

PLANNING COMMISSION REPORT



Meeting Date: October 28, 2026
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Mack Industrial Amended Standard 11-ZN-1986#2

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a zoning district map amendment to amend development standards regarding the required landscape setback adjacent to streets, on a +/-95-acre portion of a +/-124-acre site located at 17771 and 17855 N. Pima Road (APN NO. 215-07-470, 215-07-471, 215-07-472, and 215-07-022P), with Industrial Park, Environmentally Sensitive Lands (Hillside) Planned Community District (I-1 ESL (HD) PCD) to Industrial Park, Environmentally Sensitive Lands (Hillside) Planned Community District (I-1 ESL (HD) PCD) zoning.

Goal/Purpose of Request

The applicant's request is to modify required landscape setbacks for internal private streets as part of a proposed plat configuration in process. Perimeter public streets are not impacted.

Key Items for Consideration

- Associated previous zoning case 11-ZN-1986
- Conformance with Scottsdale General Plan 2035, as amended
- Conformance with the Greater Airpark Character Area Plan, as amended
- Consistent with the previously approved MEDCP (case 130-SA-2023)
- Amended Development Standards
- Planned Community District Findings
- To date, public comments regarding the request have been received

OWNER

101 Bell P1 North LLC
Mack Real Estate Group

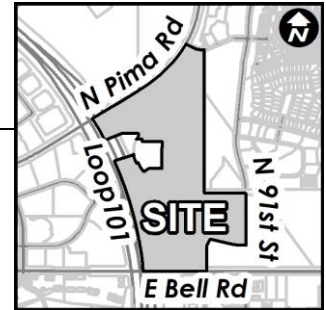
Action Taken _____

APPLICANT CONTACT

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

LOCATION

SEC LOOP 101 AND PIMA ROAD



BACKGROUND

General Plan

City of Scottsdale General Plan 2035 designates the property as Employment: Light Industrial/Office. The Employment: Light Industrial/Office land use category provides a variety of employment opportunities, business enterprises, aviation uses, light manufacturing, warehousing, and other light industrial and heavy commercial type activities. While this category should be located and designed to limit impacts on and access to residential neighborhoods, these areas should also have excellent access to labor pools and transportation networks.

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

Character Area Plan

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

Zoning

The site is currently zoned Industrial Park, Environmentally Sensitive Lands (Hillside) Planned Community District (I-1 ESL (HD) PCD). The I-1 zoning district allows for light manufacturing, light industrial, and other supportive uses. The Environmentally Sensitive Lands overlay follows the powerline corridor and will continue to apply to that area with this request.

Context

The subject property is located within the Mack 101 development along the east side of the 101 Freeway, and west of the DC Ranch neighborhood park, with E. Bell Road to the south, and the N. Pima Road to the north. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: DC Ranch Crossing development, Planned Neighborhood Community, Planned Community District and Industrial Park, Planned Community District Environmentally Sensitive Lands (Hillside) (PNC PCD & I-1 PCD ESL (HD))
- South: Mix of commercial and industrial office uses, C-2 PCD, C-3 PCD, & I-1 PCD
- East: Existing internalized community storage facility within DC Ranch Corporate Center, zoned Industrial Park, Planned Community District (I-1 PCD).
- West: Loop 101 Freeway, further west is the Perimeter Center development, zoned Industrial Park Planned Community District (I-1 PCD).

Other Related Policies, References:

Scottsdale General Plan 2035, as amended
The Greater Airpark Character Area Plan
Zoning Ordinance
11-ZN-1986: rezoned the subject site from R1-35 to I-1 ESL (HD) PCD
Case 49-DR-2022#2: design review approval of Mack 101 industrial development buildings C & D
Case 49-DR-2022; design review approval of Mack 101 industrial development for northern buildings
Case 130-SA-2023: established design standards for Mack development

APPLICANT’S PROPOSAL

Development Information

The applicant is requesting to modify required landscape setbacks for internal private streets as part of a proposed plat configuration in process. Perimeter public streets (Pima Road, Bell Road, 91st Street, Trailside View, 101 Freeway) are not impacted. Amending this standard for internal private streets allows development flexibility with internal building and lotting design without impacting public streetscapes.

- Existing Use: Industrial Park, Environmentally Sensitive Lands (Hillside)
Planned Community District (I-1 ESL (HD) PCD).
- Proposed Use: Industrial Park, Environmentally Sensitive Lands (Hillside)
Planned Community District (I-1 ESL (HD) PCD).

IMPACT ANALYSIS

PCD Findings/Criteria

- A. That the development proposed is in substantial harmony with the General Plan of the City of Scottsdale and can be coordinated with existing and planned development of surrounding areas.
- *The proposed development plan amendment is in substantial harmony with the General Plan Employment designation. Amending this standard for internal private streets allows development flexibility with internal building and lotting design without impacting public streetscapes.*
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- *The existing established street system is not impacted with this request. Internal streets and driveways have been constructed to provide access to N. Pima Road to the north, newly constructed N. 91st Street to the east, E. Bell Road to the south, and the 101 Freeway frontage to the west.*
- C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing will establish beyond reasonable doubt that:
1. In the case of proposed development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - *The proposed development plan does not include residential uses.*
 2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
 - *Although the request is to implement amended standards within an existing industrial park, the reduced landscape buffers do not fundamentally cause concern, additionally no major modifications to the existing buildings would need to be made.*
 3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.
 - *The proposed development plan amendment will be in full conformance with the amended I-1 PCD property development standards. The scale and intensity of the development proposed is congruent with surrounding sites. The proposed development plan will be in harmony with the character of the surrounding area, which shares the same property development standards.*

Housing Cost

The approval of the zoning district map amendment to amend the development standards proposed by the applicant provides development flexibility with internal building and lotting design. In conjunction with state law, staff considered the scope of the zoning district map amendment, as well as aspects which would affect the cost of construction of housing for sale or rent. Staff did not identify any factors that would substantially impact the cost to construct housing for sale or rent.

Community Impact

Amending this standard for internal private streets allows development flexibility with internal building and lotting design without impacting public streetscapes.

Staff received two public comments requesting additional information regarding this request. See attachment #6 for more details.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

Staff recommends approval

RESPONSIBLE DEPARTMENT

Planning and Development Services

Current Planning Services

STAFF CONTACT

Chris Zimmer

Senior Planner

480-312-2347

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APPROVED BY

 _____ Chris Zimmer, Report Author	<u>10/15/2026</u> Date
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 _____ Tim Curtis, AICP, Current Planning Director Planning Commission Liaison Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov	<u>10/20/2026</u> Date
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 _____ Erin Perreault, AICP, Sr. Director/Zoning Administrator Planning & Development Services Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov	<u>10/21/2026</u> Date
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ATTACHMENTS

- 1. Context Aerial
- 2. Applicant Narrative
- 3. Draft Ordinance No. XXXX
 - Exhibit 1. Zoning Map
 - Exhibit 2. Mack Development Plan-Amended Standards)
- 4. General Plan
- 5. Public Comments

