,000HRS

**Typology Path Light**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
Typology Path Light 10W	10	30°	3000	50,000
Typology Path Light 15W	15	30°	3000	50,000
Typology Path Light 20W	20	30°	3000	50,000
Typology Path Light 25W	25	30°	3000	50,000
Typology Path Light 30W	30	30°	3000	50,000

**Example:** Typology Path Light 20W 30° 3000K 50,000HRS

**D-Series Size 0 LED Area Luminaire**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
D-Series Size 0 10W	10	30°	3000	50,000
D-Series Size 0 15W	15	30°	3000	50,000
D-Series Size 0 20W	20	30°	3000	50,000
D-Series Size 0 25W	25	30°	3000	50,000
D-Series Size 0 30W	30	30°	3000	50,000

**Example:** D-Series Size 0 20W 30° 3000K 50,000HRS

**LITHONIA LIGHTING AFFINITY Precision Die Cast Architectural Emergency Light**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
AFFINITY 10W	10	30°	3000	50,000
AFFINITY 15W	15	30°	3000	50,000
AFFINITY 20W	20	30°	3000	50,000
AFFINITY 25W	25	30°	3000	50,000
AFFINITY 30W	30	30°	3000	50,000

**Example:** AFFINITY 20W 30° 3000K 50,000HRS

**Lumen Output**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
WEDGE LED 10W	10	30°	3000	50,000
WEDGE LED 15W	15	30°	3000	50,000
WEDGE LED 20W	20	30°	3000	50,000
WEDGE LED 25W	25	30°	3000	50,000
WEDGE LED 30W	30	30°	3000	50,000

**Lumen Multiplier for SOCR**

Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
10	30°	3000	50,000
15	30°	3000	50,000
20	30°	3000	50,000
25	30°	3000	50,000
30	30°	3000	50,000

**Lumen Ambient Temperature (LAT) Multiplier**

LAT (°C)	Multiplier
0	1.0
10	0.95
20	0.9
30	0.85
40	0.8
50	0.75
60	0.7
70	0.65
80	0.6
90	0.55
100	0.5

**Projected LED Lumen Maintenance**

Time (hrs)	LM-79 LM-80	LM-80 LM-79
0	1.0	1.0
1000	0.95	0.95
2000	0.9	0.9
3000	0.85	0.85
4000	0.8	0.8
5000	0.75	0.75
6000	0.7	0.7
7000	0.65	0.65
8000	0.6	0.6
9000	0.55	0.55
10000	0.5	0.5

**D-Series Size 0 LED Area Luminaire**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
D-Series Size 0 10W	10	30°	3000	50,000
D-Series Size 0 15W	15	30°	3000	50,000
D-Series Size 0 20W	20	30°	3000	50,000
D-Series Size 0 25W	25	30°	3000	50,000
D-Series Size 0 30W	30	30°	3000	50,000

**Example:** D-Series Size 0 20W 30° 3000K 50,000HRS

**WAC LIGHTING Archetype Outdoor Wall Sconce 3000K**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
WAC LIGHTING Archetype 10W	10	30°	3000	50,000
WAC LIGHTING Archetype 15W	15	30°	3000	50,000
WAC LIGHTING Archetype 20W	20	30°	3000	50,000
WAC LIGHTING Archetype 25W	25	30°	3000	50,000
WAC LIGHTING Archetype 30W	30	30°	3000	50,000

**Example:** WAC LIGHTING Archetype 20W 30° 3000K 50,000HRS

**Typology Path Light**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
Typology Path Light 10W	10	30°	3000	50,000
Typology Path Light 15W	15	30°	3000	50,000
Typology Path Light 20W	20	30°	3000	50,000
Typology Path Light 25W	25	30°	3000	50,000
Typology Path Light 30W	30	30°	3000	50,000

**Example:** Typology Path Light 20W 30° 3000K 50,000HRS

**D-Series Size 0 LED Area Luminaire**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
D-Series Size 0 10W	10	30°	3000	50,000
D-Series Size 0 15W	15	30°	3000	50,000
D-Series Size 0 20W	20	30°	3000	50,000
D-Series Size 0 25W	25	30°	3000	50,000
D-Series Size 0 30W	30	30°	3000	50,000

**Example:** D-Series Size 0 20W 30° 3000K 50,000HRS

**LITHONIA LIGHTING AFFINITY Precision Die Cast Architectural Emergency Light**

**Specifications**

- Finish: Matte Black
- Material: Aluminum
- Weight: 1.5 lbs
- Height: 6.5" (165mm)
- Depth: 3.5" (89mm)
- Width: 3.5" (89mm)

**LED Family Overview**

Model	Power (W)	Beam Angle	Color Temp (K)	Life (hrs)
AFFINITY 10W	10	30°	3000	50,000
AFFINITY 15W	15	30°	3000	50,000
AFFINITY 20W	20	30°	3000	50,000
AFFINITY 25W	25	30°	3000	50,000
AFFINITY 30W	30	30°	3000	50,000

**Example:** AFFINITY 20W 30° 3000K 50,000HRS

FIXTURE 'SA'

FIXTURE 'SB','SC'

FIXTURE 'SD'

FIXTURE 'SF'

FIXTURE 'SG'

FIXTURE 'EM'



# Mack Innovation Park

## NEIGHBORHOOD INVOLVEMENT / CITIZEN REVIEW REPORT 49-DR-2022 and 49-DR-2022#2

### I. Introduction

This Neighborhood Involvement and Citizen Review Report is being provided in association with applications for Development Review (DR) approvals for the roughly 95-acre property located immediately east of the Loop 101 freeway between Bell Road and Pima Road (APN215-07-021A, -022E, and -022F). See aerial attached at **TAB A**. The proposed project, termed the Mack Innovation Park, is for a roughly 1M square foot industrial and office park on a multi-building campus with an assortment of associated infrastructure and pedestrian oriented improvements.

The Property is currently vacant unimproved and has a zoning designation of Industrial Park, Planned Community District (I-1, PCD), with a small portion at the north end of the site also located within an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). The Property has a General Plan designation of “*Employment Light Industrial / Office*” and is also located within a “*Regional Use Overlay*.” No change to the existing General Plan or zoning designations is required or proposed for this application.

### II. Overall Outreach Summary

As noted in this document, the applicant has gone through extensive measures – (well above and beyond standard requirements) - to engage and keep residents informed about the project and pending applications. Some of those measures are summarized below.

Prior to even filing the DR applications, the development team had numerous meetings and discussions with members of the adjacent DC Ranch community, including Board Members. When it came time to send out notification letters, and in an effort to increase awareness, the standard 750 feet mailing radius was increased to 800 feet and was measured from the larger, 124-acre property boundary even though the applications in question only apply to 95-acres of the site. These efforts combined to create a much larger circulation list for the mailings. For the required sign posting, the Applicant chose to place five (5) Project Under Consideration signs around the full perimeter of the site.

After early engagement and feedback, the Applicant investigated the potential of a mixed-use concept for a portion of the property. This was done at the direct request of some nearby residents (and at a significant expense and allotment of time by the Applicant). This mixed-use option was again presented to the public through various meetings, calls and discussions. When it became apparent the mixed-use option lacked consensus support from the neighborhood, the Applicant went back to the innovation park concept.

The Applicant conduct numerous outreach meetings, including two (2) official open house meetings and several small group and HOA meetings with the nearby communities. This is in addition to the numerous phone calls, emails, and virtual meetings conducted. One would be hard-pressed to find another DR application which has gone through such extensive outreach.

### III. Key Dates / Actions of Outreach

July 29, 2022:

- Meeting conducted with DC Ranch

September 22, 2022:

- Meeting conducted with DC Ranch

November 2, 2022:

- Meeting conducted with Windgate Ranch

November 3, 2022:

- Meeting conducted with Ironwood Village

November 22, 2022:

- First-class letters were mailed out to property owners within the vicinity of the Property including property owners and registered HOA's and interested parties as provided by the City. The letter included exhibits, described the application and invited the recipient to attend an open house meeting. The recipient was also encouraged to contact the applicant or City with any questions or comments and appropriate contact information was provided. See notification letter, exhibits and mailing list attached at **TAB B**.

In addition to the letters, five (5) Project Under Consideration signs were posted along the perimeter of the site. The sign provided application information as well as contact information as required by the City. See affidavit of posting attached at **TAB C**. Open house information was also provided to City Staff for disbursement as needed.

December 6, 2022:

- An open house meeting was conducted in proximity to the site at the Scottsdale Marriot at McDowell Mountain. A presentation was made with exhibits and a Q&A session occurred. An estimated 150 people attended the meeting. See sign in sheet also attached **at TAB B.**

January 26, 2023:

- Meeting conducted with DC Ranch / Windgate / Ironwood

August 11, 2023,

- First-class letters were again mailed out to property owners within the vicinity of the Property including property owners and registered HOA's and interested parties as provided by the City. The applicant also sent the letter to those who provided legible contact information at any of the prior open houses. The letter included exhibits, provided an update on the project status, and invited the recipient to attend an open house meeting. The recipient was also encouraged to contact the applicant or City with any questions or comments and appropriate contact information was provided. See notification letter, exhibits and mailing list attached at **TAB D.**

In addition to the letters, the five (5) Project Under Consideration signs posted along the perimeter of the site were updated. See affidavit of posting attached **at TAB E.** Open house information was also provided to City Staff for disbursement as needed.

August 22, 2023:

- Meeting conducted with DC Ranch

August 23, 2023:

- An open house meeting was conducted in proximity to the site at the Hyatt House North Scottsdale located at 18513 North Scottsdale Road. A presentation was made with exhibits and a Q&A session occurred. An estimated 75 people attended the meeting. See sign in sheet also attached at **TAB D.**

#### **IV. Summary of Concerns and Issues**

Traffic

- By far the greatest topic of conversation during outreach was traffic – in particular the existing traffic conditions and concerns related to the Loop 101 frontage road. A concern of traffic entering the neighborhood from the project was also expressed.



Response:

The concerns expressed are primarily regarding an existing condition. Nonetheless, the applicant worked extensively with ADOT and the City to try and make a better condition. This included the installation of an additional lane on the 101-frontage road, the addition of a second, free-flow right turn lane onto northbound Pima, and a new dedicated turn lane into the project along Pima. The new, 91<sup>st</sup> Street running north of Bell Road will be 4-lanes to start but then taper to only 2 lanes north of this site. The 2-lane segment is not a truck route, and the City will post signs accordingly. The Applicant has also told the neighborhood they would support their efforts should they chose to approach the city for additional mitigation measures on the 2-lane section of 91st.

Request for a mixed-use project with retail/restaurants

- A request for a more mixed-use project with retail, restaurants, etc., was made by neighbors.

Response:

As noted above, extensive efforts (at significant time and cost) were made modeling a mixed-use project for the north section of the project. The mixed-use concept, with associated exhibits, traffic modeling, and information, was presented as a viable option. Without consensus support, the mixed-use option was abandoned.

Noise Concerns.

- Concerns about noise emitting from the project were expressed.

Response:

A sound study was conducted. In summation, the study confirmed preliminary speculation that the project would not create a perceptible addition to the existing ambient conditions. The freeway is the primary noise emission in the area. If anything, the project may help to buffer some of the freeway noise from the neighborhood.

Miscellaneous Design Considerations

- The visual appeal of the project was a point of discussion. This included views along Pima as a "gateway" to the area and views from the neighborhood.

Response:

The project implements a 100 ft scenic corridor along Pima to ensure this frontage is a true, visual gateway to the area. This includes installing a meandering 8-foot-wide trail and 10-foot wide, paved multi use path that will link to the existing City trail network. The area will include a large arroyo with a

variety of boulders and berms for the conveyance of water and will be revegetated with a combination of new and salvaged landscape. The site will exceed the City planting requirements for tree caliper size as well. Extensive landscaping is also implemented along the other property frontages and the project provides over 30% open space, where only 10% is required. The project buildings are over 2 football fields away from the closest residential home. Nonetheless, the parapets were increased to ensure screening of rooftop mechanical items.

The Applicant will continue to be available to answer questions from any interested parties regarding this exciting project and will continue to keep the City informed.

# Tab A

# Aerial Map



# Tab B

## MREG 101 BELL LLC

November 22, 2022

Re: *Mack Innovation Park* - Southeast Corner of Loop 101 and Pima Road (APN # 215-07-021A and 215-07-022D) – Development Review Pre-Application No. 414-PA-2022

Dear Neighbor or Interested Citizen:

In March of this year, our office, MREG 101 BELL LLC, was the successful bidder on the above referenced, roughly 124-acres of land auctioned off by the Arizona State Land Department. See attached aerial for reference. We are ecstatic with this purchase and looking forward to developing the majority of this site (+/-95-acres) with a new, Industrial Campus as permitted under the existing industrial zoning. In that effort, the purpose of this letter is simply to introduce ourselves and inform you that we will be filing a Development Review (DR) application with the City of Scottsdale for review of the architectural design and layout for this new project. Again, as the Property is already zoned and entitled for industrial uses, the application filed will proceed through a DR process (not a rezoning case).

The Property is adjacent to the Loop 101 Freeway between Pima Road and Bell Road. The majority of the Property (+/-95-acres) is zoned Industrial Park, Planned Community District (I-1, PCD), a small portion of which also has an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). A smaller, roughly 29-acre portion of the overall auctioned site is zoned Planned Regional Center (PRC, PCD), but is not subject to this DR application and there are no plans to develop that section of the Property at this time.

The proposed *Mack Innovation Park* is an Industrial Campus project consisting of roughly 1.2 Million square feet of industrial and office space spread across an 11-building campus. Attached is the preliminary site plan for reference. The buildings are a maximum of 54 feet in height and the loading docks are positioned to face internal to the site. The project includes a substantial amount of infrastructure for the overall site including the completion of 91st Street, internal circulation drives and perimeter improvements.

A hearing before the Development Review Board (DRB) has not yet been scheduled to review this case. In the future, you should receive notifications from the City regarding the application request and hearing schedule. Please note, the DRB evaluates the architectural design and layout of the project. The proposed uses, building height, density and building envelope have already been established and approved by the City Council.

If you would like to meet the development team and discuss this application or have questions, we have scheduled an open house meeting on December 6, 2022, at 5:30 pm at the Scottsdale Marriot at McDowell Mountain, 16770 N. Perimeter Drive in Scottsdale, 85260. If this date and time are not convenient, we would be happy to speak with you by phone or in person at your convenience. Please contact George Pasquel III at 602.230.0600 or [George@WitheyMorris.com](mailto:George@WitheyMorris.com). You can also reach the City's Project Coordinator, Meredith Tessier at 480.312.4211 or at [MTessier@Scottsdaleaz.gov](mailto:MTessier@Scottsdaleaz.gov). In the future, you should receive notification postcards from the City regarding the case and its scheduled public hearings. Information can

MREG 101 BELL LLC

2415 East Camelback Road, Suite 920

Phoenix, AZ 85016

480.712-9427

also be found on the City's website at: <https://www.scottsdaleaz.gov/planning-development/projects-in-process>

Again, we would be happy to answer any questions. Feel free to contact us at 602.230.0600 or [George@WitheyMorris.com](mailto:George@WitheyMorris.com). Thank you for your courtesy and consideration.

Sincerely,  
MREG 101 BELL, LLC

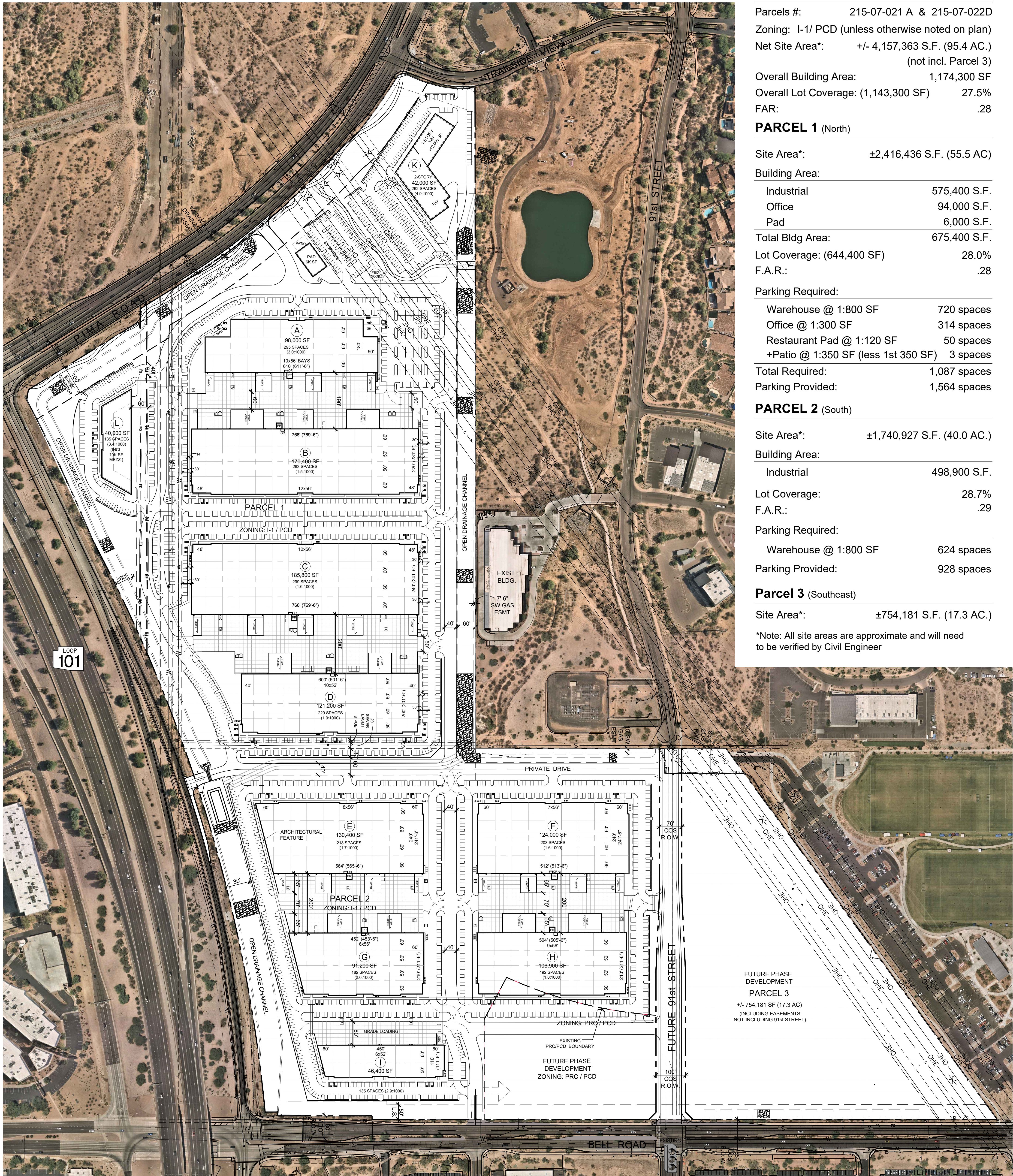
By

**Craig S. Henig**  
**Authorized Signatory**

# Aerial Map







**SITE DATA**

Parcels #: 215-07-021 A & 215-07-022D  
 Zoning: I-1/ PCD (unless otherwise noted on plan)  
 Net Site Area\*: +/- 4,157,363 S.F. (95.4 AC.)  
 (not incl. Parcel 3)  
 Overall Building Area: 1,174,300 SF  
 Overall Lot Coverage: (1,143,300 SF) 27.5%  
 FAR: .28

**PARCEL 1 (North)**

Site Area\*: ±2,416,436 S.F. (55.5 AC.)  
 Building Area:  
 Industrial 575,400 S.F.  
 Office 94,000 S.F.  
 Pad 6,000 S.F.  
 Total Bldg Area: 675,400 S.F.  
 Lot Coverage: (644,400 SF) 28.0%  
 F.A.R.: .28

**Parking Required:**

Warehouse @ 1:800 SF 720 spaces  
 Office @ 1:300 SF 314 spaces  
 Restaurant Pad @ 1:120 SF 50 spaces  
 +Patio @ 1:350 SF (less 1st 350 SF) 3 spaces

Total Required: 1,087 spaces  
 Parking Provided: 1,564 spaces

**PARCEL 2 (South)**

Site Area\*: ±1,740,927 S.F. (40.0 AC.)  
 Building Area:  
 Industrial 498,900 S.F.  
 Lot Coverage: 28.7%  
 F.A.R.: .29

**Parking Required:**

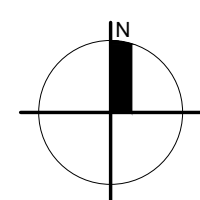
Warehouse @ 1:800 SF 624 spaces  
 Parking Provided: 928 spaces

**Parcel 3 (Southeast)**

Site Area\*: ±754,181 S.F. (17.3 AC.)

\*Note: All site areas are approximate and will need to be verified by Civil Engineer

FUTURE PHASE DEVELOPMENT  
 PARCEL 3  
 +/- 754,181 SF (17.3 AC)  
 (INCLUDING EASEMENTS  
 NOT INCLUDING 91st STREET)



0 75' 150' 300'  
 SCALE: 1" = 150'

11-21-2022  
 22024-ST12



**MACK** REAL ESTATE GROUP

NEC Loop 101 & Bell Road  
 Scottsdale, AZ



Butler Design Group, Inc  
 architects & planners

16631ST105 LLC  
10632 N SCOTTSDALE RD UNIT 453  
SCOTTSDALE, AZ 85254

17465 N 93RD ST LLC  
9304 E VERDE GROVE VIEW STE 100  
SCOTTSDALE, AZ 85255

190 WEST ST JAMES LLC  
21710 STEVENS CREEK BLVD STE 200  
CUPERTINO, CA 95014

90TH & BELL LLC  
16801 N 90TH ST SUITE 102  
SCOTTSDALE, AZ 85260

90TH STREET AND BAHIA BUSINESS  
PARK LLC  
16611 NORTH 91ST STREET STE 105  
SCOTTSDALE, AZ 85260

9382 BAHIA DRIVE LLC  
8550 FIRESTONE BLVD STE 105  
DOWNEY, CA 90241

9393 VENTURES LLC  
1314E LAS OLAS BLVD STE 145  
FT LAUDERDALE, FL 33301

94TH STREET MCDOWELL MOUNTAIN  
BUSINESS PARK  
PO BOX 73259  
PHOENIX, AZ 85050

ANSARI MOEEZ H/BEATRICE L TR  
8105 IRVINE CENTER DR 1100  
IRVINE, CA 92618

ARIZONA PUBLIC SERVICE COMPANY  
P O BOX 53999 MS 9565  
PHOENIX, AZ 85072

ARIZONA STATE LAND DEPT  
1616 W ADAMS ST  
PHOENIX, AZ 85007

ARIZONA STATE OF DEPARTMENT OF  
TRANSPORTATION  
205 S 17TH AVE  
PHOENIX, AZ 85007

AWW PRINCESS MOB OWNER LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

AZUL BELL 101 LLC  
8889 E BELL ROAD SUITE 201  
SCOTTSDALE, AZ 85260

B & F & Y PROPERTIES LLC  
11050 E VERBENA LN  
SCOTTSDALE, AZ 85255

BAHIA OFFICE INVESTORS LLC  
7600 E DOUBLETREE RANCH RD STE-  
120  
SCOTTSDALE, AZ 85258

BASHAH PROPERTIES LLC  
PO BOX 54837  
PHOENIX, AZ 85078

BAYAN HOLDINGS LLC  
8961 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

BELL 101 PROFESSIONAL LLC  
6086 E SUNNYSIDE DR  
SCOTTSDALE, AZ 85254

BELL-101 / RANCHO VERDE INVESTORS  
LLC  
11861 E DESERT TR RD  
SCOTTSDALE, AZ 85259

BGH INVESTMENTS L L C  
22223 N CHURCH RD  
SCOTTSDALE, AZ 85255

BGH INVESTMENTS LLC  
8913 E BELL RD BLDG E  
SCOTTSDALE, AZ 85260

BGH INVESTMENTS LLC  
4821 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

BLACK SHALE COMMERCIAL  
PROPERTIES LLC  
9378 E BAHIA DR  
SCOTTSDALE, AZ 85260

BOVAPA PARTNERS LLC  
8970 E BAHIA DR STE 100  
SCOTTSDALE, AZ 85260

BRANDEL RYAN  
17708 N 92ND ST  
SCOTTSDALE, AZ 85255

BWE 2000 LLC  
16611 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

C N S PROPERTIES LLC  
16631 N 9TH ST BLDG E U107  
SCOTTSDALE, AZ 85260

C5 VENTURES LLC  
6929 N HAYDEN RD SUITE C4-163  
SCOTTSDALE, AZ 85250

CAMDEN USA INC  
PO BOX 5169  
OAK BROOK, IL 60522

CARBON CAPITAL LLC  
16621 N 91ST ST 103  
SCOTTSDALE, AZ 85260

CARSON GROUP LLC  
8269 E DEL CADENA DR  
SCOTTSDALE, AZ 85258

CD 90TH ST LLC  
7898 E ACOMA DR  
SCOTTSDALE, AZ 85260

CELTIC CROSS HOLDINGS INC  
8961 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

CHEYENNE INVESTMENT GROUP LLC  
16650 N 91ST ST STE 107  
SCOTTSDALE, AZ 85260

CHRISTAKOS PROPERTIES LLC  
8573 E PRINCESS DR STE 201  
SCOTTSDALE, AZ 85255

CLANTON JODY  
16674 N 91ST ST BLDG D STE 106  
SCOTTSDALE, AZ 85260

CORPORATE CENTER AT DC RANCH  
ASSOCIATION  
2394 E CAMELBACK RD SUITE 600  
PHOENIX, AZ 85016

COYOTES ICE LLC  
9375 E BELL RD  
SCOTTSDALE, AZ 85260

CRANE NORMAN B/VERNABELLE TR  
23005 N 74TH ST  
SCOTTSDALE, AZ 85255

CROW JOHN/MARY MONICA  
17828 N 92ND ST  
SCOTTSDALE, AZ 85255

DAGNEY ENTERPRISES LLC  
7820 E EVANS RD  
SCOTTSDALE, AZ 85260

DANA FREEWAY BUILDING LLC  
3716 E PALM ST  
MESA, AZ 85215

DC RANCH ASSOCIATION INC  
20551 N PIMA RD STE 180  
SCOTTSDALE, AZ 85255

DC RANCH CROSSING ASSOCIATES LLC  
1860 ALA MOANA BLVD  
HONOLULU, HI 96815

DESERT AUTO PROPERTIES LLC  
10512 E ROBS CAMP RD  
SCOTTSDALE, AZ 85255

DESERT AUTO PROPERTIES LLC  
16631 N 91ST STE 101  
SCOTTSDALE, AZ 85260

DESERT FAIRWAYS 204-205, LLC  
8765 E BELL RD  
SCOTTSDALE, AZ 85260

DESERT FAIRWAYS PHASE II & III  
CONDO ASSOC  
627S 48TH ST STE 110  
TEMPE, AZ 85281

DITTRICK PHILLIP  
16674 N 91ST ST 104  
SCOTTSDALE, AZ 85260

DORSEY FAMILY HOLDINGS LLC  
20724 N 112TH ST  
SCOTTSDALE, AZ 85255

DORSEY FAMILY HOLDINGS LLC  
18690 N 101ST PL  
SCOTTSDALE, AZ 85255

FAT BAXTER INVESTMENTS LLC  
8748 HIGH POINT DR  
SCOTTSDALE, AZ 85262

FETZER SCOTTSDALE PARTNERS LLC  
1019 W WISE RD STE 201  
SCHAUMBERG, IL 60193

FRESHWATER LLC  
16655 N 90TH ST STE 100  
SCOTTSDALE, AZ 85260

G5BC LLC  
7337 E DOUBLETREE RANCH RD STE  
C288  
SCOTTSDALE, AZ 85258

GARON LIVING TRUST  
17756 N 92ND ST  
SCOTTSDALE, AZ 85255

GATE6 PROPERTIES LLC  
16624 N 90TH ST  
SCOTTSDALE, AZ 85260

GATE6 PROPERTIES LLC/ANALYTICAL  
GROUP INC  
16624 N 90TH ST  
SCOTTSDALE, AZ 85260

GUERRA PROPERTIES LLC  
4646 E GREENWAY RD 100  
PHOENIX, AZ 85032

H F OFFICE LLC  
 8765 E BELL RD UNIT B207  
 SCOTTSDALE, AZ 85260

HALMI & ROENIGK PROPERTIES LLC  
 7402 E VISTA DR  
 SCOTTSDALE, AZ 85250

HEGEMON LLC  
 7402 E VISTA DR  
 SCOTTSDALE, AZ 85250

HHS REAL ESTATE LLC  
 8985 E BELL RD  
 SCOTTSDALE, AZ 85260

HICKEY DAVID/KELLY S  
 18426 N 65TH PL  
 PHOENIX, AZ 85054

HOBSON CAREY W/KATHY A  
 17804 N 92ND ST  
 SCOTTSDALE, AZ 85255

IRRELEVANT INVESTMENTS LLC  
 10101 N 92ND ST STE 101  
 SCOTTSDALE, AZ 85258

JCG 16621 PROPERTY LLC  
 8095 N 85TH WAY  
 SCOTTSDALE, AZ 85258

JCG 16650 PROPERTY LLC/R & J  
 PROPERTY HOLDINGS LLC  
 8095 N 85TH WAY  
 SCOTTSDALE, AZ 85258

JR CLARK LLC  
 8765 E BELL RD STE 201  
 SCOTTSDALE, AZ 85260

JUGGERNAUT HOLDINGS LLC  
 16460 N 91ST ST  
 SCOTTSDALE, AZ 85260

LCG2 SCOTTSDALE MATTISON LLC  
 3500 MAPLE AVE STE 1600  
 DALLAS, TX 75219

LEAP DAY LLC  
 16674 N 91ST ST UNIT 107D  
 SCOTTSDALE, AZ 85260

LITERATI LLC  
 8424 E CALLE BUENA VISTA  
 SCOTTSDALE, AZ 85255

LONLEY CACTUS LLC  
 8937 E BELL RD STE 101  
 SCOTTSDALE, AZ 85260

MACKAY NEIL V  
 16674 N 91ST ST UNIT 101D  
 SCOTTSDALE, AZ 85260

MALO PROPERTIES LLC/NATIONAL  
 LASER INSTITUTE LLC  
 16601 N 90TH ST 100/101  
 SCOTTSDALE, AZ 85260

MCCLAMMY THOMAS V/CHRISTINE E  
 8765 E BELL RD 213  
 SCOTTSDALE, AZ 85260

MCDONALD JULIE R FRANK  
 4859 E MOCKINGBIRD LN  
 PARADISE VALLEY, AZ 85253

MCDOWELL MOUNTAIN BUSINESS  
 PARK II CONDOMINIUM ASSOCIATION  
 16611 N 91ST ST STE 104  
 SCOTTSDALE, AZ 85260

MCDOWELL MOUNTAIN MEDICAL  
 INVESTORS LTD  
 1920 MAIN ST STE 1200  
 IRVINE, CA 92614

MCDOWELL MOUNTAIN TECH LLC  
 740 N 52ND ST NO 200  
 PHOENIX, AZ 85008

MEJIA SERGIO  
 17732 N 92ND ST  
 SCOTTSDALE, AZ 85255

MENG PROPERTIES LLC  
 6557 E VISTA DEL ORO DR  
 PRESCOTT, AZ 86303

METIS GROUP THE LLC  
 8312 E CALLE DE ALEGRIA  
 SCOTTSDALE, AZ 85255

MG REAL ESTATE HOLDINGS COMPANY  
 LLC  
 20865 N 90TH PL UNIT 210  
 SCOTTSDALE, AZ 85255

MNMW LLC  
 11811 N TATUM BLVD P129  
 PHOENIX, AZ 85028

MOPAR RANCH LLC  
 28440 N 75TH ST  
 SCOTTSDALE, AZ 85266

NORTH HILL DEVELOPMENT LLC  
 501 NW GRAND BLVD  
 OKLAHOMA CITY, OK 73118

NORTH SCOTTSDALE SPORTS COMPLEX  
 HOLDINGS LLC  
 1204 SUNCAST LN STE 2  
 EL DORADO HILLS, CA 95762

PATHFINDER HOLDINGS LLC  
21 E 6TH ST SUITE 706  
TEMPE, AZ 85281

PEGASUS DEER VALLEY OWNER LLC  
8888 E RAINTREE DR  
SCOTTSDALE, AZ 85260

PERIMETER GATEWAY PORTFOLIO LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

PLG HOLDINGS II LLC  
8765 E BELL RD 110  
SCOTTSDALE, AZ 85260

POLLY HOLDINGS LLC/JDR HOLDINGS  
LLC  
17392 DAIMIER ST UNIT 100  
IRVINE, CA 92614

POTATO GARDEN LLC  
PO BOX 1078  
HIGLEY, AZ 85236

PRECISE INSTRUMENTATION TRAINING  
& CONSULTANTS LLC  
14648 S 46TH ST  
PHOENIX, AZ 85044

RBB HOLDINGS 2 LLC  
7114 E STETSON DR STE 400  
SCOTTSDALE, AZ 85251

RD HUGHES ENTERPRISES LLC  
9151 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

REJUVENT PROPERTIES LLC  
9155 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

SAVONE ANGELO/ANNA TR  
26094 N 88TH WAY  
SCOTTSDALE, AZ 85255

SCOTTSDALE AREA ASSOC OF  
REALTORS  
4221 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

SCOTTSDALE CITY OF  
7227 E INDIAN SCHOOL RD STE 205  
SCOTTSDALE, AZ 85251

SCOTTSDALE CITY OF  
7447 E INDIAN SCHOOL RD STE 100  
SCOTTSDALE, AZ 85251

SCOTTSDALE PERIMETER I LLC  
14648 N SCOTTSDALE RD #345  
SCOTTSDALE, AZ 85254

SCOTTSDALE PRE-OWNED LLC  
9382 E BAHIA DR STE B102  
SCOTTSDALE, AZ 85260

SCOTTSDALE REAL CO LLC  
1220 20TH ST SE NO 310  
SALEM, OR 97302

SCOTTSDALE VISTELLA LLC LEASE 03-  
108992  
40 N CENTRAL AVE STE 2700  
PHOENIX, AZ 85004

SH 781-796 LLC  
6467 MAIN ST  
BUFFALO, NY 14221

SHEFA BEIT YOSEF PROPERTIES LLC  
7398 E CORTEZ RD  
SCOTTSDALE, AZ 85260

SILVERLEAF AUTO GARAGES LLC  
16410 N 91ST ST STE 112  
SCOTTSDALE, AZ 85260

STALEY LINDA L  
9201 E DESERT ARROYOS  
SCOTTSDALE, AZ 85255

STORAGE INVEST LINE LP  
2042 BUSINESS CENTER DR STE 100  
IRVINE, CA 92612

STRONG TOWER LLC  
9891 E WINDROSE DR  
SCOTTSDALE, AZ 85260

SULLIVAN CRAIG E/LORI M  
17780 N 92ND ST  
SCOTTSDALE, AZ 85255

SUNRENU PROPERTIES LLC  
16674 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

