PLANNING COMMISSION REPORT



Meeting Date: October 26, 2022

General Plan Element: Land Use

General Plan Goal: *Create a sense of community through land uses*

ACTION

Optima McDowell Mountain Village 20-ZN-2002#4

Request to consider the following:

A recommendation to City Council regarding a request by owner to amend zoning case no. 20-ZN-2002 including an amendment to the One Scottsdale Development Plan and Land Use Budget, a Zoning District Map Amendment from General Commercial, Planned Community Development (C-4 PCD) to Planned Airpark Core Development, Airpark Mixed-Use-Residential, Planned Community Development, Planned Shared Development (PCP/AMU-R, PCD PSD) zoning including a Development Plan with amended development standards (Floor Area Ratio, Building Height, Stepback and Special Conditions-Building material), for a mixed-use development with building height up to 133 feet, including residential and commercial, all on a +/- 21.88-acre site located at 18777 N. Scottsdale Road.

Goal/Purpose of Request

The applicant's request is to amend zoning case no. 20-ZN-2002, including the associate Development Plan and Land Use Budget to allow for a new mixed-use project comprised of 1,390 residential units and 36,000 square feet of commercial area.

Key Items for Consideration

- Conformance with Scottsdale General Plan 2035, as amended
- Conformance with the Greater Airpark Character Area Plan, as amended
- Amended and Bonus Site Development Standards for Floor Area Ratio and Building Height
- Bonus height and Floor Area Ratio bonus contribution of \$21,670,065 to be used for special public improvements in the Greater Airpark area, as determined by the City Council
- Addition of PCP zoning will introduce base building heights up to 84 feet and bonus building heights up to 133 feet within Planning Unit I of One Scottsdale
- Increase to the total number of available residential dwelling units within Planning Unit I of the One Scottsdale Land Use Budget from 0 dwellings to 1,390 units
- Amendment to the One Scottsdale Master Development Plan Land Use Budget

Action Taken	

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- Planned Community District Findings
- Pedestrian circulation along both street frontages
- Airport Advisory Commission recommended approval with conditions to lower building height with a 7-0 vote
- Public comments received both in support and opposition

OWNER

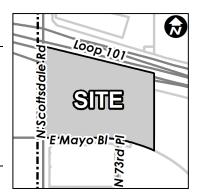
North Scottsdale CAD, LLC (623) 229-8442

APPLICANT CONTACT

Mark Riehle Optima Inc (480) 874-9900

LOCATION

18777 N Scottsdale Rd



BACKGROUND

City of Scottsdale General Plan 2035

The City of Scottsdale General Plan 2035 Future Land Use Map designates the property as Mixed-Use Neighborhoods within the Regional Use Overlay category. Mixed-Use Neighborhoods focus on human-scale development located in areas with strong access to multiple modes of transportation and major regional services. These areas accommodate higher-density housing with complementary office or retail uses. Mixed-Use Neighborhoods are most suitable near and within Growth and Activity Areas and may be non-residential in the Greater Airpark Character Area. The Regional Use Overlay provides flexibility for land uses when it can be shown that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region-serving retail, major medical, educational campus, community service facilities, tourism, and destination attractions. In determining whether proposed land uses are regional in nature, the city will consider whether the use has a regional draw, fulfills current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area.

The subject site is located within the General Plan 2035 designated Greater Airpark Growth Area. Growth Areas are specific locations within the community that are most appropriate for development focus, and will best accommodate future growth, new development, and redevelopment.

Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan (GACAP) designates the property as Airpark Mixed Use-Residential (AMU-R) land use within the Regional Core Development Type. AMU-R areas are appropriate for the greatest variety of land uses in the Greater Airpark and may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in AMU-R areas should be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a minor component of development and include adequate sound attenuation. Within the GACAP, Development Types help define the size and scale of development. The Regional Core Development Type denotes areas appropriate for the greatest development intensity to support major regional land uses, served by high-capacity transit or a freeway.

Zoning

In 2002, zoning case 20-ZN-2002 approved three Planning Units within the One Scottsdale Master Plan, including a Land Use Budget Table for the entire 160-acre project: including maximum residential densities, maximum square feet of commercial, retail, and office; and maximum number of hotel keys within each Planning Unit. Planning Unit I is separated by the freeway alignment, as such, the intent was to develop the site as an automobile dealership using General Commercial (C-4) Planning Unit II and III are zoned Planned Regional Center, Planned Community Development (PRC PCD) to accommodate a mixed-use pedestrian-oriented development. In 2016, zoning case 20-ZN-2002#3, amended the building height within Planning Unit II to allow residential buildings up to 90-feet tall with the condition that the developer will construct one of the following: a minimum 100,000 square feet of office space; a minimum 100-room hotel; and 60,000 square feet of office/retail/restaurant space and a 250 residential development. To date, Planning Unit II and Planning Unit III have been partially developed and/or are under construction. Development within Planning Unit II includes: Illume (former Henkel/Dial building), and Multi-family (Streetlights & Belgravia). Development within Planning Unit III includes Multi-family Residential (TDI & The Jefferson), Hilton Place Hotel, Commercial/Retail Pads, and a Fueling Station with convenient store (Quick Trip).

Context

The Loop 101 Freeway bisects the One Scottsdale Master Site with Planning Unit I south of the Loop 101 and Planning Unit II and III north of the Loop 101. Planning Unit I is located at the northeast corner of N. Scottsdale and E. Mayo Boulevard with the City of Phoenix to the west, One Scottsdale Planning Unit II and III to the north, and Lexus dealership (Crossroads) to the south, and undeveloped Arizona State Land to the east.

Adjacent Uses and Zoning

- North: One Scottsdale Planning Unit II (Illume, formerly Henkel/Dial), zoned Planned Regional Center and Planned Community Development (PRC PCD).
- South: Existing Lexus car dealership within Crossroad East Master Plan, zoned Planned Community Development (PCD).
- East: Undeveloped site, owned by Arizona State Land
- West: Existing commercial shopping center, within the City of Phoenix

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Other Related Policies, References:

City of Scottsdale General Plan, as amended

2010 Greater Airpark Character Area Plan, as amended

Zoning Ordinance

20-ZN-2002: Master Plan for One Scottsdale

20-ZN-2002#3: Amendment to Planning Unit II with One Scottsdale Masterplan to allow building

height up to 90 feet.

APPLICANT'S PROPOSAL

The development proposal includes a zoning district map amendment to amend the current zoning district from General Commercial, Planned Community Development (C-4 PCD) to Planned Community Development with comparable Planned Airpark Core Development and Planned Shared Development (PCP/AMU-R, PCD PSD). The Development Plan is comprised of six (6) new buildings ranging in height from 123 feet (9 stories) to 133 feet (10 stories), consisting of 36,000 square feet of commercial floor area, and 1,390 units of multi-family residential. Additional site improvements include a new transit facility (landscaping, bench, shelter, trash can etc.) along N. Scottsdale Road, a new trail along N. Scottsdale Road, and enhanced paving treatments at the intersection of N. Scottsdale Road and E. Mayo Boulevard. In addition, the following amendments and Bonus Provisions are proposed:

- Increase building height
- Increase floor area ratio
- Add residential units to Land Use Budget (an increase from 0 to 1,390 units)
- Add +/- 21.8 acres of Planned Airpark Core (PCP) zoning

Development Information (Planning Unit I)

• Existing Use: Vacant, undeveloped commercial pad

Proposed Use: Mixed-use (residential, commercial, restaurant)

• Buildings/Description: 6 buildings, 9 to 10 stories tall

Residential: 1,390 units, +/- 2,267,632 square feet

Restaurant/Retail: 36,000 square feet
Total Building Area: 2,303,632 square feet

Parcel Size: 953,288 square feet or 21.88-acres (Gross)

796,369 square feet or 18.28-acres (Net)

Building Height Allowed

C-4 PCD (Current Entitlements): 45 feet, excluding all rooftop appurtenance

PCP Base: 84 feet, including all rooftop appurtenances PCP Bonus: 134 feet, including all rooftop appurtenance

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• Building Height Proposed (PCP Bonus with amended PCD):

Buildings 1,2,6: 109'-0" to roof, 133' to rooftop amenities

(10 stories), including all rooftop appurtenances

Buildings 3, 4, 5: 99'-0" to roof, 123' to rooftop amenities

(9 stories), including all rooftop appurtenances

Parking Required:
 2, 572 spaces, includes 232 guest spaces

Parking Provided: 2,572 spaces, includes 232 guest spaces

• Open Space Required: 5.118 acres

• Open Space Provided: 10.603 acres

• Floor Area Ratio Allowed:

C-4 PCD (Current Entitlements): 0.8 or +/- 637, 095 square feet

PCP Base: 0.8 (including residential= +/- 762,630 square feet)
PCP Bonus: 2.0 (including residential = +/- 1,592738 square feet)

PCD: Per development Plan's proposed standards

Floor Area Ratio (PCP PCD) Proposed:
 2.42 (including residential = +/-2,306,632 square feet)

• Number of Dwelling Units Allowed: Per Development Plan

• Number of Dwelling Units Proposed: 1,390 units

Density Allowed: Per Development Plan
 Density Proposed: 64 dwelling units per acre

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The proposed Development Plan will allow for a new, more intense development within this area of the Greater Airpark Character and Growth Area, including building height up to 133 feet and 2.42 Floor Area Ratio. The additional density combined with the commercial square feet, will allow for potential employment, and future residents seeking an urban pedestrian friendly environment. The Greater Airpark Character Area Plan designates Planning Unit I as Regional Core-Greatest Intensity. The Regional Core Development type is described as having the greatest development intensity adjacent to high-capacity transit lanes/areas that promote high scale development that encourages variable massing.

PC Standards and PCP Bonus Site Development Standards

Pursuant to Zoning Ordinance 5.4008, the PCP district allows bonus development standards for specified requirements. To accommodate a mixed-use development, the applicant is requesting Amended Site Development Standards with Bonus Provisions comprised of additional Floor Area Ratio and Building Height. As outlined in the PCP District-Bonus Provision, the applicant shall

demonstrate public benefit for the proposed bonus standards. In this case, the applicant seeks approval for 49 feet (84 feet to 133 feet) of building height and 1.2 (0.8 to 2.0), and up to 2.42 of Floor Area Ratio using the Planned Community (PC) District amended standards provision. In exchange, the developer has elected to contribute the \$21,670,095 to the Greater Airpark Special Improvement Trust Fund (GASITF). The GASITF funds shall be used exclusively for public improvements in the Greater Airpark Area.

The applicant's proposal is to rezone the property to conform to the General Plan and develop a mixed use, pedestrian-oriented development that is coordinated with existing and planned development of the surrounding areas. The Planned Community (PC) District enables the applicant to use comparable zoning districts that allow development consistency within the Regional Use Overlay and Mixed-Use Neighborhoods. As such, the applicant is requesting a zoning district map amendment with a Development Plan with the following development standards. The table below shows the comparison of the base PCP development standards, PCP bonus development standards and the applicant's proposed development standards.

Development	Base PCP	Bonus PCP	Bonus PCP PCD
Standard			(Proposed)
Floor Area Ratio	0.8	2.0	2.42
Building Height	84 feet	134 feet	133 feet
		Any floor above 92 feet shall not exceed 20% of total ground floor area	Any floor above 114 feet shall not exceed 20% of total ground floor area
Stepback Plane	1:1 beginning 38 feet above setback line	Not Applicable	2:1 beginning 38 feet above property line
Special Conditions- Building Reflective Material	Not Applicable	Limited to 60% of the building wall area above 104 feet	Limited to 60% of the building wall area above 109 feet

PCD Findings/Criteria

- A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of surrounding areas.
 - The subject site is located within Planning Unit I of the One Scottsdale Master Plan that was previously approved through the zoning entitlement process in 2002. The proposed development intends to fulfill the goals, polices and vision of the General Plan and the Greater Airpark Character Area Plan. The site is within the General Plan 2035 designated Greater Airpark Growth Area and within the Regional Core

Development Type. Growth Areas are locations within the community that best accommodate future growth, allowing increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. Within designated Growth Areas, applications typically yield a maximum density nearing 50 dwelling units per acre and 64 dwelling units per acre. For the Greater Airpark Character Area, within the Regional Core Development type, a similar density has been developed at 62.4 dwelling units per acre (District at the Quarter, 8-ZN-2016). The density that is proposed is supported by the definition of a Growth Area expected by Scottsdale General Plan 2035 and further defined by its designation within the Regional Core of the Greater Airpark Character Area.

- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
 - The site is located on the northeast corner of Scottsdale Road and Mayo Boulevard along the south side of the State Route Loop 101 Freeway. Scottsdale Road is a Major Arterial street with three lanes in each direction adjacent to the site that runs from the southern Scottsdale border at the city of Tempe to the town of Carefree at our norther border. Mayo Boulevard is a Major Collector street with two lanes in each direction. It extends west into the City of Phoenix to Tatum Boulevard, but it terminates to the east at the site boundary near 73rd Street. It is planned to connect to Bell Road in the future as the area along the south side of the Loop 101 Freeway is developed. The intersection of Scottsdale Road and Mayo Boulevard is signalized. Scottsdale Road has an interchange with the State Route Loop 101 Freeway.
 - The applicant is proposing to have two access points on the north side of Mayo Boulevard east of Scottsdale Road, as well as a secondary entrance-only driveway on the east side of Scottsdale Road north of Mayo Boulevard. The applicant has agreed to construct a roundabout at the 73rd Street and Mayo Boulevard intersection to help mitigate the traffic impacts by providing a controlled main access into their development's parking facility. The applicant will also be constructing a westbound right-turn lane on Mayo Boulevard at the Scottsdale Road intersection as well as a new transit facility along N. Scottsdale Road.
 - The project proposes a new mixed-use development with a strong internal pedestrian environment. Two pedestrian connections extend to the eastern property line for the anticipation of future commercial development. There is an existing ten-foot-wide multi-use path along the site's Scottsdale Road frontage, and an eight-foot-wide path along the Mayo Boulevard frontage. Both will be maintained or enhanced. There is a planned multi-use trail along the Scottsdale Road frontage as well. The applicant is proposing an internal biking/multi-use trail around the perimeter of the site that will have connections to these public facilities.
- C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

- 1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - The scale and height of the proposed mixed-use development are consistent with the Growth Area designation and in harmony with the existing and proposed retail, commercial and residential uses in the surrounding area. The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) encourage open space areas as public amenities that benefit the community. Further, the General Plan 2035 Connectivity Element (Goal C 3 and corresponding policies) and GACAP Character & Design (Goal CD 2 and corresponding policies) and Community Mobility Chapters (Goal CM 6 and corresponding policies) encourage accessible and engaging bicycle and pedestrian connections. As such, the applicant proposes a development plan that includes +/- 8.5-acres of open space, 14'-wide multi-use bicycle, pedestrian trails and sidewalks along both street frontages and a new transit stop along N. Scottsdale Road.
 - The General Plan 2035 Open Space Element designates Scottsdale Road, north of Frank Lloyd Wright Boulevard, as a Scenic Corridor - streets where a significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized (Policy OS 4.3 The GACAP designates North Scottsdale Road as a Signature Corridor, where this street segment expects design that reflects "the transitional nature from urban to the native desert, while responding to sophisticated urban development and resort characteristics found in adjacent developments" (CD 2.1, CD 2.1.4 and CD2.2). The applicant is dedicating a minimum 50-foot-wide Scenic Corridor Easement along the development project's N. Scottsdale Road Street frontage, which is consistent with previous approvals for the subject site (20-ZN-2002). The applicant is also providing an approximately fifty (50') feet of additional open space area east of the Scenic Corridor which will visually extend the formal Scenic Corridor Easement and allow for the applicant to develop underground parking in this area. This proposal provides the transition expected by Scottsdale's Signature Corridor from the urban environment experienced South of Loop 101 to the native desert environment experienced North of Loop 101.
- 2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

- The proposed development plan and amended Land Use Budget of Planning Unit I does not propose any industrial or research uses.
- 3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.
 - The Development Plan contains 36,000 square feet of commercial/retail space that is
 within harmony of the surrounding uses. The destination commercial/retail space is in
 harmony with the surrounding area and will support the residential and recreational
 uses proposed on-site. The large open space will provide an amenity for the
 surrounding residential and commercial uses.

Airport Vicinity

The site is located approximately 2.25 miles northwest of the Scottsdale Airport runway and within the AC-1 Airport Influence Zone, which allows for hotel and residential uses provided a fair disclosure statement and Avigation Easement is recorded as a condition of development or building permit approval. In result of the site located within the AC-1 Airport Influence Zone, the application was required to be presented and get a recommendation from the Airport Advisory Commission. On June 15, 2022, the Airport Advisory Commission voted approval with a 7-0 vote with the stipulations that the site must receive, "Finding of No Hazard" from the FAA 7460-1 Height Analysis, and that the height of any structures cannot penetrate the conical surfaces of FAA Part 77, and no red flashing lights should be required or installed on the buildings. As such, the applicant lowered the building height on Buildings 1 and 6 to conform with the recommendation.

Transportation/Pedestrian Circulation

The proposed development plan associated with the requested zoning district change to Planning Community Development (PCD) includes 1,390 multi-family dwelling units in six individual buildings that also consists of some retail area on the ground floor, second floor, and lower courtyard area. This development is estimated to generate an estimated 8,056 trips per day to and from the project site, with an estimated 504 a.m. peak hour trips and 682 p.m. peak hour trips. There is some anticipated interaction between the retail and residential land uses that are estimated to reduce the total number of daily trips entering the site to 7,532 trips with 330 a.m. peak hour trips and 624 p.m. peak hour trips. This is a significant traffic generator and will have impacts on the surrounding street system. The development is anticipated to add 3,222 daily vehicles to Scottsdale Road adjacent to the site, increasing the volume to capacity ratio from 0.82 to 0.89. The traffic analysis states that the intersections and driveways along Scottsdale Road and Mayo Boulevard are all projected to operate at acceptable levels of service (LOS D or better) with the traffic generated by the proposed development. This is primarily due to having extra capacity in the street cross sections and major intersections adjacent to the site. The Loop 101 Freeway interchange will experience some deterioration in operation with the additional traffic with the ramps experiencing failing levels of service (LOS E and F). This is primarily the result of this being a heavily travelled corridor and interchange. Also, the traffic entering the main line Loop 101 is regulated with a ramp meter causing congestion and deteriorated level of service on the interchange approaches. This is typical of all interchanges and the traffic study is not recommending any additional transportation improvements that have not been incorporated into the case stipulations other than some possible signal timing improvements. It should be noted that much of the land that exists along the north and south side of the Loop 101 Freeway is either undeveloped or in early stages of development. The traffic analysis applied a growth factor to the existing traffic volumes to estimate future traffic volumes, but actual traffic volumes may exceed the projected volumes. It should be noted that the estimated build-out traffic from the Cavasson and Axon developments were included in the analysis. Also, some of the undeveloped land may be requested to increase the allowable height and density which could also lead to greater traffic volumes than anticipated by the growth factor.

Water/Sewer

The applicant provided Basis of Design reports for water and sewer, which have been accepted by the Water Resources Division. The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100 years Assured Water Supply and each case will be evaluated to determine adequate supply is available prior to issuing a "Will Serve" approval. In addition, any City approval to supply water will be accorded in compliance with City codes, ordinances, and the City's Drought Management Plan. All infrastructure upgrades necessary to serve this project will be completed by the applicant.

Fire/Police

The Public Safety Department has reviewed the applications and finds that there is adequate ability to provide fire and police services for the proposed use. The nearest fire station is within 2.5 miles of the site and located at 20355 N. Pima Road. The subject site is served by Police District Foothills, Beat 19. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process.

Drainage

A drainage report was reviewed and approved by the Stormwater Management Department. The developer is stipulated to dedicate drainage easements as determined by stormwater staff.

Open Space and Scenic Corridor

Based on the 2002 entitlement the development is required to dedicate a minimum 50-foot wide Scenic Corridor easement along N. Scottsdale Road. This request is consistent with this scenic corridor requirement and will implement a sidewalk and trail as part of the design. Additionally, the Development Plan includes a 30-foot-wide with an average 50-foot-wide landscape buffer along E. Mayo Boulevard. Based on the net lot area, the applicant is required to provide +/-5-acres of open space and +/-14-acres is provided internal and along the perimeter of the site.

School District

The Paradise Valley School District has been notified of the proposed residential density that would need to be served.

Housing Cost

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

Community Involvement

Property owners located within 750 feet of the site and on the City of Scottsdale Interested Parties List, have been notified by mail of the applicant's request. According to the Citizen Review and Neighborhood Involvement Report, the applicant held a series of Open Houses and additional outreach as follows:

- On March 24, 2022, the applicant held an open house meeting located on-site. Property owners within 750 feet of the site were notified and the applicant presented their proposal to 6 attendees.
- On May 25th, 2022, the applicant presented their proposal virtually to the Scottsdale Coalition of Today and Tomorrow (SCOTT). According to the Open House Report, there were 30 members of SCOTT that participated in the virtual meeting.
- On July 28, 2022 & August 4th, 2022, the applicant held a meeting at the Optima Camelview Village office located at 7157 E. Rancho Vista Drive. The applicant notified property owners within 750 of the site and there were 3 attendees.
- October 20, 2022, the applicant will hold an open house meeting on-site. Property owners within 2,250 feet were notified of the meeting which is 3 times more than the required 750-foot notification. For further outreach detail, please refer to the applicant's Citizen Review and Neighborhood Involvement Report.

As of the publishing of this report, staff has received e-mails expressing both support and opposition, which are attached to this report.

Community Impact

The proposed development plan is to provide for a new, more intense development within the Airpark Influence Area, including building height up to 133 feet, a Floor Area Ratio of 2.42 and an increase of residential density within Planning Unit I of the One Scottsdale Master Plan. The proposed mixed-use development is consistent with the Greater Airpark Character Area Plan. The Greater Airpark-Core and Growth Area anticipates greater building heights and scale in this location. The Development Plan provides appropriate stepbacks as a transition to the adjacent commercial properties, specifically on the south and west sides of the development. Community impacts by the proposed development will not likely create any significant adverse effects upon the surrounding developments or the community at large.

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Policy Implications

Additional building height and floor area ratio, inclusive of rooftop appurtenances, as part of the Development Plan includes open space, pedestrian improvements, and accommodation for a transit facility located at the intersection of N. Scottsdale Road and E. Mayo Boulevard. Approval of the proposed zoning district map amendment will enhance the opportunity for non-residential land uses to be integrated with new multi-family residential in a mixed-use setting that is compatible with the existing commercial uses in the area.

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission

The Airport Advisory Commission heard this case on the June 15, 2022 and recommended approval with stipulations that the site must receive "finding of no hazard" from the FAA 7460-1 height analysis. Heights of any of the structures cannot penetrate the conical surfaces of FAA part 77 and no red flashing lights should be required or installed on the buildings, with a 7-0 vote.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the Planned Community Development criteria have been met and determine that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan and the Greater Airpark Character Area Plan and make a recommendation to City Council for approval per the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Long Range Planning Traffic Engineering Water Resources Fire and Life Safety Plan Review

STAFF CONTACT

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APPROVED BY

10/11/2022

Meredith Tessier, Report Author Date

Tim Curtis, AICP, Current Planning Director

Date

Planning Commission Liaison

Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

Erin Perreault, AICO, Executive Director

Date

Planning, Economic Development, and Tourism

Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

ATTACHMENTS

- 1. Context Aerial
- 2. Aerial Close-Up
- 3. Draft Ordinance No. 4571

Exhibit 1: Zoning Map

Exhibit 2: Updated Stacked 40s Land Use Budget

Exhibit 3: Stipulations

4. Resolution No. 12630

Exhibit 1: Optima McDowell Mountain Village Development Plan

- 5. Existing General Plan Land Use Map
- 6. Greater Airpark Character Area Plan
- 7. Existing Zoning Map
- 8. Proposed Zoning Map
- 9. Updated One Scottsdale Schedule A1- Land Use and Circulation
- 10. Updated One Scottsdale Schedule C-Land Use Budget
- 11. Updated One Scottsdale Schedule E-Allowable Building Heights
- 12. Updated One Scottsdale Schedule F-Circulation Plan
- 13. Updated One Scottsdale Schedule G-Open Space Plan
- 14. Traffic Impact Summary
- 15. Community Involvement Report
- 16. Public Comments
- 17. June 15, 2022 Airport Advisory Commission meeting minutes
- 18. City Notification Map





Close-up Aerial ATTACHMENT 2 20-ZN-2002#4

ORDINANCE NO. 4571

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 20-ZN-2002#4 FROM GENERAL COMMERCIAL, PLANNED COMMUNITY DEVELOPMENT (C-4 PCD) TO PLANNED AIRPARK CORE DEVELOPMENT, AIRPARK MIXED USE-RESIDENTIAL, PLANNED COMMUNITY DEVELOPMENT, PLANNED SHARED DEVELOPMENT (PCP/AMU-R, PCD, PSD) ZONING, ADOPTING A DEVELOPMENT PLAN WITH AMENDED DEVELOPMENT STANDARDS (FLOOR AREA RATIO, BUILDING HEIGHT, STEPBACKS AND SPECIAL CONDITIONS-BUILDING MATERIAL) AND AN AMENDMENT TO THE LAND USE BUDGET ESTABLSHED IN CASE 20-ZN-2002 FOR A MIXED USE DEVELOPMENT ON A +/- 21.88-ACRE SITE LOCATED AT 18777 N. SCOTTSDALE ROAD.

WHEREAS, the Planning Commission held a hearing on October 26, 2022; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance 4571 on the cost to construct housing for sale or rent; and

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

- A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- C. That the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:
- 1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population.
- 2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
- 3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 20-ZN-2002#4.

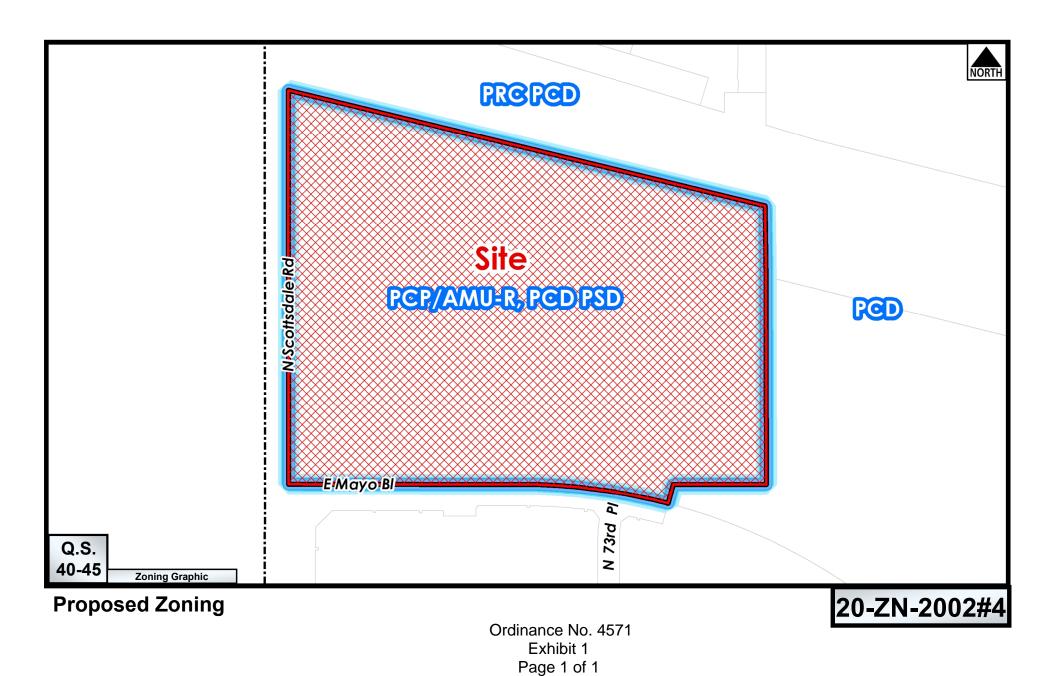
NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/- 21.88-acre site located at 18777 N. Scottsdale Road and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from General Commercial, Planned Community Development (C-4 PCD) to Planned Airpark Core Development, Airpark Mixed Use-Residential, Planned Community Development, Planned Shared Development (PCP/AMU-R, PCD, PSD) zoning, and by revising the "One Scottsdale Development (Stacked 40s) Plan," said revisions are incorporated into the Optima McDowell Mountain Village Development Plan, amending and adopting the One Scottsdale (Stacked 40s) Land Use Budget established in case 20-ZN-2002 attached as **Exhibit 2**, incorporated herein by reference and adopting that certain document entitled "Optima McDowell Mountain Village Development Plan", declared as public record by Resolution No. 12630 which is incorporated into this ordinance by reference as if fully set forth herein.

<u>Section 2</u>. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as **Exhibit 3** incorporated herein by reference.

PASSED AND ADOPTED by the Cou Arizona this day of	incil of the City of Scottsdale, Maricopa County, , 2022.
ATTEST:	CITY OF SCOTTSDALE, an Arizona municipal corporation
By: Ben Lane City Clerk	By: David D. Ortega Mayor
APPROVED AS TO FORM: OFFICE OF THE CITY ATTORNEY	
By: Sherry R. Scott, City Attorney By: Joe Padilla, Deputy City Attorney	

Ordinance No. 4571 Page 2 of 2



Stacked 40s Land Use Budget Tracker

Mixed-Use Development (Optima McDowell Mountain Village (20-ZN-2002#4) rev. 27-Apr-22

			ALERSHIP	RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
	PU-I	PU-II	PU-III	PU-I	PU-II*	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
TOTAL ALLOWED (per Schedule C - Land Use Budget)	Allowed	N/A	N/A	1.390	2,000		36,000	2,866,145		NA	400	

ASSIGNED PARCEL DESCRIPTION	APN	RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
		PU-I	PU-II	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
Henkel Corporation (9-DR-2007)	215-05-005					475,000				
One North Scottsdale (52-DR-2011)	215-05-008			750						
Avion on Legacy (52-DR-2011 #2)	215-05-009			730					1	
Hilton (61-DR-2015 #2)	215-05-010									130
Shops B (61DR-2015 #3)	215-05-010						10,700			
Streetlights (30-DR-2021)	TBD		314							
Optima McDowell Mountain Village (321-PA-2022)	215-05-007	1,390			36,000					
TOTAL ASSIGNED BY PU		1,390	314	750	36,000	475,000	10,700		0	130
TOTAL ASSIGNED BY USE		1,390	1,064		36,000	485,700			130	

REMAINING TO ASSIGN 0 936 0 2,380,445 270

*20-ZN-2002#4: Updates are made in red font and text is striked-through

Ordinance No. 4571 Exhibit 2 Page 1 of 1

Stipulations for the Zoning Application: Optima McDowell Mountain Village

Case Number: 20-ZN-2002#4

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

SITE DESIGN

- 1. GOVERNANCE. The adopted conditions and parameters of Zoning Case No. 20-ZN-2002, not modified herein, shall remain in effect.
- 2. CONFORMANCE TO THE LAND USE BUDGET AND DEVELOPMENT PLAN. Development shall conform with the revised Land Use Budget for the One Scottsdale (Stacked 40's) Planned Community District as set forth in Exhibit XX hereto, and incorporated into the "Optima McDowell Mountain Village Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 12630 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. The Development Plan is contingent upon the fulfilment of the requirements outlined in the associated Development Agreement. 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. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the Development Plan. Any significant change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council and approval by City Council.
- 4. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2022-175-COS (approved by Resolution No. 12631). Should the Development Agreement not become effective, or if the Developer does not comply with the terms of the Development Agreement for payment of the bonus amount, the bonus height and Floor Area Ratio (FAR) as set forth in the Development Plan shall be terminated as to any such bonuses not paid for by Developer in accordance with the payment schedule set forth in the Development Agreement. Any significant change to the Development Agreement shall be subject to City Council approval unless otherwise provided in the Development Agreement. Where there is conflict between the Development Agreement and these stipulations the Development Agreement shall prevail.
- 5. MAXIMUM FLOOR AREA RATIO WITH BONUS. The maximum Floor Area Ratio (FAR) with bonus floor area for the Development Plan shall not exceed 2.42 and shall comply with the Development Plan. Any increase in the FAR shall be subject to additional action and public hearings before the Planning Commission and City Council and modification of the associated Development Agreement.
- 6. MAXIMUM BONUS BUILDING HEIGHT. Buildings 1, 2, and 6 shall not exceed 133'-0" and Buildings 3, 4 and 5 shall not exceed 123'-0", measured as provided in the applicable section of the Zoning Ordinance and as set forth in the Development Plan. Any increase in the bonus building height shall

- be subject to additional action and public hearings before the Airport Advisory Commission, Planning Commission and City Council and modification of the associated Development Agreement.
- 7. RETAIL/RESTAURANT. There shall be a minimum of 36,000 square feet of retail/restaurant within the Development Plan.
- 8. MAXIMUM DWELLING UNIT-DENSITY. The overall residential density for the project shall not exceed 1,390 dwelling units as set forth in the Development Plan.
- 9. LAND USE BUDGET. With each Development Review Board application, the development shall include a revised Land Use Budget Accounting Table indicating the number of dwelling units, and commercial floor area. No square footage of commercial area or number of dwelling units within Planning Unit I shall be transferred to Planning Unit II or III. The maximum land use density and intensity shall be consistent with the Land Use Budget set forth in Exhibit 2 of Ordinance No. 4571.
- 10. STREETLIGHTS. Developer shall replace existing streetlight luminaires along the E. Mayo Bl. frontage of this project with new Signify Lumec RFS-72W32LED3K-G2-4-HS luminaires with Signify CityTouch connector node mode 120-277-CTCN. The final site plan and civil improvement plans for the project shall indicate these improvements prior to the issuance of permits.
- 11. FIBER OPTIC CONDUIT. Developer shall install one two-inch diameter conduit within the E. Mayo Bl right-of-way with handholes at both the west end and east end of the property frontage. This conduit will belong to the City of Scottsdale to install fiber optic cable for municipal purposes. The final site plan and civil improvement plans for the project shall indicate these improvements prior to the issuance of permits.
- 12. REFUSE. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct the refuse improvements and associate services routes in accordance with the development project's Development Plan included refuse plan.
- 13. SOUND ATTENUATION MEASURES. With the construction document submittal of each 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.
- 14. 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.

DEDICATIONS

- 15. RIGHT-OF-WAY DEDICATIONS. Prior to issuance of any permit for the development project, the property owner shall make the following fee-simple right-of-way dedications to the City of Scottsdale, along project development frontages:
 - a. E MAYO BOULEVARD. Ten (10) foot dedication, for a total sixty-five (65) foot wide north half street right of way width.

- b. N SCOTTSDALE ROAD AND E MAYO BOULEVARD INTERSECTION. Twenty-five (25) foot radius corner dedication.
- c. E MAYO BOULEVARD ROUND-ABOUT. Right-of-way dedication, within project development parcel, to accommodate a city standard's compliant round-about at the second project development entrance, approximately eight hundred feet east of N Scottsdale Road, along E Mayo Boulevard; shifting round-about north so as to not encroach unto non-project development lands
- 16. SCENIC CORRIDOR EASEMENT. Pursuant to case no. 20-ZN-2002, prior to issuance of any permit for the development project, the property owner shall dedicate a minimum 50-foot-wide continuous Scenic Corridor Easement to the City of Scottsdale along the development project's N. Scottsdale Road Street frontage. The width of the Scenic Corridor Easement shall be measured from back of curb. Unless otherwise approved by the Development Review Board, the area within the Scenic Corridor Easement shall be left in a natural condition.
- 17. LANDSCAPE BUFFER. Pursuant to case no. 20-ZN-2002, the property owner shall provide a minimum 30-foot-wide with an average 50-foot-wide landscape buffer along E. Mayo Boulevard.
- 18. PUBLIC TRANSIT FACILITY AND ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a continuous Public Transit Facility and Access Easement to the City of Scottsdale to contain the transit facility improvements that are to be constructed in accordance with the infrastructure requirements below where the transit facility crosses onto private property of the development project.
- 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 sidewalk in locations where the sidewalk crosses onto private property of the development project.
- 20. WATER AND SEWER FACILITIES EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a twenty (20) foot, minimum, continuous Water and Sewer Facilities Easement to the City of Scottsdale to contain public water and sewer infrastructure not contained within recorded right-of-way.
- 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 for the development project, the property owner shall submit and obtain approval of construction documents to construct the improvements necessary to serve project development.
- 25. TRANSIT FACILITIES. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct bus bay and stop facilities (landscaping, bench, shelter, trash can, etc.) on Scottsdale Road, north of Union Hills Drive. Transit facilities improvements shall be constructed prior to the issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first.
- 26. TRAFFIC SIGNAL CONSTRUCTION. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct new, or modify existing, traffic signals, and associated improvements, at locations recommended by a city approved project development traffic impact study or to accommodate required street or sidewalk modifications. Traffic signal and associated improvements shall be constructed prior to the issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first.
- 27. PUBLIC WATER AND WASTEWATER IMPROVEMENTS. During the first phase of development, the property owner shall provide all public water and wastewater infrastructure improvements, including any new service line connections, fire-hydrants, and manholes, necessary to serve each phase of development in conjunction with the phase of development requiring use of the improvement.
- 28. PRIVATE WATER AND WASTEWATER IMPROVEMENTS. The property owner shall provide all private water and wastewater infrastructure improvements, including any new service lines, necessary to serve the development with the phase of development requiring use of the improvement.
- 29. WASTEWATER IMPROVEMENTS. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct the following improvements:

a. N MAYO BOULEVARD

 Construct a public gravity sewer system, from project development's eastern boundary, approximately sixteen hundred (1600) lineal feet along City of Scottsdale approved N Mayo Blvd alignment, to N 76th Street.

b. N 76TH STREET

 Construct a public gravity sewer system, from City of Scottsdale approved N Mayo Blvd. alignment, approximately seventeen hundred (1700) lineal feet along N 76th Street, to E Princess Blvd.

c. E PRINCESS BOULEVARD

- 1. Construct a public gravity sewer system from N 76th Street west, approximately eleven hundred (1100) lineal feet along E Princess Blvd.
- d. NORTH PUMPBACK STATION (16136 N PIMA ROAD)

Ordinance No. 4571 Exhibit 3 Page 4 of 6

- Construct public gravity sewer system, from E Princess Blvd., approximately fifteen hundred (1500) lineal feet, south to TPC and, approximately ten thousand (10000) lineal feet, through TPC golf courses to the City of Scottsdale's North Pumpback station, located at 16136 N Pima Rd, unless determined otherwise through city approval of a system capacity analysis within a project development wastewater master plan, created in accordance with project development stipulations.
- 30. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.
- 31. IN LIEU PAYMENTS. If directed by city staff, the property owner shall make an in-lieu payment to the City: instead of constructing any specified street improvement(s), either 1), prior to the issuance of a building permit for the site; or, 2) by the timeframe specified in a development agreement approved by the City Council for a specific infrastructure improvement. Before any construction document approval associated with the in-lieu payment, the property owner shall submit an engineer's estimate for plan preparation, design and construction costs. The engineer's estimate shall be subject to the approval of the city's Zoning Administrator, or designee.

REPORTS AND STUDIES

- 32. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a preliminary drainage report that is consistent with the conceptual drainage report and grading and drainage plan prepared by Kimley-Horn and Associates sealed 9/2/22 and approved by Stormwater Management. The preliminary drainage report shall be prepared in accordance with the Design Standards and Policies Manual.
- 33. BASIS OF DESIGN REPORT (WATER). With the Development Review Board submittal, the property owner shall submit and obtain approval of a Final Basis of Design Report for Water for the development project in accordance with the Design Standards and Policies Manual. In the basis of design report, the property owner shall include a utility plan addressing all water improvement stipulations.
- 34. BASIS OF DESIGN REPORT (WASTEWATER). With the Development Review Board submittal, the property owner shall submit and obtain approval of a Final Basis of Design Report for Wastewater for the development project in accordance with the Design Standards and Policies Manual. In the basis of design report, the property owner shall include a utility plan addressing all wastewater improvement stipulations.
- 35. 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.
- 36. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the Development Review Board Application submittal, property owner shall provide a copy of the noise disclosure notice in a form acceptable to the Scottsdale Aviation Director. that will be provided to occupants, potential homeowners, employees and/or students that will be located at the development project.
- 37. AVIGATION EASEMENT. Before final plan approval for any new development, the owner of a new development in the areas labeled AC-1 (for noise-sensitive uses only, except hotels, motels, resorts

and hospitals), shall grant the city, and record, an avigation easement satisfactory to the city attorney's office.

MASTER PLANS

MASTER INFRASTRUCTURE PLANS. The property owner shall have each Master Infrastructure Plan specified below prepared by a registered engineer licensed to practice in Arizona, and in accordance with the Design Standards and Policies Manual. Each Master Infrastructure Plan shall be accepted by city staff before any Development Review Board submittal. Each Master Infrastructure Plan shall include a complete description of project phasing, identifying the timing and parties responsible for construction.

- 1. Master Water Systems Plan
- 2. Master Wastewater Systems Plan, to include but not limited to:

a. SEWER DEMAND

- POOLBACK WASH FLOWS A total project development, minimum, pool and spa sewer demand of three hundred fifty (350) gallons per minute (gpm).
- ii. FUTURE OFF-SITE FLOW A sewer demand for all undeveloped parcels within a six (6) mile radius of project development boundary, based on existing zoning classification's maximum allowable density.
- iii. EXISTING FLOW A calibrated sewer model based on sewer flow monitoring of existing sewer flows, at a relevant location and for length of time acceptable to the City of Scottsdale, taken no more than a year from date of plan submittal.

b. REIMBURSEMENT ELIGIBILITY

 A project development reimbursement analysis of and eligibility determination based on Scottsdale Revised Code Chapter 49, Article III. Water and Wastewater Development fees and Article V. Water and Sewer Extensions and Reimbursement Agreements, to be processed accordingly.

