

PLANNING COMMISSION REPORT



Meeting Date: May 13, 2026
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

One Scottsdale 20-ZN-2002#5

Request to consider the following:

A recommendation to City Council regarding a request by owner for a zoning district map amendment to the existing Planning Community District (P-C) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, on a +/- 27-acre portion of a +/-130-acre site located at 19601 N. Scottsdale Road, 19190 N. 72nd Way, 19194 N. 73rd Way.

Purpose of Request

The applicant's request is to amend the One Scottsdale Development Plan, Development Standards and Land Use Budget as they pertain to a +/- 27-acre portion of Planning Unit II. The amendment proposed to reduce the total non-residential square footage from 2,866,145 million square feet to 1,494,000 million square feet and to allow an increase of 350 dwelling units, resulting in a total of 2,350 units across Planning Units II and III.

Additionally, the request includes an update to the approved Planned Regional Center (PRC) land Use Regulation list to reflect the City's current PRC zoning use regulations as it pertains to the +/- 27-acre portion of Planning Unit II.

Key Items for Consideration

- Conformance with Scottsdale General Plan 2035, as amended
- Conformance with the Greater Airpark Character Area Plan, as amended
- Amended Development Standards-Density
- Update to the approved Land Use list to align with the City's current zoning code
- Amendment to the One Scottsdale Master Development Plan Land Use Budget
- Amendment to the Mixed-Use Core boundaries within the One Scottsdale Master plan

- Reduction in the total non-residential square footage from 2,866,145 million square feet to 1,494,000 million square feet.
- Increase of 350 dwelling units limited to the +/- 27-acre portion of Planning Unit II
- Planned Community District Findings
- Public comment received both support and opposition

OWNER

One Scottsdale Core LLC
480-367-7300

APPLICANT CONTACT

Kurt Jones
Tiffany & Bosco, P.A.
602-452-2729

LOCATION

19601 N. Scottsdale Road, 19190 N. 72nd Way, 19194 N. 73rd Way

BACKGROUND

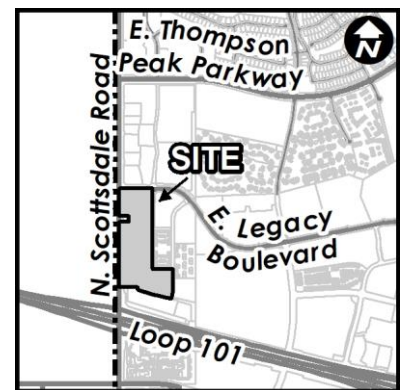
City of Scottsdale General Plan 2035

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 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 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.

The subject site is located within a General Plan 2035 designated Growth Area (Airpark Growth Area) – 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) within both the Type C and Regional Core Development Types. 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 northern portion of the subject site is designated as Type C, a Development Type which represents medium- to higher-scale development, supporting pedestrian activity in the Greater Airpark. Type C is encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways or transit corridors), and where the scale will complement the area's character. The southern portion of the subject site is designated as Regional Core, a Development Type which 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 with 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 and is currently under construction (Optima McDowell Mountain Village). 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 original development plan and land use budget for a density increase from 1,100 units to 2,000 units with the condition that 20% of the requested density shall be for-sale units; and an additional 1,066,145 square feet of non-residential area. 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, Atavia & Belgravia). Development within Planning Unit III includes Multi-family Residential (TDI & The Jefferson), Hilton Place Hotel, Commercial/Retail Pads, Medical Office Pads, and a Fueling Station with convenient store (Quick Trip).

Context

The boundary of this zoning request is generally located on the east side of N. Scottsdale Road, between Loop 101 and E. E. Legacy Boulevard. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Mixed-Use Development (One Scottsdale Planning Unit III), zoned Planned Regional Center, Planning Community District (PRC PCD)
- South: Mixed-Use Development (One Scottsdale Planning Unit II), zoned Planned Regional Center, Planning Community District (PRC PCD)
- East: Mixed-Use Development (One Scottsdale Planning Unit II), zoned Planned Regional Center, Planning Community District (PRC PCD)

- West: Undeveloped property within the City of Phoenix

Other Related Policies, References:

Scottsdale General Plan 2001, 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 and III within the One Scottsdale Master plan to allow building height up to 90 feet, a reduction in density and an increase in non-residential area

APPLICANT’S PROPOSAL

Development Information

The proposed amendment reconfigures the approved mixed-use development within a +/-27-acre portion of Planning Unit II by reducing nonresidential square footage and increasing residential density. The request allows for an additional 350 dwelling units within this area, contributing to a total of 2,350 units across Planning Units II and III.

Concurrently, the commercial development allocation within the +/-27-acre area is limited to a maximum of 886,000 square feet, contributing to a reduction of an overall non-residential entitlement from 2,866,145 million square feet to 1,494,000 million square feet across Planning Units II and III, reflecting a recalibrated balance with the One Scottsdale master plan, as detailed in the land use table below.

CATEGORY	ZONING	PERMITTED USES WITHIN PLANNING UNITS			TOTAL ALLOWED
			II	III	
Residential	PRC PCD		•	•	2,000 <u>2,350</u> units
Commercial/Retail/Office	PRC PCD		•	•	2,866,145 <u>1,494,000</u> sf
Hotel	PRC PCD		•	•	400 rooms

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The proposed Development Plan maintains the site’s mixed-use framework while recalibrating the overall land use distribution. Although the commercial square footage is reduced, the project continues to provide a blend of residential and non-residential uses consistent with the master planned mixed-use development. The remaining commercial entitlements are sufficient to support surrounding neighborhoods with services such as retail, restaurant, hotel and office. The amended mixed-use development plan remains consistent with the City’s General Plan and the Scottsdale Greater Airpark Character Area Plan, which designates One Scottsdale 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.

Amended Development Plan, Mixed-Use Core

The amended Development Plan proposes a relocation of the designated Mixed-Use Core Boundaries within the overall One Scottsdale Master Plan. Under the previously approved plan, the Mixed-Use Core was generally depicted as extending from Scottsdale Road to the west, east to 73rd Way and bounded by Henkle Way to the south. The proposed amendment redefines the Mixed-Use Core to this +/- 27-acre portion that is bounded by Scottsdale Road to the west, 73rd Street to the east, Legacy Boulevard to the north, and Henkel Way to the south. The adjustment consolidates the core into a more centralized area, reinforcing a pedestrian-oriented activity center. The modification is intended to enhance site circulation and align the development pattern with the updated density and intensity.

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, commercial and residential uses provided a fair disclosure statement and Avigation Easement is recorded as a condition of development or building permit approval.

PCD Findings/Criteria

Pursuant to Section 5.2104 of the Zoning Ordinance, before approval of an application for a PCD, the Planning Commission and City Council must find:

- A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of surrounding areas.
- The General Plan 2035 designates Scottsdale Road as a Scenic Corridor, roadways that provide 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. Consistent with that designation, Scenic Corridor Easements have been dedicated in segments as development occurs. To that end, this proposal maintains the previously approved Scenic Corridor Easement along the site's full Scottsdale Road frontage, consistent with Case 20-ZN-2002.
 - The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) encourages open space area as public amenities that benefit the community. Commensurate with this vision, the applicant proposes a future event plaza, within the "mixed-use core" portion of the development plan.
 - The site is within the General Plan 2035 Greater Airpark Growth Area, where development intensity and future growth is anticipated to be coordinated with infrastructure investment. The Greater Airpark Character Area Plan (GACAP) further supports this framework through its Development Types, with the northern portion of the site designated Type C (medium- to higher-scale development) and the southern portion designated Regional Core (appropriate for the greatest development intensity). While the request would increase residential density, the proposal maintains other established

development standards and the transition framework from prior approvals. Consistent with the Growth Area emphasis on coordinated infrastructure, the applicant is expected to complete off-site improvements, including construction of signalized intersections and off-site sewer upsizing.

- 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 2002 and 2016 entitlements provided significant regional and local transportation infrastructure improvements. The required roadway widening (Scottsdale Road), new roadways (Legacy Boulevard from Scottsdale Road to Hayden Road and the freeway frontage road from the Hayden Road interchange to the Scottsdale Road interchange), traffic signals, and internal roadways have all been developed to handle the proposed traffic for the request. The 2002 entitlements also require assistance in funding the study on how Miller Road is built and developed across the freeway corridor. In addition, the proposed employment and residential use for the request provides for more internal capture thereby reducing overall daily trips. The forethought and implementation of the required transportation infrastructure provides for streets and thoroughfares that are suitable to handle the anticipated traffic by the request. One Scottsdale has widened Scottsdale Road along the entire Property's frontage for 3-lanes of travel in each direction. The traffic generated by the request is substantially less than that associated with the existing allowed development.
- 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, 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 with written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - The request seeks to add 350 residences to project south of Legacy Boulevard. The additional residential units create a core of housing to support the proposed employment core and retail south of Legacy Boulevard and provide for condominium use for the north Scottsdale area. The existing and proposed infrastructure will be able to handle the additional residential units. The request includes sidewalks, plazas, gathering places, and social interaction. One Scottsdale will have a looped trail system along its perimeter with access to other surrounding areas. Nearby parks, schools and other facilities are available to the north and east. Internal pocket parks and amenities will be provided. We have received acknowledgement by the superintendent of the Paradise Valley Unified School District that the request will not impact the existing and future school enrollment.
 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 request may attract a research type user or an office user with a research component. Illume is one such use that provides an office headquarters with an associated research facility in one building. Any research uses will be designed in the core area south of Legacy Boulevard and will be designed to operate in harmony with the other planned mixture of uses within One Scottsdale.
- 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 intent of the request is to create an urban, pedestrian friendly core of residential, employment, hospitality and support commercial retail and restaurant uses south of Legacy Drive. With the planned intense and dense land uses on adjacent Arizona State Land Department (ASLD) properties in Phoenix and Scottsdale, the reused non-residential square footage will be in harmony with the character of the surrounding areas.

Transportation/TIMA

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project and Transportation staff accepted the TIMA dated February 2026 has been accepted. The proposed development will result in an estimated 29,321 trips generated per day, 2,283 trips (1,520 in/763 out) generated in the AM peak hour, and 2,609 trips (967 in/1,642 out) generated in the PM peak hour. This represents a decrease of 665 daily trips over the previously approved development. The surrounding street network as stipulated addresses traffic impacts.

Water/Sewer

The applicant provided preliminary Basis of Design reports for water and sewer, which have been accepted with notes and stipulations 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 will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All water and sewer infrastructure upgrades necessary to serve this project will be completed by the applicant per zoning stipulations and amended development agreement.

Fire/Police

The Public Safety Department has reviewed the application 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.

Economic Development

The One Scottsdale mixed-use development would create jobs through residential, hotel, retail, and especially office operations. The project has the potential to support the first two goals of

the Economic Development Five-Year Strategic Plan: (1) Grow Scottsdale's existing industries to foster economic vitality. (2) Attract investment to diversify Scottsdale's economy.

Open Space, Trails and Scenic Corridor

A one hundred (100) foot wide average and sixty (60) foot wide minimum scenic corridor is provided along the Scottsdale Road frontage, as required by the previous zoning approvals. In addition, a minimum of twenty (20) percent of the net PRC site shall be open space. A north/south thirty (30) foot wide open space/public access easement exists along the eastern edge of Planning Unit II that contains a 6-foot-wide concrete path. Two, thirty (30) foot wide east/west open space, public access easements are also provided and located within 350 feet of the eastern property line of Planning Unit II. Additionally, the developer has constructed an 8-foot-wide concrete path and trail along the Scottsdale Road frontage.

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.

Community Involvement

The City of Scottsdale promotes public participation in the development of the built environment and has used multiple public outreach methods. The applicant has also complied with the city's suggested best practices for public outreach. Surrounding property owners, HOA's and other interested parties were noticed via first class mail regarding the project. The distribution of this notification adhered to the City's 1,250-foot notification radius. According to the Citizen Review and Neighborhood Involvement Report, the applicant team has been communicating with neighboring property owners, businesses, and community members by telephone, and one-on-one meetings since May 2023, which includes an open house with the development team for residents of Grayhawk on November 15, 2023 hosted by the Grayhawk Community Association. An additional open house meeting was held on November 29, 2023 located at the Boys and Girls Club of Greater Scottsdale. The site and time were posted with the Early Notification Sign prior to the Open House. For additional information, please refer to the attached Citizen Review and Neighborhood Report.

Significant Updates to Development Proposal Since Initial Submittal

Since the initial submittal, the applicant has made several substantive modifications in response to staff review and community inputs. The proposed residential component has been reduced from 500 units to 350 units. In addition, the applicant has committed to the installation of traffic signals at the intersections of Legacy Boulevard and 73rd Way, and Legacy Boulevard and 73rd Street. Additionally, the proposal eliminates the Planned Regional Center (PRC) land

Use List that was approved in zoning case no. 20-ZN-2002 and instead applies the City's current PRC land use regulations.

Community Impact

The proposed amendment to One Scottsdale reduces the approved commercial square footage by 1,372,145 square feet and increases the residential component by 350 residential units. The reduction in commercial intensity is expected to lessen potential external impacts to surrounding neighborhoods, including traffic volumes and peak-hour congestion. The amendment does not expand the project boundary beyond what was previously approved and remains consistent with the mixed-use character of the site.

Policy Implications

The reduction in commercial intensity is anticipated to decrease overall traffic generation compared to the previously approved land use allocations. Although the residential component increases, residential units generally generate less intensive peak demand than commercial uses. The revised land use budget represents a shift between land use categories rather than an expansion of the project boundaries, and the city infrastructure associated with the reallocation of land uses will continue to be evaluated for compliance with applicable infrastructure and service requirements through subsequent review processes.

PLANNING COMMISSION

At the March 25, 2026 Planning Commission Hearing, the applicant requested that the case be continued to the May 13, 2026 Planning Commission Hearing. The motion for continuance passed unanimously by a vote of 7-0.

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 and development plan are 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 Services

Long Range Planning

Traffic Engineering

Water Resources
Fire and Life Safety
Plan Review

Economic Development and Tourism
Business Development

STAFF CONTACT

Meredith Tessier
Senior Planner
480-312-4211
E-mail: mtessier@ScottsdaleAZ.gov

APPROVED BY



Meredith Tessier, Senior Planner
Report Author

04/28/2026

Date



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

5/4/2026

Date



Erin Perreault, AICP, Sr. Director/Zoning Administrator
Planning & Development Services
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

5/6/2026

Date

ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Draft Ordinance No. 4703
 - Exhibit 1: Zoning Map
 - Exhibit 2: Stipulations
3. Draft Resolution No. 13620
 - Exhibit 1: One Scottsdale April 2026 Development Plan
 - Updated One Scottsdale Schedule A1-Land use and Circulation Plan
 - Updated One Scottsdale Schedule F-Circulation Plan
 - Updated One Scottsdale Schedule I-PRC Amended Development Standards, Use Regulations
4. Resolution No. 13621(Placeholder for CC)
 - Exhibit 1: Contract No. 2026-041-COS
5. Applicant's Narrative
6. Conceptual Site Plan
7. Case No. 20-ZN-2002#3 One Scottsdale Land use and Circulation Plan (For Reference)
8. Existing General Plan
9. Greater Airport Character Area Plan
10. Traffic Impact Summary
11. Community Involvement Report
12. Correspondence
13. City Notification Map
14. March 25, 2026 Planning Commission Meeting Minutes



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Google Earth Pro Imagery

Context Aerial

ATTACHMENT 1

20-ZN-2002#5



Close-up Aerial

ORDINANCE NO. 4703

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#5 TO AMEND THE EXISTING PLANNED COMMUNITY DISTRICT (P-C) WITH COMPARABLE PLANNED REGIONAL CENTER (PRC) ZONING FOR THE PURPOSE OF AMENDING USE REGULATIONS, INCLUDING AMENDMENTS TO THE ONE SCOTTSDALE AMENDED DEVELOPMENT STANDARDS (DENSITY), AND DEVELOPMENT PLAN AND LAND USE BUDGET FOR A MIXED-USE DEVELOPMENT, INCLUDING RESIDENTIAL, COMMERCIAL, AND HOTEL, ON A +/- 27-ACRE PORTION OF A +/- 130-ACRE SITE LOCATED AT 19601 N. SCOTTSDALE ROAD, 19190 N. 72ND WAY, AND 19194 N. 73RD WAY.

