

PLANNING COMMISSION REPORT



Meeting Date: January 24, 2024
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION:

Axon

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

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a minor amendment to the City of Scottsdale General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on a +/- 43-acre portion of a +/- 68-acre site, located at 8300 E. Axon Way, and,
2. A recommendation to City Council regarding a request by owner for a zoning district map amendment from Planned Community District, Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) and an amendment to the land use budget for Crossroads (19-ZN-2002#6) to allow for 1,975 multi-family residential units, a hotel, and +/- 47,000 square feet of commercial in six five-story buildings, up to 67 feet in height, on a +/- 43-acre portion of a +/- 68-acre site, located at 8300 E Axon way.

Goal/Purpose of Request

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

Key Items for Consideration

- PCD Findings
- Conformance to the General Plan 2035 goals and policies, including the definition of a Regional Use by enhancing the employment core and complementing the established character for the area through a regional-serving, campus setting.

- Conformance to the 2010 Greater Airpark Character Area Plan goals and policies, including the implementation of land uses – such as corporate headquarters, tourism, and campuses – that serve a regional market.
- Includes elimination of land use restrictions in the Crossroads Hayden Core Transition Area (north of the Stonebrooke community) to only those uses in the I-1 zoning district.
- Previous zoning approval (13-ZN-2020) included building heights up to 82 feet (exclusive of rooftop appurtenances); no increase proposed.
- Building heights within 300 feet of single-family residential remain limited to 30 feet.
- Request for Amended Development Standards specific to residential on first floor only; (no other amendments requested).
- No bonus development standards proposed.
- Phase 1 of the development to include completion of the corporate headquarters building and Axon Way (including roundabouts).
- Development Plan includes +/- 47,000 square feet of commercial floor area (retail, restaurant, etc.).
- The 1,975 units proposed calculates to +/- 46 du/ac residential density (PCP portion of site only).
- Introduces residential, through the Planned Airpark Core Development (PCP) district, a use and zoning district that is prohibited by the current Crossroads East Development Plan (Case 19-ZN-2002#6).
- Increases number of residential units allowed in the PRC & PCP District Land Use Budget from 4,163 to 6,138, and the overall number of dwelling units for the Crossroads PCD from 6,969 to 8,944.
- Reallocates +/- 43 acres to the available I-1 zoning in the Land Use Budget (resulting in an increase from 210 acres to +/- 253 acres).
- Accompanying amendment to the Crossroads Development Agreement (2002-141-COS-A3) required for City Council consideration.
- Recommendation from the Airport Advisory Commission is pending (scheduled for 1/17 hearing). Results will be provided in a supplemental packet.

OWNER

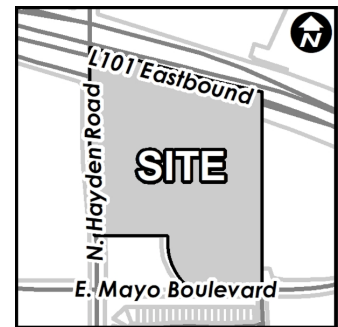
Axon

APPLICANT CONTACT

Charles Huellmantel
Huellmantel & Affiliates
480-921-2800

LOCATION

8300 E Axon Wy



BACKGROUND

General Plan

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

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

Character Area Plan

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

Zoning

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

for the entire Crossroads East project from 4,596 to 6,969. In 2020, the applicant received approval of a request to rezone approximately 68 acres from P-C to P-C I-1 for the corporate headquarters (13-ZN-2020).

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

Context

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

Adjacent Uses and Zoning

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

Other Related Policies, References:

- Scottsdale General Plan 2035, as amended
- Greater Airpark Character Area Plan (2010), as amended
- Zoning Ordinance
- 2021 City of Scottsdale Economic Development Five-Year Strategic Plan
- 19-ZN-2002: Approved the original Crossroads East Development Plan, including a Land Use Budget for future development.
- 19-ZN-2002#6: Approved amendment to Crossroads East, including addition of Planned Airpark Core (PCP) to available P-C comparable districts and increase in total number of multi-family dwelling units.
- 13-ZN-2020: Approved a rezone from P-C to P-C I-1, including a development plan and amended development standards
- 28-DR-2020: Approved design plans for a new corporate headquarters building

APPLICANT'S PROPOSAL

Development Information

The applicant seeks approval to rezone +/- 43-acres of an overall +/- 68-acre site to allow for a mixed-use component that will ultimately be part of a campus for the Axon headquarters building. The proposal calls for a total of six buildings, five of which would be primarily multi-family residential, with commercial uses on the first floor. The sixth building, a hotel, is proposed to be located at the

northeast corner of the site, furthest away from and at the behest of the single-family community to the south. This hotel is intended to be an amenity for the headquarters building (though it will also be available to the general public). There will be two points of access to the mixed-use portion of the site, one off N. Hayden Road at E. Axon Way, the other off N. 82nd Street at E. Axon Way. Phase one of the project will include completion of the E. Axon Way improvements, including the roundabouts. Site design includes strong pedestrian connectivity between the headquarters building and the mixed-use component and a publicly accessible multi-use path that will run along the entire perimeter of the site.

Zoning District Map Amendment area only (+/- 43 acres)

- Existing Use: Vacant undeveloped land
- Proposed Use: Mixed-Use
- Buildings/Description: Six buildings, varying in height from three to five stories
- Parcel Size: +/- 43 acres (gross) of an overall +/- 68-acre site
- Building Height Allowed: 82 feet exclusive of rooftop appurtenances (13-ZN-2020)
- Building Height Proposed: 67 feet inclusive of rooftop appurtenances
- Parking Required: 3,487 spaces (2,568 for residential, 455 for hotel, 330 for guest parking, 134 for commercial)
- Parking Provided: 3,489 spaces
- Open Space Required: 375,121 square feet (8.6 acres; 25% of net site area)
- Open Space Provided: 816,844 square feet (18.7 acres)
- Floor Area Ratio Allowed: 0.8 of the Development Plan area, including residential (1,531,156 square feet)
- Floor Area Ratio Proposed: 0.79 (1,526,870 square feet)

IMPACT ANALYSIS

Minor General Plan Amendment Request

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

With this request, the applicant seeks to add residential and commercial uses to the site. Consequently, the applicant is requesting minor amendments to the Scottsdale General Plan 2035 to change the land use designation from Employment: Light Industrial/Office to Mixed-Use Neighborhoods, and to amend the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on +/- 43-acres of a +/- 68-acre site.

A request from Employment (Group G) to Mixed-Use Neighborhoods (Group G) is defined as a minor General Plan amendment based upon the Scottsdale General Plan 2035 Amendment Criteria (Criterion 1). However, the applicant's request to amend +/- 43-acres of a General Plan Land Use Category is more than the 15-acre threshold as defined by Criterion 2, Area of Change Criteria. Typically, such a request would constitute a major amendment – a process outlined within Scottsdale General Plan 2035 and pursuant to Arizona state law (ARS 9-461.06). The applicant, however, contends that such a request meets the intent of Criterion 8, Exceptions to the General Plan Amendment Criteria. Within this section, certain exceptions to the General Plan Amendment Criteria are considered in the best interest of the general public and in keeping with the vision, values, and goals of the community. Bullet 2 identifies that attracting regional land uses is appropriate for this area of the community and will be processed as a minor amendment.

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

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

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

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

Land Use Impact Model

In December 2018, Long Range Planning Services contracted with Applied Economics to produce a land use impact model to estimate the socioeconomic, development, and fiscal impacts associated with a change from one General Plan land use designation to another over a 20-year time period (in this instance, 2024-2043). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to estimate if a project is fiscally sustainable (or not) over time – or Net Present Value (NPV).

In this instance, the model provided a general assessment of the subject site comparing the 20-year outlook of existing +/- 43-acres of “manufacturing/warehouse” use and the proposed +/- 43-acres of “mixed-use residential” 20-year outlook in the Central Sub-Area of the City. The model shows a positive NPV of \$561,518 for the existing “manufacturing/warehouse” over 20 years. By comparison, the proposed “mixed-use residential” redevelopment of the site shows a positive NPV of \$2,765,035 over the same time period. Consequently, the proposed development is fiscally sustainable, as proposed. The model results in a net gain of \$2,203,517 over a 20-year time period. Such an increase is expected as a result of an increased tax base that includes collection from non-residential floor area and the integration of new residential use on the site, contributing to increased property and rental tax. Further, the proposed development will bring additional residents into the area which will support area sales and property tax.

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

Land Use Budget – Crossroads

The request to change the land use designation from Employment to Mixed-Use Neighborhoods and EMP to AMU-R will reduce the Employment land use by +/- 43 acres, a 1% reduction, at the General Plan level. However, Crossroads is unique in that it includes a Land Use Budget from which developers select their zoning districts. For this site, the +/- 43-acres proposed to be changed to P-C PCP AMU-R would be returned to the Land Use Budget, rather than being eliminated, so there is no net loss in employment zoned land (I-1) as a result of this request.

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

Airport Vicinity

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

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

PCD Findings

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

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

- The subject site is located within the General Plan 2035 designated Greater Airpark Growth Area. Growth Areas are locations within the community that best accommodate future growth, allowing increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. Within designated Growth Areas, applications typically yield a maximum density nearing 50 dwelling units per acre. The applicant's proposal for 1,975 dwelling units over the +/- 43-acre development plan calculates to 46 dwelling units per acre. The Greater Airpark Character Area Plan (GACAP) provides more specific policy direction for this area of the community, consistent with the goals and policies of the General Plan. As such, the plan utilizes Development Types to guide the physical and built form of the area (Goal LU 4), noting that medium- to higher-scale development may be located within Type C areas – where the subject site is located. The applicant does not propose to increase building heights with this request. Consequently, the density that is proposed is supported by the definition of a Growth Area expected by Scottsdale General Plan 2035 and further defined by its designation within the Type C Development Type of the Greater Airpark Character Area.
- The General Plan 2035 Open Space Element designates Hayden Road, north of Frank Lloyd Wright Boulevard, as a Buffered Roadway – streets that provide an aesthetic or environmental buffer, enhance the unique image of the streetscape, and reduce the impacts that major streets may have on adjacent land uses (Policy OS 4.3). Further, the GACAP designates Hayden Road as a Signature Corridor, where this street segment expects design that reflects “urban characteristics that celebrate transitions from the urban environment to the native desert and residential areas” (CD2.1, CD2.1.5 and CD2.2). As such, the applicant is proposing a minimum forty (40) foot wide buffered setback along N. Hayden Road, measured from the edge of the right-of-way. This proposal provides the transition expected by Scottsdale's Signature Corridor from the urban environment experienced south of the Loop 101 Freeway to the native desert environment experienced north of the Loop 101 Freeway.
- The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) encourage open space areas as public amenities that benefit the community. Further, the General Plan 2035 Connectivity Element (Goal C 3 and corresponding policies) and GACAP Character & Design (Goal CD 2 and corresponding policies) and Community Mobility Chapters (Goal CM 6 and corresponding policies) encourage accessible and engaging bicycle and pedestrian connections. As such, the applicant proposes a development plan that includes +/- 18 acres of open space (not inclusive of private, courtyard open space) as well as +/-1.5 miles of circulating trails along the perimeter of the campus.

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

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

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

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

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

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

The applicant states that the housing component is compatible to the surrounding area which features other multi-family developments with similar densities. This is an ideal

area to provide critically needed housing within close proximity, and easy access to outdoor recreational opportunities, including the Scottsdale Sports Complex, McDowell Sonoran Preserve and TPC Scottsdale.

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

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

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

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

Amended Development Standards

As part of a Planned Community District application, or subsequent amendment, an applicant may propose amendments to certain site development standards in an effort to accommodate flexibility in design of a project. The only amendment proposed as part of this application is to the floor area restriction for residential on the first floor in the P-C comparable Planned Airpark Core (PCP) zoning district, as indicated below:

Use Limitations (for dwellings in the PCP):

(4) Limited to a maximum of ~~50~~ **67** percent of the ground floor building area of the Development Plan.

Transportation

The site is located on the southeast corner of the Loop 101 Freeway and Hayden Road. The western portion is planned to contain the Axon headquarters. The site access and internal street system were established with the previous zoning case, 13-ZN-2020, and the subsequent Development Review Board case, 28-DR-2020. Axon Way is an extension of Mayo Boulevard to the west, and it traverses through the site connecting Hayden Road to Perimeter Drive, incorporating roundabouts at the major internal intersections. Site access is provided by three intersections along Axon Way – Hayden Road and Axon Way, 82nd Street and Axon Way, and Perimeter Drive and Axon Way. The Hayden Road intersection will be signalized with the site development; the 82nd Street and Perimeter Drive

intersections are planned to be controlled by roundabouts. Axon Way also provides access to the City owned parcel that is planned for a municipal fire station and well site.

The development plan includes 1,975 multi-family dwelling units, a 425 key hotel, and 47, 180 square feet of commercial space. This development plan is estimated to generate 15,778 trips, with reductions for internal capture lowering the external trips to 13,635. The a.m. peak hour trips are 1,143 and p.m. trips are 1,291 before the reduction factors are applied; the peak hour trips are 1,049 a.m. trips and 1,112 p.m. after the reductions.

The street system in this area was developed in response to a request from Axon to be consistent with their plan to develop the entire parcel as a campus for their corporate headquarters. Instead of a more direct four-lane roadway connection through the center of the parcel Axon Way, roundabouts were incorporated in Axon Way to change the horizontal alignment further south to travel along the perimeter of the site. This will slow traffic that is traveling through the site, which was another desire of Axon. This proposed street system for the campus, which incorporates traffic control devices in close proximity, may not have the capacity to accommodate the anticipated traffic that will be generated by the proposed development plan. Poor levels of service are anticipated at several intersections in the vicinity of the site – Hayden Road and Axon Way/Mayo Boulevard, Hayden Road and Princess Drive, Perimeter Drive and Princess Drive, Axon Way west roundabout, Hayden Road and the Loop 101 interchange, and the Princess Drive/Pima Road and the Loop 101 interchange. Some mitigation measures have been proposed by the traffic engineering consultant however these have not been fully vetted to determine if they are feasible. Some of the proposed mitigation will require review and acceptance from the Arizona Department of Transportation (ADOT). A copy of the traffic impact study has been sent to ADOT, but review comments have not been received as of the date of this report.

The applicant is stipulated to submit an updated traffic impact study to Transportation staff prior to any Development Review Board applications. Any street or traffic control improvements that are recommended in the accepted study will become requirements for the developer. Additional right-of-way may be required to accommodate these improvements. If some of the mitigation measures are not feasible, the applicant may be required to alter the development plan to reduce trip generation.

Water/Sewer

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

As this is a zoning case, a Water Demand Exhibit must be completed. This is required for any project that generates 100,000 gallons per day or more in total average daily use, excluding fire flow (Resolution 12539, Scottsdale Sustainable Water Management Principles), and would typically be included in the BOD as part of the appendix. The total water demand for this project is currently 614,160 gallons per day, as indicated in the abbreviated BOD. As of the date of this report, this requirement has not been met. Consequently, it is anticipated that once the total water demand exhibit is submitted, this project will need to provide alternative conservation measures or additional

water resources to support its water demand over 100,000 gallons per day that are acceptable to Water Resources in advancing the City's water conservation efforts. Water and sewer system upgrades, designed and constructed as part of this project, are required to handle project demands; the extent of which is unknown at this time.

In the project narrative, the applicant states that storm water flows will be discharged into sanitary sewer system, as a water conservation solution. Water Resources does not support this option. The sanitary sewer system in this area does not have capacity to handle any flows from this project, nor is it clear how capacity would be added to the sewer system through infrastructure improvements.

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

Fire/Police

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

Open Space

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

School District Comments/Review

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

Housing Cost

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

Community Involvement

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

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

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

Significant Updates to Development Proposal Since Initial Submittal

- Number of proposed residential units reduced from 2,552 to 1,975.
- Hotel relocated from the southeast corner of the site to the northeast corner of the site, closer to the Loop 101 Freeway, and further away from the residential community to the south.
- The building closest to the single-family residential to the south was reduced from five stories in height (+/- 67 feet) to three stories in height (+/- 45 feet).
- Pedestrian circulation includes a publicly accessible multi-use path that runs along the perimeter of the entire campus, (+/- one mile).

Community Impact

- Proposal includes widening of N. Hayden Road (including a deceleration lane) and extension of E. Axon Blvd. (aka Mayo Blvd.) east to Perimeter Center Drive.
- Proposal includes a publicly accessible multi-use path along the perimeter of the entire campus (+/- one mile).
- Retention, expansion and significant investment by a major local employer in Scottsdale.

Policy Implications

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

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission (AAC)

The AAC is scheduled to consider this case on 1/17/2023. Results for the hearing will be provided in a supplemental packet prior to the 1/24/2023 Planning Commission hearing.

STAFF RECOMMENDATION

Recommended Approach:

1. Staff recommends the Planning Commission recommend approval to City Council for a minor amendment to the City of Scottsdale General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on a +/- 43-acre portion of a +/- 68-acre site, located at 8300 E. Axon Way, and
2. Staff recommends the Planning Commission find that the Planned Community District Findings have been met and determine that the proposed zoning district map amendment is consistent with and conforms to the adopted General Plan, and make a recommendation to City Council, per the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services

Long Range Planning Services

STAFF CONTACTS

Greg Bloemberg

Principal Planner

480-312-4306

gbloemberg@scottsdaleaz.gov

Taylor Reynolds

Principal Planner

480-312-7924

treynolds@scottsdaleaz.gov

APPROVED BY



Greg Bloembergen, Report Author

1/9/2024

Date



Taylor Reynolds, Report Author

1/12/2024



Tim Curtis, AICP, Current Planning Director
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

1/11/2024

Date



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

01/17/2024

Date

ATTACHMENTS

- 1. Context Aerial
- 1A. Aerial Close-Up
- 2. Resolution No. 13033
 - Exhibit 1: Proposed General Plan Land Use Map
 - Exhibit 2: Proposed Greater Airpark Character Area Plan Land Use Map
- 3. Ordinance No. 4625
 - Exhibit 1: Zoning Map
 - Exhibit 2: Stipulations
- 4. Resolution No. 13032
 - Exhibit 1: Axon Development Plan
- 5. Resolution No. xxxxx
- 6. Contract No. xxxxx (placeholder)
- 7. Existing General Plan Land Use Map
- 8. Existing Greater Airpark Character Area Plan Land Use Map
- 9. Existing Zoning Map

10. Traffic Impact Summary
11. Community Involvement
12. Correspondence
13. 1/17/2023 Airport Advisory Commission meeting minutes (placeholder)
14. City Notification Map



Context Aerial

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



Close-up Aerial

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

RESOLUTION NO. 13033

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

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

WHEREAS, the Planning Commission held a recommendation hearing on January 24, 2024 concerning the minor General Plan amendments; and

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

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

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

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

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

Section 3. That copies of this General Plan amendment shall be on file in the Office of the City Clerk, located at 3939 N. Drinkwater Boulevard, Scottsdale, Arizona.

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

ATTEST:

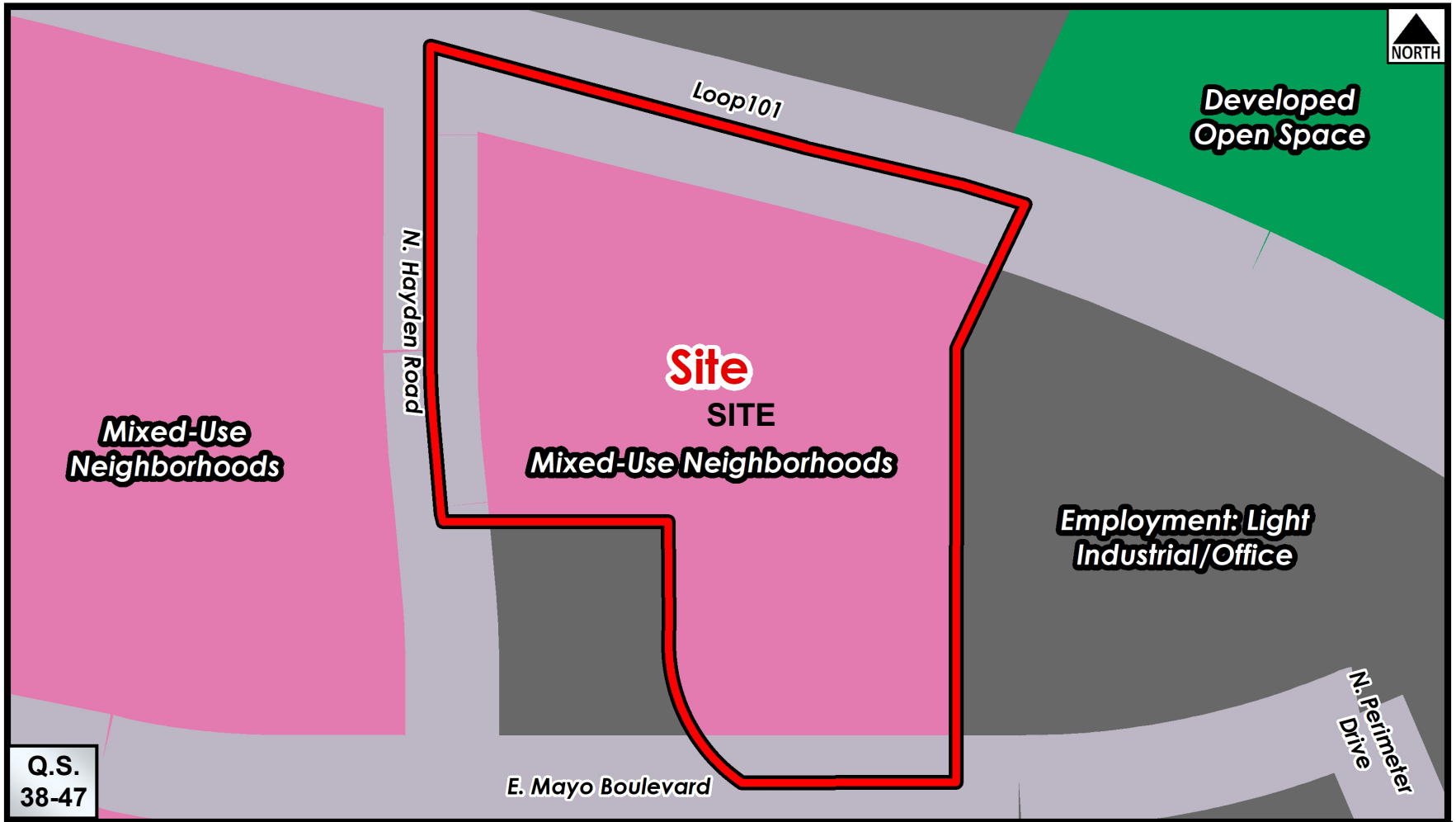
CITY OF SCOTTSDALE, an Arizona
Municipal Corporation

By: _____
Ben Lane
City Clerk

By: _____
David D. Ortega
Mayor

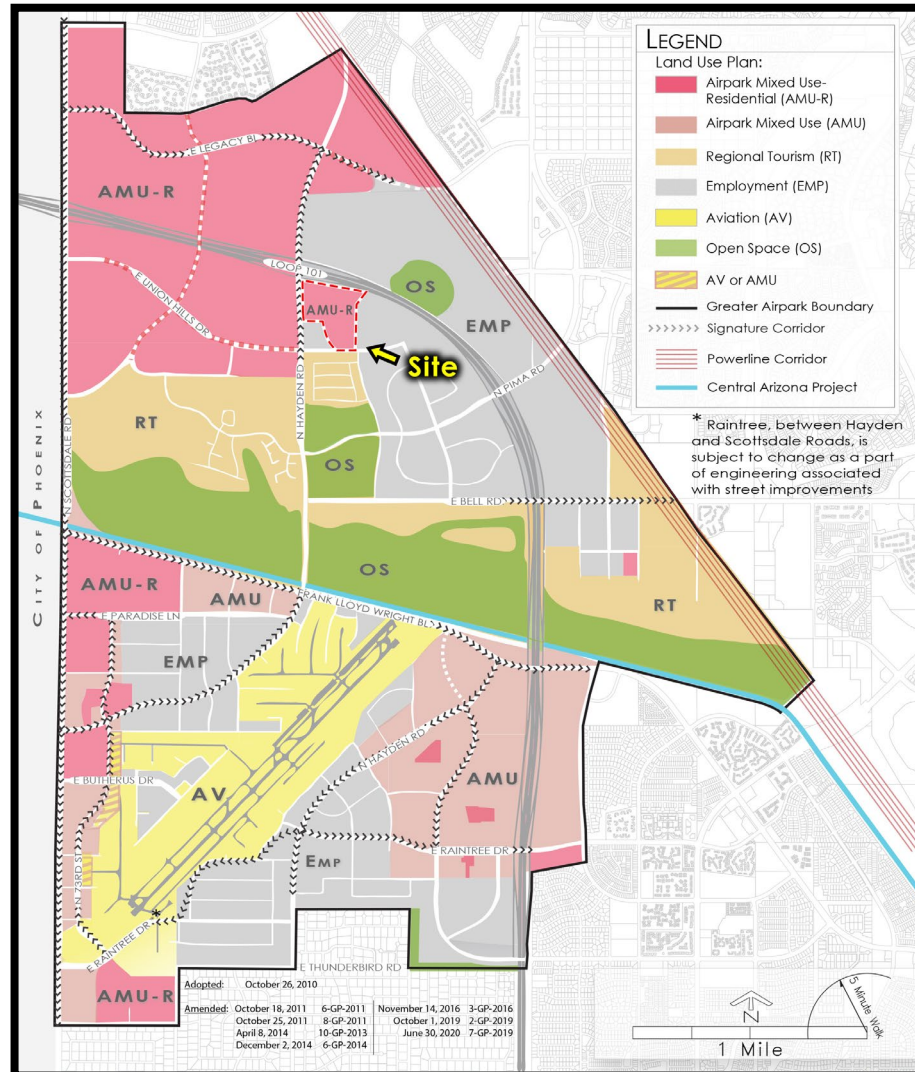
APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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



General Plan 2035 Future Land Use Map
+/- 41-acres of Mixed-Use Neighborhoods

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



Greater Airpark Proposed Land Use Plan

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

ORDINANCE NO. 4625

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 13-ZN-2020#2 PLANNED COMMUNITY DISTRICT, WITH P-C COMPARABLE INDUSTRIAL PARK (P-C I-1) ZONING TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE PLANNED AIRPARK CORE, AIRPARK MIXED-USE - RESIDENTIAL (P-C PCP AMU-R) ZONING TO ACCOMMODATE AN AMENDMENT TO THE ORIGINAL DEVELOPMENT PLAN AND LAND USE BUDGET (13-ZN-2020 AND 19-ZN-2002#6) TO ALLOW FOR 1,975 MULTI-FAMILY RESIDENTIAL UNITS, A HOTEL, AND 47,000 SQUARE FEET OF RETAIL IN SIX BUILDINGS, RANGING FROM THREE TO FIVE STORIES, UP TO 67 FEET IN HEIGHT, ON A +/- 43-ACRE PORTION OF A +/- 68-ACRE SITE, LOCATED AT 8300 E. AXON WAY.

WHEREAS, the Planning Commission held a hearing on January 24, 2024; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (4625) on the cost to construct housing for sale or rent; and

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

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

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

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.

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

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

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

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/- 43-acre portion of a +/- 68 acre site located at 8300 E. Axon Way, and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Planned Community District, with P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning, and by adopting that certain document entitled "Axon Development Plan" declared as public record by Resolution No. 13032 which is incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as **Exhibit 2**, incorporated herein by reference.

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

ATTEST:

CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane
City Clerk

By: _____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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

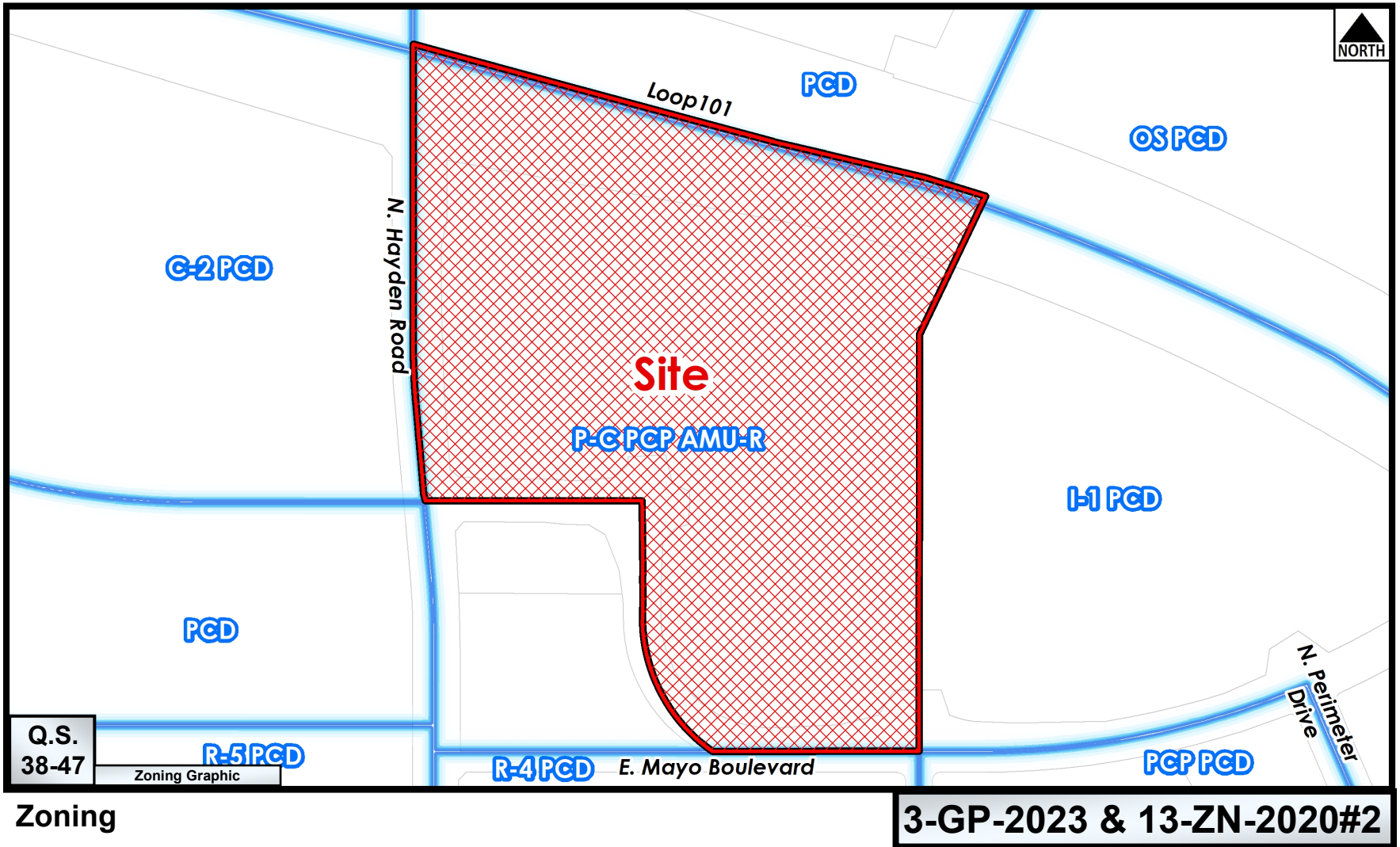


Exhibit 1

Stipulations for the Zoning Application:

Axon

Case Number: 13-ZN-2020#2

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

SITE DESIGN

1. GOVERNANCE. The adopted conditions and parameters of case 13-ZN-2020 at this location shall continue to apply except as amended below.
2. CONDITIONAL ZONING. If the developer does not commence actual physical construction (as more fully described in Contract No. xxxx-COS) of the project within five (5) years from the effective date of Contract No. xxxx-COS (as defined herein) and Ordinance No. xxx, then the developer and any successor or assign (as property owner) shall apply to cause the property to be rezoned to apply the zoning that existed on the property immediately prior to adoption of Ordinance No. xxxx. Further, if the owner does not make such an application for such rezoning within six (6) months of the deadline by which the developer was to commence construction, then the City may undertake the rezoning on behalf of the property owner pursuant to the terms of Contract No. xxxx-COS.
3. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, titled "Axon Development Plan" which is on file with the City Clerk and made a public record by Resolution No. 13032 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
4. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
5. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2002-143-COS-A3 (approved by Resolution No. 11146 dated 6/12/2018). The property owner shall provide special public improvements in accordance with the Development Agreement, including requirements for timing of completion of special public improvement and/or equivalent payments. Proposed special public improvements are subject to the approval of the Zoning Administrator. Should the Development Agreement not become effective, or if the Developer does not comply with the terms of the Development Agreement, the bonus ??? as set forth in the Development Plan shall become null and void. Any change to the Development Agreement shall be subject to City Council approval.
6. MAXIMUM DWELLING UNITS/NON-RESIDENTIAL FLOOR AREA. Maximum dwelling units and Minimum non-residential floor area shall be as indicated on the Land Use Budget Table on the following page.

Parcel	Gross Acres	Zoning	Max DU/AC	Max # of Units
215-07-407	+/- 43 acres of an overall +/- 68-acre parcel	P-C PCP AMU-R	46 du/ac	1,975
Non-Residential Floor Area				
			Minimum Commercial Floor Area (Retail, Restaurant, etc.)	Minimum # of hotel rooms
			47,000 square feet	425

7. FLOOR AREA RATIO (FAR). The maximum FAR for the PCP AMU-R portion of the Axon campus (+/- 43 acres) shall not exceed 0.8 of the development plan area, including the multi-family residential.
8. OPEN SPACE. Open space for the PCP AMU-R portion of the of the Axon campus (+/- 43 acres) shall be consistent with the open space plan included as part of the development plan (+/- 18 acres).
9. BUILDING HEIGHT. No building on the PCP AMU-R portion of the Axon campus (+/- 43 acres) shall exceed five stories or 67 feet in height (inclusive of rooftop appurtenances). The building identified as Building E on the site plan shall not exceed three stories or 45 feet in height (inclusive of rooftop appurtenances) measured as provided in the applicable section of the Zoning Ordinance.
10. SETBACKS. The building identified as Building E on the site plan shall setback a minimum distance of 300 feet from the property line.
11. SIGNATURE CORRIDOR. A minimum landscape buffer/setback of 40 feet (average 50 feet) shall be provided along the Hayden Road frontage.
12. PEDESTRIAN CIRCULATION. Pedestrian circulation for the project shall include a minimum 10-foot-wide multi-use path along the entire perimeter of the Axon campus (+/- one mile in length).
13. STREETLIGHTS. The final site plan and civil improvement plans for the project shall include the property owner's construction of new Transportation Department compliant streetlights along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way, both sides, from Hayden to N Perimeter Drive.
14. FIBER OPTIC CONDUIT. The final site plan and civil improvement plans for the project shall include the property owner's construction of new IT Department compliant fiber optic conduit along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way from Hayden to N Perimeter Drive.
15. FUTURE SUBDIVIDING. Any proposed modification to parcel boundaries shall only be considered in accordance with Scottsdale Revised Code. Future parcels created to recognize separate ownership shall "stand alone" with regard to the applicable PCP AMU-R zoning development standards. Any plat that creates parcels that cannot stand alone, or parcels that rely on other parcels for shared facilities, such as drainage, open space, etc. shall require a separate zoning application to add the

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

16. ACCESS RESTRICTIONS. Access to the development project shall conform to a Transportation Department approved Traffic Impact and Mitigation Analysis recommendation including modifications to proposed project to accommodate.
17. REFUSE. Each building shall be provided its own refuse infrastructure in conformance with DSPM and the refuse plan provided by ORB with a date of November 28, 2023.
18. PROTECTION OF ARCHAEOLOGICAL RESOURCES. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.

AIRPORT

19. FAA DETERMINATION. With the final construction plan submittal, the property owner shall submit a copy of the FAA Determination Letter on the FAA Form 7460-1 for any building that penetrates the 100:1 slope. The highest point of the tallest building(s), including rooftop appurtenances, shall be detailed in the FAA Form 7460-1 submittal.
20. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to issuance of any permits for the development project, the owner shall provide noise disclosure notice to occupants, potential residents, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
21. SOUND ATTENUATION MEASURES. With the construction document submittal, the property owner shall submit plans and documentation demonstrating that the buildings of the development project have been designed and shall be constructed to reduce interior to exterior noise by at least 25 decibels, in accordance with the most recent the noise attenuation measures at the time of the construction document submittal, and set forth in Section 4.00 of Appendix F of the FAA part 150 noise Compatibility Study, as amended.
22. AVIGATION EASEMENT. Prior to the issuance of any permit for the development project, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee. (Planning)

DEDICATIONS

23. RIGHT-OF-WAY DEDICATIONS. Prior to issuance of any permit or with the recordation of any final plat for the development project, the property owner shall make a Transportation Department's approved Traffic Impact and Mitigation Analysis' recommended dedications or the following fee-simple right-of-way dedications to the City of Scottsdale:
 - a. E AXON WAY. Dedicate right-of-way required to accommodate a realignment of the Major Collector corridor so that its and N Hayden Roads level of service is above a Level F.
 - b. N HAYDEN ROAD. Dedicate required right-of-way to accommodate additional through lanes and turn lanes from ADOT's 101 to Old Mayo Blvd. alignment so that its, and its intersections, level of service is above a Level F.
24. SHARED DRIVE AISLES. Any shared access ways, drive aisles or the like across existing or proposed parcel boundaries shall be contained within a private association's tract and dedicated as such via a final plat recordation and in conformance with Scottsdale Revised Code.

25. **SHARED PRIVATE INFRASTRUCTURE MAINTENANCE, AND LIABILITY.** A property owners association consisting of shared private infrastructure benefiting property owners shall own and be responsible for all maintenance and liabilities of their required platted tracts containing said shared infrastructure like but not limited to shared drive aisles, access ways, trails, sewer systems etc.
26. **PUBLIC NON-MOTORIZED ACCESS EASEMENT.** Prior to issuance of any permit or with any final plat recordation for the development project, the property owner shall dedicate a continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain the public sidewalk, paths or trails in locations where public access infrastructure crosses onto private property of the development project.

INFRASTRUCTURE

27. **CONSTRUCTION COMPLETED.** Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.
28. **STANDARDS OF IMPROVEMENTS.** All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.
29. **CIRCULATION IMPROVEMENTS.** Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct Transportation Department approved Traffic Impact and Mitigation Analysis recommended infrastructure, and any of the following infrastructure that are not under construction or physically existing prior to project request of any permit issuance or recordation of a final plat:
- a. **E AXON WAY.** From N. Hayden Road to N Perimeter Drive:
 - 1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight feet (8') wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Arterial – Suburban Character roadway classification as specified in the DSPM.
 - 2. Construct three (3) roundabouts one (1) at N. Perimeter Drive, one (1) at N 82nd Street, and one (1) east of N Hayden Road and in accordance with the Major Arterial Round-About design criteria as specified in the DSPM.
 - 3. Widen and improve intersections so that their Level of Service is above an F.
 - b. **E AXON WAY.** From N Perimeter Drive to ADOT's 101 ROW:
 - 1. Demolish existing pavement and restore to native vegetative landscaping.
 - 2. Construct an eight foot (8') wide minimum trail.
 - c. **N HAYDEN ROAD.** From Old E Mayo Blvd Alignment to ADOT's 101.

1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum ten foot (10'), separated from back of curb, sidewalk etc. and in conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.
 2. Widen and improve intersections so that their Level of Service is above an F.
 3. Construct left in and left out 'pork chop' median, serving the Hayden 50 subdivision, at the Old Mayo Blvd. Alignment intersection.
 - d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.
 1. Demolish existing pavement and restore to native vegetative landscaping.
 2. Construct an eight foot (8') wide minimum trail.
30. PEDESTRIAN HAWK SIGNALIZED CROSSING. Prior to recordation of a land division or issuance of any building permit for the development project, the property owner shall execute an in-lieu agreement and make a payment of \$50,000 for the proportionate share of a future HAWK pedestrian crossing on Hayden Road, south of the project development, to the sports fields on the east side of Hayden.
31. TRAFFIC SIGNAL CONSTRUCTION. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct a traffic signal and associated improvements at the intersection of N. Hayden Road and E. Mayo Blvd. Traffic signal and associated improvements shall be constructed prior to the issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first.
32. WATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct Water Resources Department approved Preliminary and Final Sewer Basis of Design report recommended infrastructure, or the following infrastructure:
- a. N HAYDEN RD.
 - i. Construct approximately seven hundred fifty (750') of thirty-inch (30") water line on the east side of N Hayden Rd and underneath the Loop 101 overpass.
 - b. LOOP 101
 - i. Construct approximately thirty-one hundred feet (3100') of thirty-inch (30") water line on the north side of project parcel, along its frontage with Loop 101, from N Hayden Rd to E Axon Way.
 - c. E AXON WAY
 - i. Construct approximately thirty-six hundred feet (3600') of sixteen-inch (16") water line from N Hayden Rd to Loop 101.
33. WASTEWATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct Water Resources Department approved Preliminary and Final Sewer Basis of Design report recommended infrastructure, or the following infrastructure:
- a. SANITARY SEWER SYSTEM

1. Construct a sanitary sewer system to take all project flows from project site to the city's Water Reclamation plant.
- b. STORMWATER DISCHARGE.
 1. No stormwater flows may be discharged into any sanitary sewer system.
34. WATER AND WASTEWATER IMPROVEMENTS. The property owner shall design and construct all public and private water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and manholes, necessary to accommodate its flows and reimburse the city or other projects designing and constructing such infrastructure as required by Scottsdale Revised Code.
35. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

36. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a final drainage report, in compliance with the preliminary drainage report accepted with this case, and in accordance with the Design Standards and Policies Manual for the development project.
37. TRAFFIC IMPACT AND MITIGATION ANALYSIS. Prior to Development Review Board consideration, the property owner shall submit and obtain Transportation Department approval of a Traffic Impact and Mitigation Analysis and their recommended infrastructure plan and infrastructure plans for any of the following that are not under construction or physically existing at time of Development Review Board consideration:
 - a. E AXON WAY. From N. Hayden Road to N Perimeter Drive:
 1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight foot (8') wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Arterial – Suburban Character roadway classification as specified in the DSPM.
 2. Construct three (3) roundabouts one (1) at N. Perimeter Drive, one (1) at N 82nd Street, and one (1) east of N Hayden Road and in accordance with the Major Arterial Round-About design criteria as specified in the DSPM.
 3. Widen and improve intersections so that their Level of Service is above an F.
 - b. E AXON WAY. From N Perimeter Drive to ADOT's 101 ROW:
 1. Demolish existing pavement and restore to native vegetative landscaping.
 2. Construct an eight foot (8') wide minimum trail.
 - c. N HAYDEN ROAD. From Mayo Blvd Alignment along south property line to ADOT's 101.
 1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum ten foot (10'), separated from back of curb, sidewalk etc. and in conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.
 2. Widen and improve intersections so that their Level of Service is above an F.

3. Construct left in and left out 'pork chop' median, serving the Hayden 50 subdivision, at the Old Mayo Blvd. Alignment intersection.
 - d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.
 1. Demolish existing pavement and restore to native vegetative landscaping.
 2. Construct an eight foot (8') wide minimum trail.
38. WATER AND WASTEWATER BASIS OF DESIGN REPORTS. Prior to Development Review Board consideration, the property owner shall submit and obtain Water Resources Department approval of Preliminary and Final Basis of Water and Wastewater Design Report and their associated recommended infrastructure utility plans or utility plans for the following:
- a. N HAYDEN RD.
 - ii. Construct approximately seven hundred fifty (750') of thirty-inch (30") water line on the east side of N Hayden Rd and underneath ADOT's 101 overpass.
 - b. LOOP 101
 - i. Construct approximately thirty-one hundred feet (3100') of thirty-inch (30") water line on the north side of project parcel, along its frontage with ADOT's 101, from N Hayden Rd to E Axon Way.
 - c. E AXON WAY
 - i. Construct approximately thirty-six hundred feet (3600') of sixteen-inch (16") water line from N Hayden Rd to ADOT's 101.
 - d. SANITARY SEWER SYSTEM
 - i. Construct a sanitary sewer system to take all project flows from project site to the city's Water Reclamation plant.
 - e. STORMWATER DISCHARGE.
 - i. No stormwater flows may be discharged into any sanitary sewer system.

RESOLUTION NO. 13032

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "AXON DEVELOPMENT PLAN".

WHEREAS, State Law permits cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Scottsdale wishes to incorporate by reference amendments to the Zoning Ordinance, Ordinance No. 455, by first declaring said amendments to be a public record.

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

Section 1. That certain document entitled "Axon Development Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

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

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By: _____
Ben Lane, City Clerk

By: _____
David D. Ortega, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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

Axon Development Plan

13-ZN-2020#2

Exhibit 1

Resolution No. 13032



Axon World Headquarters Campus

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

Revision Date: January 4, 2024

REPRESENTATIVE:

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

APPLICANT:



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

PROJECT OVERVIEW

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



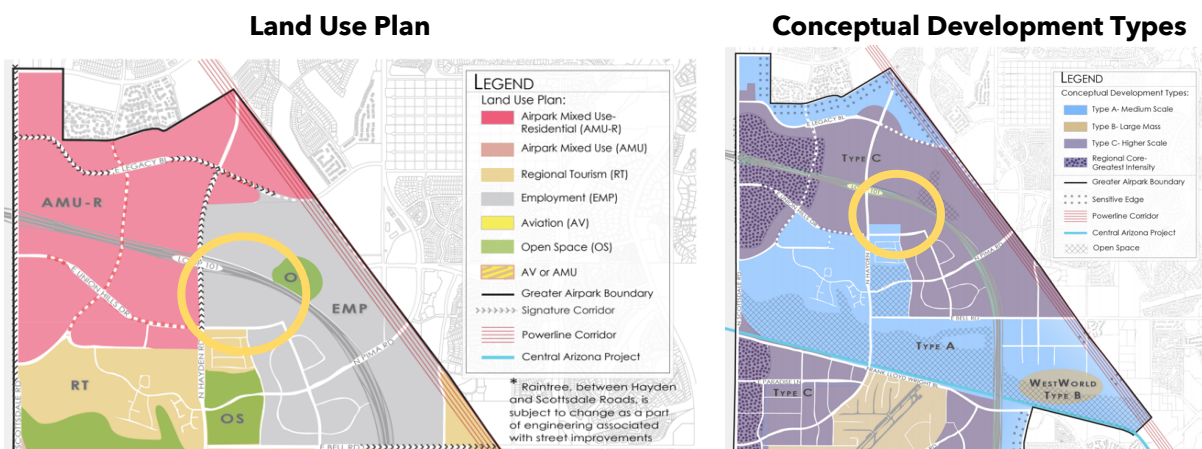
On November 11, 2020, Scottsdale City Council approved Axon's requests for a Zoning District Map Amendment from Planned Community (P-C) to Planned Community District - Industrial Park (PCD I-1), amended development standards, and design review for the new Axon Campus office building. The site appears to be subject to the large-scale Crossroads East PCD consisting of approximately 1,000 acres of land that was at one point owned entirely by ASLD but has since been partially sold in pieces to private property owners.

In keeping with the “Axon World Headquarters Campus” concept, and in addition to the already approved headquarters building, we are proposing to add a number of walkable and complementary uses to support the Axon World Headquarters Campus, including new homes to serve our current and future employees and retail experiences as part of a new mixed-use development that will include exceptional outdoor spaces, multi-family residential, a hotel for conference use related to the new Headquarters training component and commercial uses designed primarily to serve the employees of Axon. These uses, designed for the remaining portion of the Headquarters site are in conjunction with the adjacent municipal site’s fire station and water treatment facility construction. The previously approved office building will be Phase I of the Axon World Headquarters Campus and the supporting housing and commercial will be additional phases of the Axon World Headquarters Campus build out.

In order to develop this campus vision, Axon is requesting the following:

- An Amendment to the Greater Airpark Character Area Plan from Employment to Airpark Mixed-Use Residential
- a minor General Plan Amendment from Employment: Light Industrial/Office to Mixed-Use Neighborhoods
- a rezoning of a portion of the site from the Planned Community District – Industrial Park (PCD I-1) to Planned Community District – Planned Airpark Core Development/Airpark Mixed-Use Residential (PCD – PCP/AMU-R)
- Amended Development standards for the Crossroads East Land Use Budget, Zoning Allowance tables, and Hayden Area Transition Area

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

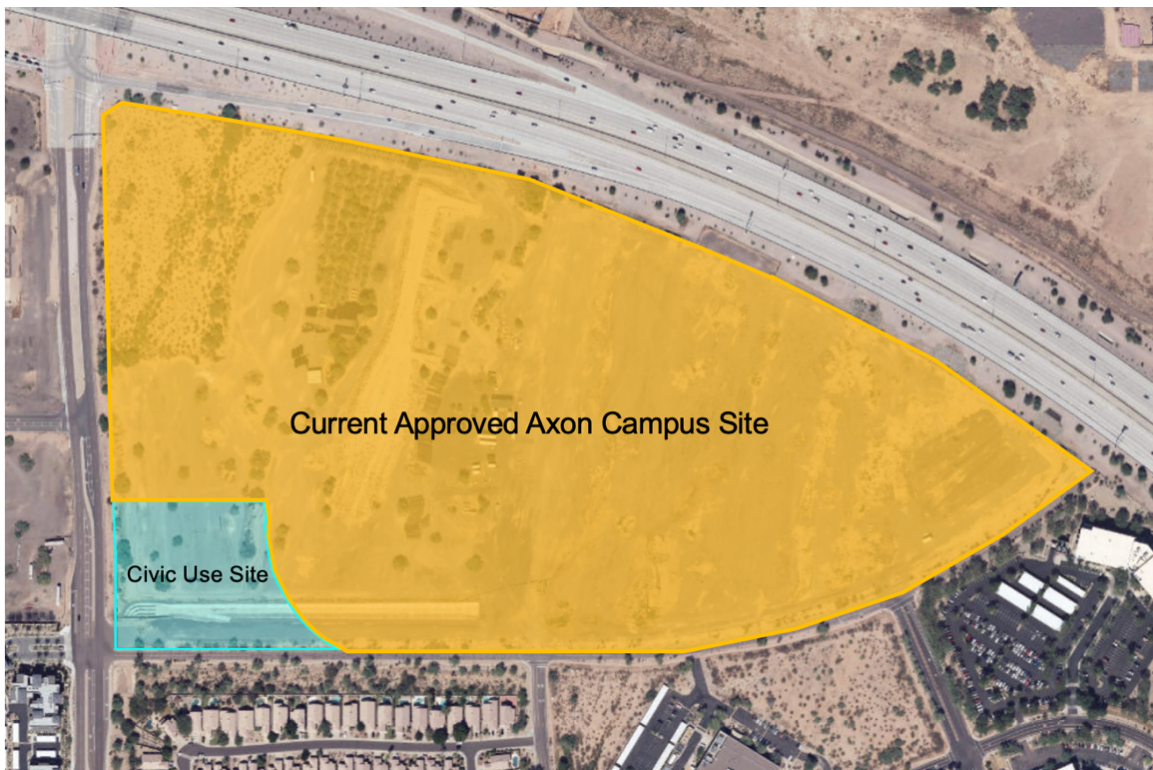


The approved Axon office/manufacturing building is an Industrial use at a scale designed to fit well with land use plans for this area. Rezoning the remaining portion of the site will allow this project to move forward as a true campus feel with the well-designed outdoor spaces, residential, hotel, commercial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

HISTORY

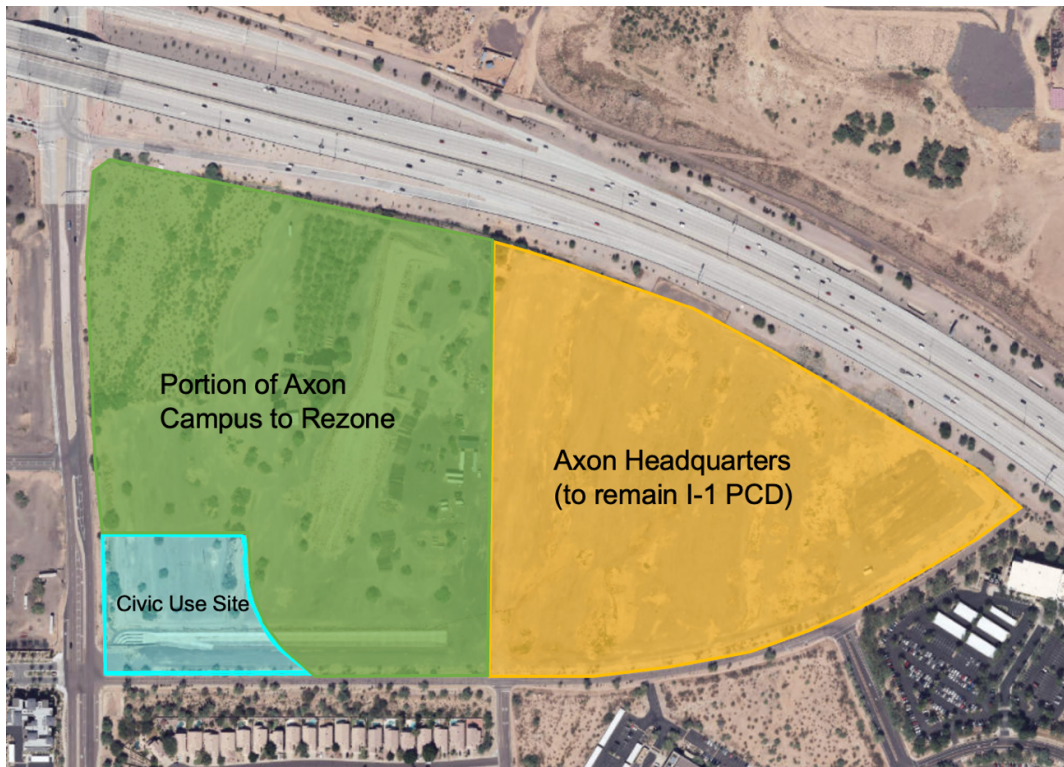
In 2020, Axon requested and received approval to rezone the approximately 74-acre site from PCD (Planned Community) to I-1 (Industrial Park) PCD, an amendment to the Development Standards for I-1 to accommodate an increased building height, and a Development Review (Major) for the proposed building design.