RESOLUTION NO. 12630

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

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

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

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

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

PASSED AND ADOPTED by the Cou Arizona this day of , 20	uncil of the City of Scottsdale, Maricopa County, 22.
	CITY OF SCOTTSDALE, an
	Arizona municipal corporation
ATTEST:	
By:	By:
Ben Lane, City Clerk	David D. Ortega, Mayor
APPROVED AS TO FORM:	
OFFICE OF THE CITY ATTORNEY	
Sherry R. Scott, City Attorney	
By: Joe Padilla, Deputy City Attorney	

Resolution No. 12630 Page 1 of 1

optima®

REZONING APPLICATION RESUBMITTAL #2 09/30/22 - Version 7

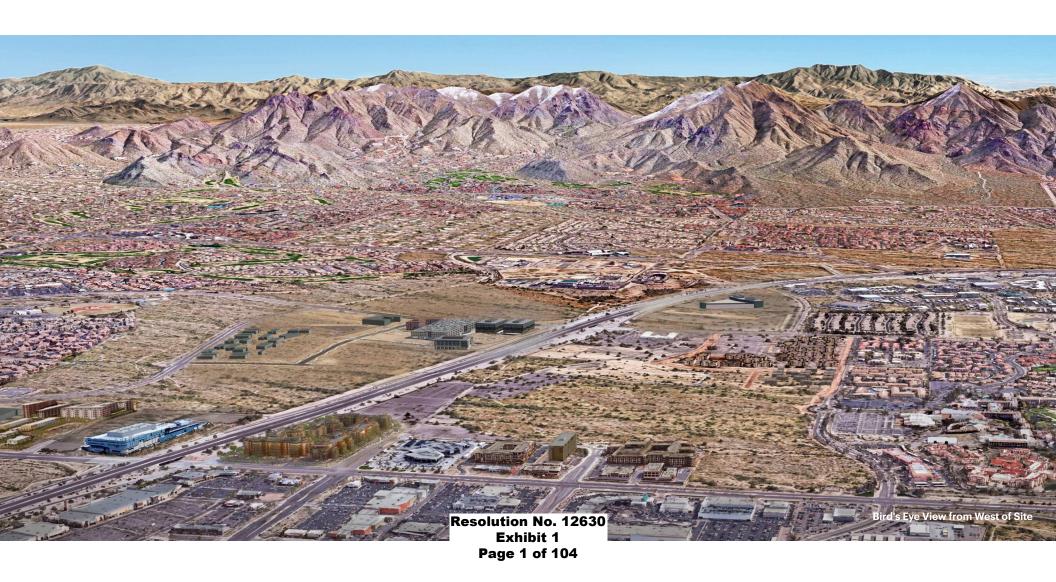


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Rezoning Application

About the Status & Schedule of the Rezoning Application

About the Status

Please see below for the overall timeline and schedule for the Optima McDowell Mountain Village rezoning process. Optima is the Developer, Architect, General Contractor, Property Manager, and Sales Broker and if approved we plan on starting construction as soon as possible.

Since our Pre-Application Submittal in March, the project has evolved through seven design iterations from feedback from the Mayor, City Council, the City's Planning and Building departments, and neighborhood outreach.

Optima McDowell Mountain Village is designed to be net water neutral to the City of Scottsdale for its initial ten years as well as be the largest private residential rainwater harvesting application for the City, and the largest such residential application in the United States. The project will also be International Green Construction Code certified and will comply with the 2021 International Energy Conservation Code.

Located on the Loop 101 Freeway and Scottsdale Road, this site is an ideal location for this type of master planned community. This site is specifically identified in both the City of Scottsdale General Plan 2035 as a "growth areal" and the Greater Airpark Character Area Plan as "Regional Core - Greatest Intensity2". This is also supported by the growth assumptions in the Integrated Water Resources Master Plan, which accounts for the Greater Airpark as a high growth area³.

Optima received the second round of comments on our rezoning application on August 1st and is responding to them concurrently with this submission. The Planning Commission Hearing has been scheduled for October 26th and has been posted on the City's website. We look forward to continuing to engage with the Mayor and City Council, the City's Planning and Building Departments, and the community through our public outreach.

Timeline and Schedule

November 2021 - March 2022: Extensive design work, feasibility research, coordination, meetings with attorneys, consultants,

the Mayor and City Council, and City Planning and Building Departments

March 22, 2022: Pre-application Submittal

March 24, 2022: Formal Open House Meeting held at the site

March - April: Extensive design work, feasibility research, coordination, meetings with attorneys, consultants,

the Mayor and City Council, City Planning and Building Departments, and neighborhood outreach

April 25, 2022: Formal Zoning Application Submittal

April - May: Extensive design work, feasibility research, coordination, meetings with attorneys, consultants,

the Mayor and City Council, City Planning and Building Departments, and neighborhood outreach

June 3 2022: First Comments received from City

May - June: Extensive design work, feasibility research, coordination, meetings with attorneys, consultants,

the Mayor and City Council, City Planning and Building Departments, and neighborhood outreach

June 15, 2022: **Airport Commission Hearing**

June 27 - June 30: Meetings with City Council regarding Airport Commission Hearing vote and stipulations

June - July: Extensive design work, feasibility research, coordination, meetings with attorneys, consultants,

the Mayor and City Council, City Planning and Building Departments, neighborhood outreach, and

Planning Commissioners

July 1, 2022: Formal Zoning Application Resubmittal

July 28, 2022: Formal Open House Meeting held at Optima Camelyiew Village

Extensive design work, feasibility research, coordination, meetings with attorneys, consultants, August:

the Mayor and City Council, City Planning and Building Departments, and neighborhood outreach

August 1, 2022: 2nd Review Comments received from City

August 4, 2022: Formal Open House Meeting held at Optima Camelview Village

→ September 2, 2022: 2nd Formal Zoning Application Resubmittal

September - October: Projected launch of project zoning website and further neighborhood outreach

October 26, 2022: Planning Commission Hearing

December 6, 2022:



The City of Scottsdale Greater Airpark Character Area Plan ²City of Scottsdale General Plan 2035 32022 Updated Integrated Water Resources Master Plan

City Council Hearing (to be confirmed by City)

Location, Demographics & C.O.S. Housing Info Analysis

Greater Airpark Character Area Plan & General Plan 2035 Location Designation

This site is identified in the Greater Airpark Character Area Plan as "Regional Core-Greatest Intensity" and as a "growth area" in the City of Scottsdale General Plan 2035.

Greater Airpark Character Area Plan (Page 17)

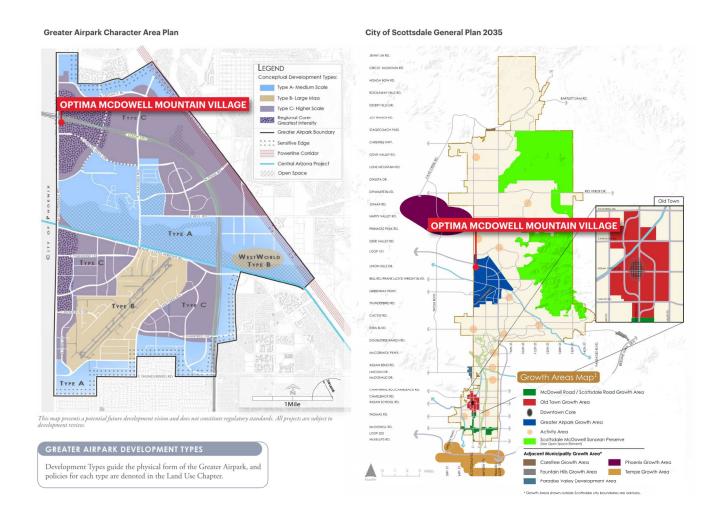
Airpark Mixed Use-Residential areas are appropriate for the greatest variety of Residential (AMU-R) land uses in the Greater Airpark. Appropriate uses may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Optima McDowell Mountain Village is located within the Regional Core – Greatest Intensity land-use area.

Regional Core– An area of focus in the Greater Airpark Character Area Plan where major regional land uses and greatest intensities are encouraged.

City of Scottsdale General Plan 2035 (Page 186)

The City of Scottsdale General Plan 2035 identifies three specific locations with the community that are "most appropriate for development focus, and will best accommodate future growth, development, revitalization, and redevelopment. Scottsdale's Growth Areas focus higher intensity development, a planned concentration of land uses, and enhanced transportation and infrastructure in designated areas." The Greater Airpark, where Optima McDowell Mountain Village is located, is identified as one of those growth areas and one that is most appropriate for higher density/intensity development.

Highest-Density - A relative term, which may vary depending on the surrounding context, usually used to describe development dominated by multi-family housing, or mixed-use development in areas generally more than twenty-five dwelling units to an acre of land.



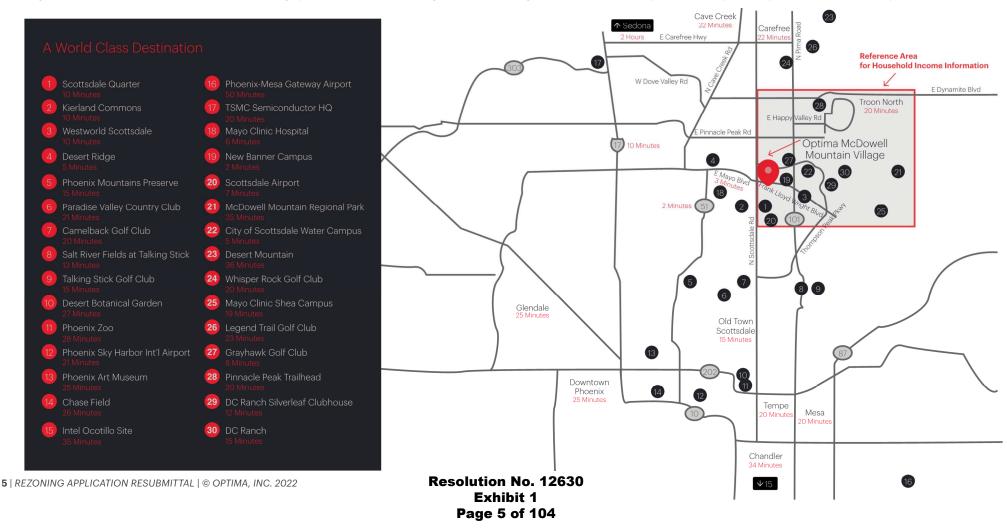
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Location, Demographics & C.O.S. Housing Info Analysis

Proximity to Significant Destinations and Reference Areas

Optima McDowell Mountain Village is located on the southeast corner of the Scottsdale Road and the Loop 101 Freeway intersection. Given the significant population growth (based on the Office of Economic Opportunities Arizona 2020 - 2030 Projected Employment Report, Maricopa County is projected to add more than 470,000 jobs by 2030) and the current and planned area commercial development coupled with the lack of commensurate growth in housing inventory, this location is ideally suited to address the need for housing.

Further, being adjacent to the Loop 101 Freeway will allow residents to efficiently commute to employment, recreation, the airport, and other destinations. There is currently a lack of housing supply with no existing residential neighborhoods within the immediate area of the site, allowing Optima McDowell Mountain Village to meet the housing demand and further the City of Scottsdale's path to responsible, sustainable development.



Location, Demographics & C.O.S. Housing Info Analysis

Nearby Employment Information

Honor Health Shea Campus

12,000 employees

Mayo Clinic

7,100 employees

American Express

3,000 employees

Cavasson

9,000 jobs projected at full build-out

Axon

2,700 employees

Scottsdale Airport & Airpark

46,900 employees & 1,900 businesses including Vanguard, CVS, The Hartford, Fender, Blue Yonder & Meritage Homes

TPC Scottsdale

175 employees

PayPal

1,900 employees

Banner Health Proposed Extension

40- to 50-acres at Loop 101 and Hayden Rd





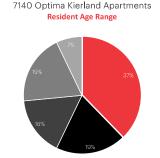


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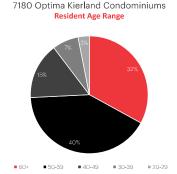
Location, Demographics & C.O.S. Housing Info Analysis

OMMV Demographics

Optima McDowell Mountain Village provides a live, work, play environment that will appeal to a wide range of buyers and renters drawn to the architecture, open space, active lifestyle, health-based amenity rich community and service offerings, as well as its premier Scottsdale location near restaurants, shopping and entertainment. It is expected that the demographics of Optima McDowell Mountain Village will be similar to Optima Kierland which is located just 2.5 miles to the south and will range in age from 25-75+, and have household composition varying from singles to empty nesters to families. It is interesting to note that there is a higher % of those in the 60+ age range that are renting at 7140 Optima Kierland (37%) than have purchased condominiums at 7180 Kierland (32%). Optima McDowell Mountain Village will draw the interest of residents interested in simplifying their lives without sacrificing quality, many of which are downsizing from larger homes in the area with yards and pools looking for a maintenance free, lock and leave lifestyle.



■ 40-49 ■ 30-39 ■ 20-29



Reference Area Household Income Information

Average Household Income 2022: \$183,770 2027: \$204,178

Median Household Income

2022: \$124,952 2027: \$141,333

Scottsdale Market Analysis from Elliott Pollack

- -Approximately 75% of households in the reference area shown on page 4 are projected to be able to afford to buy or rent at OMMV.
- —Per Elliott Pollack's Economic and Fiscal Impact Report

"The proposed project also addresses the growing need for housing in the region. Greater Phoenix is facing a substantial housing shortage of both ownership and rental inventory which has caused housing prices and rent to spike. Home prices have risen 56% and rents have increased nearly 38.2% in the last 24 months. There is a demand and need for new residential housing in all asset classes, including multifamily. The addition of Optima McDowell Mountain Village residential units to the market which will accommodate new arrivals to the area and help free up inventory in the market by those moving up into the proposed units. The project will create increased competition in the marketplace which can help reduce upward pressure on rents within the region."²

¹Per Elliott Pollack's Median Household Income Study of Above Referenced Area

²Per Elliott Pollack's Economic and Fiscal Impact Report





Waste Management Phoenix Open



Barrett-Jackson Car Show

Optima McDowell Mountain Village Overview & Development Plan

Overview

Optima McDowell Mountain Village is designed to create an environmentally friendly residential neighborhood that both enhances and blends with the beautiful McDowell Mountains and Sonoran Desert in the burgeoning area of North Scottsdale and the Greater Scottsdale Airpark. Optima plans to provide this outstanding location with a state-of-the-art, all-inclusive, health-based, amenity-rich community designed to also be a destination for Scottsdale residents by including over 75% open space on grade level and 100% underground parking and service functions which enables Optima to provide approximately 12-acres of open space and multi-use path encompassing the development and connecting to the City of Scottsdale Bicycle Master Plan. The open space also includes a putting green, seating and lounge areas as well as 36,000 SF of destination commercial and retail. Optima will provide the City with an amount of long-term storage credits located in the same aquifer as the City's water in the Harquahala Valley which will make the development net neutral to the City for water demand for its initial 10-year period. Optima is committed to working with the City of Scottsdale to provide the largest private residential rainwater harvesting project in the United States. Rainwater will be stored at the parking levels at the southeast corner of the project in a concrete vault that is designed to hold ~210,000 gallons of storm water.

With views of the majestic McDowell Mountain range as a background, the location could not be more convenient. Just a five-minute drive to Scottsdale Quarter and future retail and commercial planned directly adjacent to the east, Optima McDowell Mountain Village is designed to provide high-quality housing to this prime location. The Loop 101 Freeway offers rapid access to all of Scottsdale and points beyond. Residents will have the ability to conveniently and efficiently reduce daily commute times and quickly get to Scottsdale's most popular destinations for entertainment, dining, and outdoor activities.

Designed by award winning architects David C. Hovey, FAIA and David Hovey, Jr. AIA, Optima McDowell Mountain Village is comprised of six concrete-framed condominium and apartment buildings with stepped and undulating landscaped facades that echo the shapes of the McDowell Mountains and represent the next evolution of Optima architecture and construction. Glassenclosed 14-foot high ground-floor levels will feel utterly transparent. Every rooftop deck will provide spectacular views of the McDowell Mountains to the east, beautiful sunsets to the west, Pinnacle Peak to the north, and Camelback Mountain to the south. The six buildings – a mix of condominiums and apartments – are to be arrayed around the site's perimeter. Occupying over 75% of the site is an open, central courtyard, a synthetic surface recreation area and the balance of the space landscaped with indigenous plants, shrubs and trees. A 14-foot-wide multi-use bicycle and pedestrian trail encircling the Village will connect to Scottsdale's Bicycle Master Plan. 100% of the parking will lie on two levels beneath the complex.

The kind of sophisticated architectural detail that characterizes Optima's Arizona projects: Optima Biltmore Towers, Optima Camelview Village, Optima Sonoran Village, and Optima Kierland, will be reprised at Optima McDowell Mountain Village. The buildings are sensitively massed at 9 and 10 stories and are designed to have complex elevations that step in and out creating depth, shadow and texture that enlivens each face of every building and emulates the forms of the McDowell Mountains in the distance. Adding to the dynamic effect will be the outdoor terraces provided for every unit that will be edged with trailing native plants cascading down the building. We have designed the buildings to emulate the colors of the desert with bronze glass, railings, and planters with warm brown and orange tones. Thin floor plates of just 8.5 inches will be regular, modest punctuation marks in the composition. All service areas, e.g. deliveries, recycling, and trash, will be located underground below Optima McDowell Mountain Village.

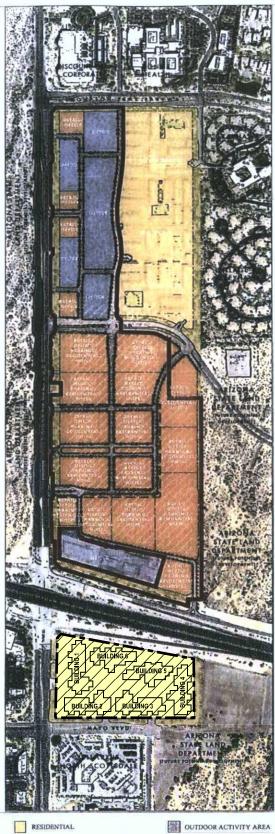
Each building will contain its own amenities. The rooftop decks will include: 50-meter swimming pools surrounded by chaise lounges, running tracks that will follow the perimeter of the roofs, restrooms, outdoor fireplaces, barbecues, seating areas, perimeter plantings and sheltering arbors covered with vines. The lobby levels will be similarly outfitted. Apart from the spacious lobbies, support facilities like a management office and a business center with conference rooms will be provided at the ground floors. Fitness centers that look out over the courtyard will include basketball courts, strength and aerobic training equipment, a yoga studio, and locker rooms.

Optima was founded in 1978 by David C. Hovey, FAIA with the intention of elevating multifamily housing by vertically integrating development, architecture, construction, sales, marketing, and property management. Optima has developed award winning Arizona projects: Optima Biltmore Towers, Optima Camelview Village, Optima Sonoran Village, and Optima Kierland. We believe our proposal for Optima McDowell Mountain Village will enhance Scottsdale and stimulate healthy sustainable growth.



Resolution No. 12630

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Areas outside the Amendment Boundary have been updated to reflect existing approved and built conditions

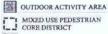


USES AS SHOWN









AMENDMENT BOUNDARY

Resolution No. 12630 Exhibit 1 LAND MOITA Page 9 of 104

Land Use Budget

Stacked 40s Land Use Budget Tracker

Mixed-Use Development (Optima McDowell Mountain Village (20-ZN-2002#4) rev. 27-Apr-22

270

	AUTOMOTIVE DEALERSHIP			RESIDENTIAL (DU)			COMMERC	IAL/RETAIL/	OFFICE (SF)	HOTEL (Rooms)		
	PU-I	PU-II	PU-III	PU-I	PU-II*	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
TOTAL ALLOWED (per Schedule C - Land Use Budget)	Allowed	N/A	N/A	1,390	2,000		36,000	2,866,145		NA	400	

ASSIGNED PARCEL DESCRIPTION	APN	RI	SIDENTIAL (D	U)	COMMERC	IAL/RETAIL/O	OFFICE (SF)	HOTEL (Rooms)			
		PU-I	PU-II	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III	
Henkel Corporation (9-DR-2007)	215-05-005					475,000					
One North Scottsdale (52-DR-2011)	215-05-008			750					l l		
Avion on Legacy (52-DR-2011 #2)	215-05-009			730			ſ		1		
Hilton (61-DR-2015 #2)	215-05-010									130	
Shops B (61DR-2015 #3)	215-05-010						10,700				
Streetlights (30-DR-2021)	TBD		314								
Optima McDowell Mountain Village (321-PA-2022)	215-05-007	1,390			36,000						
TOTAL ASSIGNED BY PU		1,390	314	750	36,000	475,000	10,700		0	130	
TOTAL ASSIGNED BY USE		1,390	1,064		36,000	485,700			130		

936

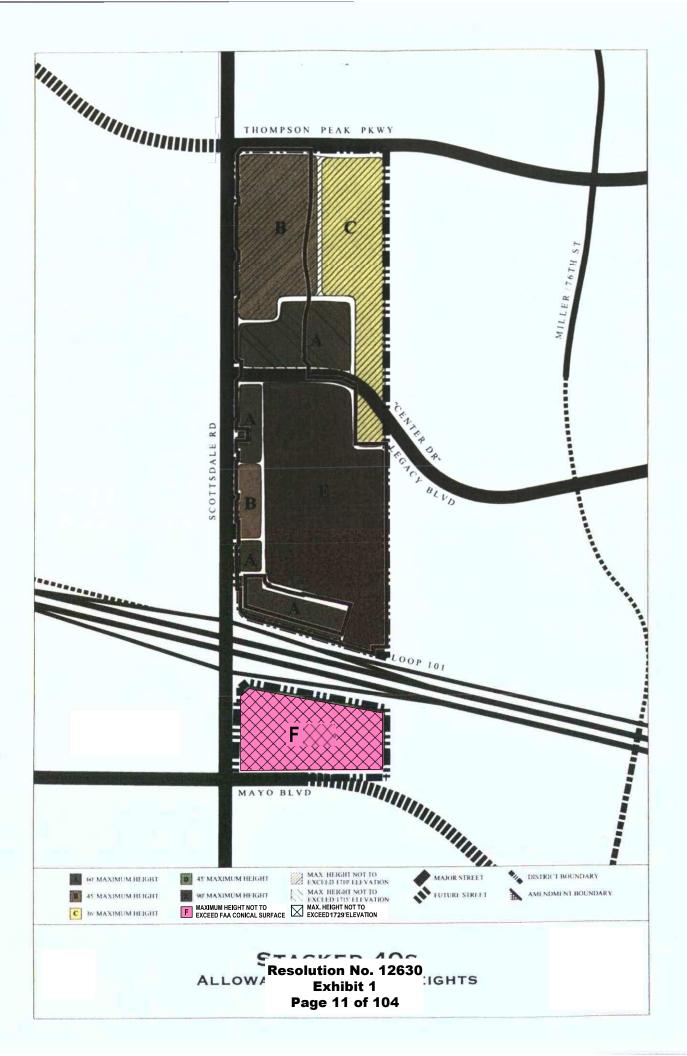
2,380,445

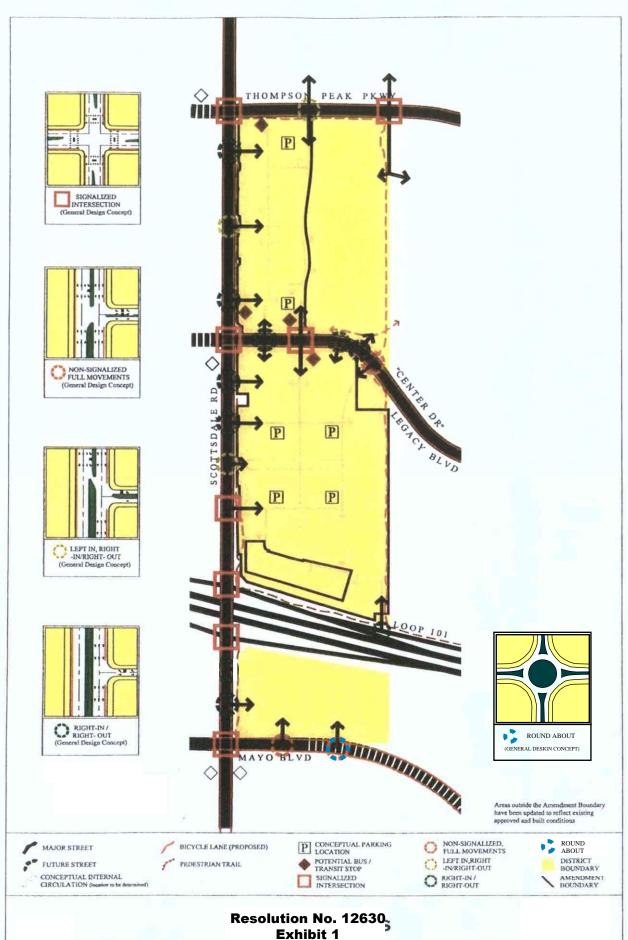
Schedule C
Resolution No. 12630
Exhibit 1

Resolution No. 12630 Exhibit 1 Page 10 of 104

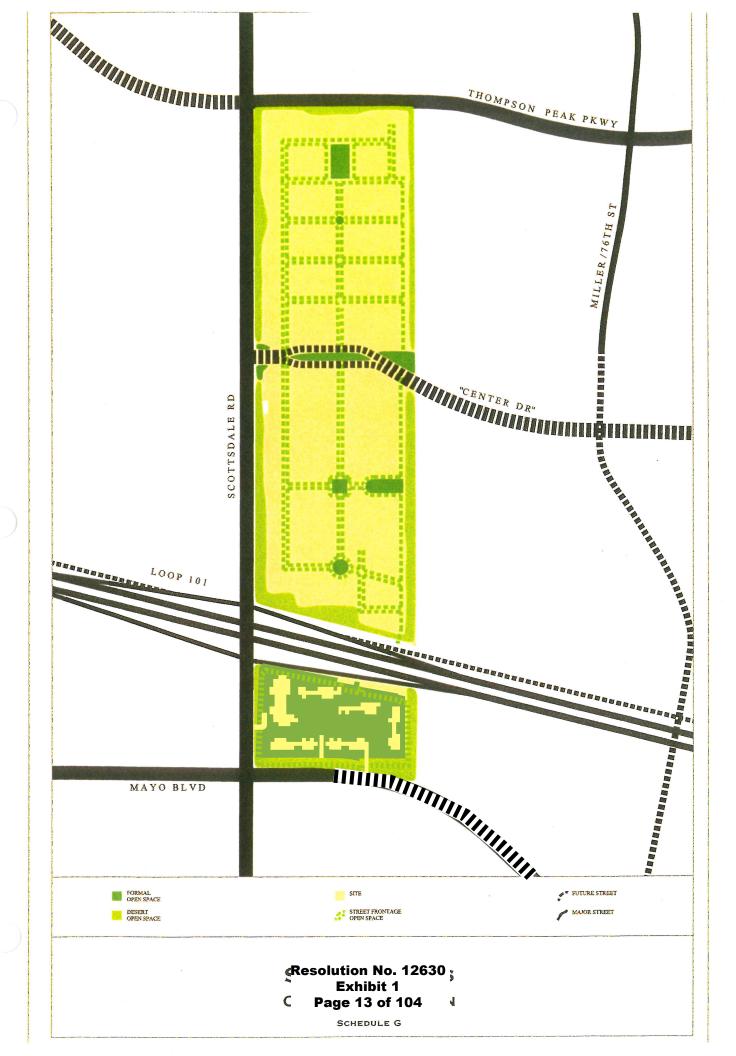
REMAINING TO ASSIGN

^{*20-}ZN-2002#4: Update are made in red font and striked-through





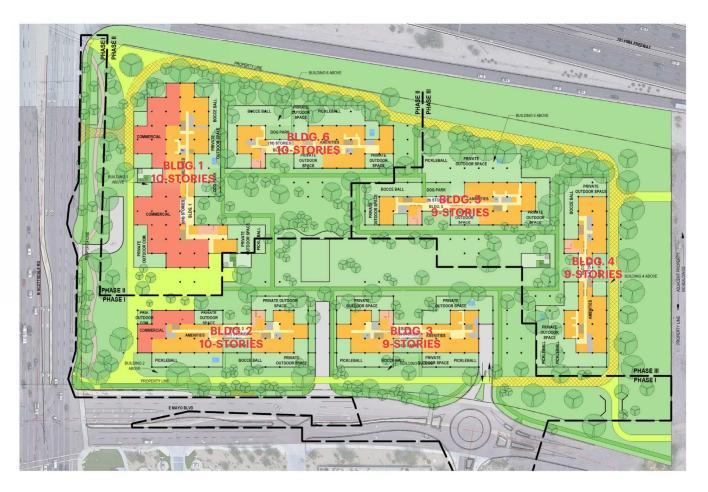
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Optima McDowell Mountain Village Overview & Development Plan

Development Plan

Optima McDowell Mountain Village is planned as a 6-building development with a mix of condominiums and apartments. The development plan is to build two buildings as part of Phase 1 which would include buildings 2 and 3, one as an apartment and the other as a condominium. We plan to have a mix of apartments and condominiums on the balance of the site with each building and phase being determined by market conditions.



Project Design Metrics Evolution Overview

Version 1 - Original Proposal

Architecture & Construction

- —The design concept is based on 100% underground parking and 80% open space with a public park system surrounded by a 14' bike path that connects the project to the City of Scottsdale's Bicycle Master plan, neighboring offices, hospitals, and adjacent 85-acre commercial property to the east.
- —Because of the adjacent 85-acre planned commercial property our original design concept was to only include a limited 11,250 SF of exciting destination based commercial uses.

Height

—The original design was for 3 buildings at 15 stories and 3 buildings at 11 stories

Density

-1,680 residential units

FAR

2.70

Commercial

-11,250 SF

Parking

—100% underground parking

Open Space

- -80% of site area at grade as defined by City of Scottsdale
- -65% of site area at grade is accessible to the public
- -15% of the site area at grade is for private resident use

Sustainability and Water

- —Commitment to the City of Scottsdale International Green Construction Code
- —IgCC Expansive usable artificial turf park limiting irrigation and water use at grade level Included rainwater harvesting for reuse on site.

Version 2

Architecture & Construction

-We added more undulations and steps in all buildings

Height

-All buildings were changed to 13 stories from 15 stories

Density

-1,680 residences (same as Version 1)

FAR

-2.79 (same as Version 1)

Commercial

-11,250 SF of commercial space (same as Version 1)

Parking

-100% underground parking (same as Version 1)

Open Space

—80% Open Space (65% Public / 15% Private) (same as Version 1)

Sustainability and Water

-We continue to collaborate with the City on sustainability & water use

Version 3

Architecture & Construction

—We added more undulations and stepping to the exterior of all buildings

Height

 —We reduced the heights of all of the buildings from 13 stories to 11 stories

Density

-We reduced the number of residential units by 120 from 1,680 to 1,560

FAR

-2.79 (same as Version 2)

Commercial

- -We increased commercial space from 11,250 SF to 25,000 SF
- —We also added commercial space at the 2nd level and we have engaged the commercial space more with the interior public park

Parking

-100% underground parking (same as Version 2)

Open Space

-80% Open Space (65% Public / 15% Private) (same as Version 2)

Sustainability and Water

—We continue to collaborate with the City on sustainability & water use

Project Design Metrics Evolution Overview

Version 4 - Pre-Application

Architecture & Construction

-The architecture has not changed (same as Version 3)

Height

-6 buildings at 11-stories (same as Version 3)

Density

- -We additionally reduced from 1,560 to 1,500 residential units
- —This is a reduction of 60 total units from Version 3 (a reduction from approx. 260 units per building to 250 units per building)
- -This is a total reduction of 180 units from the original proposal

FAR

–2.79 (same as Version 3)

Commercial

- -We increased commercial space from 25,000 SF to 31,000 SF
- -This is a total increase of 19,750 SF from Version 1

Parking

-100% underground parking (same as Version 3)

Open Space

-80% Open Space (65% Public / 15% Private) (same as Version 3)

Sustainability and Water

-We continue to collaborate with the City on sustainability & water use

Version 5 - Rezoning Application Submittal

Architecture & Construction

-The architecture has not changed (same as Version 4)

Height

-6 buildings at 11-stories (same as Version 4)

Densit

-1,500 residences (same as Version 4)

FAR

-2.79 (same as version 4)

Commercial

-31,000 SF of commercial space (same as Version 4)

Parking

-100% underground parking (same as Version 4)

Open Space

-80% Open Space (65% Public / 15% Private) - (same as Version 4)

Sustainability and Water

—We continue to collaborate with the City on sustainability & water use

Version 6 - Rezoning Application Resubmittal

Architecture & Construction

-The architecture has not changed (same as Version 5)

Height

- -Two (2) 11-story buildings
- —Two (2) 10-story buildings
- -Two (2) 9-story buildings

Density

- —We additionally reduced from 1,500 to 1,450 residential units
- —This is a total reduction of 230 units from the original proposal

FAR

- -2.57
- —This is a reduction from 2.79 in all prior versions

Commercial

- -36,000 SF of commercial space
- -Commercial space was moved to grade-level

Parking

-100% underground parking (same as Version 5)

Open Space

-80% Open Space (65% Public / 15% Private) - (same as Version 5)

Sustainability and Water

—We continue to collaborate with the City on sustainability & water use

Version 7 - Resubmittal #2 Project Metrics

Architecture and Construction

- —We reduced the amount of synthetic turf and increased the amount of desert landscaping per the City's request.
- —The vertical landscaping system has been expanded to include more of the exterior façade, particularly in the articulations of the building which further soften the façade, provide solar shading, provide more privacy, and reduce the heat island effect.
- —In Buildings 2 and 3 we increased the gap between the two buildings on the predominant mass of the south façade.
- -In Buildings 1, 2, 3, 4 and 5 we have adjusted the locations of the articulations.
- —In Building 6 we removed the western most articulation due its proximity to Building 1 and adjusted the spacing of the other articulations.
- -We added more shade trees along Scottsdale Rd and Mayo Blvd.

Heights

Buildings 1, 2 & 6 - 10 Stories

- -109'-0" to top of roof structural slab
- -133'-0" to top of enclosed space

Buildings 3, 4 & 5 - 9 Stories

- -99'-0" max. to top of roof structural slab
- -123'-0" max. to top of enclosed space
- —See Building Heights section on page 51 for topographical information of comparative grade level and roof heights of nearby properties to the north and northeast of the site as well as an explanation of the different heights of our roof elements. The elevation of grade rises significantly to the north and northeast of this site.
- -This is a reduction from two buildings previously at Version 6

Density

- -We reduced density for 1,450 to 1,390
- —This is a total reduction of 290 units from the original proposal

FAR

- -2.42
- -This is a reduction from 2.57 in Version 6

Commercial Space

- -36.000 SF of commercial space (same as Version 6)
- —All commercial space other than below grade back of house space is located at grade level and commercial parking has been physically separated completely from guest and residential parking per the City's request (same as Version 6)
- -Building 1 amenities were brought down to grade level on the back side of the commercial
- -Adjusted commercial to directly engage the bike path

Parking

-100% underground parking (same as Version 6)

Open Space

- —Over 75% open space (55% is accessible to the OMMV community and public)
- -Reduced amount of synthetic turf, and increased amount of desert landscaping.

Sustainability and Water

- -We continue to collaborate with the City on sustainability and water use
- Optima McDowell Mountain Village is designed to be net water neutral to the City of Scottsdale for its initial ten years
- —Optima is committed to working with the City of Scottsdale to provide the largest private residential rainwater harvesting project in the United States
- —OMMV will be International Green Construction Code certified and will comply with the 2021
 International Energy Conservation Code

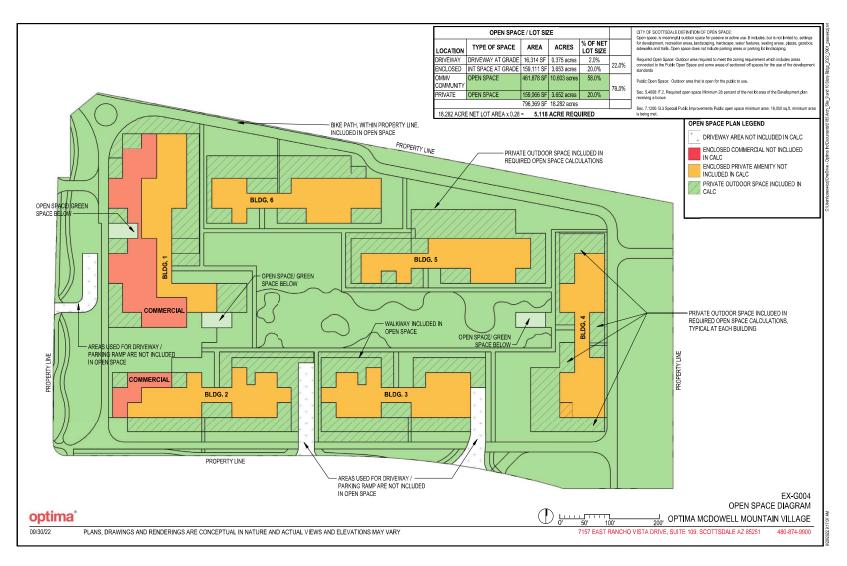
Unit Mix

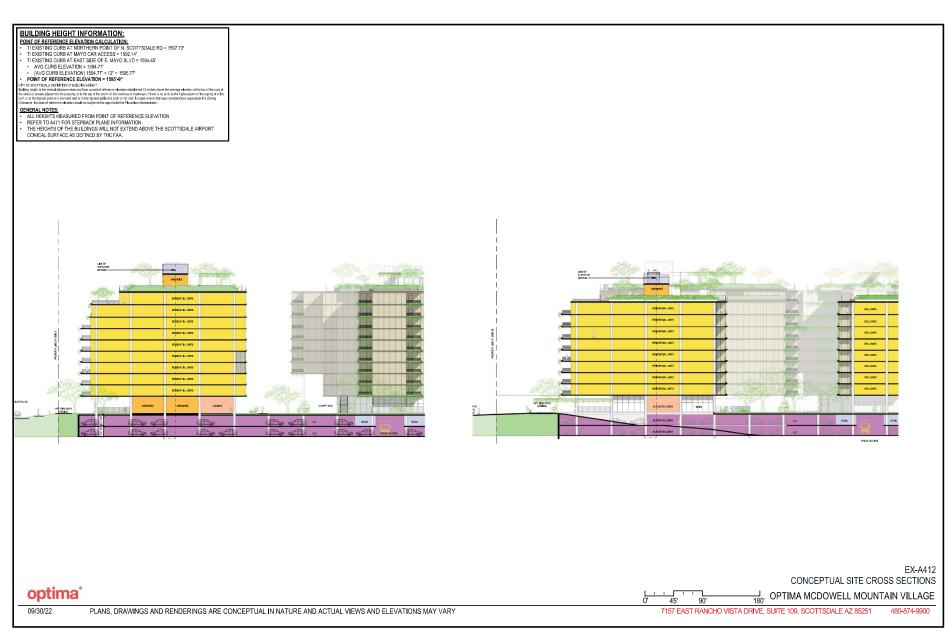
Optima McDowell Mountain Village Approximate Overa ll Unit Mix									
Unit Type	Unit Count	% Mix	Average SF						
Studio	95	7%	775 SF						
1 Bedroom	417	30%	910 SF						
2 Bedroom	556	40%	1,700 SF						
3 Bedroom	322	23%	2,025 SF						
	1,390	100%	1,475 SF						

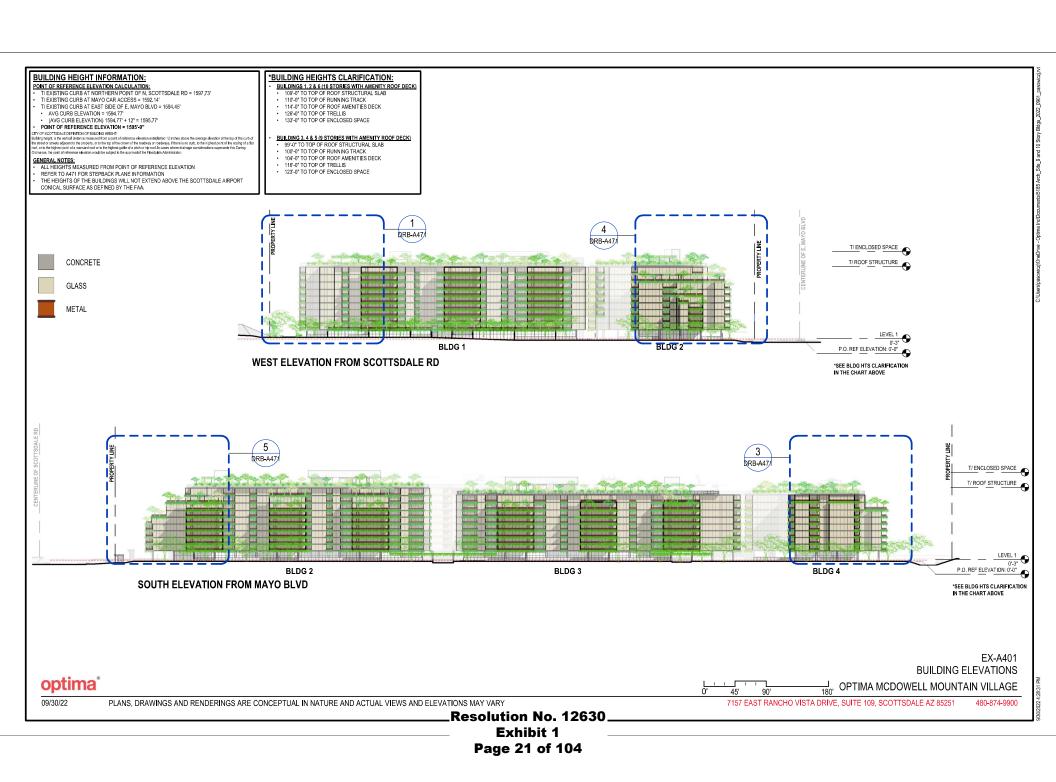
Version 7 - Resubmittal #2 Project Metrics