TA DESERT PARKS VISTA LLC  
ONE FEDERAL ST 17TH FL  
BOSTON, MA 2110

TATONKA PROPERTIES TWO LLC  
345 SPRINGSIDE DR STE 101  
AKRON, OH 44333

TONIC LLC  
18940 N 99TH ST  
SCOTTSDALE, AZ 85255

TRAILSIDE VIEW LLC  
7010 E ACOMA DR #103  
SCOTTSDALE, AZ 85254

USA-BOR  
 23636 N 7TH ST  
 PHOENIX, AZ 85024

VALK PROPERTIES THREE LLC  
 1450 TL TOWNSEND STE 100  
 ROCKWALL, TX 75032

VOICE INSTITUTE LLC  
 5900 N GRANITE REEF RD 114  
 SCOTTSDALE, AZ 85250

WOLLMANN ANDREW F  
 16621 N 91ST ST STE 106  
 SCOTTSDALE, AZ 85260

YOUTH FAMILY ART ASSOCIATION INC  
 6900 E INDIAN SCHOOL RD STE 250  
 SCOTTSDALE, AZ 85251

ZUCCA LLC  
 11852 E HUNT HWY  
 CHANDLER, AZ 85249

16631ST105 LLC  
 10632 N SCOTTSDALE RD UNIT 453  
 SCOTTSDALE, AZ 85254

190 WEST ST JAMES LLC  
 21710 STEVENS CREEK BLVD STE 200  
 CUPERTINO, CA 95014

90TH & BELL LLC  
 16801 N 90TH ST SUITE 102  
 SCOTTSDALE, AZ 85260

90TH STREET AND BAHIA BUSINESS  
 PARK LLC  
 16611 NORTH 91ST STREET STE 105  
 SCOTTSDALE, AZ 85260

9393 VENTURES LLC  
 1314E LAS OLAS BLVD STE 145  
 FT LAUDERDALE, FL 33301

ANSARI MOEEZ H/BEATRICE L TR  
 8105 IRVINE CENTER DR 1100  
 IRVINE, CA 92618

ARIZONA PUBLIC SERVICE COMPANY  
 P O BOX 53999 MS 9565  
 PHOENIX, AZ 85072

ARIZONA STATE LAND DEPT  
 1616 W ADAMS ST  
 PHOENIX, AZ 85007

AZUL BELL 101 LLC  
 8889 E BELL ROAD SUITE 201  
 SCOTTSDALE, AZ 85260

BAYAN HOLDINGS LLC  
 8961 E BELL RD STE 202  
 SCOTTSDALE, AZ 85260

BELL 101 PROFESSIONAL LLC  
 6086 E SUNNYSIDE DR  
 SCOTTSDALE, AZ 85254

BELL-101 / RANCHO VERDE INVESTORS  
 LLC  
 11861 E DESERT TR RD  
 SCOTTSDALE, AZ 85259

BGH INVESTMENTS L L C  
 22223 N CHURCH RD  
 SCOTTSDALE, AZ 85255

BGH INVESTMENTS LLC  
 4821 N SCOTTSDALE RD  
 SCOTTSDALE, AZ 85251

BGH INVESTMENTS LLC  
 8913 E BELL RD BLDG E STE 101B  
 SCOTTSDALE, AZ 85260

BWE 2000 LLC  
 16611 N 91ST ST STE 105  
 SCOTTSDALE, AZ 85260

C N S PROPERTIES LLC  
 16631 N 9TH ST BLDG E U107  
 SCOTTSDALE, AZ 85260

CAMDEN USA INC  
 PO BOX 5169  
 OAK BROOK, IL 60522

CARSON GROUP LLC  
 8269 E DEL CADENA DR  
 SCOTTSDALE, AZ 85258

CD 90TH ST LLC  
 7898 E ACOMA DR  
 SCOTTSDALE, AZ 85260

CELTIC CROSS HOLDINGS INC  
 8961 E BELL RD STE 101  
 SCOTTSDALE, AZ 85260

CHEYENNE INVESTMENT GROUP LLC  
 16650 N 91ST ST STE 107  
 SCOTTSDALE, AZ 85260

CHRISTAKOS PROPERTIES LLC  
 8573 E PRINCESS DR STE 201  
 SCOTTSDALE, AZ 85255

CLANTON JODY  
 16674 N 91ST ST BLDG D STE 106  
 SCOTTSDALE, AZ 85260

CORPORATE CENTER AT DC RANCH  
ASSOCIATION  
2394 E CAMELBACK RD SUITE 600  
PHOENIX, AZ 85016

DANA FREEWAY BUILDING LLC  
3716 E PALM ST  
MESA, AZ 85215

DC RANCH CROSSING ASSOCIATES LLC  
1860 ALA MOANA BLVD  
HONOLULU, HI 96815

DITTRICK PHILLIP  
16674 N 91ST ST 104  
SCOTTSDALE, AZ 85260

FAT BAXTER INVESTMENTS LLC  
8748 HIGH POINT DR  
SCOTTSDALE, AZ 85262

G5BC LLC  
7337 E DOUBLETREE RANCH RD STE  
C288  
SCOTTSDALE, AZ 85258

HHS REAL ESTATE LLC  
8985 E BELL RD  
SCOTTSDALE, AZ 85260

JUGGERNAUT HOLDINGS LLC  
16460 N 91ST ST  
SCOTTSDALE, AZ 85260

LONLEY CACTUS LLC  
8937 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

MCDOWELL MOUNTAIN MEDICAL  
INVESTORS LTD  
1920 MAIN ST STE 1200  
IRVINE, CA 92614

COYOTES ICE LLC  
9375 E BELL RD  
SCOTTSDALE, AZ 85260

DC RANCH ASSOCIATION INC  
20551 N PIMA RD STE 180  
SCOTTSDALE, AZ 85255

DESERT AUTO PROPERTIES LLC  
16631 N 91ST STE 101  
SCOTTSDALE, AZ 85260

DORSEY FAMILY HOLDINGS LLC  
20724 N 112TH ST  
SCOTTSDALE, AZ 85255

FETZER SCOTTSDALE PARTNERS LLC  
1019 W WISE RD STE 201  
SCHAUMBERG, IL 60193

GATE6 PROPERTIES LLC/ANALYTICAL  
GROUP INC  
16624 N 90TH ST STE 111  
SCOTTSDALE, AZ 85260

IRRELEVANT INVESTMENTS LLC  
10101 N 92ND ST STE 101  
SCOTTSDALE, AZ 85258

LCG2 SCOTTSDALE MATTISON LLC  
3500 MAPLE AVE STE 1600  
DALLAS, TX 75219

MACKAY NEIL V  
16674 N 91ST ST UNIT 101D  
SCOTTSDALE, AZ 85260

MCDOWELL MOUNTAIN TECH LLC  
740 N 52ND ST NO 200  
PHOENIX, AZ 85008

CRANE NORMAN B/VERNABELLE TR  
23005 N 74TH ST UNIT 3007  
SCOTTSDALE, AZ 85255

DC RANCH ASSOCIATION INC  
20551 N PIMA RD #180  
SCOTTSDALE, AZ 85331

DESERT FAIRWAYS PHASE II & III  
CONDO ASSOC  
627S 48TH ST STE 110  
TEMPE, AZ 85281

DORSEY FAMILY HOLDINGS LLC  
18690 N 101ST PL  
SCOTTSDALE, AZ 85255

FRESHWATER LLC  
16655 N 90TH ST STE 100  
SCOTTSDALE, AZ 85260

HALMI & ROENIGK PROPERTIES LLC  
7402 E VISTA DR  
SCOTTSDALE, AZ 85250

JCG 16650 PROPERTY LLC/R & J  
PROPERTY HOLDINGS LLC  
8095 N 85TH WAY  
SCOTTSDALE, AZ 85258

LEAP DAY LLC  
16674 N 91ST ST UNIT 107D  
SCOTTSDALE, AZ 85260

MALO PROPERTIES LLC/NATIONAL  
LASER INSTITUTE LLC  
16601 N 90TH ST 100/101  
SCOTTSDALE, AZ 85260

MENG PROPERTIES LLC  
6557 E VISTA DEL ORO DR  
PRESCOTT, AZ 86303

METIS GROUP THE LLC  
8312 E CALLE DE ALEGRIA  
SCOTTSDALE, AZ 85255

MG REAL ESTATE HOLDINGS COMPANY  
LLC  
20865 N 90TH PL UNIT 210  
SCOTTSDALE, AZ 85255

MNMW LLC  
11811 N TATUM BLVD P129  
PHOENIX, AZ 85028

MOPAR RANCH LLC  
28440 N 75TH ST  
SCOTTSDALE, AZ 85266

NORTH HILL DEVELOPMENT LLC  
501 NW GRAND BLVD  
OKLAHOMA CITY, OK 73118

NORTH SCOTTSDALE SPORTS COMPLEX  
HOLDINGS LLC  
1204 SUNCAST LN STE 2  
EL DORADO HILLS, CA 95762

PATHFINDER HOLDINGS LLC  
21 E 6TH ST SUITE 706  
TEMPE, AZ 85281

PERIMETER GATEWAY PORTFOLIO LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

PLG HOLDINGS II LLC  
8765 E BELL RD 110  
SCOTTSDALE, AZ 85260

POLLY HOLDINGS LLC/JDR HOLDINGS  
LLC  
17392 DAIMIER ST UNIT 100  
IRVINE, CA 92614

POTATO GARDEN LLC  
PO BOX 1078  
HIGLEY, AZ 85236

PRECISE INSTRUMENTATION TRAINING  
& CONSULTANTS LLC  
14648 S 46TH ST  
PHOENIX, AZ 85044

RBB HOLDINGS 2 LLC  
7114 E STETSON DR STE 400  
SCOTTSDALE, AZ 85251

RD HUGHES ENTERPRISES LLC  
9151 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

REJUVENT PROPERTIES LLC  
9155 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

SCOTTSDALE AREA ASSOC OF  
REALTORS  
4221 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

SCOTTSDALE PERIMETER I LLC  
14648 N SCOTTSDALE RD #345  
SCOTTSDALE, AZ 85254

SCOTTSDALE REAL CO LLC  
1220 20TH ST SE NO 310  
SALEM, OR 97302

SCOTTSDALE VISTELLA LLC LEASE 03-  
108992  
40 N CENTRAL AVE STE 2700  
PHOENIX, AZ 85004

SH 781-796 LLC  
6467 MAIN ST  
BUFFALO, NY 14221

SILVERLEAF AUTO GARAGES LLC  
16410 N 91ST ST STE 112  
SCOTTSDALE, AZ 85260

STORAGE INVEST LINE LP  
2042 BUSINESS CENTER DR STE 100  
IRVINE, CA 92612

STRONG TOWER LLC  
9891 E WINDROSE DR  
SCOTTSDALE, AZ 85260

SUNRENU PROPERTIES LLC  
16674 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

TATONKA PROPERTIES TWO LLC  
345 SPRINGSIDE DR STE 101  
AKRON, OH 44333

TONIC LLC  
18940 N 99TH ST  
SCOTTSDALE, AZ 85255

TRAILSIDE VIEW LLC  
7010 E ACOMA DR #103  
SCOTTSDALE, AZ 85254

USA-BOR  
23636 N 7TH ST  
PHOENIX, AZ 85024

VALK PROPERTIES THREE LLC  
1450 TL TOWNSEND STE 100  
ROCKWALL, TX 75032

VOICE INSTITUTE LLC  
5900 N GRANITE REEF RD 114  
SCOTTSDALE, AZ 85250



YOUTH FAMILY ART ASSOCIATION INC  
6900 E INDIAN SCHOOL RD STE 250  
SCOTTSDALE, AZ 85251

City of Scottsdale Planning Commission  
Commissioner Renee J. Higgs  
15192 N. 104th Way  
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City of Scottsdale Planning Commission  
Commissioner William Scarbrough  
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Scottsdale, AZ 85257

City of Scottsdale Planning Commission  
Commissioner Joe Young  
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City of Scottsdale Planning Commission  
Commissioner George Ertel  
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Community Development Director  
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Burch & Cracchiolo PA  
Edwin Bull  
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Jim Funk  
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Lori Haye  
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 Department atten: Sherry  
 Wagner/Right-of-Way Technician, SR.  
 P.O. Box 52025  
 Phoenix, AZ 85072

Scottsdale Unified School District  
 Superintendent  
 8500 E. Jackrabbit Rd  
 Scottsdale, AZ 85250

Vickie Falen  
 10520 N 117th Pl  
 Scottsdale, AZ 85259

Granite Reef Neighborhood Resource  
 Center  
 1700 N Granite Reef Road  
 Scottsdale, AZ 85257

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 Mike McNeal, Supervisor  
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 Mayor Dave Ortega  
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 Scottsdale, AZ 85251

Vice Chair Community Council of  
 Scottsdale Edmond Richard  
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 Scottsdale, AZ 85257

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 Scottsdale, AZ 85250

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 Planning & Development Director  
 200 West Washington Street, 2nd Floor  
 Phoenix, AZ 85003

Town of Cave Creek  
 Planning Department  
 37622 N Cave Creek Road  
 Cave Creek, AZ 85331

Town of Fountain Hills  
 Planning & Zoning Division  
 16705 E. Avenue of the Fountains  
 Fountain Hills, AZ 85268

Cave Creek Unified School District  
 Superintendent  
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City of Scottsdale City Council  
 Tom Durham  
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 Scottsdale, AZ 85251

Wade Tinant  
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 Cave Creek, AZ 85331

Paradise Valley Unified School District  
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Steve Perone  
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Gammage & Burnham  
 Susan Demmitt/Nick Sobraske  
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 Phoenix, AZ 85004

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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
1. Sue Gradel	DC Ranch 85255	215-266-9797	gradel.s@gmail.com
2. Leona Engel	9111 E Hanasypae Scottsdale	480 502 5522	leona@americanstudies.com
3. Cherilyn Beilman	SRP	602 236 4142	Cherilyn.Beilman@prnet.com
4. Peter & LINDA NIEDERMAN			Peter@DENVER.COM
5. Rosa Neta	DC Ranch The Estates	602-690 4177	lisolna@yaho.com
6. Mike Holder	DC Ranch	602 432 3273	M:cus111@aol.com
7. G. Bowie	DC Ranch	602-118 5767	Pawelb@A.S.C.
8. SAM HAWKINS	17532 N 94th Pl	480-361-3868	SHAULCINSAZ@Cox.net
9. Scott & Julie Blackford	17799 N 92nd way	253-377-3741	no@macplus.com
10. JIM BRANNON	18650 N Thompson Peak Pkwy Unit 1030	480-544-5100	jimbrannon1@gmail.com

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 NEIGHBORHOOD OPEN HOUSE MEETING  
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 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
11. Cheryl Mendez	20715 N. 103rd Pl Scottsdale, AZ 85255	602-620-2212	Cheryl@mfbaz.com
12. Helen Soares	18548 N. 94th St. Scottsdale 85255	602-600-5545	kc6yx@gmail.com
13. CATHERINE SMITH	9385 E. Trailside View Scottsdale	403-580-9605	dscek@shaw.ca
14. DANIEL J. SMITH	11	403-548- <del>8716</del> <sup>8716</sup>	danielj.smith.1951@gmail.com
15. Kelsey Holder	9319 E. Desert Arrowyds, Sdale, 85255	480-600-6580	kelseyholder8@gmail.com
16. Barry GABMAN	18670 W. 94 <sup>th</sup> Pl.	602-418-4340	bglad14@gmail.com
17. J. Nestor	17752 N 92nd Pl		
18. Bree & Adam Tran	9280 E. Thompson Peak Unit 44 85255	480-419-8077	wjtran@gmail.com
19. Chris Irish	DC Ranch Community Council		
20. Donna Diederick Tom Diederick	9827 E. Piedra		thomasdiederick64@gmail.com

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 NEIGHBORHOOD OPEN HOUSE MEETING  
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 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
21.			
22. Geoff Huber	17633 N. 96 <sup>th</sup> Way Scottsdale, AZ 85255	612-270-1569	geoffhuber1@yahoo.com
23. John Hartman	4915 E Baseline Rd #105 Gilbert AZ 85234	480 500 5904	john@landmarks.net
24. Julie Thornton	18317 N 93 <sup>rd</sup> Way 85255	602 821 1215	laskennys@gmail.com
25. Beth Tischer	8619 E. VIA MONTANA 85255	480-264-7452	ED_Beth@hotmail.com
26. David Granza	20559 N. 94 <sup>th</sup> PL SCOTTSDALE, AZ 85255	480-502-2927	david.granza@gmail.com
27. Jon Boyd	9298 E. HORSESHOE SCOTTSDALE, AZ 85255	719-849-9900	JBOYD1537@ME.COM
28. G. David & Hope Underwood	8929 E. MOUNTAIN SPRING RD SCOTTSDALE, AZ 85255	480-661-7166	HD UNDERWOOD @ CENTURYLINK.NET
29. Jeff Schwarz	18521 N 96 <sup>th</sup> Way SCOTTSDALE	703-201-2333	
30. Tom Diederich	9827 E DIEDRA DR. SCOTTSDALE, AZ	630-863-1656	
31. Zach Richard	9220 E Via de Vaguedo Scottsdale AZ 85255	646-734-6685	Zar2101@gmail.com

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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
32. Chris Mullen	9313 E Canyon View Rd Scottsdale AZ 85255		chrismullen@outlook.com
33. Phil Wickey	8943 E. Rusty Spur PL Scottsdale 85255	630-234-3774	Pwickey200@tdl.com
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35. Jeanette Duran	9407 E. Ironwood Blvd	925-518-9430	jlo20102010@gmail.com
36. DANIEL SMITH	9385 E. Trailside View - DC Park	403-5488714	daniel.smith.1951@gmail.com
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41. Debbie Mendelson	8851 E Mtn. Spr Rd	602-421-6596	dsmquilt@hotmail.com

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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
42. JOHN COLBY	9270 E. Thompson Park #313 Scottsdale 85255	508-662-7576	Colbyreality2@gmail.com
43. Michael C. O'Farrell	9270 E. Thompson Park PKWY, Scottsdale	(847) 875-5869	m.o'farrell@gmail.com
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45. HARVEY STEINBERG	18361 N 93RD PL	602-549-3302	HARVSTE66@gmail.com
46. Blake Tablak	18018 N 93RD PL	678 920 8621	BTABLAK@hotmail.com
47. Kelly Hickey	9145 E. Canyon View Rd	949-375-0170	Kscheever@yahoo.com
48. Jeff Ellmch	9471 E. Ironwood Blvd	480 623 8650	jeffellmch@home.com
49. JEFF DENZAK	7550 E. McNameis Rd	480. 522. 4144	
50. Sheila Christensen	9221 E. Va de Vaquero Dr	480 221 9473	schrist6.sc@gmail.com
51. Laura Klein	17699 N. 93rd Pl	916 501 2426	lklein@sbcglobal.net



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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
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54. Ninal Patel	18036 N 93rd St	480-329-7748	NINAD.K.PATEL@GMAIL.COM
55. Erick + Brooke Thorson	9251 E Via De Vaquero Dr	507-262-5788	beedes2390@gmail.com
56. AILEEN ALIX	18500 N 95TH STREET	480-653-2458	<del>XXXXXXXXXXXX</del> @aileenalix@pm.me
57. JIM CORRADETTI	20223 N. 89th Way	773-263-9813	JIMCORRADETTI@GMAIL.COM
58. Gail Walsh	20801 N. 90th Place	201-978-3554	gail AisfirArizona 2018@gmail
59. Lesley McCague	9227 E. Via De Vaquero Dr	480-272-2107	lesley m 1117 @ hotmail.com
60. Richard Parrish	19232 N 101st SCO HSDALE, AZ	516 805 8900	rich@impactenvironmental.com
61. JUDI + JONATHAN HAVELES	18234 N. 93RD PL SCOTTSDALE	703 915 0151	applaudthedog@gmail.com JTHAVELES@gmail.com
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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

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70. Dan Steiber	9345 E MT SPR RD Scottsdale	972 795 3082	dan@steiber.net
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72. Grant & Michael Venables	17814 N 93rd Pl 85265	573-823-4120	Grant@BTCU.US
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TOM MUDAY — 52145

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 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

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78. John Davy	8919 E Rusty Spur PL	425 882 2829	2spand@gmail.com
79. STEVEN + JONCE KRESSLER	17746 N 93rd WAY	508-462-6313	
80. Nancy Voorhees	17530 N. 100th ST	—	—
81. Jenna Kohl	20551 N Pima	623 238 2930	jenna.kohl@dcranchinc.com
82. Jason Francis	1776 N. 92nd PL	408.370.5384	Jfrancis98@gmail.com
83. Don Harms	17392 N 96th Way	480-713-6120	dannich30@hotmail.com
84. Tom Napolitano + Bonnie	9399 E. Trailside View	480-515-0007	trcnapo@a.com

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MACK REAL ESTATE GROUP  
 NEIGHBORHOOD OPEN HOUSE MEETING  
 TUESDAY, DECEMBER 6, 2022 - 6:00 PM  
 16770 N PERIMETER DR, SCOTTSDALE, AZ 85260

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88. Phillip Geiger	9264 E. Mountain Spring		pegeiger@msn.com
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91. Lisa Olsa	20704 N. 90th Place	910.274-0202	
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JANICE WEIS

18347 N. 94th Scotts 85255

JMWEIS12@GMAIL.COM

VIJAY Raelhetrishnow

9209 E DESERT APPROX

VIJAY.HEMA@COX.NET

# Tab C



# 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:** 414-PA-2022

**Project Name:** \_\_\_\_\_

**Location:** NEC Pima RD & Bell Rd

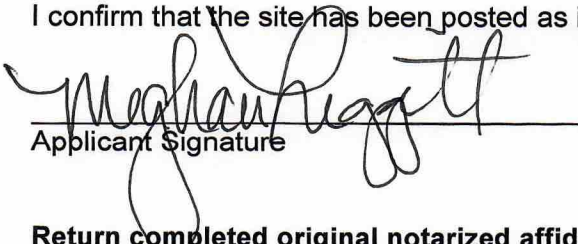
**Site Posting Date:** 11/22/22

**Applicant Name:** Withey Morris

**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.

  
Applicant Signature

11/22/22  
Date

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

Acknowledged before me on 11/22/22



  
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: December 6, 2022  
Time: 5:30 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

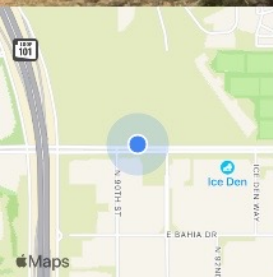
### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Nov 22, 2022 10:14AM  
8988-9018 E Bell Rd  
Maricopa County

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: December 6, 2022  
Time: 5:30 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

### City Contact:

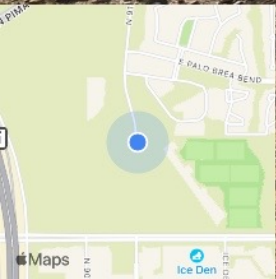
Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:

11/22/2022

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



Nov 22, 2022 09:43AM  
17400-17410 N 91st St  
Maricopa County

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: December 6, 2022  
Time: 5:30 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

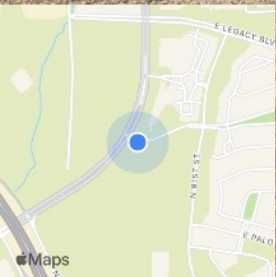
**Applicant Contact:**  
Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

**City Contact:**  
Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Nov 22, 2022 09:07AM  
E Trailside View  
Maricopa County

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: December 6, 2022  
Time: 5:30 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

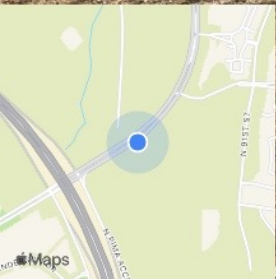
Case#: 414-PA-2022

### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Posting Date:  
11/22/2022

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



Nov 22, 2022 08:37AM  
N Pima Rd  
Maricopa County

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: December 6, 2022  
Time: 5:30 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

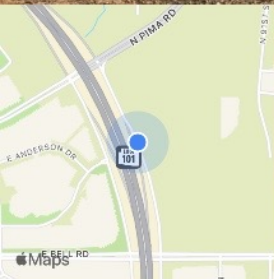
### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Nov 22, 2022 08:09AM  
N Pima Access Rd  
Maricopa County

# Tab D

## MREG 101 BELL LLC

August 11, 2023

Re: *Mack Innovation Park* - Southeast Corner of Loop 101 and Pima Road (APN # 215-07-021A and 215-07-022D) – Development Review Applications No. 49-DR-2022 and 49-DR-2022#2 and 131-SA-2023, 132-SA-2023, 3-WM-2023

Dear Neighbor or Interested Citizen:

In March of 2022, our office, MREG 101 BELL LLC, was the successful bidder on the above referenced, roughly 124-acres of land auctioned off by the Arizona State Land Department. See attached aerial for reference. The Property is adjacent to the Loop 101 Freeway between Pima Road and Bell Road. The majority of the Property (+/-95-acres) is zoned Industrial Park, Planned Community District (I-1, PCD), a small portion of which also has an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). You may have received previous correspondence from our office regarding this property and plans to develop the 95-acre portion into the *Mack Innovation Park*. You may have even attended one of the various open houses or small meetings which have been conducted to review the project. If so, we thank you for your time and interest. The purpose of this follow-up letter is simply to provide a brief update and invite you to attend an additional open house meeting we have decided to hold this month.

The *Mack Innovation Park* is an industrial employment campus project consisting of roughly 1 million square feet of industrial and office space spread across multiple buildings. The buildings are a maximum of 54 feet in height and the loading docks are positioned to face internal to the site. The project includes a substantial amount of infrastructure improvements for the overall site including the completion of 91st Street, internal circulation drives, drainage improvements, a multi-use path, and perimeter improvements.

Our team has submitted the required Development Review (DR) applications to the City of Scottsdale, and we have been working diligently with the City to address technical comments from various City departments. It is important to note, the Property is already zoned Industrial, and the proposed uses are permitted by right. This is NOT a rezoning application. In the future, you should receive notifications from the City regarding the application request and hearing schedule before the Development Review Board (DRB). A hearing date has not yet been scheduled. Please note, the DRB evaluates the architectural design and layout of the project. Again, the proposed uses, building height, density and building envelope have already been established and approved by the City Council per the zoning.

The follow up open house meeting is scheduled for August 23, 2023, from 6:00pm to 7:00pm at the Scottsdale Marriot at McDowell Mountain, 16770 N. Perimeter Drive in Scottsdale, 85260. If this date and time are not convenient, we would, as always, be happy to speak with you by phone or in person at your convenience. Please contact George Pasquel III at 602.230.0600 or [George@wmbattorneys.com](mailto:George@wmbattorneys.com). You can also reach the City's Project

## MREG 101 BELL LLC

2415 East Camelback Road, Suite 920

Phoenix, AZ 85016

480.712-9427

Coordinator, Meredith Tessier at 480.312.4211 or at MTessier@Scottsdaleaz.gov. Information can also be found on the City's website at: <https://www.scottsdaleaz.gov/planning-development/projects-in-process>.

Again, feel free to contact George Pasquel III at 602.230.0600 or George@wmbattorneys.com. We look forward to seeing you. Thank you for your courtesy and consideration.

Sincerely,  
MREG 101 BELL, LLC

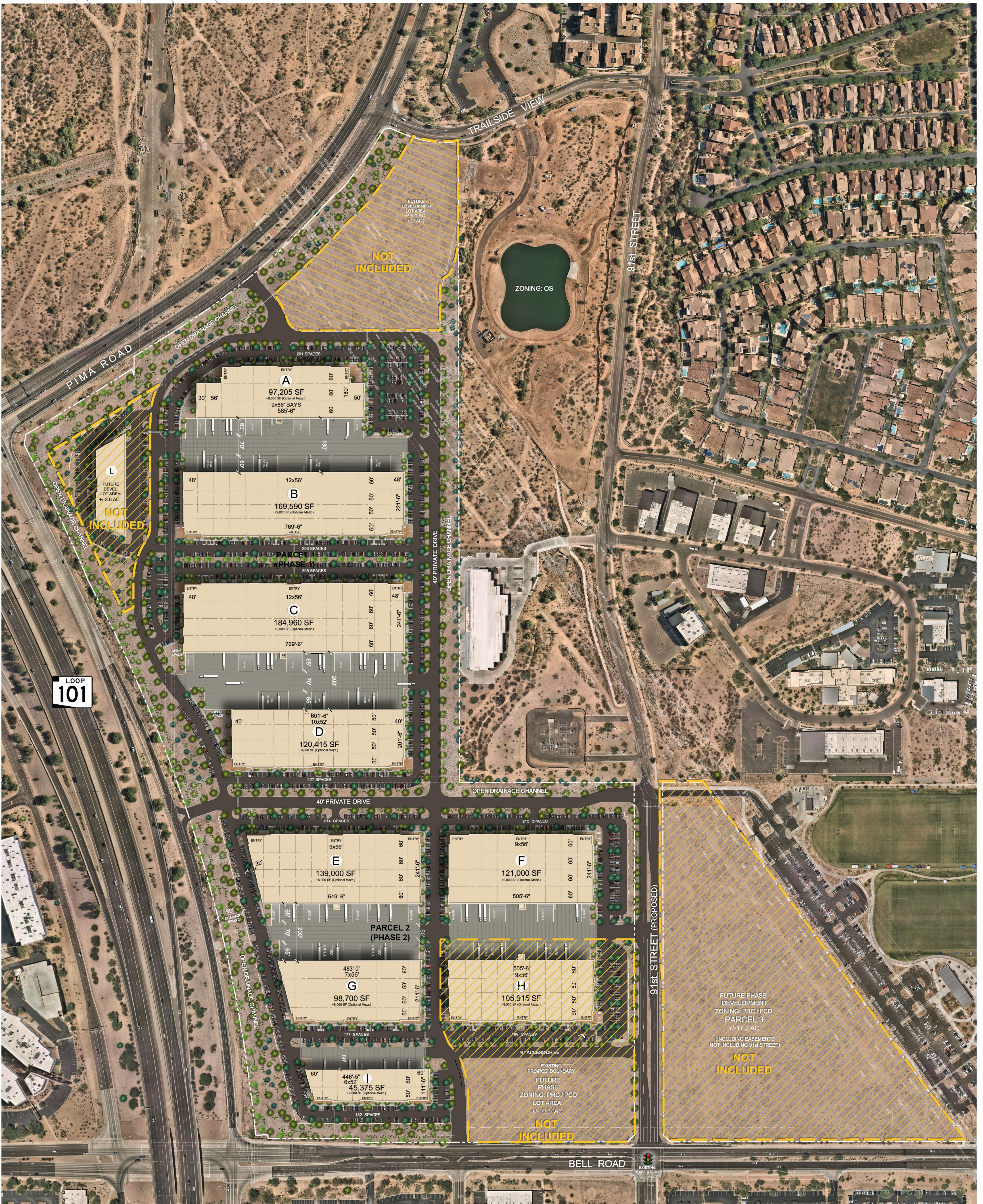
By

**Craig S. Henig**  
**Authorized Signatory**

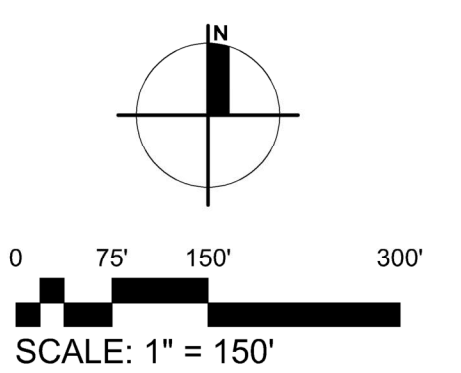


# Aerial Map





# COLOR MASTER SITE PLAN



NEC Loop 101 & Bell Road  
Scottsdale, AZ



DR24-2



Butler Design Group, Inc  
architects & planners

05.22.2023  
22024-ST13\_MSP Colored

16624 NORTH 90TH STREET LLC  
16624 N 90TH ST STE 200  
SCOTTSDALE, AZ 85260

16631ST105 LLC  
10632 N SCOTTSDALE RD UNIT 453  
SCOTTSDALE, AZ 85254

16631ST105 LLC  
10632 N SCOTTSDALE RD UNIT 453  
SCOTTSDALE, AZ 85254

17465 N 93RD ST LLC  
9304 E VERDE GROVE VIEW STE 100  
SCOTTSDALE, AZ 85255

190 WEST ST JAMES LLC  
21710 STEVENS CREEK BLVD STE 200  
CUPERTINO, CA 95014

190 WEST ST JAMES LLC  
21710 STEVENS CREEK BLVD STE 200  
CUPERTINO, CA 95014

90TH & BELL LLC  
16801 N 90TH ST 102  
SCOTTSDALE, AZ 85260

90TH & BELL LLC  
16801 N 90TH ST SUITE 102  
SCOTTSDALE, AZ 85260

90TH & BELL LLC  
16801 N 90TH ST SUITE 102  
SCOTTSDALE, AZ 85260

90TH STREET AND BAHIA BUSINESS PARK  
LLC  
16611 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

90TH STREET AND BAHIA BUSINESS PARK  
LLC  
16611 NORTH 91ST STREET STE 105  
SCOTTSDALE, AZ 85260

90TH STREET AND BAHIA BUSINESS PARK  
LLC  
16611 NORTH 91ST STREET STE 105  
SCOTTSDALE, AZ 85260

9382 BAHIA DRIVE LLC  
8550 FIRESTONE BLVD STE 105  
DOWNEY, CA 90241

9393 VENTURES LLC  
9393 E BELL RD  
SCOTTSDALE, AZ 85260

9393 VENTURES LLC  
1314E LAS OLAS BLVD STE 145  
FT LAUDERDALE, FL 33301

9393 VENTURES LLC  
1314E LAS OLAS BLVD STE 145  
FT LAUDERDALE, FL 33301

94TH STREET MCDOWELL MOUNTAIN  
BUSINESS PARK  
PO BOX 73259  
PHOENIX, AZ 85050

ANSARI MOEEZ H/BEATRICE L TR  
8105 IRVINE CENTER DR 1100  
IRVINE, CA 92618

ANSARI MOEEZ H/BEATRICE L TR  
8105 IRVINE CENTER DR 1100  
IRVINE, CA 92618

Arizona Commerce Authority  
333 N. Central Avenue, Suite 1900  
Phoenix, AZ 85004

Arizona Department of Transportation  
ADOT Central District - Red Letter  
2140 W. Hilton Avenue, Mail Drop PM00  
Phoenix, AZ 85009

ARIZONA PUBLIC SERVICE COMPANY  
P O BOX 53999 MS 9565  
PHOENIX, AZ 85072

ARIZONA PUBLIC SERVICE COMPANY  
P O BOX 53999 MS 9565  
PHOENIX, AZ 85072

Arizona State Land Department Planning &  
Engineering Section Manager  
1616 W. Adams Street  
Phoenix, AZ 85007

ARIZONA STATE LAND DEPT  
1616 W ADAMS ST  
PHOENIX, AZ 85007

ARIZONA STATE LAND DEPT  
1616 W ADAMS ST  
PHOENIX, AZ 85007

ARIZONA STATE OF DEPARTMENT OF  
TRANSPORTATION  
205 S 17TH AVE  
PHOENIX, AZ 850073212

AT&T Mike McNeal, Supervisor  
1231 W. University Drive  
Mesa, AZ 85201

AWW PRINCESS MOB OWNER LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

AZUL BELL 101 LLC  
8889 E BELL RD 201  
SCOTTSDALE, AZ 85260

AZUL BELL 101 LLC  
8889 E BELL ROAD SUITE 201  
SCOTTSDALE, AZ 85260

B & F & Y PROPERTIES LLC  
11050 E VERBENA LN  
SCOTTSDALE, AZ 85255

BAHIA OFFICE INVESTORS LLC  
7600 E DOUBLETREE RANCH RD  
SCOTTSDALE, AZ 85258

BAHIA OFFICE INVESTORS LLC  
7600 E DOUBLETREE RANCH RD STE-120  
SCOTTSDALE, AZ 85258

BASHAH PROPERTIES LLC  
PO BOX 54837  
PHOENIX, AZ 85078

BAYAN HOLDINGS LLC  
8961 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

BAYAN HOLDINGS LLC  
8961 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

BELL 101 PROFESSIONAL LLC  
6086 E SUNNYSIDE DR  
SCOTTSDALE, AZ 85254

BELL 101 PROFESSIONAL LLC  
6086 E SUNNYSIDE DR  
SCOTTSDALE, AZ 85254

BELL-101 / RANCHO VERDE INVESTORS LLC  
11861 E DESERT TR RD  
SCOTTSDALE, AZ 85259

BELL-101 / RANCHO VERDE INVESTORS LLC  
11861 E DESERT TR RD  
SCOTTSDALE, AZ 85259

Berry Riddell, LLC John Berry/Michele  
Hammond  
6750 E Camelback Rd, Ste 100  
Scottsdale, AZ 85251

BGH INVESTMENTS L L C  
22223 N CHURCH RD  
SCOTTSDALE, AZ 85255

BGH INVESTMENTS L L C  
22223 N CHURCH RD  
SCOTTSDALE, AZ 85255

BGH INVESTMENTS LLC  
8913 E BELL RD BLDG E STE 101B  
SCOTTSDALE, AZ 85260

BGH INVESTMENTS LLC  
4821 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

BGH INVESTMENTS LLC  
4821 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

BGH INVESTMENTS LLC  
8913 E BELL RD BLDG E STE 101B  
SCOTTSDALE, AZ 85260

BLACK SHALE COMMERCIAL PROPERTIES  
LLC  
9378 E BAHIA DR  
SCOTTSDALE, AZ 85260

Bob Griffith  
7127 E. Rancho Vista Dr. #4002  
Scottsdale, AZ 85251

BOVAPA PARTNERS LLC  
8970 E BAHIA DR STE 100  
SCOTTSDALE, AZ 85260

Brad K  
17530 N 100th Way  
SCOTTSDALE, AZ 85255

BRANDEL RYAN  
17708 N 92ND ST  
SCOTTSDALE, AZ 85255

Burch & Cracchiolo PA Edwin Bull  
1850 N, Central Ave. ste 1700  
Phoenix, AZ 85004