WHEREAS, the Planning Commission held a hearing on May 13th, 2026; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance No. 4703 on the cost to construct housing for sale or rent; and

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

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- C. The Planning Commission and City Council shall find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:
 1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population.
 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.

ATTACHMENT 2

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#5.

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 amending the existing Planning Community District (P-C) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, on a +/- 27-acre portion of a +/- 130-acre site located at located at 19601 N. Scottsdale Road, 19190 N. 72nd Way, 19194 N. 73rd Way and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, and by adopting that certain document entitled "One Scottsdale April 2026 Development Plan", declared as public record by Resolution No. 13620 which is incorporated into this ordinance by reference as if fully set forth herein.

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

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

ATTEST:

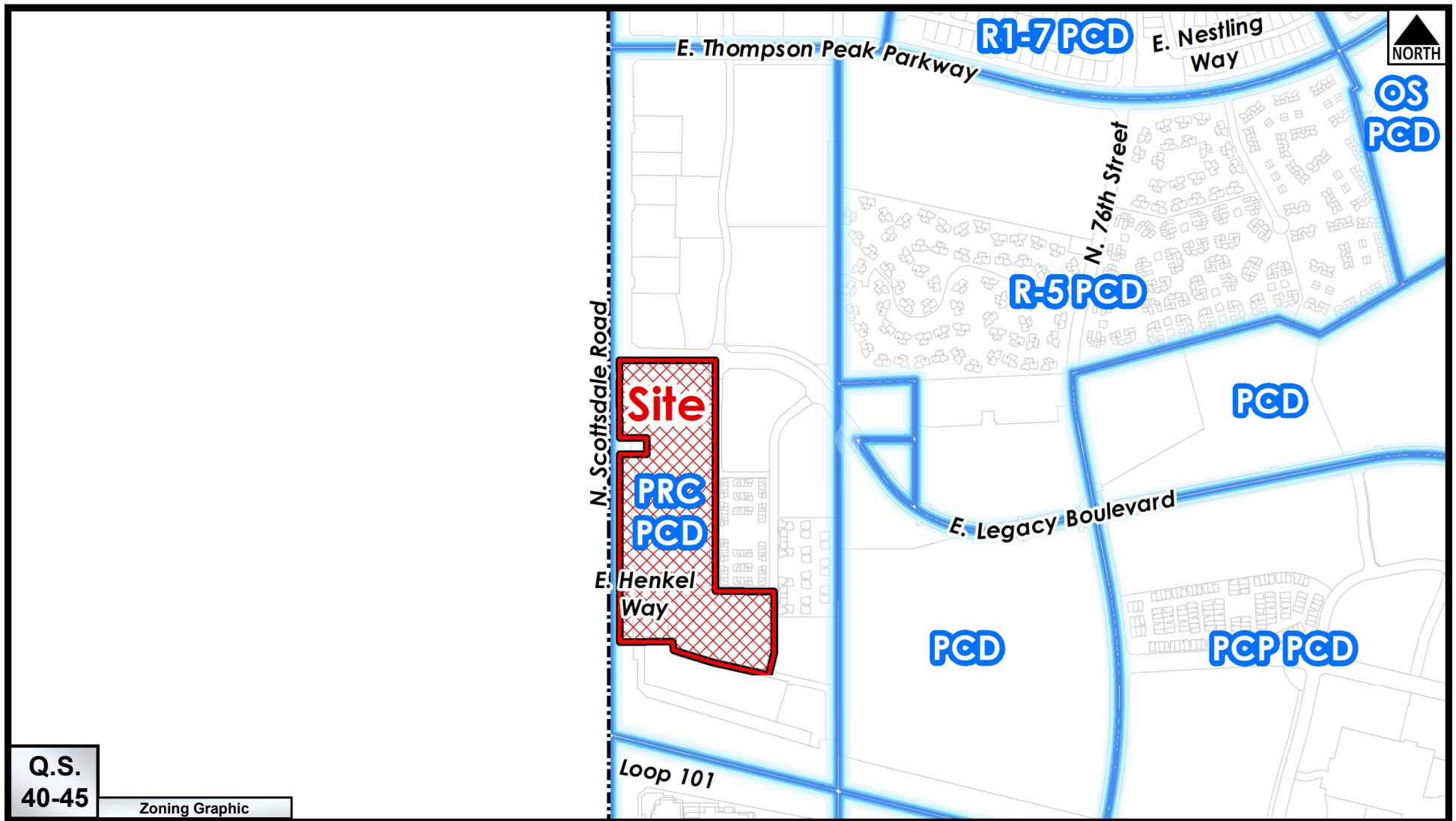
CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane
City Clerk

By: _____
Lisa Borowsky
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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



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Zoning Graphic

Existing Zoning

Ordinance No. 4703
Exhibit 1
Page 1 of 1

20-ZN-2002#5

**Stipulations for the Zoning Application:
One Scottsdale
Case 20-ZN-2002#5**

REVISED STIPULATIONS: ADDITIONS ARE IDENTIFIED IN **BOLD** AND DELETIONS ARE IDENTIFIED IN ~~STRIKETHROUGH~~.

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

GOVERNANCE:

1. GOVERNANCE. Stipulations from cases 20-ZN-2002 and 20-ZN-2002#3, not modified herein, shall remain in effect.

SITE DESIGN

2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the following Development Plan, entitled "One Scottsdale April 2026 Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 13619, and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
3. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2026-041-COS (Resolution No. 13621). Any change to the Development Agreement shall be subject to City Council approval.
4. MAXIMUM DWELLING UNITS – DENSITY. Maximum dwelling unit increase within the +/-27-acre area located in Planning Unit II, as identified in the approved development plan, shall not exceed 350 units. These units are in addition to the previously approved 2,000 dwelling units within Planning Units II and III, for a total maximum of 2,350 dwelling units.
5. MAXIMUM COMMERCIAL FLOOR AREA – INTENSITY. Maximum commercial floor area permitted within the +/-27-acre area located in Planning Unit II, as identified in the approved development plan, shall not exceed 886,000 square feet. This floor area is a reduction to the previously approved 2,866,145 square feet within Planning Units II and III, for a total maximum of 1,494,000 square feet. This stipulation shall apply only to the identified +/-27-acre area within Planning Unit II and shall not modify the commercial entitlements of other areas within Planning Unit II or III.
6. 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

7. LOCAL RESIDENTIAL PRIVATE STREETS. All local residential private streets shall be contained within a subdivision tract of land and dedications to the property owners association consisting of property owners within the subdivision of the development project.
8. SUBDIVISION TRACTS, PRIVATE STREETS, MAINTENANCE, AND LIABILITY. A property owners association consisting of property owners within the subdivision of the development project shall own and be responsible for all maintenance and liabilities of all subdivision tracts, private streets and related infrastructure.
9. AVIGATION EASEMENT. With the Development Review application, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee.
10. SANITARY SEWER EASEMENTS. The developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve such development site.
11. WATERLINE EASEMENTS. The developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve such development site.

INFRASTRUCTURE

12. 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.
13. CIRCULATION IMPROVEMENTS. The property owner shall submit for approval the construction documents to construct the following improvements and commence construction upon receiving approval of the documents from the city:
 - A. TRAFFIC SIGNAL CONSTRUCTION.
 - i. N 73RD WAY and E LEGACY BOULEVARD. Prior to issuance of any permit for a development project on the southwest corner of N 73rd Way and E Legacy Blvd the master developer shall, no later than January 1st, 2027, submit for approval the construction documents to construct a signalized intersection at N 73rd Way and E Legacy Blvd.
 - ii. N 73RD STREET and E LEGACY BOULEVARD. Prior to either the issuance of any permit for a development project on, or the recordation of a land division plat for, the southwest corner of N 73rd Street and E Legacy Blvd, the master developer shall, no later than January 31st 2028, submit for approval the construction documents to construct a signalized intersection at N 73rd Street and E Legacy Blvd.
14. WATER AND WASTEWATER IMPROVEMENTS.
 - i. Prior to the approval of any development project site plan, the owner or developer shall submit and receive approval of final basis of water and wastewater design reports.

- ii. With the submittal of a development project, the owner or developer shall submit and obtain approval of all on-site water and wastewater infrastructure improvements, including any new public water system, public sewer system, service lines, connection, fire-hydrants, and man-holes, necessary to serve the development and in accordance with city approved final basis of design water and wastewater reports.
 - iii. Due to density changes and shifts and additional fire flow requirement, any on-site water and sewer capacity issues and the associated infrastructure improvements (i.e., upsizing) will be the sole responsibility of the master developer (One Scottsdale) and the Owner.
15. WATER IMPROVEMENT COORDINATION. No building permit shall be granted for any portion of One Scottsdale prior to the city's completion (defined as construction completion and accepted by the city and Maricopa County Environmental Services Department per Scottsdale Revised Code Section 48-103) of the following improvements once the summation of all average daily water demand for each permit issued within One Scottsdale reaches 1,600 gpm, or with its approval would exceed 1,600 gpm, as tracked by owner or developer and determined accurate within city approved final basis of design reports:
- i. The city Booster Pump Station 55A (water campus) capacity upgrades.
- In accordance with the timing of parcel development, the owner or developer shall submit on-site and/or off-site water infrastructure improvements (except the city's Booster Pump Station 55A improvements) necessary to serve the development. However, if the updated Water Master Plan with revised hydraulic analysis conducted with concurrent fire hydrant flow test confirms no restrictions on water flow and pressure, this Stipulation will not be applicable and will not be enforced.
16. NEW WATER FACILITIES. Before the issuance of letters of acceptance by the Inspection Services Division for a development site, the developer shall construct all water lines and related facilities necessary to serve such development site.
17. WASTEWATER LINE. N SCOTTSDALE ROAD. To accommodate the increased flow of wastewater to the Scottsdale Road trunk line, the frontage 15-inch sewer line along Scottsdale Road at Loop-101 requires upsizing it to 18-inch sewer line minimum.
- i. The owner or developer shall submit and receive approval of a final basis of design report for sewer line improvements, eighteen (18) inch minimum, within Scottsdale Road between Scottsdale manholes # 9 to #7 (south of E Henkel Way to north of E Mayo Boulevard, approximately twelve hundred (1,200) lineal feet).
 - ii. The property owner or developer shall submit and obtain approval of construction documents to construct the N Scottsdale Road sewer improvements in conformance with the city approved final basis of design report, eighteen (18) inch minimum, between Scottsdale manholes # 9 to # 7 (south of E Henkel Way to north of E Mayo Boulevard, approximately twelve hundred (1,200) lineal feet).
 - iii. Owner or developer shall be responsible for permitting any portions of the N Scottsdale Road sewer improvements contained within Arizona Department of Transportation right-of-way with the Arizona Department of Transportation prior to city's permit approval of same.

- iv. However, if the city allows One Scottsdale to utilize the in-lieu payment option, this Stipulation will not be applicable and will not be enforced.
- 18. **BACKFLOW PREVENTION SYSTEMS.** The property owner or developer shall provide and locate backflow prevention systems outside city right-of-way and immediately downstream and adjacent to its serving water meter.
- 19. **STREET CUT SURCHARGE FEE.** In lieu of any assessable street cut surcharge fees associated with N. Scottsdale Road sewer improvements, the owner or developer shall replace pavement surface in kind by milling and overlaying the lane or lanes impacted by infrastructure construction, full width/s, for the length of infrastructure construction plus twenty (20) feet at its commencement and another twenty (20) feet at its conclusion, minimum.
- 20. The requirements found in Section 17, Wastewater Line N. Scottsdale Road, and Section 19, Street Cut Surcharge Fee, shall not apply to this zoning action if the City agrees in the First Amended and Restated Development Agreement for One Scottsdale, Contract No. 2026-141-COS, to accept a payment in lieu of One Scottsdale constructing an eighteen inch sewer line in North Scottsdale Road.
- 21. **NEW WASTEWATER FACILITIES.** Before the issuance of letters of acceptance by the Inspection Services Division for a development site within the +/-27-acre area located in Planning Unit II, the developer shall provide sanitary sewer lines and wastewater-related facilities to serve such development site.
- 22. **FIRE HYDRANT.** The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

- 23. **FAA DETERMINATION.** With the Development Review 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.
- 24. **HEIGHT ANALYSIS.** The owner of new development (and natural growth and construction equipment associated with new development), to be located within the twenty-thousand-foot radius of the Scottsdale Airport, that penetrates the 100:1 slope from the nearest point of the runway shall submit to the FAA the appropriate forms for FAA review. See FAA Form 7460-1. Before final plan approval, the owner shall submit the FAA response to FAA Form 7460-1.
- 25. **AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE.** With the Development Review Application submittal, the property owner shall provide a copy of the noise disclosure notice that will be provided to occupants, potential homeowners, employees and/or students that will be located at the development project in a form acceptable to the Scottsdale Aviation Director.
- 26. **FAIR DISCLOSURE.** Pursuant to the FAA Part 150 Noise Compatibility Study, each owner of property located in the areas labeled AC-1, AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall make fair disclosure to each purchaser. If a development is subject to Covenants, Conditions and Restrictions (CC&Rs), the owner shall include the disclosure in the CC&Rs.
- 27. **BASIS OF DESIGN REPORT (WATER).** With each Development Review application for development within the +/-27-acre area located in Planning Unit II, the developer shall submit a Water Basis of Design Report. The report shall conform to the Master Water Plan associated with this zoning

action, as applicable, and the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM) Chapter 6. **The report shall identify the timing of and parties responsible for construction of all water facilities based on information available at the time of the basis of design report.** Generally, ~~the basis of design report and plan shall incorporate:~~

- ~~a. Identify the location, size, condition, and availability of existing water lines and water related facilities such as valves, service lines, fire hydrants, etc.~~
- ~~b. Evaluate the project's water demands including fire demands, and their impact on the existing water system.~~
- ~~c. Determine the need for any upgrade and/or additional water lines and water related facilities to support the proposed development.~~
- ~~d. Conform to the City's Integrated Water Resources Master Plan.~~
- ~~e. Identify the timing of and parties responsible for construction of all water facilities based on information available at the time of the basis of design report.~~

28. APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal, the developer shall have obtained approval of the Water Basis of Design Report from the City Water Resources Department.

29. BASIS OF DESIGN REPORT (WASTEWATER). With each Development Review application for development within +/-27-acre area located in Planning Units II, the developer shall submit a Wastewater Basis of Design Report. The report shall conform to the Master Wastewater Plan associated with this zoning action, as applicable, and the latest version of City of Scottsdale Design Standards and Policies Manual available from the City Water Resources Department. **The report shall identify the timing of and parties responsible for construction of all wastewater facilities based on information available at the time of the Basis of Design report.** Generally, ~~the basis of design report and plan shall incorporate:~~

- ~~a. Identify the location of, size, condition, capacity and availability of existing sanitary sewer lines and wastewater-related facilities.~~
- ~~b. Evaluate the project's wastewater demands and their impact on the existing on-site and off-site wastewater system.~~
- ~~c. Include pool backwash in sewer capacity calculation.~~
- ~~d. Determine the need for any additional wastewater lines, upsizing/upgrades and related facilities to support the proposed development.~~
- ~~e. Conform to the City's Integrated Water Resources Master Plan.~~
- ~~f. Identify the timing of and parties responsible for construction of all wastewater facilities based on information available at the time of the basis of design report.~~

30. APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal, the developer shall have obtained approval of the Wastewater Basis of Design Report from the City Water Resources Department.