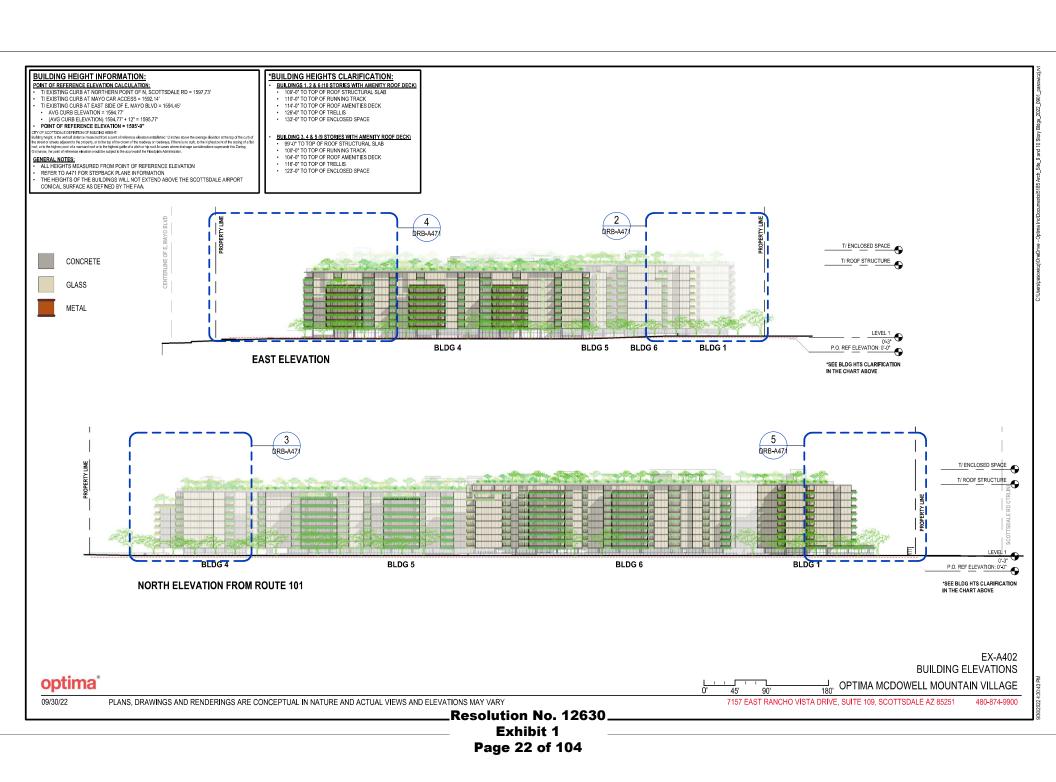
5.400	03	PCP Development Item	Base Provision	5.4008	Bonus Provision	Proposed P-C Provision	COMMENT
		Minimum Development Plan Size	2 acres of Gross Lot Area		4.00 acres of gross lot area		Gross Lot Area > 4.00
5.400)7 	Development Standards		5.4008	Bonus Provision	Proposed P-C Provision	COMMENT
Α.		Floor Area Ratio	O.8 FAR	A. 1.	2.0 FAR	2.42 FAR	
	B. 1. c.	Maximum Building Height	84 feet	C. 2. a. iv.	134 feet	133 feet	
	B. 2.	Building Height Near Single Family					Not Applicable
	В. З.	Rooftop Appurtenances	Max. 35% of Roof	-	-	-	Compliant
	C. 1.	Required Open Space	Min. 25% of Net Lot Area	F. 2.	28% of Net Lot Area	-	Compliant
	C. 2.	Parking in Open Space	No Parking in Open Space		-		Compliant
	D. 1.	Front Setback	25 feet along arterial streets	-	-	-	Compliant
	D. 2.	Measuring Setbacks along Streets	Measured from Curb Line - Scottsdale		-		Compliant
	D. 3.	Signature Intersections	70'x70' triangle	-	-	-	Compliant
	D. 4.	Side and Rear Setbacks	15 feet	-	-	-	Compliant
E.		Stepback Plane	•	•	•	•	-
	E. 1.	Abutting Single Family	1:2.5 Beginning 6 feet above - N/A				Not Applicable
	E. 2.	Other Locations - Scottsdale Rd. and East Property Line	1:1 beginning 38 feet above setback line	-	-	-	Compliant
	E. 2.	Other Locations - Other Sides North and South Property Lines	1:1 beginning 38 feet above setback line	-		2:1 beginning 38 feet above property line	-
	E. 3.	Minor Amendments	10 percent maximum	-	-	-	-
F.		Screening	Operations and Storage to be behind walls or screening	-	-	-	Compliant
				5.4008	Bonus Provisions	Proposed P-C Provision	COMMENT
				C.2.a.v	Any floor above 92 feet shall not exceed 20% of total ground floor area	Any floor above 114 feet shall not exceed 20% of total ground floor area	Compliant
				F.1.	Reflective materials are limited to 60% of the building wall area	Reflective materials are limited to 60% of the building wall area for portions of a building above 109 feet	Low reflectance glass will be utilized

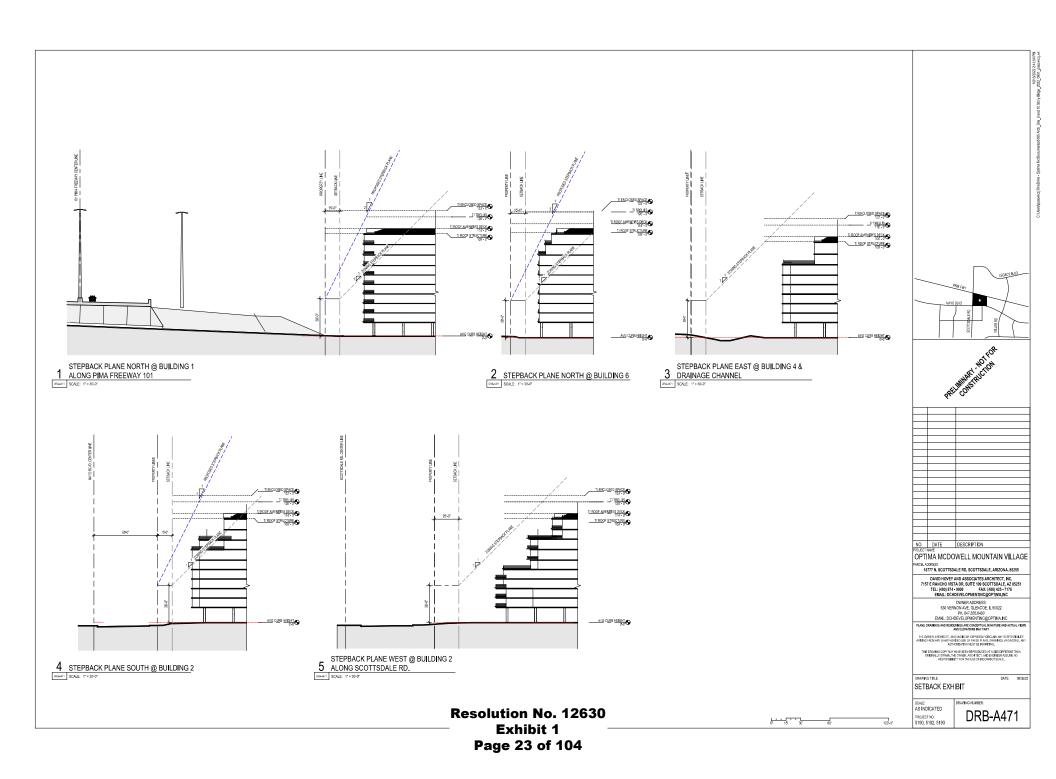
Project Plans

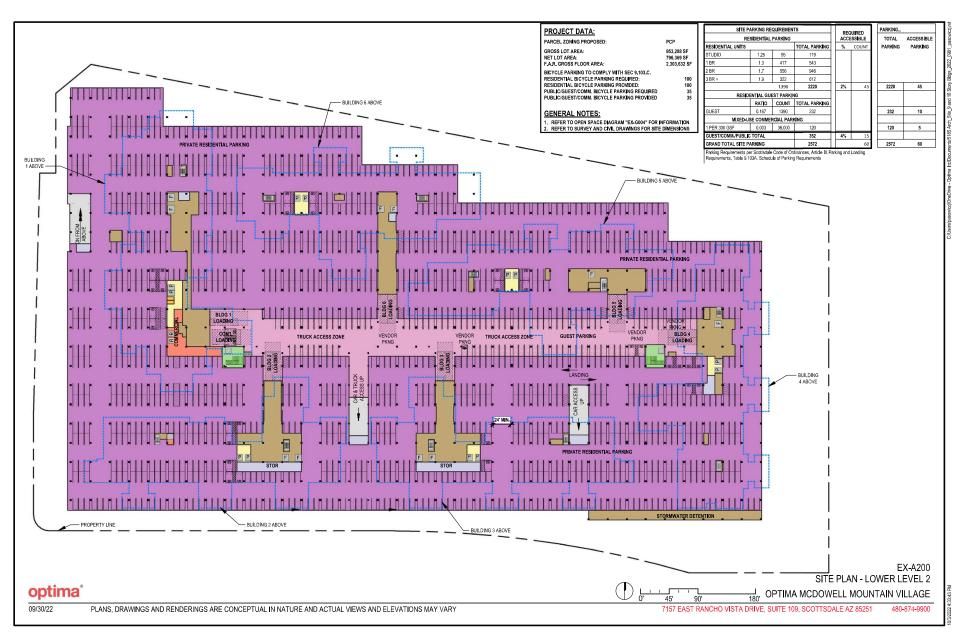


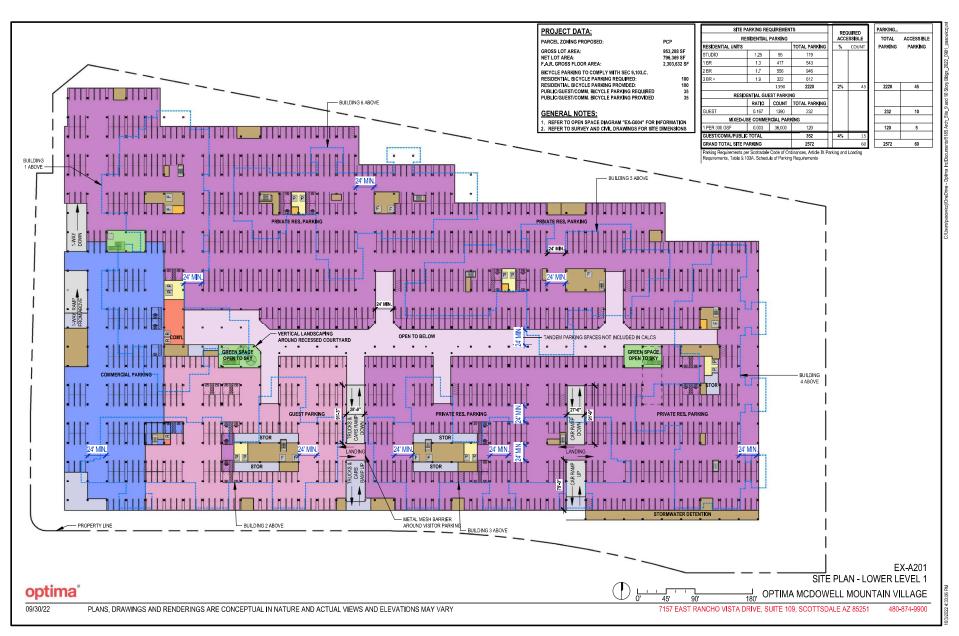


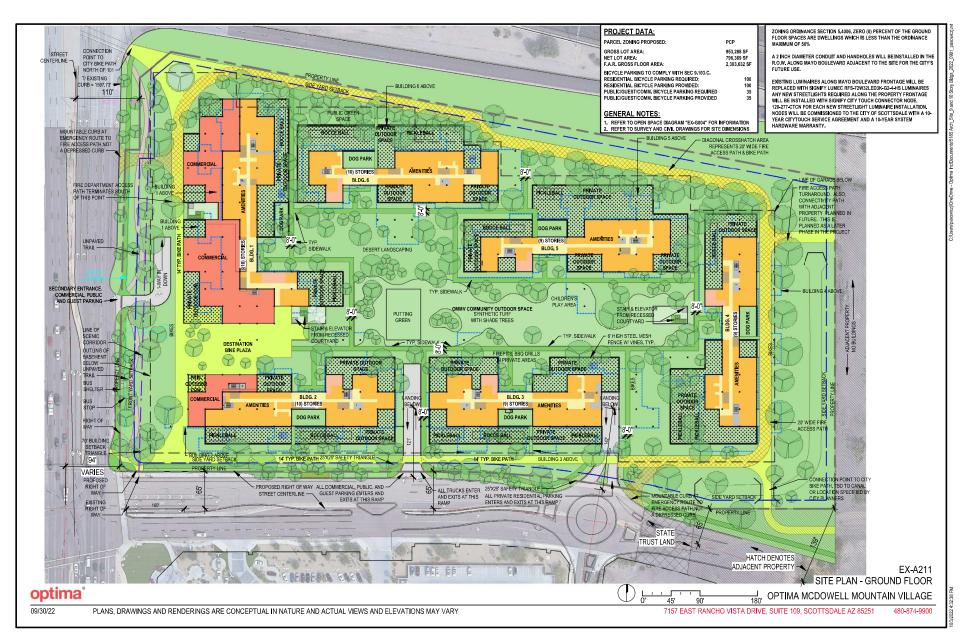


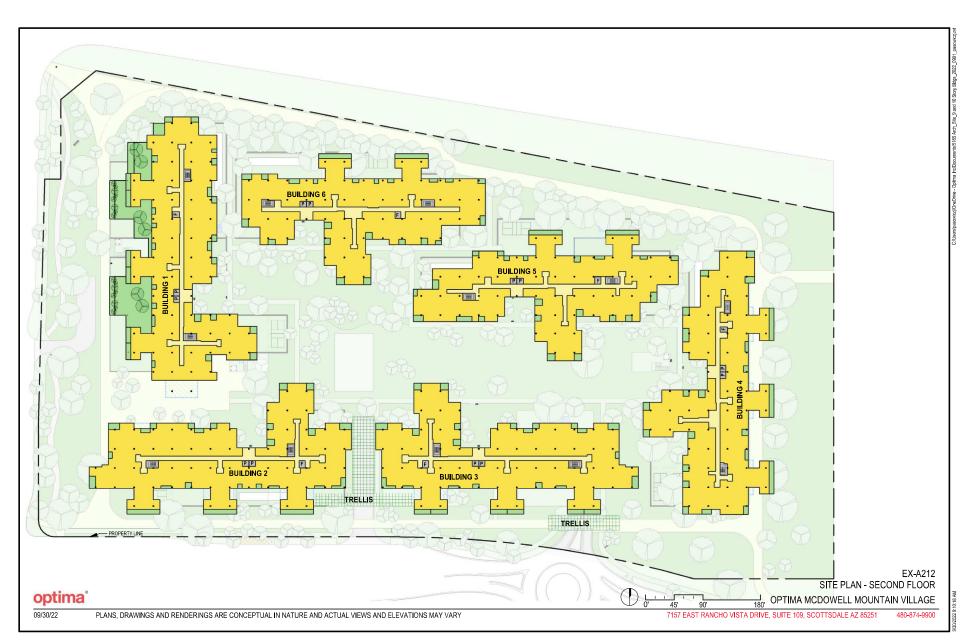


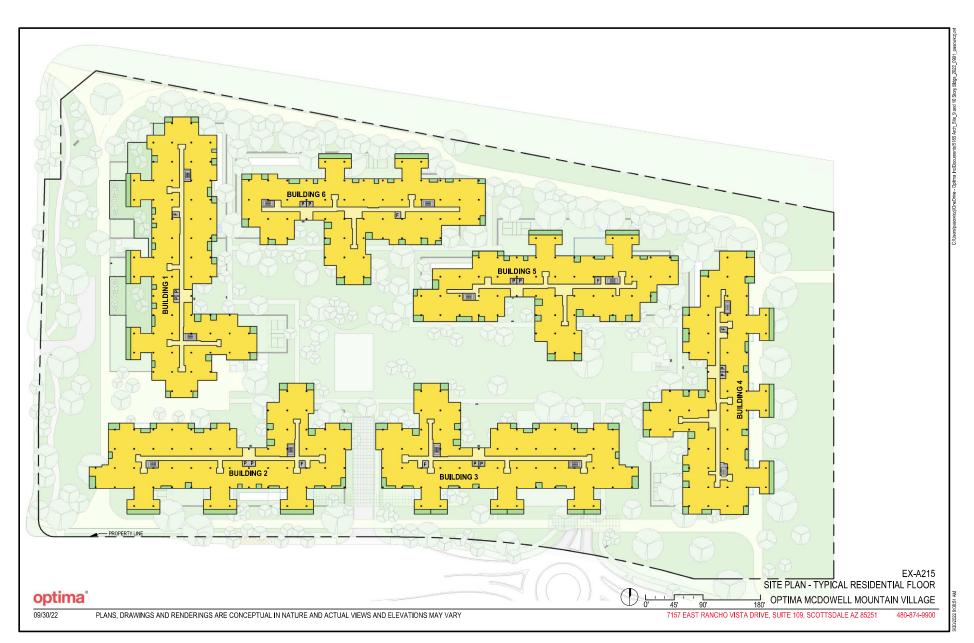


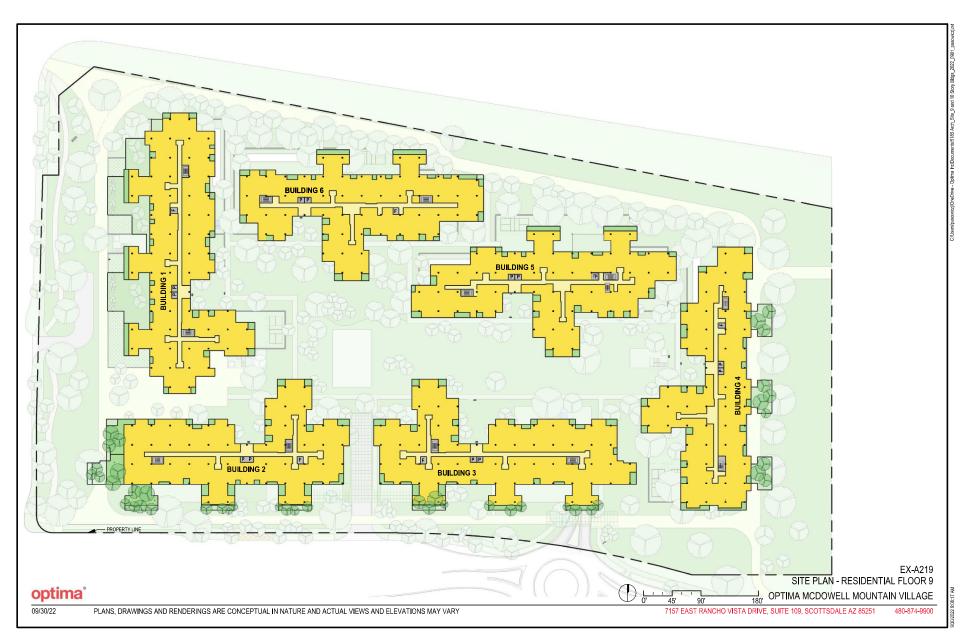


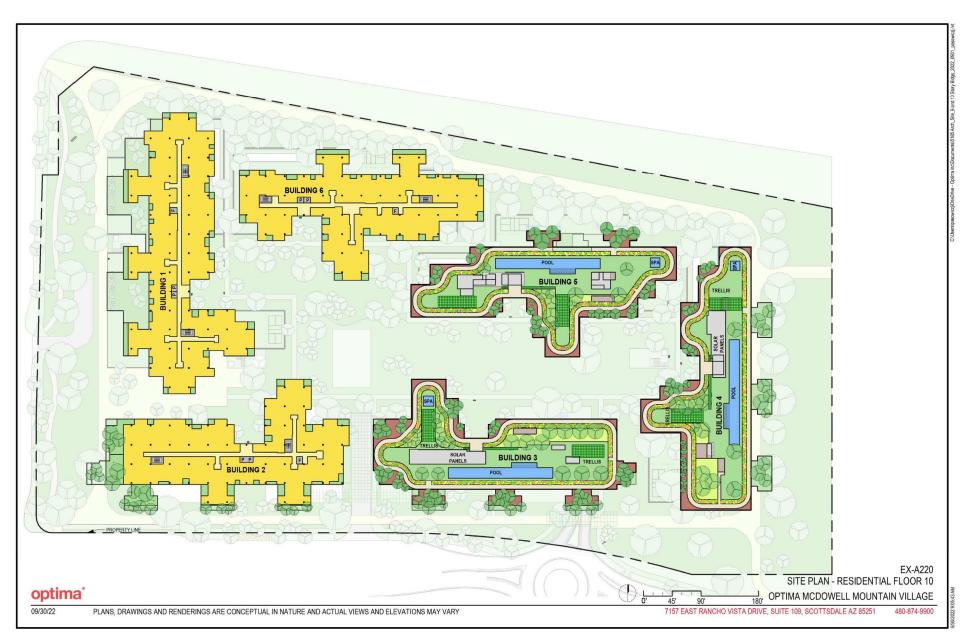


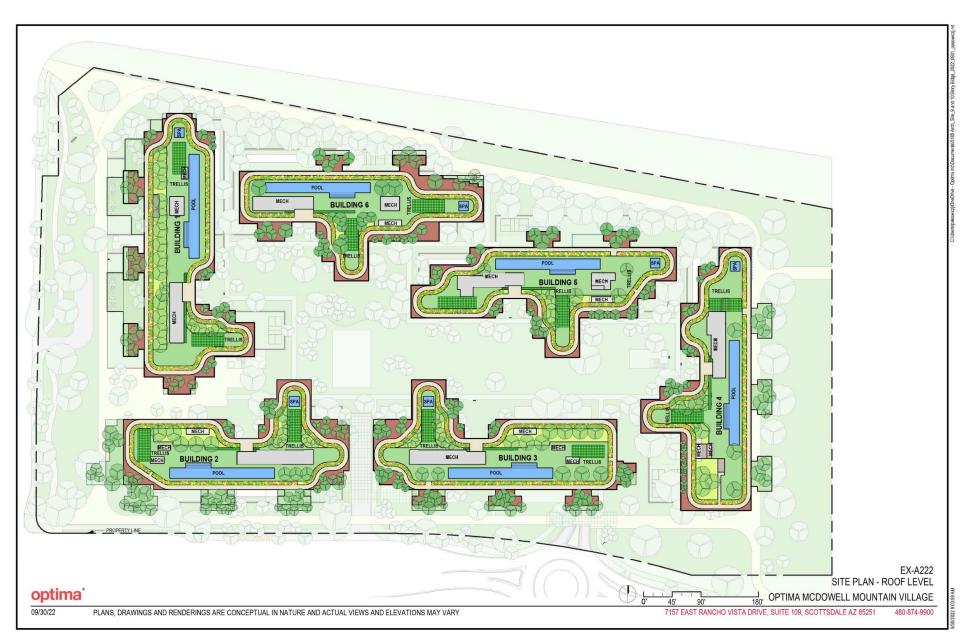














ANT PALETTE EUCALYPTUS SPP. (PAPUANA & MICROTHECA) OLNEYA TESOTA 'RIO SALADO' MESQUIT (V4P NURSERY) SOUTHERN LIVE OAK AGAYE DESMETTIANA DWARF AGAVE AGAYE PARRYI ASCLEPIAS MICRODASYS DESERT MILKWEED BOUGAINVILLEA SPP. 'ALEXANDRA' 'ALEXANDRA' BOUGAINVILLEA *CARNEGIA GIGANTEA SAGUARO DESERT SPOON DASYLIRION WHEELER! GOLDEN BARREL CACTUS ECHINOCACTUS GRUSONI *FOUQUERIA SPLENDENS OCOTILLO HESPERALOE PERPA BRAKELIGHTS RED YUCCA • TECOMA STANS YELLOW BELLS YUCCA RUPICOLA TWIST LEAF YUCCA BIGNONIA TANGERNE BEAUTY BOUGAINVILLEA SPP. 'LA JOLLA' FICUS PUMILA ORANGE JUBILEE TECOMA STANS * AMBROSIA DELTOIDEA BURSAGE CALLIANDRA CALFORNICA 'SARITA' * DODONAEA VISCOSA # ENCELIA FARINOSA BRITTLEBUSH HYBRID EMU BUSH * JUSTICIA CALIFORNIC JUSTICIA SPICIGERA MEXICAN HONEYSUCKL LEUCOPHYLLUM FRUTESCENS GREEN CLOUD PLUMBAGO AURICULATA CAPE PLUMBAGO ROSMARINUS 'HUNTINGTON CARPET 'HUNTINGTON CARPET' RUELLIA PENINSULARIS BAJA RUELLIA *SIMMONDSIA CHINENSIS JOJOBA * VIGUIERA DELTOIDEA GOLDENEYE GROUND COVERS CONVOLVILLIA CNEORU BUSH MORNING GLORY YELLOW TRAILING LANTA LANTANA MONTEVIDENSIS MYORORIM REGISTRATE MYORORIM KATIE' RUELLIA YELLOW DOTS MISCELLANEOUS 1/2" SCREENED "MAHOGANY BROWN" DECOMPOSED GRANITE 1/4" MINUS MAHOGANY BROWN DECOMPOSED GRANITE

SURFACE SELECT GRANITE BOULDERS

* DENOTES PLANTS ON SEGMENT 5 SCOTTSDALE ROAD PLANT LIST

GROUND LEVEL



Collaborative V Design Studio Inc. 7116 East 1st Ave., Suite 103 Scottsdale, Arizona 94.761 office: 480-347-0590 ax: 480-656-6012



Village **McDowell Moutain** Conceptual Landscape Plan ptima Ō

Scottsdale Rd and 101

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L1.0

Overall

Project Renderings



















Resolution No. 12630 Exhibit 1 Page 41 of 104













Key Zoning Elements Under Consideration

Contents of this Section

The following are the main zoning topics that are currently under analysis, discussion, and consideration by the Mayor, Members of City Council, the City's Planning and Building Departments, and the citizens of Scottsdale.

- -Water Overview, Information, and OMMV Water Plan (pages 43 46)
- -High Quality Architecture and Construction (page 47)
- -Building Heights (pages 48 50)
- —Topographical Information of the Site & Surrounding Area (page 51)
- -Commercial Space (page 52)
- -FAR & Density (page 53)
- -FAR & Height Bonus Payment to the City (\$21.7M) (page 54)
- -Site Access and Traffic (page 55)
- —Over 75% Open Space & Multi-Use Bicycle/Pedestrian Path with Connectivity to Scottsdale Bicycle Master Plan (page 56)
- -Connectivity to Scottsdale Bicycle Master Plan (page 57)
- -Sustainability, Energy, IgCC (page 58)
- -Economic Impact (page 59)
- -Methodology to Address the City's Sensitive Design Principles (pages 60 & 61)
- -How the Project Aligns with the Greater Airpark Character Area Plan (pages 62 65)
- -How the Project Aligns with the City of Scottsdale General Plan 2035 (pages 66 69)
- —Planned Community District Required Findings (page 70)
- -Amended Development Standards (pages 71 74)
- -Land Use Budget (page 75)



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Water - Overview, Information, and OMMV Water Plan

Contents of this Section

- -Where our Water Comes From
- -State of Arizona Water Usage Information and Analysis
- -City of Scottsdale Water Usage Information and Analysis
- -2022 Recent News & Legislation
- -Summary & Optima Analysis of Arizona and C.O.S. Water Issue
- -Optima McDowell Mountain Village Water Data Projections
- -Optima McDowell Mountain Village Water Plan

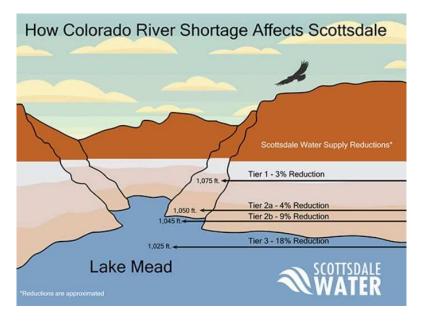
Where our Water Comes From

-Arizona Water Supply¹

- -41% Groundwater
- -36% Colorado River
- -18% In-State Rivers
- -5% Reclaimed Water
- -76% Colorado River
 - -13% Salt River Project

-Scottsdale Water Supply²

- -7% Reclaimed
- -4% Groundwater



State of Arizona Water Usage Information and Analysis

-Arizona - Water Usage Information3

- -Agriculture 72% (Farming and cattle ranching)
- -Municipal 22% (Includes single family & multifamily housing and other uses not included in the other categories)
- -Industrial 6% (Includes factories, hospitals, schools and golf courses)

-Agriculture 72% - Information and Analysis

- -Agricultural use (farming and cattle ranching is by far the largest user of water in the state and, as such, presents the biggest challenge and opportunity for better water management.
- -Irrigation Technology & Practices Farms are using old and unsophisticated techniques and practices and this is the greatest opportunity to help address the overall problem. Improvements in farming irrigation, such as drip irrigation, would have a significant favorable impact on Arizona's water supply. Flood irrigation is the single most inefficient use of water.

-Top Arizona Farm Uses and Water Statistics

-Cotton Farming

- -AZ harvests 255,000 acres of cotton which yields 320,627,800 pounds. Each year, cotton farming uses 769,943,930,727 gallons of water.
- -2.2 lbs of cotton, the amount required to produce 1 t-shirt, requires 5,238 gallons of water which equates to 3.302 toilet flushes.

-Wheat Farming

- -AZ harvests 104,000 acres or 9,360,000 bushels of wheat. Each year, 1 bushel of wheat utilizes 9,775 gallons of water resulting in annual usage of 91,494,000,000 gallons of water.
- -The water required for 1 bushel of wheat equates to 6.110 toilet flushes

-Lettuce Farming

- -AZ harvests 63,600 acres of lettuce each year. Each year, 1 acre of lettuce utilizes 1,357,700 gallons of water resulting in annual water usage of 86,349,720,000 gallons of water.
- -The water required for 1 acre of lettuce equates to 848,563 toilet flushes

-Alfalfa & Grass Hay Farming

- -AZ harvests 610,000 acres of hay. Each year, 1 acre of hay utilizes 27,000 gallons of water resulting in annual usage of 16,470,000,000 gallons of water
- -The water required to produce 1 acre/ft of hay equates to 16,875 toilet flushes
- --3,500 acres of state owned land is currently being leased to the Saudi Arabian company Fondomonte with unlimited water rights and usage for just \$25/acre7

-Cattle Ranching and Water Statistics

- -AZ has ~171,000 cows and each cow yields ~ 490 lbs, of boneless trimmed beef utilizing 150,822,000,000 gallons of water per year
- -1 lb of beef equates to 1,125 standard toilet flushes

-Municipal / Residential

- -Municipal uses include single family and multifamily housing and other uses not included in the other categories.
- -85% of the population of the State of Arizona live in Maricopa County and Tucson, but consume only 11% of the State's total water consumption.

-Industrial

-Industrial uses include factories, hospitals, schools and golf courses.

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Water - Overview, Information, and OMMV Water Plan

City of Scottsdale Water Usage Information and Analysis

-Scottsdale4

—Single Family Homes	48.9%	-Government	1.8%
—Turf Irrigation	16.3%	—Other metered	1.7%
-Multifamily Housing	16.0%	—Construction	0.5%
-Commercial	14.5%	—Industrial	0.3%

- -Scottsdale currently maintains approximately 190,000-200,000 acre feet of water stored in underground aquifers. One acre foot of water is sufficient to supply one Scottsdale family of four for one year.5
- -In 2019, Scottsdale's Advanced Water Treatment Plant at the Scottsdale water campus became the state's first (and one of only three in the nation) permanent water treatment facilities permitted to treat recycled water for potable water uses.
- -Mayor Ortega has proposed that the State fund expansion of advances in wastewater reclamation infrastructure to other municipalities.
- -70% of water used by single-family homes is for outdoor landscaping in Scottsdale.
- -Across Scottsdale, multi-family is 16% of residential water demand, while single-family is 80% of residential water demand.
- -Multi-family uses 50% per unit compared to single-family homes in Scottsdale.

2022 Recent News & Legislation

In 2022 Scottsdale received approximately 70% of its water supply from the Colorado River via the Central Arizona Project (CAP). On August 16th, the Bureau of Reclamation announced that Arizona would lose an additional 3% of water from the Colorado River for 2023, which when added to this year's reduction of 18% is an aggregate 21% reduction from its initial allocation. This announcement from the Bureau amounts to a Tier 2A CAP Water Reduction and corresponds to a Stage 1 Minimum Shortage for the City of Scottsdale. This was discussed in the City Council hearing on August 23rd during the City Council's acceptance of the City's updated 2022 Integrated Water Resources Master Plan.

- -On June 24, 2022, the Arizona legislature passed an historic investment in Arizona's water, including the following:
- -Long-Term Water Augmentation Fund \$1 billion over three years, including up to \$800M to fund a desalination plant.
- -Water Supply Development Revolving Fund \$200 million
- -Water Conservation Grant Fund \$200 million
- -As part of the recently passed Inflation Reduction Act \$4 billion has been allocated to addressing the Colorado river drought release, and will help the state of Arizona expand its sustainable water practices.6

Summary & Optima Analysis of Arizona and C.O.S. Water Issue

Located within the Scottsdale Greater Airpark in an area that is identified as Regional Core-Greatest Intensity Use, Optima McDowell Mountain Village is designed to meet Scottsdale's increasing need for high-quality housing through responsible, sustainable design and water practices. Currently, there are no residential neighborhoods within the immediate area of the site.

Our goal is to design a project that paves the way for responsible development during this period of drought. Through diligent planning, the City of Scottsdale is well positioned to continue its projected growth without being adversely affected by the recent actions of the Bureau of Reclamation. The City's 2022 Integrated Water Resources Master Plan found that, without adversely affecting water service to residents, the City could continue its projected growth through 2055 at current CAP water reduction levels and could support growth through 2035 and continued service thereafter through 2055 in the event of further CAP water reductions. Given the above information, Optima has still positioned OMMV to be net water neutral for the City of Scottsdale for the next 10 years. Please see Optima's Water Plan for more details.

-Potential Solutions for the State of Arizona Water Problem

-Additional Water Recycling Plants

- -Scottsdale has one of the most sophisticated recycled water facilities in the world and the first permanent facility in Arizona - and only the third in the nation - to be permitted for direct potable reuse.
- —All municipalities in Arizona should be encouraged to develop similar water recycling facilities.

-N-Drip Irrigation

—N-Drip irrigation provides precise irrigation that produces higher yields while saving water, without adding energy or needing water filtration or any pumps.

—Rainwater Harvesting

-Require rainwater harvesting on all new buildings to offset outdoor water use.

-Legislation for More Efficient Farming Irrigation

-Implementing legislation that would include more efficient farming irrigation and analysis would have a significant effect on overall water reduction and the water problem.







N-Drip Irrigation

Rainwater Harvesting

Flood Irrigation

Optima McDowell Mountain Village Water Data Projections

Single-Family vs. Multi-Family Water Usage

- —The average single-family home In Scottsdale used 164,517 gallons of water (13,719,919,145 gallons/83,395 homes = 164,517 gallons/ home/year).
- —The average multi-family home in Scottsdale used 83,567 gallons of water (4,436,995,124 gallons/53,095 homes= 83,567 gallons/ home/year).
- *Based on the water usage reported by the City of Scottsdale to the Arizona Department of Water Resources, in 2021.

Optima Projects Water Usage

-Optima Kierland

- —Optima Kierland Center development in Phoenix over the period May 2021 to April 2022:
 - -The average home in the development used 45,239 gallons per year.
 - —This is approximately half of the water usage of an average multi-family home In Scottsdale.
 - —This is approximately one-quarter of the water usage of the average single-family home In Scottsdale.
 - -Optima Kierland Center is comprised of 363 luxury apartments and 375 luxury condominiums.
 - Note our water usage study for our Optima Kierland Center development included all water usage for the development including all irrigation, water features (pools, spas and fountain), all common area and unit water usage.

-Optima Sonoran Village

- —Optima Sonoran Village development in Scottsdale over the period May 2021 to April 2022:
 - The average home in the development used 43,663 gallons per year.
 - —This is approximately half of the water usage of an average multi-family home In Scottsdale.
 - —This is approximately one-quarter of the water usage of the average single-family home In Scottsdale.
 - -Optima Sonoran Village is comprised of 768 luxury apartments.
 - Note our water usage study for our Optima Sonoran Village development included all water usage for the development including all irrigation, water features (pools, spas and fountain), all common area and unit water usage.

Based on data obtained from the 2020 U.S. Census In Scottsdale, there are 2.38 people per single-family home and 1.66 people per multi-family home. Using this metric per capita water usage breaks down as follows:

- -189 gallons per day per person for each single-family resident in Scottsdale.
- —138 gallons per day per person for each multi-family resident in Scottsdale.
- -75 gallons per day per person for each multi-family resident in our Optima Klerland Center development.
- -72 gallons per day per person for each multi-family resident in our Optima Sonoran Village development.
- -Residents in our homes use approximately 50% less water than the average multi-family resident In Scottsdale and 60% less water than the average single-family resident in Scottsdale.

Optima McDowell Mountain Village Water Usage

-Based on our study of Optima Kierland Center Development we estimate the total annual water usage for Optima McDowell Mountain Village to be approximately 63,000,000 gallons (193-acre feet) of water per year based on the proposed 1,390 homes.

Scottsdale 2021 Water Information

- —Total Residential and Non-Residential Water Use.
 - -23.163.500.955 gallons.
- -OMMV Projected Annual Water Use 63,000,000 gallons.
 - -0.0027 of Scottsdale 2021 Annual Water Use.
 - -Note this use data does not reflect the approximately 25% reduction in net water consumption from water recycling.
 - *Arizona Department of Water Resources.

Footnotes ³Arizona Department of Water 2020 Scottsdale Water 2019

¹Arizona Department of Water 2020 Scottsdale Water 2021

"Janet Wilson, " Senators add \$4 billion for Colorado River drought relief into Inflation Reduction Act"

https://www.desertsun.com/story/news/environment/2022/08/05/infiation-reduction-act-4-b-colorado-river-drought-aid-included/10253176002/

Bruce Babbitt and Robert Lane, "Saudi firm has pumped Arizona groundwater for years without paying. Time to pony up"

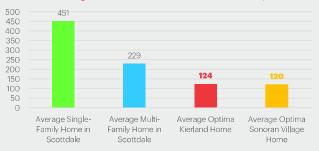
45 | REZONING APPLICATION RESUBMITTAL | © OPTIMA, INC. 2022

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Average Gallons used Per Home Per Year



Average Gallons used Per Home Per Day



Average Gallons used Per Person Per Day



Optima McDowell Mountain Village Water Plan

For the past two months Optima has been collaborating with the City of Scottsdale's Water Department to bring innovative solutions that address the City's future water demand. As a result of these collaborations, below are the solutions for Optima McDowell Mountain Village.

10-Year Net Neutral Water Impact to City of Scottsdale

Optima's Purchase of Long-Term Storage Credits

- —Optima has purchased long-term storage credits for Optima McDowell Mountain Village in the Harquahala Valley in the same aquifer that the City of Scottsdale owns water in.
- —Optima will provide the City with an amount of long-term storage credits located in the same aquifer as the City's water in the Harquahala Valley which will make the development net neutral to the City for water demand for its initial 10-year period.
- —This plan is designed to provide the City of Scottsdale with a net neutral water project for 10-years while more permanent technologies and solutions are implemented.

Largest Private Rainwater Harvesting Project in the United States

Optima is committed to working with the City of Scottsdale to provide the largest private rainwater harvesting project in United States. Rainwater will be stored at the parking levels at the southeast corner of the project in a concrete vault that is designed to hold ~210,000 gallons of storm water. Condensate reuse is being investigated as well to further minimize water use in the development. The stormwater that is harvested will be utilized for irrigation reducing the water use on the project.

Low-Flow Plumbing Fixtures

Optima will use low-flow plumbing fixtures that meet or exceed WaterSense standards. Water-Sense-labeled products and services are certified to use at least 20 percent less water, save energy, and perform as well as or better than regular models.

-Toilets

- -Standard toilets use 1.6 gallons of water per flush
- -Low-flow toilets use 1.28 gallons of water per flush
- -Low-flow toilets utilize 20% less water than standard

-Faucets

- -Standard faucets use 2.2 gallons of water per minute
- -Low-flow faucets use 1.5 gallons of water per minute
- -Low-flow faucets utilize 30% less water than standard

-Shower heads

- -Standard shower heads use 2.5 gallons of water per minute
- -Low-flow shower heads use 2 gallons of water per minute
- -Low-flow shower heads utilize 20% less water

Solar Power Water Savings

Palo Verde Nuclear Power Plant generates about 31,500,000 MWh/year and evaporates up to 26 billion gallons of water each year. A solar system on each of the 6 buildings will reduce the amount of electricity consumed at the project thereby reducing the amount of water required to produce electricity at the plant.

Project Irrigation

The grade-level will be a combination of artificial turf, drip irrigation, and xeriscape landscaping.

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View from Courtyard Looking West

High Quality Architecture and Construction

Award-Winning Architecture

—Designed by David Hovey, FAIA, and David Hovey, Jr., AIA, Optima McDowell Mountain Village is the next evolution of Optima architecture. While each Optima project is designed to be unique, many of the same signature design principles remain consistent across Optima's portfolio: strong geometry, technologically advanced materials and systems, and an integration of nature and its surroundings. Optima McDowell Mountain Village is designed with the inspiration of the beautiful McDowell Mountain range. By stepping the exterior of the buildings and high undulation of the façade as well as placement of the landscaped terraces, the buildings are specifically designed to collect the same deep textured shades and shadows that occur on the McDowell Mountains from the deep ridges and undulations of the mountain gradients.

Advanced Building Materials

- -Expressed concrete structures using environmentally friendly concrete.
- -Materials are selected based on long term durability, efficiency and low maintenance.
- Buildings feature energy-efficient floor-to-ceiling glass creating a seamless connection between outdoor and in.
- -Solar panels.
- -Architectural shading and screening elements.

Undulating Facade

—Designed to have complex, undulating elevations that step in and out creating depth, shadow and texture to enliven each face of every building.

Over 75% Open Space

- -55% of the open space at grade level is open to the OMMV community and public.
- -20% of the open space at grade level is private for the residents of each building.

100% Underground Parking and Below Grade Loading & Service Area

—100% underground parking and loading allows for expansive areas of open space at grade level which is landscaped to mitigate the heat island effect.

Signature Vertical Landscaping System

- —Optima's signature vertical, architectural landscaping system provides both sun protection and privacy to residential units. The innovative vertical planting system with self-containing irrigation and drainage enables a palette of vibrantly colored plants at the edge of each floor to grow both up and over the edge of the building.
- —The signature vertical landscaping provides a haven for urban wildlife, promotes evaporative cooling, re-oxygenates the air, reduces dust and smog levels, reduces ambient noise, detains storm water, and thermally insulates and shields residents from the desert sun, all of which contribute to a sustainable urban environment.