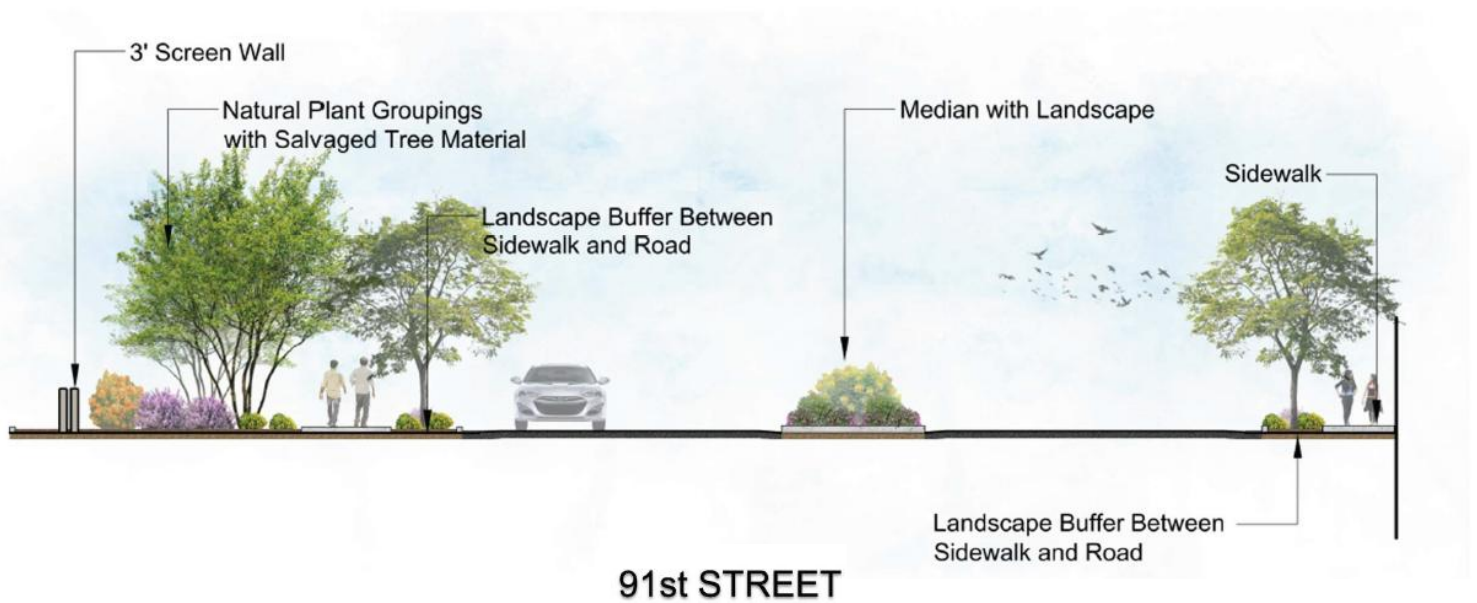


MACK INNOVATION PARK

Amended Development Standards
APPLICATION NARRATIVE v1

Northeast Corner of Bell Road & the
Loop 101 Freeway

Pre-App No. 546-PA-2025



Development Team



Developer
MREG 101 BELL LLC
2415 E. Camelback Road, Suite 920
Phoenix, AZ 85016
480.712.9427



Land Use Representation
Withey Morris Baugh, PLC
2121 E. Highland Avenue
Phoenix, AZ 85016



Architect
Butler Design Group
5013 E. Washington St.
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1. Introduction

MACK Real Estate Group

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

Property & Background

In March of 2022, MREG 101 BELL LLC, a subsidiary of MACK, was the successful bidder on roughly 124-acres of land auctioned off by the Arizona State Land Department. The Property is situated adjacent to the Loop 101 Freeway between Pima Road, Trailside View, and Bell Road as seen on the enclosed exhibits. A significant power line corridor cuts through the site from northwest down to the southeast. This creates an undevelopable swath of land which also buffers most of the site from adjacent properties to the east. The Property also includes a significant natural grade change of roughly 50 feet, sloping from Trailside View at the north, down to the south at Bell Road.

The majority of the overall auctioned site (+/-95-acres) was zoned Industrial Park, Planned Community District (I-1, PCD), a small portion of which also has an Environmentally Sensitive Lands overlay (I-1, PCD, ESL). A subsequent rezoning case changed +/-5.4 acres of I-1, PCD to C-4, PCD. The remainder of the auctioned site (+/-29-acres) is located along Bell Road at the far southeast corner of the site and is zoned Planned Regional Center (PRC, PCD).

Vision & Recent Approvals

At *Mack Innovation Park*, our vision has always been to create something different from traditional industrial parks found elsewhere in the Valley. The goal is to avoid an abundance of intense industrial operations, nuisances, and heavy semi-truck traffic and instead create a customized employment hub with great businesses that can be an asset to the nearby community. The newly approved Rivian Automotive exemplifies that vision, and Mack continues to court other high-quality users.

On January 4, 2024, the northern portion of the project (the NORTH PHASE) totaling roughly 55-acres was approved by the Development Review Board under Case No. 49-DR-2022#2.

In mid-2024, a variety of Master Plans for the full park were approved, including the Master Circulation Plan, the Master Environmental Design Concept Plan (MEDCP), the abandonment of old Pima Road, and a variety of technical approvals (Master Water, Master Wastewater, a Minor Subdivision, etc.).

Building permits were subsequently submitted and approved and development commenced on a substantial amount of infrastructure items throughout the full Park. Within the NORTH PHASE, two (2) building have also been constructed (Building C and D).

On July 1, 2026, the City Council approved a rezoning of roughly 5.4 acres within the NORTH PHASE to allow for a new Rivian Automotive vehicle service and delivery facility within Building C.

Additional applications are at varying stages throughout both the NORTH and SOUTH phases of the project.

