

PLANNING COMMISSION REPORT



Meeting Date: November 18, 2020
General Plan Element: *Open Space & Recreation*
General Plan Goal: *Ensure a wide range of recreational facilities and services*

ACTION

Multi-Use Sport Fields Municipal Use Master Site Plan 10-UP-2020

Request to consider the following:

1. A recommendation to City Council regarding a request by the City of Scottsdale for approval of a Municipal Use Master Site Plan for a 38-acre multi-use sports field with field lighting located at 9390 E. Bell Road, zoned Single-family Residential, Environmentally Sensitive Lands, Planned Community District (R1-7, ESL PCD).

Purpose of Request

In accordance with Section 1.501 of the Zoning Ordinance, the Development Review Board and Planning Commission shall review and make a recommendation to the City Council regarding a proposed municipal use master site plan for any site larger than one (1) acre of gross lot area. The applicant's request is for a recommendation to the City Council on the proposed Municipal Use Master Site Plan for a 38-acre multi-use sport fields with field lighting.

Key Items for Consideration

- Municipal Use Master Site Plan Criteria
- The Municipal Use Master Site Plan is consistent with the General Plan
- Environmentally Sensitive Lands Overlay District
- Public comments received expressed support and concerns regarding traffic, sidewalks, parking, and light pollution
- Associated case 14-UP-2020: 16.3-acre neighborhood park 0.3 mile to the north

OWNER

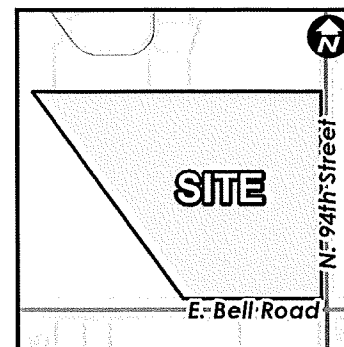
City of Scottsdale
(480) 312-2522

APPLICANT CONTACT

Joe Phillips
City of Scottsdale
(480) 861-4823

LOCATION

9390 E Bell Rd



BACKGROUND

General Plan

The Municipal Use Master Site Plan is consistent with the 2001 General Plan Land Use Element in that it will further accommodate destination recreation that supports tourism (Goal 1, Bullet 4).

Zoning

The site was annexed from the county into the City of Scottsdale in March of 1963. Subsequently zoned to Single-family Residential, Hillside District (R1-7 HD) with zoning case 11-Z-1986 that stipulated 18 feet as the maximum height for exterior lighting within 150 feet of a residential use. 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. Currently the site is zoned Single-family Residential, Environmentally Sensitive Lands, Planned Community Development (R1-7, ESL PCD) which allows municipal uses and parks subject to approval of a conditional use permit.

Context

Located at the northwest corner of the intersection of E. Bell Road and N. 94th Street the surrounding developments are light industrial offices, multi-family residential, commercial, and vacant land. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Light industrial office uses (DC Ranch Corporate Center) and three-story condominiums (Desert Parks Vista) zoned, Industrial Park and Planned Community District (I-1 PCD) and Multiple-family Residential, Planned Community District (R-5 PCD).
- South: Commercial uses (Ice Den and Tom's Thumb Gas Station, zoned Highway Commercial, Planned Community District (C-3 PCD).
- East: City owned vacant land, zoned Single-family Residential, Planned Community District, Environmentally Sensitive Lands, Hillside District (R1-7 PCD ESL HD).
- West: Vacant land, zoned Industrial Park, Planned Community District (I-1 PCD) and Planned Regional Center, Planned Community District (I-1 PCD & PRC PCD).

Other Related Policies, References:

Scottsdale General Plan 2001, as amended
Environmentally Sensitive Lands
Zoning Ordinance

APPLICANT’S PROPOSAL

Development Information

The applicant’s request is for a recommendation to the City Council on the proposed Municipal Use Master Site Plan to construct new multi-use sport fields with field lighting.

- Existing Use: Vacant, undeveloped land
- Proposed Use: Multi-use sport fields with field lighting
- Buildings/Description: Multi-use sport fields with field lighting
- Parcel Size: 1,687,959 square feet / 38.75 acres (gross)
1,629,971 square feet / 37.4 acres (net)
- Building Height Allowed: 24 feet (exclusive of rooftop appurtenances)
- Building Height Proposed: 19’-0” (inclusive of rooftop appurtenances)
- Parking Required: 235 parking spaces
- Parking Provided: 596 parking spaces
- NAOS Required: 319,302.42 square feet/7.33 acres
- NAOS Provided: 320, 953.00 square feet/7.36 acres

IMPACT ANALYSIS

Municipal Use Master Site Plan (MUMSP)

In accordance with Section 1.501 of the Zoning Ordinance, the Development Review Board and Planning Commission shall review and make a recommendation to the City Council regarding a proposed municipal use master site plan for any site larger than one (1) acre of gross lot area. The purpose of the Municipal Use Master Site Plan is to find that the proposed municipal use is of general community interest and to ensure that the general public has the opportunity to comment on the proposed use and site plan design. When evaluating a MUMSP, staff encourages the Development Review Board and Planning Commission to provide a recommendation based on the proposed plan and the compatibility of the proposed use to the adjacent and abutting developments.

Transportation/Trails

The site is located on the northwest corner of Bell Road and 94th Street and is currently vacant. The six planned soccer/multi-use fields are expected to generate a maximum of 720 daily trips, with 48 am peak hour trips and 204 pm peak hour trips. The fields are expected to generate 1,830 weekend trips with 282 peak hour trips occurring on Saturday and 228 peak hour trips occurring on Sunday.

The trip generation estimates were determined from data collected at the Princess Drive and Hayden Road sports fields during a recent soccer tournament. These trip estimates are more conservative than those published in ITE Trip Generation Manual, and as such were used to provide a more conservative traffic analysis.

The site will be served by four access points – a driveway at the end of 91st Street, two driveways on 94th Street, and a full-access driveway on Bell Road. The Bell Road median opening is currently designed to only allow access to and from the south. This median will be modified to allow full access to both the north and the south while still serving Bell Road traffic east and west. The site’s limited frontage on Bell Road, a major wash located on the east side of the site, and field orientation on the site limit the locations where left-turn access can be provided to serve the main parking area. When 91st Street is extended to Bell Road this will provide additional full access to the site at the signalized intersection of Bell Road and 91st Street.

Some area residents have expressed concerns about increasing traffic on 91st Street and 94th Street. Although some site generated traffic is anticipated to use these streets to access the parking areas, the volumes are relatively low – 366 Saturday daily trips on 91st Street and 184 Saturday daily trips on 94th Street. There have also been concerns expressed about the Pima Road and Trailside View intersection. Transportation staff is evaluating the need for a traffic signal at this location or considering other modifications to improve the operation of the unsignalized intersection.

With the site development an eight-foot wide sidewalk will be constructed along the 94th Street frontage. This will connect the existing sidewalk on the west side of 94th Street to Bell Road, providing a pedestrian and bicycle facility for the area residents to access the schools and businesses in the Horseman’s Park area south of Bell Road. A ten-foot wide bike path and an 8-foot wide non-paved trail will also be constructed through the site to provide a segment of the transmission line corridor bike path that will ultimately connect to the Grayhawk area.

Water/Sewer

The City’s Water Resource Department has reviewed the application and finds that the proposed water and wastewater is adequate to service the development. The developer is responsible for providing all water and wastewater infrastructure improvements, including any new service lines, connections, fire hydrants, and manholes to serve the development.

Public Safety

The nearest fire station is within 1 mile of the site and located at 16701 N. 100th Street. The city’s public safety division reviewed the site plan and determined the internal circulation accommodates fire truck access and maneuverability for emergency services. There are no anticipated impacts associated with this request.

Natural Area Open Space (NAOS)/Desert Scenic Roadway

The project has minimal impact to the Open Space and Natural Area Open Space (NAOS). Based upon the proposed development and per the slope analysis, the minimum required NAOS on the subject site is 7.33 acres and 7.36 acres of NAOS will be provided on site. A 50-foot-wide desert

scenic corridor buffer will be dedicated along N. 94th Street and E. Bell Road. The corridor will be preserved through a combination of enhanced desert landscaping and NAOS.

Existing washes bisect the site from the northeast to south west portions of the site. The washes will be maintained within the existing wash corridors. A Vista Corridor, NAOS and Drainage easement will protect the major wash along N. 94th Street.

Community Involvement

As part of the Municipal Use Master Site Plan application, city staff notified all property owners approximately 0.7 miles from the site. Additionally, the city hosted a ballfield lighting demonstration on August 19, 2020 and held a virtual public meeting on the City’s website from August 10th thru 31st of 2020 and a second virtual open house from October 14th through October 31st. A summary of the applicant’s outreach efforts and community input are attached to this report as Attachment #5.

Policy Implications

The proposed MUMSP will accommodate six (6) new multi-use sport fields to meet the increased demands for lighted sport fields in the community, create the ability for Scottsdale to host larger tournaments and provide parking for special events for 2-4 weeks each year to replace the temporary parking lots on Arizona State Land that will be sold in future years.

OTHER BOARDS & COMMISSIONS

Parks and Recreation Commission

The Parks and Recreation Commission heard this case on October 21, 2020 and the motion for approval passed with a 4-1 vote.

Development Review Board

The Development Review Board heard this case on November 5, 2020 and recommended approval with a vote of 5-0.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the Municipal Use Master Site Plan criteria have been met, and determine that the proposed Municipal Use Master Site Plan is consistent and conforms with the adopted General Plan, and make a recommendation to City Council for approval of the Municipal Use Master Site Plan, per the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services
Capital Project Management
Traffic Engineering
Stormwater Management
Water Resources
Plan Review
Fire & Life Safety Services

STAFF CONTACTS

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APPROVED BY



Meredith Tessier, Report Author

11/05/2020

Date



Tim Curtis, AICP, Current Planning Director
480-312-4210, tcurtis@scottsdaleaz.gov

11/6/2020

Date



Randy Grant, Executive Director
Planning and Development Services
480-312-2664, rgrant@scottsdaleaz.gov

11/9/20

Date

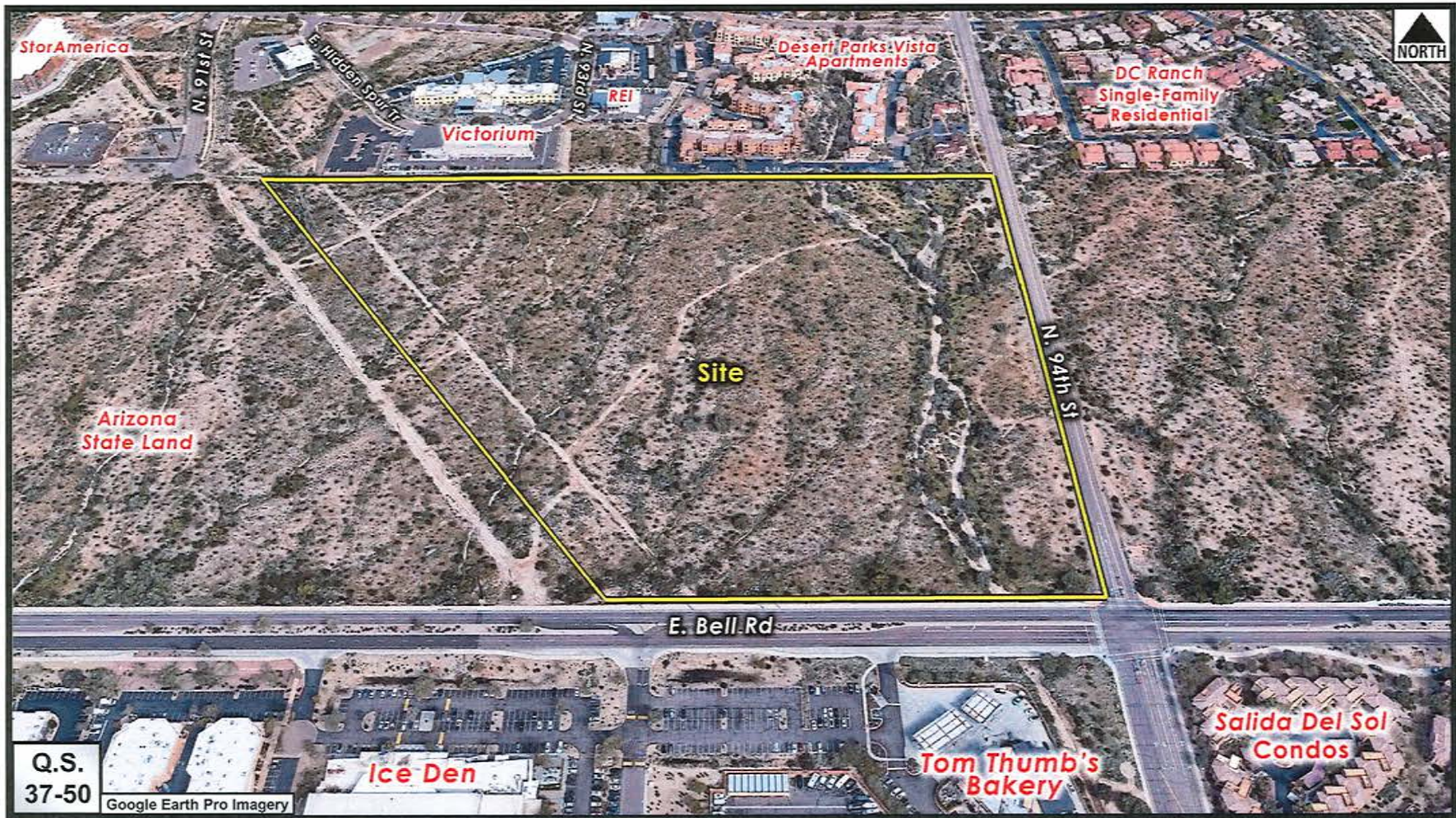
ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Stipulations
 - Exhibit A to Attachment 2: Municipal Use Master Site Plan
3. Applicant's Narrative
4. Zoning Map
5. Citizen Involvement
6. City Notification Map
7. November 5, 2020 Development Review Board Minutes
8. Traffic Study
9. Traffic Impact Analysis Study



Context Aerial

10-UP-2020



Close-up Aerial

10-UP-2020

**Stipulations for a Municipal Use Master Site Plan
For Multi-Use Sport Fields
Case Number: 10-UP-2020**

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

SITE DESIGN

1. CONFORMANCE TO CONCEPTUAL SITE PLAN. Development shall conform with the conceptual site plan prepared by Garvin & Barker, Inc. and with the city staff date of 09/15/2020 attached as Exhibit A to Attachment 2. Any proposed significant change to the conceptual site plan as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.
2. OUTDOOR LIGHTING. Pursuant to 11-Z-86, the maximum height of exterior lighting shall be 18 feet within 150 feet of a residential parcel, unless subsequently modified by the City Council.
3. ACCESS EASEMENT. Prior to any permit issuance for project, a public vehicular and pedestrian access easement shall be dedicated for a driveway and multi-use shared path connection from the project site to N. 91st Street with the acknowledgement that N. 91st Street will need to be formally dedicated and improved by underlying land owner, through a portion of this access easement, with city's driveway apron relocated accordingly.
4. DRIVEWAY AISLES. All driveway aisles are to be twenty-four (24) feet wide, minimum.
5. DRIVEWAY CONNECTION TO N. 91st STREET. Driveway connection to N. 91st Street shall be redesigned such that the driveway apron location is at N. 91st Streets existing terminus cul de sac and everything parkside of this connection is to be reflective of a driveway.
6. INTERNAL TRAFFIC CALMING. Site design shall incorporate raised pedestrian crossing design for ten miles per hour (10 mph), or speed hump design to accommodate drainage flows, instead of speed cushions and as approved by Fire Marshall.
7. PEDESTRIAN PATH AND UNPAVED TRAIL. The owner shall construct a 10-foot-wide pedestrian multi-shared use path and 8-foot-wide unpaved trail through the project site connecting sidewalks along N. 94th Street, N. 91st Street, and E. Bell Road with project construction. The alignment of the path and unpaved trail through the project site shall be subject to approval by the city's Transportation Director, or designee, prior to approval of the final plans.
8. REFUSE COLLECTION. The owner shall locate the refuse infrastructure such that no portion of the refuse collection is within the transmission easement.

ARCHAEOLOGY

9. The owner shall submit an archaeology survey and report that is prepared by a qualified archaeologist, in conformance with Scottsdale Revised Code, Chapter 46, Article VI. Protection of Archaeological Resources, with the submittal of a Development Review application associated with Case 10-UP-2020.

AIRPORT

10. FAA DETERMINATION. With the Development Review Board Application submittal, the owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.

INFRASTRUCTURE AND DEDICATIONS

11. CIRCULATION IMPROVEMENTS. Before any permit is issued for the site, the owner shall make the required dedications and provide the following improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.

a. STREETS. Dedicate the following right-of-way and construct the following street improvements:

Street Name	Street Type	Right-of-way Dedications	Improvements	Notes and Requirements
N 91 st Street	Major Collector – Suburban Character	NA	Improve existing N 91 st Street terminus such that the drivable full cul de sac surface is a minimum of forty and a half (40.5) feet radius.	a.1., and a.2.
N 94 th Street	Minor Collector – Suburban Character	Sufficient ROW to accommodate improvements contained herewith.	Construct on-street a 5-foot-wide bike lane and 6-foot curb separated sidewalk along project frontage.	a.1. a.3, and a.4.
E Bell Road	Minor Arterial – Suburban Character	NA	Reconfigure existing pork chop at Ice Den Driveway and construct dedicated left turn lane into park site.	

a.1. All street improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, etc.) shall be constructed in accordance with the applicable City of Scottsdale’s Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, and Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction and the Design Standards and Policies Manual.

a.2. Dedicate a 50-foot radii cul-de-sac right-of-way easement and construct cul-de-sac at proposed street terminus.

- a.3. Relocate curb and gutter and add pavement to accommodate and construct an on-street five-foot dedicated bike lane along project frontage, where non exist.
 - a.4. Construct a minimum 8-foot wide sidewalk.
12. EASEMENTS CONVEYED BY SEPARATE INSTRUMENT. Before any building permit is issued for the site, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the city, in conformance with the Design Standards and Policies Manual.
 13. DESERT SCENIC ROADWAY SETBACKS LOCATION AND DEDICATION. The Desert Scenic Roadway setback width along E. Bell Road and N. 94th Street shall be a minimum of 50 feet, measured from E. Bell Road right-of-way and N. 94th Street right-of-way. Unless otherwise approved by the Development Review Board, the Desert Scenic Roadway setback shall be left in a natural condition. The final plat shall show all Desert Scenic Roadway setback easements dedicated to the city.
 14. VISTA CORRIDOR EASEMENTS. The owner shall dedicate to the City of Scottsdale a continuous Vista Corridor easement over the existing major wash located along N. 94th Street. The minimum width of the easement shall be one hundred feet. Each easement shall include, at a minimum, any existing low flow channels, all major vegetation, and the area between the tops of the banks of the watercourse. At the time of the Development Review Board submittal, the owner shall stake the boundaries of the Vista Corridor easement as determined by city staff. Unless approved by the Development Review Board, all Vista Corridors shall be left in a natural state.
 15. CONSTRUCTION COMPLETED. Before any Certificate of Occupancy is issued for the site, the owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations, in conformance with the Design Standards and Policies Manual and other applicable standards.

PROPERTY OWNER:
CITY OF SCOTTSDALE
7227 E INDIAN SCHOOL RD.
STE 205
SCOTTSDALE, AZ 85251

CITY OF SCOTTSDALE:
PROJECT MANAGER:
JOE PHILLIPS, P.E.
7447 E INDIAN SCHOOL RD, STE 205
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jphillips@scottsdaleaz.gov
(480) 861-4823

ENGINEER:
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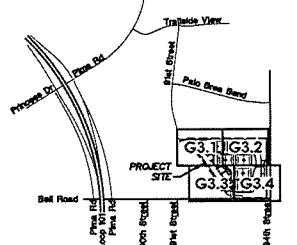
LANDSCAPE ARCHITECT:
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SCOTTSDALE, AZ 85251
sfucello@fucelloarchitects.com
(480) 947-2960

SITE ELECTRICAL ENGINEER:
WRIGHT ENGINEERING CORP.
CLIFF TOLMAN
165 E CHILTON DRIVE
CHANDLER, AZ 85225
ctolman@wrightengineering.us
(480) 497-5829

IRRIGATION:
J2 ENGINEERING &
ENVIRONMENTAL DESIGN, LLC
KEVIN WALLIN, CID
4849 E COTTON GIN LOOP, STE B2
PHOENIX, AZ 85040
kwallin@j2design.us
(602) 438-2225

Gavan & Barker Inc. Civil Engineering - Landscape Architecture
3030 North Central Avenue, Suite 700, Phoenix
Arizona 85012 Ph: 602-200-0031 Fx: 602-200-0032



VICINITY MAP

**CITY OF SCOTTSDALE
MULTI-USE FIELDS**

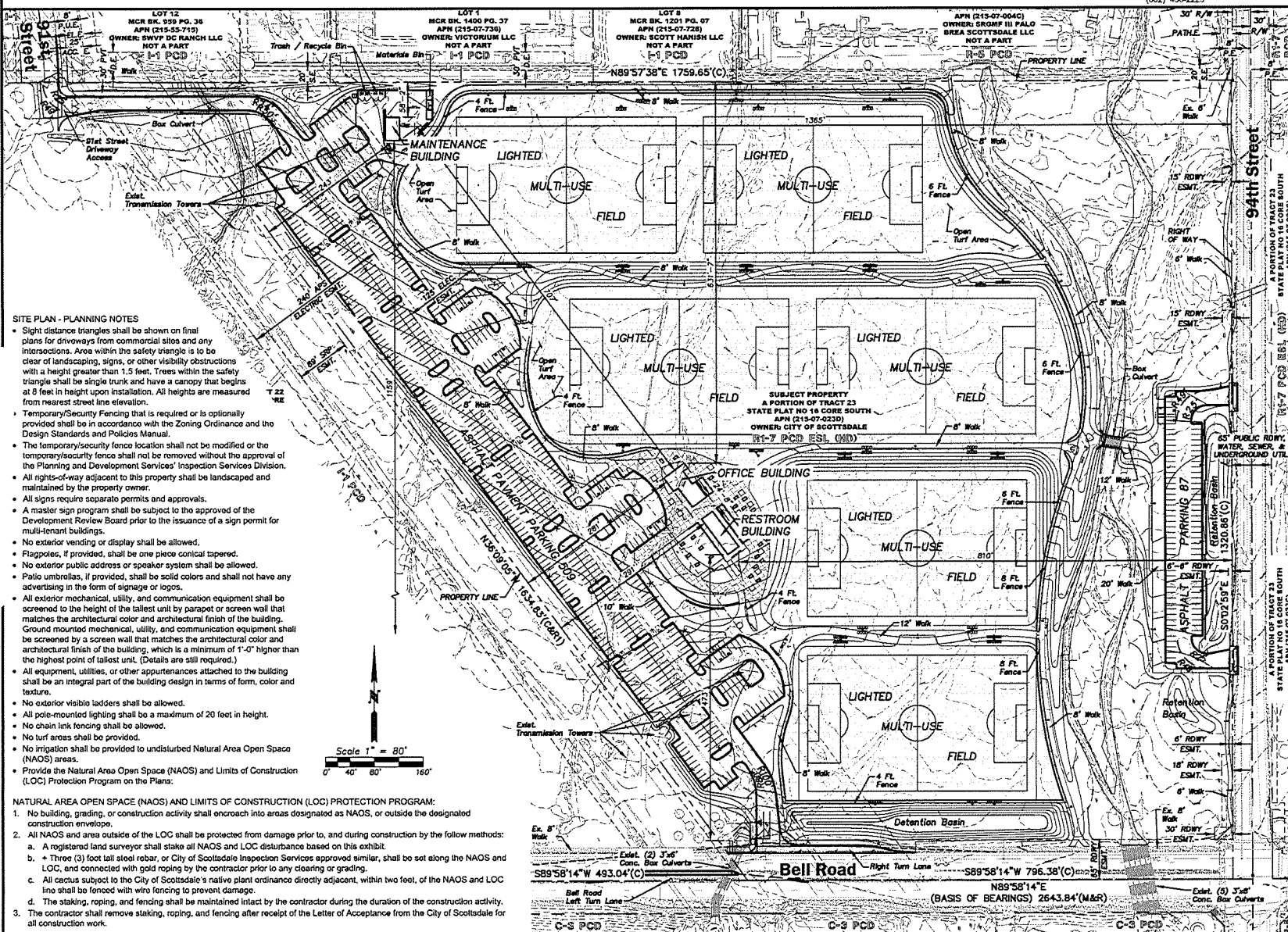
PARCEL ADDRESS: 8300 EAST BELL ROAD
APN: 215-07-023D QSM 37-50

ZONING: R1-7 PCD ESL (HD)
PLANNED USE: CITY PARK
LOT AREA, GROSS 1,667,959.16 NET 1,629,971.62
GROSS FLOOR AREA: 4,128 s.f.
PARKING REQUIREMENTS: (City of Scottsdale Park Standards)
Required: Soccer Fields: 35 per Field (s6) = 210
Open Turf Park Areas: 3 per Acre (s2) = 6
Office / Restroom: 1 per 250 s.f. (1 / 3,650 s.f.) = 15
Maintenance Bldgs: 1 per 800 s.f. (1 / 500 s.f.) = 6
Total Required: 235
Total Provided: 596

ACCESSIBLE PARKING:
Required Spaces: 4% x Provided Parking (598) = 24
Upon Zoning Approval: 2% x Provided Parking (596) = 12
Total Provided: 12

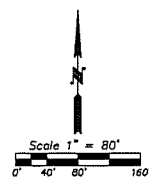
BICYCLE PARKING:
Required: 1 per 10 Required Parking Spaces (235) = 24

OPEN SPACE CALCULATIONS:
Required Open Space:
maximum building height = 19' proposed (30' allowed)
first 12' of ht. = 10% x net lot area = 162,997.16 s.f.
next 7' of ht. = 7' x 0.004 x 1,629,971.62 = 45,639.21 s.f.
Open Space Required (not including parking lot landscaping) = 162,997.16 + 45,639.21 = (14%) 208,636.36 s.f.
Open Space Provided = 1,209,778.96 s.f.
Parking Lot Landscaping Required = parking lot area x 15% = 203,110 s.f.
Parking Lot Landscaping Provided = 52,921.92 s.f.



- SITE PLAN - PLANNING NOTES**
- Slight distance triangles shall be shown on final plans for driveways from commercial sites and any intersections. Area within the safety triangle is to be clear of landscaping, signs, or other visibility obstructions with a height greater than 1.5 feet. Trees within the safety triangle shall be single trunk and have a canopy that begins at 8 feet in height upon installation. All heights are measured from nearest street line elevation.
 - Temporary/Security Fencing that is required or is optionally provided shall be in accordance with the Zoning Ordinance and the Design Standards and Policies Manual.
 - The temporary/security fence location shall not be modified or the temporary/security fence shall not be removed without the approval of the Planning and Development Services' Inspection Services Division.
 - All rights-of-way adjacent to this property shall be landscaped and maintained by the property owner.
 - All signs require separate permits and approvals.
 - A master sign program shall be subject to the approval of the Development Review Board prior to the issuance of a sign permit for multi-tenant buildings.
 - No exterior vending or display shall be allowed.
 - Flagpoles, if provided, shall be one piece conical tapered.
 - No exterior public address or speaker system shall be allowed.
 - Patio umbrellas, if provided, shall be solid colors and shall not have any advertising in the form of signage or logos.
 - All exterior mechanical, utility, and communication equipment shall be screened to the height of the tallest unit by parapet or screen wall that matches the architectural color and architectural finish of the building. Ground mounted mechanical, utility, and communication equipment shall be screened by a screen wall that matches the architectural color and architectural finish of the building, which is a minimum of 1'-0" higher than the highest point of tallest unit. (Details are still required.)
 - All equipment, utilities, or other appurtenances attached to the building shall be an integral part of the building design in terms of form, color and texture.
 - No exterior visible ladders shall be allowed.
 - All pole-mounted lighting shall be a maximum of 20 feet in height.
 - No chain link fencing shall be allowed.
 - No turf areas shall be provided.
 - No irrigation shall be provided to undisturbed Natural Area Open Space (NAOS) areas.
 - Provide the Natural Area Open Space (NAOS) and Limits of Construction (LOC) Protection Program on the Plans:

- NATURAL AREA OPEN SPACE (NAOS) AND LIMITS OF CONSTRUCTION (LOC) PROTECTION PROGRAM:**
- No building, grading, or construction activity shall encroach into areas designated as NAOS, or outside the designated construction envelope.
 - All NAOS and areas outside of the LOC shall be protected from damage prior to, and during construction by the following methods:
 - A registered land surveyor shall stake all NAOS and LOC disturbance based on this exhibit.
 - + Three (3) foot tall steel rebar, or City of Scottsdale Inspection Services approved similar, shall be set along the NAOS and LOC, and connected with gold roping by the contractor prior to any clearing or grading.
 - All cactus subject to the City of Scottsdale's native plant ordinance directly adjacent, within two feet, of the NAOS and LOC line shall be fenced with wire fencing to prevent damage.
 - The staking, roping, and fencing shall be maintained intact by the contractor during the duration of the construction activity.
 - The contractor shall remove staking, roping, and fencing after receipt of the Letter of Acceptance from the City of Scottsdale for all construction work.

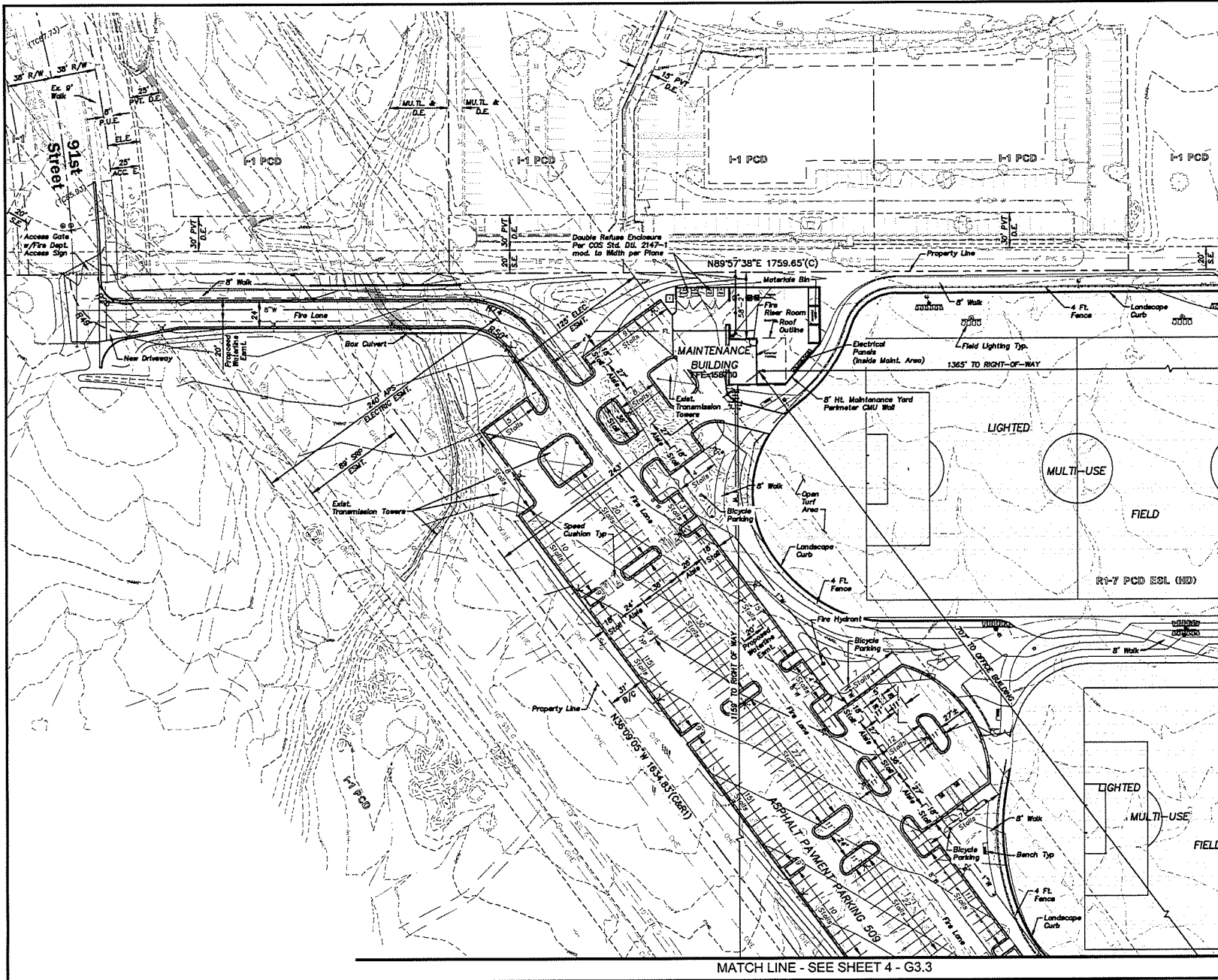


DATE	REVISION	BY

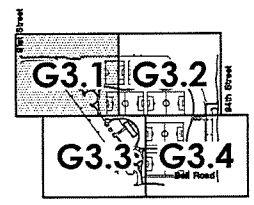
ENGINEER		PUBLIC WORKS CAPITAL PROJECT MANAGEMENT 7447 E INDIAN SCHOOL RD. SCOTTSDALE, ARIZONA 85251
PROJECT TITLE		

SITE PLAN			
PROJECT TITLE: CITY OF SCOTTSDALE MULTI-USE SPORTS FIELDS			
SCALE	DATE	REV.	BY
AS-BUILT	9/2020		
DRAWN BY	PROJECT NO.	SHEET NO. 1 of 3	

Exhibit A to Attachment 2

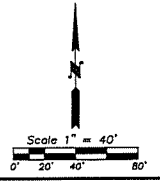




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 2038 North Central Avenue, Suite 200, Phoenix, Arizona 85012 Ph: 602-253-0031 Fax: 602-253-0032



KEY MAP

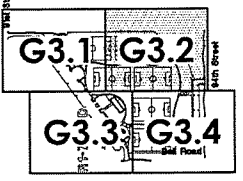
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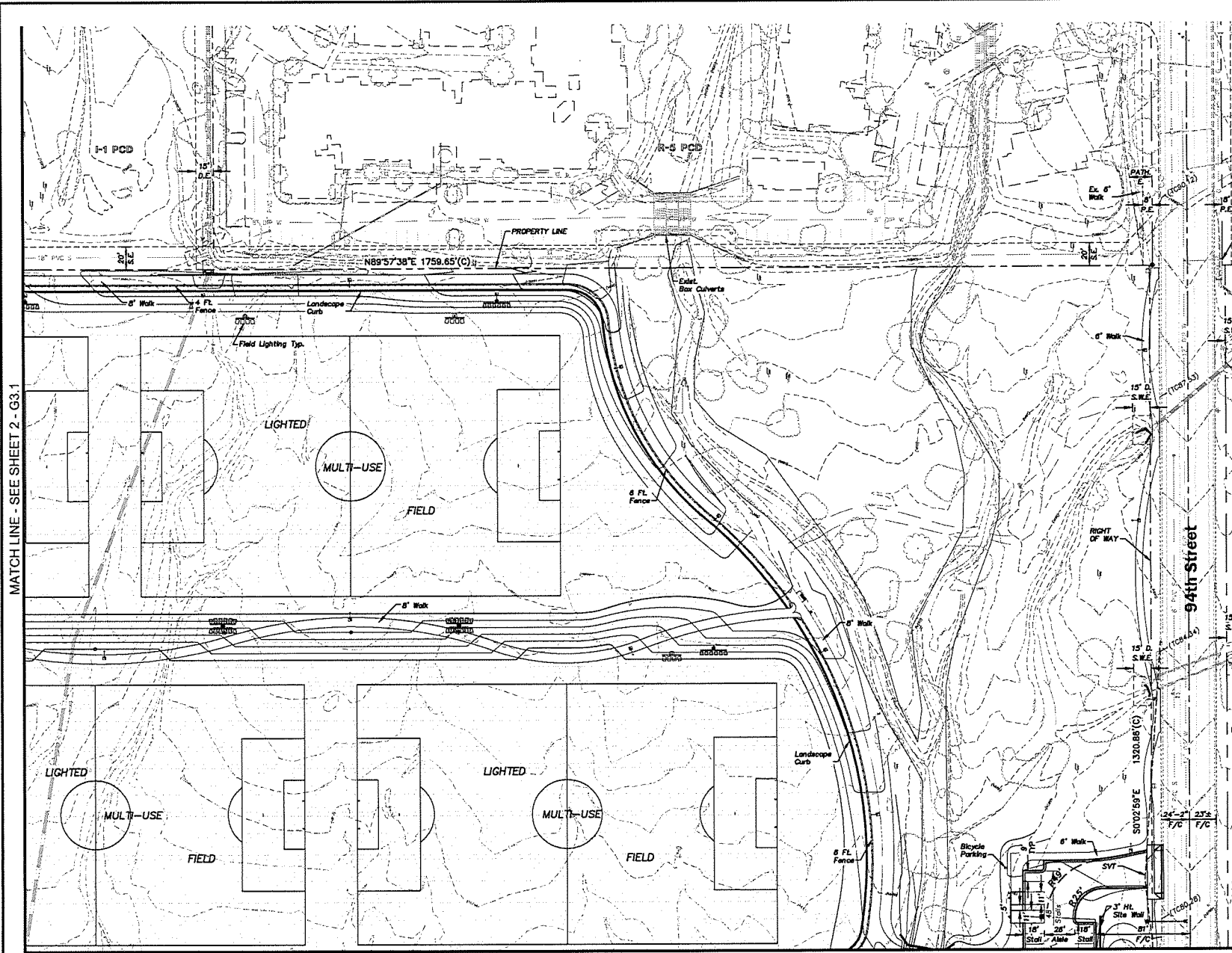
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ENGINEER		
 		
PUBLIC WORKS CAPITAL PROJECT MANAGEMENT		
<small>7447 E. INDIAN SCHOOL RD., SCOTTSDALE, ARIZONA 85251</small>		

SITE PLAN			
PROJECT TITLE			
CITY OF SCOTTSDALE MULTI-USE SPORTS FIELDS			
SCALE	DESIGNER	DATE	ISS. NO.
AS-BUILT	JEB	9/2020	G3.1
VERT.	DRAWN	PROJECT NO.	
	JEB		2 OF 6

MATCH LINE - SEE SHEET 4 - G3.3



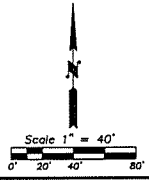
KEY MAP



MATCH LINE - SEE SHEET 2 - G3.1

MATCH LINE - SEE SHEET 4 - G3.3

MATCH LINE - SEE SHEET 5 - G3.4



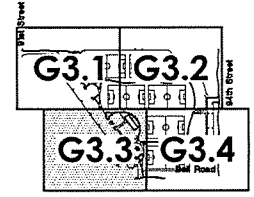
DATE	REVISION	BY
ENGINEER		
PUBLIC WORKS		
CAPITAL PROJECT MANAGEMENT		
7447 E. INDIAN SCHOOL RD. SCOTTSDALE, ARIZONA 85251		

SITE PLAN			
PROJECT TITLE			
CITY OF SCOTTSDALE MULTI-USE SPORTS FIELDS			
SCALE	DESIGNED	DATE	ISS. NO.
HORIZ.	EB	8/2020	G3.2
VERT.	DR	AS-BUILT	PROJECT NO.
			3 of 6

MATCH LINE - SEE SHEET 2

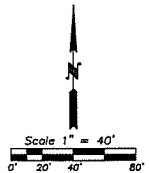
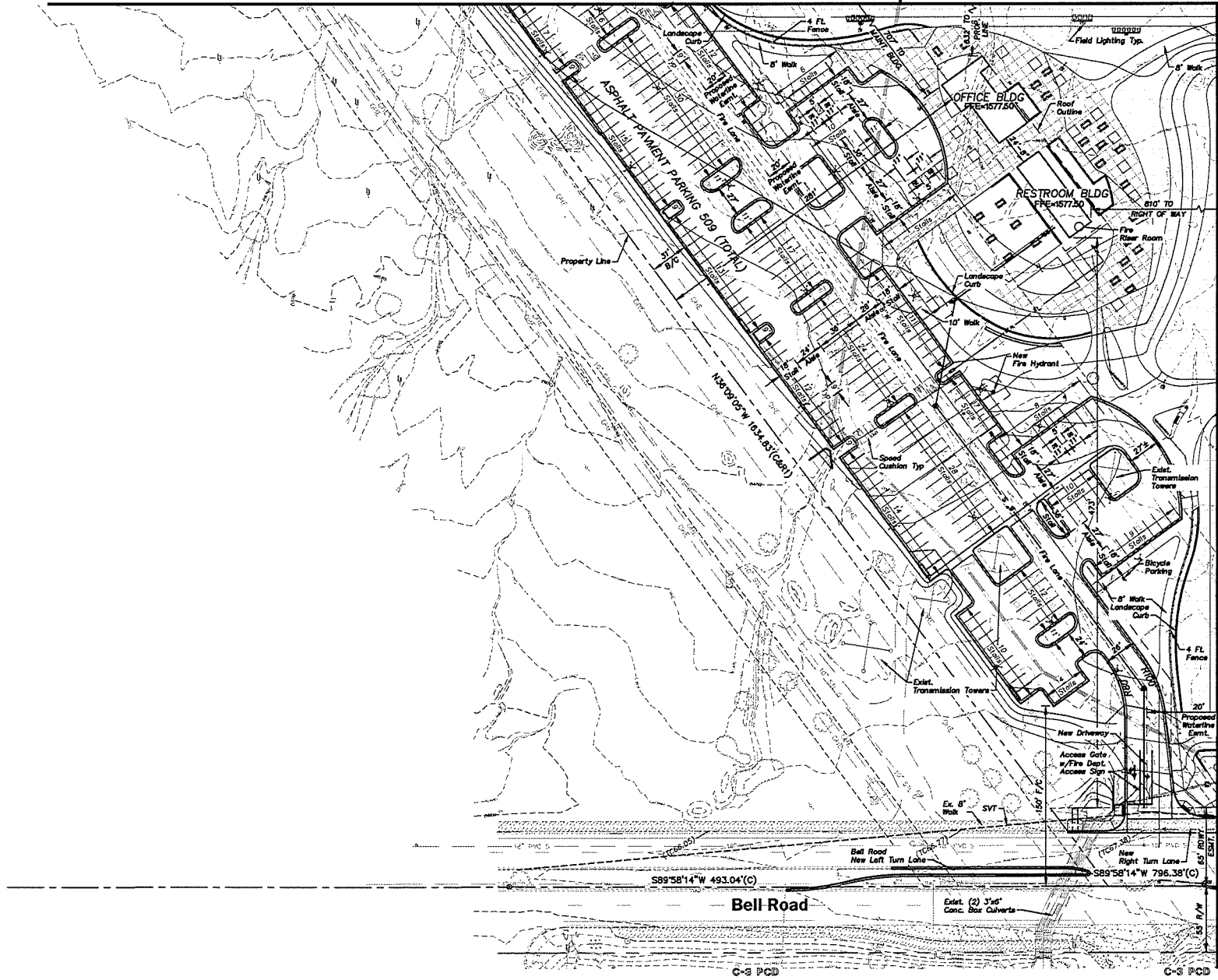
MATCH LINE - SEE SHEET 3

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 3333 North Central Avenue, Suite 100, Phoenix, Arizona 85012 Ph: 602-200-9031 Fax: 602-200-0032



KEY MAP

MATCH LINE - SEE SHEET 5



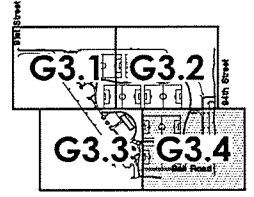
DATE	REVISION	BY
PUBLIC WORKS CAPITAL PROJECT MANAGEMENT 7447 E. INDIAN SCHOOL RD. SCOTTSDALE, ARIZONA 85251		

SITE PLAN

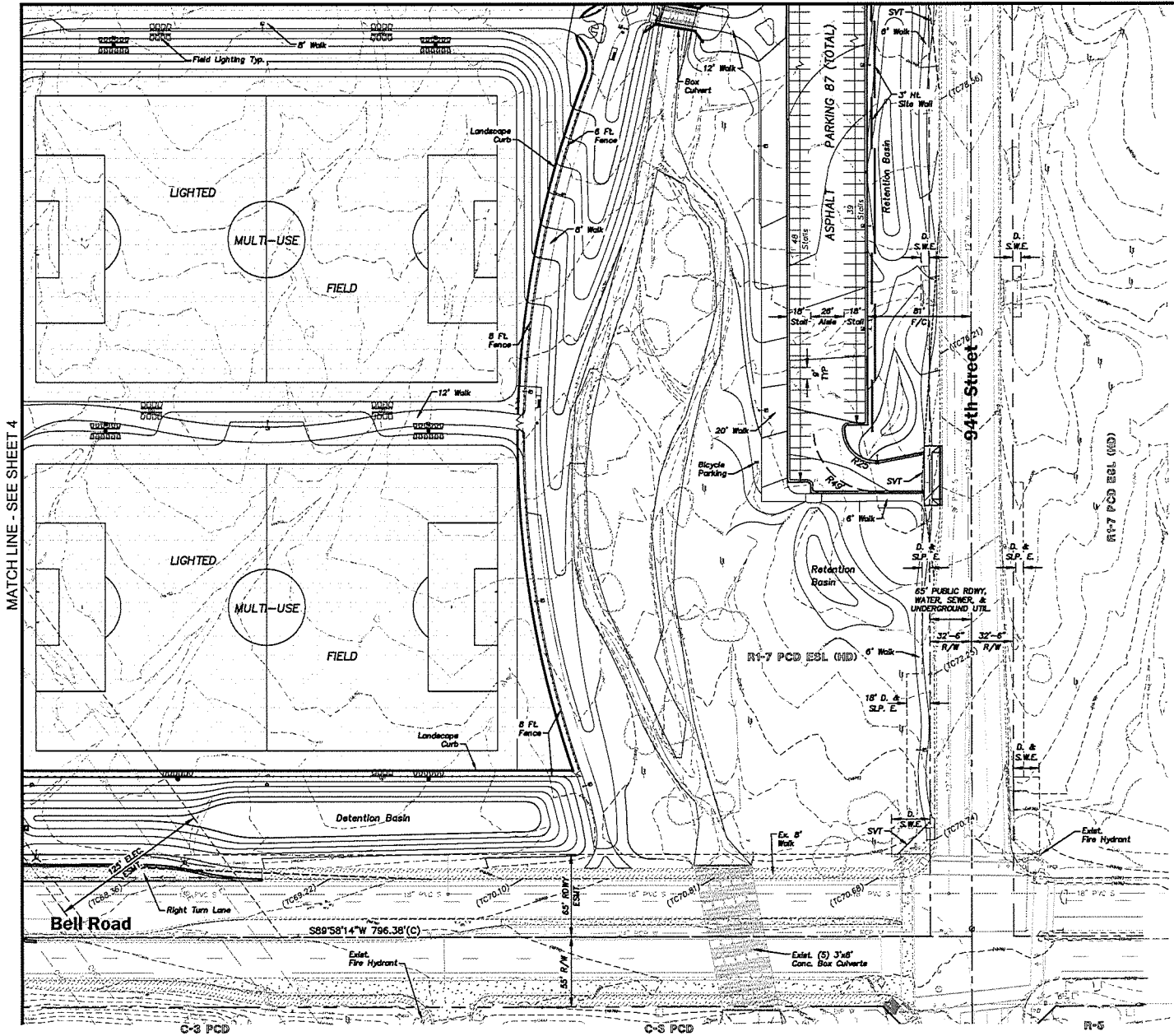
PROJECT TITLE: **CITY OF SCOTTSDALE MULTI-USE SPORTS FIELDS**

SCALE	DESIGNED	DATE	REV. NO.
	EB	9/2/20	G3.3
HORIZ. DRAWN	AS-DUAL	PROJECT NO.	4 of 6
VERT.	201		10-UP-2

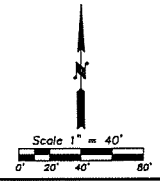
MATCH LINE - SEE SHEET 3



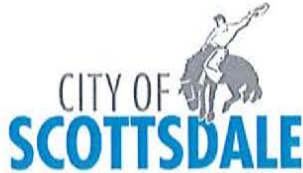
KEY MAP



MATCH LINE - SEE SHEET 4



DATE	REVISION	BY
		PUBLIC WORKS CAPITAL PROJECT MANAGEMENT 7447 E. INDIAN SCHOOL RD. SCOTTSDALE, ARIZONA 85251
SHEET TITLE: SITE PLAN PROJECT TITLE: CITY OF SCOTTSDALE MULTI-USE SPORTS FIELDS		
SCALE	DRAWN	DATE
1" = 40'	JB	9/2020
CHKD	AS-BUILT	PROJECT NO.
JPH		5 OF 6



Capital Project Management
7447 E. Indian School Road, Suite 205
Scottsdale, Arizona 85251
Web: www.scottsdaleaz.gov/construction

Phone: 480-312-2522
Fax: 480-312-7971

September 11, 2020
September 18, 2020 (Updated)

Reference: 601-PA-2020 - Conditional Use Permit - Application Narrative – Build Multi-Use Sports Fields in the Area of Bell Road

The Park and Recreation Division would like to submit a 'Conditional Use Permit' in concurrence with a Drainage Report to develop our current parcel at assessor parcel number 215-07-023D, located at 9390 E Bell Road.

The proposed improvements will include lighted sports fields, maintenance/restroom building, drainage improvements, parking lots, sidewalks and traffic improvements. This parcel will meet the increased demand for sports fields in the community as well as create the ability for Scottsdale to host larger tournaments and increase revenue. The fields will be used for parking for special events for a few weeks each year to replace temporary parking lots on Arizona State Land that will become unavailable as the land is sold.

On Wednesday, August 19, 2020, the project team hosted a ballfield lighting demonstration at the Scottsdale Sports Complex at 8:30 p.m. About 20 citizens joined us that Wednesday night, as the new LED lighting technology was broadcasted that is energy efficient and excellent at controlling glare and light from trespassing onto adjacent property.

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

Criteria from Section 1.401 of the Zoning Ordinance:

A. 1) **Criterion:** Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.

Response: These Fields will be maintained by the Community Services Department and will abide by City of Scottsdale ordinances.

A. 2) **Criterion:** Impact on surrounding areas resulting from an unusual volume or character of traffic.



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Response: We had a meeting with the City of Scottsdale Traffic Engineer and Operations Manager and from that meeting we are including a category II traffic analysis to be incorporated into the design of the parcel.

- B) **Criterion:** The characteristics of the proposed conditional use are reasonably compatible with the types of uses in the surroundings areas.

Response: Yes this developed parcel will provide a public recreation space for use by all City of Scottsdale residents and the this parcel will be reservable from the Community Services Department.

Criteria from Section 1.403 of the Zoning Ordinance:

6. E) **Criterion:** Substantial and demonstrable diminution of the market value of surrounding property.

Response: The development of public parks or sports complexes provide an economical and health benefit to the community.

Criteria from Section 5.2104. – Findings Required

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

Response: The citizens of Scottsdale approved Bond 2019 measure 53 that will fund the project and provide the community with an open space and recreation.

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

Response: Yes, the project team is having a traffic study conducted by a third party to look at anticipated traffic and make the proper recommendations.

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

Response: The project team has coordained with adjoining shareholders and will continue to gather public input and coordination throughout this process.