Rooftop Open Space and Running Track

—Each building features a 1/4 mile rooftop running track following the perimeter of the roofs, as well as approximately 1 acre of open space on each building's roof.

Amenity-Rich Buildings

- —Each building will be furnished with its own amenities. On the rooftop decks these features include 50-meter heated swimming pools and spas surrounded by chaise lounges, outdoor fireplaces, barbecues, bars, perimeter plantings and sheltering arbors covered with vines.
- —Each building will have its own residents' club at grade level featuring:

 Fitness center with cardio and strength equipment, free weights, and outdoor fitness area
 Steam room, sauna, hydrotherapy, spa, cold plunge, and massage room
 Fully-equipped business center, conference room, and huddle rooms
 Completely outfitted sports area with basketball and pickleball
 Game room with table tennis, billiards, television, golf simulator, and theater
- Game room with table tennis, billiards, television, goir simulator, and theate Indoor-outdoor party room with chef's kitchen
- Pet Park and pet spa

Private Terraces

—Terraces provided for every unit are edged with trailing native plants cascading down the building. We have designed the buildings to emulate the colors of the desert with bronze glass, railings, and planters in warm brown and orange tones.



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Building Heights

Building Heights

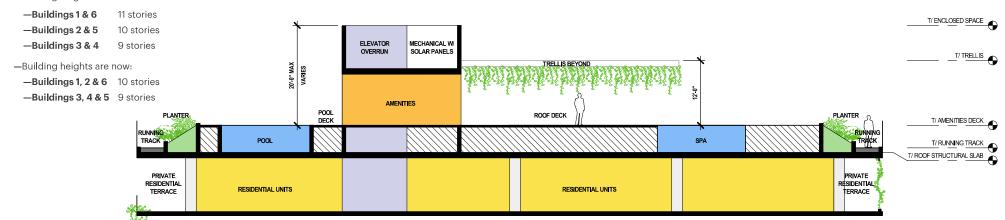
Buildings 1, 2 & 6Buildings 3, 4 & 59 stories

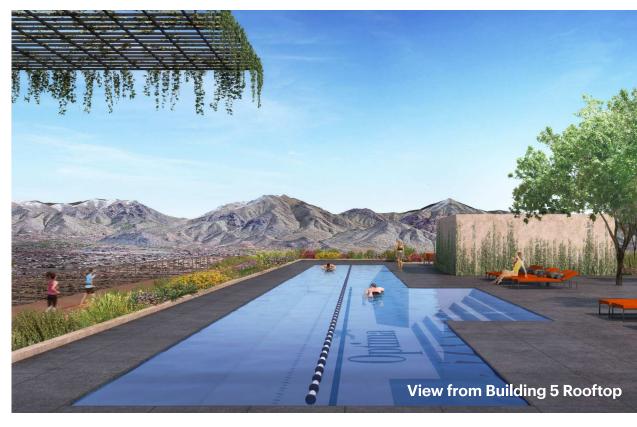
Optima Roof Design

- —Optima McDowell Mountain Village rooftops will be the next generation of Optima's active green roof design.
- —The design includes an elevated deck 5' above roof slab and running track around the perimeter.
- —The roof deck includes: pool, spa, BBQ, steam, sauna, yoga studio, and extensive landscaping.
- —Please note that the elevator overrun only accounts for 2% of the overall roof and the enclosed amenity areas and trellis account for less than 35% of the roof.

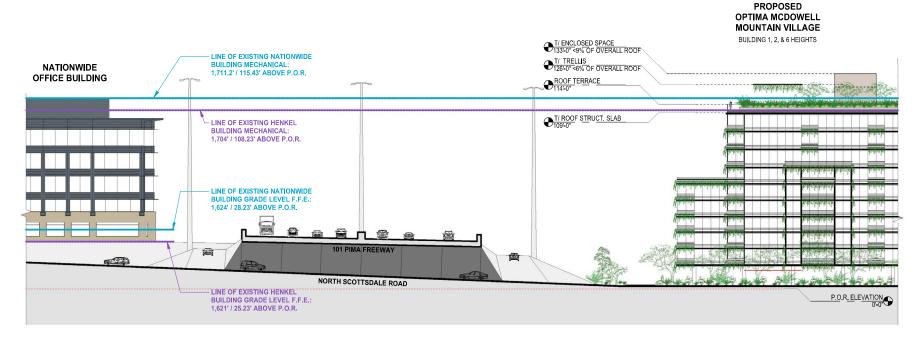
Changes from Original Version

- —The original design was 3 buildings at 15 stories and 3 buildings at 11 stories
- —All buildings were changed to 13 stories
- -All building heights were further reduced to 11 stories
- -Building heights were then reduced to:





Building Heights



OMMV ROOF HEIGHTS COMPARED TO EXISTING NATIONWIDE:

- 6'-5" = T/ STRUCTURAL ROOF SLAB
- 1'-5" = ROOF TERRACE
- + 10'-7" = T/ TRELLIS (<6% OF OVERALL ROOF)
- + 17'-7" = ENCLOSED SPACE (<9% OF OVERALL ROOF)

OMMV ROOF HEIGHTS COMPARED TO EXISTING HENKEL BUILDING:

- + 0'-9" = T/ STRUCTURAL ROOF SLAB
- + 5'-9" = ROOF TERRACE
- + 17'-9" = T/ TRELLIS (<6% OF OVERALL ROOF)
- + 24'-9 = ENCLOSED SPACE (<9% OF OVERALL ROOF)

POINT OF REFERENCE ELEVATION (1595'-9")

BUILDING HEIGHTS NOTED ABOVE INDICATE ELEVATION ABOVE P.O.R.

10-STORY BUILDING

ABBREVIATIONS LEGEN

T/ = TOP OF F.F.E. = FINISHED FLOOR ELEVATION ELEV. = ELEVATOR STRUCT. = STRUCTURE

STRUCT. = STRUCTURE OMMV = OPTIMA MCDOWELL MOUNTAIN VILLAGE

optima®

PLANS, DRAWINGS AND RENDERINGS ARE CONCEPTUAL IN NATURE AND ACTUAL VIEWS AND ELEVATIONS MAY VARY

EX-G803.2

NATIONWIDE AND HENKEL BUILDINGS ELEVATION COMPARISON (10 STORY)

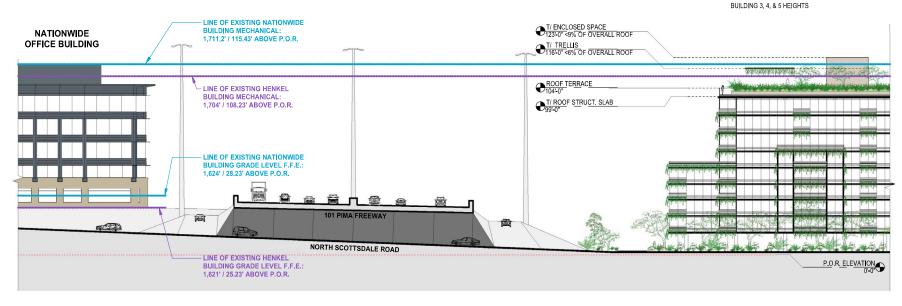
OTHER MCDOWELL MOUNTAIN VILLAGE

7157 EAST RANCHO VISTA DRIVE, SUITE 109, SCOTTSDALE AZ 85251

480-874-990

Building Heights

9-STORY BUILDING
PROPOSED
OPTIMA MCDOWELL
MOUNTAIN VILLAGE



OMMV ROOF HEIGHTS COMPARED TO EXISTING NATIONWIDE:

- 16'-5 " = T/ STRUCTURAL ROOF SLAB
- -11'-5" = ROOF TERRACE
- 0'-7" = T/ TRELLIS (<6% OF OVERALL ROOF)
- + 7'-7" = ENCLOSED SPACE (<9% OF OVERALL ROOF)

OMMV ROOF HEIGHTS COMPARED TO EXISTING HENKEL BUILDING:

- 9'-3" = T/ STRUCTURAL ROOF SLAB
- 4'-3" = ROOF TERRACE
- + 7'-9" = T/ TRELLIS (<6% OF OVERALL ROOF)
- + 14'-9" = ENCLOSED SPACE (<9% OF OVERALL ROOF)

POINT OF REFERENCE ELEVATION (1595'-9")

BUILDING HEIGHTS NOTED ABOVE INDICATE ELEVATION ABOVE P.O.R.

ABBREVIATIONS | FGENI

T/ = TOP OF F.F.E. = FINISHED FLOOR ELEVATION ELEV. = ELEVATOR STRUCT. = STRUCTURE

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optima®

PLANS, DRAWINGS AND RENDERINGS ARE CONCEPTUAL IN NATURE AND ACTUAL VIEWS AND ELEVATIONS MAY VARY

EX-G803.3 NATIONWIDE AND HENKEL BUILDINGS ELEVATION COMPARISON (9 STORY) 0' 17.5' 35' 70' OPTIMA MCDOWELL MOUNTAIN VILLAGE

7157 EAST RANCHO VISTA DRIVE, SUITE 109, SCOTTSDALE AZ 85251

480-874-990

Topographical Information of the Site & Surrounding Area

Topographical Elevation Information

- —The Optima McDowell Mountain Village site is located on the south side of the Loop 101 Freeway.
- —At the northwest corner of the site, the highway is approximately 29' above the grade of the site.
- —Significant elevation change begins on the north side of the Loop 101 Freeway, rising significantly to the north and northeast of the site.
- —For example, the elevation of the Grayhawk Clubhouse is approximately 189' higher in elevation.
- —The intersection of Pima and Pinnacle Peak Roads is approximately 344' higher in elevation.
- —The proposed roof heights at Optima McDowell Mountain Village are comparable to the roof heights that already exist at the nearby Ilume Innovation Center (formerly the Henkel building) and Nationwide buildings.
- —We believe that the proposed height for the buildings at Optima McDowell Mountain Village is appropriate given the comparable roof heights that exist in the area, the topographical elevations, and its location on the south side of the 101 highway.



*All heights listed reference the project site 0'-0", this is 3" above the point of reference elevation.

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Commercial Space

Commercial Space

- -36,000 SF of commercial space
- Optima McDowell Mountain Village is designed to bring high-quality residential housing to the greater Scottsdale Airpark. We have 36,000 SF of highly desirable commercial space on the site.
- -Potential uses include:
- -High-End Restaurant
- —Café
- -Coffee/Juice Bar
- -Office Suites
- -Bicycle Shop
- -Dry cleaners
- -Boutique Spa/Wellness Center
- -Daycare/Early Childhood & Preschool
- -Financial Institutions

Changes from Original Version

- -The project began with 11,250 SF of commercial space
- —We increased commercial space to 25,000 SF and added commercial space at the second level. We also engaged the commercial space more with the interior public park.
- -Commercial space was then increased up to 31,000 SF
- —We increased the commercial space to 36,000 SF and moved nearly all of the commercial space to grade level with the exception of some back of house space that is located on Lower Level 1 and Lower Level 2.



FAR & Density

FAR (Floor Area Ratio)

- —FAR is the measurement of a building's floor area in relation to the size of the lot that the building is located on
- Optima McDowell Mountain Village's gross lot area is 21.88 acres or 953,288 SF
- -Optima McDowell Mountain Village's gross floor area is 2,303,632 SF
- -2,303,632 SF (gross floor area) / 953,288 SF (gross lot area) = 2.42 FAR

Changes from Original Version

- —The project began at 2.79 FAR
- -The project is now 2.42 FAR

Density/Unit Mix

- -1,390 residential homes
- -64 units/acre
- -Average home size of 1,475 SF

Optima McDowell Mountain Village Approximate Overall Unit Mix									
Unit Type	Unit Type Unit Count % Mix Average S								
Studio	95	7%	775 SF						
1 Bedroom	417	30%	910 SF						
2 Bedroom	556	40%	1,700 SF						
3 Bedroom	322	23%	2,025 SF						
	1,390	100%	1,475 SF						

Changes from Original Version

- -The project began at 1,680 residential units
- —We then reduced the number of residential units to 1,560
- -We further reduced density to 1,500 residential units
- —We further reduced density, again, to 1,450 residential units
- —Density was once again reduced to 1,390 residential units



FAR & Height Bonus Payment to the City (\$21.7M)

The FAR and Height Bonus payment that Optima is required to pay to the City of Scottsdale per the PCP Zoning District will be paid into the Greater Airpark Special Improvement Trust Fund. The Mayor and City Council have the ultimate decision on how to allocate and spend this bonus payment.

Buy Up Calculation for Version 7

-FAR buy-up: \$21,002,275 (2.42 FAR)

-Height buy-up: \$667,820 (133' max height)

-Total buy-up: \$21,670,095

Timing of Bonus Payment

—Optima is requesting that the applicable portion of bonus payment be made on a building by building basis at the time of building permit issuance.



Site Access and Traffic

Site Access

-Mayo Blvd (Full Movement)

- —There are two proposed entrances into the underground parking garage from Mayo Blvd.
- —The east access to the garage for residents. A traffic circle is being utilized at this location to allow full movement to the east on Mayo, to the west on Mayo, and to the south along 73rd Place.
- —The west access is the main access to the underground parking garage for retail users, guests, residential, and deliveries. Entry is from west bound traffic along Mayo Blvd into the right-in only drive. Exit is right-only onto Mayo Blvd heading west.
- —The parking garage has been designed so that trucks can access each building underground for trash removal, commercial deliveries, maintenance vehicles, as well as resident move ins and move outs.
- —Adjusted median profile along Mayo Blvd adjacent to the right-in/out service drive entrance.

-Scottsdale Road (Right-In Only)

- —There is an existing curb cut where we have designed a right-in access for public, retail, guest, and resident parking.
- -Curb edge adjustment at the right-in only along Scottsdale Road.

Traffic

- —No new streets and thoroughfares are proposed as part of this development. The existing streets are suitable and adequate to serve the proposed development and the anticipated traffic it will generate.
- —The site is ideally located for higher density development given it is located adjacent to the 101 freeway which will allow the residents to conveniently transit to local and regional destinations without impacting the Scottsdale Road network.
- —We will be installing a new bus bay and bus stop on Scottsdale Road to allow convenient access to mass transportation. Bus Route 72 has one of the highest frequencies and has the highest ridership of all north-south routes in the City Scottsdale. This helps support its use in an area that really has not been transit minded.
- —The development will provide a major node on the City's bike path network which will enhance the use of the bike paths by the residents and broader community.
- —We will be installing a roundabout at the intersection of Mayo Boulevard and 73rd Place, and a right turn lane for traffic west bound on Mayo Boulevard to further enhance traffic flow.

Changes from Original Version

- —A roundabout was added at 73rd Place and Mayo Blvd per the City of Scottsdale's Traffic Department
- —The location of both the car ramp and the truck ramp were relocated on Mayo Blvd per the City of Scottsdale's Traffic Department
- —The main public entrance to the parking garage along Mayo Blvd. was changed to right-in and rightout only per the City of Scottsdale's Traffic Department
- —Increased parkway dimension between the curb and sidewalk along Mayo Blvd. and Scottsdale Rd. including the addition of shade trees per the City's request.



Over 75% Open Space & Multi-Use Bicycle/Pedestrian Path with Connectivity to Scottsdale Bicycle Master Plan

Over 75% Open Space at Grade Level

- —Over 75% of Optima McDowell Mountain Village (approximately 12 acres) of grade level will comprise open space usable by residents of Optima McDowell Mountain Village. 20% of the open space at grade level will be fenced off for private use by the residents and 55% of the open space at grade level will be accessible to the OMMV community and public. The open space will provide a variety of uses that include:
- -Over 75% will be open space at grade level
- —Pedestrian and bicycle path around the perimeter of the development connecting to City of Scottsdale's Master Bike Plan
- -Public Bike Hub adjacent to the commercial space on grade level
- -Seating areas
- -Shaded areas
- -Putting green
- -Bicycle repair area

100% Underground Parking, Loading, Trash/Recycling

- —Two levels of underground parking will be incorporated to accomplish 100% of parking below grade.
- —100% underground parking and the resulting over 75% of open space, mitigates the heat island effect which can reduce the ambient temperature up to 12 degrees compared to surrounding hardscape.
- —The project incorporates a two-story underground loading and service area where loading trucks, trash, and recycling can all be managed from within the below grade parking structure.

Optima McDowell Mountain Village Open Space/Site Information								
Type of Space		Area	Acres	% of Net				
Driveway at Grade		16,314 SF	0.375 acres	2.0%				
Enclosed Space at Grade		159,111 SF	3.653 acres	20.0%				
Open Space	Private	159,066 SF	3.652 acres	20.0%				
Open Space	OMMV Community	461,878 SF	10.603 acres	58.0%				
Open Space	Per C.O.S. Definition*	620,944 SF	14.255 acres	78.0%				
Net Lot Size		796,369 SF	18.282 acres					

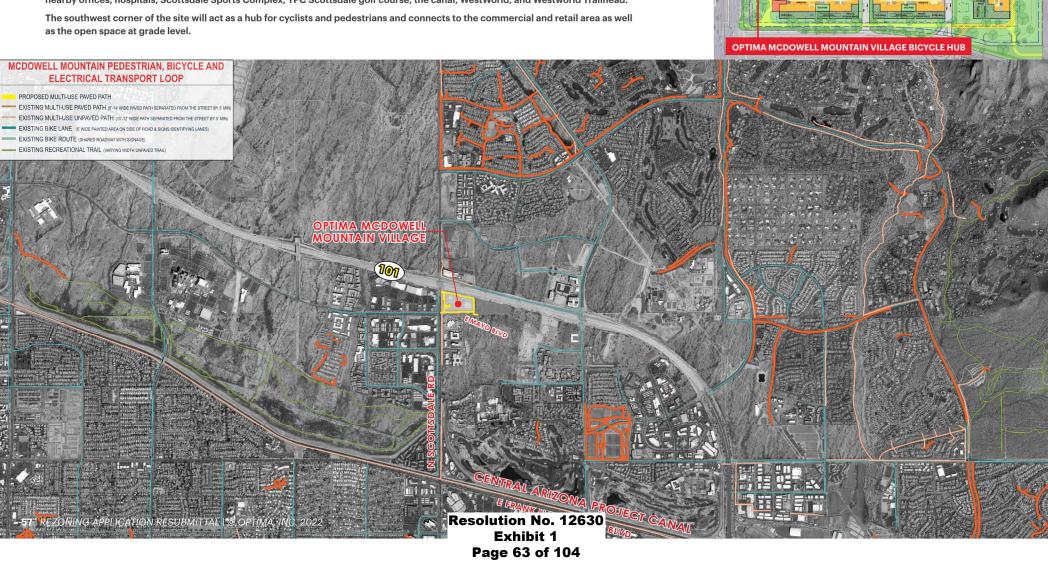
*City of Scottsdale definition of open space: Open space, is meaningful outdoor space for passive or active use. It includes, but is not limited to, settings for development, recreation areas, landscaping, hardscape, water features, seating areas, plazas, gazebos, sidewalks and trails. Open space does not include parking areas or parking lot landscaping.



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Connectivity to Scottsdale Bicycle Master Plan

Optima McDowell Mountain Village will provide approximately 3,150 linear feet of 14'-wide multi-use bicycle and pedestrian trail around its perimeter. This trail system connects to the City of Scottsdale's Bicycle Master Plan and will provide bicycle access to nearby offices, hospitals, Scottsdale Sports Complex, TPC Scottsdale golf course, the canal, WestWorld, and Westworld Trailhead.



Sustainability, Energy, IgCC

Optima McDowell Mountain Village is a 21st century solution to a mixed-use residential development that will be International Green Construction Code certified. In 2012, Optima Sonoran Village was the pilot project for the City of Scottsdale's implementation of the IgCC. Forward thinking sustainability concepts are implemented in all aspects of the development. Optima has been working with Anthony Floyd and the City of Scottsdale's Green Building Department to further develop the sustainability of Optima McDowell Mountain Village throughout the zoning process.

Sustainable Design Features

-Open Space

- -100% underground parking
- -Over 75% open space
- -Grade level landscaping mitigates heat island effect

-Energy

- -Commitment to the current energy code, IECC
- -High performance glazing that reduces solar heat gain
- —Reduction of Heat Gain through extensive architectural overhangs and shading features including: Perforated sunscreens and louvers
 - Vertical landscaping
 - Sunshade elements provided at common areas for comfort
- -Solar panels
- —100% induction cooktops that allows for the utility grid to provide significantly reduced carbon footprint over time
- -EV charging infrastructure

-Water Use

- —Typically multifamily and condominium homes use about half as much water as single-family homes. However, Optima McDowell Mountain Village will use only approximately one quarter of a single-family home.
- —Amenities like swimming pools and spas are shared among the approximately 232 homes in each building
- -Largest private residential rainwater harvesting project in United States
- -Water saving plumbing fixtures
- -Extensive areas of native landscaping
- —Architectural synthetic turf system used predominantly for open space at grade level

-Mechanical and Electrical Systems

- —High performance mechanical systems featuring VRF (Variable Refrigerant Flow) heating/cooling equipment and mechanical heat recovery systems
- -High-performance enclosure systems
- -Individually controlled HVAC systems for residents
- -Energy-efficient lighting fixtures and appliances

-Sustainable Materials

- -Green Concrete
- -Recyclable Flooring & Aluminum
- -Sustainable wood products
- -Concrete reinforcing with recycled steel content

-Healthy Human Environment for Community

- Community engagement through unique community destination development with expansive areas
 of open space for all to enjoy and encourage community interaction
- -Access to Bicycle/Pedestrian Trail
- -Access to Open Space at Grade Level

-Healthy Human Environment for Residents

- -Bicycle racks
- —Each residence is designed to take advantage of the outdoors with large terraces and open floor plans that provide interconnected indoor and outdoor space
- —Vertical landscaping system provides sun protection and privacy to each unit. This innovative system with self-containing irrigation and drainage enables a palette of vibrantly colored plants to grow up and over the edge of each floor of the building
- -Fresh air is directly supplied to each residential unit to assure purity of air

-Recycling

Recycling chutes separate from trash chutes

-Construction Phase

- -Waste reduction / diversion / recycling
- -Sustainable materials used

Economic Impact

Economic Impact

The gross fiscal impacts projected to be delivered to the City of Scottsdale in connection with both the construction of Optima McDowell Mountain Village and its operation are significant. Elliott D. Pollack & Company has prepared an Economic & Fiscal Impact Report dated August 2022 that provides the below estimates:

Economic Output

\$1.21 to \$1.34 Billion - The Economic Output generated by the project is the total dollar value of the goods and services produced by the project.

Jobs

1,680 to 1,867 direct, indirect, and induced jobs would be created each year during construction.

- -Direct Jobs are actual positions created directly by the project
- -Indirect jobs are those created as a result of the project
- -Induced Jobs are those created by the spending of the residents of the project

10,080 to 11,200 Person Years of Employment – The Person Years of Employment generated by the project assumes a six-year construction timeframe

Wages

\$623.1 to \$692.3 Million - The total wages generated by the construction of the project.

Annual Economic Activity

\$117.5 to \$130.3 Million - The annual economic activity generated by the project includes the combined direct operations of the community, its commercial component, and resident spending in the local economy. Upon completion of construction, the proposed mixed-use residential community will support a total range of 998 to 1,109 direct, indirect and induced jobs, \$42.9 to \$47.8 million in wages, and \$117.5 to \$130.3 million in ongoing annual economic activity.

10-Year Fiscal Impact

\$30.5 to \$34.7 Million - The 10-year Fiscal Impact on the City of Scottsdale measures estimated revenues to the City from speculative builders' tax, residential lease tax, resident sales tax, state shared revenues, property tax, and secondary revenues from construction employees. The 10-year impacts for each study represent the construction period plus an additional 9 years of operations phased in over 6 years to reach stabilization. This impact does not include the bonus FAR and Height payment of approximately \$21.7M.

Fiscal Impact on Construction on the City of Scottsdale

\$17.0 to \$19.3 Million - More than 80% of the revenue from the fiscal impact of construction generated by the project is generated from the speculative builder's tax levied on construction materials. Secondary revenues are derived from the spending of construction employees, their payment of property taxes on their residences, and state shared revenues.



Methodology to Address the City's Sensitive Design Principles

Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life. The following design principles will help improve and reinforce the quality of design in our community:

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

—Building design should consider the distinctive qualities and character of the surrounding context and, as appropriate, incorporate those qualities in its design. Building design should be sensitive to the evolving context of an area over time.

The design of Optima McDowell Mountain Village creates distinctive visual variety and architectural interest. Each building is designed to have complex elevations that step in and out creating depth, shadow and texture to enliven each face of every building and emulating the forms of the McDowell Mountains in the distance. Adding to the dynamic effect will be the outdoor terraces provided for every unit that will be edged with trailing native plants cascading down the building. We have designed the buildings to emulate the colors of the desert with bronze glass, and railings and planters with warm brown and orange tones.

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

- -Scenic views of the Sonoran desert and mountains.
- -Archaeological and historical resources.

Optima McDowell Mountain Village is sited with views of the majestic McDowell Mountain range as a background.

Development should be sensitive to existing topography and landscaping.

—A design should respond to the unique terrain of the site by blending with the natural shape and texture of the land while minimizing disturbances to the natural environment.

Each building at Optima McDowell Mountain Village is designed to have complex elevations that step in and out creating depth, shadow and texture to enliven each face of every building and emulating the forms of the McDowell Mountains in the distance. The landscaping in the open space at grade-level as well as in the vertical landscaping will include drought tolerant, native plant types that thrive on the minimal water provided.

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

As more fully set forth in the Sustainability section, Optima's signature vertical landscaping provides a haven for urban wildlife, promotes evaporative cooling, re-oxygenates the air, reduces dust and smog levels, reduces ambient noise, detains storm water, and thermally insulates and shields residents from the desert sun, all of which contribute to a sustainable urban environment. The landscaping in the vertical landscaping as well as the open space at grade-level will include drought tolerant, native plant types that thrive on the minimal water provided.

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

—Streetscapes should provide continuity among adjacent uses through use of cohesive landscaping, decorative paving, street furniture, public art and integrated infrastructure elements.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provide over 75% open space at grade level in a manner that is both inviting and functional that also integrates into the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development. This meaningful and functional open space will foster a sense of community for its residents and the public.

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

Optima McDowell Mountain Village is designed to promote access to those walking, cycling, or taking public transit with its path system and its interconnection with the City's existing and planned trail system. The site is currently being served by two existing bus routes. Optima McDowell Mountain Village is more accessible to pedestrians and cyclists through its use of underground parking and limited vehicular access points.

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

—Design elements should be included to reflect a human scale, such as the use of shelter and shade for the pedestrian and a variety of building masses.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village is designed with over 75% functional open space, including a bike hub connected to the onsite commercial space, seating areas, shading elements, and more. The project embodies a site-sensitive vocabulary with lush landscaping that shades public pedestrian courtyards, creating shelter not only as covered space but as a serene sanctuary from the conditions of the southwest desert. In addition, the ground-floor levels of each building are designed with setbacks to create a human scale volume that also provides shade and shelter.

Buildings should be designed with a logical hierarchy of masses:

- —To control the visual impact of a building's height and size.
- —To highlight important building volumes and features, such as the building entry.

Optima McDowell Mountain Village is comprised of six concrete-framed condominium and apartment buildings with stepped and undulating landscaped facades that echo the shapes of the McDowell Mountains and represent the next evolution of Optima architecture and construction. 14' high ground-floor levels will feel utterly transparent, allowing the public open space to take center stage.

Methodology to Address the City's Sensitive Design Principles

The design of the built environment should respond to the desert environment:

- -Interior spaces should be extended into the outdoors both physically and visually when appropriate.
- -Materials with colors and coarse textures associated with this region should be utilized.
- —A variety of textures and natural materials should be used to provide visual interest and richness, particularly at the pedestrian level. Materials should be used honestly and reflect their inherent qualities.
- -Features such as shade structures, deep roof overhangs and recessed windows should be incorporated.

As more fully set forth in the Award-Winning Architecture and Construction section, Optima McDowell Mountain Village is the next evolution of Optima architecture. Buildings feature energy-efficient floor-to-ceiling glass and private landscaped terraces creating a seamless connection between outdoor and in. Each residential terrace creates a deep overhang and architectural shading and screening elements on each building's façade reduce solar heat gain.

Developments should strive to incorporate sustainable and healthy building practices and products.

—Design strategies and building techniques, which minimize environmental impact, reduce energy consumption, and endure over time, should be utilized.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver the next evolution of Optima's commitment to sustainability.

Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.

- —The character of the area should be emphasized through the careful selection of planting materials in terms of scale, density, and arrangement.
- —The landscaping should compliment the built environment while relating to the various uses.

The use of 100% underground parking topped with over 75% landscaped open space will reduce the urban heat island effect in the Airpark and native landscaping at grade coupled with Optima's vertical landscaping system will provide further cooling as well as provide for ozone reduction.

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

- -Water, as a landscape element, should be used judiciously.
- —Water features should be placed in locations with high pedestrian activity.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver water conservation though use of indigenous and adapted desert plants in its landscaping and reclamation of rainwater for on-site use.

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

- —A balance should occur between the ambient light levels and designated focal lighting needs.
- —Lighting should be designed to minimize glare and invasive overflow, to conserve energy, and to reflect the character of the area.

Lighting will be carefully studied and designed at Optima McDowell Mountain Village to appropriate levels.



How the Project Aligns with the Greater Airpark Character Area Plan

How Optima McDowell Mountain Village delivers the values and fulfills the goals and policies of the Greater Airpark Character Area Plan

- -Optima McDowell Mountain Village embodies many of the values for development within the Scottsdale Airpark set forth in the Area Plan. These include:
- -The positive image and unique cachet of the Greater Scottsdale Airpark This will be enhanced through Optima's award-winning and market leading design.
- -Accessibility and efficient circulation supportive of a mixed-use, regional employment center This will be accomplished through proximity to the Loop 101 Freeway and existing bus routes, as well as the connectivity created by the Village's shared bicycle and pedestrian path system.
- -Quality architecture and design reflective of a diverse, creative, innovative environment, and design excellence.

Optima was awarded the 2021 Firm of the Year award by the Chicago chapter of the AIA.

- -Stewardship and enhancement of adjacent residential neighborhoods.
- —The Sonoran Desert climate, meaningful open spaces, and unique setting of the Greater Scottsdale Airpark.
- Optima McDowell Mountain Village's design respects and responds to the Sonoran Desert climate and delivers open spaces to enhance the broader community.
- -A sense of community and overall sustainability

Optima McDowell Mountain Village will foster a sense of community for its residents and the public through its meaningful and functional open space, expansive and interconnected shared bicycle and pedestrian paths, as well as provide a development anchored in sustainability in its design, construction, and operation.

Airpark Mixed Use -Residential (AMU-R)

—Airpark Mixed Use-Residential areas are appropriate for the greatest variety of land uses in the Greater Airpark. Appropriate uses may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Development in AMU-R areas should be pedestrian oriented, have access to multiple modes of transportation, and should be located outside of the airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the area south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi-family rental units, and corporate housing.

Optima McDowell Mountain Village will promote and invite access to those walking, cycling, or taking public transit with its internal path system and its interconnection with the City's existing and planned bicycle path and trail system. The site is currently being served by two existing bus routes and will further reinforce access to the bus system with the construction of a new bus stop on Scottsdale Road. Optima McDowell Mountain Village supports and encourages pedestrians and cyclists through its use of underground parking and extensive public open space and internal walkway and trial system at grade level. The development is located outside of the airport's 55 DNL contour and will include adequate sound attenuation. The development includes a variety of land uses including higher density residential, commercial, retail and public recreation.

Goals and Policies

- -Below is a list of some of the specific goals and policies that are achieved by Optima McDowell Mountain Village.
- -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.
- Optima McDowell Mountain Village complements the current commercial development as well as the planned commercial development of the adjacent 85.6 acres to the east.

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

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

Airpark Mixed Use- 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. Developments in AMU-R areas should be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour.

Optima McDowell Mountain Village will expand the quality housing inventory for the Airpark and surrounding areas to meet the needs of a growing population and burgeoning commercial development. Located within the AMU-R zone, Optima McDowell Mountain Village fulfills the intent of creating higher density residential at this site.

-GOAL LU 4 Utilize development types to guide the physical and built form of the Greater Airpark (See Development Types Map, page 17).

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

Policy LU 4.5 Greater visual variety and architectural interest should be considered in the design of the Greater Airpark's tallest buildings (Regional Core), particularly at the pedestrian level.

The design of Optima McDowell Mountain Village with its height and density is intended to meet the desired use of the site that is designated for Type C development within the Regional Core-Greatest Intensity area. The design of Optima McDowell Mountain Village creates distinctive visual variety and architectural interest, particularly at the pedestrian level. Each building is designed to have complex elevations that step in and out creating depth, shadow and texture to enliven each face of every building. Adding to the dynamic effect will be the outdoor terraces provided for every unit that will be edged with trailing native plants cascading down the building. We have designed the buildings to emulate the colors of the desert with bronze glass, and railings and planters, with warm brown and orange tones. There is no lower-scale residential development in the area immediately surrounding the site.

How the Project Aligns with the Greater Airpark Character Area Plan

Goals and Policies (continued)

-GOAL LU 5 Encourage Greater Airpark development flexibility.

Policy LU 5.2 Greater Airpark public amenities and benefits should be provided by the private sector when development bonuses, such as increased floor area, greater intensity, greater height, development standard flexibility, and/ or street abandonment are considered. Potential public amenities and benefits may include, but are not limited to:

- -New/expanded usable open space areas:
- -Linkages to planned or existing trails and/or paths;
- —Transit and/or other mobility enhancements, including bicycle and pedestrian amenities;
- -Green building standards, such as LEED certification;
- -Gateway and/or landmark intersection enhancements;
- -Net-zero/significant energy efficiency and/ or on-site alternative energy generation for multiple properties; and/or
- -Area stormwater infrastructure.

As more fully set forth in the Overview of Project Public Benefits section, Optima McDowell Mountain Village will deliver extensive public amenities and benefits to the City of Scottsdale.

-GOAL LU7 Develop an interconnected network of Signature Corridors (See Land Use Plan Map, page 11) to support the Greater Airpark as a place for meeting, creating, shopping, learning, as well as working.

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

Optima McDowell Mountain Village will be located along the Signature Corridor of Scottsdale Road. Its distinctive residential use will complement and be compatible with the existing and planned commercial uses in the area, including the 85.6-acre site adjacent to the site on the east that recently was sold by the State and is planned for commercial use.

-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.

Policy LU 8.2 Sustain and enhance meaningful open space corridors within the Greater Airpark.

Policy LU 8.3 Promote public/private partnerships in the design of development plans that provide functional urban open spaces, such as plazas and pocket parks, within and between projects.

Policy LU.8.4 Provide parks and open spaces that provide functional relief to workers, residents, and visitors that are easily accessible, and serve as focal points in the Greater Airpark community.

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

As more fully set forth in the Open Space section, Optima McDowell Mountain Village will provide over 75% open space at grade level that will be connected to the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development.

—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 2.3 Incorporate gathering spaces and recreational opportunities into the design of mixed-use development to support a high quality of life for Greater Airpark residents.

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.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provides over 75% open space at grade level in a manner that is both inviting and functional for the public that also integrates into the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the 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 operations and the Greater Airpark's identity as an employment center.

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:

-Multi-modal transportation options will be incorporated into residential design.

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.

Optima McDowell Mountain Village is intended to provide a mix of both rental apartments and for sale condominiums in an area designated for high density residential development.

How the Project Aligns with the Greater Airpark Character Area Plan

Goals and Policies (continued)

—<u>GOAL CM 5</u> Maintain and enhance use of the Greater Airpark trail and path system.
<u>Policy CM 5.2</u> Connect existing and future trails and paths to city-wide and regional systems.

As more fully set forth in the Connectivity section, Optima McDowell Mountain Village will provide approximately 3,150 linear feet of 14'-wide multi-use bicycle and pedestrian trails around its perimeter on both the site and adjacent City land. This path system would connect to the City's existing and planned path and trail systems.

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

Policy CM 6.2 Support an attractive, safe, and engaging pedestrian and bicyclist environment for all users.

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

<u>Policy CM 6.6</u> Design safe, comfortable, and aesthetically-pleasing Greater Airpark pedestrian and bicyclist facilities through the incorporation of universally accessible designs, coordinated street lighting, visually-interesting landscape treatments, shading, bicycle lanes, and public art integrated into facility design.

<u>Policy CM 6.7</u> Enhance connections across or around barriers, such as the Central Arizona Project Aqueduct, Loop 101 Freeway, and Scottsdale Airport.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provides over 75% open space at grade level in a manner that is both inviting and functional that also integrates into the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development.

—GOAL CM 7 Promote sustainable transportation options that meet the needs of the current and future Greater Airpark community.

<u>Policy CM 7.1</u> Incorporate site design features that promote more access to those walking, cycling, or taking public transit, such as ground-floor retail and parking located in the rear of buildings, particularly along Signature Corridors and within Airpark Mixed Use Future Land Use Areas.

<u>Policy CM 7.3</u> Incorporate environmentally sensitive materials and technologies in transportation projects, infrastructure improvements, and facilities, including the use of solar technology and recycled materials.

Optima McDowell Mountain Village is designed to promote access to those walking, cycling, or taking public transit with its path system and its interconnection with the City's existing and planned trail system. The site is currently being served by two existing bus routes. Optima McDowell Mountain Village is more accessible to pedestrians and cyclists through its use of underground parking and limited vehicular access points. The Sustainability section more fully describes the environmentally sensitive materials and technologies to be used in the construction and operation of Optima McDowell Mountain Village.

—GOAL EP1 Reduce energy consumption through environmentally sensitive land use practices and design policies.

Policy EP 1.1 Promote green building alternatives that support sustainable, energy-efficient development.

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

Policy EP 1.4 Promote solar and alternative energy development standards in building and site design.

<u>Policy EP 1.7</u> Encourage design concepts that maximize building efficiency, such as building orientation, air circulation, and shading.

<u>Policy EP 1.9</u> Integrate into building design the practice of passive solar elements and the use of renewable energy generation systems, such as solar panels and private residential rainwater harvesting storage tanks.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver the next evolution of Optima's commitment to sustainability.

-GOAL EP 3 Reduce the Urban Heat Island effect in the Greater Airpark

<u>Policy EP 3.2</u> Increase the use of effective natural and man-made shading for parking lots, streets, and pedestrian areas.

<u>Policy EP 3.3</u> Incorporate opportunities for "cool" technologies that will help reduce heat island effects, such as alternative pavement material, high solar reflectance building surface treatments, passive cooling elements, open spaces, and "green" roofs.

Policy EP 3.4 Increase tree planting as a ground-level ozone reduction measure.

The use of 100% underground parking topped with over 75% landscaped open space will reduce the urban heat island effect in the Airpark and native landscaping at grade coupled with Optima's vertical landscaping system will provide further cooling as well as provide for ozone reduction.

How the Project Aligns with the Greater Airpark Character Area Plan

Goals and Policies (continued)

—GOAL EP 4 Foster a sustainable balance between environmental stewardship and the development and redevelopment of the Greater Airpark.

Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.

<u>Policy EP 4.6</u> Reduce existing and seek to limit future impervious surfaces in development, such as asphalt and concrete, in order to reduce the heat island effect and stormwater runoff.

Policy EP 4.7 Encourage the efficient use of natural and man-made resources in building and site design.

<u>Policy EP 4.8</u> Building design should respect and enhance the Sonoran Desert context of the Greater Airpark using building orientation, landscape buffers, colors, textures, materials, and lighting.

Outdoor terraces are provided for every unit that will be edged with trailing native plants cascading down the building. Optima McDowell Mountain Village is designed to emulate the colors of the desert with bronze class, and railings and planters with warm brown and orange tones.

-GOAL EP 5 Improve water conservation efforts and encourage the reuse of graywater.

<u>Policy EP 5.3</u> Promote private residential rainwater harvesting techniques in site planning, landscape design, and landscape improvements for all development types.

<u>Policy EP 5.4</u> Encourage landscape improvements that limit the amount of turf area and make optimal use of indigenous and adapted desert plants.

<u>Policy EP 5.6</u> Encourage water conservation by using reclaimed and graywater in areas with access to delivery systems.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver water conservation though use of indigenous and adapted desert plants in its landscaping and reclamation of rainwater for on-site use.

-GOAL EP 6 Effectively manage and protect local and regional stormwater drainage ways.

<u>Policy EP 6.5</u> Integrate alternative stormwater detention practices, such as private residential rainwater harvesting and water infiltration methods.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will manage and protect stormwater drainage by providing for private residential rainwater harvesting for on-site use.

— GOAL CD 1 Enhance and strengthen the design character of Greater Airpark Future Land Use Areas. (See Land Use Plan Map, page 11).

Airpark Mixed Use Future Land Use Areas (AMU & AMU-R) – The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.

Policy CD 2.1.4 Scottsdale Road Signature Corridor

The Scottsdale Road Signature Corridor, from Frank Lloyd Wright Boulevard to the northern Greater Airpark boundary, is a designated scenic corridor with distinct design guidelines, which reflect the transitional nature from urban to the native desert, while responding to sophisticated urban development and resort characteristics found in adjacent developments.

As more fully set forth throughout this document, the design of Optima McDowell Mountain Village is intended to encourage social contact and interaction among the community.



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How the Project Aligns with the City of Scottsdale General Plan 2035

How Optima McDowell Mountain Village fulfills the values and fulfills the goals and policies of the City of Scottsdale General Plan 2035

 Optima McDowell Mountain Village embodies many of the values for development within the City of Scottsdale set forth in the General Plan. These include:

Mixed-Use Neighborhoods

—Mixed-Use Neighborhoods focus on human-scale development and are located in areas with strong access to multiple modes of transportation and major regional services. These areas accommodate higher-density housing combined with complementary office or retail uses. Mixed-Use Neighborhoods are most suitable near and within Growth and Activity Areas. Mixed-Use Neighborhoods may be non-residential in the Greater Airpark Character Area. (Cross-reference Greater Airpark Character Plan)

Optima McDowell Mountain Village is designed to provide high-quality housing at a prime Scottsdale location. At the corner of Scottsdale Road and the Loop 101 Freeway, Optima McDowell Mountain Village offers rapid access to all of Scottsdale points and beyond. Residents will have the ability to conveniently and efficiently reduce daily commute times and quickly get to Scottsdale's most popular destinations for entertainment, dining, and outdoor activities. The development promotes access to those walking, cycling, or taking public transit with its internal pedestrian and bicycle path system and its interconnection with the City's existing and planned bicycle path and trail system. The site is currently being served by two existing bus routes and will further reinforce access to the bus system with the construction of a new bus stop on Scottsdale Road. Optima McDowell Mountain Village encourages and supports pedestrians and cyclists through its use of underground parking and extensive public open space and internal walkway and trial system at grade level. The development's distinctive residential, commercial and retail uses and location along the Signature Corridor of Scottsdale Road will complement and be compatible with the existing and planned commercial uses in the area, including the 85.6-acre site adjacent to the site on the east that recently was sold by the State and is planned for commercial uses.