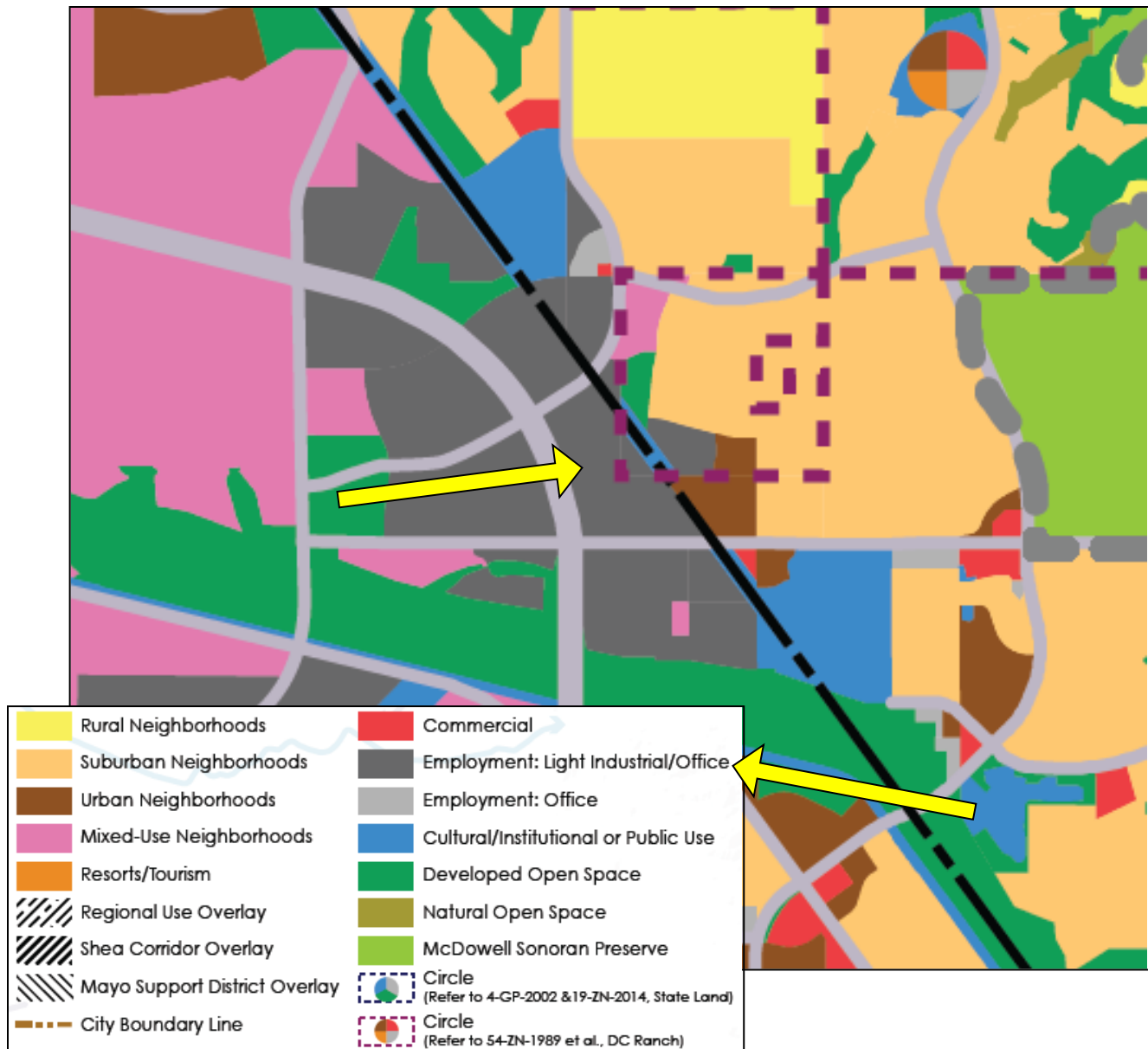
2. SPECIFICS OF THE REQUEST / PROJECT

This application will amend the landscape setback from internal streets lines and where parking occurs between the buildings and the internal streets. Specifically, Zoning Ordinance section 10.401.A requires a 20-foot landscape setback from any street line in the I-1 district and where parking occurs between the building and the street in the C-4 district. This provision applies specifically to streets which are dedicated roadways or tracts. The majority of the internal drive aisles within the Park do not qualify as dedicated roadways or tracts and are therefore not subject to this standard. The perimeter roads surrounding the Park are all subject to this provision and the project far exceeds the requirements in those areas. There are only two (2) small areas within the park where the roadway is a tract which would be subject to this provision. A landscape setback is provided along both of these tracts, but it varies in size and at some pinch-points, it is less than 20 feet in width. These areas are the purpose of this application.

It is important to note; no changes are occurring to the previously approved buildings or site approvals that have been extensively discussed and reviewed for this campus. No new buildings or uses are being proposed with this application. The site plan for the project remains virtually unchanged from the site plan reviewed and processed during the recent Rivian rezoning approval. Perhaps more importantly, no changes are occurring to the overall campus open space requirements or the property perimeter setback and landscaping; they remain the same, including the massive, 100-ft landscaped setback which occurs along Pima Road.

3. General Plan Conformance

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



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

Character & Design (CD) Element

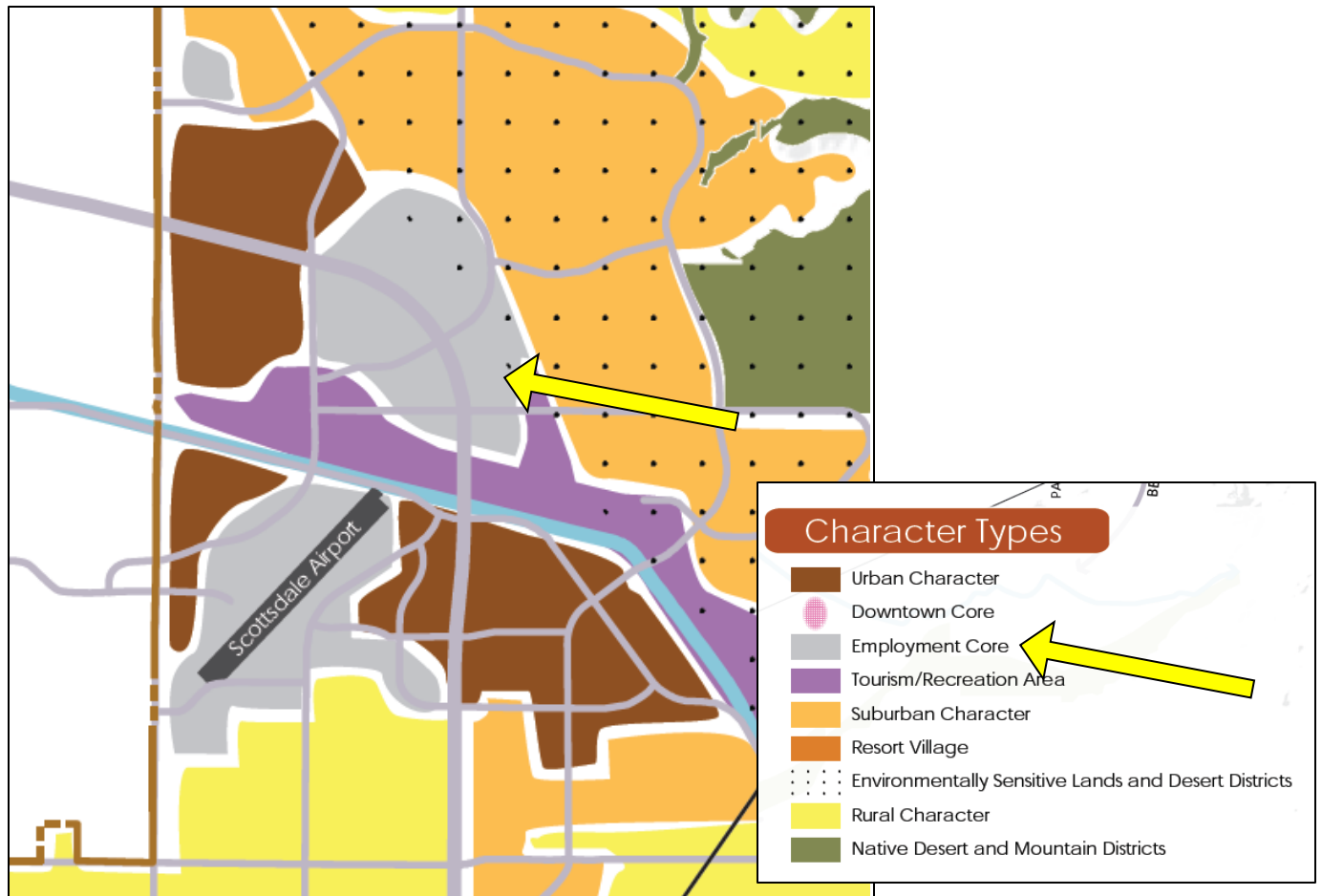
CD1: Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

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

Response:

The Master Plan for the *Mack Innovation Park* has already been approved and deemed appropriate for the surrounding context and character. The Character Type designation for this property is “*Employment Core*” and the project adheres to the characteristics of that designation. This includes the provision of a mixed-use employment core with primary freeway access. The Property location immediately adjacent to the Loop 101 freeway makes the site ideal for the proposed development. The primary characteristic of freeway adjacent land in this Employment zone of the General Plan is higher density commercial and light industrial use, where businesses can benefit from visibility and access to the regional transportation network.

