

PLANNING COMMISSION REPORT



Meeting Date: September 23, 2020
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Seventh Day Adventist Rezoning 4-GP-2019 & 14-ZN-2019

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5-acres of a +/- 75-acre site, and a request for a non-major General Plan amendment to change the Greater Airpark Character Area Plan Future Land Use Map from +/- 47 acres of Airpark Mixed-Use Residential (AMU-R), +/- 13 acres of Airpark Mixed-Use (AMU), +/- 15 acres of Aviation (AV), to +/- 23-acres of Airpark Mixed Use-Residential (AMU-R), +/- 24-acres of Airpark Mixed Use (AMU), +/- 15-acres of Aviation (AV), and +/- 13-acres of Employment (EMP) on a +/- 75-acre site, located at 7440 and 7410 E. Sutton Dr., 7301, 7401, 7501, 7509, and 7511 E. Redfield Rd., and 13405 N. Scottsdale Rd.
2. A recommendation to City Council regarding a request by owner for a Zoning District Map Amendment from Single-family Residential (R1-35) and Industrial Park (I-1) to Planned Airpark Core Development, Airpark Mixed Use Residential (PCP/AMU-R) on 23-acres, Planned Airpark Core Development, Airpark Mixed Use (PCP/AMU) on 24-acres, Planned Airpark Core Development, Aviation (PCP/AV) on 15-acres, and Planned Airpark Core Development, Employment (PCP/EMP) on 13-acres, including approval of a development plan, all on a +/- 75-acres site located at 7440 and 7410 E. Sutton Dr., 7301, 7401, 7501, 7509, and 7511 E. Redfield Rd., and 13405 N. Scottsdale Rd.

Goal/Purpose of Request

The applicant's request, through a general plan amendment and rezoning, is to establish a long-term development plan over the 75-acre site allowing for redevelopment of portions of the campus to include commercial, employment, aviation, and residential land uses, and continued used of the existing religious and educational campus.

Key Items for Consideration

- Proposed change to Greater Airpark Character Area Plan land use designation to allow for commercial and aviation related uses on the subject site

- Proximity of proposed Airpark Mixed Use-Residential designation to Scottsdale Airport and other Airpark Mixed Use-Residential designated properties
- Relocation of existing residential uses and Airpark Mixed Use-Residential designation to be outside of the 60 DNL noise contour boundary
- Preservation of existing religious and educational campus, including 300 dormitories within the 60 DNL noise contour
- Reinvestment in an underutilized Airpark property
- Potential for 215 future residential units in the southeast quadrant of the site
- Proximity to existing single-family residential to the south and east
- The Airport Advisory Commission will hear these cases at their 9/16/2020 meeting.

OWNER

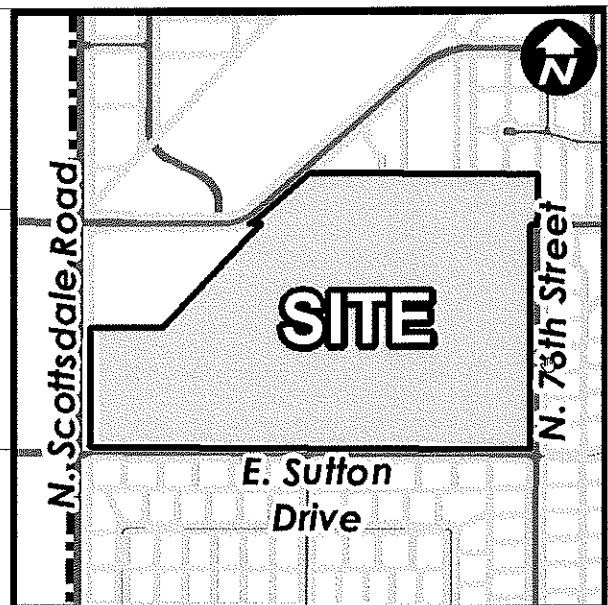
Arizona Conference of Seventh-day Adventists
(480) 991-6777

APPLICANT CONTACT

Kurt Jones
William Lally
(602) 452-2729

LOCATION

7410 E Sutton Dr



BACKGROUND

General Plan

The 2001 General Plan Conceptual Land Use Map designates the property as Mixed-Use Neighborhoods and Employment, within the Greater Airpark Character Area, a designated Growth Area. The Mixed-Use Neighborhoods category encourages access to multiple modes of transportation, major regional access and services, human scale development, and may be non-residential in nature near the Scottsdale Airport. The Employment category permits a range of employment uses from light manufacturing to light industrial and office uses. The Growth Areas Element approaches growth management from a perspective of identifying those areas of the community that are most appropriate for development focus.

Character Area Plan

The Greater Airpark Character Area Plan designates the site as Airpark Mixed Use (AMU), Airpark Mixed Use Residential (AMU-R), and Aviation (AV) land use designations, within the Type A (Sensitive Edge, SE) Development Type Designation. The AMU category is appropriate for a variety

of non-residential uses, including a combination of business, office, employment, retail, institutional and hotel uses. AMU-R areas are appropriate for the greatest variety of land uses in the Greater Airpark which could include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. AV areas allow for corporate and personal aircraft hangars, fueling services, tourist/corporate accommodations, and aircraft maintenance/repair facilities. Within the Greater Airpark, Development Types help define size and scale of development within various areas of the Airpark area. Type A development denotes areas appropriate for medium-scale developments while the Sensitive Edge designation denotes areas appropriate for transitions of land use, development scale, and development type adjacent to lower-scale residential areas along the Greater Airpark boundary.

Zoning

The site is zoned Single Family Residential (R1-35) and Industrial Park (I-1). The R1-35 zoning district is intended to promote and preserve residential development. The minimum lot size, although less than one (1) acre, still results in a low density of population. The principal land use is single-family dwellings and uses incidental or accessory thereto, together with allowed recreational, religious and educational facilities. The I-1 zoning district is intended to provide for light manufacturing, aeronautical, light industrial, office and supportive uses to sustain and enhance major employment opportunities. The development standards are intended to provide development flexibility consistent with the sensitive design principles, and appropriate transition in areas adjacent to residential districts.

Today, the uses for the subject site are comprised of the campus for Arizona Conference Corporation of Seventh-day Adventists including limited residential uses for its teachers and students, ancillary office and school uses, as well as industrial uses.

Context

The subject property is located at the northeast corner of East Sutton Road and North Scottsdale Road, 1 block south of East Redfield/Thunderbird Road. Surrounding development include Scottsdale's Municipal Airport, commercial, office, and industrial Uses as well as residential neighborhoods. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Municipal Uses (Scottsdale's Park and Ride and Municipal Airport) and Private Industrial Uses, zoned Industrial Park (I-1) district, designated Cultural/Institutional or Public Use in the 2001 General Plan, and Airpark Mixed-Use (AMU) and Aviation (AV) in the GACAP.
- South: Residential Neighborhood (Sweetwater East I/II), zoned Single-family Residential (R1-35) district, designated Rural Neighborhoods the 2001 General Plan.
- East: Residential Neighborhood (Paradise Valley Ranchos No. 2), zoned Single-family Residential (R1-35) district, designated Rural Neighborhoods the 2001 General Plan.
- West: City of Phoenix, Retail and Office Uses

Other Related Policies, References:

- Scottsdale General Plan 2001, as amended
- 2010 Greater Airpark Character Area Plan, as amended
- Zoning Ordinance

APPLICANT’S PROPOSAL

Development Information

The applicant’s proposal establishes a long-term development plan over the 75-acre site allowing for redevelopment of portions of the campus to include commercial, employment, aviation, and residential land uses, and continued used of the existing religious and educational campus.

The conceptual development plan establishes the framework for future development of the campus. The subject site is situated with commercial/industrial land uses to the north and northeast, and Scottsdale Road to the west. The development plan has been designed to orient most future development towards these edges, while trying to minimize impact to the south and east where the site borders single-family residential land uses. Future development may include office uses along the N. Scottsdale Road frontage, relocation of the existing aging residential structures into new townhome type housing to be centrally located on the site near the church/school campus, and employment and aviation related uses within the northern and eastern area of the site. To buffer the adjacent residential to the south and east, the development plan proposes a 60’ building setback and landscaped buffer, along with an inclined building stepback plane adjacent to the existing neighborhoods that surround the site. Building height will be limited to either 30’ or 42’ within 300’ of the residential land uses, depending on the specific condition. Please reference the building height exhibit within the development plan for specific details (Attachment 3).

It is the stated intent of the Arizona Conference of Seventh-day Adventists to preserve the existing religious and educational campus on the site long-term, which will be financially supported through redevelopment of the west and north portions of the property. Although the long-term intent is to preserve the existing religious and educational campus, the Arizona Conference of Seventh-day Adventists would like to preserve the right for future redevelopment of the central and southeast portions of the property, which may include discontinuation of the religious and educational campus and development of residential units. The development plan includes the option for 215 new residential units in this area of the site, only if the existing dormitories and faculty housing associated with the school campus are removed. The development plan does not identify the specific location or configuration of these units, however, it has been stipulated that the specific location and configuration of these units shall require future City Council approval, as part of an amendment to the development plan.

- Existing Use: Religious and educational campus/Industrial uses
- Proposed Use: Religious and educational campus/commercial/employment/Industrial uses
- Development Plan Size: 75-acres

- Building Height Allowed: Existing R1-35 - 30 feet
- Building Height Allowed: Existing I-1 - 52 feet
- Building Height Allowed: Proposed PCP - 84 feet (without bonuses) 134 feet (w/bonus)
- Building Height Proposed: 60 feet max (inclusive of roof-top appurtenances)
- Parking Required: Approximately 2,025 spaces
- Parking Provided: 2,025+ spaces
- Open Space Required: 848,242 square feet (19.47-acres)
- Open Space Provided: 848,242 minimum square feet (19.47-acres) per development plan
- Floor Area: Approximately 620,616 square feet (0.3 FAR)
- Density Allowed: Per Development Plan
- Density Proposed: 3.2 du/ac over 75-acre site (240 units)

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

The 2001 General Plan Conceptual Land Use Map designates the +/-75-acre property as Mixed-Use Neighborhoods (+/- 45 acres) and Employment (+/- 30 acres), within a designated Growth Area. The applicant's proposal is to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5-acres.

Accordingly, the proposal conforms to the General Plan description of Mixed-Use Neighborhoods and Employment, maintaining and expanding non-residential uses on site while reserving the provision of future residential uses (within Mixed-Use Neighborhoods) available within the overall land use budget for the site.

Furthermore, the subject site falls within a General Plan designated Growth Area, locations in the city that may accommodate future growth through transportation system and infrastructure improvements. These improvements are utilized to support a planned concentration of a variety of uses such as residential, office, commercial, tourism, and industrial. Growth Areas are intended to discourage sprawl by focusing new development into targeted areas that are most appropriate for integrating open spaces, natural resources, accommodating a variety of land uses, and oriented to multi-modal activity. The applicant proposes to redevelop an underutilized property to sustain the balance of land uses and continue to serve a growing and diverse community while tying into existing infrastructure systems.

Greater Airpark Character Area Plan

The subject site is located within the boundary delineated in the Greater Airpark Character Area Plan (GACAP), adopted in October 2010. The +/-75-acre site is designated +/- 47 acres of Airpark Mixed-Use Residential (AMU-R), +/- 13 acres of Airpark Mixed-Use (AMU), +/- 15 acres of Aviation (AV) land uses. The applicants request is to amend the Greater Airpark Character Area Plan Conceptual Land Use Map for the subject site, resulting in +/- 23-acres of Airpark Mixed Use-

Residential (AMU-R), +/- 24-acres of Airpark Mixed Use (AMU), +/- 15-acres of Aviation (AV), and +/- 13-acres of Employment (EMP) land uses.

The purpose of the applicant's request is to allow for the phased redevelopment of the site on portions of the northern and western portions of the property. To accommodate the uses planned by the applicant, the applicant is proposing a composition of land use designations in the following manner:

- Providing 23+/- acres of Airpark Mixed-Use Residential (AMU-R) in the southeast quadrant of the site and outside the Airport's 55 DNL contour, closest to East Sutton Road. Airpark Mixed Use-Residential areas are appropriate for the greatest variety of Residential (AMU-R) 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. Residential and other sensitive uses are expected to be a lesser component of development and will include adequate sound attenuation and disclosure as expected by the Airports Part 150 Noise Compatibility Study.
- Providing Airpark Mixed Use (AMU), on the west +/-24 acres of the site closes to North Scottsdale Road, which could allow for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional, and hotel uses. Developments in AMU areas are usually pedestrian-oriented and have access to multiple modes of transportation,
- Preserving +/- 15 acres of Aviation (AV) on the north and eastern portion of the site that is adjacent to a taxiway. Aviation and aviation-supporting uses are encouraged in this area, such as, corporate and personal aircraft hangars, fueling services, tourist/corporate accommodations, and aircraft maintenance/repair facilities. Residential, except for short-term pilot sleeping quarters, is not appropriate in the aviation are, and
- Adding 13+/- acres of Employment (EMP) to portions of the site closes to East Redfield Road and nearest to Scottsdale Airport. The Employment designation could include an array of office, commercial, warehousing, and light industrial land uses that provide opportunities for business enterprises, as well as regional and local jobs. Notably, Employment is expected by the GACAP to an appropriate land use adjacent to the Aviation Land Use area and within the Airport's 55 DNL areas or higher

Furthermore, the GACAP Conceptual Development Type Map designates the property in the Type A development type, with a Sensitive Edge (SE) notation. Type A development denotes areas appropriate for medium-scale developments. Type A may represent lower-scale residential developments existing areas south of the Loop 101 Freeway. In other areas of the Greater Airpark, Type A may represent developments that are of a higher-scale than uses on the outside of the Greater Airpark boundary but of a lower-scale than in Type B or C designated areas. The sensitive edge denotes areas appropriate for transitions of land use, development scale, and development types between the Greater Airpark Character Area and lower-scale residential areas along the

Greater Airpark boundary, in this instance, those neighborhoods east and south of the subject site. Transitions may include, building height stepbacks, increased setbacks, vegetated buffers, open space buffers, and/or other sensitive solutions. To this end, the applicant proposes a 60' landscaped buffer, as required by the sought entitlements, adjacent to the existing neighborhoods that surround the site.

Policy Implications (General Plan & Greater Airpark Character Area Plan)

The subject site is the largest, non-city/state/federally, singularly owned property within the Greater Airpark Character Area. The request seeks to realign the land use designations to the applicant's redevelopment plan and the property's unique location at the end of the Scottsdale Airport runway as a means to create an educational endowment and a revenue stream for the Arizona Conference of Seventh-day Adventists through the redevelopment of the site.

Consequently, the following goals and policies contained in the City of Scottsdale General Plan 2001, support the applicant's proposal:

Land Use Element

- Land Use Goal 4, Policy 1 and Policy 4 – Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic abase needed to secure resources to support the community.
- Land Use Goal 9 – Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.
- Land Use Goal 9, Policy 3 - Encourage redevelopment that invigorates an area while also respecting the character of adjacent neighborhoods.

Economic Vitality Element

- Economic Vitality Goal 3, Policy 2 – Ensure adequate opportunities for future and expanded commercial and business activity through the community.
- Economic Vitality Goal 7, Policy 2 – Encourage and support the renovation and reuse of underutilized or vacant parcels/buildings/shopping centers.

Furthermore, the following policies in the Greater Airpark Character Area Plan are implemented by this proposal:

Land Use Chapter

- Goal LU1, Policy LU 1.2, Encourage a mix of land uses that promote a sense of community and economic efficiency, such as incorporating residential intended for the area's workforce, where appropriate.
- Goal LU1, Policy LU 1.4, Encourage the redevelopment of underutilized land to more productive uses.
- Goal LU6, Policy 6.5, In accordance with the Airport's Part 150 Noise Compatibility Study, require avigation easements and fair disclosure statement for all new and redevelopment projects in the Greater Airpark.

Neighborhoods and Housing Chapter

- Goal NH4, Policy NH1.4, Buffer existing residential neighborhoods from the spillover of industrial and commercial land uses.
- Goal NH3, Policy NH 3.1, Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark’s identity as an employment center.
- Goal NH3, Policy NH 3.2, Encourage residential in AMU-R areas to reduce traffic congestion, improve air quality, and provide workforce housing opportunities where:
 - Dwellings will not be adjacent to industrial uses that could conflict with residential uses; and
 - Dwellings will not lie within the 55 DNL contour (or higher).

Aviation Chapter

- Goal A3, Policy 3.1, Encourage aviation-supporting businesses to locate within the Aviation Future Land Use Area and along taxilanes.
- Goal A3, Policy 3.2, Encourage the preservation, redevelopment, and enhancement of “through the fence operations” properties.

With the adoption of the Greater Airpark Character Area Plan in 2010, large portions of the site were denoted as Airpark Mixed Use Residential (AMU-R) as a means to acknowledge 300 existing boarding residents and approximately 30 residences for teacher and administrators that have been on site for the last fifty years. These residences existed prior to the adoption of the City’s Part 150 Noise Compatibility Study, in areas within the 55 DNL and greater noise contours.

During the two-year public outreach process (2008-2010) for the Greater Airpark Character Area Plan, the business community, in particular, expressed support for more residential in the area. Small to medium-size businesses cited frustrations with keeping entry to mid-level staff employed because of long and costly commutes their employees have to endure. As a result of this request and concern, the City created the Planned Airpark Core Development (PCP) zoning district, which is intended to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments – inclusive of residential - within the Greater Airpark Character Area.

Pertaining to the existing residential uses, the applicant’s intent is to:

- Preserve existing and/or reduce the total number of future residential units on the Property;
- Preserve the boarding room buildings for students in their existing locations;
- Remove the 30 single family residences utilized by education staff from the 60 DNL noise contour area; and,
- Develop new staff buildings (planned as townhome units) built with current building code requirements and noise attenuation standards.

As stated above, the applicant’s proposal is to pursue zoning entitlements on the Property that will only allow for future residential units commensurate to the existing number of boarding room units and single-family residences on the Property. Furthermore, this action would constrain future residential to the southeast quadrant of the Property, ensuring new residential units would occur outside of the 60 DNL noise contour lines. This makes certain that if the existing boarding room buildings were to be removed, any future residential units would only be allowed in the AMU-R zoning designation proposed on the zoning plan – again, located to the southeast quadrant of the Property, and outside of the 60 DNL noise contour lines. No redevelopment of new (or replacement of existing) residential units will be allowed to occur under the proposed development plan within the 60 DNL lines. If this were to occur, it would be by separate zoning action of both Planning Commission and City Council.

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, 2020-2039). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to estimate how much value a project adds (or does not add) over time – or Net Present Value (NPV).

In this instance, the model provided a general assessment of the subject site comparing the existing mixture of underdeveloped “commercial office”, “mixed use”, and “manufacturing/warehouse” land uses on the subject site with the proposed mixture of “commercial office”, “mixed use”, and “manufacturing/warehouse” land use mixture over a 20-year period on the entire 75 +/- acre site, and within the Central Sub-Area of the City. The model shows a positive NPV of \$784,881 for the existing mixture of land uses over 20 years. Similarly, the applicant’s proposed land use amendment the 75 +/- acre site shows a positive NPV of \$1,013,946 over the same time period. Notably, the existing NPV for the overall site is likely less than computed by the model’s projections as a result of the site currently being utilized for a religious/educational campus – a use that does not typically generate significant tax. The planned redevelopment efforts will realize a difference of \$229,065 over a 20-year time period, a result of an increase in on-site sales tax and property tax with the realization of office and warehouse use over a 20-year period. The full results of the Land Use Impact Model assessment are located in the case file.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

As previously stated, the request seeks to realign the land use designations to the applicant’s redevelopment plan and the property’s unique location at the end of the Scottsdale Airport runway as a means to create an educational endowment and a revenue stream for the Arizona Conference

of Seventh-day Adventists through the redevelopment of the site. The requested zoning designations of PCP-AMU, PCP-AMU-R, PCP-EMP, and PCP-AV are aligned with the requested changes to the GACAP, and consistent with the goals and policies outlined in the plan. The proposed non-residential land uses on the property fall mostly within the northern and western portions of the site, away from the existing residential land uses to the south and east. Some employment land uses may be located along a portion of the eastern boundary of the site bordering the adjacent residential homes, however, a minimum 60-foot-wide building setback and landscape buffer will be provided along the entire eastern and southern borders. Building height limitations and building setbacks will also help transition adjacent to this sensitive edge.

Although the applicant's proposal includes residential land uses near the airport, the entitlements only allow for future residential units commensurate to the existing number of boarding room units and single-family residences on the Property. This action will also constrain future residential to the southeast quadrant of the Property, ensuring new residential units would not be located within the 60 DNL noise contour lines. This makes certain that if the existing boarding room buildings were to be removed, any future residential units would only be allowed in the AMU-R zoning designation proposed on the zoning plan, located to the southeast quadrant of the Property, and outside of the 60 DNL noise contour lines. No redevelopment of new (or replacement of existing) residential units will be allowed to occur under the proposed development plan within the 60 DNL lines.

Airport Vicinity

The subject site is located directly southeast of the end of the Scottsdale Municipal Airport runway, and falls within the Airport Influence Areas, AC-3 and AC-2. With exception of a very small portion at the southeast corner of the site, the subject site falls completely within the 55 and 60 DNL noise contours as defined in the City Council-adopted Airport Noise Compatibility Part 150 study. The Part 150 study recommends that Scottsdale maintain compatible development within the identified noise contours (55 & 60 DNL). Additionally, the City Council adopted Greater Airpark Character Area also encourages noise sensitive development to be located outside of the mapped noise contours within the 55DNL and greater.

Although the development plan includes residential land uses within the 55 and 60DNL noise contours, these uses are already existing. The development plan improves upon the existing conditions by relocating residential land uses from the 60 DNL to the 55 DNL. Any new residential on the site will be prohibited from the 60 DNL and will also need to comply with applicable noise attenuation measures in accordance with SRC 5-356.

The following Airport Vicinity Related conditions will be applicable to the development, in accordance with Chapter 5 of the City Code:

- Each owner of property shall make fair disclosure to each purchaser. If development is subject to Covenants, Conditions and Restrictions, the owner shall include the disclosure in CC&Rs
- The owner shall grant the city and record an aviation easement

- The owner of new development shall conduct height analysis and submit completed FAA forms from height analysis prior to permit issuance
- Noise Attenuation: Noise sensitive land use in AC-2 shall provide sound insulation to reduce interior to exterior noise levels by at least 25db for the noise-sensitive use

Transportation/Trails

The Transportation Department has reviewed the proposed development, including access points and pedestrian circulation. The site is located on the southeast corner of Scottsdale Road and Thunderbird Road, wrapping around the Scottsdale Transit Center. There is existing access from Scottsdale Road, Thunderbird Road, and Sutton Drive. The site has frontage on 76th Street (Miller Road), but there is no existing or proposed access to it. The development plan proposes to retain the existing site access with two exceptions:

- The commercial driveway on Sutton Drive is proposed to be redesigned to discourage access to and from the from the east, to minimize traffic flow into the neighborhood.
- The property owner is working with City staff to allow access through the existing transit center to the signalized intersection of Thunderbird Road and 73rd Street. This will require a lease agreement with the City of Scottsdale and approval from the Federal Transit Administration (FTA).

A Traffic Improvement and Mitigation Analysis has been completed for the project, which city staff has accepted with a recommendation to provide a right-turn lane on Thunderbird Road approaching 73rd Street eastbound. The approval of the zoning amendment and associated development plan for the proposed offices and industrial space will result in an estimated 6,440 trips generated per day to and from the project site. The development is estimated to generate 605 a.m. peak hour trips, and 616 p.m. peak hour trips. The current uses that will be replaced were considered to generate negligible daily trips on a typical day.

The development plan and stipulations associated with the zoning approval require a new 6-foot-wide detached public sidewalk and public trail along the north side of E. Sutton Drive from N. Scottsdale Road to N. 76th Street (Miller) Road. This sidewalk and trail will be installed with the Phase I improvements and will be located within the proposed 60-foot landscape buffer. With Phase II construction the trail will be extended from E. Sutton Drive north to E. Thunderbird Road, along the west side of N. 76th Street (Miller Road).

Overhead Utility Lines

There are goals and policies that support the burial of existing overhead utility lines; the objective being to provide a public benefit and minimize visual impact. The 2001 General Plan (Growth Areas Element Goal 1, bullet 3 and Public Services and Facilities Element Goal 3, bullets 2 and 4) and the Greater Airport Character Area Plan (Public Services and Facilities Element Policy PSF 1.1) both recommend and encourage burial of existing overhead utility lines, on-site and within utility easements as part of a redevelopment project. This is also a requirement of the Scottsdale Revised

Code (Section 47-80) for utility lines in the right-of-way (including alleys). A stipulation to bury overhead utility lines is included in this report.

Water/Sewer

The City's Water Resources Department has reviewed the applications and finds that there are adequate water and wastewater services for the proposed use. The property owner will be responsible for the construction of all infrastructure requirements needed to serve the site.

Public Safety

This request is not anticipated to immediately impact the type and number of requested emergency and non-emergency calls for service from city police, fire and medical resources. Overall, the City's emergency and non-emergency activities are continually monitored and tracked to evaluate the effectiveness of service delivery, and to identify any potential for future public safety resource needs for the community. The nearest fire station is located at 14970 N. 78th Way.

Open Space

The proposed development plan is conceptual and does not identify all the areas on the site that will be open space, or the specific amount of open space that will be provided. The minimum open space required for the project by the PCP zoning district requirements is 25% of the net lot area, or 848,242 square feet (19.47-acres). The development plan commits to complying with the minimum open space requirements as the development moves forward. Open space will be provided along the south and east property boundaries within the 60-foot landscape buffer, as well as along the Scottsdale Road street frontage. The specific locations of the remaining open space will be determined as part of the future Development Review Board applications. In the interim, the existing open space in the southeast quadrant (ball fields) and within the campus area will remain.

Community Involvement

Surrounding property owners within 750 feet have been notified by the City and the site has been posted with signs. The owner's representatives notified property owners within the minimum 750 feet of the site area and held an open house meeting on June 5, 2019. A copy of the applicant's Citizen Review Report is attached to this report.

As of the date of this report, staff has received several phone and email inquiries regarding the proposal and received comments in opposition to the proposal from three (3) citizens in the neighboring residential community. Neighborhood concerns expressed included traffic, building heights near the adjacent residential, perimeter improvements including landscape buffers, trails, and sidewalks, and concerns regarding some of the existing industrial related uses on the site.

Community Impact

The subject site is situated with commercial/industrial land uses to the north and northeast, and Scottsdale Road to the west. The development plan has been designed to orient most future development towards these edges, while trying to minimize impact to the south and east where the site borders single-family residential land uses. These sensitive edges are identified in the Greater Airpark Character Area Plan, which denotes areas appropriate for transitions of land use, development scale, and development types between the Greater Airpark Character Area and lower-

scale residential areas along the Greater Airpark boundary. Recommended transitions may include, building height stepbacks, increased setbacks, vegetated buffers, open space buffers, and/or other sensitive solutions. To achieve these goals, the applicant proposes a 60' building setback and landscaped buffer, along with an inclined building stepback plane adjacent to the existing neighborhoods that surround the site.

Increased traffic in the adjacent neighborhoods was identified as a concern, particularly along E. Sutton Drive. To mitigate potential traffic impacts to the neighborhood, the applicant's development plan proposes an additional access point at the northwest edge of the site, through the City's park-n-ride facility. This additional access point will help direct traffic away from E. Sutton Drive. Additionally, there will not be any new access drives from the site on to E. Sutton Drive, and the existing western most driveway will be redesigned to prevent left-out (eastbound) access from the site. There is also a stipulation that requires future monitoring of traffic counts on E. Sutton Drive that may result in further traffic calming measures if and when it is determined to be warranted.

Policy Implications (Zoning District Map Amendment)

The Planned Airpark Core Development (PCP) zoning district is intended as a tool to help implement the City's goals of the Greater Airpark Character Area Plan. The PCP zoning district provides for that purpose by allowing a mix of uses within the same district, usually within one development parcel and encouraging the redevelopment of underutilized land. Approval for the proposed zoning district map amendment would allow for the integration of more commercial, employment, and aviation related uses into the existing religious and educational campus, promoting mixed-use development on the site. Approval of the development plan would also promote the eventual relocation of the existing residential land uses from within the 60 DNL noise contours, to be located further away from the airport runway,

OTHER BOARDS & COMMISSIONS

The Airport Advisory Commission will hear these cases at their 9/16/2020 meeting.

STAFF RECOMMENDATION

Recommended Approach:

1. Recommend that the City Council approve the request by owner for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5-acres of a +/- 75-acre site, and a request for a non-major General Plan amendment to change the Greater Airpark Character Area Plan Future Land Use Map from +/- 47 acres of Airpark Mixed-Use Residential (AMU-R), +/- 13 acres of Airpark Mixed-Use (AMU), +/- 15 acres of Aviation (AV), to +/- 23-acres of Airpark Mixed Use-Residential (AMU-R), +/- 24-acres of Airpark Mixed Use (AMU), +/- 15-acres of Aviation (AV), and +/- 13-acres of Employment (EMP) on a +/- 75-acre site, located at 7440 and 7410 E. Sutton Dr., 7301, 7401, 7501, 7509, and 7511 E. Redfield Rd., and 13405 N. Scottsdale Rd.

2. Recommend that the City Council approved the request by owner for a Zoning District Map Amendment from Single-family Residential (R1-35) and Industrial Park (I-1) to Planned Airpark Core Development, Airpark Mixed Use Residential (PCP/AMU-R) on 23-acres, Planned Airpark Core Development, Airpark Mixed Use (PCP/AMU) on 24-acres, Planned Airpark Core Development, Aviation (PCP/AV) on 15-acres, and Planned Airpark Core Development, Employment (PCP/EMP) on 13-acres, including approval of a development plan, all on a +/- 75-acres site located at 7440 and 7410 E. Sutton Dr., 7301, 7401, 7501, 7509, and 7511 E. Redfield Rd., and 13405 N. Scottsdale Rd.

RESPONSIBLE DEPARTMENT

Planning and Development Services

Current Planning Services

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9/14/2020

Date



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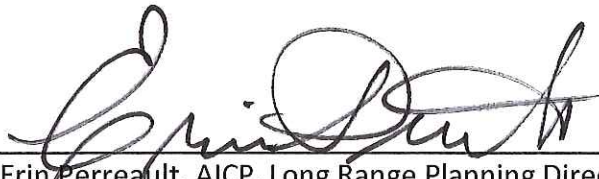
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9/15/20

Date

ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Stipulations
3. Development Plan
4. General Plan Land Use Map (Existing/Proposed)
5. Greater Airpark Character Area Future Land Use Map (Existing/Proposed)
6. Zoning Map (Existing/Proposed)
7. Part 150 Airport Influence Zones Map
8. Part 150 Noise Contours Map
9. Traffic Impact Summary
10. Citizen Involvement
11. Public Comment
12. City Notification Map



Context Aerial

14-ZN-2019



Close-up Aerial

ATTACHMENT 1A

14-ZN-2019

**Stipulations for the Zoning Application:
Seventh Day Adventist Rezoning
Case Number: 14-ZN-2019**

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

GOVERNANCE

1. It is the intent of the below stipulations to be applicable to any new development or redevelopment proposed as part of the implementation of the development plan referenced herein. The stipulated improvements shall not be applicable to continuation of the existing religious and educational campus and associated uses on the property. Renovations, and/or maintenance of the existing campus improvements not associated with implementation of the approved development plan, as determined by the Zoning Administrator, shall not trigger the below stipulated improvements.

SITE DESIGN

2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "Arizona Conference Corporation of Seventh-day Adventists Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 11934 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
3. MAXIMUM DWELLING UNITS/DENSITY. Maximum dwelling units and maximum density shall be as indicated on the Land Use Budget Table below.