31. CONCEPTUAL DRAINAGE REPORT. With each Development Review application, the developer shall submit a conceptual drainage report and plan subject to City staff approval. The conceptual report and plan shall conform to the approved Master Drainage Plan for Planning Units II, as applicable, and the City's Design Standards and Policies Manual - Drainage Report Preparation. Analysis and mitigation shall be provided for any increase in runoff or identified impacts. All proposed engineering solutions shall comply with city minimum requirements and are submit to approval by city. In addition, the conceptual drainage report and plan shall:

- a. Pre-vs. Post development peak discharge analysis using the 100 year, 2 hours and 6 hour storm events.
- b. Finished floor elevation based on current Scottsdale Revised Code flood zone information.

MASTER PLANS

32. MASTER INFRASTRUCTURE PLANS. Master Plans are approved. Any major variation within the +/- 27-acre area located in Planning Unit II, as identified in the approved development plan from the approved Master Plans will require an update to the Master Plans as determined by the Water Resources Senior Director or their designee. 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 with any Development Review submittal. Each Master Infrastructure Plan shall include a complete description of project phasing, identifying the timing and parties responsible for infrastructure construction based upon available information at the time of basis of design report.
33. Master Drainage Systems Plan: Development shall comply with the approved Master Drainage Plan and current city of Scottsdale Design Standards and Policies Manual (DSPM). The following items represent key drainage requirements that shall be addressed with individual development submittals:
- a. Project-Specific Drainage Report. Development of parcels within One Scottsdale shall submit a drainage memo/technical memorandum to analyze the proposed site improvements and demonstrate conformance with the approved Master Drainage Plan Report.
 - b. Waiver Validation and Required Mitigation. The drainage report shall confirm that the new development does not cause the required storage volume (100 year, 2 hours) to exceed the previously waived capacity.
 - c. Downstream Capacity and Impacts. The developer shall confirm that post-development peak discharge (100 year, 6 hours) does not exceed the 600 cfs capacity of the regional channel and does not create adverse impacts to adjacent properties.
 - d. ADOT Coordination. If post-development flows exceed the conditions evaluated under the 2012 waiver, the developer shall coordinate with ADOT and provide written concurrence to the City prior to approval of improvement plans.
 - e. Safe Conveyance. The developer shall ensure that historical flow patterns are maintained and that runoff is safely conveyed to the regional drainage facility terminating at the north side of the Central Arizona Project canal.

Note: If conditions in items b and c above are met, requirements in items d and e do not apply.

34. MASTER DRAINAGE PLAN. Master Plans are approved. Any major variation from the approved Master Plans within the +/-27-acre area located in Planning Unit II, as identified in the approved development plan will require an update to the Master Plan as determined by Stormwater Management staff. A Master Drainage Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The Master

Drainage Plan Report conforming to the items below has previously been approved by the City of Scottsdale. Any major updates required to the approved Master Drainage Plan Report shall include:

- a. Maps showing watersheds draining onto and through the Planning Unit, with estimates of peak flows for 10, 50, and 100-year flood events at concentration points entering the Planning Unit
- b. Estimated peak flows and volumes of on-site runoff at concentration points exiting the Planning Unit for both developed and undeveloped conditions for the 10, 50, and 100-year flood events
- c. Maps showing current FEMA special flood hazard areas and flood insurance zones, including depths and velocities
- d. Location and estimated size of all proposed drainage facilities, including culverts, detention basins, channels, etc.
- e. A map that delineates the drainage area that will be served by each detention basin
- f. Estimated peak flow from all drainage basins upstream of the proposed development, which may flow through the onsite system, shall be assessed for impacts to the entire system.

Note: If development conforms to the approved Master Drainage Plan within the +/-27-acre area located in Planning Unit II, as identified in the approved development plan with no major variations, items a–f above do not apply.

35. MASTER DRAINAGE REPORT APPROVAL. All development shall conform the approved Master Drainage Plan and current City of Scottsdale design standards.

36. MASTER WATER PLAN. Master Plans were approved in 2016 for Planning Units II and III. The proposed development for the +/-27-acre area located in Planning Unit II will require an update to the Master Plan as determined by the Water Resources Senior Director or their designee. A Master Water Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The report and plan shall conform to the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM) Chapter 6 for parcels within the +/-27-acre area located in Planning Unit II. **The Master Water Plan will include a discussion of the timing of and parties responsible for construction of all water facilities based on available information at the time of the basis of design report.** All subsequent development plans shall conform to the approved master plans. Any proposed deviation from an approved master plan shall require review and approval by as determined by the Water Resources Senior Director or their designee. ~~The Master Water Plan shall incorporate:~~

- ~~a. A description of water system requirements for the +/- 27 acre area located in Planning Unit II and the phasing of such requirements.~~
- ~~b. A discussion of the timing of and parties responsible for construction of all water facilities based on available information at the time of the basis of design report.~~
- ~~c. The conceptual location and size of all necessary water system components, including both on-site and off-site water lines needed to serve the development, and an analysis of the impact of the proposed development on the existing system with water demand generation factors based upon land use.~~
- ~~d. A flow and pressure analysis of the proposed system with concurrent fire hydrant flow tests that includes a simulation of the system operation for each pressure zone within the~~

~~development using a computer model with average day demands, maximum day demands with estimated required fire flow and any requirements to meet the then current City standards, maximum day demands with reservoir tanks closed, and peak hour demands.~~

37. MASTER WATER PLAN. Master Plans were approved in 2016 and are no longer applicable for parcels within the +/-27-acre area located in Planning Unit II. The proposed development will require an update to the Master Plans. Within three (3) months of zoning approval, the owner or developer shall submit to the city for its review and approval the Master Water Plan updated with concurrent fire hydrant flow test based hydraulic modeling and in conformance with city written standards.
38. MASTER WATER PLAN APPROVAL. Master Plans were approved in 2016 and are no longer applicable for parcels within the +/-27-acre area located in Planning Unit II. The proposed development will require an update to the Master Plans. Before the application of any basis of design reports to the Plan Review and Permit Services Division for parcels within the +/-27-acre area located in Planning Unit II, the Master Developer shall have obtained approval from the City Water Resources Department of the Master Water Plan.
39. MASTER WASTEWATER PLAN. Master Plans were approved in 2016 and are no longer applicable for parcels within the +/-27-acre area located in Planning Unit II. The proposed development will require an update to the Master Plans as determined by the Water Resources Senior Director or their designee. The Master Developer is required to resubmit Master Wastewater Plan Report updated with on-site and off-site (within Planning Units II and III) sewer capacity analyses within three (3) months of the approved Rezoning. Any variation impacting sewer capacity from the approved Master Plans will require an update to the Master Plans. The Master Wastewater Plan shall conform to the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM), Chapter 7 for parcels within the +/-27-acre area located in Planning Unit II. **The Master Wastewater Plan will include a discussion of the timing of and parties responsible for construction of all wastewater facilities based on available information at the time of the basis of design report.** All subsequent development plans shall conform to the approved master plans. ~~The Master Wastewater Plan shall incorporate:~~
 - a. ~~A description of the wastewater system requirements for the property within the +/- 27-acre area located in Planning Unit II and the phasing of such requirements.~~
 - b. ~~A discussion of the timing of and parties responsible for construction of all wastewater facilities based on available information at the time of the basis of design report.~~
 - c. ~~The conceptual location, size, type and capacity of the necessary wastewater collection, and transmission system components needed to serve the +/- 27-acre area located in Planning Unit II and an analysis of the impact of the proposed development on the existing on-site and off-site sewer system with wastewater demand generation factors based upon land use.~~
 - d. ~~The calculations necessary to substantiate the selection of the size, type, and capacity of the on-site wastewater transmission facilities.~~
 - e. ~~Include pool backwash in sewer capacity calculation.~~
 - f. ~~Compliance with the adopted City's Integrated Water Resources Master Plan for the respective area.~~
 - g. ~~Estimated peak flow from all contributions upstream of the proposed development that may flow through the on-site system shall be assessed for impacts to the entire system.~~
40. STORMWATER STORAGE REQUIREMENTS. A Stormwater Storage Waiver has been approved by the City of Scottsdale dated 1/13/2012 **and rezoning updated drainage memorandum sealed by**

consultant on April 10, 2026 that covers approximately 27 acres. The development shall conform to any/all subsequent modifications that were made to the original master drainage study and plans for One Scottsdale.

RESOLUTION NO. 13620

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 "ONE SCOTTSDALE APRIL 2026 DEVELOPMENT PLAN".

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

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

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

Section 1. That certain document entitled "One Scottsdale April 2026 Development Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

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

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By: _____
Ben Lane, City Clerk

By: _____
Lisa Borowsky, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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

ATTACHMENT 3

One Scottsdale April 2026 Development Plan



BUILDING LEGACIES SINCE 1984

**One Scottsdale
Development Plan
Project Narrative
Final – April 2026**

REQUEST

One Scottsdale Investors, LLC and RKCCLL Investments LLC, BDCCLL Investments LLC, CCFCLL Investments LLC and SMCCLL Investments (collectively, the “**Owners**”) are owners of portions of the One Scottsdale mixed-use development project (“**One Scottsdale**”) located at the northeast corner of Scottsdale Road and the Loop 101 freeway. The Owners have authorized Berry Riddell, Tiffany Bosco and DMB Associates, Inc. (“**Applicant**”) to process a request to amend the existing Planned Community District with comparable Planned Regional Center (“**PCD-PRC**”) zoning district for twenty-seven (27) acres of the overall PCD. The request is to update Schedule “C” which is the approved Land Use Budget (“**LUB**”) to add 350 additional for-sale only residential units and to decrease non-residential square footage by 1,372,145 square feet on the Owners portion of One Scottsdale south of Legacy Boulevard (“**Request**”). The goal is to ‘right size’ the approved residential and commercial entitlements to create the critical mass necessary to support the future mixed-use plans for the overall project. The proposed entitlements are in conformance with the current City of Scottsdale (“**City**”) General Plan and Greater Airpark Character Area Plan (“**GACAP**”). The following narrative expands on the Request and its necessity to allow for the continued development of this mixed-use development core at one of the City’s major intersections at Scottsdale Road and the Loop 101 freeway.

ONE SCOTTSDALE

Background/History

In 2002, the City approved DMB’s request for a development proposal that would create a retail based, mixed-use core at the intersection of the Loop 101 freeway and the City’s signature roadway, Scottsdale Road. The approval created flexible zoning entitlements that allowed approximately 1.8 million square feet of commercial, office and retail uses, 400 hotel rooms and up to 1,100 residential units (“**2002 Entitlements**”). The 2002 Entitlements include requirements for master plans for water, wastewater, drainage, transportation and environmental design, all of which have been prepared and approved by the City.

One of the key components that allowed for the 2002 Entitlements was the comprehensive traffic analysis and recommendations that evolved from the zoning process. As a result, significant transportation infrastructure was required for the One Scottsdale project. Most of the required regional transportation improvements in excess of \$13 million were constructed prior to any significant development occurring within One Scottsdale and which have been in place for many years in advance of actual development.



These improvements including the widening of Scottsdale Road on the east side, new traffic signals at Scottsdale Road and Henkel's main entrance, and at the intersection of Legacy Boulevard and Scottsdale Road, construction of Legacy Boulevard, coordination of Legacy Boulevard to Hayden Road through Arizona State Land parcels and the Loop 101 Freeway frontage road from Hayden Road to Scottsdale Road. In addition, the 2002 Entitlements allowed the City and DMB to successfully attract a significant corporate user to the site, Henkel (previously Dial Corporation and now the Illume building). Given positive market response at that time, pre-development began on the site including significant grading, drainage and utilities to serve the Henkel building as well as major earthwork for proposed underground parking garages.

In 2016, the City approved an amendment to the development plan for additional non-residential and residential entitlement as well as the ability to go up to 90' in height in certain areas of PU II. As part of this approval, additional stipulations were approved including the need to potentially widen the west lane of Scottsdale Road to achieve a full 6-lane condition. Scottsdale Road has been recently widened in front of One Scottsdale achieving increased capacity along the Property's frontage. The Owners have invested over \$32 million in infrastructure improvements to the site and surrounding area over the past 20+ years.

The One Scottsdale PCD has evolved since its original approval 24 years ago (20-ZN-2002). Subsequent amendments to the original zoning case (20-ZN-2002 #3 & 20-ZN-2002 #4) and this proposed amendment (20-ZN-2002 #5) depict the respective entitlements for different portions of the master plan. The below map identifies the applicable zoning case and entitlements for each portion of One Scottsdale.



BUILDING LEGACIES SINCE 1984



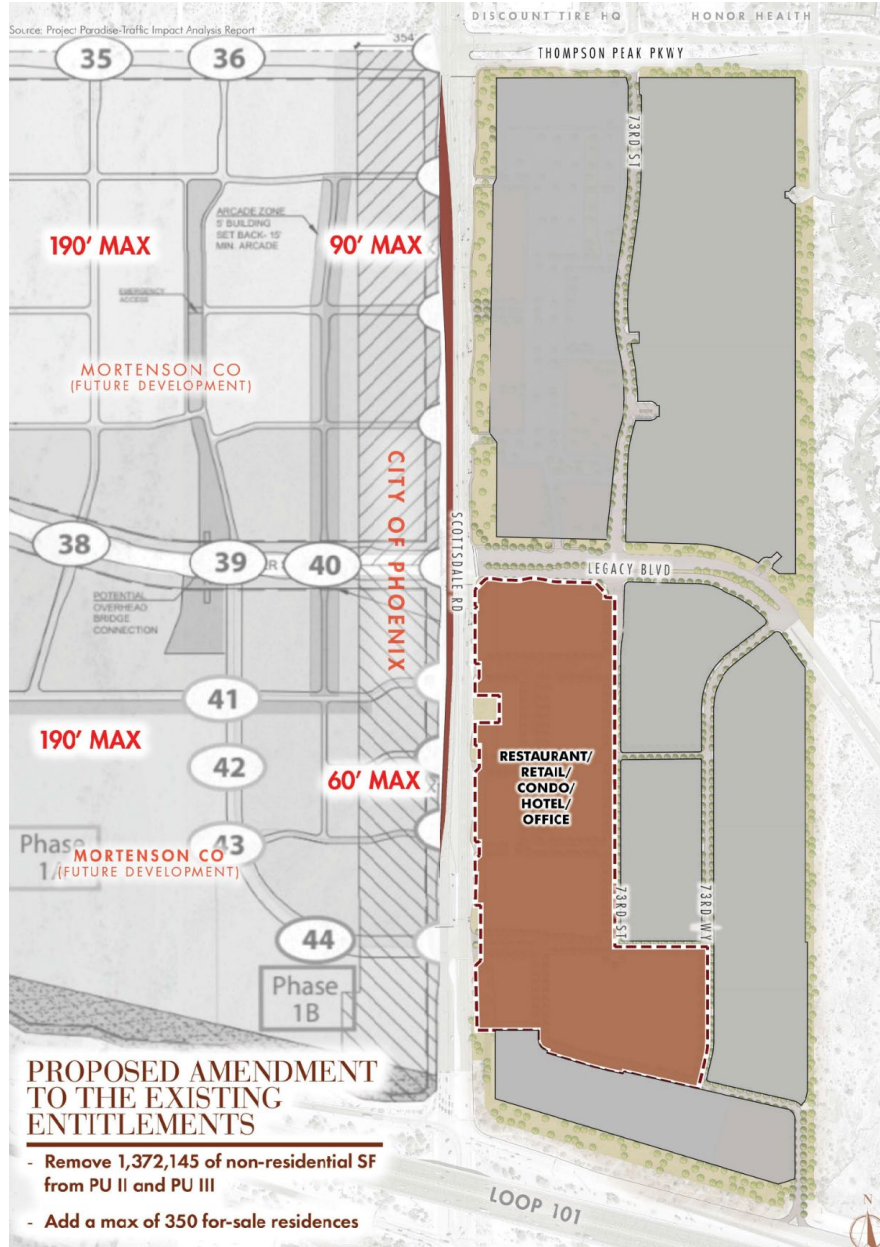
ONE SCOTTSDALE ZONING CASE MAP

DEVELOPMENT PLAN AMENDMENT

The existing PCD-PRC zoning was originally granted in 2002 and amended in 2016 by the City for properties north of the Loop 101 freeway. The existing entitlements created a specific set of development standards, land use mix and off-site requirements, which are utilized to guide development on the site.