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



We have been working with the City for several years now to ensure adequate infrastructure in the area including moving Axon Way further away from the neighborhood which will create a much wider buffer from the Axon Campus and the nearby residential than originally planned and allow the Campus to be far more walkable. Large amounts of open space and abundant landscape plantings have been designed into the project to transition from the nearby residential use in addition to a landscape berm which provides an additional physical barrier.

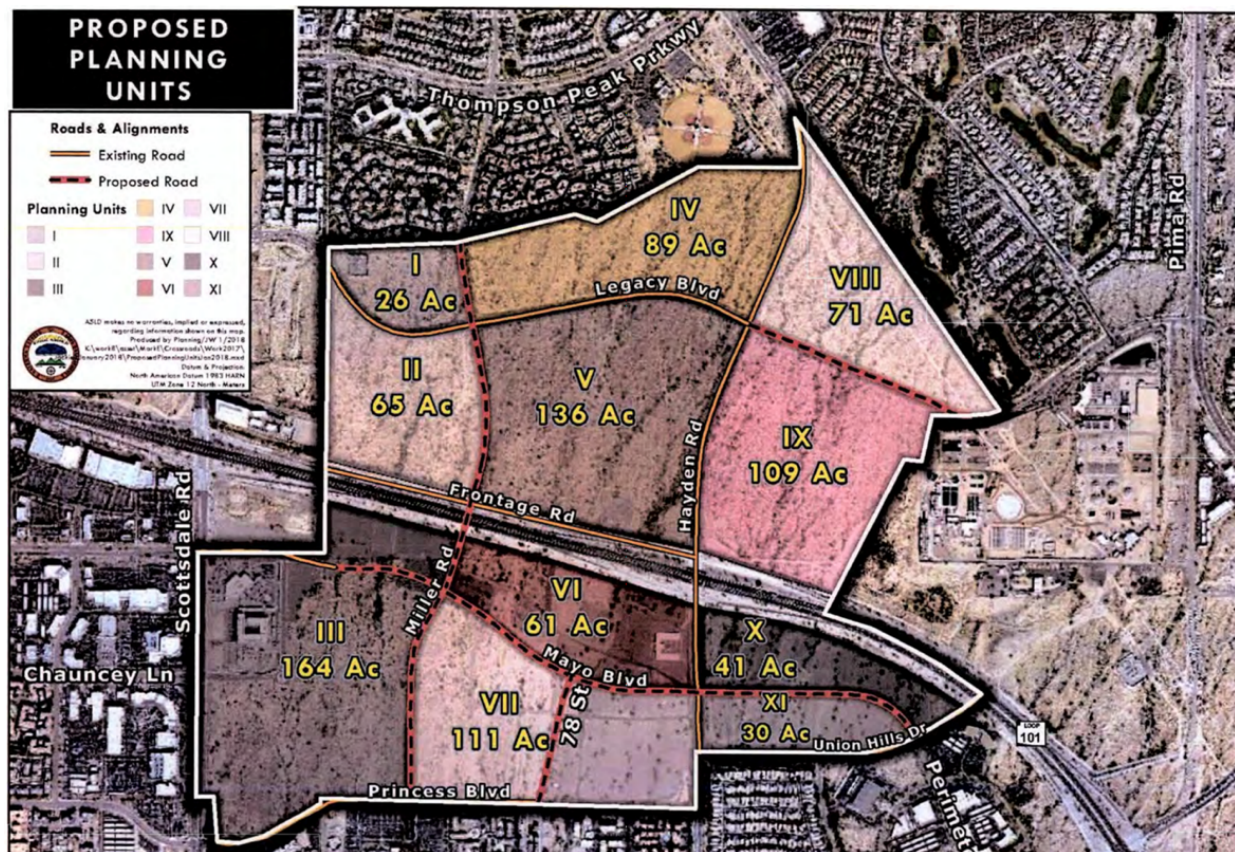
Axon's request to rezone approximately 32 acres of the site to PCP PCD with an amendment to the Greater Airpark Area Plan to AMU-R will create a mixed-use site with an approximately equal amount of industrial and residential land. Below is an image that shows the City of Scottsdale's Civic Use Site (in blue), the Axon headquarters to remain I-1 PCD (in yellow), and the portion of the site that is included in this rezoning request (in green).



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



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



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

Part of our request includes a proposed modification to the Permitted Zoning Districts in Planning Units X and XI as well as a modification to the Land Use Budget to adjust the amount of acreage zoned I-1, PCP and to update the allowed dwelling units. Each of the various requests are detailed below in their respective sections.

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

REZONING NARRATIVE

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

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

Crossroads East PCD

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

Current Crossroads East Permitted Zoning Districts

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

We are proposing to add PRC & PCP (Mixed Use Zoning Districts) to the Permitted Zoning Districts for Planning Units X & XI as shown in the proposed updated chart below:

Proposed Crossroads East Permitted Zoning Districts

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

In addition to the Permitted Zoning District modification requested, we are also proposing a modification to various components of the Land Use Budget. The Land Use Budget provides for specific amounts of acreage to be zoned into a number of categories and also assigns a maximum number of dwelling units that is permitted in each zoning category.

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

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

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

We are proposing to add 44 acres to the PRC & PCP allocation and increase the overall acreage accordingly while also increasing the maximum allowable dwelling units to accommodate the proposed 1,975 additional units for the Axon World Headquarters Campus.

Proposed Crossroads East Land Use Budget

Category	Zoning	Gross Acreage by Zoning	Maximum Dwelling Unit per Gross Acre (DU/AC)	Maximum Allowable Dwelling Units
Employment	I-1	210	NP	NP
Employment	C-O	81	NP	NP
Mixed Use	PRC & PCP	407 451	See Schedule C	4,163 6,138
Commercial	C-2/C-3	170	NP	NP
Residential	R-5	132	23	2,806
Total		1,000 1,044		6,969 8,944

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

Findings Required for Crossroads East Planned Community

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

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

Axon's proposed World Headquarters Campus meets the City's changing needs and the requested modifications help further the goals set forth in the General Plan as well as the City's other vision documents including the Economic Development Five-Year Strategic Plan and Greater Airpark Character Area Plan. Additionally, the development is in harmony with the existing and planned development of the surrounding areas - both within and outside of the Crossroads East Planned Community - by providing high-quality tech jobs and supportive commercial and residential in this rapidly growing part of Scottsdale. Additionally, the housing is a critical component of the job growth. These jobs will not come if we can't provide the housing and amenities to support them.

A detailed analysis of how the proposed development furthers the goals and objectives of the General Plan begins on page 11 of this narrative.

- 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 adjacent streets include Hayden Road and both the existing and proposed alignments of Axon Way (formerly Mayo Boulevard). Phase I of Axon's World Headquarters Campus, which includes the approved office portion, right-of-way dedications and substantial roadway improvements.

The improvements that will occur as part of Phase I will increase the capacity on Hayden Road to the City's desired standards and will include the addition of an additional lane of travel and bicycle lanes. Axon Way will be entirely reconfigured with two lanes of traffic in each direction plus the additional of bicycle lanes and roundabouts. Both roadways include substantial landscape additions, sidewalks that vary from 8' to 10', and a 6' trail/running path that spans the entire campus to create a 1.5-mile track.

The various improvements to the adjacent roadways are adequate to support the proposed uses and traffic for both vehicular and pedestrian needs. A comprehensive TIMA is also included with this resubmittal.

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

1. *In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it*

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

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

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

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

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

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

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

The proposed Axon World Headquarters Campus is a true mixed-use development with cohesive outdoor spaces, industrial, office space, hotel accommodations, commercial and multi-family homes that are designed

specifically to complement each other. The commercial and hotel facilities are supportive to the multi-family and office/industrial portions of the campus.

The commercial – consisting of a combination of retail and restaurant uses – is located at the ground floor of each of the multi-family developments to provide amenities to future residents. The hotel is located between the multi-family and the Axon Corporate World Headquarters building to support Axon’s many out-of-town visitors and to host conferences and other events close to and related to Axon’s Headquarters building. The nearby recreational amenities that will likely be attractive to future residents of the multi-family are also amenities that appeal to short term visitors to the area. Much of the surrounding area is multi-family (R-4 and R-5), mixed-use (PCP) and industrial (I-1) zoned, and the proposed Axon World Headquarters Campus is compatible with those uses.

Compliance with Goals and Policies of the General Plan

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

Character and Design Element

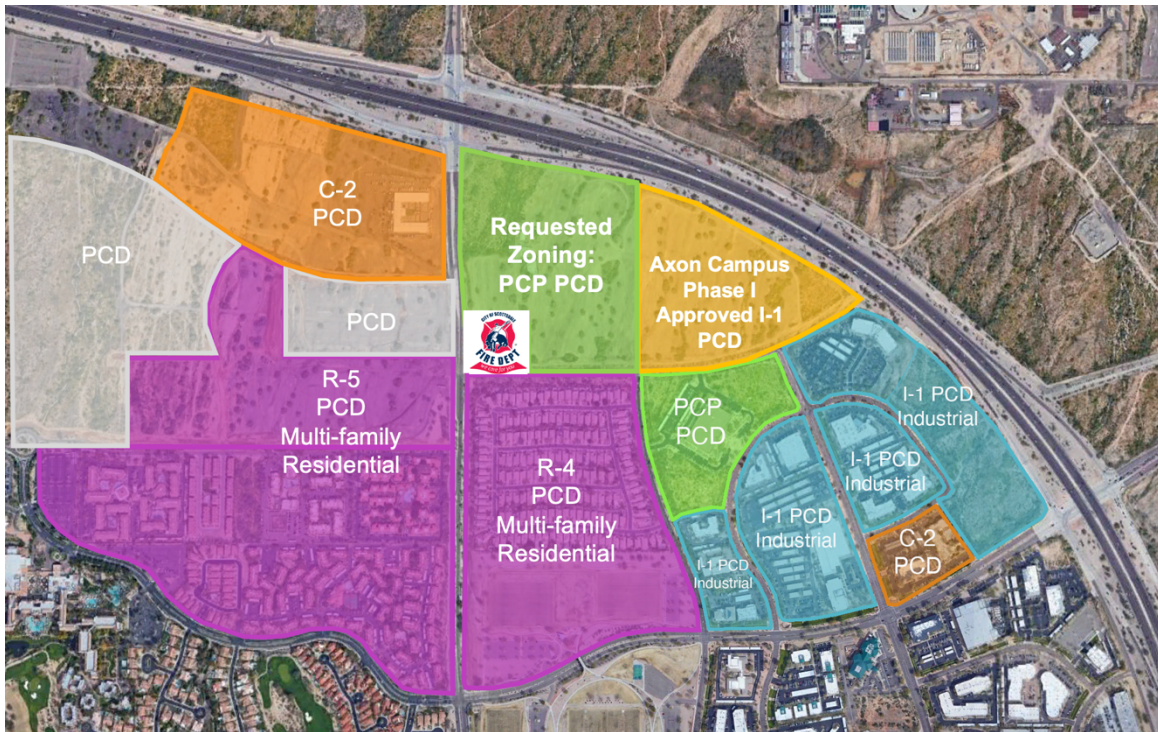
Goal CD1. Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

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

Axon’s proposed mixed-use World Headquarters Campus expansion is located on a vacant parcel within the Crossroads East PCD, an area geared at attracting regional headquarters for businesses as well as providing the multi-family homes for new residents to live. The homes are necessary for job growth in the housing crisis.

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

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



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

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

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

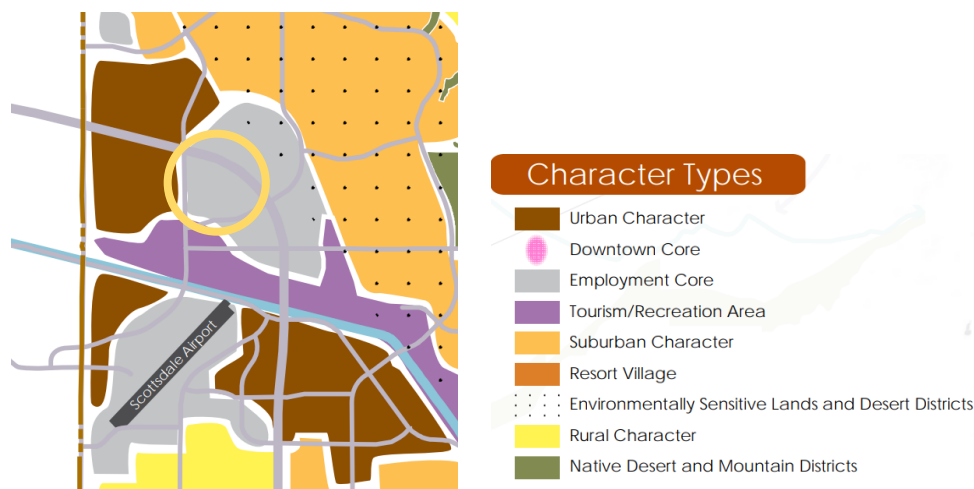
The parcel has been planned as an employment center of larger scale with associated intensity in relationship to its proximity to the Scottsdale Airpark and freeway. Accordingly, Axon designed and was approved for an appropriately scaled industrial building with a unique design that is oriented closer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

The proposed mixed-use development consists of a residential density consistent with the adjacent developments on the west side of Hayden Road. All of the Phase II

buildings are 5-stories or less with underground parking. There are three 5-story buildings, one 4-story building and one 3-story building. The new buildings are proposed to be consistent with the approved height for the Axon building that will occupy the eastern portion of the site.

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

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



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

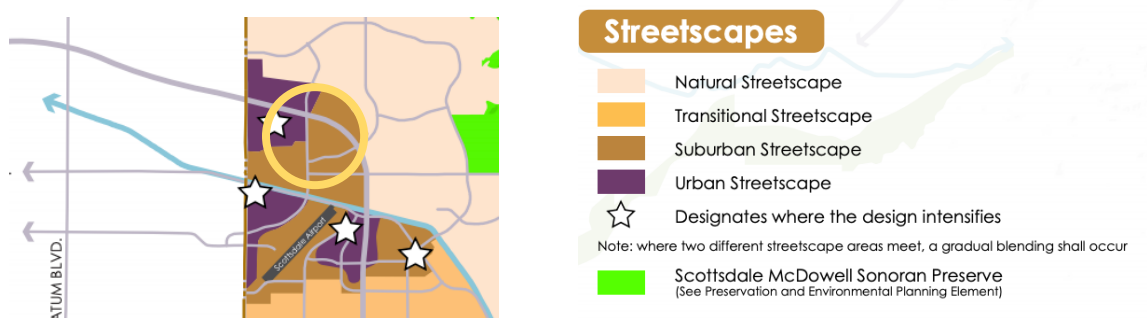
Consistent with the vision the City has for this area, Axon is proposing an expansion of its facilities into a true corporate campus including the approved world-class employment center and requested mixed-use component. Its location off of the Hayden Road exit for the Loop 101 freeway creates a regional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

Attracting quality candidates for employment includes providing conveniently located housing and commercial amenities like restaurants and retail. By adding the additional uses to the already approved light industrial component, Axon will be contributing to the Employment Core Character Type by supporting a wide range of

activities with multi-functional buildings that support the headquarters and its emphasis on technology. Axon's goal to create an open campus that supports different types of uses and allows for a cohesive environment of outdoor spaces, office, retail, residential, and hotel in addition to the municipal development consisting of a fire station and water treatment facility on the southwest corner.

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

CD 4.1: Promote contextually compatible streetscapes that correspond with the following classifications: Suburban Streetscapes strive to achieve compatibility and safety between automobile traffic, neighborhood amenities (schools and parks), pedestrians, bicyclists, and recreational activities through the use of landscape areas, consideration of sidewalk alignment, and incorporation of a broad tree canopy.



The streetscapes have been designed consistent with the guidelines for Suburban Streetscapes including large landscape buffers and berms, roundabouts to control speed and make the streets safer for pedestrians and cyclists, as well as native landscaping. The approved and proposed landscape palettes feature Palo Brea, Blue Palo Verde, Mesquite, Pistache, Desert Willow, Date Palm and Ironwood trees as well as native groundcover including - but not limited to - creosote, jojoba, various species of agave, desert milkweed, ocotillo and various species of yucca. The site includes bike lanes and a running path, all through the Sonoran landscape.

A landscape berm is proposed to buffer the streets from the adjacent residential as depicted below:



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

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

The proposed Axon Campus Expansion mixed-use component proposes almost all of the parking to be located in garages to reduce the impact of the heat island effect.

Land Use Element

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

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

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

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

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

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

The subject site is located along the contours of the Loop 101 freeway with easy access from the Hayden Road exit. This configuration is purposeful and allows for mitigation of the impact of traffic on adjacent residential areas.

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

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

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

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

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

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

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

Axon's proposed Campus Expansion furthers this goal and is requesting a modification to several land use classifications to respond to this changing demand.

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

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

Axon is a homegrown success story with existing offices and manufacturing just across Axon Way from the proposed Campus Expansion. While a larger office and manufacturing facility are approved on the easternmost portion of the site, the current proposal is to develop the remaining +/- 32 acres to serve as a campus for the business operations expansion.

The Axon Campus Expansion proposal allows this locally-based global company to continue to grow within the City of Scottsdale.

Conservation Element

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

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

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

Community Involvement Element

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

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

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

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

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

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

Housing Element

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

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

We hosted an early Neighborhood Open House on June 21, 2023, to provide surrounding property owners and interested parties the opportunity to provide feedback on the draft site plan, listen to concerns and feedback, and answer questions they had. As a result, some portions of the project have been modified prior to formal submittal to address those comments.

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

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

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

Much of the surrounding residential density is zoned for multi-family and is in densities similar to the proposed Axon Campus Expansion residential portion. In several instances, the surrounding residential density is nearly double what is proposed at the Axon Campus. Scottsdale is continuing to grow and with the current

housing shortage, this site provides a context-appropriate location for a denser mixed-use development.

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

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

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

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

Circulation Element

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

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

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

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

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

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

Growth Area Element

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

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

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

The Axon Campus Expansion is proposed to be in this height range with buildings proposed at three, four and five stories.

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

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

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

Economic Vitality Element

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

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

Axon (formerly Taser International), has been based in Scottsdale for many years and provides diversity of employment in the desirable technology sector. Providing Axon the opportunity to grow its operations in Scottsdale through approval of the Campus

Expansion furthers the goal of supporting a diverse economic environment within the City.

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

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

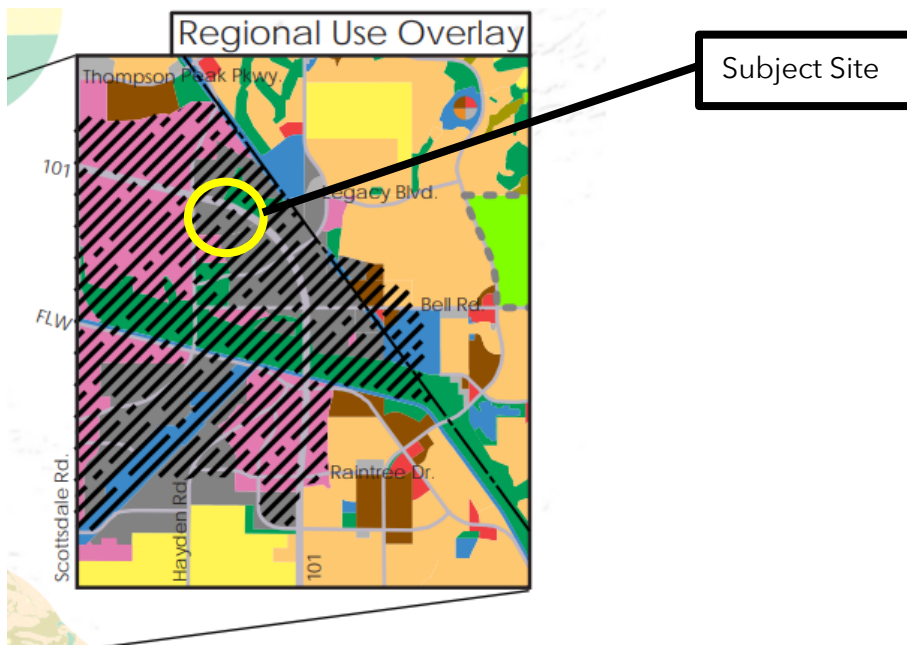
Axon's proposed Campus Expansion provides a number of buffers to reduce the impact of the Campus Expansion on the nearby residential. These include the realignment of Axon Way away from the neighborhood as well as a generous landscape buffer and berm to separate vehicles from the pedestrian circulation.

GENERAL PLAN AND GREATER AIRPARK CHARACTER AREA PLAN AMENDMENT NARRATIVE

General Plan Minor Amendment Justification

This request is to amend an area that consists of approximately 32 acres from Employment to Mixed-Use Neighborhoods, which would normally be considered a Major General Plan Amendment. However, we seek to be processed as a Minor General Plan Amendment due to the Axon Campus's employment significance through application of the Regional Use Overlay under the Exceptions to the General Plan Amendment Criteria set forth in Criterion #8 (*See page 58 of the General Plan 2035*).

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



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

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

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

". . . provides flexibility for land uses when it can be shown that new land uses are viable in serving a regional market. Regional uses include, but are not

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

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

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

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

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

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

Allowing Axon to expand and operate its Corporate World Headquarters in Scottsdale furthers many of the City's goals in the Economic Development Five-Year Strategic Plan. Axon provides 2 of the 6 target industry goals related to technology and software/IT – both hardware devices (such as the TASER, body worn cameras, etc.) and software solutions (such as Axon Evidence). Scottsdale's goal of growing existing industries is served by providing an environment where Axon can continue to grow within the City. A detailed analysis of the proposed World Headquarters Campus and how it helps the City implement the Economic Development Five-Year Strategic Plan begins on page 31 of this narrative.

General Plan 2035 Discussion

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

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

Axon's proposal includes multi-family residential at a density of just under 44 dwelling units per acre consistent with the surrounding residential developments that average approximately 50 dwelling units per acre. The multi-family residential and hotel uses are supportive of the anchor headquarters building with light manufacturing and office space, and the multi-family buildings have supportive commercial space consisting of retail and

restaurant uses. Considered together, the various uses act as a mixed-use neighborhood consistent with the proposed amendment to the General Plan Land Use designation.

Greater Airpark Character Area Plan

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

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

Axon’s proposed World Headquarters Campus is designed with pedestrian connectivity throughout with enhanced open spaces between the hotel and office/industrial portions as well as a multi-use trail that spans the perimeter of the property. As part of its development plans, Axon will reconfigure Axon Way (formerly Mayo Boulevard) and Hayden Road to include additional lanes of traffic and dedicated bicycle lanes to facilitate efficient circulation of transportation in the area. The multi-family residential portions of the site are not located within the Airport’s 55 DNL contour.

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

Land Use

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

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

When Axon purchased the subject site from ASLD in 2020, the entire 70+ acre parcel was required to be rezoned to I-1 PCD consistent with the Employment designation in the Greater Airpark Character Area Plan. Since that time, the first phase of the Axon Campus consisting of the office/manufacturing building was approved, Axon dedicated a Civic Use Site and significant Right-of-Way, leaving approximately 32 acres remaining. In keeping with Axon's employment growth goals, we seek this Campus expansion to accommodate supporting uses such as commercial, residential, and hotel. In addition to the Axon Campus, the southwest corner of the original parcel will consist of municipal uses including a fire station and water treatment facility.

These supporting uses are necessary for the success of Axon's Campus and to promote the City's goal for employment in this area. However, although these uses support the Employment Land Use Designation, they require an amendment to the Greater Airpark Character Area Plan Land Use Designation.

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

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

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

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

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

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

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

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

A majority of the Axon site falls within the Type C development designation and accordingly, both the approved office and proposed Expansion place higher intensity development in these areas adjacent to the Loop 101 and along Hayden Road. A small portion of the site is within the Type A development type. The Type A portion of the site will feature shorter buildings that buffer the neighborhood from the higher scale of the Type C portion of the site.

Goal LU5: Encourage Greater Airpark development flexibility.

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

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

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

Axon's Campus Expansion proposes a variety of land uses, including the approved office. The proposed land uses aim to promote flexibility on this site by providing a variety of uses that support the office building and create more of a campus environment.

Goal LU7: Develop an interconnected network of Signature Corridors (See Land Use

Plan Map, pg 11) to support the Greater Airpark as a place for meeting, creating, shopping, learning, as well as working.

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

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

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

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

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

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

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

The proposed Axon World Headquarters Campus is located on a currently vacant site within the Crossroads East Planned Community, a large area along the north and south sides of the Loop 101 between Scottsdale and Pima/Princess that has long been

slated for significant growth. The subject site is located along Hayden Road, a Signature Corridor, that is experiencing a variety of new development along the west side of the street. Axon's World Headquarters Campus proposes to complete the Hayden Road Signature Corridor on the east side of the street to Loop 101.

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

Neighborhoods and Housing

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

Policy NH 2.2: Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.

Axon is requesting to modify its Land Use Designation from Employment to Airpark Mixed Use-Residential in order to offer a mixed-use campus with a residential component. The Airpark Mixed-Use Residential designation is appropriate on this site as it supports the approved office/manufacturing building.

Economic Vitality

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

Policy EV 3.2: Encourage complementary uses, such as specialty retail and hotels, to locate in the Greater Airpark in order to support tourist attractions.

Axon's Campus Expansion includes a hotel component within the mixed-use portion of the site. Part of Axon's growth plans is to host conferences and training events for its customers within close proximity to the approved office building. While Axon does not plan to host events year-round, there are many high-profile events that occur close to the site that are well served by the addition of more hotel rooms. Additional hotel rooms also prevent proliferation of short-term rentals in nearby single-family neighborhoods.

Environmental Planning

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

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

All of the landscaping proposed for the Axon Campus Expansion are low-water, drought tolerant species, many of which are native Sonoran Desert plants. Using appropriate landscaping will reduce water usage in the large open spaces provided on the site.

Economic Development Five-Year Strategic Plan

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

Goals

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

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

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

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

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

businesses to include a campus environment with a mix of supportive uses, including a residential component.

Appendix B of the Strategic Plan notes the key items that were important in shaping the plan after receiving feedback including: making development along the 101 Corridor an economic development priority, leveraging the Airpark, establishing a quality of place to attract headquarters, and reevaluating the office in light of the COVID pandemic.

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

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

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

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

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

Axon is a publicly-traded S&P 500 company generating approximately \$1.5 billion in revenues annually growing at more than 30%, and is a desirable company to have as a local employer. Keeping Axon's headquarters in Scottsdale and providing it the opportunity to grow into a world headquarters within a corporate campus environment fulfills this objective and keeps a high-value employer in the City.

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

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

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

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

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

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

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

While we will continue to work to allow remote work where we can, much of our work is based in law enforcement or research and design which can't be done from home. Simply put, we need a protected office environment. However, we are working to provide residential options within walking distance to help provide for the desire many workers have to work near home.

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

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

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

residents to call Scottsdale home while building up the City's diverse employment base.

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

- *Objective 6.1: Develop a competitive identity/marketing campaign to support Scottsdale's economic development efforts.*
Providing an opportunity for Axon to remain in Scottsdale and grow its operations with the World Headquarters Campus creates an opportunity for the City to establish itself as a competitive destination for employers and employees.
- *Objective 6.2: Ensure that community collaborators, and economic development partners utilize consistent messages about investment and talent attraction.*
Axon has worked with the City's Economic Development Department for several years to find opportunities for Axon to remain in Scottsdale while continuing to grow. Axon's ability to attract and retain employees includes the desirability of Scottsdale as a place to live, work and play, and the City's messaging about its flexibility to encourage employers to remain in Scottsdale should include considerations about mixed-use developments given changing employee needs.

Values

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

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

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

Axon is an example of Scottsdale's tech success stories. Axon has grown from a small startup in a Scottsdale garage to one of the City's top 10 employers, and Axon would like to continue

to grow with the City. Axon remains committed to helping solve the challenges facing the world utilizing its state-of-the-art technology, an industry that helps diversify Scottsdale's economy and broaden its workforce.

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

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

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

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

Guiding Principles

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

Axon's proposed World Headquarters Campus reflects a balance between light industrial/office uses and residential-focused mixed-use uses. The residential and commercial components of the World Headquarters Campus buffer the more intense industrial and office uses from the nearby residential while creating a harmonious and cohesive development within the campus. A more in-depth discussion of how the Axon World Headquarters Campus furthers the values in the General Plan is located on page 11 of this narrative.

Export Industry-Driven. *Scottsdale will pursue a data-driven export industry approach to drive economic diversification. Research shows that growing sectors that sell goods and*

services outside of the city accelerate job creation.

Axon's operations include design, engineering and manufacturing of advanced hardware (such as the TASER and Axon body worn cameras) as well as development and maintenance of software solutions (such as the Axon Evidence platform). Much of Axon's sales come from outside of the state and country while manufacturing, engineering, and other jobs remain in Scottsdale. However, Axon has far outgrown its current headquarters and needs to create a holistic World Headquarters Campus to remain in the City.

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

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

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

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

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

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

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

communities.

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

AMENDED DEVELOPMENT STANDARDS

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

Section 5.4000 - Planned Airpark Core Development (PCP)

Sec. 5.4001. - Purpose.

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

- A. Accommodate mixed-use commerce and employment centers.
- B. Provide a dynamic complement to employment cores with support retail, service, tourism, cultural, and residential uses.
- C. Promote an efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.
- D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.
- E. Protect adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP District.
- F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.
- G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.

Sec. 5.4002. - Applicability.

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

Sec. 5.4003. - Application requirements.

- A. Development Plan size requirement. Minimum: 2 acres of gross lot area.
- B. Zoning District Map Amendment Applications. An application for PCP zoning shall be accompanied by a Development Plan as required in Article VII.

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

Sec. 5.4004. - Reserved

Sec. 5.4005. - Conformance to approved plans.

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

Sec. 5.4006. - Use Regulations.

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

1. Airpark Mixed Use Residential (AMU-R)
2. Airpark Mixed Use (AMU)
3. Employment (EMP)
4. Aviation (AV), and
5. Regional Tourism (RT).

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

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
1. Aeronautical use				P (3)	
2. Bar	P	P			P
3. Civic and social organization	P (2)	P (2)	P (2)		P (2)
4. Cultural institution	P (2)	P (2)	P (2)		P (2)

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
5. Day care center	P (2, 6)	P (2, 6)			P (2, 6)
6. Dwelling	P (2, 4, 6)				P (2, 6)
7. Educational service, elementary and secondary school	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6)
8. Educational service, other than elementary and secondary school	P (2, 6)	P (2, 6)	P (2, 6)	P (1, 2, 6)	P (2, 6)
9. Financial institution	P	P	P (1)		P (1)
10. Health and fitness studio	P	P	P		P
11. Internalized Community Storage		P	P	P	
12. Light manufacturing		P	P	P	
13. Live entertainment	P	P			P
14. Medical and diagnostic laboratory	P	P	P		
15. Medical recovery or therapy center	P (2, 4, 6)	P (2, 4, 6)	P (2, 6)		P (1, 2, 6)
16. Multimedia production without communication tower	P (4)	P	P		P
17. Municipal use	P	P	P	P	P
18. Office	P (4)	P	P		P
19. Personal care service	P	P	P (1)		P

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
20. Place of worship	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6)
21. Recreation facility					P
22. Residential health care facility	P (2, 4, 5, 6)				P (1, 2, 5, 6)
23. Restaurant	P	P	P (1)		P
24. Restaurant, including drive-through restaurant but excluding drive-in restaurant		P (7)			
25. Retail	P	P			P
26. Scientific research and development		P (4)	P	P	
27. Sports arena		P (1, 2)	P (1, 2)		P (2)
28. Theater	P (2, 6)	P (2, 6)			P (2, 6)
29. Travel accommodations	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (2, 6)
30. Vehicle leasing, rental, or sales	P (4)	P (1, 4)	P (1, 4)	P	P (4)
31. Veterinary and pet care service	P	P			P
32. Wholesale, warehousing and distribution			P	P	
33. Wireless communications facility, Type 1, 2, and 3.	P	P	P	P	P

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
34. Wireless communications facility, Type 4.	CU	CU	CU	CU	CU

Use Limitations:

- (1) Limited to a site with frontage on a major collector or arterial street.
- (2) Limited to areas outside of the AC-3 area as described in the City's procedures for development near the Scottsdale Airport and in the Scottsdale Revised Code, Chapter 5 - Aviation, as amended.
- (3) Limited to a site with frontage onto an airport taxilane or taxiway.
- (4) Limited to a maximum of ~~50~~**67** percent of the ground floor building area of the Development Plan.
- (5) Limited to a maximum density of 40 dwelling units per acre of gross lot area of the Development Plan.
- (6) Limited to a sound transmission class of not less than 50 (45 if field tested) as provided in the International Building Code (IBC), and subject to fair disclosure requirements to notify property owners and tenants within the Airport Influence Area.
- (7) Restaurant, including drive-through restaurant but excluding drive-in restaurant, are subject to the following standards:
 - a. Any drive-through lane shall be screened by a minimum four (4) foot tall solid wall or combination of wall and dense landscaping. Any drive-through lane shall have a shade canopy provided over the drive-through at the restaurant pick-up window.
 - b. Any drive-through lane shall have a minimum setback of 75 feet from the street line along designated Scenic Corridors or Buffered Roadways as defined in the General Plan, or along designated Signature Corridors as defined within the Greater Airport Character Area Plan, with a minimum 25-foot landscape buffer provided between the drive-through lane and the street line.
 - c. Any drive-through lane shall have a minimum setback of 150 feet from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-

family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.

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

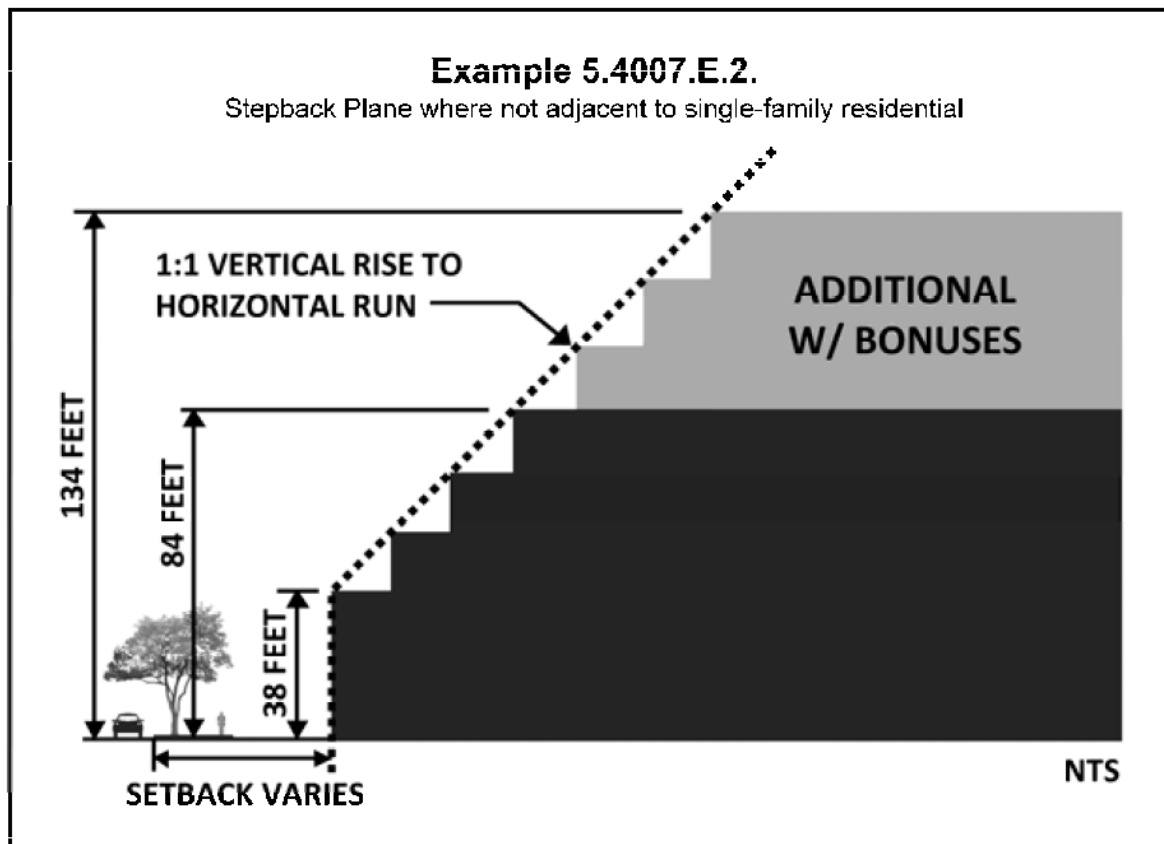
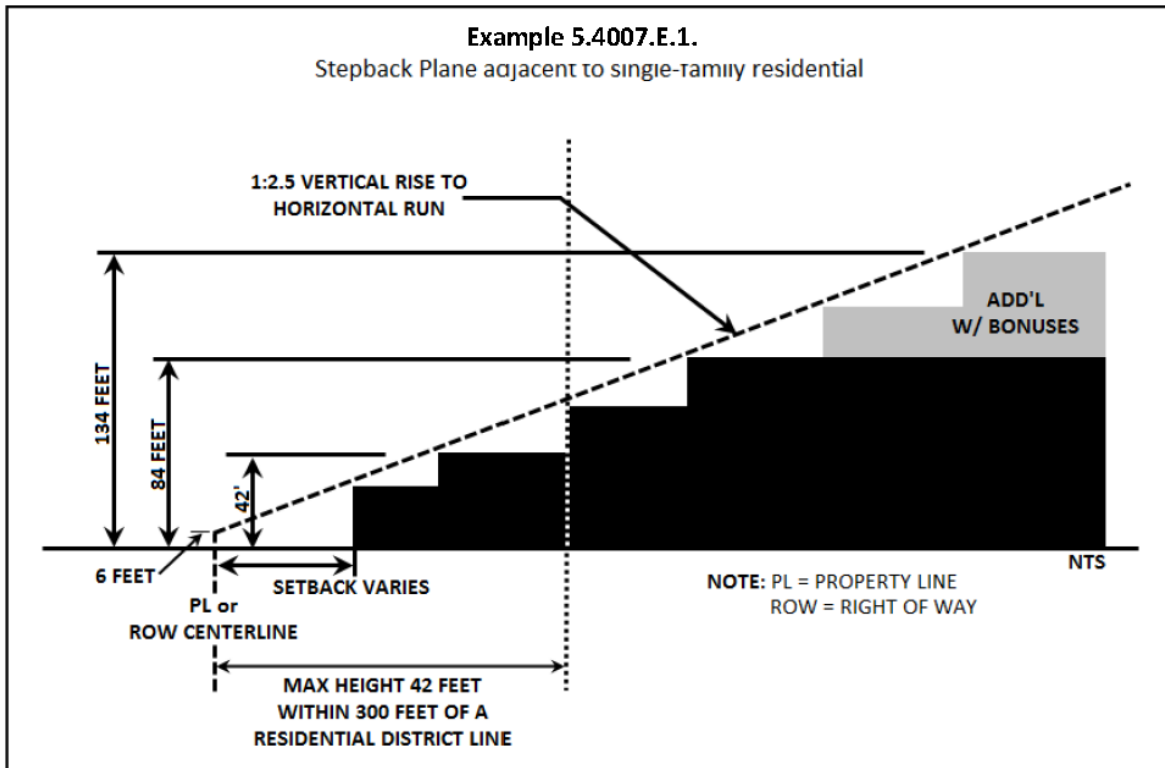
Sec. 5.4007. - Development standards.

- A. Floor area ratio. Maximum: 0.8 for the Development Plan.
- B. Building height (including all rooftop appurtenances).
 - 1. Maximum:
 - a. 54 feet if the Development Plan area is between 2.00 and 5.00 acres,
 - b. 62 feet if the Development Plan area is between 5.01 and 10.00 acres, and
 - c. 84 feet if the Development Plan area is more than 10.00 acres, except as provided below.
 - 2. Maximum near single family residential:
 - a. 42 feet within 300 feet of any single-family residential districts shown on Table 4.100. A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.3.Rooftop appurtenances. These structures including the screening of them shall not cover more than 35 percent of the roof area of the building(s) in the Development Plan.
- C. Required open space.
 - 1. Total open space.
 - a. Minimum: 25 percent of net lot area of the Development Plan.
 - 2. Parking areas and parking lot landscaping are not included in the required open space.
- D. Building setbacks.
 - 1. Front setback.
 - a. Minimum: 25 feet along arterial and major collector streets.
 - b. Minimum: 30 feet along minor collector and local streets.

2. Measuring setbacks along streets. All setbacks shall be measured from the curb line along streets.
3. Signature intersections. At the intersection of two streets, when both streets are classified as a major collector or arterial, there shall be a building setback triangle. The two equal sides of the triangle shall be 70 feet, starting from the point of intersection of the extension of the property lines at the corner. Within the triangle at least 50 percent of the area shall be shaded by structural or landscape materials.
4. Side and rear setbacks.
 - a. Abutting residential districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District). (See Example 5.4007.E.1.)
 - i. Minimum: 60 feet from any single-family residential district, and
 - ii. Minimum: 30 feet from all other residential districts.
 - b. Abutting nonresidential districts. (See Example 5.4007.E.2)
 - i. Minimum: 15 feet.

E. Stepback plane:

1. Abutting single family districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).
 - a. Vertical to horizontal ratio: 1:2.5, beginning 6 feet above the PCP District boundary. (See Example 5.4007.E.1.)
2. Other locations.
 - a. Vertical to horizontal ratio: 1:1, beginning 38 feet above the setback line. (See Example 5.4007.E.2.)



3. Minor amendments to achieve a more suitable Development Plan. Upon demonstration of significant sustainable, high-quality urban design and other features beyond those required by the City, the Zoning Administrator may approve up to a maximum of 10 percent deviation to the stepback plane requirements. Exception: Amendments cannot be applied to the requirements of Section 5.4007.E.1.
- F. Screening. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review Board approval.

Sec. 5.4008. - Bonus provisions.

- A. Applicability. The City Council may approve bonus development standards for property zoned PCP upon demonstration of noteworthy investments in sustainable, high-quality design and other features that provide public benefits, improve the quality of life in the community, and assist in achieving the goals and policies of the General Plan, Greater Airpark Character Area Plan, and City objectives, subject to the following criteria:
 1. Minimum Development Plan area: 4.00 acres of gross lot area.
 2. Limitations:
 - a. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is less than 300 feet from a single family district (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).
 - b. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is within the AC-3 area shown on Figure 1, Airport Influence Area, in the Scottsdale Revised Code, Chapter 5–Aviation, as amended.
- B. Bonus development allowances. Subject to the maximum bonus development standards as provided below, the City Council may approve an increase of the floor area ratio (FAR) and/or an increase of the building height based upon the property owner providing Special Public Improvements as identified below and/or any other community benefit(s) approved by City Council as part of a Development Plan.
- C. Maximum bonus development standards:
 1. Floor area ratio.

- a. Maximum: 2.0 for the Development Plan.
- 2. Building height (inclusive of all rooftop appurtenances).
 - a. Maximum:
 - i. Development Plan area of 4.00 to 5.00 acres of gross lot area: 92 feet.
 - ii. Development Plan area of 5.01 to 10.00 acres of gross lot area: 104 feet.
 - iii. Development Plan area of 10.01 to 15.99 acres of gross lot area: 116 feet.
 - iv. Development Plan area of 16.00 acres or more of gross lot area: 134 feet.
 - v. The total floor area(s) of any single floor above building heights greater than 92 feet shall not exceed 20% of the total ground floor building area of the Development Plan.
 - b. Maximum near single-family residential. Maximum building height shall be 42 feet within 300 feet of any single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) district.
- D. Allocation of bonus development standards. The Development Plan shall identify the specific allocation of bonus development standards and is subject to City Council approval.
- E. Special Public Improvements requirements. Development projects utilizing Special Public Improvements and/or other community benefit(s) to achieve bonus development standards shall comply with the Special Public Improvements requirements as outlined in Section 7.1200.
- F. Special conditions.
 - 1. Building materials: Reflective materials are limited to 60 percent of the building wall area for portions of a building located above a building height of 104 feet.
 - 2. Open Space. Minimum: 28 percent of the net lot area of the Development Plan receiving a bonus.
- G. Bonus development standards procedures.
 - 1. Any application of bonus development standards, or amendment to application of bonus development standards, shall be subject to City Council approval through a zoning district map amendment with a Development Plan. A development agreement is required with the utilization of Special Public Improvements and/or any other proposed community benefit(s).

- a. The Development Plan shall include a development project narrative that:
 - i. Describes, in addition to other project narrative requirements, the bonus development standards sought, specifying the proposed floor area ratio and/or building height, as applicable,
 - ii. Identifies how the development project will comply with the Special Public Improvements requirements and/or an analysis of any other proposed community benefit(s), as applicable, and
 - iii. Provides the method and calculations for determining the Total Construction Cost Estimate, as outlined in Section 7.1200, as applicable.
- b. The development agreement shall be in a form satisfactory to the City Attorney and include, but not be limited to, the requirements outlined in Section 7.1200.

Sec. 5.4009. - General Provisions.

Except as otherwise provided, the provisions of Article VII apply.

Sec. 5.4010. - Sign Requirements.

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

Sec. 5.4011. - Parking and Loading Requirements.

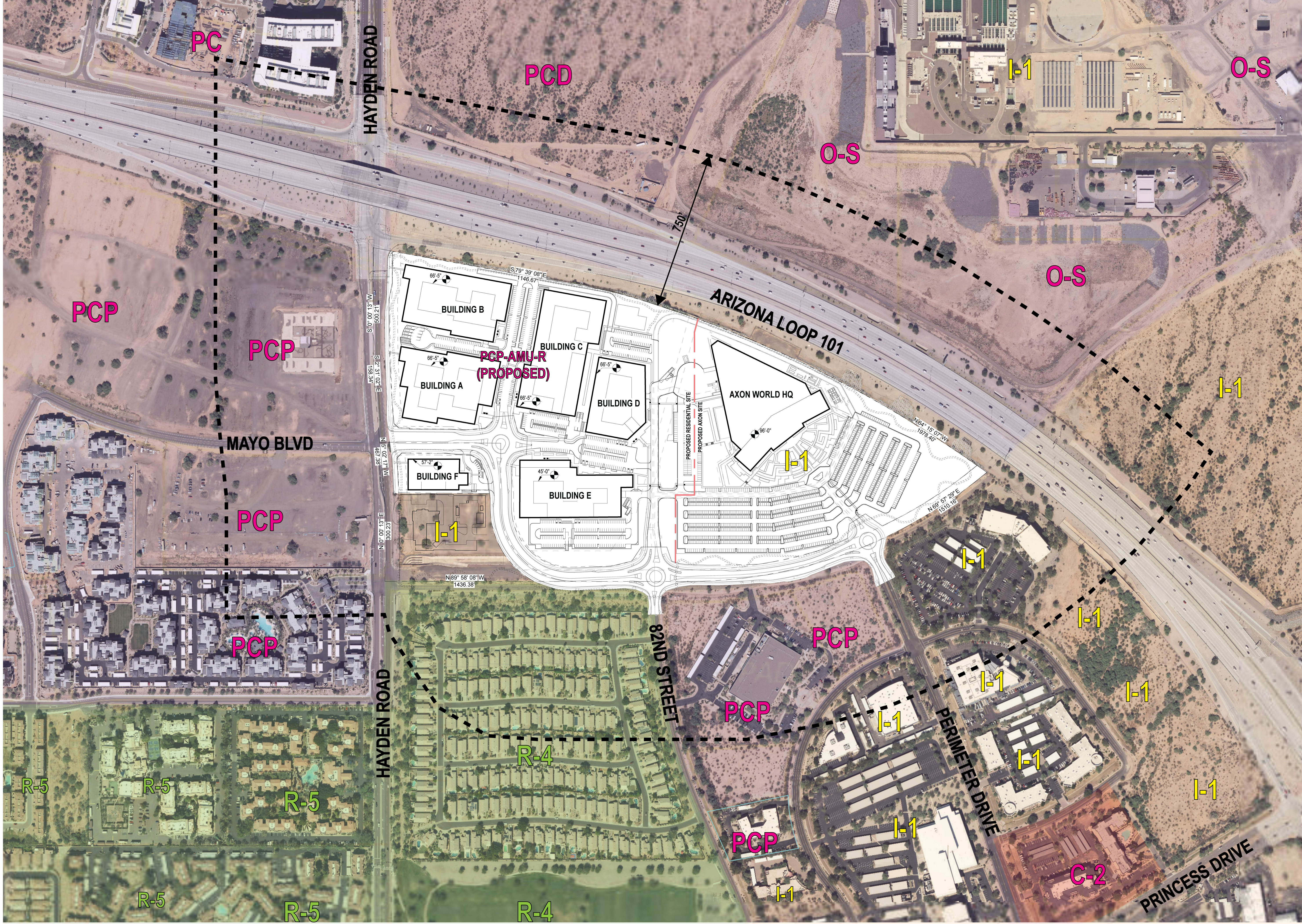
The provisions of Article IX apply.

Sec. 5.4012. - Landscaping Requirements.

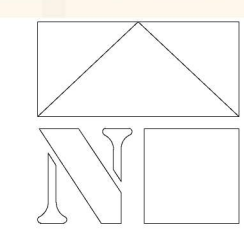
The provisions of Article X apply.