Land Use Budget Table						
Zoning	Gross Acres	Phase	Proposed # of Units	Max # of Units	Proposed DU/AC	Max DU/AC
PCP-AMU-R	23.5	Phase I	18	25	0.76	10.3
		Phase III	0	215*	0	
PCP-AMU	23.7	Phase I	(Existing Dorms)	(Existing Dorms)	12.7	12.7
PCP-AV	15.1	Phase II	0	0	0	0
PCP-EMP	13.5	Phase I	0	0	0	0
		Phase II	0	0	0	0

* Dwelling units specified in Phase III shall only be permitted if the existing dormitories are removed and shall require additional City Council action for approval of a revised Development Plan identifying the specific location and configuration of the units.

**Existing dorms can be renovated, updated and maintained as long as the number of units does not exceed the amount allowed in the table above.

4. RESIDENTIAL USES WITHIN 60 DNL AND 65 DNL NOISE CONTOURS. There shall not be any new residential use (including reconstruction of existing dormitories) permitted on the subject property within the 60 DNL or 65 DNL noise contours, as identified in the Scottsdale City Council-adopted 14 CFR Part 150 Noise Compatibility Study.
5. MAXIMUM BUILDING HEIGHT. No building on the site shall exceed sixty (60) feet in height, measured as provided in the applicable section of the Zoning Ordinance. The locations of building height on the subject site shall be consistent with the Building Height Graphic within the Development Plan.
6. LANDSCAPE BUFFERS.
 - a. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project or portions thereof, the property owner shall provide a landscape buffer along the E. Sutton Drive property frontage with a minimum width of sixty (60) feet, from N. Scottsdale Road to N. Miller Road/N. 76th Street. The existing site wall along Sutton Drive within Phase I of the development shall be removed from within the landscape buffer. The landscape buffer shall be consistent with the Development Plan and subject to Development Review Board approval.
 - b. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for development of new residential units within Phase III of the development plan, the existing site wall along Sutton Drive within Phase III of the development shall be removed from within the landscape buffer. The landscape buffer shall be consistent with the Development Plan and subject to City Council approval as part of the required amendment to the development plan as specified in stipulation #3 above.
 - c. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for a building within Phase II, the property owner shall provide a landscape buffer along the N. Miller/ N.76th Street property frontage with a minimum width of sixty (60) feet, from E. Sutton Drive to E. Thunderbird Road. The design shall be consistent with the Development Plan and subject to Development Review Board approval.
7. INTERNAL CIRCULATION.
 - a. All internal drive and parking aisles to be a minimum of twenty-four (24) feet in width.
 - b. The main internal drive connecting the Scottsdale Road driveway and the Thunderbird Road/Redfield driveway shall not include parking spaces accessed directly from the drive aisle.
8. 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.

9. **FAA DETERMINATION.** With the Development Review Board Application, the property owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
10. **AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE.** Prior to any permit issuance for the development project, the property owner shall provide for approval, a copy of the noise disclosure notice that will be provided to occupants, potential homeowners, employees and/or students that will be located at the development project in a form acceptable to the Scottsdale Aviation Director.
11. **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.
12. **REFUSE.** With the Development Review Board approval for the development project or portions thereof, the property owner shall submit and receive approval of a refuse plan for the applicable portion of the development plan, conditioned on such plan meeting all solid waste city code and design guidelines.
13. **UNDERGROUND OVERHEAD UTILITY INFRASTRUCTURE.** Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the Phase I of the development project, the property owner shall cause to have undergrounded all overhead utility infrastructure within or adjacent to Phase I of the development project. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for Phase II of the development project, the property owner shall cause to have undergrounded all overhead utility infrastructure through and adjacent to, including right of way frontages, Phases II and III of the development project.
14. **WATER TANK / WIRELES COMMUNICATION INFRASTRUCTURE.** With the Development Review Board application for any development within Phase II, the owner shall provide a long-term disposition plan of the existing water tank structure on site, and its attached communication facilities. Consideration shall be provided for installing alternative concealment options for the existing wireless facility currently attached to the tank structure, such as artificial palm tree(s) and/or relocation to the roofs of new buildings. If the tank remains, the plan shall include removal of any equipment attached the tank structure that is no longer operable.

DEDICATIONS

15. **LOCAL RESIDENTIAL PRIVATE STREETS.** All local residential private streets, if provided, shall be contained within a subdivision tract of land that has minimum total width of forty (40) feet, and dedications to the property owner's association consisting of property owners within the subdivision of the development project.
16. **TRANSIT FACILITY CROSS ACCESS.** Prior to permit issuance for any driveway connection from the subject site through the City park & ride facility, the property owner shall enter into a lease agreement with the City of Scottsdale for access through the facility, subject to approval of terms by the City's Real Estate Asset Manager or designee.
17. **VEHICLE NON-ACCESS EASEMENT.** Prior to issuance of any permit for the development project, the property owner shall dedicate a continuous vehicle non-access easement along the N. Scottsdale Road, E. Redfield, E. Sutton Drive, and N. 76th Street project frontages except at approved driveway locations.

18. PUBLIC MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a Public Motorized Access Easement to the City of Scottsdale across the project development's main driveway at N. Scottsdale Road, a minimum of thirty (30) feet wide, and thru the site connecting it to the project development's transit facility connection to the N. 73rd Street and E. Thunderbird Road intersection.
19. PUBLIC NON-MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit 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 sidewalks and trails in locations where the improvements are outside of the City right-of-way.
20. WATER AND SEWER FACILITIES EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a minimum six (6)-foot wide Water and Sewer Facilities Easement to the City of Scottsdale along the northern project boundary (parcel 215-56-333A) for required maintenance and building separation from the existing public sewer line.
21. 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.

INFRASTRUCTURE

22. 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.
23. 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.
24. CIRCULATION IMPROVEMENTS. Prior to issuance of any permit within Phase I of the development project the property owner shall submit and obtain approval of construction documents to construct the following improvements:
 - a. SCOTTSDALE ROAD.
 1. Construct northbound right turn deceleration lanes at each site access driveway connection to this corridor.
 2. Landscape the existing Scottsdale Road median along the site frontage, consistent with the Scottsdale Road Streetscape Design Guidelines.
 - b. THUNDERBIRD/REDFIELD ROAD.
 1. At which time the cross access driveway connection through the park & ride facility is constructed, construct an eastbound right turn lane at N 73RD Street.
 2. At which time the cross access driveway connection through the park & ride facility is constructed, construct traffic video detection cameras to the existing traffic signal at the intersection with N 73rd Street.

3. At which time the cross access driveway connection through the park & ride facility is warranted, construct a project development connection to the southern leg of the N 73rd Street intersection having first executed any required agreements as required by and with the City of Scottsdale in order to cross through city owned transit facility land for construction and in perpetuity.
- c. SUTTON DRIVE.
1. Construct a six (6) foot wide sidewalk from N. Scottsdale Road to N. Miller Road/ N. 76TH Street, along the property frontage including sidewalk ramps at driveway and street intersections.
 2. Construct a six (6) foot wide trail from N. Scottsdale Road to N. Miller Road/ N. 76th Street, along the property frontage, which may be located adjacent to the new sidewalk.
 3. Reconstruct existing site driveway (nearest to Scottsdale Road) with a CH-1 standard driveway detail modified such that the driveway shall be curved to discourage left out and right in movements. The modified driveway design shall be approved by the Transportation Department prior to Development Review Board approval.
- d. MILLER ROAD.
1. With any Phase II development, widen existing street improvements to a minimum of twenty (20) feet of pavement, centered on section line with ribbon curb on west side, from E. Sutton Drive to E. Thunderbird Road.
 2. Construct an eight (8) foot wide trail, adjacent to the property frontage, from E. Sutton Drive to E. Thunderbird Road.
25. WATER LINE. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct an eight (8) inch waterline, and remove existing six (6) inch waterline, along E Sutton Dr from N 74th St to N Scottsdale Rd.
26. WATER AND WASTEWATER IMPROVEMENTS. The property owner shall provide all water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and manholes, necessary to serve the development.
27. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure. Hydrant spacing shall be in accordance with Fire Ord. 4283, 507.5.1.2.
28. FIRE ACCESS. Access roads shall have a minimum drive width of 24 feet and shall extend to within 300' of all portions of buildings.
- a. Divided entrances shall be a minimum of 20 feet wide, each lane.
 - b. Minimum turning radii shall meet 25 feet inside and 49 feet outside.
 - c. Apparatus turn arounds shall be required for dead-ends over 300 feet.

REPORTS AND STUDIES

29. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a Drainage report in accordance with the Design Standards and Policies Manual for the development project. In the drainage report, the property owner shall provide information which was lacking in the zoning case drainage report including but not limited to the following:

- a. Quantify the amount of offsite flow impacting the property and address this impact in the preliminary drainage design.
 - b. Provide a detailed analysis of pre- and post-project discharges. This analysis must include actual stage-storage routing of inflow hydrographs to verify that outflow hydrographs for the post-project condition do not exceed pre-project discharges. The report will also need to address how the project will meet drainage requirements at the various stages of the project.
 - c. Provide an exhibit and supporting information of how the runoff coefficients were calculated for stormwater storage purposes.
 - d. Provide the top and bottom elevations of the proposed underground stormwater storage tank (USST) and demonstrate how it can drain via gravity.
 - e. Provide sufficient information for all drainage infrastructure, including invert elevations, to demonstrate that above-ground basins can drain via gravity.
30. **TRAFFIC STUDY.** Within one year of obtaining a certificate of occupancy for the first phase of the site development, the developer shall obtain speed and volume traffic counts on Sutton Drive between Scottsdale Road and 76th Street at two locations, 76th Street between Sutton Drive and Thunderbird Road at two locations, and Thunderbird Road between Miller Road and Hayden Road at two locations. The data shall be compared to the City of Scottsdale criteria used to determine if the street is qualified for traffic calming in the Neighborhood Traffic Management Program. If the traffic data meets the criteria the developer shall work with City of Scottsdale Traffic Engineering staff and the affected neighborhood to modify existing traffic calming devices or install new traffic calming devices following the City's policy. The developer shall be responsible for construction the modifications or new devices within six months of collection of the traffic data. This process shall be repeated every other year for ten years, or other agreed upon intervals by the City's Transportation Director.
31. **HISTORIC PRESERVATION PROGRAM.** With the Development Review Board Application, the property owner shall submit a report, based on the Documentation Requirements for the Seventh-day Adventist Rezoning, regarding the documentation of the existing buildings and evaluation of the historic significance to the city of the existing buildings and associated site improvements on the Thunderbird Adventist Academy campus (APN 175-04-002A, 215-56-193A and 215-56-333A), per SRC Chapter 2, Article V, Division 9, Sec. 2.313(b)(4).

Arizona Conference Corporation of Seventh-
day Adventists
Development Plan
Project Narrative

Non-Major General Plan Amendment to the 2001 General Plan Land Use Element (five acres of Employment to Mixed-Use) and a non-major amendment to the Greater Airpark Character Area Plan (modification of existing Airpark Mixed-Use, Airpark Mixed-Use – Residential & Aviation land use designation boundaries and an addition of a five acre Employment land use designation)

And

Rezoning from Single Family Residential (R1-35) zoning and Industrial Park (I-1) zoning district

To

Planned Airpark Core Development (PCP)

With

Airpark Mixed Use Residential (AMU-R), Airpark Mixed Use (AMU), Aviation (AV) & Employment (EMP) Land Use Designations per the Greater Airpark Character Area Plan

Case 393-PA-2019

First Submittal: August 9, 2019

Second Submittal: November 26, 2019

Revised Narrative: January 3, 2020

Revised: July 2, 2020

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CivTech

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PATEL**

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Technical Solutions

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Request

The Arizona Conference Corporation of Seventh-day Adventists (the "Property Owner") is seeking to redevelop portions and retain the existing campus of the approximately 75 acres located at the northeast corner of Scottsdale Road and Sutton Drive ("Property"). The Greater Airpark Character Area Plan ("GACAP") Land use Plan designates the Property with three (3) future land use designations, including Airpark Mixed Use – Residential (AMU-R), Aviation (AV) and Airpark Mixed Use (AMU). The request seeks to realign the land use designations to the Property Owner's redevelopment plan and the Property's unique location at the end of the Scottsdale Airport runway. The rezoning will then match the revised GACAP land use map, with the minor addition of a two (2) Employment ("EMP") designations, and rezone the Property with the matching corresponding zoning districts within the City of Scottsdale's ("City") Planned Airpark Core Development ("PCP") zoning districts. The revised GACAP land use designations and rezoning will allow the Property Owner to redevelop the northern portions and the western most portion of the Property. The goal is to create an educational endowment and a revenue stream to assist in the mission of providing strong Christian Education for the Constituents of the Arizona Conference.

Background/History

In 1942, the airfield, dormitories, classrooms and nearby hangars were built to train pilots for World War II service. After the war, the airfield, buildings and uses were turned over to the Arizona State College for a technical trade school. In 1953, the Arizona State College returned the airfield, classrooms and dormitories back to the federal government who then turned it over to the Arizona Conference Corporation of Seventh-day Adventists ("AZCCSDA") for their Thunderbird Adventist Academy boarding school. In the early 1960's, the City annexed the land with the airfield and AZCCSDA campus property. During the mid-1960's, Elder Daniel Butherus and the Seventh-day Adventists offered the runway and approximately 200 acres to the City. In 1967, the City opened Scottsdale Airport and to honor Elder Butherus, the roadway entrance to the airport was named after him.

The AZCCSDA retained approximately 75 acres and has been operating their religious school and boarding since the Property was granted from the federal government. Approximately 300 students reside on campus within dormitories, while teachers, support staff and members of the Seventh-day Adventist also live on the Property. Along with their religious boarding school, AZCCSDA used their taxiway access to the runway to continue aviation education since the property was granted. The AZCCSDA headquarters and book store, Thunderbird Adventist Academy, Thunderbird Christian Elementary, Thunderbird-Scottsdale Seventh-day Adventist Church and dormitories, faculty housing, ballfields and other open spaces makes up the majority of the campus. The AZCCSDA currently leases property to industrial and airpark type uses along the northern portion of the Property.

Surrounding Context

The Property is adjacent to Scottsdale Road on the west. Across Scottsdale Road, within the City of Phoenix, are commercial uses along the arterial roadway with large lot single-family developments further to the west. To the northwest is the City's park & ride facility

located at the southeast corner of Scottsdale Road and Thunderbird Road. North of the Property's industrial uses are private properties along the south side of Thunderbird Road, including a City water campus facility. A taxiway provides access across Thunderbird Road at the northeast portion of the Property. The airport runway is directly north of the campus, across Thunderbird Road. To the east and south, across Miller Road and Sutton Drive are large lot single-family residential neighborhoods. Sutton Drive has no sidewalks while Miller Road has not been constructed or improved along the west side, which is the east side of the campus.

2001 General Plan

As it relates to the General Plan, **the request is for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5 acres of a +/- 75 acre site. The Greater Airpark Character Area Plan ("GACAP") Future Land Use Map designates the 75+/- acre site as 12 +/- acres of AMU, 47 +/- AMU-R, and 15 +/- AV. The request would also include a non-major General Plan amendment to change the GACAP land use map to +/- 23 acres of Airpark Mixed Use-Residential (AMU-R), +/- 24-acres of Airpark Mixed Use (AMU), +/- 13 acres of EMP and leaving the +/- 15 acres of AV on the same +/- 75-acre site.** The 2001 General Plan designates the Property with the Mixed-Use and the Employment land use designations. The Mixed-Use designation encompasses the southern two-thirds of the Property, with the Employment designation on the northern third. The proposed land plan



2001 General Plan Land Use Map

intends to rezone utilizing the City's zoning districts intended to implement the Greater Airpark Character Area Plan ("GACAP") land use designations. The existing Mixed-Use land use designation recognizes the long standing existence of the AZCCSDA religious and educational campus. The Employment land use designation is oriented towards the airport and runway and surrounding industrial park. The AZCCSDA have been leasing portions of their Property in the Employment area for industrial-type uses.

The proposed land plan for the Property is consistent with the City's General Plan land use plan except for a small portion of the educational campus that is designated with the underlying Employment land use designation. In order to preserve and continue to operate the campus as part of the overall land use proposal, a minor amendment to the General Plan is requested to include the portion of the campus within the Employment designation into the Mixed-Use land use designation. This minor amendment affects no adjacent property owners nor does it affect the airport operations. In essence, the minor change preserves the campus and creates no land use conflicts internal and external to the Property.

The proposed development also requires a non-major amendment to the GACAP to modify the land use designation boundaries for the AMU-R, AMU and AV land use designations on the GACAP land use map. The proposed minor land use boundary designations is consistent with the land use map and adds two (2) separate Employment ("EMP") land use designations at approximately thirteen (13) acres to allow for land uses compatible with the airport. The requested GPA is a non-major amendment based on the criteria established in the 2001 General Plan, which are:

1) Change in Land Use Category. Response: The Property is currently designated within the General Plan as a mixture of Mixed-Use Neighborhoods, Employment and the Regional Use Overlay. Our request adjusts the boundary between the two (2) land use designations by approximately five (5) acres in the center of the site.

2) Area of Change Criteria. Response: The change to the Property is greater than ten (10) acres within Planning Zone B, but the change decreases the residential land use category of units planned by the land use element. We intend to extend the Mixed-Use land use category (approx. 5 acres) over the northern most portion of the educational campus to preserve the land use as part of the remaining campus that encompasses the southeastern portion of the Property.

3) Character Area Criteria: The site is located within the GACAP and is currently designated for all three (AMU-R, AMU and AV) of the GACAP land use designations. The request reduces the large AMU-R designations by increasing the AV and AMU land use designations and adds EMP designations in appropriate areas of the Property.

4) Water/Wastewater Infrastructure Criteria: Based on the water and wastewater studies provided with the application, the proposed redevelopment of the site will not impact the existing infrastructure systems.

The minor change in land use is to allow the religious and educational campus to remain for years to come. The AZCCSDA will lease the non-campus redevelopment areas to allow the campus to remain on the Property. This minor amendment lessens the area where dwelling units can locate on the large site, increases opportunities for employment densities and non-residential development while not impacting public infrastructure and facilities demand; transportation networks and the physical environment.

Six Guiding Principles

The follow principles from the CityShape 2020 Comprehensive Report are relevant to the proposed request.

- Preserve Meaningful Open Space
- Enhance Neighborhoods
- Seek Sustainability
- Support Economic Vitality
- Value Scottsdale's Unique Lifestyle & Character
- Advance Transportation

Response: The request meets each of the guiding principles set forth by the City. With regards to preserving meaningful open space, the Property currently has an open feel to its layout. The redevelopment plan intends to preserve a majority of the religious and educational campus as a lower scale buffer to the existing single-family residential neighborhoods. Setbacks, buffers and screening are planned for the redeveloped area of the Property. The overall plan intends to enhance the neighborhood by redeveloping only portions of the Property in order to provide the necessary income to preserve the religious and educational campus. Site access limitations, site design and buffers also intend to enhance the surrounding residential neighborhood. By providing for zoning that is consistent with General Plan land use element and the GACAP land use designations, the overall plan is to provide a sustainable situation for the AZCCSDA to remain on the Property. The proposed office, commercial, industrial, and aviation uses align with both the supporting Scottsdale's economic vitality value the City's unique lifestyle and character. The redevelopment plan allows for the preservation of an iconic educational and religious facility with roots back to the original airport development. Finally, the redevelopment plan intends to utilize access to the west and north to minimize traffic impacts on the adjacent single family residential neighborhoods. The adjacent park and ride facility, airport, bike lanes and transit routes makes the proposal advance transportation for the City.

General Plan Regional Context Goals & Policies:

The City's General Plan Land Use Element designates the Property with Employment, Mixed-Use Neighborhoods and Regional Use District designations. The requested non-major amendment and rezoning will implement all three of these land use designations. The following statements that respond to the General Plan goals and policies.

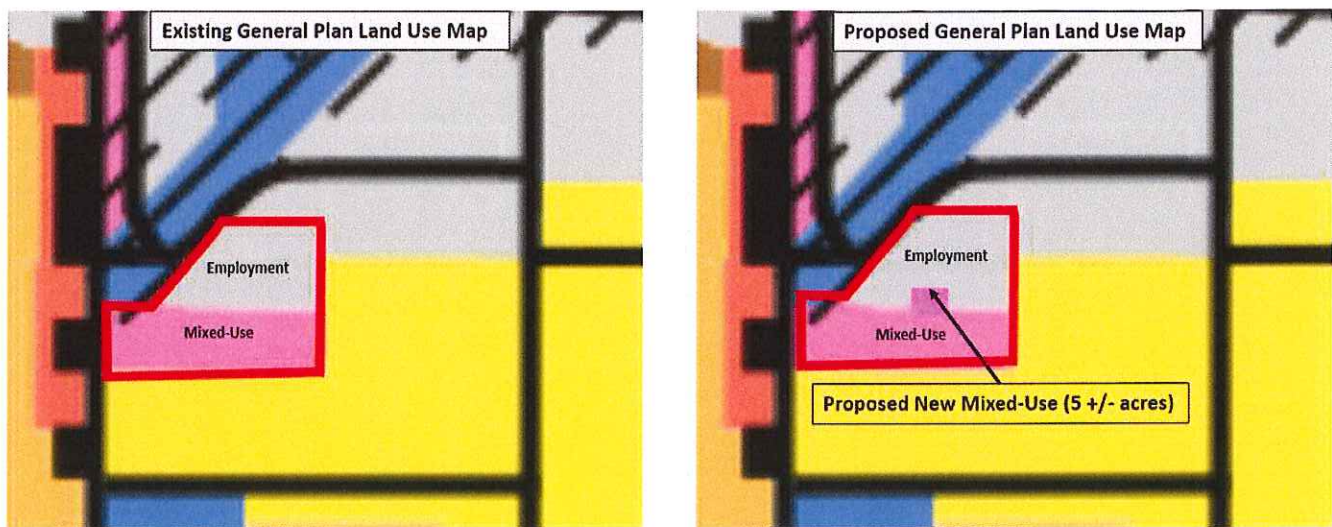
- Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.
- Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.
- Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within the region.

Response: The goal of the rezoning case and non-major amendment to the General Plan is to redevelop the long-standing AZCCSDA property at Sutton and Scottsdale Roads. For fifty years, the Property has operated as a religious and school facility with dormitories, homes, schools and associated land uses. The redevelopment plan intends to meet the General Plans GACAP land use designations. Minor modifications (non-major request) to the GACAP land use designations intends to align the existing and future land uses with the airports noise contour lines. By placing office and commercial

uses along Scottsdale Road and aviation and industrial uses along the northern portions of the Property, the overall plan encourages land uses that contribute to the character of the community and sustain a viable economic base. In turn, the redevelopment of the northern and western portions of the Property preserves a high quality of life land uses that has defined Scottsdale's sense of place in this neighborhood for over fifty years.

- Coordinate land uses affecting regional networks (mobility, economic, and open space) with adjacent jurisdictions to maintain the integrity and efficiency of each network.
- Work with adjacent jurisdictions to understand the dynamics of the emerging and redeveloping areas on the borders of Scottsdale.
- Support the location of regional land uses, such as major employment centers along regional mobility networks.
- Relate regional transportation corridors to regional land use intensities.

Response: The Property lies along the City's border with Phoenix. The west side of Scottsdale Road, within Phoenix, has seen a resurgence of redevelopment and economic development. By redeveloping major portions of the Property consistent with the General Plan supports the location of regional land uses, such as major employment centers, along regional mobility networks. The concentration of redevelopment of the Property is along Scottsdale Road and Redfield Road. We are seeking innovative methods to utilize the non-residential roadways for the main access and egress points to the redeveloped portions of the Property.



2001 General Plan Land Use Map Comparison

Citywide Land Use Policies:

- Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.
- Ensure that neighborhood edges transition to one another by considering appropriate land uses, development patterns, character elements and access to various mobility networks.

- Encourage the location of more intense mixed-use centers and regional employment cores along regional networks while incorporating appropriate transitions to adjoining land uses.
- Locate employment uses where impacts on residential neighborhoods are limited and access is available at citywide and regional levels.
- Guide growth to locations contiguous to existing development to provide city services in a cost effective and efficient manner.
- Encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or manmade buffers are not available.

Response: The main goal of the proposed redevelopment of the Property is to preserve the existing, long-standing transition of the religious and school facility from the large lot single-family residential neighborhoods to the east and south from the impacts of the airport and heavily traveled roadways. By limiting access to the redevelopment areas to the west and north, the proposal does not impact surrounding residential streets. The location of the AMU, AV and EMP land use designations have minimal to no impacts to the residential neighborhoods to the east and south. The preservation of the religious and educational campus includes the open ball fields along the southeastern portions of the Property. The requested land use plan, use locations and buffers meets this General Plan goal.

- Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.
- Allow for a diversity of residential uses and supporting services that provide for the needs of the community.
- Support jobs/housing balance by integrating housing, employment, and supporting infrastructure in mixed-use centers located at appropriate locations.
- Maintain a citywide balance of land uses that support changes in community vision/dynamics (established by future community visioning processes) over time.

Response: The overall request is to set forth zoning and land use entitlements consistent with the General Plan's GACAP land use mix. The Property is designated a mixture of AV, AMU and AMU-R land use designations. This mixture of uses, per the proposed development plan, will create a balance of land uses that supports a high quality of life, a diverse mixture of land use opportunities and the economic base needed to secure resources to support the community. The addition of the office/commercial uses and the aviation/industrial uses provides for that balance of uses and supports the changes sought in the GACAP for the Greater Airpark area. Finally, the reduction of the AMU-R land use designation removes the potential for residential uses in higher noise contour lines.

- Develop land use patterns that are compatible with and support a variety of mobility opportunities/ choices and service provisions.
- Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.
- Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.

- Provide a balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips (pedestrian and cycling and transit) where environmentally and physically feasible.
- Ensure Scottsdale's transportation choices respond to the land use patterns and local neighborhood lifestyles.
- Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.

Response: The revised site plan for the Property includes cross-access through the City's park & ride facility to access the traffic signal on Thunderbird Road/Redfield Road. This allows safe ingress into and out of the Property for employees to the proposed office, industrial and aviation uses. As we work through access issues, the intent is to direct any non-religious and educational use traffic to Scottsdale Road, Thunderbird Road and Redfield Road. The access to these main thoroughfares allows for access to transit, the airport and bike lanes. The placement of the office/commercial uses along Scottsdale Road and industrial/aviation uses along the northern portion of the property with access to the airpark, airport and taxiway meets this goal of the General Plan.

- Promote land use patterns that conserve resources, such as land, clean air, water, and energy, and serve all people, within the community.
- Encourage a variety of compatible mixed-use land uses throughout the city in appropriate locations allowing people to live, work, play and shop in the same general area.
- Concentrate future development in "growth areas" and other centers of activity, thereby discouraging sprawl, conserving energy, and promoting community identity.
- Integrate land use and transportation policies to promote a decrease in vehicle miles traveled to reduce air pollution and resource consumption, increase interaction among citizens and provide a stronger sense of community.
- Protect and revitalize established areas/neighborhoods by promoting new development and the adaptive reuse of existing community resources that re-energize an area.

Response: The proposed zoning case intends to develop a compatible mix of land uses in an appropriate location within the airpark allowing people to live, work, and play in the same general area. The GACAP designated the Property with AMU, AMU-R and AV land use designations because of its strategic location at the southwestern end of the airpark. The placement of an employment core and industrial/aviation uses concentrates the future development in a growth area of the City. The 75 acres, although one of the initial developed properties adjacent to the airport, has watched the City and Phoenix grow around it for over fifty years. The Property Owner started leasing industrial users along the northern portion of the Property. However, this proposal seeks to entitle the Property per the City's General Plan and GACAP. The plan intends to revitalize and established area with new development while preserving the long-standing religious and educational campus. The proposed redevelopment plan is not sprawl, will re-energize and protect the area's neighborhood.

Local Land Use Relationships:

- Sensitive integrate land uses into the surrounding physical and natural environments, the neighborhood setting, and the neighborhood itself.

- Incorporate appropriate land use transitions to help integrate into surrounding neighborhoods.
- Focus intense land uses along major transportation networks (such as the Pima Freeway and major arterial streets) and in urban centers (such as Old Town and the Airpark). Less intense land uses should be located within more environmentally sensitive lands.
- Sensitively integrate neighborhood services, schools, parks, and other civic amenities into the local physical and natural environments by establishing reasonable buffers and preserving the integrity of the natural terrain and open space networks.

Response: The proposal intends to satisfy several goals and policies of the General Plan. By allowing the AZCCSDA to redevelop and maintain ownership of the Property, the existing religious and educational campus will remain and continue to sensitively buffer the surrounding physical (airport/airpark) from the adjacent single family neighborhood to the east and south. The campus will maintain a series of buffers including open ball fields, walls, landscaping and limited access along Sutton Drive and Miller Road. The proposed development plan and development standards of the proposed zoning districts incorporates appropriate land use transitions to assist in integrating with the adjacent neighborhoods.

- Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods.
- Promote public land uses, such as parks, schools and other civic uses that act as the nucleus of neighborhoods and promote community interaction.
- Develop and reinforce links (i.e. trails, paths, open space, transit, and streets) within and between residential, retail, employment, recreational and other public land uses.
- Promote development patterns and standards that are consistent with the surrounding uses and reinforce an area's character.

Response: The proposed redevelopment and development plan intends to preserve a significant religious and educational campus that has been a part of Scottsdale's history for fifty plus years. By allowing the remainder of the Property (southwest and northern portions) to redevelop consistent with the General Plan and GACAP, the proposal meets the intent of this policy. Pedestrian connections to transit, bike lanes and the park and ride facility will meet the intent of this policy.

- Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.
- Incorporate a diverse range of residential and non-residential uses and densities within mixed-use neighborhoods.
- Promote residential uses that support the scale and function of retail, commercial and employment uses within these neighborhoods, including the use of mixed-use structures (retail or office on lower level and residential uses on upper levels).
- Encourage redevelopment that invigorates an area while also respecting the character of adjacent neighborhoods.

Response: This Property is unique as the City's GACAP future land use plan has a majority of the property designated for AMU-R. This allows for residential uses from Thunderbird Road on the northwest portion to the southeast corner of the Property. The proposal intends to limit the ability of potential residential uses to outside the 60-noise contour line

from the airport. The rezoning land use designations provides for a mixture of employment, industrial, commercial, aviation, schools and residential uses in appropriate areas of the Property. The synergy between the proposed land uses of the AMU and AV will allow for the preservation of the religious and educational campus, which in turn respects the character of the adjacent neighborhood.

Greater Airpark Character Area Plan

Goals and Policies

Character-based General Planning is a result of CityShape 2020 recommendations. The Character-based General Plan consists of the Six Guiding Principles and a structure that contains three distinct and interrelated levels. The Land Use Element and all the Elements of the General Plan apply to the citywide level of planning. Citywide planning incorporates all policies that apply to the city as a whole. More detailed planning is found at the Character Area and Neighborhood planning levels. Character area and Neighborhood planning will ensure that quality of development and consistency of character drive Scottsdale's General Plan at the Character Plan and Neighborhood levels, within the context of community-wide goals and the citywide General Plan. The Land Use Element gives broad goals, and general direction for the city's land use distribution and relationships.

While the General Plan designates the Property with a Mixed-Use Neighborhoods and Employment land use designations with portion of the Property with the Regional Use Overlay, the GACAP provides for more specificity with land use designations that correspond to the City's zoning ordinance and the Planned Airpark Core Development zoning sub-districts. The following is an analysis of the proposal and GACAP's goals and policies.

The Greater Airpark Community Values

- The positive image and unique cachet of the Greater Scottsdale Airpark
- Opportunities for business diversity and technological innovation
- Aviation as a defining characteristic and economic engine of the area
- Accessibility and efficient circulation supportive of a mixed-use, regional employment center
- Quality architecture and design reflective of a diverse, creative, and innovative environment
- Stewardship and enhancement of adjacent residential neighborhoods
- Special events and a range of high quality cultural amenities
- Partnerships between the public sector and private entities to achieve community goals
- The Sonoran Desert climate, meaningful open spaces, and unique setting of the Greater Scottsdale Airpark
- A sense of community and overall sustainability.