Capital Project Management

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Scottsdale, Arizona 85251

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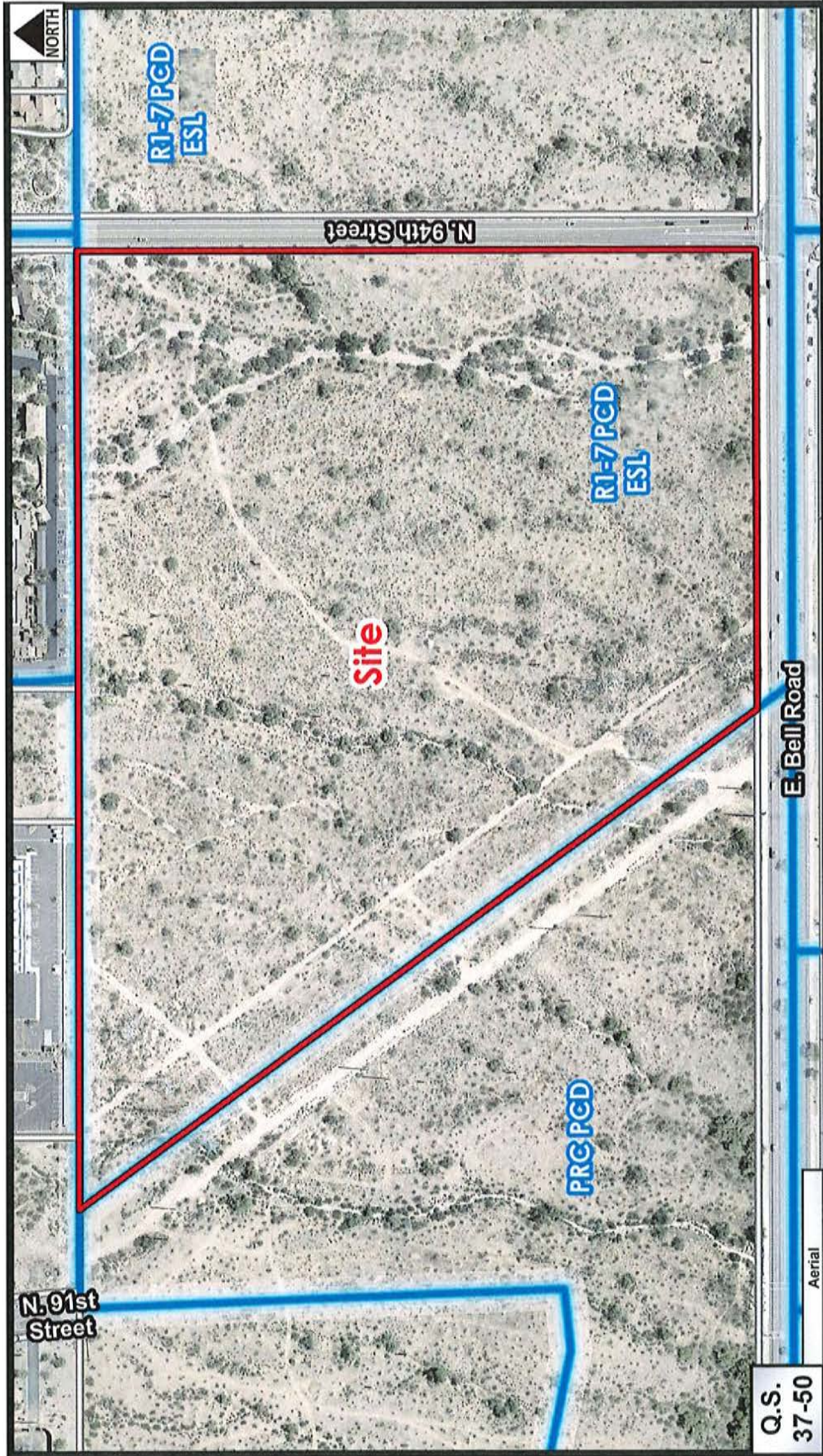
Fax: 480-312-7971

This property is not an existing or potential historic property.

Thank you for your time. Please give me a call or email if you have any questions or concerns about this submittal.

Sincerely,

Joe Phillips
Project Manager – Capital Projects Management
(C) 480-861-4823
jphillips@scottsdaleaz.gov



10-UP-2020

Zoning Aerial

Bell Road Sports Complex & DC Ranch Neighborhood Park Phase 1

Public Involvement Report

Beginning in July 2020, a community dialog has been taking place on two components of the 2019 Bond Project #53, Build Multiuse Fields in the Area of Bell Road. All outreach has been focused on the first phase of the project which is the design and construction of the Bell Road Sports Complex and DC Ranch Neighborhood Park Phase 1.

Phase One – Project Introduction and Stakeholder Outreach

There was a general community awareness of the project due to the outreach done during the development of the city's Bond 2019 Program and subsequent election. During the project introduction, a comprehensive website was developed for the project that included project Bell Road Sports Complex & DC Ranch Park Irrigation Lake

A website was developed with a project overview, history, overall project phasing and the individual components of each project. Additional work was done to educate residents on how this project corresponds with other projects happening in the area. Information on the new site was pushed out through the City's social media channels and electronic publications.

Outreach began with a series of one on one meetings with stakeholders in the vicinity of the project and users' groups. Between November 2019 and October 2020 around 20 stakeholder meetings we held with approximately 40 people in attendance. In general, the nature of the meetings were informational educating stakeholders about the project and where we are in the process.

Phase Two – Virtual Public Meeting: Project Introduction

The next phase of outreach was a virtual public meeting and ballfield lighting demonstration held in August of 2020. The virtual public meeting was held August 10-31 and hosted on the City's website on the project website. The white sign was posted at the northwest corner of Bell Road and 94th Street on 8-21-2020.

A meeting notice was mailed to 3,668 homes and businesses in the project area and emailed to stakeholders. The notification introduced key elements of the project, detailed how a public meeting works and notified interested parties of an upcoming lighting demonstration. Additionally, the meeting was promoted through the city's social media channels and electronic publications as well as HOAs in the vicinity of the project.

The virtual public meeting consisted of a narrated presentation, exhibits, a list of frequently asked questions and answers and a lighting demonstration. The lighting demonstration was held on August 21 at Scottsdale Sports Complex. Additionally, a project hotline was available to anyone who had additional questions.

Approximately 25 people attending the lighting demonstration and received a presentation how ball field lighting works and were able to see the type of lighting fixture that will be

installed at Bell Road Sports Complex. Participants were asked to direct their comments to the project website via the virtual public meeting.

Overall, 113 comments were received during this phase of outreach.

Phase 3 – Virtual Public Meeting: Project Development

A second virtual public meeting was held in October 2020 which focused on the development of the project and included greater detail on both projects. The meeting was from October 14-30 and once again hosted on the City's website. The red sign for case number 10-UP-2020 was posted at the northwest corner of Bell Road and 94th Street on 10-2-2020. The red sign for case number 14-UP-2020 was posted at the southwest corner of Trailside View and 91st Street on 10-7-2020.

A meeting notice was mailed to 3,668 homes and businesses in the project area and emailed to stakeholders. The notification gave a update on the progression of the project, detailed how to participate in a virtual public meeting works, gave dates for public hearings throughout the end of the year and links to municipal use master site plan case numbers. Additionally, the meeting was promoted through the city's social media channels and electronic publications as well as HOAs in the vicinity of the project.

The virtual public meeting consisted of a narrated presentation, a video on ballfield lighting, exhibits and undated frequently asked questions and answers. Additionally, a project hotline was available to anyone who had additional questions.

Bell Road Sports Complex & DC Ranch Park Irrigation Lake

Virtual Open House Comments August 10-31, 2020

Comment 1

The plan looks pretty good, but I have some concerns about the planned easement and lack of sidewalks on 94th. I would like to see 91st extended all the way to Bell where there is a traffic signal and I believe having both a north exit option and south exit option off of 91st would help with traffic. We don't need more people going up to Trailside View, turning left and trying to go south on Pima. I'm afraid that's what would happen if almost all of the traffic was being filtered out of the nearly created exit on Bell with 500 cars. Why is the plan to only extend 91st street south by 100 feet rather than connect to Bell? Currently there is sidewalk on 94th from Bell heading north to about Palo Brea. This complex will certainly increase foot traffic in the area and I believe it is a safety concern to not have a sidewalk in this area. Will the plan include a sidewalk from Bell heading north on 94th?

Comment 2

I would like to thank Ms. Welsh and Mr. Barker for the presentation.

A few comments/suggestions:

1. Sidewalk on 94th St: The presentation already mentions sidewalk improvements, which is great. Can you please ensure that the East side of the project, along 94th St, will have a sidewalk (on the West side of 94th St) reaching all the way South to Bell Road, since it is not obvious from the august-virtual-meeting-concept-plan.jpg file that that is indeed the case.
2. Pedestrian underpass/overpass at Bell Road: This is not currently on the design plan, but, as a resident who uses the 94th St and Bell Rd intersection several times a day, I can attest that crossing Bell Road at this location, close to the 101 highway, is extremely dangerous. Speed limit on Bell Road is 50 mph, and cars often travel on Bell Road at highway-type of speeds. I have seen numerous accidents at the 94th St and Bell intersection over the past few years. One of the intended uses of these sports fields is to provide parking for area events, with pedestrians aiming to walk South from the sport fields across Bell Road to West World for events or shuttles. Crowds will need a safe way to cross Bell Road, such as an underpass or overpass. Without such amenity, it is very likely that traffic accidents will happen. This in turn can negatively affect access to parking and event attendance, which will negatively impact the financial benefit of these fields. There are several pedestrian underpasses in the neighborhood, e.g., on Thompson Peak Pkwy between Bell Road and Pima Road, to serve as example, if needed.

Thank you!

Comment 3

Is the parking lot linked to 91st street going to encourage street parking and blocking of bike lanes along 91st street and Palo Brea when parking is not sufficient within the designated lots? We already have a street parking problem when Victorium holds large events and I fear that these fields will turn our once quiet streets into a congested parking fiasco. Are there any plans in place to prevent this from happening? In addition, have you evaluated the noise impact on surrounding neighborhoods? We expect dark skies and quiet evenings in DC Ranch and these fields go against both of those expectations. Will our neighborhood be subjected to overzealous parents cheering for children's sports games when I

am trying to enjoy my backyard on a nice evening? We bought in DC Ranch knowing that we could hear Westworld events on occasion, but this much closer and so far nothing has been mentioned about the noise impact. Also, if there is state land that will be sold along the 101 why isn't it being used for sport fields where the lights and noise will be near a freeway and not quite neighborhoods?

Comment 4

I have a few questions.

1. Has a traffic study been completed on the increased load of traffic that will be put on 91st Street? My main concern isn't the traffic on 91st, but increased traffic on E. Palo Brea Bend and E Trailside View. From what I currently see, people/families trying to get to head south on N. Pima to get to the 101 via. Trailside View is dangerous. I don't know the solution, I'm just asking the question.
2. Will the new ingress/egress off of Bell allow people leaving the Sports Complex head both east and west on Bell? If not, people wanting to head east would need to make a U-turn on Bell (if heading West) or go up to 91st to Palo Brea to 94th to the signal. Another traffic flow question.
3. What is the timeline for the irrigation pond in the DC Ranch Community Park? Doesn't the pond need to be built to water the grass in the Bell Road Sports Complex? It didn't really talk about this in the presentation except to say that there are ongoing conversations with the DC Ranch Community Association.
4. The exhibit ""Bell Road Sports Complex Concept Plan"" Dated August 2020 doesn't show a sidewalk connection from Parking (Approx. 90) south to Bell Road. Was this intentional? The sidewalk should connect from where it ends today(North East of the site boundary) to Bell."

Comment 5

Hello. What's the plan for preventing an increase in mosquitos when the lake is added to DC Ranch Park? We already have issues with them.

Comment 6

I want to assure that if there is a problem with the West World acquisition, the folks like me who voted for this bond project will be able to strongly object to using the NE corner of Bell and 94th. Lighted fields backing up to the office park north of the NW corner is very different from lighted fields immediately behind my property with no buffer. Please have someone reach out to me to discuss my rights to object to the use of the NE corner.

Comment 7

I am concerned about the light pollution resulting from 6 fields being illuminated and the increased traffic at Pima and Bell.

Comment 8

The fields will be a welcome addition to the community, however the irrigation lake seems to be not thoroughly as thought out. Instead of it just being there to pump reclaimed water, it should be expanded or made as the center portion of the future community park on that land. More attention to detail should be put into the lake water similar to the Fountain Hills lake. It can be expanded, made a walking path around it, be safe for wildlife etc. The irrigation lake should be a prominent feature of that park land and not just put in the middle and figure everything out later.

Comment 9

I am in support of this project, however, as a DC Ranch resident I encourage you to rethink allowing access from 91st St. I believe routing cars through DC Ranch is unnecessary when there will be two other easy accessible entry points. Please consider and note the unnecessary additional traffic that this will cause within the community.

Comment 10

I am amazed and disappointed that this complex was ever approved by obviously ignorant voters. It's not that I'm opposed to the parks, as that is one of the best things going for Scottsdale. As a long time resident and family of three now young adult children, we have thoroughly enjoyed the parks and recreation opportunities in Scottsdale. My dismay is why would all these tax dollars be going to an area already rich in parks near by, not to mention the private facilities in MMR and DC Ranch. Surely with all the growth anticipated there could be other areas in need of new parks.

Comment 11

I voted for the bond issue but soccer fields were not what interested me. I've lived here for almost 20 years and we have VERY limited facilities not of the 101. Where are the tennis courts-dog parks and any other neighborhood use facilities?

Comment 12

material presented was good.

How was the 500-590 parking spaces determined ?

Note - 94th Street and Bell road can not safely accommodate street parking.

According to project design engineer, what number of parking spaces are deemed appropriate for number of fields planned ?

Will new Bell road left turn lane have a traffic light ?

Comment 13

Is this Project/Bond fiscally sound to move forward in CV-19 Struggling Economy

Many have lost jobs, a high foreclosure rate is anticipated, businesses are struggling or out of business.

Will there be enough Tax Revenue to meet the Tax Rate Anticipated when the Initial Bond Passed?

Comment 14

I have two concerns and they're both related to increased traffic north of the proposed fields. The Pima Rd/Trailside View intersection is extremely dangerous today. What is the plan to address the increased congestion through that area to increase safety? Secondly, can we get a painted/lighted crosswalk at the intersection of 91st St and Trailside View to accommodate pedestrian traffic from Parks & Manor community to the DC Ranch Park. Thank you.

Comment 15

We are not in favor of the Bell Road Sports Complex as designed. Specifically, the connector road to 91st street. It will cause excess traffic at both 91st and Trailside View and Trailside View and Pima Road. If the project proceeds, we will need to have either a round-about or stop lights installed at Trailside and Pima

Road. That intersection is already extremely tough to cross at busy times, and the added traffic from the sports complex will make it worse.

Comment 16

For local homeowners interested in how this may affect home prices, I believe it will increase values for homes not affected by noise, lights, or traffic... but have the opposite effect on the other, closer properties.

Comment 17

Why no plans for any baseball fields? Thank you

Comment 18

How will you handle the lighting demo during the COVID-19 rules? Please advise. Thanks.

Comment 19

Very concerned about potential increased road traffic. Bell Road east of the 101 is very congested. Will bus service be increased to and from this area?

Comment 20

The posted speed limit on 94th St between Bell and Legacy is 40 mph (which means people are driving 50). South of Bell it is 35 mph. The speed limit on 94th St needs to be reduced to 30 or 35 mph when the sports fields go in for safety reasons. Thank you.

Comment 21

Are there any plans to continue 91st street North from Bell Road through the desert to connect to DC Ranch neighborhoods?

When will there be more information available regarding the DC Ranch Community Park?

Thank you

Comment 22

Design plans look fantastic! More athletic fields are much needed and long overdue in this area. As a resident of Horseman's Park across the street from the Westworld fields we can't wait to have them ready for use. Thank you for keeping us updated!

Comment 23

In regards to the reclaimed water lake/park on Trailside View & 91st:

- 1) For DC Ranch Park & Manor neighborhood there is only one exit which is on Trailside View. What road improvements will be done in the area to alleviate Traffic congestion for that area?
- 2) Pima Rd and Trailside View currently has congested traffic and is a major source of accidents. Will a traffic light be installed to alleviate the additional traffic and prevent increasing casualties?
- 3) will there be any plan for law enforcement for the park for the Neighborhood?

In regards to the athletic fields on Bell & 94th st. & West World:

- 1) last time there was a purposed park development in the DC Ranch area, there was a lot of contention in regards to the city paying for athletic fields for the Greater Hearts Academy. Are there special arrangements for Greater Hearts Academy to have primary use of these fields or will they have to petition and pay use fees like other organizations?

Comment 24

I think this facility would be a wonderful addition to give additional field space for youth sports.

Comment 25

I looked at the proposal for the sports fields, and I think you have selected an area that is not appropriate for this project. This area is very quiet and a beautiful natural spot. The lights from a stadium are not good for birds or other animals. You will be ruining a beautiful, quiet, natural area with more cars and lights.... I am totally opposed to this location!

Comment 26

My family has lived in DC Ranch since 2005 and we love the project you are proposing. My four daughters are collegiate athletes and we know there is a shortage of fields/gyms for our young student athletes, and fully support projects like this that give them a place to grow, mature and learn life lessons through sport. Living in the area and experiencing parking shortages for golf tournaments, NDP events and West World events makes these multi use fields even more valuable. We look forward to our community developing the proposed land parcels while still preserving parts of the desert, re-planting all cacti and plants and planning for future generations. Great job

Comment 27

As a Scottsdale resident (who is funding this project), I have several concerns. The project was presented to taxpayers for a vote with language that insinuated the fields were needed for local residents to have access to fields for play. This has not been the case with the Scottsdale Soccer Complex on Princess Dr. and this presentation now indicates these fields will be restricted from citizen use and will primarily be used as a parking lot for Barrett Jackson & the PHX Open and to generate revenue for out-of-state and out-of-city tournaments. That is not what voters were led to believe these fields would be used for. Last spring I became aware that these city fields were not for residents when we (parents and a group of 6 year old children from my child's school) were told we could not play soccer on the fields unless we reserved and paid for access through the city. We were not a commercial group and we were told there was a drop-in field (which was being used by a commercial team/skills group) non-paying people could use. As we researched we found that these fields are almost wholly used for large out-of-city tournaments where leagues pay for access and hotels hope to book guests. This seems that city taxpayers are now subsidizing hotels by generating guests at taxpayer expense, and many of the host hotels are outside Scottsdale. If fields are to be built, they should allow for citizen use as is intended in the bond language and other city parks. A limitation on out-of-city usage should be imposed. Citizens should not be required to fund other commercial enterprises. In addition, the city doesn't need to provide parking. Barrett Jackson can buy the fields or future state-land sales or parking. Or the city should clearly disclose the amount paid by Barrett Jackson for use of this parking (his free access to West World seems to be gift enough). Also, the plan should expressly disclose if you are exploring fields on the East side of 94th St as the city has a tendency to surprise residents through nefarious changes

after the fact when it benefits politically connected donors and citizens are told its been decided and they are too late. Of further note, the planned lake does not address pest and mosquito abatement. West World Drainage has become a significant breeding ground for mosquitoes (which further disease and harm public health) that the city ignores. If there is no significant plan to control mosquitoes at this location the lake should be abandoned and other methods of irrigation should be used (such as at Princess Dr filed).

Comment 28

Looks great! We can definitely use more sports fields. I hope that the use as a parking lot is as limited as possible...the most fields are needed during the winter months (Jan - March) when all sports are in season and it gets dark early.

Comment 29

I am most concerned about the planned lake and traffic on 91st Street. My understanding was that the land where the lake is proposed is designated to be a park not a lake. This lake would only cause more misquitos and smell as experienced by homes on the lakes in Tempe. The use of gray water in the lake is disgusting . I thought when DC Ranch gave the land to the city was an agreement to only be a park. Wee as residents were looking forward a park with walking paths not a smelly pond. Next 91st Street would become very busy with an entrance to the field parks and eventually a short-cut to get from Legacy to Bell Rd. Why not just complete 91st to Bell as a city street. That way cars going to the parking could come off Bell rd. Will there be a limit to the number of days that the fields can be used for event parking in a year?

Comment 30

I welcome development of these lands into sports fields and like that you've made them community friendly. That said, please consider the increase in traffic on 94th Street which is very busy already. As a resident of Desert Haciendas, we definitely need traffic to slow down and we also need an ability to merge onto 94th Street during busy hours. A 4-way stop or traffic lights on 94th Street and E Sonoran Sunset Pass (and E Palo Brea Bend) would accomplish this. A traffic light or 4-way stop would help to lower speeds in the area and would allow for residents to move freely. Thank-you.

Comment 31

I called the hot line and they could not answer my questions, I also emailed Joe, the Project Manager but got his out-of-office. If you can get back to me, asap, I'd appreciate it. Thanks.

1. In one portion of the presentation it says the city has enough land for a minimum of 4 fields at the WestWorld location, in another it states 5. Which is correct?
2. What size is the picnic area?
3. How many full-size picnic tables fit in the picnic area?
4. Will the picnic area include a grill?
5. Does the design include a sidewalk along 94th Street from Bell Road going north?
6. How often will mosquito or other insect and algae prevention activities be done at the lake site?
7. Have any dates been set, even tentatively, for this project to be presented at Parks and Recreation Commission, DRB, Planning Commission and City Council?
8. When will the city know if they will need to use the land east of 94th Street for fields?"

Comment 32

While the West side of the Bond project has been approved by the voters the East plot on 94th and Bell has not. Therefore considering the use of the land East of 94th. would seem illegal. The hard reality is this all about parking for Craig Jackson, Westworld and the Phoenix Open.

I am opposed to any further development on the East side based on the following reasons:

- 1) Our property value will likely drop.
- 2) Noise pollution.-There are plenty of other sports fields in a ½ mile radius. McDowell Mountain, Copper Ridge School's baseball fields, Hayden Soccer fields. (We have a shrinking population so why do we need to build more youth fields when the population is falling?). The fields will be used for parking lots for Westworld, Barrett Jackson, and the Phoenix open. Do you really want that added traffic noise and congestion at all hours during those events?
- 3) Light pollution-Do you want field lights on late into the nights when we live in a Dark Skies designated area?
- 4) The hordes of drunk people yelling and making all kinds of noises and the potential to wander into our neighborhood urinating, vomiting and potentially causing damage.
- 5) The further destruction of habitat for flora and fauna.
- 6) Is building sports fields the best use of money during a national crisis like the pandemic?
- 7) The response I got from the city was a threat. That if we didn't let the City do what they wanted they just might trade the land to a developer. I found this appalling that our elected officials would result to a not so veiled threat of "You know what you get with the fields but not if we trade the land to a developer if could be anything."

Comment 33

Love that this is moving forward. Traffic routing and signage will key for lessening impact to neighborhoods, Westworld, and providing a good and safe experience for the users. A left turn lane on Bell will help, but need to see how it can handle hourly traffic during tournaments and while Westworld has outflow. Same w the 91st street entrance. Signage and use of directional traffic could help here a lot.

Comment 34

WEST WORLD FIELDS - It is appropriate to purchase the State Trust Lands. Upgrading the appearance of that area and adding fields/parking is a good move. It is wrong to use City money during a terrible recession to buy private land. The land that is proposed to be purchased will cost millions per acre.

Comment 35

Hello, Thank you for the information. I would like to hear more about the proposal for the land East of 94th St. I did not vote for the East side of 94th St to be developed, so I would like to be able to have a voice in the decision for this area of the project. What is the timeline for this specific area? My home backs up to this open land, so construction would directly impact my family and home. Thank you!

Comment 36

Please construct netting behind each goal area behind fields 1-4, perhaps 25 yards wide and 20 feet high. I recall City of Mesa doing something similar at Red Mountain complex that improved visitor safety and reduced interruptions when fields are in full use (especially by soccer). Wish fields could have

N/S orientation, but would rather achieve more fields for use after dark when orientation matters less anyway. Good presentation and planning. I very much support these plans - great job!

Comment 37

I hope that one of the fields be of major league dimensions. The only major league field in Scottsdale available for adults to rent is Cholla Park. I have been renting Cholla for several months now on Saturday but now that the youth leagues are starting I can't get it. Please call me.

Comment 38

- Consider adding a playground and splash pad. Neighborhood amenities are lacking in the current concept. This bond was approved to fund parks not profitable tournament venues and overflow event parking. I don't want to see voters not pass future parks bonds due to decisions like these.
- Six fields is substantial and we can expect a lot of traffic during back-to-back games. While 100/spaces per field is ideal, the parking off of 94th St is unnecessary and dangerous considering the amount of accidents at the Bell/94th intersections. Also providing access across the wash isn't worth it for 90 spaces. Keep the corridor somewhat scenic without the parking.
- Consider intersection improvements/pedestrian safety improvements to the Bell/94th intersection. This intersection sees a lot of accidents and the overflow parking plus Tom's Thumb across the street will create a lot more pedestrian traffic at this intersection.
- The circulation on the west is problematic. Should be one way with the entrance off Bell, as allowing all the turning movement options on Bell will be chaotic without a signalized intersection.
- The DC Ranch irrigation lake was not previously part of the project scope. Now it is being added without any additional amenities. The City should improve this area enough to create a lake amenity for the area without seeking additional funding. Scottsdale Sports complex has perimeter paths and a playground. These amenities should be added to the lake site as part of the project improvements."

Comment 39

I would like my opinion on this matter on the record. My husband and I are vehemently opposed to these fields. They seem to be a huge waste of money during this pandemic and it seems like the funds could be appropriated for a better purpose. There are sports fields less than a mile away near TPC that seem sufficient for neighborhood use. We are furious the plans seem to be moving forward with all of the neighborhood opposition.

Comment 40

I am concerned about the mosquitoes that will breed in the lake. Has that been considered and it's health consequences?

Comment 41

The fields are needed, but unfortunately when we need lighted fields from Jan- Mar ... they will be unavailable. Although you state the fields will be closed for only 4 weeks, like SSC, that understates the amount of time the fields are actually closed. SSC is closed for far longer than 4 weeks. Once SSC opens the fields remain unusable during the week when teams need to practice. Look at last years allocations schedule for SSC and you will see...closed for Jan .. closed for 90% of Feb as we could not request any week days. Youth lacrosse is only played Jan-Mar unfortunately, therefore these extra fields won't

reduce the need in the community with the need is the highest and the daylight is the shortest. I recommend you dedicate some of these fields to full time use by the YOUTH of Scottsdale thereby allowing some allocation during our time of most need.

Comment 42

I have the following concerns/comments regarding the planned Sports Fields at Bell and 94th Street:

- 1) Light Pollution: I am concerned that the lights will be on late every night and diminish our dark sky, which is important to maintain for wildlife as well as keeping with the character of North Scottsdale. The surrounding neighborhoods to this proposed site do not have street lights and require down lighting to maintain the dark sky. The lights need to be down shining only, so to not cause light pollution, and limited as to how late they may be used.
- 2). Traffic: The intersection of 94th Street and Bell is extremely busy during school drop off and pickup due to the proximity of Great Hearts Academy and Notre Dame Prep with frequent backups and accidents. Likewise, events at Westworld and the Ice Den contribute to congestion on weekends when many sports tournaments would likely be held. What are the plans to manage traffic? Also there is no sidewalk for a good portion of 94th Street North of Bell. Are there plans to add a sidewalk and/or bike path to keep pedestrians/cyclists safe?
- 3). Community use: Since this project has some downsides to the surrounding community (increased traffic, light pollution) there should be a concerted effort to provide community amenities at the Sports Fields as well as the Retention pond. Some ideas may include green space with biking/walking trails, covered picnic areas, playgrounds, or outdoor volleyball courts that the community could utilize.

Comment 43

Overall, I like the plan. I would like to see a larger "open space" or desert buffer between Field #6 and Bell Road. To be honest, I'd prefer Field #6 isn't built and it remains open space desert to match the character of the area to the north towards the mountains and surrounding neighborhoods.

Also...visually I'd recommend a raised landscape berm to block the green grass from Bell Road.

MCDowell Mountain Ranch and DC Ranch do not allow grass in the front yards...so it should also not be visible from Bell Road.

Comment 44

Hello. To encourage vehicles to use Bell Rd vs. 91st St when exiting the ballfields, can large North/South Loop 101 signs be added near both exits pointing them to Bell Rd? This will help traffic control, support better vehicle capacity and improve neighborhood safety. Thank you.

Comment 45

The proposed access to the main parking area from 91st street will create an additional traffic burden to DC Ranch residents. Consider reducing this burden to residents by providing access to the main parking area from Bell Road only. I am concerned that a water retention lake at Trailside View and 91st St will bring mosquitoes.

Comment 46

I think the design is very mindful of preserving desert landscapes space at the perimeters. Thank you for that! Because I live on the southeast corner of the 94th and Bell intersection, I do have one concern that

might need to be addressed. I can foresee a potential for increased foot traffic across the intersection, especially by young people, because of Tom's Thumb Market and 98 degrees at the Ice Den. The speed limit on Bell is 45 mph and currently few people cross that intersection. I think there is a need to examine measures that can make this intersection more pedestrian friendly and safe.

Comment 47

I live in the DC Ranch Parks/Manor neighborhood. 91st Street cannot handle the traffic proposed by this project. 94th Street and Bell Road are the logical points of ingress and egress. Traffic accidents are already a big issue at 91st & Trailside with Trailside and Pima being no better. Disappointing that the traffic impact has not even been discussed. It needs to be. Thank you

Comment 48

Greetings. I have concerns about the parking lot for the Bell Road Sports Complex. The traffic impact will be significant for my neighborhood, particularly when the complex is used for overflow parking for the Phoenix Open and Barrett Jackson. Using 91st street as an entrance to the complex is not ideal for me and my family. Entering from Bell and keeping traffic away from residential neighborhoods should be considered. Thanks for listening.

Comment 49

I generally support the project based on the information provided. I do think there needs to be careful consideration to the stadium lights to ensure they are not adversely impacting the nearby homes. I would like more information on the DC Ranch Community Park. This community park could serve the community well if properly designed with a small lake, walking trails, and perhaps things for young children. There should be consideration of a traffic light at Pima and E Trailside View given the potential for adding congestion at the city's most dangerous intersections.

Comment 50

I am on the Arizona Youth Lacrosse board. AYL serves 2,000 boys and girls from the ages of 6 to 14 across the entire state. We have a very difficult time procuring fields during our season of January through April as we are competing with soccer and flag football. Also, Arizona could host national tournaments if we had more fields which would bring more commerce to Scottsdale. Please, please consider adding these 7 fields. The lacrosse kids thank you!

Comment 51

Boys and Girls lacrosse in the valley desperately need more space and city partnerships. This would benefit so many in the Scottsdale community in many ways, especially groups such as youth lacrosse. Please move forward with this fabulous project.

Comment 52

Hi-This project would fulfill a huge need in the community. Grass space is a huge obstacle to any organized activity, and fields are routinely booked a year in advance. Any increase in supply or availability would give kids more access, and any lighted fields give parents a chance to ferry kids to and from without disrupting their work schedule. Lights give everyone chance to get out of the heat as well.

Scottsdale Parks are one of, if not the best, staffs we deal with across teh Valley and any facility is in good hands with them.

Please approve this project, it will positively impact every child in Scottsdale either directly through their use or by giving them a chance to book their own activity elsewhere. Anyone who doubts this should try to book a field to hold one event:)

Thank you for your consideration.

Comment 53

What an opportunity for the residents of Scottsdale to promote youth activities outdoors. If we have learned some lessons in 2020, it is that our youth have had so many challenges laid out in front of them and we need to provide opportunities for their growth. This opportunity not only provides opportunities for the youth, but also will much much need business revenues to restaurants, stores and hotels. We welcome this initiative.

Comment 54

I am strongly in favor of adding multi-use fields. As our population in Scottsdale has grown there has been an increasing demand for fields for all sports to utilize and this project is long over due. The additional fields is a benefit to our community and an amenity we desperately need. Over the course of the year we loose use of the Scottsdale Sports Complex due to the Water Managment Open and the use of the West World fields due to the Polo and Barrett Jackson events. While these events are great for Scottsdale they remove critical public facilities from our community that our youth sports desperately need. The addition of a multi-use sports facility will allow for additional events that support our hotels and restaurants much like the Scottsdale Sports Complex has been able to do. I strongly urge you to support adding multi-use fields in Scottsdale

Comment 55

Absolutely wonderful plan. The kids and community need more of these venues with access to outdoor activity!

Comment 56

I would urge City of Scottsdale to wait on moving forward with this project until annual revenue is assessed. Due to COVID, I suspect the city will face some difficult budgeting decisions and it would be wise to wait until the financial picture is more clear. Foregoing this project for a year or two will not be too costly I suspect, but may solidify the city's financials.

Comment 57

I am very excited about the new multi-field development! Our organization utilized SSC throughout the year and the additional fields will help alleviate the field use log-jam!

I would recommend the following:

1. Planned space for food vendors, etc.
2. Play area for siblings of athletes competing.
3. Designated area for golf cart drop-off. We usually rent 4-5 carts per event and have them dropped off the Friday prior to the event.
4. How the fields are set-up will there we enough room for spectators and player bench areas?

5. Recommend having enough restrooms.

I think this development absolutely needed and excited to share my input. I am more than willing to discuss my thoughts with my experience running large scale tournaments at SSC.

Comment 58

Can you clarify who will be able to rent the fields. The city's current policy doesn't allow smaller clubs to reserve fields for their use. It currently monopolizes the use by the Phoenix rising and del sol youth clubs. These are huge clubs and by creating this monopoly it is hard for smaller clubs to succeed. Please advise

Comment 59

We need more fields in Scottsdale for our youth and adults to exercise and lead healthier lives.

Comment 60

This is bullshit. Old tonalea on 68th @ oak has been promising a sports park for years and it's just a fenced off field. And now north Scottsdale gets a \$40mill sports complex. We can't even get the gates open over here. But we have unlimited apartments and condos going on all over down here. A bunch of bs

Comment 61

Would like to see baseball fields planned as well. There is no complex to hold for tournaments, etc in Scottsdale. All of them are now played in Peoria, Phoenix, Chandler.

Comment 62

A real need for the youth of the State.

Comment 63

I fully support the added fields, we desperately need more field space for youth soccer. I am with Phx Rising FC youth soccer

Comment 64

Much needed for Phoenix Rising Youth Soccer club! Will be a great asset to the Scottsdale soccer community.

Comment 65

The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women; trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these

concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!!!

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Comment 69

Please include a skating rink!!! So many AZ skaters would love access to a skating rink at any time. Local derby leagues and people new to skating would truly benefit from having a place to safely be on 8 wheels

Comment 70

Let's get some roller skate friendly facilities like an outdoor track.

Comment 71

Build an outdoor derby track

Comment 72

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Comment 73

I play roller derby with a great group of women who very much miss skating due to covid-19. Due to covid we have been forced to just stop what we love doing and it is out of our control so many of us it has effected mentally and physically. I think I speak for my whole league when I say this is a wonderful opportunity to put our skates back on and be the strong, tough women we learned to be through derby. Thank you so much for your consideration!

Comment 74

An outdoor skating rink would be wonderful for our local derby and skating communities!!

Comment 75

I would truly like to see an outdoor skating rink added to support the local roller derby and skating community. Skating is such a popular hobby and form of exercise and there is not a single space dedicated to it outdoors in the Valley. This would be a huge impact and would see tons of traffic from local leagues like Desert Dolls Roller Derby League.

Comment 76

I would like to request a skating rink please. Roller skating and roller blading are very popular and this would be a great location to incorporate something different. At the current time me and my many friends and league skaters skate at different basketball courts in the valley and do not have an outdoor rink to skate. There are many skate parks but no rink track where we can practice and skate laps. This would be a huge benefit to the hundreds of skaters who speed skate, roller blade, and roller derby for fun and fitness! If you have any questions or feedback please feel free to reach out by phone or email. Thank you for your consideration.

Comment 77

Please add a skating rink!

Comment 78

I suggest an outdoor skating rink be included in your plans. An outdoor skating rink would be a safe place for roller derby women to workout and maintain their physical and mental health!! PLEASE!! For us Women and our Daughters!!!

Comment 79

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Comment 80

As the league director for one of the largest youth baseball organizations in Arizona, we really need to have more youth baseball fields. The cities of Phoenix and Scottsdale do not have enough and the demand is huge! Is there anyway that youth baseball fields could be included in this complex?

Comment 81

Roller rink!

Comment 82

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dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!!!

Comment 85

Please build a public outdoor skating rink! This would be wonderful for the community! Skating is such a great outlet, and a wonderful way to exercise and bring people together. This is a fabulous idea and I fully support this decision!

Comment 86

Greetings: The valley is lacking safe places with flat concrete slabs for multiple uses. Most specifically a large concrete slab would benefit the roller skating/roller derby community. There is also a community of inline skating/hockey that would also greatly benefit. It would also be great to see a large oval/circle smooth concrete track.

I roller skate and play on an east valley roller derby team. It has always been a challenge to find safe places to skate for fun and for practice. Especially now with COVID and shut downs it's so important that my fellow roller derby friends and I are able to stay healthy and connected as safely as possible.

While I am grateful for and enjoy the benefits of basketball courts, tennis courts, volley ball courts, skateboard parks and long bike trails (often with debris/heavy traffic) it is awkward to feel safe and welcome utilizing spaces intended for those specific sports. Often we find ourselves trying to find empty parking lots, or parking garages which is obviously very dangerous. It would be wonderful to be able to be apart of the community by having our own safe place to practice the sport we love, stay healthy and share it with the community.

Please consider this opportunity.

Comment 87

what we really need is an outdoor skating track for our large population of roller derby skaters. A pump track would be an extra bonus. We need a place in the north valley to skate and be safe with fellow roller skaters

Comment 88

Please add a skating rink with nice polished concrete and ample shade preferably over but next to the rink would also be greatly appreciated.

Comment 89

The DC Ranch Community Council is a governing entity that represents 7,000 Scottsdale residents living in DC Ranch. Thank you for the opportunity to provide input on the Bell Road Sports Complex and for the time and work that has gone into the project and its design to date.

As the closest neighborhood to the Complex, the comments and concerns provided below are meant to minimize the impact of the facility's use on the DC Ranch community-at-large, while some suggestions will enhance resident enjoyment of the facility. It is important to note that the Community Council has also encouraged individual residents to provide feedback to the City.

Safety: The design designates a sidewalk on the west side of 94th street, going north from Bell, will be installed, matched, and connected to the 6-foot sidewalk north of this property. This is a critical element

as it will eliminate a significant safety concern. Gates that lock to prohibit vehicle entry when the park is not open are essential. The City should reduce the speed limits on 91st and 94th street to 30 mph. Traffic: All special event parking and related traffic should be directed to and from the facility from Bell Road, not through the adjacent neighborhoods on 91st and 94th Streets. Special event traffic exiting the facility on 94th Street should only be allowed to make a right turn and go south to Bell Road. No special event traffic should exit onto 91st. The City should notify residents two weeks in advance of each time it will use the facility for special event parking or when major tournaments or similar are planned for the site.

Lighting: Using the newest fully shielded field lighting will minimize "spillage" and is appreciated. Placement of the light poles should be as far as possible from the neighbors.

Field location: The plans show more open space on the south side of the fields than the north. The City should shift the fields so that more space is on the north side.

Staffing: Requiring onsite staff whenever the facility is open is a critical element to smooth operations.

Trees and vegetation: It is commendable that the project will box and replant the native vegetation. Two rows of trees along the entire northern border, not just in certain areas, will serve as a stronger landscape buffer. The addition of more shade trees along the walking paths will enable year-round usage.

Picnic area: In prior discussions on parks near DC Ranch, residents expressed their desire for a picnic ramada to seat approximately 30 people, and that it be reservable. We suggest adding this amenity to the field site.

Fencing - Clarify the use of any fencing that will be part of the project and what areas that fencing will restrict.

Lake in DC Ranch Neighborhood Park: The community needs more information about the lake. Please provide renderings and, if possible, comparison to existing DC Ranch lakes in Country Club and Silverleaf; how will the City manage/maintain the lake; and how the lake will fit into any future design of a park in this location.

Land East of 94th Street and Bell: While this project phase is on the City's land west of 94th Street, it is important to reiterate the Community Council's opposition to the City placing any future fields on the east side of 94th Street. The City did not identify the east side in the 2019 Bond Package. A change of location after the vote is a breach of public trust by the City.

Comment 90

To the City of Scottsdale,

Thank you for sending the flyer making the public aware of the planned Bell Road Sports Complex.

Your video was highly informative. As a Scottsdale resident I wish to say that I am in full favor of this project since we as a family of physicians feel physical activity facilities and parks encourage good health habits for kids and adults, "if they can be used."

Over the last 13 years my family and I have had five encounters at what I perceived to be public areas where individuals can play soccer and run, only to be rudely told to vacate because they are only open during scheduled times and allowing anyone to use the grass fields will destroy the fields and run up costs.

2007 we began using the soccer fields near the Arabian Library and schools. We used the fields to run and teach our children how to play soccer, but soon ran into competition with people who used the

fields to exercise their dogs. We taught our children that running should be done on grass and not on concrete due to the long-term joint damage that occurs.

2012 our kids were now five years older and we decided to spend time during weekend mornings at the soccer fields at Talking Stick. After two years, in 2014 security came over to us and asked us to leave since we were “destroying all the soccer fields but kicking soccer balls and running on the grass. The fields were only open for scheduled games and not for general public use.”

2014 we moved to Reach 11 and after several months security came over asking for ID and told us to leave because Scottsdale residents not allowed on the fields! We were also told playing soccer on the soccer fields was ruing the grass that was only for scheduled games. The security officer got into a pickup truck and tried to run over my 14-year old's. When I issued a complaint to the facility and city the matter was ignored.

2014 we began taking our morning run and soccer training to the field at West World and were again asked to leave.

2015 we moved to Mountain View Park and were asked to leave because playing soccer and running on soccer fields would ware out the grass.

2015-2020 we had enough of Arizona as the state with parks no one could use and moved to California but decided to move back due to family and other matters.

2020 we noted the soccer fields at the Arabian Library are fenced off but unclear if they are open to be used.

Basically I'd like to say that if this Sports Complex is being built and maintained by tax dollars, it should be open to use by the public and not just built, tax dollars collected and locked up for occasional events because the cost of maintaining the grass or old fashioned carpet artificial turf is too expensive (new artificial turf with rubber tire particles may pose a cancer risk not to mention being close to power lines, although the risks from both are probably small).

You might also want to consider installing running track material instead of concrete, which is easier on the joints and environment, although maintenance cost might be an issue.

Hopefully, this Sports Complex will be open to everyone to use anytime such as early morning or night (solar battery stored lighting) when not in use during league time, and tax dollars or a membership fee used to maintain/replace the grass, turf and/or track/concrete rather than locking up the facility and kicking users out like the other parks and Sports Complexes around town.

Thanks.

Comment 91

The virtual meeting for this project was very helpful! I'm pleased to see that native vegetation will be salvaged and repurposed. It seems appropriate that significant layers of trees and other vegetation be placed at the northern border to best shield the neighborhood close by from noise, etc.

There was no mention of installing gates that could lock at entry points to deter after-hour vehicle traffic. That also seems appropriate and something the local area neighbors would want in place.

It was great to hear that best-lighting-available would be used. I considered purchasing a home near Copper Ridge School about six years ago and didn't because of (a) the noise that carried from the fields in the evening, and (b) the bright, very visible lighting around those fields!

Comment 92

I have a host of concerns, designating 91st Street as the North Entrance and Exit for the Bell Road Sports Complex parking lot.

I wonder how high traffic will be regulated, especially during the 4 weeks of mega events including Barrett Jackson and the Phoenix Open. What traffic control measures will be employed? How will 94th Street and Thompson Peak Parkway be involved as northern thoroughfares designed for high traffic? What type of safety crosswalks will be made available at the intersection of E. Trailside View and 91 Street? Many families and children use this crossing.

How will the dangerous intersection of Pima road and E. Trailside View road be resolved? There have been very serious accidents as people use this shortcut to get off 91st Street.

I am also worried about the DC Ranch Community Park Lake. What will the city do to prevent drownings?

How can I be included in discussions with the City, assuring that these serious concerns are being effectively dealt with?

Thank you,

Comment 93

Build a skating rink please, have an awesome day!

Comment 94

Definitely an outdoor skating rink!!

Comment 95

I would like an outside skating rink or insi\$1M

Comment 96

I appreciate the presentation. My home backs to 94th Street and is the southernmost and most impacted home in the Desert Haciendas subdivision. One very significant concern that was not mentioned in the presentation, but that city representatives discussed at the lighting demonstration that I attended, was the possible use of the property east of 94th Street if the City cannot secure additional property from private landowners (and it was indicated that discussions were not going well). That would be right in my backyard. I am open to discussion, but aside from the above, I have the following concerns based on what I heard and the lighting demonstration:

1. Lighting – they mentioned 70 feet high, which was higher than what was demonstrated. Although the technology made it less bright outside of the field boundary, it was still very bright. Further only one light was demonstrated, and unless I heard wrong, there would be 6 per pole and multiple poles per field. That is a serious concern.
2. Traffic – although the traffic flow looks to be designed to mitigate additional traffic on 94th Street, I do believe the City should further research its ability to re-direct traffic from using 94th south of Legacy to get to either entrance of the facility.
3. Access – we are strongly opposed to any access off 94th Street. Traffic is extreme in the morning when Notre Dame goes to school and would not want to see that situation duplicated. This is particularly concerning if there is a change and the city uses the east side of 94th Street as an additional park.

4. Noise – the online presentation indicated that most events would be held at night due to the heat. We hear noise periodically from Westworld, and periodic noise is acceptable, but to hear that so much closer to our home and with the frequency that I see games at the current facility (at Bell and Greenway Hayden Loop), would be unacceptable.

5. Reclaimed Water Lake – while it sounds like an amenity, in my experience water features attract mosquitoes that carry West Nile Virus (an unknown what else), and may attract other wildlife, which we would rather not see draw in to or through our neighborhoods.

6. Value and “Live-ability” - I am concerned about my long term property value, but more important, I plan to be a long term resident and have enjoyed my home for 15+ years and do not want that to stop.

Although there are other items I may not have thought of, the above summarizes the most significant items. It is very important to me that I be part of the process. I am happy to discuss any of the above further.

Comment 97

An outdoor facility is only useful half of the year. I would like to see an indoor snow facility. That would be awesome all year long!

Comment 98

COMMENTS REGARDING MULT-USE SPORTS FACILITY AND PARKING AT BELL ROAD AND 94TH ST.

1. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. 94th Street is the sole access to housing on each side of the road with two school bus stops that require children to cross the road to board and depart buses. We are concerned about the safety of school children during the four weeks each year that proposed parking facilities are in use by drivers visiting from all over the country. What does Scottsdale City Council propose for the safety of these children with potentially inebriated drivers departing events?

2. We question if a multi use sports facility is the best use of taxpayer money considering the current pandemic and the unknown new-normal post-pandemic.

3. Attendees departing Phoenix Open have been observed publicly urinating and vomiting. The proposed parking is adjacent to high-end homes in DC Ranch’s Desert Haciendas and an apartment complex. How does the Scottsdale City Council propose to control this public nuisance and illegal activity?

4. Multi use sports facilities already exist in the area within a short walking distance, for example McDowell Mountain, Copper Ridge Schools, Scottsdale/N Hayden Road. We do not think that yet another multi use sports facility is needed.

5. What alternate facilities or development would be considered for the Bell Road/94th St land should multi-use sports fields and parking not be constructed?

Comment 99

1. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. 94th Street is the sole access to housing on each side of the road with two school bus stops that require children to cross the road to board and depart buses. We are concerned about the safety of school children during the four weeks each year that proposed parking facilities are in use by drivers visiting

from all over the country. What does Scottsdale City Council propose for the safety of these children with potentially inebriated drivers departing events?

2. We question if a multi use sports facility is the best use of taxpayer money considering the current pandemic and the unknown new-normal post-pandemic.

3. Attendees departing Phoenix Open have been observed publicly urinating and vomiting. The proposed parking is adjacent to high-end homes in DC Ranch's Desert Haciendas and an apartment complex. How does the Scottsdale City Council propose to control this public nuisance and illegal activity?

4. Multi use sports facilities already exist in the area within a short walking distance, for example McDowell Mountain, Copper Ridge Schools, Scottsdale/N Hayden Road. We do not think that yet another multi use sports facility is needed.

5. What alternate facilities or development would be considered for the Bell Road/94th St land should multi-use sports fields and parking not be constructed?"

Comment 100

Having reviewed the presentation we have significant concerns of the increased traffic from the sports facility and the extension of 91st Street as an access road to the facility in conjunction with the new hotel slated to be built with an access off Trailside, which intersects with 91st Street. Has a comprehensive traffic study been performed with this in mind? If so, is the report available to the public? If not, then we strongly suggest one be done and made available.

Comment 101

1. The 90 lot parking on 94th St. is unnecessary. With 500 spots for 6 fields this allows 83 spots for each field. Having children that have used these types of fields the 500 spots is adequate. Having a parking lot on 94th Street is a danger to the residents of Desert Hacienda's and the apartments at Desert Parks Vista. 94th Street is the only access for the residents of Desert Hacienda's. With a parking lot located so close people will wind up parking up and down 94th Street. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. With so many children living in DC Ranch this is not safe.

2. The event parking is worrisome as the school buses drop off on 94th and Sonoran Sunset Pass (Palo Brea) and children cross 94th Street. These events produce drunk and noisy spectators that will not respect the neighborhood of DC Ranch.

3. There is rumor that there will be mirrored sports fields on the east side of 94th Street. This has not been voted by citizens and is illegal to do so.

Comment 102

I am against putting a sports-complex and parking at the corner of Bell and 94th for a variety of reasons including but not limited to a depreciation in our home value, congestion, safety and more.

Comment 103

Greetings and thank you for making this presentation available online. I found it helpful in understanding the project and now have a better appreciation for the scope and design of the project. I am pleased to see that the project is staying mainly within the boundaries shared with voters prior to the 2019 bond election. It is important that the project remain within this envelope, and not extend to

the east side of 94th St, as some earlier activity and communications suggested. That would differ from the guidance that was shared with voters in 2019. I will continue to monitor this project which will have an impact in the immediate vicinity of my business and home.

Comment 104

As a City of Scottsdale resident, a governing board member of a City of Scottsdale based youth soccer club (Phoenix Rising FC Youth Soccer - formerly Scottsdale Soccer), and organizer of one of the largest soccer tournaments in the Southwest, I am proud to have our organization bring soccer to Scottsdale children and their families. To continue to bring recreational opportunities to our city's residents, practice and playing fields are critical. Thankfully, the bond issue included the addition of sports fields near Bell Road in addition to upgrading field lighting at many existing sports fields in Scottsdale. This is much needed as Scottsdale growth and land development has far outpaced recreational space and sports field availability.

Team competition builds character, brings families together, and creates a sense of community. We are a part of the Scottsdale community that needs recreational opportunities now more than ever.

We want to make sure every child who wants to play soccer is able to do so. Additional sports fields can help make this happen. It is not only important for our youth, but for every Scottsdale resident looking for a place to play, or just enjoy a scenic public space. Revenues generated from field rental and soccer tournaments help the local economy and the city's stature as an event destination location which are currently being lost to Phoenix and east valley locations.

I proudly support the addition of lighted sports fields at the Bell Road location.

Comment 105

Good Day,

The Deed restrictions do not allow a water treatment facility at the DC Ranch Community Park.

The DC Ranch Community Park, parcel #217-12-005, has a Special Warranty Deed #031115148 dated June 26th, 2003 (attached) where DC Ranch, LLC conveyed approx. 14.6527 acres of land to The City of Scottsdale. The Deed and its restrictions were accepted by the City of Scottsdale to uphold the agreement in its "meaning and spirit" aligning with Vernon Swaback's design, vision, and continuity of community parks in DC Ranch.

The Deed states the following restrictions and conditions that the City of Scottsdale Agreed to honor.

1. Easements and Covenants shall RUN WITH THE LAND and shall be an encumbrance of the land and all future owners in PERPETUALLY.
2. Every portion of the land if developed must be a Park open to the public. No portion of the land can be used for anything but a public park only for public use.
3. DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as a part of a general plan of development that is "designed to protect and enhance the value and desirability of the Entire DC Ranch development (collectively, the "Covenants").
4. The City shall not use the Park Property for any purpose other than a public park, including related improvements all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City Council on June 17, 2003.
5. Construction of the Park Improvements shall be at the sole expense of the city.

The proposed access from 91st via Paleo Brea and Trailside View to the 600 parking spaces are not a safe and viable option for the DC Ranch neighborhoods of The Estates, Park and Manor, and our two apartment complexes versus the City of Scottsdale completing 91st Street to Bell Road.

If anyone at the City would like a copy of the Deed restrictions please contact Jenna Kohl, DC Ranch Community Council Executive Director, Darren Shaw, DC Ranch Association Executive Director, and/or Bud Kerns, President DC Ranch Community Council. Please reach out to them at your earliest convenience.

Comment 106

Dear Sir/Madam:

My main concerns about the project are:

1) Why are the events going to be held at night? There would be a lot of noise for the neighborhood. There should be a limit as to the frequencies and hours of noise producing events.

2) Traffic through 91st Street and Northern edge of the field from West to East and from East to West should be blocked. 91st street is a small road and residents of DC Ranch would need to get to their house. The road linking 91st and 94th Street from E to W does not have a name and it should be limited to DC Ranch residents and not the public. The public should use only Bell Road to enter and leave the fields.

Thanks

Comment 107

Sports events should be held only during the day time and there should not be night events to limit the noise to existing DC Ranch residents. Thanks.

Comment 108

As a resident of DC Ranch and the operator of our local flag football leagues I am extremely excited about the project. All of our neighbors with kids agree that it will be a great addition to the neighborhood.

Please make accommodations for our local football, soccer and lacrosse leagues. It seems as though the SSC is held for tournaments organized by outside organizations bringing in outside teams while our kids are often playing flat field sports on baseball fields. It would be great for our Scottsdale football, soccer and lacrosse players to play on proper fields in their community.

Thank you!

Comment 109

Hooray for parks!

A series of sports fields is the most desirable option for the field adjoining WestWorld. Soccer and hockey fields are attractive. They offer something for everyone. Tournaments bring in new faces and free entertainment. This land is across the street from where I live. I am aware that all kinds of pollution will increase--light, noise, and traffic. But it is worth it for a park. And pollution would increase no matter what kind of development were to go in. If the city is determined to develop the land, then I say put in parks. Put in soccer fields now rather than wait for a future commercial proposal. Parks rather than a car parts store. Parks rather a storage facility.

I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are staked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general."

Comment 110

This is the second time I am responding. The traffic on 91 st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorium has an event now cars park on both sides of 91 st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91 st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then then people will use it as a shortcut increasing daily traffic and congestion to residents.

Comment 111

Before this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Brea and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc.. moving through these small streets and intersections alongside entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.