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

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



1 CONTEXT SITE PLAN
SCALE: 1" = 200'-0"



AXON WAY & HAYDEN ROAD

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

Office of Rich Barber
ORB
Architecture, PLLC

WorldHQ@ORBArch.com

PRELIMINARY
NOT FOR
CONSTRUCTION

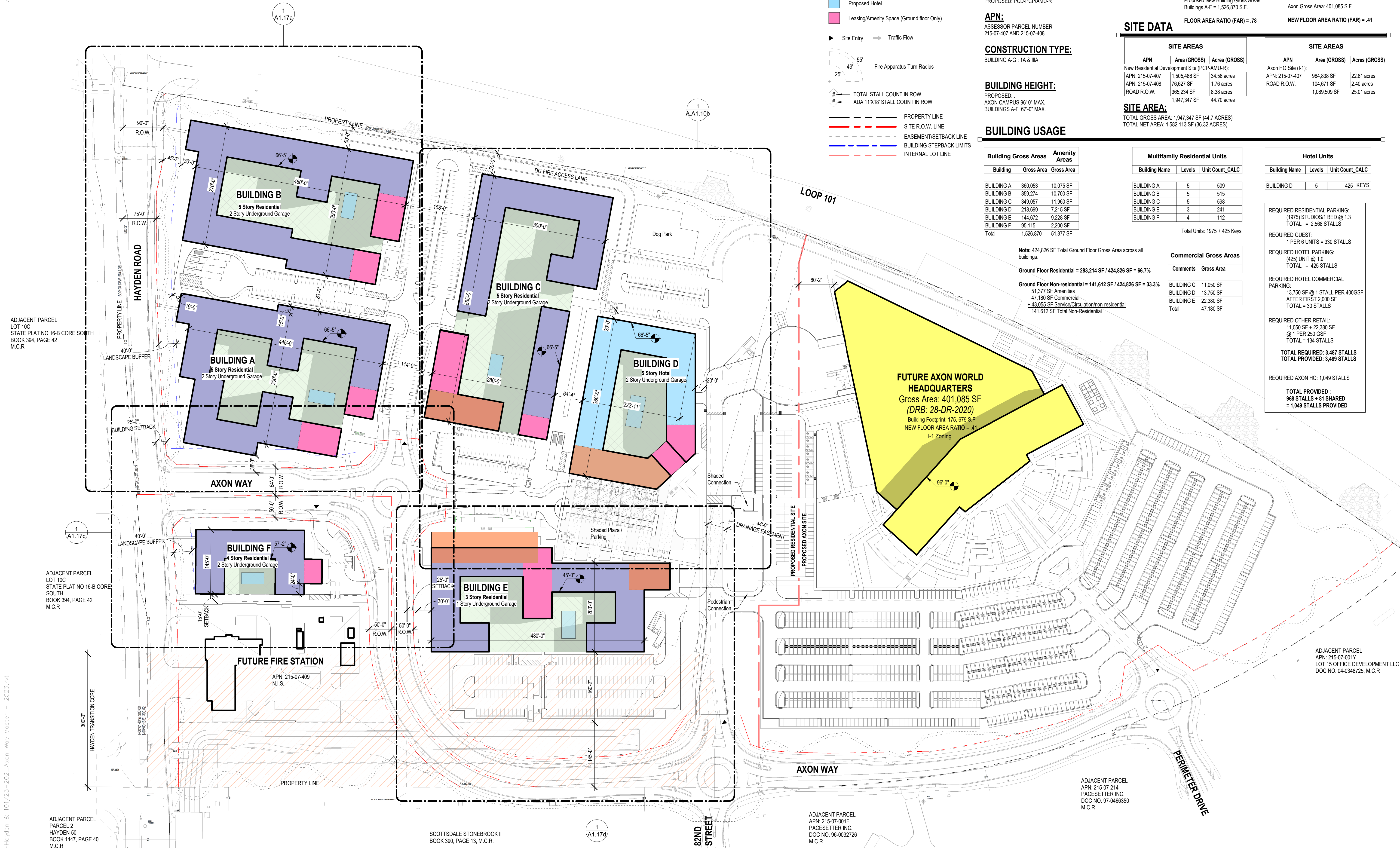
15213
Rich Barber
Expires 3/31/2026

PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

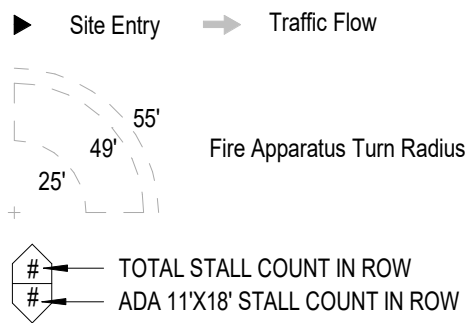
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CONTEXT PLAN



SITE LEGEND

- Proposed Commercial (Ground floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground floor Only)



- PROPERTY LINE
- SITE R.O.W. LINE
- EASEMENT/SETBACK LINE
- BUILDING SETBACK LIMITS
- INTERNAL LOT LINE

DEVELOPMENT DATA

PROJECT DESCRIPTION:

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

ZONING:

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

APN:

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

CONSTRUCTION TYPE:

BUILDING A-G : 1A & IIIA



DEVELOPMENT DATA

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APN:

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

CONSTRUCTION TYPE:

BUILDING A-F : 1A & 3A

BUILDING HEIGHT:

AXON CAMPUS 96'-0" MAX.
BUILDINGS A-F 67'-0" MAX.

LOT COVERAGE:

Proposed New Building Gross Areas:
Buildings A-F = 1,526,870 S.F.

FLOOR AREA RATIO (FAR) = .78

SITE DATA

SITE AREA:

TOTAL GROSS AREA: 1,914,475 SQ. FT. / 43.95 ACRES
TOTAL NET AREA: 1,582,113 SQ. FT. / 36.32 ACRES

SITE AREAS		
APN	Area (GROSS)	Acres (GROSS)
New Residential Development Site (PCP-AMU-R):		
APN: 215-07-407	1,505,486 SF	34.56 acres
APN: 215-07-408	76,627 SF	1.76 acres
ROAD R.O.W.	365,234 SF	8.38 acres
	1,947,347 SF	44.70 acres
Axon Site (I-1):		
APN: 215-07-407	984,838 SF	22.61 acres
ROAD R.O.W.	104,671 SF	2.40 acres
	1,089,509 SF	25.01 acres

BUILDING USAGE

Building Gross Areas		Amenity Areas	Multifamily Residential Units			Commercial Gross Areas	
Building	Gross Area	Gross Area	Building Name	Levels	Unit Count_CALC	Comments	Gross Area
BUILDING A	360,053	10,075 SF	BUILDING A	5	509	BUILDING C	11,050 SF
BUILDING B	359,274	10,700 SF	BUILDING B	5	515	BUILDING D	13,750 SF
BUILDING C	349,057	11,960 SF	BUILDING C	5	598	BUILDING E	22,380 SF
BUILDING D	218,699	7,215 SF	BUILDING E	3	241	Total	47,180 SF
BUILDING E	144,672	9,228 SF	BUILDING F	4	112		
BUILDING F	95,115	2,200 SF					
Total	1,526,870	51,377 SF					

1975 Units

Hotel Units		
Building Name	Levels	Unit Count_CALC
BUILDING D	5	425 KEYS

Note: 424,826 SF Total Ground Floor Gross Area across all buildings.
Ground Floor Residential = 283,214 SF / 424,826 SF = 66.7%
Ground Floor Non-residential = 141,612 SF / 424,826 SF = 33.3%
51,377 SF Amenities
47,180 SF Commercial
+ 43,055 SF Service/Circulation/non-residential
141,612 SF Total Non-Residential

VEHICLE PARKING ANALYSIS

UNDERGROUND GARAGE PARKING			Site Surface Parking		Total	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
Building	Levels	Parking Total	Parking Location	Count	Count			
BLDG A	2	682	SURFACE - A	65	747	1.46	30	75
BLDG B	2	705	SURFACE - B	51	756	1.46	31	76
BLDG C	2	820	SURFACE - C	58	878	1.46	36	88
BLDG D - HOTEL	2	342	SURFACE - D	83	425	1.0	17	43
BLDG E	1	195	SURFACE - E	159	354	1.46	15	36
BLDG F	2	158	SURFACE - F	7	165	1.47	7	17
		2,902						
			SURFACE - COMMERCIAL	164			7	17
				587				

ACCESSIBILITY NOTES

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

SITE LEGEND

- Proposed Commercial (Ground floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground floor Only)

- Site Entry
- Traffic Flow

- Fire Apparatus Turn Radius
- TOTAL STALL COUNT IN ROW
- ADA 11'X18' STALL COUNT IN ROW

- PROPERTY LINE
- SITE R.O.W. LINE
- EASEMENT/SETBACK LINE
- BUILDING STEPBACK LIMITS
- INTERNAL LOT LINE

KEYNOTES

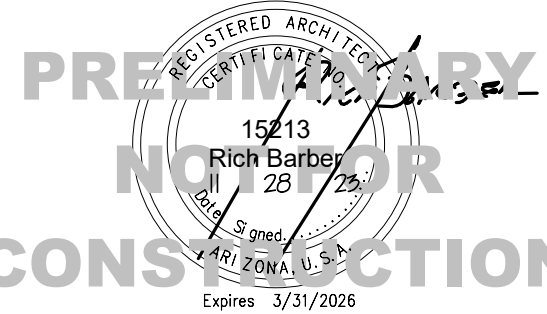
- 1001 TYPICAL PARKING STALL, 9' x 18'
- 1002 ACCESSIBLE PARKING STALL, MIN. 11' x 18'
- 1008 LOADING AREA
- 1010 PARKING SCREEN WALL
- 1011 BICYCLE PARKING
- 1016 ROLLED CURB FOR SERVICE ACCESS
- 1101 PROPERTY LINE
- 1102 EASEMENT
- 1120 DECOMPOSED GRANITE FIRE ACCESS PATH
- 1122 NEW PEDESTRIAN BRIDGE
- 1207 LANDSCAPE AREA
- 1208 GROUND PAVERS
- 1210 PLANTER
- 1211 SUSPENDED OVERHEAD SHADE
- 1301 TRASH COMPACTOR ENCLOSURE
- 1302 REFUSE ENCLOSURE
- 1310 FIRE TRUCK TURNING RADIUS

AXON WAY & HAYDEN ROAD

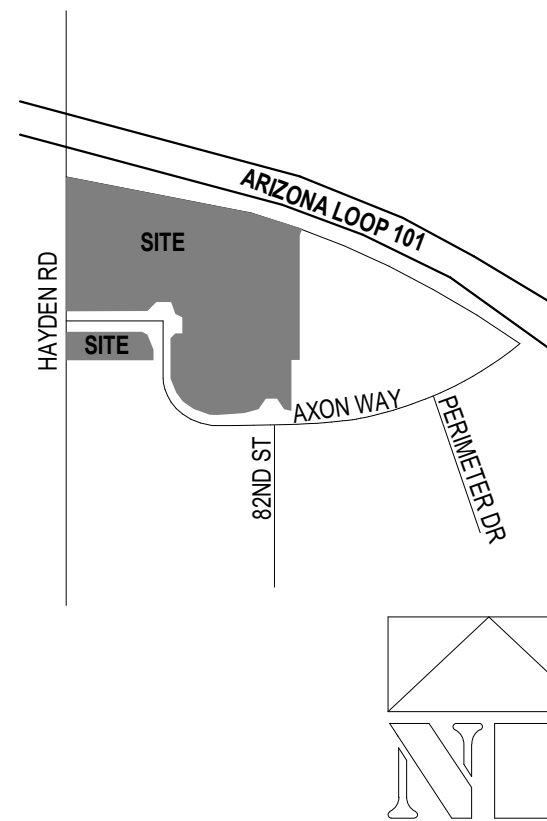
NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255



WorldHQ@ORBArch.com



VICINITY MAP

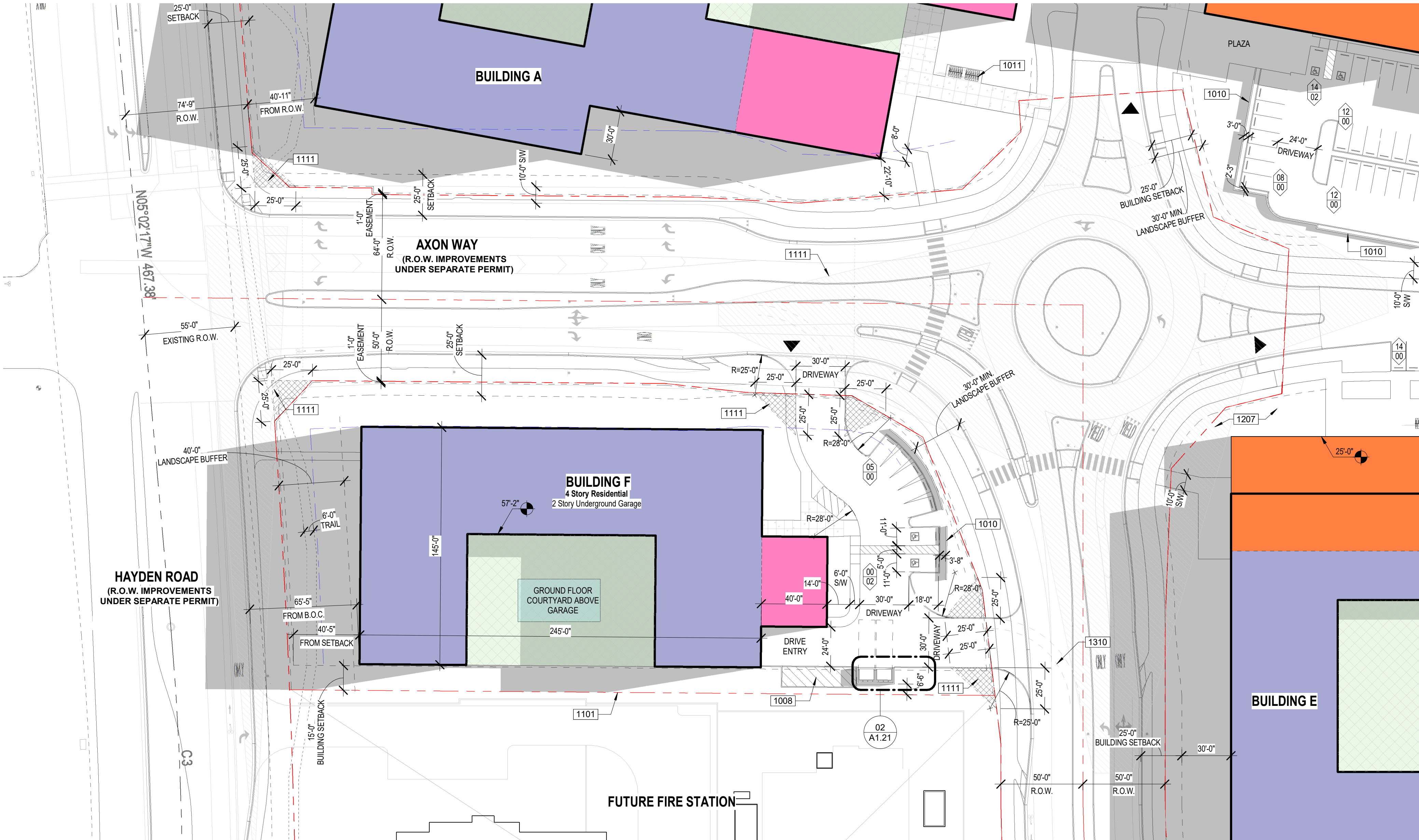


PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

A1.17b

SITE PLAN AREA B



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

DEVELOPMENT DATA

PROJECT DESCRIPTION:

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APN:

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

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- ALL SIDEWALKS PART OF THE ACCESSIBLE ROUTE SHALL BE ACCESSIBLE PER A.N.S.I. SECTION CHAPTER 4. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2%). THE CLEAR WIDTH OF ALL SIDEWALKS SHALL BE NO LESS THAN 36". COORDINATE ALL GRADES TO COMPLY WITH SLOPE AND CROSS SLOPE REQUIREMENTS. ALL GROUND FLOOR UNITS TO BE ANSI TYPE 'B' UNITS U.N.O.
-

SITE LEGEND

- Proposed Commercial (Ground floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground floor Only)

- Site Entry
- Traffic Flow

- Fire Apparatus Turn Radius
- TOTAL STALL COUNT IN ROW
- ADA 11'X18' STALL COUNT IN ROW

- PROPERTY LINE
- SITE R.O.W. LINE
- EASEMENT/SETBACK LINE
- BUILDING SETBACK LIMITS
- INTERNAL LOT LINE

KEYNOTES

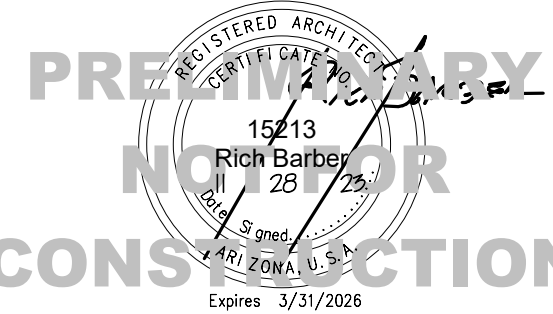
- 1008 LOADING AREA
- 1010 PARKING SCREEN WALL
- 1011 BICYCLE PARKING
- 1101 PROPERTY LINE
- 1111 SIGHT VISIBILITY TRIANGLE
- 1207 LANDSCAPE AREA
- 1310 FIRE TRUCK TURNING RADIUS

AXON WAY & HAYDEN ROAD

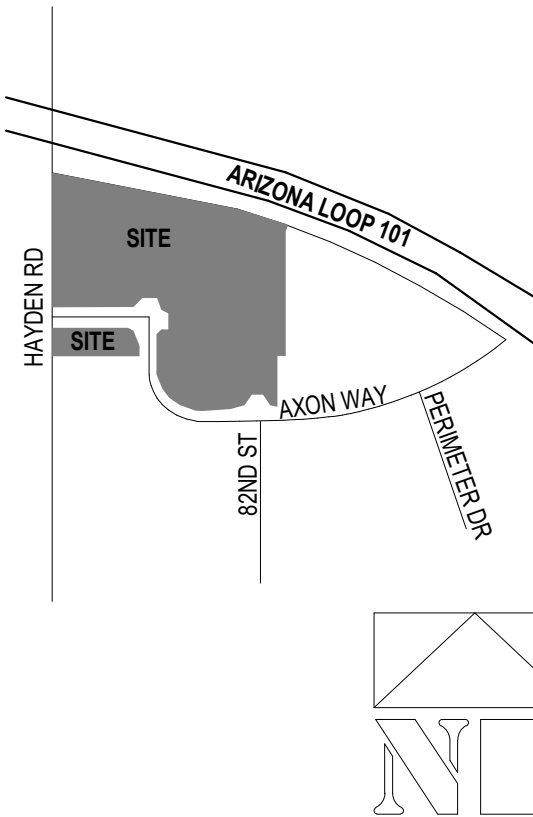
NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255



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VICINITY MAP

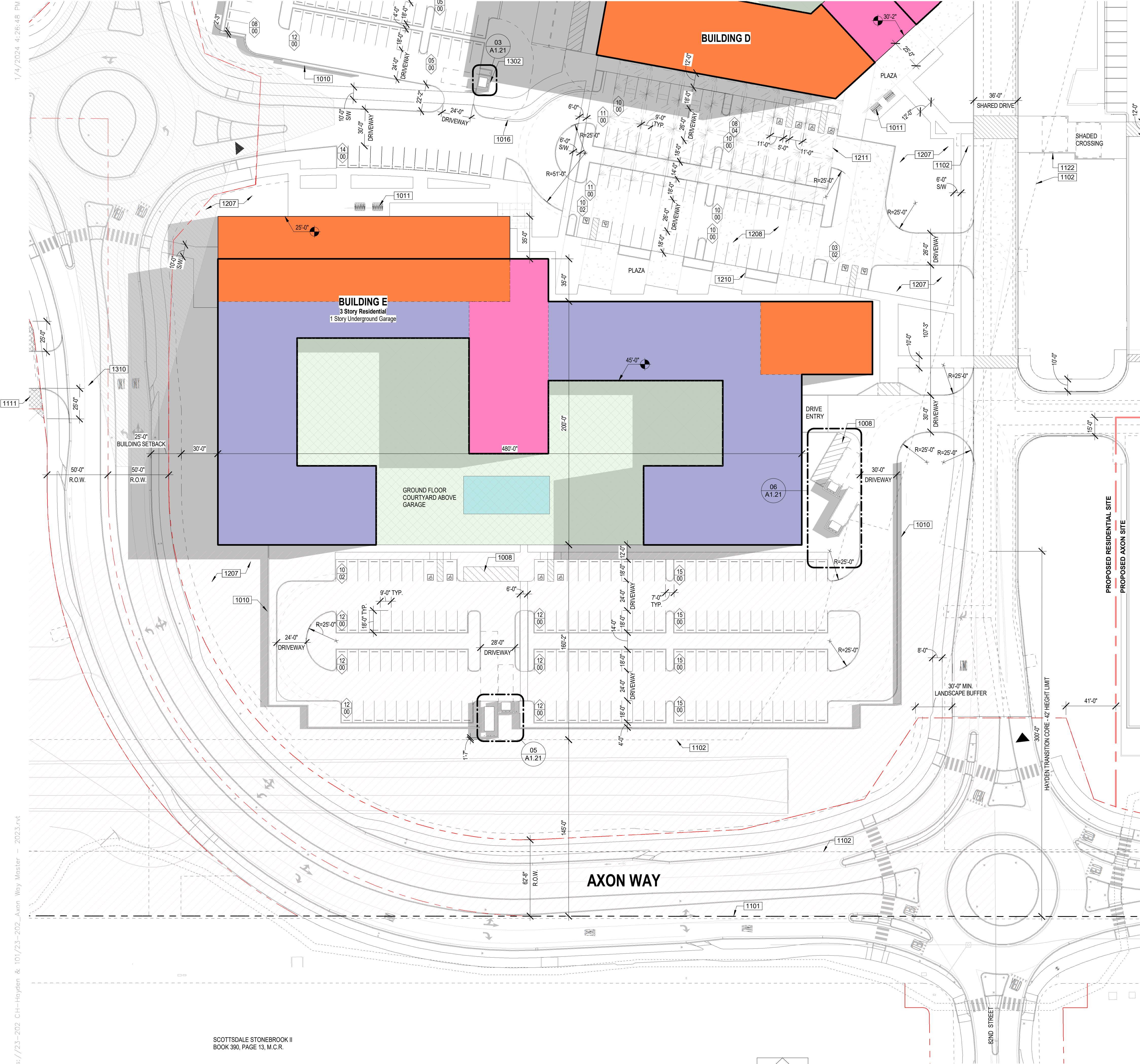


PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

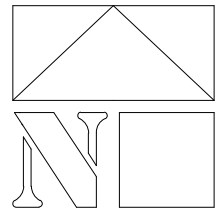
A1.17c

SITE PLAN AREA C



SCOTTSDALE STONEBROOK II
BOOK 390, PAGE 13, M.C.R.

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



DEVELOPMENT DATA

PROJECT DESCRIPTION:

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

ZONING:

CURRENT: I-1
PROPOSED: PC-D-PCP/AMU-R

APN:

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

CONSTRUCTION TYPE:

BUILDING A-F : 1A & 3A

BUILDING HEIGHT:

AXON CAMPUS 96'-0" MAX.
BUILDINGS A-F 67'-0" MAX.

LOT COVERAGE:

Proposed New Building Gross Areas:
Buildings A-F = 1,526,870 S.F.

FLOOR AREA RATIO (FAR) = .78

SITE DATA

SITE AREA:

TOTAL GROSS AREA: 1,914,475 SQ. FT. / 43.95 ACRES
TOTAL NET AREA: 1,582,113 SQ. FT. / 36.32 ACRES

SITE AREAS		
APN	Area (GROSS)	Acres (GROSS)
New Residential Development Site (PCP-AMU-R):		
APN: 215-07-407	1,505,486 SF	34.56 acres
APN: 215-07-408	76,627 SF	1.76 acres
ROAD R.O.W.	365,234 SF	8.38 acres
	1,947,347 SF	44.70 acres
Axon HQ Site (I-1):		
APN: 215-07-407	984,838 SF	22.61 acres
ROAD R.O.W.	104,671 SF	2.40 acres
	1,089,509 SF	25.01 acres

BUILDING USAGE

Building Gross Areas			Amenity Areas			Multifamily Residential Units			Commercial Gross Areas	
Building	Gross Area	Gross Area	Building Name	Levels	Unit Count_CALC	Building Name	Levels	Unit Count_CALC	Comments	Gross Area
BUILDING A	360,053	10,075 SF	BUILDING A	5	509	BUILDING C	11,050 SF			
BUILDING B	359,274	10,700 SF	BUILDING B	5	515	BUILDING D	13,750 SF			
BUILDING C	349,057	11,960 SF	BUILDING C	5	598	BUILDING E	22,380 SF			
BUILDING D	218,699	7,215 SF	BUILDING D	3	241	Total	47,180 SF			
BUILDING E	144,672	9,228 SF	BUILDING E	4	112					
BUILDING F	95,115	2,200 SF								
Total	1,526,870	51,377 SF								

Hotel Units		
Building Name	Levels	Unit Count_CALC
BUILDING D	5	425 KEYS

Note: 424,826 SF Total Ground Floor Gross Area across all buildings.
Ground Floor Residential = 283,214 SF / 424,826 SF = 66.7%
Ground Floor Non-Residential = 141,612 SF / 424,826 SF = 33.3%
51,377 SF Amenities
47,180 SF Commercial
+ 43,055 SF Service/Circulation/non-residential
141,612 SF Total Non-Residential

VEHICLE PARKING ANALYSIS

UNDERGROUND GARAGE PARKING			Site Surface Parking		Total	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
Building	Levels	Parking Total	Parking Location	Count	Count			
BLDG A	2	682	SURFACE - A	65	747	1.46	30	75
BLDG B	2	705	SURFACE - B	51	756	1.46	31	76
BLDG C	2	820	SURFACE - C	58	878	1.46	36	88
BLDG D - HOTEL	2	342	SURFACE - D	83	425	1.0	17	43
BLDG E	1	195	SURFACE - E	159	354	1.46	15	36
BLDG F	2	158	SURFACE - F	7	165	1.47	7	17
		2,902						
			SURFACE - COMMERCIAL	164			7	17
				587				

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KEYNOTES

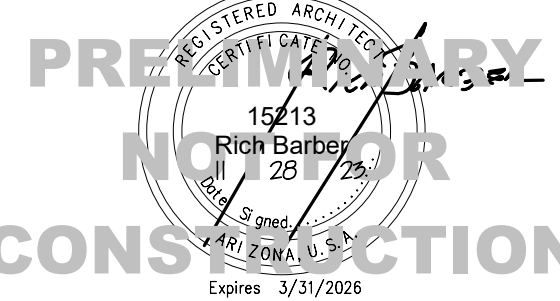
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- 1010 PARKING SCREEN WALL
- 1011 BICYCLE PARKING
- 1016 ROLLED CURB FOR SERVICE ACCESS
- 1101 PROPERTY LINE
- 1102 EASEMENT
- 1111 SIGHT VISIBILITY TRIANGLE
- 1122 NEW PEDESTRIAN BRIDGE
- 1207 LANDSCAPE AREA
- 1208 GROUND PAVERS
- 1210 PLANTER
- 1211 SUSPENDED OVERHEAD SHADE
- 1302 REFUSE ENCLOSURE
- 1310 FIRE TRUCK TURNING RADIUS

AXON WAY & HAYDEN ROAD

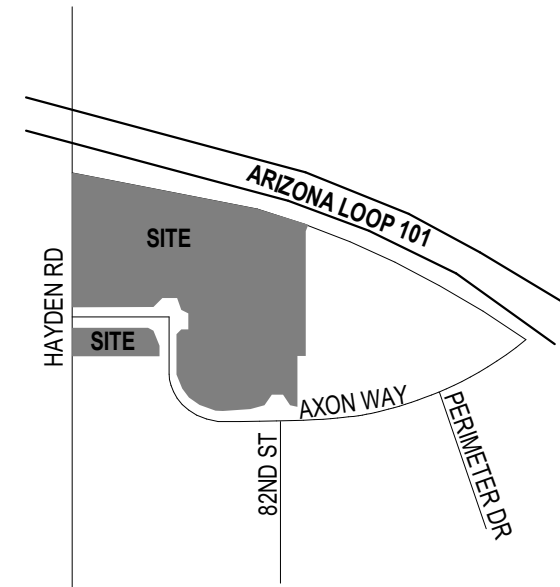
NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255



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VICINITY MAP



PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

A1.17d

SITE PLAN AREA D



REQUIRED OPEN SPACE:

MIN. 20'-0" LANDSCAPE AREA FROM STREETLINE

MIN. 30'-0" LANDSCAPE AREA BETWEEN PARKING AND CURB LINE
MIN. 40'-0" LANDSCAPE BUFFER ALONG HAYDEN ROAD FROM R.O.W.

NOTE: RESIDENTIAL PRIVATE OPEN SPACE REQUIREMENTS TO BE DETERMINED AT DESIGN REVIEW.

RESIDENTIAL SITE

C COMMERCIAL SPACES
IN FRONTAL AREAS

816,844.59 SQ. FT. TOTAL

AXON SITE

OPEN SPACE
452,888.95 SQ. FT. TOTAL

ADJACENT PARCEL
APN: 215-07-001Y
LOT 15 OFFICE DEVELOPMENT LLC
DOC NO. 04-0348725, M.C.R

WorldHq@ORBArch.com

15213
Rich Barber
II 28 25
State of Arizona, U.S.A.
Expires 3/31/2026



DATE: November 28, 2023 ORB #: 23-202

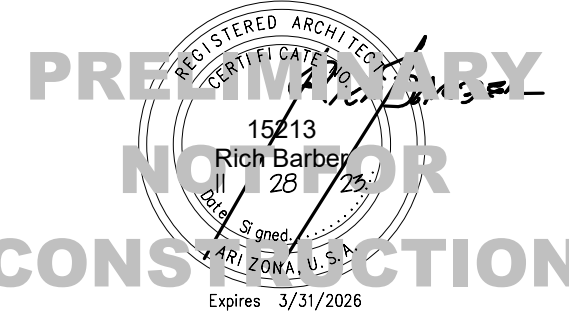
OPEN SPACE PLAN

11/28/2023 2:19:02 PM
Autodesk Docs://23-202 CH-Hayden & 101/23-202 Axon Way Master - 2023.rvt

PARKING - PHASE 1

DRB: 28-DR-2020 Axon HQ Surface Parking Provided	
Total	1049 (968 Stalls + 81 Shared Stalls)
ADA Standard stall	30
ADA Van Accessible	4
Bicycle	30
Required: 1049	

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



ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE
SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
PARCEL 2
HAYDEN 50
BOOK 1447, PAGE 40
M.C.R

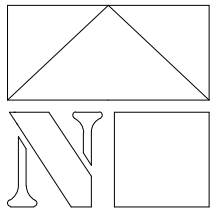
SCOTTSDALE STONEBROOK II
BOOK 390, PAGE 13, M.C.R.

ADJACENT PARCEL
APN: 215-07-001F
PACESETTER INC.
DOC NO. 96-0032726
M.C.R

ADJACENT PARCEL
APN: 215-07-214
PACESETTER INC.
DOC NO. 97-0466350
M.C.R

ADJACENT PARCEL
APN: 215-07-001Y
LOT 15 OFFICE DEVELOPMENT LLC
DOC NO. 04-0348725, M.C.R

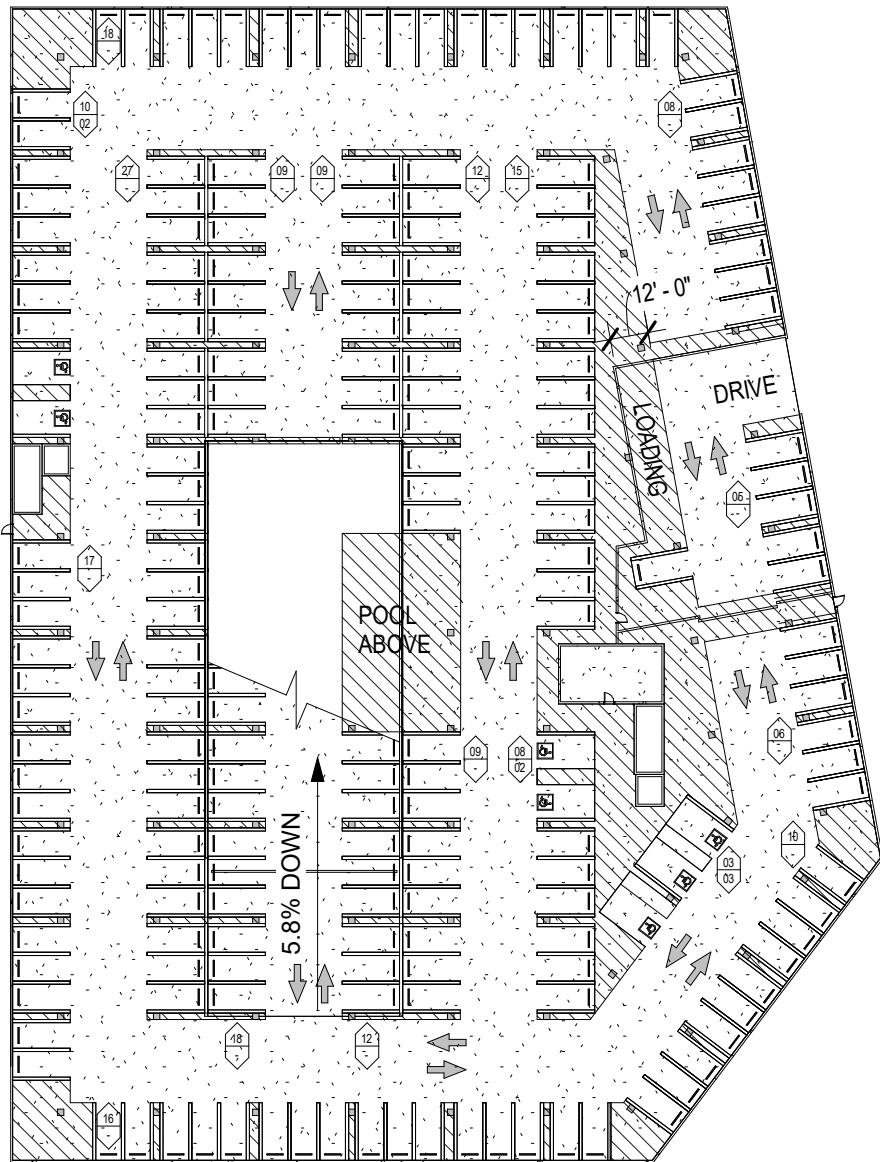
1 SITE PLAN PARKING PLAN
0' 50' 100' 200'
SCALE: 1" = 100'-0"



PRELIMINARY

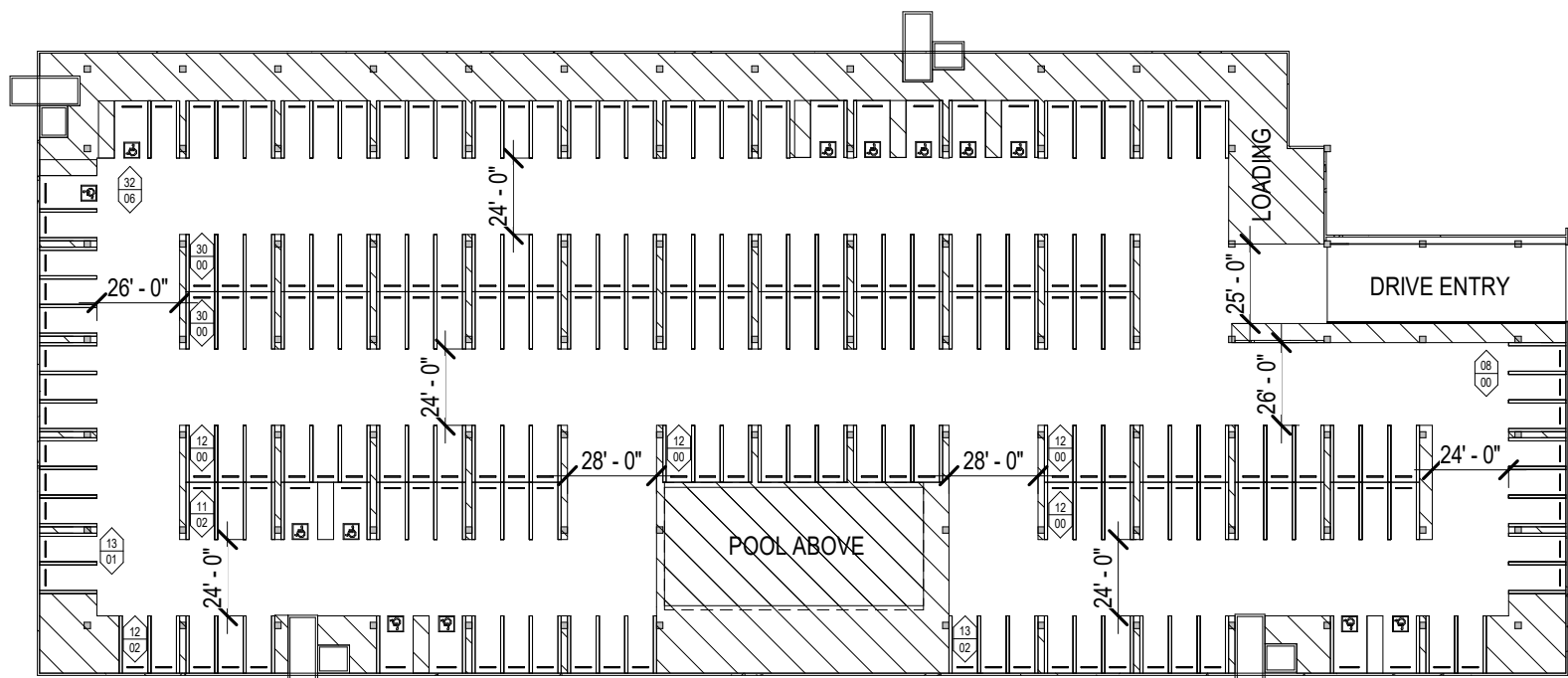
DATE: November 28, 2023 ORB #: 23-202

A1.18.1
PARKING PLAN PHASE 1



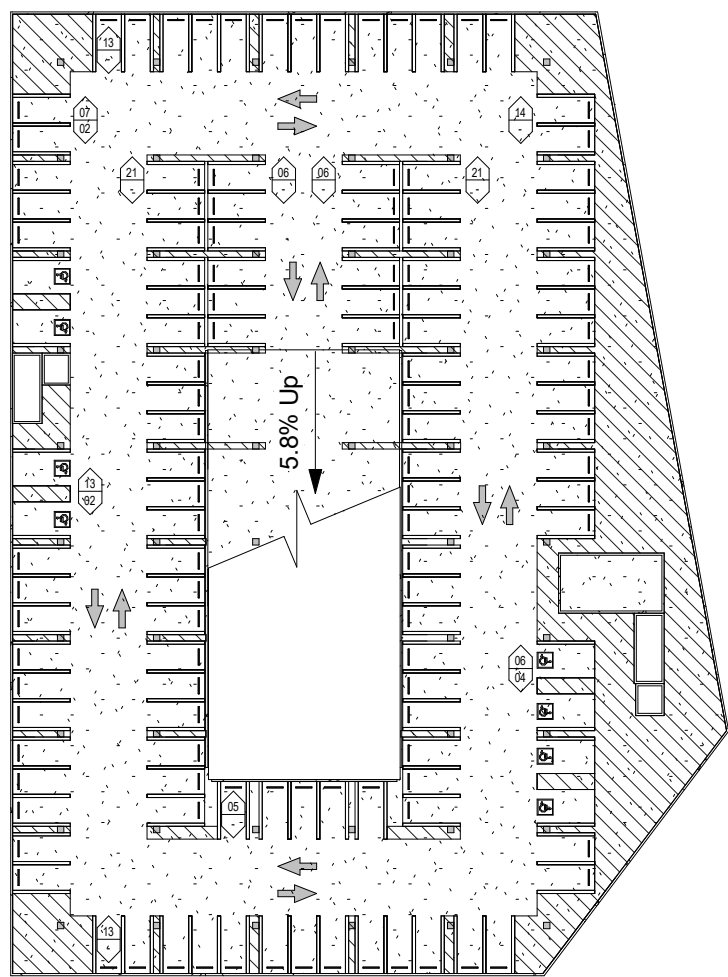
BLDG D LEVEL P1 - UNDERGROUND ENTRY LEVEL

PARKING STALLS = 217 SCALE: 1" = 60'-0"



BLDG E LEVEL P1 - UNDERGROUND ENTRY LEVEL

PARKING STALLS = 195 SCALE: 1" = 60'-0"



BLDG D LEVEL P2 - UNDERGROUND

PARKING STALLS = 125 SCALE: 1" = 60'-0"

REQUIRED RESIDENTIAL PARKING:
(1975) STUDIOS/1 BED @ 1.3
TOTAL = 2,568 STALLS

REQUIRED GUEST:
1 PER 6 UNITS = 330 STALLS

REQUIRED HOTEL PARKING:
(425) UNIT @ 1.0
TOTAL = 425 STALLS

REQUIRED HOTEL COMMERCIAL
PARKING:
13,750 SF @ 1 STALL PER 400GSF
AFTER FIRST 2,000 SF
TOTAL = 30 STALLS

REQUIRED OTHER RETAIL:
11,050 SF + 22,390 SF
@ 1 PER 250 GSF
TOTAL = 134 STALLS

TOTAL REQUIRED: 3,487 STALLS
TOTAL PROVIDED: 3,489 STALLS

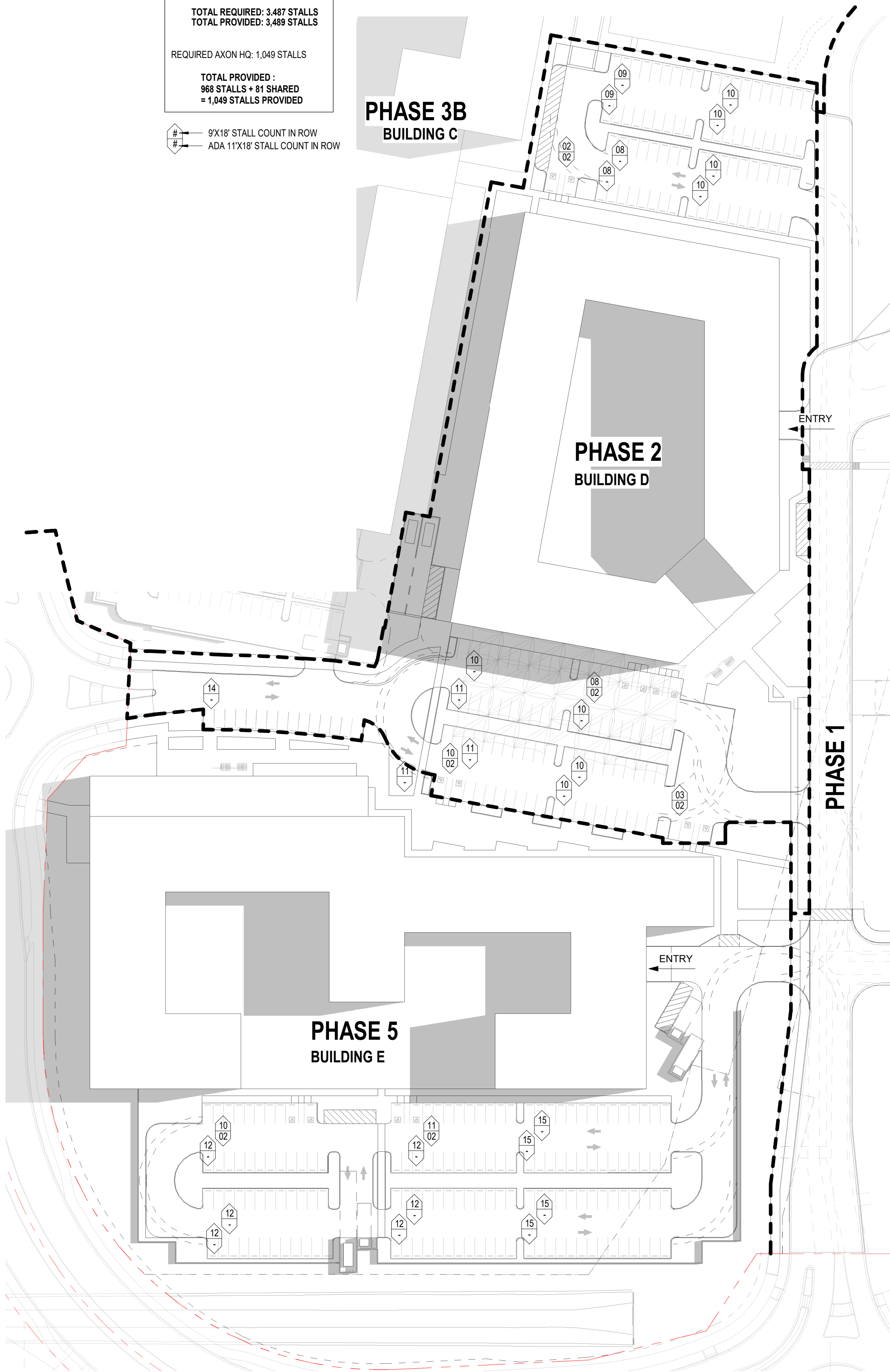
REQUIRED AXON HQ: 1,049 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
= 1,049 STALLS PROVIDED

9'X18' STALL COUNT IN ROW
ADA 11'X18' STALL COUNT IN ROW

PARKING - PHASE 2 & 5

PHASE 2 & 5 PARKING			PHASE 2 & 5 PARKING		
Parking Location	Count	Type	Parking Location	Count	Type
GARAGE - D	327	9' x 18'	SURFACE - D	81	9' x 18'
GARAGE - D	15	11' x 18' ADA	SURFACE - D	2	11'X18' ADA
GARAGE - E	182	9' x 18'	SURFACE - E	153	9' x 18'
GARAGE - E	13	11' x 18' ADA	SURFACE - E	6	11'X18' ADA
SURFACE - COMMERCIAL	75	9' x 18'		860	
SURFACE - COMMERCIAL	6	11'X18' ADA			



SITE PLAN PARKING PLAN PHASE 4

SCALE: 1/64" = 1'-0"

AXON WAY
& HAYDEN ROAD

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

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ARCHITECTS
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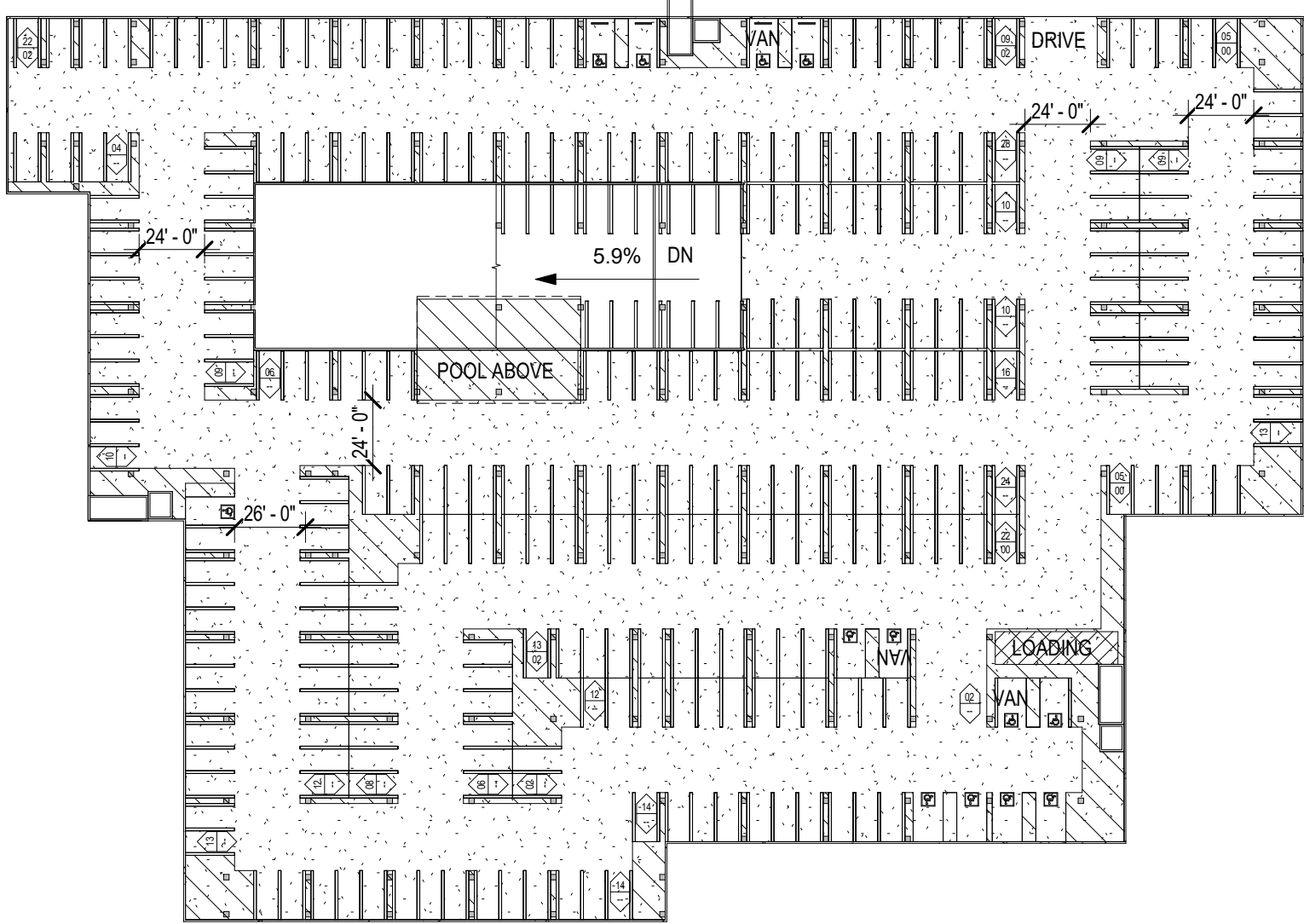


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DATE: November 28, 2023 ORB #: 23-202

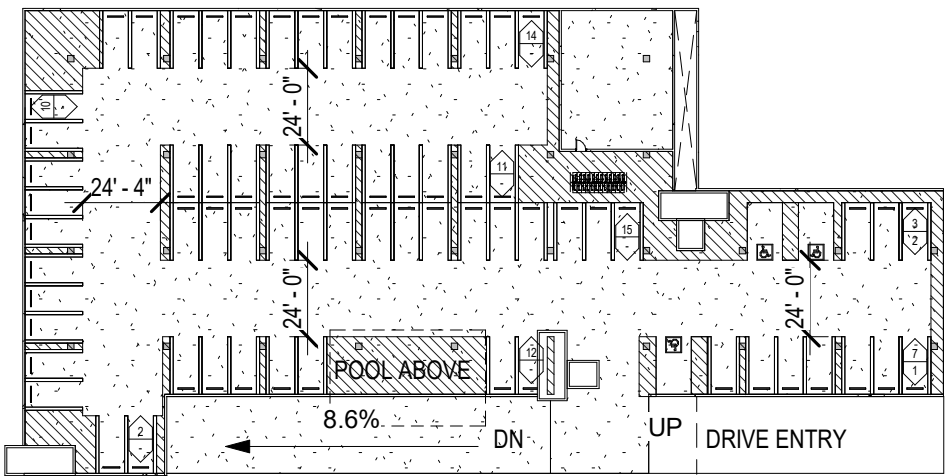
A1.18.2

PARKING PLAN PHASE 2 & 5



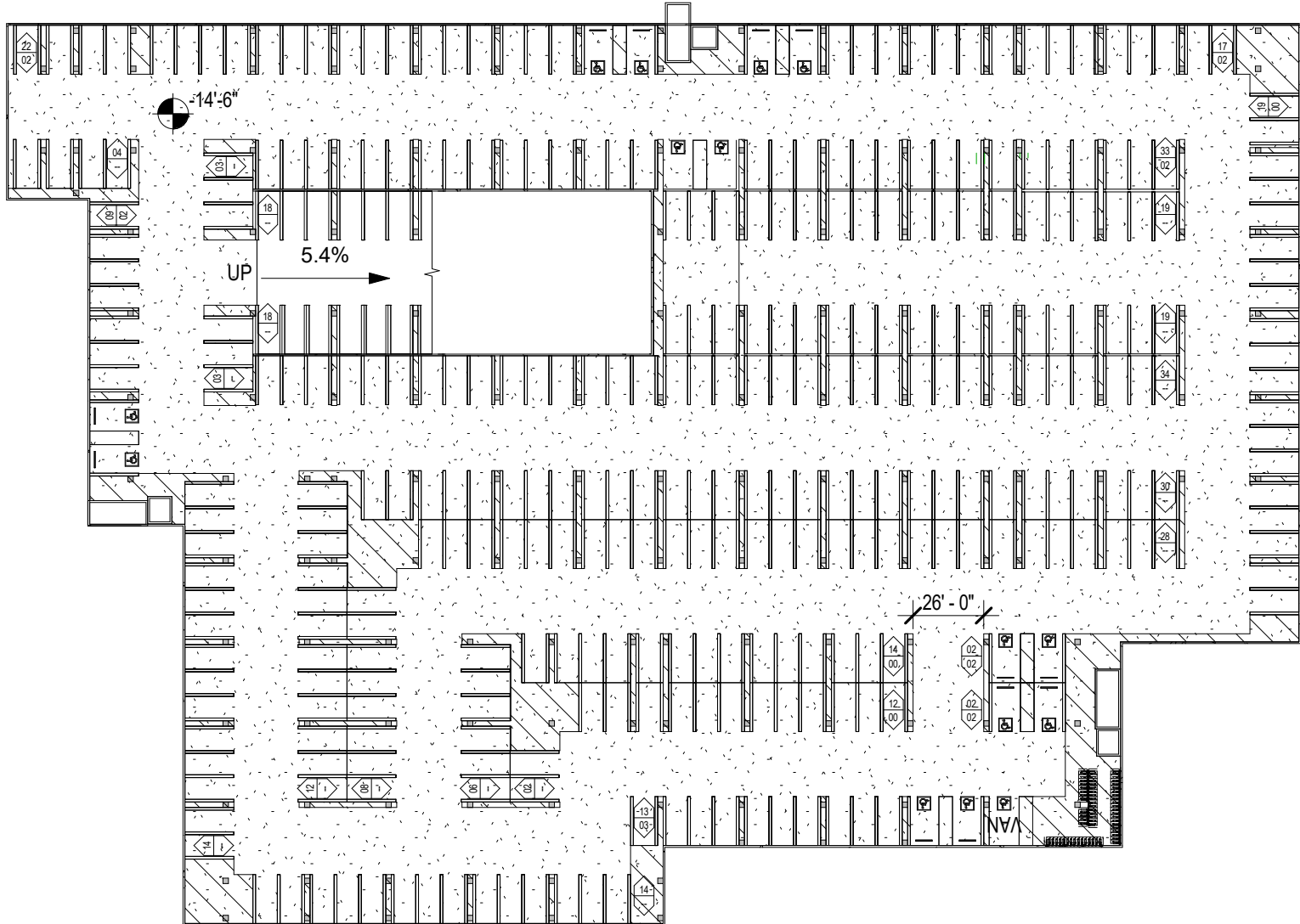
BLDG A LEVEL P1 - UNDERGROUND ENTRY LEVEL