The current request is to update the Project's existing zoning district (PCD-PRC) to significantly reduce the intensity of use allowed on the property and infrastructure impacts. The request continues to comply with the City's latest General Plan updates and Character Area planning efforts, including the GACAP. Due to its location at the freeway, the Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for the greatest intensity and density.

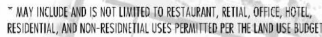
Our request is to update the existing approved entitlements to better implement the City's current General Plan and Character Area planning efforts. In doing so, we intend to request an overall reduction in intensity resulting in a more sustainable, compatible and appropriate development for this area. The requested additional residential and reduction in commercial/office square footage within the core of Planning Unit II is also supported by the City's Character Area planning efforts and will result in less impact on City infrastructure. This includes a 31% reduction in water use, 20% reduction in wastewater use, and a 92% reduction in weekday vehicle trips and 93% reduction in am and pm peak traffic times to and from the Property. The proposed development plan amendment impacts are displayed on the below graphic.



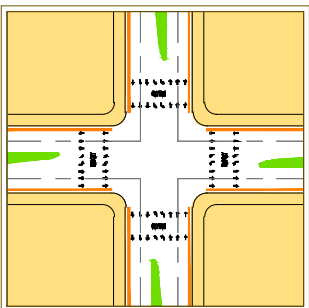
Proposed Amendment to Development Plan Map

SUMMARY

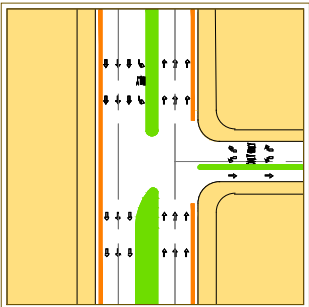
Along with the updated Schedules that a part of this Development Plan Amendment, the Request is to update One Scottsdale's existing PRC zoning district to substantially reduce the intensity of One Scottsdale by approximately 1.3M square feet of non-residential intensity and increase the amount of housing by 350 for-sale residences. These for-sale residences can only be developed in PU II. The intent of the Request is to remove overall intensity while at the same time reducing impacts to the City's infrastructure including traffic, water use and sewer use. The changes continue to be consistent with and implement the City's current General Plan and Character Area Plan goals, policies and vision.



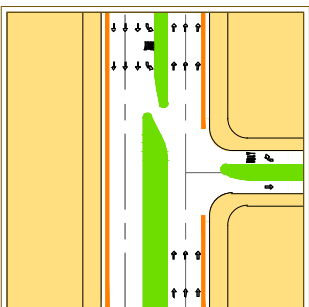
AMENDMENT BOUNDARY



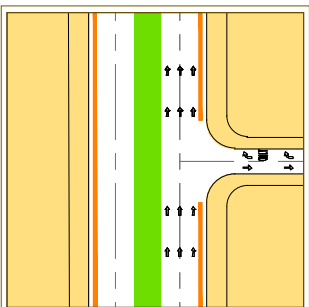
SIGNALIZED INTERSECTION
(General Design Concept)



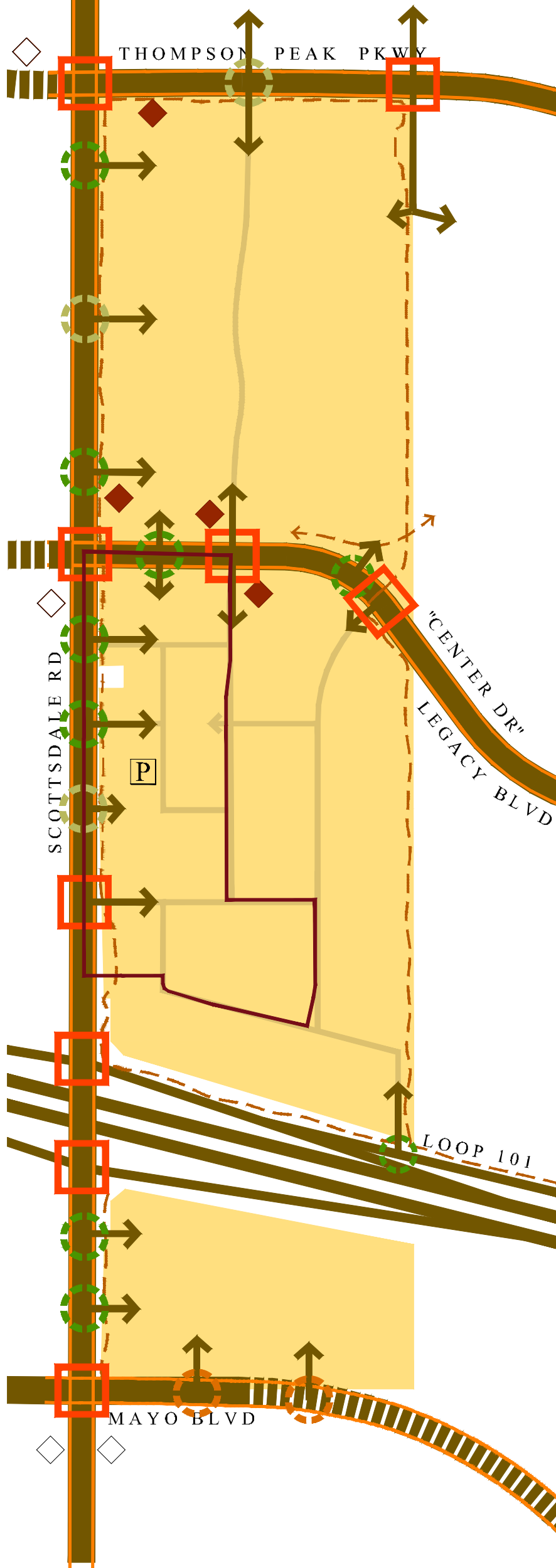
NON-SIGNALIZED FULL MOVEMENTS
(General Design Concept)



LEFT IN, RIGHT-IN/RIGHT-OUT
(General Design Concept)



RIGHT-IN / RIGHT-OUT
(General Design Concept)



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

- MAJOR STREET
- FUTURE STREET
- CONCEPTUAL INTERNAL CIRCULATION (location to be determined)

- BICYCLE LANE (PROPOSED)
- PEDESTRIAN TRAIL

- CONCEPTUAL PARKING LOCATION
- POTENTIAL BUS / TRANSIT STOP
- SIGNALIZED INTERSECTION

- NON-SIGNALIZED, FULL MOVEMENTS
- LEFT IN, RIGHT-IN/RIGHT-OUT
- RIGHT-IN / RIGHT-OUT

- DISTRICT BOUNDARY
- AMENDMENT BOUNDARY



ONE SCOTTSDALE

CIRCULATION

SCHEDULE F

Resolution No. 13620
Exhibit 1
Page 8 of 12



The drawings and information depicted herein are prepared only and are not intended to represent final architectural, planning, or design concepts. We do not represent, warrant, or guarantee that such information is true, correct, or accurate in any way, including but not limited to, its use for any purpose other than that for which it was prepared. Drawings and Specifications as instruments of service are the property of the architect and may not be reproduced or used for any purpose without the written permission of the architect.

Schedule I - P.R.C. Amended Development Standards

Change made by City Council shown in bold font and strikethroughs (Sec. S.2604.E.2) dated 11/19/2002.

20-ZN-2002 #5 proposed standards shown in italics, bold font and double strikethrough.

~~Sec. S.2600. (P.R.C.) Planned Regional Center.~~

~~Sec. S.2601. Purpose.~~

~~The purpose of the planned regional center district is to provide for a broad variety of general merchandise and services in full depth and variety within a planned commercial [regional] center, which may include office and residential uses carefully inter related by design to assure that the uses complement each other and the whole mixed use complex.~~

~~Sec. S.2602. Approvals Required.~~

~~A. Any application for rezoning to P.R.C. shall be accompanied by a site plan which reflects all criteria of the P.R.C. district.~~

~~B. Any application for P.R.C. zoning, or rezoning to P.R.C. shall be accompanied by a traffic impact study including, but not necessarily limited to, analysis of trip generation, trip distribution, ingress and egress, parking design, internal circulation, capacity analysis, effect on roadway system, and proposed solutions.~~

~~C. No structure or building shall be built or remodeled upon land in the P.R.C. district until Development Review Board approval has been obtained as outlined in article I, section 1.900 thereof. (Ord. No. 3225, § 1, 5-4-99)~~

~~Sec. S.2603. Use regulations.~~

~~A. Permitted uses. Buildings, structures or premises shall be used and building and structures shall hereafter be erected, altered or enlarged for the following uses:~~

~~1. Retail sales.~~

~~a. Apparel and accessories stores such as men's and boys clothing and furnishings, women's wear and accessories, children's and infant's wear, family clothing, shoes, custom tailoring, fur apparel, clothing rentals, and fabrics.~~

~~b. Automotive parts store.~~

~~c. Big box, meaning any single retail space (limited to permitted retail uses in this P.R.C. district) with a building footprint of equal to or greater than seventy-five thousand (75,000) square feet.~~

~~d. Books, newspaper, magazine or stationary stores.~~

~~e. Camera or photographic supply stores.~~

~~f. Cigar, tobacco, cigarette stores.~~

- ~~g. Drug and proprietary stores.~~
- ~~h. Florists.~~
- ~~i. Eating and drinking places without live entertainment or patron dancing.~~
- ~~j. Food stores and groceries such as grocers, delicatessens, meats and fish, fruits and vegetables, candy, nut, confectionary, dairy products, and bakeries.~~
- ~~k. Furniture, home furnishings and equipment stores such as furniture, inside window coverings, china, glassware, metalware, household appliances, radios and televisions, music supplies and equipment, and home and portable business computers.~~
- ~~l. General merchandise stores including department, variety, antiques, catalogue sales outlet, and warehouse clubs.~~
- ~~m. Gift, novelty, import, art, jewelry or souvenir stores.~~
- ~~n. Hobby or toy stores.~~
- ~~o. Home improvement stores including but not limited to paint, glass, wallpaper and carpet.~~
- ~~p. Liquor stores.~~
- ~~q. New motor vehicle stores with display and storage enclosed within a building and no service area.~~
- ~~r. Pot shops.~~
- ~~s. Sporting goods and bicycles.~~
- ~~t. Swimming pool and patio supplies and accessories.~~
- ~~2. Services.~~
 - ~~a. Broadcasting studio without towers.~~
 - ~~b. Business services including blueprinting and photocopying, printing, mailing services, office equipment rentals and photofinishing services.~~
 - ~~c. Personal wireless service facilities; minor, subject to the requirements of sections 4.006, 3.100 and 7.200.~~
 - ~~d. Educational services including art and music schools, dancing schools, extensions of colleges or universities and day care center.~~
 - ~~e. Finance, insurance and real estate services including banking and bank related services, savings and loan associations, securities, brokers and dealers, insurance agents and brokers, and real estate agents and brokers and associated services and headquarters.~~
 - ~~f. Governmental services.~~
 - ~~g. Hospital for animals including boarding and lodging provided that there are no open kennels and provided that all activities are conducted in soundproof buildings.~~
 - ~~h. Medical services including offices for physicians, dentists, osteopaths, chiropractors, opticians, optometrists and group health services with ancillary laboratories excluding any services requiring overnight patient stays.~~
 - ~~i. Personal services including laundering and dry cleaning services, photographic services, beauty shops, barber shops, and shoe repair and shining.~~
 - ~~j. Private business, professional and civic clubs and associations.~~

- ~~k. Professional services including legal services; engineering, interior design and architectural services; and accounting, auditing and bookkeeping services, and consulting services.~~
- ~~l. Recyclable material collection.~~
- ~~m. Repair services including appliance repair, watch, clock and jewelry repair, and upholstery shop.~~
- ~~n. Restaurant.~~
- ~~o. Taxidermist.~~
- ~~p. Travel agency.~~
- ~~q. Video tape rental.~~
- ~~r. Private and charter school having no room regularly used for housing or sleeping overnight. Subject to Development Review Board approval and compliance with standards including, but not limited to, the following as well as those otherwise required in the district.~~
 - ~~(1) Location: All proposed private and charter schools shall be located a minimum of five hundred (500) feet from any adult use.~~
 - ~~(2) Lot area: The minimum lot area shall be equal to that required for the district, except that no lot shall be less than forty three thousand (43,000) square feet (not).~~
 - ~~(3) There shall be no outside speaker system of bells, if the school building is within one hundred (100) feet of a single family dwelling or multifamily dwelling unit.~~
 - ~~(4) Open space: Per underlying zoning district open space requirements. All NAOS requirements of the district must be met and may be applied towards the overall open space requirements subject to compliance with NAOS standards.~~
 - ~~(5) Parking: Parking shall observe the front yard setbacks of the district for all frontages. One third (1/3) of the required parking may be shared parking with other establishments present on site. Parking shall be located and screened per the requirements of the district.~~
 - ~~(6) Outdoor recreation area: All outdoor playgrounds and recreation areas shall be enclosed by a wall or fence sufficient in height to protect the safety and welfare of the students and shall be located within the side or rear yard. Any playground or outdoor recreation area shall be located a minimum of fifty (50) feet from any residential district and screened by a minimum six foot high wall.~~
 - ~~(7) Drop off area: A drop off area accommodating a minimum of five (5) vehicles shall be located along a sidewalk or landing area connected to the main entrance to the school. This area shall not include internal site traffic aisles, parking spaces, fire lanes, etc.~~
 - ~~(8) Any public trails or pedestrian connections shall be incorporated into the site plan and approved by the Development Review Board.~~
 - ~~(9) Circulation plan: The applicant shall submit a circulation plan to insure minimal conflicts between the student drop off area, potential van drop off area, parking, access driveways, pedestrian and bicycle paths on site.~~

~~3. Cultural, entertainment and recreation.~~

- ~~a. Churches, synagogues, and temples.~~
- ~~b. Cultural activities including libraries and museums.~~
- ~~c. Game center and arcade.~~
- ~~d. Pool or billiards parlor.~~
- ~~e. Public assembly facilities including indoor motion picture theaters and legitimate theaters.~~
- ~~f. Recreational facilities including ice skating, roller skating, bowling, gymnasiums, health and fitness centers.~~

~~4. Residential.~~

- ~~a. Hotels, motels, and inns.~~
- ~~b. Multifamily residential.~~

~~B. Uses subject to a conditional use permit.~~

- ~~1. Automobile rental.~~
 - ~~2. Automobile repair and service.~~
 - ~~3. Automobile wash services excluding self-operated.~~
 - ~~4. Automotive tires, batteries and accessories.~~
 - ~~5. Broadcasting studios with towers.~~
 - ~~6. Business school.~~
 - ~~7. Gasoline sales and service stations.~~
 - ~~8. Indoor aquarium.~~
 - ~~9. Live entertainment (see section 1.403 for criteria).~~
 - ~~10. New and used motor vehicle sales including outdoor storage.~~
 - ~~11. Outdoor recreational facilities which are greater than two (2) acres in size such as miniature golf, tennis center, water parks or play structures.~~
 - ~~12. Personal wireless service facilities; major, subject to the requirements of sections 4.400, 3.100 and 7.200.~~
 - ~~13. Planetaria.~~
 - ~~14. Plant nursery.~~
 - ~~15. Teen dance center.~~
 - ~~16. Seasonal art festival.~~
- ~~(Ord. No. 2311, § 1, 8-21-00; Ord. No. 2317, § 1, 11-6-00; Ord. No. 2430, § 1, 1-21-02; Ord. No. 2620, § 1, 8-2-04; Ord. No. 2858, § 1, 12-5-05; Ord. No. 3048, § 2, 10-7-07; Ord. No. 3034, § 1, 11-4-07; Ord. No. 3103, § 1, 1-6-08; Ord. No. 3225, § 1, 5-4-09; Ord. No. 3394, 6-19-04)~~

ATTACHMENT #4-PLACEHOLDER FOR CC

Resolution No. 13621

Exhibit 1:
Contract No. 2026-041-COS



BUILDING LEGACIES SINCE 1984

One Scottsdale
Amendment to Zoning
Project Narrative
Final – December 19, 2025

REQUEST

One Scottsdale Investors, LLC and RKCCLL Investments LLC, BDCCLL Investments LLC, CCFCLL Investments LLC and SMCCLL Investments (collectively, the “Owners”) are owners of portions of the One Scottsdale mixed-use development project (“One Scottsdale”) located at the northeast corner of Scottsdale Road and the Loop 101 freeway. The Owners have authorized Berry Riddell, Tiffany Bosco and DMB Associates, Inc. (“Applicant”) to process a request to amend approximately 27 acres of the existing Planned Community District with comparable Planned Regional Center (“PCD-PRC”) zoning district. The request is to update Schedule “C” which is the approved Land Use Budget (“LUB”) to add 350 additional for-sale only residential units and to decrease non-residential square footage by 1,372,145 square feet on the Owners portion of One Scottsdale south of Legacy Boulevard (“Request”). The goal is to ‘right size’ the approved residential and commercial entitlements to create the critical mass necessary to support the future mixed-use plans for the overall project. The proposed entitlements are in conformance with the current City of Scottsdale (“City”) General Plan and Greater Airpark Character Area Plan (“GACAP”). The following narrative expands on the Request and its necessity to allow for the continued development of this mixed-use development core at one of the City’s major intersections at Scottsdale Road and the Loop 101 freeway.