Comment 112

Dear colleagues, this comment format doesn't allow attachments or insertions., so I will sent my comments via email in the morning. Thanks.

Comment 113

Over the years, numerous neighbors have attended DC Ranch meetings and have reached out to the City of Scottsdale about traffic and safety on 94th Street. The city's response to speeding cars and heavy traffic? A sign that flashes your speed when you drive by.

We moved into the Dessert Haciendas neighborhood in 2008. My first concern about the safety on 94TH Street started the day after we moved here. I walked our children to the bus stop and was shocked to see parents stand in the street as the school bus flashed its lights and stopped. My daughter was in kindergarten and attended Copper Ridge until 8th grade. Over the years it's impossible to count the number of times cars sped past the bus with its flashing lights. It's very sad to say, but it's a miracle no students have been hit by a car along 94th Street. I don't think this would be the case, if the parents were not there helping children safely cross every single day.

I've seen many car accidents on 94th Street, speeding cars jump the curbs, dog walkers sprint from cars that didn't see them, and bikers get hit on 94th Street. This summer one of my own neighbors was hit

while riding her bike on Palo Brea, just yards from 94th Street. Two surgeries later, and countless hours in rehab it appears she's going to be OK.

Do you realize that 94th Street is the ONLY outlet for 5 large DC Ranch neighborhoods? The Terraces East, Sera Brisa, Desert Haciendas, The Villas (townhomes) and The Terraces West. Plus the large apartment complex also has an entrance & exit on 94th Street.

At certain times it's almost impossible to exit our neighborhood. We have four schools in our community, all with different starting/ending times and numerous school activities. Over the years, neighbors have had more discussions about the traffic on 94th Street than any other topic in our neighborhood. When our children started driving, our biggest fear was that they would get hit by a car trying to drive out of our neighborhood.

It's impossible to get an idea of the traffic volume on 94th street since February when COVID began. In fact, this spring our neighbors all talked about how wonderfully quiet 94th Street was. I have seen more accidents on 94th Street & Bell than any other intersection in my life. We already have a traffic safety issue, and you think it's wise to add more traffic?

It is very apparent that no one at The City has ever spent any time observing 94th Street. You're probably not aware that the high school cross country teams run up 94th Street? And in the spring the long distance track runners. Every Saturday & Sunday mornings bicycle teams ride along 94th Street. People move to DC Ranch to be active in our community. There are ALWAYS young kids riding bikes, dog walkers, and baby strollers.

Are you aware of all the activities that currently take place in our community? These events all take place within a half mile of each other. A typical weekend in DC Ranch includes a hockey tournament at the Ice Den, just down Bell Street, Notre Dame Prep has football, la crosse, soccer, track, cross country, or baseball games year round, Victorium has volleyball tournaments, The Village has swim meets, the fields at Copper Ridge host Prime Time flag football games, la crosse, soccer, and baseball games. Soon Scottsdale Prep's new field will also add traffic when it hosts football, soccer, la crosse, and track meets. In addition to the games and tournaments, practices occur at these locations everyday. Plus add all the events at West World; horse shows, trunk shows, and the Barrett Jackson. Let's not forget about Biker week in April. Always love to hear the motorcycles zooming down 94th Street! Of course, the TPC transforms this community with all the extra traffic, buses, and people walking down 94th Street & Bell. And you think this community can safely accommodate more activities?

I haven't even discussed the parking issues we experience in our community. When Victorium opened, it was a nightmare. Cars parking illegally everywhere! Along Palo Brea, 91st Street, and many cars following residents into The Estates private gate and parked on their streets. It was a mess!

Both of our children attended Notre Dame Preparatory and we don't wish to relive all the issues with field lights. We know very well from the neighborhoods across the street from the high school about field lighting, Our high school had a beautiful new field and couldn't play because of the field lights. Field lights near homes don't work! Period.

There are many wonderful uses for the land on 94th Street & Bell. Sporting activities is not one of them.

Comment 114

To whom it may concern,

As a resident of Desert Haciendas at DC Ranch I am writing to express my complete opposition to the proposed sports fields.

Change of a bond project location after the vote is a breach of public trust

If the east 40 acres was included as a location in information shared with the public before the vote, many would not have supported Bond Question 1.

The community outreach done prior to the bond vote loses its integrity if City Council does not uphold what was presented.

Comment 115

Hello,

This message is to express my extreme dismay in the plan that the city has approved funds to begin the Multi-Use Sports Fields bond project and has indicated that in addition to the city-owned west 40 acres at 94th and Bell Road there is the potential that they will put fields on the east 40 acres. The DC Ranch Community Council and residents has been clear with the city that this is unacceptable. I am a current resident in the neighborhood of Desert Haciendas which sits directly next to this proposed 40 acres and I do not approve of this nor would I have voted for it if given the opportunity.



PROJECT UPDATE

You're Invited to Participate in a Virtual Public Meeting on the Bell Road Sports Complex August 10 - 31

You are invited to participate in a virtual public meeting on the Bell Road Sports Complex which will be located on Bell Road just west of 94th Street. The facility will include six full-sized multi-use sports fields, parking, lights, restrooms, a plaza, a walking path and maintenance facility.

The Bell Road Sports Complex is one portion of project #53 Build Multiuse Sports Fields in the area of Bell Road which was approved by voters in the 2019 Bond Election.

To participate visit the project website www.ScottsdaleAZ.gov/construction/project-list/bell-road-area-multi-use-sports-fields by August 31. Click on the "Virtual Public Meeting" link, watch and listen to the presentation then submit your comments to let us know what you think. Your comments will be used by the project team as they develop proposed plans for the facility.

If you would like to learn more about how the fields will be lit, a lighting demonstration will take place at 8:30 p.m. on Wed., Aug. 19 at the Scottsdale Sports Complex on field number 5. The demonstration will be held outdoors, but we ask that all participants wear a mask and practice social distancing by remaining at least six feet apart from all participants. Please sit or stand around the perimeter of the field.

Design work will take the remainder of the year and there will be additional opportunities for public input as the project progresses. The tentative project schedule calls for construction to begin in early 2021 and for the facility to open in early 2022.

Native plant salvage will take place in August and September of 2020. Over the next few months, you will see several tagged plants and boxed trees on site that will later be used on the project.

There are a number of frequently asked questions and answers on the project website, but if you can't find the answer you are looking for please call the project hotline. We look forward to hearing from you on the initial plans for the Bell Road Sports Complex.

Questions?

Project Hotline: 480-312-4444

Project Website:

www.ScottsdaleAZ.gov/construction/project-list/bell-road-area-multi-use-sports-fields

Bell Road Sports Complex Key Dates:

Virtual Public Meeting

August 10-31 at [ScottsdaleAZ.gov/construction/project-list/bell-road-area-multi-use-sports-fields](https://scottsdaleaz.gov/construction/project-list/bell-road-area-multi-use-sports-fields)

Lighting Demonstration

8:30 p.m. on Wed., Aug. 19 at the Scottsdale Sports Complex on field number 5.

Native Plant Salvage

August & September 2020



PROJECT UPDATE



**You're Invited to Participate in a Virtual Public Meeting on
the Bell Road Sports Complex August 10 - 31**



CONSTRUCTION UPDATE

Join Virtual Public Meeting on Bell Road Sports Complex and DC Ranch Neighborhood Park Lake October 14 – 30

You are invited to participate in a virtual public meeting on the Bell Road Sports Complex and DC Ranch Neighborhood Park Lake. These projects are a portion of project #53 Build Multiuse Sports Fields in the area of Bell Road which was approved by voters in the 2019 Bond Election.

To participate visit the project website ScottsdaleAZ.gov/construction/project-list/bell-road-area-multi-use-sports-fields by October 30. Click on the “Virtual Public Meeting” link, watch and listen to the presentation then submit your comments to let us know what you think. Your comments will be used by the project team as they continue to develop plans and the projects move through the public hearing process.

Both projects are seeking a Municipal Use Master Site Plan and will go through a number of public hearings between now and the end of the year including the Parks and Recreation Commission, Design Review Board, Planning Commission and City Council, and you are invited to participate in that process.

Bell Road Sports Complex will be located on the northwest corner of Bell Road and 94th Street and will include six full-sized multi-use sports fields, parking, lights, restrooms, a plaza, a walking path and maintenance facility. DC Ranch Neighborhood Park will be located at 91st Street and Trailside View. The lake will be used to irrigate the soccer fields and be the first in a series of phased improvements to the park. Future phases will be done in conjunction with the DC Ranch Community Association and there will be additional opportunities for public outreach.

Native plant salvage is currently taking place on the Bell Road Sports Complex site. Design work will take the remainder of the year on both projects. The tentative project schedule calls for construction to begin in early 2021 and for Bell Road Sports Complex to open in early 2022.

For more information, there are a number of frequently asked questions and answers on the project website, but if you can't find the answer you are looking for please call the project hotline at 480-312-4444. We look forward to your participation in the development of these two community projects.

Upcoming Meetings

Virtual Public Meeting

October 14 – 30

www.scottsdaleaz.gov/construction/project-list/build-multituse-sports-fields-in-the-area-of-bell-road

Parks & Recreation Commission Meeting

5 p.m., October 21

Development Review Board

5 p.m., November 5

Planning Commission

5 p.m., November 18

City Council

5 p.m. December 1

All meetings are currently being held electronically and links will be provided on the website listed above.

Municipal Use Master Site Plan Case Numbers

Bell Road Sports Complex

Case Number: 10-UP-2020

DC Ranch Neighborhood Park Lake

Case Number: 14-UP-2020

Bell Road Sports Complex & DC Ranch Neighborhood Park Lake

Project Hotline: 480-312-4444

Project Website: www.ScottsdaleAZ.gov/construction/project-list/bell-road-area-multi-use-sports-fields



CONSTRUCTION UPDATE



**Join Virtual Public Meeting on Bell Road Sports Complex
and DC Ranch Neighborhood Park Lake October 14 – 30**

ID	Date	Name	Address	Email	Phone	Comments
1428182	8/10/2020 5:51:36 PM	Jasna Kadavy	5272 E. Canyon View Rd	jasna.kadavy@gmail.com	480-277-7834	The plan looks pretty good, but I have some concerns about the planned easement and lack of sidewalks on 94th. I would like to see 91st extended all the way to Bell where there is a traffic signal and I believe having both a north east option and south east option off of 91st would help with traffic. We don't need more people going up to Trailside View, turning left and trying to go south on Pima. I'm afraid that's what would happen if almost all of the traffic was being filtered out of the newly created exit on Bell with 500 cars. Why is the plan to not connect 91st street south to 100 feet rather than connect to Bell? Currently there is sidewalk on 94th from Bell heading north to about Palo Verde. This complex will certainly increase foot traffic in the area and I believe it is a safety concern to not have a sidewalk in this area. Will the plan include a sidewalk from Bell heading north on 94th?
						I would like to thank Ms. Walsh and Mr. Darker for the presentation. A few comments/suggestions: 1. Sidewalk on 94th St: The presentation already mentions sidewalk improvements, which is great. Can you please ensure that the East side of the project, along 94th St, will have a sidewalk (on the West side of 94th St) reaching all the way South to Bell Road, since it is not obvious from the august-virtual-meeting-concept-plan.pdf file that that is indeed the case. 2. Pedestrian underpass/overpass at Bell Road: This is not currently on the design plan, but, as a resident who uses the 94th St and Bell Rd intersection several times a day, I can attest that crossing Bell Road at this location, close to the 101 Highway, is extremely dangerous. Speed limit on Bell Road is 50 mph, and cars often travel on Bell Road at highway-type of speeds. I have seen numerous accidents at the 94th St and Bell intersection over the past few years. One of the intended uses of these sports fields is to provide parking for area events, with pedestrians aiming to walk South from the sport fields across Bell Road to West World for events or shuttles. Crowds will need a safe way to cross Bell Road, such as an underpass or overpass. Without such amenity, it is very likely that traffic accidents will happen. This in turn can negatively affect access to parking and event attendance, which will negatively impact the financial benefits of these fields. There are several pedestrian underpasses in the neighborhood, e.g., on Thompson Peak Pkwy between Bell Road and Pima Road, to serve as examples, if needed.
2429183	8/10/2020 6:08:44 PM	Valentin Ortu	5245 E. Western Saddle Way	ortuv@gmail.com	4807603905	Thank you!
3429189	8/10/2020 10:01:33 PM	LESLEY M. MCCAGUE	6277 E. VIA DE VAQUERO DR	lesley1119@hotmail.com		Is the parking lot linked to 91st street going to encourage street parking and blocking of bike lanes along 91st street and Palo Verde when parking is not sufficient within the designated lots? We already have a street parking problem when Vicorium holds large events and I fear that these fields will turn our once quiet streets into a congested parking facade. Are there any plans in place to prevent this from happening? In addition, have you evaluated the noise impact on surrounding neighborhoods? We report dark noise and quite evenings in DC Ranch and these fields go against both of those expectations. Will our neighborhood be subjected to overzealous parents cheering for children's sports games when I am trying to enjoy my backyard on a nice evening? We bought in DC Ranch knowing that we could hear Westworld events on occasion, but this much closer and so far nothing has been mentioned about the noise impact. Also, if there is stable land that will be sold along the 101 why isn't it being used for sport fields where the lights and noise will be near a freeway and not quiet neighborhoods?
4429202	8/11/2020 9:32:18 AM	Tracy Hill	12800 N 92nd DR	tracyhill@gmail.com	4807606002	I have a few questions. 1. Has a traffic study been completed on the increased load of traffic that will be put on 91st Street? My main concern isn't the traffic on 91st, but increased traffic on E. Palo Verde Road and E. Trailside View. From what I currently see, people/families trying to get to head south on N. Pima to get to the 101 via Trailside View is dangerous. I don't know the solution, it's just asking the question. 2. Will the new ingress/egress off of Bell allow people leaving the Sports Complex head both east and west on Bell? If not, people wanting to head east would need to make a U-turn on Bell (if heading West) or go up to 91st to Palo Verde to 94th to the signal. Another traffic flow question. 3. What is the timeline for the irrigation pond in the DC Ranch Community Park? Doesn't the pond need to be built to water the grass in the Bell Road Sports Complex? It didn't really talk about this in the presentation except to say that there are ongoing conversations with the DC Ranch Community Association. 4. The exhibit "Bell Road Sports Complex Concept Plan" Dated August 2020 doesn't show a sidewalk connection from Parking (Approx. 500) south to Bell Road. Was this intentional? The sidewalk should connect from where it ends (North East of the site boundary) to Bell.
5429206	8/11/2020 10:42:54 AM	Rene Spohn	13055 N 92nd St	rene.spohn@yahoo.com	4802627987	How is the plan for preventing an increase in mosquitoes when the fields are added to DC Ranch Park? We already have issues with them. It seems to me that there is a problem with the West World acquisition, the folks like the who voted for this bond project will be able to strongly object to using the NE corner of Bell and 94th. Lighted fields backing up to the office park north of the NW corner is very different from lighted fields immediately behind my property with no buffer. Please have someone reach out to me to discuss my rights to object to the use of the NE corner.
6429213	8/11/2020 11:20:15 AM	Mark H Kolman	6483 E. Horswood Blvd, Scottsdale, AZ 85251	markhkolman@gmail.com	4802098025	Am concerned about the light pollution resulting from the fields being illuminated and the increased traffic at Pima and Bell.
7429224	8/11/2020 12:08:14 PM	Mark Farmer	12739 N 92nd St, Scottsdale, AZ 85251	markfarmer@aol.com	7624175379	The fields will be a welcome addition to the community, however the irrigation lake seems to be not thoroughly as thought out. Instead of it just being there to pump reclaimed water, it should be expanded or made as the center portion of the future community park on that land. More attention to detail should be put into the lake water similar to the Fountain Hills lake. It can be expanded, made a walking path around it, be safe for wildlife etc. The irrigation lake should be a prominent feature of that park land and not just out in the middle of nowhere everything out later.
8429225	8/11/2020 12:19:53 PM	Douglas Wilson	8244 E. VIA DE VAQUERO DR	douglas.wilson.73@gmail.com	4087122969	I am in support of this project, however, as a DC Ranch resident I encourage you to rethink allowing access from 91st St. I believe routing cars through DC Ranch is unnecessary when there will be two other easy accessible entry points. Please consider and note the unnecessary additional traffic that this will cause within the community.
9429235	8/11/2020 2:28:07 PM	Treed Willinger	8021 E. Trailside Vw	treedwillinger@hotmail.com	4807382544	I am amazed and disappointed that this complex was ever approved by obviously ignorant voters. It's not that I'm opposed to the parks, as that is one of the best things going for Scottsdale. As a long time resident and family of three now young adult children, we have thoroughly enjoyed the parks and recreation opportunities in Scottsdale. My dismay is why would all these tax dollars be going to an area already rich in parks near by, not to mention the private facilities in Bell and DC Ranch. Sure, most of the bond issue but soccer fields were not what interested me. I've lived here for almost 20 years and we have VERY useful facilities not of the 101. Where are the tennis courts-dog parks and any other neighborhood use facilities?
10429237	8/11/2020 2:40:52 PM	Jane Goodway	PO Box 14833	janeg7@live.com		material presented was good.
11429239	8/11/2020 3:44:57 PM	Chyllis Galanthy	8429 east carlisle wren ridge	galanthin@cox.net	4809927002	How was the 500-500 parking spaces determined? Note - 94th Street and Bell road can not safely accommodate street parking. According to project design engineer, what number of parking spaces are deemed appropriate for number of fields planned? Will new Bell road left turn lane have a traffic light? Is this Project/Bond fiscally sound to move forward in CV-19 Sluggish Economy?
12429240	8/11/2020 3:50:05 PM	Jon Cassens	16801 N 94th street	joncassens@live.com		Many have lost jobs, a high foreclosure rate is anticipated, businesses are struggling or out of business. Will there be enough Tax Revenue to meet the Tax Rate Anticipated upon the Initial Bond Proceed?
13429244	8/11/2020 3:59:04 PM	Kathleen J. Schlittler	7930 F. Camelback Rd. 407	kschlittler@yahoo.com		I have two concerns and they're both related to increased traffic north of the proposed fields. The Pima Rd/Trailside View intersection is extremely dangerous today. What is the plan to address the increased congestion through that area to increase safety? Secondly, can we get a painted/lighted crosswalk at the intersection of 91st St and Trailside View to accommodate pedestrian traffic from Parks & Manor community to the DC Ranch Park.
14429250	8/11/2020 5:22:34 PM	M Keaton	8230 E Canyon View Rd	mpkeaton@yahoo.com	4802053145	Thank you!
15429251	8/11/2020 5:37:16 PM	Peter Rudenberg	18422 N 92nd Street	peter@rudenberg.com	8724212422	We are not in favor of the Bell Road Sports Complex as designed. Specifically, the connector road to 91st street. It will cause excess traffic at both 91st and Trailside View and Trailside View and Pima Road. If the project proceeds, we will need to have either a round about or stop lights installed at Trailside and Pima Road. The intersection is already extremely tough to cross at busy times, and the added traffic from the sports complex will make it worse. For local homeowners interested in how this may affect home prices, I believe it will increase values for homes not affected by noise, lights, or traffic... but have the opposite effect on the other, closer properties.
16429253	8/11/2020 7:01:50 PM	Greg Hogue	7253 E. Doubleview Ranch Road, Suite 105	ghogue@gmail.com	6022891000	Will you please for any bell/bell light? Thank you!
17429255	8/11/2020 7:52:21 PM	Yvonne Medina	16484 N. 94th Way, Scottsdale, AZ 85255	ymedina1947@gmail.com	4802116491	How will you handle the lighted areas during the COVID-19 times? Please advise. Thanks
18429259	8/11/2020 9:09:04 PM	Lionel C. Hyatt	10258 E Morning Star Drive	lionelc@hyatt.com	9253614325	Very concerned about potential increased speed traffic. Bell Road east of the 101 is very congested. Will bus service be increased to and from this area? The posted speed limit on 94th St between Bell and Legacy is 40 mph which means people are driving 50+. South of Bell it is 35 mph. The speed limit on 94th St needs to be reduced to 30 or 35 mph when the sports fields go on for safety reasons. Thank you... Sam Hawkins
19429263	8/12/2020 9:46:19 PM	Carissa Kiviller	8455 N. 77th Way	ckiv1745@gmail.com		Are there any plans to continue 91st street north from Bell Road through the desert to connect to DC Ranch neighborhoods?
20429277	8/12/2020 9:56:36 AM	Sam Hawkins	17532 N 85th Pl	shawk@cox.net	480-361-3888	When will there be more information available regarding the DC Ranch Community Park?
21429285	8/12/2020 1:42:02 PM	Nicole Richard	8220 E. Via De Vaquero Dr	nicolerichard42@gmail.com	3478907053	Thank you. Note: Design plans look fantastic! More athletic fields are much needed and long overdue in this area. As a resident of Horseman's Park, across the street from the Westworld fields we can't wait to have them ready for use.
22429293	8/12/2020 3:10:20 PM	Justin Schwab	18251 N 94th Place	justinschwab@yahoo.com	248-420-2931	Thank you for keeping us updated!

36426478	6/17/2020 2:09:40 PM	Greg MacNabb	9141 E Holden Spur Trail	gregmacnabb@yahoo.com	3870018891	Please construct fencing behind each goal area behind fields 1-4, perhaps 25 yards wide and 20 feet high. I recall City of Mesa doing something similar at the Mountain complex that improved visitor safety and reduced interruptions when fields are in full use (especially by soccer). Wish folks could have NS orientation, but would rather achieve more fields for use after dark when orientation matters less anyway. Good presentation and planning. I very much support these plans - great job!
37426495	6/18/2020 8:34:29 AM	Anthony Oulid	18726 N 91st street	ouly512@aol.com	4805773249	Hope for one of the fields to be of major league dimensions. The only major league field in Scottsdale available for adults to rent is Cholla Park. I have been renting Cholla for several months now on Saturday but saw that the youth leagues are starting I can't get it. Please call me at 4805773249 <ul style="list-style-type: none"> Consider adding a playground and splash pad. Neighborhood amenities are lacking in the current concept. This bond was approved to fund parks not profligate tournament venues and overflow event parking. I don't want to see voters not pass future parks bonds due to decisions like these. Six fields is substantial and we can expect a lot of traffic during back-to-back games. While 100/space per field is ideal, the parking off of 94th St is unnecessary and dangerous considering the amount of accidents at the Bell/94th intersections. Also providing access across the wash isn't worth it for 90 spaces. Keep the corridor somewhat scenic without the parking. Consider intersection improvements/pedestrian safety improvements to the Bell/94th intersection. This intersection sees a lot of accidents and the overflow parking plus Tom's Thumb across the street will create a lot more pedestrian traffic at this intersection. The circulation on the west is problematic. Should be one way with the entrance off Bell, as slowing all the turning movement options on Bell will be chaotic without a signalized intersection. The DC Ranch irrigation lake was not previously part of the project scope. Now it is being added without any additional amenities. The City should improve this area enough to create a lake amenity for the area without seeking additional funding. Scottsdale Sports complex has perimeter paths and a playground. These amenities should be added to the lake site as part of the project improvements. I would like my opinion on this matter on the record. My husband and I are vehemently opposed to these fields. They seem to be a huge waste of money during this pandemic and it seems like the funds could be appropriated for a better purpose. There are sports fields less than a mile away near TPC that seem sufficient for neighborhood use. We are furious the plans seem to be moving forward with all of the neighborhood opposition.
38426538	6/18/2020 9:40:20 PM	Marietta Mascopinto	19341 N 91st Way	Mmash216@gmail.com	7080204463	I am concerned about the negotiations that will transpire in the lake. Has that been considered and it's health ramifications? The fields are needed, but unfortunately when we need lights they will be unusable. Although you state the fields will be closed for only 4 weeks, like SSC, that understates the amount of time the fields are actually closed. SSC is closed for far longer than 4 weeks. Once SSC opens the fields remain unusable during the week when teams need to practice. Look at last year's allocations schedule for SSC and you will see...closed for Jan...closed for 90% of Feb as we could not request any week days. Youth lacrosse is only played Jan-Mar unfortunately, therefore these extra fields won't reduce the need in the community with the need to the highest and the daylight in the stadium. I recommend you dedicate some of these fields to full time use by the YOUTH of Scottsdale thereby allowing some allocation during our time of most need.
39426536	6/18/2020 7:23:15 AM	Felix Gomez	8441 E Heritage Trail Dr	felixgomez@gmail.com	6028281901	I have the following concerns/comments regarding the planned Sports Fields at Bell and 94th Street: 1) Light Pollution: I am concerned that the lights will be on late every night and dimish our dark sky, which is important to maintain for wildlife as well as keeping with the character of North Scottsdale. The surrounding neighborhoods to this proposed site do not have street lights and require down lighting to maintain the dark sky. The lights need to be down shining only, so no to cause light pollution, and limited as to how late they may be used.
40426540	6/18/2020 8:06:11 AM	Joseph Jenk	14280 N 91st Way	jenk1945@gmail.com	4807591542	2) Traffic: The intersection of 94th Street and Bell is extremely busy during school drop off and pickup due to the proximity of Great Hearts Academy and Notre Dame Prep with frequent backups and accidents. Likewise, events at Westworth and the Ice Den contribute to congestion on weekends when many sports tournaments would likely be held. What are the plans to manage traffic? Also there is no sidewalk for a good portion of 94th Street North of Bell. Are there plans to add a sidewalk and/or bike path to keep pedestrians/cyclists safe? 3) Community use: Since this project has some downsides to the surrounding community (increased traffic, light pollution) there should be a concerted effort to provide community amenities at the Sports Fields as well as the Repletion pond. Some ideas may include green space with biking/walking trails, covered picnic areas, playgrounds, or outdoor volleyball courts that the community could utilize.
41426533	6/18/2020 11:15:23 AM	Shawn DeBisce	10990 E South Bend Dr	shawndebisce@gmail.com	6023773360	Best, Katie Cardwell Overall, I like the plan. I would like to see a larger "open space" or desert buffer between Field #6 and Bell Road. To be honest, I'd prefer Field #6 isn't built and it remains open space desert to match the character of the area to the north towards the mountains and surrounding neighborhoods. Also...usually I'd recommend a raised landscape berm to block the green grass from Bell Road. McDowell Mountain Ranch and DC Ranch do not allow grass in the front yards...so it should also not be the solution for Bell Road. Hello. To encourage vehicles to use Bell Rd vs. 91st St when exiting the ballfields, can large North/South Loop 101 signs be added near both exits pointing them to Bell Rd? This will help traffic control, support better vehicle capacity and improve neighborhood safety. Thank you! The proposed access to the main parking area from 91st street will create an additional traffic burden to DC Ranch residents. Consider reducing this burden by providing access to the main parking area from Bell Road only.
42426561	6/19/2020 1:21:47 PM	Katie Cardwell	8451 E Via de Vaqueiro Dr	Katie.cardwell@hotmail.com	7735318543	I am concerned that a water retention lake at Trailside View and 91st St will bring mosquitoes
43426594	6/18/2020 3:27:16 PM	Brian Friedman	10967 E Acacia Drive	bfr@briant.com	618-720-7277	I think the design is very mindful of preserving desert landscapes space at the perimeters. Thank you for that! Because I live on the southeast corner of the 94th and Bell intersection, I do have one concern that might need to be addressed. I can foresee a potential for increased foot traffic across the intersection, especially by young people, because of Tom's Thumb Market and 98 degrees at the Ice Den. The speed limit on Bell is 45 mph and currently few people cares that intersection. I think there is a need to examine measures that can make the intersection more pedestrian friendly and safe. I live in the DC Ranch Pima/Manor neighborhood. 91st Street corner handle the traffic proposed by this project. 94th Street and Bell Road are the logical points of ingress and egress. Traffic accidents are already a big issue at 91st & Trailside with Trailside and Pima being no better. Disappointing that the traffic impact has not even been discussed. It needs to be. Thank you.
44426610	6/18/2020 9:53:02 PM	Kim Dredtz	8230 E Carolyn View Rd	kdredtz@gmail.com	749-483-6245	Greetings, I have concerns about the parking lot for the Bell Road Sports Complex. The traffic impact will be significant for my neighborhood, particularly when the complex is used for overflow parking for the Phoenix Open and Barrett Jackson. Using 91st street as an entrance to the complex is not ideal for me and my family. Entrance from Bell and heavier traffic areas from surrounding neighborhoods should be considered. Thanks for listening. - Mike Duggar I generally support the project based on the information provided. I do think there needs to be careful consideration to the stadium lights to ensure they are not adversely impacting the nearby homes. I would like more information on the DC Ranch Community Park. This community park could serve the community well if properly designed with a small lake, walking trails, and perhaps things for young children. There should be consideration of a traffic light at Pima and E Trailside View given the potential for additional congestion at the city's most congested intersection.
45426593	6/22/2020 4:20:07 PM	sara hudson	3259 s desert park dr	shudson@gmail.com	4807984270	I am on the Arizona Youth Lacrosse board. AYL serves 2,000 boys and girls from the ages of 6 to 14 across the entire state. We have a very difficult time procuring fields during our season of January through April as we are competing with soccer and flag football. Also, Arizona could host national tournaments if we had more fields which would bring more commerce to Scottsdale. Please, please consider adding more fields. The lacrosse kids thank you! Boys and Girls lacrosse in the valley desperately need more space and city partnerships. This would benefit so many in the Scottsdale community in many ways, especially games such as youth lacrosse. Please move forward with this fabulous request.
46426610	6/22/2020 4:23:28 PM	Lisa Morhin	16801 N 94th Street #2047 Scottsdale, AZ 85260	lmorhin12@gmail.com	612-730-3025	Hi- This project would fulfill a huge need in the community. Grass space is a huge obstacle to any organized activity, and fields are routinely booked a year in advance. Any increase in supply or availability would give kids more options, and any lighted fields give parents a chance to ferry kids to and from without disrupting their work schedules. Lights give everyone chance to get out of the heat as well. Scottsdale Parks are one of, if not the best, staffs we deal with across leh Valley and any facility is in good hands with them. Please approve this project, it will positively impact every child in Scottsdale either directly through their use or by giving them a chance to book their own activity elsewhere. Anyone who doubts this should try to book a field to hold one event!
47426617	6/23/2020 8:41:26 PM	Carin Rowe	14352 N 92nd Street	carin@carin.net	6027229314	Thank you for your consideration. Benjamin Jones What an opportunity for the residents of Scottsdale to promote youth activities outdoors. If we have learned some lessons in 2020, it is that our youth have had so many challenges laid out in front of them and we need to provide opportunities for their growth. This opportunity not only provides opportunities for the youth, but also will much much need business revenues to restaurants, stores and hotels.
48426632	6/23/2020 2:36:32 PM	Mike Duggar	18146 N 92nd St	mikeduggar@gmail.com	7737276301	We welcome this initiative.
49426689	6/24/2020 2:08:58 PM	David Lake	6262 E DESPERT PARK DR	delake@gmail.com	6029544574	I am strongly in favor of adding multi-use fields. As our population in Scottsdale has grown there has been an increasing demand for fields for all sports to utilize and this project is long overdue. The additional fields is a benefit to our community and an amenity we desperately need. Over the course of the year we boore use of the Scottsdale Sports Complex due to the Water Management Open and the use of the West World fields due to the Polo and Barrett Jackson events. While these events are great for Scottsdale they remove critical public facilities from our community that our youth sports desperately need. The addition of a multi-use sports facility will allow for additional events that support our hotels and restaurants much like the Scottsdale Sports Complex has been able to do. I strongly urge you to not add additional multi-use fields in Scottsdale.
50426993	6/24/2020 3:25:14 PM	Lisa Smith	7418 East Saville Circle, Mesa, AZ	lisalib@yahoo.com	4155599568	Absolutely wonderful plan. The kids and community need more of these venues with access to outdoor activity! I would urge City of Scottsdale to wait on moving forward with this project until annual revenue is assessed. Due to COVID, I suspect the city will face some difficult budgeting decisions and it would be wise to wait until the financial picture is more clear. Foregoing this project for a year or two will not be too costly I suspect, but more so for the city's finances.
51426906	6/24/2020 4:45:21 PM	Christopher D Thurston	8533 E Coastridge Ave	chrthurstan@gmail.com	4806771555	
52426913	6/24/2020 6:02:02 PM	Benjamin L Jones	4128 E Topota Dr	benjones9@yahoo.com	4806005456	
53426914	6/24/2020 8:28:56 PM	Chris Brown	9236 E Pima Center Parkway Suite 10, Scottsdale AZ 85218	chrisb@forwardsuccess.com	4803307026	
54426918	6/24/2020 7:01:43 AM	Todd Smith	10555 East Shavens Drive, Scottsdale 85255	tsmith@forwards.com	602-432-0885	
55426922	6/25/2020 10:59:38 AM	Kath McCulloch	6610 East Wilcox Dr	wilcoxkath@gmail.com	4809690044	
56426926	6/25/2020 10:25:57 AM	Nick Gracze	6672 E Calle Redonda	nickgr93@hotmail.com		

57	4/29/2025	3/25/2025 12:47:59 PM	Kristy Hollingsworth	19441 N 90th St. Scottsdale AZ 85260	eric2@scvillagers.com	480-200-7312	I am very excited about the new multi-field development. Our organization utilized SSC throughout the year and the additional fields will help alleviate the field use log-jam! I would recommend the following: 1. Planned space for food vendors, etc. 2. Play area for siblings of athletes, competing. 3. Designated area for golf cart drop-off. We usually rent 4-5 carts per event and have them dropped off the Friday prior to the event. 4. How the fields are set-up will there be enough room for spectators and player bench areas? 5. Reconfirm having enough restrooms.
58	4/29/2025	3/25/2025 7:47:17 PM	Chris Olsen	8117 e via montana	chris@scrapbookevents.com	4802408883	Can you clarify who will be able to rent the fields. The city's current policy doesn't allow smaller clubs to reserve fields for their use. It currently monopolizes the use by the Phoenix rising and del and youth clubs. There are huge clubs and by creating this monopoly it is hard for smaller clubs to succeed. Please advise
59	4/29/2025	3/25/2025 4:23:08 PM	Mary Demme	28911 N 48th Dr	marydemme@scvillagers.com	9072189566	We need more fields in Scottsdale for our youth and adults in women and teen leagues lives.
60	4/27/2025	3/25/2025 9:47:17 PM	Matt Ramirez	6910 E Almena Rd. Scottsdale az 85247	Electronwithme@yahoo.com	4802166730	This is a built-in. Old tennis on 6th @ oak has been promising a sports park for years and it's just a fenced off field. And now north Scottsdale gets a \$40mill sports complex. We can't even get the status open over here. But we have unlimited apartments and random groups on all over down here. A bunch of us.
61	4/27/2025	3/25/2025 9:48:36 AM	Thao Gibson	26366 N 52nd Pl	thao@hcnll@gmail.com	8129147151	Would like to see baseball field planned as well. There is no complex to hold for tournaments, etc in Scottsdale. All of them are now played in Peoria, Phoenix, Chandler.
62	4/27/2025	3/25/2025 12:23:05 PM	Paul Taylor	Taylor	scrapbook@scvillagers.com	858-243-4748	A real need for the youth of the State
63	4/27/2025	3/25/2025 12:40:38 PM	Tim Jones	6212 E Aspen Dr. Scottsdale, AZ 85264	scrapbook@scvillagers.com	4809007072	Multi support the roller derby, we desperately need more field space for youth soccer. I am with the Rising FC youth soccer
64	4/27/2025	3/25/2025 1:06:20 PM	Neil W Gorman	7038 E Oak St	neilw@scvillagers.com	4807034391	Multi support for Phoenix Rising Youth Soccer club will be a great asset to the Scottsdale soccer community.
65	4/27/2025	3/27/2025 7:13:18 AM	Holly Blaine Taylor	1221 N 85th Place Apt 205 Scottsdale, AZ 85267	holly.blaine.taylor@gmail.com	4802277968	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
66	4/27/2025	3/27/2025 7:26:41 AM	Amber Roman	8643 E San Miguel Ave. Scottsdale AZ	ataraw@gmail.com		The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
67	4/27/2025	3/27/2025 7:41:58 AM	Christine Ploesch	4565 east villa Rita Drive	Cporsch1@gmail.com	4802454316	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
68	4/27/2025	3/27/2025 7:56:41 AM	Holly Blaine Taylor	1221 N 85th Place Apt 205 Scottsdale, AZ 85267	holly.blaine.taylor@gmail.com	4802277968	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
69	4/27/2025	3/27/2025 7:48:13 AM	Jane Fogalides	406 W Park Ave	scrapbook@scvillagers.com	4805948411	Please include a skating rink! So many AZ skaters would love access to a skating rink at any time. Local derby leagues and people new to skating would truly benefit from having a place to skate on 8 wheels
70	4/27/2025	3/27/2025 7:50:00 AM	Amber Roman	8722 W Ambassador Dr	ataraw@gmail.com	8284838237	Just a gut feeling roller skating facilities like an outdoor track
71	4/27/2025	3/27/2025 7:58:23 AM	Jessica Ryan	70056 E Wood Dr Scottsdale AZ 85269		Roller skating outdoor track	
72	4/27/2025	3/27/2025 8:01:15 AM	Christy Kuter	33266 N Sonoran Trail			The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
73	4/27/2025	3/27/2025 8:04:48 AM	Aurynn Windsor	549 E Mickelwick Rd. L9928 Mesa AZ 85203	aurynn_windsor@yahoo.com	480245-0683	I play roller derby with a great group of women who very much miss skating due to covid-19. Due to covid we have been forced to just stop what we love doing and it is out of our control so many of us it has effected mentally and physically, I think I speak for my whole league when I say this is a wonderful opportunity to put our skates back on and be the strong, tough women we learned to be through derby. Thank you so much for your consideration!
74	4/27/2025	3/27/2025 8:10:49 AM	Aimee	3501 S McCormick drive			An outdoor skating rink would be wonderful for our local derby and skating communities!
75	4/27/2025	3/27/2025 8:17:19 AM	Amber Rose Solomon	4802 N 17th Ave Apt 1 Phoenix AZ 85015	amber.hammond@1998@gmail.com	4802211907	I would like to see an outdoor skating rink added to support the local roller derby and skating community. Skating is such a popular hobby and form of exercise and there is just a single space dedicated to it outdoors in the Valley. This would be a huge impact and would ease lots of traffic from local leagues like Desert Roller Derby Leagues
76	4/27/2025	3/27/2025 8:22:58 AM	Michelle Becker	48 W Harrison Street Chandler 85225	michbecker76@yahoo.com	480-345-2030	I would like to request a skating rink please. Roller skating and roller blading are very popular and this would be a great location to incorporate something different. At the current time me and my many friends and league skaters skate at different basketball courts in the valley and do not have an outdoor rink to skate. There are many skate parks but no rink track where we can practice and skate laps. This would be a huge benefit to the hundreds of skaters who speed skate, roller blade, and roller derby for fun and fitness! If you have any questions or feedback please feel free to reach out by phone or email. Thank you for your consideration.
77	4/27/2025	3/27/2025 8:42:43 AM	Mary Demme	28911 N 48th Ave. Chandler, az 85225	marydemme@scvillagers.com		Please add a skating rink!
78	4/27/2025	3/27/2025 9:27:30 AM	Virginia Goodbar	2485 S Acapulco Mesa AZ 85209	virgoodbar1221@gmail.com	480400-4441	I suggest an out door skating rink be included in your plans. An out door skating rink would be a safe place for roller derby women to workout and maintain their physical and mental health!! PLEASE!! For us Women and our Daughters!! Clenny Goodbar -
79	4/27/2025	3/27/2025 9:41:03 AM	Geoffrey Echner	825 West Peoria Road 42157	geoffechner76@gmail.com	4803656697	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and in-line hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women, trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
80	4/27/2025	3/27/2025 10:45:21 AM	Kath Cohen	14829 N 48th Pl	Kath@BA-Texas@aol.com	480-574-7373	As the league director for one of the largest youth baseball organizations in Arizona, we really need to have more youth baseball fields. The cities of Phoenix and Scottsdale do not have enough and the demand is huge! Is there anyway that youth baseball fields could be included in this complex?
81	4/27/2025	3/27/2025 11:29:24 AM	Chelsea	1899 s edmondson rd	Dynaharu@gmail.com	4802460004	Roller derby

80	427132	8/27/2020 11:43:57 AM	Shiraine Corbett	8324 E FLORENTINE #B, Prescott Valley, AZ 86314	Shirainecorbettah@gmail.com	4022003424	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and inline hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women; trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
80	427147	8/27/2020 1:56:23 PM	Dana Sommers	1209 F Knight Lane Tempe AZ 85264	dansommers75@gmail.com	4025499270	The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and inline hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women; trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
80	427166	8/27/2020 4:58:02 PM	Rose Walker	6940 E Florence Lane	rwalker75@icloud.com		The pandemic shut downs have created a resurgence in the popularity of roller skating, evidenced by 3-4 month backlogs of skate orders and an explosion of new members in roller skating forums around the Valley. The majority of these new skaters are women and girls seeking to improve their fitness, boost mental health, and challenge themselves to learn a new sport. There is also a large and diverse group of women in the roller derby and inline hockey communities, many of them living and working in Scottsdale. The City of Scottsdale has a unique and profound opportunity to build the area's first dedicated outdoor skating rink. Access to a safe place to skate is a barrier for many women; trails, parking lots, and deserted parks can be dangerous and expose women skaters to sexual harassment, muggings, cars, and injuries from debris on the skating surface. A skating pad would alleviate all these concerns and encourage physical activity for thousands of women across the city and Valley and reduce wear and tear on basketball and tennis courts currently being used for skating with the absence of any dedicated skating surfaces. Strong women create strong communities - please don't ignore this opportunity to provide a safe place for women-focused sports. We want a skating rink!
80	427168	8/27/2020 5:00:22 PM	Dana	17174 N 86th Ave Apt 301	Dana.pavoni7@gmail.com	1155760686	Please build a public outdoor skating rink! This would be wonderful for the community! Skating is such a great outlet, and a wonderful way to exercise and bring people together. This is a fabulous idea and I fully support this decision!
80	427173	8/27/2020 7:56:09 PM	Karyl Hart	2513 E Jerome Ave Mesa AZ 85204			Unsettling: The valley is lacking safe places with flat concrete slabs for multiple uses. Most specifically a large concrete slab would benefit the roller skating/roller derby community. There is also a community of inline skating/hockey that would also greatly benefit. It would also be great to see a large oval/circle smooth concrete track. I roller skate and play on an east valley roller derby team. It has always been a challenge to find safe places to skate for fun and for practice. Especially now with COVID and shut downs it's so important that my fellow roller derby friends and I are able to stay healthy and connected as safely as possible. While I am grateful for and enjoy the benefits of basketball courts, tennis courts, volleyball courts, skateboard parks and long bike trails (often with debris/heavy traffic) it is awkward to feel safe and welcome utilizing spaces intended for those specific sports. Often we find ourselves trying to find empty parking lots, or parking garages which is obviously very dangerous. It would be wonderful to be able to be apart of the community by having our own safe place to practice the sport we love, stay healthy and share it with the community. Please consider this opportunity.
80	427174	8/27/2020 8:13:51 PM	Lindey Steiner	4740 W Metro Pkwy Rd Glendale az 85308	lindey173@gmail.com	603-883-0167	What we really need is an outdoor skating track for our large population of roller derby skaters. A pump track would be an extra bonus. We need a place in the north valley to skate and be safe with fellow roller skaters.
80	427177	8/26/2020 5:18:48 AM	Kamel	901 S Dobson Rd #7107	khmrkchondthanasup@hotmail.com	602-767-3348	Please add a skating rink with nice polished concrete and ample shade preferably over but next to the rink would also be greatly appreciated.
80	427186	8/26/2020 9:33:21 AM	DC Ranch Community Council	20551 N Pima Road, Suite 193	christine.froh@dczranh.com	480-715-8584	Input on the Bell Road Sports Complex and for the time and work that has gone into the project and its design to date. As the closest neighborhood to the Complex, the comments and concerns provided below are meant to minimize the impact of the facility's use on the DC Ranch community-at-large, while some suggestions will enhance resident enjoyment of the facility. It is important to note that the Community Council has also encouraged individual residents to provide feedback to the City. Safety: The design designates a sidewalk on the west side of 84th Street, going north from Bell, will be installed, matched, and connected to the 6-foot sidewalk north of this property. This is a critical element as it will eliminate a significant safety concern. Gates that lock to prohibit vehicle entry when the park is not open are essential. The City should reduce the speed limits on 71st and 94th street to 30 mph. Traffic: All special event parking and related traffic should be directed to and from the facility from Bell Road, not through the adjacent neighborhoods on 91ST and 94th Streets. Special event traffic exiting the facility on 94th Street should only be allowed to make a right turn and go south to Bell Road. No special event traffic should exit onto 91st. The City should notify residents two weeks in advance of each time it will use the facility for special event parking or when major tournaments or similar are planned for the site. Lighting: Using the newest fully shielded field lighting will minimize "spillage" and is appreciated. Placement of the light poles should be as far as possible from the neighbors. Field location: The plans show more open space on the south side of the fields than the north. The City should shift the fields so that more space is on the north side. Staffing: Requiring onsite staff whenever the facility is open is a critical element to smooth operations. Trees and vegetation: It is commendable that the project will box and replant the native vegetation. Two rows of trees along the entire northern border, not just in certain areas, will serve as a stronger landscape buffer. The addition of more shade trees along the walking paths will enable year-round usage. Pavement: In prior discussions on parks near DC Ranch, residents expressed their desire for a similar pavement to seal approximately 30 people, and that it be Thank you for sending the flyer making the public aware of the planned Bell Road Sports Complex. Your video was highly informative. As a Scottsdale resident I wish to say that I am in full favor of this project since we as a family of physicians feel physical activity facilities and parks encourage good health habits for kids and adults. "If they can be used." Over the last 13 years my family and I have had five encounters at what I perceived to be public areas where individuals can play soccer and run, only to be nearly told to vacate because they are only open during scheduled times and allowing anyone to use the grass fields will destroy the fields and run up costs. 2007 we began using the soccer fields near the Arabian Library and schools. We used the fields to run and teach our children how to play soccer, but soon ran into competition with people who used the fields to exercise their dogs. We taught our children that running should be done on grass and not on concrete due to the long term joint damage that occurs. 2012 our kids were now five years older and we decided to spend time during weekend mornings at the soccer fields at Talking Stick. After two years, in 2014 security came over to us and asked us to leave since we were "destroying all the soccer fields but kicking soccer balls and running on the grass. The fields were only open for scheduled games and not for general public use." 2014 we moved to Ranch 11 and after several months security came over asking for ID and told us to leave because Scottsdale residents not allowed on the field! We were also told playing soccer on the soccer fields was ruining the grass that was only for scheduled games. The security officer got into a pickup truck and tried to run over my 14-year old's. When I issued a complaint to the facility and city the matter was ignored. 2014 we began taking our morning run and soccer training to the field at West World and were again asked to leave. 2015 we moved to Mountain View Park and were asked to leave because playing soccer and running on soccer fields would wear out the grass. 2015-2020 we had enough of Arizona as the state with parks no one could use and moved to California but decided to move back due to family and other matters. 2020 we noted the soccer fields at the Arabian Library are fenced off but unclear if they are open to be used. Basically I'd like to say that if this Sports Complex is being built and maintained by tax dollars, it should be open to use by the public and not just built, tax dollars collected and locked up for occasional events because the cost of maintaining the grass or old fashioned carpet artificial turf is too expensive (new artificial turf with rubber tire particles may pose a cancer risk not to mention being close to power lines, although the risks from both are probably small). You might also want to consider installing running track material instead of concrete, which is easier on the joints and environment, although maintenance cost might be an issue. Hopefully, this Sports Complex will be open to everyone to use anytime such as early morning or night (solar battery stored lighting) when not in use during league time, and tax dollars or a small fee used to maintain/keep the grass, but neither back concrete rather than location. The facility and backing covers not be The virtual meeting for this project was very helpful. I'm pleased to see that native vegetation will be salvaged and repurposed. It seems appropriate that significant layers of trees and other vegetation be placed at the northern border to best shield the neighborhood close by from noise, etc. There was no mention of installing gates that could lock at entry points to deter after-hour vehicle traffic. That also seems appropriate and something the local area neighbors would want in place. It was great to hear that best-lighting-available would be used. I considered purchasing a home near Copper Ridge School about six years ago and didn't because of (a) the noise that came from the fields in the evening, and (b) the bright, very visible lighting around those fields!
80	427205	8/26/2020 11:46:14 AM	Sam Fialli, MD	9830 F Acadia Dr. Scottsdale	sfialli@cox.net	480-722-4338	Hopefully, this Sports Complex will be open to everyone to use anytime such as early morning or night (solar battery stored lighting) when not in use during league time, and tax dollars or a small fee used to maintain/keep the grass, but neither back concrete rather than location. The facility and backing covers not be The virtual meeting for this project was very helpful. I'm pleased to see that native vegetation will be salvaged and repurposed. It seems appropriate that significant layers of trees and other vegetation be placed at the northern border to best shield the neighborhood close by from noise, etc. There was no mention of installing gates that could lock at entry points to deter after-hour vehicle traffic. That also seems appropriate and something the local area neighbors would want in place. It was great to hear that best-lighting-available would be used. I considered purchasing a home near Copper Ridge School about six years ago and didn't because of (a) the noise that came from the fields in the evening, and (b) the bright, very visible lighting around those fields!
80	427243	8/26/2020 12:49:31 PM	Natalie Hornem	6290 E. Tremontee Peak Pkwy			Hopefully, this Sports Complex will be open to everyone to use anytime such as early morning or night (solar battery stored lighting) when not in use during league time, and tax dollars or a small fee used to maintain/keep the grass, but neither back concrete rather than location. The facility and backing covers not be The virtual meeting for this project was very helpful. I'm pleased to see that native vegetation will be salvaged and repurposed. It seems appropriate that significant layers of trees and other vegetation be placed at the northern border to best shield the neighborhood close by from noise, etc. There was no mention of installing gates that could lock at entry points to deter after-hour vehicle traffic. That also seems appropriate and something the local area neighbors would want in place. It was great to hear that best-lighting-available would be used. I considered purchasing a home near Copper Ridge School about six years ago and didn't because of (a) the noise that came from the fields in the evening, and (b) the bright, very visible lighting around those fields!