Response: The redevelopment of the AZCCSDA Property implements each one of the above values. One could say not redeveloping the property would be inconsistent with the Greater Airpark Community values. Our intent is to put class 'A' office and commercial complex on the Property's Scottsdale Road 'front door.' This stretch of

Scottsdale Road is redeveloping within Scottsdale and Phoenix as prime real estate frontage and corporate address. The redevelopment plan provide for business diversity and enhances the aviation component of the Airpark. The redevelopment plan and the preservation of the educational and religious campus provides for a wide range of uses that supports the above values.

GOAL LU 1

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

Response: The redevelopment plan includes the potential for a national or regional office campus along Scottsdale Road. The provision of more industrial and aviation uses strengthens the south end of the airpark with appropriate land uses. This revitalization also preserves the longstanding AZCCSDA campus, which has been a mainstay for fifty plus years and a part of the residential neighborhood.

- Policy LU 1.1 - Maintain and expand the diversity of land uses in the Greater Airpark.
- *Response: The current Property zoning is limited for redevelopment purposes with the older I-1 (Industrial Park) and R1-35 (Single Family Residential) zoning categories. The request allows for business diversity expansion utilizing the PCP zoning meant for the Greater Airpark parcels, while maintaining the educational and religious campus.*
- Policy LU 1.3 - Promote development intensities supportive of existing and future market needs.

Response: The AZCCSDA had contracted with the Ryan Companies to redevelop the Property. As a national leader in commercial real estate development, Ryan has a reputation of developing high quality projects nationwide and locally in the valley. Although Ryan is no longer a part of this application, their initial expertise and guidance has allowed the AZCCSDA to move forward with a the redevelopment of the site for office, commercial, industrial and aviation development.

- Policy LU 1.4 - Encourage the redevelopment of underutilized land to more productive uses.

Response: The AZCCSDA Property is a highly underutilized property that has witnessed record growth all around the campus. The proposed redevelopment plan intends to utilize the PCP zoning to implement the goals and policies of the GACAP. The redevelopment of the Property will remove the current AMU-R land use designation within the 60 DNL contour line and place compatible land uses on the southwestern and northern portions of the Property. The redevelopment of the Property for industrial and flex space, along with new hangars, are consistent with the airport operations and supports the continued success of the Greater Airpark area. In addition, adding commercial and office uses to the southwest

portion of the Property provides for optimal redevelopment of underutilized property.

- Policy LU 1.8 - Prevent erosion of Greater Airpark Employment land uses through land use regulations, such as limiting retail and restaurants in areas designated for employment.

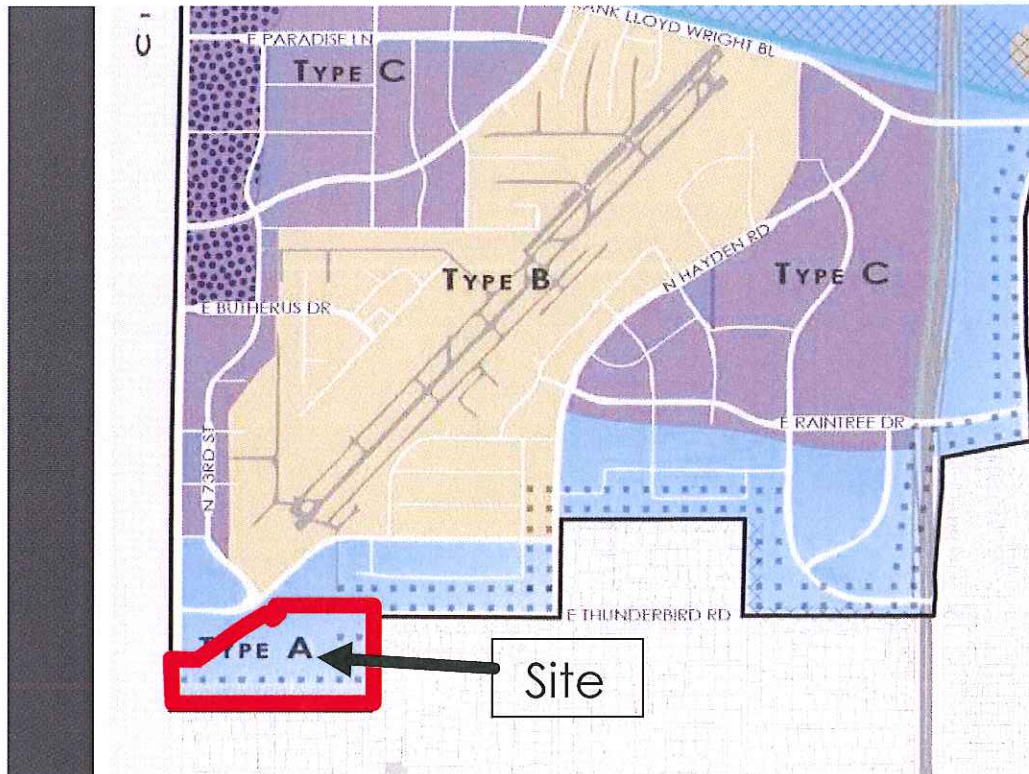
Response: Our proposal seeks only minor boundary changes to the GACAP land use designations and plans to incorporate a majority of the GACAP goals by providing for an employment core around the existing religious and educational campus. This does not erode the potential for significant employment opportunities with Scottsdale Road frontage and airport taxi-way access.

GOAL LU 3

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

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

Response: Our redevelopment proposal takes this policy into serious consideration with regards to our single family neighborhoods to the south and east of the Property. The request does not request the maximum height allowed by the PCP zoning (84' allowed because of the size of the Property; 60' max. requested) anywhere on the Property. The request does not seek to amend any development standard that would impact the neighborhood as it relates stepbacks, setbacks or buffers. By maintaining the existing AZCCSDA campus, significant setbacks, open spaces and lower building heights will remain on the Property.



Conceptual Development Types Plan

GOAL LU 4

Utilize development types to guide the physical and built form of the Greater Airpark.

Response: The redevelopment of the western and northern portions of the Property will meet the GACAP's 'development types' maps and not affect the airport and runway operations. The Property is designated with a Type A and Sensitive Edge designation on the development types map. By requesting only 60 feet in height, 42 feet in height within 300 feet of the single family zoning district along the non-campus frontage. Where the existing campus is adjacent to Sutton and Miller, within 300 feet of the residential uses, the revised plan seeks a maximum height of 30 feet, which matches the allowed heights of the single family zoning to the south and east. This proposal meets this GACAP goal and policy. This transition buffers the single family residential neighborhood from the proposed higher scale development as well as the preservation of the openness of the campus.

- Policy LU 4.7 - Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous building shapes and mass adjacent to residential neighborhoods.

Response: The proposed conceptual site plan does not propose any large or long building expanses along the adjacent single family residential neighborhoods. The setbacks and stepbacks proposed provides for greater visual variety and does not create massing to the existing single family homes. The further preservation of the campus provides for the continuous openness of the Property on a majority of the street frontage along the single family homes.

GOAL LU 5

Encourage Greater Airpark development flexibility.

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

Response: The proposal is to utilize the City's PCP zoning to provide additional flexibility to the AZCCSDA to revitalize their Property. In order to avoid residential uses in the 60 DNL contour lines and allow the preservation of the campus, the revitalization of the western and northern portions of the 75 acre property, minor modifications are necessary to the City's General plan and GACAP to accomplish these goals.

- Policy LU 5.4 - Modify development standards to support properties with direct access to taxilanes to support revitalization of aeronautical-use buildings, such as hangars.

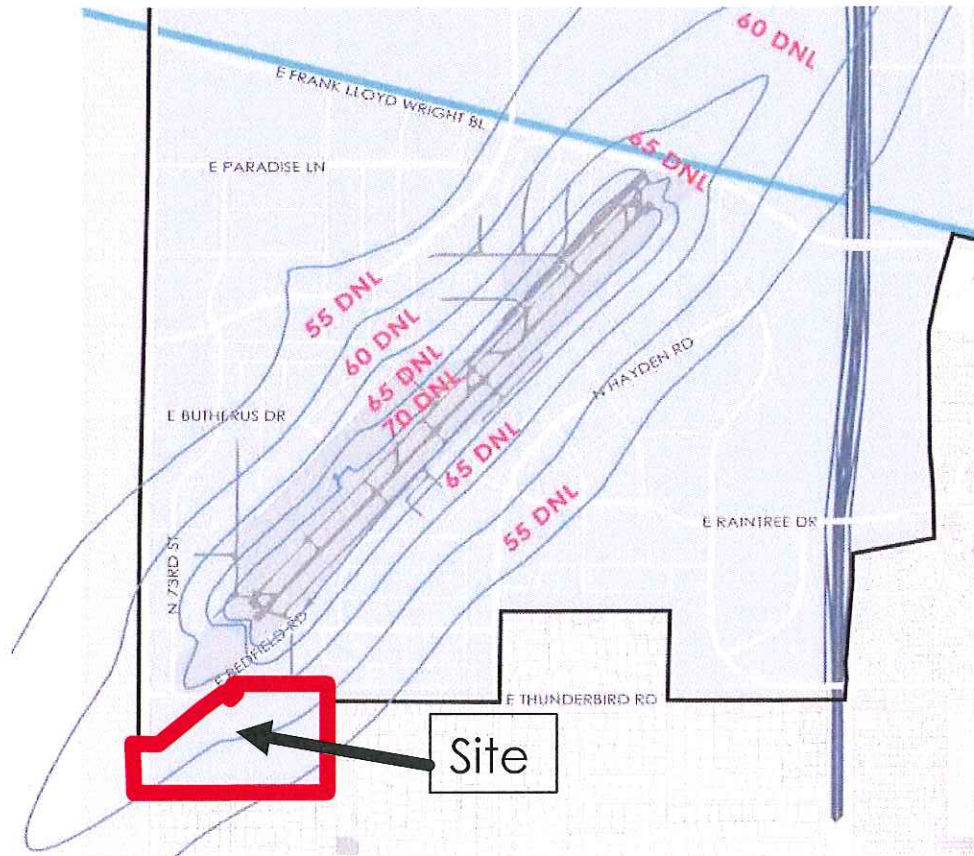
Response: The Property has had direct access to the taxilane and has used it over the years. The only amended development standard requested related to the taxilane access is building height (60' vs 52' currently allowed with the I-1 zoning. The development plan intends to capitalize on the taxilane and market the property for potential aeronautical uses.

- 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.

Response: The request meets these two (2) policies by providing for aeronautical-use buildings, such as hangars, creating a potential corporate office campus and maintaining a long-standing educational campus within Scottsdale.

- Policy LU 6.1 - Prioritize employment uses over residential uses in the Greater Airpark.

Response: The proposed development plan does prioritize employment uses for the redevelopment of the Property. With the approval of the requested land use entitlements, the office, commercial, industrial and aeronautical uses will be developed with the intent of maintaining the AZCCSDA campus on a smaller footprint. The creation of employment uses, and the income from leasing the uses, will enable the campus to continue to operate and remain a mainstay for the neighborhood.



GACAP Airport Noise Contour Map Plan

- Policy LU 6.4
 Enforce and modify development standards and building codes to enhance compatibility of residential uses with aviation and employment, and buffer existing industrial and aviation uses from new and existing residential development. Examples include, but are not limited to:
 - Sound attenuation measures in the building code;
 - Maximum heights in certain areas;
 - Required notification of Airport proximity;
 - Noise disclosures and aviation easements for properties within the Greater Airport;
 - Compliance with lighting standards set forth by the Federal Aviation Administration (FAA) and in the Scottsdale Design Standards and Policies Manual; and
 - Discouragement of residential development in certain areas (see Land Use Plan, pg. 10 and Policy NH 3.2, pg. 25).

Response: The proposed development plan intends to allow for residential to remain on the AZCCSDA campus for their student, teachers and administrators. These residential uses have been on the Property since the airport was developed in the 1940's. Although the goal of the development plan is to preserve the

educational campus with the prosperity generated by the proposed office, commercial, industrial and aviation uses, a comparable residential land use is present in the land use budget for any redevelopment of the campus in a far off date. If and when that were to happen, AZCCSDA is amenable to complying with a majority of the bullet points mentioned above in this policy.

- Policy LU 6.5 - In accordance with the Airport's Part 150 Noise Compatibility Study, require avigation easements and fair disclosure statements for all new and redevelopment projects in the Greater Airpark.

Response: AZCCSDA will incorporate avigation easements and fair disclosure statements for the redevelopment of their Property.

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

Response: The intent is to utilize the Scottsdale Road frontage to attract international, national and regional corporate tenants seeking the signature roadway address and proximity to the airpark.

- Policy 7.4 - Integrate entertainment, education uses, cultural uses, and tourist attractions along Signature Corridors.

Response: The preservation of the AZCCSDA educational campus meets this policy. The continued cooperation with the City throughout the years will continue with this mixed-use plan.

Goal LU 8

Create an interconnected network of meaningful open spaces within the Greater Airpark.

- Policy LU 8.1 - Recognize and promote the value of usable open space as part of the community's quality of life.

Response: The preservation of the AZCCSDA campus provides large open spaces to be preserved and minimize the impact of the redevelopment of the remainder of the Property.

Goal NH 1

Maintain existing residential neighborhoods within and surrounding the Greater Airpark.

- Policy NH 1.2 - Ensure adequate residential and commercial property maintenance practices are implemented to maintain the quality of existing neighborhoods.

Response: With the preservation of a majority of the educational campus and existing buffers, the proposal is to minimize and maintain the same streetscape along Sutton and Miller Roads.

- Policy NH 1.4 - Buffer existing residential neighborhoods from the spillover of industrial and commercial land uses.

Response: The redevelopment portion of the Property provides for significant setbacks, building stepback provisions required of the zoning ordinance and buffers.

Goal NH 2

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.

Response: The intent of the AMU-R portion of the request is to maintain and continue operating the AZCCSDA school. The existing boarding rooms, teachers and administrators housing will remain on campus. The teachers and administrators housing will be relocated to the center of the campus outside of the 60 DNL noise contour line and the older fifty plus year old homes on the Property will be removed.

- Policy NH 2.4 - Promote opportunities for parks, open space, and trail connections within new mixed-use development and as a part of the redevelopment of existing property.

Response: The development plan includes leaving the open spaces and ball fields of the educational campus and providing for courtyards and pedestrian connections throughout the mixed-use development.

Goal NH 3

Encourage residential development that supports the local and regional employment-based land uses in the Greater Airpark.

- Policy NH 3.1 - Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operation and the Greater Airpark's identity as an employment center.

Response: The development plan includes additional industrial and aeronautical uses that supports both Greater Airpark's identity and Airport operation. The use of the existing taxiway allows for the potential for hangar development along the north side of the Property.

- Policy NH 3.2 - Incorporate residential into Airpark Mixed Use- Residential Future Land Use Areas to reduce traffic congestion, improve air quality, and provide opportunities for workforce housing where:
 - Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses;
 - Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and
 - Multi-modal transportation options will be incorporated into residential design.

Response: The development plan proposes to limit industrial development where existing industrial uses are currently located on the Property (north and northeast portions). The placement of a small Employment designation along the northeast side of the Property, along Miller Road, removes the potential for aviation uses. The development plan anchors the south end of the airport and airpark within industrial type uses without impacting residential uses.

The development plan removes outdated residential buildings (approx. 30) from the area of the Property within the 60 DNL contour line. Newer, built to current building codes and sound attenuation standards will be placed in the south central portion of the Property to be located as far south as possible, but remain a part of the educational campus. Approximately 330 boarding rooms, beds, and new teacher and administrator housing will remain within the 55 DNL contour line. The City's Airport Part 150 Study allows for residential uses within the 55 and 60 DNL contour lines with sound attenuation standards and aviation easement requirements. The development plan intends to adhere to these required standards for any new residential structures. The development plan includes building office, commercial, industrial and aeronautical uses within the 60 DNL and higher contour lines. By doing so, the development plan limits any future housing being built to just the area designated with the 55 DNL lines and allows for AZCCSDA to lease property to appropriate uses near the runway. These leases will enable the AZCCSDA to maintain and preserve the campus for many years to come. The school is successful and wants to remain at this location. The redevelopment of the remainder of the Property within the Development Plan will allow for this to continue. The land use budget requests that future redevelopment of the AMU-R portion of the Property within the 55 DNL line can include a commensurate density.

Finally, the Property's location on Scottsdale Road and at the south end of the runway allows for transit, bike lanes, park & ride, pedestrian connections and airplane multi-modal transportation.

- Policy NH 3.3.2 - Develop a variety of urban dwelling types, including condominiums, apartments, townhomes, lofts, time-shares, patio homes, and work-live and/or live-work units.

Response: The development plan removes fifty plus year old teacher and administration single family homes and replaces them with new, current building

code compliant residential units with sound attenuation standards incorporated into the design.

- Policy NH 3.3.3 - Encourage live-work units in Airpark Mixed Use-Residential and Regional Tourism Future Land Use Areas in the Greater Airpark.

Response: The provision of boarding rooms, teacher and administrative housing on campus meets this policy.

Goal A1

Sustain and enhance the Scottsdale Airport as the preeminent, upscale aviation facility in the Metropolitan Area and a major economic component of the Greater Airpark.

- Policy A 1.2 - Promote the Greater Airpark to national and international corporations as an ideal central locale for corporate headquarters with Airport and through-the-fence taxilane access amenities.

Response: The main goal of the AZCCSDA is to develop corporate offices along the Scottsdale Road frontage. The combined industrial and aeronautical uses proposed along the Property's taxiway access allow the development plan to meet this policy.

Goal A2

Foster safe, efficient, and environmentally responsible operation of the Scottsdale Airport to accommodate various aviation needs and employment/commercial services.

- Policy A 2.3 - Develop height limitations for development that are consistent with Federal Aviation Regulations Part 77 and the Airport's Runway Protection Zones (RPZ), and prohibit hazardous structures from encroaching upon any airspace surfaces defined by these regulations.

Response: Because of the Property's location near the end of the runway and RPZ, the development plan does not seek the higher building heights allowed by the zoning district and restricts maximum building heights to sixty (60) feet.

Goal A3

Maintain and enhance aviation uses in the Aviation Future Land Use Area.

- Policy A 3.1 - Encourage aviation-supporting businesses to locate within the Aviation Future Land Use Area and along taxi lanes.

Response: The development plan implements this policy by rezoning to the PCP-AV along the north side of the Property to take advantage of the existing taxi lane. The conceptual site plan proposes a large airplane staging area and hangars. Employment and industrial uses flank the hangars to take advantage of the Greater Airpark's success.

Goal A4

Promote aviation as a unique, identifiable characteristic of the area.

- Policy A 4.3 - Promote Airport and aviation heritage through aviation-related street naming, special monuments, and other unique features to enhance the Greater Airpark's identity.
- Response: *As stated earlier in this narrative, Butheras Drive, the Airport's main entrance road, is named after the AZCCSDA elder at the time (1960's) that donated the airport to the City.*

Goal CM 1

Strengthen transit in the Greater Airpark as the primary means of reducing vehicular traffic congestion, minimizing parking constraints, promoting environmental stewardship, and, as a result, improving regional air quality.

- Policy CM 1.1 - Enhance Greater Airpark connections to local and regional public transportation systems.

Response: The development plan places a major office and employment core along Scottsdale Road, which has a major transit line. The location to the City's park & ride facility and the access to the airport demonstrates that the proposed development plan meets this policy.

Goal CM 3

Improve vehicular traffic circulation in the Greater Airpark.

- Policy CM 3.1 - Encourage capacity and operational improvements on streets to improve circulation, where needed, per the Transportation Master Plan policies for capacity improvements.

Response: The design of the development plan is to ensure traffic does not impact the adjacent single-family residential streets of Sutton and Miller Roads. The proposal allows for direct access to Scottsdale Road, including a full access driveway, combined with access through the park & ride facility to Thunderbird Road, will control traffic movement on the roadway and adequately disperse traffic to the network of major roadways and highways in the general vicinity.

- Policy CM 3.2 - Improve vehicular accessibility from the Loop 101 to the Greater Airpark.

Response: The driveway onto Redfield Road (existing) will be used to allow traffic to access the Loop 101 to the east. Scottsdale Road, Cactus and Thunderbird Roads provide direct access to the Loop 101 and nearby State Route 51.

Goal CM 4

Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.

- Policy CM 4.1 - Design Greater Airpark streets that discourage cut-through traffic into neighboring residential areas.

Response: The preservation of the AZCCSDA religious and educational campus will not alter the traffic along Sutton Road. The existing driveway on Sutton Road, closest to Scottsdale Road, will be redesigned to allow left-in's and right-out only to not impact Sutton to the east.

- Policy CM 4.3 - Preserve Thunderbird Road, west of Loop 101, and other neighborhood streets immediately south of the Greater Airpark, as neighborhood-serving streets.

Response: As described above in Policy CM 4.1, the design of the circulation of the development plan is minimize traffic on neighborhood serving streets and focus redevelopment traffic to Scottsdale Road and Redfield Road.

Goal EV 1

Sustain the long-term economic prosperity of the Greater Airpark.

- Policy EV 1.5 - Develop existing and attract new high value businesses to the Greater Airpark.
- Policy EV 1.8 - Attract a diversified business base to help insulate the city during economic downturns.
- Policy EV 2.4 - Support the growth and development of the Greater Airpark's office industries and corporate headquarters.
- Policy EV 2.3 - Support the growth and development of light industrial, research and development, and manufacturing companies in the Greater Airpark that are compatible with mixed land uses and Scottsdale's environmental values.
- Policy EV 5.1- Encourage partnerships and/or development incentives to renovate underutilized or vacant parcels in the Greater Airpark.

Response: The goal of the development plan is to attract new high value businesses to the western and northern portions of the Property. The proposed development plan provides for a variety of office, industrial, flex-space and aeronautical uses to help the Property adjust during economic cycles. The proposed office design along Scottsdale Road is intended to take advantage of the City's signature address and attract office industries and corporate headquarters. The long standing AZCCSDA will redevelop underutilized property and partner with corporate and employment users to redevelop the Property.

The economic impact report analyzed the proposed development plan and found that tenants in this development could directly and indirectly support over 4,000 jobs and \$282.6 million in annual payroll at build out. This includes an estimated 2,200 jobs and \$174.9 million in estimated payroll at businesses within the development. With the anticipated annual economic impacts of \$657.7

million, the project could directly and indirectly generate close to \$7.5 million in local tax revenues each year, including \$1.4 million to the City. This represents a significant increase in taxes on land that is currently vacant and tax exempt.

The project would also generate non-recurring construction impacts over a multi-year period. With construction costs estimated at \$114.1 million, this construction activity associated with this project could generate a one-time economic impact of \$161.3 million in Scottsdale, supporting over 1,100 jobs and \$68.0 million in payroll over approximately five to seven years. Finally, the direct and employee taxes to the city are estimated at \$1.4 million per year. In addition, an estimated \$1.1 million in one-time construction sales taxes to the City with additional revenues to the county and school district estimated at \$6.1 million per year.

Goal CD1

- Policy CD 1.1 - Promote innovative, high quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark: Airpark Mixed Use - AMU & AMU-R); Employment and Aviation (AV) Future Land Use Areas
- Policy CD 1.2 - Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.
- Policy CD 1.3 - Encourage a variety of building shapes and heights that are appropriate in each Future Land Use Area in order to promote visual interest in the Greater Airpark and to promote the overall character of the specific Future Land Use Area within which they are located.
- Policy CD 1.4 - Buffer residential neighborhoods from lighting, noise, and activities associated with employment and commercial land uses by utilizing vegetation, walls or screens, and other appropriate technologies in site design.

Response: The proposed four (4) subdistricts will work as a cohesive set of land uses that ring the AZCCSDA campus. The office campus within the western and northwestern portions of the development plan places a high activity use along the major thoroughfare, Scottsdale Road, and the transit along that road. Internal pedestrian plaza's and walkways will connect to the surrounding residential and non-residential uses. The future land uses will create a visual non-residential buffer along the north and western portions of the Property to promote the visual continuation of the Scottsdale Airport employment core and Greater Airpark. This 'ring' of development will protect and preserve the remainder of the existing AZCCSDA campus as an open non-intrusive campus neighbor to the adjacent large lot single-family neighborhoods. Although the land uses are bifurcated by zoning districts, the uses are compatible for vehicular, pedestrian and transit purposes. The array of uses supports the character of the Greater Airpark and buffers the remaining AZCCSDA campus and surrounding neighborhoods. The

requirements to finish sidewalks and trails within the area benefits the adjacent neighborhoods for connectivity while buffering the future activity through setbacks, walls and landscaping.

- Policy CD 2.1 - Establish a unified streetscape for identified Signature Corridors with unique imagery for each corridor.
- Policy CD 2.2 - Signature Corridor streetscapes should provide continuity among adjacent uses through a comprehensive landscape design, including decorative paving, street furniture, public art, and integrated infrastructure improvements.
- Policy CD 2.3 – In designated Signature Corridors, encourage pedestrian- and transit-oriented development, with parking and automobile access in the rear of the development, and short access paths to transit.
- Policy CD 2.4 - Incorporate multi-modal access along Signature Corridors.
- Policy CD 2.5 - Frame designated Landmark Intersections with prominent buildings, community landmarks, high quality architecture, and enhanced streetscape treatments to enhance Greater Airpark identity and assist with wayfinding.
- Policy CD 2.6 - Where Signature Corridors intersect, and particularly at designated Landmark Intersections, incorporate distinct, landmark architecture, which incorporates elements of the intersecting design themes.
- Policy CD 2.7 - Maintain the scenic corridor designation on Scottsdale Road, north of Frank Lloyd Wright Boulevard, and the buffered roadway designations on Frank Lloyd Wright Boulevard and Bell and Hayden Roads, within the Greater Airpark.

Response: Currently, the streetscape for the Property is a single story office and conference center building for the AZCCSDA community. The Greater Airpark along the east side of Scottsdale Road from Sutton Dr. on the south to the Butherus Drive has had a non-existent streetscape with outdated and non-active uses. North of Butherus has seen a renaissance of sort with Scottsdale Quarter, Promenade, and the newer developments north of Frank Lloyd Wright Blvd. around the Loop 101 corridor. This project has an opportunity to provide a signature office development corner at the south end of the Greater Airpark. The proposed office core within the AMU zoned portion of the Property provides for the potential of a site design that could rival the newer office developments along the Phoenix side of Scottsdale Road around the Kierland Corridor. Scottsdale has an opportunity to provide a significant economic benefit to the City by allowing the proposal to move forward as planned. Also, although the Property does not have direct Thunderbird/Raintree frontage, the proposed office, industrial and aviation uses will provide for consistent character of development along the south end of the airport.

GOAL CD 3 Promote and enhance the character and identity of the Greater Airpark using Gateways along the Greater Airpark boundary.

- Policy CD 3.1 - Each Greater Airpark Gateway should reflect the diverse identity and character of the area using public art, signage, site and building design, or other entrance features in order to promote awareness when entering a distinct area within the Greater Airpark.
- Policy CD 3.2 - Promote aviation and its Greater Airpark history by incorporating aviation into the public art, signage, and site designs in Gateways.
- Policy CD 3.3 - Encourage private and public partnerships to develop unique Gateways within the Greater Airpark.
- Policy CD 3.4 - Incorporate wayfinding signage and area branding elements in Gateways.

The proposal is to develop a significant economic development project on a Property that has been under-performing as the rest of the Greater Airpark develops around it. The AZCCSDA seeks to develop its western and northern portions with airport and Greater Airpark appropriate uses. The first phase intends to be an office campus along the Scottsdale Road frontage. We look forward to developing the office core with signature building design, signage and branding to land top rated local, state, national and/or international office tenants.

Proposal

The goal of the minor plan amendments and rezoning is to develop the western and northern portions of the Property in accordance with the City's planning efforts for the Greater Airpark. The airport and the AZCCSDA campus have coincided together before there was an airpark. The two parties have cooperated with the transferring of the airport runway and surrounding land, the park & ride property and the water treatment facility parcel. The educational and religious campus has operated for over fifty years with boarding facilities, teacher and administration housing, the conference center and offices. The operation of the school and supporting activities and infrastructure are a costly effort. In order to financially support the continuing operation of the campus, AZCCSDA intends to redevelop portions of their 75 acre property and lease to office, commercial, industrial and aviation uses. By maintaining ownership of the Property, the proceeds from the land leases will allow AZCCSDA to continue to operate the religious and educational campus on a smaller portion of the Property.

Planned Airpark Core Development Zoning

The proposed zoning districts to accomplish the goals of the proposal is to rezone the Property to the Planned Airpark Core Development ("PCP") zoning districts. Through the use of the Aviation ("AV"), Airpark Mixed-Use ("AMU"), Employment ("Emp") and Airpark Mixed-Use – Residential ("AMU-R") subdistricts, the AZCCSDA proposes to create a

development plan that redevelops underutilized portions of their Property to create an employment hub of office, industrial and aeronautical uses consistent with the uses within the Greater Airpark. The zoning provides for flexibility with development standards while protecting the nearby single family residential neighborhoods and the operations of the airport. The current zoning for the site is Single family Residential ("R1-35") and Industrial Park District ("I-1").

Because of the size of the Property, the proposed zoning (PCP) allows for buildings up to 84 feet in height. The development plan requests only a maximum of 60 feet in height because of the proximity to residential and the airport runway. The PCP zoning district requires a building setback provision from single-family residential zoning districts, which exist south of Sutton and east of Miller Road. This setback provision, maximum 42 feet in height, actually lowers the height allowance of the I-1 zoning along the southwest portion of the Property that currently allows for 52 feet in height.

Finally, the rezoning modifies the GACAP land use map by reducing the AMU-R designation which reaches further west and north than the proposed development plan. The AMU-R lies only within the southeast quadrant of the Property and lies all within the 55 DNL noise contour line or less. This revision attempts to place any existing and future residential uses in the least impactful noise contour. The campus has existed with boarding rooms, teacher and administrative staff housing since the airport was built. For the last fifty years, the AZCCSDA has operated with approximately 300 boarding residents and approximately 30 residences for teacher and administrators. Most of the residences and boarding rooms fall within the 60 DNL contour line. The intent of the development plan is to remove the homes from the 60 DNL area and replace them with residential units built with today's building code requirements and noise attenuation standards. The zoning will only allow for a commensurate number of future residential units that would be constrained to the southeast quadrant of the Property. No redevelopment of new residential units will be allowed to occur under the proposed development plan within the 60 DNL lines. Therefore, if the boarding room buildings were to be removed, any future residential units would only be allowed in the AMU-R zoning designation proposed on the zoning plan.

Site Plan

The proposed site plan is oriented into three (3) phases. The first phase is the proposed office campus along Scottsdale Road in the southwest portion of the Property. The conceptual site plan depicts a cluster of office buildings to create a corporate campus with access off of Scottsdale Road, limited access from Sutton and alternative access through the industrial uses to the northeast off Redfield Road. Any of the office buildings proposed along the south side of the Property within 300 feet of the centerline of Sutton Drive will be required to a maximum of 42 feet in height. A majority of the parking for the office users is oriented away from the residential districts to the south and/or behind office buildings. AZCCSDA looks forward to working with the City in designing a restrictive driveway configuration on Sutton Drive to restrict office users from using the primarily residential portion of the road.

The second phase will be a combination of industrial and aeronautical uses along the northern portion of the Property. The site plan is designed to provide several types and sizes of flex-building for industrial users. The Property has had long standing taxiway

access to the airport. The site plan depicts a row of hangars and staging area. This submittal is a modified design of the hangars shown at our initial open house. Residents and stakeholders at the open house in June 2019 did not like an earlier site plan version that had the hangars positioned along a small portion of the Miller Road alignment. This revised site plan intends to address that concern and focus any and all airplane operations to the north including the staging area.