ONE SCOTTSDALE

Background/History

In 2002, the City approved DMB’s request for a development proposal that would create a retail based, mixed-use core at the intersection of the Loop 101 freeway and the City’s signature roadway, Scottsdale Road. The approval created flexible zoning entitlements that allowed approximately 1.8 million square feet of commercial, office and retail uses, 400 hotel rooms and up to 1,100 residential units (“**2002 Entitlements**”). The 2002 Entitlements include requirements for master plans for water, wastewater, drainage, transportation and environmental design, all of which have been prepared and approved by the City.

One of the key components that allowed for the 2002 Entitlements was the comprehensive traffic analysis and recommendations that evolved from the zoning process. As a result, significant transportation infrastructure was required for the One Scottsdale project. Most of the required regional transportation improvements in excess of \$13 million were constructed prior to any significant development occurring within One Scottsdale and which have been in place for many years in advance of actual development.



These improvements including the widening of Scottsdale Road on the east side, new traffic signals at Scottsdale Road and Henkel's main entrance, and at the intersection of Legacy Boulevard and Scottsdale Road, construction of Legacy Boulevard, coordination of Legacy Boulevard to Hayden Road through Arizona State Land parcels and the Loop 101 Freeway frontage road from Hayden Road to Scottsdale Road. In addition, the 2002 Entitlements allowed the City and DMB to successfully attract a significant corporate user to the site, Henkel (previously Dial Corporation and now the Illume building).

In 2016, the City approved an amendment to the zoning to allow for additional residential and non-residential entitlement. An additional 1,066,145 square feet of non-residential and 900 residential units (for PU II) was approved as well as the ability to go up to 90' in height in certain areas of PU II. As part of this approval, additional stipulations were approved including the need to potentially widen the west lane of Scottsdale Road to achieve a full 6-lane condition. Scottsdale Road has been recently widened in front of One Scottsdale achieving increased capacity along the Property's frontage.

The Illume campus in the southern portion of the property and the One North Scottsdale and Avion at Legacy residential developments in the northeastern portion of the property were the first properties to develop at One Scottsdale. Since 2021, additional properties have developed including the Home-to-Suites Hotel, construction of the Streetlights residential project, the Portico Condominiums and the retail shops and the Ryan medical office building. Additional properties have been sold with buildings in various stages of the permitting and approval process.

Planning Unit III

One Scottsdale, north of the Loop 101 freeway, is divided into two (2) separate planning units, Planning Unit II and Planning Unit III. Planning Unit III within One Scottsdale is bounded by Thompson Peak Parkway on the north, Scottsdale Road on the west, Legacy Boulevard on the south and the western boundary of the Grayhawk community on the east. The One North Scottsdale/Avion residential projects have utilized approximately 710 of the 750 residential dwelling units allocated within Planning Unit III.

The Home-to-Suites hotel was constructed and opened in 2023 in the middle portion of PU III and is a 4-story, 130-room extended stay hotel. The Ryan Company recently opened a medical focused, two-story, 101,000 square foot office building. The office building is home to the City of Hope Cancer Center and Exalt Health. Also, a 10,700 square foot retail building with multiple retail uses and restaurants has also been completed. Additional projects that have received approval by the Development Review Board ("DRB") and within PU III include the Quick Trip gas facility (under construction), and a 17,000 square foot, 2-story medical office building. Approximately, 12 acres of property exist to be developed in PU III.

Planning Unit II

Planning Unit II is bounded by Legacy Boulevard on the north, Scottsdale Road on the west, Arizona State Land Department ("ASLD") property ("**Crossroads East**") to the east and the Loop 101 to the south.

Since 2016, several parcels have been sold and are currently under construction. The Beverly residential project (constructed by Streetlights and formerly referred to as "Streetlights") consists of 314-residences

located at the northeast portion of PU II just south of Legacy Boulevard and east of 73rd Way. Immediately south of the Beverly, Belgravia has completed the Portico condominium project that includes 112 for-sale residences consisting of 1, 2, and 3 bedroom condominiums. Immediately south of Portico, is the Grand Peaks residential project, which has received approvals from the DRB. This project consists of 280 residences. Another parcel within PU II includes the Talos project with a maximum of 352 residences. Belgravia again invested in One Scottsdale and is currently constructing a second for-sale community of 88 condominiums that are designed with individual exterior entrances facing the internal private streets within One Scottsdale and the (4) interior buildings have entrances facing an interior common open space. The property has private streets on all sides of the development with access to public sidewalks for 360-degree pedestrian activity around the project. Approximately, 38 acres of land is remaining to be developed in PU II.



Surrounding Uses

To the north of Planning Unit III is the Discount Tire headquarters and HonorHealth Thompson Peak hospital. To the west, across Scottsdale Road is the City of Phoenix that is planned for dense and intense mixture of land uses with significant building heights (190 feet). To the south of Planning Unit II is the Loop 101 Freeway with the recently approved Optima project south of the freeway. To the east (of Planning Unit II) is the Crossroads East ASLD future mixed-use development with the ability to develop 60-foot high buildings adjacent to Planning Unit II. The Cavasson mixed-use project has been developed further east at the northwest corner of Hayden and the Loop 101. The closest off-site residential uses are the Villages at Grayhawk condominium development and Vi independent and assisted living facility that are located immediately adjacent to the Jefferson residences within Planning Unit III.

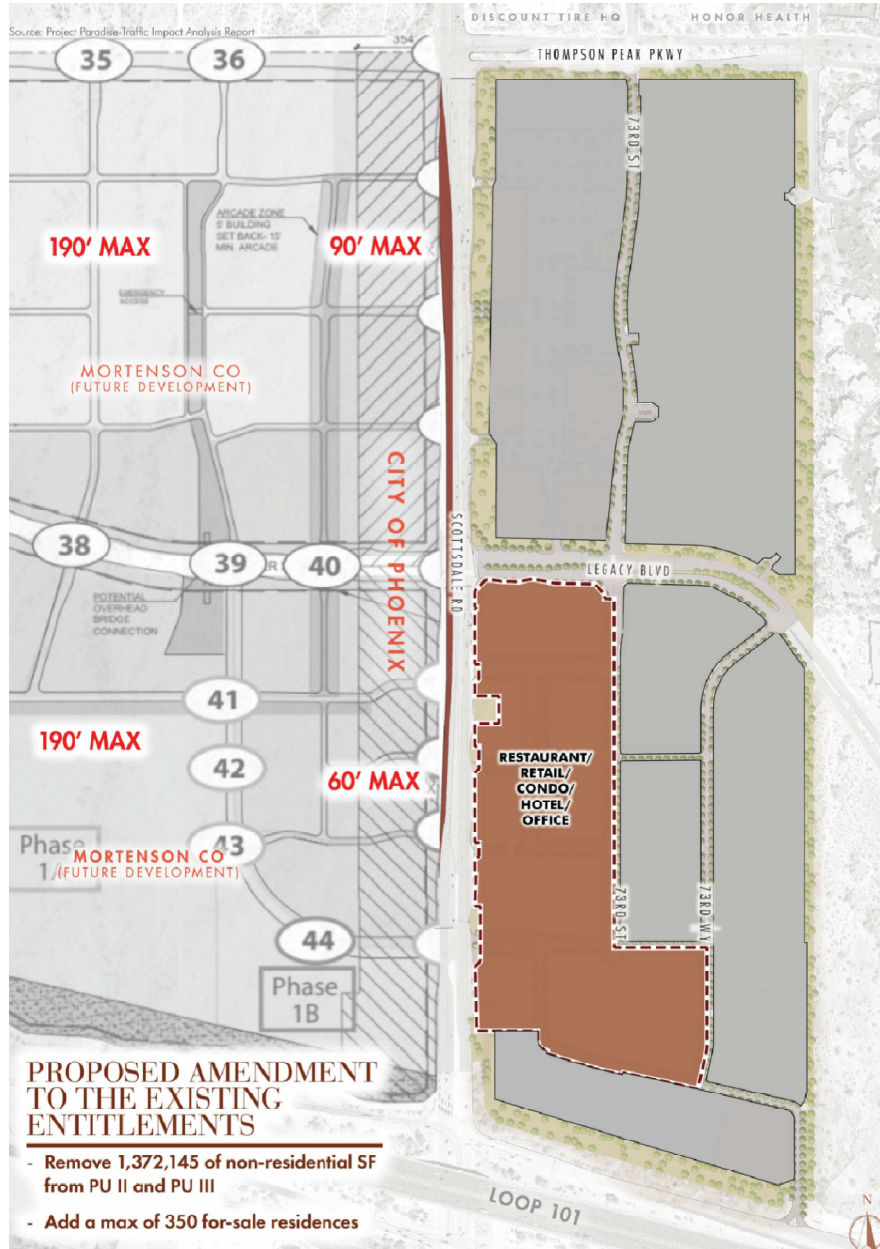
REQUEST

Amendment to Zoning

The request is to update Schedule “C” which is the approved LUB to add 350 additional for-sale only residential units and to decrease non-residential square footage by 1,372,145 square feet on the Owners portion of One Scottsdale south of Legacy Boulevard. The existing PCD-PRC zoning was originally granted in 2002 and amended in 2016 by the City. The existing entitlements created a specific set of development standards, land use mix and off-site requirements, which are utilized to guide development on the site.

The Request for the approx. 27 acres of the Project significantly reduces the intensity of use allowed on the property and infrastructure impacts. The request continues to comply with the City’s latest General Plan updates and Character Area planning efforts, including the GACAP. Due to its location at the freeway, the Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for the greatest intensity and density.

Our request is to update the existing approved entitlements to better implement the City’s current General Plan and Character Area planning efforts. In doing so, we intend to request an overall reduction in intensity resulting in a more sustainable, compatible and appropriate development for this area. The requested additional residential and reduction in commercial/office square footage within the core of Planning Unit II is also supported by the City’s Character Area planning efforts and will result in less impact on City infrastructure. This includes a 31% reduction in water use, 20% reduction in wastewater use, and a 92% reduction in weekday vehicle trips and 93% reduction in am and pm peak traffic times to and from the Property