						<p>I have a host of concerns, designating 91st Street as the North Entrance and Exit for the Bell Road Sports Complex parking lot.</p> <p>I wonder how high traffic will be regulated, especially during the 4 weeks of mega events including Barnett Jackson and the Phoenix Open. What traffic control measures will be employed? How will 94th Street and Thompson Peak Parkway be involved as northern thoroughfares designed for high traffic?</p> <p>What type of safety crosswalks will be made available at the intersection of E. Trailside View and 91 Street? Many families and children use this crossing.</p> <p>How will the dangerous intersection of Pima road and E. Trailside View road be resolved? There have been very serious accidents as people use this shortcut to get off 91st Street.</p> <p>I am also worried about the DC Ranch Community Park Lake. What will the city do to prevent drownings?</p> <p>How can I be included in discussions with the City, assuring that these serious concerns are being effectively dealt with?</p> <p>Thank you.</p>
92427219	8/28/2020 2:00:08 PM	Jeff Harbly	18182 N 82nd Street, Scottsdale, AZ 85255	jeffharbly@gmail.com	507-202-1271	Jeff Harbly DC Ranch Residence
92427254	8/28/2020 6:17:20 PM	Christopher Nick	9121 W Main Street			Build a walking bike path, have an indoor stay?
92427264	8/28/2020 7:50:39 PM	Jennifer Rugham	1032 N 74th St	jennrugh@yahoo.com	902-698-5327	Definitely an outdoor skating trail!
92427256	8/28/2020 8:43:31 PM	Ruth Spiccoli	4501 N 62nd St	rspiccoli@outlook.com	4807203277	I would like an outdoor skating rink or trail!
						<p>I appreciate the presentation. My home backs to 94th Street and is the southernmost and most impacted home in the Desert Hacienda subdivision. One very significant concern that was not mentioned in the presentation, but that city representatives discussed at the lighting demonstration that I attended, was the possible use of the property east of 94th Street if the City cannot secure additional property from private landowners (and it was indicated that discussions were not going well). That would be right in my backyard. I am open to discussion, but aside from the above, I have the following concerns based on what I heard and the lighting demonstration:</p> <ol style="list-style-type: none"> 1. Lighting – they mentioned 70 feet high, which was higher than what was demonstrated. Although the technology made it less bright outside of the field boundary, it was still very bright. Further only one light was demonstrated, and unless I heard wrong, there would be 6 per pole and multiple poles per field. That is a serious concern. 2. Traffic – although the traffic flow looks to be designed to mitigate additional traffic on 94th Street, I do believe the City should further research its ability to re-direct traffic from using 94th south of Legacy to get to either entrance of the facility. 3. Access – we are strongly opposed to any access off 94th Street. Traffic is extreme in the morning when Notre Dame goes to school and would not want to see that situation duplicated. This is particularly concerning if there is a change and the city uses the east side of 94th Street as an additional park. 4. Noise – the online presentation indicated that most events would be held at night due to the heat. We hear noise periodically from Westworld, and periodic noise is acceptable, but to hear that so much closer to our home and with the frequency that I see games at the current facility (at Bell and Greenway Hayden Loop), would be unacceptable. 5. Reclaimed Water Lake – while it sounds like an amenity, in my experience water features attract mosquitoes that carry West Nile Virus (an unknown what else), and may attract other wildlife, which we would rather not see draw in to or through our neighborhoods. 6. Value and "Live-ability" – I am concerned about my long term property value, but more important, I plan to be a long term resident and have enjoyed my home for 15+ years and do not want that to stop. <p>Although there are other items I may not have thought of, the above summarizes the most significant items. It is very important to me that I be part of the process. I am happy to answer any of the above in further detail.</p> <p>An outdoor facility is only useful half of the year. I would like to see an indoor snow facility. That would be awesome all year long!</p>
92427267	8/29/2020 11:47:47 AM	Matt Blomstein	17436 North 44th Place	mblomstein@blomstein.com	480-420-7401	
92427266	8/29/2020 1:42:19 PM	Cindy Minniea	1731 East Osborn Rd 8219-49	Cindy.minniea@gmail.com	4805480414	
						<p>COMMENTS REGARDING MULTI-USE SPORTS FACILITY AND PARKING AT BELL ROAD AND 94TH ST.</p> <ol style="list-style-type: none"> 1. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. 94th Street is the sole access to housing on each side of the road with two school bus stops that require children to cross the road to board and depart buses. We are concerned about the safety of school children during the four weeks each year that proposed parking facilities are in use by drivers violating from all over the country. What does Scottsdale City Council propose for the safety of these children with potentially inebriated drivers departing events? 2. We question if a multi use sports facility is the best use of taxpayer money considering the current pandemic and the unknown new-normal post-pandemic. 3. Attendees departing Phoenix Open have been observed publicly urinating and vomiting. The proposed parking is adjacent to high-end homes in DC Ranch's Desert Haciendas and an apartment complex. How does the Scottsdale City Council propose to control this public nuisance and illegal activity? 4. Multi use sports facilities already exist in the area within a short walking distance, for example McDowell Mountain, Copper Ridge Schools, Scottsdale/N Hayden Road. We do not think that yet another multi use sports facility is needed. 5. What alternate facilities or development would be considered for the Bell Road/94th St land should multi-use sports fields and parking not be constructed?
92427279	8/30/2020 10:02:12 AM	Thomas & Barbara Allen	9484 E. Heritage Trail Dr	Tea1234@cox.net	480-656-9108	
						<ol style="list-style-type: none"> 1. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. 94th Street is the sole access to housing on each side of the road with two school bus stops that require children to cross the road to board and depart buses. We are concerned about the safety of school children during the four weeks each year that proposed parking facilities are in use by drivers violating from all over the country. What does Scottsdale City Council propose for the safety of these children with potentially inebriated drivers departing events? 2. We question if a multi use sports facility is the best use of taxpayer money considering the current pandemic and the unknown new-normal post-pandemic. 3. Attendees departing Phoenix Open have been observed publicly urinating and vomiting. The proposed parking is adjacent to high-end homes in DC Ranch's Desert Haciendas and an apartment complex. How does the Scottsdale City Council propose to control this public nuisance and illegal activity? 4. Multi use sports facilities already exist in the area within a short walking distance, for example McDowell Mountain, Copper Ridge Schools, Scottsdale/N Hayden Road. We do not think that yet another multi use sports facility is needed. 5. What alternate facilities or development would be considered for the Bell Road/94th St land should multi-use sports fields and parking not be constructed?
92427280	8/30/2020 10:58:34 AM	Thomas & Barbara Allen	9484 E. Heritage Trail Dr, Scottsdale, AZ 85295	Tea1234@cox.net	480-656-9108	
92427282	8/30/2020 12:49:13 PM	Robert & Eileen Krantz	9285 Earl Convent View Rd	rkrantz@verizon.net	516-894-7150	<p>Having reviewed the presentation we have significant concerns of the increased traffic from the sports facility and the extension of 91st Street as an access road to the facility in conjunction with the new hotel stated to be built with an access off Trailside, which intersects with 91st Street. Has a comprehensive traffic study been performed with this in mind? If so, is the report available to the public? If not, then we strongly suggest one be done and made available.</p>
						<ol style="list-style-type: none"> 1. The 90 lot parking on 94th St. is unnecessary. With 500 spots for 6 fields this allows 83 spots for each field. Having children that have used these types of fields the 500 spots is adequate. Having a parking lot on 94th Street is a danger to the residents of Desert Hacienda's and the apartments at Desert Park Vista. 94th Street is the only access for the residents of Desert Hacienda's. With a parking lot located so close people will wind up parking up and down 94th Street. 94th St is already a busy road where drivers routinely violate its posted 40 MPH speed limit. With so many children living in DC Ranch this is not safe. 2. The event parking is worrisome as the school buses drop off on 94th and Sorocan Sunset Pass (Palo Verde) and children cross 94th Street. These events produce drunk and noisy spectators that will not respect the neighborhood of DC Ranch. 3. There is concern that there will be temporary sports fields on the east side of Bell Street. This has not been voted by citizens and is illegal to do so. <p>I am against putting a sports-complex and parking at the corner of Bell and 94th for a variety of reasons including but not limited to a degradation in our home value, congestion, safety and more.</p> <p>Greetings and thank you for making this presentation available online. I found it helpful in understanding the project and now have a better appreciation for the scope and design of the project. I am pleased to see that the project is staying mainly within the boundaries shared with voters prior to the 2019 bond election. It is important that the project remain within this envelope, and not extend to the east side of 94th St, as some earlier activity and communications suggested. That would differ from the guidance that was shared with voters in 2019. I will continue to monitor this project which will have an impact in the immediate vicinity of my business and home.</p>
101427268	8/30/2020 8:45:21 PM	Sam & Jack Fitzpatrick	8515 E Verde Green View, Scottsdale, AZ 85255	sawfity@me.com	917-962-6002	
102427295	8/31/2020 9:20:17 AM	Jeff Kuzowski	17895 N. 95th Street	kuzowski@hotmail.com	602-738-5722	
103427301	8/31/2020 9:22:15 AM	SCOTT VINEBERG	16525 E BETONY DR, SCOTTSDALE, AZ 85254	SCOTTVINEBERG@HOTMAIL.COM		

106427302	8/31/2020 9:22:32 AM	Brad Clement	7300 East Deer Valley Road Lot 67 Scottsdale, AZ 85255	bradcl1@cox.net	<p>As a City of Scottsdale resident, a governing board member of a City of Scottsdale based youth soccer club (Phoenix Rising FC Youth Soccer - formerly Scottsdale Soccer), and organizer of one of the largest soccer tournaments in the Southwest, I am proud to have our organization bring soccer to Scottsdale children and their families. To continue to bring recreational opportunities to our city's residents, practice and playing fields are critical. Thankfully, the bond issue included the addition of sports fields near Bell Road in addition to upgrading field lighting at many existing sports fields in Scottsdale. This is much needed as Scottsdale growth and land development has far outpaced recreational space and sports field availability.</p> <p>Team competition builds character, brings families together, and creates a sense of community. We are a part of the Scottsdale community that needs recreational opportunities now more than ever.</p> <p>We want to make sure every child who wants to play soccer is able to do so. Additional sports fields can help make this happen. It is not only important for our youth, but for every Scottsdale resident looking for a place to play, or just enjoy a scenic public space. Revenues generated from field rental and soccer tournaments help the local economy and the city's stature as an event destination location which are currently being lost to Phoenix and east valley locations.</p> <p>I proudly support the addition of lighted sports fields at the Bell Road location.</p> <p>Respectfully,</p> <p>Brad Clement</p>	
106427303	8/31/2020 9:28:22 AM	Pamela Kador	6285 E. Trailside View	pkador@gmail.com	8029962645	<p>The Deed restrictions do not allow a water treatment facility at the DC Ranch Community Park.</p> <p>The DC Ranch Community Park, parcel #217-12-005, has a Special Warranty Deed #031115148 dated June 26th, 2003 (attached) where DC Ranch, LLC conveyed approx. 14,6527 acres of land to The City of Scottsdale. The Deed and its restrictions were accepted by the City of Scottsdale to uphold the agreement in its "meeting and spirit" aligning with Vernon Swalbeck's design, vision, and continuity of community parks in DC Ranch.</p> <p>The Deed states the following restrictions and conditions that the City of Scottsdale Agreed to honor:</p> <ol style="list-style-type: none"> 1. Easements and Covenants shall RUN WITH THE LAND and shall be an encumbrance of the land and all future owners in PERPETUALLY. 2. Every portion of the land if developed must be a Park open to the public. No portion of the land can be used for anything but a public park only for public use. 3. DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as a part of a general plan of development that is "designed to protect and enhance the value and desirability of the Entire DC Ranch development (collectively, the "Covenants"). 4. The City shall not use the Park Property for any purpose other than a public park, including related improvements all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City Council on June 17, 2003. 5. Construction of the Park Improvements shall be at the sole expense of the city. <p>The proposed access from 91st via Palo Verde and Trailside View to the 600 parking spaces are not a safe and viable option for the DC Ranch neighborhoods of The Estates, Park and Manor, and our two apartment complexes versus the City of Scottsdale completing 91st Street to Bell Road.</p> <p>If anyone at the City would like a copy of the Deed restrictions please contact Jenna Kelli, DC Ranch Community Council Executive Director, Dismen Shaw, DC Ranch Association Executive Director, and/or Bud Korns, President DC Ranch Community Council. Please reach out to them at your earliest convenience.</p> <p>Dear Sir/Madam:</p> <p>My main concerns about the project are:</p> <ol style="list-style-type: none"> 1) Why are the events going to be held at night? There would be a lot of noise for the neighborhood. There should be a limit as to the frequencies and hours of noise producing events. 2) Traffic through 91st Street and Northern edge of the field from West to East and from East to West should be blocked. 91st street is a small road and residents of DC Ranch would need to get to their house. The road linking 91st and 34th Street from E to W does not have a name and it should be limited to DC Ranch residents and not the public. The public should use only Bell Road to enter and leave the fields. <p>Thanks</p> <p>Liz</p> <p>Sports events should be held only during the day time and there should not be night events to limit the noise to existing DC Ranch residents.</p> <p>Thanks</p> <p>Liz</p> <p>As a resident of DC Ranch and the operator of our local flag football leagues I am extremely excited about the project. All of our neighbors with kids agree that it will be a great addition to the neighborhood.</p> <p>Please make accommodations for our local football, soccer and lacrosse leagues. It seems as though the SSC is held for tournaments organized by outside organizations bringing in outside teams while our kids are often playing flag field sports on baseball fields. It would be great for our Scottsdale football, soccer and lacrosse players to play on proper fields in their community.</p> <p>Thank you!</p> <p>Hoony for parks!</p> <p>A series of sports fields is the most desirable option for the field adjoining WestWorld. Soccer and hockey fields are attractive. They offer something for everyone. Tournaments bring in new faces and free entertainment. This land is across the street from where I live. I am aware that all kinds of pollution will increase—light, noise, and traffic. But it is worth it for a park. And pollution would increase no matter what kind of development were to go in, if the city is determined to develop the road, then I say put in parks. Put in soccer fields now rather than wait for a future commercial proposal. Parks rather than a car parts store. Parks rather a storage facility.</p> <p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
106427304	8/31/2020 10:07:46 AM	Elizabeth Koo	18168 N 92nd Street, Scottsdale, AZ 85255	ebko07274@gmail.com	8722052142	<p>Liz</p> <p>Sports events should be held only during the day time and there should not be night events to limit the noise to existing DC Ranch residents.</p> <p>Thanks</p> <p>Liz</p>
107427305	8/31/2020 10:14:37 AM	Elizabeth Koo	18168 N 92nd Street, Scottsdale, AZ 85255	ebko07274@gmail.com	8722052142	<p>As a resident of DC Ranch and the operator of our local flag football leagues I am extremely excited about the project. All of our neighbors with kids agree that it will be a great addition to the neighborhood.</p> <p>Please make accommodations for our local football, soccer and lacrosse leagues. It seems as though the SSC is held for tournaments organized by outside organizations bringing in outside teams while our kids are often playing flag field sports on baseball fields. It would be great for our Scottsdale football, soccer and lacrosse players to play on proper fields in their community.</p> <p>Thank you!</p> <p>Hoony for parks!</p> <p>A series of sports fields is the most desirable option for the field adjoining WestWorld. Soccer and hockey fields are attractive. They offer something for everyone. Tournaments bring in new faces and free entertainment. This land is across the street from where I live. I am aware that all kinds of pollution will increase—light, noise, and traffic. But it is worth it for a park. And pollution would increase no matter what kind of development were to go in, if the city is determined to develop the road, then I say put in parks. Put in soccer fields now rather than wait for a future commercial proposal. Parks rather than a car parts store. Parks rather a storage facility.</p> <p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
108427318	8/31/2020 1:21:57 PM	Michael Nemeth	18645 N 64th Way	mmemeth08@gmail.com	480-628-5064	<p>Thank you!</p> <p>Hoony for parks!</p> <p>A series of sports fields is the most desirable option for the field adjoining WestWorld. Soccer and hockey fields are attractive. They offer something for everyone. Tournaments bring in new faces and free entertainment. This land is across the street from where I live. I am aware that all kinds of pollution will increase—light, noise, and traffic. But it is worth it for a park. And pollution would increase no matter what kind of development were to go in, if the city is determined to develop the road, then I say put in parks. Put in soccer fields now rather than wait for a future commercial proposal. Parks rather than a car parts store. Parks rather a storage facility.</p> <p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
109427326	8/31/2020 3:55:02 PM	Tom Lamoureux	13850 N Thompson Peak Parkway			<p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
110427347	8/31/2020 6:42:16 PM	John Shaw	8248 E. Canyon View Rd, Scottsdale, 85255	johnman1950@yahoo.com	602-493-4260	<p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
111427350	8/31/2020 8:52:51 PM	Marta Walberg	18141 N 92nd Street	mwalberg@cox.net	802183360	<p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>
112427362	8/31/2020 10:15:53 PM	Michael P. Leahy	10278 E. Hillery Drive	michaelp@cox.net	4409911111	<p>I do feel sorry for the 3 or 4 coyote families that live in dens in that field. They have nowhere else to go. Preserve hunting grounds are stalked out by alpha coyotes. These are the underdogs who live on marginal land. They are a welcome sight every spring when they bring their pups across the road in search of rabbits. They bring a smile when they yip and howl at night. They are the last wild thing about north Scottsdale. Missing them is not really a critique of the parks plan, just development in general.</p> <p>This is the second time I am responding. The traffic on 91st street will be a big problem for residents of Park and Manor Homes and The Estates homes. During the golf and car show events the traffic will make it difficult for these residents from getting in and out of their areas. When the Victorian has an event now cars park on both sides of 91st street blocking residents and trashing the area. Trailside View and Pima is a very dangerous intersection and there are no stop lights. This access point has had numerous serious accidents have happened here. Giving access to the parking from 91st is a poor idea and should not happen. If access to the parking lot is allowed from 91st Street and Bell road then people will use it as a shortcut increasing daily traffic and congestion to residents.</p> <p>Below this project gets started, Bell Road needs to open up to 91st Street. Placing this amount of traffic on Palo Verde and 91st Street is too much for these roads. There is a troublesome intersection at Trailside and Pima / 91st street that already has issues and serious accidents. Additionally DC Ranch residents will be unhappy unless 91st street can open up to Bell to allow for traffic relief. We have been asking for this many times to no avail because they said there wasn't a real reason to open it up. Now there is a reason to do so. Large event parking etc., moving through these small streets and intersections along side entry points to gated communities without sufficient ability to handle the traffic is a recipe for disaster.</p> <p>Dear colleagues, this comment format doesn't allow attachments or insertions so I will send my comments via email in the morning. Thanks ML.</p>

					<p>city's response to speeding cars and heavy traffic? A sign that flashes your speed when you drive by.</p> <p>We moved into the Desert Haciendas neighborhood in 2008. My first concern about the safety on 94TH Street started the day after we moved here. I walked our children to the bus stop and was shocked to see parents stand in the street as the school bus flashed its lights and stopped. My daughter was in kindergarten and attended Copper Ridge until 8th grade. Over the years it's impossible to count the number of times cars sped past the bus with its flashing lights. It's very sad to say, but it's a miracle no students have been hit by a car along 94th Street. I don't think this would be the case, if the parents were not there helping children safely cross every single day.</p> <p>I've seen many car accidents on 94th Street, speeding cars jump the curbs, dog walkers sprint from cars that don't see them, and bikers get hit on 94th Street. This summer one of my own neighbors was hit while riding her bike on Palo Verde, just yards from 94th Street. Two surgeries later, and countless hours in rehab it appears she's going to be OK.</p> <p>Do you realize that 94th Street is the ONLY outlet for 5 large DC Ranch neighborhoods? The Terraces East, Sera Vista, Desert Haciendas, The Villas (townhomes) and The Terraces West. Plus the large apartment complex also has an entrance & exit on 94th Street.</p> <p>At certain times it's almost impossible to exit our neighborhood. We have four schools in our community, all with different starting/ending times and numerous school activities. Over the years, neighbors have had more discussions about the traffic on 94th Street than any other topic in our neighborhood. When our children started driving, our biggest fear was that they would get hit by a car trying to drive out of our neighborhood.</p> <p>It's impossible to get an idea of the traffic volume on 94th street since February when COVID began. In fact, this spring our neighbors all talked about how wonderfully quiet 94th Street was. I have seen more accidents on 94th Street & Bell than any other intersection in my life. We already have a traffic safety issue, and you think it's wise to add more traffic?</p> <p>It is very apparent that no one at The City has ever spent any time observing 94th Street. You're probably not aware that the high school cross country teams run up 94th Street? And in the spring the long distance track runners. Every Saturday & Sunday mornings bicycle teams ride along 94th Street. People move to DC Ranch to be active in our community. There are ALWAYS young kids riding bikes, dog walkers, and baby strollers.</p>
11342753	8/11/2020 11:45:23 PM	Rhonda Stein	9420 E Serrano Sunset Place	rhstein@cox.net	0029968640

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:18 PM
To: Darin Rowe; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: FW: NO Reclamation Pond on DC Ranch Land (91st St & Trailside) Please

Mr. Rowe:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

When was this site selected for a neighborhood park?

In 2003. The Master Site Plan for the DC Ranch Neighborhood Park at 91st Street and Trailside View was approved by the City Council on June 17, 2003. The approval plan was a "bubble plan" which showed four "bubble areas" that were simply defined as 1) active use areas, 2) passive use areas, 3) landscape buffer and 4) parking. Stipulations of that 2003 approval require the city to return with a public process through the Planning Commission and City Council for approval of site plan showing location of proposed park amenities.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

There have several opportunities to learn about the DC Ranch Park Neighborhood Park Lake. When the project was initiated signs were placed on the park site informing residents of hearing dates and providing the project website for additional information. Two mailings have been sent out to homes and businesses in the area with project information, meeting dates and the website. Additionally, the city has worked with the DC Ranch Community Association to publicize the information. Finally information has been placed in several city p[ublications such as Scottsdale Update and pushed out via social media. Finally, there is an established project hotline for residents to call if they have any questions.

There is a City website dedicated several projects in the Bell Road Area as well as a dedicated page to the Bell Road Sports Complex. On these sites there is project history, key dates, frequently asked questions as well as presentations for the community outreach that has been conducted.

A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities. The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with opportunities for public comment at each of them. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

We appreciate your input and will retain your comments as part of the virtual open house process.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: Darin Rowe <drowe@taylormorrison.com>
Sent: Wednesday, October 28, 2020 11:07 AM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Cc: Darin Rowe <drowe@cox.net>; mtrca1@cox.net
Subject: NO Reclamation Pond on DC Ranch Land (91st St & Trailside) Please

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

Esteemed City of Scottsdale leaders,

We are not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World. A water storage reservoir would be much worse for the 91st St & Trailside site than leaving it undeveloped and would create long-term challenges when the site is eventually developed into a true amenity. We don't want the eyesore or the mosquitos and the noise. A bad deal for DC Ranch residents. Thank You. Reminder of the deed restrictions below.

DC Ranch Neighborhood Park Deed Restrictions:

The June 26th, 2003 Deed for the DC Ranch Neighborhood Park states the following restrictions and conditions that the **City of Scottsdale agreed to honor** in the document.

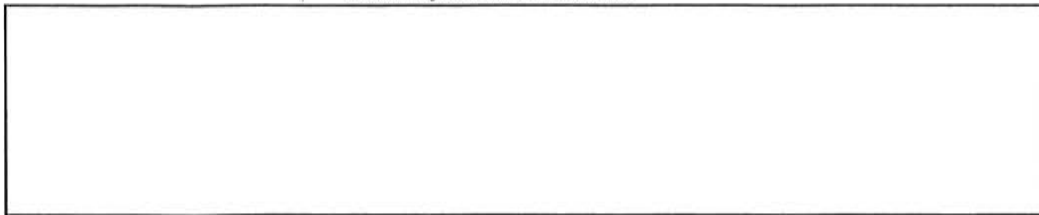
1. **Easements and Covenants shall *RUN WITH THE LAND* and shall be an encumbrance of the land and all future owners *PERPETUALLY*.**
2. **Every portion of the land if developed must be a *Park open to the public*. No portion of the land can be used for anything but a public park only for public use.**
3. **DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the *Park Property* as a part of a general plan of development that is "*designed to Protect and Enhance the Value and Desirability of the Entire DC Ranch development (collectively, the Covenants)*".**
4. **The *City shall not use the Park Property for any purpose other than a public park, including related improvements* all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City council on June 17, 2003.**
5. **Construction of the Park Improvements shall be at the sole expense of the city.**

We continue to LOVE our city and encourage you to do right by the citizens. Thank You!

Darin Rowe
Build-to-Rent President

T: +14808408141

drowe@taylormorrison.com
www.taylormorrison.com



This message may contain confidential information and is intended only for the named addressee. If you are not the named addressee you should not distribute or copy this e-mail. If you have received this e-mail by mistake please delete it from your system.

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:13 PM
To: Bob Hittenberger; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: DC Ranch Neighborhood Lake #14-UP-2020

Mr. Hittenberger:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised several questions that I have tried to address in the information below.

Property Values:

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

2019 Bond money not voted on or discussed for water storage reservoir:

In 2003. The Master Site Plan for the DC Ranch Neighborhood Park at 91st Street and Trailside View was approved by the City Council on June 17, 2003. The approval plan was a "bubble plan" which showed four "bubble areas" that were simply defined as 1) active use areas, 2) passive use areas, 3) landscape buffer and 4) parking. Stipulations of that 2003 approval require the city to return with a public process through the Planning Commission and City Council for approval of site plan showing location of proposed park amenities.

Per that requirement for additional public process, the city has initiated a Municipal Use Master Site Plan, case (14-UP-2020), to provide an updated site plan for phase 1 improvements which locates a lake with a trail and landscaping. This is intended to be the first phase of park amenities. The city expects this to be a phased project to allow for further community input on what all of the remainder of the park amenities should be for this site.

Is this an extension of the water treatment facility?

The water supply to this lake will be from the City's Water Treatment Plant and the lake is not a substitute for, or an extension of the water facility. No water treatment will occur at the lake in this park site.

The lake will be designed to be a park amenity. Several city parks and public spaces within DC Ranch have lakes with water from this same water source. The lakes serve multiple recreation purposes within these parks, in addition to being used to hold water that will later be used to irrigate the parks. This lake will be 1.5 acres in size, and in the initial phase, have a trail and landscaping around it.

The water being delivered to the lake is drinking water quality, it is not gray water. Gray water implies it has been minimally treated. The water for the proposed lake is a blend of advanced tertiary treated water, advanced membrane treated water (use of reverse osmosis, ozone treated, and ultraviolet photolysis) with occasionally raw Colorado River water introduced. This advanced membrane treated water meets all the permit requirements to be served as drinking water. This same water system happens to provide water to lakes in DC Ranch and throughout other areas of northern Scottsdale.

Violation of DC Ranch Neighborhood Park Deed Restrictions:

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible

for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

There have several opportunities to learn about the DC Ranch Park Neighborhood Park Lake. When the project was initiated signs were placed on the park site informing residents of hearing dates and providing the project website for additional information. Two mailings have been sent out to homes and businesses in the area with project information, meeting dates and the website. Additionally, the city has worked with the DC Ranch Community Association to publicize the information. Finally information has been placed in several city p[ublications such as Scottsdale Update and pushed out via social media. Finally, there is an established project hotline for residents to call if they have any questions.

There is a City website dedicated several projects in the Bell Road Area as well as a dedicated page to the Bell Road Sports Complex. On these sites there is project history, key dates, frequently asked questions as well as presentations for the community outreach that has been conducted.

A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities. The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with opportunities for public comment at each of them. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

Again thank you for your sharing your comments, we retain these as part of our virtual open house.

*Sincerely,
Bill Murphy
Assistant City Manager*

Dear Member of City Council,

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:15 PM
To: Joel Strom; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: RE: DC Ranch Park Water Retention

Mr. and Mrs. Strom,

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised several questions that I have tried to address in the information below.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

Will living by the Proposed Park affect my Property Values?

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

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We appreciate your input and will retain your comments as part of our virtual open house process.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: Joel Strom <joel@joelstrom.com>

Sent: Wednesday, October 28, 2020 10:11 AM

To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>

Subject: DC Ranch Park Water Retention

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

Here we go again! After having to fight against the awful plan to let a charter school build a sports facility on the DC Ranch park land, now we have this. The Park deed says the property is to enhance the value of DC Ranch property values. A retention basin does not qualify!

Please respect the residents of your city, the ones who you should be answering to. Reconsider where this retention basin goes. Why not West World?

We need city officials to work with the residents not against them. We need them to think of our property values not those of outsiders. Would you want this in your backyard??

Thank you
Joel and June Strom
9218 E Desert View
Scottsdale AZ 85255
602-377-1383

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:20 PM
To: Marla Walberg; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: FW: DC Ranch Residents Respond Re: DC Ranch Neighborhood Park Deed Restrictions

Ms. Walberg:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. I will try to address your comment on the lack of communications to the residents and homeowners,

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

There have been several opportunities to learn about the DC Ranch Park Neighborhood Park Lake. When the project was initiated signs were placed on the park site informing residents of hearing dates and providing the project website for additional information. Two mailings have been sent out to homes and businesses in the area with project information, meeting dates and the website. Additionally, the city has worked with the DC Ranch Community Association to publicize the information. Finally information has been placed in several city publications such as Scottsdale Update and pushed out via social media. Finally, there is an established project hotline for residents to call if they have any questions.

There is a City website dedicated several projects in the Bell Road Area as well as a dedicated page to the Bell Road Sports Complex. On these sites there is project history, key dates, frequently asked questions as well as presentations for the community outreach that has been conducted.

A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities. The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with opportunities for public comment at each of them. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

Thank you again for sharing your concerns and will continue to retain your comments as part of the virtual open house process.

Sincerely,

Bill Murphy
Assistant City Manager

From: MARLA WALBERG <mwalberg@cox.net>
Sent: Thursday, October 29, 2020 10:34 AM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia

<VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Cc: pj.kacir@gmail.com; elizkep@gmail.com; Stephen Koven <sgkoven@yahoo.com>; darren.shaw@dcranchinc.com; dboncel@gmail.com; ambconsultingservices@gmail.com; dieihud@gmail.com; kmdusc@gmail.com; melissa.price@me.com

Subject: Re: DC Ranch Residents Respond Re: DC Ranch Neighborhood Park Deed Restrictions

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

Dear Mayor, Council Members and City Staff,

With regard to the proposed "lake" to supply water for the intended Sports Complex @ Bell Rd next to DC Ranch community, please know there is a lack of communication to the residents and homeowners. Building a water reservoir without a finished final project (i.e. a finished park area) is not something that homeowners would approve or be in favor of. The DC Ranch Community Council should be reaching out to the impacted homeowners and asking to meet virtually in order to gain a better understanding of what our concerns are and they are not doing this. Instead they are relying on their sub optimal methods of disseminating information, therefore preventing true feedback.

Sincerely,

Marla Walberg

Park and Manor/DC Ranch

On October 29, 2020 at 12:35 PM pamela kacir <pj.kacir@gmail.com> wrote:

Dear Mayor, Council Members, and City Staff,

I am greatly encouraged by the number of DC Ranch residents who have shared that they have written to you directly to discuss the elephant in the room, which the DC Ranch Community Council and their staff liaison Christine Irish will not do on our behalf despite our repeated requests, discuss that the deed restrictions will be enforced on the DC Ranch Neighborhood Park.

Although we have been told by Assistant City Manager Bill Murphy, Parks and Land Director Reed Pryor, and Project Manager Joe Phillips that there are no funds for a park

I urge you to invest funds into the DC Ranch Neighborhood Park, if it is to be a "lake" then it needs to reflect the beautiful lakes and their settings in DC Ranch and provide park amenities. Or, leave the DC Ranch Neighborhood Park Land vacant until the City of Scottsdale can commit to building out the DC Ranch Neighborhood Park to increase the values of our homes per the deed restrictions.

Sincerely,

Pamela Kacir
Park and Manor
DC Ranch
encl. Deed Restrictions

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:07 PM
To: David Lake; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: RE: DC Ranch Neighborhood Lake #14-UP- 2020

Mr. Lake:

Thank you for your recent communications to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

From: Kuester, Kelli <KKuester@Scottsdaleaz.gov>
Sent: Wednesday, October 28, 2020 10:10 AM
To: David Lake <dmlake@gmail.com>
Cc: City Council <CityCouncil@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Subject: RE: DC Ranch Neighborhood Lake #14-UP- 2020

Hello Mr. Lake,

Thank you for making the Council aware of your concerns. Just to clarify in case it isn't clear, this reservoir is envisioned to be an amenity like we have in other popular parks, like Chaparral and Indian School. However, this email confirms Council will receive your input and all other citizen comments again prior to their deliberations on this project.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

Is this lake an extension of the water treatment plant and what quality of water will be stored in the lake?

The water supply to this lake will be from the City's Water Treatment Plant and the lake is not a substitute for, or an extension of the water facility. No water treatment will occur at the lake in this park site.

The lake will be designed to be a park amenity. Several city parks and public spaces within DC Ranch have lakes with water from this same water source. The lakes serve multiple recreation purposes within these parks, in addition to being used to hold water that will later be used to irrigate the parks. This lake will be 1.5 acres in size, and in the initial phase, have a trail and landscaping around it.

The water being delivered to the lake is drinking water quality, it is not gray water. Gray water implies it has been minimally treated. The water for the proposed lake is a blend of advanced tertiary treated water, advanced membrane treated water (use of reverse osmosis, ozone treated, and ultraviolet photolysis) with occasionally raw Colorado River water introduced. This advanced membrane treated water meets all the permit requirements to be served as drinking water. This same water system happens to provide water to lakes in DC Ranch and throughout other areas of northern Scottsdale.

Will living by the Proposed Park affect my Property Values?

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

Can Bond Funds be used to Build the DC Ranch Neighborhood Park Lake?

Yes, Bond funds can be used to build the lake and any infrastructure need to transport the water to the fields. Any other park improvements will have a different funding source.

The Bond 2019 information referenced that soccer fields would be irrigated with reclaimed water and that project costs include purchasing land, designing, and constructing necessary reclaimed water improvements and service lines to accommodate water delivery to the recreation fields.

The lake will supply the irrigation water needs for the DC Ranch Neighborhood Park site and to the Bell Road Sports Complex fields. Water will not be delivered to any other sites, city owned or private from this lake.

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

There have several opportunities to learn about the DC Ranch Park Neighborhood Park Lake. When the project was initiated signs were placed on the park site informing residents of hearing dates and providing the project website for additional information. Two mailings have been sent out to homes and businesses in the area with project information, meeting dates and the website. Additionally, the city has worked with the DC Ranch Community Association to publicize the information. Finally information has been placed in several city publications such as Scottsdale Update and pushed out via social media. Finally, there is an established project hotline for residents to call if they have any questions.

There is a City website dedicated several projects in the Bell Road Area as well as a dedicated page to the Bell Road Sports Complex. On these sites there is project history, key dates, frequently asked questions as well as presentations for the community outreach that has been conducted.

A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities. The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with opportunities for public comment at each of them. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

We appreciate your input and will include your comments in our virtual open house.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: David Lake <dmlake@gmail.com>

Sent: Tuesday, October 27, 2020 9:28 AM

To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange

<SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda
<LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Pryor, Reed
<RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Subject: DC Ranch Neighborhood Lake #14-UP- 2020

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

To whom it may concern,

I recently became aware the city is trying to use the DC Ranch Neighborhood Park deed restricted land, on the southwest corner of 91st street and Trailside View in violation of the deed. The latest proposal is to make a water storage reservoir to water the six sports fields on Bell Road & 94th Street and sports fields near Westworld. As a resident of DC Ranch I am at risk of declining property values as a result of the improper use of the land and violation of the deed. The 2019 bond did not mention a water storage reservoir, which raises the question of misappropriation. It's also clear the city does not have the funds or intention to use the land as advertised to comply with the deed restrictions

Again, I want to make sure it's clear to this group the water storage reservoir is a hot topic for residents/ voters who elected many of you. We were misled by the city and by project manager Joe Phillips on August 31, 2020 to believe there was a grand plan of building a nice two acre lake with a surrounding park. Please consider relocating this public eyesore to another location away from residential areas (Westworld perhaps?). The project must be canceled or on hold until the city can present residents with a detailed plan to show the project is aligned with the deed restrictions.

Regards,
David Lake

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 4:52 PM
To: Nancy Strohman; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: Water Storage Reservoir

Ms. Strohman:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

Can Bond Funds be used to Build the DC Ranch Neighborhood Park Lake?

Yes, Bond funds can be used to build the lake and any infrastructure need to transport the water to the fields. Any other park improvements will have a different funding source.

The Bond 2019 information referenced that soccer fields would be irrigated with reclaimed water and that project costs include purchasing land, designing, and constructing necessary reclaimed water improvements and service lines to accommodate water delivery to the recreation fields.

The lake will supply the irrigation water needs for the DC Ranch Neighborhood Park site and to the Bell Road Sports Complex fields. Water will not be delivered to any other sites, city owned or private from this lake.

Will living by the Proposed Park affect my Property Values?

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

What Information Has been Provided to the Community about to the DC Ranch Neighborhood Park Lake and Development Process?

There have several opportunities to learn about the DC Ranch Park Neighborhood Park Lake. When the project was initiated signs were placed on the park site informing residents of hearing dates and providing the project website for additional information. Two mailings have been sent out to homes and businesses in the area with project information, meeting dates and the website. Additionally, the city has worked with the DC Ranch Community Association to publicize the information. Finally information has been placed in several city publications such as Scottsdale Update and pushed out via social media. Finally, there is an established project hotline for residents to call if they have any questions.

There is a City website dedicated several projects in the Bell Road Area as well as a dedicated page to the Bell Road Sports Complex. On these sites there is project history, key dates, frequently asked questions as well as presentations for the community outreach that has been conducted.

A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities.

The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with opportunities for public comment at each of these meetings. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

We appreciate your input and will retain your comments as part of the open house process .

*Sincerely,
Bill Murphy
Assistant City Manager*

-----Original Message-----

From: Nancy Strohman <renancy@cox.net>
Sent: Tuesday, October 27, 2020 11:48 AM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>
Subject: Water Storage Reservoir

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

I never voted or heard discussion regarding this arm of a "water treatment facility".

It is not appropriate for Bond monies to be spent on without the input from your constituents.

There is room near the sports fields and West World for this project.

What about this unsightly reservoir at the entrance to one of Scottsdale's premier communities? This certainly will negatively effect my home value.

What about the noise from the pumping?

What about you misappropriating Bond funds?

What about this being deed restricted land?

What about your constituents?

What about! What about, What about...

Trust me I will remember your vote during election time.

Nancy Strohman

Sent from my iPad

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:04 PM
To: Jeanne Leckie; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: RE: Bell Road Sports Complex #10-UP-2020 and DC Ranch Neighborhood Lake #14-UP-2020.

Ms. Leckie:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

Will living by the Proposed Park affect my Property Values?

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

Can Bond Funds be used to Build the DC Ranch Neighborhood Park Lake?

Yes, Bond funds can be used to build the lake and any infrastructure need to transport the water to the fields. Any other park improvements will have a different funding source.

The Bond 2019 information referenced that soccer fields would be irrigated with reclaimed water and that project costs include purchasing land, designing, and constructing necessary reclaimed water improvements and service lines to accommodate water delivery to the recreation fields.

The lake will supply the irrigation water needs for the DC Ranch Neighborhood Park site and to the Bell Road Sports Complex fields. Water will not be delivered to any other sites, city owned or private from this lake.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

Is this lake an extension of the water treatment plant and what quality of water will be stored in the lake?

The water supply to this lake will be from the City's Water Treatment Plant and the lake is not a substitute for, or an extension of the water facility. No water treatment will occur at the lake in this park site.

The lake will be designed to be a park amenity. Several city parks and public spaces within DC Ranch have lakes with water from this same water source. The lakes serve multiple recreation purposes within these parks, in addition to being used to hold water that will later be used to irrigate the parks. This lake will be 1.5 acres in size, and in the initial phase, have a trail and landscaping around it.

The water being delivered to the lake is drinking water quality, it is not gray water. Gray water implies it has been minimally treated. The water for the proposed lake is a blend of advanced tertiary treated water, advanced membrane treated water (use of reverse osmosis, ozone treated, and ultraviolet photolysis) with occasionally raw Colorado River water introduced. This advanced membrane treated water meets all the permit requirements to be served as drinking water. This same water system happens to provide water to lakes in DC Ranch and throughout other areas of northern Scottsdale.

We appreciate your input and will retain your comments as part of our open house outreach.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: Jeanne Leckie <leckiegroup@icloud.com>
Sent: Tuesday, October 27, 2020 10:33 AM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Cc: Architectural Gardens <architecturalgardens@hotmail.com>; leckiegroup@icloud.com
Subject: Bell Road Sports Complex #10-UP-2020 and DC Ranch Neighborhood Lake #14-UP-2020.

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

Dear Council Members:

My husband, and I live on Trailside Vw in DC Ranch Parks and Manor about 100 yards away from the proposed "Park" on Trailside Vw and 91st Street. We oppose the latest proposals because we are concerned that you will devalue our property, in addition to misuse public funds, and delay the "original park vision" from being completed. Specifically, we are commenting on the cases called the Bell Road Sports Complex #10-UP-2020 and DC Ranch Neighborhood Lake #14-UP-2020.

- *We are genuinely concerned that our property values will be negatively impacted to provide water for sports fields not located in DC Ranch*
- *We are even more concerned you are using 2019 Bond money not voted on or discussed for a water storage reservoir*
- *We are not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World*
- *We have spoken to many families who are also residents in our DC Ranch community, who share our concerns and also were not aware of this open water reservoir and do not want this*
- *We would prefer the City to leave the DC Ranch Neighborhood Park land vacant until you have the money to create what the Deed Restrictions set in perpetuity, "... a park that is designed to protect and enhance the value and desirability of the entire DC Ranch development."*
- *A potential solution is to move your water treatment and pumping station, and reservoir to West World, where you already have an industrial park, grass fields, and maintenance yard*
- *Please review your ability to raise funds for premiums, maintenance, design, and many other points that were already addressed by the public, which do not appear to be effective in the information provided*
- *Our review shows you are lacking a realistic budget to address total cost of ownership with the premium cost of the area, to make the aesthetics, and beyond*
- *Has anyone considered putting the pump below grade? for noise and more attractive*
- *We also need to see the master plan and design for the DC Ranch Neighborhood park where the proposed water project is going before anything gets started*

The responsible action is to review the DEED Restrictions and acknowledge the failure to meet the deed restriction promises made by the City of Scottsdale in 2003. To Recap, The June 26th, 2003 Deed for the DC Ranch Neighborhood Park states the following restrictions and conditions that the City of Scottsdale agreed to honor in the document.

- 1. Easements and Covenants shall RUN WITH THE LAND and shall be an encumbrance of the land and all future owners PERPETUALLY.*
- 2. Every portion of the land if developed must be a Park open to the public. No portion of the land can be used for anything but a public park only for public use.*

3. DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as a part of a general plan of development that is "designed to Protect and Enhance the Value and Desirability of the Entire DC Ranch development (collectively, the Covenants").
4. The City shall not use the Park Property for any purpose other than a public park, including related improvements all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City council on June 17, 2003.
5. Construction of the Park Improvements shall be at the sole expense of the city.

We chose DC RANCH for its high commitment to standards of excellence. We oppose the two projects because they don't meet the standards of excellences of the Covenants of DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City Council and the 2003 Deed for the DC Ranch Neighborhood Park. We remain open-minded that with our feedback that you will reconsider the plans, and make a more effective solution.

Thank you for your attention to our concerns,

*Alex and Jeanne Leckie
9207 E. Trailside Vw
Scottsdale, AZ 85255*

Zimmer, Christopher

From: Murphy, Bill
Sent: Wednesday, November 4, 2020 9:39 AM
To: 'ezzie416@yahoo.com'; City Council; Thompson, Jim
Cc: Pryor, Reed
Subject: FW: No to Water Reservoir across from Park and Manor in DC RANCH

Dr. and Mrs. Rinehart:

Thank you for your recent communication last Friday to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised several questions that I will try to address with the information below.

Property Values:

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

2019 Bond money not voted on or discussed for water storage reservoir:

In 2003. The Master Site Plan for the DC Ranch Neighborhood Park at 91st Street and Trailside View was approved by the City Council on June 17, 2003. The approval plan was a "bubble plan" which showed four "bubble areas" that were simply defined as 1) active use areas, 2) passive use areas, 3) landscape buffer and 4) parking. Stipulations of that 2003 approval require the city to return with a public process through the Planning Commission and City Council for approval of site plan showing location of proposed park amenities.

Per that requirement for additional public process, the city has initiated a Municipal Use Master Site Plan, case (14-UP-2020), to provide an updated site plan for phase 1 improvements which locates a lake with a trail and landscaping. This is intended to be the first phase of park amenities. The city expects this to be a phased project to allow for further community input on what all of the remainder of the park amenities should be for this site.

Violation of DC Ranch Neighborhood Park Deed Restrictions:

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

I will add your comments to our virtual open house feedback, and appreciate you taking the time to voice your concerns.

Sincerely,
Bill Murphy
Assistant City Manager

From: Erica Rinehart <ezzie416@yahoo.com>
Sent: Friday, October 30, 2020 8:18 PM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@ScottsdaleAZ.Gov>; Pryor, Reed

<RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>

Subject: No to Water Reservoir across from Park and Manor in DC RANCH

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

Hello,

My husband and I are genuinely concerned that our property values will be negatively impacted to provide water for sports fields not located in DC Ranch, using 2019 Bond money not voted on or discussed for a water storage reservoir.

We are not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World.

Thank you,

Erica and Dr. Alexander Rinehart

Zimmer, Christopher

From: Murphy, Bill
Sent: Thursday, October 29, 2020 5:10 PM
To: Kelly Hodge; City Council; Thompson, Jim
Cc: Jagger, Carolyn
Subject: FW: 91st street and Trailside View - Don't Approve

Ms. Hodge:

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

Is this lake an extension of the water treatment plant and what quality of water will be stored in the lake?

The water supply to this lake will be from the City's Water Treatment Plant and the lake is not a substitute for, or an extension of the water facility. No water treatment will occur at the lake in this park site.

The lake will be designed to be a park amenity. Several city parks and public spaces within DC Ranch have lakes with water from this same water source. The lakes serve multiple recreation purposes within these parks, in addition to being used to hold water that will later be used to irrigate the parks. This lake will be 1.5 acres in size, and in the initial phase, have a trail and landscaping around it.

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A virtual open house was held in August where 113 comments were submitted. In August we also held an onsite public meeting at the Scottsdale Sports Complex to demonstrate lighting. The Parks and Recreation Commission has held two meetings where this project was on the agenda and those meetings received comments as public input opportunities. The Commission reviewed the design for the project, asked questions and on October 21, 2020 approved the Municipal Use Master Site Plan.

Currently there is another virtual open house providing public input opportunities. Up next are a Design Review Board Hearing November 5, a Planning Commission Hearing November 18 and a City Council Hearing on December 1, with

opportunities for public comment at each of them. Additional opportunities for Development Review Board input will occur sometime after the City Council hearing and as previously mentioned, this entire process of open houses and public meetings will be provided for the Phase 2 design of the DC Ranch Neighborhood Park site.

Can Bond Funds be used to Build the DC Ranch Neighborhood Park Lake?

Yes, Bond funds can be used to build the lake and any infrastructure need to transport the water to the fields. Any other park improvements will have a different funding source.

The Bond 2019 information referenced that soccer fields would be irrigated with reclaimed water and that project costs include purchasing land, designing, and constructing necessary reclaimed water improvements and service lines to accommodate water delivery to the recreation fields.

The lake will supply the irrigation water needs for the DC Ranch Neighborhood Park site and to the Bell Road Sports Complex fields. Water will not be delivered to any other sites, city owned or private from this lake.

We appreciate your input and will retain your comments as part of the virtual open house process.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: Kelly Hodge <khodge@hodgeins.com>
Sent: Tuesday, October 27, 2020 1:53 PM
To: Lane, Jim <JLane@ScottsdaleAZ.Gov>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>
Cc: Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>
Subject: 91st street and Trailside View - Don't Approve

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

Dear Scottsdale City Council,

Please do not build a reclaimed water reservoir in DC RANCH.

I'm genuinely concerned that our property values will be negatively impacted to provide water for sports fields not located in DC Ranch, using 2019 Bond money not voted on or discussed for a water storage reservoir. We are not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World. Is this a misappropriation of bond funds? Is this an extension of the ever-expanding water treatment facility?

Kelly Hodge
9290 E Canyon View Road,
Scottsdale, AZ 85255

Bell Road Sports Complex and DC Ranch Neighborhood Park Lake

Virtual Public Meeting #2: October 14 – November 6

Comment 1

Please consider adding a REFRIGERATED water bottle refill station near the park restrooms similar to what has been installed at Chaparral Park in between ballfields 1 & 2. Plan looks great. Thank you.

Comment 2

The speed limit on 94th Street needs to be 30 mph for safety.

Comment 3

The project looks great so far and your communications materials are excellent. The only suggestion I would like to make is that the speed limit on 94th Street needs to be reduced from 40 to 30. The additional traffic (car, pedestrian and bicycle) will make 94th street very unsafe at the existing limit of 40 miles per hour.

Comment 4

Maricopa County and specifically Scottsdale is in dire need of recreational facilities in a “central to Phoenix” location that can be used by both residents and by those coming from outside the county or even the state. Business and residential development continues to take place without a corresponding need for things like fields. Economic impact to those businesses and residents will all benefit.

Having lighted fields allows for visitors and users to also eat or be entertained in the immediate areas in the evenings which will be critical to economic recovery.

The overall economic impact has a far greater stamp than the lesser local community that is potentially against this. Decisions that impact the majority outweighs the minority who are “inconvenienced”.

Comment 5

Thank you for this information and opportunity to comment and ask questions.

Comment 6

I am very supportive of the sidewalk completion between Bell Road and the existing sidewalk which currently ends at the Desert Parks Vista property line.

Question: when will the continuation of the sidewalk be completed?

Thanks so much.

Comment 7

I disagree that there needs to be access to the parking lot from 91st street. At the Princess sports complex, several of the parking areas have one (1) drive for both in and out. Why are 600 parking spots

needed? What is the noise pollution to be from the pump house for the lake? Will the noise adhere to the decibel restrictions for residential areas? The lake appears to be in the center of the open land. Why is it not at the far south margin, closer to the fields?

Comment 8

I'm not a fan of another parking lot for Craig Jackson, Westworld, The Phoenix Open and the City of Scottsdale.

There were 78 million Baby Boomers born and 32 million Millennials our population is shrinking not growing and we will find ourselves with two many fields in 5-10 years.

I think the \$40million would have been better spent on conservation then to line the pockets of the super rich."

Comment 9

Although I support the field plan for the Bell Road fields, I believe that the parking lot access and traffic patterns are much to be desired. Having lived in the area since 2004 and travel Bell Rd. several times a day, and I can say with all of my experience that the entrance off of Bell Road is poorly planned and insufficient for the proposed uses of the facilities.

The backup of traffic headed east on Bell Road with a short turn lane into the parking lot is insufficient to handle traffic for weekend sporting events, not to mention totally insufficient when being used for Barrett Jackson and other events at Westworld and surrounding areas. Having used Bell Rd. during Westworld and other events, I can say that the current backup on Bell Rd. is painful for homeowners in the area when the current turn is right into Westworld overflow parking while traveling east on Bell Rd., but if traffic has to wait to turn left to go into the field complex the traffic is going to be a lot worse. In fact, the way people will circumvent the long line is to go to the light at 94th Street and pull a U turn. This is the same type of method currently used by many with the 98th St. light when people exit Westworld overflow parking and don't want to wait in line to turn west on Bell Rd. It is dangerous and causes backups on Bell Rd.

What should occur is placing the entrance on the north side of the fields off of 94th Street and widen 94th street with a light that can be used during high traffic times. To be truthful, I am opposed to using the fields for parking for any events, but I am sure parking is the real purpose of these fields. A byproduct is to let our community utilize the fields when they are not being used by Westworld and surrounding events. At least take under consideration the safest and most painless traffic routes for local residences who have to struggle to get to their residences during event days.

Thank you very much.

Comment 10

Thank you for the presentation, for making the documents available and for your work on this project. Can you please address the safety of pedestrians crossing from the Bell Road Sports Complex to/from West World area? The speed limit on Bell Road is high, at 50 mph, and there is currently only one

crossing option for pedestrians in this area, a stoplight at Bell Road and 94th St. Will this be sufficient to accommodate the hundreds or thousands of individuals who will need to cross Bell Road at events? Can this development project include a pedestrian underpass under Bell Road, somewhere near N 94th Street, in the manner that the Indian Bend Wash Greenbelt Path includes underpasses for safe crossing under Shea Blvd, Frank Lloyd Wright Blvd, 101 Highway, etc.?

A pedestrian underpass under Bell Road could dramatically increase the safety of pedestrians traveling between West World and the Bell Road Sports Complex.

A stretch goal, but maybe a worthy development for Scottsdale citizens: can the Indian Bend Wash Greenbelt Path, which currently ends right next to West World, be extended to the Bell Road Sports Complex, including an underpass under Bell Road? This extension would require about half mile (3300 ft on Google maps) extension of the Indian Bend Wash Greenbelt Path, from its current end point (just North of E Westworld Way and E McDowell Mountain Ranch Rd intersection) to the Bell Road and 94th St intersection. This extension of the Indian Bend Wash Greenbelt Path would integrate the new Bewll Road Sports Complex with the other major facilities that Scottsdale offers along the Indian Wash Greenbelt Path, including the Eldorado Park, Camelback and Chaparral Parks, Horizon Park, etc. Thank you!

Comment 11

It would be nice if the area around the lake were made into a park where local residents would be able to walk, picnic, etc.

Comment 12

As a homeowner in the DC Ranch Parks & Manor neighborhood, we are genuinely concerned and outraged that property values and quality of life will be negatively impacted by the proposed irrigation pond to provide water for sports fields not located in DC Ranch, using 2019 Bond money not voted on or discussed for a water storage reservoir.

The area proposed is directly adjacent to our residential neighborhood and an apartment complex. The area is frequented by neighborhood children and families. I do not believe that a 2 acre pond, 44 yards from the road with a fence and pumps running 24 hours a day will be atheistically pleasing or safe for anyone. If the planned park is not going to be developed immediately, it is just a pond with a fence. Would you allow this in your neighborhood?

I am not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World. This is far from what I expect from our beautiful city. Do better, Scottsdale."

Comment 13

The community is in need of fields for youth sports. Soccer continues to grow along with other sports like lacrosse, which is growing at 25% here in Scottsdale. As many of these sports play in the winter, we are pressed for lighted fields when there is little daylight after school. I am concerned that the usable hours between January and April will be severely limited due to the Barrett Jackson and Waste

Management tournament, from prep to field recovery time. We see very limited access to SSC due to the total time it takes to prep for the events to recovery time for full usage.

Comment 14

As the sport of lacrosse continues to grow in this area, it provides great opportunities for young athletes to pursue college admissions as well as athletic aid. As the head coach at Arizona State University, and a leader of the largest club organization in the state, we would love to be able to have a use of facilities in the area for lacrosse. Goals on site or one of our biggest challenges and a commitment from the city of Scottsdale to help support the sport would be fantastic. Thanks for everything that you guys are doing to continue to improve the spaces for youth sports.

Comment 15

I strongly support the project providing much needed additional sport fields. Minimizing light spillage should remain a priority, though.

Comment 16

I have just a couple of comments after watching the presentation:

1) I am still concerned about light pollution. Will there be limits regarding the number of nights allowed and/or a curfew in the evening?

2) I fear the recent traffic study will underestimate the impact given that traffic patterns during the pandemic have been greatly altered (mainly decreased) since many people still work from home, area schools only recently restarted in person and large events have been largely absent from WestWorld. I believe traffic patterns need to be re-evaluated once life is operating in a more regular fashion." I just want to be on record that I am 110% against DC Ranch Neighborhood Lake #14-UP- 2020. It's a clear violation of the deed restrictions. There is no immediate plan to build anything more than a reservoir, which by itself is a violation of the deed restrictions. This will be quite ugly and is anything but a lake. When the city is ready to fund an actual park on the land we can discuss further. Otherwise the city is just asking for a legal mess. NO TO THIS PROJECT.