The requested amendment is appropriate for the development and its context. The significant setbacks provided along the project perimeter, along with the abundance of desert appropriate landscaping, contribute to the compatibility of the project and its sensitivity to the existing character and natural environment. The requested amendment will not change this impact. Appropriate landscaping and landscape setbacks are provided throughout the project. The building designs and placement have been thoroughly vetted and are not changed with this amendment.



Portion of the Scottsdale General Plan Character Types Map. “Employment Core” designation.

CD1.3: Ensure that all development is a part of and contributes to established Character Types.

Response:

As noted above, the Property has a designated Character Type of “*Employment Core*” and the proposed development further contributes to this designation. The proposed amendment will not affect this compatibility as the project remains an employment hub for the City.

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

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

Response:

Due to the location adjacent to freeway interchanges, the Property is effectively a commercial “gateway” into the adjacent neighborhoods. The design responds to this by providing massive desert landscaped setbacks along the perimeter of the Property. This helps to provide the greatest impact to those around the project and/or passing through into the neighborhood. The proposed amendment does not impact this condition. Significant landscaped setbacks remain around the perimeter. No reduction in the required open space or required parking lot landscaping is occurring with this amendment. The project also recaptures the native flora currently existing on site and recaptures the natural washes into a channel which is landscaped and integrates a multi-use path for the use of outdoor activities.

Land Use (LU) Element

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

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

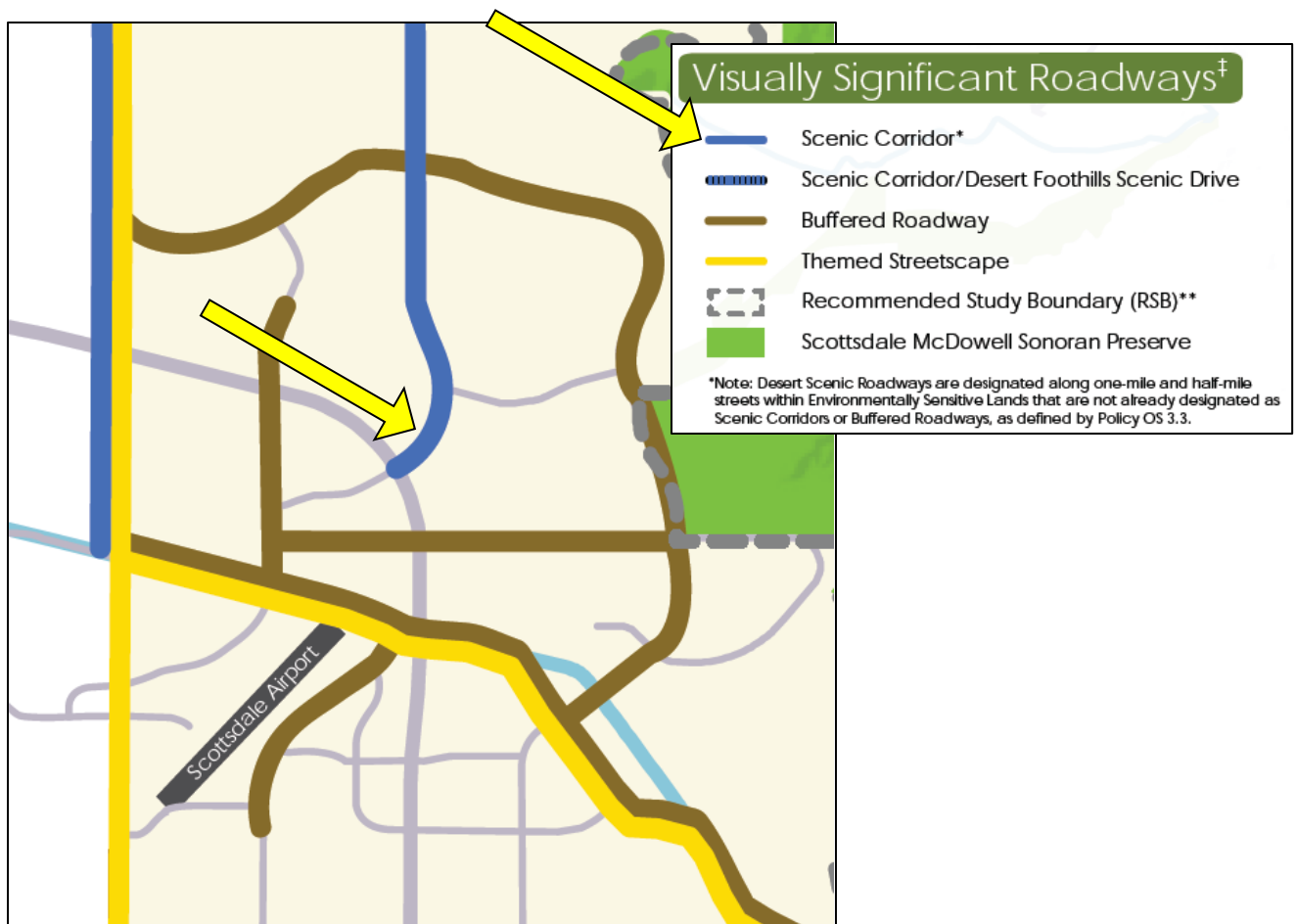
Response:

The project places employment and major non-residential uses along a major transportation network (the Loop 101 Freeway and Bell Road). This freeway and Airport adjacent area has long been considered an employment and economic stimulator for the City, and the project only continues this condition. The amendment will in no way effect this condition.

LU 3.4: Provide an interconnected, accessible open space system, which includes pedestrian and equestrian links, recreation areas, canals, and drainage ways.

Response:

- The project fills in a missing link to a pedestrian corridor, implementing sidewalks and a multi-use pathway along the perimeter. This is especially true along the Pima Road frontage where a 100-foot landscaped Scenic Corridor is provided which includes an 8-foot-wide unpaved trail and an 8-foot-wide multi-use paved path. The requested amendment does not affect this condition. Internal sidewalks are still provided within the interior of the development and varying landscape setbacks are provided along internal drive aisles.



Portion of the Scottsdale General Plan Visually Significant Roadways Map. "Scenic Corridor" designation.

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

- Promote opportunities for the expansion and revitalization of employment and commercial uses within the city.
- Support well-planned, clustered employment centers of related or similar uses such as Healthcare and Research and Development land uses.