PARKING STALLS = 307 SCALE: 1" = 60'-0"



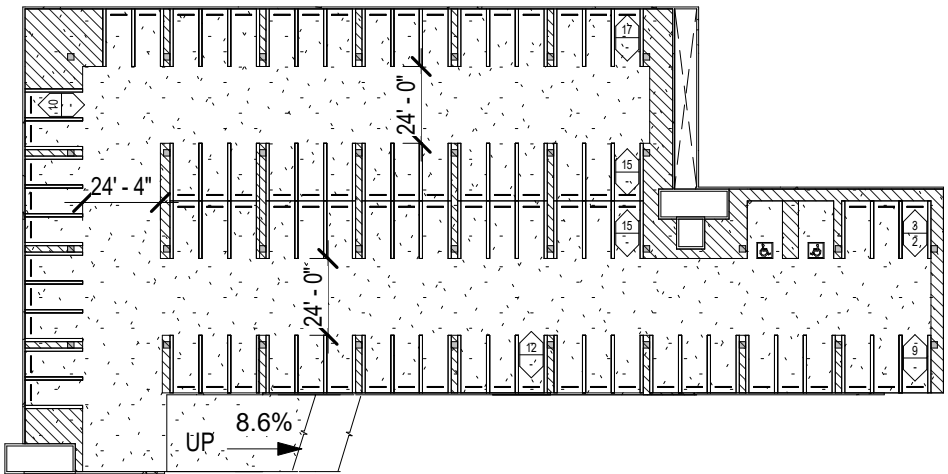
BLDG F LEVEL P1 - UNDERGROUND ENTRY LEVEL

PARKING STALLS = 77 SCALE: 1" = 60'-0"



BLDG A LEVEL P2 - UNDERGROUND

PARKING STALLS = 375 SCALE: 1" = 60'-0"



BLDG F LEVEL P2 - UNDERGROUND

PARKING STALLS = 81 SCALE: 1" = 60'-0"

REQUIRED RESIDENTIAL PARKING:
(1975) STUDIOS/1 BED @ 1.3
TOTAL = 2,568 STALLS

REQUIRED GUEST:
1 PER 6 UNITS = 330 STALLS

REQUIRED HOTEL PARKING:
(425) UNIT @ 1.0
TOTAL = 425 STALLS

REQUIRED HOTEL COMMERCIAL
PARKING:
13,750 SF @ 1 STALL PER 400GSF
AFTER FIRST 2,000 SF
TOTAL = 30 STALLS

REQUIRED OTHER RETAIL:
11,050 SF + 22,380 SF
@ 1 PER 250 GSF
TOTAL = 134 STALLS

TOTAL REQUIRED: 3,487 STALLS
TOTAL PROVIDED: 3,489 STALLS

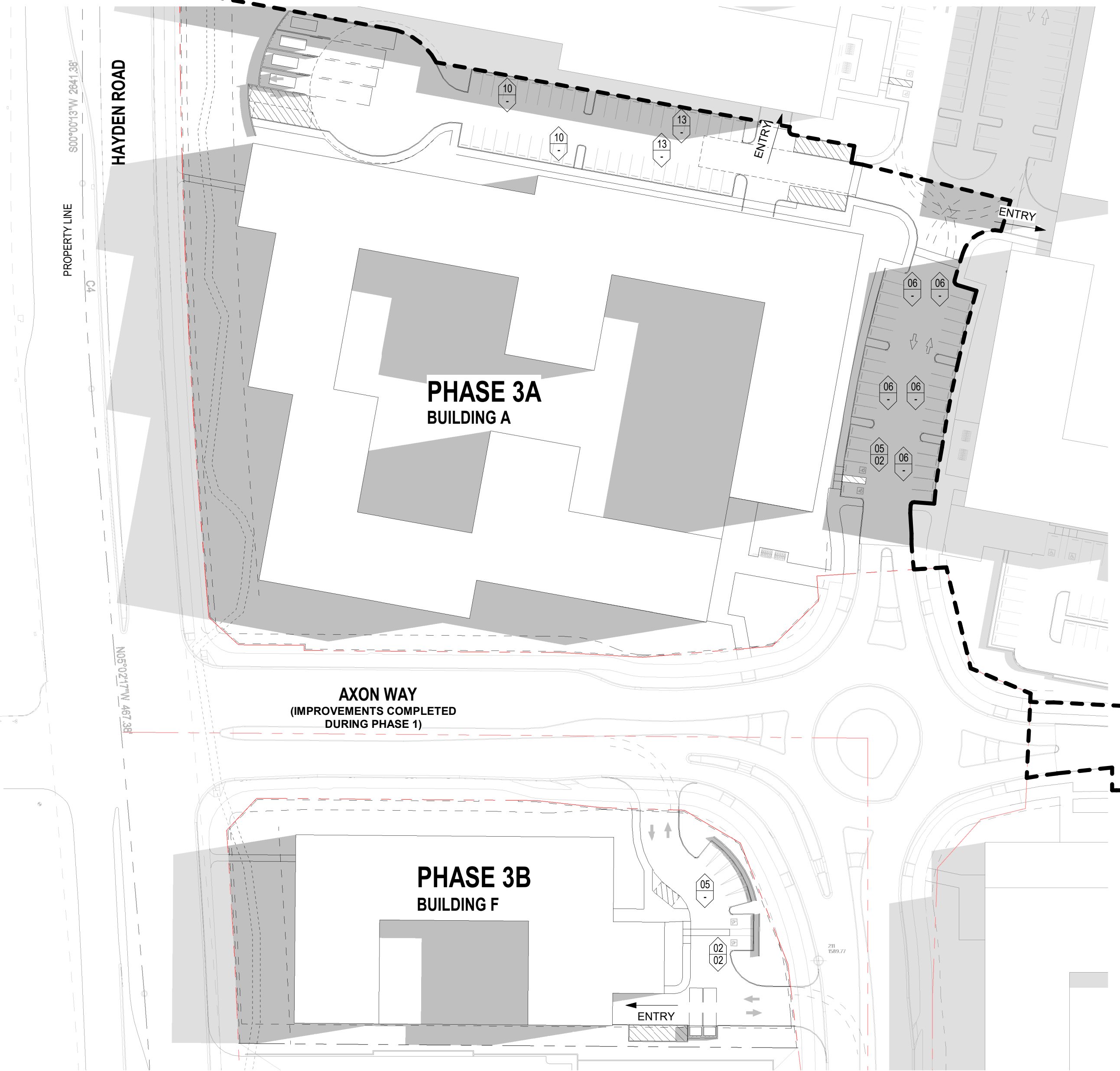
REQUIRED AXON HQ: 1,049 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
= 1,049 STALLS PROVIDED

9'x18' STALL COUNT IN ROW
ADA 11'x18' STALL COUNT IN ROW

PARKING - PHASE 3

PHASE 3 PARKING		
AREA	COUNT	TYPE
GARAGE - A	654	9' x 18'
GARAGE - A	28	11' x 18' ADA
GARAGE - F	153	9' x 18'
GARAGE - F	5	11' x 18' ADA
SURFACE - A	63	9' x 18'
SURFACE - A	2	11'x18' ADA
SURFACE - COMMERCIAL	15	9' x 18'
SURFACE - F	5	9' x 18'
SURFACE - F	2	11'x18' ADA
		927



SITE PARKING PLAN PHASE 2

SCALE: 1/64" = 1'-0"

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

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A1.18.3
PARKING PLAN PHASE 3




 #1 9'X18' STALL COUNT IN ROW
 #2 ADA 11'X18' STALL COUNT IN ROW



A1.18.4

11/28/2023 2:20:04 PM Autodesk Docs: //23-202 CH-Hayden & 101/23-202 Axon Way Master - 2023.rvt

ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
PARCEL 2
HAYDEN 50
BOOK 1447, PAGE 40
M.C.R

BUILDING B
(1) 12X45 LOADING
ZONE PROVIDED
WITHIN GARAGE

BUILDING A
(1) 12X45 LOADING
ZONE PROVIDED
WITHIN GARAGE

BUILDING F

APN: 215-07-409
N.I.S.

BUILDING C
(1) 12X45 LOADING
ZONE PROVIDED
WITHIN GARAGE

BUILDING E
(1) 12X45 LOADING
ZONE PROVIDED
WITHIN GARAGE

SCOTTSDALE STONEBROOK II
BOOK 390, PAGE 13, M.C.R.

BUILDING D
(1) 12X45 LOADING
ZONE PROVIDED
WITHIN GARAGE

Phase 2 Sidewalk to
connect to Phase 1
Sidewalk.

**FUTURE AXON WORLD
HEADQUARTERS**
Gross Area: 401,085 SF
(DRB: 28-DR-2020)

ADJACENT PARCEL
APN: 215-07-001F
PACESETTER INC.
DOC NO. 96-0032726
M.C.R

ADJACENT PARCEL
APN: 215-07-214
PACESETTER INC.
DOC NO. 97-0466350
M.C.R

ADJACENT PARCEL
APN: 215-07-001Y
LOT 15 OFFICE DEVELOPMENT LLC
DOC NO. 04-0348725, M.C.R

LOADING ZONE CALCULATIONS

RESIDENTIAL:

BUILDING A:
509 Dwelling Units = 3 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x45 - Garage

BUILDING B:
515 Dwelling Units = 3 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x45 - Garage

BUILDING C:
588 Dwelling Units = 3 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x45 - Garage

BUILDING D:
425 Dwelling Units = 3 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x45 - Garage

BUILDING E:
245 Dwelling Units = 2 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x45 - Garage

BUILDING F:
112 Dwelling Units = 1 Loading Zone Required
(1) 12x45 - Offstreet
(1) 10x18 - Offstreet

COMMERCIAL:

BUILDING C:
11,050 SF = 1 Loading Zone Required
(1) 10x18 - Offstreet
(1) 12X45 - Offstreet shared with Building D

BUILDING D:
13,750 SF = 1 Loading Zone Required
(1) 12X45 - Offstreet shared with Building C

BUILDING E:
22,380 = 1 Loading Zone Required
(2) 10x18 - Offstreet
(1) 12X45 - Offstreet

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KEYNOTES

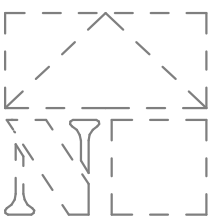
NOTE:
ALL REFERENCES TO ACCESSIBILITY CODES AND GUIDELINES ARE AS FOLLOWS:
A.N.S.I. = ICC/A.N.S.I. A117.1 (2009)
F.H.A. = FAIR HOUSING ACT GUIDELINES (1991)
A.D.A. = AMERICANS WITH DISABILITIES ACT (2010)

LEGEND

- | | | |
|--------------|---------------------|----------------|
| ► Site Entry | → Traffic Direction | ▨ Loading Zone |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
- PEDESTRIAN CIRCULATION PATH
R.O.W. PEDESTRIAN CIRCULATION PATH
PEDESTRIAN CONNECTION PATH TO AXON CAMPUS
PRIMARY VEHICLE CIRCULATION PATH
SHARED ROAD VEHICLE CIRCULATION PATH
RESTRICTED VEHICLE CIRCULATION PATH
FIRE APPARATUS ONLY - CIRCULATION PATH
PUBLIC PEDESTRIAN TRAIL

PEDESTRIAN & VEHICULAR PLAN

SCALE: 1" = 100'-0"

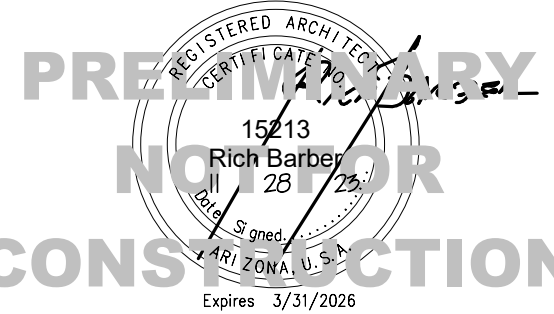


AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
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PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

A1.24

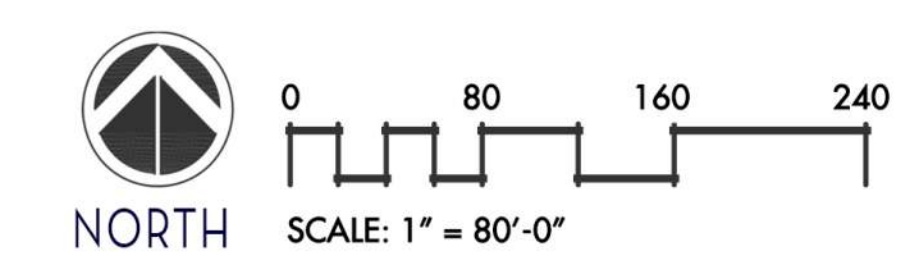
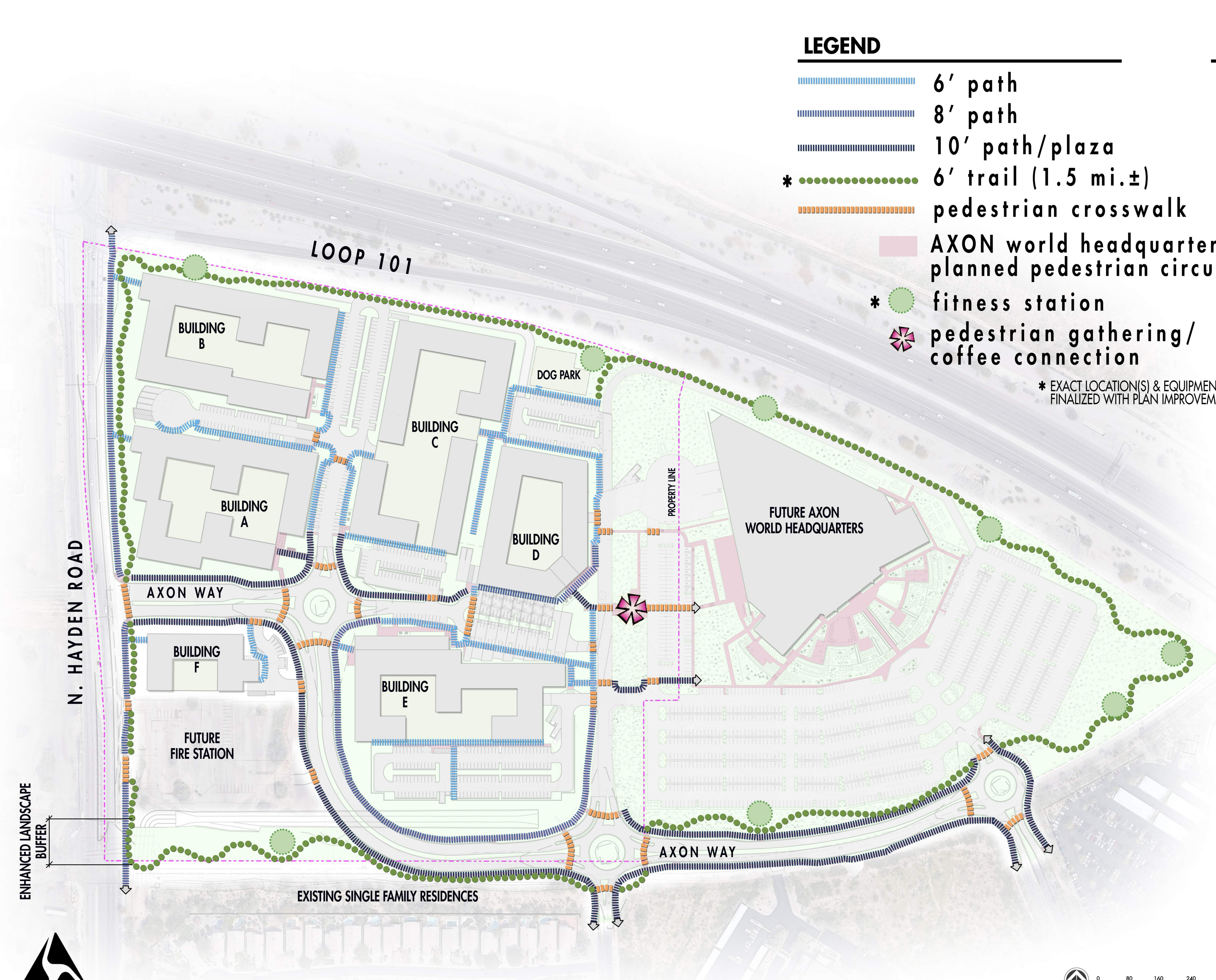
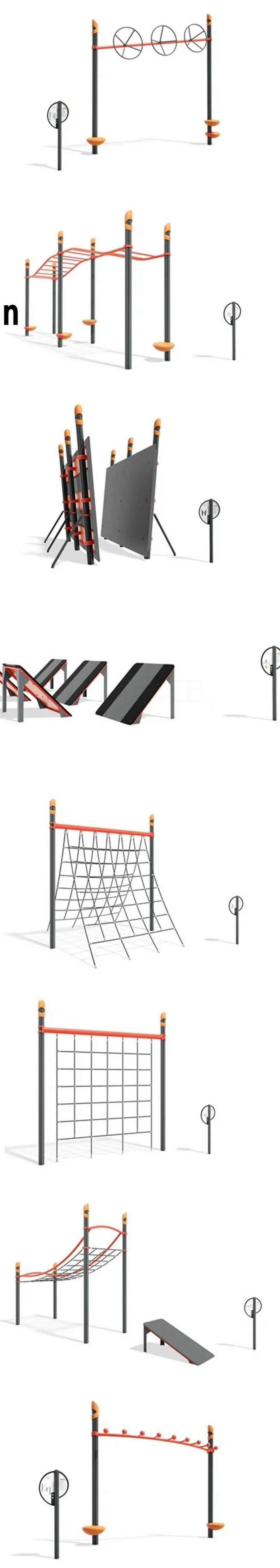
PEDESTRIAN AND VEHICULAR
PLAN

CONCEPTUAL FITNESS EQUIPMENT

LEGEND

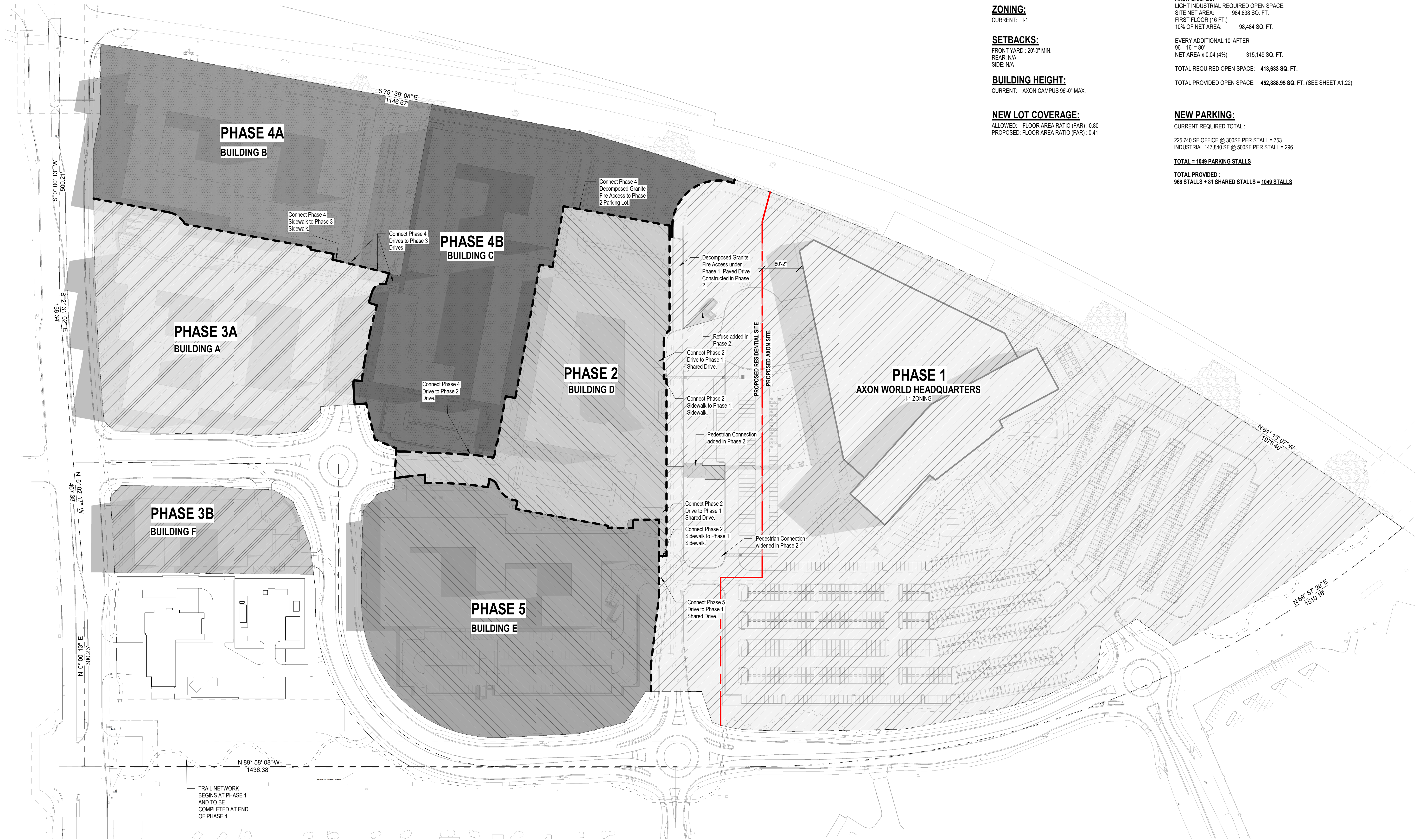
- 6' path
- 8' path
- 10' path/plaza
- * 6' trail (1.5 mi.±)
- pedestrian crosswalk
- AXON world headquarters
planned pedestrian circulation
- * fitness station
- * pedestrian gathering/
coffee connection

* EXACT LOCATION(S) & EQUIPMENT TO BE
FINALIZED WITH PLAN IMPROVEMENTS



PEDESTRIAN CIRCULATION PLAN





NOTE: CHANGES ARE LIMITED TO UPDATED FLOOR AREA RATIO, SHARED PARKING ADJUSTMENT, AND OPEN SPACE CALCULATIONS. PHYSICAL CHANGES TO APPROVED PLANS ARE NOT PROPOSED UNDER THIS SUBMITTAL.

TOTAL PROVIDED :
968 STALLS + 81 SHARED STALLS = 1049 STALLS

AXON

PHASING PLAN

11/28/2023 2:19:36 PM
Autodesk Docs: //23-202 CH-Hayden & 101/23-202 Axon Way Master - 2023.rvt

ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
LOT 10C
STATE PLAT NO 16-B CORE
SOUTH
BOOK 394, PAGE 42
M.C.R

ADJACENT PARCEL
PARCEL 2
HAYDEN 50
BOOK 1447, PAGE 40
M.C.R

SCOTTSDALE STONEBROOK II
BOOK 390, PAGE 13, M.C.R.

ADJACENT PARCEL
APN: 215-07-001F
PAGESSETTER INC.
DOC NO. 96-0032726
M.C.R

ADJACENT PARCEL
APN: 215-07-214
PAGESSETTER INC.
DOC NO. 97-0466350
M.C.R

ADJACENT PARCEL
APN: 215-07-001Y
LOT 15 OFFICE DEVELOPMENT LLC
DOC NO. 04-0348725, M.C.R

LEGEND

- Proposed Compactor Location
- Site Entry Truck Route
- PROPERTY LINE
- SITE R.O.W. LINE
- EASEMENT LINE

REFUSE CALCULATIONS

REFUSE REQUIRED							
Location	Dwelling Units (A)	Avg. Garbage per Week (CY/B)	Extra Garbage (CY/C)	Compaction Proposed (E)	Total Garbage per Week [(AxB)+C]E = CY	Compactors/Trash Bins Provided	Compactor/Trash Bin Type
BUILDING A	509	0.25	0	3:1	42.4	2	25CY*
BUILDING B	515	0.25	0	3:1	42.9	2	25CY*
BUILDING C	598	0.25	0	3:1	49.8	2	25CY*
BUILDING D	425	0.25	0	3:1	35.4	1	39CY*
BUILDING E	241	0.25	0	3:1	20.1	1	25CY*
BUILDING F	112	0.25	0	0	9.3	2**	8CY *

*CY = Cubic Yards
**Trash Bins
Note: Collection routes are assumed to be separate per building.

BUILDING C - Commercial: 11,050 SF
Required solid waste capacity: 1 per 20,000SF
Provided: 1 Refuse Enclosure w/ grease trap

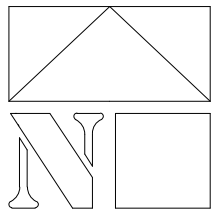
BUILDING D - Commercial: 13,750 SF
Required solid waste capacity: 1 per 20,000SF
Provided: 1 Refuse Enclosure w/ grease trap

BUILDING E - Commercial: 22,380 SF
Required solid waste capacity: 1 per 20,000SF
Provided: 1 Refuse Enclosure + 1 Refuse Enclosure w/ grease trap

FUTURE AXON WORLD HEADQUARTERS
Gross Area: 401,085 SF
(DRB: 28-DR-2020)

1 REFUSE PLAN

0' 50' 100' 200'
SCALE: 1" = 100'-0"

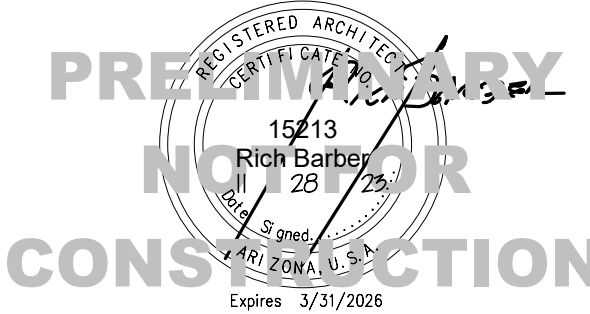


AXON WAY & HAYDEN ROAD

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



WorldHQ@ORBArch.com



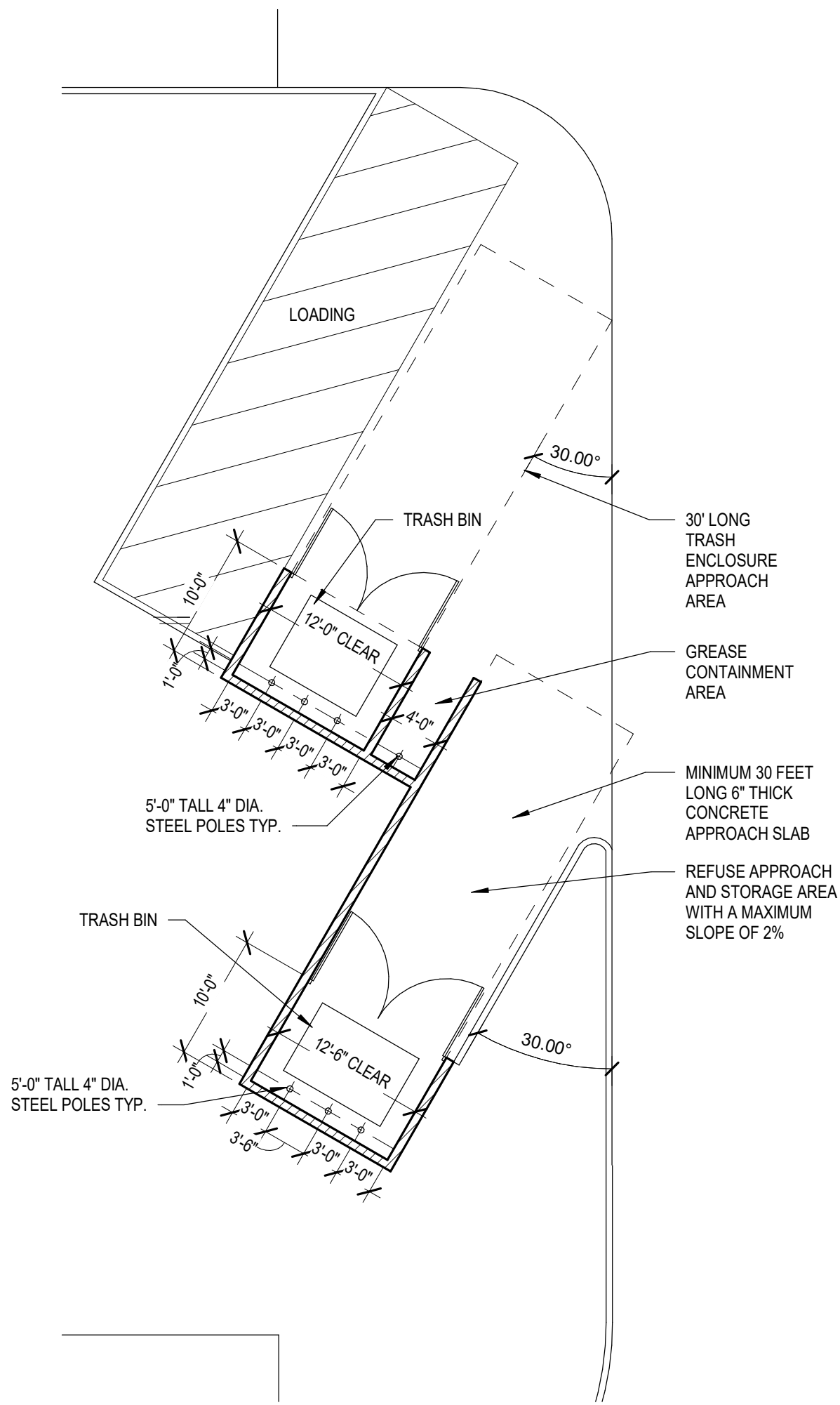
PRELIMINARY

DATE: November 28, 2023 ORB #: 23-202

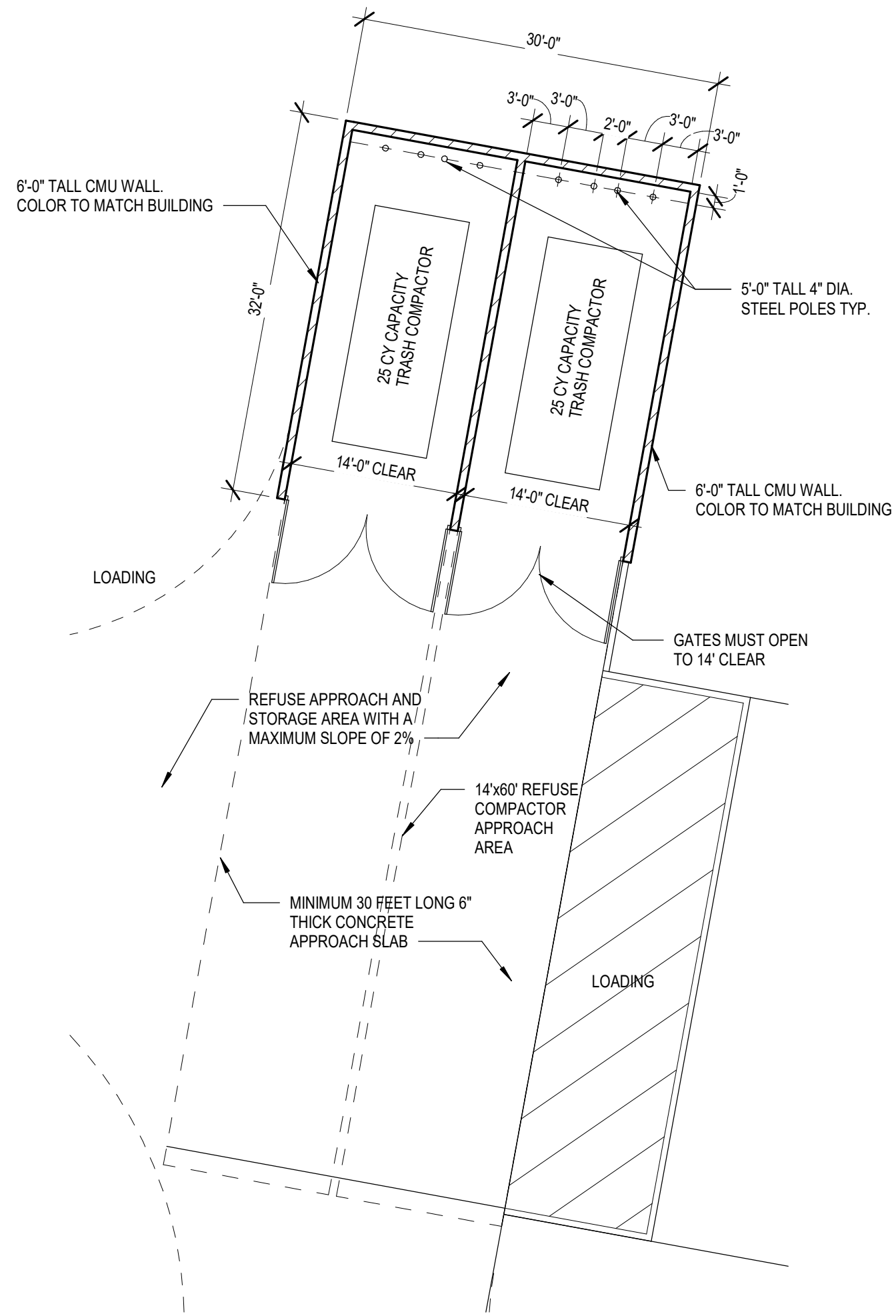
A1.20

REFUSE PLAN

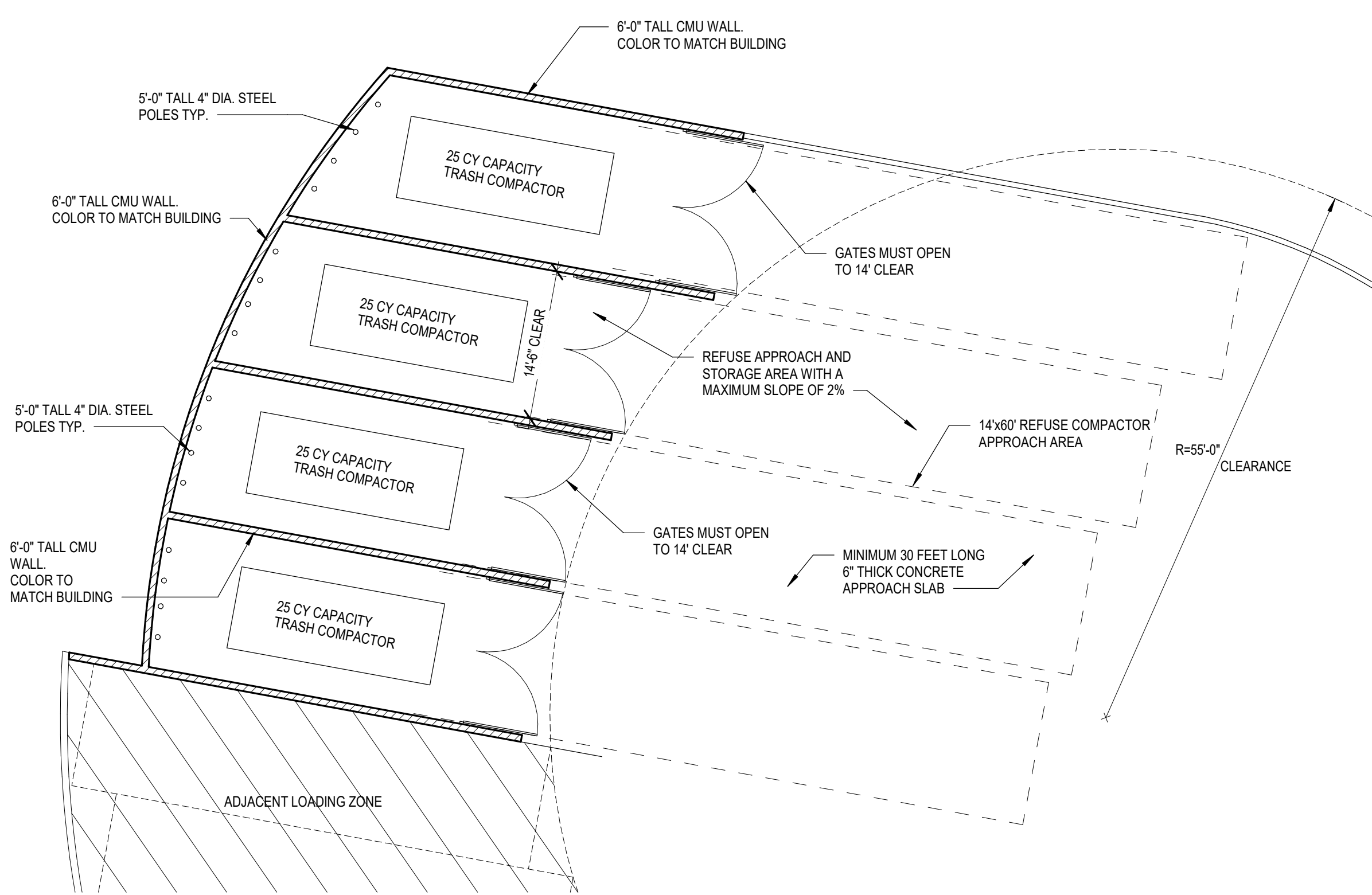
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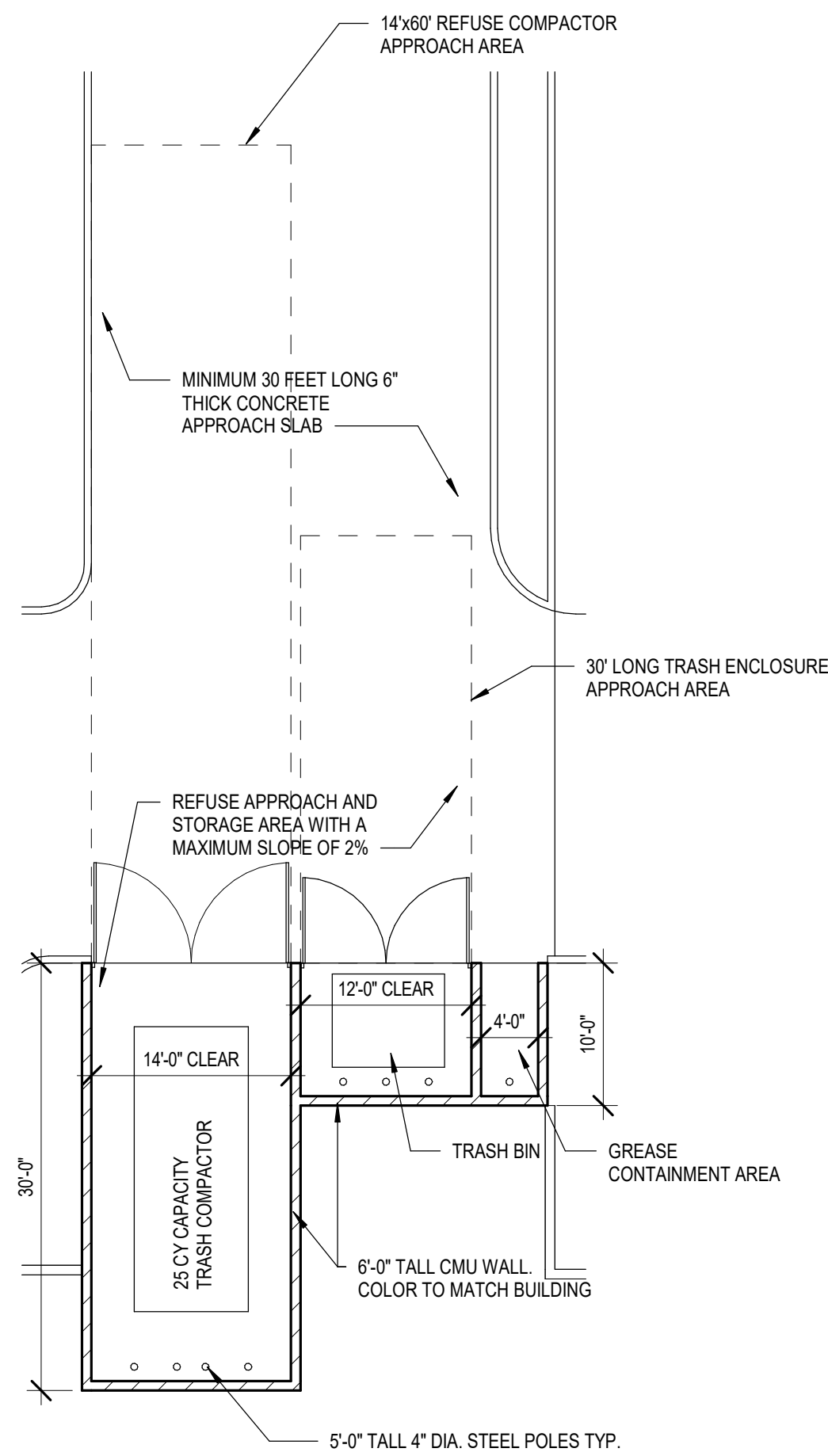
06 TRASH ENCLOSURE - BLDG E



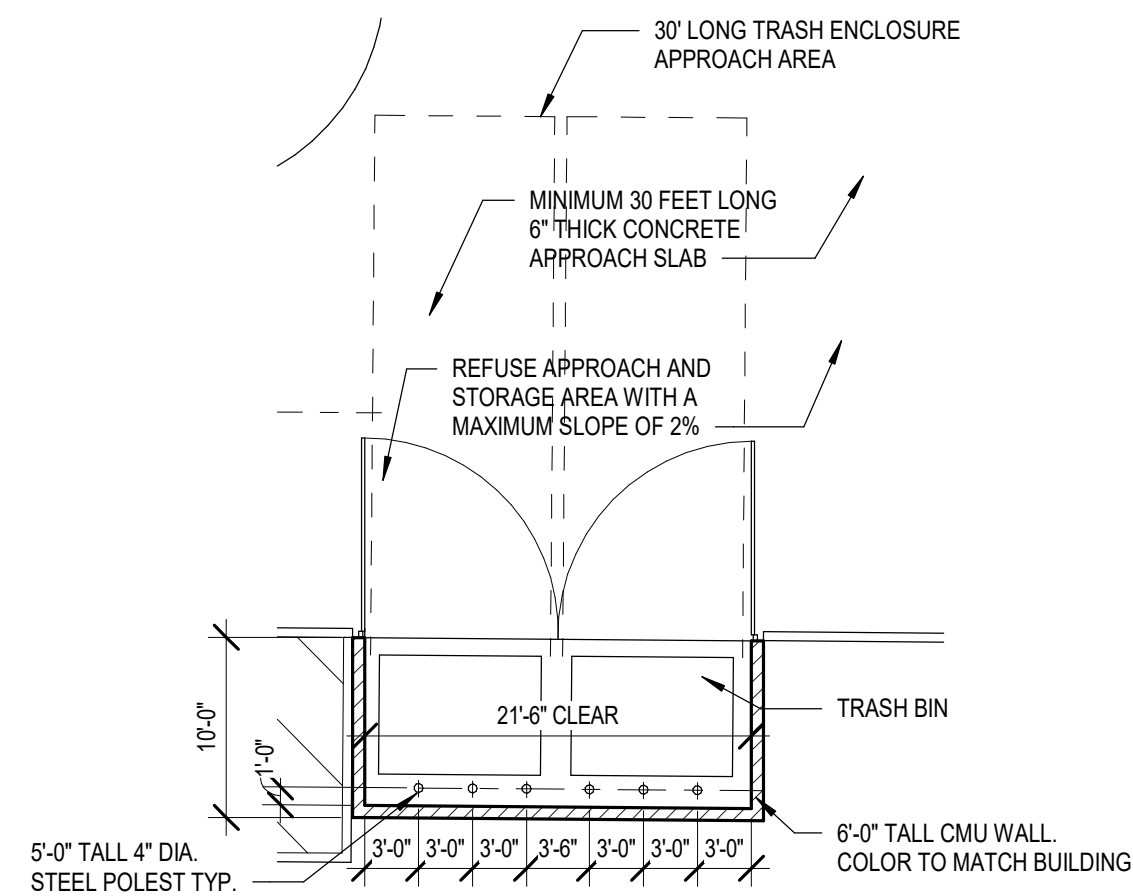
04 TRASH COMPACTOR ENCLOSURE - BLDG C



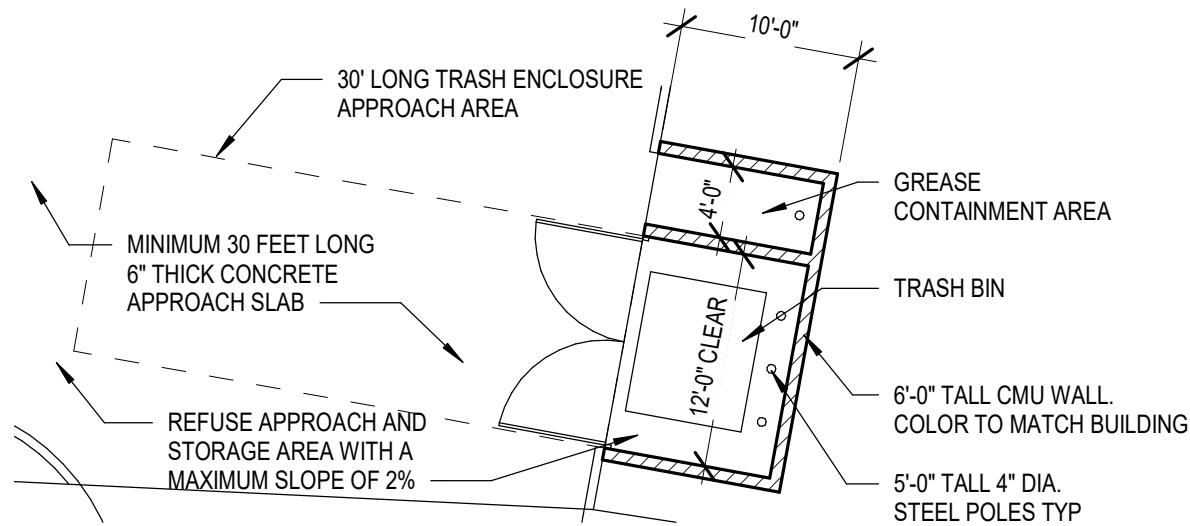
01 TRASH COMPACTOR ENCLOSURE - BLDG A & B



05 TRASH ENCLOSURE - BLDG E



02 TRASH ENCLOSURE - BLDG F



03 TRASH ENCLOSURE - BLDG C

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

Office of Rich Barber
ORB
Architecture,
P.C.