Urban Character Types

—Consist of higher-density residential, non-residential, and mixed-use neighborhoods, including apartments, high-density townhouses, business and employment centers, and resorts. Development in Urban Character Types should have pedestrian orientation, shade, activity nodes, and usable open spaces that encourage interaction among people. Building form and heights typically transition to adjacent Rural and Suburban Character Types. Taller buildings may be appropriate in Growth Areas, depending on context (see Growth Areas Element). Examples include Old Town Scottsdale, a mixed-use center of distinct urban districts; mixed-use portions of the Greater Airpark, particularly along Scottsdale Road; areas within the Scottsdale Road and Shea Boulevard Couplet; and the HonorHealth hospital/medical campus near Shea Boulevard and 90th Street.

The height and density of Optima McDowell Mountain Village are consistent with the Growth Areas and meet the needs of the Greater Airpark.

Employment Cores

—Primary employment centers for the city. These areas are predominately concentrated in the Greater Airpark Character Area, a mixed-use employment core with primary freeway access, as well as around other major employment campuses, such as the Mayo Clinic and General Dynamics. Employment Cores support a wide range of activities, such as aviation, light-industrial, and regional- and community-level employment uses. These areas consist of multi-functional buildings with an emphasis on technology and corporate character. Taller building heights are found within the core, and low-scale building heights are typically found within the transition areas adjacent to Rural and Suburban Character Types. The Greater Airpark Character Area Plan denotes appropriate locations for height and intensity in the Airpark area. (See also: Growth Areas Element).

The height of Optima McDowell Mountain Village aligns with the taller building heights denoted in the Greater Airpark Character Area Plan.

Goals and Policies

—GOAL CD 2 Develop, maintain, and refine Character Areas and Character Area Plans to foster quality development and consistent character and context within various areas of the community.

This will be achieved through Optima's award-winning and market leading design.

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

<u>Policy CD 5.1</u> Employ appropriate heat island reduction techniques to reduce the effects of reflective heat and glare on buildings and paved surfaces.

<u>Policy LU 1.1</u> Encourage land uses that preserve a high quality of life and further define Scottsdale's sense of place within the region.

<u>Policy CD 5.2</u> To the greatest extent possible, replace dead and dying landscaping with drought resistant plants to maintain or improve density pattern, shade, and area character.

The use of 100% underground parking topped with over 75% landscaped open space will reduce the urban heat island effect in the Airpark and native landscaping at grade coupled with Optima's vertical landscaping system will provide further cooling as well as provide for ozone reduction.

—GOAL LU1 Enhance Scottsdale's economic viability by encouraging land uses that reinforce the city's reputation as the premier international tourist destination in the Southwest and sustain the city's role as a regional cultural center and economic hub. Land uses should be compatible with Scottsdale's character and physical appearance.

<u>Policy LU 1.1</u> Encourage land uses that preserve a high quality of life and further define Scottsdale's sense of place within the region.

<u>Policy LU 1.3</u> Promote development patterns that integrate with and reinforce the character of an area. The city will continually review development patterns to ensure consistency of development in areas with fragmented or evolving patterns.

<u>Policy LU 1.4</u> Collaborate with adjacent jurisdictions to understand the dynamics of, and coordinate on, emerging and redeveloping areas adjacent to the city boundary.

Optima McDowell Mountain Village achieves the above goals with its respect of sense of place and high quality design. Optima has consistently achieved high quality projects as recognized when Optima was awarded the 2021 Firm of the Year award by the Chicago chapter of the AIA.

How the Project Aligns with the City of Scottsdale General Plan 2035

-GOAL LU 3 Maintain a balance of land uses to support a high quality of life.

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

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

<u>Policy LU 3.4</u> Provide an interconnected, accessible open space system, which includes pedestrian and equestrian links, recreation areas, canals, and drainage ways.

Policy LU 3.5 Engage the community in all land use discussions.

Optima McDowell Mountain Village will foster a sense of community for its residents and the public through its meaningful and functional open space, expansive and interconnected shared bicycle and pedestrian paths, as well as provide a development anchored in sustainability in its design, construction, and operation.

-GOAL LU 5 Promote land use patterns that conserve resources, including land, clean air, water, and energy.

<u>Policy LU 5.1</u> Encourage a variety of compatible mixed-use land uses within or next to Growth and Activity Areas, along major streets, and within particular Character Areas to reduce automobile use and improve air quality.

<u>Policy LU 5.2</u> Concentrate greater development intensities in Growth and Activity Areas, thereby reducing development pressures in low-density areas and conserving energy.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver the next evolution of Optima's commitment to sustainability, including in the areas of water, energy, materials, and systems.

—GOAL OS1 Provide four primary public and private open space types: the Scottsdale McDowell Sonoran Preserve, natural open spaces, developed open spaces, and continuous open spaces.

<u>Policy OS 1.2</u> Natural Open Space. Provide public and private, natural open spaces to preserve wildlife habitat, views, and sensitive historical/archaeological sites, and, where appropriate, incorporate areas for passive recreation.

<u>Policy OS 1.3</u> Continuous Open Spaces. Develop a system of continuous open spaces that connect citywide and regionally. Such open spaces include washes (inclusive of Vista Corridors), streetscapes, wildlife corridors, trails, and canals.

<u>Policy OS 1.4</u> Developed Open Space. Offer public and private parks and open spaces to accommodate both active and passive recreation.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provides over 75% open space at grade level in a manner that is both inviting and functional that also integrates into the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development.

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

Policy OS 4.1 Develop a public trail and path system that links to other city and regional systems.

As more fully set forth in the Connectivity section, Optima McDowell Mountain Village will provide approximately 3,150 linear feet of 14-wide shared bicycle and pedestrian trails around its perimeter on both the site and adjacent City land. This path system would connect to the City's existing and planned path and trail systems.

—GOAL OS 5 Provide developed open space and outdoor opportunities in Scottsdale neighborhoods, giving priority to areas that are most lacking open space.

<u>Policy OS 5.2</u> Locate publicly accessible and usable open spaces within Growth and Activity Areas and established neighborhoods.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provides over 75% open space at grade level.

-GOAL OS 8 Acquire new, expand existing, and improve established open spaces for public use.

<u>Policy OS 8.1</u> Require landowners in the development process to dedicate usable public open space in new development.

Policy OS 8.2 Expand the provision of public open spaces through public/private partnerships.

<u>Policy OS 8.3</u> Require new development and redevelopment to connect and provide public access to neighboring open spaces, park sites, or planned open spaces.

<u>Policy OS 8.4</u> Encourage public acquisition of natural or developed open space through direct purchase, purchase of development rights, purchase of open space easements, donations, or other means.

Optima McDowell Mountain Village's design delivers usable open spaces to enhance the broader community.

-GOAL EP 2 Demonstrate and expand the city's leadership in environmental stewardship and sustainability.

<u>Policy EP 2.4</u> Expand Scottsdale's Green Building Program to maintain regional and national leadership in green and low-impact development.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will be built with a commitment to the IECC, and in collaboration with the City of Scottsdale's Green Building Department to further develop the sustainability of the project.

—**GOAL EP 4** Expand the circular economy by maximizing resource recovery, reuse and recycling, and promoting use of recycled, recyclable, and renewable materials.

Policy EP 4.12 Promote commercial and multi-family recycling and green waste diversion.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will be built using several sustainable materials including green concrete, recyclable flooring & aluminum, sustainable wood products, and steel with a high recycled material content.

How the Project Aligns with the City of Scottsdale General Plan 2035

—GOAL EP 5 Encourage environmentally sound green buildings and low-impact site plans that support sustainable desert living.

<u>Policy EP 5.5</u> Expand Green Building construction standards to include all new and remodeled residential and commercial buildings.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village will deliver the next evolution of Optima's commitment to sustainability, including in the areas of water, energy, materials, and systems.

-GOAL EP 7 Identify and reduce heat islands.

<u>Policy EP 7.1</u> Identify areas most impacted by the heat island effect, and prioritize mitigation for these areas to reduce heat impacts.

Policy EP 7.2 Incorporate development strategies such as shared parking models and the use of "cool materials".

Policy EP 7.5 Minimize asphalt and promote alternative parking surfaces.

The use of 100% underground parking topped with over 75% landscaped open space will reduce the urban heat island effect in the Airpark and native landscaping at grade coupled with Optima's vertical landscaping system will provide further cooling as well as provide for ozone reduction.

—GOAL CONSV 1 Achieve a sustainable balance between the conservation of natural resources and development of the built environment.

<u>Policy CONSV 1.4</u> Encourage landscape designs that promote water conservation, prevent erosion, reduce the heat island effect, and decrease stormwater runoff.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village has been designed with a focus on water conservation including private residential rainwater harvesting for re-use onsite, extensive areas of native landscaping, and the use or architectural synthetic turf system for the large open space courtyard.

—GOAL E1 Work toward becoming a net-zero energy community that balances energy efficiency with renewable energy generation.

Policy E 1.1 Encourage and provide incentives for efficient use of energy, including the use of solar energy.

As more fully set forth in the Sustainability section, Optima McDowell Mountain Village has been designed with a commitment to the IECC and includes solar panels on the roof decks of all buildings.

-GOAL E 3 Promote building and site designs that maximize energy efficiency.

<u>Policy E 3.1</u> Encourage the use of natural properties and sustainable building systems (e.g., sun, shade, thick walls, insulation) to reduce the demand for and use of mechanical cooling and heating systems.

Policy E 3.2 Encourage the use of drought tolerant landscaping to reduce summer solar heat gain.

Policy E 3.3 Promote solar energy opportunities in building and site design.

<u>Policy E 3.4</u> Incorporate healthy, resource- and energy-efficient materials and methods in design, construction, and remodeling of buildings.

<u>Policy E 3.5</u> Orient buildings and lots in ways that minimize summer solar heat gain, maximize roof solar access and natural ventilation, and limit roof solar access obstructions of neighboring structures.

<u>Policy E 3.6</u> Improve the energy efficiency of the building envelope, heating and cooling systems, lighting, and appliances.

As more fully set forth in the Sustainability section, the design of Optima McDowell Mountain Village focuses on energy efficiency is several ways including high performance glazing that reduces solar heat gain, reduction of heat gain through architectural shading features and overhands, solar panels, 100% induction cooktops, and EV charging infrastructure.

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

Policy H 1.1 Maintain Scottsdale's quality-driven development review standards for new development.

<u>Policy H 1.2</u> Promote complementary physical design, building structure, landscaping, and lot layout relationships between existing and new construction.

<u>Policy H 1.5</u> Encourage a variety of housing densities in context-appropriate locations throughout Scottsdale to accommodate projected population growth.

<u>Policy H 1.8</u> Encourage developments to incorporate the highest possible cost- and quality-effective level of amenities, sustainable design, durability, and architectural quality.

Optima McDowell Mountain Village will expand the quality housing inventory for the Greater Airpark and surrounding areas to meet the needs of a growing population and burgeoning commercial development. Located within the AMU-R zone, Optima McDowell Mountain Village fulfills the intent of creating higher density residential at this site.

— GOAL C 3 Continue to develop an effective, safe, and connected multimodal transportation system (e.g., streets, trails, bikeways, shared-use paths, transit).

<u>Policy C 3.2</u> Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development.

<u>Policy C 3.5</u> Increase accessibility to transit options through non-motorized and other transit connections, such as, neighborhood circulators; on-demand transportation network companies; improved/enhanced sidewalks, multimodal paths, bicycle lanes; and non-motorized options for the final mile to reach public transit services.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village provides over 75% open space at grade level in a manner that is both inviting and functional that also integrates into the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development.

How the Project Aligns with the City of Scottsdale General Plan 2035

-GOAL B1 Develop continuous, accessible, and interconnected bicycle networks.

Policy B 1.5 Maintain and enhance Scottsdale's designation in the Bicycle Friendly Community award program.

As more fully set forth in the Open Space section, Optima McDowell Mountain Village will provide over 75% open space at grade level that will be connected to the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development.

-GOAL B 2 Provide convenient and comfortable bicycle facilities to encourage bicycling.

<u>Policy B 2.1</u> Integrate wayfinding systems into shared-use path and trail systems to ease navigation, provide signal detection, and increase bicyclist comfort.

<u>Policy B 2.2</u> Promote a variety of accessible bicycle facilities, such as bicycle parking and lockers into the transit system throughout the community.

Policy B 2.3 Embrace new bicycle facility technologies that will enhance bicycle use in the community.

As more fully set forth in the Open Space section, not only will Optima McDowell Mountain Village provide over 75% open space at grade level that will be connected to the Scottsdale Bicycle Master Plan by a 14'-wide multi-use bicycle and pedestrian trail around the perimeter of the development, but will also include a public bike hub adjacent to the commercial space on grade level, as well as a bike repair area.

-GOAL NPR 1 Preserve and enhance the character, identity, and quality of Scottsdale's diverse neighborhoods.

<u>Policy NPR 1.1</u> Support innovative, well-designed, sustainable building construction and rehabilitation to enhance neighborhood character and identity.

The design of Optima McDowell Mountain Village creates distinctive visual variety and architectural interest, particularly at the pedestrian level. Each building is designed to have complex elevations that step in and out creating depth, shadow and texture to enliven each face of every building. Adding to the dynamic effect will be the outdoor terraces provided for every unit that will be edged with trailing native plants cascading down the building. We have designed the buildings to emulate the colors of the desert with bronze glass, and railings and planters with warm brown and orange tones. There is no lower-scale residential development in the area immediately surrounding the site.

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

Policy GA 1.1 Designate Growth Areas in locations:

- -With infrastructure capacity to accommodate higher levels of activity and a mix of uses
- -Where infrastructure upgrade/extension will be most cost-effective
- -With multimodal transportation access
- Needing focused reinvestment
- -Where regional attractions exist or are planned; and/or
- —That will reduce development pressures in lower-intensity areas of the city.

<u>Policy GA 1.4</u> Accommodate the highest intensity of development in designated Growth Areas. In some cases, Character Area Plans may be more specific on appropriate locations for higher intensity development within both Growth and Activity Areas.

The design of Optima McDowell Mountain Village with its height and density is intended to meet the desired use of the site that is designated for Type C development within the Regional Core-Greatest Intensity area.

—GOAL GA 3 Conserve and incorporate significant natural, open space, historic, and cultural resources in Growth and Activity Areas.

<u>Policy GA 3.1</u> Provide usable public open space as an integral part of Growth and Activity Areas to encourage public gathering, enhance aesthetics, preserve viewsheds, and serve as buffers between differing land uses and intensities

Policy GA 3.2 Identify and strengthen open space connections within and outside of Growth and Activity Areas.

Optima McDowell Mountain Village will foster a sense of community for its residents and the public through its meaningful and functional open space, expansive and interconnected shared bicycle and pedestrian paths, as well as provide a development anchored in sustainability in its design, construction, and operation.

Scottsdale's Growth Areas

—Because of its geographic size, Scottsdale has identified several Growth Areas. Each Growth Area has distinct characteristics based on the role it plays within the surrounding community and its context within the region. Scottsdale's Growth Areas are:

GREATER AIRPARK GROWTH AREA

One of the largest employment centers in the State of Arizona. It is headquarters for a multitude of national and regional corporations; center for a variety of smaller and locally-owned businesses; contains the largest employment and industrial-zoned area within Scottsdale; and is home to the Scottsdale Airport. The Greater Airpark Growth Area is also the location of some of the largest, signature special events in the city, such as the Waste Management Phoenix Open golf event, the Barrett-Jackson Collector Car Auction, and the Scottsdale Arabian Horse Show. This Growth Area will be similar in intensity to the Old Town Scottsdale Growth Area. Building heights generally range between three and six stories and may exceed six stories in certain areas identified in the Greater Airpark Character Area Plan. Appropriate locations for higher density/intensity development, and other considerations, are specified in the Greater Airpark Character Area Plan.

Planned Community District Required Findings

-5.2104, A. Findings required.

Before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

—<u>A.</u> "That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas."

In the section of this document entitled "City of Scottsdale General Plan 2035" and "Greater Airpark Character Area Plan" we present an in-depth analysis of how the proposed development relates to the General Plan and Greater Airpark Character Plan.

—<u>B.</u> "That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby."

No new streets and thoroughfares are proposed as part of this development. The existing streets are suitable and adequate to serve the proposed development and the anticipated traffic it will generate. The site is ideally located for higher density development given it is located adjacent to the 101 freeway which will allow the residents to conveniently transit to local and regional destinations without impacting the Scottsdale Road network. We will be installing a new bus bay and bus stop on Scottsdale Road to allow convenient access to mass transportation. Bus Route 72 has one of the highest frequencies and has the highest ridership of all northsouth routes in the City Scottsdale. This helps support its use in an area that really has not been transit minded. The development will provide a major node on the City's bike path network which will enhance the use of the bike paths by the residents and broader community. We will be installing a roundabout at the intersection of Mayo Boulevard and 73rd Place and a right turn lane for traffic west bound on Mayo Boulevard to further enhance traffic flow.

- —<u>C.</u> "The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:
- 1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.

Optima has a proven track record over 44 years of delivering award-winning architectural design and construction that enhances and elevates the lives of our residents, the neighborhoods surrounding our developments and the communities we build in. Optima has received over 75 awards for architectural excellence including awards for Optima's other projects in the City of Scottsdale, Optima Sonoran Village and Optima Camelview Village.

The height and density of Optima McDowell Mountain Village are consistent with the Growth Areas in the General Plan and are in harmony with and will support the existing and proposed retail, commercial and residential uses in the surrounding area. The large open space will provide needed amenity space in the neighborhood.

Optima has notified the Scottsdale Unified School District and asked them to submit any concerns directly to City staff. Our original request was mailed out to the Paradise Valley Unified School District Superintendent on March 11, 2022 via certified mail and was noted as received (documentation included in the original rezoning submittal). We have sent out another notification dated June 30, 2022 via certified mail and have again requested that they return the Determination of Adequate Facilities form directly to the City. City staff indicated they would coordinate with the Scottsdale Parks and Recreation Commission. To date we have not been notified of any concerns.

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

The proposed development does not contain any industrial or research uses.

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

The proposed development contains 36,000 square feet of destination commercial/retail space and large open space. The destination commercial/retail space is in harmony with the surrounding area and will support the residential and recreational uses proposed on the site and the open space at grade level. The large open space will provide an amenity for the surrounding residential uses and the greater community providing needed community space in this area.

Amended Development Standards

Amended Development Standards

-Sec. 5.4000. - Planned Airpark Core Development (PCP)

-Sec. 5.4001. - Purpose.

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

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

-Sec. 5.4002. - Applicability.

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

-Sec. 5.4003. - Application requirements.

- A. Development Plan size requirement. Minimum: 2 acres of gross lot area.
- B. Zoning District Map Amendment Applications. An application for PCP zoning shall be accompanied by a Development Plan as required in Article VII.
- C. Development Master Plans. Developments within the PCP District that are developed in more than one phase shall submit Development Master Plans, as required in Article VII.

-Sec. 5.4004. - Reserved.

-Sec. 5.4005. - Conformance to approved plans.

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

-Sec. 5.4006. Use Regulations.

- A. The uses allowed in the PCP District are shown in Table 5.4006.A. with additional limitations on uses as listed. The land uses that correspond for each of the land use designations in the Greater Airpark Character Area Plan are as set forth in the sub-districts below in Table 5.4006.A. The land use designations depicted on the Greater Airpark Future Land Use Plan Map are:
 - 1. Airpark Mixed Use Residential (AMU-R)
 - 2. Airpark Mixed Use (AMU)
 - 3. Employment (EMP)
 - 4. Aviation (AV), and
 - 5. Regional Tourism (RT).
- B. Drive-through and drive-in services are not allowed in the PCP-AMU-R, PCP-EMP, PCP-AV and PCP-RT sub-districts. Drive-in services are not allowed in the PCP-AMU sub-district. Only drivethrough services associated with a restaurant are allowed in the PCP-AMU subdistrict.

Table 5.4006.A. Use Table Land Uses	Sub-Distri	ote				
(P is a Permitted use.)	PCP-	PCP-	PCP-	PCP-AV	PCP-RT	
(F is a Permitted use.)				PCP-AV	PCP-R1	
	AMU-R	AMU	EMP	- (a)		
Aeronautical use		_		P (3)		
2. Bar	P	P	- (2)		P	
Civic and social organization	P (2)	P (2)	P (2)		P (2)	
Cultural institution	P (2)	P (2)	P (2)		P (2)	
5. Day care center	P (2, 6)	P (2, 6)			P (2, 6)	
6. Dwelling	P (2, 4, 6)				P (2, 6)	
Educational service, elementary and	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6	
secondary school				:		
Educational service, other than elementary	P (2, 6)	P (2, 6)	P (2, 6)	P (1, 2, 6)	P (2, 6)	
and secondary school	-	_			- //	
9. Financial institution	Р	P	P (1)		P (1)	
10. Health and fitness studio	Р	Р	Р		Р	
11. Internalized Community Storage		Р	Р	Р		
12. Light manufacturing		Р	Р	Р		
13. Live entertainment	Р	Р			Р	
14. Medical and diagnostic laboratory	Р	Р	Р			
15. Medical recovery or therapy center	P (2, 4, 6)	P (2, 4, 6)	P (2, 6)		P (1, 2, 6	
16. Multimedia production without	P (4)	Р	Р		Р	
communication tower						
17. Municipal use	Р	Р	Р	Р	Р	
18. Office	P (4)	Р	Р		Р	
19. Personal care service	Р	P	P (1)		Р	
20. Place of worship	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6	
21. Recreation facility					Р	
22. Residential health care facility	P (2, 4, 5,				P (1, 2, 5	
	6)				6)	
23. Restaurant	Р	Р	P (1)		Р	
24. Restaurant, including drive-through		P (7)				
restaurant but excluding drive-in restaurant						
25. Retail	Р	Р			Р	
26. Scientific research and development		P (4)	Р	Р		
27. Sports arena		P (1, 2)	P (1, 2)		P (2)	
28. Theater	P (2, 6)	P (2, 6)			P (2, 6)	
29. Travel accommodations	P (2, 6)	P(2, 6)	P (1, 2, 6)		P (2, 6)	
30. Vehicle leasing, rental, or sales	P (4)	P (1, 4)	P (1, 4)	Р	P (4)	
31. Veterinary and pet care service	P	P			P	
32. Wholesale, warehousing and distribution			Р	Р		
33. Wireless communications facility, Type 1, 2,	Р	Р	P	P	Р	
and 3.	1	-	1	1	1	
34. Wireless communications facility, Type 4.	CU	CU	CU	CU	CU	

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Amended Development Standards

-Use Limitations:

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

-Sec. 5.4007. - Development Standards.

- A. Floor area ratio. Maximum: 0.8 for the Development Plan. AS DEFINED IN MODIFIED SECTION 5.4008. BONUS PROVISIONS.
- B. Building height (including all rooftop appurtenances).
 - 1. Maximum:
 - a. 54 feet if the Development Plan area is between 2.00 and 5.00 acres,
 - b. 62 feet if the Development Plan area is between 5.01 and 10.00 acres, and
 - c. AS DEFINED IN MODIFIED SECTION 5.4008. BONUS PROVISIONS 84 feet if the Development Plan area is more than 10.00 acres, except as provided below.
 - 2. Maximum near single family residential:
 - a. 42 feet within 300 feet of any single-family residential districts shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.
 - 3. Rooftop appurtenances. These structures including the screening of them shall not cover more than 35 percent of the roof area of the building(s) in the Development Plan.

C. Required Open Space.

- 1. Total Open Space
 - a. Minimum: 25 percent to the net lot area of the Development Plan.
 - b. Parking areas and parking lot landscaping are not included in the required open space.

D. Building Setbacks.

- 1. Front Setback
 - a. Minimum 25 feet along arterial and major collector streets.
 - b. Minimum of 30 feet along minor collector and local streets.
- 2. Measuring setbacks along streets. All setbacks shall be measured from the curb line along streets.
- 3. Signature intersections. At the intersection of two streets, when both streets are classified as a major collector or arterial, there shall be a building setback triangle. The two equal sides of the triangle shall be 70 feet, starting from the point of intersection of the extension of the property lines at the corner. Within the triangle at least 50 percent of thearea shall be shaded by structural or landscape materials.
- 4. Side and rear setbacks.
 - a. Abutting residential districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District). (See Example 5.4007.E.1.)
 - i. Minimum: 60 feet from any single-family residential district, and
 - ii. Minimum: 30 feet from all other residential districts.
 - b. Abutting nonresidential districts. (See Example 5.4007.E.2)
 - i. Minimum: 15 feet

E. Stepback Plane.

- 1. A butting single family districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).
 - a. Vertical to horizontal ratio: 1:2.5, beginning 6 feet above the PCP District boundary. (See Example 5.4007.E.1.)
- 2. Other Locations (not abutting single family district)
 - a. Vertical to horizontal ratio: 1:1 beginning 38 feet above setback line. (See Example 5.4007.E.2.) ONLY ALONG N. SCOTTSDALE RD. AND ALONG THE EAST PROPERTY LINE.
 - b. VERTICAL TO HORIZONTAL RATIO: 2:1 BEGINNING 38 FEET ABOVE PROPERTY LINE ALONG THE SOUTH PROPERTY LINE AND THE NORTH PROPERTY LINE.
- 3. Minor amendments to achieve a more suitable Development Plan. Upon demonstration of significant sustainable, high-quality urban design and other features beyond those required by the City, the Zoning Administrator may approve up to a maximum of 10 percent deviation to the stepback plane requirements. Exception: Amendments cannot be applied to the requirements of Section 5.4007.E.1.
- E. Screening. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review Board approval.

Amended Development Standards

-Sec. 5.4008. - Bonus provisions.

- A. Applicability. The City Council may approve bonus development standards for property zoned PCP upon demonstration of noteworthy investments in sustainable, high-quality design and other features that provide public benefits, improve the quality of life in the community, and assist in achieving the goals and policies of the General Plan, Greater Airpark Character Area Plan, and City objectives, subject to the following criteria:
 - 1. Minimum Development Plan area: 4.00 acres of gross lot area.
 - 2. Limitations:
 - a. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is less than 300 feet from a single family district (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).
 - b. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is within the AC-3 area shown on Figure 1, Airport Influence Area, in the Scottsdale Revised Code, Chapter 5—Aviation, as amended.
- B. Bonus development allowances. Subject to the maximum bonus development standards as provided below, the City Council may approve an increase of the floor area ratio (FAR) and/or an increase of the building height based upon the property owner providing Special Public Improvements as identified below and/or any other community benefit(s) approved by City Council as part of a Development Plan.
- C. Maximum bonus development standards:
 - 1. Floor area ratio.
 - a. Maximum: 2.0 2.42 for the Development Plan.
 - 2. Building height (inclusive of all rooftop appurtenances).
 - a. Maximum:
 - i. Development Plan area of 4.00 to 5.00 acres of gross lot area: 92 feet.
 - ii. Development Plan area of 5.01 to 10.00 acres of gross lot area: 104 feet.
 - iii. Development Plan area of 10.01 to 15.99 acres of gross lot area: 116 feet.
 - iv. Development Plan area of 16.00 acres or more of gross lot area: 134 feet.

THE HEIGHTS OF THE BUILDINGS WILL NOT EXTEND 133 FEET AND WILL NOT EXTEND ABOVE THE SCOTTSDALE AIRPORT CONICAL SURFACE AS DEFINED BY THE FAA.

- v. The total floor area(s) of any single floor above building heights greater than 114-92-feet shall not exceed 20% of the total ground floor building area of the Development Plan.
- b. Maximum near single-family residential. Maximum building height shall be 42 feet within 300 feet of any single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) district.
- D. Allocation of bonus development standards. The Development Plan shall identify the specific allocation of bonus development standards and is subject to City Council approval.
- E. Special Public Improvements requirements. Development projects utilizing Special Public Improvements and/ or other community benefit(s) to achieve bonus development standards shall comply with the Special Public Improvements requirements as outlined in Section 7.1200.

F. Special conditions.

- Building materials: Reflective materials are limited to 60 percent of the building wall area for portions of a building located above a building height of 104 109 feet.
- 2. Open Space. Minimum: 28 percent of the net lot area of the Development Plan receiving a bonus.

G. Bonus development standards procedures.

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

-Sec. 5.4009. - General Provisions.

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

-Sec 5.4010. - Sign Requirements.

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

-Sec. 5.4011. - Parking and Loading Requirements.

The provisions of Article IX apply.

-Sec. 5.4012. - Landscaping Requirements.

The provisions of Article X apply.

Amended Development Standards

Justification for Amended Development Standards

As a function of PCD zoning approved for the One Scottsdale development plan, the amended development standards justifications below outline modifications to the previously approved zoning for the subject property. All changes have been bolded on the amended development standards document with this submission.

-Section 5.4007, A. and Section 5.4008, C. 1. - Floor Area Ratio

The proposal requests an increase in the Floor Area Ratio (FAR) bonus maximum from 2.0 to 2.42. The additional FAR will enable the development a greater variety of unit sizes and types within the project to better serve the community.

This request is based upon the following considerations:

- A. The Greater Airpark Character Area Plan that is designated as "Regional Core-Greatest Intensity".
- B. No existing single-family homes in the existing immediate area.
- C. Development adjacency to the Pima Freeway State Route 101 and N. Scottsdale Rd.
- D. The site is on the edge of Scottsdale.
- E. The parking is 100% below grade allowing over 75% open space at grade level for amenity spaces and bicycle path fully integrated with the City's Bicycle Master Plan.

-Section 5.4007. B. 1. c. and Section 5.4008. C. 2. a. iv. - Building Height

The heights of the buildings will not extend above 133 feet and will not extend above the Scottsdale Airport conical surface as defined by the FAA.

This request is based upon the following considerations:

- A. The Greater Airpark Character Area Plan that is designated as "Regional Core-Greatest Intensity".
- B. No existing single-family homes in the existing immediate area.
- C. The height of the building is comparable to other projects in the area.
- D. Development adjacency to the Pima Freeway State Route 101 and N. Scottsdale Rd.
- E. The site is on the edge of Scottsdale.
- F. The parking is 100% below grade allowing over 75% open space at grade level for amenity spaces and bicycle path fully integrated with the City's Bicycle Master Plan.

-Section 5.4007. E. 2. a. and Section 5.4007. E. 2. b. - Building Stepback Plane

The proposal requests that the building stepback plane in this location, which is not abutting a single family district, be kept as currently defined along at the west property line along N. Scottsdale Rd., and as currently defined along the east property line. The proposed change is along the south property line along Mayo Blvd, and along the north property line along Pima Freeway - State Route 101. The proposed change on these two sides of the property are from a vertical to horizontal slope of 1 to 1 starting at a 38 feet height on the setback line, to a vertical to horizontal slope of 2 to 1 starting at a 38 feet height on the property line.

This request is based upon the following considerations:

- A. The Greater Airpark Character Area Plan that is designated as "Regional Core-Greatest Intensity".
- B. No existing single-family homes in the existing immediate area.
- C. The location along the Pima Freeway State Route 101.
- D. The location along E. Mayo Blvd which is an arterial street with over 80 feet from the property line to the center of the street.
- E. The property with the current zoning requirements allows the vertical to horizontal stepback slope of 2:1 at a height of 36 feet at the property line.
- F. The first floor building enclosure at grade is less than the floor plan above allowing an area of human scale at grade level and which provides shade and shelter from the weather.
- G. The site is on the edge of Scottsdale.
- H. The parking is 100% below grade allowing over 75% open space at grade level for amenity spaces and bicycle path fully integrated with the City's Bicycle Master Plan.

-Section 5.4008. C. 2. a. v. - Building Height Floor Reduction

The proposal requests that the total floor area of any single floor above 92 feet be increased to be above 114 feet which will limit the total floor area above this height not to exceed 20% of the total ground floor building area of the development plan.

This request is based upon the following considerations:

- A. With the building height increase noted above, the floor plan area would coincide with the height increase. The reduction in the floor area would begin at an appropriate increased height.
- B. The grade level floor area is less than the typical floor area to allow for greater open space at grade.
- C. The buildings will follow the modified stepback plane as noted above.

-Section 5.4008. F. 1. - Special Conditions - Building Materials

The proposal requests that the height on the limit of reflective building materials which are limited to 60 percent of the building wall areas for portions of a building located above a building height of 104 feet be increased to a height of 109 feet.

This request is based upon the following considerations:

- <u>A.</u> With the building height increase noted above, the floor plan would coincide with the height increase. The reduction in the floor area would begin at an appropriate height.
- B. Residential occupancies benefit from windows viewing the native landscape areas and should be allowed in the increase height consideration.
- C. The glass used on the project will be limited to visible light reflectance to less than 20 percent. It is a low reflectance glass. The glass at the residential units will be high performance glazing that reduces the solar heat gain and the buildings will meet the current applicable energy conservation code.

10/05/2022

Bonus Provisions/Special Improvement Calculations (2022 CY)

CC = Contribution Cost

CY = Current Year

BH = Feet of bonus building height

BSF = Gross square footage of bonus floor area

Property Size:

• Gross Lot Area = 953,288 (21.88 acres)

Bonus Floor Area Contribution Cost

- Base floor area in PCP = 0.8
 - 0.8 x 953,288 = 762,630 floor area allowed
- Proposed floor area ratio = 2.42
 - o 2,303,632 floor area / 953,288 = 2.42 FAR
- Bonus floor area requested
 - o 2,303,632 762,630 = 1,541,002 SF
- Formula
 - o CC = (BSF times 10) times [1.035 (CY 2013)]
 - $1,541,002 \times 10 \times [1.035 (CY 2013)] = $21,002,275$ for 2022

Bonus Height Contribution Cost

- Base building height in PCP = 84 feet
- Proposed increase in building height from 84 feet to 133 feet = bonus of 49 feet
- Formula
 - \circ CC = (BH times 10,000) times [1.035 (CY 2013)]
 - $49 \times 10{,}000 \times [1.035 \, {}^{(CY-2013)}] = $667{,}820 \, \text{for } 2022$

Total Bonus Floor Area and Bonus Height Contribution Cost

\$21,670,095

Land Use Budget

Stacked 40s Land Use Budget Tracker

Mixed-Use Development (Optima McDowell Mountain Village (20-ZN-2002#4) rev. 27-Apr-22

	AUTOMOTIVE DEALERSHIP			RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
	PU-I	PU-II	PU-III	PU-I	PU-II*	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
TOTAL ALLOWED (per Schedule C - Land Use Budget)	Allowed	N/A	N/A	1,390	2,000		36,000	2,866,145		NA	4	00

ASSIGNED PARCEL DESCRIPTION	APN	RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
		PU-I	PU-II	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
Henkel Corporation (9-DR-2007)	215-05-005					475,000		-		
One North Scottsdale (52-DR-2011)	215-05-008			750						
Avion on Legacy (52-DR-2011 #2)	215-05-009			730						
Hilton (61-DR-2015 #2)	215-05-010									130
Shops B (61DR-2015 #3)	215-05-010						10,700			
Streetlights (30-DR-2021)	TBD		314							
Optima McDowell Mountain Village (321-PA-2022)	215-05-007	1,390			36,000					
TOTAL ASSIGNED BY PU		1,390	314	750	36,000	475,000	10,700		0	130
TOTAL ASSIGNED BY USE		1,390	1,064		36,000	485,700			130	

REMAINING TO ASSIGN 0 936 0 2,380,445 270

^{*20-}ZN-2002#4: Update are made in red font and striked-through

Optima McDowell Mountain Village

Overview of Public Benefits & Zoning Request Summary

Optima McDowell Mountain Village will deliver a variety of public benefits to the City of Scottsdale and those who live and work in and around the Scottsdale Airpark. Some of the most impactful benefits are noted below. It is important to note that height, density, and FAR have a direct relationship with enabling the project to provide these public benefits.

Award-Winning Architecture and Construction

—For more than 40 years, Optima has been developing, designing, building and managing striking urban and suburban luxury residential communities. From the beginning, Optima aimed to reinvent housing by integrating the functions involved in new construction within one company. Optima controls and executes every aspect of the process in-house – development, design, construction, sales and management – for a dynamic system that offers greater focus and fluidity. Optima is committed to delivering extraordinary living through design, innovation, sustainability and management. We believe that exceptional design enhances the human experience. Optima has been recognized with over 75 prestigious national and international awards including in 2021 when Optima was recognized as the Firm of the Year by the American Institute of Architects (AIA) Chicago.

10-Year Water Neutral Development

—Optima will provide the City of Scottsdale with an amount of long-term storage credits located in the same aquifer as the City's water in the Harquahala Valley which will make the development net neutral to the City for water demand for its initial 10-year period.

Over 75% Open Space at Grade Level and 100% Underground Parking

- —Over 75% of Optima McDowell Mountain Village (or more than 12-acres) of grade level will comprise open space usable by the public or residents of Optima McDowell Mountain Village. 20% of the open space at grade level will be fenced off for private use by the residents and 55% of the open space at grade level will be accessible to the OMMV community and public.
- —Two levels of underground parking will be incorporated to accomplish 100% of parking below grade.
- -100% underground parking and the resulting over 75% of open space, mitigates the heat island effect which can reduce the ambient temperature up to 12 degrees compared to surrounding hardscape.

Multi-Use Bicycle/Pedestrian Path with Connectivity to Scottsdale Bicycle Master Plan

- -12-acres of open space at grade level
- -Optima will be providing a license agreement to the City of Scottsdale for the multi-use bicycle and pedestrian path
- -Optima McDowell Mountain Village will provide approximately 3,150 linear feet of 14' wide multi-use bicycle and pedestrian trail around the perimeter of the development connecting to the City of Scottsdale's Master Bike Plan.
- —The Public Bike Hub located on the southwest corner of the site adjacent to the commercial space on grade level will act as a hub for cyclists and pedestrians and connects to the retail area as well as the open space at grade level.

Pilot Project for C.O.S. First Commercial Private Residential Rainwater Harvesting Application

—Optima is committed to working with the City of Scottsdale to provide the largest private residential rainwater harvesting project in the United States. Rainwater will be stored at the parking levels at the southeast corner of the project in a concrete vault that is designed to hold ~210,000 gallons of storm water.

Sustainability & IgCC Certification

- -Open space
- -Energy
- -Water Use
- -Mechanical and Electrical systems
- -Healthy human environment
- -Recycling
- -Sustainable materials

Optima McDowell Mountain Village

Overview of Public Benefits & Zoning Request Summary

Economic Impact

- -\$1.21 to \$1.34 billion economic output
- -1,680 to 1,867 direct, indirect, and induced jobs would be created each year
- -\$623.1 to \$692.3 million in total wages
- -\$117.5 to \$130.3 million annual economic activity generated
- -\$30.5 to \$34.7 million in 10-year fiscal impact
- -\$17.0 to \$19.3 million in fiscal impact on construction on the city of Scottsdale

High-Quality Housing that will help alleviate the existing shortage

—Optima is providing 1,390 high-quality residential units that will address the growing need for housing in the Scottsdale. There is a substantial housing shortage of both ownership and rental inventory which has caused significant increases in pricing. There is a demand and need for residential housing and the addition of OMMV's 1,390 units will accommodate new arrivals to the area and help free up inventory in the market by those moving up into the proposed units. OMMV will create increased competition in the marketplace which can help reduce upward pressure on rents within the region.

\$21.7 Million FAR & Height Bonus Payment

—The \$21,670,095 FAR and Height Bonus payment that Optima is required to pay to the City of Scottsdale will be paid into the Greater Airpark Special Improvement Trust Fund. The Mayor and City Council have the ultimate decision on how to allocate and spend this bonus payment.

Zoning Request Summary

As outlined in this "Rezoning Application #2 - Version 7", Optima McDowell Mountain Village both aligns with the City of Scottsdale's General Plan 2035 as well as the Greater Airpark Character Area Plan and is specifically designated as "Regional Core - Greatest Intensity." Since our Pre-Application Submittal in March, the project has evolved through seven design iterations from feedback from the Mayor, City Council, the City's Planning and Building departments, and neighborhood outreach. Optima McDowell Mountain Village is designed to be net water neutral to the City of Scottsdale for its initial ten years as well as be the first private residential rainwater harvesting application for the City, and the largest such residential application in the United States. The project will also be International Green Construction Code certified and will comply with the 2021 International Energy Conservation Code.

Optima McDowell Mountain Village will provide high-quality housing for the Greater Airpark and surrounding areas to meet the needs of a growing population and economy while also delivering significant public benefits to the City of Scottsdale and those who live and work in and around the Scottsdale Airpark. Optima McDowell Mountain Village will foster a sense of community for its residents and the public through its meaningful and functional open space, expansive and interconnected shared bicycle and pedestrian paths, 10-year water net-neutrality, as well as provide a development anchored in sustainability in its design, construction, and operation.

About Optima

Founded in 1978 by David C. Hovey, FAIA, Optima is a family owned, privately-held, design-driven real estate development firm with offices in Scottsdale, Arizona and Chicago, Illinois.

For more than 40 years, Optima has been developing, designing, building and managing striking urban and suburban luxury residential communities. From the beginning, Optima aimed to reinvent housing by integrating the functions involved in new construction within one company. Optima controls and executes every aspect of the process in-house - development, design, construction, sales and management - for a dynamic system that offers greater focus and fluidity.

Optima is committed to delivering extraordinary living through design, innovation, sustainability and management. We believe that exceptional design enhances the human experience.

In 2021, Optima was recognized as the Firm of the Year by the American Institute of Architects (AIA) Chicago.