Response:

- This goal has always been at the heart of the *Mack Innovation Park* development. The Park provides opportunities for new and existing business expansion as well as employment and assets for nearby communities. The proposed amendment in no way hinders that effort. In fact, the amendment helps to further that goal by enabling functional and efficient internal circulation while still maintaining significant perimeter boundaries and optimal open space and landscaping.

Open Space (OS) Element

OS 1: Provide four primary public and private open space types: the Scottsdale McDowell Sonoran Preserve, natural open spaces, developed open spaces, and continuous open spaces.

- *Continuous Open Spaces. Develop a system of continuous open spaces that connect citywide and regionally. Such open spaces include washes (inclusive of Vista Corridors), streetscapes, wildlife corridors, trails, and canals.*

Response:

The project assures the furtherance of continuous open space through the provision of significant improvements around the perimeter of the site. This includes, but is not limited to, the 100-foot wide Scenic Corridor improvements along Pima Road, new improvements along Trailside View, the inclusion of new, detached sidewalks and landscaping on both side of the 91st Street extension, and pedestrian improvements along Bell Road. The proposed amendment does not alter these perimeter improvements.

OS 4: Visually and physically connect open spaces to maintain a continuous open space system.

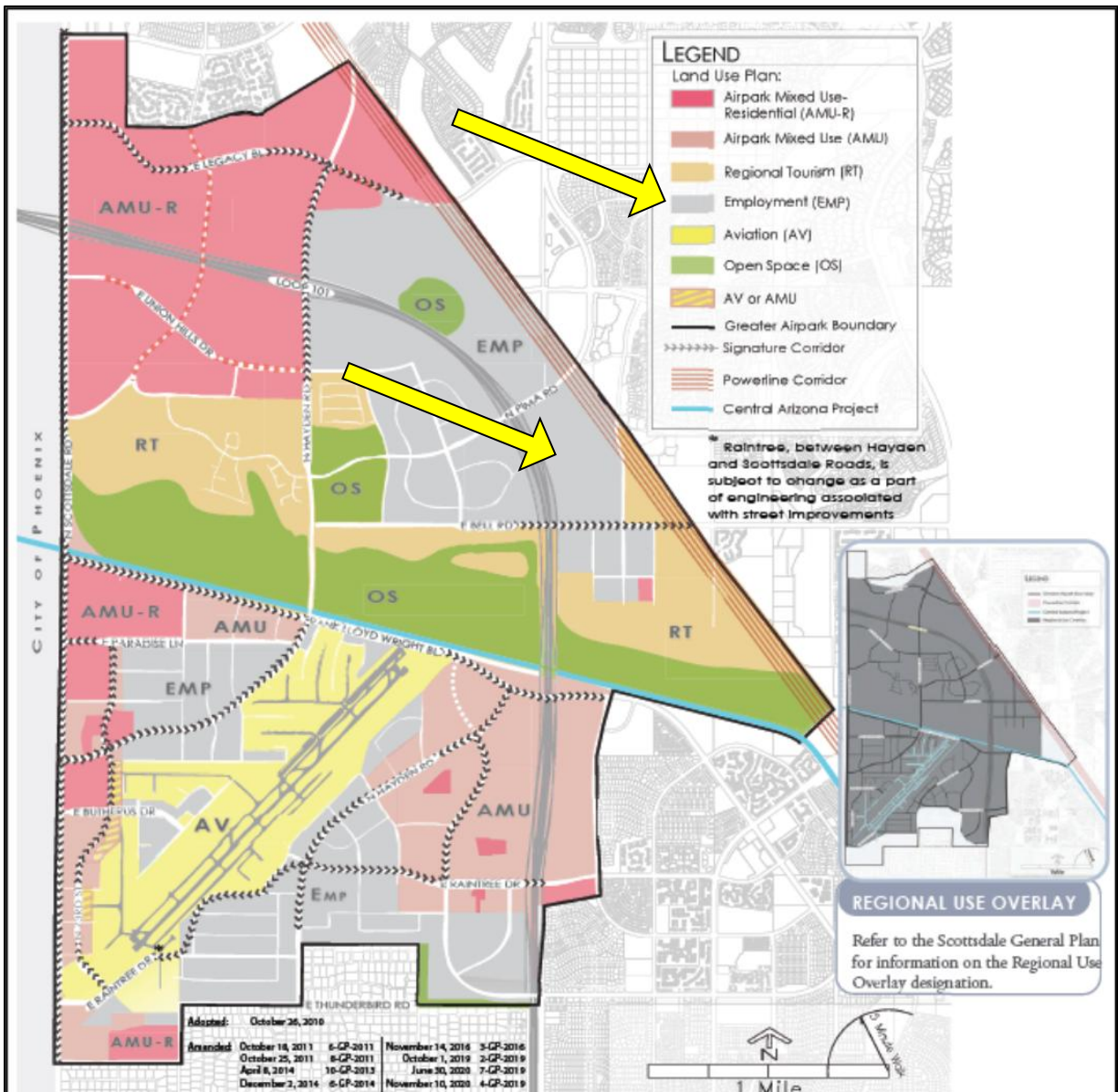
- *Develop a public trail and path system that links to other city and regional systems.*
- *Scenic Corridors should be designated along major streets where a significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized. Scenic Corridors may provide enhanced opportunities for open space, scenic viewing, trails, and pathways in the community.*

Response:

As previously noted, the Master Plan for this Park has already been reviewed and approved. The Park layout incorporates a 100-foot setback along Pima Road to continue the Scenic Corridor. This area will also be vastly improved with salvaged and new landscaping along with a new multi-use path to continue the City's open space and path network. A variety of other perimeter improvements also help to continue path systems in and around the project. The proposed amendment does not alter these connections.

4. Greater Airpark Character Area Plan Conformance

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



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

Land Use Element

Goal LU 1: Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.

- ***Policy CD 1.1.*** *Maintain and expand the diversity of land uses in the Greater Airpark.*
- ***Policy CD 1.2.*** *Maintain and continue to foster dialogue between the City of Scottsdale and Arizona State Land Department to facilitate innovative use and development of State-owned land.*
- ***Policy CD 1.4.*** *Encourage the redevelopment of underutilized land to more productive uses.*

Response: This project helps to expand the diversity of land uses in the Greater Airpark while also ensuring the proper redevelopment of highly underutilized land. The proposed amendment furthers these policies by enforcing the perimeter setback and overall landscape requirements while still enabling the efficient layout of the interior drive aisles the serve the businesses. Additionally, the overall development of the *Mack Innovation Park* is a direct result of continued dialogue between the City, the Arizona State Land Department (ASLD) and the Developer. This dialogue continues today.

Goal LU 3: Sensitively transition land use, scale, and intensity at the Greater Airpark boundary in areas adjacent to lower-scale residential neighborhoods.

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

Response: As noted above, the Property has significant barriers in place to help buffers from existing residential development. This includes, but is not limited to, the substantial powerline corridor which runs along the Property's east edge, the existing City water park, and the fully dedicated 91st Street. Furthermore, the proposed amendment maintains the perimeter landscape setbacks around the property, continuing that sensitive transition.

Goal LU 5: Encourage Greater Airpark development flexibility.