The last phase of the development plan is to preserve and continue to operate the AZCCSDA religious and educational campus. It is AZCCSDA's goal of leasing the above phases to create an endowment to preserve and continue utilizing approximately thirty (30) acres for the campus. The implementation of this development plan will enable the AZCCSDA to remain on the Property within minimal changes to the existing site plan. As described above, the existing homes will be removed and replaced with residential units on the campus portion of the Property, just west of their existing main driveway off of Sutton Drive. The access to the existing campus will remain off Sutton Drive approximately ¼ mile east of Scottsdale Road. The preservation of the campus is dependent on the success of the redevelopment plan of the remainder of the Property as described above in the two first phases. Any redevelopment over time of the proposed development plan will enable the religious and educational campus to remain and provide for a long standing buffer to the single family neighborhoods to the south and east.

Economic Impact

An economic impact study has been commissioned to analyze the positive economic impact the development plan will have for the City. The creation of a potential corporate office campus along Scottsdale Road, as well as industrial, flex-space and aviation uses along the northern portion of the Property will have significant and positive economic impact. The development plan will create construction, temporary and permanent jobs on a parcel that has minimal employees outside the religious and educational campus. Any new development will create primary and secondary tax revenues as well permitting and construction sales tax revenues. The ripple effects for the surrounding area for secondary job creation as well as the construction, part-time and full-time employees and wages added to the surrounding economy will be a substantial impact to the Greater Airport area. Finally, the success of the development plan will also stabilize the surrounding residential neighborhood by continuing to operate the AZCCSDA educational campus. This campus has been a beneficial steward of the land for both the airport and residential neighborhood. By allowing the campus to continue its religious and educational mission, the AZCCSDA will continue to educate and send out mature, educated young adults into the community, valley and state. The economic benefit from an educated society, although hard to quantify in numbers, benefits all of Scottsdale and wherever the graduates of the AZCCSDA campus migrate to.

Circulation

As described above, the two (2) driveways on Sutton Drive intend to remain. The first driveway on Sutton, just east of Scottsdale Road will provide direct access into and out of the proposed office campus. AZCCSDA intends to work with City transportation staff and the neighbors to restrict access to this driveway and create some sort of traffic calming design to discourage non-residential traffic further east on Sutton Drive.

Two (2) driveways are existing along the Scottsdale Road frontage. The southernmost driveway will be limited to right-in/right-out access. The northernmost driveway is proposed to be the main access to the redeveloped portion of the Property with a loop road connecting to the Property's northeast access driveway off Redfield Road. The northern most driveway is a full access driveway and is intended to remain as designed. With the full access onto Scottsdale Road and utilizing the park & ride cross access and the existing driveway on Redfield Road, the proposal will direct vehicles to and from the site to roadways away from the residential neighborhoods and to regional roadways capable of handling the proposed traffic.

Neighborhood Outreach

We have submitted a comprehensive citizen participation plan as part of this submittal. We have met with stakeholders for over four (4) months on this project. Our open house was held on June 5, 2019 and was well attended. Since the open house, our neighborhood consultants have been in constant contact with neighbors and stakeholders on the progress of our submittal. Please refer to the comprehensive citizen participation plan for additional information. At the time of submitting the application, we have many neighbors, businesses and other stakeholders supporting the proposal. We will continue to work with all stakeholders as we move through the submittal and public hearing process.

Summary & Conclusion

Over the past fifty plus years, the City has been given an airport and acreage surrounding the airport to create one of the most successful economic engines in the City, the valley and Arizona. The City has used AZCCSDA land to build a park and ride facility and used land for a water treatment facility along the south side of Thunderbird and Redfield Roads. This cooperative partnership has allowed both the airport and the religious and educational campus to exist together without issue. As the AZCCSDA charts a plan forward to keep the campus operational, they have taken a measured approach in creating and request for proposal ("RFP") for redevelopment of portions of their Property. The successful candidate for the RFP was Ryan Companies. Ryan is a national leader in commercial real estate development with a reputation of developing high quality projects nationwide and locally in the valley. Ryan is no longer a part of this application. However, their initial guidance will allow AZCCSDA to proceed with a forward thinking redevelopment plan of the site for office, commercial, industrial and aviation development.

The requested minor amendments to the City's General Plan and GACAP are part of an effort to address airport related impacts, but also address residential neighbor impacts. The amendments create logical land use decisions for future development of the Property. The zoning request implements the City's General Plan and GACAP by providing for airport compatible uses along the north and west portions of the Property and provides for preservation of the campus in the southeast portion of the site. The access restrictions and traffic study allows the proposed development plan to move forward with logical circulation movements while preserving the existing school traffic to the majority of the Property's Sutton Drive and Miller Road frontages.

The educational campus is somewhat dependent upon the approval of the proposed development plan. AZCCSDA has been stable and helpful partner in the success of the City and its airport, park and ride and water treatment in the area. This thorough and comprehensive application demonstrates that the Property will continue to be a good neighbor to both the airport and the surrounding neighborhood. We respectfully request your approval of the request.

PCP-Sub District	AMU	AMU-R	Employment	Aviation
Office	508,100 s.f.*	508,100 s.f.*	508,100 s.f.*	
Industrial/non-office			147,250 s.f.	
Residential Phase 1		25 units		
Residential Phase 3***		215 units		
Aviation Uses				84,250 s.f.
Total	508,100 s.f. office	240 residential units/508,100 s.f. office	508,100 s.f. office/147,250 s.f. non-office	84,250 s.f. aviation

*Office and other allowed uses in the AMU. EMP and AMU-R shall not exceed a total of 508,100-s.f. total within the entire development plan.

**Twenty-Five (25) residences allowed in Phase 1 shall not impact the existing dormitory use if residences are used for staff or teachers. Any residential unit in excess of 25 units will require a commensurate reduction in dormitory units.

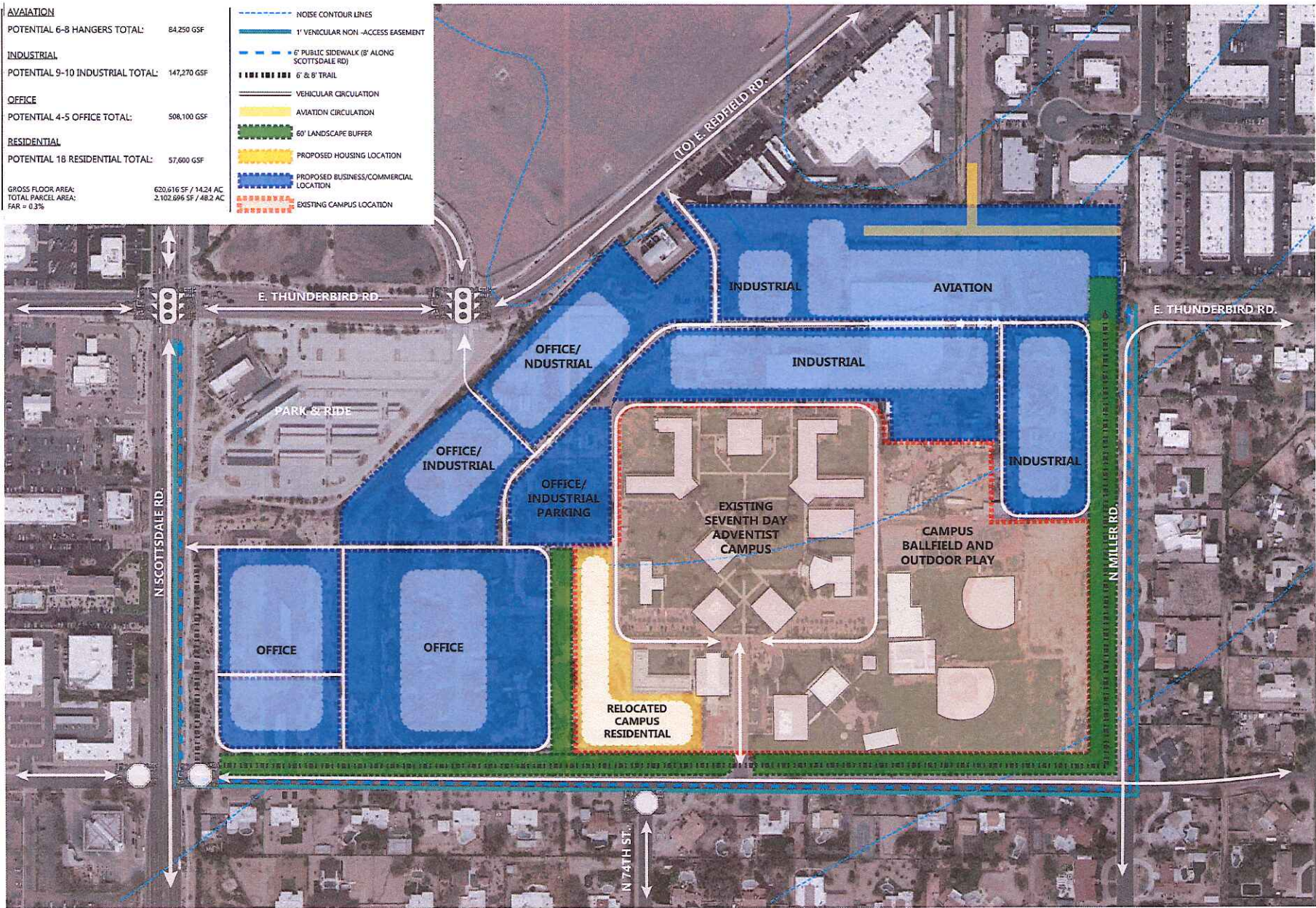
***Each residential unit proposed within Residential Phase 3 shall be matched by a commensurate reduction in dorm rooms (dorm room = residential unit)

GRAPHIC LEGEND

AVIATION	
POTENTIAL 6-8 HANGERS TOTAL:	84,250 GSF
INDUSTRIAL	
POTENTIAL 9-10 INDUSTRIAL TOTAL:	147,270 GSF
OFFICE	
POTENTIAL 4-5 OFFICE TOTAL:	508,100 GSF
RESIDENTIAL	
POTENTIAL 18 RESIDENTIAL TOTAL:	57,600 GSF
GROSS FLOOR AREA:	620,616 SF / 14.24 AC
TOTAL PARCEL AREA:	2,102,696 SF / 48.2 AC
FAR = 0.3%	

GRAPHIC LEGEND

- NOISE CONTOUR LINES
- 1' VEHICULAR NON-ACCESS EASEMENT
- 6' PUBLIC SIDEWALK (6' ALONG SCOTTSDALE RD)
- 6' & 8' TRAIL
- VEHICULAR CIRCULATION
- AVIATION CIRCULATION
- 60' LANDSCAPE BUFFER
- PROPOSED HOUSING LOCATION
- PROPOSED BUSINESS/COMMERCIAL LOCATION
- EXISTING CAMPUS LOCATION



Date: _____

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Project No. _____

CONCEPT SET
PRELIMINARY
SITE PLAN

PRELIMINARY
NOT FOR
CONSTRUCTION
OR
RECORDING

**7TH DAY
ADVENTIST**

N SCOTTSDALE
RD.













Date _____

Coverage and content of all approvals
are subject to change and are not
guaranteed and may vary from the
amount of the contract.

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**CONCEPT SET
CONTEXT**

GRAPHIC LEGEND

-  6' PUBLIC SIDEWALK (6' ALONG SCOTTSDALE RD)
-  1' VEHICULAR NON-ACCESS EASEMENT
-  NOISE CONTOUR LINES
-  6' & 8' TRAIL
-  VEHICULAR CIRCULATION
-  AVIATION CIRCULATION
-  60' LANDSCAPE BUFFER
-  PROPOSED HOUSING LOCATION
-  PROPOSED BUSINESS/COMMERCIAL LOCATION
-  EXISTING CAMPUS LOCATION



Date _____

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**CONCEPT SET
DIMENSIONED
PLAN**

GRAPHIC LEGEND

AMU
PROJECT DATA ZONING: PCP
NET LOT AREA: 1,058,989 SF = 24.3 AC
BUILDING HEIGHT= 60' MAXIMUM HEIGHT
REQUIRED OPEN SPACE = 0.25 x NET LOT AREA
= 0.25 x 1,058,989
= 264,747.25 S

EMP
PROJECT DATA ZONING: PCP
NET LOT AREA: 597,850 SF = 13.7 AC
BUILDING HEIGHT= 60' MAXIMUM HEIGHT
REQUIRED OPEN SPACE = 0.25 x NET LOT AREA
= 0.25 x 597,850
= 149,462.5 SF

*OPEN SPACE PROVIDED WILL MEET THE
OPEN SPACE REQUIRED ON THE SITE.

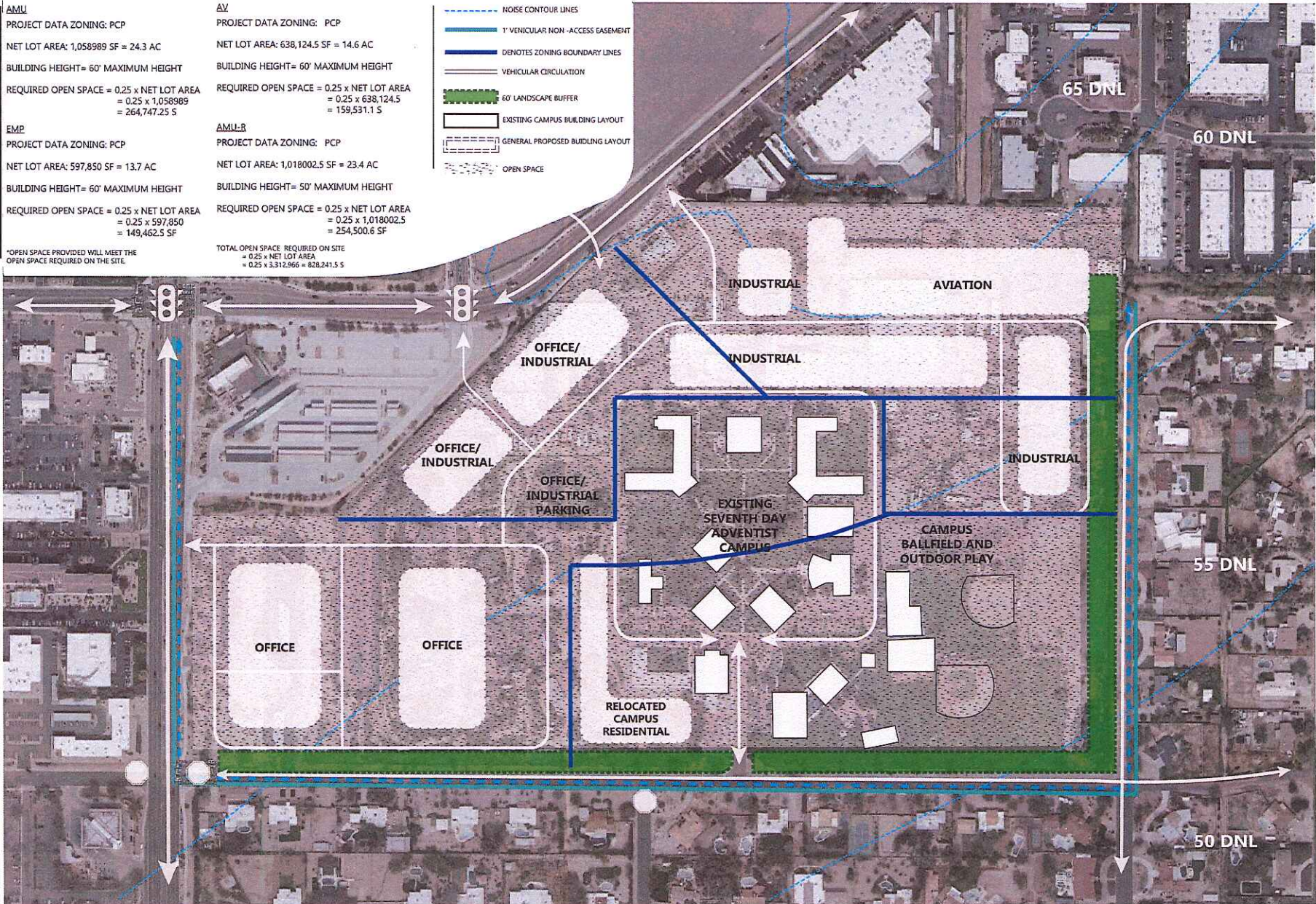
AV
PROJECT DATA ZONING: PCP
NET LOT AREA: 638,124.5 SF = 14.6 AC
BUILDING HEIGHT= 60' MAXIMUM HEIGHT
REQUIRED OPEN SPACE = 0.25 x NET LOT AREA
= 0.25 x 638,124.5
= 159,531.1 S

AMU-B
PROJECT DATA ZONING: PCP
NET LOT AREA: 1,018,002.5 SF = 23.4 AC
BUILDING HEIGHT= 50' MAXIMUM HEIGHT
REQUIRED OPEN SPACE = 0.25 x NET LOT AREA
= 0.25 x 1,018,002.5
= 254,500.6 SF

TOTAL OPEN SPACE REQUIRED ON SITE
= 0.25 x NET LOT AREA
= 0.25 x 3,312,966 = 828,241.5 S

GRAPHIC LEGEND

- NOISE CONTOUR LINES
- 1' VEHICULAR NON-ACCESS EASEMENT
- DENOTES ZONING BOUNDARY LINES
- VEHICULAR CIRCULATION
- 60' LANDSCAPE BUFFER
- EXISTING CAMPUS BUILDING LAYOUT
- GENERAL PROPOSED BUILDING LAYOUT
- OPEN SPACE






PRELIMINARY

NOT FOR
CONSTRUCTION
OR
RECORDING

**7TH DAY
ADVENTIST**

N SCOTTSDALE
RD.

-  PHASE 1
-  PHASE 2
-  PHASE 3



Date _____

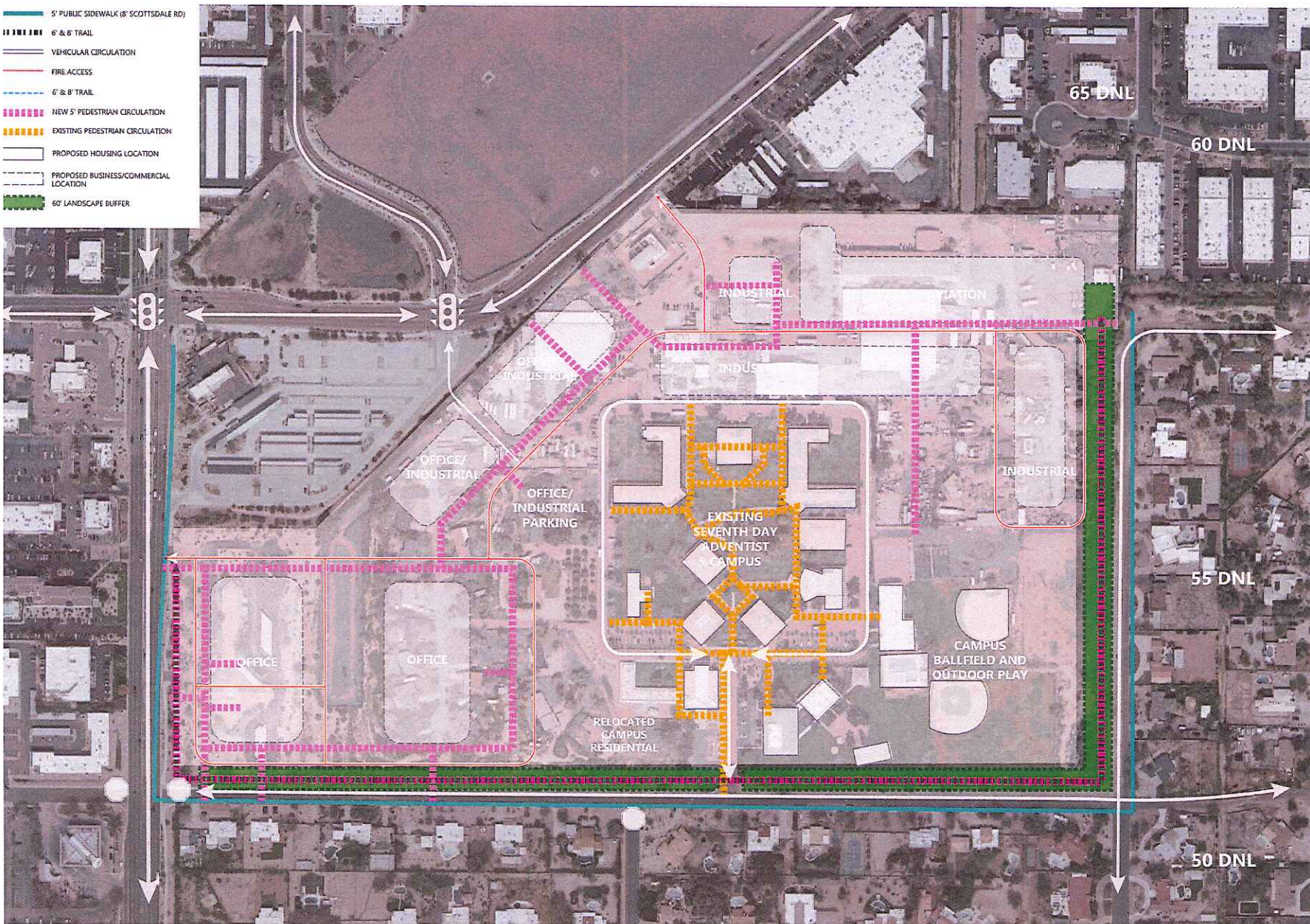
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**CONCEPT SET
PHASING PLAN**

PHIC LEGEND

-  5' PUBLIC SIDEWALK (8' SCOTTSDALE RD)
-  6' & 8' TRAIL
-  VEHICULAR CIRCULATION
-  FIRE ACCESS
-  6' & 8' TRAIL
-  NEW 5' PEDESTRIAN CIRCULATION
-  EXISTING PEDESTRIAN CIRCULATION
-  PROPOSED HOUSING LOCATION
-  PROPOSED BUSINESS/COMMERCIAL LOCATION
-  60' LANDSCAPE BUFFER



NELSEN PARTNERS
ARCHITECTS & PLANNERS

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t 480.949.4800
nelsonpartners.com

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OR
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**7TH DAY
ADVENTIST**

N SCOTTSDALE
RD.

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Changes and without mutual agreement
between the parties shall not be
considered. Use of the word "shall" on the
contract shall not be construed to mean
obligation of the contract.

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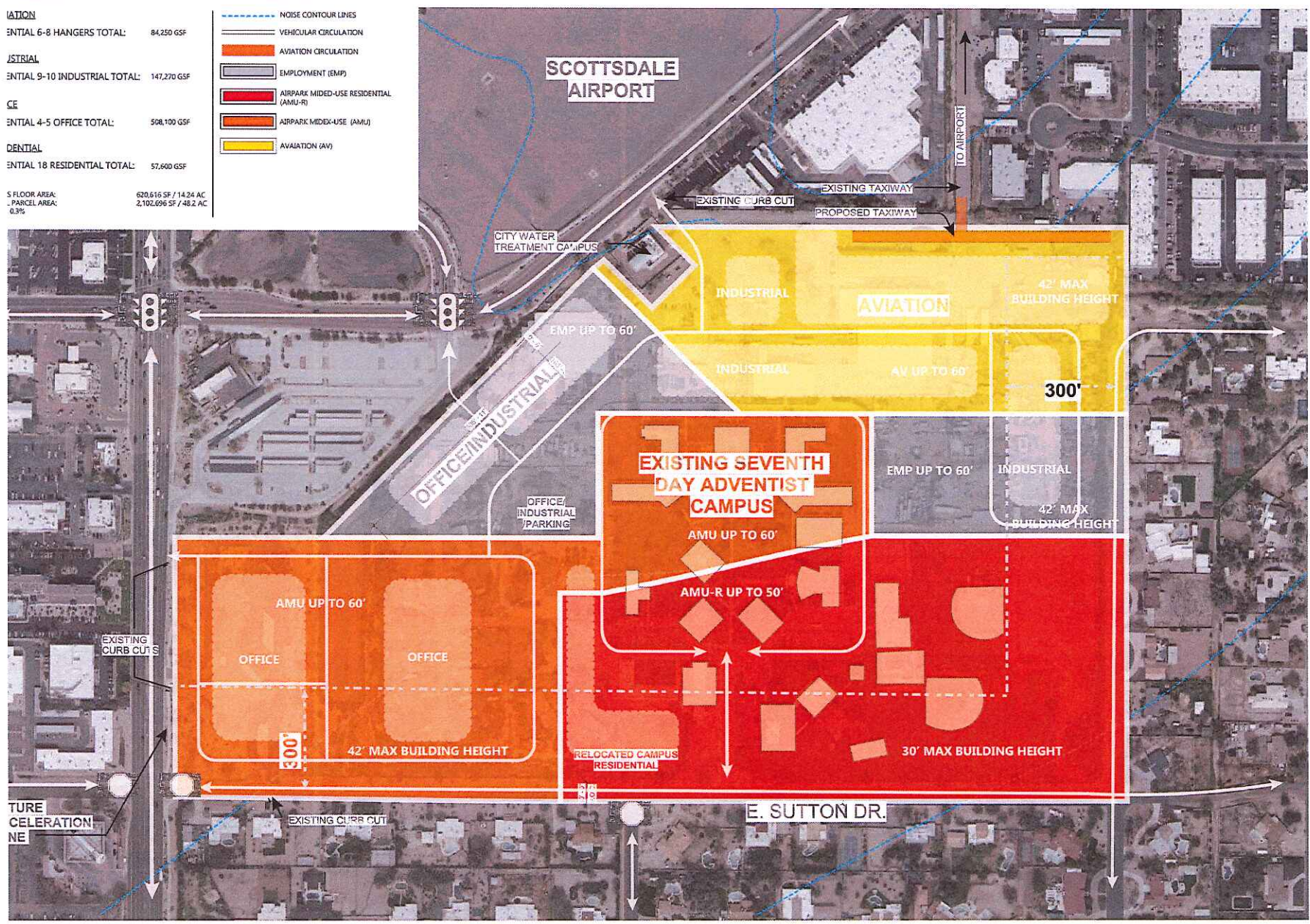
CONCEPT SET
PEDESTRIAN & VEHIC-
ULAR CIRCULATION
PLAN

THIC LEGEND

AVIATION	
INITIAL 6-8 HANGERS TOTAL:	84,250 GSF
INDUSTRIAL	
INITIAL 9-10 INDUSTRIAL TOTAL:	147,270 GSF
OFFICE	
INITIAL 4-5 OFFICE TOTAL:	508,100 GSF
RESIDENTIAL	
INITIAL 18 RESIDENTIAL TOTAL:	57,600 GSF
TOTAL FLOOR AREA:	620,616 SF / 14.24 AC
TOTAL PARCEL AREA:	2,102,696 SF / 48.2 AC
	0.3%

GRAPHIC LEGEND

NOISE CONTOUR LINES	—
VEHICULAR CIRCULATION	—
AVIATION CIRCULATION	—
EMPLOYMENT (EMP)	—
AIRPARK MID-USE RESIDENTIAL (AMU-R)	—
AIRPARK MID-USE (AMU)	—
AVIATION (AV)	—



GRAPHIC LEGEND

AVIATION	
POTENTIAL 6-8 HANGERS TOTAL:	84,250 GSF
INDUSTRIAL	
POTENTIAL 9-10 INDUSTRIAL TOTAL:	147,270 GSF
OFFICE	
POTENTIAL 4-5 OFFICE TOTAL:	508,100 GSF
RESIDENTIAL	
POTENTIAL 18 RESIDENTIAL TOTAL:	57,600 GSF
68333 FLOOR AREA	820516 SF / 14.24 AC
TOTAL PARCEL AREA:	2,102,096 SF / 48.2 AC
FAR = 0.3%	

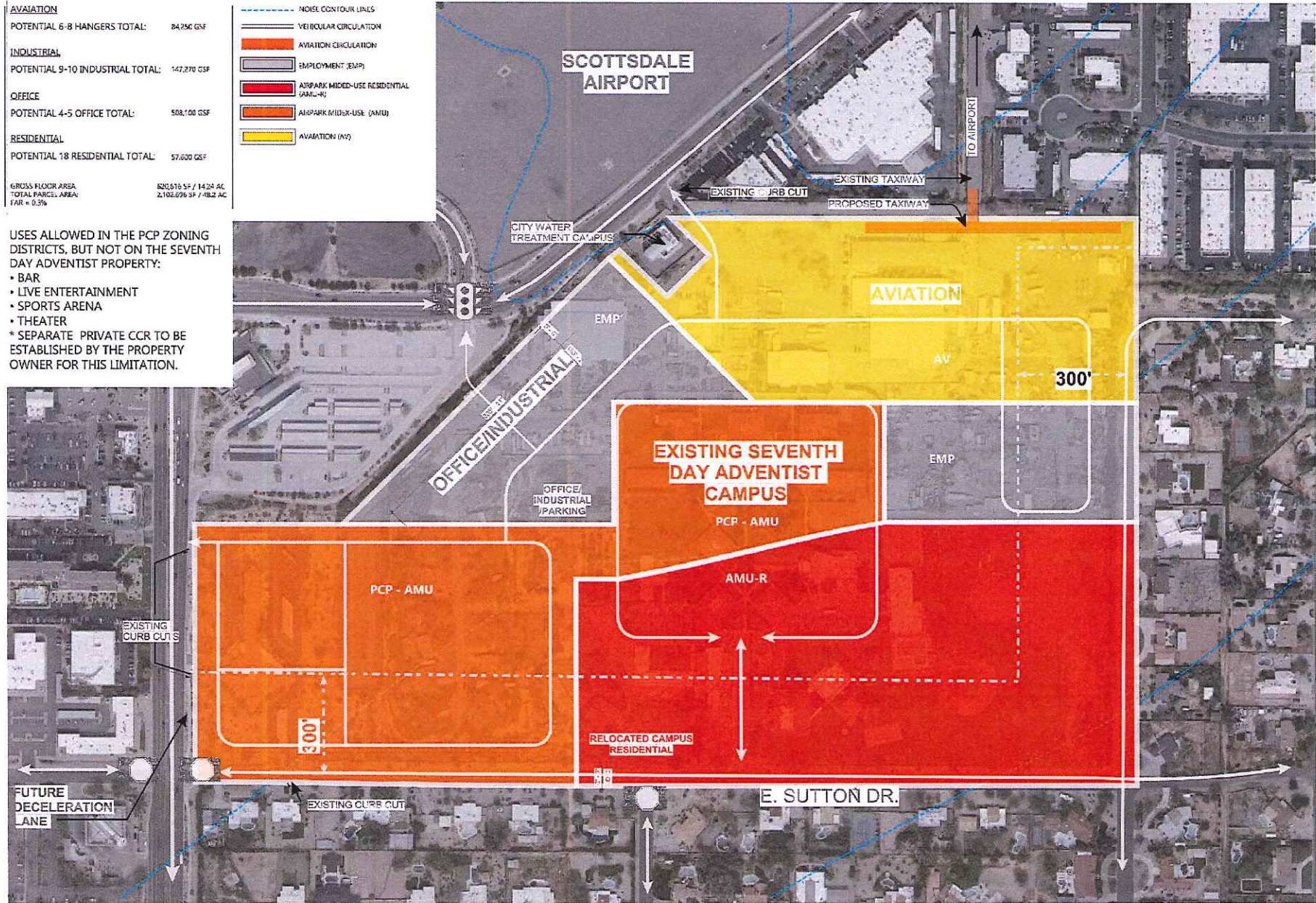
USES ALLOWED IN THE PCP ZONING DISTRICTS, BUT NOT ON THE SEVENTH DAY ADVENTIST PROPERTY:

- BAR
- LIVE ENTERTAINMENT
- SPORTS ARENA
- THEATER

* SEPARATE PRIVATE CCR TO BE ESTABLISHED BY THE PROPERTY OWNER FOR THIS LIMITATION.