Recent AZ Project Awards

Optima Sonoran Village

- -2021 American Architecture Award
- -2020 Green Good Design Award
- -2020 Outstanding Property Award London
- -2019 AIA Chicago Divine Detail Award
- -2017 International Property Award
- -2016 AIA Chicago Distinguished Building Honor Award

Optima Camelview Village

- -2012 AIA Housing Award for Architecture
- -2012 International Architecture Award
- -2012 National AIA TAP Award
- -2011 AIA Chicago Interior Architecture Award
- -2011 AIA Chicago Distinguished Building Honor Award
- -2010 AIA Arizona Distinguished Building Honor Award
- -2009 AIA American Architecture Award

Optima Kierland Center

- -2021 American Architecture Award
- -2021 Green Good Design Award
- -2020 Outstanding Property Award London
- -2018 AZRE Red Award
- -2018 AMA Tribute Award
- -2017 BUILD Architecture Award

Recent Architecture Awards

2021

- -AIA Chicago Firm of the Year
- -American Architecture Award Optima Kierland Center
- -American Architecture Award Optima Sonoran Village
- -AIA Chicago Distinguished Building Award AZ Courtyard House
- -Green Good Design Award Optima Kierland Center
- -Outstanding Property Award London Optima Signature
- -Architizer A+ Award Finalist Optima Signature

2020

- -AIA Chicago Distinguished Building Award Whale Bay House
- -Green Good Design Award Optima Sonoran Village
- -Outstanding Property Award London Optima Kierland Center
- —Outstanding Property Award London Optima Sonoran Village
- -Outstanding Property Award London Arizona Courtyard House

2019

- -AIA Chicago Divine Detail Award Optima Sonoran Village
- -American Architecture Award Whale Bay House
- -Architecture MasterPrize AZ Courtyard House
- -Architizer A+ Award Finalist AZ Courtyard House

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Recent Developments

OPTIMA OLD ORCHARD WOODS

Location: Skokie, IL

Project Type: Condominium

Completed: 2010

Optima Old Orchard Woods offers residents amenities and architecture found only in downtown high rises in the serenity of a suburban setting overlooking the Harms Woods forest preserve and across the street from the Westfield Old Orchard shopping center. The development is composed of three interlocking towers built in separate phases. Residents are located only miles away from the Chicago CBD with immediate access to the Edens Expressway while enjoying private recessed balconies, green rooftop systems, sky gardens, fitness centers, a tennis court, a two story party room, and a two story pool and spa.

Project Details

- Mix of studio, one-, two- and three-bedroom residences
- 689 total residences
- Average unit size of 1,251 SF
- 1,619,598 total gross SF spread across three, 20-story buildings.
- 10,400 SF of commercial space
- 430-foot sundeck connects the towers and forms a portico into the entry courtyard





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Recent Developments

OPTIMA CAMELVIEW VILLAGE

Location: Scottsdale, AZ

Project Type: Mixed Use / Multifamily

Completed: 2010

The project is a 701-unit mixed-use condominium development built on a 13-acre site in downtown Scottsdale, Arizona. It consists of eleven interconnected, terraced, bridge-linked buildings built atop a 1,250-car underground garage, the roof of which is a 10-acre community park with meandering pedestrian paths.

Built on a 30 foot by 30 foot structural bay with landscaped terraces cantilevering up to twenty feet, the project creates a rich urban experience as no two buildings are the same.

- Mix of studio, one-, two- and three-bedroom residences
- 701 total residences
- Average unit size of 1,208 SF
- 2,328,548 total gross SF spread across eleven buildings
- 39,000 SF of commercial space including business suites, and office space
- 17 acres of landscaped roof gardens on the 14-acre site
- 11-acre community park with meandering pedestrian paths



Recent Developments

OPTIMA CHICAGO CENTER

Location: Streeterville, IL

Project Type: Multi-family

Completed: 2013

Located in the heart of Chicago's Streeterville neighborhood and adjacent to Optima Signature, Optima Chicago Center is a mixed-use residential tower of 42 stories with 325 luxury rental units. The building is a 21st century urban solution to luxurious, high-rise residential design, deriving an impressive elegant quality from its simplicity in contrast to the complex facades surrounding it. It's 15,000 square feet includes street level retail and business suites.

- Mix of studio, one-, two- and three-bedroom rental residences
- 325 total residences
- The plaza created between Optima Chicago Center and Optima Signature, rich in its composition of masses and voids, features lush landscaping in granite planters detailed with integral benches. To add to the dynamic quality of the plaza, an original sculpture was placed, adding visual movement and energy to the
- Sky Garden Terrace offers panoramic views of the lake, river and city skyline
- —15,000 SF of commercial space including street-level retail and business suites



Recent Developments

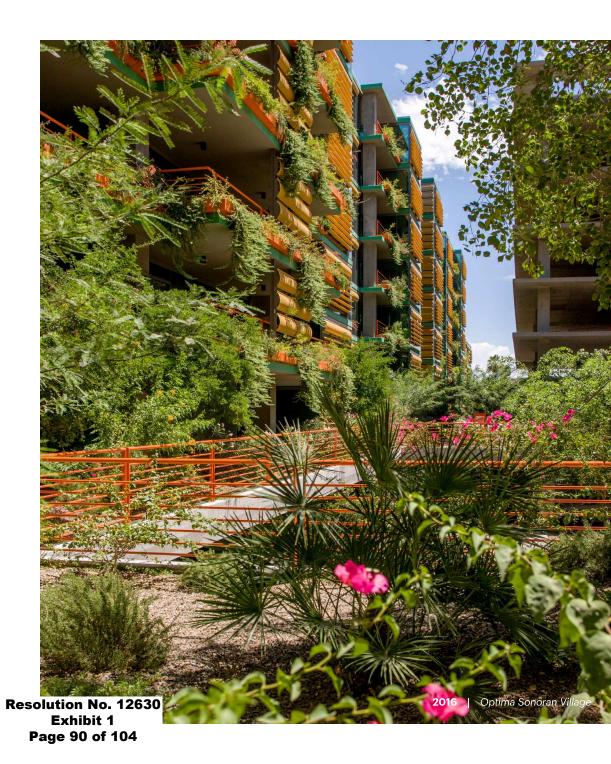
OPTIMA SONORAN VILLAGE

Location: Scottsdale, AZ

Project Type: Multi-family Completed: 2012-2019

Optima Sonoran Village is a mixed-use residential community in downtown Scottsdale, located steps from Scottsdale Fashion Square and Old Town. The project is situated on 10 acres and comprised of 5 buildings with 768 residences, 13,000 square feet of commercial space and 100% underground parking. Utilizing an articulated façade, innovative shading devices, sustainable systems and varied building materials, Optima Sonoran Village provides a dynamic setting in the harsh climate of the Sonoran Desert.

- Mix of studio, one-, two- and three-bedroom rental residences
 - Studios | 136 units
 - 1 Beds | 272 units
 - 2 Beds | 297 units
 - 3 Beds | 63 units
- 768 total residences
- Average unit size of 1,033 SF
- —13,000 SF of commercial space including street-level retail and business suites



Recent Developments

OPTIMA SIGNATURE

Location: Streeterville, IL

Project Type: Multi-family

Completed: 2017

Located just east of the Chicago river in the coveted Streeterville neighborhood of downtown Chicago, adjacent to sister tower Optima Chicago Center, Optima Signature is a 21st century urban solution to multi-family residential design. It rises 57 stories with 490 luxury residential apartments, offering serene views of Lake Michigan to the east and dynamic city views of Chicago in all other directions. Its 60,000 square feet of commercial space include 14,200 square feet of street-level retail.

- Mix of studio, one-, two- and three-bedroom rental residences
 - Studios | 108 units
 - 1 Beds | 182 units
 - 2 Beds | 138 units
 - 3 Beds | 62 units
- 490 total residences
- Average unit size of 1,002 SF
- -872,205 total gross square footage
- 1.5 acres of amenity space across four floors in the building
- 60,000 SF of commercial space including street-level retail, business suites, and office space



Recent Developments

OPTIMA KIERLAND CENTER

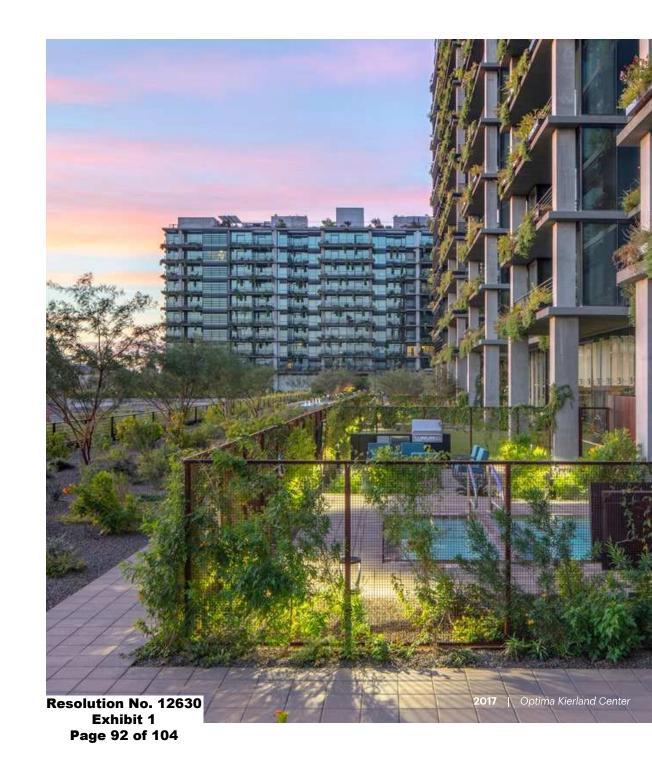
Location: Scottsdale, AZ

Project Type: Multi-family & Condominium

Completed: 2017-2023

Known as one of the world's finest golf destinations, North Scottsdale and the surrounding area boast hundreds of miles of hiking and biking trails as well as numerous parks. Upscale shopping centers, cafés and restaurants offer myriad ways to enjoy a relaxed approach to leisure time. In addition to providing easy access to a full range of activities, Optima Kierland offers its own set of exclusive amenities to enhance personal well-being. Five towers ranging from 10-12 stories, offering both rental and condominium residences are situated on the 12.5 acre site.

- Mix of studio, one-, two- and three-bedroom rental and condominium residences, as well as custom combination homes in excess of 5.000 SF
- 954 total residences
- Average rental unit size of 1,177 SF
- Average condominium unit size of 1,334 SF
- Each building contains its own exclusive amenities on the grade level and the rooftop sky deck.



Recent Developments

OPTIMA LAKEVIEW

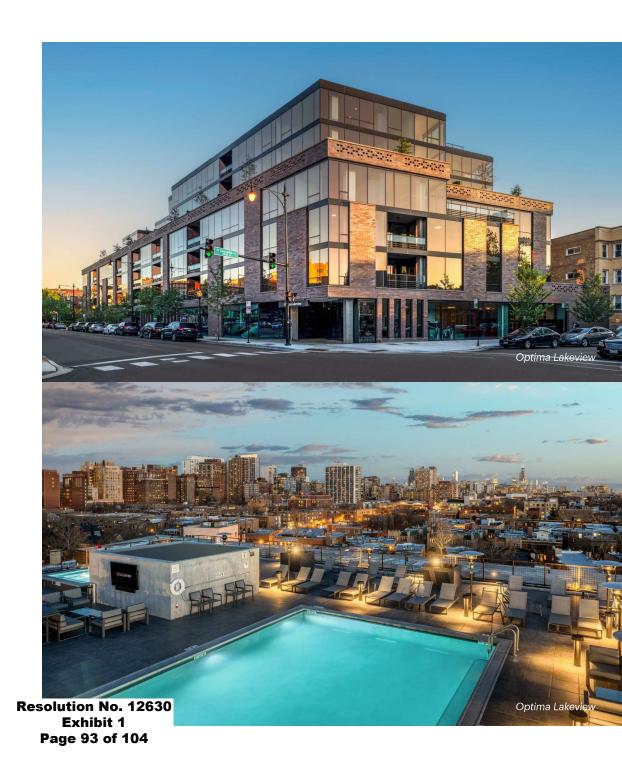
Location: Chicago, IL

Project Type: Multi-family Rental

Completed: 2022

Located on N. Broadway in the middle of a vibrant community, Optima Lakeview is a seven-story transit-oriented development of 198 apartments with street-level retail in Chicago's Lakeview neighborhood. Scheduled for completion in 2022, Optima Lakeview will include one-, two- and three-bedroom apartment homes, 14,000 square feet of commercial space and 40,000 square feet of amenity spaces for residents to enjoy. Optima Lakeview will feature an undulating façade with deep recesses, shades, and shadows, and setbacks designed for outdoor terraced landscapes.

- Mix of one-, two- and three-bedroom rental residences
 - 1 Beds | 114 units
 - 2 Beds | 51 units
 - 3 Beds | 33 units
- 198 total residences
- Average unit size of 1,048 SF
- 40,000 SF of amenity space across the building
- Rooftop Sky Deck designed for year-round use
- -14,000 SF of commercial space including street-level retail



Recent Developments

OPTIMA VERDANA

Location: Wilmette, IL

Project Type: Multi-family Rental Completed: Delivering in 2023

Located on Central Avenue in the heart of the downtown Wilmette in Chicago's North Shore, Optima Verdana will feature 100-ultra luxury rental residences with over 8,000 SF of street-level retail. The development will feature our signature vertical landscaping system which includes self-containing irrigation and drainage, and will be complemented with hand-selected plants that will stay green year-round – even during the most extreme weather conditions. We are committed to earning Green Globes certification for sustainable construction practices for this project.

Project Details

- Mix of one-, two- and three-bedroom rental residences
 - 1 Beds | 23 units
 - 2 Beds | 46 units
 - 3 Beds | 31 units
- 100 total residences
- Average unit size of 1,506 SF
- 7-story building
- Signature Rooftop Sky Deck
- -8,110 SF of street-level retail space





87 | REZONING APPLICATION RESUBMITTAL | © OPTIMA, INC. 2022

Exhibit 1
Page 94 of 104

About the Developer/Architect

David Hovey Sr., FAIA

CEO of Optima, Inc.

Mr. David C. Hovey Sr., FAIA, founded Optima in 1978 with the goal to reinvent multifamily residential housing by optimizing development, design, construction and operations within a single company. In Optima's more than 40 years, Mr. Hovey Sr. has overseen the construction of approximately 3,500 condos, apartments and townhouses in the metropolitan Chicago area, plus another 2,500 units in Phoenix and Scottsdale, Arizona. He was awarded both his Bachelor of Architecture and Master of Science in Architecture by the Illinois Institute of Technology. Mr. Hovey Sr. returned to the architecture program at IIT as an associate professor, a position he held for more than 35 years.

Hovey Sr. is a Fellow of The American Institute of Architects (FAIA) - the highest membership honor for AIA members. His work has earned numerous awards for excellence in architecture, planning and green design.

David Hovey Jr., AIA

President & COO

Mr. David Hovey Jr. is president and COO of Optima, Inc. and Optima related entities. He oversees all company entities and business units including development, architecture, construction, land acquisition, entitlements, corporate finance, sales and marketing, investor relations, and asset management.

Mr. Hovey Jr.'s architectural work has received national and international awards from National AIA, AIA Chicago, AIA Arizona, The American Architecture Awards, The Architecture MasterPrize, The European Centre for Architecture, and The International Property Awards.

Mr. Hovey Jr. founded Optima DCHGlobal Inc. after patenting a modular prefabricated building system that utilizes a connector plate technology that enables design flexibility in both horizontal and vertical planes, is sustainable up to the net-zero level, multi-generational, and can be built quickly and efficiently in any location, climate, or terrain. The system has been described by AIA jurors as the future of American housing. Optima DCHGlobal Inc. designs and builds modular prefabricated buildings.

Mr. Hovey Jr. received his Master of Architecture degree from the Illinois Institute of Technology and Bachelor of Science in City and Regional Planning from Cornell University. He is a licensed architect in New Zealand, Arizona, and Illinois; and holds an I-G10 manufactured housing license. He a member of The American Institute of Architects (AIA), ULI, YPO Scottsdale, and Cornell University Sphinx Head Society.

Eileen Sheehan Hovey

CEO of Optima Real Estate Inc. and Optima Realty Inc.

Eileen Sheehan Hovey is chief executive officer (CEO) of Optima Real Estate Inc. and Optima Realty Inc., which are Optima's brokerage and property management entities. Mrs. Eileen Sheehan Hovey has led all sales, marketing, website and social media efforts since her instrumental role in scouting and acquiring the land for the firm's first project in 1978.

She is a managing broker in both Illinois and Arizona and oversees Optima's real estate brokerage business Mrs. Hovey is responsible for setting the strategic vision for all sales, leasing and marketing of the company's developments. Since founding the company with her husband, David Hovey Sr., Mrs. Hovey has successfully sold and leased more than 6,000 units spanning over 40 multifamily projects.

Mrs. Hovey holds a Bachelor of Arts degree in history from St. Louis University, and is a member of the National, Illinois, and Arizona Associations of REALTORS. Mrs. Hovey has devoted much of her time to philanthropic organizations. She is on the Founders' Board for the Ann & Robert H. Lurie Children's Hospital of Chicago as well as the Founding Board of Erica's Lighthouse, an organization dedicated to raising awareness and destigmatizing depression.

Tara Hovey

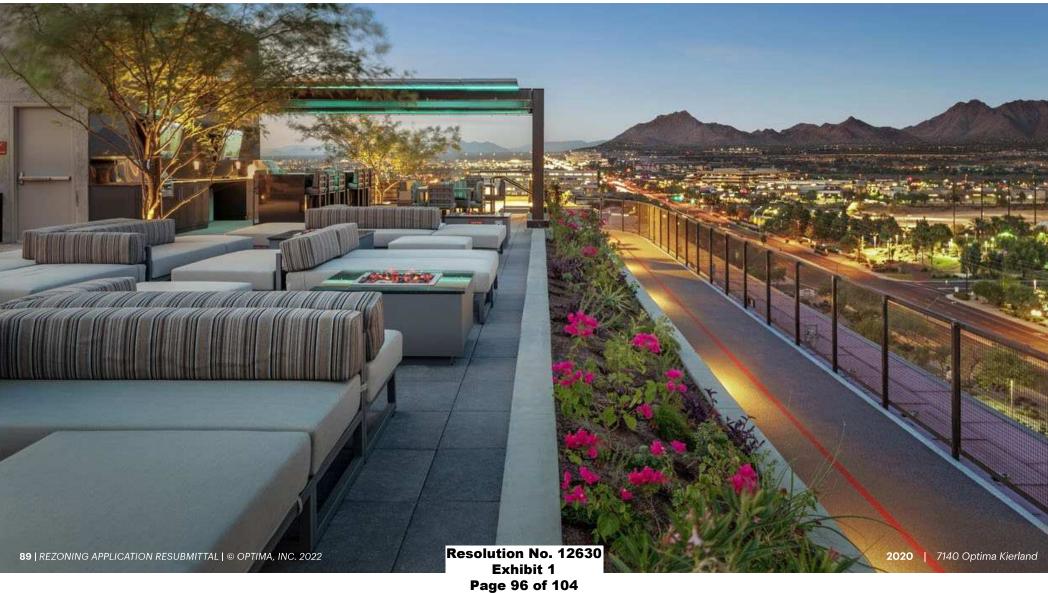
President

Ms. Tara Hovey is president of Optima, Inc. Ms. Hovey is involved in setting and implementing the strategic vision of the company, pre-development planning and deal evaluation as well as the capitalization of the firm and its new developments.

Ms. Hovey has led the capitalization and financing, including construction financing for new developments, recapitalizations and building dispositions. From 2016-2020 Ms. Hovey served as President and COO for the firm, responsible for all company entities and business units including corporate finance, sales and marketing, land acquisition, development, investor relations, asset management and risk management. Prior to that she served as senior vice president for the firm, responsible for all capital markets efforts, corporate finance, development and hiring. Before her time at Optima, she worked in capital markets at Cushman & Wakefield in New York City, where she underwrote debt and equity transactions.

Ms. Hovey earned an MBA from the Wharton School of the University of Pennsylvania and holds a Bachelor of Arts in communications with honors from Boston College. She is a black belt in karate and managing broker in Illinois. Ms. Hovey is a member of YPO Chicago, The Chicago Network, The Chicago Media Project, serves on the Guild Board for the Boys and Girls Clubs of Chicago; and is a Fellow of the Aspen Institute's Henry Crown Fellowship and a member of the Aspen Global Leadership Network.

Miscellaneous Recent Project Photos





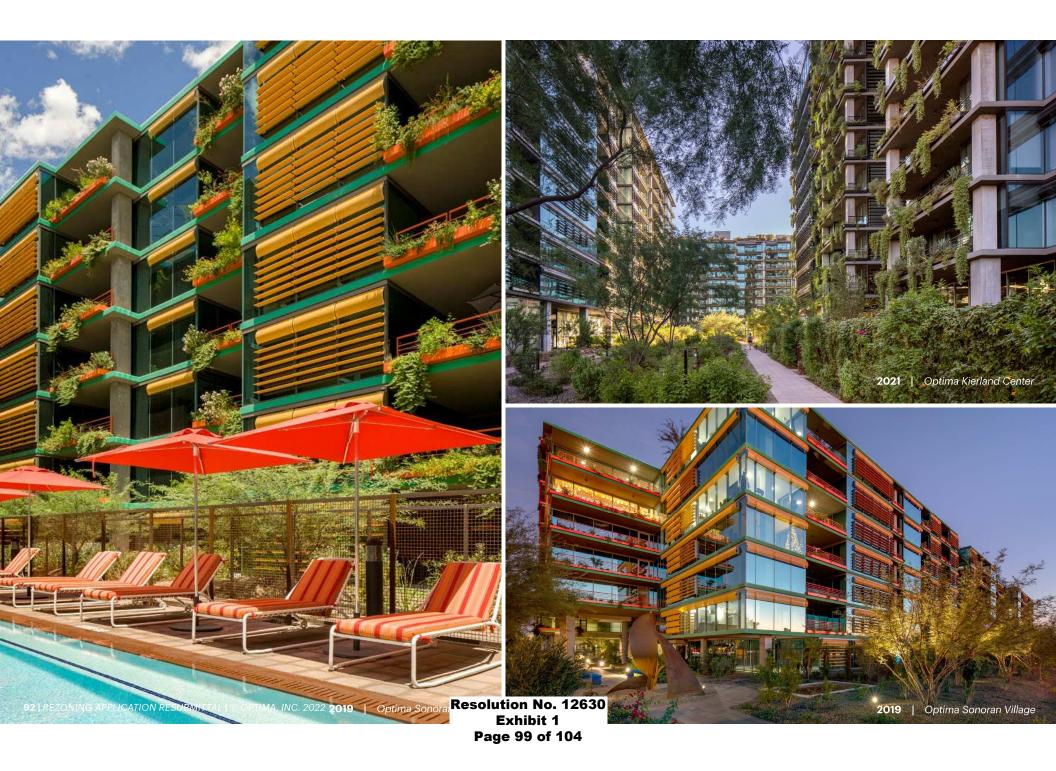




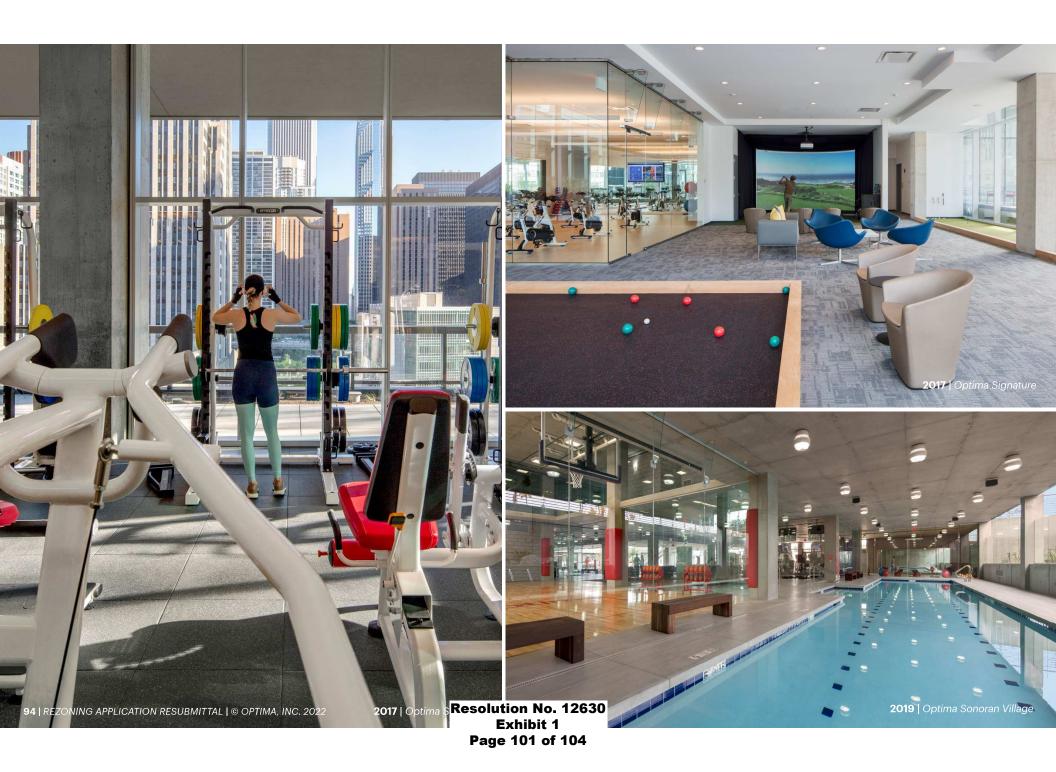


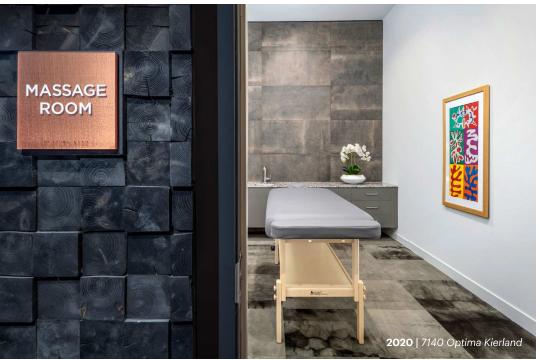
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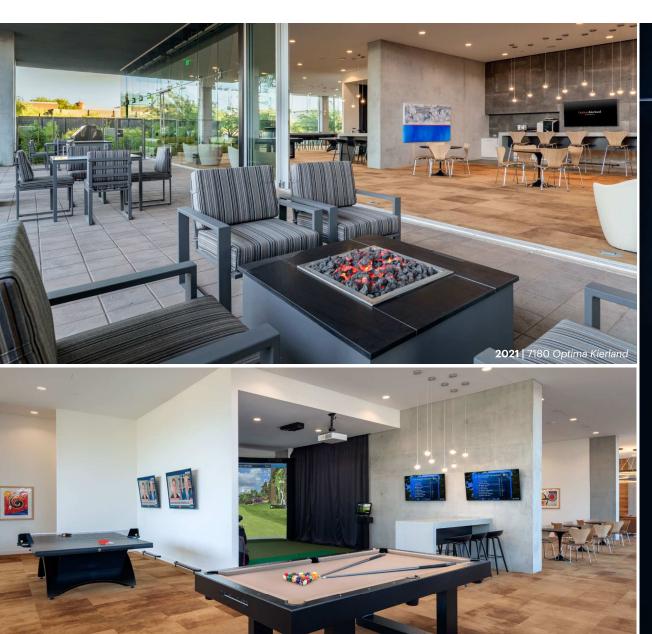
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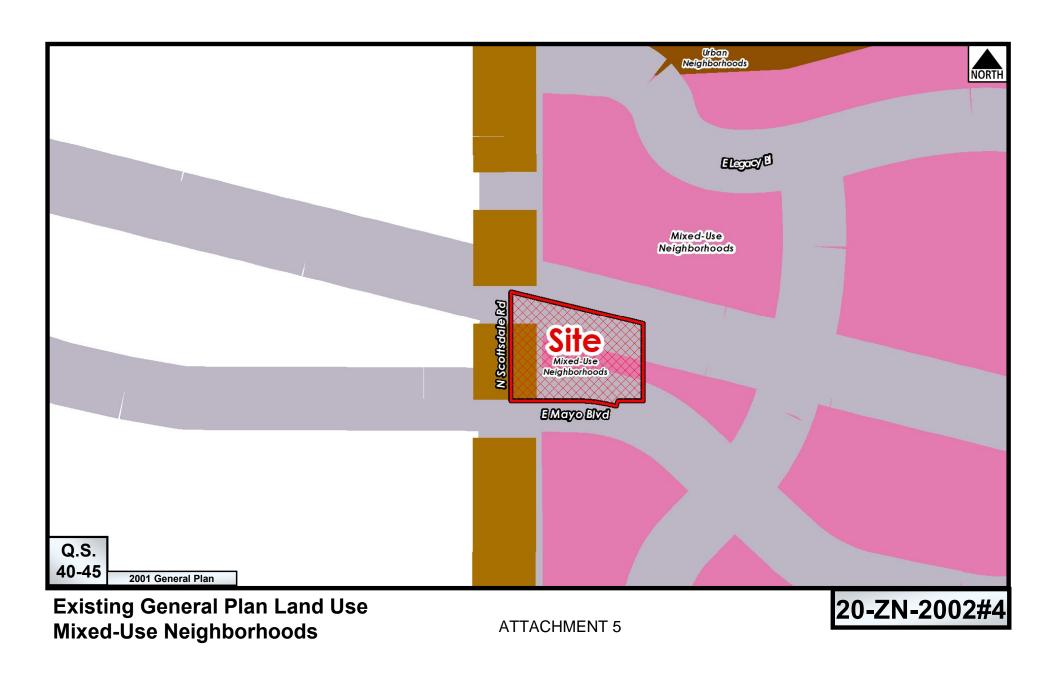


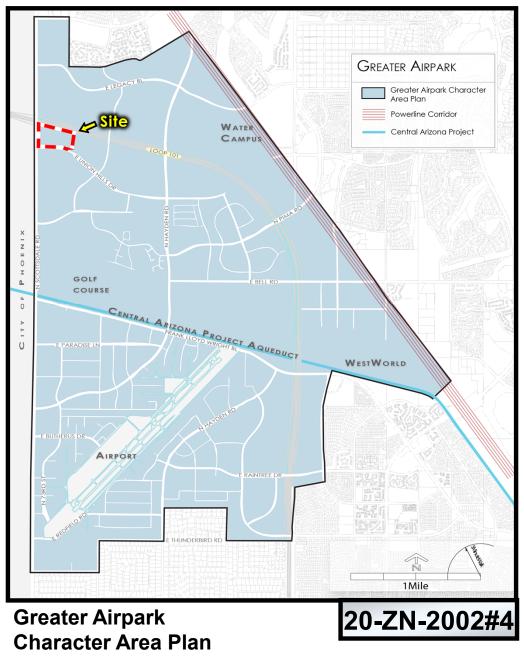
97 | REZONING APPLICATION RESUBMITTAL | © OPTIMA, INC. 2022



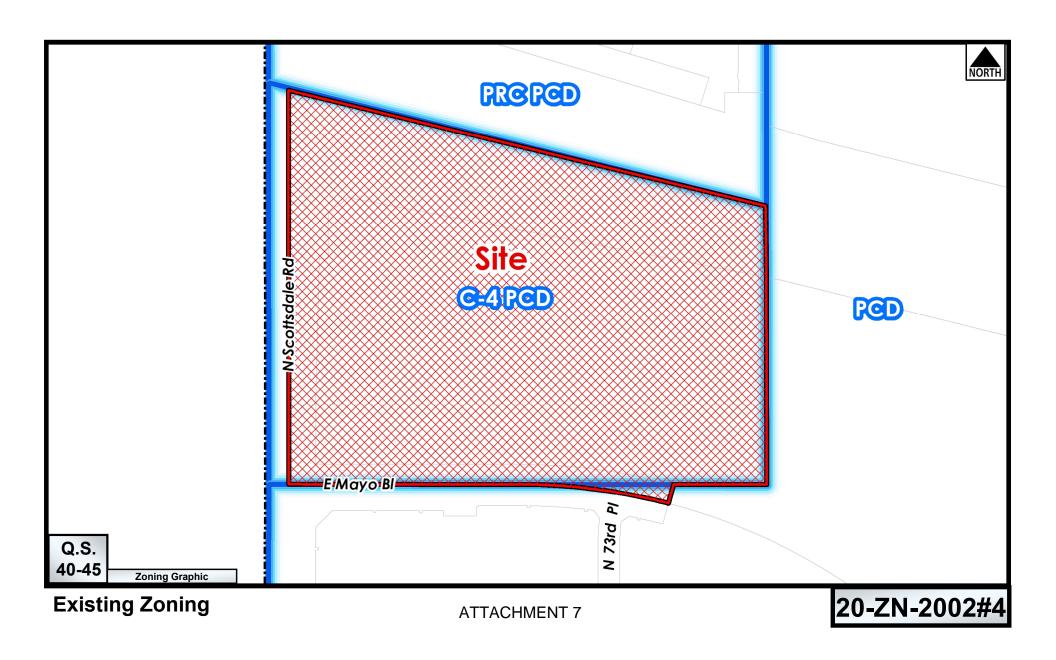
Exhibit 1
Page 104 of 104

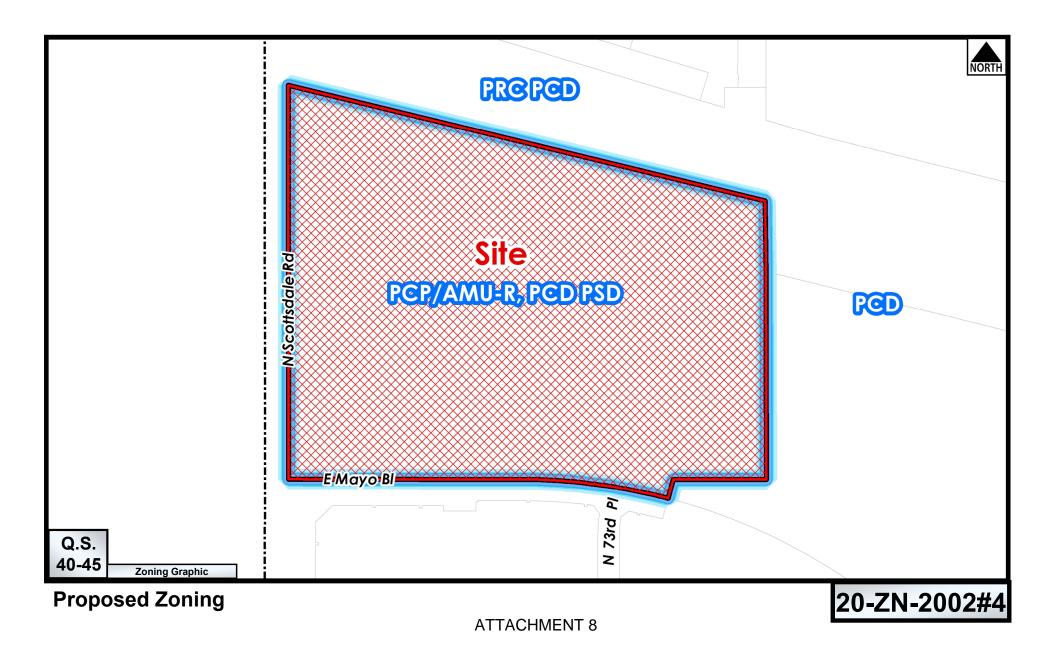
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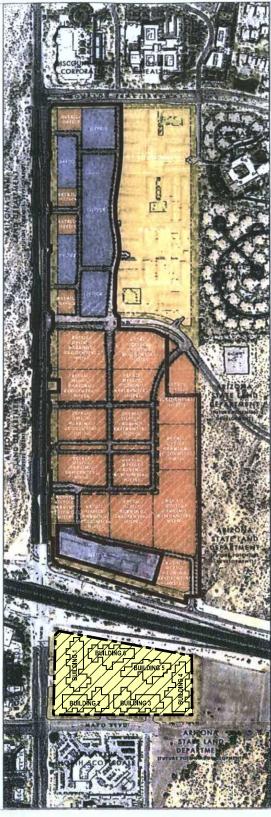




ATTACHMENT 6







Areas outside the Amendment Boundary have been updated to reflect existing approved and built conditions



USES AS SHOWN



RESIDENTIAL



RESIDENTIAL / MIXED USE

OUTDOOR ACTIVITY AREA

MIXED USE PEDESTRIAN CORE DISTRICT AMENDMENT BOUNDARY

STACKED 40s LAND USE AND CIRCULATION

SCHEDULE A1

ATTACHMENT 9

Optima McDowell Mountain Village

Land Use Budget

Stacked 40s Land Use Budget Tracker

Mixed-Use Development (Optima McDowell Mountain Village (20-ZN-2002#4) rev. 27-Apr-22

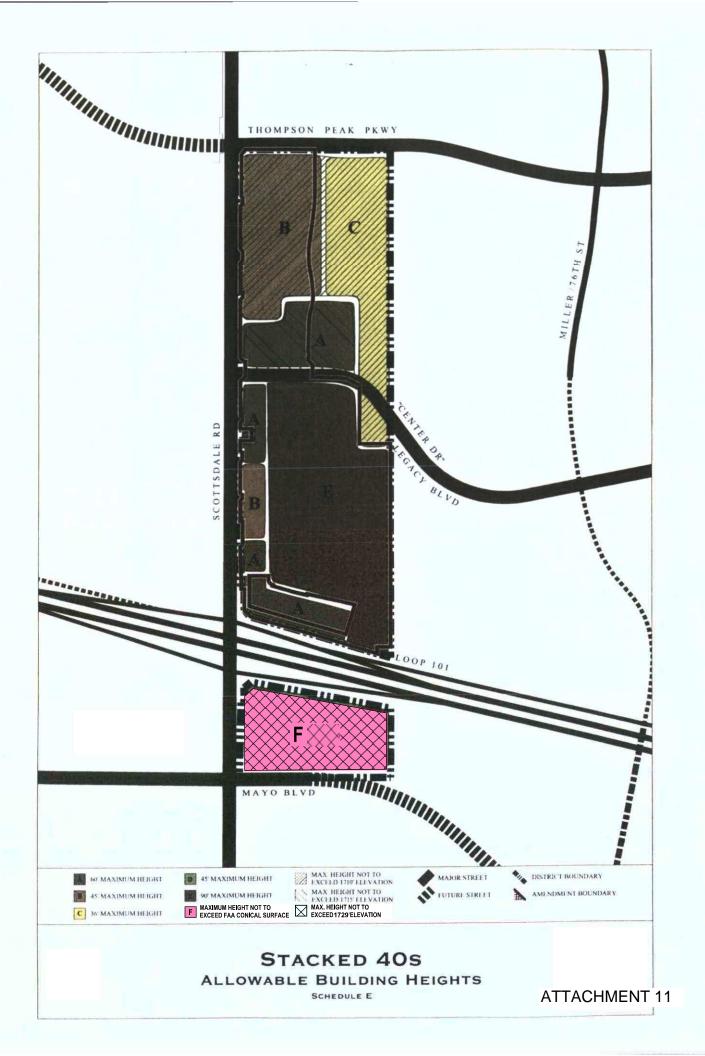
			ALERSHIP	RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
	PU-I	PU-II	PU-III	PU-I	PU-II*	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
TOTAL ALLOWED (per Schedule C - Land Use Budget)	Allowed	N/A	N/A	1.390	2,000		36.000	2,866,145		NA	400	

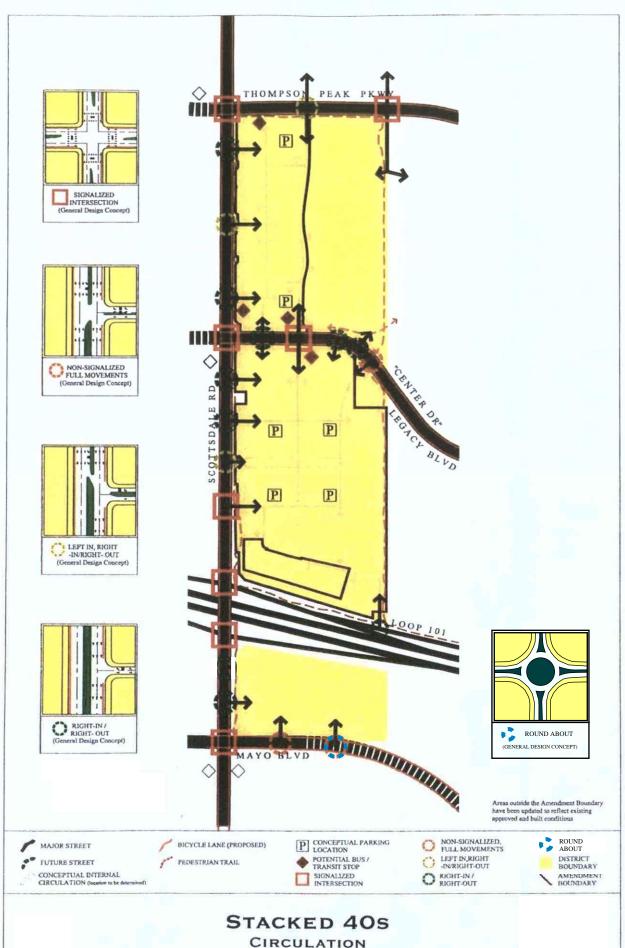
ASSIGNED PARCEL DESCRIPTION	APN	RESIDENTIAL (DU)			COMMERCIAL/RETAIL/OFFICE (SF)			HOTEL (Rooms)		
		PU-I	PU-II	PU-III	PU-I	PU-II	PU-III	PU-I	PU-II	PU-III
Henkel Corporation (9-DR-2007)	215-05-005					475,000				
One North Scottsdale (52-DR-2011)	215-05-008			750			~			
Avion on Legacy (52-DR-2011 #2)	215-05-009			730						
Hilton (61-DR-2015 #2)	215-05-010									130
Shops B (61DR-2015 #3)	215-05-010			is se			10,700			
Streetlights (30-DR-2021)	TBD		314							
Optima McDowell Mountain Village (321-PA-2022)	215-05-007	1,390		E.	36,000					
TOTAL ASSIGNED BY PU		1,390	314	750	36,000	475,000	10,700		0	130
TOTAL ASSIGNED BY USE		1,390	1,064		36,000	485,700			130	
			102							·
REMAINING TO ASSIGN		0	936		0	2,380,445			270	

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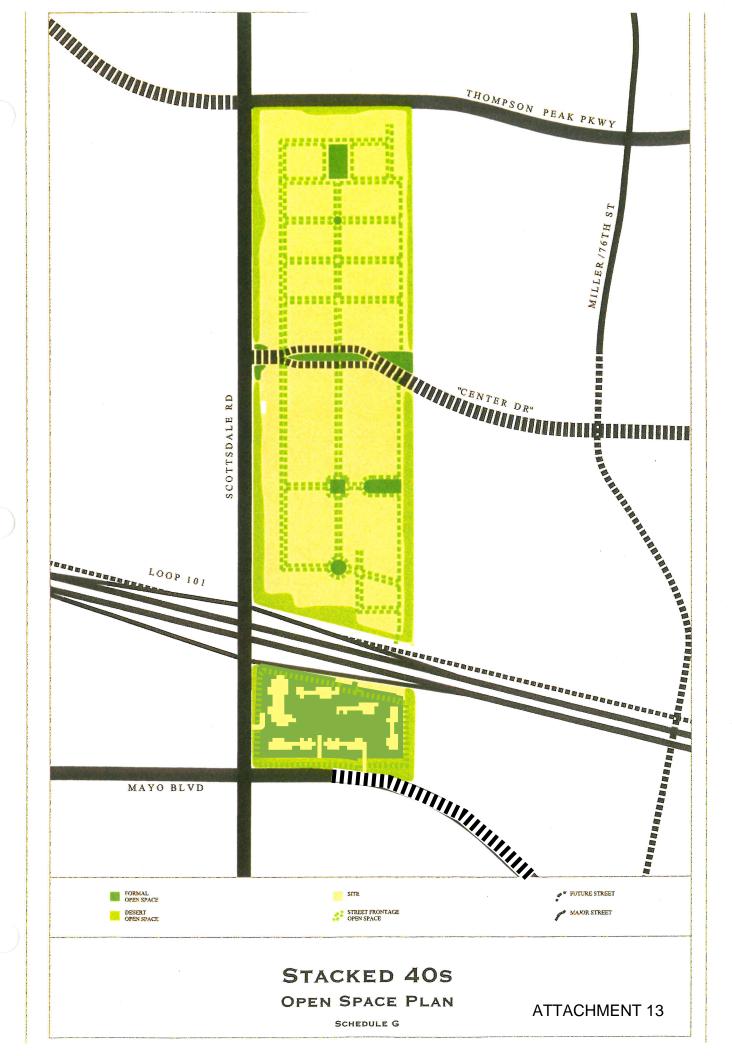
Schedule C

ATTACHMENT 10





CIRCULATION SCHEDULE F



TRAFFIC IMPACT ANALYSIS SUMMARY Optima McDowell Mountain Village South of Loop 101 Pima Freeway and east of Scottsdale Road 20-ZN-2002#4

Summary Prepared by Avery Askren, COS Traffic Engineering Intern Traffic Impact Study Prepared by Michael E. Mathieu, CivTech Traffic Impact Study Status: ACCEPTED WITH COMMENTS Date Prepared: 10/4/22

Existing Conditions:

Site Location – South of Loop 101 Pima Freeway and east of Scottsdale Road Existing Development – Site is currently undeveloped, zoned C-4 PCD Street Classifications –

- Scottsdale Road is classified as a Major Arterial
- Mayo Boulevard east of Scottsdale Road is classified as a Major Collector.
- Mayo Boulevard and Princess Boulevard west of Scottsdale Road, and 68th Street, is within the City of Phoenix
- Hayden Road north of Mayo Boulevard is classified as a Major Arterial.
- Hayden Road south of Mayo Boulevard is classified as a Minor Arterial.
- Mayo Boulevard east of Hayden Road is classified as a Major Collector.
- Princess Boulevard east of Scottsdale Road is classified as a Major Collector.