BWE 2000 LLC  
16611 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

BWE 2000 LLC  
16611 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

C N S PROPERTIES LLC  
16631 N 9TH ST BLDG E U107  
SCOTTSDALE, AZ 85260

C N S PROPERTIES LLC  
16631 N 9TH ST BLDG E U107  
SCOTTSDALE, AZ 85260

C5 VENTURES LLC  
6929 N HAYDEN RD C4-163  
SCOTTSDALE, AZ 85250

C5 VENTURES LLC  
6929 N HAYDEN RD SUITE C4-163  
SCOTTSDALE, AZ 85250

CAMDEN USA INC  
PO BOX 27329  
HOUSTON, TX 77227

CAMDEN USA INC  
PO BOX 5169  
OAK BROOK, IL 60522

CAMDEN USA INC  
PO BOX 5169  
OAK BROOK, IL 60522

CARBON CAPITAL LLC  
16621 N 91ST ST 103  
SCOTTSDALE, AZ 85260

Carla  
3420 N. 78th Street  
Scottsdale, AZ 85251

CARSON GROUP LLC  
8269 E DEL CADENA DR  
SCOTTSDALE, AZ 85258

CARSON GROUP LLC  
8269 E DEL CADENA DR  
SCOTTSDALE, AZ 85258

Cave Creek Unified School District  
Superintendent  
P.O. Box 426  
Cave Creek , AZ 85327

CD 90TH ST LLC  
7898 E ACOMA DR  
SCOTTSDALE, AZ 85260

CD 90TH ST LLC  
7898 E ACOMA DR  
SCOTTSDALE, AZ 85260

CELTIC CROSS HOLDINGS INC  
8961 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

CELTIC CROSS HOLDINGS INC  
8961 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

CHEYENNE INVESTMENT GROUP LLC  
16650 N 91ST ST STE 107  
SCOTTSDALE, AZ 85260

CHEYENNE INVESTMENT GROUP LLC  
16650 N 91ST ST STE 107  
SCOTTSDALE, AZ 85260

Chris Schaffner  
7346 E. Sunnyside Dr.  
Scottsdale, AZ 85260

CHRISTAKOS PROPERTIES LLC  
8573 E PRINCESS DR STE 201  
SCOTTSDALE, AZ 85255

CHRISTAKOS PROPERTIES LLC  
8573 E PRINCESS DR STE 201  
SCOTTSDALE, AZ 85255

City of Phoenix Planning & Development  
Director  
200 West Washington Street, 2nd Floor  
Phoenix, AZ 85003

City of Scottsdale City Council Kathy  
Littlefield  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

City of Scottsdale City Council Mayro Dave  
Ortega  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

City of Scottsdale City Council Tom Durham  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

City of Scottsdale Planning Commission  
Commissioner Barney Gonzales  
6349 N. Cattletrack Rd.  
Scottsdale, AZ 85250

City of Scottsdale Planning Commission  
Commissioner Christian Serena  
6929 N. Hayden Rd., Suite C4194  
Scottsdale, AZ 85250

City of Scottsdale Planning Commission  
Commissioner Diana Kaminski  
7447 E. Indian School Road  
Scottsdale, AZ 85251

City of Scottsdale Planning Commission  
Commissioner George Ertel  
11725 N. 129th Way  
Scottsdale, AZ 85259

City of Scottsdale Planning Commission  
Commissioner Joe Young  
7234 E. Shoeman Lane, Suite #8  
Scottsdale, AZ 85251

City of Scottsdale Planning Commission  
Commissioner Renee J. Higgs  
15192 N. 104th Way  
Scottsdale, AZ 85255

City of Scottsdale Planning Commission  
Commissioner William Scarbrough  
5639 E. Edgemont Ave.  
Scottsdale, AZ 85257

CLANTON JODY  
16674 N 91ST ST BLDG D STE 106  
SCOTTSDALE, AZ 85260

CLANTON JODY  
16674 N 91ST ST BLDG D STE 106  
SCOTTSDALE, AZ 85260

COGS Dr. Sonnie Kirtley  
8507 East Highland Avenue  
Scottsdale, AZ 85251

Commercial Land Development Consulting  
Michael Leary  
10278 East Hillery Drive  
Scottsdale, AZ 85255

Constance Laub  
10105 E. Via Linda Suite 345  
Scottsdale, AZ 85258

CORPORATE CENTER AT DC RANCH  
ASSOCIATION  
2394 E CAMELBACK RD 600  
PHOENIX, AZ 85016

CORPORATE CENTER AT DC RANCH  
ASSOCIATION  
2394 E CAMELBACK RD SUITE 600  
PHOENIX, AZ 85016

CORPORATE CENTER AT DC RANCH  
ASSOCIATION  
2394 E CAMELBACK RD SUITE 600  
PHOENIX, AZ 85016

COYOTES ICE LLC  
9375 E BELL RD  
SCOTTSDALE, AZ 85260

COYOTES ICE LLC  
9375 E BELL RD  
SCOTTSDALE, AZ 85260

CRANE NORMAN B/VERNABELLE TR  
23005 N 74TH ST UNIT 3007  
SCOTTSDALE, AZ 85255

CRANE NORMAN B/VERNABELLE TR  
23005 N 74TH ST  
SCOTTSDALE, AZ 85255

CRANE NORMAN B/VERNABELLE TR  
23005 N 74TH ST UNIT 3007  
SCOTTSDALE, AZ 85255

CROW JOHN/MARY MONICA  
17828 N 92ND ST  
SCOTTSDALE, AZ 85255

DAGNEY ENTERPRISES LLC  
7820 E EVANS RD STE 700  
SCOTTSDALE, AZ 85260

DAGNEY ENTERPRISES LLC  
7820 E EVANS RD  
SCOTTSDALE, AZ 85260

Dan Sommer  
12005 N 84th Street  
Scottsdale, AZ 85260

DANA FREEWAY BUILDING LLC  
3716 E PALM ST  
MESA, AZ 85215

DANA FREEWAY BUILDING LLC  
3716 E PALM ST  
MESA, AZ 85215

David G. Gulino  
5235 N. Woodmere Fairway  
Scottsdale, AZ 85250

DC RANCH ASSOCIATION INC  
20551 N PIMA RD  
SCOTTSDALE, AZ 85331

DC RANCH ASSOCIATION INC  
20551 N PIMA RD STE 180  
SCOTTSDALE, AZ 85255

DC RANCH ASSOCIATION INC  
20551 N PIMA RD STE 180  
SCOTTSDALE, AZ 85255

DC RANCH ASSOCIATION INC  
20551 N PIMA RD #180  
SCOTTSDALE, AZ 85331

DC RANCH CROSSING ASSOCIATES LLC  
1860 ALA MOANA BLVD  
HONOLULU, HI 96815

DC RANCH CROSSING ASSOCIATES LLC  
1860 ALA MOANA BLVD  
HONOLULU, HI 96815

DESERT AUTO PROPERTIES LLC  
10512 E ROBS CAMP RD  
SCOTTSDALE, AZ 85255

DESERT AUTO PROPERTIES LLC  
16631 N 91ST STE 101  
SCOTTSDALE, AZ 85260

DESERT AUTO PROPERTIES LLC  
16631 N 91ST STE 101  
SCOTTSDALE, AZ 85260

DESERT FAIRWAYS 204-205, LLC  
8765 E BELL RD  
SCOTTSDALE, AZ 85260

DESERT FAIRWAYS PHASE II & III CONDO  
ASSOC  
627S 48TH ST STE 110  
TEMPE, AZ 85281

DESERT FAIRWAYS PHASE II & III CONDO  
ASSOC  
627S 48TH ST STE 110  
TEMPE, AZ 85281

DITTRICK PHILLIP  
16674 N 91ST ST 104  
SCOTTSDALE, AZ 85260

DITTRICK PHILLIP  
16674 N 91ST ST 104  
SCOTTSDALE, AZ 85260

DORSEY FAMILY HOLDINGS LLC  
20724 N 112TH ST  
SCOTTSDALE, AZ 85255

DORSEY FAMILY HOLDINGS LLC  
18690 N 101ST PL  
SCOTTSDALE, AZ 85255

DORSEY FAMILY HOLDINGS LLC  
20724 N 112TH ST  
SCOTTSDALE, AZ 85255

DORSEY FAMILY HOLDINGS LLC  
18690 N 101ST PL  
SCOTTSDALE, AZ 85255

Ed Toschik  
7657 E Mariposa Grande Dr  
Scottsdale, AZ 85255

Eric Gold  
25499 N. 104th Way  
Scottsdale, AZ 85255

FAT BAXTER INVESTMENTS LLC  
8748 HIGH POINT DR  
SCOTTSDALE, AZ 85262

FAT BAXTER INVESTMENTS LLC  
8748 HIGH POINT DR  
SCOTTSDALE, AZ 85262

FETZER SCOTTSDALE PARTNERS LLC  
1019 W WISE RD STE 201  
SCHAUMBERG, IL 60193

FETZER SCOTTSDALE PARTNERS LLC  
1019 W WISE RD STE 201  
SCHAUMBERG, IL 60193

FRESHWATER LLC  
16655 N 90TH ST STE 100  
SCOTTSDALE, AZ 85260

FRESHWATER LLC  
16655 N 90TH ST STE 100  
SCOTTSDALE, AZ 85260

G5BC LLC  
7337 E DOUBLETREE RANCH RD STE C288  
SCOTTSDALE, AZ 85258

G5BC LLC  
7337 E DOUBLETREE RANCH RD STE C288  
SCOTTSDALE, AZ 85258

Gainey Ranch Community Association Jim  
Funk  
7720 Gainey Ranch Road  
Scottsdale, AZ 85258

GALLEGO LLC  
17756 N 92ND ST  
SCOTTSDALE, AZ 85255

Gammage & Burnham Susan Demmitt/Nick  
Sobraske  
40 N. Central Ave., 20th Floor  
Phoenix , AZ 85004

GARON LIVING TRUST  
17756 N 92ND ST  
SCOTTSDALE, AZ 85255

GATE6 PROPERTIES LLC  
16624 N 90TH ST  
SCOTTSDALE, AZ 85260

GATE6 PROPERTIES LLC/ANALYTICAL GROUP  
INC  
16624 N 90TH ST STE 111  
SCOTTSDALE, AZ 85260

GATE6 PROPERTIES LLC/ANALYTICAL GROUP  
INC  
16624 N 90TH ST  
SCOTTSDALE, AZ 85260

GATE6 PROPERTIES LLC/ANALYTICAL GROUP  
INC  
16624 N 90TH ST STE 111  
SCOTTSDALE, AZ 85260

Granite Reef Neighborhood Resource  
Center  
1700 N Granite Reef Road  
Scottsdale, AZ 85257

GUERRA PROPERTIES LLC  
4646 E GREENWAY RD 100  
PHOENIX, AZ 85032

Guy Phillips  
7131 E. Cholla St.  
Scottsdale, AZ 85254

H F OFFICE LLC  
8765 E BELL RD UNIT B207  
SCOTTSDALE, AZ 85260

HALMI & ROENIGK PROPERTIES LLC  
7402 E VISTA DR  
SCOTTSDALE, AZ 85250

HALMI & ROENIGK PROPERTIES LLC  
7402 E VISTA DR  
SCOTTSDALE, AZ 85250

HEGEMON LLC  
7402 E VISTA DR  
SCOTTSDALE, AZ 85250

HHS REAL ESTATE LLC  
8985 E BELL RD  
SCOTTSDALE, AZ 85260

HHS REAL ESTATE LLC  
8985 E BELL RD  
SCOTTSDALE, AZ 85260

HICKEY DAVID/KELLY S  
18426 N 65TH PL  
PHOENIX, AZ 85054

HOBSON CAREY W/KATHY A  
17804 N 92ND ST  
SCOTTSDALE, AZ 85255

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IRRELEVANT INVESTMENTS LLC  
10101 N 92ND ST STE 101  
SCOTTSDALE, AZ 85258

IRRELEVANT INVESTMENTS LLC  
10101 N 92ND ST STE 101  
SCOTTSDALE, AZ 85258

J. NESTOR  
17752 N 92nd Pl  
SCOTTSDALE, AZ 85255

JCG 16621 PROPERTY LLC  
8095 N 85TH WAY  
SCOTTSDALE, AZ 85258

JCG 16631 PROPERTY LLC  
16631 N 91ST ST 101  
SCOTTSDALE, AZ 85260

JCG 16631 PROPERTY LLC  
16631 N 91ST ST 102  
SCOTTSDALE, AZ 85260

JCG 16650 PROPERTY LLC/R & J PROPERTY  
HOLDINGS LLC  
8095 N 85TH WAY  
SCOTTSDALE, AZ 85258

JCG 16650 PROPERTY LLC/R & J PROPERTY  
HOLDINGS LLC  
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8765 E BELL RD STE 201  
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JUGGERNAUT HOLDINGS LLC  
16460 N 91ST ST  
SCOTTSDALE, AZ 85260

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16460 N 91ST ST  
SCOTTSDALE, AZ 85260

LCG2 SCOTTSDALE MATTISON LLC  
3500 MAPLE AVE STE 1600  
DALLAS, TX 75219

LCG2 SCOTTSDALE MATTISON LLC  
3500 MAPLE AVE STE 1600  
DALLAS, TX 75219

LEAP DAY LLC  
3317 E BELL RD STE 243  
SCOTTSDALE, AZ 85032

LEAP DAY LLC  
16674 N 91ST ST UNIT 107D  
SCOTTSDALE, AZ 85260

LEAP DAY LLC  
16674 N 91ST ST UNIT 107D  
SCOTTSDALE, AZ 85260

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Lisa Olsa  
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LITERATI LLC  
8424 E CALLE BUENA VIS  
SCOTTSDALE, AZ 85255

LITERATI LLC  
8424 E CALLE BUENA VISTA  
SCOTTSDALE, AZ 85255



LONLEY CACTUS LLC  
8937 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

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INSTITUTE LLC  
16601 N 90TH ST 100/101  
SCOTTSDALE, AZ 85260

MALO PROPERTIES LLC/NATIONAL LASER  
INSTITUTE LLC  
16601 N 90TH ST 100/101  
SCOTTSDALE, AZ 85260

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Planning & Development Department  
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Phoenix, AZ 85008

Maricopa County Superintendent of  
Schools  
4041 N. Central Avenue Suite 1200  
Phoenix, AZ 85012

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CONDOMINIUM ASSOCIATION  
16611 N 91ST ST STE 104  
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INVESTORS LTD  
1920 MAIN ST STE 1200  
IRVINE, CA 92614

MCDOWELL MOUNTAIN MEDICAL  
INVESTORS LTD  
1920 MAIN ST STE 1200  
IRVINE, CA 92614

MCDOWELL MOUNTAIN TECH LLC  
740 N 52ND ST 200  
PHOENIX, AZ 85008

MCDOWELL MOUNTAIN TECH LLC  
740 N 52ND ST NO 200  
PHOENIX, AZ 85008

MCDOWELL MOUNTAIN TECH LLC  
740 N 52ND ST NO 200  
PHOENIX, AZ 85008

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17732 N 92ND ST  
SCOTTSDALE, AZ 85255

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6557 E VISTA DEL ORO DR  
PRESCOTT, AZ 86303

MENG PROPERTIES LLC  
6557 E VISTA DEL ORO DR  
PRESCOTT, AZ 86303

METIS GROUP THE LLC  
8312 E CALLE DE ALEGRIA  
SCOTTSDALE, AZ 85255

METIS GROUP THE LLC  
8312 E CALLE DE ALEGRIA  
SCOTTSDALE, AZ 85255

MG REAL ESTATE HOLDINGS COMPANY LLC  
20865 N 90TH PL UNIT 210  
SCOTTSDALE, AZ 85255

MG REAL ESTATE HOLDINGS COMPANY LLC  
20865 N 90TH PL UNIT 210  
SCOTTSDALE, AZ 85255

Mike Ratzken  
8725 E. Palo Verde Dr  
Scottsdale , AZ 85250

MNMW LLC  
11811 N TATUM BLVD P129  
PHOENIX, AZ 85028

MNMW LLC  
11811 N TATUM BLVD P129  
PHOENIX, AZ 85028

MOPAR RANCH LLC  
28440 N 75TH ST  
SCOTTSDALE, AZ 85266

MOPAR RANCH LLC  
28440 N 75TH ST  
SCOTTSDALE, AZ 85266

MREG 101 BELL LLC  
8888 E BELL RD  
SCOTTSDALE, AZ 85255

MREG 101 BELL LLC  
60 COLUMBUS CIR FL 20  
NEW YORK, NY 10023

MREG 101 BELL LLC CP # 53-121889  
60 COLUMBUS CIR FL 20  
NEW YORK, NY 10023

Nancy Voorhees  
17530 N 100th Way  
SCOTTSDALE, AZ 85255

NORTH HILL DEVELOPMENT LLC  
501 NW GRAND BLVD  
OKLAHOMA CITY, OK 73118

NORTH HILL DEVELOPMENT LLC  
501 NW GRAND BLVD  
OKLAHOMA CITY, OK 73118

NORTH SCOTTSDALE SPORTS COMPLEX  
HOLDINGS LLC  
1204 SUNCAST LN STE 2  
EL DORADO HILLS, CA 95762

NORTH SCOTTSDALE SPORTS COMPLEX  
HOLDINGS LLC  
1204 SUNCAST LN STE 2  
EL DORADO HILLS, CA 95762

Paradise Valley Unified School District  
15002 N. 32nd Street  
Phoenix, AZ 85032

PATHFINDER HOLDINGS LLC  
21 E 6TH ST 706  
TEMPE, AZ 85281

PATHFINDER HOLDINGS LLC  
21 E 6TH ST SUITE 706  
TEMPE, AZ 85281

PATHFINDER HOLDINGS LLC  
21 E 6TH ST SUITE 706  
TEMPE, AZ 85281

Patti Badenoch  
5027 N. 71st Pl  
Scottsdale, AZ 85253

Paul Alessio  
7527 E. Tailspin Lane  
Scottsdale, AZ 85255

PEGASUS DEER VALLEY OWNER LLC  
8888 E RAINTREE DR 155  
SCOTTSDALE, AZ 85260

PEGASUS DEER VALLEY OWNER LLC  
8888 E RAINTREE DR  
SCOTTSDALE, AZ 85260

PERIMETER GATEWAY PORTFOLIO LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

PERIMETER GATEWAY PORTFOLIO LLC  
802 N 3RD AVE  
PHOENIX, AZ 85003

PLG HOLDINGS II LLC  
8765 E BELL RD 110  
SCOTTSDALE, AZ 85260

PLG HOLDINGS II LLC  
8765 E BELL RD 110  
SCOTTSDALE, AZ 85260

POLLY HOLDINGS LLC/JDR HOLDINGS LLC  
17392 DAIMIER ST UNIT 100  
IRVINE, CA 92614

POLLY HOLDINGS LLC/JDR HOLDINGS LLC  
17392 DAIMIER ST UNIT 100  
IRVINE, CA 92614

POTATO GARDEN LLC  
PO BOX 1078  
HIGLEY, AZ 85236

POTATO GARDEN LLC  
PO BOX 1078  
HIGLEY, AZ 85236

PRECISE INSTRUMENTATION TRAINING &  
CONSULTANTS LLC  
14648 S 46TH ST  
PHOENIX, AZ 85044

PRECISE INSTRUMENTATION TRAINING &  
CONSULTANTS LLC  
14648 S 46TH ST  
PHOENIX, AZ 85044

Randall  
15460 N 91st Way  
SCOTTSDALE, AZ 85260

RAU FAMILY  
9280 E Thompson Peak Unit 44  
SCOTTSDALE, AZ 85255

RBB HOLDINGS 2 LLC  
7114 E STETSON DR STE 400  
SCOTTSDALE, AZ 85251

RBB HOLDINGS 2 LLC  
7114 E STETSON DR STE 400  
SCOTTSDALE, AZ 85251

RD HUGHES ENTERPRISES LLC  
9151 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

RD HUGHES ENTERPRISES LLC  
9151 E BELL RD STE 202  
SCOTTSDALE, AZ 85260

REJUVENT PROPERTIES LLC  
9155 E BELL RD STE 101  
SCOTTSDALE, AZ 85260

SAVONE ANGELO/ANNA TR  
26094 N 88TH WAY  
SCOTTSDALE, AZ 85255

SCOTTSDALE AREA ASSOC OF REALTORS  
4221 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

SCOTTSDALE AREA ASSOC OF REALTORS  
4221 N SCOTTSDALE RD  
SCOTTSDALE, AZ 85251

SCOTTSDALE CITY OF  
7227 E INDIAN SCHOOL RD STE 205  
SCOTTSDALE, AZ 85251

SCOTTSDALE CITY OF  
7227 E INDIAN SCHOOL RD STE 205  
SCOTTSDALE, AZ 85251

SCOTTSDALE CITY OF  
7447 E INDIAN SCHOOL RD STE 100  
SCOTTSDALE, AZ 85251

SCOTTSDALE PERIMETER I LLC  
14648 N SCOTTSDALE RD 345  
SCOTTSDALE, AZ 85254

SCOTTSDALE PERIMETER I LLC  
14648 N SCOTTSDALE RD #345  
SCOTTSDALE, AZ 85254

SCOTTSDALE PERIMETER I LLC  
14648 N SCOTTSDALE RD #345  
SCOTTSDALE, AZ 85254

SCOTTSDALE PRE-OWNED LLC  
9382 E BAHIA DR STE B102  
SCOTTSDALE, AZ 85260

SCOTTSDALE REAL CO LLC  
1220 20TH ST SE 310  
SALEM, OR 97302

SCOTTSDALE REAL CO LLC  
1220 20TH ST SE NO 310  
SALEM, OR 97302

SCOTTSDALE REAL CO LLC  
1220 20TH ST SE NO 310  
SALEM, OR 97302

Scottsdale Unified School District  
Superintendent  
8500 E. Jackrabbit Rd  
Scottsdale, AZ 85250

SCOTTSDALE VISTELLA LLC LEASE 03-  
108992  
40 N CENTRAL AVE STE 2700  
PHOENIX, AZ 85004

SCOTTSDALE VISTELLA LLC LEASE 03-  
108992  
40 N CENTRAL AVE STE 2700  
PHOENIX, AZ 85004

SH 781-796 LLC  
6467 MAIN ST  
BUFFALO, NY 14221

SH 781-796 LLC  
6467 MAIN ST  
BUFFALO, NY 14221

SHEFA BEIT YOSEF PROPERTIES LLC  
7398 E CORTEZ RD  
SCOTTSDALE, AZ 85260

SILVERLEAF AUTO GARAGES LLC  
16410 N 91ST ST STE 112  
SCOTTSDALE, AZ 85260

SILVERLEAF AUTO GARAGES LLC  
16410 N 91ST ST STE 112  
SCOTTSDALE, AZ 85260

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Steve Tyrrell  
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Steven & Joyce Kressler  
17748 N 93rd Way  
SCOTTSDALE, AZ 85255

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2042 BUSINESS CENTER DR STE 100  
IRVINE, CA 92612

STORAGE INVEST LINE LP  
2042 BUSINESS CENTER DR STE 100  
IRVINE, CA 92612

STRONG TOWER LLC  
9891 E WINDROSE DR  
SCOTTSDALE, AZ 85260

STRONG TOWER LLC  
9891 E WINDROSE DR  
SCOTTSDALE, AZ 85260

SULLIVAN CRAIG E/LORI M  
17780 N 92ND ST  
SCOTTSDALE, AZ 85255

SUNRENU PROPERTIES LLC  
16674 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

SUNRENU PROPERTIES LLC  
16674 N 91ST ST STE 105  
SCOTTSDALE, AZ 85260

Susan McGarry  
8074 E. Theresa Drive  
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TA DESERT PARKS VISTA LLC  
ONE FEDERAL ST 17TH FL  
BOSTON, MA 2110

TATONKA PROPERTIES TWO LLC  
345 SPRINGSIDE DR STE 101  
AKRON, OH 44333

TATONKA PROPERTIES TWO LLC  
345 SPRINGSIDE DR STE 101  
AKRON, OH 44333

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Phoenix, AZ 85016

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SCOTTSDALE, AZ 85255

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18940 N 99TH ST  
SCOTTSDALE, AZ 85255

TONIC LLC  
18940 N 99TH ST  
SCOTTSDALE, AZ 85255

Town of Carefree Planning and Zoning  
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37622 N Cave Creek Road  
Cave Creek, AZ 85331

Town of Fountain Hills Planning & Zoning  
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Fountain Hills, AZ 85268

Town of Paradise Valley Community  
Development Director  
6401 E Lincoln Drive  
Paradise Valley, AZ 85253

TRAILSIDE VIEW LLC  
7010 E ACOMA DR 103  
SCOTTSDALE, AZ 85254

TRAILSIDE VIEW LLC  
7010 E ACOMA DR #103  
SCOTTSDALE, AZ 85254

TRAILSIDE VIEW LLC  
7010 E ACOMA DR #103  
SCOTTSDALE, AZ 85254

USA-BOR  
23636 N 7TH ST  
PHOENIX, AZ 85024

USA-BOR  
23636 N 7TH ST  
PHOENIX, AZ 85024

VALK PROPERTIES THREE LLC  
1450 TL TOWNSEND STE 100  
ROCKWALL, TX 75032

VALK PROPERTIES THREE LLC  
1450 TL TOWNSEND STE 100  
ROCKWALL, TX 75032

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Vickie Falen  
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Scottsdale, AZ 85259

VOICE INSTITUTE LLC  
5900 N GRANITE REEF RD  
SCOTTSDALE, AZ 85250

VOICE INSTITUTE LLC  
5900 N GRANITE REEF RD 114  
SCOTTSDALE, AZ 85250

VOICE INSTITUTE LLC  
5900 N GRANITE REEF RD 114  
SCOTTSDALE, AZ 85250

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6900 E INDIAN SCHOOL RD STE 250  
SCOTTSDALE, AZ 85251

YOUTH FAMILY ART ASSOCIATION INC  
6900 E INDIAN SCHOOL RD STE 250  
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11852 E HUNT HWY  
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Vijay Raelhelvishner  
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Zach Richard  
zar2101@gmail.com



# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
1. Tom Scanlon	Scottsdale Progress	602-345-1854	tscanlon@timeslocalmedia.com
2. JEFF SCHWARZ		703-201-2933	JEFFJSCHWARZ@GMAIL.COM
3. CATHY SMITH	9385 E. Tralside Vw	403-580-9605	DSCEK@SHAW.CA
4. DAN SMITH	"	403 548-8716	danielj.smith.1951@gmail.com
5. Geoff Huber		612-270-1569	geoffhuber1@yahoo.com
6. JOHN EHMANN	9339 E. VIA de VAQUERO	650-799-9318	JOHNEHMANN2@GMAIL.COM
7. Kathy Littlefield	8926 E. Sheena DR.	480-951-2549	Kathy@KathyLittlefield.com
8. Suzanne Miller	18543 N. 9 <sup>TH</sup> ST	503-310-2424	pdx.suzanne@gmail.com
9. Sarah Altree	19188 N. 93 <sup>RD</sup> WY	602.770.9225	sarahzana480@aol.com
10. KIM STABILITO	9652 E CHINO DR.		KSTABILITO@ME.COM

# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
11. MARK KOLMAN	9483 E IRONWOOD BND, 85255	480-268-9025	MHKOLMANAZ@GMAIL .COM
12. Juli Eisele	9281 E Desert Vw	4073108813	julieisele@aol.com
13. Ben Cruz	18245 N. Pima Rd # 3078 85255	602.321.9847	BHCruz2@Hotmail.com
14. Carl B Knapp	9405 E ROSEMORTE	602-402-9830	carl_knapp@yahoo.com
15. STEVE telobh	9341 E. CANYON VIEW	480 234 9079	STEVE@ <sup>BLUE</sup> BEE428.COM
16. JOHN BEECHAM	8890 E FATHORN DR 85255	—	jcbeecham@gmail.com
17. Nancy Trohman	92618 Canyon View Rd	530 277-8716	renancy@cox.net
18. Mike Hitt	20764 W. 90th Place Scottsdale 85255	928-299-6882	1mikehitt@gmail.com
19. JEFF RYAN MD	85255 9446 E. VIA DE VAQUERO DR	480-287-2804	jiprak@me.com
20. Joe Janik	18490 N 97th Way	480-699-2799	jjjanik1946@gmail.com

# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
21. J. Mehanke	DC Ranch		jerry@mehanke.com
22. J. MANNING	DC Ranch	480 532 9910	john@manningprop.com
23. Lesley McCague	DC Ranch		lesley111@hotmai.com
24. Tom McCague	DC Ranch		tmccag2@yahoo.com
25. Philip Geiger	DC Ranch	602-751-5858	pegeiger@msd.com
26. Paul <sup>M</sup> Getty PE	DC Ranch		paul.getty@live.com
27. Kevin Kudlo	DC Ranch		
28. Tim Hummel	DC Ranch	480-258-2638	timhummel@gmail.com
29. Jeannette Orwada	DC Ranch		jlo50102010@gmail.com
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# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
31. TOM ALLEN	9464 E. HERITAGE TRAIL DR.	4806569108	tea1234@sbcglobal.net
32. John Davy	8919 E Rusty Spur <sup>02L</sup>	4258822829	2spannd@gmail.com
33. JOHN DUGAN	9258 E. DESERT W	602-558-4915	JJDUGAN@COX.NET
34. WILLIAM PASCARELLA	8924 E. PALM TREE	614.855.3574	
35. Tammy Capusi	8522 E. Tether Trl	480-390-1682	tammyeylewest.com
36. Athena Euler	9290 E. Thompson Peak Hwy #242	520.784.3881 480	athena.euler@gmail.com
37. Brad Marbrava	9263 E Via De Vajun Dr	4433867758	MARBRAB@VAI100.COM
38. Marc Bloustein	17436 N. 94 <sup>th</sup> Pl.	480620-7501	mbloustein@berensbloustein.com
39. Emiel <del>Acosta</del>	9389 E. CORONA DR.		
40.			
41.			

# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 - HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
42. Michael Capich	20729 N. Pima Rd	480-625-9749	mlapietra@whitestonereit.com
43. William Repro	17651 N. 93 <sup>rd</sup> Pl		
44. Kelly Hickey	9145 E. Canyon View Rd		
45. HEATHER SIMMONS	18532 N. 94 <sup>TH</sup> ST	253 226 6980	HE3IMMONS@COMCAST.NET
46. Chris Kulpinzki	9350 E. Palm Tree Ln	602-622-9321	CKR85255@AOL.COM
47. Alfred Hackbart	9911 E. Bureo Dr	602-315-0996	ahackbart@gmail.com
48.			
49.			
50.			

# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

NAME (Please Print)	ADDRESS	PHONE NO.	E-MAIL ADDRESS
51. CHRIS CRISH	DC RANCH		christine.irish@dcrandinc.com
52. Alex Leekie	DC Ranch		
53. Chris Mullen	DC Ranch		chrismullen@outlook.com
54. Grant Kingdon		(602) 509-4864	grantk@creationequity.com
55. Cathy Littleton	DC Ranch		azlittletons@cox.net
56. Patty Kiraly	DC Ranch		
57. Jim Davis	27483 N 103 <sup>RD</sup> CUMAR	480-299-1213	jdavis@mba1965.hbs.edu
58. Clarice Reed	DC RANCH	630-450-4670	clarar328@yandex.com
59. JOHN VANDEL	WINDGATE	480 268 5595	
60. BOB MAYER	IRONWOOD VILLAGE	480-848-7437	bobbymayer@msn.com

# SIGN-IN

MREG 101 BELL LLC

SOUTHEAST CORNER OF LOOP 101 AND PIMA ROAD, SCOTTSDALE, AZ.

NEIGHBORHOOD OPEN HOUSE MEETING

AUGUST 23<sup>RD</sup>, 2023 – HYATT HOUSE NORTH SCOTTSDALE, 18513 NORTH SCOTTSDALE ROAD, SCOTTSDALE, AZ 85255.

<i>NAME (Please Print)</i>	<i>ADDRESS</i>	<i>PHONE NO.</i>	<i>E-MAIL ADDRESS</i>
61. Nancy Bailes	8919 E Rusty Spur	480-287-3545	n1bailes@gmail.com
62. Scott Heritage			scottheritage5@gmail.com
63. Dave Kross	18009 N. 92 <sup>nd</sup> Way		dakross888@gmail.com
64. Cherie Vitera			cherie.vitera@gmail.com
65. Melissa Schalles		702-292-4282	info@scottsdaleshow.com
66. JEFF HAEBIG	18182 N 92		jeffhaebig@gmail.com
67.			
68.			
69.			
70.			

# Tab E





# 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: 414-PA-2022

Project Name: \_\_\_\_\_

Location: NEC Pima RD & Bell Rd

Site Posting Date: 8/11/23

Applicant Name: Withey Morris

Sign Company Name: **Dynamite Signs**

Phone Number: **480-585-3031**

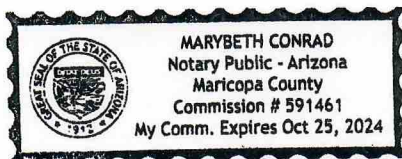
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

*Meghan Huggitt*  
Applicant Signature

8/11/23  
Date

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

Acknowledged before me on 11/22/22



*Marybeth Conrad*  
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: August 23, 2023  
Time: 6:00 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
- Site Acreage: +/-95 acres
- Site Zoning: I-1, PCD (Industrial Park, Planned Community District) and I-1, PCD, ESL (Environmentally Sensitive Lands)

### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Aug 11, 2023 at 9:55:16 AM  
17400-17410 N 91st St  
Scottsdale AZ 85255  
United States

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: August 23, 2023  
Time: 6:00 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
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### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Aug 11, 2023 at 9:59:05 AM  
8988-9018 E Bell Rd  
Scottsdale AZ 85255  
United States

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: August 23, 2023  
Time: 6:00 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

- Request: Development Review Approval for a New Light Industrial Campus with +/-1.3M sqft and 11 Buildings
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### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

### City Contact:

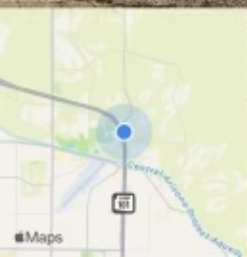
Meredith Tessier 480.312.4211  
Mtessler@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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

Aug 11, 2023 at 10:03:16 AM  
N Pima Rd  
Scottsdale AZ 85255  
United States



# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: August 23, 2023  
Time: 6:00 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
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### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Aug 11, 2023 at 10:09:28 AM  
E Trailside View  
Scottsdale AZ 85255  
United States

# Early Notification of Project Under Consideration

## Neighborhood Open House Meetings:

Date: August 23, 2023  
Time: 6:00 PM  
Location: Scottsdale Marriott at McDowell Mountains.  
16670 N. Perimeter Dr, Scottsdale 85260

Site Address: Southeast Corner of Pima and Loop 101 Fwy  
Project Overview:

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### Applicant Contact:

Withey Morris, PLC - George Pasquel III  
602-230-0600 George@WitheyMorris.com

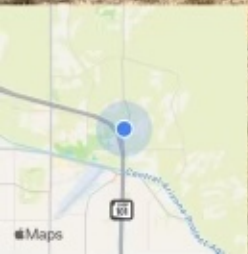
### City Contact:

Meredith Tessier 480.312.4211  
Mtessier@scottsdaleaz.gov

Case#: 414-PA-2022

Posting Date:  
11/22/2022

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



Aug 11, 2023 at 10:06:34 AM  
N Pima Rd  
Scottsdale AZ 85255  
United States

**From:** Tessier, Meredith  
**Sent:** Tuesday, November 21, 2023 4:06 PM  
**To:** Paul DeMeo  
**Cc:** Kercher, Phillip; Zimmer, Christopher  
**Subject:** FW: Development Review Board Public Comment Mack Development 49-DR-2022 & 49-DR-2022#2

Paul,

Thank you for contacting the Current Planning Department regarding Mack Industrial Park.

To assist you with your questions regarding traffic, please contact Phil Kercher with the Transportation Department. I have copied him to this e-mail.

Please note, case 49-DR-2022#2 is scheduled for the December 7, 2023 Development Review Board Hearing. For additional information, please click [here](#).

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



---

**From:** Paul DeMeo <[pdemeo33@gmail.com](mailto:pdemeo33@gmail.com)>  
**Sent:** Friday, November 17, 2023 8:11 AM  
**To:** Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>  
**Subject:** Re: Development Review Board Public Comment

The Mack development sought of DC Ranch.

On Nov 17, 2023, at 9:52 AM, Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)> wrote:

Mr. DeMeo,

Is there a specific project you are referring to?