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

Response: The proposed amendment helps to provide the noted and necessary flexibility to ensure revitalization and help achieve the goals of the Greater Airpark Character Area Plan.

Goal LU 8: *Create an interconnected network of meaningful open spaces within the Greater Airpark.*

- **Policy LU 8.5.** *Link the Greater Airpark to existing and planned citywide and regional open spaces, trails, and path systems.*

Response: As previously noted, this project provides key connections through the provision of significant improvements around the perimeter of the site. This includes, but is not limited to, the 100-foot wide Scenic Corridor improvements along Pima Road, new improvements along Trailside View, the inclusion of new, detached sidewalks and landscaping on both side of the 91st Street extension, and pedestrian improvements along Bell Road. The proposed amendment does not alter these perimeter improvements.

Community Mobility Element

Goal CM 2: *Holistically manage the supply of existing and future parking in the Greater Airpark.*

- **Policy CM 2.1.** *Continue to promote shared-parking in all existing and future developments.*
- **Policy CM 2.3.** *Provide preferred parking facilities for bicycles, carpool vehicles, vanpool vehicles, and motorcycles.*

Response: The *Mack Innovation Park* features multi-tenanted buildings with shared parking infrastructure. While the parking spaces might not be a shared model where one tenant has rights to daytime use and another has rights to nighttime use, the entire layout of the project assures the efficient use of shared parking infrastructure such as drive aisles, landscaping islands, lighting, etc. Preferred facilities are also provided for bicycles (located conveniently near building entrances) as well as electric vehicles. Businesses may also utilize their own carpool or vanpool incentives with allotted parking spaces. The proposed amendment only furthers these policies by enabling efficient layout of drive aisles and adequate spacing for the required parking.

Goal CM 4: *Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.*

- **Policy CM 4.2.** *Improve pedestrian and bicycle connections from adjacent neighborhoods to Greater Airpark destinations.*

Response: As previously noted, this project provides key connections through the provision of significant improvements around the perimeter of the site. This includes, but is not limited to, the 100-foot wide Scenic Corridor improvements along Pima Road, new improvements along Trailside View, the inclusion of new, detached sidewalks and landscaping on both side of the 91st Street extension, and pedestrian improvements along Bell Road. Interior connections through the site are also provided through sidewalks. The proposed amendment does not alter these improvements or connections.

Goal CM 5: Maintain and enhance use of the Greater Airpark trail and path system.

- ***Policy CM 5.2.*** *Connect existing and future trails and paths to city-wide and regional systems.*

Response: The Greater Airpark Pedestrian / Bicycle Network map (page 37 of the Character Area Plan) shows pedestrian and bicycle corridors occurring along both Pima Road and Bell Road. The substantial dedications and improvements occurring along these corridors as part of the overall *Mack Innovation Park* development will greatly enhance this trail and path system within the Airpark Character Area and beyond. As previously noted, the project incorporates a 100-foot setback along Pima Road to continue the Scenic Corridor and will vastly enhance this area with salvaged and new landscaping along with a new multi-use path.

Goal CM 6: Enhance pedestrian and bicyclist access and activity for Greater Airpark residents, visitors, and employees.

- ***Policy CM 6.5.*** *Design corridors that accommodate and attract pedestrians and bicyclists, particularly in Airpark Mixed Use Future Land Use Areas and along Signature Corridors.*

Response: Again, the project provides significant pedestrian and bicyclist improvements along the perimeter of the project, especially along Pima Road, Bell Road and the new 91st Street extension. The proposed amendment in no way detracts from those improvements.

Character and Design Element

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

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

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

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

Response: All lighting will be placed with sensitivity to the residential neighborhoods and comply with City of Scottsdale lighting standards. The proposed amendment in no way deters from the lighting design

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

Response:

The adjacent APS/SRP power line corridor is over 240ft wide, under which no buildings can be constructed. This easement provides a significant setback and helps buffer the Project from the residential neighborhood. 91 st Street, including the new extension, also helps to further this buffer condition. The proposed amendment in no way detracts from these perimeter buffer zones.

5. Scottsdale Sensitive Design Principles Conformance

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

This *Mack Innovation Park* project has already been deemed to conform to the requirements of the City's Design Guidelines through the approval of various applications, including Master Plans. Nonetheless, below is a brief discussion of how the project adheres to the Sensitive Design Principles.

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

Response: The project greatly enhances the design character of the area. The property is located immediately adjacent to the Loop 101 Freeway and was previously vacant and unimproved, adding little to the character or commerce of the area. The project greatly enhances the setting, with generous perimeter landscaping and the incorporation of a long-sought after pedestrian and pathway connections, including connections to the City parks adjacent to the Property. The proposed amendment in no way detracts from this, and in fact ensure the perimeter setbacks are maintained.

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

Response:

Due to the significant grade differential and the site being located within a Federal 404 Flood Water Zone, the buildings are oriented perpendicular to the existing grade thereby allowing the site to step down gradually from North to South. This enables the Project to blend into the existing perimeter grades and minimize impact to native landscape surrounding the site. The internal drive aisles have been planned accordingly to connect the buildings. The required open space and landscaping are still being provided for the project. The proposed amendment just enables the more efficient layout of internal landscape setbacks, matching the small tract areas to the other internal roadway designs.

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

Response:

Previously, channelized offsite flood water was deposited onto the site in several locations. In order to maintain the flow of this flood water while also controlling the outflow at specific locations at Bell Road, the approved drainage plan routs the flood water into drainage channels around the perimeter of the site where they can enhance the open space and landscape quality. The proposed amendment makes minor changes to the interior drive aisle setback provisions but does not alter the perimeter requirements or the overall landscaping requirements.

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

Response:

Perimeter open space setbacks and drainage channels utilize native species while also enhancing the existing landscape with new species consistent with City of Scottsdale's Landscape Guidelines and Ordinances. Where feasible, existing native plants have been salvaged and re-planted. The proposed amendment in no way detracts from this landscaping concept.

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

Response:

The unique design of this project and proximity to Loop 101 enhance and define the character of the area as a gateway landmark to the community. The public realm, including the public facing perimeter setbacks, have been naturally landscaped and improved to reflect this identity. The proposed amendment does not affect these perimeter improvements or streetscape conditions.

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

Response:

Multi-use trails are incorporated along the project perimeter and will connect to existing hiking/biking trails and adjacent public park. Ample bike parking will be provided throughout the site. The proposed amendment in no way detracts from these improvements.

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

Response:

Again, a series of perimeter improvements along Pima Road, Trailside View, Bell Road and 91st Street are designed with the pedestrian in mind. The proposed amendment in no way detracts from those improvements.

8. *Buildings should be designed with logical hierarchy of masses.*

Response:

The buildings avoid long spans of uninterrupted blank walls by implementing layering and overlapping wall planes, transitions of varying wall elements and colors, and utilization of various wall textures. The elevations were also updated during the approval process to specifically respond to Development Review Board member comments. These changes, which were approved by the DRB, include lower parapet heights and increased articulation in the building massing. The proposed amendment does not affect the building designs.

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

Response:

The built environment responds with sensitivity through the use of colors and textures found in the desert environment, including stone veneer that resembles the local natural stone found in that area of Scottsdale. The proposed amendment does not affect the building designs.