Comment 17

I live in the Park Manor Homes and am very opposed to the reservoir that you are proposing to provide water for the sports fields. I have read the deed restrictions. How can you even propose this? The deed specifically states park only. I am concerned about the mosquito problem - which is already disastrous in this area as well as the effect it will have on our property values.

You already tried to sell us out to the Great Hearts Schools. What will you try next to avoid using the property as a neighborhood park - which the deed specifically states."

Comment 18

The DC Ranch Community Council is a governing entity that represents 7,000 Scottsdale residents living in DC Ranch. We appreciate the opportunity to provide additional input on the Bell Road Sports Complex

and lake at the future DC Ranch Neighborhood Park. The DC Ranch Community Council is submitting the comments and concerns below to minimize the impact of the facility's use on the DC Ranch community-at-large and address concerns voiced by DC Ranch residents.

Lake in DC Ranch Neighborhood Park: DC Ranch residents have expressed concerns regarding the lake proposed for the future city park site located along Trailside View. To comply with the intent of the Park; as described in the deed, the lake needs to be developed with its primary purpose to be a water feature that serves as a community amenity and enhances the value of the surrounding properties; secondarily, it could serve as an irrigation source for the fields. The example photos in the City's presentation show lakes with an aesthetically pleasing landscape, including boulders, trees, and other plantings; however, the City has not presented a landscape plan for the lake. At a minimum, the City should provide a concept plan for public review before the overall project moves forward. Thank you for clarifying that the plans call for the lake to be fenced, but the City has not provided details on the materials and design. The City should also share those plans with the public before the project moves forward; the design, materials and quality of the fence should integrate seamlessly into the surrounding DC Ranch neighborhoods.

While the City has stated that the pump house for the lake will comply with DC Ranch design standards, the pumps would be better mitigated if designed to be below grade.

In the comments we provided during the first presentation on the Sports Fields, we asked that the City provide an understanding of how the lake will fit into any future design of a park in this location. The City has not done this. The City should provide a concept plan/drawing of the park for public review before the project moves forward so residents can understand how the lake will integrate into the park when it is fully developed.

The Community Council prefers that the City fully designs and develops the park at one time; if that is not to be the case, there needs to be a walking path or other option for public enjoyment of the lake as residents wait for the City to build the future park.

Safety: The 8-foot sidewalk along 94th Street is an excellent and necessary addition to the project. We appreciate that the City plans to monitor 91st and 94th streets for possible speed reductions as both have lots of pedestrian use and will see increased traffic. DC Ranch residents have safety concerns about the impact of additional traffic and increased speeds due to this project. We encourage the City to take all steps necessary to mitigate any negative traffic impacts on the surrounding neighborhoods.

Traffic: The City should direct all special event parking and related traffic to and from the facility to use Bell Road, not through the adjacent neighborhoods on 91st and 94th streets. Special event traffic exiting the facility on 94th Street should only be allowed to make a right turn and go south to Bell Road. No special event traffic should exit onto 91st Street. The City should notify residents two weeks in advance when special events will use the facility for parking or when the City permits major tournaments or similar events at the site.

Lighting: Placement of the light poles should be as far as possible from the neighbors. 10:30 p.m. is late for a weekday shutdown; we urge the City to move this to, at a minimum, 10:00 p.m.

Trees and vegetation: It appears more trees have been added on the north side to increase the buffer zone, thank you.

Land East of 94th Street and Bell: While this project phase is on the City's land west of 94th Street, it is important to reiterate the Community Council's opposition to the City placing any future fields on the east side of 94th Street. The City did not identify the east side as a location for the sports fields in the 2019 Bond Package. A change of location for a bond project after the vote is a breach of public trust by the City."

Comment 19

I am writing to share a few facts that would be appropriate to discuss and consider regarding the Bell Road Sports Complex: Dark Sky Communities, Traffic Issues and Deed Restrictions.

DARK SKY COMMUNITIES -In the Unfunded CIP Projects Public Outreach Summary of Results dated Feb 19 – March 2019, #53 was listed as "Build Parking Lots in the Vicinity of Bell Road to Support Special Events. 33% approval from citizens. April 15th, 2019, #53 transitioned to "Bell Road Sports Fields". The 5,000 + homes in DC Ranch, Silver Leaf, Windgate Ranch, McDowell Mountain Ranch and the DC Ranch Corporate Center being "Dark Sky" communities will be greatly impacted. These 6 full size lit fields with approx. 600 parking spaces (100 spaces per field) will impact the 25 years of dark skies with light pollution. Everyone purchased homes knowing of the Dark Sky guidelines. Even the City of Scottsdale website strives to have dark sky communities to reduce light pollution. Limiting the lights being on past 8pm would be a concession.

TRAFFIC ISSUES - To access these fields and its parking area, traffic currently off Pima Road and Trailside View to get to 91st street, Scottsdale police voiced their concerns two years ago when Great Hearts wanted to put a sports field on this Deed restricted land. 91st street aligns with Paleo Brea as the other access road to this parking lot. Paleo Brea it is a narrow residential road off of 94th Street that fights traffic within the DC Ranch Corporate Center, including Victorium Sports Complex and REI Co-op Adventure Center Arizona. Opening 91st from Bell would be prudent to reduce accidents and congestion on these two narrow streets.

DEED RESTRICTIONS - Creating a "lake", a storage reservoir, adding to the Scottsdale Water Treatment Facility on DC Ranch Park land is not even possible due to the deed restrictions which run in perpetuity. (I attach the deed restrictions.) I would recommend that the commission speak with City of Scottsdale Attorneys before spending time on this aspect of the \$40 million project. When we called The City and spoke with the current Project Manager, Joe Phillips, he advised that the water treatment pond will go in first and that currently there is no budget or funds for park infrastructure or amenities. DC Ranch residents bought in the adjacent neighborhoods to the park, The Estates and Park & Manor, knowing this would be a park to enhance the value and desirability of DC Ranch not to be an extension of the North Scottsdale Water Treatment Plant. Grey water has the potential to harbor dangerous air

borne bacteria and viruses; it is never potable. When stored for more than 24 hours it starts to break down and create bad odors.

Finally, I also agree with the DC Ranch Community Councils that the Land East of 94th Street and Bell: While this project phase is on the City's land west of 94th Street, it is important to reiterate the Community Council's opposition to the City placing any future fields on the east side of 94th Street. The City did not identify the east side in the 2019 Bond Package. A change of location after the vote is a breach of public trust by the City.

The DC Ranch Community Park, parcel #217-12-005, has a Special Warranty Deed #031115148 dated June 26th, 2003 (attached) where DC Ranch, LLC conveyed approx. 14.6527 acres of land to The City of Scottsdale. The Deed and its restrictions were accepted by the City of Scottsdale to uphold the agreement in its "meaning and spirit" aligning with Vernon Swaback's design, vision, and continuity of community parks in DC Ranch.

The Deed states the following restrictions and conditions that the City of Scottsdale Agreed to honor.

1. Easements and Covenants shall RUN WITH THE LAND and shall be an encumbrance of the land and all future owners PERPETUALLY.
2. Every portion of the land if developed must be a Park open to the public. No portion of the land can be used for anything but a public park only for public use.
3. DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as a part of a general plan of development that is "designed to protect and enhance the value and desirability of the Entire DC Ranch development (collectively, the "Covenants").
4. The City shall not use the Park Property for any purpose other than a public park, including related improvements all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City Council on June 17, 2003.
5. Construction of the Park Improvements shall be at the sole expense of the city."

Conceptually I do not have a problem with sports fields and watering them with a new irrigation lake nearby. However, I believe it is against Scottsdale's image as a beautiful city to not develop the area around the lake. The city of Mesa and town of Gilbert have done a good job turning irrigation lakes into an aesthetically pleasing and functional body of water. Don't ruin Scottsdale's image by failing to develop the area around the lake immediately. If there is not money to do it, then the whole project should be put on hold until it can be done correctly and well.

Comment 20

This project will bring more traffic to the area between Bell Road and E Legacy Blvd. The residential areas located in the communities of DC Ranch are already under constant assault from noise pollution on all all sides, including low flying aircraft. There are also many children in these neighborhoods that ride bikes on the sidewalks and cross the streets. The traffic on Pima Road has doubled in recent years and E Legacy Blvd is being used as a cut through for commercial trucks which are speeding in excess of the speed limit. Drivers routinely stair step from Pima Road on E Legacy and down 94th Street to get access to the Bell Road corridor. The addition of the sports fields will only increase this traffic pattern. A serious traffic study needs to be done prior to construction of the sports fields. Electronic traffic

monitoring signs need to be added to East bound E Legacy Blvd between Pima Road and 94th Street, as well as the south bound direction of 94th Street and 91st Street.

With respect to the Sports Fields the city should consider adding an outdoor workout area to compliment the athletic nature of the park. Items such as chin-up bars, dip bars and push-up stations should be installed. In the time of COVID-19 this seems like a small but useful addition for the community. This would also help with sports teams training and practice when they use the fields.

Comment 21

As a lifetime sport's enthusiast, I am pleased the City of Scottsdale is developing the Bell Road Sports Complex. As a 14 year DC Ranch resident, I am very concerned several negative outcomes will ensue, having serious affects on our quality of life. I would like to hear answers to the following questions.

Construction Pollution:

How will developers prevent tons of dust, smoke and fumes being generated and blown into our neighborhood, as the DC Ranch Park lake and landscape is being developed across the street? How will loud noise be regulated to accommodate our residents' needs?

Water Safety:

What water safety measures will prevent children, teens and others from entering the lake proposed for the DC Ranch Neighborhood Park? What effective means will be used to stop people from entering the water, preventing the risk of drowning?

Street Problems:

91st Street bordering our DC Ranch homes will become the North Entrance and Exit to the Bell Road Sports Complex '500 car' parking lot. Exactly how will 91st Street manage this traffic?

Large Event Traffic:

During Barrett Jackson, Phoenix Open, and other huge events, 1000s of additional parking spaces will be created using six Sport Complex fields. How will excessive, bumper to bumper traffic created on 91st Street be regulated, preventing constant commotion, noise, and gas fumes?

Crosswalk Safety:

During highly congested traffic, how will people be protected crossing 91st Street back and forth from the DC Ranch Gate, to the DC Ranch Crossing and DC Ranch Neighborhood Park? During these hectic times, how will easy access into and out of our Community Gate be assured?

Traffic Safety:

How will traffic be managed at the treacherous Pima/Trailside View intersection leading to 91st Street? Having had horrific collisions, this intersection has proven to be unsafe.

Traffic Speed:

At times, the secluded 91st Street has been used as a drag strip. What measures will be taken to manage traffic speed? Will speed bumps, flashing traffic lights, and/or a 25 mph speed limit be used to regulate speed, helping ensure safety, while eliminating engine and tire screeching?

Accountability:

Exactly who is in charge of answering these questions from the city? How will they communicate with me? I would like to hear answers to these questions from those in charge.

Sincerely,

Jeff Haebig
DC Ranch Resident
507-202-1271
jeffhaebig@gmail.com"

Zimmer, Christopher

From: Murphy, Bill
Sent: Monday, November 2, 2020 9:24 AM
To: Walsh, Erin
Subject: FW: Need your help-DC Ranch Neighborhood Lake #14-UP-2020

From: Murphy, Bill
Sent: Thursday, October 29, 2020 6:26 PM
To: 'marykay.kopf@gmail.com' <marykay.kopf@gmail.com>; City Council <CityCouncil@scottsdaleaz.gov>; Thompson, Jim <JThompson@Scottsdaleaz.gov>
Cc: Jagger, Carolyn <cjagger@scottsdaleaz.gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>
Subject: FW: Need your help-DC Ranch Neighborhood Lake #14-UP-2020

Ms. Kopf,

Thank you for your recent communication to the City Council about the Bell Road Sports Complex and the Phase 1 of DC Ranch Neighborhood Park. You have raised questions that I have tried to address in the information below.

Will living by the Proposed Park affect my Property Values?

The city has not seen any factual data to support that parks lead to negative property valuations. This phase 1 amenity with lake development, trail and enhanced landscaping will improve the viewshed and buffer properties from the current unmaintained desert landscape view with high voltage powerlines and the 101 freeway to the immediate west.

Can Bond Funds be used to Build the DC Ranch Neighborhood Park Lake?

Yes, Bond funds can be used to build the lake and any infrastructure need to transport the water to the fields. Any other park improvements will have a different funding source.

The Bond 2019 information referenced that soccer fields would be irrigated with reclaimed water and that project costs include purchasing land, designing, and constructing necessary reclaimed water improvements and service lines to accommodate water delivery to the recreation fields.

The lake will supply the irrigation water needs for the DC Ranch Neighborhood Park site and to the Bell Road Sports Complex fields. Water will not be delivered to any other sites, city owned or private from this lake.

Does building a lake comply with the deed restrictions that are currently on the DC Ranch Neighbor Park property?

The City of Scottsdale has every intention of complying with the deed restrictions in place on this property. Scottsdale intends the site to be developed as a neighborhood park that will be fully open to the public. The city will be responsible for the design, construction and maintenance of the park and is seeking public input on the proposed improvements as required and expected by city ordinances and the deed restrictions.

Is this lake an extension of the water treatment plant and what quality of water will be stored in the lake?

The water supply to this lake will be from the City's Water Treatment Plant and the lake is not a substitute for, or an extension of the water facility. No water treatment will occur at the lake in this park site.

The lake will be designed to be a park amenity. Several city parks and public spaces within DC Ranch have lakes with water from this same water source. The lakes serve multiple recreation purposes within these parks, in addition to being used to hold water that will later be used to irrigate the parks. This lake will be 1.5 acres in size, and in the initial phase, have a trail and landscaping around it.

The water being delivered to the lake is drinking water quality, it is not gray water. Gray water implies it has been minimally treated. The water for the proposed lake is a blend of advanced tertiary treated water, advanced membrane treated water (use of reverse osmosis, ozone treated, and ultraviolet photolysis) with occasionally raw Colorado River water introduced. This advanced membrane treated water meets all the permit requirements to be served as drinking water. This same water system happens to provide water to lakes in DC Ranch and throughout other areas of northern Scottsdale.

We appreciate your input and will retain your comments as part of our open house outreach.

*Sincerely,
Bill Murphy
Assistant City Manager*

From: Mary Kay Kopf <marykay.kopf@gmail.com>
Sent: Thursday, October 29, 2020 3:24 PM
To: Klapp, Suzanne <SKlapp@scottsdaleaz.gov>; Korte, Virginia <VKorte@Scottsdaleaz.gov>; Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Phillips, Guy <GPhillips@Scottsdaleaz.gov>; Milhaven, Linda <LMilhaven@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.gov>; Pryor, Reed <RPRYOR@SCOTTSDALEAZ.GOV>; Phillips, Joe <JPhillips@Scottsdaleaz.gov>; Lane, Jim <JLane@ScottsdaleAZ.Gov>
Subject: Need your help-DC Ranch Neighborhood Lake #14-UP-2020

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

Dear all,

We need your support on an important issue that impacts DC Ranch property owners.

We are genuinely concerned that our property values will be negatively impacted to provide water for sports fields not located in DC Ranch, using 2019 Bond money not voted on or discussed for a water storage reservoir.

We are not in support of using this deed restricted land to be a water storage reservoir for six sports fields at 94th street/Bell Road and seven sports fields in West World.

Is this a misappropriation of bond funds? Is this an extension of the ever-expanding water treatment facility?

DC Ranch Neighborhood Park Deed Restrictions:

The June 26th, 2003 Deed for the DC Ranch Neighborhood Park states the following restrictions and conditions that the City of Scottsdale agreed to honor in the document.

1. Easements and Covenants shall RUN WITH THE LAND and shall be an encumbrance of the land and all future owners PERPETUALLY.
2. Every portion of the land if developed must be a Park open to the public. No portion of the land can be used for anything but a public park only for public use.
3. DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as a part of a general plan of development that is "designed to Protect and Enhance the Value and Desirability of the Entire DC Ranch development (collectively, the Covenants)".
4. The City shall not use the Park Property for any purpose other than a public park, including related improvements all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City council on June 17, 2003.
5. Construction of the Park Improvements shall be at the sole expense of the city.

Please help our neighborhood and don't allow this water reservoir at this location.

Thank you,
MaryKay Kopf
9299 E Horseshoe Bend Dr
Scottsdale, AZ 85255

Tessier, Meredith

Subject: FW: Development Review Board Public Comment (response #177)

From: DevelopmentReviewBoard@scottsdaleaz.gov <DevelopmentReviewBoard@scottsdaleaz.gov>

Sent: Wednesday, November 4, 2020 3:10 PM

To: Projectinput <Projectinput@Scottsdaleaz.gov>

Subject: Development Review Board Public Comment (response #177)

Development Review Board Public Comment (response #177)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Development Review Board Public Comment
URL:	https://www.scottsdaleaz.gov/boards/development-review-board/public-comment
Submission Time/Date:	11/4/2020 3:09:20 PM

Survey Response

COMMENT	
Comment:	<p>The DC Ranch Community Council is a governing entity that represents 7,000 Scottsdale residents living in DC Ranch. We appreciate the opportunity to provide additional input on the Bell Road Sports Complex and lake at the future DC Ranch Neighborhood Park. The DC Ranch Community Council is submitting the comments and concerns below to minimize the impact of the facility's use on the DC Ranch community-at-large and address concerns voiced by DC Ranch residents. Lake in DC Ranch Neighborhood Park: DC Ranch residents have expressed concerns regarding the lake proposed for the future city park site located along Trailside View. To comply with the intent of the Park, as described in the deed, the lake needs to be developed with its primary purpose to be a water feature that serves as a community amenity and enhances the value of the surrounding properties; secondarily, it could serve as an irrigation source for the fields. The example photos in the City's presentation show lakes with an aesthetically pleasing landscape, including boulders, trees, and other plantings; however, the City has not presented a landscape plan for the lake. At a minimum, the City should provide a concept plan for public review before the overall project moves forward. Thank you for clarifying that the plans call for the lake to be fenced,</p>

but the City has not provided details on the materials and design. The City should also share those plans with the public before the project moves forward; the design, materials and quality of the fence should integrate seamlessly into the surrounding DC Ranch neighborhoods. While the City has stated that the pump house for the lake will comply with DC Ranch design standards, the pumps would be better mitigated if designed to be below grade. In the comments we provided during the first presentation on the Sports Fields, we asked that the City provide an understanding of how the lake will fit into any future design of a park in this location. The City has not done this. The City should provide a concept plan/drawing of the park for public review before the project moves forward so residents can understand how the lake will integrate into the park when it is fully developed. The Community Council prefers that the City fully designs and develops the park at one time; if that is not to be the case, there needs to be a walking path or other option for public enjoyment of the lake as residents wait for the City to build the future park. Safety: The 8-foot sidewalk along 94th Street is an excellent and necessary addition to the project. We appreciate that the City plans to monitor 91st and 94th streets for possible speed reductions as both have lots of pedestrian use and will see increased traffic. DC Ranch residents have safety concerns about the impact of additional traffic and increased speeds due to this project. We encourage the City to take all steps necessary to mitigate any negative traffic impacts on the surrounding neighborhoods. Traffic: The City should direct all special event parking and related traffic to and from the facility to use Bell Road, not through the adjacent neighborhoods on 91st and 94th streets. Special event traffic exiting the facility on 94th Street should only be allowed to make a right turn and go south to Bell Road. No special event traffic should exit onto 91st Street. The City should notify residents two weeks in advance when special events will use the facility for parking or when the City permits major tournaments or similar events at the site. Lighting: Placement of the light poles should be as far as possible from the neighbors. 10:30 p.m. is late for a weekday shutdown; we urge the City to move this to, at a minimum, 10:00 p.m. Trees and vegetation: It appears more trees have been added on the north side to increase the buffer zone, thank you. Land East of 94th Street and Bell: While this project phase is on the City's land west of 94th Street, it is important to reiterate the Community Council's opposition to the City placing any future fields on the east side of 94th Street. The City did not identify the east side as a location for the sports fields in the 2019 Bond Package. A change of location for a bond project after the vote is a breach of public trust by the City.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:

DC Ranch Community Council

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:

christine.irish@DCRanchinc.com

Phone:

(480) 710-9584

Address:

20551 N. Pima Road, Suite 180

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251

Tessier, Meredith

Subject: FW: DC Ranch Neighborhood Park Deed Restrictions Case Number 14-UP-2020
Attachments: land deed original to print.pdf

From: pamelakacir <pj.kacir@gmail.com>
Sent: Monday, October 26, 2020 1:03 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Cc: Littlefield, Kathy <KLittlefield@Scottsdaleaz.gov>; Whitehead, Solange <SWhitehead@Scottsdaleaz.gov>; Pam Droid <pj.kacir@gmail.com>
Subject: DC Ranch Neighborhood Park Deed Restrictions Case Number 14-UP-2020

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

Dear Meredith,

I noted your name and contact information from this sign on the Deed Restricted land at 91st Street and Trailside View.

I enclose the deed restrictions for this parcel for you to read. Please pass along to the City Attorney and please ask how is the City going to break the deed restrictions by putting a water treatment storage reservoir on this deed restricted land. I look forward to hearing back from you regarding this at your earliest convenience due to the pending deadlines.

Can you please advise in plain english what " Approval of a Municipal Site Plan For a New Park" means, what it entails and where is the money coming from?

Please send an acknowledgement that you received my correspondence and the deed restrictions.

Thank you,
Pamela Kacir

Encl. Deed Restrictions



City of Scottsdale
PUBLIC NOTICE

scan,
snap,
save



ZONING/PUBLIC HEARING

MEETING WILL BE HELD REMOTE ELECTRONICALLY

Neighborhood Open House Meeting: Virtual Public Meeting Fall 2020

Project Webpage: <https://www.scottsdaleaz.gov/construction/projects/14/build-multiuse-sports-fields-in-the-area-of-bell-road>

PARK AND REC COMMISSION: 5:00 P.M., 10/21/2020

DEVELOPMENT REVIEW BOARD: 1:00 P.M., 11/5/2020

PLANNING COMMISSION: 5:00 P.M., 11/18/2020

CITY COUNCIL: 5:00 P.M., 12/1/2020

REQUEST: Approval of a Municipal Use Master Site Plan
for a new park.

CASE NUMBER: 14-UP-2020

Project Location: 11482 N. 81st Street

Applicant/Contact:

City of Scottsdale-Joe Phillips

480-312-2522

jphillips@scottsdaleaz.gov

City Contact:

Joe Phillips (Capital Project Management)

480-312-2522

jphillips@scottsdaleaz.gov

Meredith Tessler (Planning)

480-312-4211

mtessler@scottsdaleaz.gov

Case File Available at City of Scottsdale 480-312-3767 Posting Date: 10/27/2020

Project information may be researched at: <https://www.records.scottsdaleaz.gov/databases/cases>

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

When recorded, mail to:

City Clerk's Office
ONE STOP SHOP RECORDS
City of Scottsdale
7447 East Indian School Road, Suite 100
Scottsdale, AZ 85251

BS
mc

Agreement No. 2003-123-COS

**SPECIAL WARRANTY DEED,
WITH RESERVATION AND GRANTS OF EASEMENTS,
AND COVENANTS AND RESTRICTIONS**
(DC Ranch Planning Unit I Park Site)

DEDICATION

DC RANCH L.L.C., an Arizona limited liability company ("DC Ranch"), hereby conveys to THE CITY OF SCOTTSDALE, an Arizona municipal corporation (the "City"), the real property situated in Maricopa County, Arizona and more particularly described in **Exhibit "A"** attached hereto (the "Park Property"), subject to the reservation and grant of easements, the covenants and restrictions, and the other matters set forth in this instrument.

DC Ranch hereby binds itself and its successors to warrant and defend the title of the Park Property against all of the acts of DC Ranch and no other, subject to the matters set forth above.

RESERVATIONS AND GRANTS

Notwithstanding anything to the contrary in this instrument, the foregoing dedication, and acceptance by the City of such dedication, shall be subject to the following matters:

1. **Matters of Record.** All patent reservations, obligations, liabilities or other matters of record or to which reference is made in the public record; and any and all conditions, easements, encroachments, rights-of-way, or restrictions which a physical inspection, or accurate ALTA survey, of the Park Property would reveal, including without limitation that certain Second Amendment to Development Agreement recorded as Document No. 98-0970077 in the Official Records of Maricopa County, Arizona, as amended by that certain Third Amendment to Development Agreement recorded as Document No. 2003009008 in the Official Records of Maricopa County, Arizona (the "Development Agreement").

2. **Reservation of Easements.** The following easements (collectively, the "Easements"), each of which is reserved from the conveyance of this Dedication:

a. **Reservation of Landscape Easement.** DC Ranch hereby reserves to itself, and its successors and assigns, and hereby grants to the DC Ranch Community Council, Inc., an Arizona nonprofit corporation (the "Council"), and its successors and assigns, a perpetual easement over, upon and across the portions of the Park Property described in **Exhibit**

“B” attached hereto (the “Landscape Easement Area”), for purposes of (i) installing, constructing, maintaining, and replacing landscaping within such easement premises (collectively the “Landscape Improvements”); (ii) the right of ingress and egress over, upon and across the Landscape Easement Area as may reasonably be necessary to permit the economical installation, construction, maintenance and replacement of the Landscape Improvements; and (iii) the right to remove plant growth, dirt and other materials from the Landscape Easement Area as may be necessary in connection with the installation, construction, maintenance, and replacement of the Landscape Improvements.

b. **Reservation of Temporary Construction Easement.**

(i) DC Ranch hereby reserves to itself, and its successors and assigns, and hereby grants to the Council, and its successors and assigns, a temporary easement over, upon and across the portions of the Park Property described in **Exhibit “C”** attached hereto (the “Temporary Construction Easement Area”), for purposes of (i) constructing and installing roadway improvements and related paving, curbs, gutters, and sidewalks within the 91st Street alignment and along the northern boundary of the Park Property (collectively the “Roadway Improvements”); (ii) the right of ingress and egress over, upon and across the Temporary Construction Easement Area as may reasonably be necessary to permit the economical installation and construction of the Roadway Improvements; and (iii) the right to remove plant growth, dirt and other materials from the Temporary Construction Easement Area as may be necessary in connection with the construction and installation of the Roadway Improvements.

(ii) The rights and easements reserved under this subparagraph 2(b) are temporary and shall expire upon the recording in the Official Records of Maricopa County, a notice of completion, which DC Ranch covenants it will execute, cause to be acknowledged and recorded upon completion of the Roadway Improvements. Notwithstanding anything to the contrary contained herein, the rights and easements herein reserved shall expire and terminate automatically without the necessity of recording any document or instrument, if not previously terminated, on the date that is ten (10) years after the recordation of this Easement.

3. **Grant of Easements.** The following easements are granted in the conveyance of this Dedication:

a. **Grant of Utility Easement.** DC Ranch hereby grants to Arizona Public Service Company, U.S. West Communications, Inc., Cox Communications, Inc., and Southwest Gas Corporation (collectively the “Utility”), a non-exclusive perpetual easement upon across, over and under the portions of the Park Property described in **Exhibit “D”** attached hereto (the “Utility Easement Area”), for purposes of constructing, operating and maintaining underground utility lines (including without limitation fiber optics) and appurtenant facilities (the “Utility Improvements”); provided, however, that (a) all utility lines shall be constructed underground, and (b) upon the completion of any installation, construction, maintenance, replacement or repair of any utility line or other facility within such easement, the Utility shall promptly return the affected property to its prior condition, at the sole expense of such Utility.

b. **Grant of Qwest.** DC Ranch hereby grants to Qwest, a non-exclusive perpetual easement upon across, over and under the portions of the Park Property described in **Exhibit "E"** attached hereto (the "Qwest Easement Area"), for purposes of constructing, operating and maintaining underground utility lines (including without limitation fiber optics) and appurtenant facilities (the "Qwest Improvements"); provided, however, that (a) all utility lines shall be constructed underground, and (b) upon the completion of any installation, construction, maintenance, replacement or repair of any utility line or other facility within such easement, Qwest shall promptly return the affected property to its prior condition, at the sole expense of Qwest.

4. **Maintenance of Improvements.** During and after construction of the Landscape Improvements DC Ranch shall be responsible for the maintenance of such improvements in good condition, order and repair, provided that: (i) DC Ranch may delegate all or any part of such responsibility to the Council by separate recorded instrument, (ii) on the date on which the City commences construction of the improvements on the Park Property, the City shall assume all responsibility for maintenance of the entire Park Property, including such improvements, and (iii) if the City determines that it is in the best interests of the City to undertake such maintenance before it is required to do so under the foregoing clause "(ii)", then the City shall so notify DC Ranch, whereupon, beginning sixty (60) days after such notice is given to DC Ranch, the City shall thereafter be responsible for such maintenance, whereupon DC Ranch shall no longer be responsible for such maintenance.

5. **Protection of Easement Premises and Improvements.** Subject to the need to provide police, fire, rescue and other emergency municipal services, the City shall protect and maintain DC Ranch's rights of continuous access in the Landscape Easement Area and the Temporary Construction Easement Area (collectively, the "Easement Areas") for such time as DC Ranch has the right or responsibility to conduct activities within such Easement Areas as against all acts of the City and its employees and contractors. Once the Temporary Construction Easement has expired, and once the City has assumed responsibility for maintenance of the Landscape Improvements, DC Ranch will have no greater right of continuous access to the Easement Areas other than as might be granted to the general public. The City shall also protect all improvements located within the Easement Areas, as against all acts of the City and its employees and contractors. In the enforcement of the provisions of this section, DC Ranch shall be entitled to pursue any and all remedies available at law or in equity, including without limitation pursuit of a temporary restraining order, permanent injunction or other relief in the nature of specific performance.

COVENANTS, CONDITIONS AND RESTRICTIONS

Notwithstanding anything to the contrary in this instrument, DC Ranch and the City hereby agree and declare that the Park Property shall be held, conveyed and transferred subject to the following covenants, conditions and restrictions, which are hereby imposed against the Park Property as part of a general plan of development that is designed to protect and enhance the value and desirability of the entire DC Ranch development (collectively, the "Covenants"):

1. **Use of Property.** The City shall not use the Park Property for any purpose other than a public park, including related improvements (the "Park Improvements"), all in accordance with the DC Ranch Parcel 1.4 Master Site Plan approved by the Scottsdale City Council on June 17, 2003 (the "Approved Site Plan"), as such Approved Site Plan may be amended by the City Council from time to time in accordance with applicable public processes, and otherwise in accordance with Section 3.11 of the Development Agreement. Construction of the Park Improvements shall be at the sole expense of the City. The City covenants and agrees the Park Improvements will include a parking lot as generally shown on the Approved Site Plan.

2. **Revegetation.** The City shall make commercially reasonable efforts to preserve all vegetation removed from the Park Property, in accordance with all standards applicable to private developers within the City of Scottsdale and all other laws and regulations pertaining to native plants. Except for such vegetation as may be used in connection with landscaping of the Park Property, the City shall promptly deliver all vegetation removed from the Park Property to DC Ranch for such use as DC Ranch may deem appropriate.

3. **General Construction Obligations.** During the installation and construction of the Park Improvements, the City shall take all steps reasonably necessary to (i) keep, or cause to be kept, the Park Property in a neat, orderly and clean condition, free of debris, (ii) employ effective dust control procedures, (iii) protect all property and improvements located outside of the Park Property from damage caused by the City or its agents, employees, contractors or subcontractors, and immediately repair or replace any such property once damaged to its pre-existing condition at the City's expense, (iv) keep all property and improvements within the DC Ranch development, and all paths, trails, ~~rights-of-way~~ rights-of-way and drives, reasonably clean and clear of the City's equipment, building materials, dirt, debris and similar materials, (v) secure, maintain in effect and comply with all state and federal permits necessary, (vi) comply with all applicable laws, rules and regulations pertaining to construction and safety (including without limitation Section 404 of the Clean Water Act and all other laws, rules and regulations pertaining to the washes located on and immediately to the east of the Park Property), (vii) comply with all applicable laws, rules and regulations pertaining to construction and safety, and all construction and safety requirements set forth in the construction rules set forth in **Exhibit "F"** attached hereto (the "Construction Rules"), and (ix) cooperate (and cause its agents, employees and contractors to cooperate) with DC Ranch and DC Ranch's agents, employees and contractors, in coordinating any construction activities of the City on or about the Easement Areas or adjacent property under development so as to avoid interfering with construction activities on such Easement Areas and adjacent property. DC Ranch shall comply with the foregoing with respect to any installation and construction of Public Utility Improvements and Landscape Improvements by DC Ranch.

4. **Maintenance of Park Property.** At all times, the City shall maintain the Park Property and all landscaping and improvements thereon (except with respect to maintenance required of DC Ranch as provided above) in a neat, orderly and clean condition and to the standards generally prevailing in the DC Ranch development, at the City's sole expense. The City Parks Department shall be provided with and have an opportunity to comment on the Landscape Improvements prior to the Landscape Improvements being constructed, so long as such review is completed within the normal City review time frames.

5. **Contractors.** The City shall use its best efforts to ensure that all of its employees and contractors are aware of the City's obligations under this Dedication and all Construction Rules, and to ensure that all such persons abide by all such obligations and requirements. Upon request by DC Ranch, the City shall provide DC Ranch with a copy of all contracts between the City and all such contractors (or among such persons) relating to the Park Improvements. Before entering onto the Park Property in connection with the performance of any work in connection with the Park Improvements, all such contractors shall execute and deliver to DC Ranch a Contractor's Acknowledgment and Covenant in the form of **Exhibit "G"** attached hereto.

GENERAL PROVISIONS

DC Ranch and the City hereby agree as follows:

1. **Running With the Land.** DC Ranch hereby declares its express intent that the foregoing Easements and Covenants shall run with the land and shall be an encumbrance on the Park Property, and, except as otherwise provided, shall be binding upon, enforceable against, and inure to the benefit of DC Ranch, the City, and their respective successors and assigns, including successors-in-title to the Park Property. Each and every contract, deed or other instrument hereafter executed conveying, transferring or otherwise disposing of the Park Property or any portion thereof, shall conclusively be held to have been executed, delivered and accepted by the grantee or transferee subject to the Covenants regardless of whether the Covenants are set forth in such contract, deed or other instrument. The Covenants shall continue in full force and effect perpetually.

Unofficial Document

2. **Default; Remedies.** In the event of any breach of any of the Covenants, or any other terms, conditions, restrictions, easements, covenants and reservations set forth in this instrument, the non-breaching party may pursue any and all remedies available at law or in equity and, in elaboration and not in limitation of the foregoing, the non-breaching party may pursue any proceedings at law or in equity to enjoin such breach and/or to recover damages for any such breach. Notwithstanding the foregoing, no breach of any of the Covenants, or of any other term, condition, condition, restriction, easement, covenant and reservation set forth in this instrument shall entitle any party to cancel, rescind or otherwise terminate the conveyance evidenced by this instrument or any of the Covenants, or of any other term, condition, condition, restriction, easement, covenant and reservation set forth in this instrument.

3. **Notices.** Any and all notices required or permitted hereunder shall be given in writing and personally delivered, sent by registered or certified mail, return receipt requested, postage prepaid, or sent by Federal Express or other similar reputable overnight courier, addressed as follows:

If to DC Ranch: DC Ranch L.L.C.
7600 East Doubletree Ranch Road, Suite 300
Scottsdale, Arizona 85258
Attn: Brent Herrington

With a copy to: Biskind, Hunt & Taylor, P.L.C.
11201 North Tatum Boulevard, Suite 330
Phoenix, Arizona 85028
Attn: Karrin Kunasek Taylor, Esq.

To the City: City of Scottsdale
3939 Drinkwater Boulevard
Scottsdale, Arizona 85251
Attn: City Manager

With a copy to: City of Scottsdale
3939 Drinkwater Boulevard
Scottsdale, Arizona 85251
Attn: City Attorney

or at any other address or facsimile number designated by DC Ranch or the City in writing, and any such notice or communication shall be deemed to have been given as of the date of delivery, if hand delivered or sent by overnight courier, as of three (3) days after the date of mailing, if mailed within the continental United States, or as of seven (7) days after mailing, if mailed outside the continental United States.

4. **Satisfaction of Stipulations.** The conveyance of the Park Property pursuant to this Dedication is agreed to be in full satisfaction of any and all stipulations requiring DC Ranch (or any person or entity constituting DC Ranch) to dedicate to the City land for the park purposes within the area of land commonly known as Planning Unit I in the DC Ranch development, under Section 3.11 the Development Agreement, or otherwise.

5. **Effective Date.** DC Ranch has agreed to complete an environmental study of the Park Property and to discharge any and all deeds of trust encumbering the Park Property. DC Ranch and the City agree that until the environmental study is completed showing the environmental condition of the Park Property to be in a condition reasonably satisfactory to the City and until any and all deeds of trust encumbering the Park Property are discharged, the City will not accept the dedication of the Park Property and will not record this Dedication. If the conditions set forth in this paragraph 5 are not satisfied by August 1, 2003, the City retains the right to return this Dedication to DC Ranch without further obligation on the part of the City. DC Ranch and the City agree that title to the Park Property will not pass to the City unless and until this Dedication is recorded in accordance with the provisions set forth herein. Notwithstanding the ability of the City to return this Dedication to DC Ranch pursuant to the conditions set forth in this paragraph 5, DC Ranch may request and the City may approve the final plats of the adjacent property known as Parcels 1.17 and 1.18 within Planning Unit I.

DATED: 6/26, 2003.

DC RANCH:

DC RANCH L.L.C., an Arizona limited liability company

By: DMB PROPERTY VENTURES LIMITED PARTNERSHIP, a Delaware limited partnership, its Administrative Member

By: DMB GP, INC., an Arizona corporation, its General Partner

By: [Signature]
Its: VP

The City of Scottsdale hereby accepts the foregoing dedication of the Park Property (as defined above), and hereby agrees to be bound by the terms of the foregoing instrument:

CITY OF SCOTTSDALE, an Arizona municipal corporation ("City")

Unofficial Document

By: [Signature]
Mary Manross, Mayor

ATTEST:

[Signature]
Sonia Robertson, City Clerk

APPROVED AS TO FORM:

[Signature]
David Pennartz, City Attorney

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this 20th day of June, 2003, by Brent Herington the Vice President of DMB GP, INC., an Arizona corporation, General Partner of DMB PROPERTY VENTURES LIMITED PARTNERSHIP, a Delaware limited partnership, the Administrative Member of DC RANCH L.L.C., an Arizona limited liability company, on behalf of the limited liability company.



My Commission Expires:

Jill K. Johnson
Notary Public

H:\wpdocs\KKTPC\DMB\DCRANCH\PU \parcel 1.4 dedication agr.003.doc

Revised June 20, 2003
Revised June 10, 2003
April 7, 2003
WP#011426.06
Page 1 of 3
See Exhibit "A"

EXHIBIT A
PARCEL DESCRIPTION
DC Ranch
Proposed Neighborhood Park Boundary

A parcel of land lying within Section 31, Township 4 North, Range 5 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the west quarter corner of said section, a ½" rebar, from which the northwest corner of said section, a C.O.S. brass cap, bears North 00°00'08" East, a distance of 2640.83 feet;

THENCE along the east-west mid-section line of said section, North 89°57'56" East, a distance of 1069.65 feet;

THENCE leaving said east-west mid-section line, North 00°03'27" West, a distance of 244.03 feet, to the **POINT OF BEGINNING**;

THENCE North 00°03'27" West, a distance of 677.45 feet, to the beginning of a non-tangent curve;

Unofficial Document

THENCE easterly along said curve, having a radius of 272.00 feet, concave northerly, whose radius bears North 13°00'03" West, through a central angle of 10°16'56", a distance of 48.81 feet, to the curve's end;

THENCE North 66°43'01" East, a distance of 371.85 feet, to the beginning of a curve;

THENCE northeasterly along said curve, having a radius of 278.00 feet, concave southerly through a central angle of 04°41'38", a distance of 22.78 feet, to a point of compound curvature;

THENCE easterly along said curve, having a radius of 141.50 feet, concave southerly through a central angle of 29°41'46", a distance of 73.34 feet, to a point of reverse curvature;

THENCE easterly along said curve, having a radius of 158.50 feet, concave northerly through a central angle of 09°10'37", a distance of 25.39 feet, to the curve's end;

THENCE South 88°04'13" East, a distance of 119.43 feet, to the beginning of a curve;

THENCE easterly along said curve, having a radius of 25.00 feet, concave southwesterly through a central angle of 96°37'53", a distance of 42.16 feet, to a point of compound curvature;

THENCE southerly along said curve, having a radius of 1612.00 feet, concave westerly through a central angle of 03°55'38", a distance of 110.49 feet, to the curve's end;

THENCE South 12°29'19" West, a distance of 82.86 feet, to the beginning of a curve;

THENCE southerly along said curve, having a radius of 1508.00 feet, concave easterly through a central angle of 06°52'20", a distance of 180.87 feet, to the curve's end;

THENCE South 05°36'59" West, a distance of 695.90 feet, to a point on said mid-section line;

Parcel Description
DC Ranch
Proposed Neighborhood Park Boundary

Revised June 20, 2003
Revised June 10, 2003
April 7, 2003
WP#011426.06
Page 2 of 3
See Exhibit "A"

THENCE continuing South 05°36'59" West, leaving said mid-section line, a distance of 410.26 feet;

THENCE North 36°02'39" West, a distance of 806.38 feet, to the **POINT OF BEGINNING**.

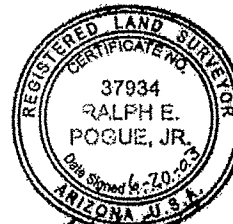
Containing 14.6527 acres, or 638,272 square feet of land, more or less.

Subject to existing rights-of-way and easements.

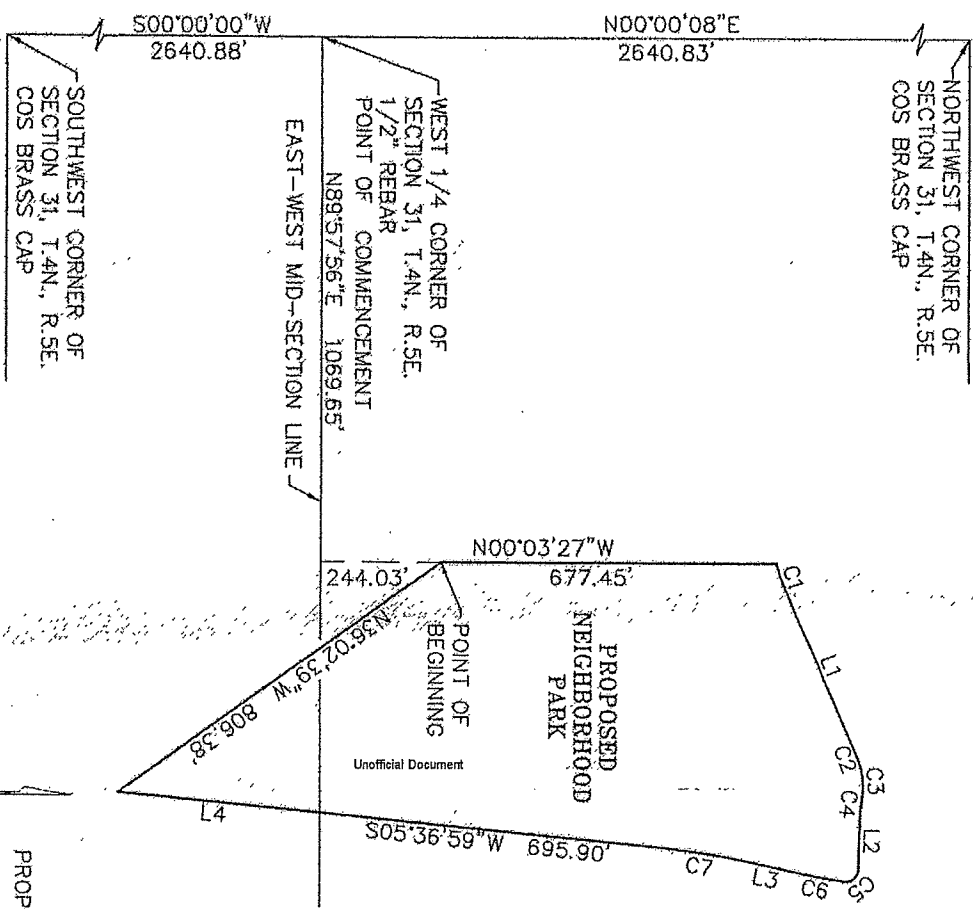
This parcel description is based on the Results of Survey of a portion of DC Ranch recorded in Book 426, page 38, Maricopa County Records (M.C.R.) and other client provided information. This parcel description is located within an area surveyed by Wood/Patel during the month of September, 1996 and any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

Y:\WP\Parcel Descriptions\011426.06 DC Ranch Proposed Neighborhood Park Boundary.doc

Unofficial Document



WOOD/PATEL
 2051 West Northern
 Phoenix, AZ 85021
 Phone: (602) 335-8500
 Fax: (602) 335-8580



LINE	BEARING	DISTANCE
L1	N66°43'01\"E	371.85'
L2	S88°04'13\"E	119.43'
L3	S12°29'19\"W	82.86'
L4	S05°36'59\"W	410.26'

CURVE	DELTA	RADIUS	ARC
C1	101°6'56\"	272.00'	46.81'
C2	04°41'38\"	278.00'	22.78'
C3	29°41'46\"	141.50'	73.34'
C4	09°10'37\"	158.50'	25.39'
C5	96°37'53\"	25.00'	42.16'
C6	03°55'38\"	1612.00'	110.49'
C7	06°52'20\"	1508.00'	180.87'



EXHIBIT "A"

DC RANCH
 PROPOSED NEIGHBORHOOD PARK BOUNDARY
 06-20-03
 WP#011426.06
 PAGE 3 OF 3
 NOT TO SCALE
 T:\2001\011426\LEGAL\1426L04-DB\DWG\1426L04R
 Exhibit A/Page 3 of 3

EXHIBIT B

**PARCEL DESCRIPTION
DC Ranch Neighborhood Park
Proposed 20' Landscape Easement**

A parcel of land lying within Section 31, Township 4 North, Range 5 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the west quarter corner of said section, a ½" rebar, from which the northwest corner of said section, a C.O.S. brass cap, bears North 00°00'08" East, a distance of 2640.83 feet;

THENCE along the east-west mid-section line of said section, North 89°57'56" East, a distance of 1069.65 feet;

THENCE leaving said east-west mid-section line, North 00°03'27" West, a distance of 901.00 feet, to the **POINT OF BEGINNING**;

THENCE continuing North 00°03'27" West, a distance of 20.48 feet, to the beginning of a non-tangent curve;

THENCE easterly along said curve, having a radius of 272.00 feet, concave northerly, whose radius bears North 13°00'03" West, through a central angle of 10°16'56", a distance of 48.81 feet, to the curve's end;

Unofficial Document

THENCE North 66°43'01" East, a distance of 371.85 feet, to the beginning of a curve;

THENCE northeasterly along said curve, having a radius of 278.00 feet, concave southerly through a central angle of 04°41'38", a distance of 22.78 feet, to a point of compound curvature;

THENCE easterly along said curve, having a radius of 141.50 feet, concave southerly through a central angle of 29°41'46", a distance of 73.34 feet, to a point of reverse curvature;

THENCE easterly along said curve, having a radius of 158.50 feet, concave northerly through a central angle of 09°10'38", a distance of 25.39 feet, to the curve's end;

THENCE South 88°04'13" East, a distance of 119.43 feet, to the beginning of a curve;

THENCE easterly along said curve, having a radius of 25.00 feet, concave southwesterly through a central angle of 96°37'53", a distance of 42.16 feet, to a point of compound curvature;

THENCE southerly along said curve, having a radius of 1612.00 feet, concave westerly through a central angle of 03°55'38", a distance of 110.49 feet, to the curve's end;

THENCE South 12°29'19" West, a distance of 82.86 feet, to the beginning of a curve;

THENCE southerly along said curve, having a radius of 1508.00 feet, concave easterly through a central angle of 06°52'20", a distance of 180.87 feet, to the curve's end;

THENCE South 05°36'59" West, a distance of 695.90 feet, to a point on east-west mid-section line;

THENCE leaving said mid-section line, South 05°36'59" West, a distance of 410.26 feet;

THENCE North 36°02'39" West, a distance of 30.09 feet;

**Parcel Description
DC Ranch Neighborhood Park
Proposed 20' Landscape Easement**

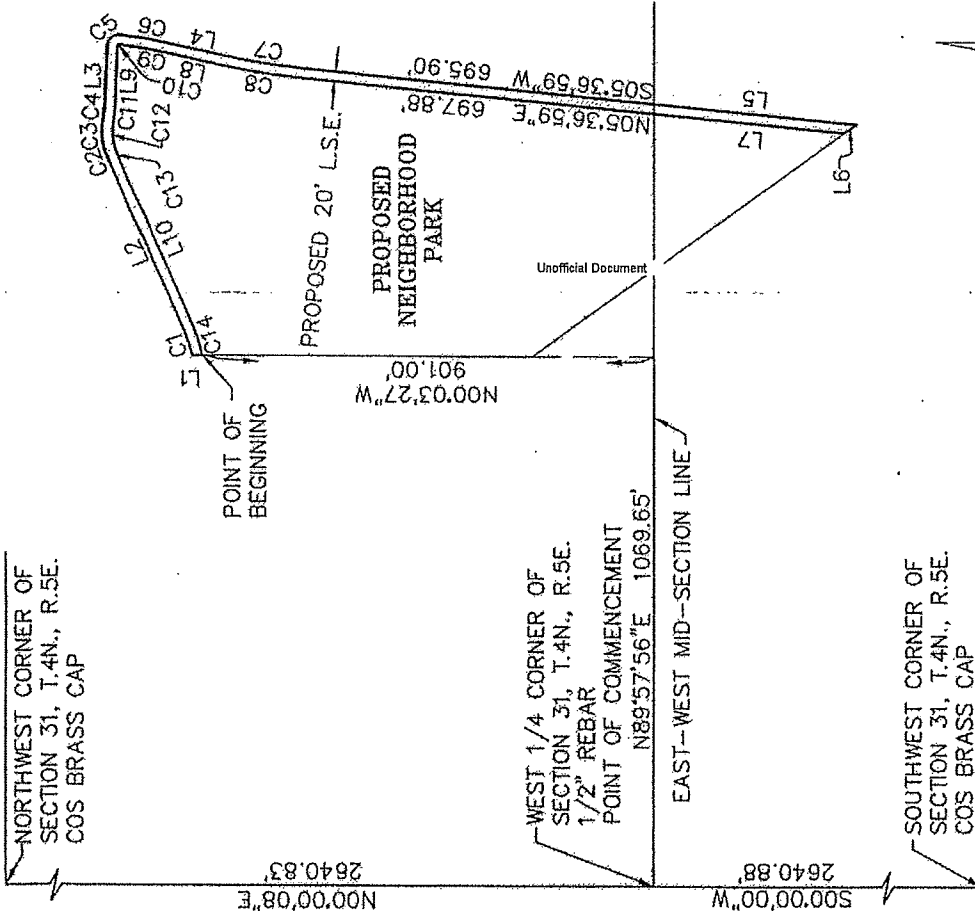
THENCE North 05°36'59" East, a distance of 385.80 feet, to a point on said east-west mid-section line;
THENCE leaving said mid-section line, North 05°36'59" East, a distance of 697.88 feet, to the beginning of a curve;
THENCE northerly along said curve, having a radius of 1528.00 feet, concave easterly through a central angle of 06°52'20", a distance of 183.27 feet, to the curve's end;
THENCE North 12°29'19" East, a distance of 82.86 feet, to the beginning of a curve;
THENCE northerly along said curve, having a radius of 1592.00 feet, concave westerly through a central angle of 03°55'38", a distance of 109.12 feet, to a point of compound curvature;
THENCE northerly along said curve, having a radius of 5.00 feet, concave southwesterly through a central angle of 96°37'53", a distance of 8.43 feet, to the curve's end;
THENCE North 88°04'13" West, a distance of 119.43 feet, to the beginning of a curve;
THENCE westerly along said curve, having a radius of 178.50 feet, concave northerly through a central angle of 09°10'38", a distance of 28.59 feet, to a point of reverse curvature;
THENCE westerly along said curve, having a radius of 121.50 feet, concave southerly through a central angle of 29°41'46", a distance of 62.97 feet, to a point of compound curvature;
THENCE westerly along said curve, having a radius of 258.00 feet, concave southerly through a central angle of 04°41'38", a distance of 21.14 feet, to the curve's end;
THENCE South 66°43'01" West, a distance of 371.85 feet, to the beginning of a curve;
THENCE southwesterly along said curve, having a radius of 292.00 feet, concave northerly through a central angle of 11°10'58", a distance of 56.99 feet, to the curve's end and the **POINT OF BEGINNING**.

Containing 0.9900 acres, or 43,125 square feet of land, more or less.

Subject to existing rights-of-way and easements.