Regards,

**Brad Carr, AICP LEED-AP**  
*Planning & Development Area Manager / DRB Liaison*  
City of Scottsdale | Current Planning Services  
7447 E. Indian School Rd., Ste 105 | Scottsdale, AZ 85251  
480.312.7713 phone

---

**From:** WebServices <[WebServices@scottsdaleaz.gov](mailto:WebServices@scottsdaleaz.gov)>  
**Sent:** Friday, November 17, 2023 5:17 AM  
**To:** Development Review Board <[DevelopmentReviewBoard@Scottsdaleaz.gov](mailto:DevelopmentReviewBoard@Scottsdaleaz.gov)>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** Paul DeMeo  
**Address:** 18541 N 94th St  
**Email:** [pdemeo33@gmail.com](mailto:pdemeo33@gmail.com)  
**Phone:** (908) 403-6020

**Comment:**  
Where is the traffic analysis illustrating the impact on the 101/Pima intersection?



**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack project  
**Date:** Saturday, November 18, 2023 11:49:25 AM

---



The plan should be paused until the city and Mack have developed a plan as to how congestion will be eased on Pima Rd including at the merge of Pima and 101 Exit and no trucks allowed during certain hours of the day and not allowed near DC Ranch residential areas. -- sent by Dinesh Kakwani (case# 49-DR-2022#2)

City of Scottsdale



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---

**From:** Dorothy Ling <dlingmd@gmail.com>  
**Sent:** Sunday, May 07, 2023 3:19 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack Company Warehouse project

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

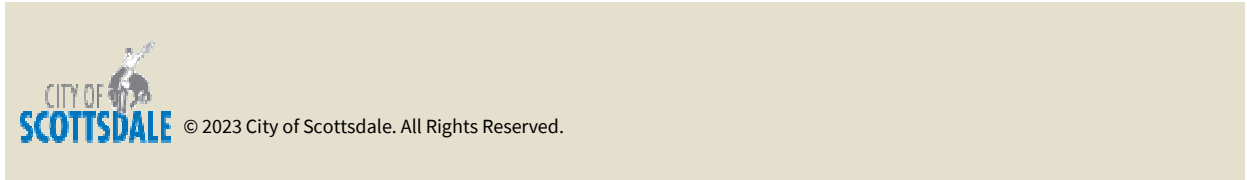
To whom it may concern:

We live in The Villas at Desert Park in the DC Ranch community. We fully agree and support the comments submitted by DC Ranch and Ironwood Village which we want to see implemented.

Best Regards,  
Dorothy Ling  
17791 N. 93rd Way  
Scottsdale, AZ. 85255



Meredith, do you know of any open houses on this project? -- sent by Tom Durham (case# 49-DR-2022#2)



---

**From:** Cara Gallagher <caragallagher3@gmail.com>  
**Sent:** Thursday, April 27, 2023 5:16 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** MACK PROJECT

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

Hello,

I am supportive of the DC Ranch and Ironwood Village comments and want to see them implemented.

Thank you,

Cara Gallagher  
DC Ranch Resident

**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack project  
**Date:** Sunday, November 19, 2023 6:21:46 PM

---



Improvement and safety of pima/princess exit from 101 is a material concern traffic and access is already dangerous and difficult. Access roads need Improvement to accommodate semi trucks and current traffic issues -- sent by George Beck (case# 49-DR-2022#2)

[City of Scottsdale](#)



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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack  
**Date:** Sunday, November 19, 2023 5:02:58 PM

---



I live in DC Rancg and use the Pima / princess exit from 101 regularly. The thought of 300+ tractor trailer units using that exit every day is obscene. The traffic congestion at that exit now is frequently very bad - the current design obviously cannot handle 300+ 18 wheelers every day. Back to the drawing board ! -- sent by GEORGE EDWIN HARTZ III (case# 49-DR-2022#2)

[City of Scottsdale](#)



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**From:** Erica George <ericahgeorge@gmail.com>  
**Sent:** Thursday, April 27, 2023 1:12 PM  
**To:** sdenham@mackregroup.com  
**Cc:** Tessier, Meredith  
**Subject:** Mack Development

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

Good afternoon,

After hearing the plans for the development I wanted to let you know I am supportive of the DC Ranch and Ironwood Village comments and want to see them implemented.

Thank you,  
Erica George  
Desert Haciendas  
602-828-1921

---

**From:** Bill Gore <bgore5270@gmail.com>  
**Sent:** Tuesday, June 6, 2023 2:58 PM  
**To:** City Council <CityCouncil@scottsdaleaz.gov>  
**Subject:** Mack Innovation Park

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

How about rejecting that project? The overdevelopment is getting ridiculous.



---

**From:** WebServices <[WebServices@scottsdaleaz.gov](mailto:WebServices@scottsdaleaz.gov)>  
**Sent:** Monday, December 12, 2022 7:49 AM  
**To:** Development Review Board <[DevelopmentReviewBoard@Scottsdaleaz.gov](mailto:DevelopmentReviewBoard@Scottsdaleaz.gov)>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** David A. Gramza, CPA  
**Address:** 20559 N. 94th Place, Scottsdale, AZ 85255  
**Email:** [david.gramza@gmail.com](mailto:david.gramza@gmail.com)  
**Phone:** (480) 221-7025

**Comment:**

**Need to know when the DRB will be meeting on Mack Innovation Park at NEC 101 & Bell Road in Scottsdale, AZ bordering DC Ranch. Purchaser, Architect and Developer had a meeting with impacted DC Ranch Household Members on 12/6/22. Quite a lot of heated comments and concern surround this purchase and subsequent development by the attending DC Ranch public at this meeting of which I wanted to make you aware. Concerns mostly surround: (1) Massive traffic increase in semi-truck flow (2) Use of streets around that area for that semi-truck traffic (3) Potential for 3 Shift 24hr 7 day use at the development (4) Truck deceleration/acceleration and idling noise increase to neighbors (5) Property will have approx. 180 docks in one structure and 102 docks in another structure (6) Involvement of DC Ranch HOA will be investigated as well (7) Decrease in property values near this development (8) School traffic and busses to be impacted by massive increased truck traffic (9) Current serious vehicle crash data statistics exist at/for (a) Frank Lloyd Wright and Bell Rd near Westworld; (b) Pima Rd and entrance to 101N (c); Already strained small intersections at Pima/Princess ingress and egress from the 101N and S My wife and I have lived in DC Ranch since April 1999**

---

**From:** Stu <ancalaeyes@aol.com>  
**Sent:** Thursday, April 27, 2023 2:58 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack Project on Pima

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

I live in the lower DCR community off legacy and am deeply concerned about the Mack Proposal off the 101 Freeway. The traffic is terrible in the winter months at that intersection, I can not image what will happen if your project moves forward as it is proposed. The number of serious accidents are ridiculous now. If there is a great number of large trucks added to the mix, it will be catastrophic for the neighborhoods in the area and more north. Barrett Jackson, and Phoenix Open will be HORRENDOUS. It is a major breadwinner for Scottsdale, and it will possibly destroy the events that make Scottsdale.

When we moved to DCR /north Scottsdale 5 years ago, we just feel immersed in the desert lifestyle. This project will take all of that away. It will be ugly, industrial, and dusty. The peacefulness of the desert lifestyle will be gone. Please be conscious of the people in our community, and scale down the project so we can "live" together in harmony. The Mack Project no sense at this location. Please listen to us.

Stu Greenberg



## Comments from DC Ranch and Ironwood Village Mack Innovation Park – North Parcel – Phase II

The DC Ranch Community Council and Ironwood Village Homeowners Association, representing the 8000 and 1800 Scottsdale residents respectively, have reviewed the initial submittal for the Mack Innovation Park, North Parcel – Phase II. The land abuts DC Ranch’s southwestern border and is near Ironwood Village and other residential neighborhoods. As this application interacts with the South Parcel – Phase I application, some repetition is necessary to adequately address the development.

The Mack Company has been communicative with DC Ranch and Ironwood Village regarding their development. We thank them for keeping us informed and look forward to working with them on compromises that can be made to make the project more respectful of, integrated and consistent with the character of this area.

We have received substantial negative feedback from residents. At Mack’s 12/6/22 Open House, no one from the public spoke in favor of the Mack Innovation Park as submitted. With resident feedback in mind and in consideration of the applicant’s materials, DC Ranch and Ironwood Village are requesting the following changes/additions to the application:

### Visual Impact and Architectural Design

---

1. This area of Scottsdale draws millions of visitors annually to such high-profile events as Barrett Jackson and the Phoenix Open. It also serves as the “gateway to north Scottsdale.” The development as submitted is comparable to what is built along the 303 Freeway in Buckeye and the West Valley; it is NOT appropriate for Scottsdale as proposed and on a site amidst residential, recreation, retail, and commercial uses. A design like the nearby I-1 zoned Corporate Center at DC Ranch would still be industrial and would more seamlessly blend with the area.
2. The eastern Pima/Princess intersection serves as the “gateway to north Scottsdale.” Development along this stretch of road (heading north on Pima) should honor and enhance the “gateway.” See drawing on page 3. This would include much smaller buildings with diverse but complementary architecture that will attract tenants for a variety of uses that are compatible to adjacent neighborhoods. The area under the power lines should be artistically landscaped, not used as a parking lot. Entrance design elements and public art should be added.
3. All buildings should be “Scottsdale-worthy” in their design and size. The proposed buildings dwarf all other buildings in the area. Mass should be greatly reduced; extensive blocking should be incorporated to better disguise size. The orientation for both buildings and parking lots lack creativity and should be changed. Architectural details should expand well beyond the corners of the buildings, to all four sides. Loading docks should not look like loading docks by incorporating facades and other architectural techniques to mask their function. The City is encouraged to review this project using both the downtown and the sensitive design standards as this area deserves similar treatment.
4. The number of loading docks should be reduced to half, 228 shared between 9 buildings is excessive.
5. The slope of the property enables its rooftops to be seen from many neighborhoods to the north and from the adjacent elevated 101 Freeway. If placed on the roof, mechanical or other equipment should have parapet screens and the developer should provide ‘line of sight’ proof from the neighborhoods and freeway. Alternately, and preferably, equipment could be moved to ground level and artfully and successfully shielded.
6. Roofs should not contain any graphics, signage, or logos; and should not have reflectivity.

7. The developer states they will use the power lines as a buffer to neighboring properties. This is unacceptable. Property borders should have berms and be heavily landscaped to reduce visibility of the development and blend with the enhanced desert terrain that surrounding properties exhibit.
8. Operational restrictions should be put in place to include no outside storage in dock areas, no overnight parking, and no RV, boat or vehicle storage in parking lots.

### **Traffic and Safety**

---

1. Mack Innovation Park will significantly impact the area; it will also drastically change one's experience driving on the 101 Freeway in Scottsdale. Phases I and II will add 368 semi-truck trips and 1,296 other vehicles entering and exiting the development EVERY day. Traffic studies of this area currently rate many of the intersections a D, E, and F. A plan needs to be presented to mitigate the additional traffic generated from this development to alleviate substantial safety concerns.
2. Pima Road, Trailside View and 91<sup>st</sup> Street north of the South Parcel should be designated as "no-truck zones." All traffic exiting the development onto Bell Road should be forced to go west. All traffic exiting the development onto 91<sup>st</sup> Street should be forced (by an island barrier) to make a right turn, heading south. This protects the residential neighborhoods along 91<sup>st</sup> Street and the young students that board school buses in the road at 91<sup>st</sup> Street and Trailside View (there is no space for the bus to pull off the road to board students).
3. The design of the 101 Freeway access road, with an X merge pattern (heading north to Pima), is a safety hazard. Adding semi-trucks will greatly increase accidents that could result in fatalities. The proposed second right turn lane does nothing to improve this situation. Mack must work with ADOT to engineer and implement a solution prior to warehouse buildings being occupied.
4. Tenants/uses that will decrease semi-truck trips should be considered and implemented.
5. A construction mediation plan needs to be provided by the developer that gives consideration to neighbors.
6. Operational restrictions should be put in place to include 24/7 on-site security staff, noise mitigation rules to include no jake breaking, weight restrictions on semi-trucks and reasonable, specified truck hours (7am – 7pm).

### **Scottsdale's Greater Airport Character Area Plan (GACAP)**

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1. GACAP was adopted in 2010 by Scottsdale's City Council to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." This area is categorized as "Employment" and describes its character and design as "multi-functioning buildings." The Mack Innovation Park, currently submitted as very large warehouses, does not adhere to this Plan. Very few people are employed in large warehouse operations and all the buildings have a single function. The buildings should be multi-functioning, incorporating more uses represented in I-1 zoning to align with the GACAP.

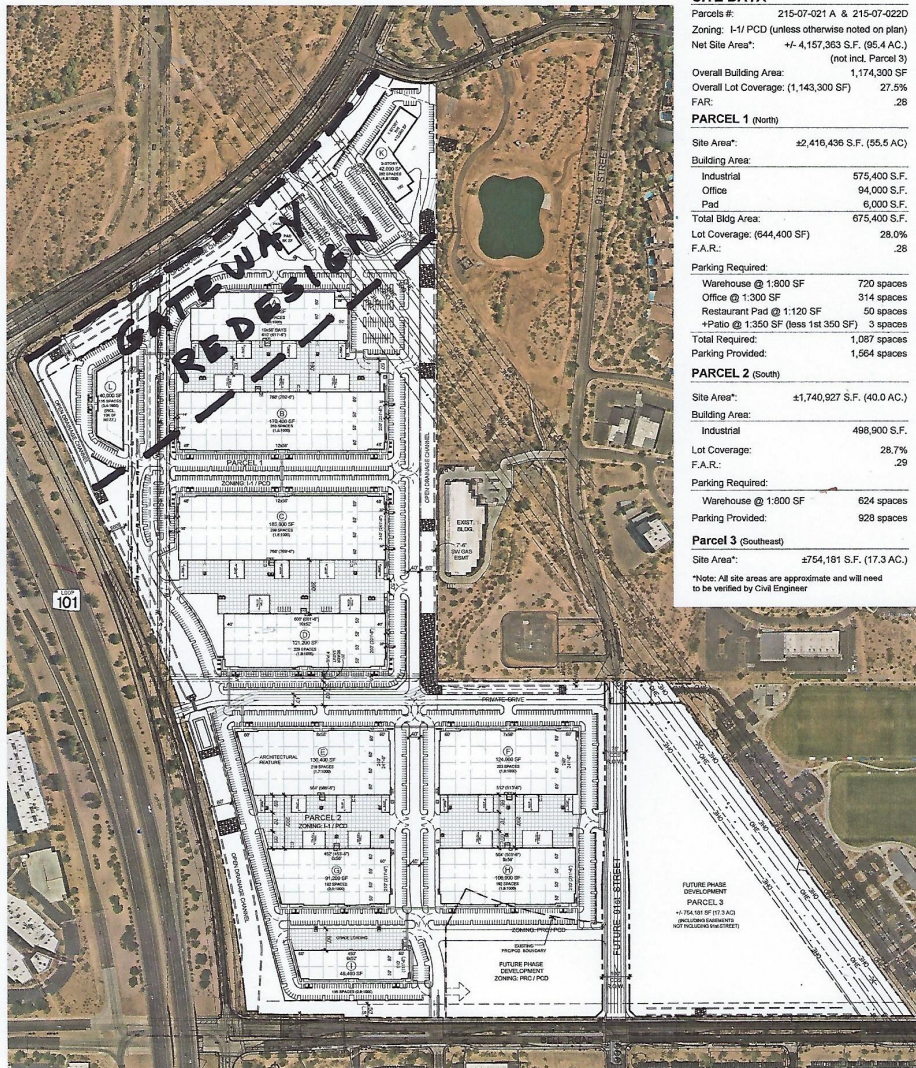
### **Landscape, Lighting and Flood Control**

---

1. The natural wash on the site should be maintained in place to reduce flooding opportunities and/or redirected water issues on adjacent properties.
2. Landscape plans call for small plantings, especially when compared to the proposed size of the buildings. To blend with the area and offset the massive amount of asphalt that will produce a heat-island effect, plants should be increased in number. Plants should be a mix of 5 to 10 gallon and trees boxes a mix of be 48 to 78 inches.

3. Landscaped picnic areas should be added and visible from the streets to both serve employees and to provide some human scale to this massive project.
4. Light poles should be 20' or lower and all lights should be shielded to not emit beyond the Mack property lines.

Drawing referred to in: Visual Impact and Arciferal Design, (2)



**SITE DATA**

Parcels #: 215-07-021 A & 215-07-022D  
 Zoning: I-1/ PCD (unless otherwise noted on plan)  
 Net Site Area\*: +/- 4,157,363 S.F. (95.4 AC.)  
 (not incl. Parcel 3)

Overall Building Area: 1,174,300 SF  
 Overall Lot Coverage: (1,143,300 SF) 27.5%  
 F.A.R.: .28

**PARCEL 1 (North)**

Site Area\*: ±2,416,436 S.F. (55.5 AC.)  
 Building Area:  
 Industrial 575,400 S.F.  
 Office 94,000 S.F.  
 Pad 6,000 S.F.  
 Total Bldg Area: 675,400 S.F.  
 Lot Coverage: (644,400 SF) 28.0%  
 F.A.R.: .28

Parking Required:  
 Warehouse @ 1:800 SF 720 spaces  
 Office @ 1:300 SF 314 spaces  
 Restaurant Pad @ 1:120 SF 50 spaces  
 +Patio @ 1:350 SF (less 1st 350 SF) 3 spaces  
 Total Required: 1,087 spaces  
 Parking Provided: 1,564 spaces

**PARCEL 2 (South)**

Site Area\*: ±1,740,927 S.F. (40.0 AC.)  
 Building Area:  
 Industrial 488,900 S.F.  
 Lot Coverage: 28.7%  
 F.A.R.: .29

Parking Required:  
 Warehouse @ 1:800 SF 624 spaces  
 Parking Provided: 928 spaces

**Parcel 3 (Southeast)**

Site Area\*: ±754,181 S.F. (17.3 AC.)

\*Note: All site areas are approximate and will need to be verified by Civil Engineer

*Gateway to North Scottsdale – the gateway should include much smaller buildings with diverse but complementary architecture that will attract tenants for a variety of uses that are compatible to adjacent neighborhoods. Entrance design elements and public art should be added. The area under the power lines should be artistically landscaped, not used as a parking lot. Parking should be minimally visible from Pima Road*

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**From:** JAMES GROFF <bkclinic@mac.com>

**Sent:** Friday, April 28, 2023 8:51 AM

**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Subject:** Mack Innovation Park

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

Dear Sir or Madame:

I'm a resident of DC Ranch and opposed to your plans, as they now stand, for development of the "Mack Innovation Park". I am supportive of the DC Ranch and Ironwood Village comments and want to see them implemented.

Regards,

James W. Groff

[bkclinic@mac.com](mailto:bkclinic@mac.com)

**From:** Janik, Betty  
**Sent:** Tuesday, August 29, 2023 1:38 PM  
**To:** Tessier, Meredith  
**Subject:** MACK Concerns

Meredith

Concerns about air pollution from trucks idling at the proposed Mack Development have been shared with me. Please consider this concern. California has regulations on this topic. Also, where should ideas on the road configuration form the frontage road along 101 approaching Pima from Bell be shared? A traffic engineer has some thoughts on this.

Thanks for your consideration ,

Betty

Councilwoman Betty Janik, City of Scottsdale  
bjanik@scottsdaleaz.gov  
office: 480-312-2374  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

**From:** Janik, Betty  
**Sent:** Tuesday, February 14, 2023 9:27 AM  
**To:** Kercher, Phillip  
**Cc:** Carr, Brad; Tessier, Meredith; Perreault, Erin; Melnychenko, Mark  
**Subject:** Re: Development in North Scottsdale -- MACK

Phillip

Thank you for your response. The community will be very interested in this information as we move forward with the specifics for land use and numbers/types of vehicles. The best decisions are informed decisions. I appreciate your willingness and ability to provide the information.

Councilwoman Betty Janik

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**From:** Kercher, Phillip <pker@scottsdaleaz.gov>  
**Sent:** Monday, February 13, 2023 2:14 PM  
**To:** Janik, Betty <BJanik@Scottsdaleaz.gov>  
**Cc:** Carr, Brad <bcarr@scottsdaleaz.gov>; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>; Perreault, Erin <EPERREULT@scottsdaleaz.gov>; Melnychenko, Mark <MMelnychenko@Scottsdaleaz.gov>  
**Subject:** RE: Development in North Scottsdale -- MACK

Councilwoman Janik,

It is still early in the process for reviewing the proposed MACK development; we expect some site plan changes as the result of our first review comments. It should be noted that the warehousing land use currently proposed is allowed under the existing zoning, and the case has not been scheduled for a Development Review Board hearing yet. We are still in the process of reviewing the traffic impact study, so we have not accepted the study yet. We are communicating with the Arizona Department of Transportation staff so that any concerns that they have regarding the impacts to the Loop 101 Freeway interchanges and frontage roads are addressed.

With respect to your specific questions, we will review the proposed site plan and site access to ensure compliance with City of Scottsdale standard practices and the traffic impact study recommendations. We can provide collision history data for the streets and intersections surrounding the site if requested. We do not have a way to predict the number of collisions that will result based upon an industrial land use scenario versus a mixed use land use scenario, or any predications for the injury types and cost of damage to vehicles. We can provide estimates of how much traffic will be generated by different site plan scenarios if we are given the specific land uses and quantities (number of units, square footage, etc.).

With respect to the amount or percentage of truck traffic, the traffic study assumes twenty-percent truck traffic based upon the warehouse land use. Our streets are designed to accommodate trucks, and there are many sites in Scottsdale that have large truck deliveries – all of the auto dealers, Wal-Mart, Target, Home Depot, Lowes, etc. If you have more specific questions about potential tenants and their business operations, those would best be directed to the applicant.



If you have any additional questions or other requests for information please let us know.

Phillip H. Kercher, PE, P.T.O.E.  
TRAFFIC ENGINEERING MANAGER  
CITY OF SCOTTSDALE  
480-312-7645

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**From:** Perreault, Erin  
**Sent:** Friday, February 10, 2023 1:19 PM  
**To:** Janik, Betty <[BJanik@Scottsdaleaz.gov](mailto:BJanik@Scottsdaleaz.gov)>  
**Subject:** RE: Development in North Scottsdale -- MACK

Good Afternoon Councilwoman Janik,

By way of this email communication, I am forwarding your email below to Brad Carr, Planning Manager/DRB Liaison, Meredith Tessier, Senior Planner/Primary Project Coordinator and Phil Kercher, Traffic Engineering Manager so that they are aware of the major concerns that you are hearing about and so as to respond to your requests for information.

Based on your current requests, the majority of information will need to be addressed by our Transportation Department.

Thank you for keeping us all in the loop on what you are hearing at the meetings you have attended.

Much appreciated –  
Erin

**Erin Perreault, AICP, MUEP**  
Executive Director/Zoning Administrator  
Planning, Economic Development and Tourism  
7447 E. Indian School Road, Suite 105  
City of Scottsdale, Arizona 85251  
Direct: 480-312-7093



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**From:** Janik, Betty <[BJanik@Scottsdaleaz.gov](mailto:BJanik@Scottsdaleaz.gov)>  
**Sent:** Thursday, February 9, 2023 12:34 PM  
**To:** Perreault, Erin <[EPERREAUULT@scottsdaleaz.gov](mailto:EPERREAUULT@scottsdaleaz.gov)>  
**Subject:** Re: Development in North Scottsdale -- MACK

Erin

I have attended several meetings on the MACK development. Major concerns involve road safety with trucks on our streets. I ask for a review of the proposed road configuration to ensure that we are maximizing the safety of all residents and truck drivers.

I also request that appropriate traffic studies be provided on accident rates and accident severity (physical injury to victims as well as cost of damage to vehicles) with the Industrial Use vs the Mixed Use for the northern portion of the parcels.

It is difficult to make a decision on the value of a mixed use project without the data needed to make an informed decision.

Sincerely,

Councilwoman Betty Janik

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**From:** Perreault, Erin <[EPERREAUULT@scottsdaleaz.gov](mailto:EPERREAUULT@scottsdaleaz.gov)>

**Sent:** Wednesday, February 8, 2023 3:19 PM

**To:** Lain Ehmann <[lain@fastlain.com](mailto:lain@fastlain.com)>

**Cc:** Mayor David D. Ortega <[DOrtega@Scottsdaleaz.gov](mailto:DOrtega@Scottsdaleaz.gov)>; Caputi, Tammy <[TCaputi@Scottsdaleaz.gov](mailto:TCaputi@Scottsdaleaz.gov)>; Durham, Thomas <[TDurham@Scottsdaleaz.gov](mailto:TDurham@Scottsdaleaz.gov)>; Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>; Janik, Betty <[BJanik@Scottsdaleaz.gov](mailto:BJanik@Scottsdaleaz.gov)>; Littlefield, Kathy <[KLittlefield@Scottsdaleaz.gov](mailto:KLittlefield@Scottsdaleaz.gov)>; Whitehead, Solange <[SWhitehead@Scottsdaleaz.gov](mailto:SWhitehead@Scottsdaleaz.gov)>; Thompson, Jim <[JThompson@Scottsdaleaz.gov](mailto:JThompson@Scottsdaleaz.gov)>; Stockwell, Brent <[BStockwell@scottsdaleaz.gov](mailto:BStockwell@scottsdaleaz.gov)>

**Subject:** RE: Development in North Scottsdale -- MACK

Good Afternoon Mr. Ehmann,

Thank you for your inquiry and input on the proposed Mack development case. To date there have been a few email communications regarding the Mack Innovation Park application/project filed with the city. Attached you will find those communications, in chronological order from left to right, explaining the history and various aspects of the proposed project. The first two attachments were provided by the city of Scottsdale Current Planning Director, and the third attachment was provided by the Transportation Director.

In addition to the attached communications, you can also follow the Development Review Board case ([Case 49-DR-2022](#)) on the city's website. The case info sheet includes the applicant's submittal, project proposal video and public hearing information when available. Your email communication will be made part of the public record regarding the Mack case.

Thank you,  
Erin

**Erin Perreault, AICP, MUEP**  
Executive Director/Zoning Administrator  
Planning, Economic Development and Tourism  
7447 E. Indian School Road, Suite 105  
City of Scottsdale, Arizona 85251  
Direct: 480-312-7093



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**From:** Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>  
**Sent:** Wednesday, February 8, 2023 12:42 PM  
**To:** Lain Ehmann <[lain@fastlain.com](mailto:lain@fastlain.com)>  
**Cc:** Stockwell, Brent <[BStockwell@scottsdaleaz.gov](mailto:BStockwell@scottsdaleaz.gov)>; Perreault, Erin <[EPERREAUULT@scottsdaleaz.gov](mailto:EPERREAUULT@scottsdaleaz.gov)>  
**Subject:** Re: Development in North Scottsdale -- MACK

Lain, thank you for your emails. I think many of these questions remain unanswered. Copying Brent and Erin with the city so that they can do document your email and eventually provide answers.



Barry Graham | Councilmember  
**City of Scottsdale**  
3939 N. Drinkwater Blvd. | Scottsdale, AZ 85251  
[BGraham@scottsdaleaz.gov](mailto:BGraham@scottsdaleaz.gov) | [scottsdaleaz.gov](http://scottsdaleaz.gov)

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**From:** Lain Ehmann <[lain@fastlain.com](mailto:lain@fastlain.com)>  
**Sent:** Wednesday, February 8, 2023 9:10 AM  
**To:** Mayor David D. Ortega <[DOrtega@Scottsdaleaz.gov](mailto:DOrtega@Scottsdaleaz.gov)>; Caputi, Tammy <[TCaputi@Scottsdaleaz.gov](mailto:TCaputi@Scottsdaleaz.gov)>; Durham, Thomas <[TDurham@Scottsdaleaz.gov](mailto:TDurham@Scottsdaleaz.gov)>; Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>; Janik, Betty <[BJanik@Scottsdaleaz.gov](mailto:BJanik@Scottsdaleaz.gov)>; Littlefield, Kathy <[KLittlefield@Scottsdaleaz.gov](mailto:KLittlefield@Scottsdaleaz.gov)>; Whitehead, Solange <[SWhitehead@Scottsdaleaz.gov](mailto:SWhitehead@Scottsdaleaz.gov)>  
**Subject:** Re: Development in North Scottsdale -- MACK

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

Emailing again since I never received a response from ANY of you to my first email. I find it very telling that when you want my vote (or money) you are quite responsive — but when I have a concern, I hear nothing.

Please see message below.

I await your response.

Lain Ehmann  
DC Ranch resident  
Scottsdale VOTER and TAXPAYER

On Jan 26, 2023, at 12:29 PM, Lain Ehmann <[lain@fastlain.com](mailto:lain@fastlain.com)> wrote:

To Mayor Ortega and Scottsdale City Council members:

I am writing to express dismay and concern regarding the MACK Development that is planned for the west corner of the Bell Rd/Pima area. This area is high-end residential,

and the idea of putting a Semi Truck Warehouse in close proximity with families and children, not to mention recreation areas, is ridiculous.

There are so many drawbacks to this plan, and very few positives. This will impact quality of life, traffic congestion, and property values.

Specifically, I'd like answers regarding:

How will this impact congestion?

What restrictions will be placed on the facility with regard to operating hours?

What about light pollution issues?

Noise?

Pollution of the pond water that is nearby? Diesel fuel particulate floats on top of water and does not filter down through percolation ponds as designed to remove such debris.

Apparently, there is a plan to extend 91st St down to Bell. There is no word yet on if truck traffic would be restricted north on 91st up to Legacy. This could potentially lead to semi trucks driving behind the houses of the Park and Manor community.

This is INSANITY... especially since this is just "Phase One" of development!

You were elected to safeguard and preserve the beauty of Scottsdale. I ask you to reject this proposal as it does nothing to improve the life those of us who live in this community — and who pay a premium for this location.

Sincerely,

Lain Ehmann

Scottsdale voter and DC Ranch resident

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**From:** Jeff Schwarz <jschwarzhoa@gmail.com>

**Sent:** Sunday, May 07, 2023 3:37 PM

**To:** City Council <CityCouncil@scottsdaleaz.gov>; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>; Scott Denham <sdenham@mackregroup.com>; Craig Henig <CHenig@mackregroup.com>; Huber Geoff <geoffhuberhoa@gmail.com>

**Subject:** Mack Innovation Park - Windgate Ranch Comments

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

As follow-up to the community outreach meetings held at Windgate Ranch on March 31, 2023, the Windgate Ranch Board would like to offer some suggestions for your consideration as the project proceeds through the review and development processes. It was clear at the outreach meetings there was no consensus as to which proposal is favored, either the mixed use or industrial plans. It was also clear that, with the establishment of thousands of expensive homes and several schools that have been built in the immediate area, residents view both the industrial zoning and proposed development plan of the parcel as undesirable. The following suggestions are intended to improve the traffic safety and congestion, design and community impact, property values and neighborhood integration of the proposed development which are important to Windgate Ranch and multiple other nearby communities.

#### Traffic Safety and Congestion:

We are concerned about traffic safety and congestion. We encourage the City of Scottsdale, Mack, and ADOT to ensure that traffic patterns (direction, ingress/egress, timing, etc.) to/from this development are designed with safety in mind and to minimize and balance congestion at and along Bell Road, Pima Rd. and 101. We strongly oppose directing all truck traffic to/through Bell Road. Windgate Ranch, McDowell Mountain Ranch, Cimarron Hills, DC Ranch, Ironwood Village, and school buses and traffic from Copper Ridge School, Notre Dame Prep, Archway Scottsdale, and Scottsdale Prep will all suffer negative consequences from his project. In addition, Westworld, area merchants, and office parks along Bell Road will all be negatively impacted daily. Consideration should be given to minimizing truck traffic from travelling east and using Thompson Peak to Frank Lloyd Wright or Raintree as access points for the 101 as the Bell, Pima, 101 intersections will be gridlocked. The Bell Road to Pima connector road has an X merge with the 101 off ramp. The area already has significant backups during peak travel times and special events. These need to be redesigned so these intersections can allow direct access to the 101 from Bell and provide a flyover bypass for traffic exiting the 101 N. to Pima. Increased tractor trailer traffic will only exacerbate an already dangerous situation. There is also concern of the

increased truck traffic intermingling with school buses and commuters. This is especially important during the annual peak season and special events that draw hundreds of thousands of visitors to this area.

Design and Community Impact:

An Innovation Park design and function that might be practical off of the I-10 or I-17 freeways is not appropriate for this unique and largely residential area. The property where the proposed project is located is either subject to or within miles of the ESLO, Scottsdale Preserve and McDowell Sonoran Conservancy. Lighting, water use, diesel, and power usage are increasingly important considerations for environmental and community health as well. We strongly urge the use of more landscaping than is currently planned, creating buffer zones, lower building heights, increased building setbacks, ensuring pleasing visual lines, and less density and truck doors, all of which may help with the negative impression of the project. Lighting is an increasingly important consideration. We already have too many strip malls with unsightly lighting. The project has an opportunity to utilize tasteful yet effective lighting. We hope the City and Mack will be sensitive to the nature and makeup of the immediate area.

Property Values & Neighborhood Integration:

In the immediate area of the project there are well over 7,000 homes and approximately 17,500 residents who reside in some of the most expensive real estate in the state as well as precious nature preserves which will suffer from the consequences of this project. We are concerned that property values in the neighboring residential communities are going to be negatively affected (including property taxes) if these elements are not adequately addressed.

In keeping with the surrounding areas to include the air park, areas and commercial properties to the north of this project, lighter industrial and commercial design spaces within the Innovation Park would serve and benefit from interaction with the immediate neighbors versus serving as a truck bay for the area. The project should be integrated with the area and not be just another industrial eyesore.

It is hoped that some aspect of the project could be dedicated to becoming better integrated with the surrounding neighborhoods. We would like to avoid a stark contrast between our neighborhoods and schools with a large industrial park on the edge of the area. Any type of consideration for recreation and lifestyle would help lessen the negative impact of the project on the area. Everyone wants good neighbors and that includes this project.

We appreciate the openness that Mack has provided to our residents, and we look forward to any opportunity to discuss how to make the project better for everyone. We also look forward to the City fulfilling its responsibilities to lessen the impact of past poor zoning decisions on our area.

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**From:** Joe Goryeb <joe@goryeb.com>  
**Sent:** Monday, May 01, 2023 11:03 AM  
**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Cc:** Henrickson <john@azhenricksons.com>  
**Subject:** DC Ranch Comments on Mack Project

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

We support the DC Ranch and Ironwood Village comments and want to see them implemented.

Thank you,

Joe and Jeanne Goryeb  
18903 N. 101<sup>st</sup> St  
Scottsdale, AZ 85255

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**From:** Karen Gallivan <karengallivan@comcast.net>

**Sent:** Friday, April 28, 2023 8:04 AM

**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Subject:** DC Ranch Comments on Mack Project

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

To whom it may concern at Mack Development and the City of Scottsdale,


We are DC Ranch residents and registered voters. We are fully supportive of the DC Ranch and Ironwood Village positions as reflected in the attached position papers. We request that these proposals be fully considered and implemented. We can appreciate that these reflect additional costs to the developer, but thoughtful integration must be given to minimize the many significant impacts on our adjacent residential areas. We must insist upon a proper safety, traffic, visual profile and noise buffer.

Thank you for considering our positions on this important matter.

Karen and Jerry Gallivan  
10116 East Desert Sage  
Scottsdale, AZ 85255



From: Kathy Hobson <kathyhobson@icloud.com>  
Sent: Monday, June 05, 2023 7:45 AM  
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
Subject: Mack company

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

Hello,

I am in support of DC Ranch and Ironwood Village comments. However, I feel these distribution centers will ruin DC Ranch and Scottsdale. Appreciate if you can put a stop to these buildings.

Thank you,  
Kathy Hobson

Sent from my iPhone

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**From:** Katie Tiano <katie.tiano@gmail.com>

**Sent:** Friday, April 28, 2023 7:14 AM

**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>; sdenham@mackregroup.com

**Subject:** DC Ranch / Mack Project

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

Hello,

I'm a resident of DC Ranch and I am supportive of the DC Ranch/Ironwood Village comments about the Mack project near our neighborhood and I would like to see them implemented. Thank you!