GRAPHIC LEGEND

	NOISE CONTOUR LINES
	VEHICULAR CIRCULATION
	AVIATION CIRCULATION
	EMPLOYMENT (EMP)
	AIRPARK MEDIUM-USE RESIDENTIAL (AMU-R)
	AIRPARK MEDIUM-USE (AMU)
	AVIATION (AV)



Date _____

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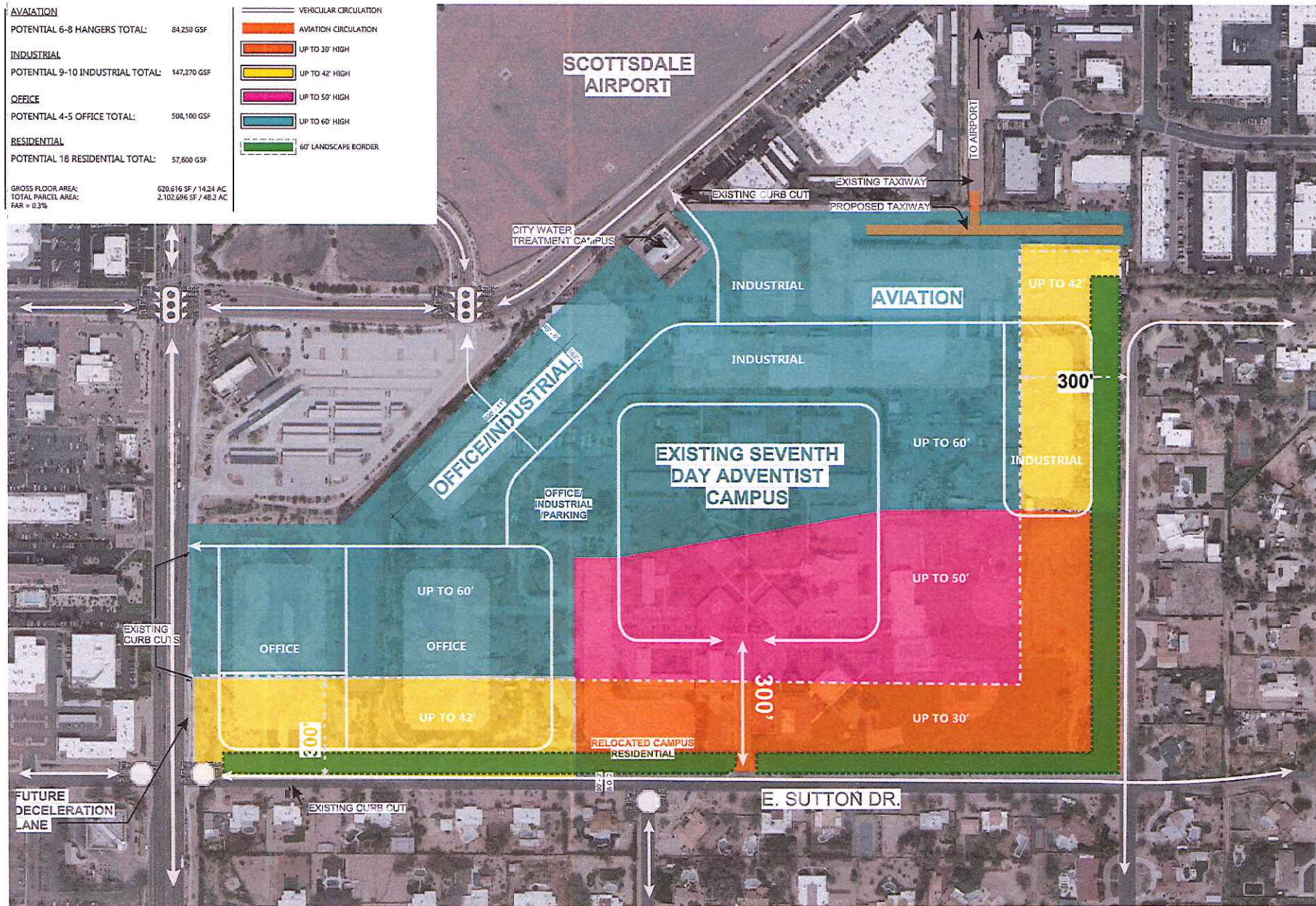
Project No. _____

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POTENTIAL 6-8 HANGERS TOTAL:	84,250 GSF
INDUSTRIAL	
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TOTAL PARCEL AREA:	2,102,696 SF / 48.2 AC
FAR = 0.3%	

GRAPHIC LEGEND

VEHICULAR CIRCULATION	—
AVIATION CIRCULATION	—
UP TO 30' HIGH	—
UP TO 42' HIGH	—
UP TO 50' HIGH	—
UP TO 60' HIGH	—
60' LANDSCAPE BORDER	—



Date _____

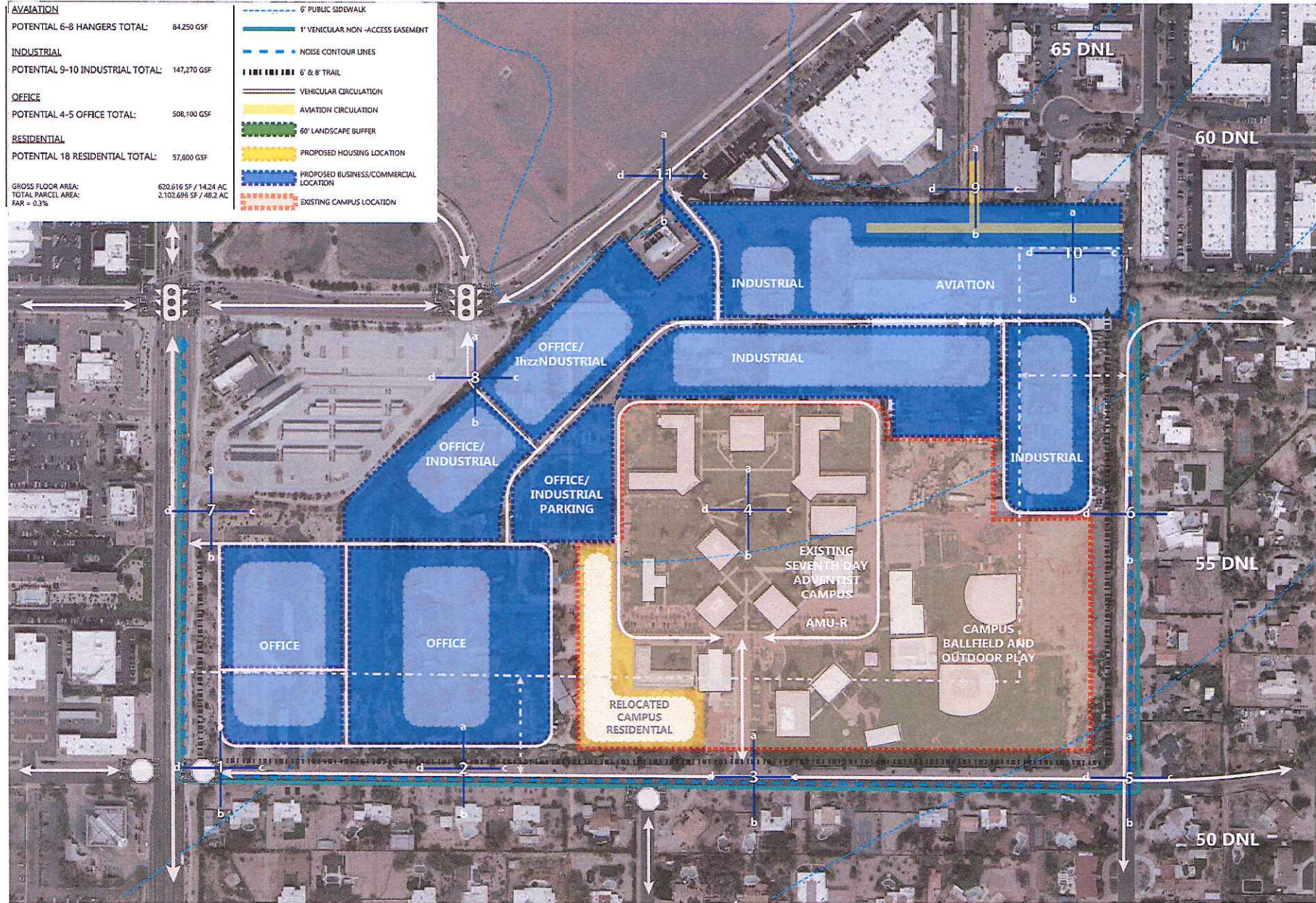
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GRAPHIC LEGEND

AVIATION	
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INDUSTRIAL	
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RESIDENTIAL	
POTENTIAL 18 RESIDENTIAL TOTAL:	57,600 GSF
GROSS FLOOR AREA:	620,610 SF / 14.24 AC
TOTAL PARCEL AREA:	2,102,606 SF / 48.3 AC
FAR = 0.3%	

GRAPHIC LEGEND

- 6' PUBLIC SIDEWALK
- 1' VEHICULAR NON-ACCESS EASEMENT
- NOISE CONTOUR LINES
- 6' & 8' TRAIL
- VEHICULAR CIRCULATION
- AVIATION CIRCULATION
- 60' LANDSCAPE BUFFER
- PROPOSED HOUSING LOCATION
- PROPOSED BUSINESS/COMMERCIAL LOCATION
- EXISTING CAMPUS LOCATION



Date _____

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Project No. _____



1.a



1.b



1.c



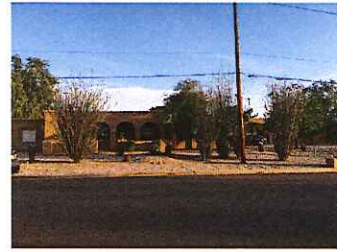
1.d



2.a



2.b



2.c



2.d



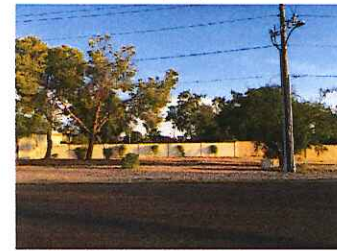
3.a



3.b



3.c



3.d



4.a



4.b



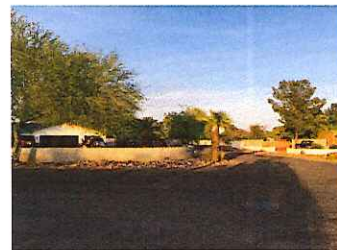
4.c



4.d



5.a



5.b



5.c



5.d



1.a



1.b



1.c



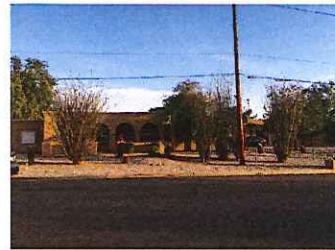
1.d



2.a



2.b



2.c



2.d



3.a



3.b



3.c



3.d



4.a



4.b



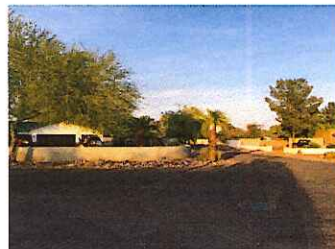
4.c



4.d



5.a



5.b



5.c



5.d

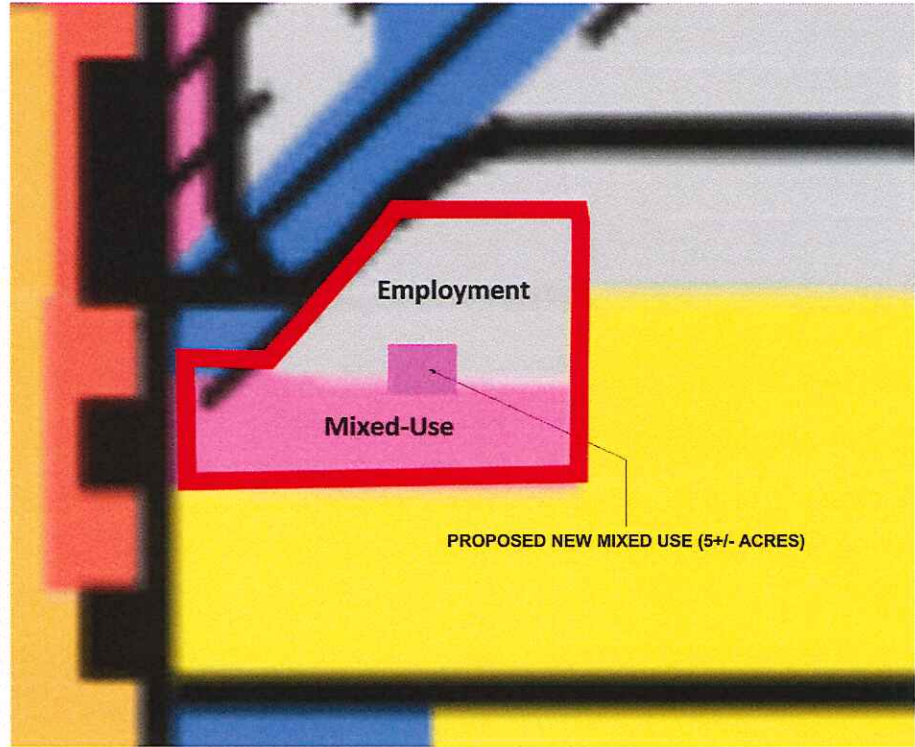
PRELIMINARY
NOT FOR
CONSTRUCTION

7TH DAY
ADVENTIST







N SCOTTSDALE RI
AND E SUTTON D



1 EXISTING GENERAL PLAN LAND USE MAP
1:24,000 1" = 300'-0"



2 PROPOSED GENERAL PLAN LAND USE MAP
1:24,000 1" = 300'-0"

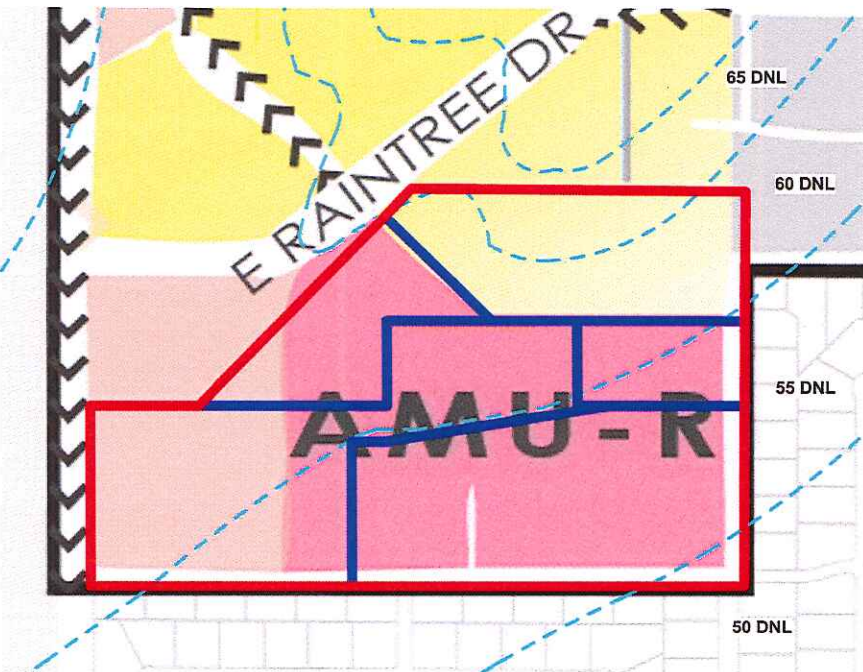
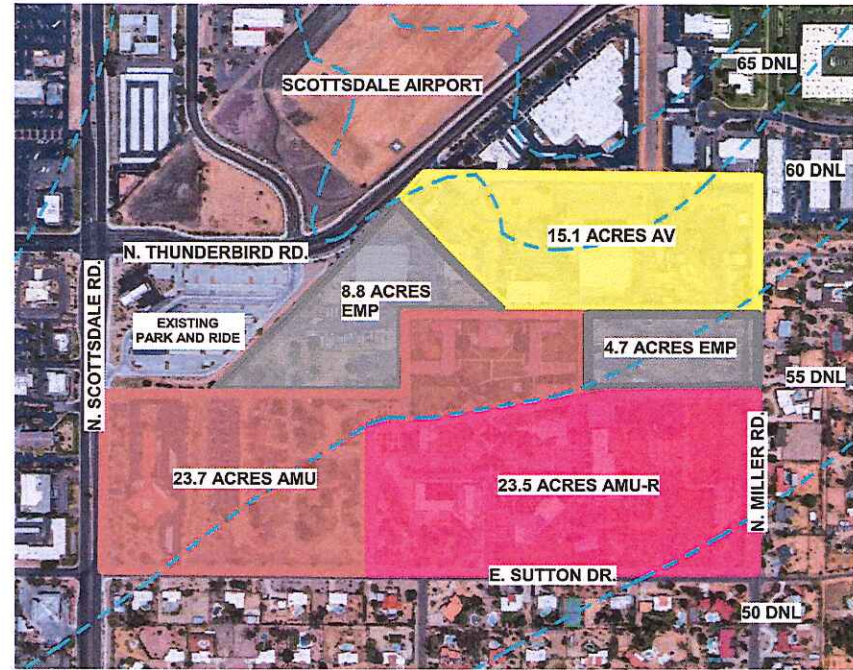
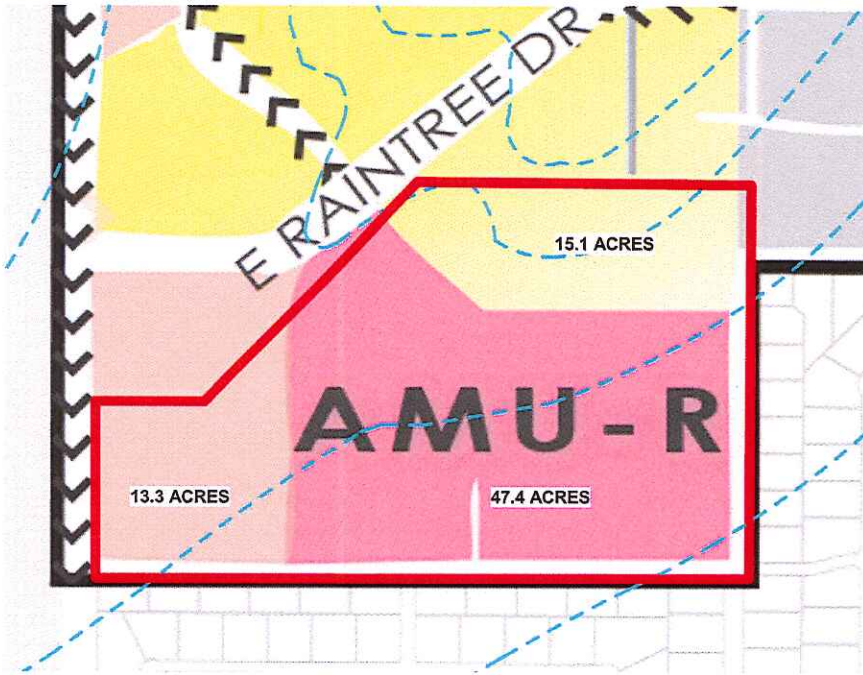
LEGEND	
	RURAL NEIGHBORHOODS
	SUBURBAN NEIGHBORHOODS
	MIXED-USE NEIGHBORHOODS
	COMMERCIAL
	EMPLOYMENT
	CULTURAL/INSTITUTIONAL OR PUBLIC USE

Date
APRIL 23, 2020

Changes and other modifications
shown on this map are not intended
to be a part of the original and master
copy. All other information is the
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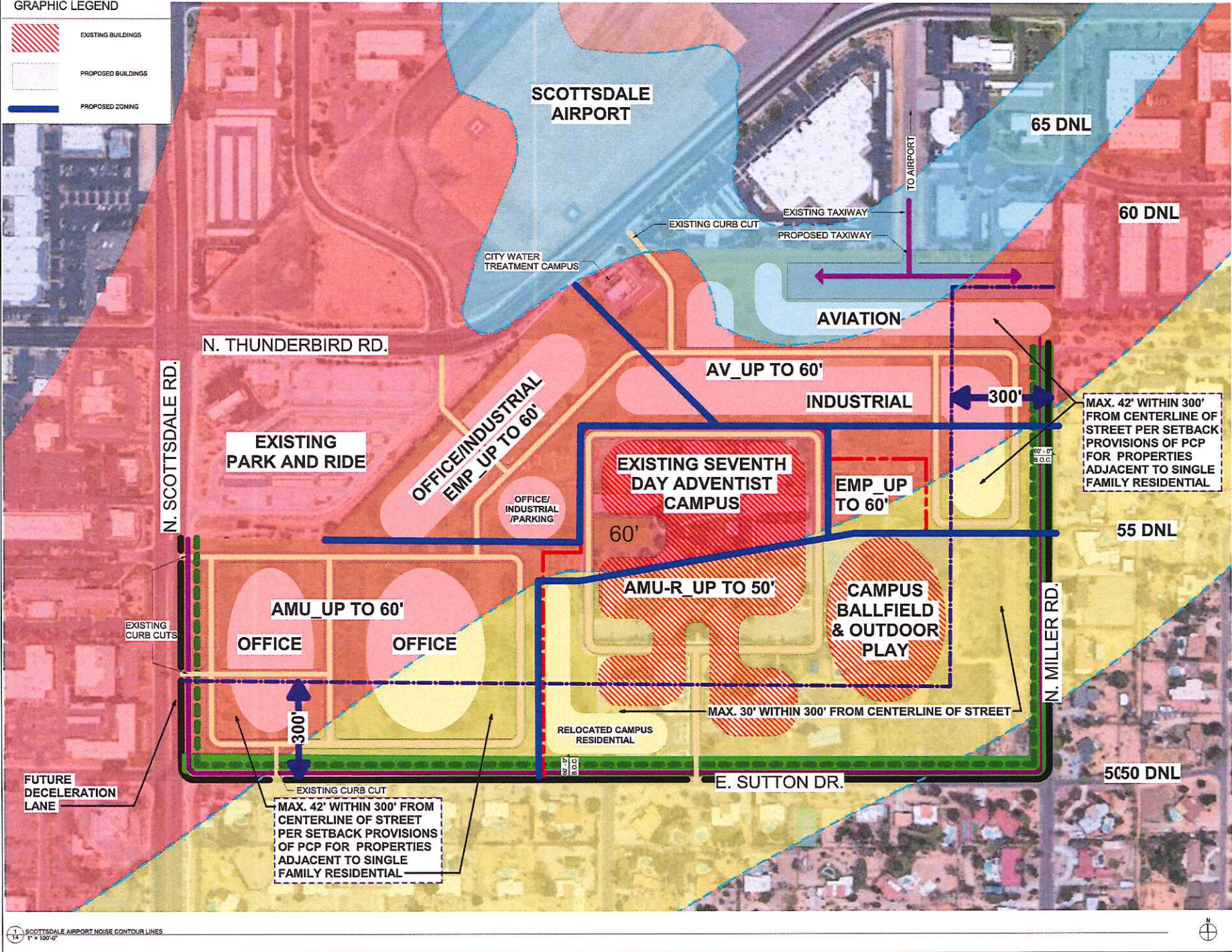
CONCEPT SET
2001 GENERAL PLAN
LAND USE MAP



LEGEND	
	AVIATION (AV)
	AIRPARK MIXED-USE (AMU)
	AIRPARK MIXED-USE RESIDENTIAL (AMU-R)
	EMPLOYMENT (EMP)

GRAPHIC LEGEND

-  EXISTING BUILDINGS
-  PROPOSED BUILDINGS
-  PROPOSED ZONING



SCOTTSDALE AIRPORT NOISE CONTOUR LINES
 1" = 100'



NELSEN PARTNERS
 ARCHITECTS & PLANNERS
 Nelson Partners, Inc.
 Austin | Scottsdale
 15210 North Scottsdale Road
 Suite 4000
 Scottsdale, Arizona 85254
 T 480.949.8000
 nelsenpartners.com

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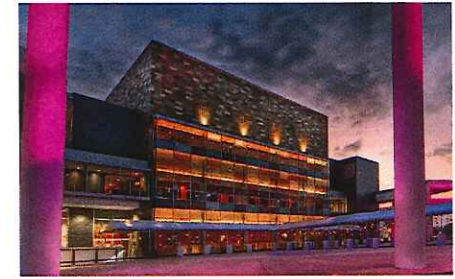
7TH DAY ADVENTIST

N SCOTTSDALE RI
 AND E SUTTON D

Date
 APRIL 23, 2020

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CONCEPT SET
 SCOTTSDALE AIRPORT NOISE CONTOUR LINES



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Date
APRIL 23, 2020

Changes will occur without notice, including
without limitation, changes in the
scope, content, and timing of the
project. All drawings are the property
of Nelsen Partners, Inc.

Project No.
**CONCEPT SET
ELEVATIONS**



**NELSEN
PARTNERS**

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Date
APRIL 23, 2020

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and not for construction. All dimensions
and materials are subject to change
without notice. All dimensions and materials
are subject to change without notice.

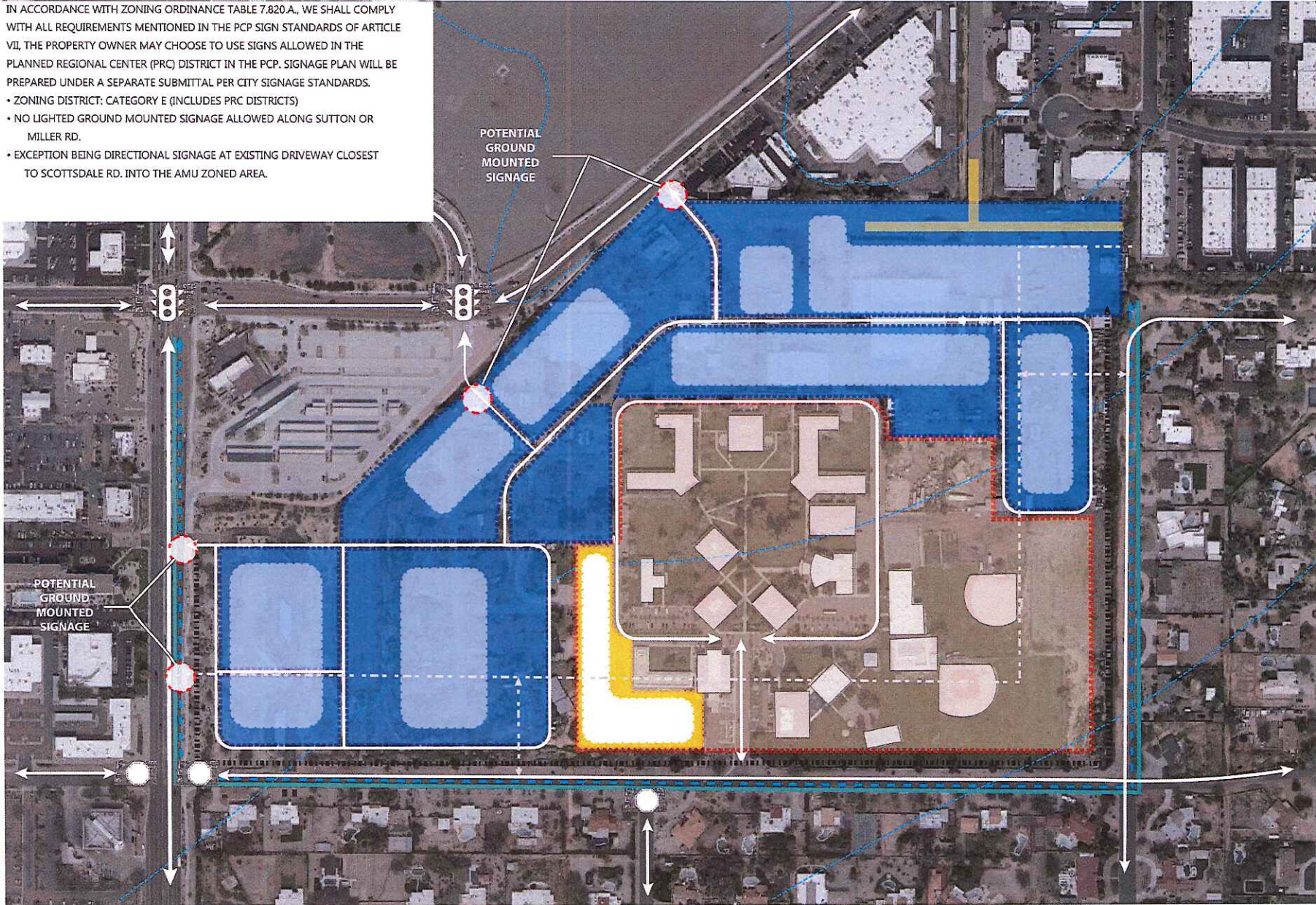
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Project No.

**CONCEPT SET
RESIDENTIAL UNITS**

SIGNAGE REQUIREMENTS

IN ACCORDANCE WITH ZONING ORDINANCE TABLE 7.820.A, WE SHALL COMPLY WITH ALL REQUIREMENTS MENTIONED IN 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. SIGNAGE PLAN WILL BE PREPARED UNDER A SEPARATE SUBMITTAL PER CITY SIGNAGE STANDARDS.

- ZONING DISTRICT: CATEGORY E (INCLUDES PRC DISTRICTS)
- NO LIGHTED GROUND MOUNTED SIGNAGE ALLOWED ALONG SUTTON OR MILLER RD.
- EXCEPTION BEING DIRECTIONAL SIGNAGE AT EXISTING DRIVEWAY CLOSEST TO SCOTTSDALE RD. INTO THE AMU ZONED AREA.



Date
APRIL 23, 2020

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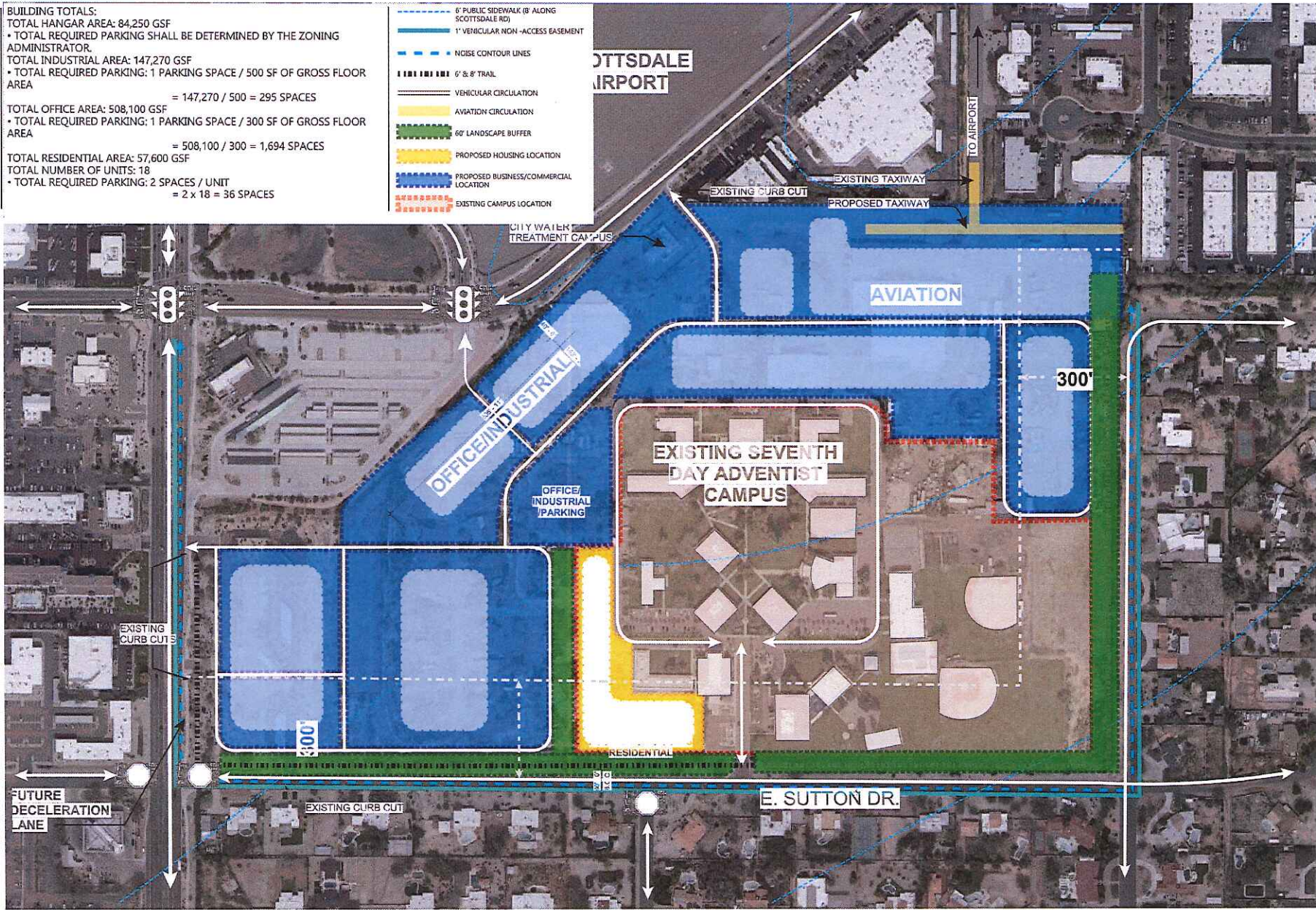
Project No.