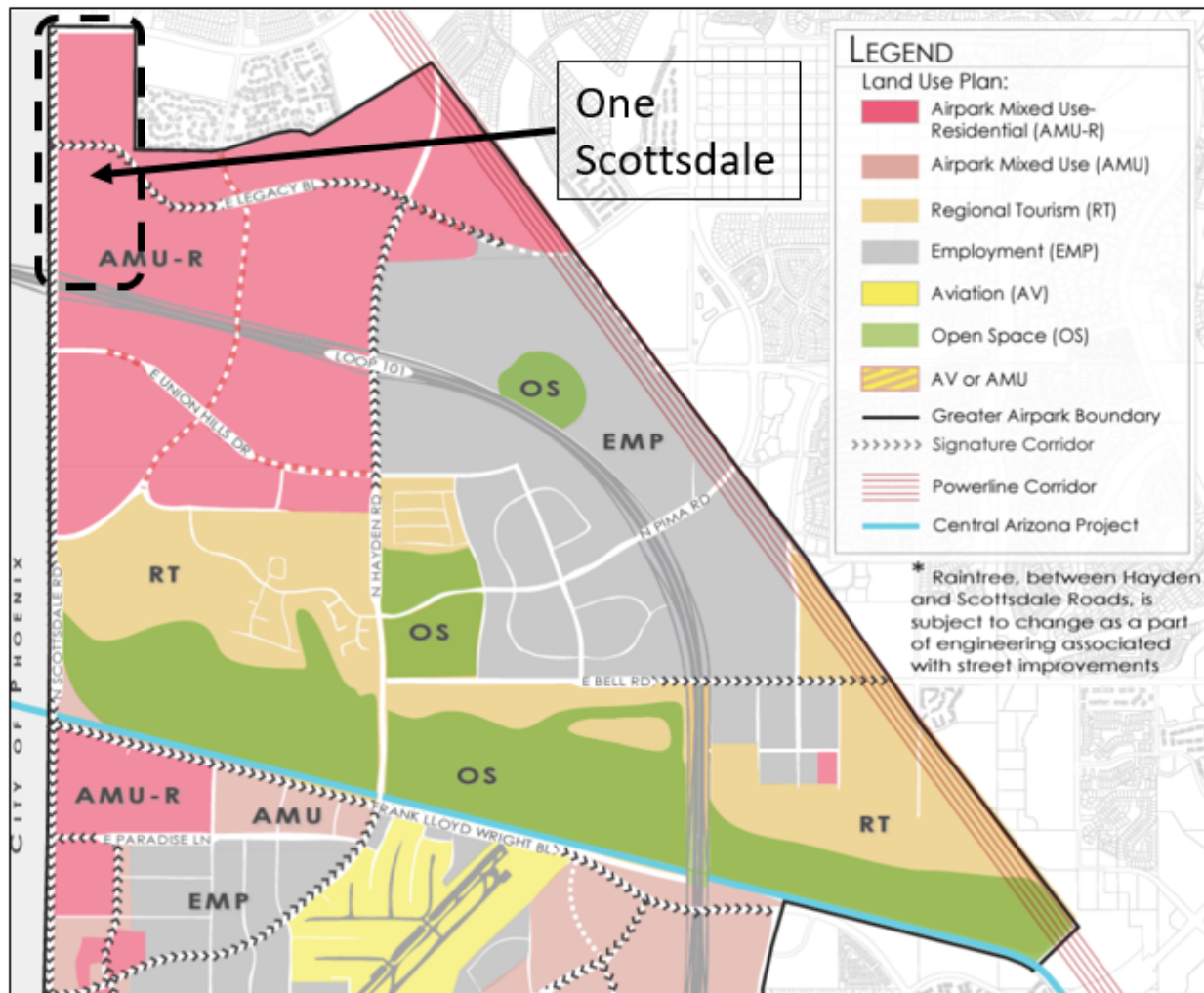


City of Scottsdale General Plan Analysis

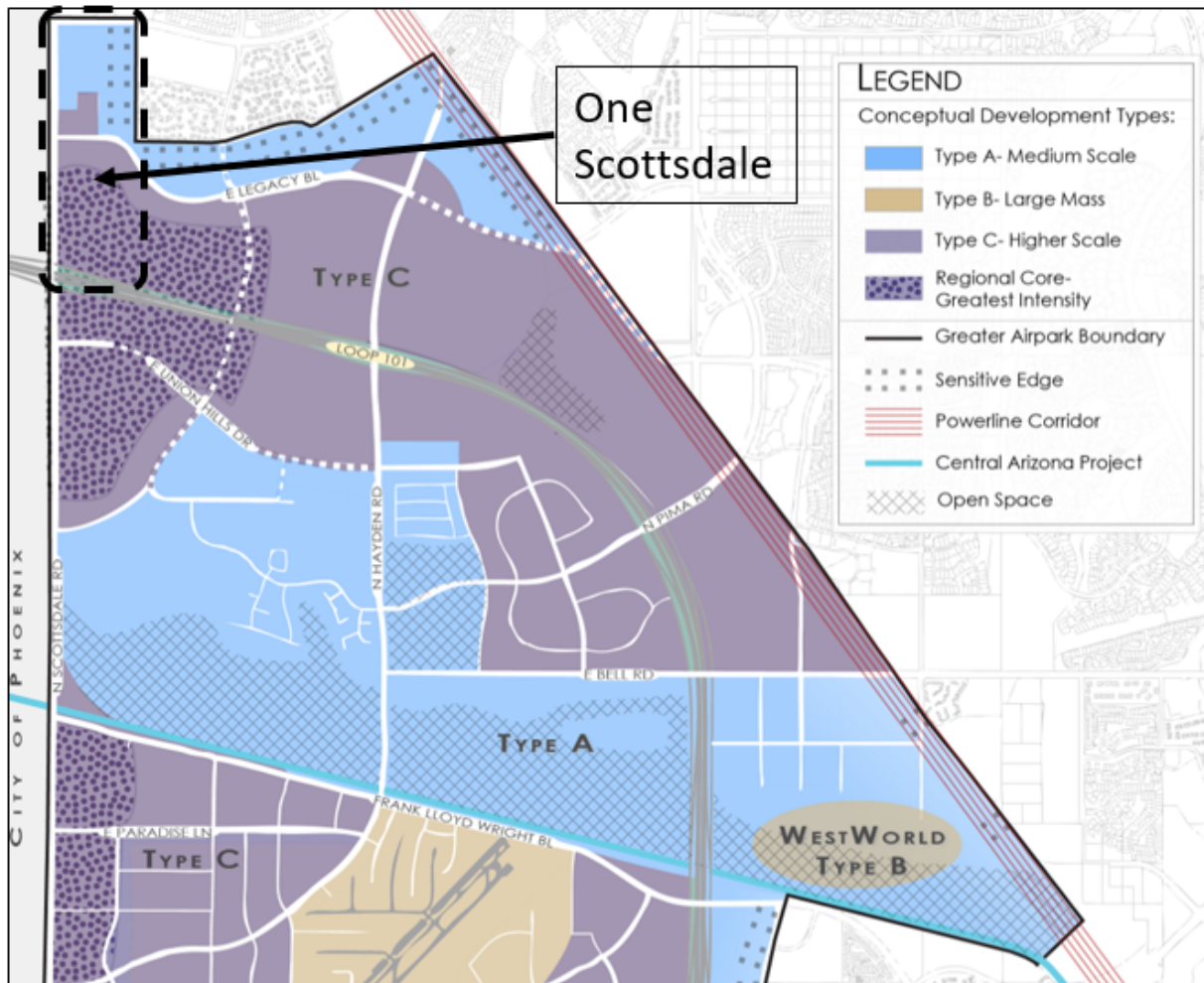
Since the 2002 Entitlements for One Scottsdale and in compliance with the state statutes, the City has continuously reviewed and updated their General Plan and Zoning Ordinance. The General Plan 2035 states:

The General Plan is designed to be a broad, flexible document. Over time the General Plan is a living document that is legally amendable and manifested by many specific decisions and events that cause it to respond to the changing conditions, needs, and desires of the community.

One Scottsdale and the requested changes comply with the City's existing 2035 General Plan. The Property is designated as Mixed-Use Neighborhoods with a Regional Use District overlay on the City's Conceptual Land Use Map. The request is to update the Project's zoning district (PCD-PRC) to comply with the City's latest General Plan updates and Character Area planning efforts. The Project lies within the City's GACAP. The Project's existing and proposed entitlements conform to the Airpark Mixed-Use Residential (AMU-R) land use designation. See GACAP Land Use Plan below. The Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for greater intensity and density. This request meets market demand and implements the General Plan & GACAP.



GACAP Conceptual Development Types Map



Greater Airpark Character Area Plan Analysis

From the **General Purpose** provision of the City's General Plan, it states that there are three (3) levels of planning in the City: citywide, character area, and neighborhood. Character area planning description includes the following:

Level 2 - Character Area Planning: Develops Character Plans on a priority basis over a period of time and speaks specifically to the goals and special attributes of an identifiable and functional area; i.e., its land uses, infrastructure, broadly defined urban architectural design philosophy, and transitions. Character Plans will ensure that quality of development and consistency of character drive Scottsdale's General Plan at the Character Plan level, all within the context of community-wide goals.

The City Council, in 2007, embarked on creating a character area plan to address the changing conditions in the real estate market for one of the City's largest and most important employment cores. The goals of the GACAP included:



- Enhance mobility and wayfinding;
- Sustain existing neighborhoods;
- Encourage a variety of land uses and activities;
- Support and expand business diversity;
- Encourage recreation and open space;
- Promote sustainability and “green” design;
- Enhance identity and architecture; and
- Maintain and enhance the area’s regional economic role.

The Request for One Scottsdale will implement the GACAP’s purpose statement. As part of the 2002 Entitlements, significant transportation infrastructure was constructed and completed to address regional linkages and capacity for development at One Scottsdale and the surrounding ASLD properties within Scottsdale. In doing so, these roadway improvements enhanced mobility in this area of the Greater Airpark, sustained existing neighborhoods by reducing regional traffic on neighborhood streets, and enhanced the area’s regional economic role.

The GACAP was approved with specific focused chapters intended to provide detail to guide decisions which fulfill the plans goals. The plan is divided into various topics including land use, neighborhoods and housing, aviation, community mobility, economic vitality, environmental planning, character and design, and public services and facilities. The GACAP is an update to the Greater Airpark area and General Plan that provides greater direction and development expectations for properties within this area of the City. The Request is an update to the 2002 Entitlements to further the recommendations set forth in the GACAP update.

GACAP Land Use

The Land Use chapter of the GACAP conceptualizes the Greater Airpark as a multi-faceted hub of commerce, employment, aviation, tourism, and recreation, as well as a center for growth in Scottsdale.

The Land Use chapter further states that characteristics of successful employment centers often include clusters of mutually supportive businesses, areas to relax and recreate, nearby access to a well-educated workforce, and transportation systems. The vision for the Greater Airpark includes a mix of uses and development types, standards to accommodate new types of development, and land uses flexible enough to accommodate new technologies, innovative business enterprises, and market pressures without interfering with Airport operations.

In order to achieve the above GACAP direction, the GACAP Land Use Plan designates where certain land uses should be located within the Greater Airpark area. One Scottsdale is designated as an Airpark Mixed Use-Residential (AMU-R) land use designation. The AMU-R designations are appropriate for the greatest variety of uses that 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.

One Scottsdale's existing zoning is PCD-PRC, which allows for a mixed-use development plan and complies with the General Plan's Regional Use Overlay. One Scottsdale's existing zoning also complies with the GACAP's new AMU-R land use designation. Furthermore, the Request, to amend the land use budget within the existing zoning district is consistent with the GACAP Land Use Plan and the vision articulated by the City. One Scottsdale exemplifies the characteristics of the AMU-R. The 2002 and 2016 Entitlements proposed a mixed-use destination of retail, employment, hotel, and residential uses. The Request is to further enhance this goal and provide a dynamic campus with support retail, restaurants, and corporate and employee housing options, all in accordance with City goals and policies.

Scottsdale Road and Legacy Boulevard are designated as 'signature corridors' on the GACAP Land Use Plan. One Scottsdale has an existing requirement to dedicate a significant scenic corridor along its Scottsdale Road frontage. The scenic setback from the roadway provides a natural, vegetated buffer to what is proposed to be a built environment consistent with the purpose, goals and vision of the GACAP. Scottsdale Road and Legacy Boulevard were widened and built by DMB for the purpose of providing the City with significant transportation infrastructure.

The Land Use chapter further lays out the character of development in each of the areas within the Greater Airport. The GACAP Character Area Plan identifies three (3) conceptual development types on a map. Refer above to the GACAP Conceptual Development Types Map. The three development types are medium scale, larger mass and higher scales. Within the higher scale development areas, there are two (2) main 'Regional Core – Greatest Intensity' areas. One is along Scottsdale Road from Frank Lloyd Wright Boulevard south to Butherus Road. The other is One Scottsdale (south of Legacy Boulevard) from Scottsdale Road on the west into the ASLD lands to the east on the north side of the Loop 101 Freeway.

As recognized by the City's goals and policies, the goal of the Request is to create a core south of Legacy Boulevard. The GACAP designates the land south of Legacy Boulevard as a Higher Scale, Regional Core-Greatest Intensity designation. The GACAP states that development within the Higher Scale designated areas should be encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types A and B development. Type C is not recommended immediately adjacent to the Scottsdale Airport. The Regional Core designation (Land Use, Conceptual Development Types Map, land use description page 16) means areas appropriate for the greatest development intensity in the Greater Airport to support major regional land uses. Regional Core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. Regional Core areas should not be located adjacent to single-family residential areas or within Type A or B development areas.

Furthermore, One Scottsdale's existing and proposed entitlements meet all of the criteria and descriptions of the both the GACAP's Land Use Plan and the Conceptual Development Types Map. The northern portions of One Scottsdale are entitled for lower building intensity and heights to buffer and transition to nearby adjacent development within Grayhawk. An additional 'not to exceed' height is also incorporated into the One Scottsdale entitlement that matches the existing height of 1710 feet of the Discount Tire

headquarters roof line at the northeast corner of Scottsdale Road and Thompson Peak Parkway. These restrictions are in accordance with the GACAP Conceptual Development Types Map, which allows for a mixture of higher scale development adjacent to Legacy Boulevard (north of Legacy Boulevard) while providing for Medium Scale and Sensitive Edge conditions adjacent to the Grayhawk community.

In addition, the Higher Scales designation on the Conceptual Development Types Map is also labeled with a 'Type C' designation. Refer to Development Types Map above. Type C development represents more intensity with taller buildings with varying mass and a pedestrian orientation. The proposed development plan will implement the strategies outlined in the GACAP with the intention of building a pedestrian oriented project that creates open space plazas within a higher scale development. One Scottsdale is seeking to further implement the GACAP by modifying existing entitlements to better implement the purpose, goals, and vision of the Greater Airport area.



GENERAL PLAN

The General Plan (Scottsdale General Plan 2035) was adopted by City Council on June 8, 2021 and ratified by the Scottsdale voters in November 2021. Building upon decades of planning and thousands of hours of community involvement, General Plan 2035 guides the physical development of Scottsdale and acts as a blueprint to enhance our community aspirations—Exceptional Experience, Outstanding Livability, Community Prosperity, and Distinctive Character. The General Plan is a broad, flexible document that changes as community needs, conditions, and direction change.

Scottsdale's General Plan promotes the community's vision by establishing goals and policies for each of its 24 elements. The following is an analysis of the requested update to the One Scottsdale development

plan and its conformance with the General Plan 2035. The following are excerpts from the applicable 24 elements of the City's General Plan.

CHARACTER & DESIGN ELEMENT

Introductory Excerpt: Scottsdale residents and visitors place extraordinary value on the diverse character and unique design qualities of our Sonoran Desert community. Each neighborhood setting holds an important image that, when grouped together, completes the Scottsdale mosaic. Whether in urban, suburban, rural, or native desert settings, the community provides a broad palette of experiences, visual expressions, and quality design. Scottsdale's rich design heritage is a product of proactive, creative, and inspired solutions to community design opportunities and issues. Examples include strong signage and landscaping standards, the Development Review Board, the Environmentally Sensitive Lands Ordinance (ESLO), the Indian Bend Wash Greenbelt, Scenic Corridors, and Scottsdale Sensitive Design Principles. Good design sensitively responds to and strikes a balance among the character of the surrounding natural and built settings and the community's historical, cultural, and environmental resources. The beauty of our natural features, including the Sonoran Desert, mountains, and desert washes, provides a unique backdrop to the community. Our well-designed neighborhoods, businesses, recreational and cultural facilities, and public spaces combine to further make Scottsdale a desirable and memorable community. The goals and policies of the Character & Design Element focus on the important aspects, connections, transitions, and blending of characters that ensure our community evolves as an integrated mosaic.

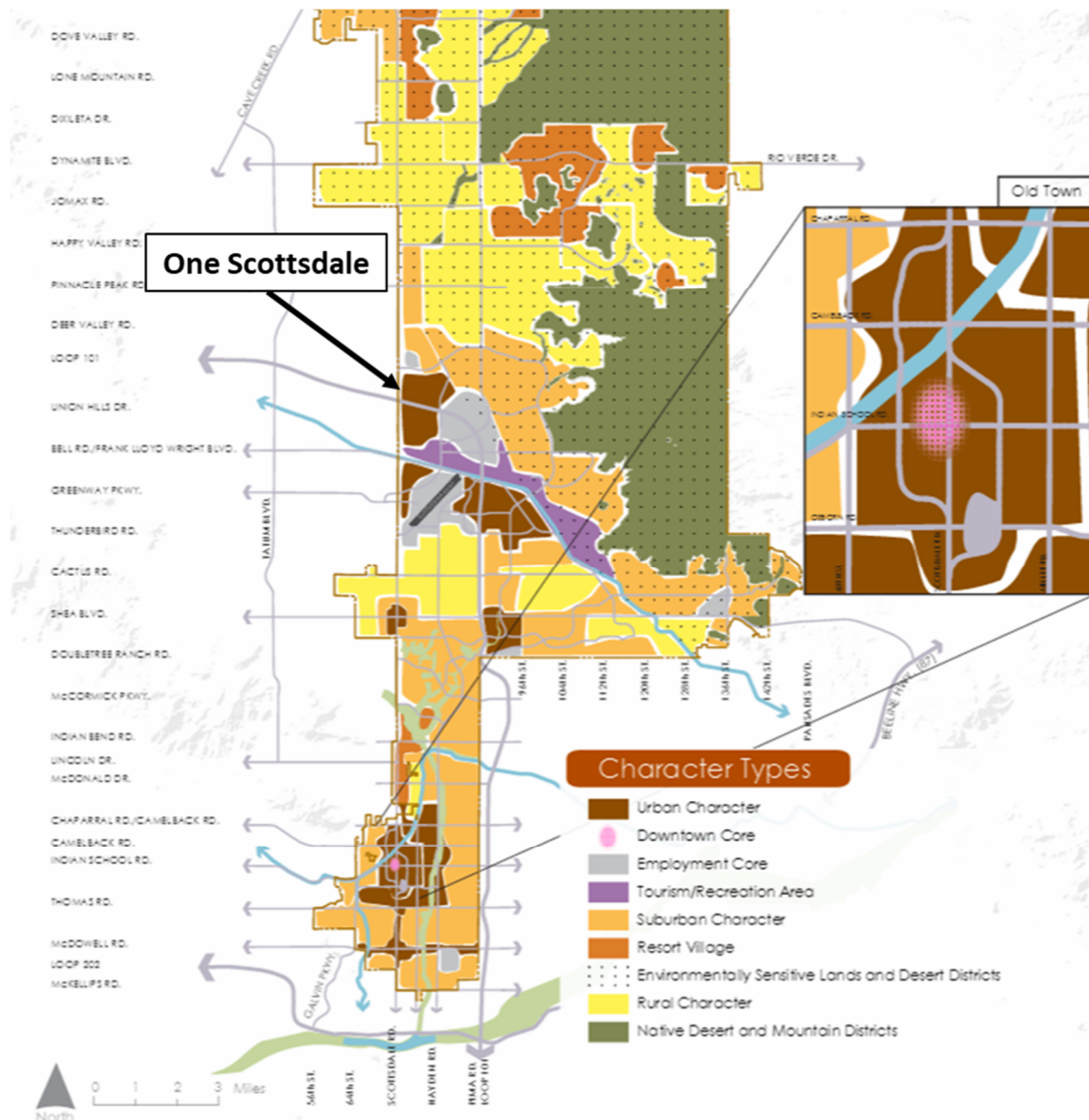
Response: One Scottsdale is located at Scottsdale's signature roadway and the Loop 101 Freeway. The Greater Airpark Character Area Plan ("GACAP") and General Plan designate the Property as urban. Since, 2002, One Scottsdale has been approved as an urban, mixed-use project. The Request enhances One Scottsdale status as a mixed-use project that will continue to create a broad palette of experiences, visual expressions, and quality design. The Project is at the gateway of the City's scenic corridor along the east side of Scottsdale Road. The proposal maintains a balance between the natural and built environments on the City's signature roadway.