Best,  
Katie

**From:** [NoReply](#)  
**To:** [Projectinput](#)  
**Subject:** Case 49-DR-2022 #2 Mack Innovation Park Scottsdale - North  
**Date:** Monday, June 12, 2023 7:28:43 AM

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The answer is I don't approve. Think about where this project will be - near environmentally sensitive lands, ie the McDowell Sonoran Preserve. Also, we are in a long-term permanent drought. Where is the water source. It had better not be underground water sources. -- sent by Carolyn Kinville (case# 49-DR-2022#2)

City of Scottsdale



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**To:** Tessier, Meredith  
**Cc:** Kercher, Phillip  
**Subject:** RE: 49-DR-2022 and #2 Mack Innovation Phase I and II project

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

Thank you for the information. The update is appreciated and will be shared with the communities that have contacted COGS. Sonnie K, COGS Board of Directors

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**From:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Sent:** Monday, October 16, 2023 12:04 PM  
**To:** COGS Info <info@cogsaz.org>  
**Cc:** Kercher, Phillip <pker@scottsdaleaz.gov>  
**Subject:** FW: 49-DR-2022 and #2 Mack Innovation Phase I and II project

Good Morning Sonnie

Thank you for contacting the City of Scottsdale regarding the application Development Review Board request. The applicant still refining their resubmittal. However, my understanding is that their project will complete 91<sup>st</sup> street to Bell Road. The four-lane section of 91<sup>st</sup> Street north of Bell would be considered a truck route, but where it narrows to two lanes it would not. Trucks can access Pima Road through the site, but should not be using 91<sup>st</sup> Street to Trailside View as a route to Pima Road. If you have additional traffic/circulation questions, I have copied Phil Kercher with the Transportation Department.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** NoReply <[NoReply@Scottsdaleaz.gov](mailto:NoReply@Scottsdaleaz.gov)>  
**Sent:** Tuesday, October 03, 2023 10:06 AM  
**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Subject:** 49-DR-2022 and #2 Mack Innovation Phase I and II project



10.3.2023 Good Morning, What is the status on the community request to (1) complete the 91 Street to Bell Road and (2) agreeing to no truck traffic toward the Trailview/91st Street school bus intersection? Thank you so much for your response. -- sent by Dr.Sonnie Kirtley, COGS-Coalition of Greater Scott (case# 49-DR-2022#2)



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**From:** Jeff Kukowski <jkukowski@hotmail.com>  
**Sent:** Thursday, April 27, 2023 12:56 PM  
**To:** Tessier, Meredith; sdenham@mackregroup.com  
**Subject:** Supporting comments on proposed plan next to our neighborhood

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

Hello-

My name is Jeff Kukowski and I live in DC Ranch, very close to the proposed site for the Mack development. While completely disheartened by the proposal given the nature of our neighborhood and the business and impact of the Mack development, I am in support of the DC Ranch and Ironwood Villages comments and would like to see them implemented.

Best,

Jeff

Sent from [Outlook](#)

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**From:** Lijun He <angela20011@gmail.com>

**Sent:** Sunday, April 30, 2023 9:20 PM

**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Cc:** Rohan Sharma <rsh085@gmail.com>

**Subject:** DC Ranch comments on Mack Project

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


Hi,

We are residents of Dc ranch at 9431 E Ironwood Bend, Scottsdale 85255. We are supportive of the DC Ranch and Ironwood Village comments and want to see them implemented.

Thank you for your favorable consideration.

Best regards,  
Lijun and Rohan

From: Lora Crim <wayneandlora@gmail.com>  
Sent: Thursday, April 27, 2023 12:57 PM  
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
Subject: Mack Project

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

We fully support the comments presented by DC Ranch and Ironwood on the Mack Project. Please seriously consider the comments particularly around the current hazardous intersection at Pima and 101. Exiting to DC Ranch from the 101 to Pima will be impossible. Current traffic is already backed up with drivers not understanding what to do and absolutely no one yields to ramp traffic as posted. Thank you.

>

> Lora Crim

> Wayne Stahl

> DC Ranch Home Owner.



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**From:** Chad M <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Monday, April 3, 2023 1:59 PM  
**To:** Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>  
**Subject:** Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Brad,  
I want to express concerns as a concerned Scottsdale resident that lives nearby in Windgate Ranch.

I attended Mack's neighborhood presentation on Friday, which generally focused on potentially changing the zoning and use for the northern half of the project. As a commercial real estate developer and investor myself, I am supportive of the current industrial use and believe that any multifamily/high-density use would be much worse for the already challenging traffic issues that stretch from Frank Lloyd Wright to Pima along the 101.

That being said, I think the biggest concern about the project is type of tenants and uses that Mack wants to attract. Mack's representatives were extremely smug and condescending throughout their presentation and implied that they can do "anything they want" with their current light industrial zoning. I think the biggest issue is how many semi-trailers the project could attract, especially since all of the buildings in the current site plan are shown as dock-high buildings, with each building having many semi-trailer doors. As the saying goes: if you build it, they will come. The more dock-high doors in this project, the more semi-trailers we'll have.

As a developer I understand why Mack would submit their design this way—dock-high buildings provide another group of potential tenants. However, light industrial zoning also applies to manufacturing and call-center tenants that require much fewer trailers and only workday car traffic. It would be much better if at least half—if not all—of the buildings in this project were **grade-level** buildings and **not** dock-high buildings, and replacing truck courts with car parking. This design change would attract a different tenant base that is more employment-based and would have many fewer semi-trucks that would affect traffic along this busy corridor.

Keep in mind that semi traffic leaving this project merges left on the freeway access road in order to access the 101, while North Scottsdale residents exiting the 101 at Pima merge right to get to Pima. This gets exacerbated with semi-trucks. This issue doesn't take into account the trailers exiting the park on 91<sup>st</sup> Street at Bell, backing up traffic at the Bell/101 intersection, or all the trucks existing the 101 at Frank Lloyd Wright to enter the project a half mile to the north, impacting the busiest intersection in Scottsdale at FLW/101. In totality, the truck traffic will be a nightmare for this entire corridor.

Mack calls their project the Mack INNOVATION Park. Nothing about dock-high buildings is "innovative." I hope you will push for a significant—if not total—reduction of the number of dock-high doors at this project.

I am happy to speak and further discuss my concerns.

Thank you and best regards,

Chad Mandelbaum  
18000 North 100<sup>th</sup> Way  
Scottsdale, AZ 85255  
602-391-8555



Hello. Any update as to when the public hearing will be for this project? How much advance notice will be provided? Thank you. -- sent by Chad Mandelbaum (case# 49-DR-2022)



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**From:** Chad Mandelbaum <chad@mandelbaumproperties.com>  
**Sent:** Friday, September 01, 2023 1:57 PM  
**To:** Tessier, Meredith; Kercher, Phillip  
**Cc:** Murphy, Parker  
**Subject:** Re: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Thank you, Meredith.

Phil,  
Nice to reconnect. You've been on my contact list, as I wanted to reach out and let you know that it appears that your team's efforts at Thompson Peak/Bell seem to be helping. I'm noticing a reduction in accidents (actually haven't seen one in a while) and curious to know if that is what your data shows as well.

Regarding the project at Bell/101/Pima (see the chain below), would you have a few minutes to talk on the phone with me next week, after the holiday? I'm sure you have input/feedback on this topic.

Thank you again,  
Chad Mandelbaum  
602-391-8555

On Aug 31, 2023, at 4:55 PM, Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)> wrote:

Chad-

That is correct-no hearing date or tentative hearing has been determined, however, once determined that date will be posted on the City of Scottsdale case information sheet-links provided in previous e-mail.

For questions regarding the Traffic and/or traffic study, please contact Phil Kercher and/or Parker Murphy. I have copied them to this e-mail.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services  
<image003.png>

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**From:** Chad M <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Tuesday, August 29, 2023 2:26 PM  
**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Subject:** Re: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Meredith,

I'm writing to follow up on our past correspondence. Am I correct that no hearing dates have been set, and if not, do you have an idea of which month the hearing will occur?

I'm expressing my concerns as a licensed real estate broker (Mandelbaum Commercial Real Estate) which has represented tenants and landlords in leasing more than 1 million square feet of industrial space.

The biggest issue of this "innovation park" (by the way, nothing is innovative about high-cube distribution centers) is the number of semi-trucks entering and leaving the park. Has a traffic study been conducted? If so, if Mack paid for the study, it is not independent and will certainly provide the findings they seek.

All the trucks leaving this project northbound have to cross lanes to the left to access the north/west loop 101, while traffic exiting northbound at Pima have to cross lanes to the right to turn right on Pima. That's going to create dangerous situations. Conversely, all the truck traffic accessing southbound 101 will stack at Bell Road and back up the Frank Lloyd Wright intersection before they can get to the 101. That intersection is the busiest in the city already--it's going to be a huge mess!

**The only way to reduce semi-truck traffic is by reducing the number of dock doors on the buildings, and their clear height.**

I'm not opposed to industrial use. But there's a difference between allowing distribution buildings rather than other industrial buildings that are more manufacturing, call-center or showroom in nature. The use is altered both by restricting clear height and restricting the number of dock-high doors. The current zoning allows—**but does not require**—dock doors and high clear height. I really hope the city stands up to Mack and protects the residents of north Scottsdale. This corridor is truly the gateway for more than half the residents who live north of Bell Road, and the traffic patterns are already complex, before allowing dozens—if not hundreds of semi-trucks per day.

Below is a summary of the number of dock doors I counted at each building, based on the most recent re-submittals on the city's website:

Building A:	25 dock-high, 6 drive-in
Building B:	24 dock-high, 13 drive-in
Building C:	34 dock-high, 8 drive-in
Building D:	16 dock-high, 12 drive-in
Building E:	21 dock-high, 6 drive-in
Building F:	20 dock-high, 6 drive-in
Building G:	16 dock-high, 8 drive-in
Building I:	14 drive-in doors

This totals 156 dock-high doors and 73 drive-in doors. It's not impossible that multiple semi-trucks use one door per day, resulting in hundreds of trucks utilizing the park each day. This would be multiplied by 2 or 3 times if Amazon leased one or more of these buildings--I believe they were a bidder on the land themselves.

Thanks for hearing me out.

Chad Mandelbaum

602-391-8555

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**From:** "Tessier, Meredith" <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Date:** Thursday, April 6, 2023 at 11:06 AM  
**To:** Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Subject:** RE: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Good Morning Chad-

To view the status of the DRB hearing cases, including recent resubmittal and the hearing date-please click on the following links:

DRB Case #49-DR-2022: <https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/54258>

DRB Case #49-DR-2022#2: <https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/54396>

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services  
<image004.png>

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**From:** Chad M <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Thursday, April 06, 2023 9:54 AM  
**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>; Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>  
**Subject:** Re: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Thank you, Meredith.

Can you please let me know if there will be a public hearing on this matter, and if so, how do I learn when it's scheduled?

Thanks again.

Chad Mandelbaum  
602-391-8555

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**From:** "Tessier, Meredith" <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Date:** Tuesday, April 4, 2023 at 9:41 AM  
**To:** Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Subject:** FW: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Chad-

Thank you for the e-mail regarding Mack Innovation Park. The following e-mail will be added to the case files and action report.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services  
<image005.png>

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**From:** Chad M <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Monday, April 3, 2023 1:59 PM  
**To:** Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>  
**Subject:** Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Brad,

I want to express concerns as a concerned Scottsdale resident that lives nearby in Windgate Ranch.

I attended Mack's neighborhood presentation on Friday, which generally focused on potentially changing the zoning and use for the northern half of the project. As a commercial real estate developer and investor myself, I am supportive of the current industrial use and believe that any multifamily/high-density use would be much worse for the already challenging traffic issues that stretch from Frank Lloyd Wright to Pima along the 101.

That being said, I think the biggest concern about the project is type of tenants and uses that Mack wants to attract. Mack's representatives were extremely smug and condescending throughout their presentation and implied that they can do "anything they want" with their current light industrial zoning. I think the biggest issue is how many semi-trailers the project could attract, especially since all of the buildings in the current site plan are shown as dock-high buildings, with each building having many semi-trailer doors. As the saying goes: if you build it, they will come. The more dock-high doors in this project, the more semi-trailers we'll have.

As a developer I understand why Mack would submit their design this way—dock-high buildings provide another group of potential tenants. However, light industrial zoning also applies to manufacturing and call-center tenants that require much fewer trailers and only workday car traffic. It would be much better if at least half—if not all—of the buildings in this project were **grade-level** buildings and **not** dock-high buildings, and replacing truck courts with car parking. This design change would attract a different tenant base that is more employment-based and would have many fewer semi-trucks that would affect traffic along this busy corridor.

Keep in mind that semi traffic leaving this project merges left on the freeway access road in order to access the 101, while North Scottsdale residents exiting the 101 at Pima merge right to get to Pima. This gets exacerbated with semi-trucks. This issue doesn't take into account the trailers exiting the park on 91<sup>st</sup> Street at Bell, backing up traffic at the Bell/101 intersection, or all the trucks exiting the 101 at Frank Lloyd Wright to enter the project a half mile to the north, impacting the busiest intersection in Scottsdale at FLW/101. In totality, the truck traffic will be a nightmare for this entire corridor.

Mack calls their project the Mack INNOVATION Park. Nothing about dock-high buildings is "innovative." I hope you will push for a significant—if not total—reduction of the number of dock-high doors at this project.

I am happy to speak and further discuss my concerns.

Thank you and best regards,

Chad Mandelbaum  
18000 North 100<sup>th</sup> Way

Scottsdale, AZ 85255  
602-391-8555



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**From:** WebServices <[WebServices@scottsdaleaz.gov](mailto:WebServices@scottsdaleaz.gov)>  
**Sent:** Thursday, October 19, 2023 12:04 PM  
**To:** Development Review Board <[DevelopmentReviewBoard@Scottsdaleaz.gov](mailto:DevelopmentReviewBoard@Scottsdaleaz.gov)>  
**Subject:** Development Review Board Public Comment  
**Importance:** High

**Name:** Chad Mandelbaum  
**Address:** 18000 N 100th Way, Scottsdale, AZ 85255  
**Email:** [chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)  
**Phone:** (602) 391-8555

**Comment:**

I'm expressing my concerns as a Windgate Ranch resident and licensed real estate broker (Mandelbaum Commercial Real Estate) which has represented tenants and landlords in leasing more than 1 million square feet of industrial space. Despite its name, there is nothing "innovative" about Mack's Innovation Park. It's simply Mack Distribution Center, a high-cube distribution center horribly located at the main entrance point to North Scottsdale. The biggest issue of this project, as proposed, is the number of semi-trucks entering and leaving the industrial park. The number of semi-trucks will directly correlate to the number of dock-high doors in the project, as described below (data from the most recent public submittal): Building A: 25 dock-high, 6 drive-in Building B: 24 dock-high, 13 drive-in Building C: 34 dock-high, 8 drive-in Building D: 16 dock-high, 12 drive-in Building E: 21 dock-high, 6 drive-in Building F: 20 dock-high, 6 drive-in Building G: 16 dock-high, 8 drive-in Building I: 14 drive-in doors This totals 156 dock-high doors and 73 drive-in doors. It's possible that multiple semi-trucks use one door per day, resulting in hundreds of trucks utilizing the park each day. This would be a certainty if Amazon leased one or more of these buildings; Amazon was a losing bidder on the land, so its interest in the location is documented. The question is how do the semi-trucks enter and exit the 101 freeway? All semi trucks entering the north/west 101 freeway must cross lanes on the access road to access the 101 (the right lane is a turn lane; the next two lanes to the left access the 101). Traffic exiting northbound at Pima have to cross 3 lanes to access the right to turn on Pima. Both scenarios create dangerous situations. Traffic exiting Frank Lloyd Wright northbound will stack at Frank Lloyd Wright—and then again at Bell—before entering the project. Frank Lloyd Wright/101 is already the busiest intersection in Scottsdale. Conversely, truck traffic entering southbound 101 will either stack at Bell Road and back up the Frank Lloyd Wright intersection before entering the 101. Alternatively, they can access the Pima southbound entrance by entering the north freeway access road, shifting left to the turn lanes at Pima, and circling around to the south freeway entrance. Both routes will create gridlock from semi-trucks. Trucks exiting the 101 southbound at Pima will stack the exit lane (potentially onto the freeway) while trying to turn left onto Pima. Then, they will have to cross to the right lane (through the dedicated northbound Pima turn lane) to enter the project. Again, this is a gridlock situation. The only way to reduce semi-truck traffic is by reducing the number of dock doors on the buildings, and the clear height of the buildings. I'm not opposed to industrial use. But there's a difference between allowing distribution buildings rather than other industrial buildings that are more manufacturing, call-center or showroom in nature. The use is altered both by restricting clear height and restricting the number of dock-high doors. The current zoning allows—but does not require—significant dock door count and high clear height. I really hope the city stands up to Mack and protects the residents of north Scottsdale. This corridor is truly the gateway for more than half of Scottsdale's residents who live north of Bell Road, and the traffic patterns are already complex, before allowing dozens—if not hundreds of semi-trucks per day. Of

course, the best use of this land is for the City to purchase it from Mack and convert it to more sports fields. Thanks for hearing me out.

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**From:** Chad Mandelbaum <chad@mandelbaumproperties.com>  
**Sent:** Wednesday, November 8, 2023 4:39 PM  
**To:** Kercher, Phillip <pker@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>  
**Subject:** Re: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Phil,  
Thank you for this response.

Based on what you are saying, it seems prudent—or even warranted—to require an easement for a future “braided ramp” that would go over a portion of Mack’s property. From a planning perspective, it seems reasonable to require this as part of Mack’s development, as this might be something that is needed in the future, based on the traffic impact from Mack’s project.

Please let me know your thoughts about this.

Thanks,  
Chad

P.S. I’ve also emailed ADOT and suggested the same thing from them, and copied Phil on that email.

On Nov 6, 2023, at 4:47 PM, Kercher, Phillip <[pker@scottsdaleaz.gov](mailto:pker@scottsdaleaz.gov)> wrote:

Tim & Chad,

We’ve considered several options over the years to address the weave that occurs at the northbound frontage road and ramp intersection. The most recent concept was called a “braided ramp,” which effectively separates the northbound Pima Road traffic from the frontage road traffic. I’m not the best source of information on this topic, but I believe that it was discussed with ADOT but was determined to be too expensive for the current freeway widening project. The City has it as project for consideration in the Proposition 400 tax extension, which has not been approved yet. The Proposition 400 extension and regional freeway funding are managed by MAG. The preliminary cost for the braided ramp has been estimated to be \$27 million.

From the City perspective, I want to remind everyone that the interchange, ramps, and frontage road are all ADOT facilities. Mack submitted their site plans and traffic studies to ADOT, and they are now approved. It would be difficult to ask Mack to now contribute toward a potential future solution, and it’s

not likely that they could pay a significant portion of the cost. Also, there is a lot of focus on truck traffic, but we do not know exactly how much truck traffic will occur as we can't control who Mack leases space to, and it has been shown that if the site were developed with more commercial it could generate significantly more traffic.

These concerns and suggestions can certainly be raised to ADOT and the Development Review Board. As we discussed we are limited in how much we can restrict the use of the land as it has zoning in place that allows industrial/warehouse land uses.

Phillip Kercher

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**From:** Curtis, Tim <[tcurtis@scottsdaleaz.gov](mailto:tcurtis@scottsdaleaz.gov)>  
**Sent:** Monday, November 6, 2023 1:30 PM  
**To:** 'Chad Mandelbaum' <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Cc:** Kercher, Phillip <[pker@scottsdaleaz.gov](mailto:pker@scottsdaleaz.gov)>  
**Subject:** RE: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Chad,  
I'm including City Traffic Manager Phil Kercher In this email distribution regarding traffic to respond.  
Thanks,  
Tim Curtis

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**From:** Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Monday, November 6, 2023 9:25 AM  
**To:** Curtis, Tim <[tcurtis@scottsdaleaz.gov](mailto:tcurtis@scottsdaleaz.gov)>  
**Cc:** Perreault, Erin <[EPERREAU@scottsdaleaz.gov](mailto:EPERREAU@scottsdaleaz.gov)>; Thompson, Jim <[JThompson@Scottsdaleaz.gov](mailto:JThompson@Scottsdaleaz.gov)>; Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>; City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>; Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>; Stockwell, Brent <[BStockwell@scottsdaleaz.gov](mailto:BStockwell@scottsdaleaz.gov)>  
**Subject:** Re: Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Curtis,  
I've been thinking more about your comments below and the existing zoning at the subject property, and think I have a solution that the City could push through.

I am focused on the traffic situation on the Northbound 101 access road between Bell Road and Pima Road, along the west side of the proposed project. The concern I have is the traffic in the easternmost lane that needs to cross to the western lanes in order to either access the 101 or U-turn for southbound 101 access. This traffic would include virtually all the semi-trailer traffic from Mack's project. At the same time traffic exits the 101 and needs to shift to the eastern most lane to turn right on Pima (northbound). With a significant increase in semi trailer traffic from Mack's project and a limited merging distance, this dual cross-over situation is going to present a gridlock situation where traffic is backed up on both the access road and the 101 freeway.

Years ago I recall talking to someone at the City about this issue (even before Mack Industrial Park was presented) and I recall a potential long-term solution being a northbound Pima exit ramp bridge that crosses over the access road and dumps onto Pima. That exit ramp bridge would likely alleviate a lot of the traffic issues the City will have if Mack's project is constructed.

Has this exit ramp bridge been considered in the context of Mack's project? I believe the City could require the developer to pay a significant portion of this expense, due to its direct impact on the traffic in the immediate area.

Thanks again for your time and consideration,

Chad Mandelbaum

On Oct 27, 2023, at 9:44 AM, Curtis, Tim <[tcurtis@scottsdaleaz.gov](mailto:tcurtis@scottsdaleaz.gov)> wrote:

Chad,

Let me respond to your question on reducing the number of dock doors. Because the zoning already allows warehousing, the city is unable to limit the number of dock doors. Perhaps the developer will volunteer a reduction. The city's Development Review Board can discuss design, location, orientation, and screening of the dock doors, however. Unfortunately that doesn't address your concern about the intensity of activity, but design may help improve on-site maneuvering and mitigate the appearance of the dock doors.

It is my understanding that you have already spoken with City Transportation Director Phil Kercher regarding your traffic questions.

Let me know if you have any other questions.

Thanks,

Tim Curtis

Director of Current Planning

City of Scottsdale

**From:** Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>

**Sent:** Thursday, October 19, 2023 11:57 AM

**To:** Mayor David D. Ortega <[DOrtega@Scottsdaleaz.gov](mailto:DOrtega@Scottsdaleaz.gov)>; Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>; Caputi, Tammy <[TCaputi@Scottsdaleaz.gov](mailto:TCaputi@Scottsdaleaz.gov)>; Durham, Thomas <[TDurham@Scottsdaleaz.gov](mailto:TDurham@Scottsdaleaz.gov)>; Janik, Betty <[BJanik@Scottsdaleaz.gov](mailto:BJanik@Scottsdaleaz.gov)>; Littlefield, Kathy <[KLittlefield@Scottsdaleaz.gov](mailto:KLittlefield@Scottsdaleaz.gov)>; Whitehead, Solange <[SWhitehead@Scottsdaleaz.gov](mailto:SWhitehead@Scottsdaleaz.gov)>

**Cc:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>

**Subject:** Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

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

Dear Mayor Ortega, Vice Mayor Whitehead, Councilman Graham, Councilwoman Caputi, Councilman Durham, Councilwoman Janik, and Councilwoman Littlefield:

I'm expressing my concerns as both a Windgate Ranch resident and licensed real estate broker (Mandelbaum Commercial Real Estate) which has represented tenants and landlords in leasing more than 1 million square feet of industrial space.

Despite its name, there is nothing "innovative" about Mack's Innovation Park. It's simply Mack Distribution Center, a high-cube distribution center horribly located at the main entrance point to North Scottsdale. The biggest issue of this project, as proposed, is the number of semi-trucks entering and leaving the industrial park.

The number of semi-trucks will directly correlate to the number of dock-high doors in the project, as described below (data from the most recent public submittal):

Building A:        25 dock-high, 6 drive-in

Building B: 24 dock-high, 13 drive-in  
Building C: 34 dock-high, 8 drive-in  
Building D: 16 dock-high, 12 drive-in  
Building E: 21 dock-high, 6 drive-in  
Building F: 20 dock-high, 6 drive-in  
Building G: 16 dock-high, 8 drive-in  
Building I: 14 drive-in doors

This totals 156 dock-high doors and 73 drive-in doors. It's possible that multiple semi-trucks use one door per day, resulting in hundreds of trucks utilizing the park each day. This would be a certainty if Amazon leased one or more of these buildings; Amazon was a losing bidder on the land, so its interest in the location is documented.

The question is how do the semi-trucks enter and exit the 101 freeway? All semi trucks entering the north/west 101 freeway must cross lanes on the access road to access the 101 (the right lane is a turn lane; the next two lanes to the left access the 101). Traffic exiting northbound at Pima have to cross 3 lanes to access the right to turn on Pima. Both scenarios create dangerous situations. Traffic exiting Frank Lloyd Wright northbound will stack at Frank Lloyd Wright—and then again at Bell—before entering the project. Frank Lloyd Wright/101 is already the busiest intersection in Scottsdale.

Conversely, truck traffic entering southbound 101 will either stack at Bell Road and back up the Frank Lloyd Wright intersection before entering the 101. Alternatively, they can access the Pima southbound entrance by entering the north freeway access road, shifting left to the turn lanes at Pima, and circling around to the south freeway entrance. Both routes will create gridlock from semi-trucks. Trucks exiting the 101 southbound at Pima will stack the exit lane (potentially onto the freeway) while trying to turn left onto Pima. Then, they will have to cross to the right lane (through the dedicated northbound Pima turn lane) to enter the project. Again, this is a gridlock situation.

**The only way to reduce semi-truck traffic is by reducing the number of dock doors on the buildings, and the clear height of the buildings.**

I'm not opposed to industrial use. But there's a difference between allowing distribution buildings rather than other industrial buildings that are more manufacturing, call-center or showroom in nature. The use is altered both by restricting clear height and restricting the number of dock-high doors. The current zoning allows—but **does not require**—significant dock door count and high clear height. I really hope the city stands up to Mack and protects the residents of north Scottsdale. This corridor is truly the gateway for more than half of Scottsdale's residents who live north of Bell Road, and the traffic patterns are already complex, before allowing dozens—if not hundreds of semi-trucks per day.

Of course, the best use of this land is for the City to purchase it from Mack and convert it to more sports fields.

Thanks for hearing me out.

Chad Mandelbaum  
North Scottsdale Resident  
18000 North 100th Way

602-391-8555

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**From:** Chad Mandelbaum <chad@mandelbaumproperties.com>

**Sent:** Tuesday, November 21, 2023 1:45 PM

**To:** George Williams <gwilliams2@azdot.gov>; Randy Everett <reverett@azdot.gov>

**Cc:** Kercher, Phillip <pker@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>; LSugiyama@azdot.gov; Lisa Danka <ldanka2@azdot.gov>; Jason James <jjames6@azdot.gov>; Elaine Mariolle <emariolle@azdot.gov>; Clemenc Ligocki <cligocki@azdot.gov>; Fly, Greg <greg.fly@wsp.com>; Sara Howard <showard@azdot.gov>; Berwyn Wilbrink <bwilbrink@azdot.gov>; Steve O'Brien <SOBrien@azdot.gov>; Kirk Kiser <kkiser@azdot.gov>; Derek Boland <DBoland@azdot.gov>

**Subject:** Re: Mack Innovation Park @ Bell/Pima/101

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

George,

Thank you for your reply, which sounds like ADOT has already accepted the project.

I'm certainly not a professional traffic engineer. However, as a local resident who frequently drives on these roads, I currently observe (i) the significant traffic stacking on Westbound Pima turning left onto the southbound access road; (ii) the difficulty of 101 northbound traffic exiting on Pima and trying to merge right to make a northbound Pima Road turn while other traffic merges left to either access northbound or southbound 101; and (iii) the significant stacking on the northbound access roads at both Bell Road interchange and the Frank Lloyd Wright interchange.

None of these will get better—and perhaps may get significantly worse—with a 1 million square foot distribution complex that contains 156 dock-high semi trailer doors and another 73 grade level doors. One semi truck is as long as 3-4 two-axle vehicles, and will serve to “block” the northbound Pima exit merge.

Mack's solution to the traffic issue is adding one additional lane on the northbound access road from Bell Road to Pima Road. This extra lane will not solve the crossing/merge issue from the Pima northbound exit and northbound access road traffic.

This project can lead to hundreds of trucks a day added to already congested traffic in a difficult traffic pattern. One consequence of approval is that ADOT is risking stacking at the exit lane that flows into the 101, creating a dangerous situation with stopped traffic on the northbound 101.

**If I'm right, then ADOT would be forced to spend millions of dollars to construct what Phil Kercher refers to as a “braided” northbound Pima exit ramp. Why put Arizona taxpayers in that position without further, independent examination of the potential traffic generated from this development?**

Thank you for your continued examination into this issue.

Chad Mandelbaum



On Nov 20, 2023, at 11:43 PM, George Williams <[gwilliams2@azdot.gov](mailto:gwilliams2@azdot.gov)> wrote:

To clarify, ADOT regional traffic engineering has reviewed the development Traffic Impact Analysis (TIA) study and has approved it (I am not sure if my staff has conveyed that over to Randy's staff yet or not but if not it is in the works). As Randy states the site and traffic was considered in the broad sense as part of the future traffic projections developed and analysed by the SR101 project team. I believe the City was asking to have the ADOT SR101 project design team to also take a look at the details of the Mack project. The ADOT project is basically completed, this would be out of scope and therefore not feasible at this time. However, the review of the Mack project traffic was first performed by a well known national professional engineering firm by licensed engineers. This was then reviewed by professional traffic engineers at both the City and ADOT and collectively we believe the mitigation measures are appropriate to address the projected traffic both from the site and the project area growth. If the City approves the development and the developer applies for a permit from the ADOT district, the ADOT regional traffic engineering team will coordinate with the ADOT permits team to make sure the items in the TIA study are included in the requirements of the permit. ADOT regional traffic engineering will continue to work with the developer and the City as needed to address any additional questions or concerns.

If you have any additional questions feel free to let us know.

regards,  
George

George Williams, PE, PTOE, PTP  
Regional Traffic Engineer  
602-712-6649  
[gwilliams2@azdot.gov](mailto:gwilliams2@azdot.gov)



On Mon, Nov 20, 2023 at 10:56 PM Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)> wrote:

Randy,

Thank you for getting back to me, and I appreciate the introduction to George Williams.

I added Tim Curtis from the City of Scottsdale to this email; Tim is Director of Current Planning at the city.

I'm confused about your comments in your email below, because Phil Kercher (Scottsdale's Traffic Engineering Manager) emailed a response to me and Tim Curtis stating that "Mack submitted their site plans and traffic studies to ADOT, and they are now approved." See the attached email from Phil dated November 6, second paragraph, second sentence for documentation.

**If ADOT has not approved Mack's Industrial Development, I think that would be very important to communicate to the City of Scottsdale, as the potential traffic impact to the 101 Freeway, and its access roads, are likely to be significant.**

While I have not seen the traffic study for this project, I am guessing that it was commissioned and paid for by Mack Development. While I understand this to be common practice for development, it seems like a huge conflict of interest in that the party paying for the report is looking for a certain result.

I am requesting that the ADOT take an in-depth look at the maximum impact this 1 million square foot industrial project (containing 156 dock high doors and 73 grade level doors) could have on the 101 Freeway,

its access roads from Frank Lloyd Wright to Pima Road, and their intersections within. Once this project is completed, it cannot be undone. Furthermore, as you may or may not be aware, Amazon was a bidder on this land, so it is not inconceivable that they become a tenant of one or multiple buildings—Amazon generates tremendous truck traffic.

**Please let me know what your next planned steps are relating to this development. It is apparent that City of Scottsdale officials are working hard to approve the project and appear to be under the assumption that ADOT has already provided its required approvals.**

Thank you again,  
Chad Mandelbaum

On Nov 20, 2023, at 4:09 PM, Randy Everett <[reverett@azdot.gov](mailto:reverett@azdot.gov)> wrote:

Good Afternoon Phil & Chad,

Firstly, I would like to apologize for the delay in responding to the email below and the City's original inquiry. We respect that time is important and that you need an answer.

The ADOT Pima to Shea project team did look at the proposed Mack Industrial Development from a broad view perspective, but this team was and is not scoped to analyze the effects of this facility on the project or the surrounding area. The Mack Industrial Developer and the City of Scottsdale are requested to continue to work with our Regional Traffic Engineering team, who will review and assess the Developer's traffic impacts to the surrounding areas, including the traffic interchanges. The Mack Industrial Developer will ultimately apply for a Permit for its proposed facility and during that process, the traffic patterns and the concerns you bring up below will be fully assessed and comments will be provided to the Developers team accordingly. I hope this helps to clarify the situation. Please let me or George Williams (Regional Traffic Engineer copied on this email) know if you have any further questions. Thank you

***Randy Everett***

***Central District Administrator***

Infrastructure Delivery & Operations (IDO) Division

2140 W Hilton Ave

Phoenix, AZ 85009

O (602) 712-8040

C (602) 558-7253

From: **Chad Mandelbaum** <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>

Date: Tue, Nov 14, 2023 at 9:24 AM

Subject: Re: Mack Innovation Park @ Bell/Pima/101

To: <[CLigocki@azdot.gov](mailto:CLigocki@azdot.gov)>, <[LSugiyama@azdot.gov](mailto:LSugiyama@azdot.gov)>, <[ldanka2@azdot.gov](mailto:ldanka2@azdot.gov)>, <[jjames6@azdot.gov](mailto:jjames6@azdot.gov)>, <[emariolle@azdot.gov](mailto:emariolle@azdot.gov)>

Cc: Phillip Kercher <[pker@scottsdaleaz.gov](mailto:pker@scottsdaleaz.gov)>

All,

I am writing to follow up on the below email, as I did not hear back.

I'm especially interested in your thoughts regarding the easement I suggested below (see highlighted portion for reference).

Thank you again for your time.

Chad Mandelbaum

On Nov 8, 2023, at 4:39 PM, Chad Mandelbaum <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)> wrote:

Clemenc, Lynn, Lisa and Jason,

My name is Chad Mandelbaum and I am writing regarding the proposed Mack industrial development located along the east side of the 101 freeway between Bell Road and Pima Road in Scottsdale. I apologize in advance if I'm sending this email to the wrong individuals at ADOT and if I am, I would appreciate if you forward to the correct individuals.

I am a resident near this proposed development at 18000 North 100th Way. My concerns are entirely traffic related and are based on the fact that the proposed development in its current form consists of 156 dock high doors (for semi trailers), 73 drive-in doors (for 16-20' box trucks, vans or similar vehicles), and hundreds of car parking spaces in the development.

I am focused on the traffic situation on the Northbound 101 access road between Bell Road and Pima Road, along the west side of the proposed project. My understanding is that this is ADOT's jurisdiction.

The concern I have is the traffic in the easternmost lane of the access road needs to cross to the western lanes in order to either access the 101 or U-turn for southbound 101 access. This traffic would include virtually all the semi-trailer and other traffic from Mack's project. At the same time, traffic exits the 101 and needs to shift to the eastern most lane to turn right on Pima (northbound). With a significant increase in semi trailer and other traffic from Mack's project and a limited merging distance from the

exit ramp to Pima Road, this dual cross-over situation is going to present a gridlock situation where traffic is backed up on both the access road and the 101 freeway during peak periods.

My understanding from conversations with Phil Kercher at the City of Scottsdale is that ADOT has already approved Mack's project, and that this approval was based on Mack's traffic studies provided to ADOT. My question is why? If the developer is paying for its own studies, of course the studies are going to provide the desired conclusions that are satisfactory to the developer.

However, I'm curious to know how many daily "turns" were considered for the 156 dock high doors, the 73 drive-in doors and hundreds of car parking spaces at this project. Considering only the 156 dock-high doors, it is conceivable that 2 or 3 semi trucks could access each dock-high door each and every day. That could mean 312-468 semi trucks a day, or upwards of 39 per hour assuming a reasonable 12-hour work day. That's nearly 1 truck every 80 seconds, and still ignores the additional traffic from cars serving the project and the 73 drive-in doors and hundreds of car parking spaces in the project. This seemingly is enough additional traffic for gridlock onto the freeway, all along the access road, and likely backed up all the way south to Frank Lloyd Wright.

I respectfully request that you reexamine your approval of this project before the City of Scottsdale also approves it. If this project proceeds and I am proven correct, I believe the only solution would then be what Phil Kercher describes as a "braided exit ramp" from the 101, which effectively separates the northbound Pima Road traffic from the frontage road traffic. It would be important to require the appropriate easements for this ramp on Mack's property so ADOT has that ability in the future, should it be warranted.

I would appreciate your thoughts or the opportunity to meet in person or speak further a Zoom call.

Thank you for your time and consideration,  
Chad Mandelbaum

cc: Phil Kercher, City of Scottsdale Traffic Department

---

**From:** Chad M <[chad@mandelbaumproperties.com](mailto:chad@mandelbaumproperties.com)>  
**Sent:** Monday, April 3, 2023 1:59 PM  
**To:** Carr, Brad <[bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)>  
**Subject:** Mack Innovation Park @ Bell/Pima/101 - Concerned Scottsdale Resident

Brad,  
I want to express concerns as a concerned Scottsdale resident that lives nearby in Windgate Ranch.