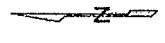
This parcel description is based on the Results of Survey of a portion of DC Ranch recorded in Book 426, page 38, Maricopa County Records (M.C.R.) and other client provided information. This parcel description is located within an area surveyed by Wood/Patel during the month of September, 1996 and any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

NORTHWEST CORNER OF SECTION 31, T.4N., R.5E. COS BRASS CAP



LINE TABLE		
LINE	BEARING	DISTANCE
L1	$N00^{\circ}03'27''W$	20.48'
L2	$N66^{\circ}43'01''E$	371.85'
L3	$S88^{\circ}04'13''E$	119.43'
L4	$S12^{\circ}29'19''W$	82.86'
L5	$S05^{\circ}36'59''W$	410.26'
L6	$N36^{\circ}02'39''W$	30.09'
L7	$N05^{\circ}36'59''E$	385.80'
L8	$N12^{\circ}29'19''E$	82.86'
L9	$N88^{\circ}04'13''W$	119.43'
L10	$S66^{\circ}43'01''W$	371.85'

CURVE TBL			
CURVE	DELTA	RADIUS	ARC
C1	$10^{\circ}16'56''$	272.00'	48.81'
C2	$04^{\circ}41'38''$	278.00'	22.78'
C3	$29^{\circ}41'46''$	141.50'	73.34'
C4	$09^{\circ}10'38''$	158.50'	25.39'
C5	$96^{\circ}37'53''$	25.00'	42.16'
C6	$93^{\circ}55'38''$	1612.00'	110.49'
C7	$06^{\circ}52'20''$	1508.00'	180.87'
C8	$06^{\circ}52'20''$	1528.00'	183.27'
C9	$03^{\circ}55'38''$	1592.00'	109.12'
C10	$96^{\circ}37'53''$	5.00'	8.43'
C11	$09^{\circ}10'38''$	178.50'	28.59'
C12	$29^{\circ}41'46''$	121.50'	62.97'
C13	$04^{\circ}41'38''$	258.00'	21.14'
C14	$11^{\circ}10'58''$	292.00'	56.99'



DC RANCH NEIGHBORHOOD PARK
 PROPOSED 20' LANDSCAPE EASEMENT
 06-10-03
 WF#011426.06
 PAGE 3 OF 3
 NOT TO SCALE
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WOOD/PATEL
 2051 West Northern
 Phoenix, AZ 85021
 Phone: (602) 335-8500
 Fax: (602) 335-8580

EXHIBIT C

PARCEL DESCRIPTION
DC Ranch Neighborhood Park
Proposed 50' Temporary Construction Easement

A parcel of land lying within Section 31, Township 4 North, Range 5 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the west quarter corner of said section, a ½" rebar, from which the northwest corner of said section, a C.O.S. brass cap, bears North 00°00'08" East, a distance of 2640.83 feet;

THENCE along the east-west mid-section line of said section, North 89°57'56" East, a distance of 1069.65 feet;

THENCE leaving said east-west mid-section line, North 00°03'27" West, a distance of 870.39 feet, to the POINT OF BEGINNING;

THENCE North 00°03'27" West, a distance of 51.09 feet, to the beginning of a non-tangent curve;

THENCE easterly along said curve, having a radius of 272.00 feet, concave northerly, whose radius bears North 13°00'03" West, through a central angle of 10°16'56", a distance of 48.81 feet, to the curve's end;

THENCE North 66°43'01" East, a distance of 371.85 feet, to the beginning of a curve;

THENCE northeasterly along said curve, having a radius of 278.00 feet, concave southerly through a central angle of 04°41'38", a distance of 22.78 feet, to a point of compound curvature;

THENCE easterly along said curve, having a radius of 141.50 feet, concave southerly through a central angle of 29°41'46", a distance of 73.34 feet, to a point of reverse curvature;

THENCE easterly along said curve, having a radius of 158.50 feet, concave northerly through a central angle of 09°10'38", a distance of 25.39 feet, to the curve's end;

THENCE South 88°04'13" East, a distance of 119.43 feet, to the beginning of a curve;

THENCE easterly along said curve, having a radius of 25.00 feet, concave southwesterly through a central angle of 96°37'53", a distance of 42.16 feet, to a point of compound curvature;

THENCE southerly along said curve, having a radius of 1612.00 feet, concave westerly through a central angle of 03°55'38", a distance of 110.49 feet, to the curve's end;

THENCE South 12°29'19" West, a distance of 82.86 feet, to the beginning of a curve;

THENCE southerly along said curve, having a radius of 1508.00 feet, concave easterly through a central angle of 06°52'20", a distance of 180.87 feet, to the curve's end;

THENCE South 05°36'59" West, a distance of 695.90 feet, to a point on said east-west mid-section line;

THENCE leaving said mid-section line, South 05°36'59" West, a distance of 410.26 feet;

THENCE North 36°02'39" West, a distance of 75.22 feet;

**Parcel Description
DC Ranch Neighborhood Park
Proposed 50' Temporary Construction Easement**

THENCE North 05°36'59" East, a distance of 349.11 feet, to a point on said east-west mid-section line;
THENCE leaving said mid-section line, North 05°36'59" East, a distance of 700.85 feet, to the beginning of a curve;
THENCE northerly along said curve, having a radius of 1558.00 feet, concave easterly through a central angle of 06°52'20", a distance of 186.87 feet, to the curve's end;
THENCE North 12°29'19" East, a distance of 82.86 feet, to the beginning of a curve;
THENCE northerly along said curve, having a radius of 1562.00 feet, concave westerly through a central angle of 02°53'47", a distance of 78.96 feet, to a point of intersection with a non-tangent line;
THENCE North 88°04'13" West, a distance of 91.10 feet, to the beginning of a curve;
THENCE westerly along said curve, having a radius of 208.50 feet, concave northerly through a central angle of 09°10'38", a distance of 33.40 feet, to a point of reverse curvature;
THENCE westerly along said curve, having a radius of 91.50 feet, concave southerly through a central angle of 29°41'46", a distance of 47.42 feet, to a point of compound curvature;
THENCE westerly along said curve, having a radius of 228.00 feet, concave southerly through a central angle of 04°41'38", a distance of 18.68 feet, to the curve's end;
THENCE South 66°43'01" West, a distance of 371.85 feet, to the beginning of a curve;
THENCE southwesterly along said curve, having a radius of 322.00 feet, concave northerly through a central angle of 12°19'09", a distance of 69.23 feet, to the curve's end and the POINT OF BEGINNING.

Containing 2.4229 acres, or 105,542 square feet of land, more or less.

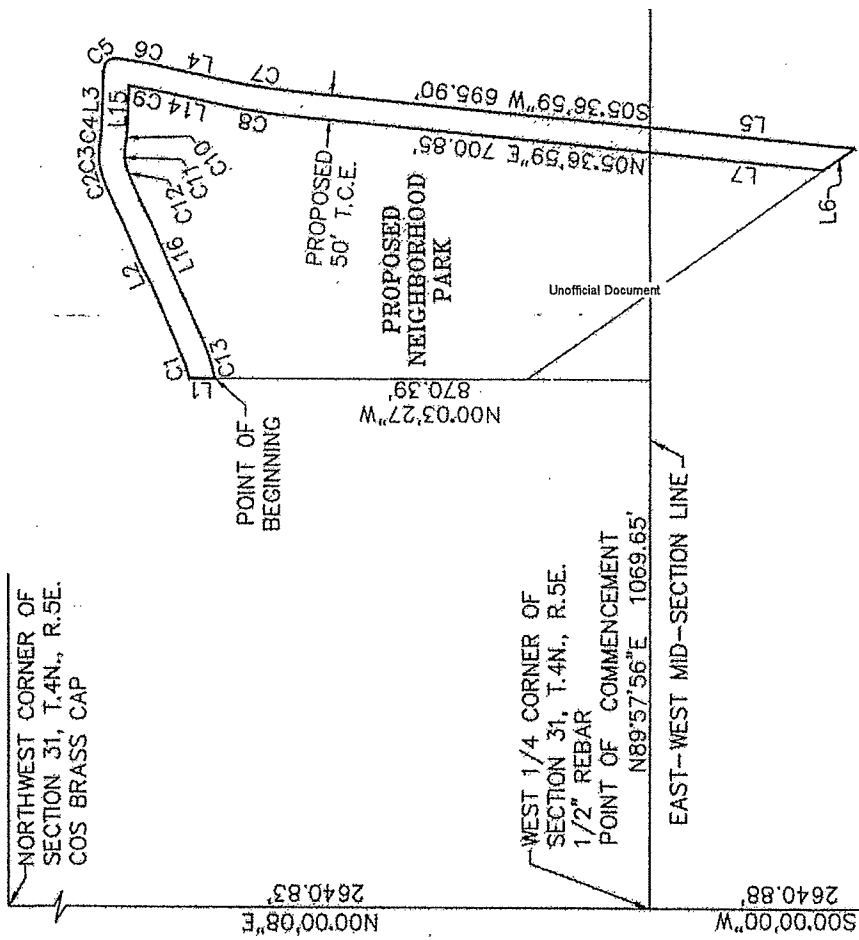
Subject to existing rights-of-way and easements.

This parcel description is based on the Results of Survey of a portion of DC Ranch recorded in Book 426, page 38, Maricopa County Records (M.C.R.) and other client provided information. This parcel description is located within an area surveyed by Wood/Patel during the month of September, 1996 and any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

NORTHWEST CORNER OF SECTION 31, T.4N., R.5E. COS BRASS CAP

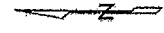
WEST 1/4 CORNER OF SECTION 31, T.4N., R.5E. 1/2" REBAR POINT OF COMMENCEMENT N89°57'56"E 1069.65'

SOUTHWEST CORNER OF SECTION 31, T.4N., R.5E. COS BRASS CAP



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°03'27\"W	51.09'
L2	N66°43'01\"E	371.85'
L3	S88°04'13\"E	119.43'
L4	S12°29'19\"W	82.86'
L5	S05°36'59\"W	410.26'
L6	N36°02'39\"W	75.22'
L7	N05°36'59\"E	349.11'
L14	N12°29'19\"E	82.86'
L15	N88°04'13\"W	91.10'
L16	S66°43'01\"W	371.85'

CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	10°16'56\"	272.00'	48.81'
C2	04°41'38\"	278.00'	22.78'
C3	29°41'46\"	141.50'	73.34'
C4	09°10'38\"	158.50'	25.39'
C5	96°37'53\"	25.00'	42.16'
C6	03°55'38\"	1612.00'	110.49'
C7	06°52'20\"	1508.00'	180.87'
C8	06°52'20\"	1558.00'	186.87'
C9	02°53'47\"	1562.00'	78.96'
C10	09°10'38\"	208.50'	33.40'
C11	29°41'46\"	91.50'	47.42'
C12	04°41'38\"	228.00'	18.68'
C13	12°19'09\"	322.00'	69.23'



DC RANCH NEIGHBORHOOD PARK
PROPOSED 50' TEMPORARY CONSTRUCTION EASEMENT

WOOD/PATEL
2051 West Northern
Phoenix, AZ 85021
Phone: (602) 335-8500
Fax: (602) 335-8580

05-10-03
WP#011426.06
PAGE 3 OF 3
NOT TO SCALE
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EXHIBIT D

PARCEL DESCRIPTION DC Ranch Neighborhood Park Proposed 8' Public Utility Easement

A parcel of land lying within Section 31, Township 4 North, Range 5 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the west quarter corner of said section, a ½" rebar, from which the northwest corner of said section, a C.O.S. brass cap, bears North 00°00'08" East, a distance of 2640.83 feet;

THENCE along the east-west mid-section line of said section, North 89°57'56" East, a distance of 1069.65 feet;

THENCE leaving said east-west mid-section line, North 00°03'27" West, a distance of 913.28 feet, to the **POINT OF BEGINNING**;

THENCE North 00°03'27" West, a distance of 8.20 feet, to the beginning of a non-tangent curve;

THENCE easterly along said curve, having a radius of 272.00 feet, concave northerly, whose radius bears North 13°00'03" West, through ^{Unofficial Document} angle of 10°16'56", a distance of 48.81 feet, to the curve's end;

THENCE North 66°43'01" East, a distance of 371.85 feet, to the beginning of a curve;

THENCE northeasterly along said curve, having a radius of 278.00 feet, concave southerly through a central angle of 04°41'38", a distance of 22.78 feet, to a point of compound curvature;

THENCE easterly along said curve, having a radius of 141.50 feet, concave southerly through a central angle of 29°41'46", a distance of 73.34 feet, to a point of reverse curvature;

THENCE easterly along said curve, having a radius of 158.50 feet, concave northerly through a central angle of 09°10'38", a distance of 25.39 feet, to the curve's end;

THENCE South 88°04'13" East, a distance of 119.43 feet, to the beginning of a curve;

THENCE easterly along said curve, having a radius of 25.00 feet, concave southwesterly through a central angle of 96°37'53", a distance of 42.16 feet, to a point of compound curvature;

THENCE southerly along said curve, having a radius of 1612.00 feet, concave westerly through a central angle of 03°55'38", a distance of 110.49 feet, to the curve's end;

THENCE South 12°29'19" West, a distance of 82.86 feet, to the beginning of a curve;

THENCE southerly along said curve, having a radius of 1508.00 feet, concave easterly through a central angle of 06°52'20", a distance of 180.87 feet, to the curve's end;

THENCE South 05°36'59" West, a distance of 695.90 feet, to a point on said east-west mid-section line;

THENCE leaving said mid-section line, South 05°36'59" West, a distance of 410.26 feet;

THENCE North 36°02'39" West, a distance of 12.04 feet;

**Parcel Description
DC Ranch Neighborhood Park
Proposed 8' Public Utility Easement**

THENCE North 05°36'59" East, a distance of 400.48 feet, to a point on said east-west mid-section line;

THENCE leaving said mid-section line, North 05°36'59" East, a distance of 696.69 feet, to the beginning of a curve;

THENCE northerly along said curve, having a radius of 1516.00 feet, concave easterly through a central angle of 06°52'20", a distance of 181.83 feet, to the curve's end;

THENCE North 12°29'19" East, a distance of 82.86 feet, to the beginning of a curve;

THENCE northerly along said curve, having a radius of 1604.00 feet, concave westerly through a central angle of 03°55'38", a distance of 109.94 feet, to a point of compound curvature;

THENCE northerly along said curve, having a radius of 17.00 feet, concave southwesterly through a central angle of 96°37'54", a distance of 28.67 feet, to the curve's end;

THENCE North 88°04'13" West, a distance of 119.43 feet, to the beginning of a curve;

THENCE westerly along said curve, having a radius of 166.50 feet, concave northerly through a central angle of 09°10'38", a distance of 26.67 feet, to a point of reverse curvature;

THENCE westerly along said curve, having a radius of 133.50 feet, concave southerly through a central angle of 29°41'46", a distance of 69.19 feet, to a point of compound curvature;

THENCE westerly along said curve, ^{Unofficial Document} having a radius of 270.00 feet, concave southerly through a central angle of 04°41'38", a distance of 22.12 feet, to the curve's end;

THENCE South 66°43'01" West, a distance of 371.85 feet, to the beginning of a curve;

THENCE southwesterly along said curve, having a radius of 280.00 feet, concave northerly through a central angle of 10°39'30", a distance of 52.09 feet, to the curve's end and the **POINT OF BEGINNING.**

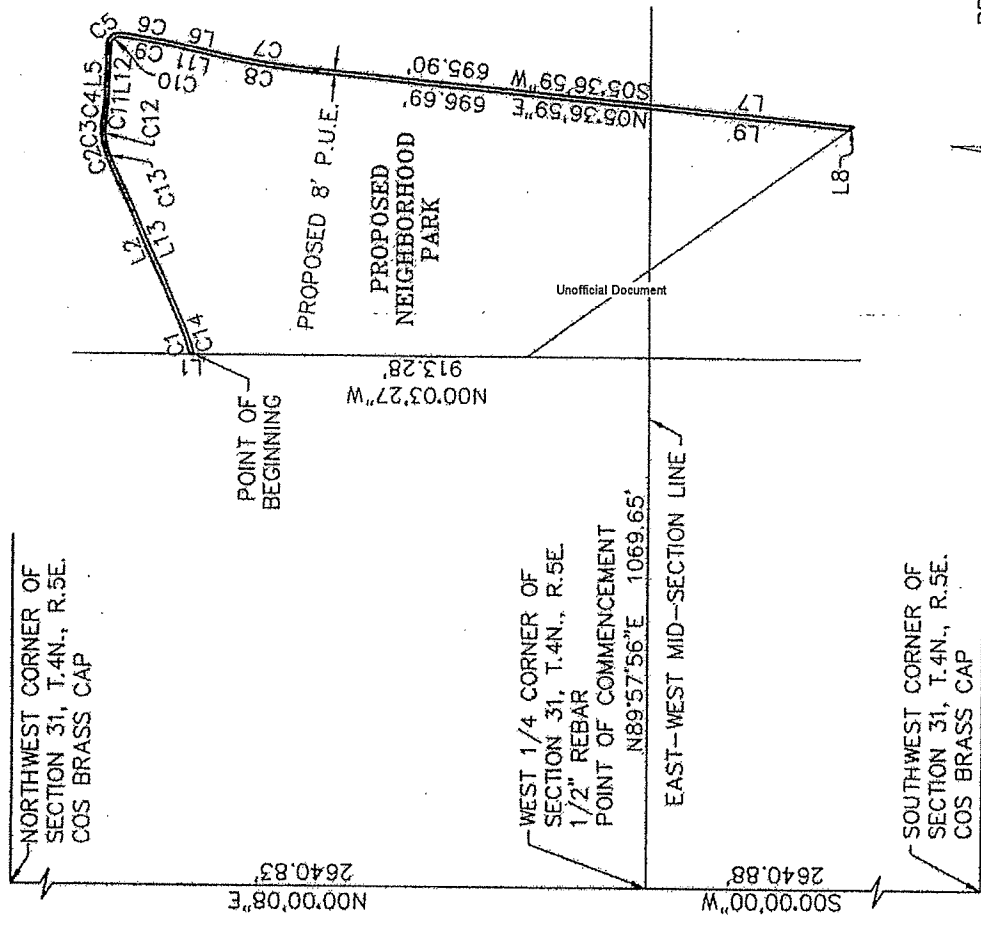
Containing 0.3991 acres, or 17,384 square feet of land, more or less.

Subject to existing rights-of-way and easements.

This parcel description is based on the Results of Survey of a portion of DC Ranch recorded in Book 426, page 38, M.C.R. and other client provided information. This parcel description is located within an area surveyed by Wood/Patel during the month of September, 1996 and any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°03'27"W	8.20'
L2	N66°43'01"E	371.85'
L5	S88°04'13"E	119.43'
L6	S12°29'19"W	82.86'
L7	S05°36'59"W	410.26'
L8	N36°02'39"W	12.04'
L9	N05°36'59"E	400.48'
L11	N12°29'19"E	82.86'
L12	N88°04'13"W	119.43'
L13	S66°43'01"W	371.85'

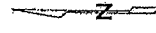
CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	10°16'56"	272.00'	48.81'
C2	04°41'58"	278.00'	22.78'
C3	29°41'46"	141.50'	73.34'
C4	09°10'38"	158.50'	25.39'
C5	96°37'53"	25.00'	42.16'
C6	03°55'38"	1612.00'	110.49'
C7	06°52'20"	1508.00'	180.87'
C8	06°52'20"	1516.00'	181.83'
C9	03°55'38"	1604.00'	109.94'
C10	96°37'54"	17.00'	28.67'
C11	09°10'38"	166.50'	26.67'
C12	29°41'46"	133.50'	69.19'
C13	04°41'38"	270.00'	22.12'
C14	10°39'30"	280.00'	52.09'



DC RANCH NEIGHBORHOOD PARK
 PROPOSED 8' PUBLIC UTILITY EASEMENT

06-20-03
 WP#011426.06
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 NOT TO SCALE

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NORTHWEST CORNER OF
 SECTION 31, T.4N., R.5E.
 COS BRASS CAP

WEST 1/4 CORNER OF
 SECTION 31, T.4N., R.5E.
 1/2" REBAR
 POINT OF COMMENCEMENT
 N89°57'56"E 1069.65'

SOUTHWEST CORNER OF
 SECTION 31, T.4N., R.5E.
 COS BRASS CAP

WOOD/PATEL
 2051 West Northern
 Phoenix, AZ 85021
 Phone: (602) 335-8500
 Fax: (602) 335-8580

EXHIBIT E

PARCEL DESCRIPTION DC Ranch - Neighborhood Park Proposed Qwest Easement

A parcel of land lying within Section 31, Township 4 North, Range 5 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the west quarter corner of said section, a ½" rebar, from which the northwest corner of said section, a C.O.S. brass cap, bears North 00°00'08" East, a distance of 2640.83 feet;

THENCE along the east-west mid-section line of said section, North 89°57'56" East, a distance of 1584.04 feet;

THENCE leaving said east-west mid-section line, North 05°36'59" East, a distance of 695.90 feet, to the beginning of a curve;

THENCE northerly along said curve, having a radius of 1508.00 feet, concave easterly through a central angle of 06°52'20", a distance of 180.87 feet, to the curve's end;

THENCE North 12°29'19" East, a distance of 82.86 feet, to the beginning of a curve;

THENCE northerly along said curve, ^{Unofficial Document} radius of 1612.00 feet, concave westerly through a central angle of 00°29'32", a distance of 13.85 feet, to a point of intersection with a non-tangent line and the **POINT OF BEGINNING**;

THENCE North 74°35'17" West, a distance of 25.97 feet;

THENCE North 15°24'43" East, a distance of 15.00 feet;

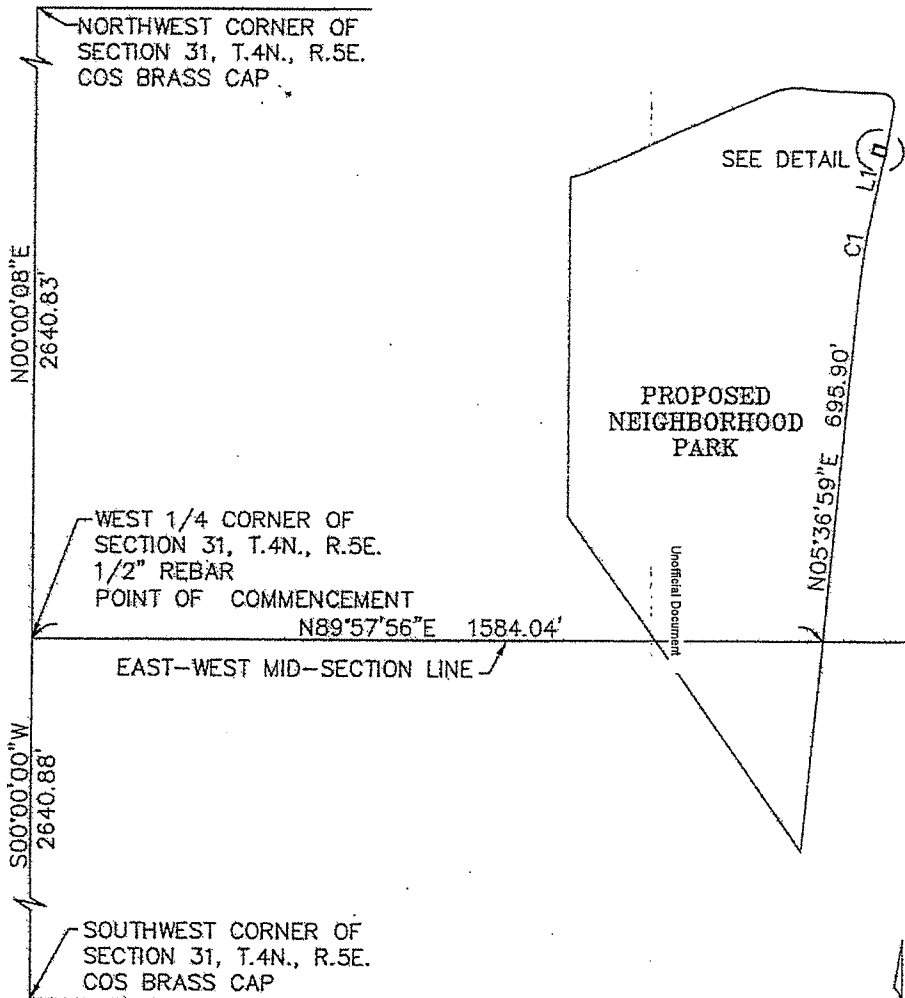
THENCE South 74°35'17" East, a distance of 25.00 feet, to the beginning of a non-tangent curve;

THENCE southerly along said curve, having a radius of 1612.00 feet, concave westerly, whose radius bears North 78°32'17" West, through a central angle of 00°32'04", a distance of 15.04 feet, the **POINT OF BEGINNING**.

Containing 0.0088 acres, or 382 square feet of land, more or less.

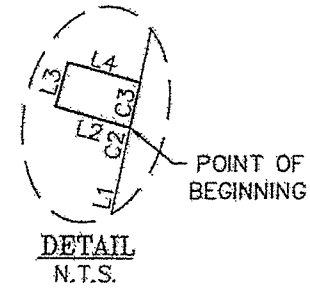
Subject to existing rights-of-way and easements.

This parcel description is based on the Results of Survey of a portion of DC Ranch recorded in Book 426, page 38, Maricopa County Records (M.C.R.) and other client provided information. This parcel description is located within an area surveyed by Wood/Patel during the month of September, 1996 and any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N12°29'19"E	82.86'
L2	N74°35'17"W	25.97'
L3	N15°24'43"E	15.00'
L4	S74°35'17"E	25.00'

CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	06°52'20"	1508.00'	180.87'
C2	00°29'32"	1612.00'	13.85'
C3	00°32'04"	1612.00'	15.04'



WOOD/PATEL

2051 West Northern
Phoenix, AZ 85021
Phone: (602) 335-8500
Fax: (602) 335-8580

DC RANCH NEIGHBORHOOD PARK
PROPOSED QWEST EASEMENT
06-19-03
WP#011426.06
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NOT TO SCALE

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Exhibit "F"

to

Dedication

CONSTRUCTION RULES

1. **Hours of Operation.** Daily hours of operation for work on the Park Property shall be the standard hours of operation for other City construction projects. Notwithstanding the foregoing, no work will be allowed on the site on Sundays or legal holidays. If a contractor needs to work on a Sunday or legal holiday, the contractor must request and receive express written approval from DC Ranch at least two (2) days in advance of undertaking the work. DC Ranch may grant or withhold such approval on any reasonable basis.

2. **Site Access.** All employees must enter the Park Property only at approved locations and must park on approved locations only. Transportation within the site from parking areas must be arranged by the applicable contractors and subcontractors. Contractors, subcontractors and employees must not cut locks or fences for entering or exiting the Park Property. Each time a gate is unlocked, it must be immediately closed and re-locked. No vehicle may cross any adjacent homesite, common area, golf course or other property to access the Park Property. Unless otherwise designated in writing by DC Ranch, the only permitted point(s) of entry onto the Park Property shall be from 91st Street, south of Union Hills Drive.

3. **Fire Hazards.** All vehicles driving onto the Park Property must be equipped with a charged, working fire extinguisher and a shovel. The fire extinguisher must be seven (7) pounds minimum. It is strongly recommended that all vehicles on the Park Property be equipped with a charged, working cellular telephone or radio. If a fire starts, "911" should be called immediately. All vehicles must have a complete and properly functioning exhaust system. Drivers and operators of vehicles must be cautious when operating and parking vehicles on the Park Property and shall not stop over areas containing combustible vegetation. DC Ranch strongly discourages smoking on the site. Any representative or employee of any contractor or subcontractor who does smoke must be extremely cautious with smoking materials to be certain that they are totally extinguished in a vehicle's ashtray. Any fire damage caused by a representative or employee of any contractor or subcontractor shall be construed as the negligent and wilful misconduct of the contractor or subcontractor. No equipment that may produce a spark or significant heat may be used except within reach of a fire extinguisher.

4. **Clean-Up.** All trash and debris must be cleaned up at the end of each work day. Lightweight materials must be disposed of in a suitable trash receptacle. Heavy materials must be disposed of off-site on a weekly basis. Dumping, burning or burying trash or debris is prohibited.

5. **Job Site Storage.** Contractors' and subcontractors' materials, tools and equipment may be stored on the Park Property at a location subject to the approval of DC Ranch's construction manager. Any losses or damages resulting from storage of materials, tools

and equipment shall be remedied at the cost of the contractor or subcontractor. Each contractor and subcontractor shall be responsible for any erection, dismantling, maintenance, utilities, fencing, telephoning, security, etc., that it may deem necessary in setting up any storage area.

6. **Fencing.** During construction on the Park Property, the Park Property must be enclosed with a screen fence to reduce visibility of operations from neighboring parcels, and to prevent debris from leaving the Park Property.

7. **Site Area Plan.** A site area plan showing staging locations, contractor parking and toilet facilities must be submitted to and approved by the DC Ranch Covenant Commission before commencement of any construction activities on the Park Property.

8. **Toilet Facilities.** Adequate sanitary facilities for all workers shall be provided by the contractors and subcontractors in accordance with OSHA requirements.

9. **Protection of Existing Utilities ("Blue Staking").** Each contractor and subcontractor shall be responsible for the exact location of all existing utilities and is responsible for proper notification of all applicable utility providers before digging. Each contractor and subcontractor shall verify all utility locations and coordinate in a timely manner with the applicable utility provider, and DC Ranch Association, Inc., so that any obstructing utility installation may be adjusted appropriately. Every utility line shall be protected at all times. Any damage to utility lines caused by the operations of a contractor or subcontractor shall be reported promptly to the applicable utility provider. Repairs to any such utility lines shall be made by the utility provider at the expense of the contractor or subcontractor.

10. **Construction Limits.** The character of the land and vegetation on the Park Property is extremely valuable to the project. Each contractor and subcontractor is to recognize and protect the value of land and vegetation adjoining the contractor's or subcontractor's work area. The contractor or subcontractor shall not clear any vegetation from the site or disturb any land other than that specified in the attached agreement.

11. **Safety.** All work activities shall be performed in accordance with all applicable state and federal occupational safety and health standards.

12. **General Conduct.** No radio or other audio equipment may be played or used within the Park Property. Possession or discharge of any firearm within the Park Property is strictly prohibited. Possession or use of alcohol or any controlled substance within the Park Property is strictly prohibited. No dogs or other pets are permitted on the Park Property. No visitors are permitted at the Park Property, other than persons having official business related to work on the Park Property.

Exhibit "G"
to
Dedication

ACKNOWLEDGMENT AND COVENANT

The undersigned hereby acknowledges that it has received a copy of the Dedication from DC Ranch L.L.C. ("**DC Ranch**") to the City of Scottsdale (the "**City**") dated _____, 2003 (the "**Dedication**"), pertaining to the Park Property within the DC Ranch Development and that it has had an opportunity to read and understand the Dedication, and the undersigned hereby agrees for the benefit of DC Ranch and the City to abide by all of the terms of the Agreement applicable to the City and its contractors. The undersigned further covenants as follows:

1. The undersigned agrees to indemnify, defend and hold harmless DC Ranch and its members, managers, constituent partners and shareholders, and the constituent members and managers, constituent partners, shareholders, directors, officers, employees, agents and representatives of each of the foregoing (collectively, the "**Indemnitees**"), for, from and against any and all claims, losses, damages, liabilities, obligations, suits, demands, fines and proceedings, costs and expenses (including, without limitation, reasonable attorneys' fees, paralegal fees and investigation costs incurred by any one or more of the Indemnitees) that may be asserted against, or incurred or suffered by any one or more of the Indemnitees as a result of, arising out of, or directly or indirectly related to (a) the undersigned's violation or the violation by any employee or subcontractor of the undersigned of any federal, state or local law or regulation in the course of performing the Work (as defined in the Dedication), (b) any act, error or omission of the undersigned or any of its employees or subcontractors in connection with the performance of the Work, including without limitation any act, error or omission relating to the use, storage, treatment, generation, transportation, release or disposal of Unofficial Document Hazardous Materials (as defined in the Dedication), and (c) any violation of any term, condition or covenant or obligation of the City under the Dedication by the undersigned or any of its employees or subcontractors.

2. The undersigned shall secure and maintain during the performance of any portion of the work by the undersigned workman's compensation insurance and comprehensive general and automobile liability insurance with no less than a \$2,000,000.00 single limit, which policy shall name DC Ranch as an additional insured, and shall cover the acts and omissions of the undersigned as well as its employees and contractors when acting on behalf of the undersigned. The undersigned shall submit to DC Ranch a certificate of insurance evidencing the foregoing required coverage before the commencement of any Work. DC Ranch reserves the right to require additional evidence of coverage from the undersigned from time to time upon request. The foregoing policies shall provide that they may not expire, be canceled or be materially changed without thirty (30) days prior written notice to DC Ranch and a statement to this effect must appear on the foregoing certificate of insurance. If a policy expires during the performance of any portion of the work by the undersigned, a renewal certificate must be provided to DC Ranch at least thirty (30) days prior to expiration.

DATED: _____, 2003.

By: _____
Its: _____

RESOLUTION NO. 6336

A RESOLUTION OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AUTHORIZING AND DIRECTING ACQUISITION OF FEE TITLE IN A 12.8 ACRE PARCEL OF LAND LOCATED NEAR THE SOUTHEAST CORNER OF THE PIMA ROAD AND UNION HILLS INTERSECTION BE ACQUIRED BY THE CITY OF SCOTTSDALE BY DEDICATION FOR THE PURPOSE OF A NEIGHBORHOOD PARK.

WHEREAS, the City and DC Ranch, L.L.C. (hereinafter "DC Ranch") have entered into a development agreement that provides, in part, for the dedication of certain park areas to the City; and

WHEREAS, in fulfillment of a part of that development agreement DC Ranch wishes to dedicate approximately 12.8 acres of land located near the southeast corner of the Pima Road and Union Hills intersection for use as a neighborhood parks, subject to certain reservations, restrictions, covenants and conditions set forth in that certain Special Warranty Deed, with Reservation of Easements, and Covenants and Restrictions (hereinafter "the Special Warranty Deed") tendered by DC Ranch to the City; and

WHEREAS, the City is desirous of accepting this dedication pursuant to the Deed;

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

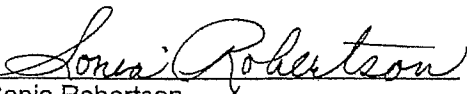
SECTION 1. That it is deemed necessary and essential as a matter of public welfare that the City, in order to obtain the benefit of the development agreement with DC Ranch, as recorded with the Maricopa County Recorder as Document No. 98-0970077 as amended by Document No. 2003009008, accept the dedication of the property described in the Special Warranty Deed.

SECTION 2. That Mayor Mary Manross is authorized and directed to execute the Special Warranty Deed, Agreement No. 2003-123-COS, attached to this Resolution, and any other documents necessary to accept the park dedication.

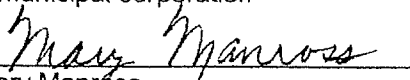
SECTION 3. That the City Clerk is hereby directed to record the Special Warranty Deed as provided for therein.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this 1st day of July, 2003.

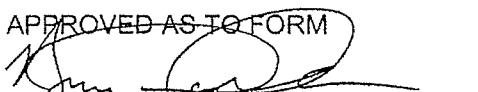
ATTEST:


Sonia Robertson
City Clerk

CITY OF SCOTTSDALE
A municipal corporation


Mary Manross
Mayor

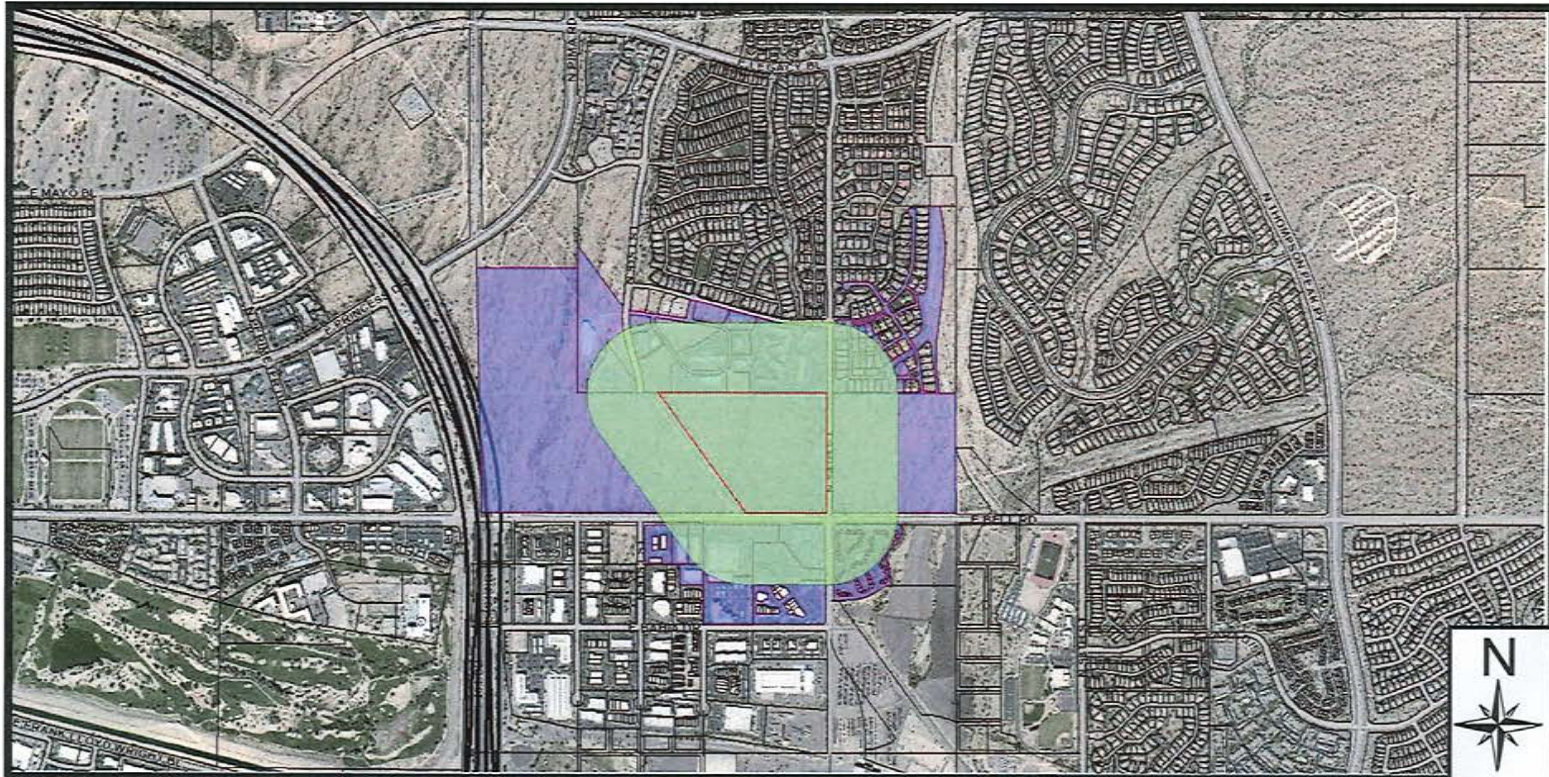
APPROVED AS TO FORM


David Pennartz
City Attorney

City Notifications – Mailing List Selection Map

Multi-Use Sport Fields

Attachment 6



Additional Notifications:

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

Pulled Labels
September 15, 2020

Map Legend:



Site Boundary



Properties within 750-foot

Postcards: 210

10-UP-2020





**SCOTTSDALE DEVELOPMENT REVIEW BOARD
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA
Thursday, November 5, 2020**

DRAFT SUMMARIZED MEETING MINUTES

PRESENT:

Suzanne Klapp, Councilmember
Paul Alessio, Planning Commissioner
Shakir Gushgari, Design Member
Doug Craig, Design Member
Michal Ann Joyner, Development Member

ABSENT:

None

STAFF:

Brad Carr
Margaret Wilson
Chris Zimmer
Bronte Ibsen
Lorraine Castro
Brian Hancock

CALL TO ORDER

Councilwoman Klapp called the meeting of the Development Review Board to order at 1:00 PM.

ROLL CALL

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

ADMINISTRATIVE REPORT

1. Identify supplemental information, if any, related to November 5, 2020 Development Review Board agenda items, and other correspondence.

* Note: These are summary action minutes only. A complete copy of the meeting audio/video is available on the Development Review Board website at:
http://scottsdale.granicus.com/ViewPublisher.php?view_id=36

MINUTES

2. Approval of the October 15, 2020 Development Review Board Meeting Minutes.

BOARD MEMBER JOYNER MOVED TO APPROVE THE OCTOBER 15, 2020 DEVELOPMENT REVIEW BOARD MEETING MINUTES, 2ND BY BOARD MEMBER CRAIG. THE MOTION CARRIED UNANIMOUSLY IN FAVOR BY COUNCILMEMBER KLAPP, COMMISSIONER ALESSIO, BOARD MEMBERS GUSHGARI, JOYNER, AND CRAIG WITH AN AYE VOTE OF FIVE (5) TO ZERO (0).

REGULAR AGENDA

3. 10-UP-2020 (Multi-Use Sport Fields MUMSP)

Request for a recommendation from the Development Review Board to the Planning Commission and City Council for a Municipal Use Master Site Plan for multi-use sport fields with field lighting located at 9390 E. Bell Road, zoned Single-family Residential, Environmentally Sensitive Lands, Planned Community District (R1-7, ESL PCD).

9390 E. Bell Road

Gavan & Barker

BOARD MEMBER ALESSIO MOVED TO RECOMMEND APPROVAL OF 10-UP-2020, 2ND BY BOARD MEMBER GUSHGARI. THE MOTION CARRIED UNANIMOUSLY IN FAVOR BY COUNCILMEMBER KLAPP, COMMISSIONER ALESSIO, BOARD MEMBERS GUSHGARI, AND JOYNER WITH AN AYE VOTE OF FIVE (5) TO ZERO (0).

4. 14-UP-2020 (DC Ranch Community Park Irrigation Lake MUMSP)

Request for a recommendation from the Development Review Board to the Planning Commission and City Council of Phase 1 of a Municipal Use Master Site Plan for a park on +/- 14.67 acres located at the Southwest corner on N. 91st Street and E. Trailside View with Open Space, Planned Community District (OS PCD) zoning.

17492 N. 91st Street

HDR, Architect/Designer

BOARD MEMBER JOYNER MOVED TO RECOMMEND APPROVAL OF 14-UP-2020, 2ND BY BOARD MEMBER CRAIG. THE MOTION CARRIED UNANIMOUSLY IN FAVOR BY COUNCILMEMBER KLAPP, COMMISSIONER ALESSIO, BOARD MEMBERS GUSHGARI, JOYNER, AND CRAIG WITH AN AYE VOTE OF FIVE (5) TO ZERO (0).

ADJOURNMENT

With no further business to discuss, the regular meeting of the Development Review Board adjourned at 2:10 PM.

94th Street and Bell Road
Multi-Use Fields
Scottsdale, Arizona

Traffic Study

Lee Engineering Project No. 1079.06

November 2020

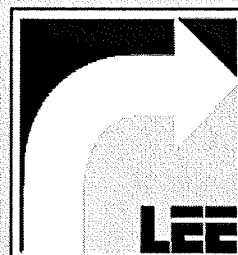
Prepared for:

City of Scottsdale, Arizona

Prepared by:

Lee Engineering, LLC
3610 N. 44th Street
Suite 100
Phoenix, AZ 85018
(602) 955-7206

Gavan and Barker
3030 N. Central Ave., Suite 1530
Phoenix, AZ 85012



LEE ENGINEERING

**Northwest Corner, 94th Street and Bell Road
Multi-Use Fields**

Traffic Study

Prepared for:

City of Scottsdale, Arizona

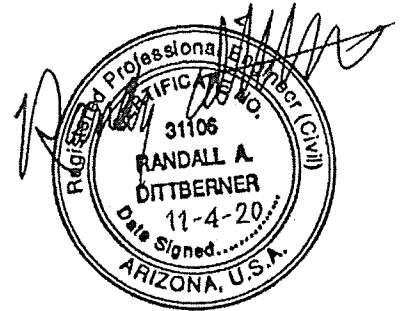
Prepared by:

Lee Engineering

3610 N. 44th Street, Suite 100
Phoenix, Arizona, 85018
602-955-7206

Gavan and Barker

3030 N. Central Ave., Suite 1530
Phoenix, Arizona, 85012



November 2020

1079.06

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APPENDIX A: TRAFFIC VOLUME DATA

APPENDIX B: CRASH DATA

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1.0 BACKGROUND

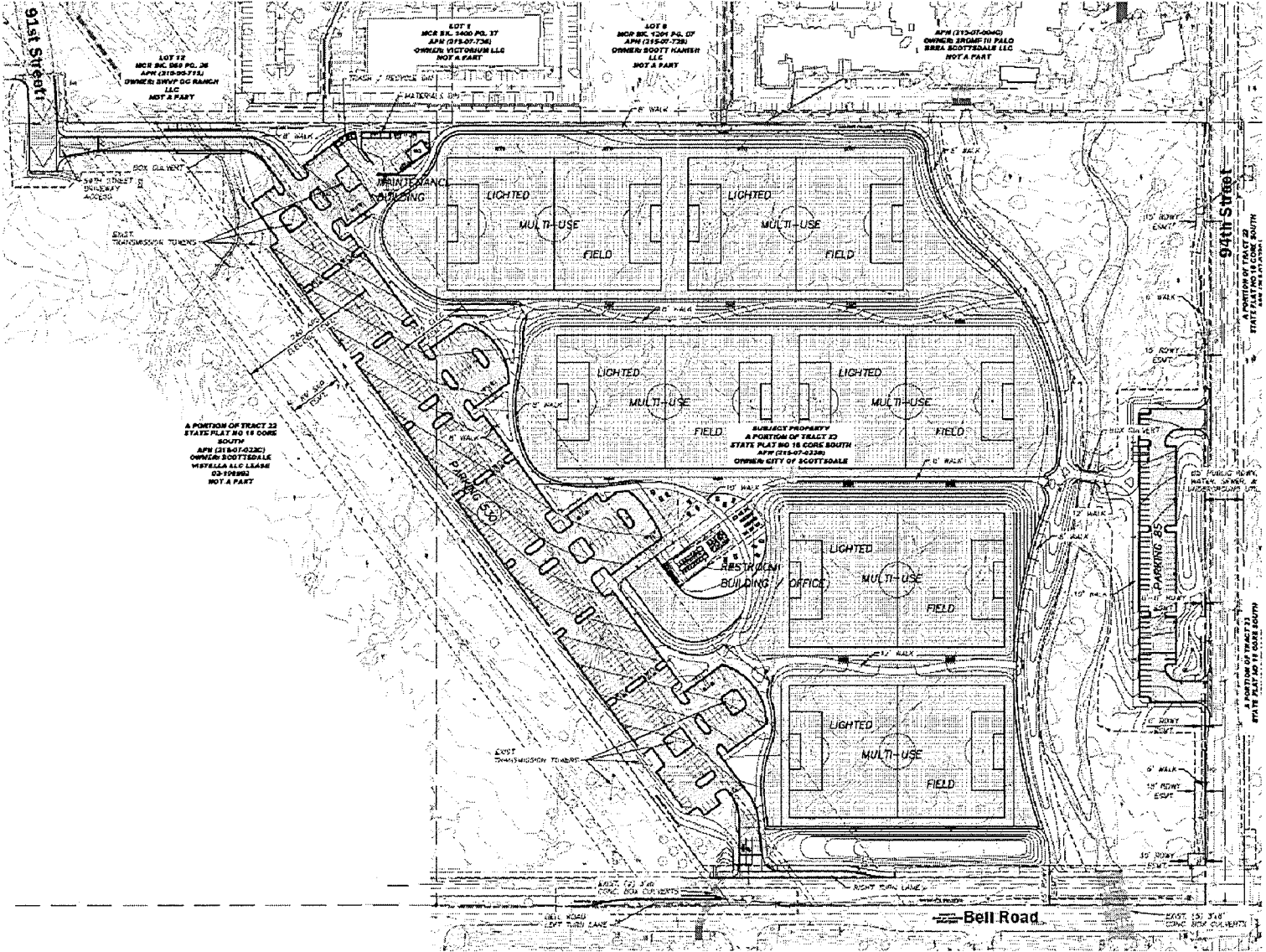
A City of Scottsdale Capital Project proposes to construct a series of multi-use fields, suitable for soccer and other sports, on a parcel on the northwest corner of 94th Street and Bell Road in Scottsdale, Arizona. Lee Engineering was recently engaged to conduct a traffic analysis of the complex for the purposes of estimating its traffic impacts on the adjacent roadway network.

The location of the site is shown in Figure 1; a preliminary site plan is shown in Figure 2.

Figure 1: Vicinity Map



Figure 2: Preliminary Site Plan



1.1 Scope

In a conference call on August 13, 2020, the City of Scottsdale requested that this study include the following elements:

- Daily traffic volume data collection at these sites:
 - 91st Street between Trailside View and Palo Brea Bend
 - Bell Road between 91st and 94th Streets
 - 94th Street between Bell Road and Palo Brea Bend
- Video camera recording of the intersection of Bell Road and Ice Den Way
- Crash analysis for crashes adjacent to the site for a 3-year period
- Trip generation, distribution, and assignment for the proposed soccer complex
- Traffic analysis for the site's opening year at the site's primary access point, which will be the fourth (north) leg of the intersection of Bell Road and Ice Den Way. The analysis will include intersection operations, storage length requirements, and pavement marking or design improvements.

In a subsequent conference call on October 15, 2020, the city requested that the study include comparable trip generation data from other similar Scottsdale sites, and agreed to provide such count data in support of the study.

The remainder of this report will address these scope elements in turn.

2.0 STUDY AREA CHARACTERISTICS

According to the City of Scottsdale Street Classification map, Bell Road is classified as a “minor arterial – suburban” in the vicinity of the proposed development. Bell Road carries two vehicular lanes and one bicycle lane in each direction, separated by a raised median. It is also equipped with sidewalks on both north and south sides of the street. Eastbound right-turn lanes are provided at all driveways and intersections on the south side of Bell Road between 91st and 94th Streets. Breaks in the raised median exist at 91st Street, Ice Den Way, and 94th Street, and left-turn lanes are provided approaching each break. However, no eastbound left-turn lanes are provided approaching Ice Den Way or 91st Street because these intersections do not have a north leg. The speed limit on Bell Road is 45 mph.

Ice Den Way is a private street/driveway about 36 feet wide that has its northern terminus at Bell Road. Although it has the design characteristics of a driveway, rather than a street, it is equipped with a street name sign and a STOP sign at the Bell Road intersection. Ice Den Way is generally unmarked, although it does have marked right-turn and left-turn lanes for about 50 feet approaching Bell Road. (The markings do not comply with the *Manual on Uniform Traffic Control Devices*.) Ice Den Way has speed bumps that are more severe than the speed humps used on public streets, and in some segments it serves as access to adjacent perpendicular parking stalls. There are no sidewalks along either side of Ice Den Way.

South of Bell Road, 94th Street has a much different character than to the north. To the south, between Bell Road and Bahia Drive, it is a 4-lane roadway with bicycle lanes and sidewalks in both directions and a short segment of raised median. The street widens significantly approaching Bell Road, with two northbound left-turn lanes, one through lane, and one right-turn lane. North of Bell

Road, the street narrows to about 44 feet wide, with one through lane and a bicycle lane in each direction separated by a two-way left-turn lane (TWLTL) without sidewalks. The southbound approach to Bell Road also widens, but not as much as in the northbound direction. The southbound lane configuration consists of one lane each for left turns, through traffic, and right turns. The street is classified as a “minor collector – suburban” near Bell Road. The speed limit on 94th Street is posted 40 mph north of Bell Road and 35 mph south of Bell Road.

To the northwest of the proposed development, 91st Street has a similar cross-section as 94th Street north of Bell—one lane and a bicycle lane in each direction separated by a TWLTL. It also has a wide sidewalk on the east side of the street, separated from the street by a landscaped buffer. This street is not currently continuous north of Bell Road, and is not expected to be connected as part of the proposed development. The segment north of the proposed development is expected to have very low volume because it is a dead end, while the segment south of Bell Road is a four-lane divided roadway between Bell Road and Bahia Drive. Although 91st Street is not fully constructed, its entire length near the site, including the unconstructed portion, is classified as a “major collector – suburban.”

State Route 101 is slightly more than ½ mile west of the proposed development along Bell Road. This major freeway facility has an interchange with Bell Road that is likely to be used by much traffic approaching the soccer complex, but it also has an interchange with Princess Drive/Pima Road about ½ mile north of Bell Road that is expected to be used by some site traffic. Not all traffic movements are provided directly at the two closely-spaced interchanges; some movements are served by a frontage road system that connects Bell and Pima Roads.

Traffic signals exist at both 91st Street and 94th Street intersections with Bell Road.

The intersection of Ice Den Way and Bell Road is minor-street stop-controlled. At this intersection, a merge lane is provided in the median for northbound Ice Den Way traffic turning left onto westbound Bell Road. The lane allows left-turning vehicles to cross the eastbound lanes of Bell Road, then wait in the merge lane for a gap in the westbound lanes. The merge lane was constructed in 2016, according to historical aerial photos. It is about 120 feet long, plus a taper, which is not long enough to be considered a full acceleration lane, but it can help facilitate two-stage left-turns onto Bell Road.

Overhead utility lines pass through the study area on a diagonal alignment to the west of the proposed development, constraining the western boundary of the site.

South of Bell Road, development is largely commercial, while north of the proposed site and east of 94th Street, existing development is residential.