Existing Street Conditions –

- The intersection of Scottsdale Road and Thompson Peak Parkway is a signalized T intersection. Westbound traffic makes use of dual left-turn lanes and a right-turn lane. The northbound approach to the intersection provides two through lanes and a right-turn lane while southbound vehicles are offered a leftturn lane and two through lanes. Protected only left-turn phasing.
- The Scottsdale Road and Legacy Boulevard intersection is a signalized T intersection. Westbound vehicles are offered dual left-turn lanes and a right-turn lane. Northbound traffic makes use of two through lanes and a right-turn lane. The southbound approach to the intersection provides a left-turn lane and two through lanes. Protected only left-turn phasing.
- The Scottsdale Road and Arizona State Route Loop 101 intersections make up a
 diamond interchange with two signalized intersections. The eastbound and
 westbound off-ramps offer dual left-turn lanes, a shared through/right-turn lane,
 and a right-turn lane. The northbound and southbound approaches to the
 intersection provide dual left-turn lanes, three through lanes, and a right-turn
 lane.
- The intersection of 68th Street and Mayo Boulevard is a four-leg signalized intersection within the City of Phoenix. Eastbound vehicles are provided a left-turn lane, three through lanes, and a right-turn lane. Westbound traffic makes use of a left-turn lane, two through lanes, and a right-turn lane. The northbound approach to the intersection offers a left-turn lane, a through lane, and a right-turn lane while southbound traffic utilizes a left-turn lane, a through lane, and a shared through/right-turn lane.

- The intersection of Allied Way and Mayo Boulevard is a four-leg signalized intersection within the City of Phoenix. Eastbound vehicles are provided a left-turn lane, three through lanes, and a right-turn lane. Westbound traffic makes use of a left-turn lane, two through lanes, and a right-turn lane. The northbound approach to the intersection offers a left-turn lane, a through lane, and a right-turn lane while southbound traffic utilizes a left-turn lane, a through lane, and a shared through/right-turn lane.
- The Scottsdale Road and Mayo Boulevard intersection is a four-leg signalized intersection. Eastbound vehicles entering from the City of Phoenix are offered dual left-turn lanes, three through lanes, and a right-turn lane. The westbound leg has a configuration of dual left-turn lanes, a through lane, and a shared/through right-lane. The northbound and southbound approaches along Scottsdale Road each offer dual left-turn lanes, three through lanes, and a right-turn lane.
- The Lexus Driveway/Mayo Boulevard intersection is a four-leg unsignalized intersection with northbound/southbound STOP control. Free-flow traffic for eastbound and westbound Mayo Boulevard are each provided a left-turn lane, two through lanes, and a right-turn lane. The northbound and southbound driveway accommodate single lane, shared left-turn/through/right-turn movements.
- The Hayden Road and Arizona State Route Loop 101 intersections make up a diamond interchange with two signalized intersections. The eastbound off-ramp approach provides a left-turn lane, a shared left-turn/through/right-turn lane, and a right-turn lane. and westbound off-ramp offers a left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and a right-turn lane. The northbound leg has a configuration of one left-turn lane, two through lanes, and a right-turn lane while the southbound approaches to the intersection provide dual left-turn lanes, two through lanes, and a right-turn lane.
- The intersection of Hayden Road and Mayo Boulevard (Axon Way) is currently a
 un-signalized T intersection. Eastbound, STOP controlled, vehicles are offered a
 left-turn lane and a right-turn lane. Northbound traffic makes use of a left-turn
 lane and two through lanes while the southbound approach provides two through
 lanes and a right-turn lane.
- The Scottsdale Road and Chauncey Lane intersection is a four-leg signalized intersection. The eastbound and westbound approaches both provide a left-turn lane, two through lanes, and a right-turn lane. Northbound and southbound vehicles make use of a left-turn lane, three through lanes, and a right-turn lane. Permitted only left-turn phasing signal heads are still bagged that would allow protected/permitted phasing.
- The 73rd Place and Chauncy Lane intersection is a three-leg, single lane roundabout.

The intersection of Scottsdale Road and Princess Boulevard (Princess Drive) is a
four-leg signalized intersection. The eastbound approach offers a left-turn lane, a
through lane, and a shared through/right-turn lane. Westbound vehicles make us
of a left-turn lane, two through lanes, and a right-turn lane. Northbound and
southbound traffic each utilize a left-turn lane, three through lanes, and a rightturn lane.

Existing Volumes -

- There are 32,300 daily vehicles on Scottsdale Road from Thompson Peak Parkway to the 101 Freeway (1.01 V/C)
- There are 39,400 daily vehicles on Scottsdale Road from the 101 Freeway to Mayo Boulevard (0.82 V/C)
- There are 43,800 daily vehicles on Scottsdale Road from Princess Drive to Mayo Boulevard (0.91 V/C)
- There are 15,100 daily vehicles on Hayden Road from the 101 Freeway to Princess Drive (0.44 V/C)

Existing Speed Limits -

- Scottsdale Road has a 45-MPH speed limit within the study area
- Mayo Boulevard has a 45-MPH speed limit within the study area
- Hayden Road has a 40-MPH speed limit within the study area

Collision Information -

- The intersection of Scottsdale Road and Mayo Boulevard has had 19 reported collisions from 2019 to 2020 for a 0.55 collision rate (0.54 citywide intersection average)
- The intersection of Scottsdale Road and Princess Drive has had 30 reported collisions from 2019 to 2020 for a 0.81 collision rate (0.54 citywide intersection average)
- The intersection of Scottsdale Road and the 101 Freeway has had 69 reported collisions from 2019 to 2020 for a 1.56 collision rate (0.54 citywide intersection average)
- The intersection of Scottsdale Road and Thompson Peak Parkway has had 5 reported collisions from 2019 to 2020 for a 0.14 collision rate (0.54 citywide intersection average)
- The intersection of Hayden Road and the 101 Freeway has had 18 reported collisions from 2019 to 2020 for a 0.74 collision rate (0.54 citywide intersection average)

Proposed Development:

- Description The proposed development plan consists of luxury multi-family residences with up to 1,500 dwelling units in six individual buildings that also consists of some retail on the ground floor, second floor, and lower courtyard area.
- Site Access The applicant is proposing to have two access points on the north side of Mayo Boulevard, east of Scottsdale Road as well as a secondary entrance only driveway on the east side of Scottsdale Road, north of Mayo Boulevard.
- Access A will be located approximately 500 feet east of Scottsdale Road, slightly further east than the existing curb cut opposite the existing Lexus Driveway, and will provide right-in/right-out access for commercial, public, and guest parking.
- Access B will be located as the north leg of the proposed roundabout at the 73rd Place and Mayo Boulevard intersection and will be the resident access.
- Access C will be located approximately 285 feet north of Mayo Boulevard, and provide right-in only access for commercial, public, and guest parking.

TRIP GENERATION COMPARISON TABLE:

	Daily	AN	l Peak F	lour	PM Peak Hour			
	Total	In	Out	Total	ln	Out	Total	
Proposed -								
LUC 221, Multifamily Mid-Rise 466 DU	2,854	54	178	232	150	96	246	
Proposed - LUC 222, Multifamily High-Rise 984 DU	3,454	70	135	205	137	106	243	
Proposed - LUC 822, Strip Retail Plaza 36,000 SF	1,748	40	27	67	97	96	193	
TOTAL PROPOSED	8,056	164	340	504	384	298	682	

Traffic Analysis:

Intersection Level of Service – Using a 2030 horizon year with traffic generated by the build out of the proposed development –

Scottsdale Road and Thompson Peak Parkway is expected to operate at an overall LOS B in the AM and an inadequate LOS F in the PM. Eastbound LOS is at E in AM and D in the PM. Westbound is expected to operate at a LOS F.

Scottsdale Road and westbound/eastbound Loop 101 Ramps are expected to operate at an overall inadequate LOS F. Eastbound Ramps at the northbound approach and westbound Ramps at the southbound approach are expected to operate at LOS D.

Scottsdale Road and Mayo Boulevard are expected to operate at an overall inadequate LOS E. The northbound approach is expected to operate at an LOS C in the AM and LOS E in the PM, southbound is expected to operate at LOS F, eastbound LOS at E, and the westbound approach is expected to operate at an LOS D.

Hayden Road and westbound Loop 101 Ramps are expected to operate at an overall inadequate LOS E in the AM and F in the PM. Northbound LOS at F, southbound LOS at D in the AM and E in the PM, and westbound LOS at C in the AM and D in the PM.

Hayden Road and eastbound Loop 101 Ramps are expected to operate at an overall LOS E for AM and LOS F for PM. Northbound is expected to operate at an LOS C in the AM and E in the PM, southbound is expected to operate at an LOS F, and eastbound LOS of E for AM and D for PM.

Scottsdale Road and Princess Drive are expected to operate at an overall LOS D in the AM and E in the PM. Northbound LOS at C in the AM and E in the PM, southbound LOS at D in the AM and E in the PM, eastbound LOS at E, and westbound LOS D in the AM and E in the PM.

All of the remaining study intersections in the vicinity of the site operate a level of service C or better for both peak hours. Hayden Road and Mayo Boulevard is proposed to have a signalized intersection by 2030.

Additional Traffic Volumes – According to the 2020 Traffic Volume and Collision Report:

- The project will add approximately 1,047 vpd to Scottsdale Road from the 101 Freeway to Thompson Peak.
 - The V/C ratio would be expected to increase from 1.01 to approximately 1.04.
- The project will add approximately 3,222 vpd to Scottsdale Road from the 101 Freeway to Mayo Boulevard.
 - The V/C ratio would be expected to increase from 0.82 to approximately 0.89.
- The project will add approximately 1,208 vpd to Scottsdale Road from Princess Drive to Mayo Boulevard.
 - The V/C ratio would be expected to increase from 0.91 to approximately 0.94.
- The project will add approximately 725 vpd to Hayden Road from the 101 Freeway to Princess Drive.
 - The V/C ratio would be expected to increase from 0.44 to approximately 0.47.

Observations:

Traffic Engineering staff did not make additional observations of traffic on the streets in the vicinity of the site during peak traffic periods.

Additional Information:

The study recommends the following:

- Dedicated NB right turn lane at Access C (along Scottsdale Road) it is already
 existing and will not need to be constructed. This will be an enter only driveway
 (right-in from NB Scottsdale Road)
- Dedicated WB right turn lanes are recommended for construction along Mayo Boulevard at Access A and B
- A new westbound right-turn lane will be required at the signalized intersection of Scottsdale Road/Mayo Boulevard
- The median break at Access A/Lexus Driveway will be reconstructed to a leftin/left-out median for the Lexus Driveway. Access A serving the Optima site will be restricted to right-in/right-out.

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The TIMA was **accepted with comments**, primarily due to incorrect lane configuration in future years. The approval of the zoning district change for the proposed multi-family residency will result in an estimated 8,056 trips generated per day to and from the project site. The development is estimated to generate 504 a.m. peak hour trips, and 682 p.m. peak hour trips.

The additional traffic is anticipated to cause excessive delays at several of the study intersections.

Traffic Engineering staff have the following comments/concerns:

 Future study year lane configurations are shown incorrectly. Visualization of the recommendations is important for general understanding and to avoid complication in future review.

optima[®]

CITIZEN REVIEW PLAN & NEIGHBORHOOD INVOLVEMENT REPORT OPTIMA MCDOWELL MOUNTAIN VILLAGE 18777 N SCOTTSDALE RD. SCOTTSDALE, AZ 85255 REZONING REQUEST: 20-ZN-2002#4

OCTOBER 4, 2022

OVERVIEW

This citizen outreach and neighborhood involvement update report is being performed in with a rezoning request for the approximately 21.88 gross acre site located on the southeast corner of Scottsdale Road and the 101 highway. This citizen review and neighborhood involvement plan has been drafted and will be ongoing throughout the process.

COMMUNITY INVOLVEMENT

Pre-Application Submittal

• In conjunction with filing our pre-application with the City of Scottsdale we held an Open House Meeting at the location of the site. We notified property owners within 750' of the property and also notified all of the people identified on the City's Interested Parties List and General Plan Interested Parties List which consisted of 87 notifications sent out. The notification contained information about the request, contact information to receive additional information, and the opportunity to give feedback. The notification also contained the information regarding the specifics of the Open House that was held for people to learn more about the request.

The Open House was held on March 24th, 2022 and was attended by four councilmembers, one Scottsdale resident, and one news reporter from the Scottsdale Progress. At the meeting we displayed presentation boards of the proposed development that were included with our pre-application for people to view and ask questions about the proposed development. A copy of the affidavit of posting, notification list, copies of mailing labels, notification letter, sign-in sheets, and 750' notification map has been provided to the City.

Formal Zoning Submittal

 On May 25th we presented our proposed development to the Scottsdale Coalition of Today and Tomorrow (SCOTT) roundtable (http://scottnow.com/). There were 30 members of SCOTT that participated in the virtual meeting and we answered questions regarding our proposed rezoning application that was filed with the City. The proposed development was well received by the SCOTT participants and we are planning to continue to engage with this group to review and discuss our current plans throughout the process.

On July 28th, 2022 we held an Open House at our Optima Camelview Village office (7157 E. Rancho Vista Drive, Suite #109, Scottsdale, AZ 85251). The meeting was held

from 5:30PM to 6:30PM and was attended by one Councilmember and one of the Board members of COGS (The Coalition of Greater Scottsdale). A copy of the affidavit of posting, notification list, copies of mailing labels, notification letter, sign-in sheets, and 750' notification map has been provided to the City.

An additional Open House was held on August 4th, 2022 from 5:30PM to 6:30PM also at our Optima Camelview Village office. There was only one Planning Commissioner that attended this meeting. A copy of the affidavit of posting, notification list, copies of mailing labels, notification letter, sign-in sheets, and 750' notification map has been provided to the City.

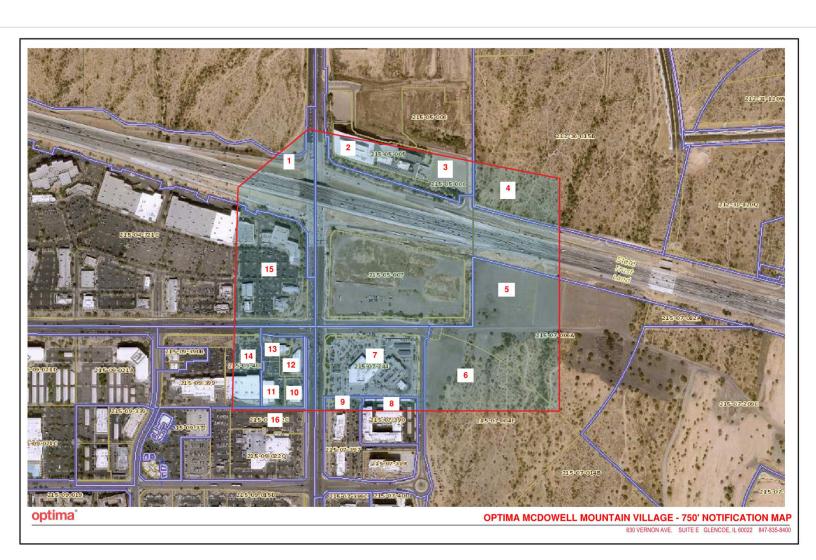
Continuing Outreach

We are in the process of finalizing a website for the proposed development which will
contain our current zoning documents and other information for people to review and get
information on the proposed development.

The City has received e-mails from four people that have commented on our proposed development and we have provided our contact information for each person to reach out to us with any questions they have regarding our proposed development. We have attached copies of the e-mails to this Involvement Report update.

We will continue to meet with residents and groups that are interested in learning more about the proposed development plans.

Additionally, we are planning to hold another Open House for the week of October 17th.



OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD OPEN HOUSE MEETING SIGN-IN SHEET THURSDAY, MARCH 24, 2022

E-Mail	PAGESTREET.COE HU										
Phone	758b-655-7470)										
Address	7190 N KIGRLAND								Ε		
Print Name	KIDY ALARLON										



OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD INPUT CARD

PRINT NAME	J. EMADEN
ADDRESS:	1900 & BROADWAY BLVD
CITY/STATE/ZIP:	TEMP8 AZ
CONTACT PHONE #:	480) 898-5682
EMAIL:	j914661 @34@gnail.com
Please tell us you	r thoughts & suggestions regarding the proposed project.

optima_®

OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD INPUT CARD

PRINT NAME	Bothy Janik
ADDRESS:	Bethy Janet 18 C. Ly Hall
CITY/STATE/ZIP:	
CONTACT PHONE #:	480- 540- 9847
EMAIL:	BJANIK & scottsdale Az. com
Please tell us you	er thoughts & suggestions regarding the proposed project.

optima_®

OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD INPUT CARD

PRINT NAME	Solange Whitchead
ADDRESS:	13281 N99451
CITY/STATE/ZIP:	
CONTACT PHONE #:	480 510 3486 Solumpor SWHITEACADE
EMAIL:	Solume of SWHITER Cade
Please tell us your	r thoughts & suggestions regarding the proposed project.
7	
8	

optima

March 11, 2022

Re: 18777 N Scottsdale Rd. Scottsdale, AZ 85255

Dear Property Owner or Scottsdale Community Member,

We are filing an application to re-zone the approximately 21.88 gross acre site that is located on 18777 N Scottsdale Rd., Scottsdale AZ 85255 which is located on the SE corner of Scottsdale Road and the 101 Highway and is bordered on the south by Mayo Blvd. (the "Property"). See attached aerial map for your reference.

The Property is currently zoned C-4 (General Commercial District), and Optima is proposing a mixed-use district with six 11-story buildings with 1,500 luxury condominiums and apartments and 31,000 sf of commercial and retail space. Attached is a site plan for your reference.

The proposed development will contain:

- A mix of luxury condominiums and apartments
- 80% Open Space as defined by the City of Scottsdale:
 - o 65% of the open space at grade level is open to the public
 - o 15% of the open space at grade level is private to the residents of each building
- 100% underground parking and below grade loading and service areas.
- High quality sustainable architecture and construction with Optima's signature vertical landscaping system.
- A 14' wide shared bicycle and pedestrian trail around the perimeter that will connect to the City of Scottsdale's Bicycle Master Plan.
- 31.000 sf of commercial and retail.

In order to discuss this application and answer any questions you might have, we have scheduled an open house for Thursday, March 24, 2022, from 5:30 PM to 6:30 PM, to be held on site at 18777 N Scottsdale Road.,
Scottsdale, AZ 85255. You can access the site at the existing curb cut off of Mayo Blvd. and you can park directly on site at the address noted above.

If this date and time are not convenient, we would be happy to speak with you individually. Please feel free to contact Mark Riehle at 480-874-9900 ext. 1305 or riehlem@optima.inc. Additionally, any comments or questions can be directed to the City's Project Coordination Liaison Greg Bloemberg at 480-312-4306 or riehlem@optima.inc. Additionally, any comments or questions can be directed to the City's Project Coordination Liaison Greg Bloemberg at 480-312-4306 or riehlem@optima.inc.

In the future you may receive notification postcards from the City regarding this case and its schedule for public hearings by the Planning Commission and City Council. Thank you for your courtesy and consideration.

Regards,

David Hovey, Jr. AIA President – Optima

Enclosure: aerial map, site plan





optima°

CONCEPTUAL SITE PLAN

OPTIMA MCDOWELL MOUNTAIN VILLAGE 7157 East Rancho Vista Drive, Suite 109, Scottsdale AZ 85251 480-874-9900

March 11, 2022 Notices Sent out for March 24, 2022 Open House

	Owner	Company	Address	City	State	Zip
1	101 & Scottsdale LLC		PO Box 2300	Tulsa	OK	74192
2	ADOT Central District - Red Letter	Arizona Department of Transportation	2140 W. Hilton Avenue, Mail Drop PM00	Phoenix	ΑZ	85009
3	Annette Petrillo		1169 E. Clovefield Street	Gilbert	ΑZ	85298
4	Arizona State Land Department		1616 W Adams Street	Phoenix	ΑZ	85007
5	Arizona State Land Department		1725 W Greentree Drive, #114	Tempe	AZ	85284
6	Arizona State Land Department		60 Columbus Circle, 20th Floor	New York	NY	10023
7	Arizona State Land Department		c/o 100 Wilshire Blvd. #700	Santa Monica	CA	90401
8	Audry Villaverde	Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Suite A-212	Phoenix	ΑZ	85016
9	BCB Group Investments LLC		4255 W Thunderbird Rd.	Phoenix	ΑZ	85053
10	BCB Group Investments LLC		4255 W Thunderbird Rd.	Phoenix	AZ	85053
11	Betty Janik	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	ΑZ	85251
12	Bob Griffith		7127 E. Rancho Vista Dr. #4002	Scottsdale	ΑZ	85251
13	Carla		3420 N. 78th Street	Scottsdale	ΑZ	85251
14	Chris Schaffner		7346 E. Sunnyside Dr.	Scottsdale	ΑZ	85260
15	Commissioner Barney Gonzales	City of Scottsdale Planning Commission	6349 N. Cattletrack Rd.	Scottsdale	ΑZ	85250
16	Commissioner Barry Graham	City of Scottsdale Planning Commission	7842 E. Monterosa St.	Scottsdale	ΑZ	85251
17	Commissioner Christian Serena	City of Scottsdale Planning Commission	6929 N. Hayden Rd., Suite C4194	Scottsdale	ΑZ	85250
18	Commissioner George Ertel	City of Scottsdale Planning Commission	11725 N. 129th Way	Scottsdale	ΑZ	85259
19	Commissioner Joe Young	City of Scottsdale Planning Commission	7234 E. Shoeman Lane, Suite #8	Scottsdale	ΑZ	85251
20	Commissioner Renee J. Higgs	City of Scottsdale Planning Commission	15192 N. 104th Way	Scottsdale	ΑZ	85255
21	Commissioner William Scarbrough	City of Scottsdale Planning Commission	5639 E. Edgemont Ave.	Scottsdale	ΑZ	85257
22	Community Development Director	Town of Paradise Valley	6401 E Lincoln Drive	Paradise Valley	ΑZ	85253
23	Constance Laub		10105 E. Via Linda Suite 345	Scottsdale	ΑZ	85258
24	Dan Sommer		12005 N 84th Street	Scottsdale	ΑZ	85260
25	Dave Ortega, Mayor	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	ΑZ	85251
26	David G. Gulino		5235 N. Woodmere Fairway	Scottsdale	ΑZ	85250
27	Director	Arizona Department of Water Resources	1110 West Washington Street Suite 310	Phoenix	ΑZ	85007
28	Dr. Sonnie Kirtley	COGS	8507 East Highland Avenue	Scottsdale	ΑZ	85251-1822
29	Ed Toschik, President		7657 E Mariposa Grande Dr	Scottsdale	ΑZ	85255
30	Edmond Richard	Vice Chair Community Council of Scottsdale	2119 N 69th Place	Scottsdale	ΑZ	85257
31	Edwin Bull	Burch & Cracchiolo PA	1850 N, Central Ave. ste 1700	Phoenix	ΑZ	85004
32	Eric Gold		25499 N. 104th Way	Scottsdale	ΑZ	85255
33	Greg Bloemberg	City of Scottsdale Planning Department	3939 N. Drinkwater Blvd.	Scottsdale	ΑZ	85251
34	Guy Phillips		7131 E. Cholla St.	Scottsdale	ΑZ	85254
35	Howard Myers		6631 E Horned Owl Trail	Scottsdale	ΑZ	85266
36	Jim Funk	Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	ΑZ	85258
37	Jim Haxby		7336 E. Sunnyside Dr.	Scottsdale	ΑZ	85260
38	John Berry	Berry Riddell, LLC	6750 E Camelback Rd, Ste 100	Scottsdale	AZ	85251
39	John Washington		3518 N. Chambers Court	Scottsdale	AZ	85251
40	Kathy Littlefield	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	ΑZ	85251
41	Kurt Jones	Tiffany & Bosco P.A.	2525 E. Camelback Road	Phoenix	ΑZ	85016
42	Levine Investments LP		1702 E Highland Ave, #310	Phoenix	AZ	85016
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45	Linda Whitehead		9681 E Chuckwagon Lane	Scottsdale	AZ	85262
46	Lori Haye	Cave Creek Unified School District	P.O. Box 426	Cave Creek	AZ	85327
47	Maggie Keasler		7127 E. 6th Ave.	Scottsdale	AZ	85251
48	Maricopa County Superintendent of Schools		4041 N. Central Avenue Suite 1200	Phoenix	AZ	85012
49	MCT Investment Properties III LLC		PO Box 27710	Scottsdale	AZ	85255
50	Michael Leary	Commercial Land Development Consulting	10278 East Hillery Drive	Scottsdale	AZ	85255
51	Michele Hammond	Berry Riddell, LLC	6750 E Camelback Rd, Ste 100	Scottsdale	AZ	85251
52	Mike McNeal, Supervisor	AT&T	1231 W. University Drive	Mesa	ΑZ	85201
53	Mike Ratzken		8725 E. Palo Verde Dr	Scottsdale	AZ	85250
54	Nick A. Sobraske	Gammage & Burnham	40 N. Central Ave., 20th Floor	Phoenix	AZ	85004
55	One Scottsdale Investors LLC	•	PO Box 4085	Santa Monica	CA	90411
56	Patti Badenoch		5027 N. 71st Pl	Scottsdale	AZ	85253
57	Paul Alessio		7527 E. Tailspin Lane	Scottsdale	AZ	85255
58	Planning & Development Department	Maricopa County Planning & Development	501 N. 44th Street, Suite 200	Phoenix	AZ	85008
59	Planning & Development Director	City of Phoenix	200 West Washington Street, 2nd Floor	Phoenix	AZ	85003
	Planning & Engineering Section Manager	Arizona State Land Department	1616 W. Adams Street	Phoenix	AZ	85007
	Planning & Zoning Division	Town of Fountain Hills	16705 E. Avenue of the Fountains	Fountain Hills	AZ	85268
	Planning and Zoning	Town of Carefree	8 Sundial Circle P.O. Box 740	Carefree	AZ	85377
	Planning Department	SRP-MIC	10005 E Osborn Road	Scottsdale	AZ	85256
	Planning Department	Town of Cave Creek	37622 N Cave Creek Road	Cave Creek	AZ	85331
	Prescott Smith	Technical Solutions	5111 N. Scottsdale Road, Suite 260	Scottsdale	AZ	85260
	Randall P. Brown	Spring Creek Development	7144 E. Stetson Dr. #425	Scottsdale	AZ	85251
67	Ryan Levesque, Deputy Community Development	City of Tempe	31 East Fifth Street	Tempe	AZ	85281
	SCP 7201 LLC		4501 N Scottsdale Rd. #201	Scottsdale	AZ	85251-7682
	Sherry Wagner, Right-of-Way Technician, SR.	SRP Land Dept - Mail Station PAB348	P.O. Box 52025	Phoenix	AZ	85072-2025
	Solange Whitehead	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251
	Steve Perone		7474 E. Earll Dr. #108	Scottsdale	AZ	85251
	Steve Tyrrell		7753 E. Catalina Drive	Scottsdale	AZ	85251
	Superintendent	Cave Creek Unified School District	P.O. Box 426	Cave Creek	AZ	85327
	Superintendent	Scottsdale Unified School District	8500 E. Jackrabbit Rd	Scottsdale	AZ	85250
75	Susan McGarry		8074 E. Theresa Drive	Scottsdale	AZ	85255
	Tammy Caputi	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251
77	The View at Cascade Luxury Apartments LLC	,	7010 E Acoma Drive, #204	Scottsdale	AZ	85254
78	Tom Durham	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251
79	Vickie Falen	,	10520 N 117th Pl	Scottsdale	AZ	85259
80	Wade Tinant		4614 E. Running Deer Trail	Cave Creek	AZ	85331
81		Arizona Commerce Authority	333 N. Central Avenue, Suite 1900	Phoenix	AZ	85004
82		Earl, Curley & Lagarde, P.C.	3101 N. Central Avenue, Ste. 1000	Phoenix	AZ	85012
83		Gammage & Burnham, PLC	2 N. Central Avenue, 15th Floor	Phoenix	AZ	85004
84		Granite Reef Neighborhood Resource Center	1700 N Granite Reef Road	Scottsdale	AZ	85257
85		Paradise Valley Unified School District	15002 N. 32nd Street	Phoenix	AZ	85032
86		Southwest Gas Corporation	2200 N. Central Avenue Ste 101	Phoenix	AZ	85004
87		Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Suite A-212	Phoeniy	AZ	85016

Note: Red text indicates properties within 750' boundary



Affidavit of Posting

Required: Signed, Notarized originals.

Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White)	☐ Public Hearing Notice Sign (Red)
Case Number:	
Project Name:	
Location: NEC	Mayo Blvd and Scottsdale Rd
Site Posting Date:	03/11/22
Applicant Name:	Optima
Applicant Signature	Ed by the Project Manager for the case as listed above. 03/11/22 Date ID pictures to the Current Planning Office no later than
Acknowledged before me this thed	lay of March 2022
MARYBETH CONRAD Notary Public - Arizona Maricopa County Commission # 591461 My Comm. Expires Oct 25, 2024	Notary Public My commission expires: 6.27.24

City of Scottsdale -- Current Planning Division

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







Affidavit of Posting

Recommended: E-mail copy to your project coordinator. Project Under Consideration Sign (White) **Public Hearing Notice Sign (Red)** 321-PA-2022 Case Number: **Project Name:** NEC Mayo Blvd and Scottsdale Rd Location: 03/24/22 Site Posting Date: Optima **Applicant Name:** Sign Company Name: Phone Number: I confirm that the site has been posted as indicated by the Project Manager for the case as listed above. 03/24/22 Applicant Signature

Required: Signed, Notarized originals.

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

Acknowledged before me on .



May B. L. Conf

My commission expires: 18.25.24

City of Scottsdale -- Current Planning Division

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



Early Notification of **Project Under Consideration**

Neighborhood Open House Meeting:

Date:

March 24, 2022

Time:

5:30PM - 6:30PM

Location: 18777 N Scottsdale Road., Scottsdale, AZ 85255

Access the site from Mayo Blvd where meeting will be located and parking available on site.

Site Address: 18777 N Scottsdale Road, Scottsdale, AZ 85255 **Project Overview:**

 Request: Rezoning from C-4 (General Commercial District) to a Mixed-Use District to Accommodate 1,500 Luxury Condominiums and Apartments, and 31,000 SF of Commercial Space.

• Description of Project and Proposed Use: A new mixed-use residential and commercial development with 80% open space at grade level, and 100% underground parking.

• Site Acreage: +/- 21.88 gross acres

Site Zoning: C-4 (General Commercial District)

Posting Date: 3/11/2022

Applicant Contact:

Mark Riehle, Optima 480-874-9900 ext. 1305 riehlem@optima.inc

Pre-Application#: 321-PA-2022

City Contact:

Meredith Tessier 480-312-4211 MTessier@ScottsdaleAz.Gov.

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



OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD OPEN HOUSE MEETING SIGN-IN SHEET THURSDAY, JULY 28, 2022

	Print Name			Address	P	hone	E-Mall
	Pr Jonaie	Kirthay	COGS	Ilbress (Engl)	60271	7 3886	COGS @ (OGM net.
	OGS The Coalition (initiant land use policy and pres						
8924 E Scotts	E Pinnacle Peak Rd Ste dale AZ 85255	G-5 PMB 518		•			
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OPTIMA MCDOWELL MOUNTAIN VILLAGE NEIGHBORHOOD OPEN HOUSE MEETING SIGN-IN SHEET THURSDAY, AUGUST 4, 2022

Print Name	Address	Phone	E-Mail
Print Name Barney Gowan le			E-Mail
			,

optima

July 18, 2022

Re: 18777 N Scottsdale Rd. Scottsdale, AZ 85255

Dear Property Owner or Scottsdale Community Member,

Our zoning application (20-ZN-2002#4) is currently under review by the City of Scottsdale for the 21.88 gross acre site located on 18777 N Scottsdale Rd., Scottsdale AZ 85255 which is located on the SE corner of Scottsdale Road and the 101 Freeway and is bordered on the south by Mayo Blvd. (the "Property"). See attached aerial map and site plan for your reference.

Below is a summary of our current proposed plans that are under review by the City:

- 1,450 residences that will be a mix of luxury condominiums and apartments
 - o Two (2) 11-story buildings
 - o Two (2) 10-story buildings
 - o Two (2) 9-story buildings
- 36,000 sf of commercial and retail.

Below is a summary of some of the public benefits we are proposing with the project:

- 80% Open Space as defined by the City of Scottsdale:
 - o 52% of the open space at grade level is open to the public
 - o 28% of the open space at grade level is private to the residents of each building
- 100% underground parking and below grade loading and service areas.
- High quality sustainable architecture and construction with Optima's signature vertical landscaping system.
- An 8-acre public park and a 14' wide shared bicycle and pedestrian trail around the perimeter that will connect to the City of Scottsdale's Bicycle Master Plan.

In order to discuss this application and answer any questions you might have, we have scheduled another two (2) open houses which will be held at our office at Optima Camelview Village:

- Open House Dates
 - Thursday July 28, 2022 from 5:30 PM to 6:30 PM
 - o Thursday August 4, 2022 from 5:30 PM to 6:30 PM
- Location for both Open Houses:
 - Optima Office at Optima Camelview Village:
 - 7157 East Rancho Vista Drive, Suite 109
 - Scottsdale, AZ 85251 (corner of Scottsdale Road and Highland Ave.)
 - We have enclosed a map that shows where our office is located and where to park and.
 - Please only park in the spaces identified as red "Optima" or red "Guest Parking" spaces.

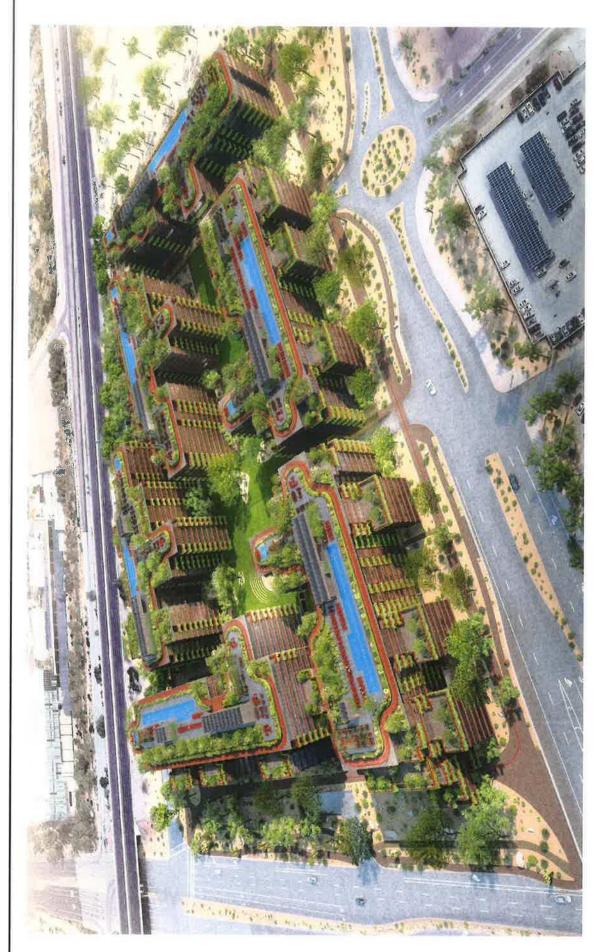
If this date and time are not convenient, we would be happy to speak with you individually. Please feel free to contact Mark Riehle at 480-874-9900 ext. 1305 or riehlem@optima.inc. Additionally, any comments or questions can be directed to Meredith Tessier with the City of Scottsdale at 480-312-4211 or mtessier@scottsdaleaz.gov.

In the future you may receive notification postcards from the City regarding this case and its schedule for public hearings by the Planning Commission and City Council. Thank you for your courtesy and consideration.

Regards,

David Hovey, Jr. AIA President – Optima

Enclosure: aerial map, site plan





OPTIMA MCDOWELL MOUNTAIN VILLAGE
Usts Dive. Sure 109. Scattering AV 85551. 480.874.8800



2) Highland Street - at the round-about take the ramp down to the parking garage. At the bottom of the ramp turn right. Parking stalls are located at the end of the drive isle. (highlighted above) 1) Rancho Vista Drive - at the end of the street turn left into the property, and an immediate left following the drive isle into the parking garage. Follow the drive isle the the end and turn right. Parking is located at the end near the stairwell (highlighted above)

Please take the stairs or elevator up to the street level. Optima Inc's office is located at the corner of Scottsdale and Highland.