I attended Mack's neighborhood presentation on Friday, which generally focused on potentially changing the zoning and use for the northern half of the project. As a commercial real estate developer and investor myself, I am supportive of the current industrial use and believe that any multifamily/high-density use would be much worse for the already challenging traffic issues that stretch from Frank Lloyd Wright to Pima along the 101.

That being said, I think the biggest concern about the project is type of tenants and uses that Mack wants to attract. Mack's representatives were extremely smug and condescending throughout their presentation and implied that they can do "anything they want" with their current light industrial zoning. I think the biggest issue is how many semi-trailers the project could attract, especially since all of the buildings in the current site plan are shown as dock-high buildings, with each building having many semi-trailer doors. As the saying goes: if you build it, they will come. The more dock-high doors in this project, the more semi-trailers we'll have.

As a developer I understand why Mack would submit their design this way—dock-high buildings provide another group of potential tenants. However, light industrial zoning also applies to manufacturing and call-center tenants that require much fewer trailers and only workday car traffic. It would be much better if at least half—if not all—of the buildings in this project were **grade-level** buildings and **not** dock-high buildings, and replacing truck courts with car parking. This design change would attract a different tenant base that is more employment-based and would have many fewer semi-trucks that would affect traffic along this busy corridor.

Keep in mind that semi traffic leaving this project merges left on the freeway access road in order to access the 101, while North Scottsdale residents exiting the 101 at Pima merge right to get to Pima. This gets exacerbated with semi-trucks. This issue doesn't take into account the trailers exiting the park on 91<sup>st</sup> Street at Bell, backing up traffic at the Bell/101 intersection, or all the trucks existing the 101 at Frank Lloyd Wright to enter the project a half mile to the north, impacting the busiest intersection in Scottsdale at FLW/101. In totality, the truck traffic will be a nightmare for this entire corridor.

Mack calls their project the Mack INNOVATION Park. Nothing about dock-high buildings is "innovative." I hope you will push for a significant—if not total—reduction of the number of dock-high doors at this project.

I am happy to speak and further discuss my concerns.

Thank you and best regards,

Chad Mandelbaum  
18000 North 100<sup>th</sup> Way  
Scottsdale, AZ 85255  
602-391-8555

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**From:** Marco Gomez <marco@arizonaef.com>  
**Sent:** Thursday, April 27, 2023 2:16 PM  
**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack Innovation Park – South Parcel – Phase I

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

To Mack Company and City of Scottsdale Planning Department

We reside in DC Ranch, specifically on the Desert Haciendas Subdivision, off 94<sup>th</sup> Street. This email is to manifest our complete support of the DC Ranch and Ironwood Village comments to the Mack Innovation Park Phase I project and would want to see them implemented.

Thank you very much for your kind attention.

Marco and Amelia Gomez-Barrios  
9439 E Sonoran Sunset Pass  
Scottsdale Az 85255

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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Friday, January 20, 2023 7:21 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Regarding MACK 49 dr 2022 case



Unless designed perfectly, the Pima Road ingress and egress will kill people. A semi tractor pulling a 53' trailer requires a 30' turning radius to avoid dragging the tires of the trailer over the curb as it turns right to enter the industrial park off Pima. That means that the outside of the tractor and trailer extend a minimum of 45' into the road that is being exited from and the road that is being entered. Pima Road is only 40' wide. This location is super dangerous for semiS! -- sent by Glen McCracken (case# 49-DR-2022)



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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Friday, January 20, 2023 7:17 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Case # 49-DR-2022



Regarding case # 49-DR-2022, I think it should not be approved bc it's an increasingly dangerous proposal. Why? Bc adding hundreds of semi trucks 24 hours a day to this dangerous curve area of Pima will be disastrous... in addition to adding an incredible amount of semis at this off ramp t from the 101/Pima which is dicey at best with on ramps and off ramps merging plus the hard right turn from the 101 off ramp to Pima Street north is treacherous. Please do not allow this multi warehouse to be. -- sent by Sean McCracken (case# 49-DR-2022)



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**From:** meggan.bauer@cox.net <meggan.bauer@cox.net>

**Sent:** Sunday, April 30, 2023 5:01 PM

**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Subject:** DC Ranch Industrial Project

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

Hello,

I am writing about the industrial project in DC Ranch. I currently live in DC Ranch, just a few blocks from this proposed project. I am very concerned about the impact this will have on our neighborhoods, traffic in the area, and the aesthetics of our community. If this plan moves forward, I support the comments submitted by DC Ranch and Ironwood. I seriously hope that you will reconsider this plan.

Regards,

Meggan Bauer MD

**From:** Tessier, Meredith  
**Sent:** Sunday, November 19, 2023 7:32 PM  
**To:** Rmeyers1@aol.com; ubert888@gmail.com  
**Cc:** Zimmer, Christopher  
**Subject:** FW: Mack (49-DR-2022 and 49-DR-2022#2)

Ron and Robert:

Thank you for contacting the Current Planning Department regarding the applicants request for a new Industrial Park, cases 49-DR-2022 and 49-DR-2022#2. Please see my responses below in purple text.

Please note, the north phase case 49-DR-2022#2 has been scheduled on the December 7, 2023 Development Review Board Hearing. . If you would like to submit comments regarding this case please visit [Case Information Sheet](#), by clicking on "Contact Staff Coordinator or submit public comments to the Development Review Board by clicking [here](#). If you would like to attend the Development Review Board hearing, the meeting will be held at 1 p.m. located at City Hall Kiva Forum, 3939 N. Drinkwater Boulevard. For additional information, please click [here](#).

- Ron and Robert felt that the notification should have been extended to further than the required 750 feet of the project area. It appears as though 149 postcards went out and the HOA's for the Archstone DC Ranch, DC Ranch Parcel 1.17, DC Ranch Association Inc., Desert Fairways II and III, and other commercial and industrial properties.
  - The departments policy for the heads up postcard is 750 feet.
- Ron and Robert inquired on whether there would be 24-hour operation on the site.
  - The applicant has not specified the future tenants and/or hour of operations. Please contact the applicant/developer to better address your questions that pertain to tenants and business operations.
- Is there a traffic study that was available for review (TIMA).
- Would/could Amazon be one of the proposed users of the site.
  - The applicant has not specified the future tenants and/or hour of operations. Please contact the applicant/developer to better address your questions that pertain to tenants and business operations.
- Will there be signage to assist in the merging of traffic from the site onto the Loop 101 frontage road/Loop 101.
- Link to DRB submittal: [ProjInfo 49 DR 2022 2 V3.pdf \(scottsdaleaz.gov\)](#)
- Where are the additions, if any, of new lanes. Will these lanes be designed to accommodate turning radii for trucks (large and small).
- Open Space Analysis (attached to email)
  
- Timeline for contrition of the differing phases.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** Murillo, Jesus <JMurillo@ScottsdaleAz.Gov>  
**Sent:** Friday, November 17, 2023 4:14 PM  
**To:** Kercher, Phillip <pker@scottsdaleaz.gov>  
**Cc:** Rmeyers1@aol.com; ubert888@gmail.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** RE: Mack (49-DR-2022 and 49-DR-2022#2)

Thank You Phil,

I was able to locate the TIMA after being patient. Please see attached.

Jesús

---

**From:** Kercher, Phillip <pker@scottsdaleaz.gov>  
**Sent:** Friday, November 17, 2023 11:44 AM  
**To:** Murillo, Jesus <JMurillo@ScottsdaleAz.Gov>  
**Cc:** Rmeyers1@aol.com; ubert888@gmail.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** RE: Mack (49-DR-2022 and 49-DR-2022#2)

Jesus,

Here are my responses to the traffic questions posed:

- The applicant submitted a traffic impact study for each case. They are in the case folders.
- There are no plans to add additional signage on the frontage road. The applicant will have to submit improvement plans to ADOT as the frontage road and Pima/Princess interchange are their facilities. They will determine if additional signage is needed.
- With respect to “new lanes” the developer is constructing 91<sup>st</sup> Street from the park entrance to Bell Road, they are adding a lane on the frontage road so that there will be two right turn lanes onto Pima Road, they are adding an additional lane on Pima Road from the frontage road that will end at their site driveway (right-turn only lane). The developer is providing larger turning radii at the site driveways to accommodate the truck turning movements.

Phillip H. Kercher, PE, P.T.O.E.  
TRAFFIC ENGINEERING MANAGER  
CITY OF SCOTTSDALE  
480-312-7645

---

**From:** Murillo, Jesus <JMurillo@ScottsdaleAz.Gov>  
**Sent:** Thursday, November 16, 2023 9:51 AM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>; Kercher, Phillip <pker@scottsdaleaz.gov>  
**Cc:** Rmeyers1@aol.com; ubert888@gmail.com  
**Subject:** Mack (49-DR-2022 and 49-DR-2022#2)

Hello Meredith,

Here are the notes from the meeting I shared with you that I had with Mr. Ron Meyerson and Mr. Robert Ullman concerning the Mack project. Some of the comments will be accompanied by a link, below, if I was able to provide

information in the body of this email. I am not sure if you, or Mr. Kercher, could provide more information on some of the inquiries.

- Ron and Robert felt that the notification should have been extended to further than the required 750 feet of the project area. It appears as though 149 postcards went out and the HOA's for the Archstone DC Ranch, DC Ranch Parcel 1.17, DC Ranch Association Inc., Desert Fairways II and III, and other commercial and industrial properties.
- Ron and Robert inquired on whether there would be 24-hour operation on the site.
- Is there a traffic study that was available for review (TIMA).
- Would/could Amazon be one of the proposed users of the site.
- Will there be signage to assist in the merging of traffic from the site onto the Loop 101 frontage road/Loop 101.
- Link to DRB submittal: [ProjInfo 49 DR 2022 2 V3.pdf \(scottsdaleaz.gov\)](#)
- Where are the additions, if any, of new lanes. Will these lanes be designed to accommodate turning radii for trucks (large and small).
- Open Space Analysis (attached to email)
- Timeline for contrition of the differing phases.

Jesús Murillo  
Senior Planner  
City of Scottsdale  
Planning and Development Services  
7447 E. Indian School Road, Ste. 105  
Scottsdale, AZ 85251  
Phone: 480-312-7849  
Fax: 480-312-9037

Get informed!



**From:** Tessier, Meredith  
**Sent:** Thursday, August 24, 2023 1:49 PM  
**To:** Chris Mullen  
**Subject:** RE: Supporting Materials: 49-DR-2022 Mack Innovation Park

You're Welcome. The applicant has not resubmitted revised documents to the City. Although once received, the site plan will be available to view on the [case information sheet](#) under each case number.

In the meantime, perhaps contact the applicant George Pasqual at [George@WitheyMorris.com](mailto:George@WitheyMorris.com) or 602-230-0600.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** Chris Mullen <[chrismullen@outlook.com](mailto:chrismullen@outlook.com)>  
**Sent:** Thursday, August 24, 2023 1:06 PM  
**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Subject:** Re: Supporting Materials: 49-DR-2022 Mack Innovation Park

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

Thank you Meredith. May I also request the updated DR24 (Site Plan) for each of the two cases (49-DR-2022 and 49-DR-2022#2)?

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**From:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Sent:** Monday, August 21, 2023 11:16 AM  
**To:** [chrismullen@outlook.com](mailto:chrismullen@outlook.com) <[chrismullen@outlook.com](mailto:chrismullen@outlook.com)>  
**Subject:** RE: Supporting Materials: 49-DR-2022 Mack Innovation Park

Good Morning Chris-  
Thank you for the e-mail regarding the applicant's open space exhibits. Please see the attached exhibits: DR27 for 49-DR-2022 and DR27 & DR29 for 49-DR-2022#2.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services  
480-312-4211

**From:** NoReply <[NoReply@Scottsdaleaz.gov](mailto:NoReply@Scottsdaleaz.gov)>

**Sent:** Monday, August 21, 2023 9:24 AM

**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>

**Subject:** Supporting Materials: 49-DR-2022 Mack Innovation Park



Meredith: Good morning. I am a resident of North Scottsdale. I am looking over the proposal for Case No. 49-DR-2022 for the Mack Innovation Park, ahead of the open house which is planned for this Wednesday 8/23. I would like to see how the Applicant has done its open space calculations. In the original proposal documents submitted in January, there is a reference on pg. 2 (DR24) that says "Ref Sheet DR27" under the Open Space section. However, I could not find DR27 in the packet of materials posted online. I also did not see it in the revised submission (from June). The same is the case for Case No. 49-DR-2022#2. The proposal references DR27 and DR 29 for open space calculations, but I did not see these documents in the online materials. Is there more to the applicant's proposal than what is posted online? If yes, how do I access it? Regards, Chris -- sent by Chris Mullen (case# 49-DR-2022)

**From:** Tessier, Meredith  
**Sent:** Tuesday, November 21, 2023 3:53 PM  
**To:** Chris Mullen  
**Subject:** RE: Supporting Materials: 49-DR-2022#2 Mack Innovation Park  
**Attachments:** Mack Master Open Space Plan.pdf

Hello Chris-  
Per your request, attached is the applicant's Master Open Space Plan.

Please note, case 49-DR-2022#2 is scheduled for the December 7, 2023 Development Review Board Hearing. For additional information, please click [here](#).

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** Chris Mullen <chrisdmullen@outlook.com>  
**Sent:** Wednesday, November 15, 2023 2:53 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Supporting Materials: 49-DR-2022#2 Mack Innovation Park

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

Meredith,

We exchanged emails earlier this year regarding this project. I observed that the applicant submitted a revised proposal last week. Will you please send me the updated exhibit **DR-27** (for Open Space)?

Regards,  
Chris Mullen



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**From:** mike norton <[xway.mike.norton@gmail.com](mailto:xway.mike.norton@gmail.com)>

**Sent:** Thursday, August 3, 2023 11:58 AM

**To:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>; Mayor David D. Ortega <[DOrtega@Scottsdaleaz.gov](mailto:DOrtega@Scottsdaleaz.gov)>

**Cc:** Thompson, Jim <[JThompson@Scottsdaleaz.gov](mailto:JThompson@Scottsdaleaz.gov)>

**Subject:** Urgency of Infrastructure Improvement - North Loop 101 Corridor

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

Mayor Ortega and City Council:

For the last year City Council has been transfixed by issues that really don't matter. The Road Diet controversy is one. The latest rewrite of the Old Town Area Design Plans is another.

For decades, City Staff have called for major upgrades to the North Loop 101 access routes. Industrial Development was going to happen. Major residential projects and commercial projects were going to happen. But our City Council ignored those issues - all while preoccupied by relatively trivial matters.

MACK has a right to build the proposed Industrial Park. The land has always been zoned Industrial, as it should be. Bordering the highest volume Freeway Interchange in the Northeast Valley, topped by high power electrical lines, and sitting in the final approach pattern for our Airport, it would be foolish to build anything other than Industrial on this land. (We are also woefully short of Industrial space of this quality and capacity.)

Issues City Council Should Immediately Address:

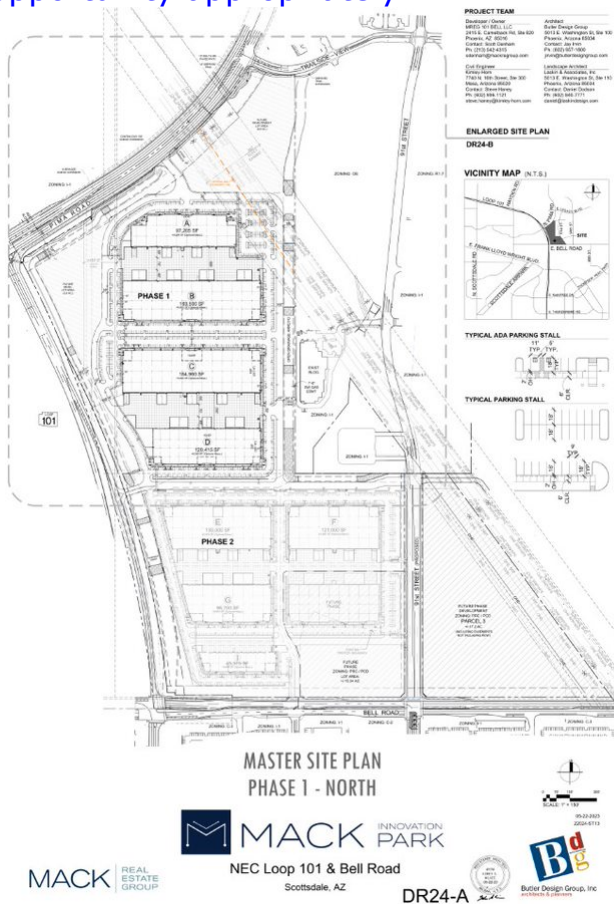
1. Why are there no planned improvements to turning lanes? A Semi-Tractor pulling a 53' trailer requires 65' turning radius for safe turns. Without immediate major improvements to Pima Road, the Loop 101 Ramp Frontage Road and Bell Road, trucks will consume 2-3 lanes blocking traffic in an already congested traffic area.
2. Why is there no additional access from Loop 101? Without a direct route to Loop 101, the trucks exiting this project going North or West will be forced to navigate an absurdly difficult series of lane changes - or find ways to turn to the Southwest onto Pima Road - an already dangerous proposition. Early discussions about the North Loop 101 corridor called for underpasses or overpasses from this industrial park across Pima Road. Is it too late to pursue those far safer options?
3. Why have the City not considered the health issues created by semi-tractors idling while they wait for offloading or loading? With a prevailing Southwesterly wind, the diesel exhaust will roll directly over the DC Ranch Parks neighborhood across the street from the park. Truck Idling Bans should be in place. Auxiliary Air or

Electricity hookups should be required at this project. None of those options have yet been discussed. Why?

- 4. HazMat Issues: Industrial Parks attract the businesses that move hazardous materials. An assessment of the potential risk is critical. As is a comprehensive critical incident response plan involving a Fusion of SFD and County agencies.

Scottsdale should have put a plan in place long ago. It is not, however, too late to respond. It will only happen, however, if the North Loop 101 Corridor buildout becomes the single most important issue in Scottsdale rather than an afterthought.

The North Loop 101 corridor will become the economic engine of Scottsdale, the population center of the City, and the highest volume traffic region. Please treat this opportunity appropriately.



--  
**CEO**  
**The Athena Foundation Scottsdale, a visionary think tank supporting the development of public policy for our Community**  
A 501(c)(3) organization

**Former Co-Chair and Founding Chair**  
**For The Best of Scottsdale, a Political Action Committee for the Scottsdale City 2019 Bond Election**

**Scottsdale Unified School District Committees:**  
2012-2013 Academic Year -- Budget Committee

2017- Present -- Bond Oversight Committee

2015 - 2019 -- Cheyenne Traditional School Site Council elected member - 2 terms

2019 -- **Yes To Children**, Political Action Committee For the M&O Override election (Steering Committee Member)

**Former Co-Chair and Co-Founder**

**The SCOTT Project**, founded upon the principle that fact based analysis and civil discussion between opposing points of view moves Scottsdale forward more efficiently than any other concept

<https://www.linkedin.com/in/michael-norton-6083ab36/>

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From: Paige Cohen <paigencohen@gmail.com>  
Sent: Tuesday, May 02, 2023 6:21 AM  
To: sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
Subject: COMPLAINT & COMMENTS | Dc Ranch Development

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

Dear Mack Group & City of Scottsdale,

My husband and I own a house at 9460 E Hidden Spur Trl, directly next to the land you plan to develop along DC Ranch's southwest border for your 'North Parcel - Phase II'.

I am vehemently and passionately against your plans for development in this area and request that you halt plans immediately to come up with a more thoughtful, respectful use of this land.

Our neighborhood is directly next to this parcel which is currently a natural desert scape that blends seamlessly with the beauty of North Scottsdale. It would be inappropriate to destroy this desert for such industrial use cases. We get millions and millions of visitors to our area each year because of the Golf Tournament, Barrett Jackson car show, and all the activities which take place at West World. One thing business and visitors love while attending these events is the desert scenery.

Any commercially developed land we do have are small buildings in natural color schemes that complement the aesthetic of north Scottsdale and enhance the area for visitors and residents alike. Your proposed building plans will do the exact opposite.

I am also very much concerned with my property value plummeting as a result of unsightly development. Worse still, during construction, the added number of workers, construction equipment, flood lighting, changes to the visuals of power lines, and unsafe alterations to freeway exit ramp traffic all make this project completely untenable. This will significantly impact the area, my neighborhood property values, and enjoyment of the beautiful desert scenery.

Please, I urge you to stop immediately, and implement new plans to respectfully blend development with aesthetics that are consistent with the area's character and in-line with residents wishes in the surrounding areas.

I have reviewed and stand behind all comments by the DC Ranch Community Council, Ironwood Village Homeowners Association, and my fellow North Scottsdale resident neighbors.

Thank you,  
Joshua & Paige Cohen  
9460 E Hidden Spur Trl,  
Scottsdale, AZ 85255

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**From:** Paul DeMeo <pdemeo33@gmail.com>  
**Sent:** Friday, April 28, 2023 5:01 AM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Cc:** Suzanne Miller <pdx.suzanne@gmail.com>; Beth Bovino <teamsup@aol.com>  
**Subject:** Mack development off Pima Road

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

A year ago we purchased a home in DC Ranch. The reason we selected this location was the architecture and layout of the community. Building a large industrial center just south of where we live will certainly impact our quality of life, not to mention the value of our property. I would have hoped that the city of Scottsdale Planning Department would have been more sensitive to these matters before allowing such a development to be approved.

In addition to the degradation of the overall Scottsdale quality of life, there is a high likelihood of an increase in traffic accidents and fatalities. Have adequate traffic plans been developed to handle the significant increase in truck traffic? In my opinion even the existing traffic pattern adjacent to the 101 exit ramp to Pima is completely inadequate, and in fact dangerous.

If no effort is made to improve this situation, I will take action to see who is currently doing this horrendous “planning” and seek their removal from the Department by any means possible.

Sincerely,  
Paul DeMeo and Elizabeth Bovino  
18541 N 94th St, Scottsdale, AZ 85255-2492

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**From:** Paula Gorman <paulasgorman@aol.com>  
**Sent:** Tuesday, May 02, 2023 4:21 AM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack Project

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

I am very supportive of the DC Ranch and Ironwood Village comments regarding this project and want to see them implemented. Thank you in advance!

---

**From:** Reiman, Eric <Eric.Reiman@bannerhealth.com>  
**Sent:** Thursday, April 27, 2023 2:45 PM  
**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Cc:** Lori Reiman <lbinaz2003@yahoo.com>  
**Subject:** Mack Project Concern

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

Dear all,

We are writing to express our great concern about the proposed Mack Project near Pima and the 101, including the massive scale of industrial which shouldn't have any place in this particular area, and the impact that roughly new 2000 semi-truck and vehicle trips in that particular area will have on everyone living in the vicinity of this project.

In our opinion, it was a terrible oversight that Scottsdale granted permission to zone this particular area for industrial use, and we hope that both the MACK GROUP and City will be fully responsive to the suggestions offered by DC Ranch, Ironwood Village and other communities in our area—not to mention everyone who visits this particular area each year.

We would be especially grateful for efforts to dramatically mitigate the traffic impact and to consider much more attractive mixed use options. We hope that both the MACK GROUP and our City leaders are as responsive as possible to the expressed concerns.

If we can be helpful to this discussion, please let us know.

Sincerely,

Eric and Lori Reiman  
18948 N 98 St  
Scottsdale, AZ 85255

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**From:** Rick Spargo <Rick@personnelsols.com>  
**Sent:** Thursday, April 27, 2023 3:05 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack Truck Development 101 & Bell

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

As a resident of DC Ranch my wife and I are vehemently opposed to the development of the Mack truck installation.

I can't even fathom how a project would even take root in one of the most upscale developments in the valley.

Adjacent to DC Ranch-228 loading docks, dozens of trucks, congestion on infrastructure Bell & Pima that can't support it, loss of more animal habitat, The lost of Dark Skies due to more development. The loss of perceived or real home values and equity. Transient workers.

You do realize the political power base and net worth of the owners here right?

I strongly suggest you tell Mack to flip the property and buy in a more industrial zone or part of the valley where these types of jobs would be welcomed.

Are you responsible for this?

Rick Spargo

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**From:** Rob Freres <Rob@frereswood.com>  
**Sent:** Thursday, April 27, 2023 3:51 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mack development proposal

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

Rob and Jane Freres reside at Silverleaf. We are supportive of the comments submitted by Silverleaf and Ironwood Village. Please incorporate the comments in the final approved plan. Thank you.

Sent from [Mail](#) for Windows

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**From:** Robbi <robbi@azhenricksons.com>  
**Sent:** Monday, May 01, 2023 9:50 AM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Supportive of DC Ranch's Comments

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

I am strongly in support of DC Ranch's and Ironwood Village's comments and want to see them implemented.

Roberta Henrickson  
18963 North 101st Street  
Scottsdale 85255

**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park - 12/7 hearing  
**Date:** Monday, November 20, 2023 10:04:46 AM

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We are writing in opposition of this development. This intersection cannot handle the capacity of 350+ trucks. Even with today's current traffic, we are often backed up onto the 101 at a full stop to exit the interstate - a very unsafe condition. This interchange is the entire funnel point and gateway for all residential and commercial access north along Pima Road. I would hate to see truck loading docks at the gateway to north Scottsdale and the Mountain Preserve. In addition, as a former truckstop chain development executive, I can attest to the impacts of truck traffic on local roads. This includes but is not limited to; queuing, wear and tear (maintenance) and traffic congestion caused by slow moving trucks. Queuing capacity in particular is also often overlooked. Please do not approve this development. Ron & Tracy Stupi - 602-758-4790 -- sent by Ron & Tracy Stupi (case# 49-DR-2022#2)

[City of Scottsdale](#)



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**From:** Roswell Miller <roswell.miller@cox.net>  
**Sent:** Thursday, April 27, 2023 2:22 PM  
**To:** sdenham@mackregroup.com  
**Cc:** Tessier, Meredith  
**Subject:** Scottsdale project

Hello... Our family lives near the potential Mack Industrial Project in Scottsdale.

First... from Mack's perspective, this is not a great location. The resulting high congestion will hit Mack as much as the residential neighborhood. And the resulting frustration will flow both ways. There are plenty of undeveloped areas off Scottsdale Road that offer 101 access that won't directly conflict with high-density neighborhoods.

And, of course, from our perspective as residents, this is terrible... the development offers nothing positive for us but does offer a wide range of obviously bad outcomes. Suffice it to say, that while I view myself as a business person who can view development objectively... well, the amount of raw anger this project is inspiring is worrisome.... starting with my wife and all her friends.

Simply: There's not a single resident within the area that isn't vehemently opposed to this project.

Please, take these strong and unanimous sentiments into consideration. This development isn't good for anyone and I have no desire to grouse to City of Scottsdale folks, "I told you so!" in the future.

Let's be smart now and reconsider this development.

Thanks for your attention,  
Ted Miller

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**From:** Whitehead, Solange  
**Sent:** Thursday, December 01, 2022 9:45 AM  
**To:** Curtis, Tim; Tessier, Meredith  
**Subject:** Re: Industrial Development re:DC Ranch

Thank you very much!



Solange Whitehead  
Councilwoman  
swhitehead@ScottsdaleAZ.gov  
Office: 480.312.2550

City of Scottsdale  
3939 N. Drinkwater Blvd.  
Scottsdale, AZ 85251

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**From:** Curtis, Tim <tcurtis@scottsdaleaz.gov>  
**Sent:** Wednesday, November 30, 2022 5:50 PM  
**To:** sarahtablak@gmail.com <sarahtablak@gmail.com>  
**Cc:** Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** RE: Industrial Development re:DC Ranch

Sarah,

Councilwoman Whitehead forwarded your email to me to provide you with the information the city has. The property has had Industrial Park (I-1) zoning since 1986 and was recently acquired by Mack Real Estate Group from the State Land auction to develop as an industrial campus using its current zoning. Because of the size and scope of the project, the applicant team is holding an open house next week on December 6 to discuss their potential Development Review Board application (see attached Open House notice). There is no formal application submittal to the city yet.

I hope you can attend the applicant's open house next week. Let me know if you have any questions.

Thanks,

Tim Curtis

Director of Current Planning

City of Scottsdale

**From:** Sarah Tablak <[sarahtablak@gmail.com](mailto:sarahtablak@gmail.com)>  
**Sent:** Monday, November 28, 2022 9:17 AM  
**To:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>  
**Subject:** Industrial Development re:DC Ranch

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

Dear City Council,

As a resident of DC Ranch I am deeply concerned about the proposed 123 acre industrial park between Bell Rd and Pima Rd along N-101. This is concerning for a number of reasons, due to the fact that it will be adjacent to the community of DC Ranch. There is a real potential here for Scottsdale to end up looking like the outskirts of Las Vegas. A desolate wasteland of eyesore buildings with industrial looking landscapes right alongside beautiful homes. Or Texas, where there is very little zoning and a gas station can end up next door to you.

It is clear that the zoning in this area needs to be changed. There are communities, schools, upscale businesses, and churches that lie right next to this land. The impact that this would have on the area would be devastating. This area is already under pressure for the first two months of every year with Barrett Jackson and the Waste Management Open. What then, when trucks and semis are cluttering up the roads in addition to the tourists that come to these events? As major revenue generators, and draws to our city as a vacation destination spot, this will detract from the aesthetic value of the area. I cannot even imagine how I will be able to get to a grocery store or my kids sports or appointments when this is happening.

I strongly encourage the City Council to rezone this area, and to not allow this to become a wasteland of industrial consumerism. The reason that North Scottsdale is and has maintained its visual beauty is because it has remained protected. The reason that DC Ranch is a desirable community is because of the open space, lack of traffic and pollution, and peaceful nature. Please do not pave paradise and put up a parking lot (or industrial shipping center). Once these things are done you cannot put the genie back in the bottle.

I will congratulate Kathy Littlefield and Solange Whitehead on their re-election and thank them in advance for their response to my email. They are the ONLY council members who ever respond. I made sure during their re-election run to tell everyone I know that they are the people on this council that respond to their constituents.

Sincerely,  
Sarah Tablak  
DC Ranch Resident - Neighborhood Voting Member  
[sarahtablak@gmail.com](mailto:sarahtablak@gmail.com)

-----Original Message-----

From: Sheila Timm <stimm1960@gmail.com>

Sent: Friday, April 28, 2023 7:51 AM

To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

Subject: Mack project

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

This is to express my concern over the Mack Industrial Project by my home in Silverleaf. I urge you to make this project fit in with the environment in which it is in. The size of the buildings are a concern. The amount of traffic is a much bigger concern as we do not want that to be disruptive to our daily lives. This project should fit into the residential neighborhood in which you have chosen to build it. Please be a good neighbor!

Sheila Timm

Sent from my iPad


-----Original Message-----

From: Sheryl Sachs <sed.sachs@gmail.com>

Sent: Sunday, April 30, 2023 2:50 PM

To: sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

Subject: Mack Project

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

I am a homeowner in the DC Ranch community. I support the comments on the Mack Project submitted by DC Ranch and Ironwood Village, and I would like to see them implemented.

Sincerely,  
Sheryl Sachs



**From:** Catherine Smith <dscek@shaw.ca>  
**Sent:** Wednesday, November 30, 2022 5:02 PM  
**To:** 'Barry Graham'  
**Cc:** Tessier, Meredith; George@WitheyMorris.com  
**Subject:** FW: Resident input important on new development near DC Ranch

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

Hello Councillor Graham,

I am not sure you have any input yet but I wanted to voice my objection to this development.

This is the notice we received as DC Ranch residents regarding this significant development which will completely change the DC Ranch area not to mention the look of this from Pima Road.

Our concern is the warning regarding semi – trucks. As you may know Bell Road is oversubscribed now with traffic from the new soccer fields and the Ice Den. There are three schools in this area as well.

Not to mention WEST WORLD with the Barratt Jackson and other events which produce a lot of traffic.

That is a lot of traffic for a “ranch”.

It is most unfortunate that the City of Scottsdale did not see fit when DC Ranch was being developed to change the zoning. You will note in the Notice which I have sent in a separate email, that this is zoned **Environmentally Sensitive Lands** along with Community Development and Industrial Park.

It is so strange to see Industrial Park mixed in the same zoning with Community Development.

I realize that you were not involved in these decisions to sell this land and to not question the impact at the time on the residential community all around as well as the proximity to the 101 and Pima Road which is also extremely busy, but I hope you can appreciate our concern.

I see no studies here of traffic impact or support from the business community which will also be significantly impacted with the presence of semi trucks going up and down Bell Road.

I really feel that this deserves a new plan and one that does not impact our community in such a drastic way.

I will also note that there will be an extension of 91<sup>st</sup> Street to be used as the only egress out of the proposed development directly on to Bell Road.

Thank you for your time and attention to this important issue.

Catherine Smith

[dscek@shaw.ca](mailto:dscek@shaw.ca)

403-580-9605

9385 E. Trailside View

Scottsdale

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**From:** DC Ranch [mailto:communications.team@dcranchinc.com]

**Sent:** November 26, 2022 4:00 PM

**To:** Daniel <dscek@shaw.ca>

**Subject:** Resident input important on new development near DC Ranch

[View this email in your browser](#)

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**From:** Marina Sominsky <msominsk@asu.edu>  
**Sent:** Thursday, April 27, 2023 1:12 PM  
**To:** Tessier, Meredith  
**Cc:** Rick Spargo; christine.irish@dcranchinc.com  
**Subject:** DC Ranch Resident feedback regarding Mack Innovation Park (Phases 1-2)  
**Attachments:** DCR, IV Comments to Mack and City, South Parcel.pdf; DCR, IV Comments to Mack and City, North Parcel.pdf

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

Good Afternoon,

I am reaching out with regards to the above project.

Please note that my husband and I are 100% supportive of the DC Ranch and Ironwood Village comments (attached for your reference) and want to see them implemented.


Very Respectfully,  
Marina Sominsky

**mgs**

— consulting

Marina Sominsky  
C: 480-273-2930  
3839 N. 3rd St, Suite 301  
Phoenix, AZ 85012

**From:** Lora Crim <wayneandlora@gmail.com>  
**Sent:** Thursday, April 27, 2023 12:57 PM  
**To:** Tessier, Meredith  
**Subject:** Mack Project

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

We fully support the comments presented by DC Ranch and Ironwood on the Mack Project. Please seriously consider the comments particularly around the current hazardous intersection at Pima and 101. Exiting to DC Ranch from the 101 to Pima will be impossible. Current traffic is already backed up with drivers not understanding what to do and absolutely no one yields to ramp traffic as posted. Thank you.

>  
> Lora Crim  
> Wayne Stahl  
> DC Ranch Home Owner.

**From:** Tessier, Meredith  
**Sent:** Tuesday, November 21, 2023 4:18 PM  
**To:** Dan Steiber  
**Cc:** Zimmer, Christopher  
**Subject:** FW: Mack Project

Dan-  
Thank you for your comments regarding Mack Industrial Park. Your comments will be added to the Development Review Board report. Please note, case 49-DR-2022#2 is scheduled for the December 7, 2023 Development Review Board Hearing. For additional information, please click [here](#).

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** NoReply <[NoReply@Scottsdaleaz.gov](mailto:NoReply@Scottsdaleaz.gov)>  
**Sent:** Tuesday, November 21, 2023 8:58 AM  
**To:** Projectinput <[Projectinput@Scottsdaleaz.gov](mailto:Projectinput@Scottsdaleaz.gov)>  
**Subject:** Mack Project



As a residents of DC Ranch we wanted to express our concerns regarding the Mack project. For their first meeting we have expressed the same concern. This property is at the most significant "pinch point" for traffic in accessing N. Scottsdale. Adding such an increase in volume to 101 and Pima is irresponsible and will lead to safety and quality of life issues. At a minimum the following needs to be addressed: • Develop an adequate traffic plan to accommodate 350+ semi-truck trips per day, as shown in the Mack traffic study, keep trucks off of Pima including trucks traveling both North and South 101. • Make land along Pima a "gateway to north Scottsdale" by setting back buildings. • Reduce the mass of each building and the number of docking bays • Upgrade architectural features on the back of buildings • Agree to operational restrictions such as specified truck hours, noise mitigation, no outdoor storage of vehicles, boats, RVs or supplies, and 24/7 on-site security Dan Steiber -- sent by Daniel G Steiber (case# 49-DR-2022#2)



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**From:** Dan Steiber <dan@steiber.net>  
**Sent:** Sunday, April 30, 2023 12:44 PM  
**To:** Tessier, Meredith  
**Cc:** Christine Irish  
**Subject:** DCR Resident  
**Attachments:** DCR, IV Comments to Mack and City, South Parcel.pdf; DCR, IV Comments to Mack and City, North Parcel.pdf

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

We are in concurrence with the comments put forth by DC Ranch.