3.0 DATA COLLECTION

3.1 Traffic Volume

Lee Engineering arranged for traffic volume data collection at the locations specified in Section 1.1 for a four-day period, from Thursday, August 27, through Sunday, August 30, 2020. Traffic volume was collected in 15-minute intervals for the entire period, which allows calculation of weekday and

weekend average daily traffic and peak-hour traffic volume on both weekdays and weekends. A summary of the collected traffic volume is shown in Table 1, and complete results are provided in Appendix A.

Table 1. Existing Traffic Volume

Route	Location	Direction	ADT	AM PkHr	AM PkVol	PM PkHr	PM PkVol
N 94TH ST	Btwn BELL RD & E PALO BREA BEND	NB	1883	11:15	155	16:30	180
		SB	1924	11:30	160	15:00	156
BELL RD	Btwn N 91ST ST & N 94TH ST	EB	5463	11:45	422	16:45	465
		WB	5612	11:30	467	12:00	455
N 91ST ST	Btwn E TRAILSIDE VIEW & E PALO BREA BEND	NB	952	11:45	81	17:15	82
		SB	990	11:45	78	17:00	82

Data collection occurred during a time when the global coronavirus pandemic has impacted some events and businesses. City of Scottsdale staff reports that they have been tracking the impact of the pandemic on traffic volumes in the city. The city estimates that the collected traffic volumes should be increased by 25 percent to account for reduced volume during the data collection period due to the pandemic and the lack of school traffic. As such, the traffic volumes shown in Table 1 were increased by 25 percent for use in the traffic operational analysis described later in this report.

Raw traffic volume on Bell Road averaged about 11,000 vehicles per day (vpd) during the four-day data collection period. Volume was notably higher on weekdays, with over 13,000 vpd on Thursday, dropping to about 8,000 vpd on Sunday. The morning peak on Bell Road actually occurred during the midday on each of the four days. A local peak did occur during typical commute time on Thursday, 7:30 to 8:30 a.m., but the volume during this time period was slightly lower than the midday peak that began at 11:30 a.m. that day. Midday peak volume on Saturday was higher than the midday volume on any other data collection day.

Volume on 94th Street averaged about 3,800 vpd, with patterns by day of week very similar to Bell Road. Daily traffic was its highest on Thursday, with about 4,400 vpd, and its lowest on Sunday, with about 2,800 vpd. Unlike Bell Road, however, 94th Street did see a morning peak at a conventional commute time on both Thursday and Friday, but only in the southbound direction. When considering both directions and all four days, the midday peak was higher than the morning peak.

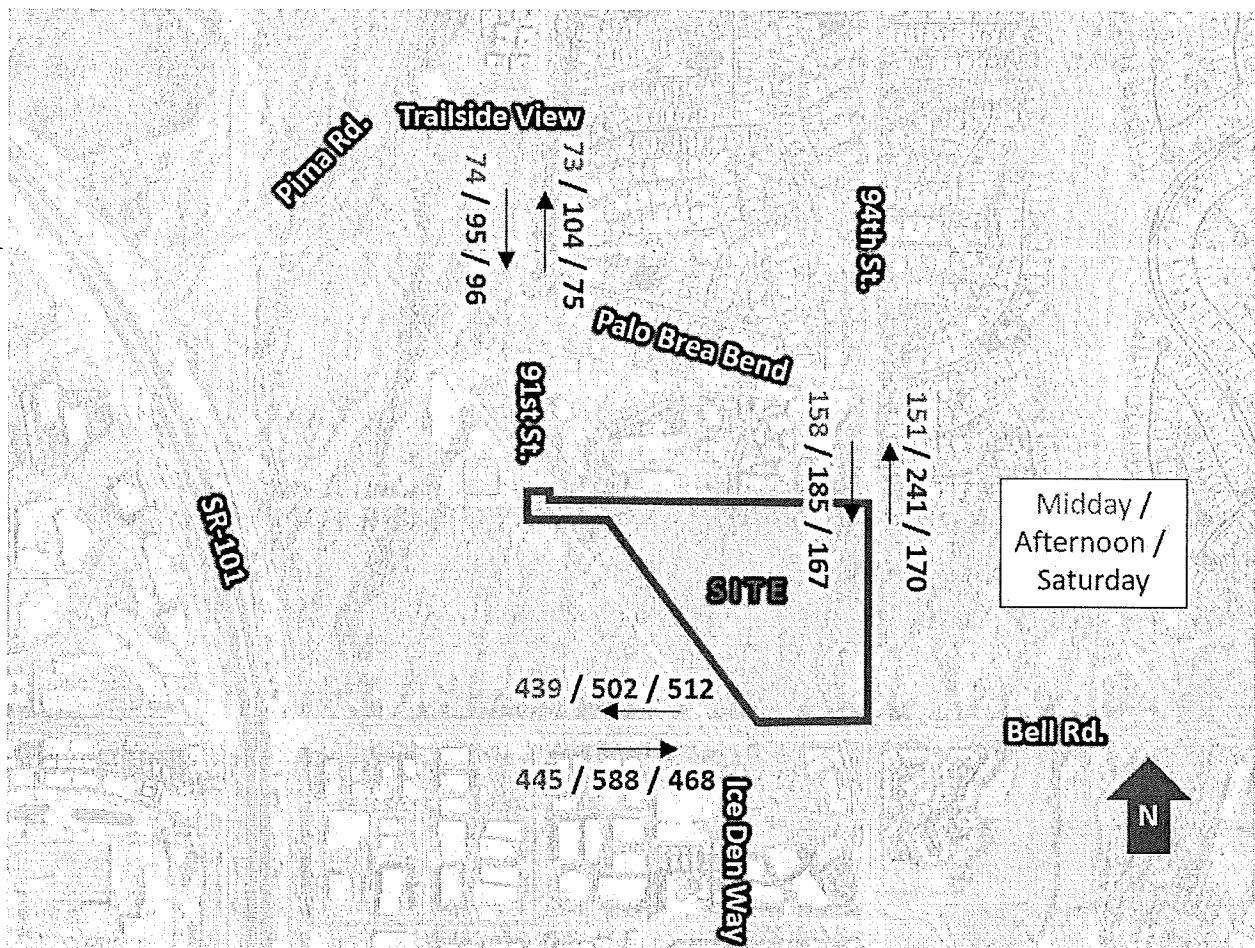
As expected, 91st Street carries the lowest traffic of the three data collection sites: about 1,900 vpd. Daily volume ranged from 1,400 vpd on Sunday to 2,300 vpd on Thursday.

All the streets in the study area have volume that is appropriate for the cross-section and classification. According to the Maricopa County *Roadway Design Manual*, a four-lane divided

urban minor arterial can support a traffic volume of about 31,000 vpd¹, suggesting ample reserve capacity on Bell Road, where weekday average daily traffic reaches about 13,000 vpd. Likewise, an urban minor collector can support a traffic volume of about 9,000 vpd, and an urban major collector can support about 10,000 vpd, both well above the actual volume on either 94th Street (4,400 vpd) or 91st Street (2,300 vpd). It should be noted that the future volume on 91st Street is likely to increase considerably if and when it is connected across Bell Road. This connection may draw traffic away from 94th Street, but future development may also generally increase traffic volume in the study area.

Raw peak-hour traffic volumes at the three data collection sites are shown in Figure 3, and adjusted peak-hour traffic volumes, reflecting the 25 percent adjustment, are shown in Figure 4. Raw daily traffic volumes at the site on weekdays (average of Thursday and Friday) and Saturday are shown in Figure 5, and adjusted daily volumes are shown in Figure 6.

Figure 3: Existing Study-Area Peak-Hour Traffic Volumes – As Collected



¹ Maricopa County *Roadway Design Manual*, 2019 Update, Table 2.1: Roadway Planning Level Traffic Volumes, p. 2-3.

Figure 4: Existing Study-Area Peak-Hour Traffic Volumes – With 25% Adjustment

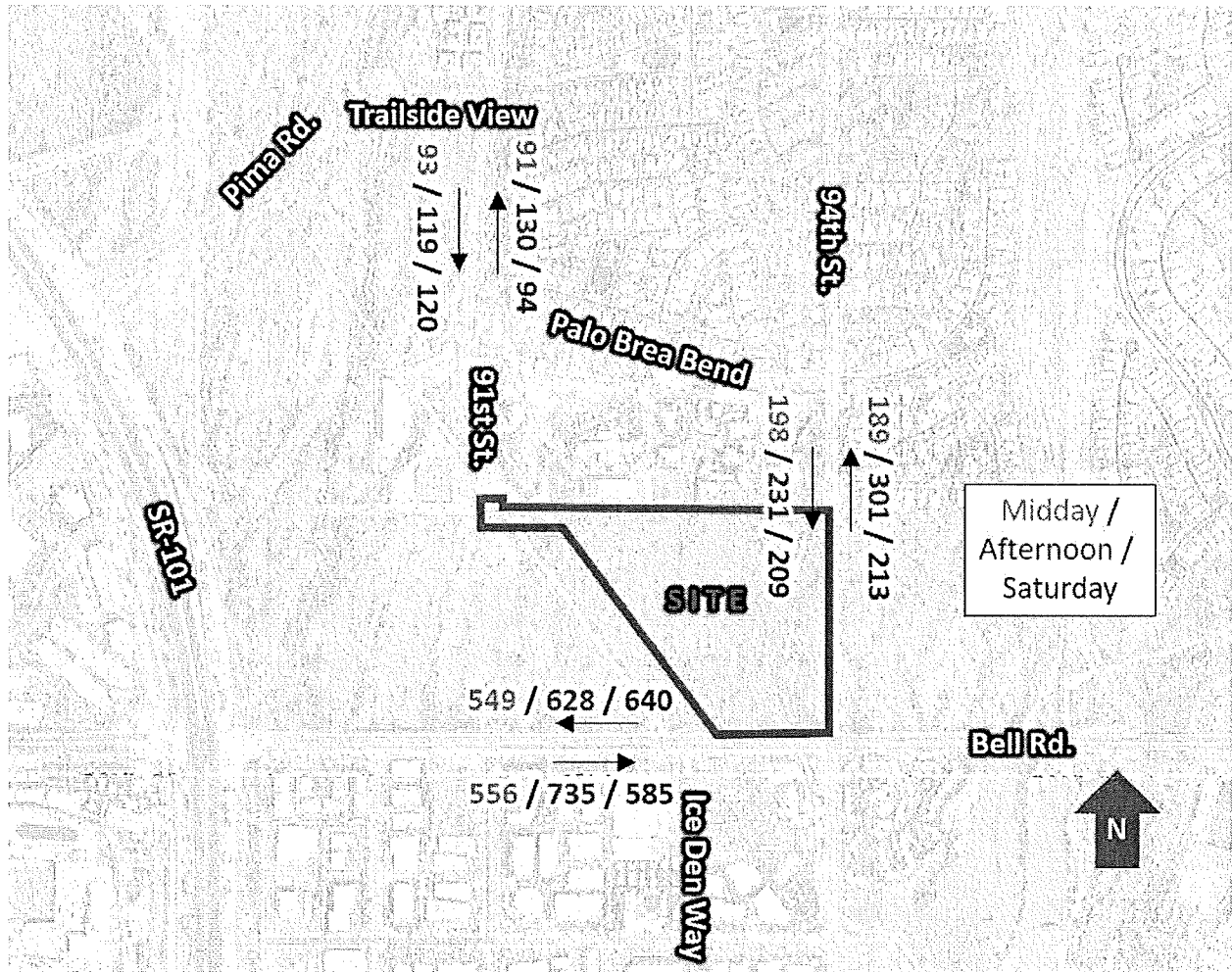


Figure 5: Existing Study-Area Daily Traffic Volumes – As Collected

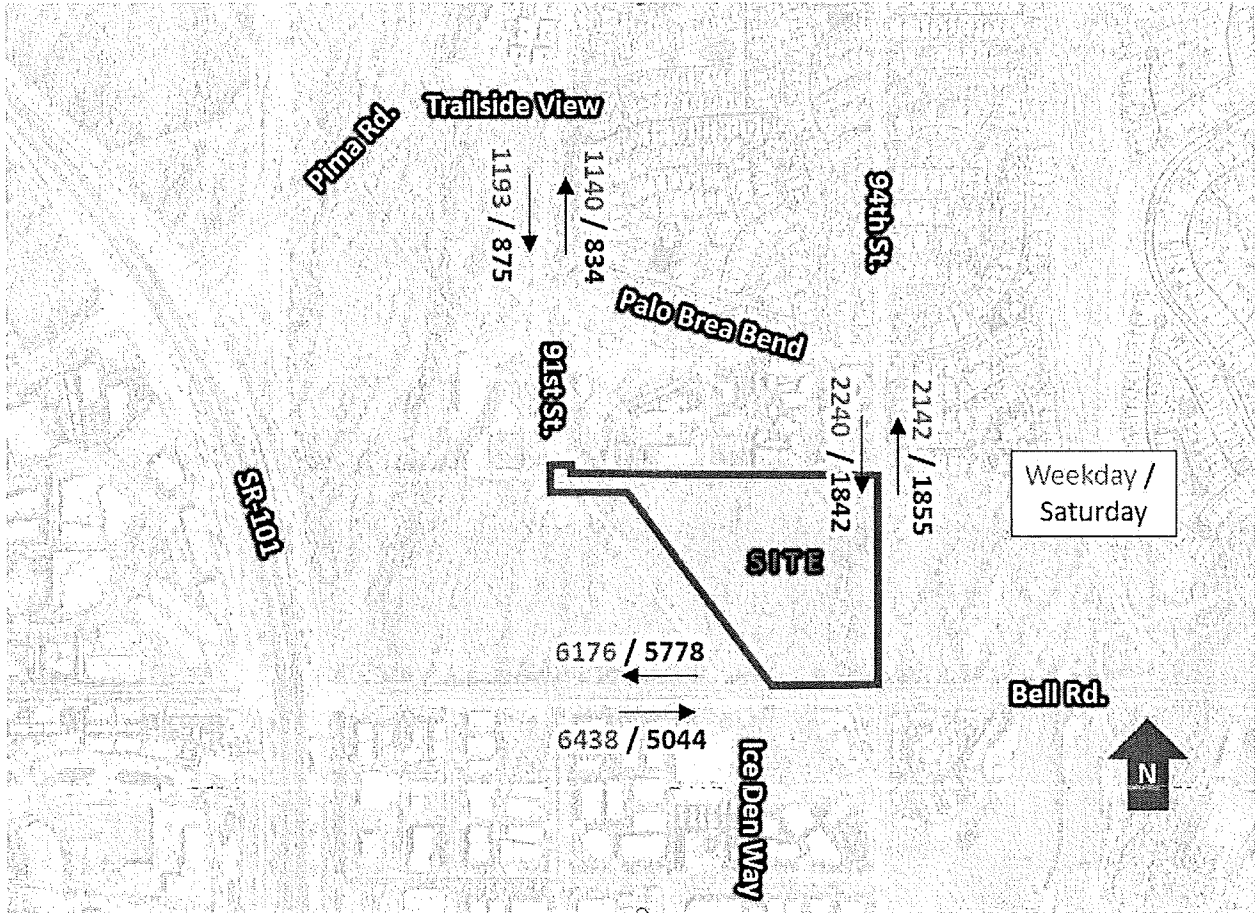
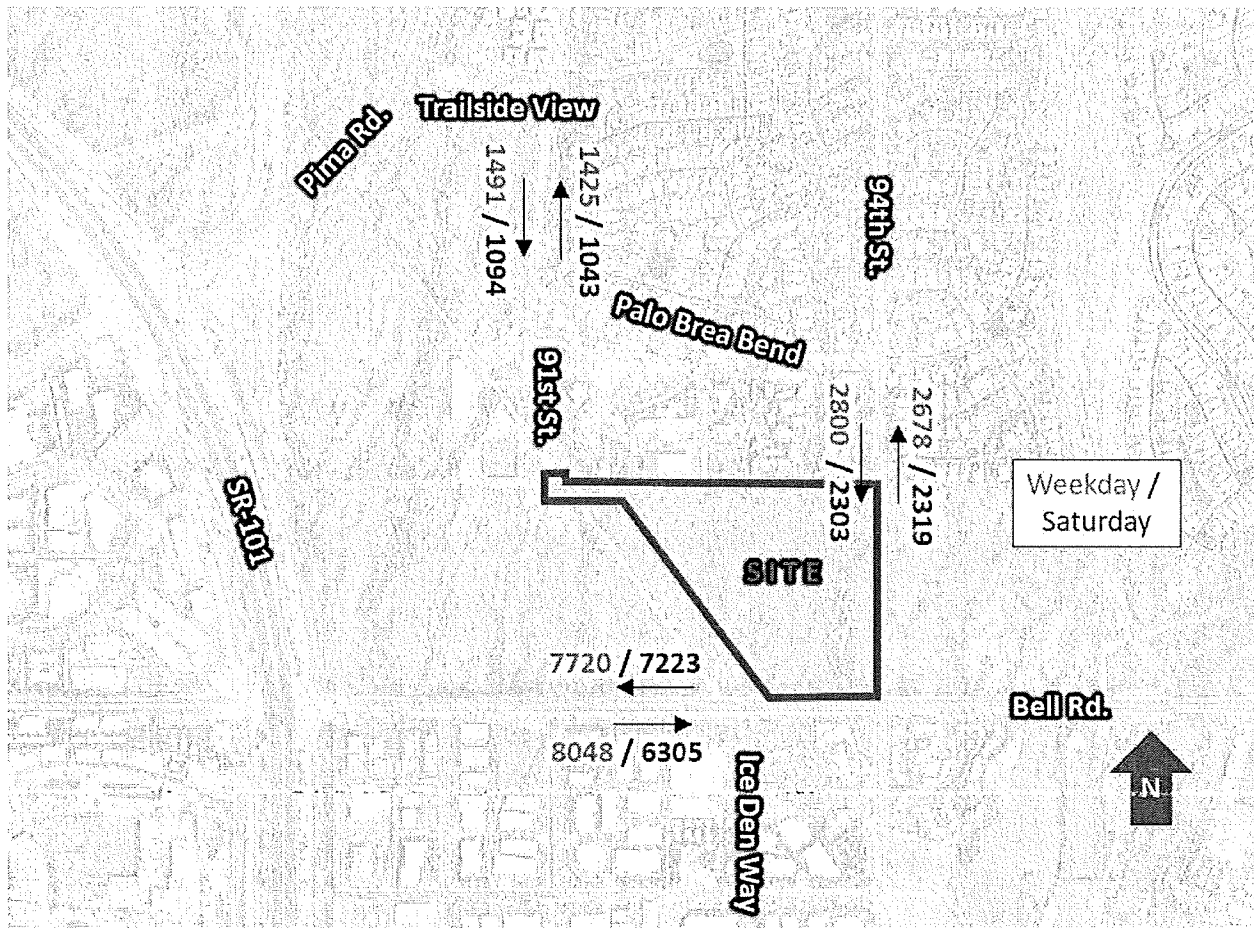


Figure 6: Existing Study-Area Daily Traffic Volumes – With 25% Adjustment



3.2 Ice Den Way Video

Video was collected on Thursday, August 27, 2020, showing the intersection of Ice Den Way and Bell Road from 6:00 a.m. to 7:00 p.m. The video was reviewed to understand patterns of traffic movement at the intersection, particularly related to left-turning traffic.

The four-day data collection indicated that the peak hours on Bell Road on August 27 were from 11:30 a.m. to 12:30 p.m. and from 4:45 to 5:45 p.m., and these hours were reviewed in detail on the video.

Initial impressions from the video show that Bell Road has relatively low volume compared with its capacity, and queues on Bell Road were never observed extending near Ice Den Way from the nearby traffic signals. Gaps exist in both directions, and they are artificially increased in size and frequency because of the two traffic signals on either side of Ice Den Way, each less than ¼ mile away.

The video also reveals that left-turn volume both into and out of Ice Den Way is generally low during peak hours. Some queues were observed both entering and exiting, but they tended to

dissipate quickly. Exiting (northbound) queues in the afternoon peak hour were notably longer than those during the midday peak.

Some outbound left-turning vehicles used the merge lane as designed and intended, and some vehicles were observed to wait at the stop bar even when a long gap was available in eastbound traffic, turning only when gaps were sufficient in both directions on Bell Road at the same time. However, the merge lane appears to provide a traffic operational benefit at the intersection. During the afternoon peak hour when exiting volume is highest, the merge lane helps to keep traffic from queueing exclusively at the stop bar. Anecdotally, a higher percentage of vehicles were observed to use the merge lane as designed during the higher-volume afternoon peak hour.

The following additional observations were made from the video:

- Several bike lane users were observed on Bell Road, including both bicyclists and travelers using other modes, such as scooters. A few pedestrians were observed, despite the August heat.
- During the two peak hours, 17 vehicles were observed making westbound U-turns. U-turners accounted for about 35 percent of traffic in the left-turn bay during the midday peak, dropping to less than 10 percent in the afternoon peak. Virtually all U-turning vehicles proceeded eastbound on Bell Road only as far as the next driveway, where no median break exists.
- One vehicle was observed to make an eastbound U-turn, despite the posted NO U-TURN regulatory sign and the complicated routing of this movement due to the presence of the island in the median.
- Two vehicles making northbound left turns did not use the merge lane, but rather turned on the right side of the island as though it were a roundabout. These vehicles did not cause conflicts with other vehicles because the westbound left-turn lane was unoccupied in both cases.

To facilitate traffic operational analysis, turning movement volumes were collected from the video data during the 11:30 a.m. and 4:45 p.m. peak hours. These volumes, along with the volume on Bell Road collected during the same time of the four-day count, provide an indication of existing traffic volume at this intersection. The midday and afternoon raw peak-hour volumes are shown in Figure 7. Turning movement count data was adjusted using the same 25 percent adjustment factor discussed earlier. Adjusted existing turning movement volumes are presented in Figure 8.

Video was not recorded on Saturday, but because Saturday is critical for evaluating the proposed development, it is assumed that traffic entering and exiting Ice Den Way during the Saturday peak hour is equal to the weekday afternoon peak hour. Saturday peak-hour traffic on Bell Road is taken from the four-day count, which showed a peak hour beginning at 12:00 noon. Estimated Saturday volumes at the intersection are also shown in Figure 7 and Figure 8.

Figure 7: Existing Peak-Hour Traffic Volumes at Bell Road and Ice Den Way – As Collected

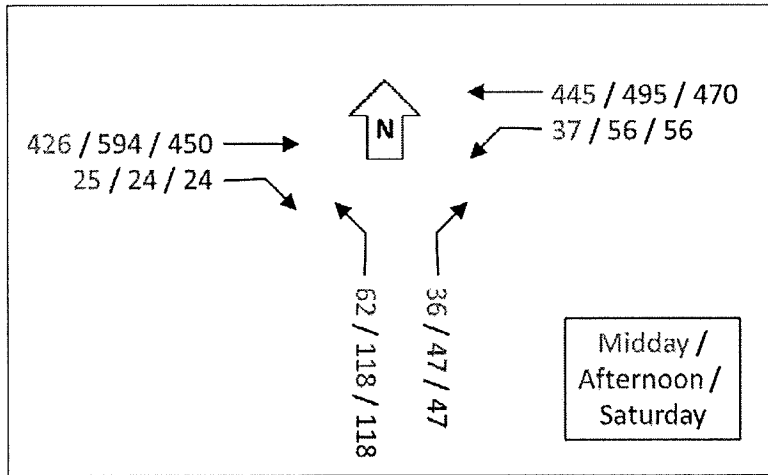
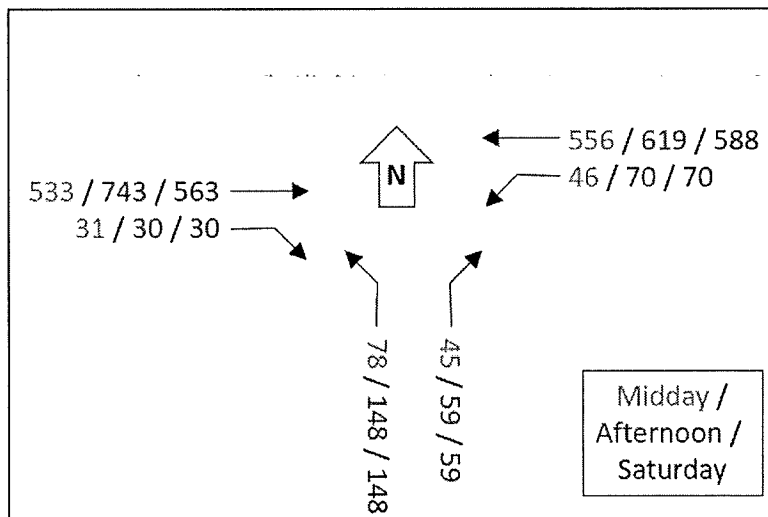


Figure 8: Existing Peak-Hour Traffic Volumes at Bell Road and Ice Den Way – With 25% Adjustment



4.0 CRASH DATA

Lee Engineering queried ADOT’s Traffic Safety DataMart to identify crashes that occurred along the frontage of the site on Bell Road, 94th Street, and 91st Street. Crashes were queried that occurred in the three-year period from 2016 through 2018, the most recent three-year period for which data is available.

As shown in Figure 9, a total of 22 crashes were identified in the vicinity of the proposed development, an average of about 7 crashes per year. All 22 crashes occurred along the Bell Road corridor, with 15 of the crashes (68 percent) at the 94th Street intersection. Only 2 crashes (9

percent) occurred at the Bell Road/91st Street intersection, and the remaining 5 crashes (23 percent) occurred between these two traffic signals. Notably, no crashes occurred at or within 250 feet of the Ice Den Way intersection.

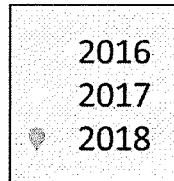
The crashes were distributed by year relatively uniformly. Eight crashes took place in both 2016 and 2018, and six crashes occurred in 2017. No crashes involved fatalities, and 8 of the 22 crashes (36 percent) involved at least one injury. The remaining 14 crashes (64 percent) involved property damage only. No crashes involved non-motorists.

Crashes in the study area overwhelmingly occurred during daylight hours. Only two crashes (9 percent) occurred after dark. Five crashes (23 percent) occurred between 6:00 and 10:00 a.m., the conventional morning peak period, and seven crashes (32 percent) occurred between 3:00 and 7:00 p.m. The remaining eight crashes (36 percent) occurred in the midday period between 10:00 a.m. and 3:00 p.m.

Three crashes occurred on Bell Road between Ice Den Way and 94th Street. Among these three crashes, one was a same-direction sideswipe, one was a single-vehicle run-off road crash, and one was coded as a left-turn crash, although the location where the crash is coded does not have any opportunity for left turns to be made.

Other than the crashes at the 94th Street and Bell Road intersection, no particular crash pattern was observed along the frontage of the proposed site. A more detailed summary of crashes can be found in Appendix B.

Figure 9: Study Area Crashes



5.0 PROPOSED DEVELOPMENT

5.1 Development Description

The proposed development is expected to consist of six rectangular multi-use athletic fields along with a restroom and office building near the center of the site and a maintenance building near the north site boundary.

Two parking lots are proposed. The larger of the two lots is proposed to consist of 530 parking spaces and is west of the athletic fields. It will have two access points: the main access point will add the fourth (north) leg to the intersection of Ice Den Way and Bell Road. This access point is proposed to be unsignalized, and it would require removal of the existing merge lane for northbound left turns to make room for an eastbound left-turn lane to enter the site. The second access point, also unsignalized, is near the cul-de-sac at the south end of 91st Street north of Bell Road.

The smaller of the two parking lots, with 85 parking spaces, is located east of the athletic fields. The access will be exclusively from 94th Street, with two access points about 450 feet apart. While the site is fully accessible on foot, no vehicular access will be provided to connect the two parking lots.

The large parking lot will provide new vehicular connectivity between 91st Street north of Bell Road and the Bell Road/Ice Den Way intersection. It is possible that this new connectivity may be on the shortest path for some existing or future vehicular trips that are unrelated to the soccer complex. The large parking lot is proposed to include traffic calming devices intended to discourage such “cut-through” traffic and to reduce vehicle speed and improve safety. The lot is also proposed to be gated during hours when the fields are not in operation. Because of these proposed measures, the amount of cut-through traffic is expected to be negligible and is not quantified as part of this study.

5.2 Projected Traffic

5.2.1 Trip Generation

The first step in estimating traffic to and from the proposed development is to calculate trip generation, which is the total vehicle trips to and from the site over a given time period. Two methods were used to estimate trip generation.

ITE Method

The *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE) provides trip generation estimates for a wide variety of land uses. Based on the site’s expected use, the ITE land use code (LUC) that best represents the site is LUC #488, Soccer Complex.

Trip Generation includes limited information about LUC #488 because of a small sample size of similar developments. The small sample size tends to limit confidence in the trip generation estimate, which is one reason a second trip generation method was used, as discussed later.

Trip Generation does include information for both weekday morning and afternoon peak hours both for the generator and for adjacent street traffic. For both morning and afternoon periods, the peak hour of the generator was used. In both cases, the value is slightly higher than the peak of the adjacent street traffic, and it is recognized that the morning peak hour occurs at a non-traditional

time, which suggests that the peak hour of the generator may be a better representation of overall conditions.

Only one time period (Saturday peak hour) includes a fitted curve, but the average trip rate was used for all time periods evaluated. The difference between the fitted curve and the average rate for the Saturday peak hour is small, and the average rate shows a slightly higher (more conservative) number of trips.

Table 2 presents the trip generation data for the site using the ITE method. In total, this method predicts that site is expected to generate about 430 trips on a typical weekday, with about 100 of those trips in the afternoon peak hour. Traffic is expected to be much higher on weekends than on weekdays. Expected daily traffic is more than 5 times greater on Saturday than on a weekday, and Saturday’s peak hour traffic is more than double the weekday afternoon peak hour. ITE does not provide a daily traffic estimate for Sunday, but Sunday peak hour traffic is expected to be about 70 percent greater than the weekday afternoon peak hour.

No trip reduction factors were applied to the ITE trip forecast, so all trips generated by the site are considered to be new trips added to the adjacent roadway network.

Table 2. Site Trip Generation – ITE Method

94th St & Bell Rd. Multi-Use Fields												
Land Use: (488) Soccer Complex												
# of Fields 6	Weekday Daily		Weekday AM Peak		Weekday PM Peak		Saturday Daily		Saturday Peak Hour		Sunday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Dir. Dist.	50%	50%	53%	47%	47%	53%	50%	50%	48%	52%	46%	54%
ITE Trip Rate	71.33		1.77		16.9		404.88		40.1		28.78	
Trips	214	214	6	5	48	54	1215	1215	115	125	79	93
	428		11		101		2429		241		173	

Comparison Site Method

Because the ITE method relies a limited supply of data, the City of Scottsdale collected traffic volume information for a similar nearby site, located on the northeast corner of Bell and Hayden Roads. Data at this site was collected from October 14 through 18, 2020, and reflects the fact that only seven of the comparison site’s ten athletic fields were in use during this period. The City of Scottsdale provided the trip generation information shown in Table 3, reflecting the volume collected at the comparison site.

Table 3. Site Trip Generation – Comparison Site Method

94th St & Bell Rd. Multi-Use Fields												
Land Use: (488) Soccer Complex												
# of Fields	Weekday Daily		Weekday AM Peak		Weekday PM Peak		Saturday Daily		Saturday Peak Hour		Sunday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
6												
Dir. Dist.	50%	50%	53%	47%	47%	53%	50%	50%	48%	52%	46%	54%
Trip Rate	120		8		34		305		47		38	
Trips	360	360	25	23	96	108	915	915	135	147	105	123
	720		48		204		1830		282		228	

The city’s data reflects only a single data collection period at one site, but the results are considered more applicable to similar local developments nearby.

The differences between the two trip generation methods are as follows:

- The comparison site method predicts considerably more trips on weekdays, including both morning and afternoon peak hours. About twice as many site trips are predicted using the local method during the weekday afternoon peak hour.
- The comparison site method predicts about 25 percent fewer trips than the ITE method during the day on Saturday, though Saturday peak hour volume is slightly higher by about 17 percent.
- The comparison site method predicts about 32 percent more trips during the Sunday peak hour.

Considering that the comparison site method produced a higher estimate of trip generation for most time periods evaluated, this method’s trip generation will be used for the remainder of the analysis, to provide a more conservative estimate of conditions.

5.2.2 Trip Distribution and Assignment

Site-generated trips have been distributed onto the adjacent roadway network based in part on existing traffic volume collected in this study and in part on engineering judgment, considering traffic patterns in the nearby and broader area. The distribution percentages assumed for this study are presented in Table 4.

Table 4. Site Trip Distribution

To/from west on Bell Road (including access to SR 101 interchange at Bell Road):	65%
To/from east on Bell Road	5%
To/from north on 94th Street	10%
To/from north on 91st Street (including access to SR 101 interchange via Pima Road):	20%

Of the traffic destined to and from the north on 91st Street, about half is expected to use Trailside View and Pima Road to SR 101 to and from the west. The other half is expected to use Legacy Boulevard or Trailside View to Pima Road to and from the north.

Traffic destined to and from the north on 91st Street is assumed to park in the large parking lot and use the north (91st Street) point of access to the lot. Traffic arriving via Bell Road in either direction is assumed to park in the large parking lot and use the south (Bell Road) access. Traffic destined to and from the north on 94th Street is assumed to park in the small lot, with access directly from 94th Street. The small lot, with a capacity of 85 spaces, is sufficient to support parking for the small percentage of traffic assumed to arrive at the site from 94th Street.

Based on the trip generation values and distribution percentages above, the hourly site-generated traffic volumes in the study area are expected to be as shown in Figure 10. Hourly site-generated volumes at the Bell Road/Ice Den Way intersection are presented in Figure 11. Daily site-generated volumes in the study area are presented in Figure 12.

Figure 10: Study Area Site-Generated Peak Hour Traffic Volumes

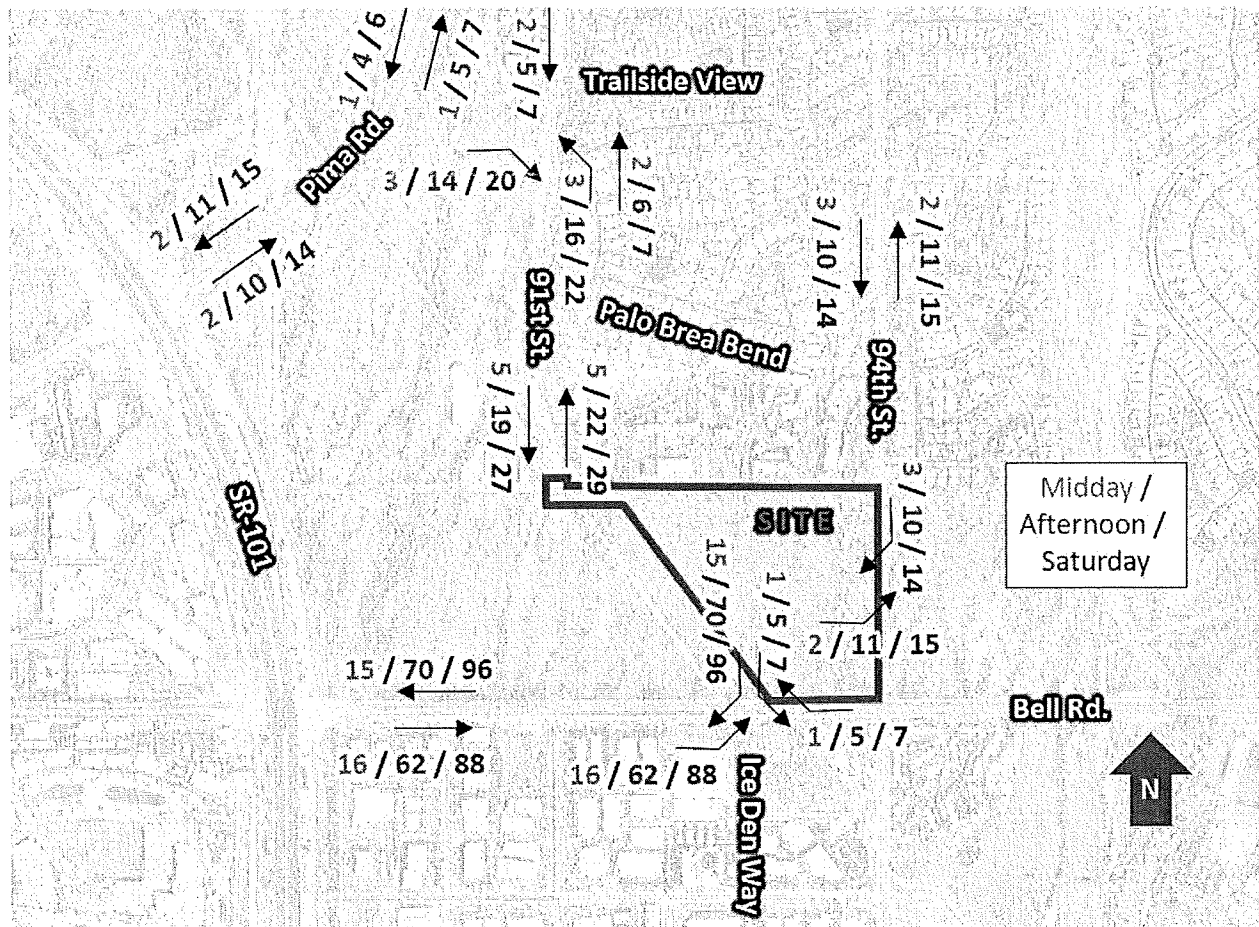


Figure 11: Site-Generated Peak Hour Traffic Volumes at Bell Road and Ice Den Way

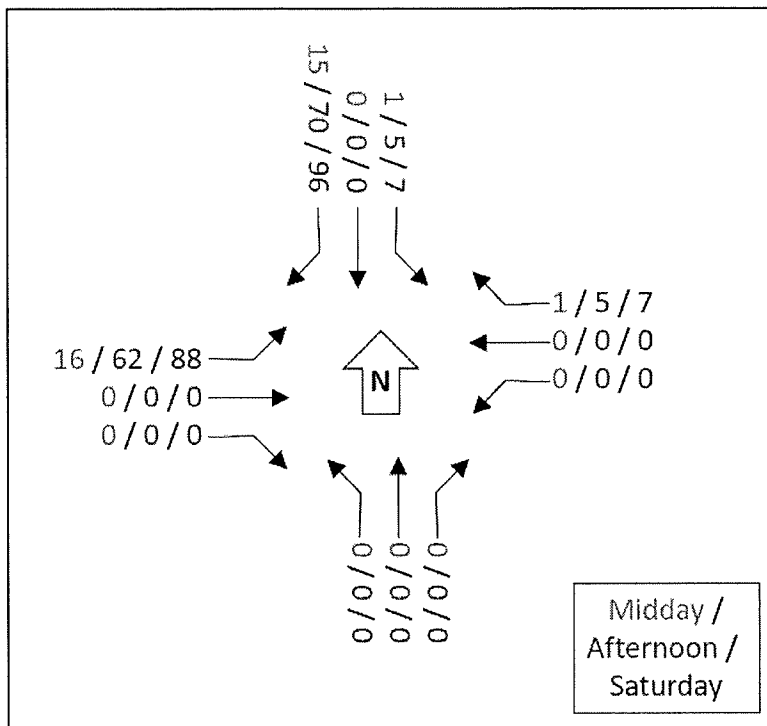
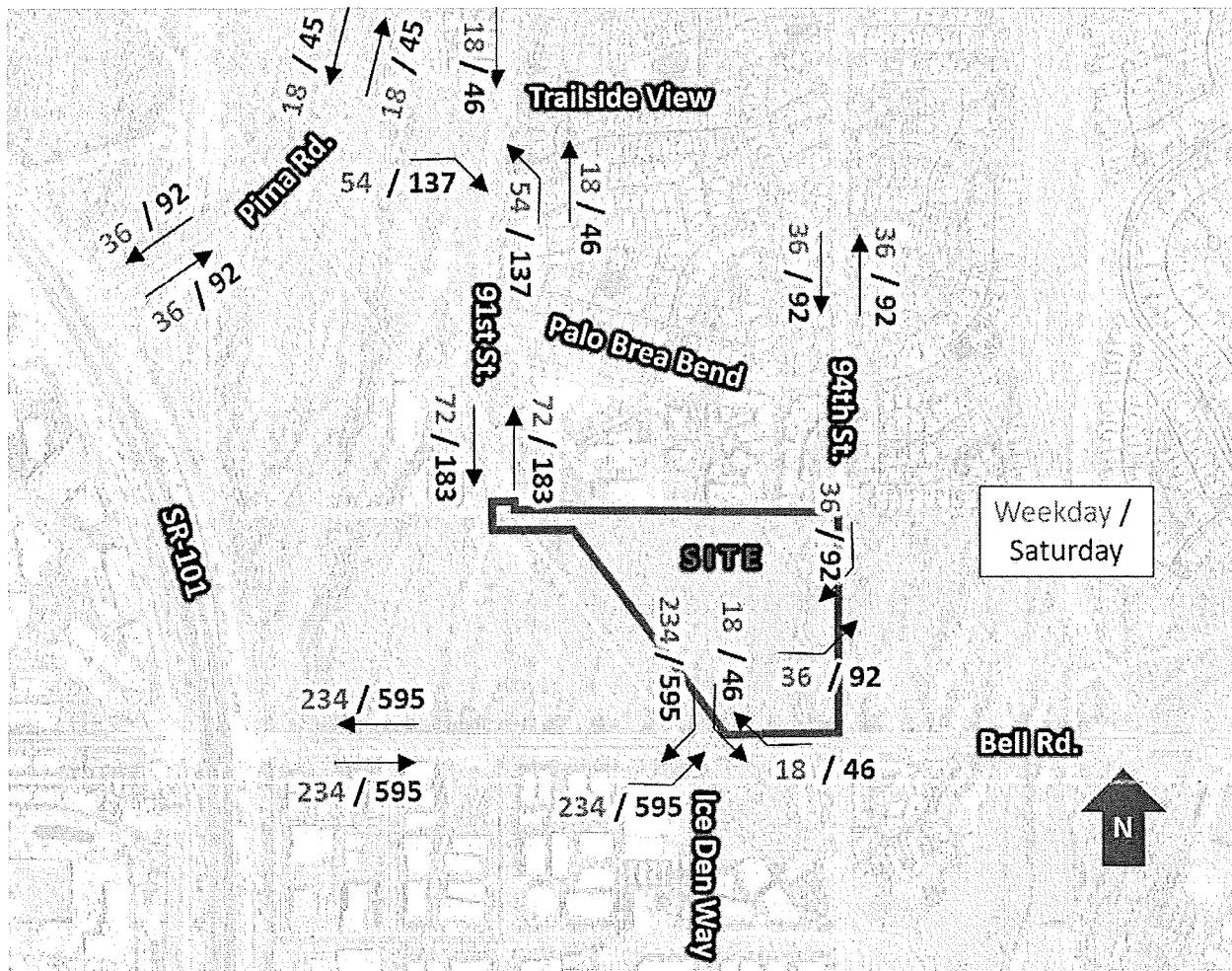


Figure 12: Study Area Site-Generated Daily Traffic Volumes



Total traffic volume, including existing plus predicted site traffic, are shown in the next series of figures. However, daily volumes in these figures are limited to the three locations where four-day data collection was conducted as part of this study. Hourly volumes are available at these three locations plus the Ice Den Way intersection, subject to the assumptions discussed earlier. All of the subsequent figures include the 25 percent increase in collected traffic volume to account for pandemic-related traffic reductions. Figure 13 presents expected total hourly traffic volumes in the study area, and Figure 14 presents hourly volumes at the Ice Den Way intersection. Figure 15 presents expected total daily traffic volume in the study area.

Figure 13: Total Future Study Area Peak Hour Traffic Volumes

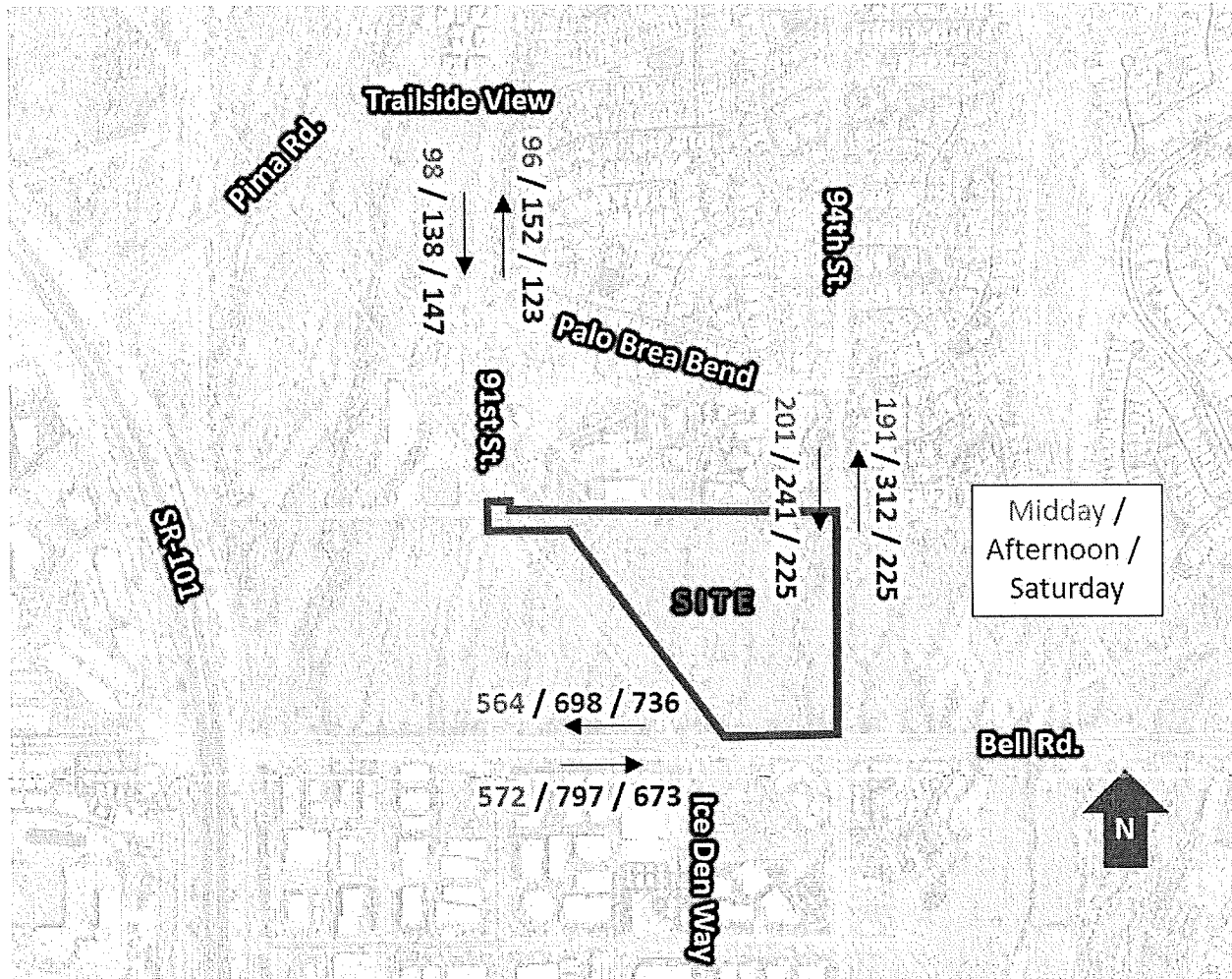


Figure 14: Total Future Peak Hour Traffic Volumes at Bell Road and Ice Den Way

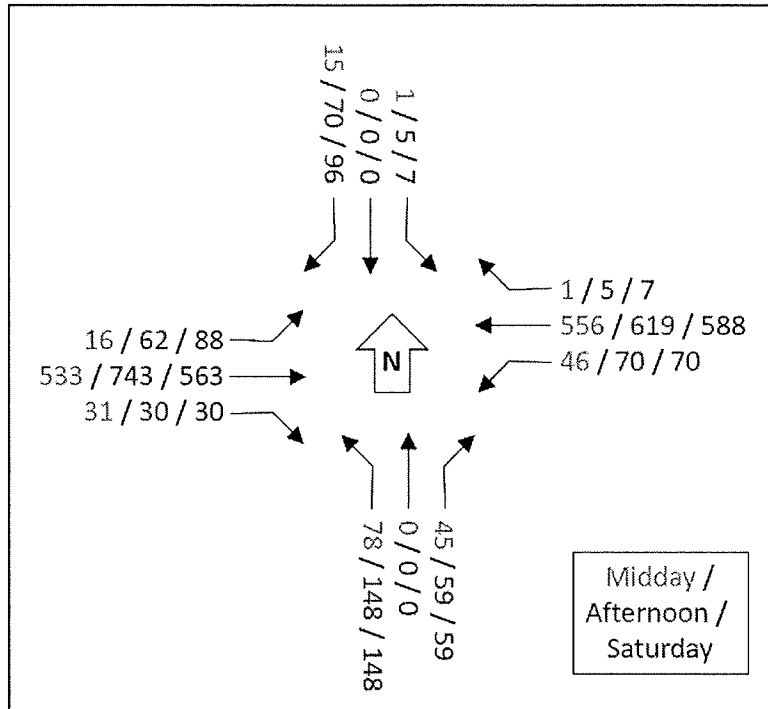
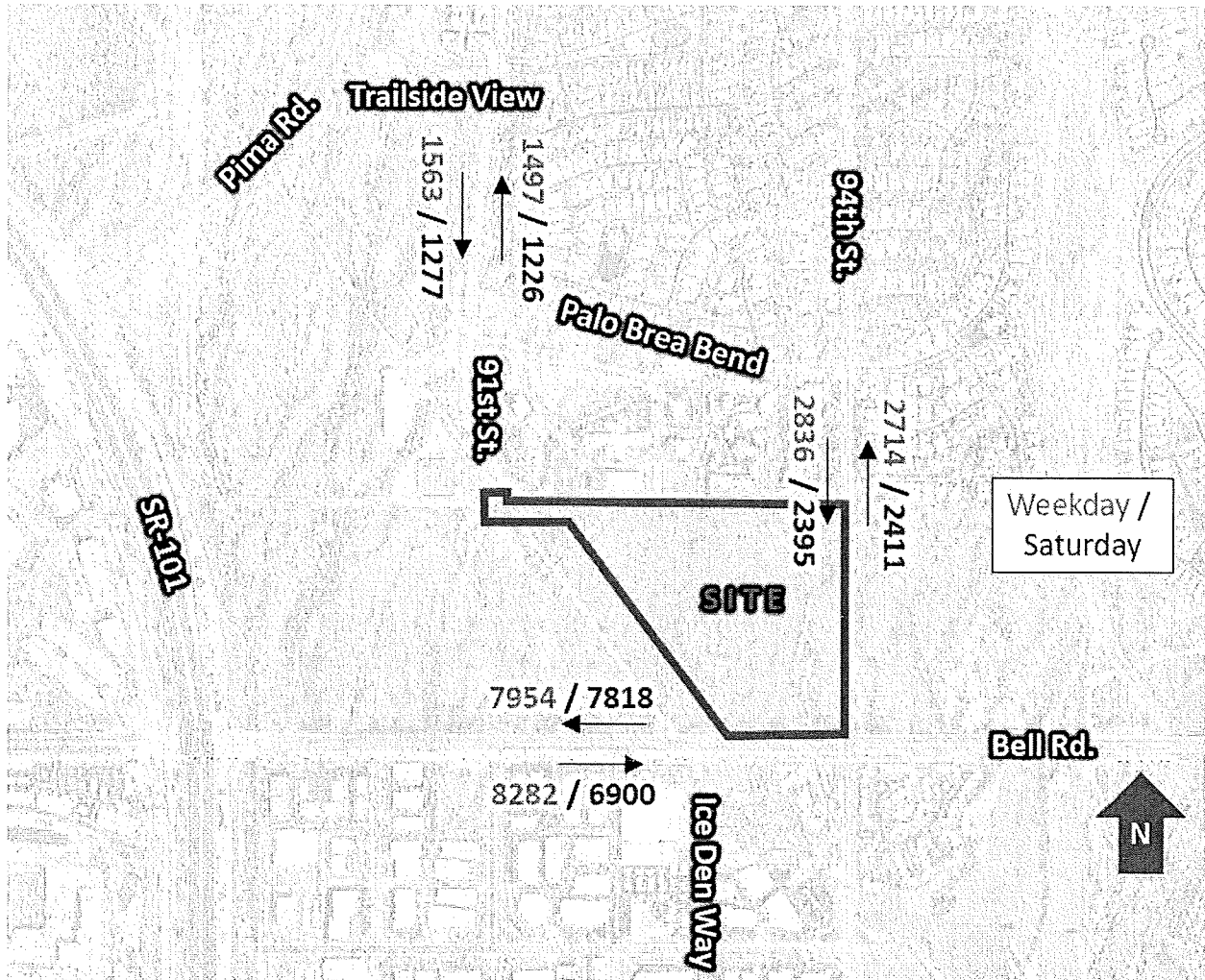


Figure 15: Total Future Study Area Daily Traffic Volumes



5.3 Traffic Operations

5.3.1 Bell Road/Ice Den Way

The traffic operational characteristics of the intersection of Bell Road and Ice Den Way were evaluated using Synchro software, version 10, which implements the methodologies of the *Highway Capacity Manual* (HCM), 6th edition. The analysis is based on the volumes presented above, along with existing and proposed lane configuration data.