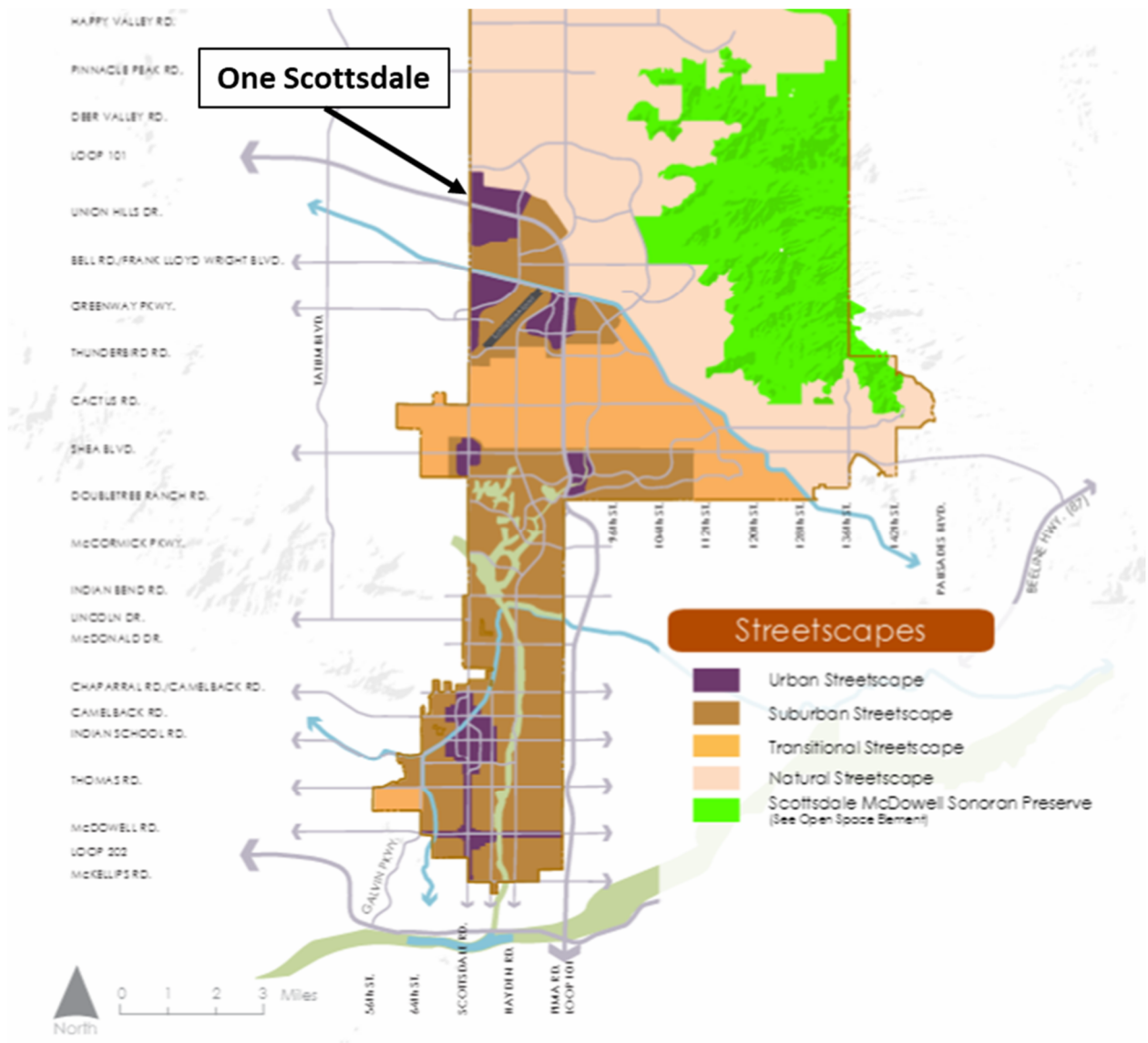
Character Types Excerpt: Character Types describe the general pattern, form, and intensity of development. Character Types are distinct from zoning districts and land use categories. The Zoning Ordinance will govern specific development standards, such as building height, by zoning district. Per State Statute, Scottsdale must designate and maintain a broad variety of land uses and include density standards pertaining to land use categories that have such. Please reference the Land Use Element for that information.

■ 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 useable 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.

Response: One Scottsdale's existing approved entitlements are designed to create an urbanesque, mixed-use core within Planning Unit II. With the Property's designation as an urban character type, the proposal seeks to 'right-size' the mix of residential units within the Project. Creating the appropriate 'critical mass' of residential and non-residential uses will, by adding for sale residences, enable One Scottsdale to fulfill the character type designed for this area of the City. The development will create a building form that creates a mixed-use neighborhood, including multi-family, townhouses, condominiums, business and employment uses, and hospitality. One Scottsdale will have pedestrian orientation, shade, activity nodes, and useable open spaces that encourage interaction among people as envisioned in this Character Type.





Employment Core Excerpt: Employment Cores are 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).



Response: The Employment Core within the GACAP is described as a mixed-use employment core with primary freeway access. The Property's location within the GACAP supports the nearby employment cores of the airport, Cure Corridor, and nearby Cavasson project. One Scottsdale will continue to provide the mixture of uses that supports the employment core with residential, service, restaurant, and retail uses.

Goal CD 1 Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

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

Response: One Scottsdale is strategically positioned at a major arterial and freeway, an area long designated for more intense development. Adjacent lands to the west in the City of Phoenix and east are planned for more intense uses and the areas to the north is built with low scale office and medical use. Sensitivity to uses to the east in Grayhawk resulted in compatible residential uses in Grayhawk. The Request does not seek to increase building height and concentrates the increase in for-sale housing away from adjacent neighborhoods while reducing non-residential building massing and intensity.

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

Response: The Property is within the urban character type and when completed, One Scottsdale will be a part of and contribute to the established Character Type in a manner that complements and is consistent with other uses north of the Loop 101.

CD 3.1 Strengthen Scottsdale's economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

Response: One Scottsdale has developed over time with a distinctive character transitioning from a more suburban character on the north to a more urban character on the south as you get closer to the Loop 101. The adjustment in residential units and non-residential square footage for the Project provides for an environmental attribute with lower for-sale water usage than the existing approved land use entitlements. With a major corporate headquarters building to the south, an acute care facility to strengthen Scottsdale's Cure Corridor on the north, and quality mixed-uses in between, the Project will strengthen Scottsdale's economic stature. One Scottsdale's approved architectural styles and support of diversity of architecture will also create an even more attractive mixed-use development.

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

Response: One Scottsdale's private streets are designed to celebrate the pedestrian with an urban, pedestrian feel. With the scenic corridor and paths and trails throughout the Project, One Scottsdale provides public and open spaces to improve Scottsdale's visual quality. These features, including the significant Scenic Corridor along Scottsdale Road provide a gateway to north Scottsdale, announcing the importance of the desert openness of this area. Additionally, within the site, comfortable walkways and

paths offer opportunities for people to traverse the area and provide for social gathering spots. Additionally, the scale of the project and structures provides for a sense of intimacy and creating an environment that feels safe and inviting.

CD 4.3 Establish new, and maintain existing, guidelines and policies for the design and maintenance of Visually Significant Roadways and major city streets, including Scenic Corridors, Buffered Roadways, Desert Scenic Roadways (in ESLO districts), and streets with themed streetscape designs.

Response: One Scottsdale is the first development north of the Loop 101 Freeway on Scottsdale's signature road. Since 2002, the Project has provide a substantial scenic corridor along the east side of Scottsdale Road. The significant Scenic Corridor along Scottsdale Road provides a gateway to north Scottsdale, announcing the importance of the desert habitat of this area.

LAND USE ELEMENT

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

Response: One Scottsdale is located at northeast corner of Scottsdale Road and the Loop 101. The Property's approved entitlements include a substantial scenic corridor, building height transitions from Scottsdale Road to the nearby Grayhawk development, master planned access points, trails and paths around the Project and a unique mixed-use land plan. The Request enhances these Project attributes.

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

Response: One Scottsdale has been planned for a mixture of land uses at the City's signature road and the City's only freeway. 'Right sizing' the for-sale residential component and non-residential component of the Project will further refine Scottsdale's sense of place within the region while providing additional housing intended to serve existing and future employment in the area. The addition of condominium use will provide additional opportunities for residents seeking an ownership lifestyle in north Scottsdale but at a smaller scale than the abundant and high scale traditional single family residential, allowing for residents to stay in the area.

LU 1.2 Celebrate Scottsdale's desert city image by preserving natural open space and natural ecosystems.

Response: The Project's scenic corridor and provision of internal and perimeter open spaces accentuates Scottsdale's desert city image. The significant Scenic Corridor along Scottsdale Road provides a gateway to north Scottsdale, announcing the importance of the desert habitat of this area.

LU 1.4 Collaborate with adjacent jurisdictions to understand the dynamics of, and coordinate on, emerging and redeveloping areas adjacent to the City boundary.

Response: The community goals for One Scottsdale and the surrounding area have been revised with the City's update to the General Plan and the adoption of the GACAP. This area, from Scottsdale Road east along both sides of the Loop 101 Freeway corridor to Bell Road allows for 'Higher Scale' development. The area inclusive of a majority of One Scottsdale south of Legacy Boulevard east to Miller Road within the Crossroads East land area on both sides of the Loop 101 Freeway is designated as a Regional Core designation. This designation denotes areas appropriate for the greatest development intensity in the Greater Airpark to support major regional land uses. Regional Core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. The request does not include any additional building height for the Project. The request for additional for-sale housing and reduction in commercial square footage continues to meet the goals set forth in the GACAP Regional Core designation. The amendment request respects the natural environment, site conditions and unique character of the area. Furthermore, the amendment is consistent with the land plan for the Crossroads East development to the east. Finally, the amendment respects the heights, residential density, and intensity adjacent to the multi-family areas east of One Scottsdale within Grayhawk.

LU 2.1 Ensure neighborhood "edges" transition to one another through compatible land uses and development patterns.

Response: The proposal does not impact any of the edges of One Scottsdale. A majority of the eastern boundary of One Scottsdale is either developed, under development, or approved for development. The proposed additional for-sale housing and reduction in non-residential square footage only impacts internal areas of the Project.

LU 3.1 Allow for the diversity and innovative development patterns of residential uses and supporting services to provide for the needs of the community.

Response: One Scottsdale's existing approved entitlements provides for a diversity of land uses within a master planned community. The request seeks additional for-sale residential uses at a location in Scottsdale along a major thoroughfare (Scottsdale Road) and the City's Loop 101 freeway. One Scottsdale will continue to provide for a mixture of land uses that will allow for residents to live, work, and play in the area. The provision of additional condominium use in this area will provide opportunity for such use within the north Scottsdale area, which has relatively very little of this housing option for those residents who would like to downsize and simplify.

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

Response: One Scottsdale meets this policy by integrating housing, employment, and supporting infrastructure within the limits of the development. One Scottsdale is located just to the south of Grayhawk and west of the Cavasson master planned developments. Together, they create a connected network of land uses that support each other and connects needed infrastructure. The mixture of uses will support the City's jobs/housing balance.

LU 4.1 Integrate land uses and transportation systems to allow for a variety of mobility choices.

Response: One Scottsdale built its significant transportation infrastructure upfront in the early 2000's. As a result, the surrounding Grayhawk and north Scottsdale traffic has been able to utilize wider lanes on Scottsdale Road and a Legacy Boulevard connection from Scottsdale Road east to Hayden Road for approximately twenty (20) years. Growth in the area has utilized One Scottsdale's investment in the benefits of the improved roadway system in and around the Project. One Scottsdale's compact design will include sidewalks internal to the Project with a pedestrian system throughout, around, and within the Project. Bus stops and electric vehicle charging stations are now developed or proposed as part of the evolving Project and future mobility enhancements will be included in the Project.

LU 4.2 Provide opportunities for pedestrian-oriented development, reduced parking demand, and context appropriate mobility choices.

Response: One Scottsdale's master pedestrian circulation plan, sidewalks, paths, and trails provide for various internal and external pedestrian access opportunities. The continued and refined mix of land use will also result in reduced parking demand and greater use of multi-modal travel options.

LU 4.3 Locate regional land uses and intensities in Growth and Activity Areas to provide the greatest access to various modes of transportation.

Response: One Scottsdale's prime location at Scottsdale Road and the Loop 101 Freeway allows for the greatest access to various modes of transportation and in keeping with city plans, concentrates intensity at the major transportation corridors. The request ultimately reduces the overall vehicular traffic impacts to the area by eliminating a significant amount of development intensity.

LU 5.1 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.

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

Response: One Scottsdale includes corporate office, medical office, hospitality, retail, restaurants, and residential within a soon to be built mixed-use core. The Request concentrates within Planning Unit II, south of Legacy Boulevard. The additional for-sale residential units will provide for employer and employee housing for the surrounding Growth and Activity Centers, much of which will be developed in the future on ASLD lands. The pedestrian trails, paths, and numerous internal sidewalks within the Project will reduce automobile use and improve air quality.

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

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



LU 6.2 Support well-planned, clustered employment centers of related or similar uses such as Healthcare and Research and Development land uses.

LU 6.3 Encourage commercial land uses of similar scale and character in proximity to or within medium- to high-density residential areas to promote walkable connections.

Response: One Scottsdale will be 'book-ended by two (2) major office buildings on the north and south sides of the Property. With one building at 475,000 square feet and the other at 115,700 square feet, the initial stages of the Project is prioritizing employment uses within the Greater Airpark area. Additional hospitality and retail uses are being developed within Planning Unit III. Additional land availability within Planning Unit III (north of Legacy Blvd.) will provide for additional office, retail and service uses. The majority of the eastern side of the Property is composed of quality residential uses. The Request, although to decrease the non-residential square footage, still provides for over 975,000 square feet of potential 'class A' office or retail, hospitality, restaurant, service uses to the overall mixed-use community. The mixed-use, walkable design is unchanged by the Request. An allowance for 1.5+ million square feet of non-residential square footage entitlements on approx. 100 acres including significant residential mixed-use is ample square footage to implement quality employment as envisioned by the General Plan and Greater Airpark Character Area Plan. With the proposed additional for-sale housing, a significant core of medium- to high-density residential development within the Project will provide substantial walkable connections to the surrounding commercial and employment core.

ARTS, CULTURE & CREATIVE COMMUNITY ELEMENT

Goal ACC 3 Promote creative place-making to revitalize neighborhoods, enhance sense of place, celebrate cultural heritage, and strengthen community character.

ACC 3.1 Integrate art into public programs, natural features, civic buildings, infrastructure, and other community assets to strengthen sense of place.

ACC 3.4 Integrate public art at various scales into the built environment citywide.

Response: One Scottsdale has an approved Master Environmental Design Concept Plan ("MEDCP") that will continue to guide place-making opportunities within the Project. For example, a recent Development Review Board approval of a residential project within Planning Unit II has four (4) locations for the placement of public art.