PARKING REQUIREMENTS

BUILDING TOTALS:
TOTAL HANGAR AREA: 84,250 GSF
 • TOTAL REQUIRED PARKING SHALL BE DETERMINED BY THE ZONING ADMINISTRATOR.
TOTAL INDUSTRIAL AREA: 147,270 GSF
 • TOTAL REQUIRED PARKING: 1 PARKING SPACE / 500 SF OF GROSS FLOOR AREA
 = 147,270 / 500 = 295 SPACES
TOTAL OFFICE AREA: 508,100 GSF
 • TOTAL REQUIRED PARKING: 1 PARKING SPACE / 300 SF OF GROSS FLOOR AREA
 = 508,100 / 300 = 1,694 SPACES
TOTAL RESIDENTIAL AREA: 57,600 GSF
TOTAL NUMBER OF UNITS: 18
 • TOTAL REQUIRED PARKING: 2 SPACES / UNIT
 = 2 x 18 = 36 SPACES

GRAPHIC LEGEND

- 6' PUBLIC SIDEWALK (6' ALONG SCOTTSDALE RD)
- 1' VEHICULAR NON-ACCESS EASEMENT
- NOISE CONTOUR LINES
- 6' x 8' TRAIL
- VEHICULAR CIRCULATION
- AVIATION CIRCULATION
- 60' LANDSCAPE BUFFER
- PROPOSED HOUSING LOCATION
- PROPOSED BUSINESS/COMMERCIAL LOCATION
- EXISTING CAMPUS LOCATION

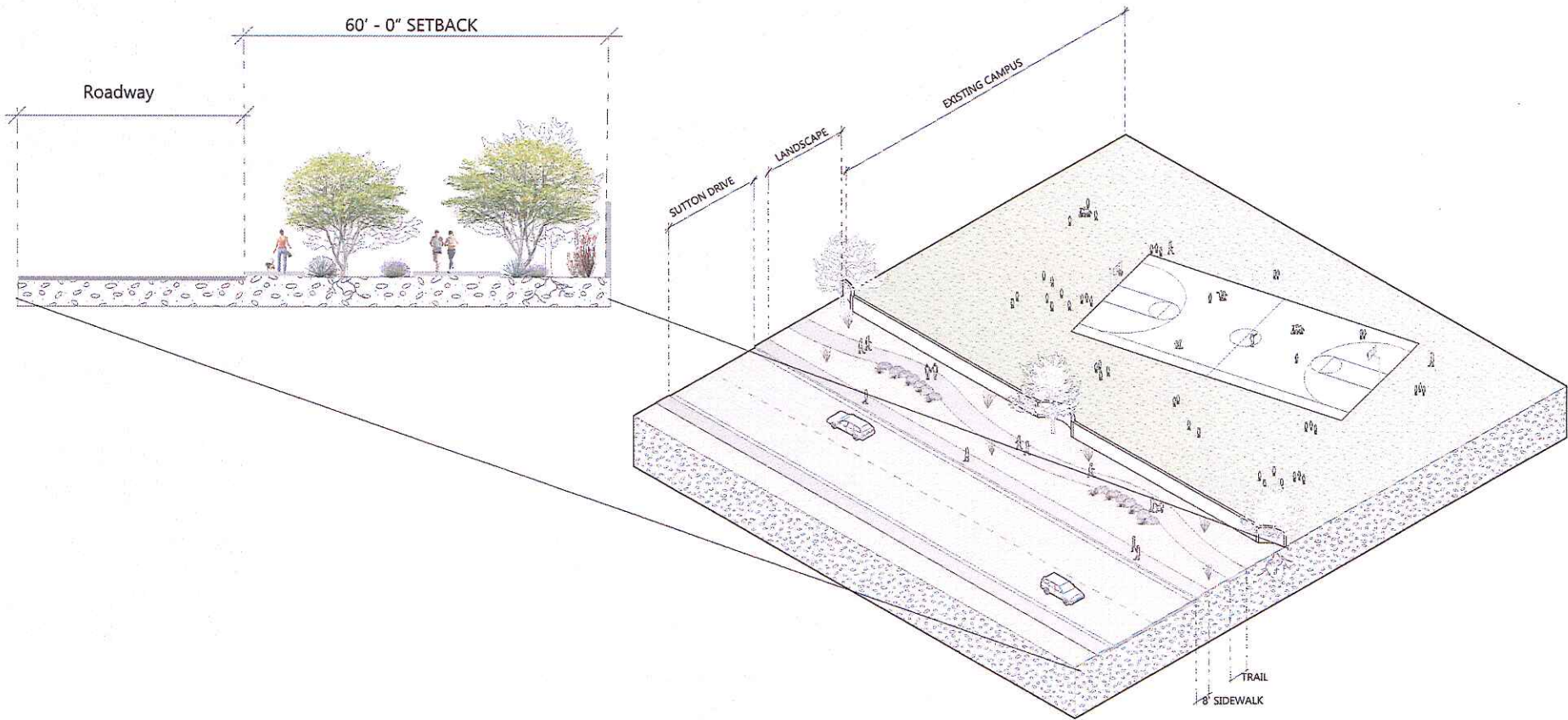




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**7TH DAY
ADVENTIST**

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AND E SUTTON D



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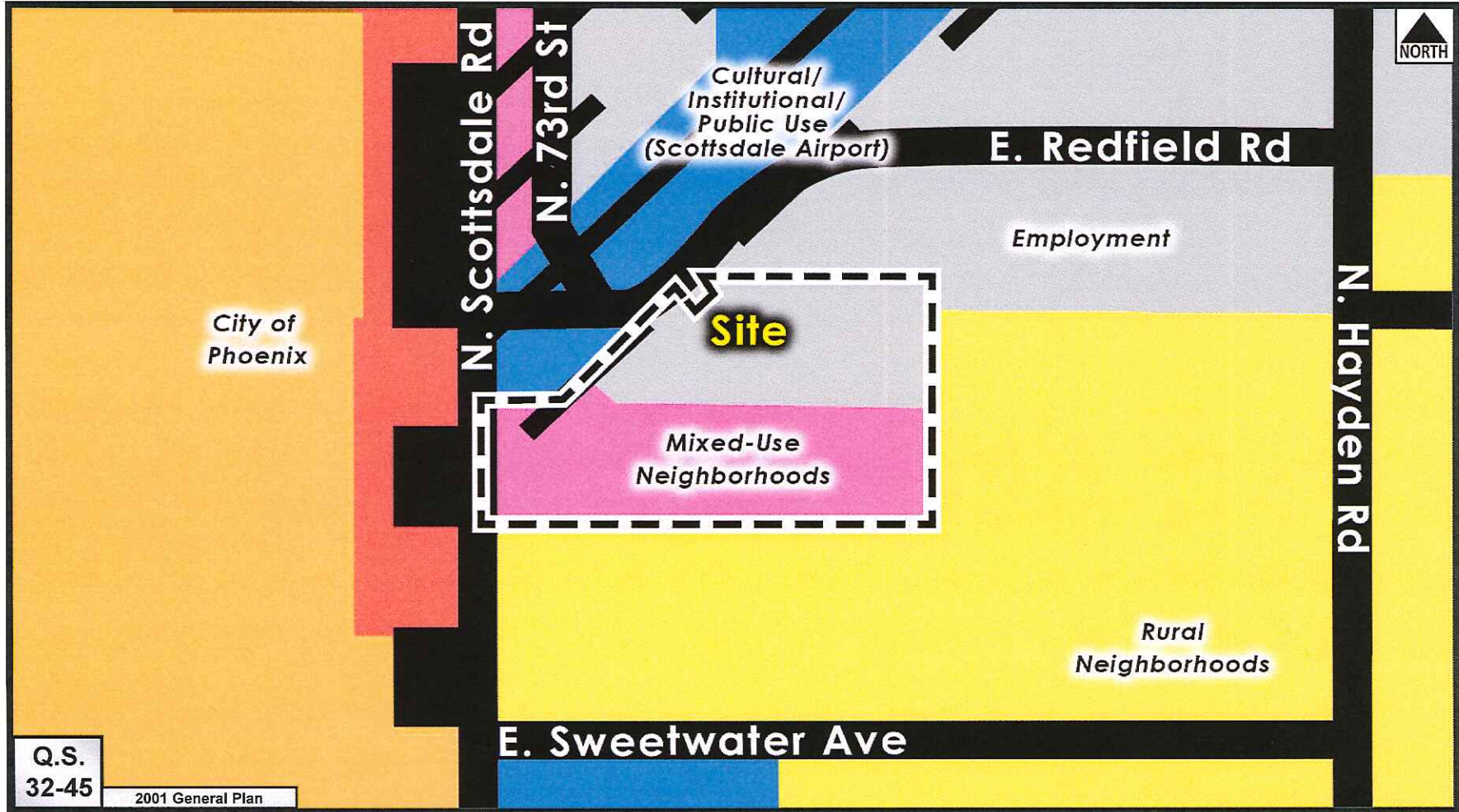
Date:
APRIL 23, 2020

Changes and additional drawings
shall be the architect's and shall not be
binding, until all drawings are within
scope of the contract.

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Project No.