WorldHQ@ORBArch.com

PRELIMINARY
15213
Rich Barber
11/28/23
3/31/2026

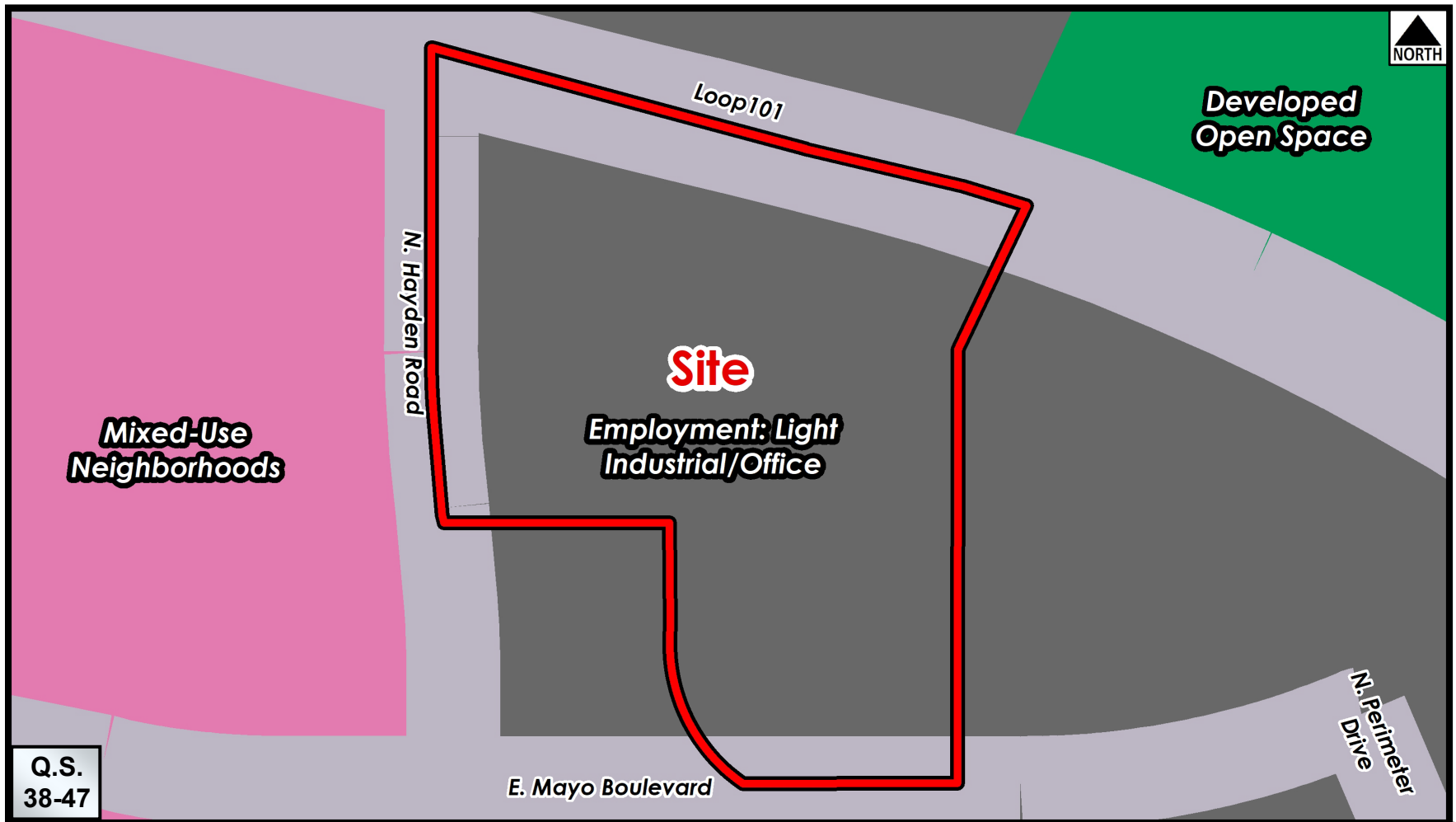
AXON

PRELIMINARY
DATE: November 28, 2023 ORB #: 23-202

A1.21
REFUSE DETAILS

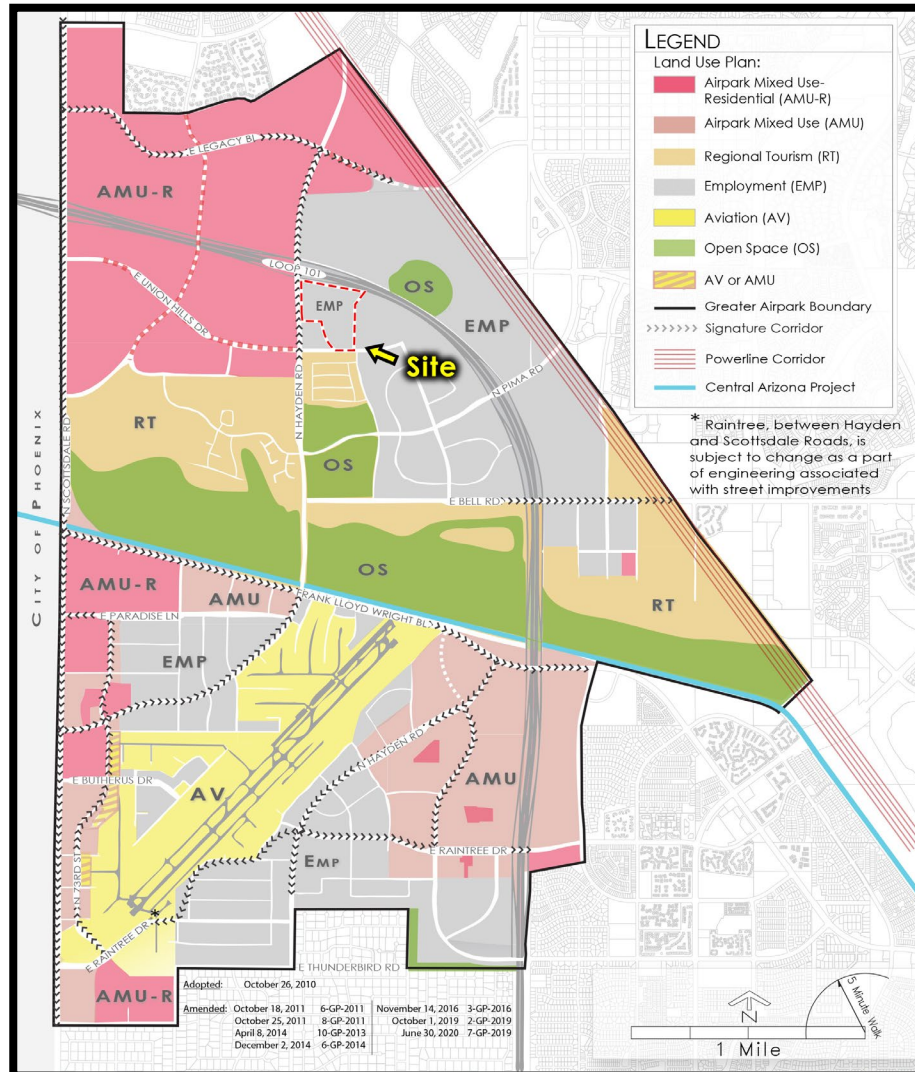
Attachment 5
Resolution No. xxxxx Placeholder

Attachment 6
Contract No. xxxxx Placeholder



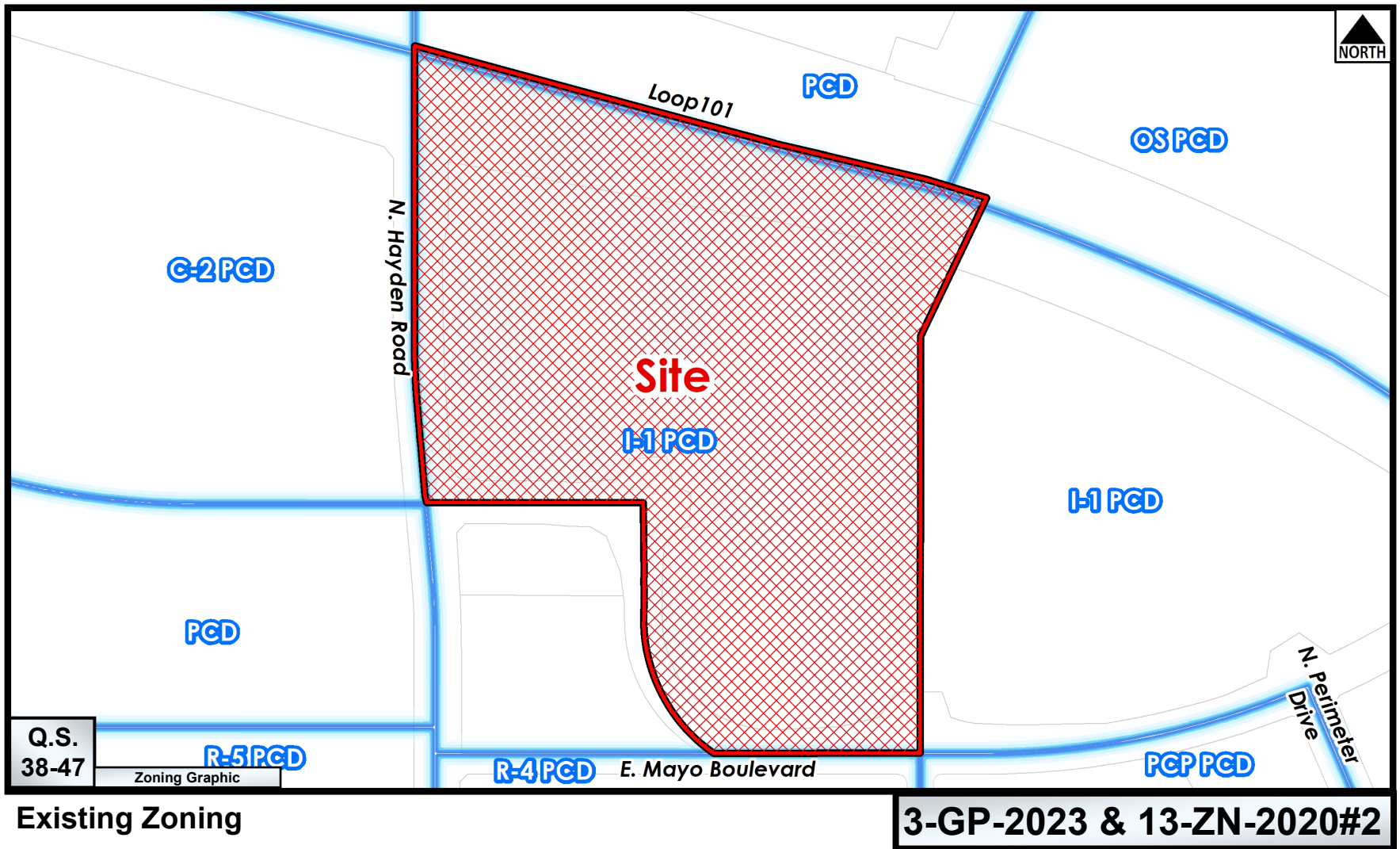
Existing General Plan 2035 Future Land Use Map
+/- 41-acres of Employment: Light Industrial / Office

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



Greater Airpark Land Use Plan

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



AXON WORLD HEADQUARTERS CAMPUS, PHASE 2 TRAFFIC IMPACT AND MITIGATION ANALYSIS

SOUTH OF STATE ROUTE LOOP 101/PIMA FREEWAY EAST OF HAYDEN ROAD

Prepared for:

Axon Enterprise, Inc.
c/o Huellmantel & Associates
P.O. Box 1833
Tempe, Arizona 85280

For Submittal to:

City of Scottsdale

Prepared by:



CivTech Inc.

10605 North Hayden Road, Suite 140
Scottsdale, Arizona 85260

Office: 480-659-4250
Fax: 480-659-0566
info@civtech.com



December 2023

CIVTECH PROJECT No. 21-0551

Attachment 10

EXECUTIVE SUMMARY

Axon Enterprise, Inc. ("Axon" is proposing to build a World Headquarters Campus which will include a 425-key hotel and a 1,975-dwelling unit (DU) three- to five-story (i.e., mid-rise) multifamily residential community with a total of 47,180 SF of ground-floor commercial uses. The current Project is Phase 2 of the development of the site. Phase 2 will complement Phase 1, which is the 401,085-square foot (SF) Axon office building. Phase 1 has already received all the necessary entitlement approvals from the City of Scottsdale. The World Headquarters Campus consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right of way that total 73.57 acres. The approved Phase 1 is approximately 25 acres and the proposed Phase 2 is approximately 44 acres with the remaining land in the original 73.57 acres dedicated to the City of Scottsdale for rights-of-way and a Civic Use Site.

The former Mayo Boulevard east of Hayden Road has been renamed Axon Way; it will be realigned west of 82nd Street such that it intersects Hayden Road across from Mayo Boulevard. A review of County Assessor maps shows that the right-of-way (ROW) for this realignment has been dedicated by Axon. Primary access to the site will be via the (future) signalized intersection of Hayden Road and Mayo Boulevard/Axon Way and three modern roundabouts along Axon Way: the first just east of Hayden Road (where Axon Way begins to curve to the south and it will also serve two driveways), the second at 82nd Street, and the third at Perimeter Drive. Additional access will be provided by three site driveways: one right-in/right-out driveway along Hayden Road serving the main parcel and two along Axon Way, serving the small parcel on which the hotel will be developed.

The following conclusions and recommendations have been documented in this study:

GENERAL

- ♦ As currently proposed, Phase 2 of the Axon campus is anticipated to generate 13,862 trips on a typical weekday with 1,291 trips (560 in/731 out) generated during the AM peak hour and 1,610 trips (900 in/710 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 10,802 trips on a typical weekday with 1,079 trips (457 in/622 out) generated during the AM peak hour and 1,334 trips (752 in/582 out) generated during the PM peak hour.

EXISTING (2023)

- ♦ The results of the existing conditions analysis indicate that most study intersections and individual approaches operate with acceptable levels of service (LOS D or better). The only exceptions are at the signalized **Loop 101 Ramps & Princess Drive/Pima Road TUDI** and at the eastbound apartment driveway approach at the stop-controlled intersection of **Hayden Road & Axon Way/Union Hills Drive**.

FUTURE CONDITIONS (2025 & 2030)

AXON CAMPUS ONLY ANALYSIS

- ♦ The analysis demonstrated that, with trips only generated by the Axon campus and without trips from the several proposed surrounding developments, many of the intersections within the study area

would operate with better levels of service and would require less mitigation and that it is trips from the other developments added at the City's request that are creating further operational issues.

COMPLETE ANALYSIS WITH ALL PROPOSED DEVELOPMENTS

- ♦ The results of the Synchro analysis indicate that the following Study Intersections operate with Levels of Service (LOS E or worse): **Hayden Road and Mayo Boulevard/Axon Way, Axon Way and Axon Way, Hayden Road and Princess Drive, Hayden Road and Loop 101, Perimeter Drive and Princess Drive, Loop 101 SB Ramps & Princess Drive/Pima Road and 82nd Street and Princess Drive.**
- ♦ It should be noted that delays are expected in both the Build and No Build scenarios. There are several proposed surrounding developments that are expected to be built out by 2030, further increasing delays at these intersections. CivTech analyzed the intersections within the site both with and without the addition of the surrounding developments for the 2030 Build scenario to demonstrate the delay solely caused by the Axon development.
- ♦ Adding site traffic results in two signalized intersections (both being one-half of the two TUDIs) and several approach movements operating at LOS E or LOS F. These are as follows:

- Hayden Road and Mayo Boulevard/Axon Way. In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition*, the signalized intersection of **Hayden Road and Mayo Boulevard/Axon Way** is expected to operate with overall intersection delays during the AM and PM peak hours, respectively. The southbound, eastbound, and westbound approaches are expected to operate with delays in both the AM and PM peak hours.

To address the expected delay at the intersection, CivTech recommends that the developer provide dual southbound left-turn lanes in the existing median, a westbound right-turn lane be provided, the cycle length be 120 seconds, and the initial signal timings be similar to the timings used by CivTech to achieve these results. Additionally, CivTech recommends that a dual eastbound left-turn lane be provided to sustain background volumes from the "Northwest Corner Hayden Road and Mayo Boulevard" surrounding development. This latter addition is recommended within its TIA at full-buildout, but given the high volumes after the construction of Phase 1, CivTech recommends advancing the construction to 2025. Axon Way must be constructed wide enough to provide two receiving lanes for the dual left turn movements. With these mitigations in place, the intersection is expected to operate with acceptable levels of service.

- Axon Way and Axon Way Roundabout. In both Build scenarios, the roundabout of **Axon Way and Axon Way** is expected to operate at LOS F in the northbound approach during the PM peak hour in both Build scenarios.
 - To mitigate the delay at the intersection, CivTech recommends that the northbound shared through and right-turn lane becomes a shared through, left-turn and right-turn lane. This change will add a second northbound to westbound through lane on the north end of the roundabout, as well as an additional exit lane on the west leg of the roundabout. While HCM 2016 cannot analyze this mitigation/configuration, it is CivTech's professional opinion that this

change will allow for better flow for the northbound left-turn, southbound right-turn, and eastbound left-turn movements.

- Hayden Road and Princess Drive. In the 2025 No Build and Build scenarios, the signalized intersection of **Hayden Road and Princess Drive** is expected to operate with delays in the eastbound approach during the AM and PM peak hours.
 - To mitigate the delay at the intersection, CivTech recommends that the signal timing be adjusted to increase the green time for the eastbound approach. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.
- Hayden Road and Loop 101. In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with a delay in the northbound approach during PM peak hour.

In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delays and delays in the northbound approach during the AM and PM peak hours.

- To mitigate the delay at the intersection, CivTech recommends that the existing pavement be re-stripped to add a second/dual northbound left-turn lane and the signal timing be adjusted. With these mitigations in place, the peak hour delays at the intersection in the 2025 Build scenarios are expected to be similar to those in the corresponding No Build scenarios.
- Perimeter Drive and Princess Drive. In the 2025 Build scenario, the signalized intersection of **Perimeter Drive and Princess Drive** is expected to operate with an overall intersection delay and delay in the northbound and southbound approaches during the PM peak hour.
 - To mitigate the delay at the intersection, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches during the PM peak hour. With this mitigation in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.
- Loop 101 and Princess Drive/Pima Road. In the 2025 No Build and Build scenarios, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the southbound approach during AM peak hour.

In the 2025 No Build and Build scenarios, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays and delays in the northbound and eastbound approaches during the AM and PM peak hours.

- To mitigate the delay at the interchange during the AM peak hour, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches. To mitigate the delay at the interchange during the PM peak hour, CivTech

recommends that signal timing be adjusted to increase the green time for the eastbound and westbound left-turn movements. With these mitigations in place, the intersection is expected to operate with delays in both the 2025 Build conditions approximating those in the respective No Build scenarios.

In the 2030 No Build and Build scenarios, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays and delays in the northbound and eastbound approaches during the AM and PM peak hours.

- To mitigate the delay at the interchange, it is recommended that the signal timing be adjusted to increase the green time for the westbound left-turn movement. With this mitigation in place, the intersection is expected to operate with delays in both the 2025 and 2030 Build conditions approximating those in the respective No Build scenarios.

◆ Unsignalized Stop-Controlled Intersections

- 82nd Street and Princess Drive. In both the No Build and Build scenarios, the unsignalized intersection of **82nd Street and Princess Drive** is expected to operate with some delays during the peak hours.
 - It is not uncommon for traffic from low-volume stop-controlled roadways such as Access A or 82nd Street to experience higher delays for brief periods during the day when approaching a higher-volume major road; therefore, no mitigation is recommended for either intersection.

TURN LANE WARRANTS

- ◆ Based on City criteria, with 10,769 vpd traveling eastbound on Axon Way, a posted speed limit of 35 mph, and up to 45 eastbound right turns expected during the PM peak hour, a deceleration lane is warranted for the eastbound right-turn lane at the intersection of Access A and Axon Way. CivTech recommends a dedicated eastbound right-turn lane be provided on Axon Way approaching Access A.
- ◆ Based on City criteria, with no northbound or southbound right-turns expected during either peak hour, a right-turn deceleration lane is not warranted for the northbound or southbound approaches, and therefore is not recommended.

QUEUE STORAGE

- ◆ The queue storage analysis reveals that most existing turn lanes will provide adequate queue storage capacity based on expected 2030 peak hour turning movement volumes.

INTRODUCTION

Axon is proposing to build a World Headquarters Campus consisting of a 425-key hotel and a 1,975-dwelling unit (DU) three- to five-story (i.e., mid-rise) multifamily residential community with a total of 47,180 SF of ground-floor commercial uses. The current Project is Phase 2 of the development of the site. Phase 2 will complement Phase 1, which is the 401,085-square foot (SF) Axon office building. Phase 1 has already received all the necessary zoning and other approvals from the City of Scottsdale. The site is roughly triangular in shape and consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right-of-way (ROW) that total 73.57 acres. Bounded by Hayden Road on the west, the Loop 101/Pima Freeway on the north, and Union Hills Drive on the south, Axon owns two of the parcels, 57.17-acre APN 215-07-407 and 1.76-acre APN 215-07-408. The third, 4.61-acre 215-07-409, is presently owned by the City of Scottsdale and is not shown on the plans provided as part of the Axon development.

Primary access to the site will be via the (future) signalized intersection of Hayden Road and Axon Way and three modern roundabouts along Axon Way: the first just east of Hayden Road (where Axon Way begins to curve to the south and it will also serve two driveways), the second at 82nd Street, and the third at Perimeter Drive. Additional access will be provided by two site driveways along Axon Way. A location map is provided in **Figure 1**.

PURPOSE OF REPORT AND STUDY OBJECTIVES

CivTech Inc. was retained in late June 2023 by Axon to perform a Category 2 Traffic Impact and Mitigation Analysis (TIMA) for the proposed Axon campus, the level of study requested by the City of Scottsdale. At that time, *an unsealed draft was submitted to the City as a first/original submittal to serve as a "placeholder" as one component of a complete application package. As expected, that document allowed City traffic engineers to see the direction that CivTech was taking the study and to make comments/suggestions. The City provided comments via email and CivTech has addressed them in this more-formal study, which CivTech has labeled a 2nd Submittal, addresses those comments (see Appendix A).*

Turning movement counts will be recorded and future submittals will address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. The specific objectives of the study will then be as follows:

1. To evaluate lane requirements on all existing and proposed roadways and at all existing and future signalized intersections within the study area and recommend any capacity related improvements.
2. To determine ultimate build-out level of service for all existing and future signalized intersections within the study area and recommend any capacity related improvements.
3. To evaluate the need for future traffic control changes within the proposed study area.

CivTech will analyze major intersections within one-mile of the site and all site driveways.

STUDY REQUIREMENTS

This study analyzes the traffic impact due to the proposed Axon campus on the surrounding street network and has been prepared per the requirements of Section 5-1 (Transportation Impact Study) of the City of Scottsdale's 2018¹ *Design Standards and Policies Manual*.

STUDY AREA

The study area has been identified as the following arterial-to-arterial and arterial-to-collector intersections:

- | | |
|---|---|
| 1. Hayden Road and Axon Way | 5. Hayden Road and Princess Drive |
| 2. Hayden Road and Axon Way/Apartment Dwy | 6. Hayden Road and Loop 101 Eastbound Ramps |
| 3. 82 nd Street at Union Hills Drive | 7. Hayden Road and Loop 101 Westbound Ramps |
| 4. Perimeter Drive and Axon Way | 8. Hayden Road and Legacy Boulevard |

In addition, CivTech will analyze all proposed accesses to the development, which, as noted above, will include two right-in/right-out driveways.

HORIZON YEARS

The opening year 2025 and a horizon year 2030 are included in this analysis. For purposes of this analysis, it is assumed that the proposed development will be fully built-out by the study year 2025.

HISTORY

In 2011, the Arizona State Land Department engaged CivTech to prepare a traffic study for Crossroads East development (the "Crossroad 2011 Study"). As originally studied, the entire Crossroads East development, located in the northeast corner of Scottsdale Road and Princess Drive, was expected to provide 3,305,943 SF of retail uses, 2,557,669 SF of office space, 3,443 DUs, and 7,775,460 SF of industrial land uses on approximately 882 gross acres. CivTech prepared a follow-up enhanced traffic statement in 2022 (the "Crossroad 2022 Study"). The entire Axon campus site plus the City parcel was designated as "Parcel P-13" of Crossroads East.

¹ In 2021, the City issued an update in draft form; it has not yet been adopted. A comparison of the 2018 and 2021 versions as this proposal is being prepared reveals that the primary difference applicable to a Level 3 TIMA would be a requirement to provide copies of the digital files used by CivTech for the analysis, e.g., the Synchro files used for the LOS analysis. Otherwise, there are no differences.

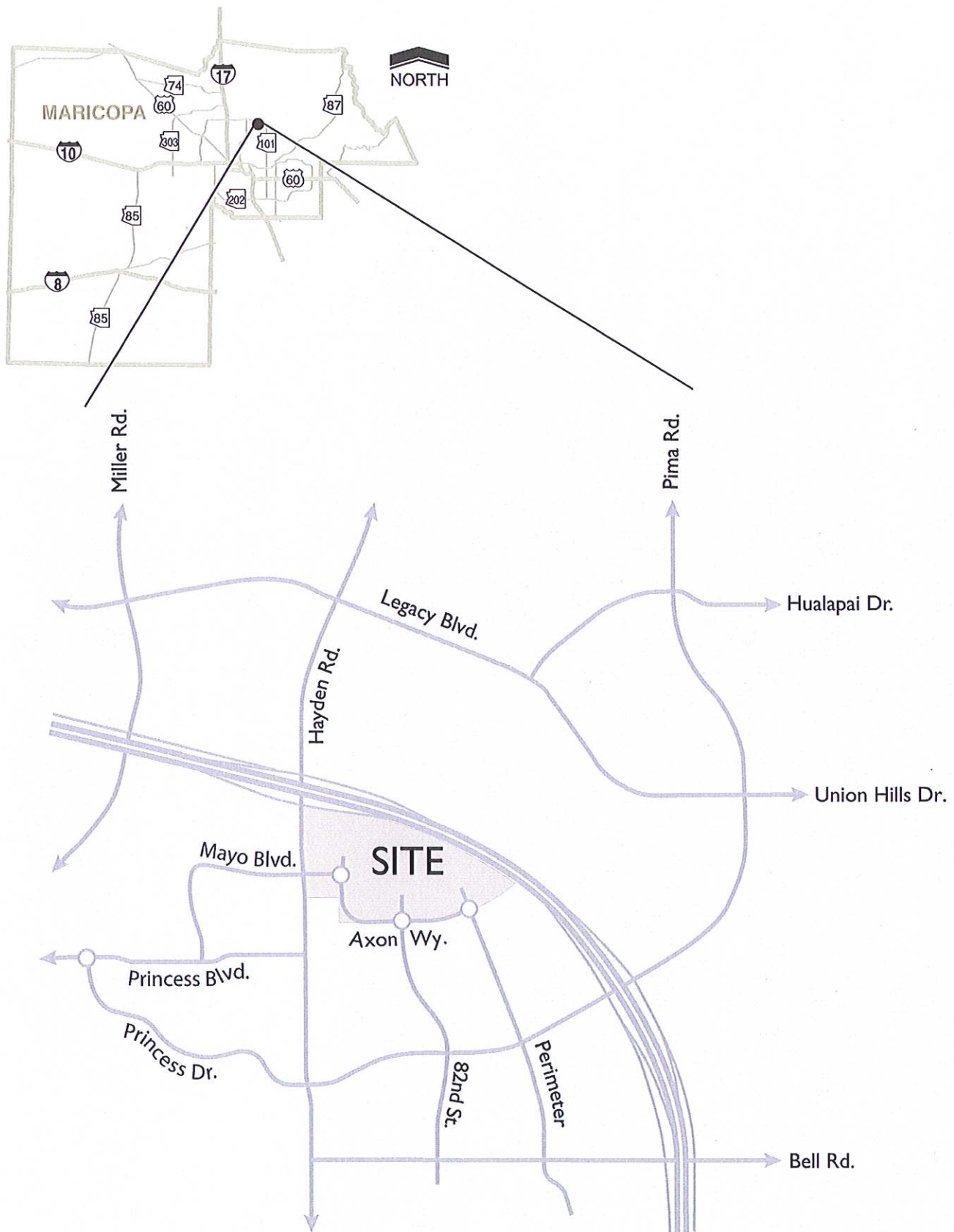


Figure 1: Vicinity Map

EXISTING CONDITIONS

SURROUNDING LAND USE

The Axon site is currently undeveloped land, located north of Axon Way, east of Hayden Road, and south of State Highway Loop 101 (SR 101 or Loop 101), the Pima Freeway.

South of the site (across Axon Way) from west to east are:

- ♦ The Scottsdale Stonebrook residential subdivision between Hayden Road and 82nd Street.
- ♦ Three parcels owned by Pacesetter, Inc. and used for the manufacture of medical devices. The largest of the parcels, in the southeast corner of the 82nd Street & Axon Way intersection is developed; the two others, one to its east and the other to its south, are undeveloped and will presumably be used for future expansion of the facility.
- ♦ Between Perimeter Drive and Loop 101 at 17851 North 85th Street is a three-story general office building.
- ♦ Across Hayden Road to the west are parcels within the Crossroads East area, some of which have been sold and one that remains in the name of the Arizona State Land Department (ASLD). Some consist of high-density multifamily in various stages of completion.

TRANSIT

The closest existing transit routes to the proposed development are Local Routes 72 (Scottsdale Road) and 170 (Bell Road). Route 72 begins just north of Loop 101, connecting Scottsdale Healthcare Drive on the north to the Chandler Fashion Center/Transit Station at its southern terminus. Route 170 provides additional connectivity within the north Scottsdale area and requires just a single transfer to reach alternate destinations. Route 170 provides east-west connectivity along Bell Road and Frank Lloyd Wright Boulevard.

ROADWAY NETWORK

The existing roadway network within the study area includes the following:

Hayden Road is a north-south, four-lane major arterial with a center raised median per the Scottsdale Transportation Master Plan within the vicinity of the proposed site. Hayden Road transitions from Miller Road in the north at Deer Valley Road and transitions to Greenway Hayden Loop in the south at Frank Lloyd Wright Boulevard. Hayden Road provides direct access to the Pima Freeway (Loop 101) and all major east-west arterials within the vicinity of the proposed site. The posted speed limit is 40 mph within the vicinity of the proposed site.

Axon Way, formerly Mayo Boulevard east of Hayden Road, is an east-west two-lane minor collector that currently intersects Hayden Road south of Mayo Boulevard, across from the main driveway of the San Artes Apartments. Axon Way currently begins in the west at Hayden Road and extends easterly, terminating at but not intersecting with the Pima Freeway (Loop 101). Axon Way is currently a two-lane roadway with a single lane in each direction. It will be realigned approximately 700 feet west of 82nd Street (within public ROW already dedicated/acquired for the purpose) to turn north-

south. At a roundabout approximately 650 feet north of the existing Axon Way alignment, the road will intersect with an east-west section of Axon Way (and two private driveways). This east-west segment of Axon Way, which extends to Hayden Road, aligns with the portion of Mayo Boulevard west of Hayden Road. The section of existing Axon Way east of Hayden Road across from the San Artes Apartments is to be abandoned. The posted speed limit on Axon Way is 35 mph within the study area and is expected to remain that after the realignment.

82nd Street is a north-south three-lane collector roadway with a continuous two-way left turn lane (TWLTL). 82nd Street begins in the north at Axon Way and extends southerly across Princess Drive and terminates at Bell Road, where it serves as the access for a gated condominium community and a gated apartment complex. The posted speed limit on 82nd Street south of Axon Way is 30 mph.

Perimeter Road is a north-south, four-lane major collector with a center raised median per the Scottsdale Transportation Master Plan within the vicinity of the proposed site. Perimeter Road begins to the north at Axon Way and terminates in the south 800 feet south of Bell Road. Perimeter Road provides direct access to Princess Drive and Bell Road. The posted speed limit is 35 mph within the vicinity of the proposed site.

Pima Freeway (Loop 101) is an eight-lane freeway within the vicinity of the study area. The westbound/eastbound on and off ramps and freeway are under the direction and control of the Arizona Department of Transportation (ADOT). The Loop 101 within the vicinity of the study area provides regional access to the Piestewa Freeway (SR 51) to the west, north Phoenix, the City of Scottsdale to the east and the Cities of Tempe, Mesa, and Chandler to the south. The posted speed limit is 65 mph on the freeway.

Loop 101 Eastbound Ramp provides access to the Pima Freeway East. The off-ramp consists of one (1) lane of travel eastbound. The on-ramp consists of two (2) lanes of travel eastbound, leading to a meter ramp and then merges into one (1) lane of travel, prior to merging onto the freeway.

Loop 101 Westbound Ramp provides access to the Pima Freeway West. The off-ramp consists of one (1) lane of travel westbound. The on-ramps consists of three (3) lanes of travel westbound that splits into two (2) lanes that merge onto the freeway and two (2) lanes that merge onto the Loop 101 Frontage Road.

Loop 101 Northbound Ramp provides access to the Pima Freeway North. The off-ramp consists of two (2) lanes of travel northbound that merges with Pima Road and becomes four (4) lanes of travel northbound. The on-ramp consists of two (2) lanes of travel northbound.

Loop 101 Southbound Ramp provides access to the Pima Freeway South. The off-ramp consists of one (1) lane of travel southbound and the on-ramp consists of three (3) lanes of travel southbound that splits into two (2) lanes that merge onto the freeway and two (2) lanes that merge onto Pima Road. The on-ramp is metered.

Legacy Boulevard is an east-west, four-lane minor arterial roadway providing a link between Hayden Road and Scottsdale Road. Currently, Legacy Boulevard begins in the west at Scottsdale Road

and terminates in the east at Hayden Road. The posted speed limit is 40 mph within the vicinity of the proposed site.

Mayo Boulevard is an east-west five-lane arterial roadway with two lanes westbound, a center raised median, and three lanes eastbound. Mayo Boulevard currently begins in the west approximately one-third of a mile west of Hayden Road at 78th Street and terminates in the east at Hayden Road. Mayo Boulevard currently is not continuous between Hayden Road and Scottsdale Road. Future plans for Mayo Boulevard are expected to connect to Scottsdale Road resulting in a continuous Mayo Boulevard to the west, terminating west of Tatum Boulevard. The posted speed limit on Mayo Boulevard west of Hayden Road is 30 mph.

Princess Drive is an east-west four-lane major collector roadway with a center raised median. Princess Drive begins in the northwest at Princess Boulevard and extends easterly, transitioning into Pima Road at Loop 101. Princess Drive provides access to Loop 101. The posted speed limit is 35 mph within the vicinity of the proposed site.

INTERSECTIONS

1. The intersection of **Hayden Road and Mayo Boulevard** is a three-legged "T-intersection" (with no westbound approach) under stop control on the eastbound approach. The northbound approach consists of one (1) exclusive left-turn lane striped within a left turn pocket that can be restriped for dual left turn lanes, two (2) through lanes, and a bike lane. The southbound approach consists of two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane, a bike lane, and one (1) dedicated right-turn lane.
2. The intersection of **Hayden Road and Axon Way** is a four-legged intersection under stop control on the eastbound and westbound approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The southbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The westbound approach consists of one (1) shared left-turn, through, and right-turn lane. The eastbound approach is a driveway to the gated San Artes apartments and consists of one (1) shared left-turn, through, and right-turn lane.
3. The intersection of **82nd Street and Axon Way** is a three-legged "T-intersection" (with no southbound approach) under stop control on all approaches. The northbound approach consists of separate left and right-turn lanes and a bike lane. The eastbound approach consists of one (1) shared through and right-turn lane. The westbound approach consists of one (1) shared through and left-turn lane.
4. The intersection of **Perimeter Drive and Axon Way** is a three-legged "T-intersection" (with no southbound approach) under stop control on the northbound approach. The northbound approach consists of one (1) exclusive left-turn lane, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) through lane and one (1) dedicated right-turn lane. The westbound approach consists of one (1) shared through and left-turn lane.

5. The intersection of **Hayden Road and Princess Drive** is a signalized four-legged intersection with split phasing between the westbound approach and eastbound approach, and permitted left-turn phasing in the northbound and southbound approaches. Both the northbound and southbound approaches each consist of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) shared left-turn and through lane and one (1) dedicated right-turn lane. The westbound approach consists of two (2) exclusive left-turn lanes and one (1) dedicated right-turn lane.
6. The intersection of **Hayden Road and the EB Loop 101 Ramps** is a signalized intersection within the Loop 101 tight urban diamond traffic interchange (TUDI). The northbound approach consists of three (3) through lanes and one (1) dedicated right-turn lane. The southbound approach consists of two (2) exclusive left-turn lanes and two (2) through lanes. The eastbound approach consists of one (1) exclusive left-turn lane, one (1) shared left-turn, through, and right-turn lane, and one (1) dedicated right-turn lane.
7. The intersection of **Hayden Road and the WB Loop 101 Ramps** is a signalized intersection within the Loop 101 TUDI. The northbound approach consists of one (1) exclusive left-turn lane and two (2) through lanes. The southbound approach consists of four (4) through lanes and one (1) dedicated right-turn lane. The westbound approach consists of one (1) exclusive left-turn lane, one (1) shared left-turn and through lane, one (1) shared through and right-turn lane, and one (1) dedicated right-turn lane.
8. The intersection of **Hayden Road and Legacy Boulevard** is a signalized three-legged "T-intersection" (with no westbound approach) with permitted left-turn phasing in the northbound and eastbound approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, and a bike lane. The southbound approach consists of two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane, a bike lane, and one (1) dedicated right-turn lane.
12. The intersection of **82nd Street and Princess Drive** is a four-legged-intersection under stop control in the northbound and southbound approaches. The northbound and southbound approaches each consist of one (1) exclusive left-turn lane, one (1) shared through/right-turn lane, and a bike lane. The eastbound and westbound approaches each consists of one (1) exclusive left-turn lane, one (1) through lane, one (1) shared through and right-turn lane, and a bike lane.
13. The intersection of **82nd Street and Perimeter Drive** is a signalized four-legged-intersection with permitted left-turn phasing on all approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The southbound approach consists of one (1) exclusive left-turn lane, one (1) through lane, one (1) shared through and right-turn lane, and a bike lane. The eastbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, and one (1) shared through and right-turn lane. The westbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane.
14. The intersection of **Loop 101 SB Ramps and Princess Drive/Pima Road** is a signalized intersection within the Loop 101 TUDI. The southbound approach consists of one (1) exclusive left-

turn lane, one (1) shared through and left-turn lane, one (1) shared through and right-turn lane and one (1) dedicated right-turn lane. The eastbound approach consists of three (3) through lanes and two (2) dedicated right-turn lanes. The westbound approach consists of two (2) exclusive left-turn lanes and three (3) through lanes.

15. The intersection of **Loop 101 NB Ramps and Princess Drive/Pima Road** is a signalized intersection within the Loop 101 TUDI. The northbound approach consists of one (1) exclusive left-turn lane, one (1) shared through and left-turn lane, one (1) through lane and one (1) channelized right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane and two (2) through lanes. The westbound approach consists of four (4) through lanes and one (1) dedicated right-turn lane.

16. The intersection of **Hayden Road and Axon Way (formerly Mayo Boulevard)/Apartment Driveway** is a four-legged-intersection under stop control in the eastbound and westbound approaches. The northbound and southbound approaches each consist of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound and westbound approaches each consist of one (1) shared left-turn, through, and right-turn lane. *Please note that CivTech will not analyze this intersection under future conditions, since Axon Way will be realigned to the north and will no longer align with the apartment driveway. CivTech assumes that the City of Scottsdale may in the future use the existing curb cut as a driveway to a City parcel on the northeast corner of the intersection on which a fire station is expected; however, it will serve no purpose for the Axon development. CivTech recorded peak hour turning movements at the intersection solely for the purpose of reassigning the recorded turns into Axon Way from Hayden Road and from Axon Way onto Hayden Road to the realigned intersection.*

The existing stop controls and lane geometries within the project area are depicted in **Figure 2**.

TRAFFIC VOLUMES

CivTech contracted Field Data Services of Arizona (FDS) Inc. to conduct turning movement counts at the above intersections. These turning movement counts were conducted on Tuesday July 11, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM during an average weekday. Existing turning movement traffic count data was also taken from the Maricopa Association Government (MAG) website for the following intersections:

- Hayden Rd & Legacy Blvd
- Hayden Rd & Loop 101 WB Ramps
- Hayden Rd & Loop 101 EB Ramps
- 82nd St & Axon Wy
- Hayden Rd & Axon Wy/Apartment Dwy
- Hayden Rd & Axon Wy/Union Hills Dr
- Hayden Rd & Mayo Blvd
- Hayden Rd & Princess Dr
- Perimeter Dr & Axon Wy

The existing traffic volumes observed for this study are presented in **Figure 3**. Traffic volumes data obtained for this study have been included in **Appendix B**.

CRASH ANALYSIS

Crash data for the study area was obtained from the City of Scottsdale for the latest three (3) years of continuous data. In total, there have been 105 incidents within the study area in the years 2020-2022. A majority of these crashes occurred at intersections along Hayden Road within the vicinity of the site. The summary of intersection crash data is presented in **Table 1**.

TABLE 1 – INTERSECTION CRASH DATA SUMMARY

Intersection	Total	Year of Occurrence			Incident Severity		Incident Type						
		2022	2021	2020	Incident with Injury (# of Injuries)	# of Fatalities	Single Vehicle	Angle	Left Turn	Rear End	Head On	Sideswipe	Other
Hayden Rd & Mayo Blvd	3	1	1	1	1 (1)	0	1	1	1	0	0	0	0
Hayden Rd & Princess Dr	15	4	4	7	7 (15)	0	1	4	2	5	1	2	0
82 nd St & Princess Dr	5	1	1	3	2 (3)	0	0	3	0	1	1	0	0
Perimeter Dr & Princess Dr	8	2	3	3	4 (6)	0	0	6	0	1	0	1	0
Hayden Rd & Loop 101 ⁽¹⁾	28	6	15	7	9 (13)	0	4	5	4	14	0	1	0
Loop 101 & Princess Dr/ Pima Rd ⁽¹⁾	39	16	18	5	6 (8)	0	4	10	0	19	0	6	0
Hayden Rd & Legacy Blvd	7	2	0	5	2 (2)	0	1	1	2	1	0	2	0
Totals	105	32	42	31	31 (48)	0	11	30	9	41	2	12	0

(1) Combination of both intersections.

A review of the crash data summarized in **Table 1** reveals that there have been 105 crashes reported at nine (9) of the intersections within the vicinity of the site. The highest percentage type of crash at most intersection is rear end and angle collisions and the lowest percentage type of crash at most intersections is head on collisions. Crash analysis worksheets are included in **Appendix C**.

CAPACITY ANALYSIS

The concept of level of service (LOS) uses qualitative measures that characterize operational conditions within the traffic stream. The individual levels of service are described by factors that include speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations A through F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. Levels of service for intersections are defined within ranges of average control delay per vehicle, the number of seconds a vehicle can expect to wait due to the presence of a traffic control device. lists the level of service criteria for signalized and unsignalized intersections. **Table 2** summarizes this information.

TABLE 2 – INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80 (or v/c>1)	> 50 (or v/c>1)

Source: Exhibits 19-8, 20-2, 21-8, and 22-8, Highway Capacity Manual, 6th Edition (2016)

Synchro 11 software using the methodologies of the latest (6th) edition of the *Highway Capacity Manual* (HCM 2016) were used to calculate average per-vehicle control delays, from which movement, approach, and overall intersection levels of service are determined. At the two TUDIs, each of which has two "clustered" signals that cannot be analyzed by HCM 2016, CivTech applied the HCM 2000 methodology. The methods take into account lane geometry, traffic volumes, and traffic control (two-way stop, all-way stop, or signal). Synchro's analysis worksheets report individual movement delay/LOS and overall delay/LOS for signalized intersections and the worst-case delay/LOS and the average overall intersection delay for unsignalized intersections. Results of the existing, no build, and build scenarios level of service analyses conducted for the proposed development are summarized in **Table 3** for both peak hours. The output sheets for the existing conditions have been included in **Appendix D**.

TABLE 3 – EXISTING PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach	Existing LOS AM (PM)
1	Hayden Road & Mayo Boulevard	One-way stop (EB)	NB Left EB Left EB Right	B (A) D (D) B (B)
3	82nd Street & Axon Way	All-way stop	NB EB WB <i>Overall</i>	A (A) A (A) A (A) <i>A (A)</i>
4	Perimeter Drive & Axon Way	One-way stop (NB)	NB Left NB Right WB Left	A (-) - (A) A (A)
5	Hayden Road & Princess Drive	Signal	NB SB EB WB <i>Overall</i>	A (A) A (A) D (D) D (D) <i>B (B)</i>
6	Hayden Road & Loop 101 EB Ramps	Signal	NB Thru NB Right <i>NB Overall</i> SB Left SB Thru <i>SB Overall</i> EB Left EB Shared EB Right <i>EB Overall</i> <i>Overall</i>	31.6 C (22.7 C) 162.8 F (126.4 F) 47.7 D (27.1 C) 81.7 F (62.0 E) 10.9 B (13.6 B) 47.6 D (39.5 D) 45.0 D (52.1 D) 41.7 D (48.9 D) 31.6 C (41.0 D) 39.6 D (47.5 D) <i>43.9 D (36.0 D)</i>
7	Hayden Road & Loop 101 WB Ramps	Signal	NB Left NB Thru <i>NB Overall</i> SB Thru SB Right <i>SB Overall</i> WB Left WB Shared WB Right <i>WB Overall</i> <i>Overall</i>	62.1 E (62.1 E) 35.3 D (11.8 B) 41.9 D (33.3 C) 30.7 C (36.9 D) 51.6 D (50.1 D) 36.5 D (41.5 D) 30.7 C (42.2 D) 30.3 C (40.6 D) 30.8 C (41.1 D) 30.6 C (41.1 D) <i>37.0 D (37.6 D)</i>

TABLE 3 – EXISTING PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach	Existing LOS AM (PM)
8	Hayden Road & Legacy Boulevard	Signal	NB	A (A)
			SB	A (A)
			EB	D (D)
			Overall	A (A)
12	82 nd Street & Princess Drive	Two-way stop (NB/SB)	NB Left	C (C)
			NB Shared	B (B)
			SB Left	C (D)
			SB Shared	B (B)
			EB Left	A (A)
			WB Left	A (A)
13	Perimeter Drive & Princess Drive	Signal	NB	D (D)
			SB	D (D)
			EB	A (A)
			WB	A (A)
			Overall	B (C)
14	Loop 101 SB Ramps & Princess Drive/Pima Road	Signal	SB Left	65.3 E (43.2 D)
			SB Shared	63.8 E (43.4 D)
			SB Right	41.3 D (37.5 D)
			SB Overall	60.8 E (42.6 D)
			EB Thru	54.8 D (46.4 D)
			EB Right	52.5 D (44.8 D)
			EB Overall	54.0 D (45.7 D)
			WB Left	393.8 F (69.3 E)
			WB Thru	17.8 B (10.8 B)
			WB Overall	287.3 F (53.8 D)
			Overall	214.6 F (48.2 D)
15	Loop 101 NB Ramps & Princess Drive/Pima Road	Signal	NB Left	49.1 D (40.1 D)
			NB Shared	48.1 D (45.8 D)
			NB Right	166.0 F (127.1 F)
			NB Overall	115.8 F (93.7 F)
			EB Left	39.3 D (183.2 F)
			EB Thru	137.8 F (43.3 D)
			EB Overall	128.1 F (83.2 F)
			WB Thru	25.4 C (27.9 C)
			WB Right	23.4 C (29.6 C)
			WB Overall	25.1 C (28.2 C)
			Overall	79.2 E (68.1 E)
16	Hayden Road & Axon Way/ Apartment Driveway	Two-way stop (EB/WB)	NB Left	A (A)
			SB Left	A (B)
			EB Shared	E (E)
			WB Shared	B (C)

The results of the existing conditions analysis summarized in **Table 3** indicate that most study intersections and individual approaches operate with acceptable levels of service (LOS D or better). The only exceptions are at the signalized **Loop 101 & Princess Drive/Pima Road TUDI** and at the eastbound apartment driveway approach at the stop-controlled intersection of **Hayden Road & Axon Way/Apartment Driveway**.

The signalized intersection of **Loop 101 SB Ramps & Princess Dr/Pima Rd** operates with an overall delay of 214.6 sec/veh (LOS F) during the AM peak hour. The southbound and westbound approaches operate with overall delays of 60.8 sec/veh (LOS E) and 287.3 sec/veh (LOS F), respectively, during the AM peak hour.

The signalized intersection of **Loop 101 NB Ramps & Princess Dr/Pima Rd** operates with overall delays of 79.2 sec/veh (LOS E) and 68.1 sec/veh (LOS E) during the AM and PM peak hours, respectively. The northbound approach operates with overall delays of 115.8 sec/veh (LOS F) and 93.7 sec/veh (LOS F), respectively, during the AM and PM peak hours. The eastbound approach operates with overall delays of 128.1 sec/veh (LOS F) and 83.2 sec/veh (LOS F), respectively, during the AM and PM peak hours.

FUTURE ROADWAY IMPROVEMENTS

REGIONAL IMPROVEMENTS

Regional improvements from Princess Drive west along Loop 101 anticipated in CivTech's Crossroad 2011 Study have been implemented.

Mayo Boulevard will be connected between 78th Street and 73rd Place as other Crossroads East parcels are developed, providing a new minor arterial roadway between Hayden and Scottsdale Roads. In this study, CivTech has assumed that this connection will *not* be made before the study horizon year of 2030.

PROPOSED DEVELOPMENT

SITE LOCATION

Axon is proposing to build a World Headquarters Campus with a 425-room hotel and a 1,975 DU three- to five-story (i.e., mid-rise) multifamily residential community with a total of 47,180 SF of ground-floor commercial uses. The current Project is Phase 2 of the development of the site. Phase 2 will complement Phase 1, which is a 401,085 SF Axon office building. Phase 1 has already received all the necessary zoning and other approvals from the City of Scottsdale. The site consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right of way that total 73.57 acres. Axon has acquired two of the parcels, 57.17-acre APN 215-07-407 and 1.76-acre APN 215-07-408. The third, 4.61-acre 215-07-409, is presently owned by the City of Scottsdale.

SITE ACCESS

As shown in **Figure 4**, the former Mayo Boulevard east of Hayden Road has already been renamed Axon Way and realigned west of 82nd Street such that it intersects Hayden Road across from Mayo Boulevard. A review of Assessor maps shows that the ROW for this realignment has already been dedicated.

Primary access to the site will be via the (future) signalized intersection of Hayden Road and Axon Way and three modern roundabouts along Axon Way:

Intersection 2 will be located approximately 500 feet east of Hayden Road (where Axon Way begins to curve to the south). This roundabout will also serve two driveways as the north and east legs.

Intersection 3 is the existing intersection of 82nd Street and Axon Way which will be improved to a 4-legged roundabout. The north leg will serve a driveway.

Intersection 4 is the existing intersection of Perimeter Drive and Axon Way which will be improved to a 3-legged roundabout. The north leg will serve a driveway and there will be no east leg.

Additional access will be provided by two driveways:

Access A will be located approximately 415 feet east of Hayden Road and will be restricted to right-in/right-out (RI/RO) movements only, serving primarily as the entrance to the residential land use at Building F. **Access B** will be located approximately 200 feet south of the first roundabout, approximately 660 feet east of Hayden Road and approximately 245 feet east of **Access A**; while movements will not be restricted at Access B, its location renders it to serve primarily as an exit from the parking garage provided beneath the building and it will be analyzed as such. Access B also serves as the primary entrance to the residential land use at Building E.

TRIP GENERATION

The potential trip generation for the proposed development was estimated utilizing the latest (11th) edition of Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (TripGen11) and the 3rd Edition of its *Trip Generation Handbook*. TripGen11 contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information for daily and peak hour trips.

ITE's Land Use Code (LUC) 231, Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k), was selected by CivTech as the appropriate land use for the residential use. Only average rates for the peak hours were published, that is, no regression equations have yet been developed due to only a handful of peak hour observations having been documented, with none of the observations occurring in a General/Suburban setting, only in a Dense Multi-Use Urban setting and a City Center Core setting. (Given the nature of the development rapidly occurring in this area, CivTech suggests that the Dense Multi-Use Urban setting is appropriate.¹) Building E, which fronts Axon Way just west of 82nd Street, is one of five residential buildings; it is three-story and is, therefore, low-rise. Since its 241 DUs comprise just over twelve percent of the total dwellings proposed, CivTech did not calculate its trip differently. (Calculations not included here revealed that slightly fewer trips would be generated were 241 mid-rise DUs replaced by 241 low-rise DUs.) The Hotel is LUC 310 and is identified as Building D on the site plan.

INTERNAL CAPTURE

According to data presented in the *Trip Generation Handbook*, 3rd Edition, trips attracted to certain land uses are often shared. This means that a single trip (vehicle) to the proposed development may visit additional attractions within the site during the same visit, an occurrence known as internal capture. This is especially true for large multi-use developments. An example of this would be a business person, who generated a trip on their drive to work, who walks to the restaurant in their building for lunch. This restaurant trip is not a new trip on the roadway.

Internal capture in a multi-use development describes the attraction of trips from one of the development's land use components by another and results in a trip that begins and ends onsite. The importance of internal capture in the qualification of traffic impact for a multi-use development is that internally captured trips comprise a portion of the total development's trip generation without using the external road system. As a result, a multi-use development will generally create less demand on the external road system (i.e., fewer external trips) than the sum of the trip generation potential of each of its use components when considered as single-use developments. The percentage of a multi-use development's total trip generation that will be internally captured will depend on the strength of the attraction between its land use components. The calculations of internal capture are provided in **Appendix E**; the results show an internal capture rate of just 5% for the entire campus.

¹ TripGen11 does not provide data for this use in a General/Suburban setting. CivTech understands, however, that the proposed zoning for the Axon campus is Planned Airpark Core Development (PCP) and the Airpark Character Area Plan calls for most of this area to be Type C – Higher Scale, which is intended to foster urban development types (mixed-use, higher density) to support the surrounding employment in the Airpark area. Thus, use of the "D" setting is appropriate.

However, CivTech understands Axon will offer workshops and product demonstrations for its clients and prospective clients in its new office building and that the hotel will be utilized by those clients visiting from out of the area. Therefore, to account for this, CivTech applied a 50% internal capture for the hotel land use.

Similarly, while Axon expects (and CivTech concurs) that some of its employees may likely lease nearby apartments, the location will be very desirable (as evidenced by the recent and expected development in the area and its proximity to a major urban freeway). Additionally, the proximity of the the apartment to the headquarters building allows for the possibility of leasing several units for extended stays by visitors, especially those from out of the country. Recognizing both of these possibilities, CivTech applied a reduction of ten percent to the trips generated by the apartments.

ALTERNATIVE MODES

Alternate modes of travel affect the number of trips on the roadway. Since the site is more than one-half mile from the nearest bus stop, it is considered by ITE as not being close to transit. However, CivTech understands that there will be bicycle trails to and through the campus. In addition, some Axon employees who reside in the adjacent apartments may walk to work, especially on very pleasant days. Therefore, CivTech applied a reduction of ten percent for the use of alternative modes of transportation to/from the office, a reduction not previously documented. The net trips generated are documented after the site trip generation discussion in the discussion of other developments that are considered in the analysis.

PASS-BY AND DIVERTED LINK TRIPS

Based on the published ITE data, as found in *Trip Generation Handbook*, 3rd Edition, it could be estimated that some portion of the traffic entering and exiting a commercial development would come from traffic already on the external street system. The term 'pass-by' trips refers to traffic already traveling on a study roadway from an origin to a destination that stops into the commercial development on the way. The term 'diverted link trips' refers to traffic on major roadway corridors, such as Hayden Road, that are diverted into the development from their original destination.

By attracting visits from those passing by a site, pass-by trips do have the positive impact of reducing the trips a development adds to adjacent roadways; however, there is no net effect on the trips entering or leaving a site driveway. Although the ground floor commercial uses are likely to be uses catering to residents (such as coffee shops, fast casual restaurants, convenience market, etc.) and that some passers-by may be attracted to and patronize these uses, since they have not yet been identified, CivTech elected to not estimate or apply pass-by/diverted trip peak hour reductions.

The anticipated trip generation is detailed in **Table 4** on page 23. Please note that a weekday trip generation rate was not published; therefore, CivTech estimated a rate by applying a ratio to a known rate. The daily rate (2.01) of the mid-rise multifamily *without* ground-floor commercial (LUC 221) was divided by the sum of the AM and PM peak hour rates ($0.50 = 0.25 + 0.25$) to develop a ratio (4.02). To find a daily rate for mid-rise multifamily *with* ground-floor commercial (LUC 231), the ratio was multiplied by the sum of the AM and PM peak hour rates ($1.22 = 0.55 + 0.67$) for the proposed use. The resulting daily rate for the proposed use was calculated as 4.90. These supplemental trip generation calculations are also provided in **Appendix E**.

TABLE 4 – TRIP GENERATION

Land Use	Quantity Units [†]	ITE Code	ITE Land Use Name	AM Distribution		PM Distribution				
				In	Out	In	Out			
Multifamily	1,975 DUs	231	Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k)	41%	59%	57%	43%			
Hotel	425 Rooms	310	Hotel	56%	44%	51%	49%			
Land Use	ADT		AM Peak Hour			PM Peak Hour				
	Avg. Rate	Total	Avg. Rate	In	Out	Total	Avg. Rate	In	Out	Total
Multifamily	4.90 [†]	9,678	0.55	445	641	1,086	0.67	754	569	1,323
Hotel	9.84 [*]	4,184	0.48 [*]	115	90	205	0.67 [*]	146	141	287
Totals Trips		13,862		560	731	1,291		900	710	1,610
Internal Capture Reductions (Multifamily)	10%	(968)	10%	(45)	(64)	(109)	10%	(75)	(57)	(132)
Internal Capture Reductions (Hotel)	50%	(2,092)	50%	(58)	(45)	(103)	50%	(73)	(71)	(144)
Total “New” Trips		10,802		457	622	1,079		752	582	1,334

Notes: [†] KSF = 1,000 square feet; DUs = Dwelling Units

^{*} No rate published. Average rate estimated assuming ratio of AM+PM to Daily rate was similar to that of mid-rise *without* commercial.