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

Response:

The development incorporates sustainable and healthy building practices by salvaging existing site flora. The longitudinal east-west orientation of the buildings, canopies at the entries, low-E glass and thoughtfully placed trees help maximize solar efficiency while minimizing energy usage. Electric vehicle (EV) charging stations and supporting infrastructure are proposed for each building, ensuring accessibility and readiness for sustainable transportation needs. The proposed amendment does not affect these sustainability measures.

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

Response:

The Landscape Architectural Design responds to the desert environment by using all existing trees and cacti that are salvageable and in disturbed areas due to construction. All existing native areas not within disturbance areas are protected and enhanced with additional desert plant materials. The existing plant material to be salvaged and reused

are mature in size and character. This will create a mature landscape in the areas that they will be transplanted. All New Plant material will be Native, Desert themed and have low water requirements. The proposed amendment in no way detracts from this landscape design concept.

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

Response:

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

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

Response:

Quality of lighting will follow City of Scottsdale lighting standards and will provide lighting that will promote safety while being sensitive to dark sky ordinances and adjacent neighborhoods. The proposed amendment in no way detracts from this lighting design concept.

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

Response:

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

6. Planned Community District Conformance

The Property is within an existing Planned Community District (PCD) overlay. The original PCD was approved in 1980's over a much larger (roughly 2,000-acres) area known as the Core South Planned Community, the majority of which has been developed over the years. The *Mack Innovation Park* site was called out as "Parcel 22" of the PCD and noted as "Employment" with I-1 zoning.

The stated purpose of the PCD district is "...to enable and encourage the development of large tracts of land... so as to achieve land development patterns which will maintain and enhance the physical, social and economic values of an area." This proposal continues the implementation of this purpose by enabling the development of this large tract of land.

Amended Development Standards

The PCD overlay is also used to modify development standards of underlying zoning districts where appropriate. In this instance, the landscape setback provision along internal roadways will be deleted and the revised language will read as such:

Table 10.401.A

- *Landscape area not less than 20 feet deep where parking occurs between the building and the street (applies **ONLY** to **THE BELL ROAD, 91ST STREET, TRAILSIDE VIEW, PIMA ROAD AND FREEWAY** at street frontages)*
- *Street trees based on approved landscape plan*
- *Landscape area not less than 20 feet deep from any street line (applies **ONLY** to **THE BELL ROAD, 91ST STREET, TRAILSIDE VIEW, PIMA ROAD, AND FREEWAY** at street frontages)*
- *Excludes taxilane safety areas*

Justification of Amended Development Standards

This amendment ensures the unified development of the Park, matching the requirements for the two (2) small tract areas to those requirements of the remaining internal drive aisles which make up the majority of the internal circulation. The amendment also ensures the overall Park's perimeter setback conditions and significant improvements remain intact. No changes or reductions in requirements are being requested around the perimeter of the Park. Furthermore, the amount of required open space, landscaping and parking lot landscaping within the project remains unaltered by this amendment. Landscape setbacks are still provided along the two (2) tract areas, they just vary in size and at some pinch-points become less than 20 feet in width.

7. Conclusion

As outlined in this narrative and as seen in the application exhibits, the proposed amendment meets and exceeds numerous stated goals of the General Plan, the Greater Airpark Character Area Plan, and the Scottsdale Sensitive Design Principles. The majority of the internal drive aisles within the Park do not qualify as dedicated roadways or tracts and are therefore not subject to the standard being amended. The perimeter roads surrounding the Park are all subject to this standard (and in most places far exceed the standard) and are not changed by this amendment. There are only two (2) small areas within the park where the roadway is a tract which would be subject to this provision. A landscape setback is provided along both of these tracts, but it varies in size and at some pinch-points, it is less than 20 feet in width.

Thank you.



Context Aerial

11-ZN-1986#2

ORDINANCE NO. xxxx

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 11-ZN-1986#2 FOR AMENDED DEVELOPMENT STANDARDS REGARDING THE REQUIRED LANDSCAPE SETBACK ADJACENT TO STREETS, ON A +/-95-ACRE PORTION OF A +/-124-ACRE SITE LOCATED AT 17771 AND 17855 N. PIMA ROAD (APN NO. 215-07-470, 215-07-471, 215-07-472, AND 215-07-022P), WITH INDUSTRIAL PARK, ENVIRONMENTALLY SENSITIVE LANDS (HILLSIDE) PLANNED COMMUNITY DISTRICT (I-1 ESL (HD) PCD) TO INDUSTRIAL PARK, ENVIRONMENTALLY SENSITIVE LANDS (HILLSIDE) PLANNED COMMUNITY DISTRICT (I-1 ESL (HD) PCD) ZONING.

WHEREAS, the Planning Commission held a hearing on October 28, 2026; and

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

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

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- C. The Planning Commission and City Council shall find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

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

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 11-ZN-1986#2.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/- 95 acre site

located at the southeast corner of Pima Road, Loop 101, and Bell Rd and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, and amending development standards regarding the required landscape setback adjacent to streets, for Industrial Park, Environmentally Sensitive Lands (Hillside) Planned Community District (I-1 ESL (HD) PCD) zoning, and by adopting that certain document entitled "Mack Development Plan-Amended Standards" which is incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above rezoning approval is conditioned upon compliance with the "Mack Development Plan-Amended Standards" attached hereto as **Exhibit 2** and incorporated herein by reference.

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

ATTEST:

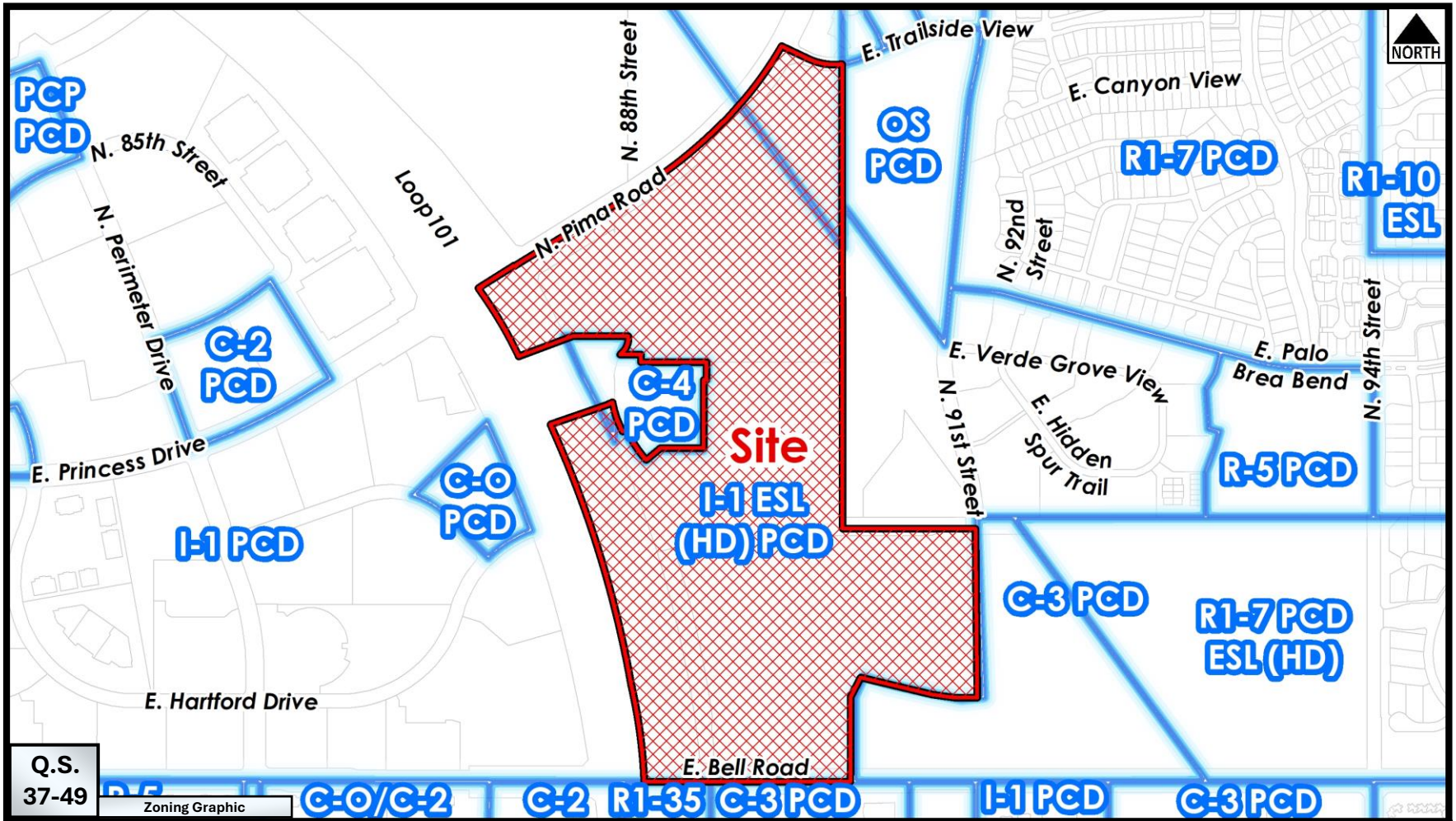
CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane
City Clerk

By: _____
Lisa Borowsky
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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



Legislative Draft of Development Standards

Sec. 10.400. - Required Landscape Areas.

Sec. 10.401. - General regulations.

All development covered by Section 10.101 shall provide landscaping in all portions of the development not required for buildings, structures, loading, access driveways, streets, parking, utility areas, pedestrian walks and hard surfaced activity areas in accordance with the requirements of this article.

Table 10.401.A

Landscape Requirements by zoning district

Zoning District(s)	Requirement
<i>Medium-density Residential (R-3)</i>	• Landscape area not less than 35 feet deep from any street line
<i>Resort/Townhouse Residential (R-4R)</i>	• Based on approved landscape plan
<i>Regional Shopping Center (C-S)</i> <i>Planned Unit Development (PUD)</i>	• Required front yard shall be landscaped, except for driveways and sidewalks/trails
	• Street trees based on approved landscape plan
<i>Service Residential (S-R)</i> <i>Neighborhood Commercial (C-1)</i> <i>Central Business (C-2)</i> <i>Highway Commercial (C-3)</i> <i>General Commercial (C-4)</i> <i>Commercial Office (C-O)</i> <i>Planned Convenience Center (PCoC)</i>	• Landscape area not less than 20 feet deep where parking occurs between the building and the street (applies ONLY to THE BELL ROAD, 91ST STREET, TRAILSIDE VIEW, PIMA ROAD AND FREEWAY all street frontages)
	• Street trees based on approved landscape plan

<i>Industrial Park (I-1)</i> <i>Light Employment (I-G)</i>	• Landscape area not less than 20 feet deep from any street line (applies ONLY to THE BELL ROAD, 91ST STREET, TRAILSIDE VIEW, PIMA ROAD AND FREEWAY at street frontages)
	• Excludes taxilane safety areas
<i>Support Services (S-S)</i>	• All areas between a building and a street line shall be landscaped, except for driveways and sidewalks/trails
<i>Western Theme Park (WP)</i>	• Required frontage open space shall include native plant materials or street trees based on approved landscape plan
<i>Downtown (D) and Downtown Overlay (DO)</i>	• Removal of any mature tree is subject to Development Review Board approval and requires a permit
	• In an emergency, the Zoning Administrator, Building Official, Police Chief, Fire Chief or designee may authorize removal of a mature tree that is determined to be detrimental to the public health, safety or welfare
<i>Planned Airpark Core (PCP)</i>	• Landscape area no less than 30 feet deep between any parking area and the curb line
	• Required landscape areas shall be shown on the required Conceptual Open Space and Transitions Plans

(Ord. No. 2818, § 1, 10-17-95; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 40), 6-18-13; Ord. No. 4439, § 1(Res. No. 11703, § 1(Exh. A, § 1), 2-4-20)

Sec. 10.402. - Reserved.

Editor's note— Ord. No. 4439, § 1(Res. No. 11703, § 1(Exh. A, § 1), adopted Feb. 4, 2020, repealed § 10.402, which pertained to landscape requirements by zoning district and derived from Ord. No. 2818, § 1, adopted Oct. 17, 1995; Ord. No. 3274, § 3, adopted Dec. 7, 1999; Ord. No. 3854, § 5, adopted June 9, 2009; Ord. No. 3920, § 1(Exh. § 120), adopted Nov. 9, 2010; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 205), adopted April 3, 2012; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 41), adopted June 18, 2013; Ord. No. 4120, § 1(Res. No. 9585, Exh. A, § 2), adopted Dec. 9, 2013; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 269), adopted May 6, 2014.



Existing General Plan 2035 Future Land Use Map
+/- 95-acres of Employment: Light Industrial/Office

11-ZN-1986#2

From: Castro, Lorraine
Sent: Monday, October 12, 2026 2:01 PM
To: Zimmer, Christopher
Subject: RE: CASE 11-ZN-1986#2 - MACK INDUSTRIAL REZONE

dansteiber@gmail.com

From: NoReply <noreply@scottsdaleaz.gov>
Sent: Monday, October 12, 2026 10:24 AM
To: Projectinput <Projectinput@scottsdaleaz.gov>
Subject: CASE 11-ZN-1986#2 - MACK INDUSTRIAL REZONE



Can you provide any more specifics on the exact nature of Mack's request for landscape changes? They promised to create a plant barrier so as to hide as their buildings as much as possible from the road and minimize disruption to traffic flow. Thanks Dan Steiber -- sent by Dan Steiber (case# 11-ZN-1986#2)



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From: NoReply
Sent: Monday, October 12, 2026 9:42 PM
To: Zimmer, Christopher
Subject: 11-ZN-1986#2 Mack Industrial Rezone



Chris: I am reaching out in search of an update on the amendment Mack has requested to the landscape setbacks on its property. Case 11-ZN-1986#2. (1) Can you share with me the proposal submitted by the Mack Group? (2) Where is the request at in the review process? Is there a date when it will come before the City Council for approval? Regards, Chris -- sent by Chris Mullen (case# 11-ZN-1986#2)



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