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EDGE TREATMENTS

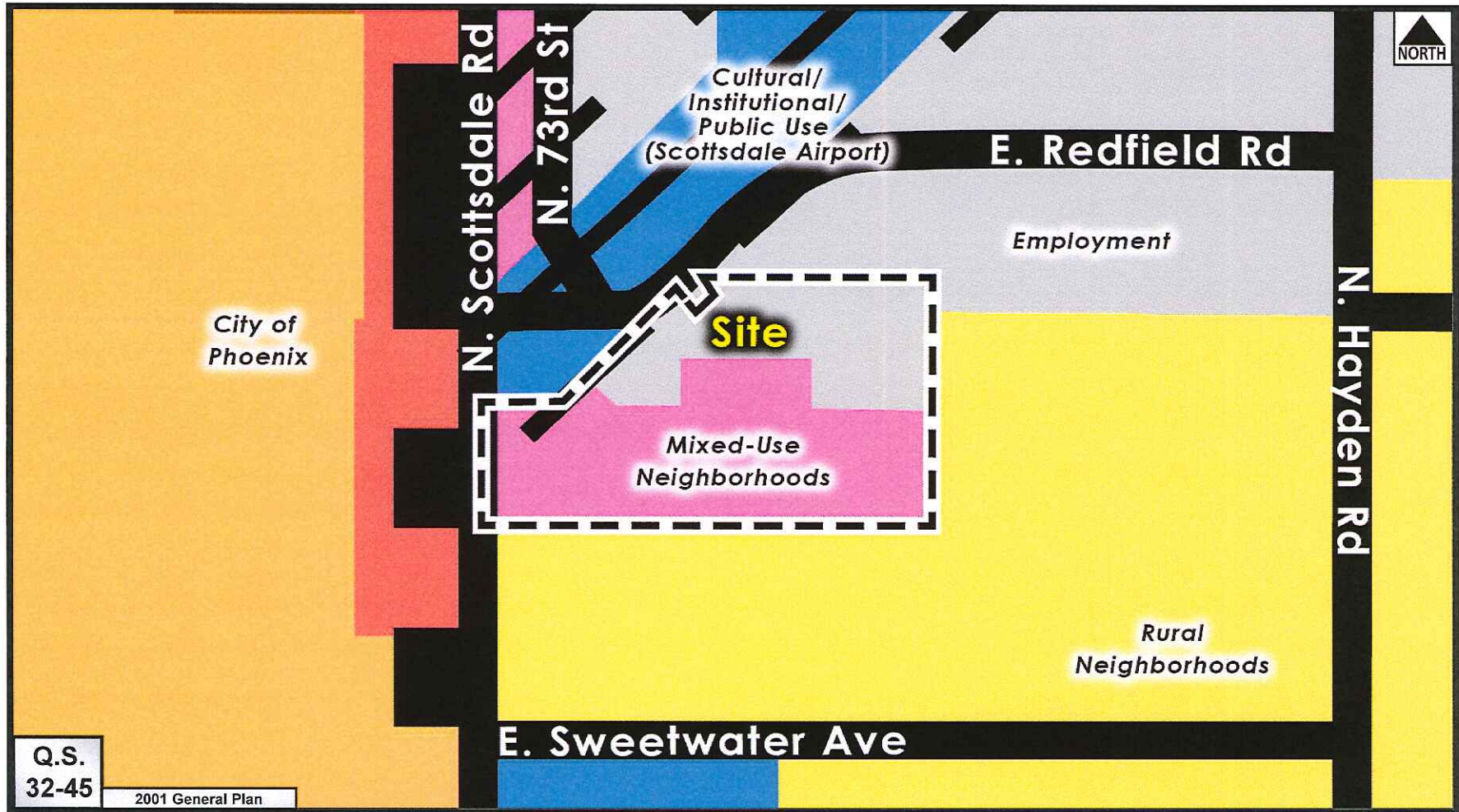


Q.S.
32-45

2001 General Plan

Existing General Plan Land Use
Mixed-Use Neighborhoods & Employment

4-GP-2019

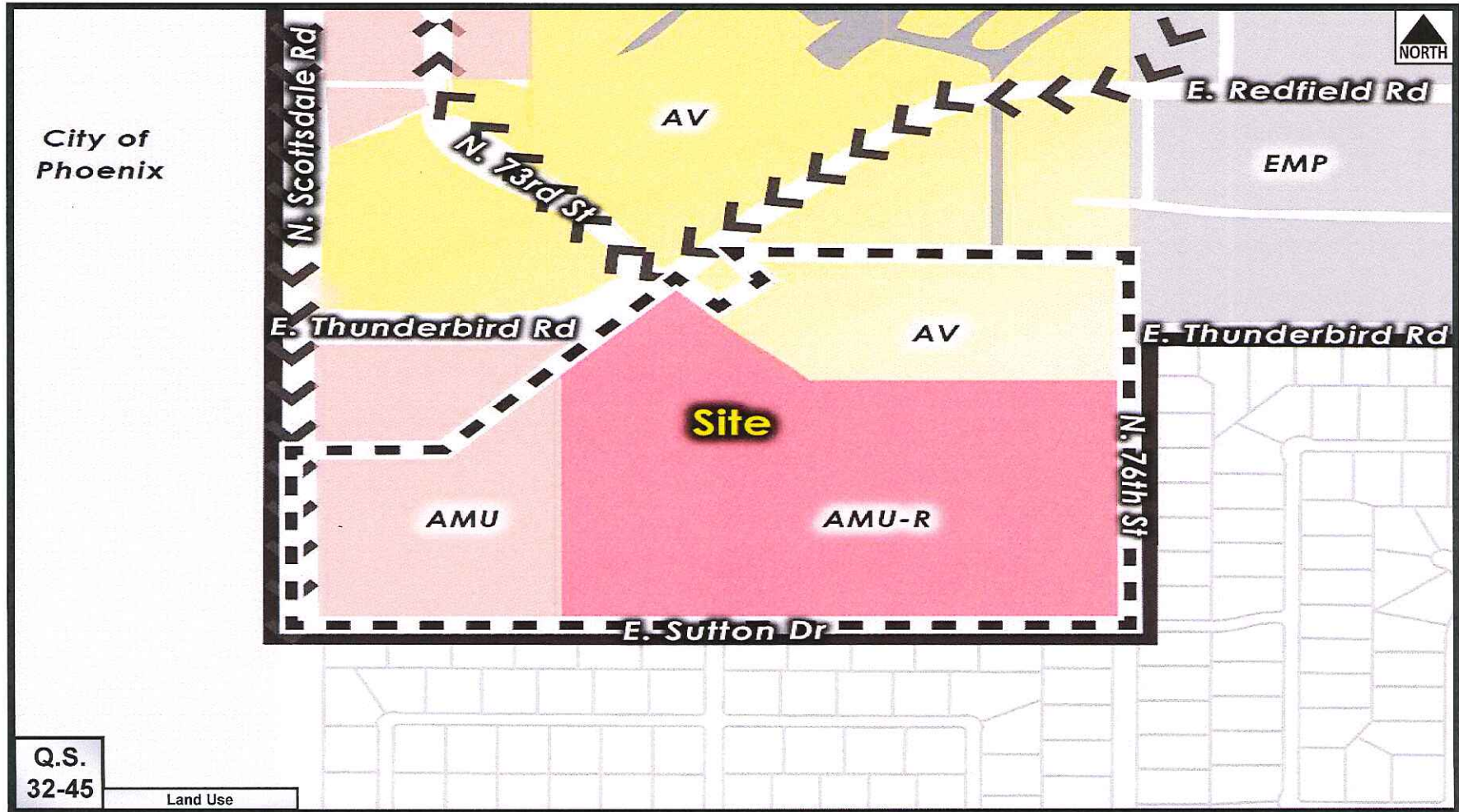


Q.S.
32-45

2001 General Plan

**Proposed General Plan Land Use
Mixed-Use Neighborhoods & Employment**

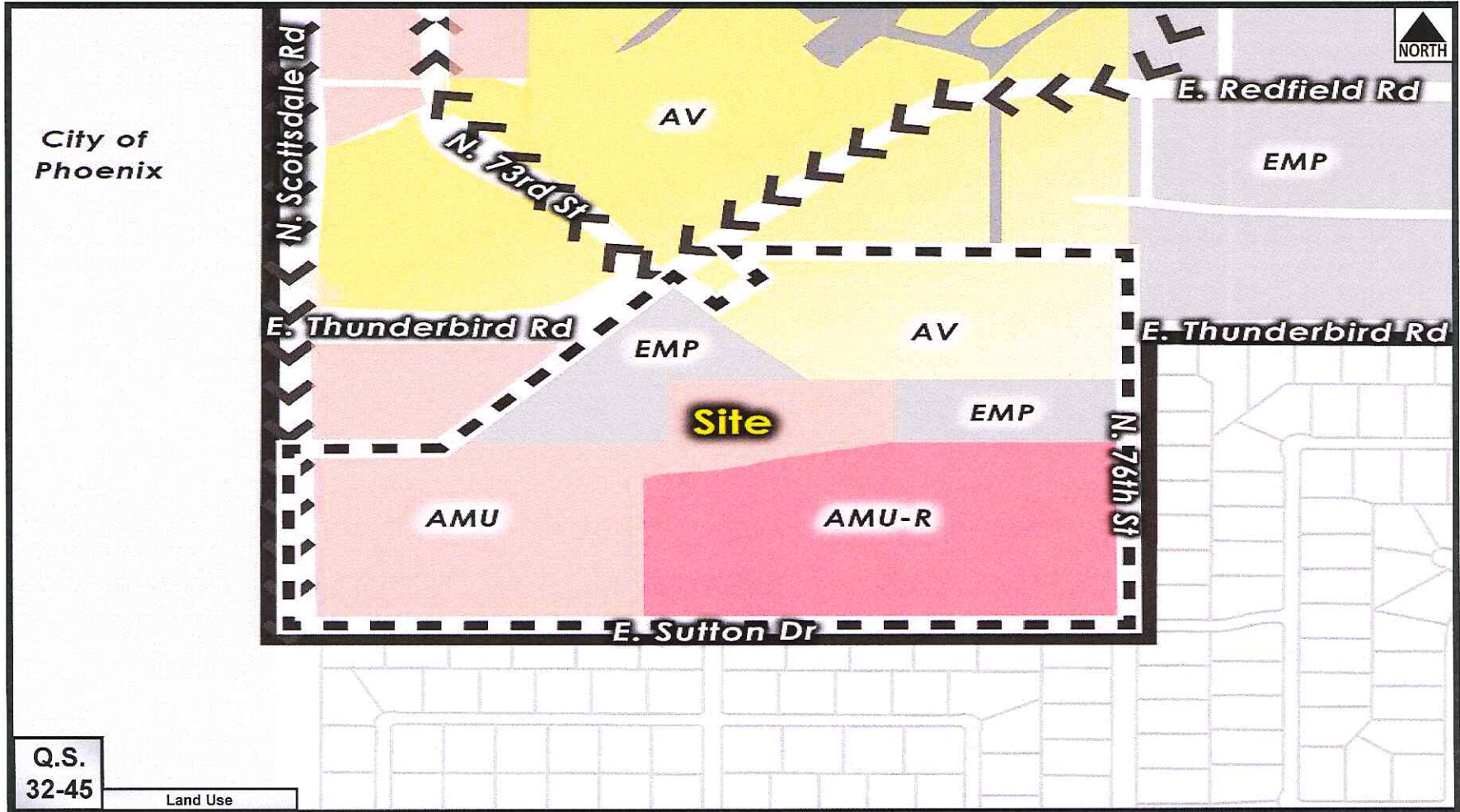
4-GP-2019



Existing Airpark Land Use

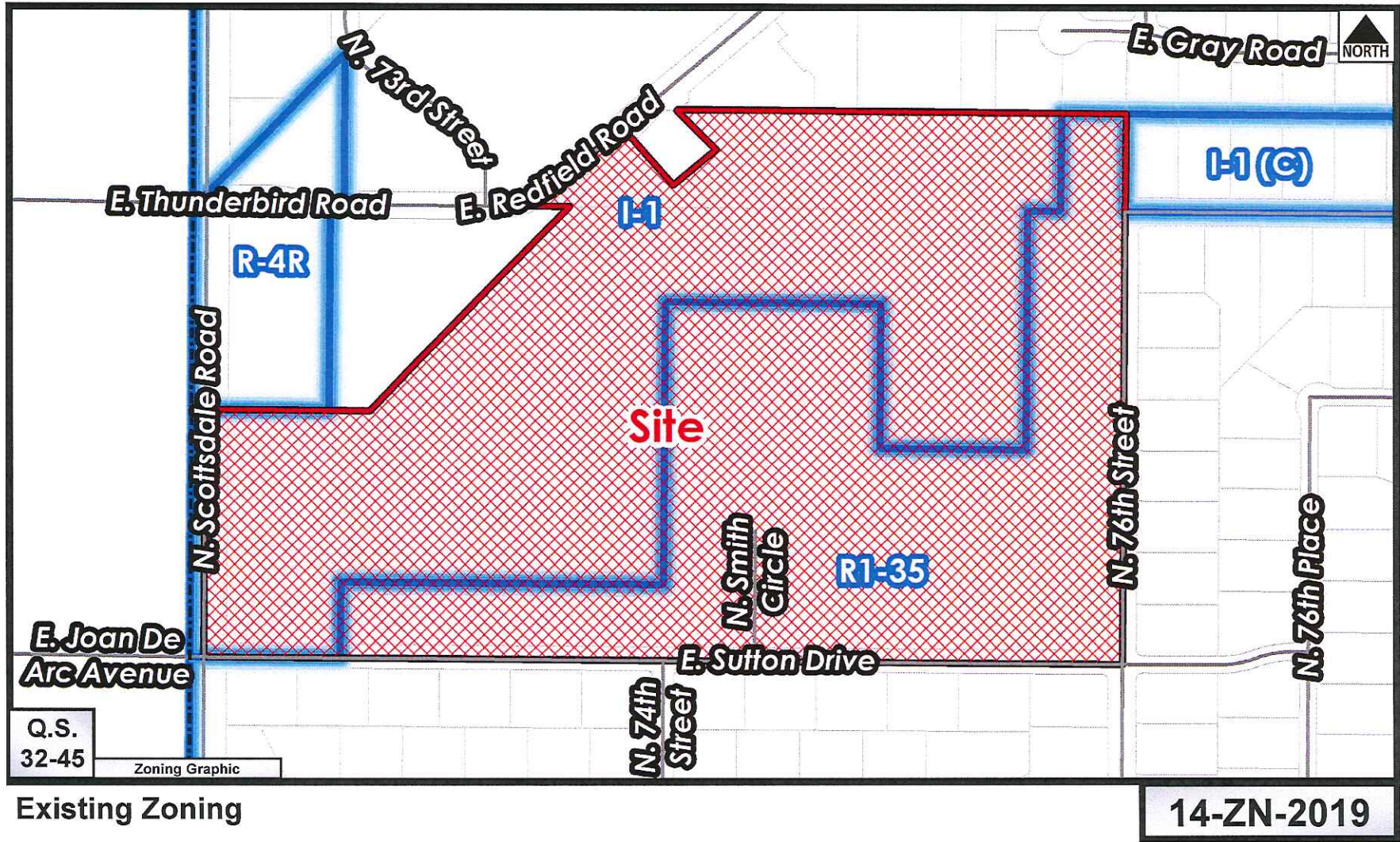
14-ZN-2019

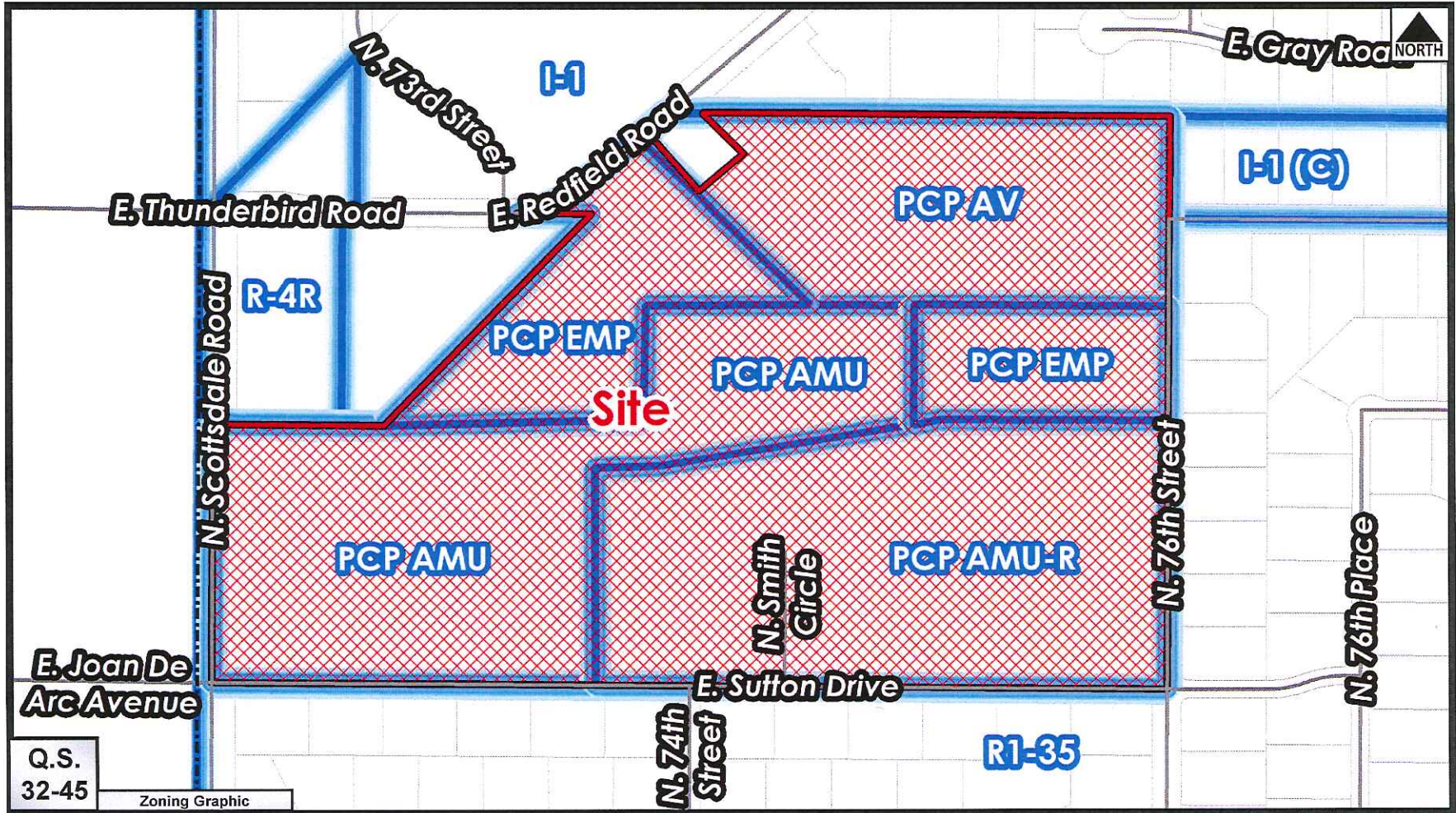
ATTACHMENT 5



Proposed Airpark Land Use

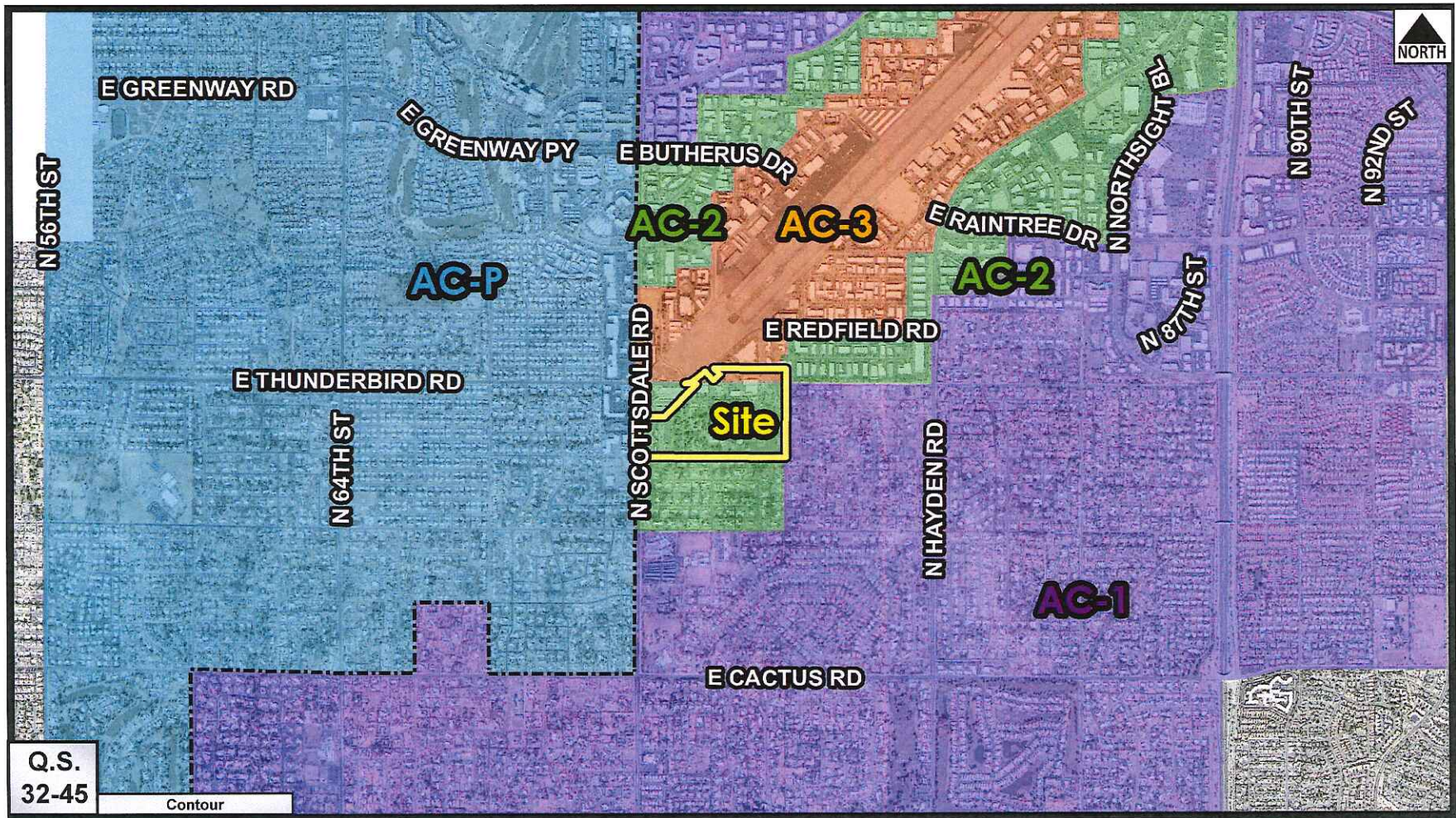
14-ZN-2019





Proposed Zoning

14-ZN-2019

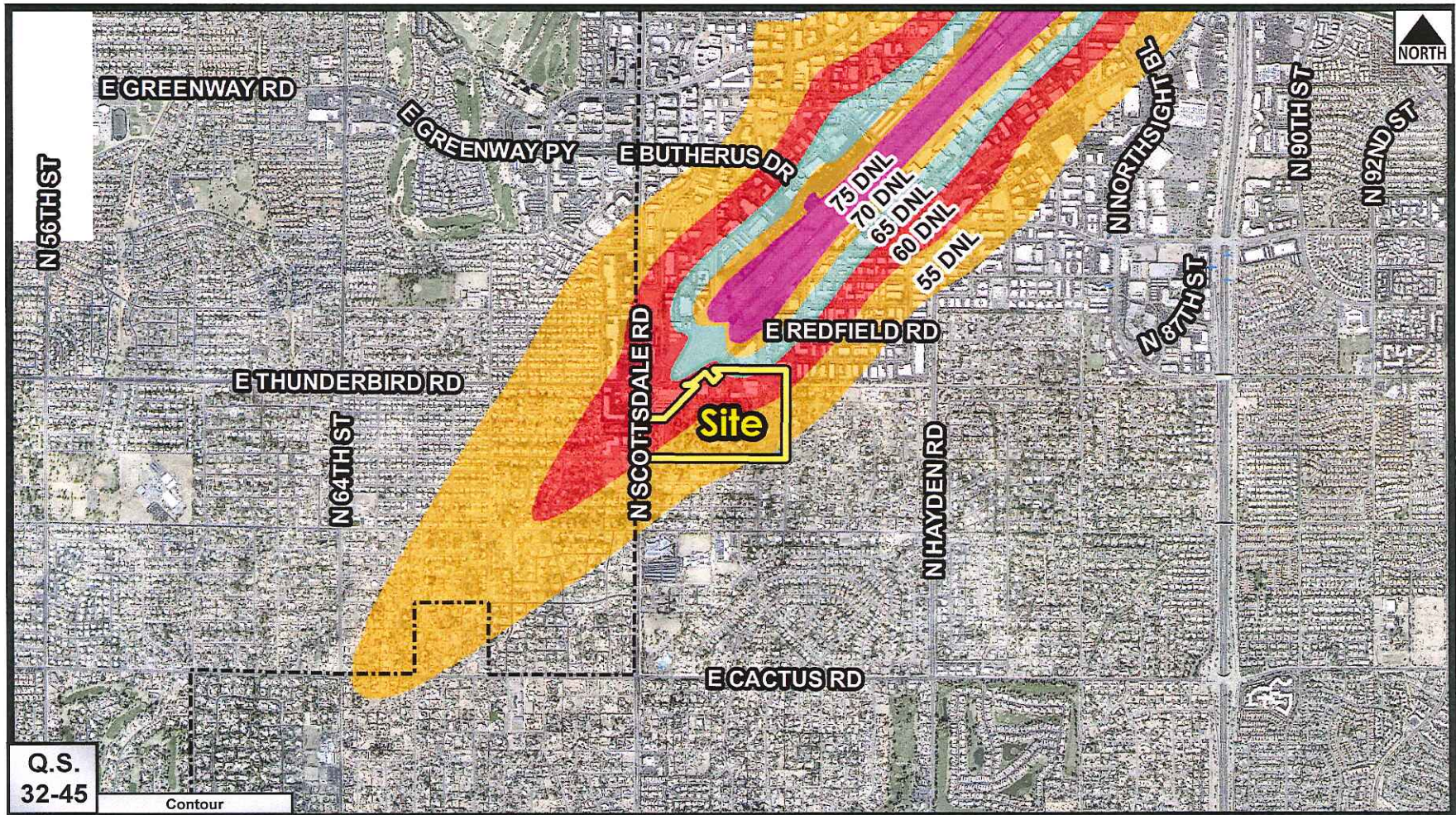


Q.S.
32-45

Contour

Part 150 Airport Influence Zones Map

14-ZN-2019



Q.S.
32-45

Contour

Part 150 Noise Contours Map

14-ZN-2019



7th Day Adventist Redevelopment

Traffic Impact and Mitigation Analysis

Northeast Corner of Scottsdale Road and
Sutton Drive in
Scottsdale, Arizona

August 2019
Project No. 19-0760

Prepared For:
Ryan A+E, Inc.
3900 East Camelback Road, Suite 100
Phoenix, Arizona 85018

For Submittal to:
City of Scottsdale

Prepared By:



10605 North Hayden Road Suite 140
Scottsdale, Arizona 85260
480-659-4250

ATTACHMENT 9

14-ZN-2019
08/16/19

EXECUTIVE SUMMARY

The Arizona Conference of the Seventh-Day Adventist campus is currently located on the northeast corner of the intersection of Scottsdale Road and Joan D Arc Avenue/Sutton Drive. The Adventists are proposing to allow redevelopment of property surrounding their educational facilities and church offices to sustain these facilities for at least the next ten years. The redevelopment is planned to include office space, some industrial, approximately six (6) townhomes, approximately 12 single-family detached homes and five (5) airplane hangars.

The following conclusions have been documented in this study:

- The results of the existing conditions analysis indicates that most study intersections have one or more approaches operating with poor levels of service. Any mitigation measures to improve the levels of service would be the responsibility of the City of Scottsdale.
- The proposed development is estimated to generate approximately 7,594 external weekday daily trips with 829 trips occurring during the AM peak hour (700 in/129 out), and 802 trips occurring during the PM peak hour (139 in/663 out).
- The results of the 2024 level of service analysis indicates that most intersections within the study area are anticipated to experience at least one approach operating with poor levels of service. The following intersections have been mitigated in order to decrease some of the anticipated delay:
 - The signalized intersection of **Scottsdale Road and Greenway Parkway** is expected to experience delay on the westbound approach during the AM peak hour and both the eastbound and westbound approaches during the PM peak hour. In order to mitigate some delay during the AM peak hour, it is recommended that the westbound left turn phase be extended from 12 seconds to 17 seconds. This is expected to decrease the westbound approach delay from 60.7 seconds per vehicle to 56.4 seconds per vehicle, which is very close to the threshold for an acceptable level of service.
 - During the PM peak hour, it is recommended that the westbound through phase be extended from 31 seconds to 32 seconds, the eastbound through phase be extended from 27 seconds to 37 seconds and the westbound left turn phase be extended from 18 seconds to 24 seconds. With these mitigation measures applies the eastbound delay is anticipated to decrease from 74.9 seconds per vehicle to 56.7 seconds per vehicle and the westbound delay is anticipated to decrease from 59.2 seconds per vehicle to 53.8 seconds per vehicle. While the westbound delay is still considered a LOS E, it is very close to the threshold for an acceptable level of service.
 - The signalized intersection of **Scottsdale Road and Acoma Drive** is expected to experience delay on the eastbound approach during the AM peak hour and both the eastbound and westbound approaches during the PM peak hour. In order to mitigate some delay in the AM peak hour, it is recommended that the eastbound/westbound

through phase be extended from 21 seconds to 36 seconds. This is expected to decrease the eastbound approach delay from 101.5 seconds per vehicle to 55.6 seconds per vehicle.

- During the PM peak hour, it is recommended to extend the eastbound/westbound through phase from 21 seconds to 32 seconds. This mitigation is expected to decrease the eastbound delay from 202.5 seconds per vehicle to 51.6 seconds per vehicle and decrease the westbound delay from 101.4 seconds per vehicle to 47.0 seconds per vehicle.
- The signalized intersection of **Scottsdale Road and Thunderbird Road** is expected to experience delay on all approaches during the AM peak hour and on the northbound, eastbound and westbound approaches during the PM peak hour. In order to mitigate some delay, it is recommended that the cycle length be changed from 120 seconds to 110 seconds. This change in cycle length means that each approach will not have to wait as long in order to pass through the intersection. Although this does not get rid of all delays, it makes each approach more even and no one approach will be waiting significantly longer than another.
- The signalized intersection of **73rd Street and Thunderbird Road** is expected to experience delay on the westbound approach during the PM peak hour. During the PM peak hour, it is recommended that the eastbound/westbound through phase be extended from 40 seconds to 44 seconds in order to decrease the westbound delay from 71.8 seconds per vehicle to 36.1 seconds per vehicle.
- The signalized intersection of **Airport Taxiway and Redfield Road** is expected to experience delay on the northbound approach during both the AM and PM peak hour. Since very few vehicles utilize the northbound approach at this signal throughout the day, the delay cannot be mitigated without adding significant delays to Redfield Road. No mitigation is recommended for this intersection.
- The signalized intersections of **76th Street/76th Place and Redfield Road** are expected to experience delay on the southbound and eastbound approaches. By full buildout of this site, the City of Scottsdale is planning on widening Redfield Road to add a second through lane in both the eastbound and westbound directions. This should help with the capacity of vehicles on the road in the future, meaning that this delay will likely not be present if the road is wider. No mitigation is recommended at this time.
- The signalized intersection of **Hayden Road and Redfield Road** is expected to experience delay on the eastbound approach during the AM peak hour only. In order to mitigate this delay, it is recommended that the eastbound left turn phase be extended from 35 seconds to 36 seconds. This mitigation is expected to decrease the westbound delay from 63.3 seconds per vehicle to 56.4 seconds per vehicle, which is very close to an acceptable level of service.

- The unsignalized intersection of **Scottsdale Road and Sutton Drive** is expected to continue experiencing delay on all approaches during both the AM and PM peak hours. The City of Scottsdale has indicated that this intersection cannot be signalized meaning that other mitigation measures should be looked at. One mitigation option is to install a pork chop median to aid with left turns onto Scottsdale Road, but this will likely not get rid of the delay altogether. These delays are typical for minor streets intersecting with major streets and any mitigation would not be the responsibility of the developer since the delay is present currently.
- The signalized intersection of **Scottsdale Road and Cactus Road** is expected to experience delay on the northbound, southbound and eastbound approaches during the AM peak hour and the northbound, southbound and westbound approaches during the PM peak hour. In order to mitigate some of the delay, it is recommended to change the cycle length from 120 to 145 in order to allow more time for each movement. Although this change will not remove all the delay, it makes the delay on each approach more even and no one approach will have to wait significantly longer than another.
- The results of the 2029 level of service analysis indicates that most intersections within the study area are anticipated to experience at least one approach operating with poor levels of service. The following intersections have been mitigated in order to decrease some of the anticipated delay. Intersections that were not mitigated in the 2029 full build scenario either had similar delays to the 2024 mitigated scenario or could not be improved with signal timing adjustments alone.
 - The signalized intersection of **Scottsdale Road and Greenway Parkway** is expected to experience delay on all approaches during the PM peak hour of the full build scenario. In order to even out some of the delay, it is recommended that the northbound left turn phase be extended from 22 seconds to 25 seconds. This mitigation does not get rid of the delay at this intersection, but makes it so that no one approach has to wait significantly longer than another.
 - The signalized intersection of **Scottsdale Road and Thunderbird Road** is expected to experience delay on the northbound and eastbound approaches during the AM peak hour and on all approaches during the PM peak hour. In order to mitigate some delay in the AM peak hour, it is recommended that the northbound through phase be extended from 43 seconds to 45 seconds in order to reduce all approach delays to less than 100 seconds per vehicle. During the PM peak hour, it is recommended that the southbound through phase be extended from 39 seconds to 41 seconds, the eastbound through phase be extended from 36 seconds to 38 seconds and the westbound through phase be extended from 36 seconds to 37 seconds. With these mitigation measures applied, all approach delays are expected to have delays that are less than 100 seconds per vehicle.
 - The signalized intersection of **Hayden Road and Redfield Road** is expected to experience delay on the northbound and eastbound approaches during the AM peak

hour and the southbound and eastbound approaches during the PM peak hour. During the AM peak hour, in order to mitigate the delay, it is recommended that the northbound left turn phase be extended from 34 seconds to 44 seconds and the eastbound left turn phase be extended from 36 seconds to 38 seconds. With these mitigation measures, the northbound approach delay is anticipated to decrease from 67.6 seconds per vehicle to 54.6 seconds per vehicle and decrease the eastbound delay from 68.8 seconds per vehicle to 54.0 seconds per vehicle.

- During the PM peak hour, it is recommended that the eastbound left turn phase be extended from 35 seconds to 43 seconds and the southbound through phase be extended from 50 seconds to 51 seconds. With these mitigation measures applied, the southbound delay is expected to decrease from 59.6 seconds per vehicle to 48.1 seconds per vehicle and the eastbound delay is expected to decrease from 57.3 seconds per vehicle to 54.9 seconds per vehicle.
- The signalized intersection of **Scottsdale Road and Cactus Road** is expected to experience delay on all approaches during both the AM and PM peak hours. During the AM peak hour, the delays are similar to those obtained in the 2024 mitigated scenario so no mitigation will be applied. During the PM peak hour, it is recommended that the southbound through phase be extended from 51 seconds to 56 seconds, the northbound through phase be extended from 48 seconds to 55 seconds and the westbound through phase be extended from 48 seconds to 51 seconds. With these mitigation measures applied, all delays are decreased slightly and each delay is not significantly higher than another.
- The unsignalized intersection of **Scottsdale Road and Access B** is expected to experience delay on the eastbound and westbound approaches during both the AM and PM peak hours of the full build scenario. At the recommendation of the City of Scottsdale, a traffic signal warrant analysis was conducted for this intersection for the opening year 2024. A signal is warranted at this intersection and recommended to be constructed by completion of the development. With the addition of a signal at this intersection, the eastbound and westbound delays are alleviated and the intersection is expected to operate adequately.
- The recommended storage lengths are provided for study horizon year 2029 using the total traffic projections.



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

Seventh-day Adventist Campus Master Plan and Text

Amendment

November 26, 2019

Overview

This Citizen Review Report is being performed in association with a request for a non-major General Plan Amendment, a non-major Amendment to the Greater Airpark Character Area Plan, and a Zoning District Map Amendment of a 75+/- acre campus located at the northeast corner of Scottsdale Road and Sutton Drive. The proposed project would result in a campus master plan with proposed mixed-uses that include office, commercial/industrial, aeronautical, and/or residential uses. This Citizen Review Report will be updated throughout the process.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties will be ongoing throughout the process. Work on compiling a list of impacted and interested stakeholders and neighborhood outreach began prior to the application filing and will also continue throughout the process. Communication with impacted and interested parties has taken place with verbal, written, electronic, and door-to-door contact.

ATTACHMENT 10

Community Involvement

The outreach team has been communicating with neighboring property owners, businesses, HOA's, and community members by telephone, one-on-one meetings, door-to-door outreach, and small group meetings since May 2019. To date, the outreach team has visited **over 425 neighboring homes and businesses** in the immediate area to get feedback on the project.



Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification **EXCEEDED, by an additional 33%**, the City's required mailing radius as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information. This contact person will continue to provide, as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on June 5, 2019 at the Seventh-day Adventist Conference Office for those who wished to learn more about the project. The site and time were posted on **MULTIPLE** Early Notification Signs on the property.

In total, 36 interested people (see attached sign-in sheets) attended the Open House. A majority of the attendees were generally supportive of the project. Some attendees had questions about height, construction timing, noise, and traffic. These questions were all addressed at the Open House. Subsequent to the Open House, the outreach team responded to several calls from neighbors who were unable to attend the meeting and wanted information about the proposal. As a result of neighborhood input, the initial site plan has changed to accommodate moving buildings and uses farther away from the existing residential neighbors.

Subsequent to the June Open House, two additional Open Houses were held on the proposed Text Amendment (393-PA-2019), necessary to accomplish the proposed office uses on the site. The Open Houses were held on November 13, 2019 in southern Scottsdale and on November 14, 2019 in northern Scottsdale. One neighbor attended on November 13th and two neighbors attended on November 14th. Those attendees had no objection to the Text Amendment, but wanted to verify details of the current zoning proposal.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. Again, the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

ATTACHMENTS:

Notification Letter
Notification List
Affidavit of Posting
Sign-in sheets
June Sign-in sheets
Text Amendment Notification Letter
November Sign in Sheets



May 23, 2019

Dear Neighbor:

The Arizona Conference Corporation of Seventh-day Adventists has a long and prominent history in Scottsdale and the Scottsdale Airpark area. Over the years, our campus has evolved and changed with the ever-growing needs of our Church and the Airpark area. With that in mind, we are pleased to tell you about an upcoming request with the City of Scottsdale (393-PA-2019) to create a flexible master plan for our campus located at the northeast corner of Scottsdale Road and Sutton Drive.

The request is for a Zoning District Map Amendment to rezone from Industrial (I-1) and Residential (R1-35) to Airport Mixed-Use (AMU), Airport Mixed-Use Aviation (AMU-AV), and Airport Mixed-Use Residential (AMU-R) with a Planned Airpark Core Development (PCP) District overlay for our approximately 75+/- acre site. The request is in conformance with the City's Greater Airpark Character Area Plan. This master plan would include potential buildings for office, commercial/industrial, aeronautical, and/or residential uses (see attached graphic) and would likely take 5-10 years to complete. Our goal is to create an endowment from the development revenues that will allow the existing Church and Education buildings (approximately 30 acres of the 75-acre campus) on the southeast portion of the property to continue to operate.

You are invited to attend an open house to discuss this proposal. The open house will be held on Wednesday, June 5, 2019 from 5 p.m. to 6 p.m. in the Conference Office of the Seventh-day Adventist Conference, located at 13405 N. Scottsdale Road.

If you have any questions, please contact our neighborhood outreach team at 602-957-3434 or info@technicalolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Bryan Cluff, who can be reached at 480-312-2258 or BCluff@scottsdaleaz.gov.

Thank you.

Sincerely,

Reginald Leach, Treasurer



Seventh Day Adventist
 Neighborhood Meeting Sign-In Sheet
 Wednesday, June 5, 2019

First Name	Last Name	Street Address	City, State & Zip	P
CHARLES F. FINE	JOHANSTON	13880 N. NORTHSHIRE	Scottsdale AZ 85260	
RICHARD	LEWIS	6102 E WINCHCOMB PR	SCOTTSDALE AZ 85260	
Nick Robert	LEWIS	13601 N 76th St	Scottsdale 85260	
DICK	LEW	7341 E. SUTTON	SCOTL 85260	6
AVE	AMITAK	7511 E REDFIELD	SCOTTSDALE	
Carol + Steve	Lepinger	5501 Clarkspur	Scott	6
Melinda Ann	FINN			
Rebecca + Matt	Crawford	7519 E. Sutton	Scottsdale	3
Jon	SIGMAN	8302 E 62nd Rd	SCOTTSDALE 85260	
Scott CUNYEN		8815 E SUTTON	Scott 85260	4
Diana Keller	Keller	13413 N. 76th St.	Scott 85260	4
David Barnett	BARNETT	13202 N. 76th Pl.	Scott 85260	6
Carol Lepinger				
Philip Wirth	Wirth	9226 N 103rd Pl	Scottsdale 85260	6
Sharry Altivacas	ALTIVACAS	13365 N. 74th	Scott 85260	
Bill	CLARK	7861 E. Sutton Dr.	Scott 85260	
Joyce	CLARK	13402 N. 76th Pl.	Scott 85260	5

Seventh Day Adventist
 Neighborhood Meeting Sign-In Sheet
 Wednesday, June 5, 2019

First Name	Last Name	Street Address	City, State & Zip
Brent	Koole	7501 N. Scottsdale	Scottsdale
BARBARA & BRUCE	HALLIN	7460 E. DREYFUS	SCOTTSDALE AZ 85260
Deland Preston	Preston	Po Box 22142	P.O.
Byce Johnson	Johnson	13256 N 77 th ST	Scottsdale AZ
Eleanor Thacker	Thacker	7410 E. Sutton Dr.	Scottsdale AZ
Julia Hood	Hood	13413 N Miller Rd	Scottsdale AZ
Doane F Keller	Keller	13413 N Miller Rd	Scottsdale AZ
Kathy Lutepfeld	Lutepfeld	8924 E. Sheena Dr.	Scottsdale
Bob Lutepfeld	Lutepfeld	"	"



Early Notification of Project Under Consideration

Neighborhood Open House Meeting:
Date: Wednesday, June 5, 2019
Time: 5:00P.M. - 6:00P.M.
Location: Arizona Conference of Seventh-day Adventists, 13405 N. Scottsdale Rd.

Location: 13405 N. Scottsdale Rd. & 7410 E. Sutton Dr., Scottsdale, AZ
Project Overview: Redevelopment of portions of the Seventh Day Adventist Property

- **Request:** Rezoning to zoning districts consistent with the City's Greater Airpark Character Area Plan (GACAP)
- **Description of Project & Proposed Use:** The GACAP designates the Property with a combination of Airpark Mixed Use ("AMU"), Airpark Mixed Use - Residential ("AMU-R") and Aviation ("AV") land uses. The proposed zoning allows commercial/office uses along Scottsdale Road, industrial and airport related uses along the north portion of the property adjacent to Redfield Road and allows the religious and educational campus on the remainder of the property
- **Site Zoning:** I-1 (Industrial Park District) and R1-35 (Single Family Residential)
- **Site Acreage:** Approximately 75 acres

Applicant Contact:	City Contact:
Name: Kurt Jones	Name: Brian Cluff
Phone: 602-452-2729	Phone: 480-312-2258
Email: kajones@tblaw.com	Email: bcluff@scottsdaleaz.gov
Pre-Application#: 393-PA-2019	Posting Date: 5/24/19

*Penalty for removing or detaching sign prior to date of last hearing - Applicant Responsible for Sign Removal

5/24/19 12:08:42



Early Notification of Project Under Consideration

Neighborhood Open House Meeting:
Date: Wednesday, June 5, 2019
Time: 5:00P.M. - 6:00P.M.
Location: Arizona Conference of Seventh-day Adventists, 13405 N. Scottsdale Rd.

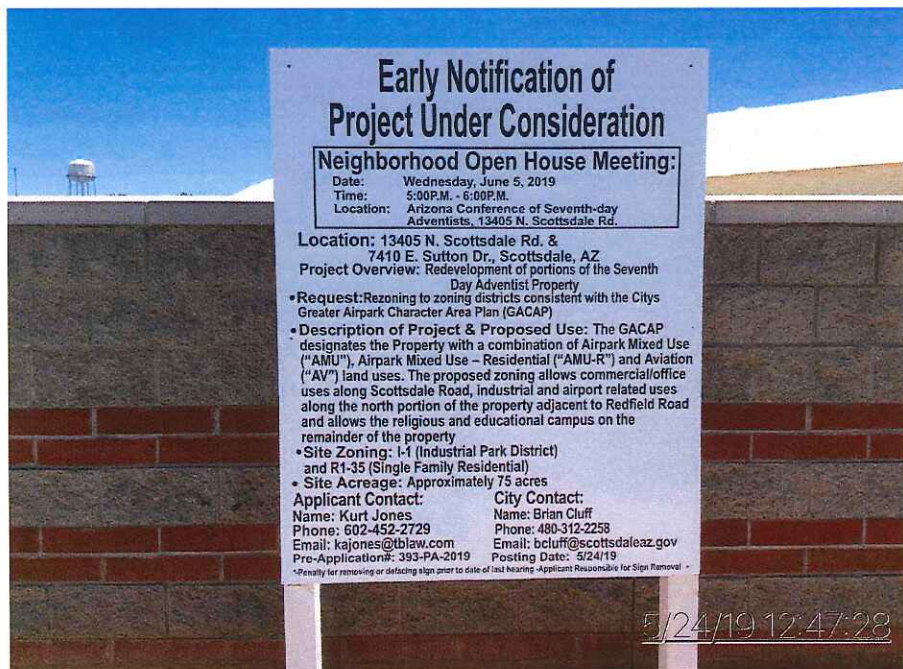
Location: 13405 N. Scottsdale Rd. & 7410 E. Sutton Dr., Scottsdale, AZ
Project Overview: Redevelopment of portions of the Seventh Day Adventist Property

- **Request:** Rezoning to zoning districts consistent with the City's Greater Airpark Character Area Plan (GACAP)
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Applicant Contact:	City Contact:
Name: Kurt Jones	Name: Brian Cluff
Phone: 602-452-2729	Phone: 480-312-2258
Email: kajones@tblaw.com	Email: bcluff@scottsdaleaz.gov
Pre-Application#: 393-PA-2019	Posting Date: 5/24/19

*Penalty for removing or detaching sign prior to date of last hearing - Applicant Responsible for Sign Removal

5/24/19 12:32:22



Early Notification of Project Under Consideration

Neighborhood Open House Meeting:
Date: Wednesday, June 5, 2019
Time: 5:00P.M. - 6:00P.M.
Location: Arizona Conference of Seventh-day Adventists, 13405 N. Scottsdale Rd.

Location: 13405 N. Scottsdale Rd. & 7410 E. Sutton Dr., Scottsdale, AZ
Project Overview: Redevelopment of portions of the Seventh Day Adventist Property

- **Request:** Rezoning to zoning districts consistent with the City's Greater Airpark Character Area Plan (GACAP)
- **Description of Project & Proposed Use:** The GACAP designates the Property with a combination of Airpark Mixed Use ("AMU"), Airpark Mixed Use - Residential ("AMU-R") and Aviation ("AV") land uses. The proposed zoning allows commercial/office uses along Scottsdale Road, industrial and airport related uses along the north portion of the property adjacent to Redfield Road and allows the religious and educational campus on the remainder of the property
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Applicant Contact:	City Contact:
Name: Kurt Jones	Name: Brian Cluff
Phone: 602-452-2729	Phone: 480-312-2258
Email: kajones@tblaw.com	Email: bcluff@scottsdaleaz.gov
Pre-Application#: 393-PA-2019	Posting Date: 5/24/19

*Penalty for removing or detaching sign prior to date of last hearing - Applicant Responsible for Sign Removal

5/24/19 12:47:28



**TIFFANY
& BOSCO**
P.A.

October 29, 2019

Dear Interested Parties, Property Owners or Neighborhood Association Presidents:

RE: Pre-application number 393-PA-2019

We represent the Arizona Conference Corporation of Seventh Day Adventists and their property located at the northeast corner of Sutton Drive and Scottsdale Road ("Property") in Scottsdale ("City"). The Property is currently in the City's minor general plan amendment and rezoning process to create a development plan of offices along their Scottsdale Road frontage, light industrial and aviation uses along their Redfield Road frontage on the north end of the Property and maintain the existing religious school campus and worship facilities on the remainder of the Property. In trying to keep the uses simple for the redevelopment plan, the City's zoning ordinance has certain development restrictions related to office uses that we'd like to address in a minor text amendment.

Please be advised that there will be two (2) open house meetings to discuss a request for a Zoning Ordinance Text Amendment to the Scottsdale Revised Code. The specific request is to update the language to allow all of the ground floor building area in the Airpark Mixed Use sub district to be office uses, which is consistent with our zoning proposal that has been filed with the City. We look forward to further explaining our proposal at the below open houses. The neighborhood meetings will be held on:

SOUTH SCOTTSDALE OPEN HOUSE

Wednesday, November 13, 2019, 8:00 – 9:00 AM
Plaza Executive Suites office, Boardroom
3260 N Hayden Rd., Suite #210
Scottsdale, AZ 85251

NORTH SCOTTSDALE OPEN HOUSE

Thursday, November 14, 2019, from 6:00 – 7:00 PM
Boys & Girls Club (Thunderbird Branch)
20199 N 78th Pl
Scottsdale, AZ 85255

If you are unable to attend either open house, please call or email me with your questions/concerns regarding this proposal. You may reach me at (602) 452-2729 or by email at kajones@tblaw.com. You may also reach out to Bryan Cluff, our planner/coordinator at the City of Scottsdale Planning & Development Services Division Current Planning Services Department, at (602) 312-2258 or bcluff@scottsdaleaz.gov. Please reference the above case number in your email to expedite a response.

Sincerely,

Kurt Jones, AICP

NEIGHBORHOOD MEETING SIGN-IN SHEET

Plaza Executive Suites Office, Boardroom

Date : 11/13/2019 Time: 8:00 - 9:00 am

NAME	ADDRESS	EMAIL	PHONE #
Chris Shew	7629 E. Thubert Rd	chris@triplsproperties.com	480-998-0145

Cluff, Bryan

From: Brent <info@az4rent.com>
Sent: Thursday, September 3, 2020 12:14 PM
To: Cluff, Bryan
Cc: 'Brent'; 'Stephanie Johnston'; sbsmith@technicalolutionsaz.com
Subject: RE: 14-ZN-2019 case fact sheet

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

Thank you for the information. I have reviewed and have some major concerns with building heights directly across the street from our house along with industrial zoning (south of Thunderbird/Miller alignment. Height should be limited to single story or 20 feet above natural grade within 1000 feet of residential. I was told by your office that there would be no industrial south of the Thunderbird / Miller and I see it on the proposed zoning. Please confirm this. Also we have not be copied on any zoning changes. As I told you on phone today we get no mail service at our address (13613 N. 76st , Scottsdale, Az 85260) Our mailing address is Stephanie Johnston 15560 N. Frank Lloyd Wright B4-5115, Scottsdale Az 85260

Thank you Brent 480-225-4040

From: Cluff, Bryan [mailto:BCluff@Scottsdaleaz.gov]
Sent: Thursday, September 03, 2020 10:03 AM
To: Brent
Subject: 14-ZN-2019 case fact sheet

Brent,

Please use the link below for access to the case fact sheet for the Seventh-day Adventist proposal:
<https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/50215>

For your questions regarding speed bumps/traffic calming in the area you may reach out to Phil Kercher in our Transportation department (pkercher@scottsdaleaz.gov) for additional information you may also visit the webpage at the link below:
<https://www.scottsdaleaz.gov/transportation/streets/traffic-management>

Thank you,

Bryan Cluff, LEED AP
Principal Planner
City of Scottsdale Current Planning Services
bcluff@scottsdaleAZ.gov
480-312-2258

Cluff, Bryan

To: Chris Shaw
Subject: RE: Adventist Academy

From: Chris Shaw <chris@tripluspartners.com>
Sent: Tuesday, July 7, 2020 10:53 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Subject: RE: Adventist Academy

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

Bryan,

I think the neighborhood's primary concerns were addressed in the City comment letter dated 1/3/20 (attached) in items 5 (perimeter landscaping) and 7 (overhead lines). The academy has indicated there is not adequate funds in the development to do this work, but without a specific requirement or timetable, the work is likely to always exceed the available funds.

Thanks. Chris

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

To: Chris Shaw
Subject: RE: Adventist Academy

From: Chris Shaw <chris@tripluspartners.com>
Sent: Thursday, June 11, 2020 7:14 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Subject: RE: Adventist Academy

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

Thanks Bryan. Based on your last response to the Academy, the latest submittal does not address specific details the City requested. As it relates to the neighborhood, we still do not have any detail on the following items in your letter: #2, #5 and #7. If you are moving the case forward to a hearing, I assume that means you will issue a staff report/proposed stipulations. Is it possible for the City to detail the requirements of perimeter landscaping and related matters in that report?