^{*} Average rate was calculated by dividing total trips generated using regression equation by the number of units. (See below.)

CALCULATIONS (Equations shown only where applicable)			
Land Use [Units]	Daily	AM Peak Hour	PM Peak Hour
Multifamily [X = 1,975 DUs]	$T_{\text{Day}} = 4.90X = 9,678$	---	---
Hotel [X = 425 Rooms]	$T_{\text{Day}} = 10.84X - 423.51 = 4,184$	$T_{\text{AM}} = 0.50X - 7.45 = 68$	$T_{\text{PM}} = 0.74X - 27.89 = 83$

As currently proposed, Phase 2 of the Axon campus is anticipated to generate 13,862 trips on a typical weekday with 1,291 trips (560 in/731 out) generated during the AM peak hour and 1,610 trips (900 in/710 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 10,802 trips on a typical weekday with 1,079 trips (457 in/622 out) generated during the AM peak hour and 1,334 trips (752 in/582 out) generated during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Two trip distributions were assumed for the proposed development one for employment to be applied to the residential trips and one for population to be applied to the trips generated by the Axon headquarters building and hotel. It is expected that the proposed development will generate trips based on future employment and population within a 12-mile radius of the site. Future total employment and population within a 12-mile radius of the site, as projected by the 2030 socio-economic data compiled by the Maricopa Association of Governments (MAG), were used as the bases to estimate trip distribution. The resulting trip distribution percentages for the study area are shown in **Table 7**. The trip distribution calculations are included in **Appendix F**.

TABLE 5 – SITE TRIP DISTRIBUTION

Direction (To/From)	Employment	Population
North on Hayden Road (north of Legacy Boulevard)	5%	5%
South on Hayden Road (south of Princess Drive)	15%	20%
South on Loop 101 (south of Princess Drive)	35%	30%
East on Princess Drive (east of Loop 101)	5%	5%
West on Loop 101 (west of Hayden Road)	40%	40%
Total	100%	100%

The trip distribution percentages noted in **Table 7** are illustrated on the roadway network within the study area in **Figure 5**. The percentages presented in **Figure 5** were applied to the site trips generated to determine the AM and PM peak hour site traffic at the intersections within the study area. The resulting site generated traffic for the proposed development is presented in **Figure 6**.

FUTURE BACKGROUND TRAFFIC

CivTech reviewed historical daily traffic volumes from the City of Scottsdale website Traffic Volume Map to estimate an average annual growth rate. Reported average daily traffic volumes on Hayden Road south of Loop 101 were 15,700 vehicles per day (vpd) in 2016, decreased to 12,600 vpd in 2018, and 15,100 vpd in 2020, an increase from 2018, but still not at 2016 levels. Thus, Hayden Road experienced a net average annual decrease from 2016 to 2020. Since a negative growth rate is not realistic, CivTech applied a modest 1% annual growth rate from 2023 to project 2025 and 2030 non-site or background traffic volumes. The factors applied were 1.02 ($= 1.010^2$) to 2025 and 1.072 ($= 1.010^7$) to 2030.

The projected background volumes for the opening year of 2025 are presented in **Figure 7**. The projected background volumes for the study horizon year of 2030 are presented in **Figure 8**.

TRIPS FROM OTHER DEVELOPMENTS

Axon Campus, Phase 1. Phase 1 of the Axon campus is the 401,085 SF World Headquarters. Phase 1 is located to the east of the current project. Phases 1 and 2 of the Axon campus will occupy the entirety of Crossroads East Parcel P13, with the exception of a small parcel that will be retained by the City of Scottsdale. As a Corporate Headquarters (ITE LUC 714) the Axon Offices are expected to generate 2,934 trips on a typical weekday with 515 trips (479 in/36 out) generated during the AM peak hour and 500 trips (45 in/455 out) generated during the PM peak hour. Applying a ten percent factor for use of alternative modes of transportation—such as walking and bicycling—as discussed above yields a net trip generation of 2,640 trips on a typical weekday with 463 trips (431 in/32 out) generated during the AM peak hour and 450 trips (40 in/410 out) generated during the PM peak hour.

In addition to adding trips from Phase 1 and applying a factor that represents expected regional growth in traffic volumes, CivTech was asked by City reviewers to include traffic volumes generated by four other developments expected/approved by the City in the area. These are described below. CivTech studied the first two. Site trip assignment figures for each are included in **Appendix F**.

Optima McDowell Mountain Village. The Optima McDowell Mountain Village is a proposed mixed-use development located north of Mayo Boulevard and east of Scottsdale Road in the City of Scottsdale, Arizona. The development plans to consist of up to 1,390 DUs of luxury multi-family residences in six individual buildings with some retail on the ground floor and a lower courtyard area. The development will also provide an underground parking lot for residences that can be accessed from Mayo Boulevard.

Cavasson. The Cavasson development is a ± 134 -acre project located on the southwest corner of Hayden Road and Legacy Boulevard in Scottsdale. Proposed by NWGH, LLC, an entity of Nationwide Realty Investors, Ltd. (NRI), this development is separated into three (3) phases. Phase 1 consists of a 135-key hotel, 350 multifamily residential dwelling units, 11,000 SF of retail floor area with 6,000 SF of fast-casual restaurants, and 740,000 SF of office space. A review of the County Assessor website

reveals that two office buildings, representing approximately 85% of the total office floor area have been opened. (The third building is under construction and more than half of the floor area has been pre-leased to a single tenant.) Additionally, the retail and hotel uses are completed and opened. Therefore, CivTech adapted its model prepared in 2020 for its update for the NRI – Scottsdale (i.e., Cavasson) development. Although that document focused on site accesses, the model included (but did not report results for) several intersections in common with the Axon project. CivTech adjusted the model by accounting only for the components of Phase 1 that are not yet opened: the apartments and 15% of the offices.

Phase 2 of Cavasson is expected to consist of multiple hotels totaling 265 keys, 1,250 multifamily dwelling units, 183,000 SF of retail with 6,000 SF of fast-casual restaurants, and 1,060,000 SF of office space.

Phase 3 is expected to consist of multiple hotels totaling another 265 keys, 400 multifamily dwelling units, 67,500 SF of retail floor area with 6,000 SF of fast-casual restaurants, and 219,000 SF of office space. Two, 50,000-SF medical office buildings are under construction fronting Legacy Boulevard.

Northwest Corner Hayden Road and Mayo Boulevard. This development, proposed for approximately 73.2 acres, is a mixed-use development consisting of hospital, medical office, retail, senior living, office, and restaurant land uses. The development is anticipated to include a 352-bed hospital, 276,100 SF of medical offices, 144,780 SF of retail floor area, 250 DUs of senior living, 32,670 SF of General Office space, and 30,000 SF of restaurant floor area. Full build-out is not expected until 2040; therefore, CivTech estimated that 20% of its trips could be generated by 2025 and half of its by 2030.

Banner Scottsdale Medical Center. This development is proposed on yet-to-be acquired parcels of Arizona State Trust Land along the south side of the Mayo Boulevard alignment between Hayden and Scottsdale Roads. Phase 1 includes a 300-bed hospital as well as 686,000 SF of other medical offices and related facilities to be constructed by 2025. Phase 2 and Phase 3 will be built out by 2032 and 2045, respectively, and therefore, will not be included in this analysis.

The turning movements expected from these other developments for the opening year of 2025 and for the study horizon year of 2030 are presented in **Figure 9** and **Figure 10**, respectively.

TOTAL TRAFFIC

Total traffic was determined by adding the site generated traffic to the estimated projected background traffic. Total peak hour traffic volumes for the opening year of 2025 are shown in **Figure 11**. Total peak hour traffic volumes for the horizon year of 2030 are shown in **Figure 12**. It should be noted that in 2025 Build-Out of the project, the east leg of the existing intersection of **Hayden Road and Axon Way/Apartment Driveway** will be removed. CivTech redirected All existing and background traffic to/from the east leg of the intersection through the intersection of **Hayden Road and Axon Way**. Additionally, the east leg of the intersection of **Perimeter Drive and Axon Way** will be removed and the existing vehicular trips going through the east leg will not be analyzed in the Build scenario.

TRAFFIC AND IMPROVEMENT ANALYSIS

INTERSECTION CAPACITY ANALYSIS

The overall intersection and approach levels of service are summarized **Table 8** for the 2025 and 2030 Background (No-Build) and Total (Build) conditions. Detailed analysis worksheets for the 2025 analysis can be found in **Appendix G** and in **Appendix H** for the 2030 analysis. It should be noted that delays are expected in both the Build and No Build scenarios. There are several proposed surrounding developments that are expected to be built out by 2030, further increasing delays at these intersections. CivTech analyzed the intersections within the site both with and without the addition of the surrounding developments for the 2030 Build scenario to demonstrate the delay solely caused by the Axon development. Both appendices include worksheets for mitigated intersections, where applicable. *Please note that, for the formerly three-legged intersection of Hayden Road and Mayo Boulevard, CivTech applied a signal cycle and timings for the background/no-build conditions based on other study intersections in the Hayden Road corridor. At this intersection and others where mitigations were applied in 2025 under the total/ build conditions, the mitigations were carried through to 2030. (Therefore, no results may be reported for unmitigated, Total/Build conditions.)*

The right column of Table 8 was included at Client request to documents the results reported in the original [draft] version of this report with only necessary adjustments made (intersections reconciled, trips recalculated, etc.). The intended purpose of this information is to demonstrate (if that be so) that it is primarily trips generated by these other developments that are causing the poorer levels of services reported at the study intersections.

TABLE 6 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/Movement	2025		2030 (w/ Other Developments)		2030 (Axon Campus Only)
				No Build	Build	Build	Build	Build
				AM (PM)	AM (PM)	AM (PM)	AM (PM)	AM (PM)
1	Hayden Rd & Mayo Blvd/Axon Wy	Signalized	NB	A (C)	A (C)	A (D)		
			SB	A (B)	F (F)	A (E)	-	-
			EB	C (D)	F (F)	C (F)		
			WB	B (B)	D (E)	B (B)		
			Overall	A (C)	F (F)	B (F)	-	-
		Mitigated – Cycle length and signal timing adjustment, Lane additions: SBL, EBL, & WBR	NB		C (D)		C (F)	C (C)
			SB	-	D (C)	-	D (C)	C (C)
			EB		D (D)		E (E)	D (D)
			WB		D (D)		D (E)	D (D)
			Overall	-	D (D)	-	D (E)	C (C)
		Mitigated – Signal Timing Adjustment	NB				C (D)	
			SB				D (D)	
			EB	-	-	-	D (D)	-
			WB				D (D)	
			Overall	-	-	-	D (D)	-
2	Axon Wy & Axon Wy	Roundabout	NB	A (A)	A (E)		A (F)	A (F)
			SB	- (-)	A (B)	-	A (C)	A (C)
			EB	A (A)	A (A)		A (A)	A (A)
			WB	A (A)	A (A)		A (B)	A (B)
			Overall	A (A)	A (C)	-	A (E)	A (E)
3	82 nd St & Axon Wy	Roundabout	NB	A (A)	A (A)	A (A)	A (A)	A (A)
			SB	A (A)	A (A)	A (A)	A (A)	A (A)
			EB	A (A)	A (A)	A (A)	A (A)	A (A)
			WB	A (A)	A (A)	A (A)	A (A)	A (A)
			Overall	A (A)	A (A)	A (A)	A (A)	A (A)

TABLE 6 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/Movement	2025		2030 (w/ Other Developments)		2030 (Axon Campus Only)
				No Build	Build	Build	Build	Build
				AM (PM)	AM (PM)	AM (PM)	AM (PM)	AM (PM)
4	Perimeter Dr & Axon Wy	Roundabout	NB	A (A)	A (A)	A (A)	A (A)	A (A)
			SB	A (A)	A (A)	A (A)	A (A)	A (A)
			EB	A (A)	A (A)	A (A)	A (A)	A (A)
			Overall	A (A)	A (A)	A (A)	A (A)	A (A)
5	Hayden Rd & Princess Dr	Signalized	NB	A (A)	A (A)	A (A)	-	-
			SB	A (A)	A (A)	A (A)	-	-
			EB	E (E)	E (E)	E (E)	-	-
			Overall	A (A)	A (A)	A (A)	-	-
		Mitigated – Signal Timing Adjustment	NB	-	A (A)	-	A (A)	A (A)
			SB	-	A (A)	-	A (A)	A (A)
6	Hayden Rd & Loop 101 EB Ramps	Signalized	EB	D (D)	D (D)	D (D)	D (D)	D (D)
			Overall	-	A (A)	-	A (A)	A (A)
			NB Thru	28.4 C (30.7 C)	33.0 C (30.0 C)	29.8 C (33.9 C)	-	-
			NB Right	50.0 D (37.4 D)	59.0 E (21.4 C)	55.6 E (39.5 D)	-	-
			NB Overall	35.0 D (31.9 C)	41.2 D (28.2 C)	36.8 D (34.9 C)	-	-
			SB Left	77.4 E (59.6 E)	73.3 E (61.7 E)	77.0 E (62.4 E)	-	-
			SB Thru	20.4 B (22.3 C)	36.2 D (43.6 D)	23.4 C (23.1 C)	-	-
			SB Overall	43.8 D (38.3 D)	49.2 D (49.7 D)	44.0 D (39.5 D)	-	-
			EB Left	50.7 E (51.1 D)	58.9 E (44.3 D)	74.0 E (48.7 D)	-	-
			EB Shared	41.0 D (46.5 D)	35.1 D (36.5 D)	37.9 D (44.5 D)	-	-
			EB Right	29.1 C (39.7 D)	31.4 C (35.4 D)	30.5 C (36.9 D)	-	-
			EB Overall	40.6 D (46.0 D)	41.7 D (38.3 D)	48.1 D (43.5 D)	-	-
			Overall	40.7 D (36.6 D)	44.0 D (36.8 D)	44.2 D (38.0 C)	-	-
		Mitigated – Dual NB Left-turn Lane added, Signal Timing adjustment	NB Thru	-	33.3 D (38.4 D)	-	41.7 D (108.2 F)	32.3 C (50.2 D)
			NB Right	-	74.6 E (30.4 C)	-	100.5 F (38.5 D)	29.6 C (50.0 D)
			NB Overall	-	46.3 D (36.8 D)	-	58.9 E (93.7 F)	31.6 C (50.2 D)
			SB Left	-	28.7 C (26.8 C)	-	36.9 D (30.0 C)	76.6 E (24.9 C)
			SB Thru	-	17.6 B (30.9 C)	-	25.1 C (34.6 C)	22.6 C (45.6 D)
			SB Overall	-	21.5 C (29.6 D)	-	29.0 C (33.0 C)	44.4 D (38.1 D)
			EB Left	-	69.7 E (44.3 D)	-	93.2 F (43.0 D)	58.2 E (43.9 D)
			EB Shared	-	37.5 D (36.5 D)	-	50.0 D (34.5 C)	35.7 D (35.8 D)
			EB Right	-	30.9 C (35.4 D)	-	34.9 C (33.3 C)	32.1 C (34.7 C)
			EB Overall	-	45.8 D (38.3 D)	-	58.2 E (36.5 D)	41.6 D (37.7 D)
			Overall	-	38.1 D (34.3 C)	-	49.0 D (63.4 E)	39.5 D (43.7 D)
		Mitigated – Signal Timing Adjustment	NB Thru	-	-	-	38.9 D (47.8 D)	-
			NB Right	-	-	-	85.6 F (30.0 C)	-
			NB Overall	-	-	-	52.6 D (44.1 D)	-
			SB Left	-	-	-	39.7 D (39.5 D)	-
			SB Thru	-	-	-	34.2 C (50.8 D)	-
			SB Overall	-	-	-	36.0 D (47.0 D)	-
			EB Left	-	-	-	77.2 E (45.7 D)	-
			EB Shared	-	-	-	44.2 D (35.6 D)	-
			EB Right	-	-	-	32.6 C (34.2 C)	-
			EB Overall	-	-	-	50.4 D (38.0 D)	-
			Overall	-	-	-	46.4 D (43.6 D)	-
7	Hayden Rd & Loop 101 WB Ramps	Signalized	NB Left	72.0 E (226.0 F)	470.5 F (619.3 F)	105.6 F (441.8 F)	-	-
			NB Thru	38.2 D (17.6 B)	30.3 C (20.9 C)	33.6 C (18.9 B)	-	-
			NB Overall	47.3 D (119.0 F)	169.7 F (345.4 F)	53.5 D (227.0 F)	-	-
			SB Thru	34.5 C (36.2 D)	37.9 D (37.1 D)	38.6 D (37.6 D)	-	-
			SB Right	31.4 C (34.6 C)	33.6 C (34.6 C)	33.8 C (34.8 C)	-	-
			SB Overall	33.7 C (35.7 D)	36.9 D (36.3 D)	37.5 D (36.7 D)	-	-
			WB Left	29.8 C (44.7 D)	29.9 C (41.4 D)	28.0 C (39.4 D)	-	-
			WB Shared	27.9 C (40.7 D)	27.9 C (37.8 D)	29.3 C (37.5 D)	-	-
			WB Right	27.6 C (39.8 D)	26.7 C (34.3 C)	27.1 C (37.0 D)	-	-
			WB Overall	28.2 C (41.4 D)	28.1 C (37.8 D)	28.2 C (38.0 D)	-	-
			Overall	36.8 D (76.5 E)	85.8 F (186.9 F)	40.4 D (129.0 F)	-	-

TABLE 6 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/Movement	2025		2030 (w/ Other Developments)		2030 (Axon Campus Only)
				No Build	Build	Build	Build	Build
				AM (PM)	AM(PM)	AM(PM)	AM(PM)	AM(PM)
7	Hayden Rd & Loop 101 WB Ramps (continued)	Mitigated – Dual NB Left-turn Lane added, Signal Timing adjustment	NB Left NB Thru <i>NB Overall</i> SB Thru SB Right <i>SB Overall</i> WB Left WB Shared WB Right <i>WB Overall</i> <i>Overall</i>	-	38.8 D (57.4 F) 36.5 D (24.3 C) 37.5 D (42.3 E) 40.1 D (38.5 D) 36.6 D (36.8 D) 39.3 D (38.0 D) 31.4 C (41.4 D) 29.2 C (37.8 D) 27.9 C (34.3 C) 29.4 C (37.8 D) 36.0 D (40.1 D)	-	38.1 D (186.9 F) 31.7 C (24.9 C) 34.2 C (112.4 F) 44.0 D (41.8 D) 36.8 D (37.1 D) 42.4 D (40.5 D) 31.2 C (37.6 D) 30.9 C (32.4 C) 28.4 C (32.0 C) 30.4 C (35.1 D) 35.9 D (74.4 E)	77.6 E (63.5 E) 34.7 C (22.0 C) 53.1 D (45.2 D) 36.9 D (41.0 D) 45.2 D (47.0 D) 38.9 D (42.9 D) 28.6 C (37.9 D) 26.8 C (35.2 D) 26.6 C (33.4 C) 27.2 C (35.4 D) 42.0 D (42.6 D)
		Mitigated – Signal Timing Adjustment	NB Left NB Thru <i>NB Overall</i> SB Thru SB Right <i>SB Overall</i> WB Left WB Shared WB Right <i>WB Overall</i> <i>Overall</i>	-	-	-	38.9 D (104.2 F) 34.2 C (19.8 B) 36.1 D (65.4 E) 46.9 D (47.2 D) 38.3 D (40.2 D) 45.0 D (45.2 D) 29.6 C (39.1 D) 29.3 C (33.5 C) 27.1 C (33.0 C) 28.9 C (36.3 D) 37.1 D (53.1 D)	-
8	Hayden Rd & Legacy Blvd	Signalized	NB SB EB WB <i>Overall</i>	A (A) A (A) D (D) D (D) A (A)	A (A) A (A) D (D) D (D) A (A)	A (A) A (A) D (D) D (D) A (A)	A (A) A (A) D (D) D (D) A (A)	A (A) A (A) D (D) D (D) A (A)
A	Access A & Axon Wy	One-way Stop (NB)	NB Right	-	A (A)	-	A (A)	A (A)
B	Axon Wy & Access B	One-way Stop (EB)	NB Left SB Left EB Shared WB Shared	-	A (A) A (A) C (C) A (B)	- A (A) - -	A (A) A (A) C (D) A (B)	A (A) A (A) C (D) A (B)
12	82 nd St & Princess Dr	Two-way Stop (NB/WB)	NB Left NB Shared SB Left SB Shared EB Left WB Left	C (C) B (B) C (F) B (B) A (A) A (A)	C (D) B (B) C (F) B (B) A (A) A (A)	C (D) B (B) C (F) B (B) A (A) A (A)	C (D) B (B) D (F) B (B) A (B) A (A)	C (D) B (B) C (F) B (B) A (A) A (A)
13	Perimeter Dr & Princess Dr	Signalized	NB SB EB WB <i>Overall</i>	D (E) D (F) A (A) A (A) B (D)	D (E) D (F) A (A) A (A) B (E)	D (E) D (F) A (A) A (A) B (D)	-	-
		Mitigated – Signal Timing Adjustment	NB SB EB WB <i>Overall</i>	-	D (C) D (D) A (B) A (B) B (C)	-	D (D) D (D) A (B) A (B) B (C)	D (D) D (D) A (B) A (B) B (C)
14	Loop 101 SB Ramps & Princess Dr/ Pima Rd	Signalized	SB Left SB Shared SB Right <i>SB Overall</i> EB Thru EB Right <i>EB Overall</i> WB Left WB Thru <i>WB Overall</i> <i>Overall</i>	67.5 E (43.4 D) 66.2 E (43.5 D) 41.4 D (37.5 D) 62.8 D (42.8 D) 53.3 D (47.8 D) 51.6 D (51.1 D) 52.6 D (49.4 D) 39.1 D (66.2 E) 14.6 B (11.4 B) 30.1 C (51.0 D) 43.9 D (48.4 D)	67.5 E (43.4 D) 66.2 E (43.5 D) 41.4 D (37.5 D) 62.8 E (42.8 D) 53.3 D (47.8 D) 53.4 D (52.9 D) 52.9 D (50.4 D) 38.6 D (64.2 E) 15.1 B (12.7 B) 29.7 C (48.6 D) 43.7 D (47.9 D)	74.5 E (43.9 D) 74.4 E (44.1 D) 41.4 D (37.5 D) 69.4 E (43.2 D) 54.6 D (50.1 D) 53.4 D (59.4 D) 54.1 D (55.0 D) 42.1 D (61.5 E) 15.7 B (12.0 B) 31.6 D (47.1 D) 46.9 D (49.1 D)	-	-

TABLE 6 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/Movement	2025		2030 (w/ Other Developments)		2030 (Axon Campus Only)
				No Build	Build	Build	Build	Build
				AM (PM)	AM(PM)	AM(PM)	AM(PM)	AM(PM)
14	Loop 101 SB Ramps & Princess Dr/ Pima Rd (continued)	Mitigated – Signal Timing Adjustment	SB Left		54.2 D (44.3 D)		57.4 E (44.8 D)	57.4 E (44.8 D)
			SB Shared		53.2 D (44.4 D)		56.2 E (45.0 D)	56.1 E (45.0 D)
			SB Right		37.8 D (38.2 D)		37.9 D (38.2 D)	37.9 D (38.2 D)
			<i>SB Overall</i>		51.1 D (43.6 D)		53.7 D (44.1 D)	53.7 D (44.1 D)
			EB Thru	-	52.1 D (47.2 D)	-	52.1 D (49.6 D)	52.1 D (49.6 D)
			EB Right		51.3 D (52.3 D)		51.9 D (59.3 E)	51.0 D (58.7 E)
			<i>EB Overall</i>		51.8 D (49.8 D)		52.1 D (54.7 D)	51.6 D (54.4 D)
			WB Left		72.6 E (71.1 E)		90.2 F (65.5 E)	90.2 F (67.6 E)
			WB Thru		16.5 B (13.1 B)		17.7 B (13.9 B)	16.7 B (12.4 B)
			<i>WB Overall</i>		51.3 D (53.5 D)		60.8 E (49.1 D)	61.1 E (51.4 D)
			<i>Overall</i>	-	51.3 D (49.8 D)	-	57.5 E (50.0 D)	57.6 E (50.8 D)
		Mitigated – Signal Timing Adjustment	SB Left				57.4 E (44.8 D)	
			SB Shared				56.2 E (45.0 D)	
			SB Right				37.9 D (38.2 D)	
			<i>SB Overall</i>				53.7 D (44.1 D)	
			EB Thru	-	-	-	54.2 D (49.6 D)	-
			EB Right				53.7 D (59.3 E)	
			<i>EB Overall</i>				54.0 D (54.7 D)	
			WB Left				73.2 E (65.5 E)	
			WB Thru				17.7 B (13.9 B)	
			<i>WB Overall</i>				50.6 D (49.1 D)	
			<i>Overall</i>	-	-	-	52.1 D (50.0 D)	-
15	Loop 101 NB Ramps & Princess Dr/ Pima Rd	Signalized	NB Left	54.2 D (40.7 D)	55.7 E (42.0 D)	62.0 D (41.6 D)		
			NB Shared	51.7 D (46.1 D)	52.7 D (46.2 D)	56.2 D (47.1 D)		
			NB Right	186.2 F (144.9 F)	186.2 F (144.9 F)	240.5 F (191.3 F)		
			<i>NB Overall</i>	123.5 F (103.9 F)	122.9 F (102.6 F)	151.3 F (130.4 F)		
			EB Left	39.6 D (192.5 F)	39.6 D (192.5 F)	38.6 D (213.0 F)	-	-
			EB Thru	120.6 F (44.8 D)	120.6 F (44.8 D)	133.4 F (48.8 D)		
			<i>EB Overall</i>	112.8 F (86.1 F)	112.8 F (86.2 F)	123.7 F (96.2 F)		
			WB Thru	25.7 C (28.0 C)	25.7 C (28.0 C)	26.4 C (28.4 C)		
			WB Right	23.7 C (29.9 C)	23.7 C (29.9 C)	24.4 C (29.9 C)		
			<i>WB Overall</i>	25.3 C (28.4 C)	25.3 C (28.4 C)	25.8 C (28.7 C)		
			<i>Overall</i>	81.1 F (73.2 E)	81.1 F (74.1 E)	95.5 F (87.4 F)	-	-
		Mitigated – Signal Timing Adjustment	NB Left		48.2 D (42.8 D)		53.1 D (44.1 D)	58.7 E (42.5 D)
			NB Shared		46.6 D (47.3 D)		49.8 D (48.4 D)	53.3 D (66.9 E)
			NB Right		182.3 F (133.9 F)		230.9 F (179.9 F)	230.9 F (179.9 F)
			<i>NB Overall</i>		117.7 F (96.7 F)		141.3 F (122.4 F)	139.2 F (122.8 F)
			EB Left	-	44.5 D (133.1 F)	-	43.6 D (146.5 F)	43.0 D (146.5 F)
			EB Thru		105.4 F (44.1 D)		102.5 F (48.0 D)	103.8 F (48.0 D)
			<i>EB Overall</i>		99.5 F (69.0 E)		96.5 F (76.5 E)	97.6 F (76.5 E)
			WB Thru		29.3 C (29.4 C)		30.0 C (29.8 C)	30.0 C (29.8 C)
			WB Right		26.9 C (31.2 C)		27.7 C (31.3 C)	28.4 C (31.4 C)
			<i>WB Overall</i>		28.9 C (29.8 C)		29.6 C (30.1 C)	29.7 C (30.2 C)
			<i>Overall</i>	-	78.3 E (67.3 E)	-	88.9 F (80.7 F)	89.3 F (82.7 F)
		Mitigated – Signal Timing Adjustment	NB Left				53.1 D (44.1 D)	
			NB Shared				49.8 D (48.4 D)	
			NB Right				215.1 F (179.9 F)	
			<i>NB Overall</i>				133.4 F (122.4 F)	
			EB Left	-	-	-	43.0 D (146.5 F)	
			EB Thru				127.4 F (48.0 D)	
			<i>EB Overall</i>				118.8 F (76.5 E)	
			WB Thru				30.0 C (29.8 C)	
			WB Right				27.7 C (31.3 C)	
			<i>WB Overall</i>				29.6 C (30.1 C)	
			<i>Overall</i>	-	-	-	88.8 F (80.7 F)	

The results of the Synchro analysis summarized in **Table 8** indicate that the following Study Intersections operate with Levels of Service (LOS E or worse): **Hayden Road and Mayo Boulevard/Axon Way, Axon Way and Axon Way, Hayden Road and Princess Drive, Hayden Road and Loop 101, Perimeter Drive and Princess Drive, Loop 101 SB Ramps & Princess Drive/Pima Road** and **82nd Street and Princess Drive**.

Hayden Road and Mayo Boulevard/Axon Way

In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition*, the signalized intersection of **Hayden Road and Mayo Boulevard/Axon Way** is expected to operate with overall intersection delays of 116.7 sec/veh (LOS F) and 547.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delays of 133.4 sec/veh (LOS F) and 711.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with delays of 359.5 sec/veh (LOS F) and 2,239.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. The westbound approach is expected to operate with delays of 59.3 sec/veh (LOS E) and 100.8 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- To address the expected delay at the intersection, CivTech recommends that the developer provide dual southbound left-turn lanes in the existing median, a westbound right-turn lane be provided, the cycle length be 120 seconds, and the initial signal timings be similar to the timings used by CivTech to achieve these results. Additionally, CivTech recommends that a dual eastbound left-turn lane be provided to sustain background volumes from the "Northwest Corner Hayden Road and Mayo Boulevard" surrounding development. This latter addition is recommended within its TIA at full-buildout, but given the high volumes after the construction of Phase 1, CivTech recommends advancing the construction to 2025. Axon Way must be constructed wide enough to provide two receiving lanes for the dual left turn movements. With these mitigations in place, the intersection is expected to operate with acceptable levels of service.

Axon Way and Axon Way Roundabout

In both Build scenarios, the roundabout of **Axon Way and Axon Way** is expected to operate at LOS F during the PM peak hour, with delay in the northbound approach of 93.0 sec/veh (LOS F) in 2025 and 99.7 sec/veh (LOS F) in 2030.

- To mitigate the delay at the intersection, CivTech recommends that the northbound shared through and right-turn lane becomes a shared through, left-turn and right-turn lane. This change will add a second northbound to westbound through lane on the north end of the roundabout, as well as an additional exit lane on the west leg of the roundabout. While HCM 2016 cannot analyze this mitigation/configuration, it is CivTech's professional opinion that this change will allow for better flow for the northbound left-turn, southbound right-turn, and eastbound left-turn movements.

Hayden Road and Princess Drive

In the 2025 No Build and Build scenarios, the signalized intersection of **Hayden Road and Princess Drive** is expected to operate with delays in the eastbound approach of 61.9 sec/veh (LOS E) and 62.9 sec/veh (LOS E) during the AM and PM peak hours, respectively.

- To mitigate the delay at the intersection, CivTech recommends that the signal timing be adjusted to increase the green time for the eastbound approach. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.

Hayden Road and Loop 101

In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with a delay in the northbound approach of 158.4 sec/veh (LOS F) during PM peak hour.

In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 93.0 sec/veh (LOS F) and 218.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 187.1 sec/veh (LOS F) and 401.7 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- To mitigate the delay at the intersection, CivTech recommends that the existing pavement be re-stripped to add a second/dual northbound left-turn lane and the signal timing be adjusted. With these mitigations in place, the peak hour delays at the intersection in the 2025 Build scenarios are expected to be similar to those in the corresponding No Build scenarios.

Perimeter Drive and Princess Drive

In the 2025 No Build scenario, the signalized intersection of **Perimeter Drive and Princess Drive** is expected to operate with an overall intersection delay of 55.2 sec/veh (LOS E) during the PM peak hour. During the PM peak hour, the northbound and southbound approaches are expected to operate with delays of 57.7 sec/veh (LOS E) and 139.7 sec/veh (LOS F), respectively.

In the 2025 Build scenario, the signalized intersection of **Perimeter Drive and Princess Drive** is expected to operate with an overall intersection delay of 58.3 sec/veh (LOS E) during the PM peak hour. During the PM peak hour, the northbound and southbound approaches are expected to operate with delays of 57.7 sec/veh (LOS E) and 154.8 sec/veh (LOS F), respectively.

- To mitigate the delay at the intersection, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches during the PM peak hour. With this mitigation in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.

Loop 101 and Princess Drive/Pima Road

In the 2025 No Build and Build scenarios, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the southbound approach of 62.8 sec/veh (LOS E) during AM peak hour.

In the 2025 No Build scenario, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays of 81.4 sec/veh (LOS F) and 73.2 sec/veh (LOS E) during the AM and PM peak hours, respectively. The northbound approach

is expected to operate with delays of 122.2 sec/veh (LOS F) and 103.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with delays of 113.5 sec/veh (LOS F) and 86.1 sec/veh (LOS F) during the AM and PM peak hours, respectively.

In the 2025 Build scenario, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays of 81.6 sec/veh (LOS F) and 72.9 sec/veh (LOS E) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with delays of 122.0 sec/veh (LOS F) and 101.7 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with delays of 113.5 sec/veh (LOS F) and 86.1 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- To mitigate the delay at the interchange during the AM peak hour, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches. To mitigate the delay at the interchange during the PM peak hour, CivTech recommends that signal timing be adjusted to increase the green time for the eastbound and westbound left-turn movements. With these mitigations in place, the intersection is expected to operate with delays in both the 2025 Build conditions approximating those in the respective No Build scenarios.

In the 2030 No Build scenario, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the southbound approach of 69.4 sec/veh (LOS E) during the AM peak hour.

In the 2030 No Build scenario, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays of 95.5 sec/veh (LOS F) and 87.4 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with delays of 151.3 sec/veh (LOS F) and 130.4 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with delays of 123.7 sec/veh (LOS F) and 96.2 sec/veh (LOS F) during the AM and PM peak hours, respectively.

In the 2030 Build scenario, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays of 88.9 sec/veh (LOS F) and 80.7 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with delays of 141.3 sec/veh (LOS F) and 122.4 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with delays of 96.5 sec/veh (LOS F) and 76.5 sec/veh (LOS E) during the AM and PM peak hours, respectively.

- To mitigate the delay at the interchange, it is recommended that the signal timing be adjusted to increase the green time for the westbound left-turn movement. With this mitigation in place, the intersection is expected to operate with delays in both the 2025 and 2030 Build conditions approximating those in the respective No Build scenarios.

Unsignalized Stop-Controlled Intersections

82nd Street and Princess Drive. In both the No Build and Build scenarios, the unsignalized intersection of **82nd Street and Princess Drive** is expected to operate with some delays during the peak hours.

- It is not uncommon for traffic from low-volume stop-controlled roadways such as 82nd Street to experience higher delays for brief periods during the day when approaching a higher-volume major road; therefore, no mitigation is recommended for either intersection.

Axon Campus Only Analysis

As noted previously, City reviewers asked CivTech to include in its analyzed traffic volumes trips generated by several proposed surrounding developments expected to be built out by 2030, including at least one project that is not yet approved and with a draft TIMA only. Such trips could be expected to further increase delays at the study intersections. In the original draft version of this study, CivTech analyzed in its 2030 "Build" scenario the same study intersections with only the Axon campus and without the addition of trips from these surrounding developments. This allowed CivTech to demonstrate the delay solely caused by the Axon development. A review of the right-most column of **Table 8** reveals that, with trips only generated by the Axon campus and without trips from the several proposed surrounding developments, many of the intersections within the study area would operate with better levels of service and would require less mitigation and that it is trips from the other developments added at the City's request that are creating further operational issues.

TURN LANE WARRANTING AND QUEUE LENGTH ANALYSIS

RIGHT-TURN DECELERATION LANES

CivTech deferred to City of Scottsdale *Design Standards & Policies Manual*, 2018, section 5-3.206 to determine if right-turn lanes are warranted at the site accesses:

"Deceleration lanes are required at all new driveways on major arterials and at new commercial/retail driveways minor arterials. Deceleration lanes for driveways may also be required on collector streets and for non-commercial/retail driveways on minor arterials. The lane length should be based on the distance needed to allow the vehicle to exit the through lane and slow to a 15-mph travel speed. To determine the need for a deceleration lane on streets classified as a minor arterial or collector, use the following criteria:

- A. At least 5,000 vpd are expected to use the street;
- B. The 85th percentile traffic speed on the street is at least 35 mph;
- C. At least 30 vehicles will make right turns into the driveway during a 1-hour period.

Access A and Axon Way: With 10,769 vpd traveling eastbound on Axon Way, a posted speed limit of 35 mph, and up to 45 eastbound right turns expected during the PM peak hour, a deceleration lane is warranted for the eastbound right-turn lane at the intersection of Access A and Axon Way. CivTech recommends a dedicated eastbound right-turn lane be provided on Axon Way approaching Access A.

Axon Way and Access B: With no northbound or southbound right-turns expected during either peak hour, a right-turn deceleration lane is not warranted for the northbound or southbound approaches, and therefore is not recommended.

LEFT-TURN DECELERATION LANES

CivTech deferred to City of Scottsdale *Design Standards & Policies Manual*, 2018, section 5-3.206 to determine if left-turn lanes are warranted at the site accesses:

"Left-turn lanes may also be required at street intersections on minor collectors based on the projected left-turn volume and conflicting through volume. The lane lengths should be determined based on the anticipated turning volume and whether there is signalized or unsignalized traffic control."

CivTech deferred to section 7.15 of the *MCDOT Roadway Design Manual* to determine whether the left-turn volumes and conflicting through volumes are large enough to require a left-turn deceleration lane.

Access A and Axon Way: is a restricted access, which do not permit left-turns. Therefore, a left turn lane warrant analysis was not performed for this access.

Axon Way and Access B: With 584 vph traveling northbound on Axon way and 75 vph making the southbound left-turn into Access B during the PM peak hour, a deceleration lane is warranted for the southbound left-turn lane at the intersection of Axon Way and Access B. CivTech recommends a dedicated southbound left-turn lane be provided on Axon Way approaching Access B.

Left-turn Lane warrants are established for signalized and stop-controlled intersections, and therefore, was not utilized to determine if left-turn lanes are warranted for the roundabouts. Rather, left-turn lanes were considered based on how the intersection operates.

QUEUE LENGTH ANALYSIS

Adequate turn storage should be provided on any approach where turn lanes are permitted and/or warranted. A queuing analysis was performed for all warranted/recommended and existing intersection turn lanes where site traffic is expected as well as left-turn lanes adjacent to the site using the methodology documented on pages 9-96 through 9-99 of the latest (7th) edition of the American Association of Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (the AASHTO "Green Book"). The Green Book indicates that, "A deceleration lane should be sufficiently long to store the number of vehicles likely to accumulate in a queue during a critical period."

For a right-turn lane at an unsignalized driveway or intersection, the critical period has typically been two minutes and the storage length estimated as the length required to hold the average number of arriving vehicles per a two-minute period, of which there are 30 per hour. Thus, for unsignalized driveways and intersections, the storage length for a right-turn lane can be calculated by use of the following formula:

$$\text{Storage Length} = \left\{ \frac{(\text{veh/hr})}{(30 \text{ periods/hr})} \right\} \times VL, \text{ where } VL \text{ is an assumed average Vehicle Length of 25 feet.}$$

For unsignalized intersections, the storage length for a left-turn lane is determined by the use of Equations 9-3 and 9-4 of the Green Book.

$$\text{Storage Length} = \left\{ \frac{\ln[P(n>N)]}{\ln c} - 1 \right\} \times VL \text{ [9-4],}$$

$$\text{where } c = \frac{V_0 e^{-V_0 t_c / 3600}}{1 - e^{-V_0 t_c / 3600}} \text{ [9-3] and } VL \text{ is 25 feet.}$$

Where signalized, the critical period per the Green Book is one-and-a-half to two signal cycles.¹ The equation used to calculate the queue storage for a right- or left-turn lane using AASHTO methodology is thus:

$$\text{Storage Length} = \left\{ \frac{1.5 \times (\text{veh/hr})}{(\text{cycles/hr})} \right\} \times VL, \text{ where } VL \text{ is, again, 25 feet.}$$

The turn lane storage requirements for the study intersections are summarized in **Table 9**. Queue storage calculations are provided in **Appendix I**. A review of the results of the queue storage analysis summarized in **Table 9** reveals that most existing turn lanes will provide adequate queue storage capacity based on expected 2030 peak hour turning movement volumes.

TABLE 7 – TURN LANE QUEUE STORAGE LENGTHS

ID	Intersection	Intersection Control	Movement	Queue Storage (feet)				
				Existing ⁽¹⁾	AASHTO	ADOT ⁽²⁾	HCM ⁽³⁾	Recommended
1	Hayden Rd & Mayo Blvd/ Axon Wy	Signal	NB Left	200'	150'		115'	No change
			SB Left	375'	⁽⁴⁾ 1,400'		⁽⁴⁾ 1,170'	⁽⁴⁾⁽¹⁰⁾ 750'
			EB Left	300'	900'		365'	365'
			WB Left	-	300'	-	280'	280'
			NB Right	-	325'		130'	⁽⁹⁾ 150'
			SB Right	175'	⁽⁴⁾ 550'		⁽⁴⁾ 420'	⁽⁴⁾⁽¹²⁾ 355'
			WB Right	-	1,700'		290'	290'
5	Hayden Rd & Princess Dr	Signal	NB Left	155'	150'		25'	No change
			SB Left	255'	225'		35'	No change
			WB Left	⁽⁴⁾⁽⁸⁾ 300'	⁽⁴⁾ 600'	-	⁽⁴⁾ 380'	⁽⁸⁾ No change
			NB Right	240'	350'		25'	No change
			SB Right	255'	100'		25'	No change
			EB Right	175'	100'		45'	No change
6	Hayden Rd & Loop 101 EB Ramps	Signal	SB Left	⁽⁴⁾ 500'	⁽⁴⁾ 800'	⁽⁴⁾ 755'	⁽⁴⁾ 320'	⁽⁵⁾⁽¹²⁾ No change
			EB Left	430'	1,025'	930'	755'	⁽⁶⁾⁽¹²⁾ No change
			NB Right	260'	⁽⁴⁾ 850'	⁽⁴⁾ 805'	⁽⁴⁾ 420'	⁽⁴⁾ 530'
			EB Right	430'	1,950'	1,630'	235'	⁽⁶⁾⁽¹⁰⁾ No change
7	Hayden Rd & Loop 101 WB Ramps	Signal	NB Left	245'	⁽⁴⁾ 2,050'	⁽⁴⁾ 1,705'	⁽⁴⁾ 1,440'	⁽⁴⁾⁽⁵⁾⁽¹⁰⁾ 490'
			WB Left	495'	875'	805'	240'	⁽⁶⁾ No change
			SB Right	235'	650'	655'	90'	⁽¹⁰⁾ No change
			WB Right	495'	925'	855'	65'	⁽⁶⁾ No change
8	Hayden Rd & Legacy Blvd	Signal	NB Left	250'	⁽⁴⁾ 100'		⁽⁴⁾ 50'	No change
			SB Left	-	>25'		>25'	⁽⁹⁾ 150'
			EB Left	-	100'		75'	⁽⁹⁾ 150'
			WB Left	-	50'		45'	⁽⁹⁾ 150'
			NB Right	-	25'		25'	⁽⁹⁾ 150'
			SB Right	160'	75'		25'	No change
			EB Right	-	100'		35'	⁽⁹⁾ 150'
			WB Right	-	>25'		>25'	⁽⁹⁾ 150'
A	Access A & Axon Wy	1-way stop (NB)	EB Right	-	50'	-	>25'	⁽⁹⁾ 150'
B	Axon Wy & Access B	2-way stop (EB/WB)	SB Left	-	25'	-	25'	⁽⁹⁾ 150'
12	82 nd St & Princess Dr	2-way stop (NB/SB)	NB Left	105'	25'		25'	⁽⁷⁾ No change
			SB Left	90'	25'		210'	⁽⁷⁾ No change
			EB Left	100'	50'		25'	No change
			WB Left	85'	25'		25'	No change
13	Princess Dr & Perimeter Dr	Signal	NB Left	100'	300'		235'	⁽⁷⁾ No change
			SB Left	210'	625'		525'	⁽⁷⁾ No change
			EB Left	80'	225'		35'	No change

¹ AASHTO, under Section 9.7.2.2 (page 9-96) of the Green Book, indicates that storage length for a turn lane, exclusive of taper, "should usually be based on 1.5 to 2 times the average number of vehicles that would need to be stored per signal cycle" at a signalized intersection.

TABLE 7 – TURN LANE QUEUE STORAGE LENGTHS

ID	Intersection	Intersection Control	Movement	Queue Storage (feet)				
				Existing ⁽¹⁾	AASHTO	ADOT ⁽²⁾	HCM ⁽³⁾	Recommended
14	Loop 101 SB Ramps & Princess Dr/ Pima Rd	Signal	WB Left	275'	525'		195'	No change
			NB Right	250'	525'		175'	No change
			SB Left	355'	975'	230'	575'	⁽⁶⁾ No change
			WB Left	⁽⁴⁾ (⁽⁸⁾)480'	⁽⁴⁾ 2,675'	⁽⁴⁾ 2,180'	⁽⁴⁾ 1,790'	⁽⁵⁾ (⁽⁸⁾)No change
			SB Right	355'	450'	480'	55'	⁽⁶⁾ No change
15	Loop 101 NB Ramps & Princess Dr/ Pima Rd	Signal	EB Right	⁽⁴⁾ (⁽⁸⁾)490'	⁽⁴⁾ 1,325'	⁽⁴⁾ 1,155'	⁽⁴⁾ 840'	⁽⁸⁾ No change
			NB Left	275'	1,175'	1,030'	500'	⁽⁶⁾ No change
			EB Left	265'	525'	555'	480'	⁽⁵⁾ (⁽¹⁰⁾)No change
			NB Right	280'	2,200'	1,805'	1,080'	⁽¹¹⁾ No change
			WB Right	285'	750'	730'	285'	⁽¹⁰⁾ No change

(1) Measured from beginning of stop bar to the end of the stripe.

(2) ADOT desired lengths used.

(3) HCM 95th percentile queue reported in vehicles/lane, assuming 1 vehicle ~ 25 feet.

(4) Total storage for dual turn lanes.

(5) Additional storage is provided downstream.

(6) Shared lane provides additional storage.

(7) TWLTL provides additional storage downstream.

(8) Dual lanes contain one lane of storage and one drop lane for additional storage downstream.

(9) City of Scottsdale standard storage length is 150 feet, with a 100-foot minimum length.

(10) Lack of right-of-way for extended queue lengths.

(11) Lane acts as a drop-lane.

(12) Site does not contribute or minimally contributes traffic to movement.

Figure 13 shows the future intersection lane configurations, turn lanes, and traffic controls.

SIGHT DISTANCE ANALYSIS

Adequate sight distance shall be provided at intersections and site access driveways to allow safe turning movements. There shall be sufficient unobstructed sight distance along both approaches of a street/driveway intersection and across their included corners to allow operators of vehicles to see each other in time to prevent a collision.

The City of Scottsdale provides minimum sight distance requirements based on the posted roadway speed and the number of through lanes in each direction of travel. Minimum sight distances should be provided on the Development Plans at each of the proposed access points per the City of Scottsdale *Design Standards & Policies Manual* (DS&PM).

Excerpts from the DS&PM are included in **Appendix J**.

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations have been documented in this study:

GENERAL

- ♦ As currently proposed, Phase 2 of the Axon campus is anticipated to generate 13,862 trips on a typical weekday with 1,291 trips (560 in/731 out) generated during the AM peak hour and 1,610 trips (900 in/710 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 10,802 trips on a typical weekday with 1,079 trips (457 in/622 out) generated during the AM peak hour and 1,334 trips (752 in/582 out) generated during the PM peak hour.

EXISTING (2023)

- ♦ The results of the existing conditions analysis indicate that most study intersections and individual approaches operate with acceptable levels of service (LOS D or better). The only exceptions are at the signalized **Loop 101 Ramps & Princess Drive/Pima Road TUDI** and at the eastbound apartment driveway approach at the stop-controlled intersection of **Hayden Road & Axon Way/Union Hills Drive**.

FUTURE CONDITIONS (2025 & 2030)

AXON CAMPUS ONLY ANALYSIS

- ♦ The analysis demonstrated that, with trips only generated by the Axon campus and without trips from the several proposed surrounding developments, many of the intersections within the study area would operate with better levels of service and would require less mitigation and that it is trips from the other developments added at the City's request that are creating further operational issues.

COMPLETE ANALYSIS WITH ALL PROPOSED DEVELOPMENTS

- ♦ The results of the Synchro analysis indicate that the following Study Intersections operate with Levels of Service (LOS E or worse): **Hayden Road and Mayo Boulevard/Axon Way, Axon Way and Axon Way, Hayden Road and Princess Drive, Hayden Road and Loop 101, Perimeter Drive and Princess Drive, Loop 101 SB Ramps & Princess Drive/Pima Road and 82nd Street and Princess Drive**.
- ♦ It should be noted that delays are expected in both the Build and No Build scenarios. There are several proposed surrounding developments that are expected to be built out by 2030, further increasing delays at these intersections. CivTech analyzed the intersections within the site both with and without the addition of the surrounding developments for the 2030 Build scenario to demonstrate the delay solely caused by the Axon development.
- ♦ Adding site traffic results in two signalized intersections (both being one-half of the two TUDIs) and several approach movements operating at LOS E or LOS F. These are as follows:
 - *Hayden Road and Mayo Boulevard/Axon Way*. In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition*, the signalized intersection of

Hayden Road and Mayo Boulevard/Axon Way is expected to operate with overall intersection delays during the AM and PM peak hours, respectively. The southbound, eastbound, and westbound approaches are expected to operate with delays in both the AM and PM peak hours.

To address the expected delay at the intersection, CivTech recommends that the developer provide dual southbound left-turn lanes in the existing median, a westbound right-turn lane be provided, the cycle length be 120 seconds, and the initial signal timings be similar to the timings used by CivTech to achieve these results. Additionally, CivTech recommends that a dual eastbound left-turn lane be provided to sustain background volumes from the "Northwest Corner Hayden Road and Mayo Boulevard" surrounding development. This latter addition is recommended within its TIA at full-buildout, but given the high volumes after the construction of Phase 1, CivTech recommends advancing the construction to 2025. Axon Way must be constructed wide enough to provide two receiving lanes for the dual left turn movements. With these mitigations in place, the intersection is expected to operate with acceptable levels of service.

- *Axon Way and Axon Way Roundabout.* In both Build scenarios, the roundabout of **Axon Way and Axon Way** is expected to operate at LOS F in the northbound approach during the PM peak hour in both Build scenarios.
 - To mitigate the delay at the intersection, CivTech recommends that the northbound shared through and right-turn lane becomes a shared through, left-turn and right-turn lane. This change will add a second northbound to westbound through lane on the north end of the roundabout, as well as an additional exit lane on the west leg of the roundabout. While HCM 2016 cannot analyze this mitigation/configuration, it is CivTech's professional opinion that this change will allow for better flow for the northbound left-turn, southbound right-turn, and eastbound left-turn movements.
- *Hayden Road and Princess Drive.* In the 2025 No Build and Build scenarios, the signalized intersection of **Hayden Road and Princess Drive** is expected to operate with delays in the eastbound approach during the AM and PM peak hours.
 - To mitigate the delay at the intersection, CivTech recommends that the signal timing be adjusted to increase the green time for the eastbound approach. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.
- *Hayden Road and Loop 101.* In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with a delay in the northbound approach during PM peak hour.

In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delays and delays in the northbound approach during the AM and PM peak hours.

- To mitigate the delay at the intersection, CivTech recommends that the existing pavement be re-striped to add a second/dual northbound left-turn lane and the signal timing be adjusted. With these mitigations in place, the peak hour delays at the intersection in the 2025 Build scenarios are expected to be similar to those in the corresponding No Build scenarios.
- *Perimeter Drive and Princess Drive.* In the 2025 Build scenario, the signalized intersection of **Perimeter Drive and Princess Drive** is expected to operate with an overall intersection delay and delay in the northbound and southbound approaches during the PM peak hour.
 - To mitigate the delay at the intersection, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches during the PM peak hour. With this mitigation in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.
- *Loop 101 and Princess Drive/Pima Road.* In the 2025 No Build and Build scenarios, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the southbound approach during AM peak hour.

In the 2025 No Build and Build scenarios, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays and delays in the northbound and eastbound approaches during the AM and PM peak hours.