Optima, Inc. 7157 E. Rancho Vista Drive, #109, Scottsdale, AZ 85251

Notices Sent out for 7/28 and 8/4 Open Houses

	Owner	Company	Address	City	State	Zip
1	101 & Scottsdale LLC		PO Box 2300	Tulsa	OK	74192
2	ADOT Central District - Red Letter	Arizona Department of Transportation	2140 W. Hilton Avenue, Mail Drop PM00	Phoenix	ΑZ	85009
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4	Arizona State Land Department		1616 W Adams Street	Phoenix	ΑZ	85007
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6	Arizona State Land Department		60 Columbus Circle, 20th Floor	New York	NY	10023
7	Arizona State Land Department		c/o 100 Wilshire Blvd. #700	Santa Monica	CA	90401
8	Audry Villaverde	Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Suite A-212	Phoenix	ΑZ	85016
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36	Jim Funk	Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	ΑZ	85258
37	Jim Haxby		7336 E. Sunnyside Dr.	Scottsdale	ΑZ	85260
38	John Berry	Berry Riddell, LLC	6750 E Camelback Rd, Ste 100	Scottsdale	AZ	85251
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	Superintendent	Cave Creek Unified School District	P.O. Box 426	Cave Creek	AZ	85327
	Superintendent	Scottsdale Unified School District	8500 E. Jackrabbit Rd	Scottsdale	AZ	85250
75	Susan McGarry		8074 E. Theresa Drive	Scottsdale	AZ	85255
	Tammy Caputi	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251
77	The View at Cascade Luxury Apartments LLC	,	7010 E Acoma Drive, #204	Scottsdale	AZ	85254
78	Tom Durham	City of Scottsdale City Council	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251
79	Vickie Falen	,	10520 N 117th Pl	Scottsdale	AZ	85259
80	Wade Tinant		4614 E. Running Deer Trail	Cave Creek	AZ	85331
81		Arizona Commerce Authority	333 N. Central Avenue, Suite 1900	Phoenix	AZ	85004
82		Earl, Curley & Lagarde, P.C.	3101 N. Central Avenue, Ste. 1000	Phoenix	AZ	85012
83		Gammage & Burnham, PLC	2 N. Central Avenue, 15th Floor	Phoenix	AZ	85004
84		Granite Reef Neighborhood Resource Center	1700 N Granite Reef Road	Scottsdale	AZ	85257
85		Paradise Valley Unified School District	15002 N. 32nd Street	Phoenix	AZ	85032
86		Southwest Gas Corporation	2200 N. Central Avenue Ste 101	Phoenix	AZ	85004
87		Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Suite A-212	Phoeniy	AZ	85016

Note: Red text indicates properties within 750' boundary



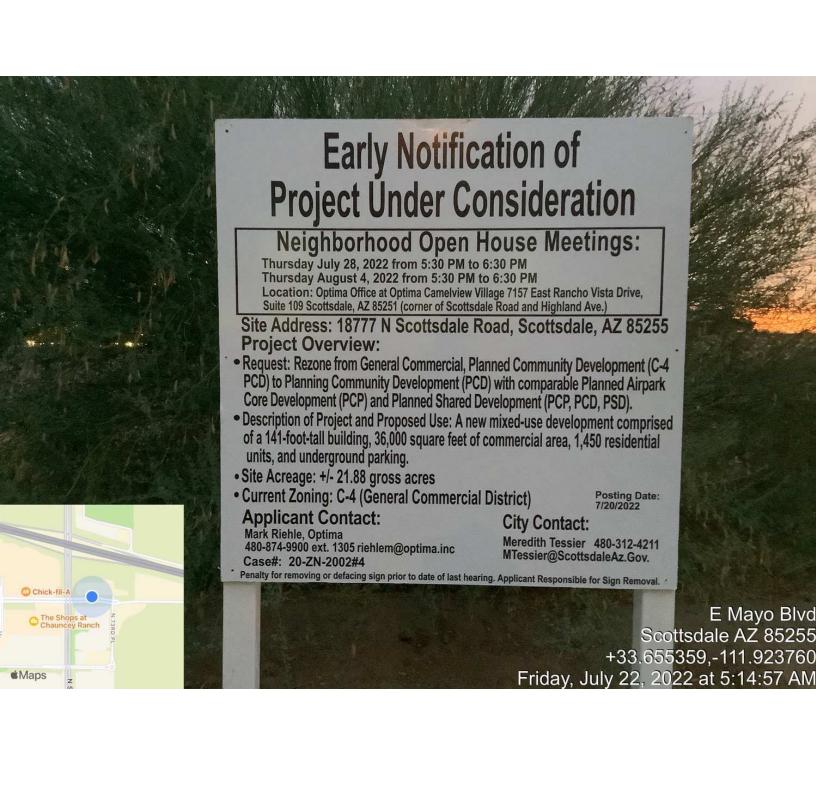
Affidavit of Posting

Required: Signed, Notarized originals. Recommended: E-mail copy to your project coordinator. K Project Under Consideration Sign (White) Public Hearing Notice Sign (Red) 321-PA-2022 Case Number: **Project Name:** NEC Mayo Blvd and Scottsdale Rd Location: 07/22/22 Site Posting Date: **Optima Applicant Name: Dynamite Signs** Sign Company Name: 480-585-3031 Phone Number: I confirm that the site has been posted as indicated by the Project Manager for the case as listed above. 07/22/22 Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal. Acknowledged before me on MARYBETH CONRAD Notary Public - Arizona Maricopa County Commission # 591461 My Comm. Expires Oct 25, 2024

City of Scottsdale -- Current Planning Division

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





optima

October 7, 2022

Re: 18777 N Scottsdale Rd. Scottsdale, AZ 85255

Dear Property Owner or Scottsdale Community Member,

Our zoning application (**20-ZN-2002#4**) for Optima McDowell Mountain Village is currently under review by the City of Scottsdale for the 21.88 gross acre site located on 18777 N Scottsdale Rd., Scottsdale AZ 85255 which is located on the SE corner of Scottsdale Road and the 101 Freeway and is bordered on the south by Mayo Blvd. (the "Property"). See attached aerial map and site plan for your reference.

Below is a summary of our current proposed plans:

- 1,390 residences that will be a mix of luxury condominiums and apartments
 - o Three (3) 10-story buildings
 - o Three (3) 9-story buildings
- 36,000 sf of commercial and retail.

Below is a summary of some of the public benefits we are proposing with the project:

- Over 75% Open Space at grade level with over 55% open to the public.
- 100% underground parking and below grade loading and service areas.
- High quality sustainable architecture and construction with Optima's signature vertical landscaping system.
- A 14' wide shared bicycle and pedestrian trail around the perimeter that will connect to the City of Scottsdale's Bicycle Master Plan.

In order to discuss this application and answer any questions you might have, we have scheduled an open house for Thursday, October 20, 2022, from 5:00 PM to 6:30 PM, to be held on site at 18777 N Scottsdale Road., Scottsdale, AZ 85255. You can access the site at the existing curb cut off of Mayo Blvd. and you can park directly on site at the address noted above. Enclosed is a map of the site showing where to access the site to park for the open house.

If this date and time are not convenient, we would be happy to speak with you individually. Please feel free to contact Mark Riehle at 480-874-9900 ext. 1305 or riehlem@optima.inc. Additionally, any comments or questions can be directed to Meredith Tessier with the City of Scottsdale at 480-312-4211 or mtessier@scottsdaleaz.gov.

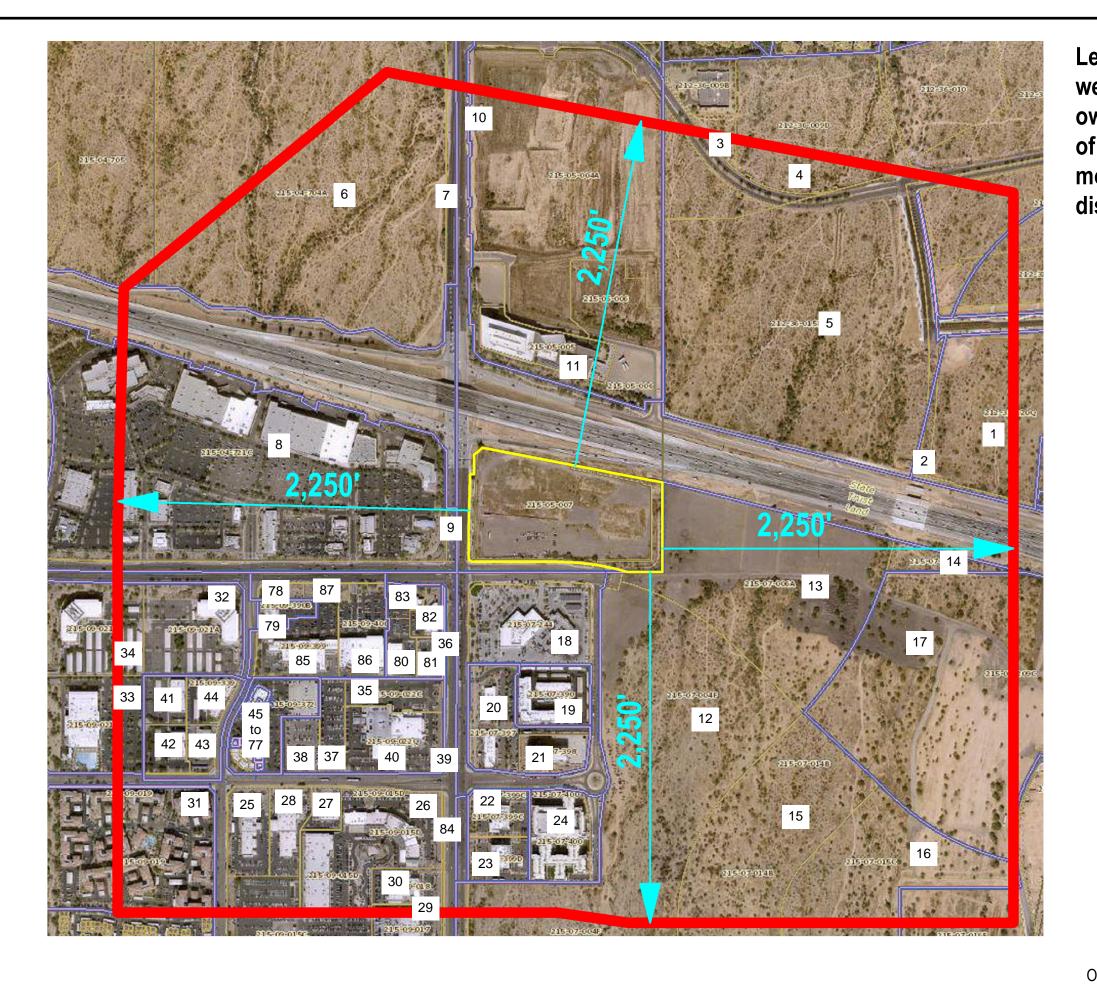
In the future you may receive notification postcards from the City regarding this case and its schedule for public hearings by the Planning Commission and City Council. Our Planning Commission hearing has been scheduled for Wednesday, October 26, 2022 and the link to our case information sheet on the City's website is: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469.

Thank you for your courtesy and consideration.

Regards,

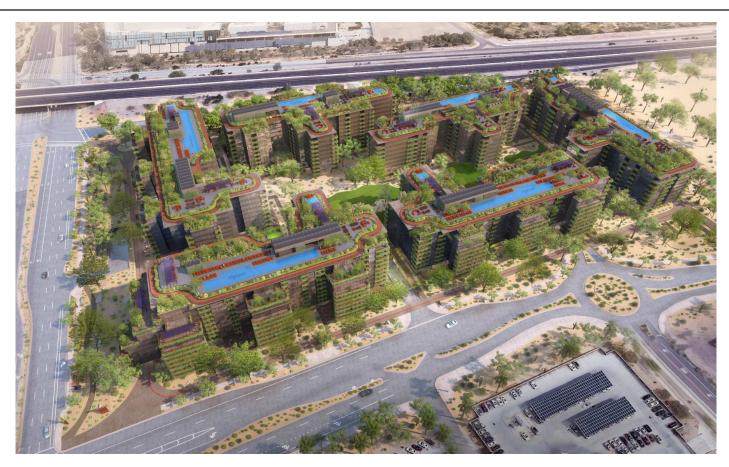
David Hovey, Jr. AIA President – Optima

Enclosure: aerial map, site plan, open house parking map



EX-A901 OPEN HOUSE NOTIFICATION MAP OPTIMA MCDOWELL MOUNTAIN VILLAGE





optima°

CONCEPTUAL SITE PLAN

OPTIMA MCDOWELL MOUNTAIN VILLAGE

157 East Rancho Vista Drive, Suite 109, Scottsdale AZ 85251 480-874-9900

ACCESS TO SITE FOR OPEN HOUSE PARKING



From: Mark Riehle

Sent: Monday, October 3, 2022 5:29 PM

To: jckn1746@gmail.com

Subject: Optima McDowell Mountain Village

Hello Carolyn,

Thank you for your comments regarding our proposed Optima McDowell Mountain Village project. If you have any questions regarding the project please email me directly at riehlem@optima.inc or optimamcdowellmountainvillage@optima.inc or you can call me at 480-874-9900 x 1305.

Here is the link to our Case Info Sheet on the City's website which includes our current submittal and Public Hearing information: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Thank you.

-Mark

Mark Riehle

7157 East Rancho Vista Drive Suite 109, Scottsdale, AZ 85251 Office 480.874.9900 x1305

riehlem@optima.inc | www.optima.inc

From: Mark Riehle

Sent:Monday, October 3, 2022 5:27 PMTo:mardiemonillas@yahoo.comSubject:Optima McDowell Mountain Village

Hello Mary,

Thank you for your comments regarding our proposed Optima McDowell Mountain Village project. If you have any questions regarding the project please email me directly at riehlem@optima.inc or optimamcdowellmountainvillage@optima.inc or you can call me at 480-874-9900 x 1305.

Here is the link to our Case Info Sheet on the City's website which includes our current submittal and Public Hearing information: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Thank you.

-Mark

Mark Riehle

7157 East Rancho Vista Drive Suite 109, Scottsdale, AZ 85251 Office 480.874.9900 x1305 riehlem@optima.inc | www.optima.inc

From: Michelle Houze <michelle@thehouzegroup.com>

Sent: Monday, October 3, 2022 4:23 PM

To: Tessier, Meredith
Cc: Mark Riehle

Subject: Re: Optima McDowell Mtn 20-ZN-2002#4

Thank you

Michelle Houze PLLC
The Houze Group
Launch Real Estate
480-206-1313
www.TheHouzeGroup.com
Sent from my iPhone



On Oct 3, 2022, at 4:10 PM, Tessier, Meredith <MTessier@scottsdaleaz.gov> wrote:

https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Michelle:

Thank you for contacting the Current Planning Department regarding the applicants rezone request, case# 20-ZN-2002#4. The following e-mail will be included in the action report. The applicant has held two open houses and has stated they are working on hosting another open house the week of October 17th. I have copied the applicant, Mark Riehle to this e-mail in case you have any additional questions as the determine the date and work on notifications. Please note, this case is scheduled for the October 26, 2022 Planning Commission Hearing. To view additional case information, please click on the following link:

Thank you,

Meredith Tessier, Senior Planner Planning & Development Services



From: Michelle Houze <michelle@thehouzegroup.com>

Sent: Saturday, September 17, 2022 6:04 PM

To: Tessier, Meredith < MTessier@ScottsdaleAz.Gov>

Subject: Optima McDowell Mtn

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

Hello~

I would like to know when the open house will be scheduled and when this will come up for public comments, please. I am 100% against this project and would like to know why it is being fast tracked. Considering they only applied in March of this year but yet are already scheduling the city council meeting, the project seems to be getting fast tracked in order to ensure approval before the new council members are installed.

Thank you so much for your time!



Michelle & Vic Houze

REALTOR®

M: 480.206.1313
V: 480.244.0087

Michelle@TheHouzeGroup.com
Vic@TheHouzeGroup.com

The Houze Group

LAUNCH

www.TheHouzeGroup.com 4167 N Marshall Way, Scottsdale AZ 85251

From: Mark Riehle

Sent: Tuesday, October 4, 2022 8:39 AM

To: johnbaldwin1@att.net

Subject: Optima McDowell Mountain Village

Hello John,

Thank you for your comments regarding our proposed Optima McDowell Mountain Village project. If you have any questions regarding the project please email me directly at riehlem@optima.inc or optimamcdowellmountainvillage@optima.inc or you can call me at 480-874-9900 x 1305.

Here is the link to our Case Info Sheet on the City's website which includes our current submittal and Public Hearing information: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Thank you.

-Mark

Mark Riehle

7157 East Rancho Vista Drive Suite 109, Scottsdale, AZ 85251 Office 480.874.9900 x1305 riehlem@optima.inc | www.optima.inc

Sent: Thursday, October 13, 2022 9:11 AM

To: Tessier, Meredith

Subject: Optima McDowell Mtn support



As a resident of Scottsdale, I firmly support the the construction of a new luxury multi-family development in my community. Phoenix (metropolitan) is extremely behind in housing availability and Optima is a part of the solution. I'm familiar with the Optima product and they are know for their quality and would bring a luxury development that I believe should be welcomed as a part of Scottsdale's future. (case# 20-ZN-2002#4) -- sent by james crews (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 2:02 PM

To:Tessier, MeredithSubject:Optima Zoning



I support the proposed Optima McDowell Mountain project. I think the project will enhance the area and encourage other prestigious projects and investments to locate nearby. -- sent by Tarina De Rito (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 1:53 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Development



I support this great project which would be wonderful for this trade area...! Morey Fischel -- sent by morey fischel (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 2:02 PM

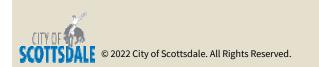
To: Tessier, Meredith

Subject: Optima McDowell Mountain, Residential Development, SEC of Scottsdale Rd and Loop

101



I am writing to express my support for the proposed Optima McDowell Mountain Development. Optima has already done several high quality developments in Scottsdale. I have no doubt that this development would be of equal or higher quality. The location against the freeway surrounded by other existing and proposed complementary high density developments is a perfect spot for a dense residential project such as this. This is a perfect solution to fill a need that averts more sprawling suburbs. -- sent by Douglas Himmelberger (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 1:57 PM

To: Tessier, Meredith

Subject: The Optima McDowell Mountain Development



I am a resident of Scottsdale writing in support of the proposed Optima McDowell Mountain Development. Optima is known for their high-quality architecture and construction, and I believe the project would greatly benefit our community. -- sent by Iver Bowden (case# 20-ZN-2002#4)





October 19, 2022

Planning Commission City of Scottsdale 3939 N. Drinkwater Blvd. Scottsdale, AZ 85251

Planning Committee:

On behalf of Penske Automotive Group, I would like to offer strong support for the Optima McDowell Mountain Village development project.

The Optima Group plan's creative vision includes high durability materials, a focus on sustainability initiatives, and will showcase the importance of thoughtful integration of green infrastructure with new bike lanes, added plaza spaces, improved pedestrian access and other transformative improvements listed below.

Positive Aspects of OMMV

- 1. Addresses the housing need in Scottsdale
- 2. Award winning architecture
- 3. Sustainable design
- 4. High-quality construction
- 5. Optima is a local developer with a proven track record in Scottsdale with Optima Camelview Village and Optima Sonoran Village
- 6. 100% underground parking and loading
- 7. Over 75% open space with 55% open to the public
- 8. Multi-use bicycle/pedestrian path with connectivity to the Scottsdale Master Bicycle Plan
- 9. Location on the 101 Freeway and Scottsdale Road that is specifically designated as "Regional Core Greatest Intensity"
- 10. Significant economic impact in Scottsdale and the Greater Airpark area

We look forward to Optima's continued presence in the City of Scottsdale and endorse its application and reinvestment in support of Scottsdale's long history of forward-thinking ideas and programs for more livable and growing communities.

Sincerely,

George W. Brochick

Executive Vice President

Sent: Wednesday, October 19, 2022 1:51 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Development



Optima has built extraordinary green projects. As a real estate professional, I can attest to the fact that Optima projects are value driven to the community. The proposed project will give Scottsdale another signature project, add quality housing, create usable open space for the community and be quite water and energy. As the city continues to grow - we need to focus on project that put green efforts at the forefront. I look forward to seeing the impact it will have on the community at large. -- sent by Jessica Knab (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 1:22 PM

To: Tessier, Meredith

Subject: The Optima McDowell Mountain Development



Although I am not a huge fan of over populating Scottsdale and increasing traffic, it is happening either way. I have seen the projected plans for this Development at the 101 and Scottsdale on Mayo Blvd. The building designs and landscape are gorgeous. If you are going to build up the area, it might as well be beautiful and increase values for all surrounding properties. The Optima McDowell Mountain Development can be a nice new addition to Northern Scottsdale. I support this going in. -- sent by Ashlie Christie (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 12:54 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Village Project



To whom it may concern, I am contacting you regarding the Optima McDowell Mountain Village Project. I feel this Project is perfect for the location and the Scottsdale community. I am in support of this project for many reasons. 1. I have lived at three Optima Properties in Arizona (Optima Kierland, Optima Camelview, and Optima Sonoran Village). All three are amazing properties and are aesthetically pleasing, high quality construction, desirable amenities with great open and community spaces. -- sent by Michael Ham (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 12:26 PM

To: Tessier, Meredith

Subject: Optima - Residential Condo & Multifamily Development - Scottsdale Rd & Loop 101 -

SEC



As a resident of Scottsdale, I support the the construction of a new luxury multi-family development in north Scottsdale. The Optima projects that I have seen and visited are of exceptional quality and I think it would be the best choice for this area. -- sent by Elizabeth Hood (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 12:04 PM

To: Tessier, Meredith **Subject:** Optima Mountain View



I fully support the building of this community. -- sent by Andrea Handler (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 11:43 AM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Development



I am writing to express my support for the proposed Optima McDowell Mountain Development. Optima is known for their high-quality architecture and construction, as well as already having a proven track record in Scottsdale. I believe having another Optima project in our community would greatly benefit Scottsdale as well as its current and future residents. I -- sent by ron caruso (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 11:54 AM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Development



I am writing to express my support for the proposed Optima McDowell Mountain Development. The proposed project will give Scottsdale another signature project, and usable open space for the community. I firmly support the the construction of a new luxury multi-family development in my community -- sent by Emilia Romero (case# 20-ZN-2002#4)



Sent: Wednesday, October 19, 2022 11:43 AM

To: Tessier, Meredith

Subject: Optima McDowell Statement of Support



As a Homeowner at Optima Kierland as well as a lending industry professional, I recognize the need for quality housing to support the continued immigration to Maricopa county. Optima is a reputable and highly respected developer, and the quality of their communities is unsurpassed. The valley has a substantial need for housing and multi-family options are a needed alternative and we can count on Optima to develop a project that will also enhance the community around it. C- -- sent by Christine Madrid (case# 20-ZN-2002#4)



Sent: Saturday, October 15, 2022 5:47 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain project



I am writing to express my support for the proposed Optima McDowell Mountain Project. I am a Scottsdale resident and have lived at the Optima Camelview project for over 11 years. I am very familiar with the quality of the design of the Optima projects. I recently toured the Optima project at Kierland and can confirm that no other multi-family developers build to the quality of the Optima projects. The new employers in north Scottsdale need additional residences in the same vicinity. -- sent by Mark Winkleman (case# 20-ZN-2002#4)



Sent: Monday, October 17, 2022 11:04 AM

To: Tessier, Meredith

Subject: Optima



YES YES to the Optima in South Scottsdale. These Optima Villages around Scottsdale are the finest multifamily developments in the southwest. It would be insanity not to allow them to build one of their projects in this area of town. They're beautiful, successful, well managed, and add class to the neighborhood. and as Biden would say...."two words...let them build!" Bob Garland 6803 E. Main St. -- sent by Bob Garland (case# 20-ZN-2002#4)



Sent: Friday, October 14, 2022 10:43 AM

To: Tessier, Meredith

Subject: Optima Scottsdale Project; 10/26 Planning Commission Hearing



As a life long Arizona resident born and raised here I strongly support the proposed project by Optima at Scottsdale and the 101 freeway. Its the type of sophisticated, intelligent and attractive housing that should be supported in our emerging cores, like this intersection. --sent by Brent Mallonee (case# 20-ZN-2002#4)



Sent: Thursday, October 13, 2022 5:08 PM

To: Tessier, Meredith

Subject: A fan of the new Optima project



why I am a fan! • Award winning architecture • Sustainable design • High-quality construction • Optima is a local developer with a proven track record in Scottsdale with Optima Camelview Village and Optima Sonoran Village • 100% underground parking and loading • Over 75% open space with 55% open to the public • Multi-use bicycle/pedestrian path with connectivity to the Scottsdale Master Bicycle Plan • Location on the 101 Freeway and Scottsdale Road -- sent by Tyler Doremus (case# 20-ZN-2002#4)



Sent: Thursday, October 13, 2022 2:10 PM

To: Tessier, Meredith

Subject: Proposed Optima Project on the 101 and Scottsdale Rd



To whom it may concern: I just wanted to send a note saying that I would love to have the Optima Project on the 101 and Scottsdale Rd. I've lived in multiple Optima projects around the valley, and each one is better than the next. I'm confident that this new project will only elevate the entire area around it. Thank you for your consideration. -- sent by Jason Franklin (case# 20-ZN-2002#4)



jckn1746@gmail.com

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Saturday, September 17, 2022 8:04 AM
To: Projectinput <Projectinput@Scottsdaleaz.gov>
Subject: McDowell Mountain Village, Case 20-ZN-200Z#r



The answer is no: drought, too high, think of something better than new residential development. -- sent by Carolyn Kinville (case# 20-ZN-2002#4)



From: Michael Klein <michaellklein@yahoo.com>
Sent: Thursday, September 29, 2022 10:20 AM

To:Kurth, RebeccaCc:Tessier, Meredith

Subject: Re: Supporting Optima McDowell Mountain

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

Thank you.

Michael Klein

On Sep 29, 2022, at 9:45 AM, Kurth, Rebecca < RKurth@scottsdaleaz.gov> wrote:

Good Morning Mr. Klein,

Thank you for emailing Mayor Ortega and City Council with your input on the Optima McDowell Mountain Village case 20-Zn-2002#4. I have copied staff coordinator Meredith Tessier and she will include your comments in the case file.

For more information the case info sheet can be found here: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Respectfully,

Rebecca Kurth Management Assistant to the Mayor and City Council Office of Mayor David D. Ortega 3939 N. Drinkwater Blvd Scottsdale, AZ 85251 Phone: 480.312.7977

Email: RKurth@ScottsdaleAZ.gov

From: Michael Klein <michaellklein@yahoo.com>
Sent: Thursday, September 29, 2022 9:41 AM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Supporting Optima McDowell Mountain

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

Dear City Councilpersons and Mayor,

Optima has built extraordinary projects in our community. As a real estate professional for well over three decades and a person that has provided billions of dollars of financing for the construction of new projects as well as someone that has served on planning commissions, I can attest to the fact that Optima projects are special.

The proposed project will give Scottsdale another signature project, add quality housing, create usable open space for the community and be quite water and energy efficient. Critically, it will also add to the supply of much needed housing, the necessary ingredient to solve high housing costs.

Please approve the captioned project. It will add a high quality housing option to our city.

Sincerely,

Michael Klein 7592 E Monterra Way Scottsdale AZ 85266 From: Kurth, Rebecca

Sent: Tuesday, September 27, 2022 8:45 AM

To: Reading Teacher Cc: Tessier, Meredith RE: Optima **Subject:**

Follow Up Flag: Follow up Flag Status: Flagged

Good Morning Ms. Monillas,

Thank you for emailing Mayor Ortega and City Council with your input on the Optima McDowell Mountain Village case 20-Zn-2002#4. I have copied staff coordinator Meredith Tessier and she will include your comments in the case file.

For more information the case info sheet can be found here: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/53469

Respectfully,

Rebecca Kurth Management Assistant to the Mayor and City Council Office of Mayor David D. Ortega 3939 N. Drinkwater Blvd Scottsdale, AZ 85251 Phone: 480.312.7977

----Original Message-----

Email: RKurth@ScottsdaleAZ.gov

From: Reading Teacher <mardiemonillas@yahoo.com>

Sent: Monday, September 26, 2022 5:12 PM To: City Council < CityCouncil@scottsdaleaz.gov>

Subject: Optima

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

Please note that I am opposed to the Optima McDowell Mountain Village building project. We hear almost daily about our water situation and this project can only make it much worse.

Thank you for listening. Mary Monillas

Scottsdale

Sent: Tuesday, September 27, 2022 2:54 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Village 20-ZN-2002#4



I am totally for this project happening. Optima designs the coolest looking multi family projects in the city of Scottsdale with their projects at scottsdale and camelback, camelback and 68th st and their newest project at kierland. The area at Scottsdale and Mayo is a great location for another beautiful multi family project will draw more people to Scottsdale to enjoy the city I grew up in. -- sent by Zachary Stravitz (case# 20-ZN-2002#4)



From: johnbaldwin1 <johnbaldwin1@att.net>
Sent: Tuesday, September 27, 2022 10:58 PM

To: Tessier, Meredith **Subject:** Optima McDowell Mtn

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

Village

Members of Council

What are you doing to Scottsdale? It WAS such a nice pleasant place to visit many years ago and since we moved here 10 yrs ago you have approved nothing but apts.,.condos, office complex es, shopping areas, etc. Etc BUILD BUILD BUILD. OUR

Town has been ruined and soon you will see an exit of population because of it like CA has. There are so many more important issues to think about such as traffic, roads, future water conditions, border crisis, what our children are learning in school, drugs, etc. etc. Please think hard and twice before you approve the

Optima McDowell Mtn. Village Proposal

J. Baldwin

Sent from my Verizon, Samsung Galaxy smartphone

From: Carolyn Kinville <jckn1746@gmail.com> Sent: Tuesday, September 20, 2022 11:12 AM

To: Tessier, Meredith < MTessier@ScottsdaleAz.Gov>

Subject: McDowell Mountain Village version 6 at Mayo Blvd. and Scottsdale Road

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

What does it take for the City of Scottsdale Planning Commission, Council members and other municipal employees to understand the state of AZ has been and is in a 20+ year old drought THAT WILL NOT GO AWAY!.

Where will the water come from for these buildings and their residents? Views of the McDowells and other nearby mountains will be blocked.

Carolyn Kinville

From: Nick Eggert <nick@tenetequity.com>
Sent: Thursday, September 29, 2022 9:34 PM

To: Tessier, Meredith

Subject: Optima McDowell Mountain Village

Importance: High

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

Ms. Tessier,

I am writing to express my support for the proposed Optima McDowell Mountain Project. Optima is known for their high-quality architecture and construction, as well as already having a proven track record in Scottsdale. I believe having another Optima project in our community would greatly benefit Scottsdale as well as its current and future residents. I also believe it will contribute to increasing the local property values around the Airpark which provides strong incentive for continued investment from investors and entrepreneurs in high quality construction improvement projects alike. The impact of their award-winning projects further advances the economic development and financial strength of our community.

Scottsdale is an amazing place, and we need more developers like Optima who construct with the utmost highest integrity, quality and design. They consistently deliver award-wining buildings that are nothing short of spectacular. It is in Scottsdale's best interest to approve their newest proposed project. Optima sets the gold standard residential communities and they make other surrounding developers better. The positive impact that their projects have on our community is immeasurable.

Sincerely,

Nicholas A. Eggert

President and Chief Executive Officer

Tenet Equity

7332 E. Butherus Drive, Suite 100 Scottsdale, AZ 85260 D: 480-806-2424 | C: 480-239-7316 nick@tenetequity.com | LinkedIn



Grow with us. www.tenetequity.com

From: Michelle Houze <michelle@thehouzegroup.com>

Sent: Saturday, September 17, 2022 6:04 PM

To: Tessier, Meredith **Subject:** Optima McDowell Mtn

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

Hello~

I would like to know when the open house will be scheduled and when this will come up for public comments, please. I am 100% against this project and would like to know why it is being fast tracked. Considering they only applied in March of this year but yet are already scheduling the city council meeting, the project seems to be getting fast tracked in order to ensure approval before the new council members are installed.

Thank you so much for your time!



Michelle & Vic Houze
REALTOR®

M: 480.206.1313
V: 480.244.0087

Michelle@TheHouzeGroup.com
Vic@TheHouzeGroup.com

FREAL ESTATE-

LAUNCH

www.TheHouzeGroup.com 4167 N Marshall Way, Scottsdale AZ 85251 From: Vince Ippolito < vippolito@centreconstructiongroup.com>

Sent: Friday, September 30, 2022 12:29 PM

To: Tessier, Meredith
Cc: Bayard Elfvin

Subject: Optima McDowell Mountain Village

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

Hi Merideth,

We wanted to reach out to you and let you know that we are in full support of having the Optima McDowell project move forward! I am from Chicago and recently purchased a second home in the Optima Camelview complex, and our construction business supports both areas. I wanted to bring that to your attention because we are fully vested in the Scottsdale community from a development and investment perspective. Optima brings one of the most unique highend quality designs like none other. The brand and the name is worldwide known, and project after project they continue to 1-up the previous one. We look forward to seeing this project move forward, and can guarantee that it supports what is BEST for the Scottsdale community. Any further questions or comments, please feel free to contact me anytime.

Best,

Vince Ippolito Centre Construction Group

C: 773-485-3577 O: 312-909-1185

CentreConstructionGroup.com

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From: NoReply <noreply@scottsdaleaz.gov> Sent: Tuesday, September 27, 2022 1:22 PM To: Tessier, Meredith <mtessier@scottsdaleaz.gov> Subject: Optima McDowell Mountain Village 20-ZN-2002#4</mtessier@scottsdaleaz.gov></noreply@scottsdaleaz.gov>
To Whom It May Concern, As a resident of Scottsdale, I firmly support the the construction of a new luxury multi-family development in my community. Phoenix (metropolitan) is extremely behind in housing availability and Optima is a part of the solution. I'm familiar with the Optima product and they are know for their quality and would bring a luxury development that I believe should be welcomed as a part of Scottsdale's future sent by Brian Armstrong (case# 20-ZN-2002#4)



SCOTTSDALE AIRPORT ADVISORY COMMISSION **PUBLIC MEETING**

Scottsdale Airport Aviati.on Business Center Stearman/Thunderbird Meeting Room 15000 N Airport Drive Scottsdale, Arizona Wednesday, June 15, 2022

MINUTES

PRESEI)IT:

Charles McDermott, Chair

Peter Mier, Vice Chair

Larry Bernosky John Berry Ken Casey

Cory Little (telephonic)

Rick Milburn

STAFF:

Gary Mascaro, Aviation Director

Meredith Tessier, Senior Planner

Carmen Williams, Aviation Finance & Administration Manager

Tiffany Domingo, Staff Coordinator

Sarah Ferrara, Aviation Planning & Outreach Coordinator Chris Read, Assistant Aviation Director-Operations

GUESTS:

David Hovey, Optima, Inc.

CALL TO ORDER

The meeting was called to order at 5:00 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

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AVIATION DIRECTOR'S REPORT

Gary Mascaro, Aviation Director, informed the Commission that during the Annual Runway Safety Action Team meeting conducted by the FAA, they announced that the AIP grant For the North Taxiway and runup has been approved and the Airport should receive the grant agreement for approximately \$4.5 million within six weeks.

1. Regular Meeting: May 18, 2022

COMMISSIONER MILBURN MADE A MOTION TO APPROVE THE REGULAR MEETING MINUTES OF MAY 18, 2022 AS PRESENTED. COMMISSIONER BERRY SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MCDERMOTT, VICE CHAIR MIER AND COMMISSIONERS BERNOSKY, BERRY, CASEY, LITTLE AND MILBURN VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

PUBLIC COMMENT

There were no public comments.

REGULAR AGENDA ITEMS 1-6

1. Discussion and Possible Action for a Recommendation to the Planning Commission and City Council regarding case 20-ZN-2002#4, to amend zoning case #20-ZN-2002 including an amendment to the One Scottsdale Development Plan, a Zoning District Map Amendment from General Commercial, Planned Community Development (C-4 PCD) to Planning Community Development (PCD) with comparable Planned Airpark Core Development (PCP) zoning including a development plan to allow residential units with amended development standards (Floor Area Ratio, Building Height, Stepback Plane, and Special Conditions-Building material), for a mixed-use development with a building height of 147 feet, on a +/-21.88-acre site located at 18777 N Scottsdale Road

Meredith Tessier, Senior Planner, provided an overview of the site location, details and surrounding uses. The site is located in the Influence Area Zone of AC-1, which requires the applicant to file the FAA height analysis, noise disclosure notice and requirement to dedicate avigation easement on private land. The site is well outside the 59 DNL contour line. An overview of the zoning district map amendment request was provided. The proposed development will consist of 1,300 residential units for sale and for rent as well as 31,000 square feet of commercial area. Currently PCD districts with bonus provisions allows height to 134 feet and the developer is requesting a height of up to 147 feet, including mechanical equipment. The site is in Planning Unit 1 with the One Scottsdale Master Site Plan and the land use allocated the site for an auto dealership. As such, the applicant is requesting an amendment to increase the density.

Applicant representative, David Hovey, provided an overview of his company, Optima, Inc. He reviewed the project details and the accompanying public outreach project process. A Planning Commission hearing will be held in early August to review the project proposal. He discussed the development's roof system for sound attenuation. The project will construct a public park system with public bicycle and pedestrian path and 80 percent open space and underground parking.

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The project phasing plan was reviewed. One of the focuses will address water conservation, including rainwater capture, water monitoring analysis and technology.

Chair McDermott asked whether the developer has filed FAA Form 7460. Mr. Hovey confirmed that the form was filed on May 9th. The public period ends today. An approval letter is expected from the FAA in the coming weeks.

Chair McDermott asked how many coordinate locations were submitted. Mr. Hovey said they submitted the entire project and was not aware of how many coordinates were included. Chair McDermott commented that Building 4 pokes through the conical surface for Part 77, which is problematic from FAA's perspective. Mr. Hovey stated his understanding that the conical surface is more of a red flag alert system from the FAA. The FAA has informed Optima that they do not expect any issues. Chair McDermott stated that he would like to know how many and from what locations the points were taken. It is not ideal to have red obstruction lights on buildings located on Scottsdale Road. The Commission's role is to protect the airspace around the Airport and to prevent penetration of Part 77.

Mr. Mascaro displayed a graphic based on the study area ground level of approximately 1,600 feet, which shows penetration of the conical surface. There have been occasions where developments have penetrated conical surfaces with installation of lighting, however based on his experience, he has never seen penetration to this extent in the past. The penetrations in the southeat corner are particularly concerning, due to the existing levels of single engine pattern work activity. Commissioners concurred with these concerns.

Mr. Mascaro cited to some of the positives, including the sound attenuation. Piston engine aircraft have slowly disappeared from the Airport with only a few flight schools remaining, which means less traffic in the area. Disclosure notices will be critical for the condos.

In response to a question from Chair McDermott, Mr. Hovey confirmed that the consultants did address the conical approach issue, but were told that there should not be a problem with the FAA and that he is surprised to learn that the flashing lights pose such an issue.

Discussion ensued regarding the need for stipulations on any potential approval by the Commission. Mr. Mascaro provided clarification. The Commission serves as a recommendation board. Its recommendations go to the Planning Commission and ultimately to City Council. The Commission is free to provide whatever recommendations it deems appropriate, including approval with stipulations or disapproval unless corrections or made.

CHAIR MCDERMOTT MADE A MOTION TO APPROVE CONTINGENT UPON THE DEVELOPER DEMONSTRATING THAT THE ENTIRE PROJECT IS BELOW ALL PART 77 SURFACES AND THAT A SUCCESSFUL DETERMINATION OF NO HAZARD BE ISSUED IN ACCORDANCE WITH FORM 7460 AND THAT NO RED LIGHTS ARE REQUIRED TO MITIGATE ANY OBSTRUCTION. COMMISSIONER CASEY SECONDED THE MOTION.

Discussion:

Vice Chair Mier asked for clarification on the red-light mitigation. Chair McDermott stated that for the development to stay under Part 77, it must receive a successful determination of no hazard by the FAA and the determination cannot say that there is no hazard provided that a red light is installed.

In response to a question from Commissioner Berry, Chair McDermott stated that the conical surface is a 21 slope over the site and that it could be higher on the west end than on the east end. Mr. Hovey asked whether the proposal is that no elevator shafts are located on conical surface side. Chair McDermott clarified that no structure of any type can penetrate Part 77. The developer would have to demonstrate that the entire project, including elevator shafts, are below part 77 surfaces.

Mr. Mascaro provided guidance on the motion process. The motion was reread into the record:

CHAIR MCDERMOTT MADE A MOTION FOR RECOMMENDATION TO THE PLANNING COMMISSION AND CITY COUNCIL REGARDING CASE 20-ZN-2002#4 WITH STIPULATIONS. THE SITE MUST RECEIVE, "FINDING OF NO HAZARD," FROM THE FAA 74460-1 HEIGHT ANALYSIS. HEIGHTS OF ANY OF THE STRUCTURES CANNOT PENETRATE THE CONICAL SURFACES OF FAA PART 77 AND NO RED FLASHING LIGHTS SHOULD BE REQUIRED OR INSTALLED ON THE BUILDINGS. COMMISSIONER CASEY SECONDED THE MOTION WHICH CARRIED 7/0 WITH CHAIR MCDERMOTT, VICE-CHAIR MIER, COMMISSIONERS BERRY, BERNOSKY, CASEY, LITTLE, AND MILBURN VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

2 Discussion and input regarding Monthly Operations Report

Chris Read, Assistant Aviation Director-Operations, reviewed the report. IFR totals are slightly lower than last year by 1.4 percent, however, fiscal year to date totals are 10 percent over IFR ops for last year. There were three alerts and a few incidents.

In response to a question from Commissioner Bernosky regarding the faulty gear indication Type 1 versus the faulty gear indication Type 2, Mr. Read clarified that it is up to the FAA control tower to determine alert levels.

Mr. Read stated that a number of parking violations were included in the enforcement actions. U.S. Customs continues to show strong revenues for last month of \$110,625, 191 uses and 18 U.S. visits. Fiscal year to date revenue was \$1.1 million. There were 48 PPRs for the month.

Commissioner Casey asked whether Ross was the only operator with fuel leaks. Mr. Read stated the leaks are documented according to the ramp location.

3. Discussion and input regarding Financial Report for April

Ms. Williams reviewed the report. The approved budget for revenue was \$5.3 million and actuals came in at \$7.3 million. For expenses, the budget was \$2.4 million, and actuals came in at \$2.3 million. Compared to last year, revenues are higher by approximately \$128,000 for the month, with expenses essentially the same. FBO jet fuel sales accounted for approximately 75 percent of total fuels. AVGAS was 2.2 percent and Airport Operators totaled 22.7 percent. April fuel totals are up 6.3 percent over last April, with a difference of approximately 110,000 gallons. Totals gallons fiscal year to date are up 17.8 percent over last year.

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4. Discussion and Input Regarding Public Outreach Programs and Planning Projects

Sarah Ferrara, Aviation Planning & Outreach Coordinator, stated that the Pilot Forum was recently hosted. FAA participated as well, with a focus on noise abatement procedures at the Airport. There were approximately 30 people in attendance for the virtual event. A total of eight voluntary curfew letters were sent out in May. In terms of tracking projects, ten have been identified as being within the Airport Influence Area. Staff continues produce list serv and social media content, including a recent notice regarding the overnight runway closure and the two FAA meetings. Staff participated in the Airpark Chamber Economic Development bus tour on May 25th, with approximately 50 people in attendance. Staff also participated in a presentation for a realtor's group.

5. Administrative report from the Aviation Director, or designee, regarding the status of pending aviation- related items

Mr. Mascaro stated that Project Cactus will likely be scheduled for review on July 7th. Optima McDowell Mountain Village will be forwarded to the Planning Commission and City Council.

6. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar

COMMISSIONER CASE MADE A MOTION THAT THE COMMISSION TAKE A BREAK FROM MEETINGS FOR JULY AND AUGUST 2022. VICE CHAIR MIER SECONDED THE MOTION WHICH CARRIED 7/0 WITH CHAIR MCDERMOTT, VICE CHAIR MIER, COMMISSIONERS BERRY, BERNOSKY, CASEY, LITTLE, AND MILBURN VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

PUBLIC COMMENT

There were no public comments.

FUTURE AGENDA ITEMS

There were no items added.

ADJOURNMENT

With no further business to discuss, the meeting adjourned at 6:07 p.m.

SUBMITTED BY:

eScribers, LLC

City Notifications – Mailing List Selection Map Optima McDowell Mountain Village