Thanks. Chris

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

From: Chris Shaw <chris@tripluspartners.com>
Sent: Friday, January 24, 2020 10:56 AM
To: kajones@tblaw.com; wel@tblaw.com
Cc: Cluff, Bryan; Jim Fusaro; Nick Rizzotte; John Rigau; Krystal Shaw (kkshaw@cox.net)
Subject: Adventist Academy
Attachments: 14-ZN-2019 4-GP-2019_1STAPPLICATION30DAYLETTER_50215.pdf; Ordinances 996 and 1233.pdf

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

Kurt,

We have met a couple of times since your initial submittal of this application. We appreciate the steps you and staff have taken to minimize the impact of the development on the neighborhoods, but we have some additional concerns below. A number of the items are related to staff's comments, and while some or all of those may eventually be in the form of stipulations, we would like an acknowledgment the applicant is in agreement (or not).

It would be helpful if you could let us know that you received this email along with a timeframe on when you can respond to these comments.

Staff comments

- Items 6 and 12 were not specifically addressed.
- Item 14 relates to the undergrounding of power lines along Miller. The landscaping and power lines along Miller is important to the neighborhood, and we are requesting this work be completed in the initial phase. During one of our meetings, you indicated this could present an economic hardship for the applicant to incur these costs at the outset. It is typical to complete all of the perimeter landscaping (and undergrounding power lines) for a development even if the project will phased over time (and possibly decades in this case). There will be considerably more power required from APS for the west side buildings in the initial phase, and there should be some economies of doing this work with APS at the same time. The landscaping along Miller has received very little attention over the years (until just recently), and things will likely return to the way they were once this case is over.
- 16, 29 and 30 were not specifically addressed beyond a statement the landscaping along Sutton would remain as is.
- 31 is a requirement for an 8' trail along Miller. For the reasons mentioned above, this should be completed in the first phase along with a 6' wall.
- 33 was not addressed.

Industrial Buildings

Our neighborhood group is concerned about the industrial buildings that can be seen from Miller Road. We understand the buildings will not exceed 42' inside of a 300' buffer, however we would like more specifics on both setbacks and stepbacks for those buildings. As an example, the attached two ordinances require a 100' setback and that buildings along Thunderbird Road be limited to 20' across from the neighborhood. It would be helpful if you could prepare some sight lines (assuming a 6' wall along Miller) and if there will be any four sided architecture requirements for those buildings.

Our group is available to discuss this further with you.

Cluff, Bryan

From: Chris Shaw <chris@tripluspartners.com>
Sent: Wednesday, June 12, 2019 11:20 AM
To: Cluff, Bryan
Subject: Adventist Academy

Bryan,

I am a neighbor to the proposed project at the academy. I was unable to attend the neighborhood meeting last week, but would like any information you could provide. My main interest is proposed access and landscape setbacks along Miller and Sutton.

Thank you.

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

From: Brent <info@az4rent.com>
Sent: Friday, April 3, 2020 9:08 AM
To: Cluff, Bryan
Cc: 'Brent'
Subject: RE: Seventh Day Adventists Rezone - 14-ZN-2019 & 4-GP-2019

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

Thank you. What are the uses for I-1. Also they have commercial storage in the NE portion of property that is zoned for R1-35. They have landscape companies with diesel being stored along property line. The map shows about 225 feet from property line (Miller east portion) to west towards water tower all is various companies. Can you please have inspector see whats going on.

From: Cluff, Bryan [mailto:BCluff@Scottsdaleaz.gov]
Sent: Thursday, April 02, 2020 4:31 PM
To: info@az4rent.com
Subject: Seventh Day Adventists Rezone - 14-ZN-2019 & 4-GP-2019

Hello Brent,

Per our phone conversation earlier this afternoon please find attached the two staff comment letters that have been sent in response to the applicant's submittal. I also included a map that identifies the existing zoning designations on the campus (I-1 and R1-35).

Please let me know if you have any other questions.

Thank you,

Bryan D. Cluff, LEED AP
Senior Planner
City of Scottsdale
Planning & Development
Phone: 480-312-2258
Fax: 480-312-7088
bcluff@ScottsdaleAZ.gov

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Cluff, Bryan

To: Brent
Subject: RE: Seventh Day Adventists Rezone - 14-ZN-2019 & 4-GP-2019

From: Brent <info@az4rent.com>
Sent: Monday, April 6, 2020 10:37 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Cc: 'Brent' <info@az4rent.com>
Subject: RE: Seventh Day Adventists Rezone - 14-ZN-2019 & 4-GP-2019

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

Thank you. Please have an inspector go by NE portion of property where the zoning is R1-35 (approx 225ft to west of miller) where there is hazardous (diesel fuel-chemicals ect) being stored all along the West end of property along with landscape garbage which is putting out excess smells into neighborhood. The property is not zoned for that type of use in that area of property. They have 25+ companies illegally operating storage facilities on (R1-35 zoning)

From: Cluff, Bryan [<mailto:BCluff@Scottsdaleaz.gov>]
Sent: Monday, April 06, 2020 10:02 AM
To: Brent
Subject: RE: Seventh Day Adventists Rezone - 14-ZN-2019 & 4-GP-2019

Brent,

Please follow the link below to the land use list in the Zoning Ordinance. Here you will find all the permitted land uses in the I-1 district. As I mentioned before, I will follow-up with our Code enforcement department regarding your concerns.

https://library.municode.com/az/scottsdale/codes/code_of_ordinances?nodeId=VOLII_APXBBAZOOOR_ARTXILAUSTA_S11.201USRE

Thank you,

Bryan D. Cluff, LEED AP
Senior Planner
City of Scottsdale
Planning & Development
Phone: 480-312-2258
Fax: 480-312-7088
bcluff@ScottsdaleAZ.gov

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Cluff, Bryan

From: Rebecca Crawford <rmcrawford22@gmail.com>
Sent: Wednesday, June 5, 2019 9:57 AM
To: Cluff, Bryan
Subject: Thunderbird Adventist planned rezone

Good morning Mr. Cluff,

As a resident who lives on Sutton Drive directly across from the Church/School, I am looking for specific definitions as to what the following mean according to both the City and Airport charters. I have been trying to research them on the Scottsdale Website but am having no luck- where are the official descriptions of AMU, AMU-AV, AMU-R and PCP? I will be attending the first meeting tonight scheduled for 5pm.

I would appreciate any help you can give me on this.

Sincerely,

Rebecca Crawford
7519 East Sutton Drive
Scottsdale, AZ 85260
305-725-1317

Sent from [Mail](#) for Windows 10

Cluff, Bryan

From: Robert Koagedal L.Ac. <info@acuhealthaz.com>
Sent: Monday, May 27, 2019 9:49 AM
To: Cluff, Bryan; info@technicalolutionsaz.com
Subject: Zoning/Seventh Day/Airpark

Dear Mr. Cluff,

I look forward to learning more about the proposed rezoning in our neighborhood of the Seventh Day Adventist property. As a curiosity are you aware if the cell tower that currently exists (the big one in the middle of the property) would be removed? Thank you.

Robert Koagedal L.Ac.

AcuHealth – Integrative Wellness Center
8591 East Bell Rd. #103
Scottsdale, AZ. 85260
Ph: 480-477-7722
Email: info@acuhealthaz.com
Website: www.acuhealthaz.com

Cluff, Bryan

To: Chris Shaw
Subject: RE: Adventist Academy

From: Chris Shaw <chris@tripluspartners.com>
Sent: Monday, June 1, 2020 8:50 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Subject: RE: Adventist Academy

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

Bryan,

A few neighbors and myself met with Mark Winkelman and some folks from the Adventist Academy a few weeks ago. They updated on Ryan withdrawing from the project and said they were going to proceed on their own. We discussed a few neighborhood concerns over the project, but have not heard back. They indicated they would be submitting a revised package soon. Can you confirm if you received anything and provide us a link if you have?

Thanks. Chris

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

To: Chris Shaw
Subject: RE: Adventist Academy

From: Chris Shaw <chris@tripluspartners.com>
Sent: Friday, October 25, 2019 11:11 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Subject: RE: Adventist Academy

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

Thanks Bryan. Over the years, the Adventist Academy has had less than a stellar performance maintaining its "landscaping" along Miller/76th. Only the north half of Miller Road is shown as part of the redevelopment, and it could be decades before the rest of the property is developed (although the entire property is being rezoned now). While every zoning case is different, it is common for perimeter landscaping and undergrounding of utilities to be required with the initial phases of development. With that in mind, could staff support the following requests on behalf of the neighborhood?

1. Power lines along the entire west side of Miller required to be put underground with the initial phase.
2. A 6' wall be constructed on the west side of Miller (similar to the wall now along the south side of their property along Sutton, and landscaping at the initial phase.

Thanks. Chris

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

To: Chris Shaw
Subject: RE: Adventist Academy

From: Chris Shaw <chris@tripluspartners.com>
Sent: Wednesday, August 28, 2019 9:04 AM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Cc: jim_fusaro@cox.net; Krystal Shaw (kkshaw@cox.net) <kkshaw@cox.net>
Subject: RE: Adventist Academy

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

Bryan,

I called earlier this morning, but thought I would send an email of my questions. One of my neighbors (Jim Fusaro) and I have lived in this neighborhood for the last 40 years or so. We are both generally supportive of this project, the airpark and the airport. I have read the Development plan available on the website, but still had a number of questions at this point. I realize this a long list so if it is easier to discuss any or all of the questions, please give me a call. My cell number is 602-550-7638.

1. Could you send the rezoning and GPA applications or a link to them?
2. Is there a new site plan that has been submitted?
3. Will the hangar areas be restricted to General Aviation? If not, could sound attenuation measures for jets be required?
4. The attached ordinances were recorded with the original airpark zoning restricting access to Thunderbird, landscape buffers and setbacks. Unfortunately, the Academy has not done a very good job of maintaining the landscaping along this street over the years. Will similar restrictions be placed along Miller/76th street?
5. Will the City require the power lines along Miller/76th street to be placed underground? I realize only about 660' along that street is actually being redeveloped at this time.
6. The Development plan proposes a new light on Scottsdale Road for the project to encourage access at that location. That location is very close to the Thunderbird/Redfield intersection, will the City support that light?
7. I have been discussing with Sam Taylor other traffic calming measures where Thunderbird curves into Miller/6th street. This is a very dangerous curve even at the posted speed limit of 25 mph. In order to deter existing cut through traffic as well as future traffic from this project, could the City incorporate traffic calming measures at this curve such as a traffic island or even a dead end?
8. Could you provide a timeline of the case(s) along with the dates the staff reports will be available?

Thank you. Chris

Chris Shaw
TriPlus Partners
5350 N. 16th St. #106
Phoenix, AZ 85016
Phone: (602) 604-2400
Fax: (602) 604-2401
www.tripluspartners.com

Cluff, Bryan

From: David Barnett <dbarnett@columbiawestcap.com>
Sent: Tuesday, September 15, 2020 5:23 PM
To: Cluff, Bryan
Subject: 4-GP-2019 and 14-ZN-2019

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

Bryan,

I'd like to submit comments for the Airport Commission case for tomorrow and the Planning Commission next week related to the 7th Day Adventist parcel north of Sutton Drive and south of the Airport. As a resident of the neighborhood just east of the parcel (13202 N. 76th Pl), a business owner just north of the parcel (14624 N Scottsdale Rd), frequent user of private aviation in/out of the airport (jets and prop planes), and past Chair of the Planning Commission, I would like to offer my conditional support of the case with minor modifications.

Having lived in the neighborhood for more than 20 years, the school/church has been an excellent neighbor and I support their desire to utilize their property in more diverse manner. Specifically, I am supportive of the additional density for office along Scottsdale Road, supportive of additional residential and mixed use in the community, supportive of maintaining the majority of the current infrastructure including ball fields, lighting, teaching, etc. and generally supportive of the current and proposed industrial zoning on the northern part of the parcel.

I object to the addition of hangers on the north side of the parcel adjacent to a rural residential neighborhood. As we all know, jets, planes, helicopters and other aviation uses including future types of flying drones, taxis, etc. are currently very loud, emit noxious fumes, frequently store combustibles, and generally are a use that is totally incompatible with residential uses. It would be a very rare case in any community in the United States to have a general aviation airport add hangers adjacent to a rural neighborhood (or any type of residential). Design generally attempts to do anything possible to step intensity of uses up/down during transition. Granted, there are examples of hangers and residential near each other primarily in communities that "opt in" to an aviation lifestyle, however, it is generally a non-compatible use and is not good planning, especially in a mature part of the city. Additionally, as one-step down in intensity, it is somewhat unique to have Industrial Zoning next to rural residential. In Scottsdale we only have two examples of industrial next to residential – this neighborhood and a single neighborhood in south Scottsdale. While not ideal, Industrial can and is frequently a good neighbor for residential with enough buffer, sound mitigation and good design. But aircraft are almost impossible to design a neighborhood friendly solution to additional hangers and thus, I would like to see stipulations restricting any aircraft on the parcel.

As a second point, the driveway onto Sutton that is shown on the map coming out of the office area needs to be directed to Scottsdale Road only with signage, curbing, striping and other mitigation techniques to prevent pass-through traffic into our neighborhood. As a Planning Commissioner we asked the Jewish Community Center to do a curved drive onto Sweetwater that has worked pretty well – I suggest the Airport Commission (and more relevantly the Planning Commission), direct Development Review to stipulate a similar solution to this egress as well.

With those two issues resolved, I would be a full supporter of the project. Please call 602-432-8182 should you wish to discuss further.

Many thanks.
David Barnett
13202 N 76th Place
Scottsdale, AZ 85260
And

Cluff, Bryan

From: Alex Smith <asmith@thunderbirdacademy.org>
Sent: Wednesday, September 16, 2020 12:56 PM
To: Cluff, Bryan
Subject: concerned voter

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

Mayor Lane and Scottsdale City Council Members:

I currently live on the Seventh-Day Adventist Campus and can attest to the positive interaction the campus has had with the surrounding neighbors and the Scottsdale Airport. As a Scottsdale resident and voter, I urge you to support case 14-ZN-2019, so that the campus can continue its good work in Scottsdale!

Alex Smith
Athletic Director - Thunderbird Adventist Academy
7410 E. Sutton Dr.
Scottsdale AZ 85260
951-217-4688
asmith@thunderbirdacademy.org

Cluff, Bryan

From: Nic Reichert <nreichert@ThunderbirdAcademy.onmicrosoft.com>
Sent: Wednesday, September 16, 2020 1:41 PM
To: Cluff, Bryan
Subject: Seventh-day Adventist Support

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

To the Mayor and Scottsdale City Council:

I am writing to you to express my support for the master plan zoning request of the Arizona Seventh-day Adventist Conference (Request 14-ZN-2019). I have been a resident of the Seventh-day Adventist campus for approximately four and a half years and I am very excited about the chance that the church and school have to continue their educational mission in the community. For over 100 years, the school and conference office campus has been an integral part of this neighborhood and this opportunity to grow and develop our relationship with the Scottsdale community would be invaluable. This request has my full support as a voter and resident.

Cheers,
Nic Reichert
Registrar
Thunderbird Adventist Academy
7410 E. Sutton Drive
Scottsdale, AZ 85260
www.thunderbirdacademy.org



Thomas Murphy

13402 North Hayden Road • Scottsdale, AZ 85260

May 22, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a nearby property owner, I am writing to ask for your support for the proposed from the Seventh-day Adventist Church at Scottsdale Road and Sutton. The SDA Church is a great neighbor in the Airpark area and consistently provides a wonderful service to the residents and visitors of Scottsdale. Allowing the Seventh-day campus the flexibility to evolve and improve with office, commercial/industrial, residential and/or aeronautical uses will ensure the stability and continued excellence of the Seventh-day Adventist religious and educational experience.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in cursive script that reads "Thomas Murphy".

Sue Ann Murphy

13402 North Hayden Road • Scottsdale, AZ 85260

May 22, 2019.

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed Campus Master Plan for the Seventh-day Adventist Church located at Scottsdale Road and Sutton Drive. I live in the area and believe the creation of these new buildings/uses will positively impact the area. I know that the SDA Church is actively working to make the project sensitive to the existing neighborhood and they will continue to be an important part of this community.

Please vote yes for this wonderful request.

Sincerely,

A handwritten signature in cursive script that reads "Sue Ann Murphy". The signature is written in black ink and has a long, sweeping flourish that extends to the right.

Pamela Christianson

7997 East Sutton Drive
Scottsdale, AZ 85260

May 22, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed Campus Master Plan for the Seventh-day Adventist Church located at Scottsdale Road and Sutton Drive. I live in the area and believe the creation of these new buildings/uses will positively impact the area. I know that the SDA Church is actively working to make the project sensitive to the existing neighborhood and they will continue to be an important part of this community.

Please vote yes for this wonderful request.

Sincerely,

A handwritten signature in cursive script that reads "Pamela Christianson". The signature is written in black ink and is positioned below the typed name and the word "Sincerely,".

Curt Byington

13402 N 79th St
Scottsdale, AZ 85260

May 21, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed Campus Master Plan for the Seventh-day Adventist Church located at Scottsdale Road and Sutton Drive. I live in the area and believe the creation of these new buildings/uses will positively impact the area. I know that the SDA Church is actively working to make the project sensitive to the existing neighborhood and they will continue to be an important part of this community.

Please vote yes for this wonderful request.

Sincerely,



Jim L. Hunter

7714 East Davenport Drive

Scottsdale, AZ 85260

May 22, 2019

Mayor and City Council Members

City of Scottsdale

3939 N. Drinkwater Blvd.

Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request.

Sincerely,



Dianna Rumble

7672 E. Davenport Dr. • Scottsdale, AZ 85260

May 22, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed Campus Master Plan for the Seventh-day Adventist Church located at Scottsdale Road and Sutton Drive. I live in the area and believe the creation of these new buildings/uses will positively impact the area. I know that the SDA Church is actively working to make the project sensitive to the existing neighborhood and they will continue to be an important part of this community.

Dianna Rumble

Please vote yes for this wonderful request.

Sincerely,

Doug Hawke
13428 North 76th Place
Scottsdale, AZ 85260

May 20, 2019


Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a nearby property owner, I am writing to ask for your support for the proposed from the Seventh-day Adventist Church at Scottsdale Road and Sutton. The SDA Church is a great neighbor in the Airpark area and consistently provides a wonderful service to the residents and visitors of Scottsdale. Allowing the Seventh-day campus the flexibility to evolve and improve with office, commercial/industrial, residential and/or aeronautical uses will ensure the stability and continued excellence of the Seventh-day Adventist religious and educational experience.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Paul Mann

7657 East Davenport Drive • Scottsdale, AZ 85260

May 22, 2019

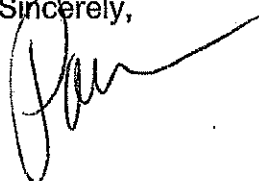
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Paul Mann

David Hume

7829 East Davenport Drive
Scottsdale, AZ 85260

May 22, 2019

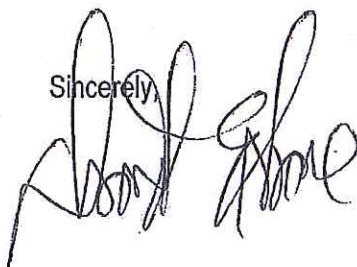
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read "David Hume", written over the word "Sincerely,".

Jessica Borin

13601 N 76th St.
Scottsdale, AZ 85260

May 20, 2019

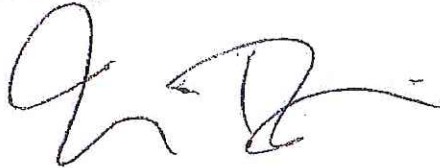
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request.

Sincerely,

A handwritten signature in black ink, appearing to read 'J Borin', written in a cursive style.

Nick Rizzo

13601 N 76th St.
Scottsdale, AZ 85260

May 21, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

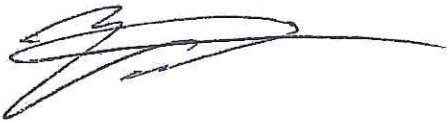
Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,

Nickolas Rizzo



Darrin Lunteda
13370 North 76th Street
Scottsdale, AZ 85260

May 21, 2019

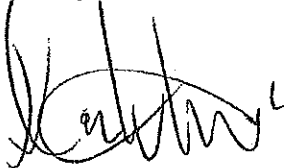
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request.

Sincerely,

A handwritten signature in black ink, appearing to read "Darrin Lunteda", written over a circular stamp or mark.

Katie Roberts

13201 N. 76th St.
Scottsdale, AZ 85260

May 21, 2019

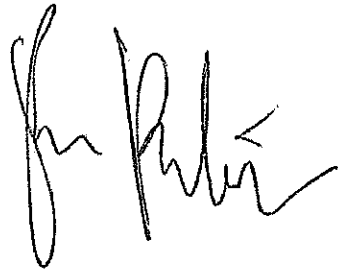
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Roberts', written in a cursive style.

Jennifer Crane

May 21, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a nearby property owner, I am writing to ask for your support for the proposed from the Seventh-day Adventist Church at Scottsdale Road and Sutton. The SDA Church is a great neighbor in the Airpark area and consistently provides a wonderful service to the residents and visitors of Scottsdale. Allowing the Seventh-day campus the flexibility to evolve and improve with office, commercial/industrial, residential and/or aeronautical uses will ensure the stability and continued excellence of the Seventh-day Adventist religious and educational experience.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,

Jennifer M Crane
Jennifer M Crane

Karen Luna
7827 East Thunderbird Drive • Scottsdale, AZ 85260

May 22, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in black ink that reads "Karen Luna". The signature is written in a cursive style with a long horizontal flourish at the end.

Val Marsh

7874 East Sutton Drive

Scottsdale, AZ 85260

May 20, 2019

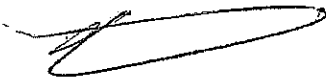
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Val Marsh

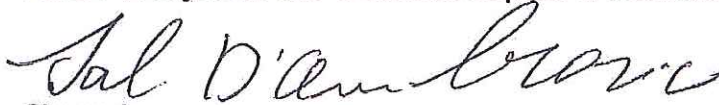
May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.


Sincerely,

Diana Ontiveros - Owner

7735 East Redfield Road Suite 600

Scottsdale, AZ 85260



May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A large, stylized handwritten signature in black ink, written over the word "Sincerely,". The signature is highly cursive and loops around the text.

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,



Nicole Collinet
7735 East Redfield Road
Suite 400
Scottsdale, AZ 85260



radius

Gary Loise - Owner

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.


Sincerely,

— THE BAGPIPER —

Taylor Knowles – The Scottish Shop
7655 East Redfield Road
Suite 8
Scottsdale, AZ 85260

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to be 'Taylor Knowles', written in a cursive style.



Michelle Spencer
7655 East Redfield Road
Suite 5
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

Dawn Lizonich

BILTMORE
INTERIORS & LINENS

7655 East Redfield Rd. #2
Scottsdale, AZ 85260

May 23, 2019

**Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251**

Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Brian Ehrlich – Best Deal In Town

7625 East Redfield Road
Suite #120
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Ehrlich', with a long horizontal flourish extending to the right.



Sean Leach

7625 East Redfield Road • Suite 600 • Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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I urge you to support the Seventh-day Adventist Church!

Sincerely,



David Neshat
7641 East Gray Road, Suite E
Scottsdale, AZ 85260

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read "David Neshat".

BEHMER

ROOFING & SHEET METAL

Ian Anderson

7641 East Gray Road • Suite F • Scottsdale, AZ 85260

May 23, 2019

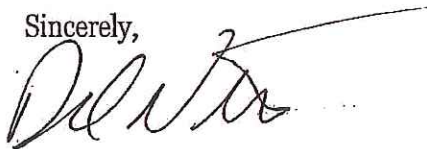
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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I urge you to support the Seventh-day Adventist Church!

Sincerely,



Sam Graham
7641 East Gray Road
Suite G
Scottsdale, AZ 85260



May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Graham", with a long, wavy horizontal line extending to the right.



Adrienne Summers
7601 E. Gray Rd. • Suite J • Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read 'Adrienne Summers', is written over the word 'Sincerely,'.

Freedom Kitchen
GLUTEN FREE DEDICATED FACILITY

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

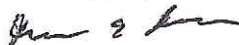
Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.



Sincerely,



Ramon Ramirez - Owner

7601 East Gray Road
Suite D
Scottsdale, AZ 85260



▶ Genevieve Guard Lola
7601 East Gray Road
Suite A
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

Sergio Hernandez
Owner

7642 East Gray Road • Suite 105
Scottsdale, AZ 85260

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Robert Lewis – Owner
Robert The Tailor

7662 East Gray Road • Suite 105 • Scottsdale, AZ 85260

May 24, 2019

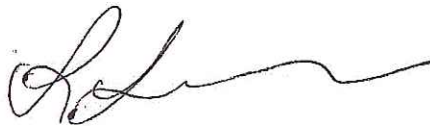
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Kim Baker
Carefree Embroidery
7662 East Gray Road
Suite 104
Scottsdale, AZ 85260

May 24, 2019

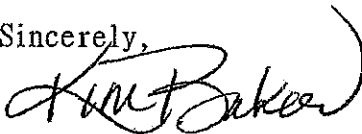
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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I urge you to support the Seventh-day Adventist Church!

Sincerely,





Ariel - Owner
13802 N. Scottsdale Rd. • Suite 105
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read "Ariel", is written over the word "Sincerely,". The signature is written in a cursive, flowing style.



Justina Vargas
13802 N Scottsdale Rd #101
Scottsdale, AZ 85260

May 23, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

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I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read 'Justina Vargas'.



May 21, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to read "Savannah Enganiz". The signature is fluid and cursive, with a large initial "S" and "E".

Savannah Enganiz
13802 North Scottsdale Road
Suite 132
Scottsdale, AZ 85260



Aiti Brubuh - Owner
13802 North Scottsdale Road
Suite 138
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a nearby business owner, I am writing to ask for your support for the proposed Seventh-day Adventist Church Campus Master Plan at Scottsdale Road and Sutton. SDA is a great neighbor to the Airpark and consistently provides a wonderful experience to the residents and visitors of Scottsdale. Allowing the SDA Church the flexibility to change some buildings and uses on their property will ensure the stability and continued of the Church and school campus.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,



Bryan Phuong - Owner
13802 North Scottsdale Road Suite 149
Scottsdale, AZ 85260

May 24, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

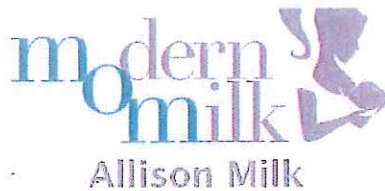
Dear Mayor and Council Members:

As a nearby business owner, I am writing to ask for your support for the proposed Seventh-day Adventist Church Campus Master Plan at Scottsdale Road and Sutton. SDA is a great neighbor to the Airpark and consistently provides a wonderful experience to the residents and visitors of Scottsdale. Allowing the SDA Church the flexibility to change some buildings and uses on their property will ensure the stability and continued of the Church and school campus.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in black ink, consisting of a stylized initial 'B' followed by a long horizontal line.



May 21, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink that reads "Allison Small". The signature is written in a cursive style.

13802 North Scottsdale Road
Suite 162
Scottsdale, AZ 85260

NICK BRAVO
13802 NORTH SCOTTSDALE ROAD
SUITE 165
SCOTTSDALE, AZ 85260



May 22, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Scottsdale Road and Sutton. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to be "Nick Bravo". The signature is written in a cursive style with a long horizontal stroke extending to the right.



**R.E. MICHEL
COMPANY**

Wholesale Distributors
The source for Air Conditioning, Heating and
Refrigeration, Propane, Equipment, Parts and
Supplies for the professional contractor.

Jacob Wastrow - Manager

14000 North Hayden Road • Suite 110 • Scottsdale, AZ 85260

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Camelback and Scottsdale Road. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,



► Daniel Lutz ◀
14000 N. Hayden Rd. Suite 120
Scottsdale, AZ 85260

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Camelback and Scottsdale Road. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to be 'DL' with a long horizontal stroke extending to the right.



HITFACTORY

► Glen Rodrigue ◀
14000 N. Hayden Rd. Suite 120
Scottsdale, AZ 85260

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Camelback and Scottsdale Road. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in black ink, appearing to be 'Glen Rodrigue', written over a horizontal line.

Steven Seo - Owner
Oral Design

7835 E. Redfield Rd. #100

Scottsdale, AZ 85260

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a nearby business owner, I am writing to ask for your support for the proposed Seventh-day Adventist Church Campus Master Plan at Scottsdale Road and Sutton. SDA is a great neighbor to the Airpark and consistently provides a wonderful experience to the residents and visitors of Scottsdale. Allowing the SDA Church the flexibility to change some buildings and uses on their property will ensure the stability and continued of the Church and school campus.

Please vote yes for this wonderful request in Scottsdale.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steven Seo".

Janelle Call
7835 E. Redfield Rd.
#206
Scottsdale, AZ 85260



May 17, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the proposed request from the Seventh-day Adventist Church located at Camelback and Scottsdale Road. This master plan for various potential uses like office, commercial/industrial, hangar/aeronautical and residential will allow the SDA Church to continue to shine in Scottsdale. I work at a business near the SDA campus and this proposal is important for the future of this area. We should support the great religious institutions like this in our City.

I urge you to support the Seventh-day Adventist Church!

Sincerely,

A handwritten signature in cursive script that reads "Janelle Call".

Judy Borgeson

7902 East Wood Drive
Scottsdale, AZ 85260

May 17, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the request of the Seventh-day Adventist Church to further develop their campus at Scottsdale Road and Sutton Drive. Having lived nearby and watched the evolution of the Airpark area over the years, it is clear that the SDA Church has been a great neighbor and asset to this community. The mix of potential uses (including possibly office, commercial/industrial, hangar/aeronautical uses, etc) are certainly appropriate for the area. We should support community enhancing organizations like the SDA Church and help them in their efforts.

I urge you to support this request and the future of Seventh-day Adventist Campus!

Sincerely,

Judy Borgeson

Leah Mitchell
7822 East Wood Drive
Scottsdale, AZ 85260

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today in support of the proposed Seventh-day Adventist Campus request at Scottsdale Road and Sutton Drive. I live nearby and fully support the SDA Church in their efforts to further develop their campus. New buildings with potential uses including office, commercial/industrial, and hangar aeronautical, etc. will be an appropriate addition to this area.

Please vote to approve this project.

Sincerely,

Leah Mitchell
LM
5/18/19

May 19, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

Please support the request of the Seventh-day Adventist Church to further develop their campus at Scottsdale Road and Sutton Drive. Having lived nearby and watched the evolution of the Airpark area over the years, it is clear that the SDA Church has been a great neighbor and asset to this community. The mix of potential uses (including possibly office, commercial/industrial, hangar/aeronautical uses, etc) are certainly appropriate for the area. We should support community enhancing organizations like the SDA Church and help them in their efforts.

I urge you to support this request and the future of Seventh-day Adventist Campus!

Sincerely,



L. Carter

13249 N. 76th Place
Scottsdale, AZ 85260

May 17, 2019

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today in support of the proposed Seventh-day Adventist Campus request at Scottsdale Road and Sutton Drive. I live nearby and fully support the SDA Church in their efforts to further develop their campus. New buildings with potential uses including office, commercial/industrial, and hangar aeronautical, etc. will be an appropriate addition to this area.

Please vote to approve this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. Carter".

City Notifications – Mailing List Selection Map

Seventh Day Adventist Rezoning



Additional Notifications:

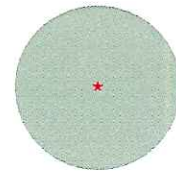
- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Twitter
- Nextdoor.com
- City Website-Projects in the hearing process

Pulled Labels
September 26, 2019

Map Legend:



Site Boundary



Properties within 750-feet

Postcards: 186

14-ZN-2019