- To mitigate the delay at the interchange during the AM peak hour, CivTech recommends that signal timing be adjusted to increase the green time for the northbound and southbound approaches. To mitigate the delay at the interchange during the PM peak hour, CivTech recommends that signal timing be adjusted to increase the green time for the eastbound and westbound left-turn movements. With these mitigations in place, the intersection is expected to operate with delays in both the 2025 Build conditions approximating those in the respective No Build scenarios.

In the 2030 No Build and Build scenarios, the intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with overall intersection delays and delays in the northbound and eastbound approaches during the AM and PM peak hours.

- To mitigate the delay at the interchange, it is recommended that the signal timing be adjusted to increase the green time for the westbound left-turn movement. With this mitigation in place, the intersection is expected to operate with delays in both the 2025 and 2030 Build conditions approximating those in the respective No Build scenarios.

◆ *Unsignalized Stop-Controlled Intersections*

- *82nd Street and Princess Drive.* In both the No Build and Build scenarios, the unsignalized intersection of **82nd Street and Princess Drive** is expected to operate with some delays during the peak hours.

- It is not uncommon for traffic from low-volume stop-controlled roadways such as Access A or 82nd Street to experience higher delays for brief periods during the day when approaching a higher-volume major road; therefore, no mitigation is recommended for either intersection.

TURN LANE WARRANTS

- ◆ Based on City criteria, with 10,769 vpd traveling eastbound on Axon Way, a posted speed limit of 35 mph, and up to 45 eastbound right turns expected during the PM peak hour, a deceleration lane is warranted for the eastbound right-turn lane at the intersection of Access A and Axon Way. CivTech recommends a dedicated eastbound right-turn lane be provided on Axon Way approaching Access A.
- ◆ Based on City criteria, with no northbound or southbound right-turns expected during either peak hour, a right-turn deceleration lane is not warranted for the northbound or southbound approaches, and therefore is not recommended.

QUEUE STORAGE

- ◆ The queue storage analysis reveals that most existing turn lanes will provide adequate queue storage capacity based on expected 2030 peak hour turning movement volumes.



Axon World Headquarters Mixed-Use Campus

NEIGHBORHOOD INVOLVEMENT REPORT / CITIZEN REVIEW REPORT / CITIZEN REVIEW PLAN

REPRESENTATIVE:

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

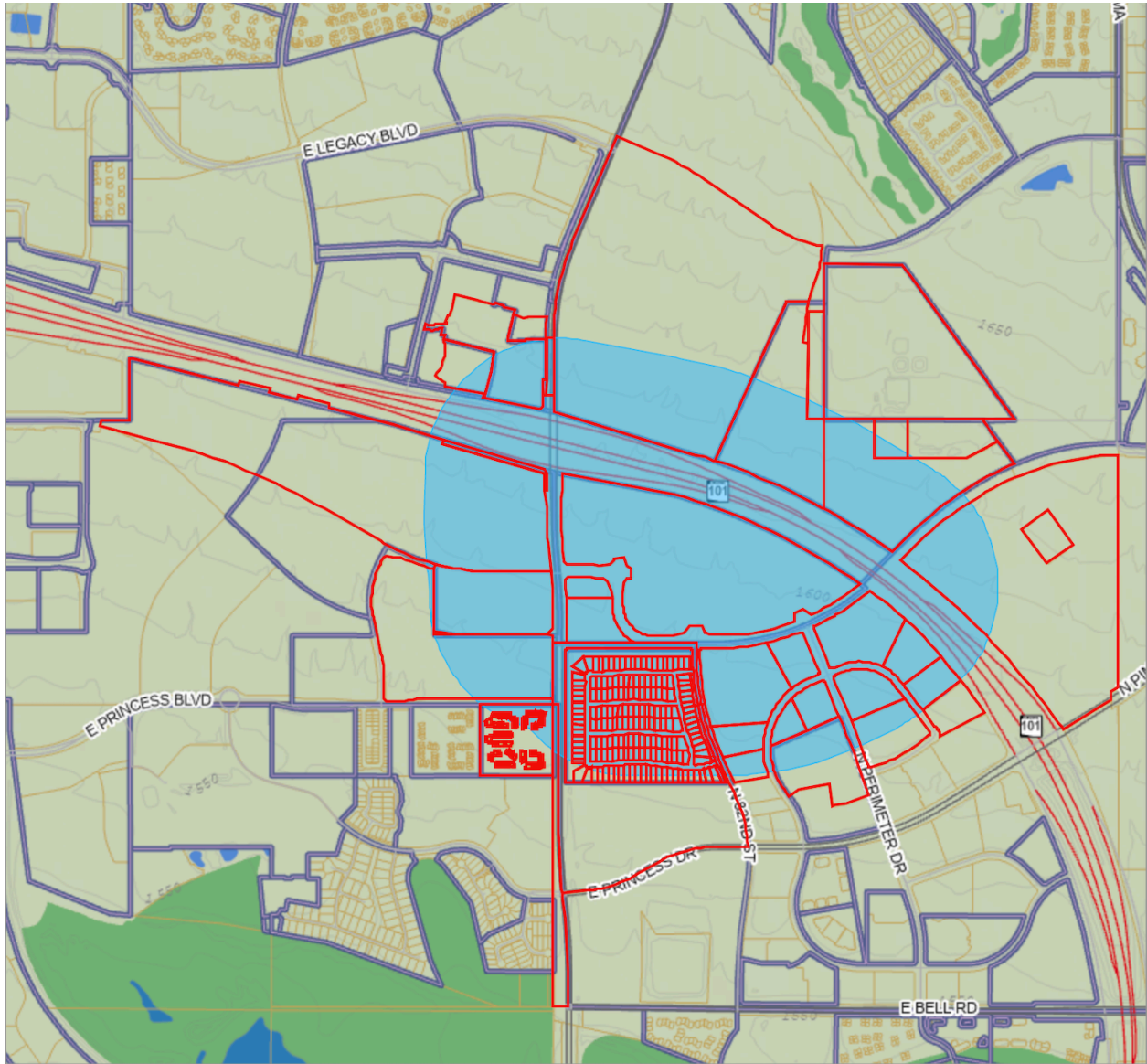
APPLICANT:



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

NOTIFICATION AREA

1,250-Foot Property Owner Area:



NOTIFICATION LIST

Axon Campus 1,250' Notification List					
OWNER	ADDRESS	CITY	STATE	ZIP	APN
18700 Hayden Road LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-34-959A
8174 Rita Drive LLC	6845 E. Fanfol Dr.	Paradise Valley	AZ	85253	215-07-144
Kristin A Abbott/Kerri B Clark	8160 E. Maria Dr.	Scottsdale	AZ	85255	215-07-177
Steven C/Carrah L Abele	8106 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-081
Mary W Alexander Tr.	4466 E. Coyote Wash Dr.	Cave Creek	AZ	85331	215-07-047
Lara A Allen	8120 E. Maria Dr.	Scottsdale	AZ	85255	215-07-182
Arizona State Land Dept.	60 Columbus Cir. 20th Fl.	New York	NY	10023	212-31-125A
Arizona State Land Dept.	1616 W. Adams St.	Phoenix	AZ	85007	212-31-126C
					212-31-966A
					215-07-019D
					215-07-024B
					215-07-209F
					215-07-209G
Asira Properties LLC	16055 N. Dial Blvd., 10	Scottsdale	AZ	85260	215-07-135
Axon Enterprise Inc.	17800 N. 85th St.	Scottsdale	AZ	85255	215-07-407
					215-07-408
Babada Boopy LLC	7229 W. Melinda Ln.	Glendale	AZ	85308	215-07-067
Gary H/Julia W Bacon Tr.	8098 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-080
Liqun Bai	12766 E. Sorrel Ln.	Scottsdale	AZ	85259	215-07-173
Michael Bartolotta	8091 E. Maria Dr.	Scottsdale	AZ	85255	215-07-165
Betty A Cisneros Living Trust	8115 E. Maria Dr.	Scottsdale	AZ	85255	215-07-168
Charlene Boudreau	8142 E. Rita Dr.	Scottsdale	AZ	85255	215-07-148
Warren K/Naana D Braly	8073 E. Rita Dr.	Scottsdale	AZ	85255	215-07-130
Brenda and Lyle Myers Family Trust	8156 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-113
Thomas J/Irene S Bucior	8082 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-078
Carmel J Burke	8147 E. Maria Dr.	Scottsdale	AZ	85255	215-07-172
Glenn M/Carol L Butler	17869 N. 81st Way	Scottsdale	AZ	85255	215-07-098
By Properties LLC	8765 E. Bell Rd., Ste. 113	Scottsdale	AZ	85260	215-07-072
Raymond J/Elizabeth C Camacho	8126 E. Rita Dr.	Scottsdale	AZ	85255	215-07-150
John/Mary A Carrozza	8085 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-195
Stephanie M/Mary A Casagrande	9846 E. Balacing Rock Rd.	Scottsdale	AZ	85262	215-07-153
Champerson Revocable Trust	8179 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-032
Charlotte A Kellum Trust	P.O. Box 4613	Scottsdale	AZ	85261	215-07-092
City of Scottsdale	3939 Civic Center Pl.	Scottsdale	AZ	85251	215-07-409
City of Scottsdale	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	212-31-125B
					212-31-126A
					212-31-126D
					215-07-025A

					215-07-029C
City of Scottsdale CP #9981	3939 Civic Center Blvd.	Scottsdale	AZ	85251	215-06-001A
Lisa Marie Clarke/Wesley Chase	17833 N. 81st Way	Scottsdale	AZ	85255	215-07-100
Veronica/Brian Deane	17815 N. 81st Wy.	Scottsdale	AZ	85255-5466	215-07-101
Christopher Diciara Jr.	17792 N. 80th Pl.	Scottsdale	AZ	85255	215-07-063
Alexander Michael Dow	17797 N. 81st Way	Scottsdale	AZ	85255	215-07-102
Melenie B Dunn	17900 N. 80th Pl.	Scottsdale	AZ	85255-5417	215-07-069
Dustin Riley Living Trust	8143 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-038
Anthony/Laura Eichelsderfer	8041 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-055
Fenstermaker Family Revocable Living Trust	6146 Shadowbrook Dr.	Gramote Bay	CA	95746	215-07-191
Luis A/Cheryl L Fernandez	128 E. Soaring Ave.	Prescott	AZ	86301	215-07-104
William Shawn/Kim D Finn	37225 Sunset Dr.	Oconomowoc	WI	53066	215-07-042
First American Trust FSB	5 First American Way	Santa Ana	CA	92707	215-08-480
					215-08-481
					215-08-482
					215-08-601
					215-08-612
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					215-08-690
Robert R Fournier	17570 W. 94th Dr.	Arvada	CO	80007	215-07-086
Michael/Torri Friedman	8086 E. Rita Dr.	Scottsdale	AZ	85255	215-07-155
G and C Thompson Revocable Living Trust	7773 E. Hartford Dr.	Scottsdale	AZ	85255	215-07-118
Denise R Gerhardt	17684 N. 80th Place	Scottsdale	AZ	85255	215-07-057
Shane C Gleason	8132 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-116
Steven H Glotzer	8078 E. Rita Dr.	Scottsdale	AZ	85255	215-07-156
Hector M/Argentina O Gonzales Tr.	17846 N. 80th Pl.	Scottsdale	AZ	85255	215-07-066
Paula S Gordon Tr.	8062 E. Rita Dr.	Scottsdale	AZ	85255	215-07-158
Goshtasb Keykhosrowpour Trust	8066 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-076
Christopher Green	8090 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-079
Haizlip Revocable Living Trust	4540 130th Ave SE	Bellevue	WA	98006	215-07-041
John K/Luisa E Han	8060 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-125

Dennis P/Ruthann Hanley	8164 E. Michell Dr.	Scottsdale	AZ	85255	215-07-112
Erin S/Christopher Harper	8104 E. Maria Dr.	Scottsdale	AZ	85255	215-07-184
Noah Henry Hartkopf/Ashleigh Drost	8075 E. Maria Dr.	Scottsdale	AZ	85255	215-07-163
Hayden Loop 101 Investors LLC	14747 N. Northsight Blvd., Ste. 11	Scottsdale	AZ	85260	215-07-209D
Hayden Princess LLC	6623 N. Scottsdale Rd.	Scottsdale	AZ	85250	215-07-016F
Hefty Properties Michelle LLC	16485 SE 59th St.	Bellevue	WA	98006	215-07-036
Thomas R Hefty/Deborah J Mayfield-Hefty	16485 SE 59th St.	Bellevue	WA	98006	215-07-083
Maria Elena/Phil Henrichs	8137 E. Rita Dr.	Scottsdale	AZ	85255	215-07-138
Robert Adeodatus/Amy Louise Homco	8105 E. Rita Dr.	Scottsdale	AZ	85255	215-07-134
Nichole M Howarth	8064 E. Maria Dr.	Scottsdale	AZ	85255	215-07-189
Gayl A Howell/James T Fritsch	8171 E. Maria Dr.	Scottsdale	AZ	85255	215-07-175
Hughes Trust/Andrea Sturino	8101 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-045
Illuminate Holdings LLC	17800 N. Perimeter Dr.	Scottsdale	AZ	85255-5446	215-07-215C
Richard P Isaac	8186 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-091
Djuro George Jaksic/Melanie Milica	7328 E. Wing Shadow Rd.	Scottsdale	AZ	85255	215-07-059
Jenny Miller Living Trust	1058 Katella St.	Laguna Beach	CA	92651	215-07-159
Judith A Venezia Trust	17887 N. 81st Wy.	Scottsdale	AZ	85255	215-07-097
Julie Ellen Welling Revocable Living Trust	8140 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-115
Karrie L Charlson Trust	8042 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-073
Kenneth Brown Trust	8170 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-089
John/Mary Kennett	8149 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-203
Kerr Family Trust	17923 N. 81st Way	Scottsdale	AZ	85255	215-07-095
John/Diane Kubala	8141 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-202
Keith D Lamborn	8112 E. Maria Dr.	Scottsdale	AZ	85255	215-07-183
Eric/Gabrielle Langerman	8053 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-053
Eric Leiwant	8083 E. Maria Dr.	Scottsdale	AZ	85255	215-07-164
Robert B/Marion S Liden Tr	8124 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-117
Jefferson B Lin	2540 Inlynn View Rd.	Virginia Beach	VA	23454	215-07-188
Lindsay M Baldwin Trust	17882 N. 80th Pl.	Scottsdale	AZ	85255	215-07-068
Anthony F Little II/Daylynn S Little	8107 E. Maria Dr.	Scottsdale	AZ	85255	215-07-167
Mark A/Patricia Loera	17779 N. 81st Wy.	Scottsdale	AZ	85255	215-07-103
Lot 15 Office Development LLC	14648 N. Scottsdale Rd., Ste 345	Scottsdale	AZ	85254	215-07-001Y
Thomas Bodnar/Elizabeth Tullis Lundgaard Tr.	8065 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-051
Lyn Edward Family Trust	8114 E. Theresa Dr.	Scottsdale	AZ	85255-5414	215-07-082
Scott Macon	8100 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-120
Arthur N/Lisa Marcantonio	8092 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-121
Marisa J Carter Living Trust	8162 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-088
Dylan M/Cynthia L Marlow	17936 N. 80th Pl.	Scottsdale	AZ	85255	215-07-071
Martucci Family Trust	8133 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-201
Mary Kathryn Daley Living Trust	8117 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-199
Adolf D May IV/Holly N May	18094 E. Rita Ct.	Scottsdale	AZ	85255	215-07-154

Roger L/Linda J McCabe	321 Hideaway Dr., Unit 9R	Princeton	IL	61356	215-07-174
Matthew/Nancy McCarthy	8109 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-198
Jeffrey D/Lynn C McFarland Tr.	8175 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-033
Patrick F/Susan C McGarry	8074 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-077
Meyer Family Trust	8076 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-123
Michael W Fray and Michelle Fray Trust	17774 N. 80th Pl.	Scottsdale	AZ	85255	215-07-062
Chris L/Jo Ann Miller	45 E. Julianna Dr.	Churchville	PA	18966	215-08-488
Jeffrey R Minkin	10810 N. Tatum Blvd., Ste. 102	Phoenix	AZ	85028	215-07-065
Francisca Miranda	8061 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-192
Boris/Leah Mitlin	8128 E. Maria Drive	Scottsdale	AZ	85255	215-07-181
Ciaran Barry Mullins/Allison McLane	17756 N. 80th Pl.	Scottsdale	AZ	85255	215-07-061
Carol A Mulloy	8093 E. Teresa Dr.	Scottsdale	AZ	85255	215-07-196
Madhu M Nair	8161 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-035
Nancy Lee Ham Living Trust	8137 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-039
Raquel A/Michael M Newhart	8130 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-084
Thao P Nguyen	8152 E. Maria Dr.	Scottsdale	AZ	85255	215-07-178
Richard W/Ricarose M Novy	8035 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-056
NRI Cavasson LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-34-986
					212-34-987
Patricia Jeanne Nulman/Elizabeth K Jones	8166 E. Rita Dr.	Scottsdale	AZ	85255	215-07-145
Nvest Trust	8138 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-085
Obinna/Quiana Nwagbara	391 W. Hackberry Dr.	Chandler	AZ	85248	215-07-054
NWGH LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-31-121C
Pacesetter Inc.		Abbott Park	IL	60064	215-07-001F
		Abbott Park	IL	60064	215-07-212S
		Abbott Park	IL	60064	215-07-214
Pacesetter Way LLC	4555 E. Mayo Blvd., Unit 17101	Phoenix	AZ	85050	215-07-001L
Jessica Paliscak	17725 N. 81st Way	Scottsdale	AZ	85255	215-07-106
Paramanandam Family Trust	8110 E. Rita Dr.	Scottsdale	AZ	85255	215-07-152
Jodi K Paretta	8049 E. Rita Dr.	Scottsdale	AZ	85255	215-07-127
Ji Woon Park/Heejo Kwon	8154 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-087
Damir Peco/Danijela Andricic-Peco	8065 E. Rita Dr.	Scottsdale	AZ	85255	215-07-129
Jessica Pensky	8067 E. Maria Dr.	Scottsdale	AZ	85255	215-07-162
Perimeter Scottsdale Property LLC	333 S. Grande Ave. 28th Fl.	Los Angeles	CA	90071	215-07-230
Ronald L Peters/Vesna Cupara	17707 N. 81st Way	Scottsdale	AZ	85255	215-07-107
Pisces Libra Trust	8108 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-119
Saundra F/Silvio A Pusetta	8157 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-204
Gary/Virginia Rackner	150 2nd St. NE Unit 311	Minneapolis	MN	55413	215-07-193
John R Radonovich	8077 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-049
Joann Ragsdale	8080 E. Maria Dr.	Scottsdale	AZ	85255	215-07-187
Rand Family Trust	8068 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-124

Gerard H/Janet Reed	8153 E. Rita Dr.	Scottsdale	AZ	85255	215-07-140
Reta F/Bill F Miller Trust	8131 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-040
Reznick Family Trust	8129 E. Rita Dr.	Scottsdale	AZ	85255	215-07-137
Patrick/Rochelle Riccobene	11094 E. Whistling Wind Way	Scottsdale	AZ	85255	215-07-070
Roasted Cacti Trust	8081 E. Rita Dr.	Scottsdale	AZ	85255	215-07-131
Donald M/Catherine L Robinson Tr.	7337 E. Valley View Rd.	Scottsdale	AZ	85250	215-07-151
			AZ	85250	215-07-160
Robert Stephen Roda	7054 E. Cochise Rd., Ste. B115	Scottsdale	AZ	85253	215-07-064
Glen W/Tricia L Roth Tr	8167 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-034
Andrew Rowland/Aprile Wallace	8101 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-197
Grace Rubel/Rosemary Catroppa	17959 N. 81st Way	Scottsdale	AZ	85255	215-07-093
Kevin D/Debra A Rusk	8121 E. Rita Dr.	SCOTTSDALE	AZ	85255	215-07-136
Ashish Sachdeva/Priyanka Malhotra	8083 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-048
William D/Carla J Salmi	8136 E. Maria Dr.	Scottsdale	AZ	85255	215-07-180
Steven/Angela Schwartz	8172 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-111
Scottsdale Perimeter I LLC	14648 N. Scottsdale Rd., #345	Scottsdale	AZ	85254	215-07-212K
					215-07-212L
					215-07-212M
Scottsdale Pinnacle Condominium Association	9002 San Marco Ct.	Orlando	FL	32819	215-08-759
Scottsdale Stonebrook II Homeowner Assoc.	16441 N. 91st Ave., Ste. 104	Scottsdale	AZ	85260	215-07-206
			AZ	85260	215-07-207
			AZ	85260	215-07-208A
Seeman Lindberg Family Living Trust	17702 N. 80th Place	Scottsdale	AZ	85255	215-07-058
Hastha Seshadri/Saikumar Balakrishnan	8059 E. Maria Dr.	Scottsdale	AZ	85255	215-07-161
Sheraton Desert Oasis	2500 W. Rt. 66 #68	Flagstaff	AZ	86004	215-08-622
Sherry D Switzenberg Revocable Trust	8056 E. Maria Dr.	Scottsdale	AZ	85255	215-07-190
Marianna A/David A Shone	8177 E. Rita Dr.	SCOTTSDALE	AZ	85255	215-07-143
SI Property II LLC	11445 E. Via Linda 2516	SCOTTSDALE	AZ	852592-655	215-07-122
David Silverman/Leslie Lerman	7420 N. Tombstone Rd.	Scottsdale	AZ	85258	215-07-037
Mihajlo/Vera Sisic	8125 E. Theresa Dr.	Scottsdale	AZ	85255-5415	215-07-200
SLR Turnstone LLC/NHR Turnstone LLC	10320 E. Mountain Spring Rd.	Scottsdale	AZ	85255	215-07-001M
SML Holdings LLC	1711 Branding Iron Dr.	Spearfish	SD	57783	215-07-132
Kevin Stadler	1851 Alexander Bell Dr., Suite 410	Reston	VA	20191	215-07-044
Stoffor Family Limited Partnership	5000 Chindon Blvd.	Boise	IN	83714	215-07-128
Robert F/Susan H Stone	8059 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-052
Ursel Suchowitz	8168 E. Maria Dr.	Scottsdale	AZ	85255-5412	215-07-176
Cyndi P Suttle	8150 E. Rita Dr.	Scottsdale	AZ	85255	215-07-147
Estate of Tony W Sutton/Tracey Lynn Sutton Revocable Trust Agreement	10554 E. Blanche Dr.	Scottsdale	AZ	85255	215-07-001Q
Pallavi Suvana/Prasanth Kannegenti	8161 E. Rita Dr.	Scottsdale	AZ	85255	215-07-141
Prakash/Padmarani Suvana	8097 E. Rita Dr.	Scottsdale	AZ	85255	215-07-133
Tamara Goulden Living Trust	8077 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-194

Kam Ho Tang/Guin Chue Sau	1240 E. Kramer Cir.	Mesa	AZ	85203	215-07-149
Taser International Inc.	7860 E. McClain Dr., No. 2	Scottsdale	AZ	85260	215-07-001R
Trisha S Tavares	8169 E. Rita Dr.	Scottsdale	AZ	85255	215-07-142
Jill Suzanne Teplitz	8070 E. Rita Dr.	Scottsdale	AZ	85255	215-07-157
William A Timmel	209 Caribe Isle	Novato	CA	94949	215-07-169
Edward R Tybor III/Amy L Tybor	8115 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-043
Mojgan Vahabzadeh	8131 E. Maria Dr.	Scottsdale	AZ	85255	215-07-170
Nicholas Allan Vanhyfte/Sakurako Meryl	8088 E. Maria Dr.	Scottsdale	AZ	85255	215-07-186
Oscar Vela/Stephanie Bettis	8052 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-126
Balaji Venkatachari/Anuradha Ramaswamy	8165 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-205
Vistana Scottsdale Inc.	9002 San Marco Ct.	Orlando	FL	32819	215-08-477
					215-08-483
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Andrew J Walker/Jamie K Torgimson	17689 N. 81st Way	Scottsdale	AZ	85255	215-07-108
Jane Leura Walters	8139 E. Maria Dr.	Scottsdale	AZ	85255	215-07-171
Edward/Maria Walwork	8178 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-090
Warren Traweek Family Trust	P.O. Box 20650	Fountain Hills	AZ	85269	215-07-075
Burton K Watkins	8148 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-114
Robert Weinstein	8188 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-109
Wendie Wilkerson Birkholz Revocable Trust	8096 E. Maria Dr.	Scottsdale	AZ	85255	215-07-185
Matthew A Werner	17738 N. 80th Pl.	Scottsdale	AZ	85255	215-07-060
Kimberly S Whitman-Cullen/John Cullen	8050 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-074

Alivia R Wieseler	8144 E. Maria Dr.	Scottsdale	AZ	85255	215-07-179
Gary Witt	17743 N. 81st Wy.	Scottsdale	AZ	85255	215-07-105
Tyler Worden	8095 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-046
Thomas M/Patti J Yaussi	2424 Rokeby Rd.	Lincoln	NE	68512	215-07-094
Michael Youssefmir	8071 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-050
Jennifer Choy-Yee Yuen/David E Flick	8158 E. Rita Dr.	Scottsdale	AZ	85255	215-07-146
Michael F/Pamela R Zanders	2802 W. 93rd St.	Leawood	KS	66206	215-07-139
Zariamir LLC	10849 E. Mirasol Cir.	Scottsdale	AZ	85255	215-07-110
Shuxian Zheng	12287 N. 145th Way	Scottsdale	AZ	85259	215-07-166
Donovan M/Connie S Zimmerman	17851 N. 81st Way	Scottsdale	AZ	85255	215-07-099
Donovan/Connie Zimmerman	17905 N. 81st Way	Scottsdale	AZ	85255	215-07-096
Huellmantel & Affiliates	P.O. Box 1833	Tempe	AZ	85280-1833	
City of Scottsdale c/o Greg Bloomberg	7447 E. Indian School Rd.	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner Renee J. Higgs	15192 N. 104th Way	Scottsdale	AZ	85255	
City of Scottsdale Planning Commission c/o Commissioner William Scarbrough	5639 E. Edgemont Ave.	Scottsdale	AZ	85257	
City of Scottsdale Planning Commission c/o Commissioner Joe Young	7234 E. Shoeman Lane, Suite #8	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner George Ertel	11725 N. 129th Way	Scottsdale	AZ	85259	
City of Scottsdale Planning Commission c/o Commissioner Barry Graham	7842 E. Monterosa St.	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner Christian Serena	6929 N. Hayden Rd., Suite C4194	Scottsdale	AZ	85250	
City of Scottsdale Planning Commission c/o Commissioner Barney Gonzales	6349 N. Cattletrack Rd.	Scottsdale	AZ	85250	
Withey Morris, PLC c/o Audry Villaverde	2525 E. Arizona Biltmore Circle; Su	Phoenix	AZ	85016	
Bob Griffith	7127 E. Rancho Vista Dr. #4002	Scottsdale	AZ	85251	
Carla	3420 N. 78th Street	Scottsdale	AZ	85251	
Chris Schaffner	7346 E. Sunnyside Dr.	Scottsdale	AZ	85260	
Town of Paradise Valley Community Development Director	6401 E Lincoln Drive	Paradise Valley	AZ	85253	
Constance Laub	10105 E. Via Linda Suite 345	Scottsdale	AZ	85258	
Dan Sommer	12005 N 84th Street	Scottsdale	AZ	85260	
David G. Gulino	5235 N. Woodmere Fairway	Scottsdale	AZ	85250	
COGS c/o Dr. Sonnie Kirtley	8507 East Highland Avenue	Scottsdale	AZ	85251-1822	
Ed Toschik	7657 E Mariposa Grande Dr	Scottsdale	AZ	85255	
Burch & Cracchiolo PA c/o Edwin Bull	1850 N. Central Ave. ste 1700	Phoenix	AZ	85004	
Eric Gold	25499 N. 104th Way	Scottsdale	AZ	85255	
Guy Phillips	7131 E. Cholla St.	Scottsdale	AZ	85254	
Howard Myers	6631 E Horned Owl Trail	Scottsdale	AZ	85266	
Gainey Ranch Community Association c/o Jim Funk	7720 Gainey Ranch Road	Scottsdale	AZ	85258	
Jim Haxby	7336 E. Sunnyside Dr.	Scottsdale	AZ	85260	
Berry Riddell, LLC c/o John Berry/Michele Hammond	6750 E Camelback Rd., Ste 100	Scottsdale	AZ	85251	
John Washington	3518 N. Chambers Court	Scottsdale	AZ	85251	
City of Scottsdale City Council c/o Councilmember Kathy Littlefield	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Linda Whitehead	9681 E Chuckwagon Lane	Scottsdale	AZ	85262	
Lori Haye	P.O. Box 426	Cave Creek	AZ	85327	

Maricopa County Superintendent of Schools	4041 N. Central Avenue Suite 1200	Phoenix	AZ	85012	
Commercial Land Development Consulting c/o Michael Leary	10278 East Hillery Drive	Scottsdale	AZ	85255	
AT&T c/o Mike McNeal, Supervisor	1231 W. University Drive	Mesa	AZ	85201	
Mike Ratzken	8725 E. Palo Verde Dr	Scottsdale	AZ	85250	
Patti Badenoch	5027 N. 71st Pl	Scottsdale	AZ	85253	
Maricopa County Planning & Development Planning & Development Department	501 N. 44th Street, Suite 200	Phoenix	AZ	85008	
City of Phoenix Planning & Development Director	200 West Washington Street, 2nd	Phoenix	AZ	85003	
Arizona State Land Department Planning & Engineering Section Manager	1616 W. Adams Street	Phoenix	AZ	85007	
Town of Carefree Planning and Zoning	8 Sundial Circle P.O. Box 740	Carefree	AZ	85377	
Town of Cave Creek Planning Department	37622 N Cave Creek Road	Cave Creek	AZ	85331	
SRP-MIC Planning Department	10005 E Osborn Road	Scottsdale	AZ	85256	
Arizona Department of Transportation ADOT Central District - Red Letter	2140 W. Hilton Avenue, Mail Drop	Phoenix	AZ	85009	
Spring Creek Development c/o Randall P. Brown	7144 E. Stetson Dr. #425	Scottsdale	AZ	85251	
Town of Fountain Hills Planning & Zoning Division	16705 E. Avenue of the Fountains	Fountain Hills	AZ	85268	
Mail Station PAB10W c/o SRP Land Department atten: Sherry Wagner/Right-of-Way Technician, SRP	P.O. Box 52025	Phoenix	AZ	85072-2025	
Steve Tyrrell	7753 E. Catalina Drive	Scottsdale	AZ	85251	
Cave Creek Unified School District c/o Superintendent	P.O. Box 426	Cave Creek	AZ	85327	
Scottsdale Unified School District c/o Superintendent	8500 E. Jackrabbit Rd	Scottsdale	AZ	85250	
Susan McGarry	8074 E. Theresa Drive	Scottsdale	AZ	85255	
City of Scottsdale City Council c/o Councilmember Tom Durham	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Vickie Falen	10520 N 117th Pl	Scottsdale	AZ	85259	
City of Scottsdale City Council c/o Mayor Dave Ortega	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Wade Tinant	4614 E. Running Deer Trail	Cave Creek	AZ	85331	
Granite Reef Neighborhood Resource Center	1700 N Granite Reef Road	Scottsdale	AZ	85257	
Southwest Gas Corporation	2200 N. Central Avenue Ste 101	Phoenix	AZ	85004	
Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Suite 100	Phoenix	AZ	85016	
Paradise Valley Unified School District	15002 N. 32nd Street	Phoenix	AZ	85032	
Arizona Commerce Authority	333 N. Central Avenue, Suite 1900	Phoenix	AZ	85004	
Maggie Keasler	7127 E. 6th Ave.	Scottsdale	AZ	85251	
Steve Perone	7474 E. Earll Dr. #108	Scottsdale	AZ	85251	
Tiffany & Bosco P.A. c/o Kurt Jones	2525 E. Camelback Road	Phoenix	AZ	85016	
Vice Chair Community Council of Scottsdale - Edmond Richard	2119 N 69th Place	Scottsdale	AZ	85257	
Gammage & Burnham c/o Nick A. Sobraske	40 N. Central Ave., 20th Floor	Phoenix	AZ	85004	
Technical Solutions c/o Prescott Smith	5111 N. Scottsdale Road, Suite 260	Scottsdale	AZ	85260	
Paul Alessio	7527 E. Tailspin Lane	Scottsdale	AZ	85255	
Scottsdale Pinnacle Owners Assn. c/o Jason Brommel	17700 N Hayden Rd	Scottsdale	AZ	85255	

OPEN HOUSE NOTIFICATION LETTER

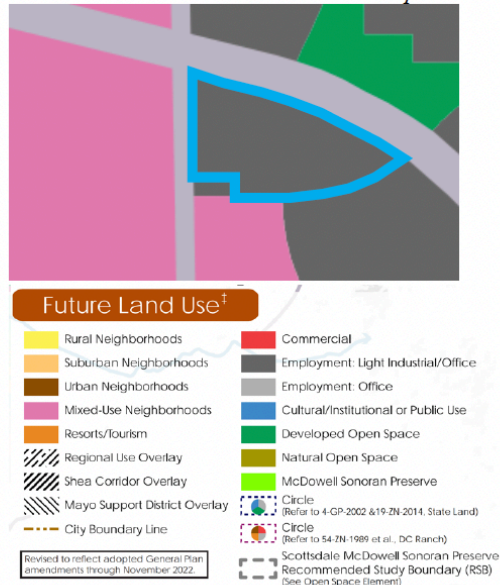
June 9, 2023

Dear Neighbor:

The purpose of this letter is to invite you to attend a neighborhood open house meeting related to the previously approved Axon Campus project at the northeast corner of Hayden Road and Axon Way. The prior approval included a new industrial building for Axon to grow its research and development, manufacturing and office facility on the eastern portion of the approximately 60-acre parcel. This neighborhood open house meeting is for the second phase of the proposed Axon Campus, which will include residential, hotel and commercial components to complete the campus environment.

The approximately 60-acre site is currently zoned Industrial Park within a Planned Community District (I-1 PCD). The Axon Campus – outlined in blue below – has a General Plan designation of Employment: Light Industrial/Office and is located within the Greater Airpark Area Plan. The surrounding area is a combination of Mixed-Use Neighborhoods and Employment: Light Industrial/Office in the General Plan and a combination of Employment, Airpark Mixed-Use Residential and Regional Tourism in the Greater Airpark Area Plan.

General Plan 2035 Future Land Use Map



Greater Airpark Area Plan Land Use



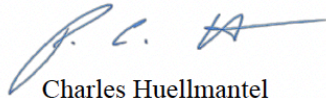
The request is to modify a portion of the zoning along Hayden Road and Axon Way to Planned Airpark Core Development within a Planned Community District (PCP PCD) to accommodate the proposed mixed-use campus. In addition to the rezoning, the project requires an amendment to the General Plan from Employment: Light Industrial/Office to Mixed-Use Neighborhoods and an amendment to the Greater Airpark Area Plan Land Use from Employment (EMP) to Airpark Mixed Use-Residential (AMU-R), as well as amended development standards.

We are hosting a neighborhood open house meeting to discuss these requests as follows:

Date: Wednesday, June 21, 2023
Time: 5:00 p.m.
Location: 17800 N. 85th Street, Scottsdale, Arizona 85255

If you would like to discuss this project in greater detail prior to or in place of the neighborhood open house meeting, I can be reached at (480) 921-2800 or via e-mail at charles@huellmantel.com. The City of Scottsdale planner assigned to the case is Greg Bloemberg, who can be reached at (480) 312-4306 or through e-mail at gbloemberg@scottsdaleaz.gov. Our case number is 13-ZN-2020#2.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Huellmantel", with a stylized flourish at the end.

Charles Huellmantel

OPEN HOUSE MEETING SUMMARY

The meeting was held as planned at Axon's existing headquarters (17800 N. 85th Street, Scottsdale, AZ 85255) located a short distance from the proposed Campus Expansion on Wednesday, June 21, 2023. Representatives from Huellmantel & Affiliates arrived at approximately 3:45 p.m. The first attendees arrived at approximately 4:45 p.m. and the presentation began at approximately 5:05 p.m. There were 47 members of the public at the meeting.

After the presentation, the meeting was opened for a question and answer format. Some attendees asked how they would be notified of future meetings and hearings. A few attendees expressed excitement about the Axon expansion, specifically the retail components. A number of attendees expressed concerns about height, density, and traffic.

Many of the neighbors agreed that blocking off Axon Way (formerly Mayo Boulevard) would help with the traffic and prefer the proposed configuration of Axon Way. Some attendees asked questions related to traffic circulation, pedestrian safety and ingress/egress into the neighborhood and campus.

An attendee asked about the traffic during the Waste Management Open and whether the lot would be used for WMO parking. An attendee asked if Axon was planning on putting in a light at Axon Way and what other things Axon plans on doing for traffic.

An attendee requested that we consider building the residential buildings to a lower height and a few attendees were opposed to any residential on the site. A property owner to the south asked about the possibility of adding a sign at the roundabout that states "Residential Only".

An attendee asked about how many new employees Axon will be hiring, how many existing employees there are, and what the capacity of all buildings are going to be/how many people may be on the site at one time.

One attendee expressed a preference for having employees enter and exit from Perimeter Drive. One attendee asked how fire would get into the site and the surrounding areas. A few attendees asked whether 82nd Street was going to remain closed and whether Axon Way was going to continue existing. One neighbor noted that they did not want any back of house operations facing the neighborhood.

A number of attendees had questions and comments regarding the hotel location and whether the hotel would be open to the public or only used for Axon. One attendee expressed a preference toward a boutique hotel. Some attendees expressed concerns including that they were not in support of a hotel, they do not want to look at a hotel from

their backyard, and concerns about the public spaces in the hotel/balconies looking into backyards. Some of these neighbors were not opposed to a hotel but would like the hotel moved closest to the freeway and would like the rooms/public spaces be oriented away from the residential development to the south.

One attendee stated that they were pleased with the landscaping that Axon has proposed. One attendee asked whether Axon is planning on applying for a height variance and if a height variance would apply to the entire site. One neighbor stated they would like a wall - bigger than a landscaping wall - on Axon's property just north of their development. Another neighbor noted that they would like Axon to provide a sound wall on the north side of the site similar to the sound wall at the Loop 101 and Cactus Road.

A number of attendees asked about the different uses being proposed for the individual buildings. One attendee asked whether this would be a phased development. Another attendee asked when Axon planned on breaking ground for the office building. A couple of attendees had questions about the residential rezoning including whether 4-stories is what is allowed under current zoning, how many units are being proposed, whether the units would be apartments or condos, and whether the apartments are for Axon employees only or will they be open to the public.

The last attendees departed at approximately 6:30 p.m.



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Carol Mulloy	Business Name	
Address & Zip	8043 E. Theresa Dr	Phone	623-521-1500
Name	Nick Sebraska	Business Name	
Address & Zip	40 N. Central	Phone	
Name	Troy Freeman	Business Name	
Address & Zip	85255	Phone	
Name	Ammy Gibbons	Business Name	Furst Properties
Address & Zip	1648 N. Scottsdale Rd #140	Phone	480-951-9550
Name	Crystal Edwards	Business Name	Furst Properties
Address & Zip	1148 N. Scottsdale Rd #140	Phone	480-951-9550
Name		Business Name	
Address & Zip		Phone	
Name		Business Name	
Address & Zip		Phone	
Name		Business Name	
Address & Zip		Phone	



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Susan McHenry	Business Name	
Address & Zip		Phone	180944 6368
Name	Harie Phartsan	Business Name	
Address & Zip	8042 E. Wilcox Dr. #1A	Phone	1002.741.7746
Name	Lyndi Suttle	Business Name	
Address & Zip	8150 E. Rite Dr	Phone	602-330-4654
Name	Patricia Leora	Business Name	
Address & Zip	1779 N. 81st Way	Phone	(619) 8524344
Name	Susan Stone	Business Name	
Address & Zip	8059 E. Michelle Dr.	Phone	480-659-0680
Name	Bob Stone	Business Name	
Address & Zip	8059 E. Michelle Dr.	Phone	
Name	Jim Davis	Business Name	COGS
Address & Zip	27483 N 103rd Ave	Phone	480-299-1815
		E-mail	jcdavis@mba1965.com

Edy



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Address & Zip	Phone	E-mail	Business Name
David Silverman	8149 E. Michelle	602-697-1943	DavidSilverman@cox.net	
Ken Brown	5170 E. Theresa Dr. Scottsdale AZ	480-447-8855	KUB1UT@cox.net	
Teri Whitman	8050 E. THERESA DR	480-833-5022	whitmanjvd@yahoo.com	
Carmel Burke	8147 E. Maria Dr. Scottsdale AZ	602-793-9333	clb8528@yahoo.com	
Betty Janik				City Council
Nancy Ham	8137 E. Michelle	480-688-0993	hamnand5@gmail.com	
Lea & Allen Kotler	808 E. Michelle Dr	480-257-1303	LeanneKotler@cox.net	



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name		Business Name	
LU MYERS			
Address & Zip	Phone	E-mail	
8150 E Michelle Dr Scottsdale	602-769-8039	lcomktg13@gmail.com	
Name		Business Name	
KEVIN & DIEN RUSK			
Address & Zip	Phone	E-mail	
8121 E. RITA DR. SCOTTSDALE	480-343-1256	KEVIN_MARSTON@yahoo.com	
Name		Business Name	
STAS MORGANSTEAN			
Address & Zip	Phone	E-mail	
28482 N. 77th St SCOTTSDALE	210-470-1234	28482N.77CG.MAIL.COM	
Name		Business Name	
Josh Hansma			
Address & Zip	Phone	E-mail	
13450 E Via Linda Unit 2040	480-540-5825	jshansma@yahoo.com	
Name		Business Name	
Rosemary Caterford Grace			
Address & Zip	Phone	E-mail	
17959 N 81st Way	480-2279636	grubel3@cox.net	
Name		Business Name	
Marc Surrey			
Address & Zip	Phone	E-mail	
2365 E SAVARDO DR		ca.shipley@gmail.com	
Name		Business Name	
Betsy Cisneros			
Address & Zip	Phone	E-mail	
8115 E. Maria Dr.	602 614 2343	tappanbet@yahoo.com	



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Business Name
Leslie Lerman	
Address & Zip	Phone
8149 E. MICHELLE DR	6026972125
E-mail	LESLIE.LERMAN@GMAIL.COM
Name	Business Name
Suzanne Becker	
Address & Zip	Phone
5940 W 42 ST Phoenix	
E-mail	
Name	Business Name
Tom Scanlon	
Address & Zip	Phone
4001 Wilbur	4802786903
E-mail	tomscanlonhlog@gmail.com
Name	Business Name
Becky Rand	
Address & Zip	Phone
808 E. MICHELLE DR.	480-330-9884
E-mail	bam_randa@yahoo.com
Name	Business Name
Kim Cullen	
Address & Zip	Phone
8050 E Theresa Dr	847-845-4763
E-mail	
Name	Business Name
Robert Homco	
Address & Zip	Phone
8905 E. Rita Dr	480-636-6333
E-mail	ROBERTHOMCO4@aol.net
Name	Business Name
Sherry Switzenberg	
Address & Zip	Phone
8056 Maria Dr	480-6294646
E-mail	sherry-switz@gmail.com

505-328-5656



CITY OF
SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Business Name	Phone	E-mail
ARIAN RECKELS	De Rito Partners	480 652 8521	ryan.ritke@derito.com
Address & Zip			
200 W MOBILE PHOENIX			
Name	Business Name	Phone	E-mail
Liam Aschner	Gammage & Burinham	520 975 9298	laschner@gbh.com
Address & Zip			
11774 E La Jolla Rd.			
Name	Business Name	Phone	E-mail
MARCUS HEISTER	SANOS	213 1531-7290	gse11@yahoo.com
Address & Zip			
8531 Via Del Palacio			
Name	Business Name	Phone	E-mail
Mary Konrath		480 225 3756	MPKONRATH@aol.com
Address & Zip			
8140 E Theresa Dr.			
Name	Business Name	Phone	E-mail
GEORGE ESTEL		480 250 5849	
Address & Zip			
11725 N 128th Way 85259			
Name	Business Name	Phone	E-mail
Sue + Chuck Wood		480 540 4648	samu1232@aol.com
Address & Zip			
4030 E Yucca			
Name	Business Name	Phone	E-mail
Chris Green		602-803-7497	lgreen790@yahoo.com
Address & Zip			



Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Tammy Caputi	Business Name	Council Member
Address & Zip		Phone	E-mail
Name	Mr. Kathryn Oates	Business Name	
Address & Zip	8117 E Theresa Dr	Phone	E-mail
Name	Siwona Pule	Business Name	
Address & Zip	8154 E Theresa	Phone	E-mail
Name		Business Name	
Address & Zip		Phone	E-mail
Name		Business Name	
Address & Zip		Phone	E-mail
Name		Business Name	
Address & Zip		Phone	E-mail

AFFIDAVIT OF SIGN POSTING



Affidavit of Posting

Required: Signed, Notarized originals.

Recommended: E-mail copy to your project coordinator.

☒ **Project Under Consideration Sign (White)**

☐ **Public Hearing Notice Sign (Red)**

Case Number:

13-ZN-2020#2

Project Name:

Location:

NEC Hayden & Mayo

Site Posting Date:

06/09/23

Applicant Name:

HUELLMANTEL

Sign Company Name:

Dynamite Signs

Phone Number:

480-585-3031

I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

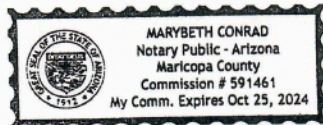
Applicant Signature

06/09/23

Date

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

Acknowledged before me on 6-09-23



Notary Public

My commission expires: 10-25-24

City of Scottsdale -- Current Planning Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Early Notification of Project Under Consideration

Neighborhood Open House Meetings:

Date: June 21, 2023

Time: 5:00 p.m.

Location: 17800 N. 85th Street, Scottsdale, Arizona 85255

Site Address: 8055 & 8300 E. Axon Way, Scottsdale, Arizona 85255

Project Overview:

- **Request:** Minor General Plan Amendment, Character Area Plan Amendment, Rezoning, and Amended Development Standards.
- **Description of Project and Proposed Use:** Mixed-use campus consisting of a combination of industrial/manufacturing, multi-family, hotel and commercial uses.
- **Site Acreage:** +/- 60 acres
- **Site Zoning:** I-1 PCD (I-1 PCD and PCP PCD Proposed)

Applicant/Contact:

Huellmantel & Affiliates / Charles Huellmantel
(480) 921-2800
charles@huellmantel.com

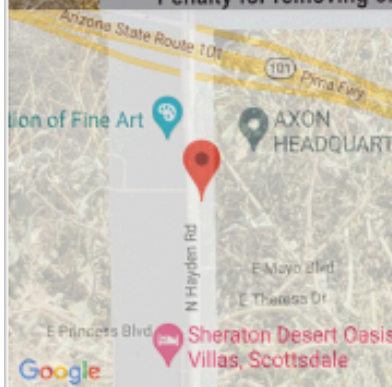
City Contact:

Greg Bloemberg
(480) 312-4306
gbloemberg@scottsdaleaz.gov

Pre-Application #: 13-ZN-2020#2

Posting Date: 6/9/2023

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



Jun 9, 2023 12:07:57 PM
North Hayden Road
Scottsdale
Maricopa County
Arizona

SCHOOL DISTRICT NOTIFICATION LETTER

August 4, 2023

Dr. Bill Dolezal
Superintendent
Cave Creek Unified School District
P.O. Box 426
Cave Creek, Arizona 85327

Dr. Dolezal,

This letter is being sent to you pursuant to City of Scottsdale Zoning Code (Ordinance No. 455), Article 1, Administration And Procedures, Section 1.1500, Collaborative City And School Planning.

Please be advised that we are applying for a rezoning application that changes the zoning classification from Industrial (I-1) to PCD-PCP / AMU-R, a mixed-use zoning district, resulting in greater residential densities allowed on the subject property.

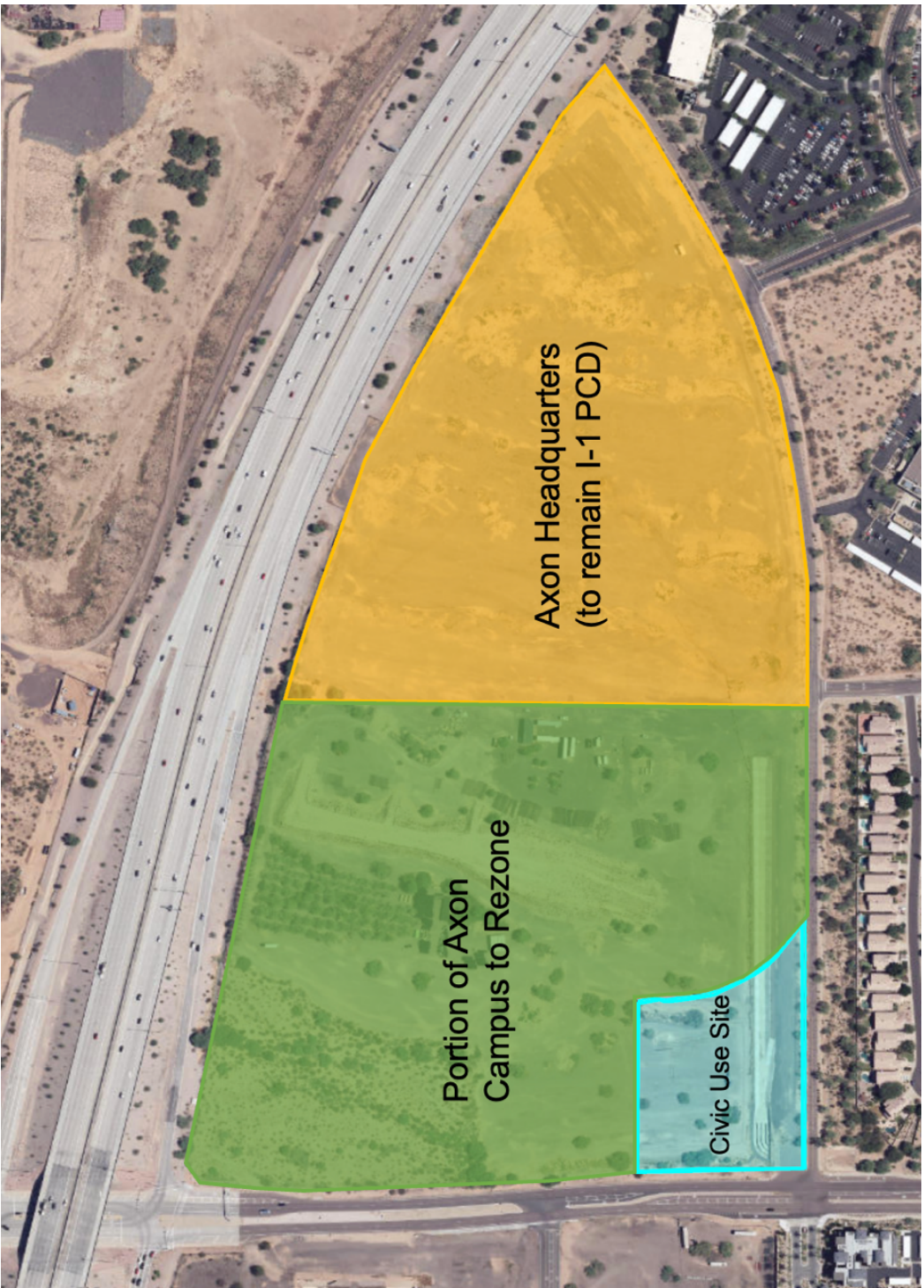
Enclosed please find a location map and the Determination Form required by the City per the above Ordinance. I can be reached at (480) 921-2800 or through email at charles@huellmantel.com if you have any questions or would like to discuss our proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Huellmantel', with a stylized flourish at the end.

Charles Huellmantel
Huellmantel & Associates

CC:
City of Scottsdale Current Planning Department



Axon Headquarters
(to remain I-1 PCD)

Portion of Axon
Campus to Rezone

Civic Use Site

School District

Determination of Adequate Facilities



City of Scottsdale Project Number: _____-PA-_____

Project name: _____
Project Location: _____
Applicant Name: _____ Phone: _____
Applicant E-mail: _____ Fax: _____

School District: _____

I, _____ hereby certify that the following determination has been made in regards to the Referenced project:

- ☐ The school district had adequate school facilities to accommodate the projected number of additional students generated by the proposed rezoning within the school district's attendance area; or
- ☐ The school district will have adequate school facilities via a planned capital improvement to be constructed within one year of the date of notification of the district and located within the school district's attendance area; or
- ☐ The school district has determined an existing or proposed charter school as contracted by the district can be provide adequate school facilities for the projected increase in students; or
- ☐ The applicant and the school district have entered into an agreement to provide, or help to provide, adequate school facilities within the school district's attendance area in a timely manner (a copy said agreement is attached hereto); or
- ☐ The school district does not have adequate school facilities to accommodate projected growth attributable to the rezoning.