While the investment Mack made might be strategic from a geographic perspective, it does not take into account the impact it will have on the area as it has evolved over the last 25 years. That corner is a gateway to thousands of homes extending north and east. I suspect their potential customers will experience many challenges regarding the impact that traffic will have on their operations and as time goes on even more so. While the city is spending tens of millions of dollars expanding Pima, the long view should include what happens at 101 and Pima also.

As future neighbors please hold Mack accountable for of both the height and setback or their properties which in principle do not match with the evolution of the area. They should also be held fiscally responsible for their share of improvements to roads that may be required as a part of their investment.

Access and egress to 101 from Pima will be tremendously impacted even with whatever mitigation the city and ADOT may impose. All residents that travel south most often on a daily basis in addition to experiencing delays will be entering into a more "hostile" environment from a traffic perspective. One needs to just sit at the corner of 101 and Pima for a period of time to witness what is going on today. Drivers have become more aggressive and with heightened traffic we will see more of that. I have personally seen and experienced this first hand.

As cars and trucks attempt to merge to access or leave the future Mack properties, the impact to residents on the road will be severe even with dedicated turn lanes, these vehicles will have to cross over.

This zoning for this property was overdue for a change and never should have been sold as it was by the state. It is inconsistent with the evolution of N. Scottsdale today. It is our hope that the city leadership is learning from this experience and reviewing whatever they can do to assure zoning makes sense for its residents.

Thank you for your consideration.

Dan and Hari Steiber  
9345 E. Mountain Spring Rd.  
Scottsdale, AZ 85255  
[dan@steiber.net](mailto:dan@steiber.net)

DR Ranch Residents

**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Thursday, January 26, 2023 12:28 PM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Mack Innovation Park, Bell Road/Pima Road/101



I have two questions/concerns about this project. One is whether there is going to be a fair amount of Truck traffic, as it looks like an industrial park. But the drawings show CARS, not trucks. Which will it be? And the other is how the planned increase in traffic and planned flow of traffic will dovetail with the project to add a lane to the 101, reengineer the turns between Pima and the 101 and what this will mean for northbound traffic exiting at Pima merging with traffic from the side road. -- sent by Nikki Stein (case# 49-DR-2022)



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-----Original Message-----

From: Simmons, David <DSimmons@Scottsdaleaz.gov>

Sent: Thursday, December 1, 2022 11:07 AM

To: Lori Sullivan <sullivansite@netscape.net>

Cc: Perreault, Erin <EPERREULT@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>; Stockwell, Brent <BStockwell@scottsdaleaz.gov>; Kurth, Rebecca <RKurth@Scottsdaleaz.gov>

Subject: RE: Industrial development in DC Ranch

Ms. Sullivan,

The property in question has had Industrial Park (I-1) zoning since 1986 and was recently acquired by Mack Real Estate Group from the State Land auction to develop as an industrial campus using its current zoning. The current entitlements on the property allow the proposed use. The City of Scottsdale cannot mandate what the property owner does with their private property IF the current entitlements on the land allow the proposed use.

Over the past few months, the applicant has held a pre-application meeting with city staff and has held neighborhood meetings with DC Ranch representatives and others. Because of the size and scope of the project, the applicant team is holding an open house next week on December 6 to discuss their potential Development Review Board application (see attached Open House notice). The potential applicant is going above and beyond by doing this as it is not a requirement of the city at this point in time. There is no formal submittal to the city yet. Therefore, there is nothing to attach this correspondence to, to be included as part of the public record. However, I have cc'd the Director of our Planning Department, so she is aware of your concerns.

Respectfully,

David Simmons, MA  
Mayor's Chief of Staff  
Office of Mayor David D. Ortega  
3939 N. Drinkwater Blvd  
Scottsdale, AZ 85251  
Office Phone: 480.312.7806  
Mobile: 480-698-7034  
Email: dsimmons@scottsdaleaz.gov

-----Original Message-----


From: Lori Sullivan <sullivansite@netscape.net>

Sent: Thursday, December 1, 2022 10:42 AM

To: City Council <CityCouncil@scottsdaleaz.gov>



Subject: Industrial development in DC Ranch

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

NO on the proposed large industrial project off Bell, Pima and trail side.

We are 100% against the proposed industrial development in DC Ranch. The park adjacent to the proposed industrial complex caused our son to have numerous health complications and this would do the same. That is why we didn't buy in a new area with new construction. Traffic is already more than our streets can handle as well as the noise trucks will create. We are 100% against this project and will continue to fight against it. We had no idea 91st street would become a through street to Bell and would never have bought our home. Just the increased traffic due to the sports complex increased the noise level and safety issues driving in our neighborhood with cars running stop signs and the signal at trail side and Pima. When sports complex is used for the parking for TPC speeding and noise late at night are a big problem. We don't want this in our backyard!

Lori & Craig Sullivan  
17780 N 92nd Street  
Scottsdale

Sent from my iPhone

**From:** Justin Tauber <justinctauber@gmail.com>  
**Sent:** Thursday, April 27, 2023 1:00 PM  
**To:** sdenham@mackregroup.com; Tessier, Meredith  
**Subject:** DC Ranch Mack Industrial project

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

I am writing to you because I am in support of the DC Ranch and Ironwood comments and would like to see them implemented. We live in Desert Haciendas and will be highly affected by this development. The traffic, trucks, noise, etc. will not be good for our area and home values!

Justin

---

**From:** Theresa Schoenfeld <theresaschoenfeld@gmail.com>

**Sent:** Saturday, April 29, 2023 5:11 PM

**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Subject:** Mack truck dc ranch

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

Hi,

We oppose the truck company moving into our area. It is too close to the residential community and will hurt the value of our homes.

It does not work to have traffic of huge trucks moving close by.

Jim and Theresa Schoenfeld

17702 N 95th st

Scottsdale NY

Thank you.

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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Saturday, February 04, 2023 9:41 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** 49-DR-2022 Mack



I live in the DC Ranch neighborhoods just north of 94th and Bell. I actively use the 101 exits on Princess/Pima northbound and southbound. I already have enough trouble trying to get into the far right northbound Pima lane to get into my neighborhood with the amount of traffic and tight turns. I can't image a semi truck trying to do it. We don't need larger, slower moving vehicles in this area. The traffic is bad enough. Stop this crazy development. -- sent by Julie Thornton (case# 49-DR-2022)



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**From:** Tom Simmons <tsimmons9333@gmail.com>  
**Sent:** Thursday, April 27, 2023 12:57 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Subject:** Mac Project - Pima

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

I am supportive of DC Ranch and Ironwood residence concerns/requests and would like to see our concerns implemented.

Tom Simmons  
DC Ranch Resident

**From:** Kurth, Rebecca <RKurth@Scottsdaleaz.gov>  
**Sent:** Wednesday, August 23, 2023 10:45 AM  
**To:** Nancy Voorhees <njvk50@gmail.com>  
**Subject:** RE: Miscommunication about the MACK outreach meeting tonite

Good Morning Ms. Voorhees,

Thank you for contacting the city council, this information was updated on the City website this morning shortly after this screenshot was taken. I have forwarded your email to the appropriate staff, if they have additional information, they will follow up with you as well.

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](mailto:rkurth@scottsdaleaz.gov)

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**From:** Nancy Voorhees <[njvk50@gmail.com](mailto:njvk50@gmail.com)>  
**Sent:** Wednesday, August 23, 2023 10:09 AM  
**To:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>  
**Subject:** Miscommunication about the MACK outreach meeting tonite

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

I am shocked to inform the council that the MACK developer changed both the location and time of TODAY'S public outreach meeting ....just YESTERDAY!

Our HOA was informed of the the meeting change yesterday. ( I believe it was in the early afternoon).

In addition, Scottsdale's own website has continued to show erroneous information for this meeting , even as late as THIS very morning. ( see screenshot below).

This is very suspicious on SEVERAL levels.

Citizens deserve an explanation of how and why this developer could be allowed to tamper with the outreach process like this?!

Besides scheduling the meeting when many people are still gone (to beat the heat,) the immediate changes in time and location certainly make it appear that they don't really want people to show up. What a surprise.

They have ALSO managed to cast a negative shadow on the city's integrity . HOW could the city have continued to display WRONG information for this meeting, even as of THIS morning.

At best, The Council should be outraged to have their reputation tampered with like this.

Screenshot from this morning

8:50

CITY OF SCOTT



What are you loo

# Event Cale

[< Back to Calendar](#)

# Council - Pub



Sent from my iPhone

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**From:** Melnychenko, Mark <[MMelnychenko@Scottsdaleaz.gov](mailto:MMelnychenko@Scottsdaleaz.gov)>  
**Sent:** Friday, January 20, 2023 2:52:11 PM  
**To:** Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>  
**Cc:** Worth, Daniel <[DaWorth@scottsdaleaz.gov](mailto:DaWorth@scottsdaleaz.gov)>; Thompson, Jim <[JThompson@Scottsdaleaz.gov](mailto:JThompson@Scottsdaleaz.gov)>; [njvk50@gmail.com](mailto:njvk50@gmail.com) <[njvk50@gmail.com](mailto:njvk50@gmail.com)>  
**Subject:** FW: Mack Construction Industrial Project at the 101 and Bell

Good afternoon Councilman Graham,

The traffic study does use warehousing as the proposed land use, but it only considers the first phase of development. The warehousing land use is a lower traffic generator than most other commercial land uses – this is the result of less employees due to a large percentage of the building area being used for storage and workspace. In order to provide a reasonable comparison of traffic generation we would need the specific mixed-use scenario land uses and values (square footage, number of units, number of beds, etc.). We believe that this request should be made to the applicant. They should be able to develop a mixed-use development plan for comparison. We can certainly review their trip generation estimates.

Regarding which land use scenario would result in more collisions, collisions are difficult to predict. There are also many factors involved such as travel speeds, number of conflicts, traffic control, etc. Most collisions are the result of driver error, not vehicle type. Generally it could be assumed that the scenario that generates more traffic would likely result in more collisions.

We have been in contact with the Arizona Department of Transportation staff that are also reviewing the applicant's traffic impact study. We also plan to meet with the applicant's traffic engineer to discuss the concerns associated with the development proposal. I hope this information is helpful.

Sincerely,  
Mark Melnychenko

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**From:** Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>  
**Sent:** Wednesday, January 18, 2023 7:46 PM  
**To:** Melnychenko, Mark <[MMelnychenko@Scottsdaleaz.gov](mailto:MMelnychenko@Scottsdaleaz.gov)>  
**Cc:** Thompson, Jim <[JThompson@Scottsdaleaz.gov](mailto:JThompson@Scottsdaleaz.gov)>; [njvk50@gmail.com](mailto:njvk50@gmail.com)  
**Subject:** Fw: Mack Construction Industrial Project at the 101 and Bell

Hi Mark, is there any way to shed light on my friend Nancy's questions below. I understand you can't assert anything specific about a proposed development, but providing general feedback would be appreciated.

---



Barry Graham | Councilmember  
**City of Scottsdale**  
3939 N. Drinkwater Blvd. | Scottsdale, AZ 85251  
480-313-2651 | [scottsdaleaz.gov](http://scottsdaleaz.gov)

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**From:** Nancy Voorhees <[njvk50@gmail.com](mailto:njvk50@gmail.com)>

**Sent:** Wednesday, January 18, 2023 12:59 PM

**To:** Graham, Barry <[BGraham@Scottsdaleaz.gov](mailto:BGraham@Scottsdaleaz.gov)>

**Subject:** Mack Construction Industrial Project at the 101 and Bell

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

Hi Barry, Re: the Mack Construction Industrial Project at the 101 and Bell:

Residents in this N Scottsdale area would benefit immensely from some input from Scottsdale's Traffic Engineering Department.

Here is the Background and Questions that beg to be answered..... **objectively:**

**Background:**

We all know that this parcel is currently zoned for industrial use / warehousing.

1. The developer has taken the INITIATIVE, to call meetings with the HOA's in the area. (Odd/early timing it would seem).  
In these meetings, he comes across as being willing to "**concede**" to residents' wishes, if they would **prefer** multi use zoning  
(...to get rid of those "big bad trucks", and be more "in keeping" with the residential nature of the area.)

In my opinion, (and others' who have fought similar projects), multi - use options are clearly what the developer would prefer to build; am guessing better payback.

2. Additionally, there appear to be other propaganda efforts afoot:

- there is already in place, a significant social media effort to disparage "the big trucks" option/ scenario, (see below) and
- The developer specifically cites that he is conducting **his own traffic study**, to answer any pertinent questions citizens might have..... **hmmmm**

If you haven't joined this FB group to help fight Mack and the semis- please do so!

[https://www.facebook.com/groups/726159005445065/?ref=share\\_group\\_link](https://www.facebook.com/groups/726159005445065/?ref=share_group_link)



PUBLIC GROUP • 100 MEMBERS

**Parents Against Semi Trucks in Scottsdale**

**Questions: ( For Scottsdale Traffic Engineering )**

What residents in the surrounding area would like to know, involve the traffic implications for each of the two building scenarios.

1. What would be the expected increase in overall vehicular traffic for the multi use option, vs. the 100% warehousing proposal ?

- I personally would think there'd be **many** more cars added to traffic patterns under the multi use scenario, than there would be trucks added under the industrial zoning option .

(Most people I talk to, agree).

Is this prediction correct? Can it be reasonably specified?... an additional +25 cars under multi use zoning to every +1 truck under industrial use?

2. Whatever the above forecast turns out to be, which of the two zoning scenarios would be predicted to cause more accidents and collisions? Can **this** be dimensionalized?


**I am hoping that Scottsdale's Dept of Traffic Engineering can assist in helping citizens understand the reality of the traffic and collision trade-offs for each of the two zoning scenarios being discussed.**

Time is of the essence however, These meetings with HOA's are happening **now**; Windgate Ranch has one with residents set for Tuesday, Feb 7th. at 6PM. At this meeting the developer will be presenting.

Please advise as to whether we might be able to get an official analysis from Traffic Engineering , and on what timing this might be accomplished. Thank you.



**From:** Arthur Wenner <cazayde@yahoo.com>  
**Sent:** Thursday, April 27, 2023 1:58 PM  
**To:** Tessier, Meredith  
**Subject:** Mack plans for a new center here near DC RANCH and Ironwood Village.

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

We moved to DC RANCH on April 18 2018. One of the reasons was that we were so sad that the beautiful area housing hundreds of very high end residences in La Jolla, Ca. was forever changed beyond reason. So after 32 years there, we now face a similar situation here in North Scottsdale. More traffic congestion, more garbage thrown along freeways, more strain on water supply and more problems for those home and condo residents. In CA, Developers, eventually won the battle. I beseech you to find a more suitable industrial location for your needs. Thank you.

Arthur Wenner  
18516 N 94th St,  
Scottsdale,AZ 85255

I almost forgot to list the YEARS preparing access solution for changing on and off access to the freeway.

---

**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Saturday, November 18, 2023 6:34 PM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Mack industrial development



We have been residents in DCRanch for 10 years. It is unbeliever that Mack is allowed to put a freight depot on that land with movement of 350+ trucks per day. The traffic getting on the freeway at that point already backs up and takes several lights to get through in the morning and staring around 3pm. Additionally, there is no constraint on time of day for facility operating hours, and no rules about outdoor storage of boats, RVs etc. We are very unhappy with how the City of Scottsdale has handled this issue. -- sent by Judy Etterman (case# 49-DR-2022#2)



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**From:** Bridget Horgan <bridgetehorgan@gmail.com>  
**Sent:** Tuesday, January 17, 2023 2:46 PM  
**To:** Tessier, Meredith  
**Subject:** Proposed project Pima & 101  
**Attachments:** 324919919\_714352610335809\_8386079864117230840\_n.jpg; 325214215\_1860349277645599\_4915014807795006569\_n.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Please see the attached photos of the project notification signage for the dangerous and property-value diminishing project that is proposed at Pima and the 101. This is located in an extremely low-trafficked area where it is very unlikely to be seen by those that will be impacted on a daily basis. Please have additional signage placed on Bell Road so that more residents have the opportunity to learn about the dangers of this project.

Thank you for your time.

Bridget Horgan





**From:** Tessier, Meredith  
**Sent:** Thursday, August 24, 2023 1:49 PM  
**To:** Chris Mullen  
**Subject:** RE: Supporting Materials: 49-DR-2022 Mack Innovation Park

You're Welcome. The applicant has not resubmitted revised documents to the City. Although once received, the site plan will be available to view on the [case information sheet](#) under each case number.

In the meantime, perhaps contact the applicant George Pasqual at [George@WitheyMorris.com](mailto:George@WitheyMorris.com) or 602-230-0600.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services



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**From:** Chris Mullen <[chrismullen@outlook.com](mailto:chrismullen@outlook.com)>  
**Sent:** Thursday, August 24, 2023 1:06 PM  
**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Subject:** Re: Supporting Materials: 49-DR-2022 Mack Innovation Park

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

Thank you Meredith. May I also request the updated DR24 (Site Plan) for each of the two cases (49-DR-2022 and 49-DR-2022#2)?

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**From:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>  
**Sent:** Monday, August 21, 2023 11:16 AM  
**To:** [chrismullen@outlook.com](mailto:chrismullen@outlook.com) <[chrismullen@outlook.com](mailto:chrismullen@outlook.com)>  
**Subject:** RE: Supporting Materials: 49-DR-2022 Mack Innovation Park

Good Morning Chris-  
Thank you for the e-mail regarding the applicant's open space exhibits. Please see the attached exhibits: DR27 for 49-DR-2022 and DR27 & DR29 for 49-DR-2022#2.

Thank you,

Meredith Tessier, Senior Planner  
Planning & Development Services  
480-312-4211

**From:** NoReply <[NoReply@Scottsdaleaz.gov](mailto:NoReply@Scottsdaleaz.gov)>

**Sent:** Monday, August 21, 2023 9:24 AM

**To:** Tessier, Meredith <[MTessier@ScottsdaleAz.Gov](mailto:MTessier@ScottsdaleAz.Gov)>

**Subject:** Supporting Materials: 49-DR-2022 Mack Innovation Park



Meredith: Good morning. I am a resident of North Scottsdale. I am looking over the proposal for Case No. 49-DR-2022 for the Mack Innovation Park, ahead of the open house which is planned for this Wednesday 8/23. I would like to see how the Applicant has done its open space calculations. In the original proposal documents submitted in January, there is a reference on pg. 2 (DR24) that says "Ref Sheet DR27" under the Open Space section. However, I could not find DR27 in the packet of materials posted online. I also did not see it in the revised submission (from June). The same is the case for Case No. 49-DR-2022#2. The proposal references DR27 and DR 29 for open space calculations, but I did not see these documents in the online materials. Is there more to the applicant's proposal than what is posted online? If yes, how do I access it? Regards, Chris -- sent by Chris Mullen (case# 49-DR-2022)

**From:** Richard Fitzpatrick <rjfitzpatrick@hotmail.com>  
**Sent:** Sunday, September 10, 2023 2:31 PM  
**To:** Tessier, Meredith  
**Subject:** Mack Innovation Park

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

Hello,

I am writing to voice my opposition to the Mack Innovation Park being planned in North Scottsdale between N Pima Rd and Bell Rd. As a resident of DC Ranch who will live adjacent to the industrial area, I am firmly against this development. One could not choose a worse location for a cluster of warehouses where trucks will be entering and leaving all day long into residential traffic. N. Pima and Bell Roads are already buckling under the amount of daily traffic and to add commercial trucks to the mix is a recipe for disaster!

It is my understanding that this parcel of land has been zoned industrial since 1986. When this was zoned industrial DC Ranch did not exist and much of North Scottsdale was undeveloped. Obviously, things have changed and the city needs to change with it. Just because it was zoned industrial over 30 years ago doesn't mean it should remain that way. The city can and should re-zone this property to something that is more conducive to the surrounding neighborhoods and businesses.

N. Scottsdale was and is designed for single family residences and the shopping and schools to accommodate those families. This is not the place for a warehouse distribution center or anything of its kind. I can speak for myself and my neighbors when I say the Mack Innovation Park will never be welcomed and will be fought every inch of the way to include in court if necessary! We request you cancel this proposed development and work with DC Ranch and Ironwood on a better use of the land that is more befitting of the family neighborhoods in this area.

I am happy to discuss this further with you or anyone else from the city.

Regards,

Richard Fitzpatrick  
9250 E Horseshoe Bend Drive  
Scottsdale, AZ 85255  
480-527-1122

Get [Outlook for iOS](#)

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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Saturday, November 18, 2023 11:01 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** No trucking distribution center on Bell Road nor anywhere there



What are you all thinking??? 1 semi truck is too many! The 24/7 semi truck traffic, noise, air pollution, light pollution is way beyond acceptable for the mostly residential area. It is all about the money and NOT us citizens well being which you were elected to preserve and maintain as your first duty! Not getting wealthy off of developers and making developers wealthy on the backs of taxpayers How can you even consider this approval? Trucking distribution centers are not healthy nor are they good neighbors. If you think the semis won't go through the residential streets to avoid traffic or shorten their drive time is an unrealistic plan! Just drive interstate 10 to Los Angeles to see how many truckers do NOT obey the truck speed limit of 55 mph nor the law prohibiting them from driving in the left lane. So what makes you think they will obey a city law not to drive through residential streets. I am vehemently opposed to this trucking distribution in a residential area ! -- sent by Katherine tobins (case# 49-DR-2022#2)



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**From:** John D wright <johndwright13@gmail.com>  
**Sent:** Thursday, November 16, 2023 8:30 AM  
**To:** Tessier, Meredith  
**Cc:** Randy Shell  
**Subject:** MACK INNOVATION PARK ON BELL ROAD

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Mr Shell,

Meredith,

My name is John Wright. My wife and I have lived in the Silverleaf residential community for many years and have greatly enjoyed the experiences and joys of living in the Silverleaf/DC Ranch master planned areas.

Over the last 30 years, I have been involved in the development of numerous industrial projects within the Scottsdale Airpark submarket and recently completed, and sold, four (4) high-end office/warehouse buildings in the DC Ranch Corporate Center, an area adjacent to the subject proposed MACK INNOVATION development. Developers have very specific development restrictions imposed by City of Scottsdale planners to assure quality of construction and 'Best of Class' developments. Our project called VERDE GROVE @ DC RANCH CORPORATE CENTER was a huge success and many of our prospects and neighbors mentioned that these were the nicest buildings they had ever seen!

It is my understanding that the property that MACK INNOVATION will be developed on is currently zoned I-1, light industrial, and from the marketing flyer I have reviewed it looks to be a first- class light industrial project. Though on a much larger scale than our recent neighboring development, it would seem that this project meets with City of Scottsdale I-1 zoning ordinances. While some neighbors I'm sure never want to see a vacant parcel developed, if it is zoned for a particular use and the development complies with governing ordinances then I am generally in favor of that project. The City General zoning map has specified zoning in certain areas for a reason and this one seems to comply.

Sincerely,

John Wright  
10287 E. Diamond Rim Drive  
Scottsdale, AZ 85255

PS: It is nice to see this significant piece of vacant land developed after viewing the "MACK Innovation PARK Scottsdale" brochure. This project will be a big asset for the entire area!

---

**From:** Anne Smith <annesmithmom@gmail.com>  
**Sent:** Thursday, April 27, 2023 3:00 PM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>; sdenham@mackregroup.com  
**Cc:** Suzanne Miller. DC Villas <pdx.suzanne@gmail.com>  
**Subject:** Mack project - comments

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

We are supportive of the DC Ranch and Ironwood Village comments and want to see them implemented re: MACK project.

Anne Smith  
18556 N 94th St, Scottsdale, AZ 85255

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Sent from iPad

**From:** [NoReply](#)  
**To:** [Projectinput](#)  
**Subject:** 49-DR-2022  
**Date:** Wednesday, March 01, 2023 10:56:59 AM

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Do you know if there are any scheduled open-house public meetings scheduled for the project? There was a meeting set for Feb 7th and that was canceled. Any future dates that you are aware of? Thanks for your assistance. -- sent by James H. Ball (case# 49-DR-2022#2)

City of Scottsdale



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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park  
**Date:** Sunday, November 19, 2023 10:44:54 AM

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We accept this project is commercial; however, we are very distressed at the addition of 350+ semi-truck trips per day in the current highly congested and challenging intersection - 101/Princess/Pima. Mack chose to build here knowing full well this heavy residential vehicular traffic area. We believe it is incumbent upon them to develop a traffic plan and other accommodations to minimize the stress, vehicular and environmental, that their expected large truck additions will have for the many residents, commuters, and service workers driving this area. Such accommodations should include operational restrictions such as specified truck hours, noise and pollution mitigation, NO outdoor storage of vehicles, boats, RVs or supplies, and appropriate security measures to protect the surrounding residential neighborhoods. -- sent by Bob and Colleen Whichello (case# 49-DR-2022#2)

[City of Scottsdale](#)



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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Monday, March 27, 2023 9:11 PM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** Mack Mixed-Use




Dear Sirs, I would like to be put on the list to receive information about this project. Please let me know when any open houses or other opportunities to see and understand what is happening with this project. Thank you, rlb -- sent by Ron Borino (case# 49-DR-2022)



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**From:** Clare Callahan <callahan.clare@yahoo.com>  
**Sent:** Thursday, April 27, 2023 12:05 PM  
**To:** Tessier, Meredith  
**Subject:** Large Warehouse Development by Mack Construction at Bell Road and Pima Road at Hey 101

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

I support the DC Ranch and Ironwood Village comments and I want to see them implemented.....C Callahan in DC Ranch

Sent from my iPhone


-----Original Message-----

From: Cara Forman <cjt2193@gmail.com>

Sent: Thursday, April 27, 2023 3:48 PM

To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

Subject: Mack Industrial Project

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

To whom it may concern:

I am a resident of Scottsdale and I fully support the DC Ranch and Ironwood community comments.

In addition, I have yet to see any studies on the noise and environmental pollution this endeavor will cause. With children and elderly adults living within this community, I don't believe you have taken any action to determine how this will affect our health and overall wellbeing.

There is also an exorbitant amount of traffic coming off the 101 exits, especially north bound at Pima/Princess, and to congest this with large tractor trailers will create not only traffic delays but an exponential increase in traffic accidents.

The design and overall thought process neglects the safety of your citizens. I understand the need to a facility such as this, but do not understand how you could approve when the detriment of accidents and health will be immediately apparent.

I have a risk management background in commercial insurance and would never accept this risk. Why would you?

Please provide the studies find to ensure all safety measures are being considered and implemented. I would like to review this immediately.

Cara Forman  
Resident of Parks and Manors - DC Ranch  
949 572 0622

Sent from my iPhone

**Case No.:** 49-DR-2022

**Case Title:** Mack Innovation Park Scottsdale Phase I

**Feedback Provider**

Chris Mullen  
9313 E Canyon View Rd  
Scottsdale, AZ 85255  
chrisdmullen@gmail.com

As a Scottsdale resident and homeowner, I am submitting the enclosed feedback on the proposed Mack Innovation Park Scottsdale Phase I (Case No. **49-DR-2022**). I would like Mack Real Estate Group (“Applicant”) to incorporate these comments into a revised site plan prior to a public hearing with the Development Review Board (“DRB”).

**Executive Summary**

Applicant’s proposal is out of alignment with the needs of the community. The proposal addresses two goals of the Scottsdale General Plan 2035 (“General Plan”) and one component of the Greater Airpark Character Area Plan (“Airpark Plan”), while ignoring other relevant plan elements. Applicant needs to consider how the proposed development will integrate with North Scottsdale and modify its plan accordingly to align with the General Plan, advance the interests of the community, and add value to adjacent neighborhoods.

Applicant is requested to make the following changes to the plan:

1. **Local Job Creation:** Propose a more diverse mix of industrial facilities that are more likely to create jobs for Scottsdale residents.
2. **Appropriate Land Use:** Reduce the size of the buildings to fit the character of the area, and eliminate Building H, or change its orientation, so that it does not encroach upon the Planned Regional Center (PRC) zone.
3. **Road Improvements:** Commit to allocating construction funds to upgrading adjacent public roadways from asphalt to concrete, so they are capable of handling a consistent flow of trucks traveling to and from the site.
4. **Sidewalk Improvements:** Add a 10-foot sidewalk, with a landscaped setback of at least 5 feet, along the east side of 91<sup>st</sup> Street, so that the new sidewalk conforms to the existing sidewalk that runs south from Legacy Boulevard to the cul-de-sac north of this property.

Absent these changes, the DRB should deny this application.

**1. Local Job Creation**

The parcel to be developed, 215-07-022D, is zoned for *Employment: Light Industrial Office*. It should therefore “*have excellent access to labor pools*”<sup>1</sup> and meet relevant General Plan objectives. Furthermore, because this parcel is located in the Greater Airpark Growth Area, it should also conform to the guidelines of the Airpark Plan.

Applicant’s current proposal does not satisfy the following General Plan goals for employment:

- **Economic Vitality 3.9:** *Maintain, and expand when appropriate for the city’s fiscal health, ...employment ...land uses to provide revenue, jobs, and contribute to the socioeconomic prosperity of our residents.*
- **Land Use 6:** *Attract and retain diverse employment, business, and retail land uses to improve the economic well-being of Scottsdale’s residents.*
- **Land Use 7.3:** *Support aviation-related economic development opportunities and land uses near the Scottsdale Airport.*
- **Circulation 2.1:** *Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices.*

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<sup>1</sup> City of Scottsdale. [Scottsdale General Plan 2035](#) (pg. 53)

Similarly, Applicant's proposal is not aligned with the Airpark Plan vision to create "*opportunities for business diversity and technological innovation*"<sup>2</sup>, nor the guideline that Employment zones in the Airpark Area should "*provide opportunities for...regional and local jobs.*"<sup>3</sup>

Applicant proposes to build five warehouses intended for light manufacturing. This homogeneous site plan will do little to advance the economic prosperity of Scottsdale residents. As of December 2021, only 4% of Scottsdale's working-age population is employed in production and transportation occupations<sup>4</sup>, and that percentage has been on a downward trajectory for the past five years<sup>5</sup>, despite a stable labor pool<sup>6</sup>. Manufacturing is a shrinking profession in Scottsdale. As such, this project will create few, if any, job opportunities for Scottsdale residents, providing no advancement in their economic prosperity.

Instead, the proposal will draw workers from neighboring communities, adding over 1,200 daily automobile trips<sup>7</sup> to a city which has already experienced a 15% increase in commuting workers since 2017.<sup>8</sup> This is out of alignment with the General Plan's Connectivity goals.

Furthermore, other than the project name "Mack Innovation Park", Applicant's proposal contains no indication that the proposed development will create opportunities for technological innovation, nor support aviation-related economic development, which are cornerstones of the Airpark Plan.

Applicant should revise its site plan to include a more diverse mix of buildings that will create jobs for Scottsdale residents, such as facilities for scientific research, aerospace engineering, high-tech, and professional services, all of which are (1) growing occupations among Scottsdale's working-age population<sup>9</sup>, (2) aligned with the City's vision for the Greater Airpark, and (3) permitted on I-1 land.

## 2. Appropriate Land Use

The parcel to be developed is situated on the eastern edge of the Greater Airpark Growth Area, within 1,200 feet of a medium-density residential neighborhood: DC Ranch (Desert Parks). As such, the property's design should satisfy General Plan goals for Land Use and Growth Areas, fit the character of the neighborhood, and facilitate a transition from industrial park to residential zone.

Applicant's current proposal falls short of the following General Plan goals for land use in a transition area:

- **Character & Design 1.4:** *Encourage transitions and blending of character between Character Types, including, open space areas, building height, massing, and orientation.*
- **Land Use 6.3:** *Encourage commercial land uses of similar scale and character in proximity to or within medium- to high-density residential areas to promote walkable connections.*
- **Growth Area 5.1:** *Support land use compatibility with nearby neighborhoods through context-appropriate development within Growth and Activity Areas.*

Furthermore, Applicant's proposal is out of alignment with the following land use elements of the Airpark Plan:

- **Land Use 4.7:** *Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous building shapes and mass adjacent to residential neighborhoods.*

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<sup>2</sup> City of Scottsdale. [Greater Airpark Character Area Plan](#) (pg. 5).

<sup>3</sup> City of Scottsdale. [Greater Airpark Character Area Plan](#) (pg. 10).

<sup>4</sup> US Census Bureau. [American Community Survey](#). Year: 2021. Table ID: S2401.

<sup>5</sup> US Census Bureau. [American Community Survey](#). Year: 2017. Table ID: S2401.

<sup>6</sup> In 2017, there were 2,278 Scottsdale residents employed in production, transportation, and material moving occupations. In 2021, that number has fallen 28%, to 1,586 residents. By comparison, over the same 5-year period, the working-age population in Scottsdale declined by less than 1%.

<sup>7</sup> According to Applicant's traffic study, when completed, the proposed facility will add 368 semi-truck trips and 1,296 other vehicle trips daily.

<sup>8</sup> Comparison of 2019 and 2022 demographic reports published by City of Scottsdale. In 2017, 150,626 workers commuted to Scottsdale for jobs. In 2019, that number increased to 173,436 workers.

[Scottsdale Demographics for Fiscal Year 2021/2022](#) (pg. 4). [Scottsdale by the Numbers: A Demographic Summary](#) (pg. 4).

<sup>9</sup> Refer to the Appendix for a comparison of Scottsdale resident occupational data from the US Census Bureau for 2017 and 2021. The number of residents working in life sciences, engineering, computing, finance, and legal occupations increased more than 30% over those 5 years.

Applicant proposes to build five virtually identical warehouses, with “*slight variations of the design motif*”.<sup>10</sup> All five will be 44 ft tall, with four having footprints exceeding 90,000 ft<sup>2</sup>. The smallest of these four, Building H, will have a mass of 4.7 million ft<sup>3</sup>.<sup>11</sup> These complexes are 20% taller and three times larger than structures on nearby industrial-zoned properties. They are not only monotonous, but also too large for the area.

Furthermore, at its open house meeting on December 6, 2022, Applicant did not present a compelling business case for warehouse construction. Applicant’s explanation for building enormous warehouses was because one “cannot get big warehouses in North Scottsdale”. The reason there are no large industrial complexes in North Scottsdale is because such facilities do not align with the needs of the surrounding community, nor do they fit the character of the area.

The size of buildings on industrial properties adjacent to Applicant’s plot demonstrates that modestly-sized structures are more appropriate for the I-1 zone:

Parcel ID	Property Name	Height (ft)	Footprint (ft <sup>2</sup> )	Mass (ft <sup>3</sup> )
215-07-022D	Mack Innovation Park: Building H	44	105,915	4.7 million
217-55-720	WentPro Storage <sup>12</sup>	36	43,100	1.6 million
217-13-0007C	Potato Barn <sup>13</sup>	38	40,491	1.5 million
215-07-401	Koll Perimeter Center <sup>14</sup>	32	55,774	1.8 million
217-55-736	Center for Athletic Performance <sup>15</sup>	35	23,739	0.8 million

Note: All 4 of the above-listed examples could fit inside 1 of the Applicant’s proposed buildings: Building E.<sup>16</sup>

In addition to lacking variety, Applicant’s proposed site plan situates Building H, an industrial facility, atop land zoned as Planned Regional Center (PRC). The purpose of PRC land is “*to provide for regional shopping, business, and residential uses*”, and it should be “*pedestrian oriented with complementary mixed uses*”.<sup>17</sup> Building H meets none of these requirements. The DRB should not permit modification of the existing PRC boundary line, as the intent of PRC zoning is to encourage commercial land development that complements adjacent residential areas.

Applicant should revise its proposal to reduce the height and footprint of the proposed structures, combining this request with **1. Local Job Creation** to lay out a more diverse mix of smaller buildings that fit the area, while creating jobs for the city’s workforce. Furthermore, Applicant must revise the plan for the southeast corner of the property, such that no industrial infrastructure encroaches the PRC zone.

### 3. Road Improvements

All buildings in Applicant’s proposal contain loading docks. Applicant’s traffic study estimates that these docks, when completed, will receive 368 semi-trucks daily. Per the General Plan guidelines for Light Industrial, “*Major streets serving Light Industrial/Office areas should accommodate truck traffic.*”<sup>18</sup>

<sup>10</sup> [Mack Innovation Park – Development Review Application #414-PA-2022](#) (pg. 5).

<sup>11</sup> Applicant’s proposed Building H is 44 ft tall, with a footprint of 105,915 ft<sup>2</sup>, yielding a total mass of 4.7 mil ft<sup>3</sup>.