To provide an indication of intersection performance, intersections are typically reported in terms of Levels of Service (LOS). Unsignalized two-way-stop-controlled (TWSC) intersection analysis is based on the minor street approach or critical movement, whichever is applicable. The capacity criteria for unsignalized intersection analysis are presented in Table 5.

Table 5. Level of Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Average Control Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operation. The HCM offers the following in Chapter 19:

“For a typical major street with two lanes in each direction and an average traffic volume in the range of 15,000 to 20,000 vehicles/day (roughly equivalent to a peak hour flow rate of 1,500 to 2,000 vehicles/hour), the delay equation will predict greater than 50s of delay (LOS F) for many urban two-way-stop-controlled (TWSC) intersections that allow minor-street left-turn movements. LOS F will be predicted regardless of the volume of minor-street left-turning traffic. Even with a LOS F estimate, most low-volume minor-street approaches would not meet any of the volume or delay warrants for signalization noted in the *Manual on Uniform Traffic Control Devices*. As a result, analysts who use the HCM LOS thresholds as the sole measure to determine the design accuracy of TWSC intersections should do so with caution. In evaluating the overall performance of TWSC intersections, it is important to consider measures of effectiveness such as volume-to-capacity ratios for individual movements, average queue lengths, and 95th percentile queue lengths in addition to considering delay. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor-street left-turn, users may make less effective traffic control decisions.”

Considering the above guidance, for the purposes of this study, TWSC movements operating at LOS E or F with v/c ratios under 0.80 and acceptable queue lengths will be considered as operating at an acceptable level when the side street traffic volumes do not warrant a traffic signal.

The intersection was evaluated for both existing conditions, as a 3-leg intersection, and future conditions, as a 4-leg intersection with the north leg accessing the site. Traffic volume on Bell Road was assumed to be constant between the two scenarios. It is possible that traffic volume may increase on Bell Road in the future, but any increase is expected to be small in percentage terms in the relatively short time prior to construction of the subject site. Likewise, no changes were assumed in traffic turning to and from the south on Ice Den Way.

It is likely that traffic volume making a left-turn into the site from Bell Road is likely to decline once the street infrastructure (notably, 94th Street) in the area is completed.

Table 6 shows a summary of the traffic operational results of the two scenarios, and complete results can be found in Appendix C. Note that as a TWSC-controlled intersection, delay and level of service values are only provided for the stop-controlled movements, not the mainline movements, which are free-flow.

Table 6. Level of Service and Delay (seconds) at Bell Road and Ice Den Way

Movement	Existing			With Site		
	Weekday		Sat	Weekday		Sat
	Midday	PM		Midday	PM	
NBL	B (12)	C (16)	B (14)	B (12)	C (19)	C (21)
NBR	A (9)	A (10)	A (10)	A (9)	A (10)	A (10)
SBL	Not applicable			B (12)	B (14)	B (14)
SBR				A (9)	A (10)	A (10)

Table 6 shows that all movements appear to operate with low delay, LOS C conditions or better, in both existing and future scenarios during all three time periods evaluated. Attainment of this LOS and delay result relies on accounting for the gaps created by the adjacent traffic signals at 91st and 94th Street, a methodology permitted by the 6th edition of the HCM. Operational parameters at the intersection, including queue length and v/c ratio, are reasonable in all scenarios evaluated.

Traffic generated by the site is expected to increase average delay for the northbound left-turn movement during afternoon and Saturday peak hours. The increase in delay is expected to be minor, about 3 seconds per vehicle, in the weekday afternoon peak hour, and reach as high as 7 seconds per vehicle during the Saturday peak hour. The movement is expected to remain at LOS C in all cases, considered operationally reasonable, although the increased delay is likely to be notable to travelers, particularly when combined with the removal of the merge lane to facilitate two-stage left turns.

The volume of traffic at the intersection, including conflicting through and left-turn movements, is relatively high, particularly noting nearly 100 westbound left turns and over 100 northbound left turns during the peak hour on Saturday. The use of recreational fields can cause sharp traffic peaking patterns, in which traffic may arrive at an intersection in a crush rather than uniformly distributed throughout the peak hour. During these crush times, it is likely that delays may be greater than predicted by the Synchro analysis.

When delays are excessive, motorists may consider one of a few actions:

- Motorists may avoid making left turns, particularly outbound lefts. They may reroute to a right turn followed by a U-turn, or some other alternative route.
- Motorists may choose to use the 91st Street access point to the parking lot.
- Motorists may choose to use the 94th Street parking lot.
- Motorists may change their time or mode of travel.

It is not recommended that mitigation measures to address this potential conflict be incorporated into the project, noting the lack of confidence in the trip generation forecast and the potential for motorists to consider alternative actions if delays increase. Rather, the city may wish to monitor operations at the intersection after opening to confirm the operational characteristics.

5.3.2 94th Street

The predicted site volumes entering and exiting the 94th Street site parking lot are very low, reaching only as high as 15 vehicles per hour (vph) on Saturday, distributed between the two site access points. The small 85-space capacity of the parking lot also limits the traffic volume that will access the lot via 94th Street. Low site volumes and modest existing traffic on 94th Street suggest that the site access points will operate without excessive delay to traffic exiting the parking lot.

The city asked that this study consider whether the 94th Street parking lot should be configured with one-way operation to concentrate exiting and entering traffic at different points rather than introduce these conflicting movements at two points. A one-way configuration would likely operate satisfactorily, but two-way traffic is recommended. The low traffic volume, modest parking lot capacity, and adequate 450-foot separation between the two driveways suggest that conflicts will be manageable with a two-way configuration. One-way operation would introduce the following disadvantages:

- It is often difficult to enforce one-way operation in low-volume conditions. Drivers tend to take the shortest path to their destination even when the path conflicts with signs and pavement markings indicating a one-way route. Unenforced one-way operation can result in head-on conflicts.
- Additional signing and pavement marking would be required, introducing both capital and ongoing maintenance expense to ensure the traffic control devices remain highly visible.
- Drivers are most likely to comply with one-way parking aisles when angled parking, rather than perpendicular parking, is used. However, angled parking stalls would strongly discourage users from backing in to parking spaces, which is likely to be preferred by many users to load and unload athletic equipment from the rear of vehicles.

5.3.3 91st Street

The 91st Street access point is expected to operate with no conflicts, considering that 91st Street will end at the site access point immediately after opening.

Site traffic entering and exiting via 91st Street also will traverse additional nearby intersections. Traffic volumes were not collected at these intersections, so it is not possible to conduct detailed traffic operational analyses. However, the following qualitative observations are provided about each of the intersections with a potential to accommodate site traffic:

- *Trailside View and 91st Street.* This intersection is two-way stop controlled, with dedicated turn lanes for traffic destined to and from the site (northbound left and eastbound right). Anticipated site traffic volumes at the intersection are low, suggesting that it is not likely to require any site-related mitigation measures. However, the intersection may be a candidate for a roundabout or a mini-roundabout as traffic volumes increase.

- *Trailside View and Pima Road.* Pima Road is a 6-lane arterial that carries high volume, providing access to SR 101. Trailside View intersects Pima Road at a minor-street stop-controlled intersection, with dedicated left- and right-turn lanes on westbound Trailside View. According to the City of Scottsdale, a traffic signal has been requested at this intersection. The amount of site traffic predicted to use the intersection is very low during peak hours, reaching no more than 20 vph, so it is unlikely that the site would cause the intersection to meet a traffic signal warrant. However, it is unknown whether the intersection already meets traffic signal warrants or if a traffic signal would be beneficial to overall operations. The configuration of the intersection and the width of Pima Road suggest that a traffic signal may be a logical mitigation measure if delay is excessive under minor-street stop control. The city has engaged Lee Engineering to conduct a separate study of the intersection to determine if traffic signal control would be beneficial.
- *91st Street and Legacy Boulevard.* This intersection is signalized, with double northbound left-turn lanes and ample capacity on Legacy Boulevard. The traffic signal control allows the intersection to respond to changes in traffic patterns, and it is not expected to experience major changes in operational performance due to the low volume of site traffic that may use the intersection.

5.4 Turn Lanes

This section evaluates the necessity and appropriateness of turn lanes for each approach at each site access point.

5.4.1 Bell Road/Ice Den Way Intersection

Eastbound Left-Turn Lane

Scottsdale requires left-turn lanes at all intersections on major collectors and arterials.² An eastbound left-turn lane approaching the site is shown on the site plan, in conformance with this requirement. In all three time periods evaluated, the eastbound left-turn movement has a 95th percentile queue length less than one vehicle length, suggesting that a minimum-length turn bay is acceptable for the site. The site plan shows a full-width left-turn bay about 175 feet long, which is suitable for site conditions.

Westbound Left-Turn Lane

The existing westbound left-turn lane is about 120 feet long, when measured along its full-width portion, plus a taper. The video data collection shows this turn bay to operate effectively at this length. Rarely is more than one car observed queued in the turn bay at the same time, even during peak hours, and vehicles that enter the bay tend to find a gap and turn quickly. The addition of the north leg to the intersection has little impact on the westbound left turn, because these vehicles must yield only to eastbound through traffic, which is not expected to change as a result of site development. The operational analysis results show that the westbound left-turn movement also has a 95th percentile queue less than one vehicle length, and as such, no changes to the westbound left-turn lane are necessary.

² Scottsdale Design Standards & Policies Manual, 2004 Update, Sec. 5-3.118 - E2, p. 21.

Eastbound Right-Turn Lane

The existing eastbound right-turn lane on Bell Road measures about 120 feet plus a short taper, which is acceptable for the modest right-turn volume entering Ice Den Way. The length complies with Scottsdale's minimum 100-foot length requirement for right-turn lanes,³ but it does not comply with the 150-foot "standard storage length." No changes to the existing turn lane are required, as this movement is not impacted by the proposed development.

Westbound Right-Turn Lane

The site plan proposes a right-turn lane with a 150-foot storage length plus a taper, in compliance with the city's "standard" length noted earlier. This design is sufficient to accommodate the volume of traffic making the movement.

5.4.2 94th Street

Northbound left turns into the small parking lot on 94th Street can be accommodated in the existing two-way left-turn lane.

The City of Scottsdale does not require right-turn lanes by policy on 94th Street since it is a minor collector street. Southbound right-turn lanes on collector streets are required when the following criteria are met:

- At least 5,000 vehicles per day are expected to use the street
- The 85th percentile speed on the street is at least 35 mph; or 45 mph for a two-lane (one lane each direction) roadway
- At least 30 vehicles will make right turns into the driveway during a one-hour period⁴

Raw traffic volume data collected on 94th Street is somewhat less than the 5,000 vpd threshold, with average weekday volume collected at 4,400 vpd. However, after increasing the volume by 25 percent to account for pandemic-related traffic reductions, as discussed earlier, the volume reaches about 5,100 vpd. Even if the 25 percent factor is not accurate, it is foreseeable that collected volume on 94th Street will increase above 5,000 vpd in the near term due to new development, so this criterion is considered met.

Actual travel speeds on 94th Street were not collected as part of this study. However, considering driver speed choice on other streets, it would not be surprising to find 85th percentile speeds of at least 45 mph on a street like 94th Street with a posted speed limit of 40 mph. This criterion is also considered to be met.

Southbound right-turn traffic volume entering the site from 94th Street is expected to reach about 14 vehicles per hour during the highest peak hour on Saturday. Since this volume is forecast to be considerably below the 30-vph threshold, a right-turn deceleration lane on 94th Street is not recommended.

³ Scottsdale Design Standards & Policies Manual, 2004 Update, Sec. 5-3.118 - E1, p. 21.

⁴ Scottsdale Design Standards & Policies Manual, 2004 Update, Sec. 5-3.206, p. 34.

5.4.3 91st Street

Upon initial construction, the north site driveway to 91st Street will access the street at its southern terminus, so there will be no conflicting movements that require turn lanes. Additional review of site access should be conducted if 91st Street is extended south to Bell Road in the future.

5.5 Sight Distance

All site access points should be designed to accommodate sight distance recommendations in *A Policy on Geometric Design of Highways and Streets*, published by the American Association of State Highway and Transportation Officials (AASHTO). A review of the site reveals that the roadways near the proposed access points are generally on horizontal tangent alignments with little vertical profile, suggesting that roadway elements are not likely to constrain sight distance. Existing native desert landscaping may need to be adjusted to ensure adequate sight distance.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The study has documented the following conclusions and recommendations:

- The proposed development consists of a set of six rectangular multi-use athletic fields on the northwest corner of Bell Road and 94th Street. A large parking lot, proposed to contain 530 parking spaces, is proposed to have access both from Bell Road and 91st Street west of the athletic fields. A smaller 85-space lot is proposed with two access points on 94th Street on the east side of the fields. The site's Bell Road access point would add a fourth (north) leg to the existing intersection of Ice Den Way, a private driveway.
- Traffic volume data collection shows that Bell Road, 91st Street, and 94th Street in the study area carry more traffic during the midday peak hour than the conventional morning commuter peak hour. Traffic conditions were evaluated for weekday midday and afternoon peak hours in addition to the Saturday peak hour. The City of Scottsdale requested that collected traffic volume be increased by 25 percent to account for traffic reductions due to the coronavirus pandemic.
- Crash data showed no notable pattern of crashes adjacent to the site. The intersection of 94th Street and Bell Road has experienced about 5 crashes per year, a level that is not unusual considering its traffic volume.
- Site trip generation was forecast using two methods:
 - ITE Land Use Code #488 (Soccer Complex) is the most representative land-use code from the nationally-recognized *Trip Generation Manual*, but the manual has limited data for this land use.
 - The City of Scottsdale collected traffic data at a comparable nearby soccer complex, which showed somewhat higher levels of trip generation per field than the ITE method during most time periods evaluated. To ensure a conservative analysis, the higher Scottsdale values were used in the study.

- The selected trip generation method projects the site will generate the most trips on Saturday, with about 1,800 site vehicles per day and about 280 trips during the peak hour. Weekday trips are forecast at about 720 trips per day and 200 trips during the higher-volume afternoon peak hour. A daily trip forecast is not available for Sunday, but Sunday peak-hour volume is forecast at about 230 trips.
- Site trip distribution assumes most trips (65 percent) will arrive and depart to and from the west on Bell Road, considering its ease of access to SR-101. The 91st Street access point is expected to account for about 20 percent of site trips via both Pima Road and its interchange with SR 101. Other routes approaching the site are likely mostly limited to local trips with origins no more than about two miles from the site.
- The traffic operational analysis of the Bell Road/Ice Den Way intersection shows that stop-controlled movements operate at mostly LOS A and B conditions today, and all movements are expected to operate at LOS C or better with the athletic fields in place, overall very good operational performance.
- Two-way traffic flow is recommended in the small (94th Street) parking lot.
- It is unlikely that site-related traffic mitigation measures will be necessary at intersections north of Bell Road, including Trailside View intersections with 91st Street or Pima Road, and 91st Street and Legacy Boulevard, because of low site traffic assignment through these intersections. Traffic volume data was not collected at these intersections at the city's request. However, a traffic signal has been requested at the intersection of Pima Road at Trailside View. It is unknown whether the intersection currently meets any traffic signal warrants or if a traffic signal would improve the intersection's operations, but a traffic signal may be a logical mitigation measure for this intersection if delays become unacceptably high under minor-street stop control. The City of Scottsdale has engaged Lee Engineering to conduct a separate traffic signal study at this intersection.
- An eastbound left-turn lane and a westbound right-turn lane are required approaching the site driveway on Bell Road. No changes to existing turn bays would be required. No turn bays are required at the 91st Street or 94th Street access points; the existing TWLTL on 94th Street can be used for northbound left-turn access.

APPENDIX A: TRAFFIC VOLUME DATA

File Number: 2002056
 Route: N 94TH ST
 Location: Btwn BELL RD & E PALO BREA BEND

Direction: NB
 Latitude: 33.6433
 Longitude: -111.8784

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020				Average	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	0	30	1	36	2	56	1	42			1	41
00:15	0	37	1	37	2	32	1	31			1	34
00:30	0	37	2	50	0	44	2	30			1	40
00:45	1	36	0	39	2	38	2	30			1	36
01:00	1	37	1	37	1	35	4	23			2	33
01:15	1	34	0	47	1	31	2	24			1	34
01:30	0	31	1	39	1	44	1	37			1	38
01:45	0	38	0	32	1	35	0	30			0	34
02:00	1	33	1	40	0	53	1	35			1	40
02:15	0	36	1	50	1	32	1	29			1	37
02:30	0	34	0	33	1	36	0	25			0	32
02:45	0	41	0	47	0	31	2	22			1	35
03:00	0	50	1	45	0	34	0	27			0	39
03:15	1	54	0	54	0	35	0	42			0	46
03:30	2	48	0	40	0	38	0	25			1	38
03:45	1	36	0	53	0	22	0	26			0	34
04:00	0	45	0	38	0	20	0	27			0	33
04:15	1	51	1	62	1	36	0	29			1	45
04:30	1	58	3	60	0	33	1	27			1	45
04:45	1	66	0	47	0	41	1	22			1	44
05:00	5	65	2	49	0	42	0	26			2	46
05:15	5	61	4	61	4	30	2	34			4	47
05:30	5	72	6	49	7	31	1	25			5	44
05:45	5	51	6	47	4	40	2	39			4	44
06:00	19	48	10	52	5	24	1	20			9	36
06:15	13	35	12	41	7	34	7	24			10	34
06:30	25	49	18	36	6	26	7	28			14	35
06:45	23	41	8	42	13	24	6	22			13	32
07:00	17	33	23	20	15	32	5	18			15	26
07:15	25	36	19	21	19	20	9	18			18	24
07:30	22	29	24	23	20	15	14	14			20	20
07:45	23	35	14	21	19	30	10	12			17	25
08:00	33	20	25	23	21	13	9	17			22	18
08:15	28	13	30	15	15	24	11	12			21	16
08:30	18	18	18	22	21	18	10	11			17	17
08:45	21	11	35	16	22	13	21	10			25	13
09:00	22	11	24	16	27	12	15	8			22	12
09:15	23	10	22	13	31	1	19	5			24	7
09:30	21	8	24	9	17	10	29	6			23	8
09:45	19	8	30	10	27	13	34	3			28	9
10:00	22	4	22	10	31	10	26	3			25	7
10:15	22	4	27	11	36	8	23	1			27	6
10:30	27	10	33	7	26	7	25	2			28	7
10:45	31	2	34	5	38	6	33	1			34	4
11:00	23	1	26	8	44	4	26	3			30	4
11:15	49	1	37	5	46	10	17	1			37	4
11:30	32	0	46	1	51	6	33	0			41	2
11:45	38	1	33	3	40	1	34	0			36	1
Totals	627	1509	625	1522	625	1230	448	946	0	0	581	1302
Day Total	2136		2147		1855		1394		0		1883	
AM Pct	29.4%		29.1%		33.7%		32.1%				30.9%	
Peak Hour	11:15	16:45	11:45	16:15	11:15	12:00	11:30	12:00			11:15	16:30
Peak Volume	149	264	156	218	193	170	140	133			155	181

File Number: 2002057
Route: N 94TH ST
Location: Btwn BELL RD & E PALO BREA BEND

Direction: SB
Latitude: 33.6433
Longitude: -111.8784

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020				Average	
Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	1	32	0	54	1	30	1	39			1	39
00:15	1	41	0	34	5	51	4	30			3	39
00:30	1	41	0	30	1	34	4	25			2	33
00:45	0	37	0	35	1	43	2	35			1	38
01:00	0	27	0	41	0	39	1	31			0	35
01:15	0	34	0	31	0	48	0	22			0	34
01:30	0	30	0	35	1	30	0	33			0	32
01:45	0	47	0	43	0	28	0	38			0	39
02:00	0	37	1	37	1	45	0	27			1	37
02:15	0	53	0	49	0	34	3	25			1	40
02:30	0	43	0	49	0	37	0	31			0	40
02:45	2	36	1	48	0	29	0	22			1	34
03:00	0	52	0	53	0	37	0	22			0	41
03:15	2	54	0	57	0	29	0	21			1	40
03:30	0	49	0	49	1	32	0	23			0	38
03:45	2	44	1	53	1	29	0	21			1	37
04:00	1	49	1	51	0	22	1	25			1	37
04:15	3	54	2	60	0	29	1	28			2	43
04:30	4	40	2	47	1	33	1	33			2	38
04:45	9	45	3	48	0	38	1	21			3	38
05:00	15	50	6	43	3	24	2	21			7	35
05:15	15	40	11	44	1	21	0	27			7	33
05:30	14	52	7	47	7	36	1	26			7	40
05:45	12	62	9	32	10	27	8	25			10	37
06:00	15	29	10	32	3	35	8	22			9	30
06:15	11	40	14	23	8	23	4	23			9	27
06:30	21	18	12	19	11	23	8	16			13	19
06:45	21	42	22	25	18	28	7	10			17	26
07:00	37	22	22	24	21	18	13	13			23	19
07:15	35	21	40	14	11	9	11	16			24	15
07:30	50	15	40	22	18	19	10	11			30	17
07:45	41	10	35	17	29	17	20	4			31	12
08:00	40	18	41	12	22	16	12	10			29	14
08:15	40	17	43	15	19	13	15	9			29	14
08:30	36	8	42	9	24	5	19	9			30	8
08:45	42	10	59	14	38	9	26	9			41	11
09:00	38	7	34	7	33	7	16	9			30	8
09:15	36	5	29	5	34	7	29	6			32	6
09:30	42	1	37	8	32	10	21	3			33	6
09:45	46	4	53	10	45	7	29	1			43	6
10:00	37	4	28	8	41	4	29	0			34	4
10:15	37	1	49	2	42	4	38	3			42	3
10:30	27	7	35	6	30	6	28	1			30	5
10:45	40	4	37	4	54	6	39	1			43	4
11:00	27	1	30	2	45	3	33	0			34	2
11:15	39	3	34	3	41	8	28	1			36	4
11:30	37	0	33	2	38	6	37	0			36	2
11:45	53	0	34	4	62	1	34	0			46	1
Totals	930	1336	857	1357	753	1089	544	828	0	0	771	1153
Day Total	2266		2214		1842		1372		0		1924	
AM Pct	41.0%		38.7%		40.9%		39.7%				40.1%	
Peak Hour	7:30	17:00	8:00	15:30	11:00	12:15	11:30	12:00			11:30	15:00
Peak Volume	171	204	185	213	186	167	140	129			160	156

File Number: 2002058
 Route: BELL RD
 Location: Btwn N91ST ST & N 94TH ST

Direction: EB
 Latitude: 33.6401
 Longitude: -111.8823

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020				Average	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	2	97	4	99	12	133	7	87			6	104
00:15	2	102	2	117	7	125	4	73			4	104
00:30	1	88	5	117	4	106	7	104			4	104
00:45	1	108	3	116	5	104	6	71			4	100
01:00	3	101	0	119	8	86	5	83			4	97
01:15	5	113	0	122	4	105	5	86			4	107
01:30	0	84	3	103	3	101	3	76			2	91
01:45	0	122	0	120	3	101	3	80			2	106
02:00	2	99	0	108	1	106	2	82			1	99
02:15	0	108	1	113	1	61	2	71			1	88
02:30	1	102	1	98	5	84	2	76			2	90
02:45	3	114	1	128	1	91	3	93			2	107
03:00	3	103	2	126	1	88	0	94			2	103
03:15	3	131	0	108	3	89	1	64			2	98
03:30	5	123	1	120	0	104	0	80			2	107
03:45	4	132	4	128	0	79	2	54			3	98
04:00	4	130	5	129	1	81	1	93			3	108
04:15	3	129	1	145	2	98	1	106			2	120
04:30	8	156	7	132	3	85	2	79			5	113
04:45	16	147	11	137	4	88	3	90			9	116
05:00	27	146	17	153	9	93	3	72			14	116
05:15	46	133	31	134	15	93	14	80			27	110
05:30	28	192	31	134	25	97	18	70			26	123
05:45	51	120	42	127	24	79	17	61			34	97
06:00	43	122	49	137	22	85	12	71			32	104
06:15	46	102	43	107	17	93	15	64			30	92
06:30	62	110	59	101	28	75	22	72			43	90
06:45	89	99	84	88	25	86	21	55			55	82
07:00	91	101	93	74	35	74	19	39			60	72
07:15	93	71	104	78	41	59	25	44			66	63
07:30	99	77	74	73	52	54	38	50			66	64
07:45	103	70	92	51	63	49	33	33			73	51
08:00	114	53	112	71	60	61	44	37			83	56
08:15	111	41	104	44	73	37	45	30			83	38
08:30	91	37	98	39	62	33	38	17			72	32
08:45	114	31	116	28	75	27	51	18			89	26
09:00	99	33	110	28	64	29	53	29			82	30
09:15	89	19	99	25	70	20	52	21			78	21
09:30	100	20	80	19	86	30	60	15			82	21
09:45	118	10	100	33	98	28	56	14			93	21
10:00	93	11	84	24	107	21	68	16			88	18
10:15	95	9	83	23	89	24	76	9			86	16
10:30	78	12	92	25	80	16	69	11			80	16
10:45	100	4	107	17	92	14	98	6			99	10
11:00	109	9	108	10	118	13	67	9			101	10
11:15	104	5	96	11	120	14	86	4			102	9
11:30	127	2	112	10	87	6	76	3			101	5
11:45	114	3	119	6	105	9	101	5			110	6
Totals	2500	3931	2390	4055	1810	3234	1336	2597	0	0	2009	3454
Day Total	6431		6445		5044		3933		0		5463	
AM Pct	38.9%		37.1%		35.9%		34.0%				36.8%	
Peak Hour	11:00	16:45	11:45	16:15	11:45	12:00	11:45	16:00			11:45	16:45
Peak Volume	454	618	452	567	469	468	365	368			422	465

File Number: 2002059
 Route: BELL RD
 Location: Btwn N91ST ST & N 94TH ST

Direction: WB
 Latitude: 33.6401
 Longitude: -111.8823

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020		Average			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
00:00	2	125	3	101	7	122	12	111	6	115		
00:15	2	130	3	107	1	130	5	95	3	116		
00:30	3	117	1	95	2	123	6	98	3	108		
00:45	0	128	4	104	0	137	7	98	3	117		
01:00	0	122	3	90	0	113	1	116	1	110		
01:15	0	127	3	93	2	119	2	105	2	111		
01:30	0	111	0	99	5	122	0	92	1	106		
01:45	0	113	1	97	3	120	2	98	2	107		
02:00	5	114	0	92	1	126	1	115	2	112		
02:15	2	119	0	93	2	104	6	72	3	97		
02:30	0	125	0	124	3	98	1	88	1	109		
02:45	1	119	4	135	3	96	0	89	2	110		
03:00	0	138	0	108	0	113	2	90	1	112		
03:15	1	137	6	140	0	84	5	97	3	115		
03:30	4	134	0	124	5	125	2	64	3	112		
03:45	4	154	6	137	1	103	1	71	3	116		
04:00	4	138	3	120	2	98	0	65	2	105		
04:15	5	126	12	155	0	106	0	70	4	114		
04:30	8	135	10	127	0	78	3	75	5	104		
04:45	8	140	4	91	5	124	4	61	5	104		
05:00	19	156	19	138	9	81	3	60	13	109		
05:15	14	130	9	165	5	87	6	67	9	112		
05:30	31	125	30	59	22	76	10	72	23	83		
05:45	28	139	25	75	16	89	12	49	20	88		
06:00	35	127	15	179	19	103	20	62	22	118		
06:15	46	107	36	91	21	93	15	57	30	87		
06:30	60	86	32	31	25	70	12	59	32	62		
06:45	78	107	70	16	43	70	19	36	53	57		
07:00	92	77	43	12	41	73	22	41	50	51		
07:15	94	116	55	77	38	59	34	41	55	73		
07:30	123	71	88	114	68	96	41	42	80	81		
07:45	118	68	69	39	74	51	48	23	77	45		
08:00	121	57	84	29	52	36	38	30	74	38		
08:15	98	73	63	27	83	45	63	26	77	43		
08:30	136	33	71	45	85	40	57	19	87	34		
08:45	123	45	79	69	87	31	62	29	88	44		
09:00	96	41	68	35	92	36	51	26	77	35		
09:15	103	41	74	19	100	25	75	18	88	26		
09:30	104	24	74	14	102	37	114	23	99	25		
09:45	114	20	94	16	124	51	81	15	103	26		
10:00	113	27	88	0	116	40	106	11	106	20		
10:15	95	17	114	12	109	18	109	15	107	16		
10:30	122	15	81	6	106	22	99	12	102	14		
10:45	139	20	95	10	119	22	115	3	117	14		
11:00	100	9	86	0	120	12	109	0	104	5		
11:15	109	11	86	9	142	26	105	3	111	12		
11:30	134	1	88	7	143	7	101	1	117	4		
11:45	124	0	110	3	124	14	122	2	120	5		
Totals	2618	4295	1909	3529	2127	3651	1709	2612	0	0	2091	3522
Day Total	6913		5438		5778		4321		0		5613	
AM Pct	37.9%		35.1%		36.8%		39.6%				37.3%	
Peak Hour	11:30	15:00	11:45	15:45	11:15	12:00	11:15	12:30	11:30	12:00		
Peak Volume	513	563	413	539	531	512	439	417	467	455		

File Number: 2002060
 Route: N 91ST ST
 Location: Btwn E TRAILSIDE VIEW & E PALO BREA BEND

Direction: NB
 Latitude: 33.6482
 Longitude: -111.8852

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020				Average	
	Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
00:00	0	17	1	29	1	27	0	21			1	24
00:15	0	22	0	15	0	10	0	31			0	20
00:30	0	19	0	21	2	21	2	16			1	19
00:45	0	12	0	20	0	17	1	10			0	15
01:00	1	15	0	25	0	16	1	21			1	19
01:15	0	18	1	19	4	28	0	14			1	20
01:30	0	15	0	14	0	27	0	10			0	17
01:45	0	20	0	29	1	9	1	9			1	17
02:00	0	16	1	18	0	8	2	14			1	14
02:15	0	15	0	30	3	25	0	20			1	23
02:30	0	20	0	27	0	37	0	12			0	24
02:45	1	12	2	11	1	13	1	8			1	11
03:00	1	24	1	22	1	10	0	12			1	17
03:15	1	28	0	15	2	12	0	11			1	17
03:30	3	24	0	28	1	9	0	6			1	17
03:45	0	16	1	26	0	6	1	9			1	14
04:00	0	26	0	31	0	11	0	14			0	21
04:15	0	28	7	31	1	7	0	14			2	20
04:30	1	19	3	34	0	14	0	18			1	21
04:45	5	34	1	22	0	15	0	8			2	20
05:00	5	24	2	17	0	8	2	8			2	14
05:15	4	27	4	20	6	18	1	11			4	19
05:30	5	43	6	21	3	15	2	12			4	23
05:45	4	27	9	21	3	11	1	13			4	18
06:00	17	28	8	23	5	17	5	20			9	22
06:15	15	14	9	12	7	9	5	12			9	12
06:30	8	18	15	19	5	7	12	17			10	15
06:45	11	24	9	19	7	13	9	7			9	16
07:00	18	13	11	11	7	19	2	8			10	13
07:15	15	15	18	13	7	9	4	4			11	10
07:30	15	7	18	14	9	3	2	9			11	8
07:45	19	7	12	12	11	8	8	3			13	8
08:00	17	13	17	8	6	1	10	7			13	7
08:15	20	32	19	13	13	7	5	8			14	15
08:30	15	4	12	7	8	2	1	3			9	4
08:45	18	4	9	10	9	0	7	5			11	5
09:00	19	5	15	4	21	7	7	3			16	5
09:15	10	2	9	6	10	3	7	1			9	3
09:30	17	3	12	3	21	5	17	1			17	3
09:45	22	1	17	1	14	2	13	3			17	2
10:00	16	1	16	2	23	4	10	0			16	2
10:15	14	0	12	3	14	2	13	2			13	2
10:30	16	5	15	4	12	1	17	1			15	3
10:45	16	1	26	5	21	6	19	1			21	3
11:00	24	1	11	2	21	5	18	2			19	3
11:15	18	2	12	4	20	2	13	0			16	2
11:30	17	1	18	1	12	1	15	1			16	1
11:45	16	1	29	2	12	3	19	0			19	2
Totals	424	723	388	744	324	510	253	440	0	0	347	604
Day Total	1147		1132		834		693		0		952	
AM Pct	37.0%		34.3%		38.8%		36.5%				36.5%	
Peak Hour	10:45	16:45	11:45	15:45	10:30	12:45	11:45	12:00			11:45	17:15
Peak Volume	75	128	94	122	74	88	87	78			81	82

File Number: 2002061
 Route: N 91ST ST
 Location: Btwn E TRAILSIDE VIEW & E PALO BREA BEND

Direction: SB
 Latitude: 33.6482
 Longitude: -111.8852

Count Date	8/27/2020		8/28/2020		8/29/2020		8/30/2020				Average	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	0	17	0	23	2	18	1	23			1	20
00:15	2	15	0	16	2	21	3	14			2	17
00:30	0	19	0	18	2	26	5	20			2	21
00:45	0	10	2	15	0	26	0	24			1	19
01:00	0	16	0	13	1	20	1	12			1	15
01:15	0	16	0	17	1	24	0	9			0	17
01:30	0	19	0	20	0	12	0	8			0	15
01:45	0	27	1	24	4	16	1	13			2	20
02:00	0	13	1	9	2	8	1	32			1	16
02:15	0	20	0	17	2	19	0	5			1	15
02:30	0	17	2	23	0	15	0	5			1	15
02:45	0	18	0	21	1	8	1	9			1	14
03:00	3	26	1	27	0	12	3	18			2	21
03:15	3	37	4	26	2	8	0	14			2	21
03:30	4	24	0	15	0	9	1	9			1	14
03:45	0	20	1	20	0	14	1	13			1	17
04:00	4	13	6	30	1	8	1	15			3	17
04:15	2	28	2	18	0	11	0	14			1	18
04:30	2	24	1	20	0	11	0	10			1	16
04:45	6	19	8	13	0	19	0	14			4	16
05:00	8	23	4	13	1	14	3	11			4	15
05:15	14	28	13	18	0	17	2	12			7	19
05:30	10	30	5	26	3	16	0	10			5	21
05:45	19	44	16	32	12	20	10	14			14	28
06:00	16	14	16	17	7	13	3	9			11	13
06:15	8	15	10	14	9	12	2	10			7	13
06:30	14	15	16	11	6	13	7	8			11	12
06:45	21	20	23	18	7	9	1	7			13	14
07:00	23	12	14	13	6	7	3	10			12	11
07:15	19	9	24	7	9	10	5	8			14	9
07:30	17	16	23	8	12	6	11	7			16	9
07:45	26	11	34	8	19	8	11	8			23	9
08:00	20	13	20	13	4	8	4	4			12	10
08:15	22	9	23	7	6	10	3	6			14	8
08:30	18	5	17	8	9	3	8	5			13	5
08:45	25	6	27	4	14	10	5	3			18	6
09:00	19	8	16	2	16	7	3	6			14	6
09:15	20	2	14	8	11	4	11	5			14	5
09:30	5	2	19	9	21	4	11	3			14	5
09:45	23	4	20	4	14	3	12	1			17	3
10:00	16	2	16	8	12	3	15	0			15	3
10:15	19	1	14	2	14	4	23	3			18	3
10:30	21	2	21	2	19	5	12	3			18	3
10:45	14	1	19	4	19	3	17	2			17	3
11:00	22	0	17	5	12	2	12	1			16	2
11:15	15	2	28	1	13	3	18	0			19	2
11:30	13	0	16	1	24	4	14	1			17	2
11:45	17	0	19	2	32	1	16	0			21	1
Totals	510	692	533	650	351	524	261	438	0	0	414	576
Day Total	1202		1183		875		699		0		990	
AM Pct	42.4%		45.1%		40.1%		37.3%				41.8%	
Peak Hour	7:45	17:00	7:15	14:30	11:45	12:30	11:45	12:00			11:45	17:00
Peak Volume	86	125	101	97	97	96	73	81			79	82

APPENDIX B: CRASH DATA

IncidentID	IncidentDateTime	CollisionManner	LightCondition	TotalInjuries	TotalFatalities	TotalMotoristsInjuries	InjurySeverity	Onroad	CrossingFeature	Offset	Latitude	Longitude	IntersectionType	JunctionRelation	Weather	Offset Direction
3051751	1/16/2016 10:47	6	1	2	0	2	3	Bell Rd	94th St	-0.076	33.6400962	-111.87975	0	0	1	4
3054871	1/31/2016 15:54	1	1	0	0	0	1	Bell Rd	94th St	-0.095	33.6400963	-111.88008	0	0	2	0
3069271	3/26/2016 18:14	3	1	1	0	1	4	Bell Rd	94th St	-0.1	33.6400962	-111.88017	2	1	1	4
3087902	4/30/2016 16:45	4	1	0	0	0	1	Bell Rd	91st St	0.0379	33.6400921	-111.88428	0	0	2	2
3089519	5/12/2016 15:58	3	1	0	0	0	1	Bell Rd	94th St	0	33.6400951	-111.87844	1	1	1	0
3095209	5/25/2016 13:49	3	1	1	0	1	3	Bell Rd	94th St	0	33.6400951	-111.87844	1	1	1	0
3095227	5/26/2016 8:16	2	1	0	0	0	1	94th St	Bell Rd	0	33.6400951	-111.87844	1	1	1	0
3110396	7/16/2016 11:11	4	1	0	0	0	1	Bell Rd	91st St	-0.017	33.6400916	-111.88523	2	2	1	4
3198943	2/13/2017 11:37	2	1	1	0	1	2	Bell Rd	07 91ST ST C	-0.01	33.6400909	-111.88512	2	2	1	4
3206942	3/16/2017 13:37	3	1	2	0	2	3	Bell Rd	07 94TH ST	0	33.6400933	-111.87844	1	1	1	0
3218839	4/14/2017 10:25	2	1	0	0	0	1	94th St	07 BELL RD	0	33.6400933	-111.87844	1	2	1	0
3243085	5/30/2017 17:45	2	1	0	0	0	1	Bell Rd	07 94TH ST	-0.028	33.6400938	-111.87893	0	0	1	4
3274865	9/9/2017 23:09	1	4	1	0	1	2	Bell Rd	07 94TH ST	0	33.6400933	-111.87844	1	2	1	0
3278215	9/18/2017 10:29	1	1	1	0	1	3	Bell Rd	07 94TH ST	-0.002	33.6400934	-111.87847	1	2	1	4
3334984	1/8/2018 15:37	2	1	0	0	3	1	07 94TH ST	Bell Rd	0	33.6400985	-111.87845	1	1	1	0
3342524	2/2/2018 16:38	1	1	0	0	2	1	07 BELL RD	94th St	14	33.6400984	-111.8784	1	2	1	2
3349455	3/6/2018 6:47	3	1	2	0	2	3	07 BELL RD	94th St	0	33.6400985	-111.87845	1	1	1	0
3397725	7/22/2018 12:31	2	1	0	0	2	1	07 BELL RD	94th St	0	33.6400985	-111.87845	1	1	1	0
3397751	7/20/2018 8:22	2	1	0	0	2	1	07 94TH ST	Bell Rd	0	33.6400985	-111.87845	1	1	1	0
3408960	8/8/2018 19:53	3	4	0	0	3	1	07 BELL RD	94th St	0	33.6400985	-111.87845	1	1	4	0
3424614	9/24/2018 9:29	1	1	0	0	1	1	07 BELL RD	91st St	200	33.6400955	-111.88429	0	0	1	2
3460963	11/20/2018 7:22	4	1	0	0	5	1	07 BELL RD	94th St	-15	33.6400985	-111.8785	1	2	1	4

APPENDIX C: SYNCHRO ANALYSIS RESULTS

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	533	31	46	556	78	45
Future Vol, veh/h	533	31	46	556	78	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	579	34	50	604	85	49

Major/Minor

	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	613	0	998
Stage 1	-	-	-	-	596
Stage 2	-	-	-	-	402
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1284	-	*609
Stage 1	-	-	-	-	*816
Stage 2	-	-	-	-	*816
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	1284	-	*585
Mov Cap-2 Maneuver	-	-	-	-	*585
Stage 1	-	-	-	-	*816
Stage 2	-	-	-	-	*784

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.6	11.2
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	865	-	-	1284	-
HCM Lane V/C Ratio	0.145	0.057	-	-	0.039	-
HCM Control Delay (s)	12.2	9.4	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	743	30	70	619	148	59
Future Vol, veh/h	743	30	70	619	148	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	808	33	76	673	161	64

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	841
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1133
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	1
Mov Cap-1 Maneuver	-	-	1133
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	477	795	-	-	1133	-
HCM Lane V/C Ratio	0.337	0.081	-	-	0.067	-
HCM Control Delay (s)	16.3	9.9	-	-	8.4	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑↑	↑↑	↑↑	↑↑
Traffic Vol, veh/h	563	30	70	588	148	59
Future Vol, veh/h	563	30	70	588	148	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	60	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	612	33	76	639	161	64

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	645	0	1101
Stage 1	-	-	-	-	629
Stage 2	-	-	-	-	472
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1241	-	*609
Stage 1	-	-	-	-	*790
Stage 2	-	-	-	-	*816
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	1241	-	*572
Mov Cap-2 Maneuver	-	-	-	-	*572
Stage 1	-	-	-	-	*790
Stage 2	-	-	-	-	*766

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	865	-	-	1241	-
HCM Lane V/C Ratio	0.281	0.074	-	-	0.061	-
HCM Control Delay (s)	13.7	9.5	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	16	533	31	46	556	1	78	0	45	1	0	15
Future Vol, veh/h	16	533	31	46	556	1	78	0	45	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	125	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	579	34	50	604	1	85	0	49	1	0	16

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	605	0	0	613
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	*1293	-	-	1284
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	*1293	-	-	1284
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	11.3	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	574	865	*1293	-	-	1284	-	-	552	865
HCM Lane V/C Ratio	0.148	0.057	0.013	-	-	0.039	-	-	0.002	0.019
HCM Control Delay (s)	12.4	9.4	7.8	-	-	7.9	-	-	11.5	9.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	0	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
3: Ice Den Way & Bell Rd

11/03/2020

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	62	743	30	70	619	5	148	0	59	5	0	70
Future Vol, veh/h	62	743	30	70	619	5	148	0	59	5	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	125	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	808	33	76	673	5	161	0	64	5	0	76

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	678	0	0	841	0	0	1448	1789	421	1366	1803	339
Stage 1	-	-	-	-	-	-	959	959	-	828	828	-
Stage 2	-	-	-	-	-	-	489	830	-	538	975	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	*1241	-	-	1133	-	-	*511	212	*795	*511	205	*330
Stage 1	-	-	-	-	-	-	*559	529	-	*628	582	-
Stage 2	-	-	-	-	-	-	*782	581	-	*750	517	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1241	-	-	1133	-	-	*422	187	*795	*428	181	*830
Mov Cap-2 Maneuver	-	-	-	-	-	-	*422	187	-	*428	181	-
Stage 1	-	-	-	-	-	-	*529	500	-	*594	543	-
Stage 2	-	-	-	-	-	-	*663	542	-	*652	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.8	16.2	10
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	422	795	*1241	-	-	1133	-	-	428	830
HCM Lane V/C Ratio	0.381	0.081	0.054	-	-	0.067	-	-	0.013	0.092
HCM Control Delay (s)	18.7	9.9	8.1	-	-	8.4	-	-	13.5	9.8
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	1.8	0.3	0.2	-	-	0.2	-	-	0	0.3

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	
Traffic Vol, veh/h	88	563	30	70	588	7	148	0	59	7	0	96
Future Vol, veh/h	88	563	30	70	588	7	148	0	59	7	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	125	-	-	60	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	612	33	76	639	8	161	0	64	8	0	104

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	647	0	0	645
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	1238	-	-	1241
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	1	-	-	1
Mov Cap-1 Maneuver	1238	-	-	1241
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.9	17.7	10
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	385	865	1238	-	-	1241	-	-	406	865
HCM Lane V/C Ratio	0.418	0.074	0.077	-	-	0.061	-	-	0.019	0.121
HCM Control Delay (s)	20.9	9.5	8.2	-	-	8.1	-	-	14	9.7
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	2	0.2	0.3	-	-	0.2	-	-	0.1	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

TRAFFIC IMPACT ANALYSIS SUMMARY
Multi-Use Sports Fields
Northwest Corner 94th Street and Bell Road
10-UP-2020 (ballfields) and 14-UP-2020 (irrigation lake as an associated planning
action to the ballfield)

Summary Prepared by David Smith, COS Traffic Engineering
Traffic Impact Study Prepared by Randy Dittberner, Lee Engineering
Traffic Impact Study Status: Accepted

Existing Conditions:

Site Location – Northwest corner of 94th Street and Bell Road

Existing Development – Site is currently undeveloped ~37.5 acres; and is a proposed to be a multi-sport ballfield with six (6) fields.

Street Classifications –

- Bell Road is classified as a Minor Arterial.
- 94th Street is classified as a Minor Collector.
- 91st Street is classified as a Major Collector

Existing Street Conditions –

- Bell Road has two (2) travel lanes for each direction with a raised landscaped median.
- 94th Street has one (1) travel lanes for each direction with a two-way left-turn lane (TWLTL)
- 91st Street north of the site has one (1) travel lane each direction with a TWLTL that currently terminates into a cul-de-sac where the proposed connection to the ballfields is to occur.
- The intersection of 94th Street and Bell Road is signalized with the following lane configuration: north leg (southbound approach) – one (1) left, one (1) through, and one (1) right with a bike box in the right turn lane; south leg (northbound approach) two (2) left turn, one (1) through, and one (1) right turn lane with a bike lane; west leg (eastbound approach) – one (1) left, two (2) through, and one (1) right lane with bike lane; and east leg (westbound approach) – one (1) left, one (1) through, and one (1) through-shared right with bike lane.
- The intersection of Ice Den Way at Bell Road is a three (3) legged intersection with stop control on the south leg (northbound), no north leg, with a center pork chop island to channelize left-in and left-out turning movements. The south leg, while private, does have one (1) left turn lane and one (1) right turn lane.

Existing Volumes:

Roadway Segments		Traffic Study		COS TE		Rank of 323 segments	% Rank of 323 segments
		ADT	V/C (calculated)	ADT	V/C		
Bell Rd	L101 to 94th	--	--	17,000	0.50	187	Lower 42%
	91st to 94th	13,845*	0.41	--	--	214	Lower 34%
91st St	Trailside to Palo Brea Bend	2,450*	0.18	--	--	296	Lower 8%
94th St	Bell to Palo Brea Bend	4,800*	0.34	--	--	243	Lower 25%
	Bell to Legacy	--	--	6,200	0.44	206	Lower 36%

*Includes 25% increase from ADT's collected

Note: The traffic study added a 25% factor to the counts collected/background volumes to ensure a conservative analysis.

Existing Speed Limits –

- Bell Road has a 45-mph speed limit in the vicinity.
- 94th Street has a 40-mph speed limit in the vicinity.
- 91st Street has a 35-mph speed limit in the vicinity.
- Trailside View has a 25-mph speed limit in the vicinity.

Collision Information –

- The intersection of Bell Road and 94th Street accounted for 68% of collisions in the area during the three (3)-year period from 2016 to 2018. This equates to roughly five (5) collisions per year and is not atypical of a signalized intersection.
 - The collision rate, as published in the *2018 Traffic Volume and Collision Report*, was 0.64 for the intersection. This is slightly higher (approximately ten percent (10%)) than the citywide average of 0.58 for the reporting period.
- No discernable collision trend was identified along the adjacent project roadways/intersections with the intersection of Bell Road and 94th Street.
- As documented in the TIMA, there were zero (0) collisions during the three (3)-year analysis period within two-hundred fifty (250) feet of the Bell Road and Ice Den Way intersection.

Proposed Development:

Description - The proposed development plan consists of six (6) multi-use ballfields with two (2) surface parking lots. The larger parking lot serves as the main parking area and will consist of approximately five-hundred thirty (530) stalls along the western portion of the site with gated accesses to/from 91st Street and Bell Road. The smaller lot will consist of approximately eighty-five (85) parking stalls with access to/from 94th Street only along the eastern portion of the site.

Site Access – The project is proposing access from two (2) driveways along 94th Street (both bi-directional) and one (1) full access on Bell Road at the Ice Den Way alignment (that is currently a three (3) legged intersection with a pork chops providing channelized left turns) and one full access connection to 91st Street on

the northwest portion of the site. The Bell Road and 91st Street accesses will be gated.

Road Network Changes – The case proposes to construct an extension of the 91st Street alignment which will curve from a north-south street (existing) to an east-west connection to the park entrance serving the main surface parking lot.

TRIP GENERATION COMPARISON TABLE:

94th St & Bell Rd. Multi-Use Fields												
Land Use: (488) Soccer Complex												
# of Fields 6	Weekday Daily		Weekday AM Peak		Weekday PM Peak		Saturday Daily		Saturday Peak Hour		Sunday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Dir. Dist.	50%	50%	53%	47%	47%	53%	50%	50%	48%	52%	46%	54%
ITE Trip Rate	71.3		1.8		16.9		404.9		40.1		28.8	
Trips	214	214	6	5	48	54	1215	1215	115	125	79	93
	428		11		101		2429		241		173	

94th St & Bell Rd. Multi-Use Fields												
Actual Count Data (10/14-10/18 2020 - Sports Complex #1 Bell & Princess)												
# of Fields 6	**Weekday Daily		Weekday AM Peak		Weekday PM Peak		Saturday Daily		Saturday Peak Hour		Sunday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Dir. Dist.	50%	50%	53%	47%	47%	53%	50%	50%	48%	52%	46%	54%
Count Data	120		8		34		305		47		38	
Trips	360	360	25	23	96	108	915	915	135	147	105	123
	720		48		204		1830		282		228	

** Thur only

Traffic Analysis:

Intersection Level of Service – The two-way stop-controlled intersection of Bell Road and Ice Den Way will operate at an acceptable level of service for the midday, afternoon, and Saturday peak hours. While there may be clusters of time that briefly adversely impact the intersection operations, it is anticipated that sufficient gaps exist on Bell Road because of the up-stream and down-stream traffic signals, at 94th Street and 91st Street.

Additional Traffic Volumes – With the additional site generated traffic and the proposed site access, development of the site is estimated to increase daily traffic volumes along Bell Road by 470 trips during a weekday and 1,190 trips on the weekend; along 94th Street by 52 trips during a weekday and 184 trips on the weekend; and on 91st Street by 144 trips during a weekday and 366 trips on the weekend.

Additional Information:

The 91st Street alignment is anticipated to connect to Bell Road in the future with the development of the parcel(s) to the west of the project site. Further, the City will continue to monitor the proposed intersection of Bell Road and Ice Den Way to ensure continued safe and efficient operations.

Summary:

The site is currently vacant. The six planned soccer/multi-use fields are expected to generate a maximum of 720 daily trips, with 48 am peak hour trips and 204 pm peak hour trips. The fields are expected to generate 1,830 weekend trips with 282 peak hour trips occurring on Saturday and 228 peak hour trips occurring on Sunday. These numbers were more conservative than those published in ITE and as such, were used to provide a conservative analysis. The site will be served by four access points – a driveway at the end of 91st Street, two driveways on 94th Street, and a full-access driveway on Bell Road. The Bell Road median opening is currently designed to only allow access to and from the south. This median will be modified to allow full access to both the north and the south while still serving Bell Road traffic east and west. The site's limited frontage on Bell Road, a major wash located on the east side of the site, and field orientation on the site limit the locations where left-turn access can be provided to serve the main parking area. When 91st Street is extended to Bell Road this will provide additional full access to the site at the signalized intersection of Bell Road and 91st Street. Some area residents have expressed concerns about increasing traffic on 91st Street and 94th Street. Although some site generated traffic is anticipated to use these streets to access the parking areas, the volumes are relatively low – 366 Saturday daily trips on 91st Street and 184 Saturday daily trips on 94th Street. There have also been concerns expressed about the Pima Road and Trailside View intersection. Transportation staff is evaluating the need for a traffic signal at this location or considering other modifications to improve the operation of the unsignalized intersection.

With the site development an eight-foot wide sidewalk will be constructed along the 94th Street frontage. This will connect the existing sidewalk on the west side of 94th Street to Bell Road, providing a pedestrian and bicycle facility for the area residents to access the schools and businesses in the Horseman's Park area south of Bell Road. A ten-foot wide bike path will also be constructed through the site to provide a segment of the transmission line corridor bike path that will ultimately connect to the Grayhawk area.

Traffic Engineering staff have the following comments/concerns:

- The City will continue to monitor the intersection of Bell Road and Ice Den Way to ensure safe and efficient operations.
- Staff has received neighborhood complaints about use of both 91st Street and 94th Street. Due to the anticipated traffic distribution of project traffic, the impacts to both facilities are anticipated to be nominal and occur during non-traditional peak hour times of adjacent street traffic. A future connection of 91st Street to Bell Road when the parcel to the west develops is also anticipated to further disburse site generated traffic.
- Additional bicycle and pedestrian facilities along the project frontage will provide enhanced connectivity and safety for those mode users.
- Concerns expressed at the off-site intersection of Pima Road and Trailside View were received by residents. While the project has little additional impact to the intersection, the City is evaluating the need for a traffic signal at the intersection as part of the project and/or other improvements.