Attached are the following documents supporting the above certification:

- ☐ Maps of the attendance areas for elementary, middle and high schools for this location.
- ☐ Calculations of the number of students that would be generated by the additional homes.
- ☐ School capacity and attendance trends for the past three years.

Or;

I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

Superintendent or Designee

Date

Planning and Development Services

7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ www.ScottsdaleAZ.gov

August 4, 2023

Steve Watson
Superintendent
Maricopa County School District
4041 N. Central Ave., Suite 1200
Phoenix, Arizona 85012

Mr. Watson,

This letter is being sent to you pursuant to City of Scottsdale Zoning Code (Ordinance No. 455), Article 1, Administration And Procedures, Section 1.1500, Collaborative City And School Planning.

Please be advised that we are applying for a rezoning application that changes the zoning classification from Industrial (I-1) to PCD-PCP / AMU-R, a mixed-use zoning district, resulting in greater residential densities allowed on the subject property.

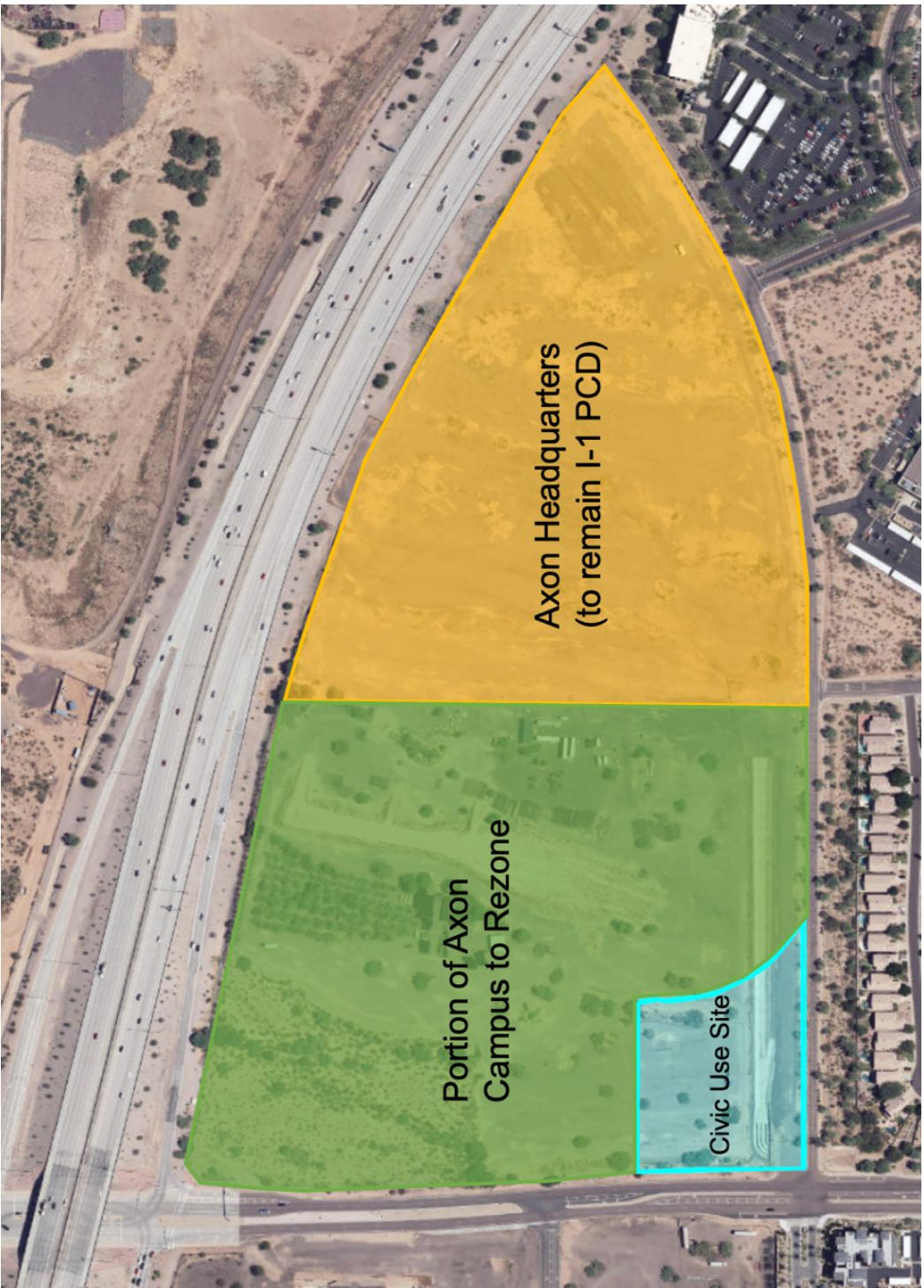
Enclosed please find a location map and the Determination Form required by the City per the above Ordinance. I can be reached at (480) 921-2800 or through email at charles@huellmantel.com if you have any questions or would like to discuss our proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Huellmantel", with a stylized flourish at the end.

Charles Huellmantel
Huellmantel & Affiliates

CC:
City of Scottsdale Current Planning Department



Axon Headquarters
(to remain I-1 PCD)

Portion of Axon
Campus to Rezone

Civic Use Site

School District

Determination of Adequate Facilities



City of Scottsdale Project Number: _____-PA-_____

Project name: _____
Project Location: _____
Applicant Name: _____ Phone: _____
Applicant E-mail: _____ Fax: _____

School District: _____

I, _____ hereby certify that the following determination has been made in regards to the Referenced project:

- ☐ The school district had adequate school facilities to accommodate the projected number of additional students generated by the proposed rezoning within the school district's attendance area; or
- ☐ The school district will have adequate school facilities via a planned capital improvement to be constructed within one year of the date of notification of the district and located within the school district's attendance area; or
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- ☐ The school district does not have adequate school facilities to accommodate projected growth attributable to the rezoning.

Attached are the following documents supporting the above certification:

- ☐ Maps of the attendance areas for elementary, middle and high schools for this location.
- ☐ Calculations of the number of students that would be generated by the additional homes.
- ☐ School capacity and attendance trends for the past three years.

Or;

I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

Superintendent or Designee

Date

Planning and Development Services

7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ www.ScottsdaleAZ.gov

August 4, 2023

Dr. Troy Bales
Superintendent
Paradise Valley School District
15002 N. 32nd St.
Phoenix, Arizona 85032


Dr. Bales,

This letter is being sent to you pursuant to City of Scottsdale Zoning Code (Ordinance No. 455), Article 1, Administration And Procedures, Section 1.1500, Collaborative City And School Planning.

Please be advised that we are applying for a rezoning application that changes the zoning classification from Industrial (I-1) to PCD-PCP / AMU-R, a mixed-use zoning district, resulting in greater residential densities allowed on the subject property.

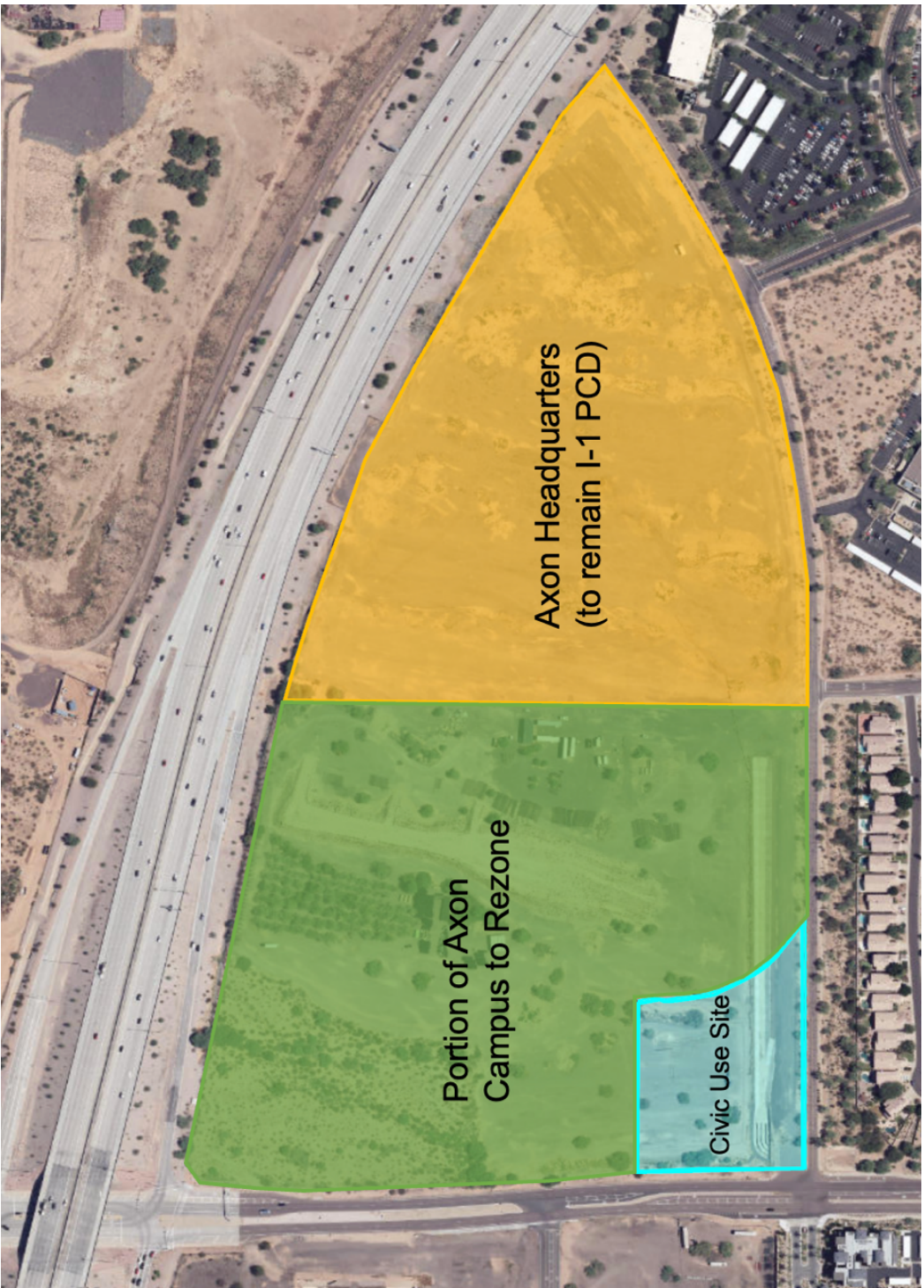
Enclosed please find a location map and the Determination Form required by the City per the above Ordinance. I can be reached at (480) 921-2800 or through email at charles@huellmantel.com if you have any questions or would like to discuss our proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Huellmantel', with a stylized flourish at the end.

Charles Huellmantel
Huellmantel & Associates

CC:
City of Scottsdale Current Planning Department



Axon Headquarters
(to remain I-1 PCD)

Portion of Axon
Campus to Rezone

Civic Use Site

School District

Determination of Adequate Facilities



City of Scottsdale Project Number: _____-PA-_____

Project name: _____
Project Location: _____
Applicant Name: _____ Phone: _____
Applicant E-mail: _____ Fax: _____

School District: _____

I, _____ hereby certify that the following determination has been made in regards to the Referenced project:

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Or;

I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

Superintendent or Designee

Date

Planning and Development Services

7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ www.ScottsdaleAZ.gov

August 4, 2023

Dr. Scott Menzel
Superintendent
Scottsdale School District
8500 E. Jackrabbit Road
Scottsdale, Arizona 85250

Dr. Menzel,

This letter is being sent to you pursuant to City of Scottsdale Zoning Code (Ordinance No. 455), Article 1, Administration And Procedures, Section 1.1500, Collaborative City And School Planning.

Please be advised that we are applying for a rezoning application that changes the zoning classification from Industrial (I-1) to PCD-PCP / AMU-R, a mixed-use zoning district, resulting in greater residential densities allowed on the subject property.

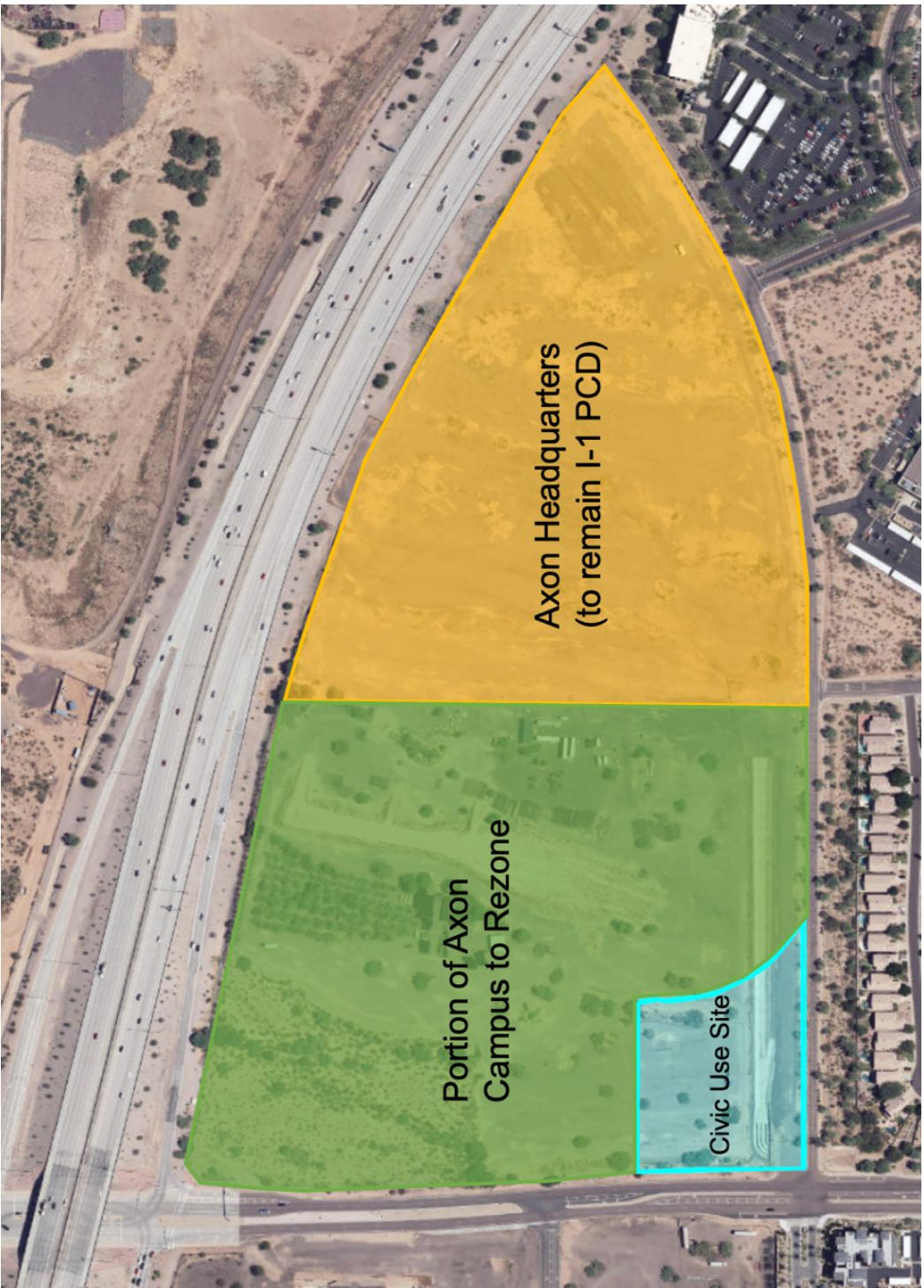
Enclosed please find a location map and the Determination Form required by the City per the above Ordinance. I can be reached at (480) 921-2800 or through email at charles@huellmantel.com if you have any questions or would like to discuss our proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Huellmantel", with a stylized flourish at the end.

Charles Huellmantel
Huellmantel & Affiliates

CC:
City of Scottsdale Current Planning Department



Portion of Axon
Campus to Rezone

Axon Headquarters
(to remain I-1 PCD)

Civic Use Site

School District

Determination of Adequate Facilities



City of Scottsdale Project Number: _____-PA-_____

Project name: _____
Project Location: _____
Applicant Name: _____ Phone: _____
Applicant E-mail: _____ Fax: _____

School District: _____

I, _____ hereby certify that the following determination has been made in regards to the Referenced project:

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Superintendent or Designee

Date

Planning and Development Services

7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ www.ScottsdaleAZ.gov

CITIZEN PARTICIPATION PLAN

Date: August 4, 2023

Purpose: The purpose of this Citizen Participation Plan is to inform citizens, property owners and neighbor associations in the vicinity of the site of an application for a rezoning, minor General Plan amendment, amended development standards and bonus provision request to accommodate the second phase of the proposed Axon Campus. This second phase consists of multi-family residential, hotel and commercial uses. This plan will ensure that those affected by this application will have an adequate opportunity to learn about and comment on the proposal.

Contact:

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

Open House Meeting: An Open House Meeting was held as detailed above on June 21, 2023. We notified the expanded radius of 1,250 feet at staff's suggestion. A summary of that meeting is provided above.

Action Plan: We will continue to follow up with the HOA representatives from Stonebrook II, the nearby residential development and any other interested parties who contact us with questions related to the development.

We also plan to host an additional neighborhood open house meeting during the design review phase.

From: [Irene Bucior](#)
To: [Bloemberg, Greg](#)
Subject: Axon request for expansion
Date: Monday, June 19, 2023 6:54:52 PM

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

Here is my opinion on your request to change our neighborhood. You have been less than forthcoming, and flat out disrespectful of what we, at Scottsdale Stonebrook II want to SAVE our neighborhood from your invasive plan. You have total disregard for our wellbeing and I don't know how you look at yourself in the mirror. Shame on you.

At the first online meeting, I said if you give them an inch, they'll take a foot. Well, I was ignored. So here we are. I also asked if they would recommend buying a house here for their parents/children or family members. I got silence. I am certain, unfortunately, they will do what they want, regardless of our voices. Even in our own HOA, at our last online meeting, our Treasurer said we will have serious financial troubles if we spend any money. The meeting then went to discuss spending money on making the mailboxes attractive. I may not be very popular for my opinions, but I'm one of those "tell it as I see it" people. Anyone listening?

I'd like a spreadsheet explaining who got paid, how much, and the cost of the change in plans. Also, who, in your "group" of people trying to do this, live near this so called project. We are, after all, going to pay for this one way or another.

I will await your answers for the Scottsdale Stonebrook neighborhood.
A copy of this has been sent to Charles.

Sincerely, Irene Bucior
8082 E. Theresa Drive

Sent from my iPad

From: [Rosemary Catroppa](#)
To: [Bloemberg, Greg](#)
Subject: Re: Axon development concerns
Date: Tuesday, July 18, 2023 2:40:57 PM

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

Greg,

Thank you for your quick response, I appreciate my concerns being added to the case file. Can you clarify what you meant about meeting before case is submitted, did you mean with you or the applicant? If you were referring to applicant yes, I would appreciate that contact info.

Rosemary

On Jul 18, 2023, at 1:32 PM, Bloemberg, Greg <GBLO@Scottsdaleaz.gov> wrote:

Rosemary,

Message received. Thank you for the feedback. I will see to it your concerns are added to the case file and included in future hearing reports. If you would like to meet prior to the case being submitted, you should reach out to the applicant contact; who I believe was at the Open House you attended. If you need contact information, let me know.

Regards,

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Rosemary Catroppa <cafeforte.az@gmail.com>
Sent: Tuesday, July 18, 2023 11:20 AM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Cc: rosemary catroppa <grubel3@cox.net>
Subject: Axon development concerns

month. After the meeting we spoke to Lisa regarding the Axon project in North Scottsdale. A few weeks prior to the Blue Zone meeting Axon had reached out our neighborhood, the Stonebrook 2 community, for a 'community meeting' to give a brief summary of the new Axon proposal for developing residential /hotel on the remaining land. We left with the realization that this brief 1/2 hour of standing for a presentation with very limited time for feedback, was just protocol so that Axon could check it off its list before submitting a formal proposal.

We have lived in the Stonebrook community since its inception in 1996, and we were proud restaurant owners in Scottsdale for 25 years, so we realize that growth is inevitable and even sometimes beneficial. However the growth that has been proposed by Axon that was presented at the recent

at the community meeting, has major flaws as it is without any interest in enhancing our community or our city. In fact we as community feel it is a direct contradiction in what the city is trying to accomplish by partnering with the Blue Zones.

We are aware that, as of yet, no formal proposal has been submitted to the city. We are hoping that your schedule will allow a brief meeting with us before the proposal is submitted so that our communities concerns/objections to the many layers of new zoning requests can be formally represented.

Hoping to meet soon.

Thank you for your time,
Rosemary Catroppa

From: [Castro, Lorraine](#)
To: [Bloemberg, Greg](#)
Subject: RE: CASE 3-GP-2023 & CASE 13-ZN-2020#2
Date: Tuesday, January 9, 2024 1:41:42 PM

wrongwy@aol.com

I will add this to the case file.

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Monday, January 08, 2024 2:29 PM
To: Projectinput <Projectinput@Scottsdaleaz.gov>
Subject: CASE 3-GP-2023 & CASE 13-ZN-2020#2

[City of Scottsdale](#)



Referencing article <https://www.axios.com/local/phoenix/2023/09/21/axon-scottsdale->

[apartment-proposal-school-funding](#) I am concerned that the State has not realized the true value of the land sold to Axon and allowing for a rezoning after purchasing the property under the guise of commercial development amounts to bait and switch. -- sent by Kathleen Clifford (case# 13-ZN-2020#2)

From: [Lisa Collins](#)
To: [Bloemberg, Greg](#)
Subject: Re: Axon development proposal inquiry
Date: Monday, July 17, 2023 10:48:29 AM

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

Hi Greg!

Thanks very much, I give them your email!

Lisa

On Jul 17, 2023, at 9:11 AM, Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

Hello Lisa,

Feel free to steer them my way. Below is my contact information. Email is the best way to reach me.

Regards,

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Curtis, Tim <tcurtis@scottsdaleaz.gov>
Sent: Friday, July 14, 2023 9:47 AM
To: 'Lisa Collins' <lisacollins@bluezones.com>
Cc: Bloemberg, Greg <GBLO@scottsdaleaz.gov>
Subject: RE: Axon development proposal inquiry

Thanks Lisa, will do. We don't have a formal application submittal yet but the staff coordinator is Greg Bloemberg, who you may remember as well. Greg is added to this email distribution but is out today and will contact them next week.
Tim Curtis

From: Lisa Collins <lisacollins@bluezones.com>
Sent: Friday, July 14, 2023 9:24 AM
To: Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: Axon development proposal inquiry



From: [Corsette, Kelly](#)
To: [Khan, Bri Laneuville](#); [Bloemberg, Greg](#)
Cc: [Eberhardt, Cindi](#); [Perreault, Erin](#); [Curtis, Tim](#)
Subject: RE: Axon revised submittal
Date: Wednesday, January 3, 2024 3:05:39 PM

OK, thank you – I'll let the reporter know.

Kelly Corsette

Communications and Public Affairs Director

o 480-312-2336 | c 602-359-5965

-

From: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:13 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>; Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>; Perreault, Erin <EPERREULT@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Thank you, Greg!

Bri Laneuville Khan, MBA (she/her)

Communications & Outreach Coordinator | City of Scottsdale

o 480-312-6605 c 602-292-8867

Planning, Economic Development & Tourism

7447 East Indian School Road

Scottsdale, AZ 85251

<https://www.scottsdaleaz.gov/planning-development>
[Connect with us on social media](#)

From: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:12 PM
To: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>; Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>; Perreault, Erin <EPERREULT@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Bri,

See responses in red in Jessica's email below.

Greg Bloemberg
Principal Planner

Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:03 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>;
Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Hi Greg,

Tim is out sick today and we have a question from a reporter about Axon – can I pop in your office to see if we can provide a response?

Best,

Bri Laneuville Khan, MBA (she/her)
Communications & Outreach Coordinator | City of Scottsdale
o 480-312-6605 c 602-292-8867

Planning, Economic Development & Tourism
7447 East Indian School Road
Scottsdale, AZ 85251

<https://www.scottsdaleaz.gov/planning-development>
[Connect with us on social media](#)

From: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 1:29 PM
To: Curtis, Tim <tcurtis@scottsdaleaz.gov>
Cc: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Subject: Fw: Axon revised submittal

Tim,

Anything to report here?

Kelly Corsette
Communications and Public Affairs Director
o 480-312-2336 | c 602-359-5965

From: Jessica Boehm <jessica.boehm@axios.com>

Sent: Wednesday, January 3, 2024 1:13 PM

To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>

Subject: Axon revised submittal



From: [Corsette, Kelly](#)
To: [Bloemberg, Greg](#)
Cc: [Kuester, Kelli](#); [Richey-Ferrara, Sarah](#); [Curtis, Tim](#)
Subject: RE: Axios request
Date: Wednesday, September 20, 2023 7:41:26 AM

Got it – thank you.

Kelly Corsette (he/him/his)
Communications and Public Affairs Director | City of Scottsdale
o 480-312-2336 | c 602-359-5965
[ScottsdaleAZ.gov](#)
[Connect with us on social media](#)

From: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Sent: Tuesday, September 19, 2023 4:56 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Kuester, Kelli <KKuester@Scottsdaleaz.gov>; Richey-Ferrara, Sarah <SFER@SCOTTSDALEAZ.GOV>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axios request

Kelly,

City staff decided that, given the status of the rezoning application and first review by Planning, it was premature to have the Axon request proceed to the Airport Advisory Commission at this time. No future date has been set.

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Sent: Tuesday, September 19, 2023 4:16 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>; Kuester, Kelli <KKuester@Scottsdaleaz.gov>; Richey-Ferrara, Sarah <SFER@SCOTTSDALEAZ.GOV>
Subject: Fwd: Axios request

Hello friends,

Please see the media inquiry below.

Can you help us answer?

Thanks,


Kelly

From: Jessica Boehm <jessica.boehm@axios.com>

Sent: Tuesday, September 19, 2023 12:23:52 PM

To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>

Subject: Re: Axios rquest



Jessica,

In answer to your other questions:

- Does the applicant need to work with the land department prior to that meeting? **Yes, the applicant is in the process of coordinating with the State.**
- And will Scottsdale have to sign off on any amendments to the development agreement/master plan? **Yes**

Kelly Corsette (he/him/his)

Communications and Public Affairs Director | City of Scottsdale

o 480-312-2336 | c 602-359-5965

ScottsdaleAZ.gov

[Connect with us on social media](#)

From: Corsette, Kelly

Sent: Friday, September 15, 2023 1:19 PM

To: Jessica Boehm <jessica.boehm@axios.com>

Subject: RE: Axios rquest

OK – I can confirm the first question – the Airport Commission is scheduled to discuss and provide a recommendation at their Wednesday, Sept. 20 meeting.

See [the agenda packet here](#) – Item 5 – warning – it's a pretty big file!

Working on other answers.

Kelly Corsette (he/him/his)

Communications and Public Affairs Director | City of Scottsdale

o 480-312-2336 | c 602-359-5965

ScottsdaleAZ.gov

[Connect with us on social media](#)

From: Jessica Boehm <jessica.boehm@axios.com>

Sent: Friday, September 15, 2023 1:09 PM

To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>

Subject: Re: Axios rquest



Sent: Friday, September 15, 2023 9:49 AM

To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Walter, Holly
<HWalter@Scottsdaleaz.gov>

Subject: Fwd: Axios rquest



Just to confirm, the case is scheduled to go before the airport commission next week, right? Does the applicant need to work with the land department prior to that meeting? And will Scottsdale have to sign off on any amendments to the development agreement/master plan?

Thanks!
Jessica

On Wed, Sep 13, 2023 at 2:41 PM Walter, Holly <HWalter@scottsdaleaz.gov> wrote:

Hi Jessica –

1. If the council approves the zoning change requested by Axon, will the city have to work with the State Land Department to amend the Crossroads East Master Development Plan, as it does not currently allow for residential development on this parcel? **The applicant will need to coordinate with the Arizona State Land Department to amend the development agreement/master plan prior to the case going before Planning Commission and/or City Council.**

2. If so, has the city already contacted the State Land Department about this possibility? **Yes -- they are aware of the situation.**

3. What is the city's relationship with the State Land Department? Are there frequent conversations about how State Land within the city's boundaries should be zoned/planned? **We have a standing monthly meeting to discuss current events that includes disposition of state-owned land in Scottsdale.**

Holly

Holly Walter, M.Ed. | Public Affairs Supervisor

City of Scottsdale | Office of Communication and Citizen Service

480-312-2655 | hwalter@ScottsdaleAZ.gov

From: Jessica Boehm <jessica.boehm@axios.com>

Sent: Tuesday, September 12, 2023 8:49 AM

To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Walter, Holly
<HWalter@Scottsdaleaz.gov>

Subject: Axios rquest



Thanks!

Jessica

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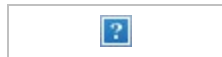
Jessica Boehm


Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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--

Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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Jessica Boehm


Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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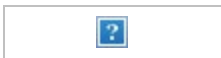
Jessica Boehm


Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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 Get the news that matters in just 10 minutes with Axios Today & Axios How It Happened podcasts - [Subscribe!](#)

From: [Curtis, Tim](#)
To: [Bloemberg, Greg](#)
Subject: FW:
Date: Tuesday, September 5, 2023 1:12:34 PM
Attachments: [axon auction 53-121237 notice \(4\).pdf](#)
[appraisal enagement letter.pdf](#)
[page 46 appraisal prohibited.pdf](#)
[continuing for page 46 appraisal.pdf](#)
[resolution 11146.pdf](#)

FYI

From: Stockwell, Brent <BStockwell@scottsdaleaz.gov>
Sent: Tuesday, September 5, 2023 12:09 PM
To: Padilla, Joe <JPadilla@Scottsdaleaz.gov>; Anderson, Eric C. <EcAnderson@Scottsdaleaz.gov>; Cluff, Bryan <BCluff@Scottsdaleaz.gov>; Carr, Brad <bcarr@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>; Perreault, Erin <EPERREAUULT@scottsdaleaz.gov>
Cc: Scott, Sherry <SScott@scottsdaleaz.gov>; Worth, Daniel <DaWorth@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Cooper, Scott G <SCooper@Scottsdaleaz.gov>
Subject: FW:

Hi all –

Jim asked that I coordinate with Planning and Legal on making sure we provide information to the City Council about the facts relevant to the information provided by Mr. Lieb below, as this has been communicated to the City Council members and some are concluding that the City cannot even here the Axon rezoning request. Let me know how I can be of assistance. Bill/Dan/Kroy/Scott – FYI so you are aware and in case you have any input.

Many thanks. Sincerely,
Brent Stockwell, MPA, ICMA-CM
Assistant City Manager
Direct: 480-312-7288

From: Thompson, Jim <JThompson@Scottsdaleaz.gov>
Sent: Monday, September 4, 2023 7:19 PM
To: Scott, Sherry <SScott@scottsdaleaz.gov>; Perreault, Erin <EPERREAUULT@scottsdaleaz.gov>; Stockwell, Brent <BStockwell@scottsdaleaz.gov>
Subject: Fwd:

Get [Outlook for iOS](#)

From: Michael Lieb <michaelalieb@yahoo.com>
Sent: Monday, September 4, 2023 6:14:17 PM
To: Zachary T. Graham <zachary.graham@nationwide.com>; wymern@nationwide.com

<wymern@nationwide.com>; James K. Rost <rostj@nationwide.com>; Thompson, Jim
<JThompson@Scottsdaleaz.gov>; brian.ellis@nationwide.com <brian.ellis@nationwide.com>

Subject:



HOBBS, ATTY GENERAL AND SCOTTSDALE ALLOWS AXON TO CIRCUMVENT THE AUCTION PROCESS AND CHEAT THE K-12 PUBLIC EDUCATION OUT OF \$125 MILLION OR MORE"

All the politico's are ignoring the appraisal, the auction notice and the legally binding "IGA" intergovernmental agreement between the State and the City of Scottsdale as all of these agreements reference numerous times the exact wording "RESIDENTIAL LAND USES ARE PROHIBITED". The current owner of the site AXON was fully aware of this.

The attorney General Office is a party to the legally binding IGA between the State and City of Scottsdale as the ATTY General office is one of the 4 entities to receive notices.

zoning case Not because it will add too many more years of apartment inventory to that submarket, but because it undermines the land departments ability to notice or restrict auctions, as well as having the effect of rendering future auctions as undependable with open ended use rights to the buyer market. Land developers deed restrict parcels of inventory all the time. They do so in order to protect values. There is way too much Trust Land still to be auctioned off in our State, for the State Land Department to risk their auction credibility over this case.

Please remind the politicians the statements in green below are right off the ASLD websites and 5 year plan.

They advised that the lands should be administered in a manner that met a "highest and best use" doctrine. – meaning that the decision to sell or lease the land should be based upon the potential use of each parcel.

Since ASLD's inception, its mission has been to manage the State's Land Trust and to generate maximum revenues, through prudent planning decisions for the Beneficiaries.

Our strategic priorities are: • increasing transparency • Maximizing the value of the Trust portfolio

Mission: To responsibly manage the assets of a perpetual trust in alignment with the interests the beneficiaries and the State.

SO HERE ARE THE FACTS: Please forgive if some of the dates are not exactly accurate as I don't have a team of researchers as its just me ☐

FACT #1 In my opinion, this re-zoning requests is ILLEGAL and should NOT even being processed by the City of Scottsdale as they agreed in a legally binding IGA not to do so UNLESS the ASLD has amended this entire Crossroads East agreement which they took years to get finalized. The IGA Intergovernmental agreement which is legally binding done in 2018 along with Resolution 11146 says and I quote:

"7.MODIFIED ZONING under third amended and re-stated development agreement (Contract No. 2001-141-COS-A#) In expense and effort put forth by the ASLD in connection to preparing the property for development, the Modified zoning, including the land use, densities and intensities set forth in the Land Use Budget and the amended development standards, shall be vested for the duration of this agreement upon approval by the city of this agreement.

8. Changes to the zoning For the duration of this agreement. The City shall not initiate any changes to the zoning. However, if a owner requests re-zoning AND the zoning change is inconsistent with the provisions of this agreement, such zoning change SHALL NOT BE PROCESSED UNTIL a application is filed by the ASLD to AMEND this agreement and such zoning change shall not become effective until the effective date of such amendment to this agreement to incorporate the zoning change.

FACT #2 When the Scottsdale Mayor and city council in August 2020 and Axon agreed to a \$9.4 million development agreement their was NEVER a mention of ANY multifamily because it was prohibited.

Fact#3 When the ASLD decided to move forward with selling this site they signed a engagement letter with MAI appraiser Karl Baltutat and in the letter the state advises the appraiser when appraising the value for "highest and best use" that RESIDENTIAL USES ARE PROHIBITED! This is important because this direction CLEARLY limited the value.

Fact#4 When the ASLD and the applicant AGREED to the final appraisal it was clear thru out the appraisal with a number of statements but specifically on page 48 of the appraisal under HIGHEST AND BEST USE header its says" According to the Crossroads East plan a WIDE variety of land uses are allowed on the subject property including office, retail, industrial, etc, BUT NOTABLY RESIDENTIAL USES ARE PROHIBITED ON THE SUBJECT PROPERTY

Fact# 5 Once the appraisal was agreed to it then went to Board of Appeals which is a quasi judicial board appointed by the governor. The Board of appeals approved the appraisal and the notice which made it clear this land was being sold under which prohibits residential:

(D) The Sale Parcel is subject to the Third Amended and Restated Development Agreement (the "Development Agreement") between the City of Scottsdale and the ASLD, filed in the Office of the Maricopa County Recorder on June 15, 2018 at document number 20180456551.

Fact #6 The legal auction noticed put out by ASLD and prepared by the ASLD atty specifically says under the TERMS OF THE SALE section (L)

(L) Development shall be limited to the use of the I-1 zoning district outlined in the Development Plan of the Development Agreement.

Fact #7 You have seen me referring to allowing this 2500 units would be circumventing the ASLD rules and process and would CHEAT the K-12 out of \$125 million. Its simple. In Dec 2022 the ASLD sold at a public auction to Garden Communities a 41.2 acre property of land for \$44.1 million approved for 882 units which is \$50,000 a unit up in the Desert ridge area which is clearly in proximity to this AXON site and most real estate folks would tell you AXON site would be more valuable, so i'm probaly on the low side.
SIMPLE MATH 2500 units X \$50,000 a unit equates to \$125 million.

Fact #8 I don't thing the ASLD has ever allowed this re-zoning precedent as t is 100% contradictory to their charge to maximize value for the beneficiaries.

In summary I truly hope you will take the time to read this as in my opinion the FUTURE OF THE ASLD credibility is at stake.

BTW I think back to large employers like American Express, Sumitomo, TMSC and Nationwide as examples of large employers who where successful in the process and never came back to try to change the land uses in my opinion in order to profit off the taxpayers and K-12 beneficiaries.

Thanks for your consideration and I hope you will take this seriously and discuss with the governors office.

Tell AXON they are a great employer and we want them in our state, but not at the public schools expense!!!

BTW here is all the documents from Scottsdale.

I think I can give you some helpful direction:

- click this [link](https://eservices.scottsdaleaz.gov/edmviewer/16672889) on a desktop with high-speed internet and be patient: <https://eservices.scottsdaleaz.gov/edmviewer/16672889>
- go to page 275 - this is where the City Council Report starts and it lists the ordinances that the Council adapted (these should be searchable on the City Clerk's website). Specifically, you want:
 - Ordinance 4346 (Approves the zoning district map amendment that adopts the Crossroads East Development Plan (includes the Land Use Budget of which zoning is allowed where) and the ASLD-COS Development Agreement)
 - Resolution 11145 (Crossroads East Development Plan)
 - Resolution 11146 (Crossroads East Development Agreement b/t ASLD and COS - COS Recording #2002-141-COS-A3)

<https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/47946>

Michael Lieb

Michael A Lieb, LTD

11811 North Tatum Blvd Suite 1051

Phoenix, Arizona 85028

Wk Phone 602 870-9741

Mobile 602 859-2977

Fax 602 997-9807

E-mail: michaelalieb@yahoo.com

From: [Bloemberg, Greg](#)
To: [President Stonebrook II](#)
Subject: RE: Follow up
Date: Wednesday, January 3, 2024 2:59:00 PM

No, the airport commission discussion will be far more narrowly focused.....main topic being land use as opposed to overall project design.

I'll see what I can find out about Mayo.

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: President Stonebrook II <stonebrookiiipres@gmail.com>
Sent: Wednesday, January 3, 2024 2:39 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: Follow up

From: President Stonebrook II <stonebrookiiPRES@gmail.com>

Sent: Wednesday, January 3, 2024 12:48 PM

To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>

Subject: Follow up



property, the City would require written authorization from your community. Note that the plans submitted for zoning approval are conceptual and subject to final design approval at a later date.

--Does the proposal suggest what is to happen to the west leg of Axon Way/Mayo Blvd that would no longer be a city street? There are no immediate plans that I am aware of however, the portion from Hayden to 82nd Street will essentially be abandoned and no longer used by the public. It may still be used in the future by City staff though I'm not sure what the ultimate plan is. I can follow up with other staff and try to get you an answer on that.

As always, I appreciate your consideration! Once I hear back from you I will update our community's response to the new filing.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: [President Stonebrook II](#)
To: [Bloemberg, Greg](#)
Subject: Re: Follow up
Date: Wednesday, January 3, 2024 2:39:04 PM

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

Thank you for your quick response!

I guess you don't do a summary report for the airport commission?

An answer to what happens to Mayo Blvd between Hayden and 82nd St. is important to us, and we have ideas. So if you could find out if there is any plan in place and let me know, that would be great.

TY.

On Wed, Jan 3, 2024 at 1:35 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

Susan,

See below and let me know if you need any additional information.

Regards,

Greg Bloemberg

Principal Planner

Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: President Stonebrook II <stonebrookiiipres@gmail.com>
Sent: Wednesday, January 3, 2024 12:48 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Follow up



match the site plan.

--Pedestrian plan: am I reading this right? (Sorry no page numbers) It appears the running/walking trail impedes into our common area on our northernmost boundary, providing the potential for a marked increase in pedestrian traffic very close to us. The way I read it, any portion of the multi-use path not on Axon property will be within the future Axon Way right-of-way, not on Stonebrooke property. If there was any attempt to put a path on Stonebrooke property, the City would require written authorization from your community. Note that the plans submitted for zoning approval are conceptual and subject to final design approval at a later date.

--Does the proposal suggest what is to happen to the west leg of Axon Way/Mayo Blvd that would no longer be a city street? There are no immediate plans that I am aware of however, the portion from Hayden to 82nd Street will essentially be abandoned and no longer used by the public. It may still be used in the future by City staff though I'm not sure what the ultimate plan is. I can follow up with other staff and try to get you an answer on that.

As always, I appreciate your consideration! Once I hear back from you I will update our community's response to the new filing.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA

C: 760-994-6368

From: [President Stonebrook II](#)
To: [Bloemberg, Greg](#)
Subject: Re: MUMSP
Date: Thursday, December 28, 2023 5:25:18 PM

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

Thank you for the update!

On Thu, Dec 28, 2023 at 4:56 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

Hello Susan,

Hope you are having a good holiday season. The Axon zoning case has been resubmitted and is presently being reviewed. It is tentatively scheduled to be considered by the Airport Advisory Commission on 1/17 and the Planning Commission on 1/24. The resubmittal includes a letter of authorization from ASLD to proceed with the zoning request.

I am out of the office tomorrow and our offices will be closed on Monday for the holiday. If you have any additional questions, please feel free to send and I will respond on Tuesday.

Regards,

Greg Bloemberg

Principal Planner

Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: President Stonebrook II <stonebrookii@pres@gmail.com>
Sent: Thursday, December 28, 2023 1:48 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: MUMSP



From: President Stonebrook II <stonebrookiiPRES@gmail.com>
Sent: Wednesday, November 8, 2023 12:56 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: MUMSP



On Mon, Nov 6, 2023 at 1:21 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

Still waiting on a resubmittal.

Greg Bloemberg

Principal Planner


Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: President Stonebrook II <stonebrookiiPRES@gmail.com>
Sent: Monday, November 6, 2023 12:03 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: MUMSP



project will return to a future DRB hearing for final design approval on a date to be determined. FYI, if it gets a recommendation of approval on Wednesday, the MUMSP will go to City Council on 12/5.

Regards,

Greg Bloemberg

Principal Planner

Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: President Stonebrook II <stonebrookiiPRES@gmail.com>

Sent: Monday, November 6, 2023 9:53 AM

To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>

Subject: MUMSP



From: [Bloemberg, Greg](#)
To: [President Stonebrook II](#)
Subject: RE: Axon--opportunities for input
Date: Thursday, August 24, 2023 9:10:00 AM

Hello Susan,

Below is the review team and their contact information. No Planning Commission or City Council hearing has been scheduled at this point however, the case is tentatively scheduled to go before the Airport Advisory Commission for their consideration on 9/20; which is a public hearing that will be held at the new airport terminal (15000 N. Airport Drive). Note that the AAC is just a recommending body, similar to Planning Commission. Only City Council has the authority to formally approve zoning cases. The 9/20 AAC agenda is not official yet, which is why it is on the website.....and the reason why it is tentative but chances are pretty good it will be on the agenda. I can let you know once I have confirmation from Airport staff.

Airport: Sarah Ferrara, sferrara@scottsdaleaz.gov
Design Review: Brad Carr, bcarr@scottsdaleaz.gov
Drainage: Nerijus Baronas, nbaronas@scottsdaleaz.gov
Engineering: Eliana Hayes, ehayes@scottsdaleaz.gov
Public Safety: Doug Wilson, dowilson@scottsdaleaz.gov
Long Range Planning: Taylor Reynolds, treynolds@scottsdaleaz.gov
Transportation: Phil Kercher, pkercher@scottsdaleaz.gov
Water Resources: Anita Pritchard, apritchard@scottsdaleaz.gov

Regards,

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: President Stonebrook II <stonebrookiiipres@gmail.com>
Sent: Wednesday, August 23, 2023 4:45 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Axon--opportunities for input

residents to speak? I don't see any dates yet on the website.

As always I appreciate your help!

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: [President Stonebrook II](#)
To: [Bloemberg, Greg](#)
Subject: Axon development
Date: Monday, June 26, 2023 6:00:14 PM

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

Hi Greg,

Following last week's open house regarding the Axon development plan for the rest of the land north of our community, I had a few questions for you that I hope you could respond to.

But first, I want to share with you the overwhelming community reactions to the development plan.

—A building height of five stories is unacceptable, not only will it block mountain views, but it will overshadow the entire community.

— traffic from this proposed development will be very substantial. We are comparing it to a smaller version of the Desert Ridge area in terms of traffic impact. We are very concerned about our little community street 82nd St. and what might happen to it.

— we will require substantial setbacks and barriers to insulate the community from the negative impacts of this development.

My questions for you include:

— was there a traffic study done for the first Axon proposal for its headquarters a couple of years ago?

— what are the next filing steps with the city for this type of development and how can I effectively track them?

—when will a traffic engineer be assigned to study the new proposal and how can our community have input?

We are trying to get a handle on our best way to be involved so that our little neighborhood is not negatively impacted by such a large development.

We understand these mixed-use developments are very popular now, but I sure can't find one anywhere in North Scottsdale or north Phoenix that is immediately adjacent to a single family residential neighborhood.

As always, I really appreciate your attention to my comments and questions, and look forward to your response!

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: [President Stonebrook II](#)
To: [Mayor David D. Ortega](#); [City Council](#)
Cc: [Mary Kennett](#); [Christopher Green](#); [Clint Goodman](#); [Jill Rieke](#); [Bloemberg, Greg](#); [Berna, Roger](#)
Subject: Concerns over Axon filing
Date: Tuesday, August 15, 2023 6:25:52 PM
Attachments: [City council letter Axon.pdf](#)
[Exhibit A.pdf](#)
[Exhibit B.pdf](#)

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

Please accept the attached documents that express the serious concerns of our community regarding Axon's latest filing 13-ZN-2020#2. Thank you for your consideration.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: [Kurth, Rebecca](#)
To: [Brian Novota](#)
Cc: [Bloemberg, Greg](#); [City Council](#)
Subject: RE: Taser
Date: Thursday, August 31, 2023 8:25:51 AM

Good Morning Mr. Novota,

Thank you for contacting Mayor Ortega and the City Council with your questions, this case is scheduled to be heard by the airport commission on 9/20/2023. The case will then go to the planning commission and then after both commissions have made recommendations it will be heard by the City Council for approval or denial. The planning commission and City Council hearings have not yet been scheduled. You can find more information on this case [here](#). I have copied the staff coordinator on this email so that they can be aware of your questions.

Respectfully,

Rebecca Kurth

Rebecca Kurth | Management Assistant to Mayor & City Council

City of Scottsdale | Office of Mayor David D. Ortega
480.312.7977 | 623.715.6879 | rkurth@scottsdaleaz.gov

From: Brian Novota <bnovota@gmail.com>
Sent: Wednesday, August 30, 2023 7:53 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Taser

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

Please provide some insight on this project.

From a resident on Next-door

So the Taser company in Scottsdale which makes about 1.5 billion a year want to build a 5 story apartment complex and hotel at 101 & Hayden the small neighborhood south of it is upset. Plus the city is giving them 3.6 million for the infrastructure. My question is why does the city need to give a 1.5 billion dollar company anything? Just a question to see what others think.

Thank you
Brian Novota

From: [Bloemberg, Greg](#)
To: wosterman@cox.net
Cc: [Carr, Brad](#)
Subject: RE: AXON Headquarters and residential and retail campus, Hayden Rd and Loop 101, Scottsdale
Date: Monday, August 14, 2023 8:24:00 AM

Bill,

Yes, if you click on the link below you can access the applicant's submittal. Just enter the case # (13-ZN-2020#2) and hit "search"that will take you to the application materials.

<https://eservices.scottsdaleaz.gov/bldgresources/Cases#>

Let me know if you have any questions/concerns, or if you have trouble accessing.

Regards,

Greg Bloemberg

Principal Planner


Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: wosterman@cox.net <wosterman@cox.net>
Sent: Friday, August 11, 2023 9:14 AM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Cc: Carr, Brad <bcarr@scottsdaleaz.gov>
Subject: AXON Headquarters and residential and retail campus, Hayden Rd and Loop 101, Scottsdale



Scottsdale, AZ

85255

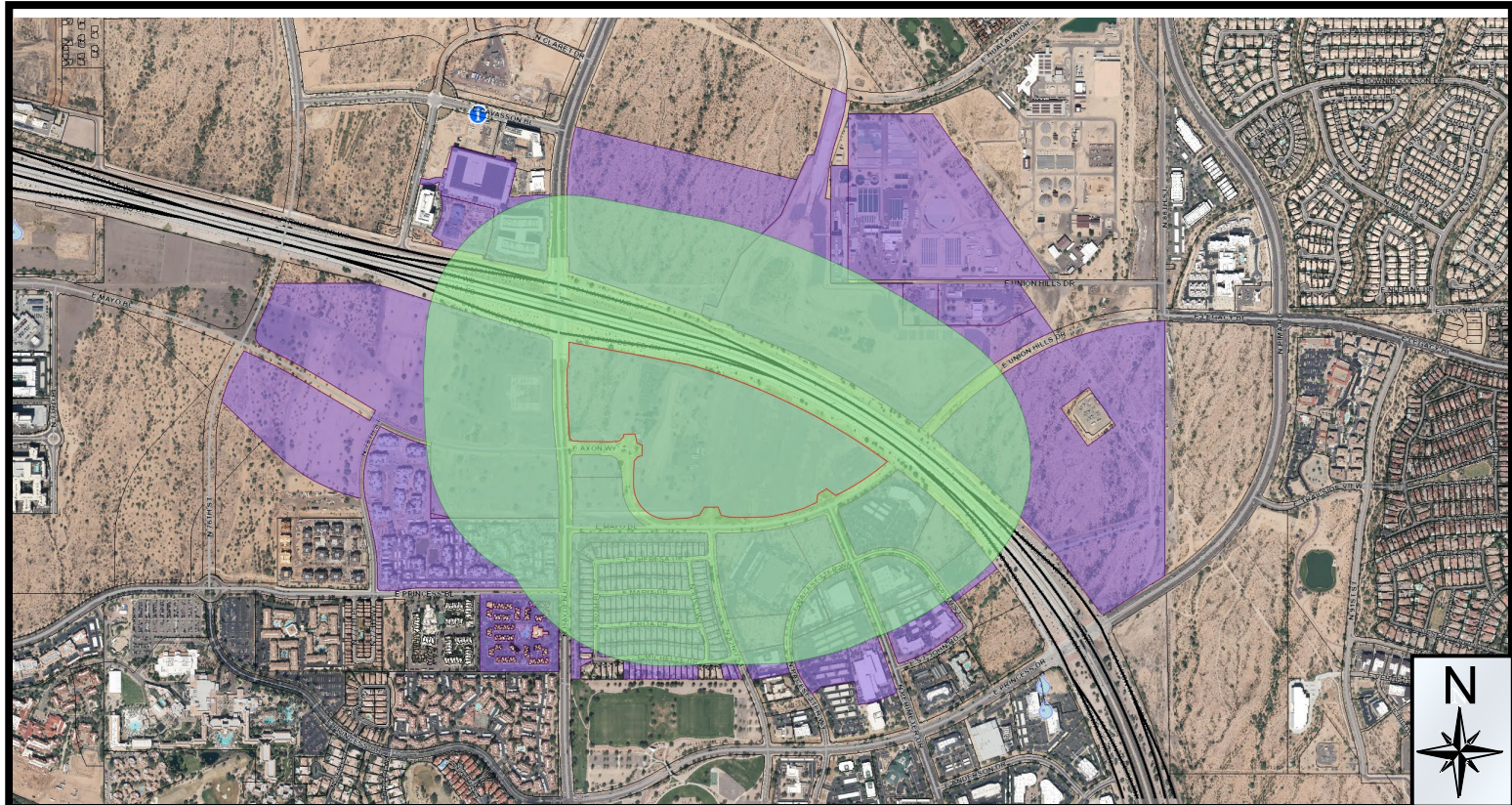
480-659-9441

wosterman@cox.net

Attachment 13

1/17/2024 Airport Advisory Commission Meeting Minutes Placeholder

City Notifications – Axon



Additional Notifications:

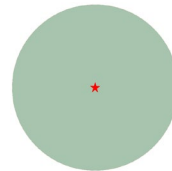
Interested Parties List
Adjacent HOA's
P&Z E-Newsletter
Facebook
Nextdoor.com
City Website-Projects in the hearing process

Pulled Labels
January 8, 2024

Map Legend:



Site Boundary



Properties within 1250-feet

Postcards: 213

13-ZN-2020#2