<sup>12</sup> City of Scottsdale Planning & Development. Case No.: [4-DR-2017](#). Approved facility has a total size of 120,000 sf, split over three floors. Height: 36 ft. First-floor Footprint: 43,100 ft<sup>2</sup>. Mass: 36 ft x 43,100 ft<sup>2</sup> = 1.6 mil ft<sup>3</sup>.

<sup>13</sup> City of Scottsdale Planning & Development. Case No.: [18-DR-2015](#)

<sup>14</sup> City of Scottsdale Planning & Development. Case No.: [68-DR-2000](#). Proposal included two buildings, identical in size. Footprint size and mass calculation are for one of those two buildings.

<sup>15</sup> City of Scottsdale Planning & Development. Case No.: [43-DR-2015](#).

<sup>16</sup> Applicant’s proposed Building E is 44 ft tall, with a footprint of 129,365 ft<sup>2</sup>, yielding a total mass of 5.7 mil ft<sup>3</sup>. Sum of four examples provided is 1.6 mil + 1.5 mil + 1.8 mil + 0.8 mil = 5.7 mil ft<sup>3</sup>.

<sup>17</sup> Scottsdale Code of Ordinances. [Section 5.2600 – Planned Regional Center \(PRC\)](#).

<sup>18</sup> City of Scottsdale. [Scottsdale General Plan 2035](#) (pg. 53).

Semi-trucks are Class 8 vehicles under the Federal Highway Administration, with a gross volumetric weight (gvw) exceeding 33,000 lbs empty<sup>19</sup>, and up to 80,000 lbs with cargo. A fully loaded 18-wheeler is 18 times heavier than the average passenger vehicle, putting more wear and tear on the roadway than residential and light truck traffic.<sup>20</sup> Asphalt surfaces are incapable of withstanding a consistent flow of Class 8 vehicles, as evidenced by the aftermath of the Bell94 Sports Complex construction in 2021. At the conclusion of the project, Bell Road lay in ruins, pulverized by the steady stream of dump trucks, construction equipment, and flatbeds laden with building materials for the job site. The road required repaving between 91<sup>st</sup> and 94<sup>th</sup> Street, and the section that was not repaved, between 91<sup>st</sup> Street and the AZ-101 underpass, remains in poor condition.

Concrete is a sturdier substrate and a more appropriate road surface for industrial thoroughfares; however, Applicant's proposal contains no commitment to invest in road surface upgrades. When asked about making infrastructure enhancements during its open house meeting on December 6, 2022, Applicant stated that the City of Scottsdale is responsible for road improvements. However, both Bell Road and the AZ-101 Frontage Road will experience increased wear and tear as a direct result of Applicant's development, which will be the only facility on Bell Road east of Hayden Rd to receive such a steady flow of tractor-trailers. Furthermore, Applicant will benefit financially from the truck traffic in the form of leasing revenue from its tenants, to the detriment of other road users. Therefore, Applicant, and not local taxpayers, should shoulder the cost of mitigating future road damage.

Applicant should be required to commit to the following in its proposal, so that the streets adjacent to the property are better suited to accommodate 70,000 - 80,000 lb gvw trucks:

- (1) Contribute at least 50% of the capital required to convert Bell Road between the AZ-101 underpass and 91<sup>st</sup> Street to concrete.
- (2) Contribute at least 25% of the capital required to convert the AZ-101 Frontage Road between Bell Road and Pima Road to concrete.
- (3) Construct the extension of 91<sup>st</sup> Street, and any lane expansions on Bell Road and the AZ-101 Frontage Road, using concrete, instead of asphalt.

Road improvements should be required to be finished by or before the completion of Phase I.

#### 4. Sidewalk Improvements

As a condition of developing this parcel, Applicant is required to extend 91<sup>st</sup> Street south to Bell Road ("91<sup>st</sup> St Extension"). The existing stretch of 91<sup>st</sup> Street from Legacy Boulevard to the Bell94 Sports Complex contains a 10-foot-wide sidewalk along the east side of the road, with a landscaped 5-foot-wide setback from the roadway, planted with desert flora and trees. With the recent completion of DC Ranch Park and the Bell94 Sports Complex, this street has seen increased pedestrian use, raising the importance of safety for walkers, joggers, and dogs.

Applicant's proposal shows the sidewalk along the east side of the 91<sup>st</sup> St Extension as adjacent to the roadway, with neither a visible setback, nor landscaping.

Application's proposal does not comply with the following General Plan goals for street design:

- **Character & Design 4:** *Enhance the design of streets and public spaces to improve Scottsdale's visual quality, experience, Sonoran Desert context, and social life.*
- **Circulation 5.4:** *Incorporate open space and buffers into street design to protect neighborhoods.*

91<sup>st</sup> Street is classified by the City of Scottsdale as a Natural Streetscape.<sup>21</sup> Natural streetscapes should "embody the natural state of the Sonoran Desert environment...Native plants and plant densities should buffer adjoining uses, protect view corridors, and preserve rural and desert contexts."<sup>22</sup>

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<sup>19</sup> US Department of Energy. [Vehicle Weight Classes & Categories](#).

<sup>20</sup> The average passenger vehicle on the road weighs 4,289 lbs. US Environmental Protection Agency. [Automotive Trends Report](#).

<sup>21</sup> City of Scottsdale. [Scottsdale General Plan 2035](#) (pg. 42).

<sup>22</sup> City of Scottsdale. [Scottsdale General Plan 2035](#) (pg. 37).

To comply with the provisions of the General Plan, Applicant should revise its preliminary landscape plan to include a 10-foot sidewalk along the east side of the 91<sup>st</sup> St Extension, along with a landscaped buffer of at least five feet between the sidewalk and the roadway, such that the sidewalk design matches the existing sidewalk north of the property and creates an eco-friendly buffer between pedestrians and industrial traffic.

### **Conclusion**

Only 3% of Scottsdale’s land is zoned for Employment.<sup>23</sup> The DRB must encourage Employment property owners, including Applicant, to create site plans that maximize the benefit of this limited acreage for the city’s residents.

Applicant states in its proposal that the existing unimproved property “*currently adds little to the character of the area*”.<sup>24</sup> On the contrary, the vacant land provides an attractive, natural desert barrier between the residential areas of North Scottsdale and the hustle and bustle of the highway and adjacent Airpark. Applicant should be replacing that buffer with a development of equivalent value to the community.

With appropriate modifications, Applicant’s proposal can deliver an industrial park suitable for North Scottsdale. Prior to a scheduled public hearing, the DRB should return this proposal to Applicant for revisions, and ask Applicant to sharpen its pencil on a site plan befitting this location.

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<sup>23</sup> City of Scottsdale. [Scottsdale General Plan 2035](#) (pg. 45).

<sup>24</sup> [Mack Innovation Park – Development Review Application #414-PA-2022](#) (pg. 14).



**Appendix**

*US Census Bureau: Occupational Data from the American Community Survey<sup>25</sup>*

Title: Civilian employed population, 16 years and over, by occupation

Location: Scottsdale, AZ

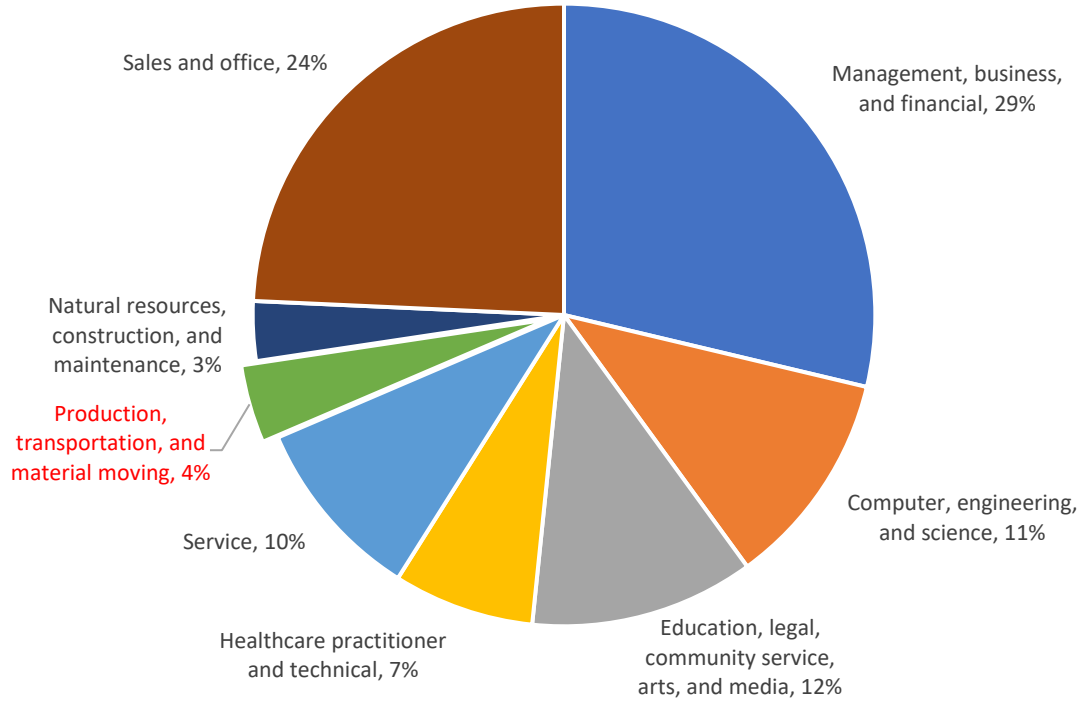
Green rows denote non-construction occupations with more than 20% growth over the past 5 years.

Occupation	Estimated Total (2017)	Estimated Total (2021)	5-Yr Net Change (+/-)	5-Yr Net Change (%)
Civilian employed population 16 years and over	129,561	128,657	(904)	(0.7%)
Management, business, science, and arts occupations:	69,489	75,857	6,368	9.2%
Management, business, and financial occupations:	36,066	36,948	882	2.4%
Management occupations	23,411	20,608	(2,803)	(12.0%)
Business and financial operations occupations	12,655	16,340	3,685	29.1%
Computer, engineering, and science occupations:	9,278	14,490	5,212	56.2%
Computer and mathematical occupations	5,620	8,594	2,974	52.9%
Architecture and engineering occupations	2,620	3,999	1,379	52.6%
Life, physical, and social science occupations	1,038	1,897	859	82.8%
Education, legal, community service, arts, and media occupations:	13,681	14,992	1,311	9.6%
Community and social services occupations	1,806	2,026	220	12.2%
Legal occupations	2,330	3,038	708	30.4%
Education, training, and library occupations	6,341	6,434	93	1.5%
Arts, design, entertainment, sports, and media occupations	3,204	3,494	290	9.1%
Healthcare practitioner and technical occupations	10,464	9,427	(1,037)	(9.9%)
Service occupations:	15,600	12,351	(3,249)	(20.8%)
Healthcare support occupations	1,279	1,219	(60)	(4.7%)
Protective service occupations	1,181	1,182	1	0.1%
Food preparation and serving related occupations	7,451	6,680	(771)	(10.3%)
Building and grounds cleaning and maintenance occupations	1,220	955	(265)	(21.7%)
Personal care and service occupations	4,469	2,315	(2,154)	(48.2%)
Sales and office occupations:	33,995	31,239	(2,756)	(8.1%)
Sales and related occupations	19,215	19,548	333	1.7%
Office and administrative support occupations	14,780	11,691	(3,089)	(20.9%)
Natural resources, construction, and maintenance occupations:	3,233	3,979	746	23.1%
Farming, fishing, and forestry occupations	184	58	(126)	(68.5%)
Construction and extraction occupations	1,632	2,298	666	40.8%
Installation, maintenance, and repair occupations	1,417	1,623	206	14.5%
Production, transportation, and material moving occupations:	7,244	5,231	(2,013)	(27.8%)
Production occupations	2,278	1,586	(692)	(30.4%)
Transportation occupations	3,640	2,069	(1,571)	(43.2%)
Material moving occupations	1,326	1,576	250	18.9%

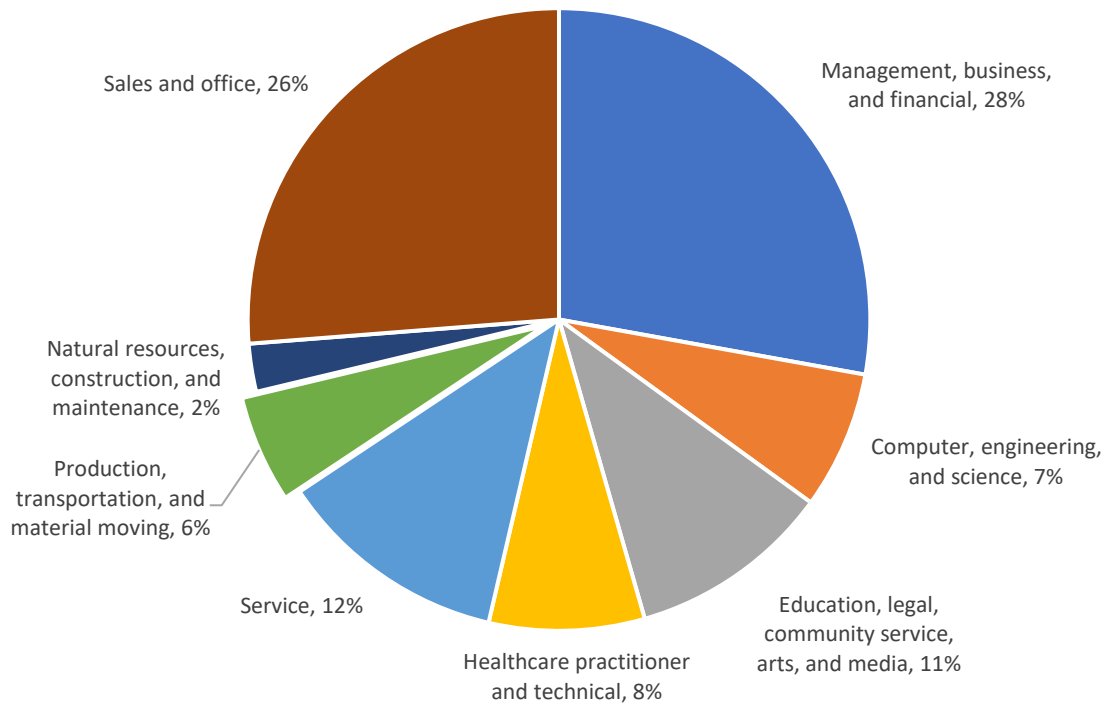
<sup>25</sup> Source: US Census Bureau. American Community Survey. Years: 2017, 2021. Table ID: S2401.  
<https://data.census.gov/table?q=Scottsdale+city:+Arizona&t=Employment&tid=ACSST1Y2017.S2401>  
<https://data.census.gov/table?q=Scottsdale+city:+Arizona&t=Employment&tid=ACSST1Y2021.S2401>

Title: Percentage of Civilian employed population, 16 years and over, by occupational area.  
Location: Scottsdale, AZ

**Occupational Area, % of Total Workforce (2021)**



**Occupational Area, % of Total Workforce (2017)**



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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Sunday, November 19, 2023 11:42 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** 49-DR-2022#2 MACK INNOVATION PARK SCOTTSDALE-NORTH PHASE



Hi. I am writing in opposition to this development as currently planned. This area is adjacent to the ONLY direct route to most North Scottsdale communities. Besides the additional truck traffic, this development as currently proposed will be an eyesore to our beautiful desert. The reason most of us have chosen to invest in North Scottsdale is due to the natural beauty! I am pleading with you to at least implement the 'Gateway to North Scottsdale' plan as outlined here: [https://dcranch.com/wp-content/uploads/2023/08/Page-18-EDIT.jpg?mc\\_cid=67783ec204&mc\\_eid=dd860d742f](https://dcranch.com/wp-content/uploads/2023/08/Page-18-EDIT.jpg?mc_cid=67783ec204&mc_eid=dd860d742f). As you know, once this land is developed, there is no going back! Please respect our beautiful desert!!! Regards, Lisa Cox -- sent by Lisa Cox (case# 49-DR-2022#2)



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**From:** Craig Rock <Craig.Rock@pt-corp.com>  
**Sent:** Wednesday, May 03, 2023 10:47 AM  
**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Cc:** Christine.Irish@dcranchinc.com  
**Subject:** Mack Pima/101 Project

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

To Whom It May Concern:

I am supportive of the DC Ranch and Ironwood Village comments and want to see them implemented. I live in Silverleaf and am very concerned about many issues on this project but mostly the traffic this will create. Exiting the 101 on to Pima is already congested and at times dangerous. This project will significantly increase this problem.

Craig Rock  
18925 N. 98<sup>th</sup> Way  
Scottsdale, AZ. 85255

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**From:** Dan Timm <dan.timm55@gmail.com>

**Sent:** Friday, April 28, 2023 8:00 AM

**To:** Tessier, Meredith <MTessier@ScottsdaleAz.Gov>

**Subject:** Mack Project feedback - agree with DC Ranch input

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

This is to express my concern over the Mack Industrial Project by my home in Silverleaf And that I agree with the DC Ranch feedback. I urge you to make this project fit in with the environment in which it is in. The size of the buildings are a concern. The amount of traffic is a much bigger concern as we do not want that to be disruptive to our daily lives. This project should fit into the residential neighborhood in which you have chosen to build it. Please be a good neighbor!

Dan Timm

Sent from my iPad

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**From:** David Gramza <david.gramza@gmail.com>  
**Sent:** Thursday, April 27, 2023 6:31 PM  
**To:** sdenham@mackregroup.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>  
**Cc:** Christine.Irish@dcranchinc.com  
**Subject:** DC Ranch's Comments on Mack Projects

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

I have attended both meetings that Mack presented to DC Ranch Residents and have been vocal at both as to my opposition of the industrial buildings, 24hr truck docks and high volume diesel truck traffic that Mack originally proposed.

I want to keep this as short as I can...but DO NOT infer that means I am not passionate about what DC Ranch and the entrance to it from the 101 mean to me. I am an original owner at DC Ranch and had my eyes on it ever since the signs went up on what was once a tiny Pima Rd heading north. There is NO WAY diesel trucks fit that dream and/or the picture of what I thought DC Ranch is and can evolve to be. Our residents at DC Ranch have "changed hands" since its inception ~25 yrs ago.....I have been here the whole time and was a part of the original owner input to the original vision statement of DC Ranch.

I support the DC Ranch Community Council comments, as I believe they have the best interest of DC Ranch at heart. I have voiced my opinion many times to that Council and my DC Ranch Neighborhood Voting Member during this whole process and I am glad other neighborhoods such as Ironwood Village and Windgate are now "waking up" and participating.

I feel there is a game going on here....and I am not a fan of that game. A fast talking front man, scare tactics to the older residents of DC Ranch about traffic falsities and "outsiders" talking like they know what is best for DC Ranch at the second meeting....are all manufactured for all I know to get Mack what they really want. Thus Mack saying "well...no one knows what they want....so we are moving forward like we can". How about NO WAY and NOT SO FAST.

Now...to be fair...the DC Ranch Community Council has flip-flopped and has been too quiet during this process....and I have told them that. Mack bought the property...I get that...but in no way should they perceive that scare tactics of too much car traffic (by adding some residential and storefronts to the north part of the property) is better than diesel trucks all day long. We all know that North Scottsdale will grow (look at the widening of Pima Rd north of Pinnacle Peak). We cannot stop that...nor should we...our area is great....for a reason...and that WILL NOT be enhanced by the possibility of 24hr diesel trucks at our entrance to the DC Ranch corridor. Anyone who says so...is just plain nuts....in my opinion.

I remain ready to fight this...as needed and asked (or not asked)....to help this result in SOMETHING that is better than 24hr diesel truck traffic with too many shipping docks at DC Ranch's entrance gate.

Respectfully (as much as I can be) with one last question....."How long have you been at DC Ranch?"

David Gramza  
20559 N. 94th Place  
Scottsdale, AZ 85255  
(480) 221-7025 (c)  
Original Owner at DC Ranch since April 1999

**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park  
**Date:** Sunday, November 26, 2023 9:53:53 AM

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I'm opposed to the Mack Industrial Park. This project is inconsistent with the neighborhood. The area surrounding Bell Road and Pima Road consists of light retail, homes, apartments, offices and medical facilities. Industrial warehouses don't fit into this neighborhood. I don't understand why a developer wants to build warehouses at this intersection. Reaching the I-10 or I-17 requires a drive of 15-20 minutes. The cargo facilities at Sky Harbor Airport require a drive of 45-60 minutes. Railroad terminals in Phoenix require a drive of over one hour. Due to the pandemic and economic shifts, there's an abundance of vacant warehouse space closer to transit facilities. There are three schools within two miles of this project. The increased traffic will create risk for school buses. The developer hasn't provided a plan to address the increased traffic at an already busy intersection. Thank you! -- sent by Jack Baier (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Pima Rd and 101 Mack Project  
**Date:** Monday, November 27, 2023 1:34:45 PM

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I support the following whole heartedly. Please take into consideration that the residents in this area will be impacted in many ways by this project. It is better suited for another location. 91st Street, in both directions near DC Ranch, will be designated a no truck zone The landscape on Pima has been upgraded to larger trees Additional screening has been added to the building roof tops Concerns brought up by the Community Council and DC Ranch residents that have not been addressed by Mack include: Develop an adequate traffic plan to accommodate 350+ semi-truck trips per day, as shown in the Mack traffic study Make land along Pima a "gateway to north Scottsdale" Reduce the mass of each building and the number of docking bays Upgrade architectural features on the back of buildings Agree to operational restrictions such as specified truck hours, noise mitigation, no outdoor storage of vehicles, boats, RVs or supplies, and 24/7 on-site security...Karen Doering/Ironwood Village -- sent by KAREN DOERING (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park  
**Date:** Tuesday, November 28, 2023 4:28:26 PM

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I am a homeowner in DC Ranch off of 91st and Legacy. I am very concerned about the Mack Industrial Park development. It is an extremely busy area for traffic as it stands today without further development with significant truck traffic. There are already extensive delays and accidents in this area and adding this new Industrial Park will be a huge disservice to the safety and wellbeing of residents. In particular, these are my unresolved issues Develop an adequate traffic plan to accommodate 350+ semi-truck trips per day, as shown in the Mack traffic study Make land along Pima a "gateway to north Scottsdale" Reduce the mass of each building and the number of docking bays Upgrade architectural features on the back of buildings Agree to operational restrictions such as specified truck hours, noise mitigation, no outdoor storage of vehicles, boats, RVs or supplies, and 24/7 on-site security Thank you. MaryKay Kopf 9299 E Horseshoe Bend Dr Scottsdale AZ 85255 -- sent by MaryKay Kopf (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park  
**Date:** Tuesday, November 28, 2023 4:11:54 PM

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The west valley/303 industrial development area failed to consider the light pollution impact on the area and residents. The consequences have been disastrous. DC Ranch made a sincere commitment to light pollution mitigation as it developed. Please maintain a strenuous light pollution mitigation policy for this site. -- sent by John Crow (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mitigating Mack Industrial Park  
**Date:** Tuesday, November 28, 2023 4:27:21 PM

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Dear Coordinator, Mack Industrial Park will be occupying one of the most beautiful and scenic corridors in North Scottsdale. How is an industrial park landing just feet from the McDowell Mountain Preserve? And West World? We already have severe congestion on Pima and the 101 due to West World and the Phoenix Open, Barrett Jackson, Norte Dame High School, Bike Week and West World Equestrian events. An industrial property is a travesty but I ask your committee to minimize heavy industrial traffic, minimize congestion, minimize dust, minimize noise and minimize disruption to the families who reside in North Scottsdale. Please protect our community and the Sonoran desert environment and minimize this failure of planning. Thank you - Lena Dalbey Arizona Native 20 year Resident of North Scottsdale and DC Ranch -- sent by Lena Dalbey (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park Concerns for Neighbors  
**Date:** Tuesday, November 28, 2023 7:42:30 PM

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My family lives just east of this property and we're very concerned this project will bring excessive amount of semi-truck traffic on the outer road of the 101 Loop just prior to Pima Rd. At many times of the day, exiting the 101 north at Pima Rd can be very problematic with the required merging necessary to reach the right turn lane to head north. I'm concerned adding semi-trucks to this situation will produce extreme traffic congestion which will cause even the 101 to backup leading to devastating rear-end collisions/injuries . Additional gridlock from vehicles entering the 101 from FLW will compound this dangerous issue. The proposed traffic plan does not adequately address this situation. In combination to the extreme number of semi-trucks, air and noise pollution will follow. This should be designated as a no engine-braking and no idling zone at a minimum. Thank you. -- sent by Michael Keran (case# 49-DR-2022#2)

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**From:** Bud Kern <[bud.kern@gmail.com](mailto:bud.kern@gmail.com)>  
**Sent:** Wednesday, November 29, 2023 9:39 AM  
**To:** Durham, Thomas <[TDurham@Scottsdaleaz.gov](mailto:TDurham@Scottsdaleaz.gov)>  
**Cc:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>; Curtis, Tim <[tcurtis@scottsdaleaz.gov](mailto:tcurtis@scottsdaleaz.gov)>  
**Subject:** Re: Mack Development Project

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

Tom,  
Thank you very much for responding to my email.  
I've heard the zoning problem before on this issue. I don't know all the legal ramifications. But it would seem to me that there has to be some protections built into approving developments that not anything can be built anywhere just because of the zoning. What if the development was to emit obnoxious gas, or constant loud noise, or emit toxic substances? Can a nuclear site or steel foundry be built anywhere? This project is a public nuisance. Where there is a will there is a way. Changing the zoning to residential or other would not necessarily devalue the property. It's time for the City to step up and do the right thing and not just roll over.  
Thanks.  
Bud

On Tue, Nov 28, 2023 at 6:50 PM Durham, Thomas <[TDurham@scottsdaleaz.gov](mailto:TDurham@scottsdaleaz.gov)> wrote:

Mr. Kern, the MACK property is zoned as industrial. Although there are residential areas nearby, the MACK area is industrial. As such, the proposed use is allowed under current zoning and therefore the proposal will not come before the City Council, although design aspects will be reviewed by the Development Review Board.

Changing the zoning at this point would violate Arizona law, since the Council cannot take any zoning action which would reduce or impair the value of property. So the Council cannot stop a proposed industrial use.

I agree with you that the project presents serious traffic problems. I regularly exit the 101 at Pima and have had several near collisions since many people ignore the yield sign. I have asked our traffic engineers to provide better notice of the yield requirement, but the State, not the City controls this ramp.

There are discussions to re-route traffic, possibly south to Bell, to avoid the Pima off-ramp situation. I haven't examined these plans recently, but I will.

Thank you.

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**From:** Bud Kern <[bud.kern@gmail.com](mailto:bud.kern@gmail.com)>  
**Sent:** Tuesday, November 28, 2023 2:11 PM  
**To:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>

Cc: Curtis, Tim <[tcurtis@scottsdaleaz.gov](mailto:tcurtis@scottsdaleaz.gov)>

Subject: Mack Development Project

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

Hello City Council Members and Tim,

I am a Scottsdale resident contacting you today to voice my concerns over a prospective industrial development project in northeast Scottsdale near the 101 and Pima Road interchange. It is called the Mack Innovation Park.

The location of this project, if approved and completed, will cause a traffic debacle in an area that is already a traffic nightmare. The City will be inundated with angry residents if it is constructed.

This area is almost entirely residential with appropriate retail development that serves the nearby communities. Pima and Bell are very busy roads that not only serve the area and are congested now, but Pima is one of the only roads that serve all of the communities near and far north of the interchange. Adding extreme truck traffic to those counts is not responsible.

The Mack development would be a warehouse hub for the distribution of goods. This means that its primary use would require semi trucks to use its facility. The Mack estimate of semi truck traffic a day is 368 trucks. The only streets available for these trucks to utilize are Pima and Bell. Mack is requesting an access entry be provided from its facility to the north Pima frontage road that merges into the exit ramp off 101. This would snarl an already extremely congested exit ramp. This would mean semi trucks would be needing to go left and criss cross the 101 exit ramp traffic to reach the 101, while exiting 101 traffic would need to criss cross to the right through the existing frontage road traffic plus the hundreds of semi trucks, in order to use the right hand turn lane onto Pima. While there is a yield sign on the frontage road for drivers to yield to the exiting traffic off 101, no one ever yields. Today this already creates road rage incidents and horn honking. Mack has said they would add an additional right hand turn lane onto Pima. But turning right on Pima is not an issue. The issue is all the criss crossing traffic that would be happening which would create back-ups, accidents and unfathomable traffic problems. And when there are events at Westworld or the golf tournament, it would be a parking lot.

While this property is zoned industrial, this is not the place for the Mack type of development. Semi truck warehouse facilities should be located in large industrial complexes, not within residential communities using residential infrastructure. The additional load of 368 semi trucks a day, with possibly more in the future, utilizing any of the nearby streets, will create a City disaster that will be impossible to fix. Take action now to protect an already burdened traffic zone. Do whatever you need to do, legal or otherwise, to vote NO on approving this out of place development. Otherwise the City will be responsible for creating a disaster that will be with it, you, and its residents, for years to come.

**REBUTTAL TO MACK'S APPLICATION CLAIMS:**

1. Mack claims: *"It is believed that the design theme is so specific to this site, project and building type that it would not make sense anywhere else but at this proposed location."*

Response: Believed by whom? Mack wants one to think that a semi-truck warehouse facility will look like a Taliesin inspired masterpiece. This is laughable. This project in truth only makes sense at a different location in an area of industrial complexes, not in a residential area. Is this the type of commercial development Scottsdale wants to be known for, and attract?

2. Mack claims: *"The Project location immediately adjacent to the Loop 101 and freeway interchanges make the site ideal for industrial development. The access to this primary roadway will provide extremely efficient access and egress for vehicles with limited impact on the surrounding neighborhood."*

Response: As pointed out above, this is a horrible site for industrial development that will bring in hundreds of semi-trucks each day. It will not provide "efficient access and egress" and will have a devastating traffic impact on the surrounding neighborhoods. You have to question the motives or evaluation Mack has performed for them to think this is an acceptable area to insert hundreds of trucks each day upon the existing stressed infrastructure.

3. Mack claims: "*Due to a location adjacent to freeway interchanges, the Property is effectively a commercial "gateway" into the adjacent neighborhoods. The proposed design embraces this reality by incorporating building and landscape design features that are consistent with neighborhood standards. By implementing a Frank Lloyd Wright inspired design, the industrial building is elevated from a building solely of function to a building of form and elevated, quality design.*"

Response: Another false claim. The 101 and Pima area is a residential, not commercial, gateway to the adjacent and further north neighborhoods. Mack adnauseam keeps stating the building design and landscaping will make the development acceptable to the area, attempting to dress up the pig from what it will actually be: an industrial warehouse facility accessed by hundreds of large semis daily, snarling already congested traffic, polluting the air and creating a noisy environment. While form is important for all development, function must be the most important criteria for this application. This project's function cannot be window dressed away. Maybe a good idea, but absolutely in the wrong location. It must be remembered, this intersection serves not just the immediate residential neighborhoods, but thousands of residents who drive this single route everyday to access their homes miles north to their communities.

4. Mack claims: "*Combined with the proposed interior driveways, this added infrastructure will provide very efficient traffic movement into, within and out of the site, and will also benefit existing traffic flow by adding new options to access the adjacent neighborhood.*"

Response: Benefiting existing traffic flow? By adding hundreds of semi's every day to already overstressed roadways? Mack seems to think that adding an additional right hand turn lane to Pima is a cure all for the congestion they will bring. As stated earlier, another right hand turn lane will do nothing to alleviate the additional traffic issue of semis attempting to turn left out of the facility across the traffic exiting 101 attempting to turn right onto Pima. It is this criss-cross traffic flow that will snarl the area worse than today and create a debacle.

5. Mack claims: "*The project will greatly enhance the design character of the area. The property is located immediately adjacent to the Loop 101 Freeway, yet is currently vacant and unimproved. The property currently adds little to the character of the area. This project will greatly enhance the setting, .....*"

Response: Ask nearby residents if they would prefer hundreds of semis a day utilizing a huge warehouse facility or having undeveloped land, or properly developed land nearby.

6. Mack claims: "*The project is highly designed from a building and landscaping perspective and creates an inviting and contextually appropriate development.*"

Response: Form does not make function acceptable. This project and its function is totally inappropriate for this area.

Thank you.

Bud Kern

11419 E. Hideaway Lane



**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Development Review Board (DRB) hearing set for Mack Industrial Park, North parcel  
**Date:** Wednesday, November 29, 2023 9:43:53 AM

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I am a resident of the DC Ranch Park and Manor community at Trailside and 91st Street. I understand this property will be developed, but am very concerned about the traffic impact in the area. Specifically with the semi entrances and exits to the Mack Industrial Park. ALSO, I really really really would like to see the City put a 4-way stop at the intersection of 91st Street and Trailside. Traffic has increased SIGNIFICANTLY since the creation of Bell 94 Sports Complex and its dangerous to have to play frogger when traveling eastbound or westbound on Trailside from my neighborhood. PLUS many children and families cross the street at this location to go to the lake and DC Ranch Crossing shopping center. A 4 way stop with crosswalks would help prevent a major catastrophe just waiting to happen. And I understand that 91st Street will be a no truck zone but I would imagine that the car traffic will drastically increase from the Mack project's additional cars. -- sent by Jennifer Nuss (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** MACK INDUSTRIAL DEVELOPMENT  
**Date:** Tuesday, November 28, 2023 5:51:19 PM

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and 24/7 on-site security. Security is of vital concern so that criminal elements are not attracted to this new light industrial site and thus to our neighborhoods. This was sent in three parts due to limited space in this message field. -- sent by Thomas Allen (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** Mack Industrial Park  
**Date:** Tuesday, November 28, 2023 9:45:14 PM

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We are new residents to AZ having bought our house 2.5 yrs ago. Notwithstanding that I feel this project shouldn't have been allowed to proceed, now that it has I am concerned about noise, pollution and traffic. We take our son to school and back entering the highway on Pima right by the proposed Industrial Park the potential backup of traffic from the trucks is a big issue. Further aesthetically there needs to be more done to obscure that it's an industrial park. I stand behind the additional ideas below that others have proposed. Develop an adequate traffic plan to accommodate 350+ semi-truck trips per day, as shown in the Mack traffic study Make land along Pima a "gateway to north Scottsdale" Reduce the mass of each building and the number of docking bays Upgrade architectural features on the back of buildings Agree to operational restrictions such as specified truck hours, noise mitigation, no outdoor storage of vehicles, boats, RVs or supplies, and 24/7 on-site security -- sent by Gina Goodman (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** MACK INDUSTRIAL DEVELOPMENT  
**Date:** Tuesday, November 28, 2023 5:47:17 PM

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We are writing to express our concern about Mack Industrial Site Development on NW corner of Bell Road near AZ 101. Concerns brought up by the Community Council and DC Ranch residents that have not been addressed by Mack include: TRAFFIC PLAN: Mack has failed to develop a traffic plan for 368 semi-trucks per day as per Mack's own data and estimates for full site operation in 2028. The addition of this number of huge 18 wheelers arriving and departing from this area is very disturbing, especially during peak traffic Spring-time events that include Waste Management Phoenix Open, Barrett Jackson car show and to a lesser extent Cactus League games. Traffic is already heavy along Bell Road during morning and afternoon school drop offs and pick ups. We already see drivers routinely tailgating, running red lights and making illegal U-turns on Bell Road and speeding along 94th Street. We fear for the impact and risk of crashes and fatalities of 368 daily semi trucks on already impatient -- sent by Thomas Allen (case# 49-DR-2022#2)

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**From:** [NoReply](#)  
**To:** [Zimmer, Christopher](#)  
**Subject:** CONTINUED MACK INDUSTRIAL DEVELOPMENT  
**Date:** Tuesday, November 28, 2023 5:49:21 PM

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drivers. GATEWAY TO NORTH SCOTTSDALE: Pima Road serves as a gateway to many neighborhoods in North Scottsdale. This is growing, as indicative of current road improvements on Pima north of Pinnacle Peak Road and on Happy Valley Road. Mack's "Gateways" should include smaller buildings that attract tenants who are compatible with adjacent neighborhoods. Entrance design and public art should be included such as artwork in AZ 101 underpasses. Parking areas should be landscaped so as to make them minimally visible from Pima Road. SIZE OF BUILDINGS: Mass of buildings should be reduced as should the number of docking bays in each building. ARCHITECTURAL FEATURES: Upgrade architectural features on the back of buildings so that they are pleasing to the eye and reflect the beauty of the City of Scottsdale that we all love. RESTRICT OPERATIONS: Agree to operational restrictions such as specified truck hours, noise mitigation, no outdoor storage of vehicles, boats, RVs or supplies, and 24 -- sent by Thomas Allen (case# 49-DR-2022#2)

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