SUSTAINABILITY & ENVIRONMENT

OS 1.3 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.

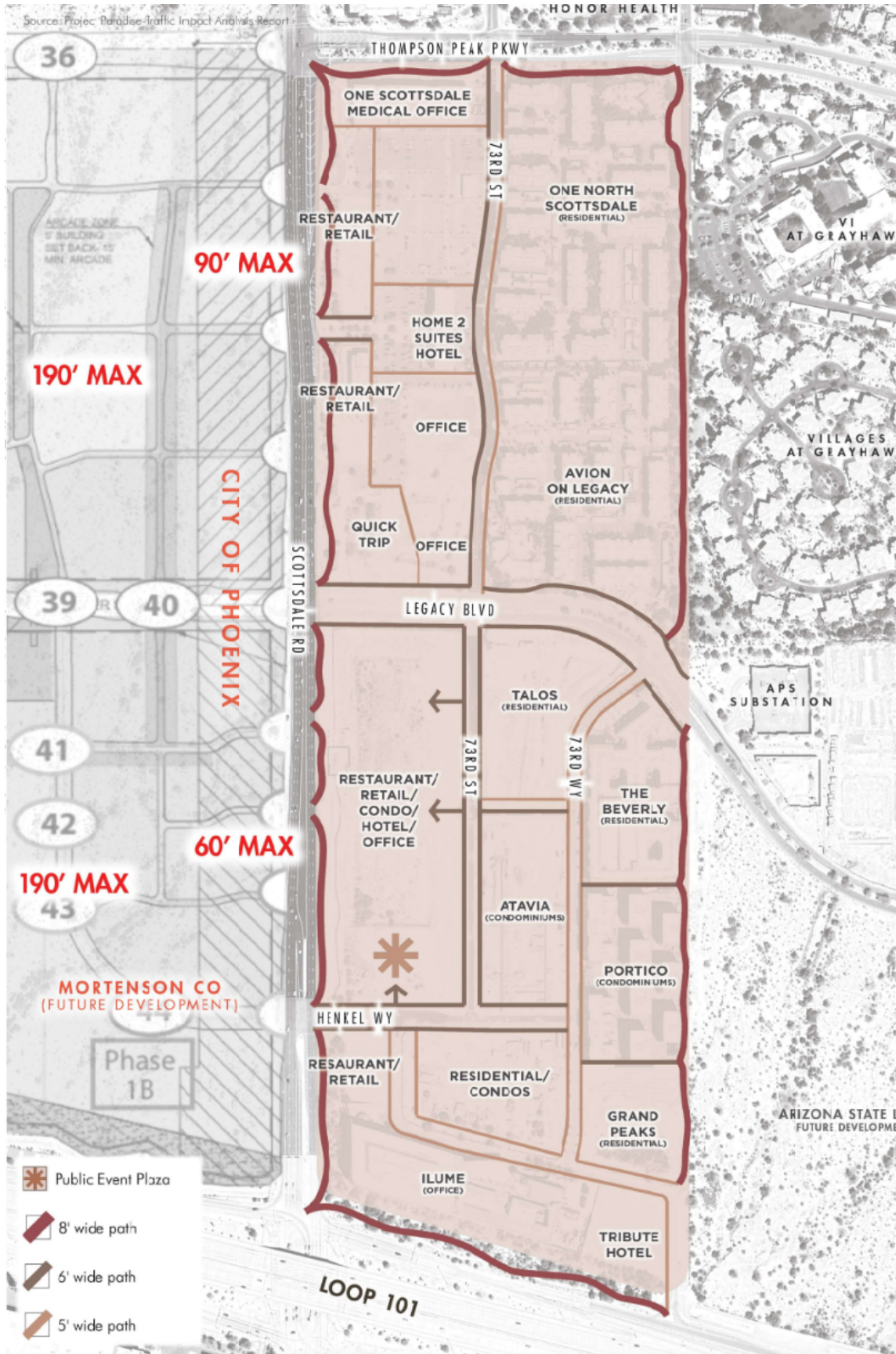
OS 1.4 Developed Open Space. Offer public and private parks and open spaces to accommodate both active and passive recreation.



Response: One Scottsdale is implementing a scenic corridor along the Scottsdale Road frontage. Within that scenic corridor and other open space areas, the Project will provide trails, passive recreation, and seating areas for residents, employees, and visitors.

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

Response: One Scottsdale has developed a path and trail system through the scenic corridor and along the east side open space area to allow for public access around the entire Property. Numerous internal sidewalks and paths provide for direct access throughout the Project. The paths, trails, and sidewalks all connect to the north and east for the use of neighborhoods





OS 4.3 As development and redevelopment occurs along transportation corridors, ensure the preservation of mountain viewsheds, the Sonoran Desert, natural features, and landmarks that enhance the unique image and aesthetics of major streets through open space buffering. The following Visually Significant Roadway designations should be applied:

■ Scenic Corridors should be designated along major streets where a significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized. Scenic Corridors may provide enhanced opportunities for open space, scenic viewing, trails, and pathways in the community.

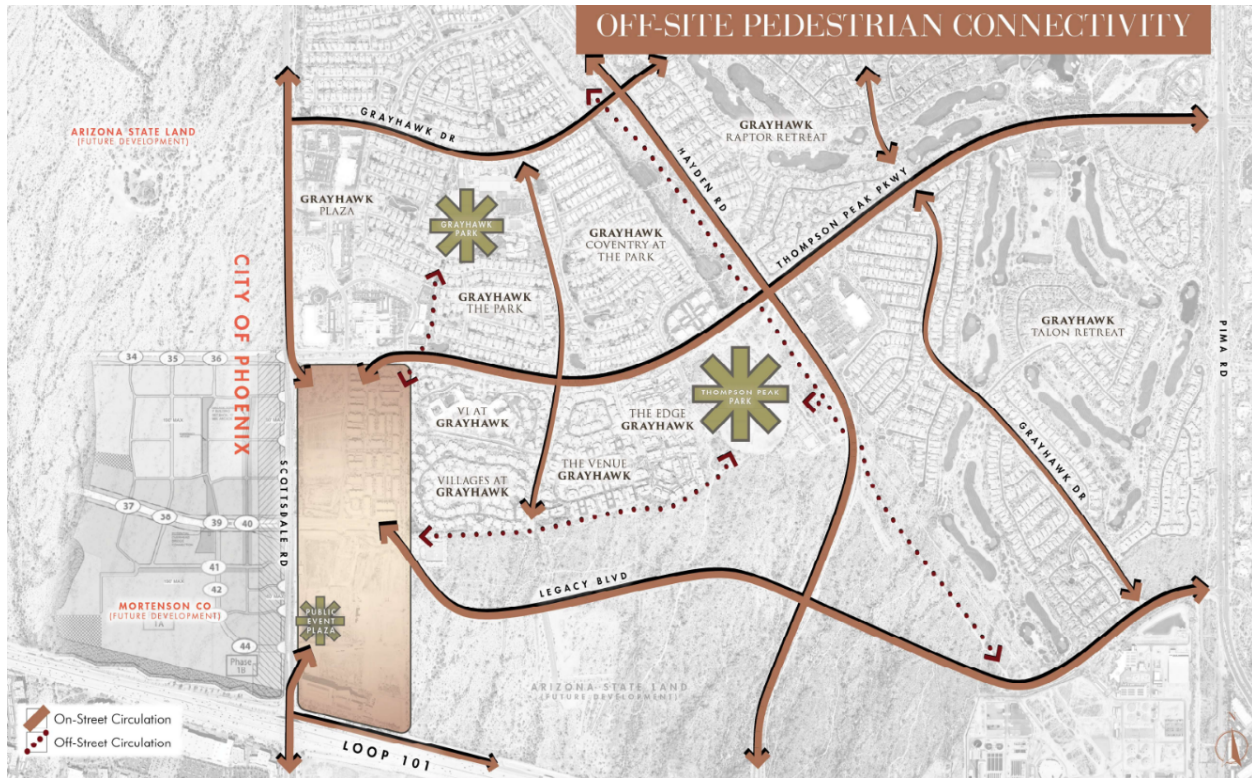
Response: One Scottsdale provides for a significant scenic corridor along the City's signature roadway. The provision of a scenic corridor directly north of the City's lone freeway creates a constant scenic corridor along the east side of the road consistent with this policy. In addition, building heights/elevations are stepped back from the scenic corridor along Scottsdale Road.

OS 4.4 Encourage the use of drainage areas, Vista Corridors, and transmission line corridors as open space opportunities.

Response: To better utilize drainage areas on the site, the Property owner undergrounded some of the drainage to create a more walkable open space and pedestrian corridor along the entire east side of the Project. Some drainage is contained in the northern portion of the path.

OS 5.2 Locate publicly accessible and useable open spaces within Growth and Activity Areas and established neighborhoods.

Response: All paths, trails, and sidewalks along the internal streets are accessible to the public.



OS 8.5 Create usable open spaces from existing rights-of-way, sidewalk widening, street realignment, development of trails, and other creative solutions.

Response: One Scottsdale is designed with internal private streets and enhanced sidewalks with public access.

ENVIRONMENTAL PLANNING

EP 3.1 Reduce automobile emissions through traffic management; transportation improvements; promotion of a wide variety of mobility options; travel demand reduction strategies; expansion of regional connectivity; and use of electric and alternative fuel vehicles.

Response: The Request seeks to add housing and reduce non-residential intensity, and thereby decrease traffic to and from the site. With the transportation infrastructure in place, this 'down-zoning', as it relates to traffic, will reduce automobile emissions through strong pedestrian and bike connectivity within and to and from adjacent development. Electric vehicle charging stations will continue to be provided.

EP 5.5 Expand Green Building construction standards to include all new and remodeled residential and commercial buildings

Response: New construction at One Scottsdale will comply with the City's green building construction standards.

Goal EP 7 Identify and reduce heat islands.

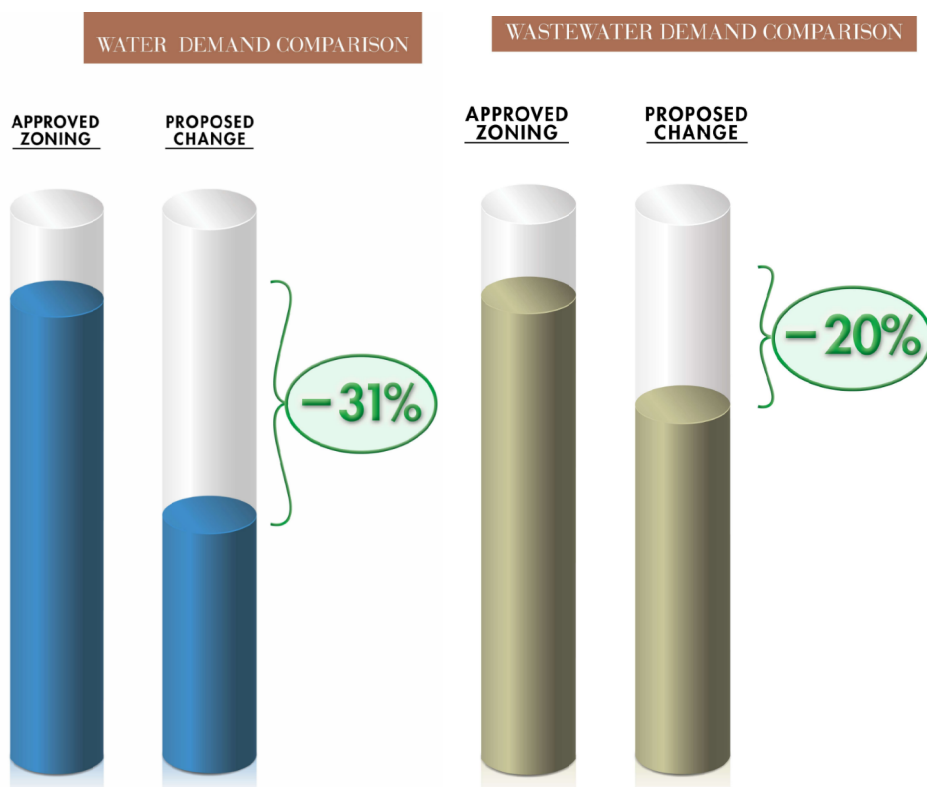
Response: One Scottsdale is designed with private tree-lined streets and driveways and surrounded by scenic corridors and landscaped walking paths. The reduction in large, paved parking lots within Planning Unit II as part of this Request will help reduce the urban heat island effect.

CONSERVATION ELEMENT

Goal Consv 4 Conserve water and encourage the reuse of wastewater.

Response: The adjustment of the land use budget, reduction of significant non-residential square footage and the addition of for-sale housing, will result in an approximately thirty-one percent (31%) reduction in water use compared to the existing and approved land use entitlements, as calculated using the criteria noted in the City Council approved development agreement. More specifically, the reduction of approximately 1.2 million square feet of office use, and 190,000 square feet of retail space results in a reduction of approximately 2,100 gallons per minute at the peak hour. The addition of 350 for-sale residences and 15,500 square feet of restaurant results in approximately 240 peak hour gallons per minute of additional water demand. The resulting net demand is a reduction of approximately 1,860 gallons per day at the peak hour.

Using the design criteria in the City Council approved development agreement, the changes to land use result in a slight decrease in the total wastewater demand. Coordination with the City of Scottsdale Water Resources department is ongoing to determine the final design criteria. Using the design criteria noted in the 2018 Design Standards and Policy manual, the proposed land uses were calculated to reduce the overall water demand by 31% and reduce the overall wastewater demand by 20%.



COMMUNITY INVOLVEMENT

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

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

Response: Our outreach started with our most direct residential neighbors/community, Grayhawk. We contacted their homeowners association (“HOA”) board of directors and had an initial meeting to kick-off our community involvement. The HOA board of directors recommended an initial Grayhawk resident open house and informational meeting prior to the required City open house. We conducted an open house in the Grayhawk board offices as our initial outreach meeting. There were approximately twenty-five (25) attendees to discuss our proposal. As was done when One Scottsdale was initially entitled in 2002, the Grayhawk community was our initial outreach. Community outreach has continued since that initial meeting. Since this application has taken some time to proceed through the City’s review process, we intend to hold another open house for the Grayhawk community, which is the most impacted community to our request.

CI 4.3 Seek to involve community groups, HOAs, and other organizations in the sharing of both City and project information.

Response: We engaged with the Grayhawk community and their HOA on our land use proposal before our required City open house. We will continue to communicate with Grayhawk and other community groups through the entire process.

HOUSING ELEMENT

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

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

Response: One Scottsdale is located within a designated Growth and Activity Area. The mixed-use core of the Project is generally south of Legacy Boulevard. It is within this area of the Project (Planning Unit II) that additional for-sale housing is proposed which will be within walking distance of employment, transportation options, and services.

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

Response: One Scottsdale has many different residential projects built, under construction and planned. All have unique and differing qualities and characteristics and densities that are in context appropriate locations and which provide opportunities for those wishing to downsize and those who work in the area.

Goal H2 Provide a variety of housing options that meet the socioeconomic needs of people who live and work in Scottsdale.

H 2.7 Encourage the development of workforce housing with the new development and/or expansion of hotels, resorts, and other generators of service-level employment.

Response: The addition of additional housing options at varying densities and residence size will help accommodate the need for more attainable housing for teachers, first responders, health care workers, and others critical to our economy. Additionally, the provision of condominiums also provide another opportunity for north Scottsdale residents to perhaps downsize or just relocate to a “lock and leave” home.

Goal H 3 Provide housing options that allow for all generations of Scottsdale residents to continue to live here, regardless of life stage or ability.

Response: Senior living options are being actively pursued. The amenities, walkable environment, services, and nearby medical facilities support the goal of allowing all generations to live within the community.

CIRCULATION ELEMENT

C 1.2 Coordinate transportation and land use planning to enhance an integrated, sustainable transportation system that promotes livable neighborhoods, economic vitality, safety, efficiency, mode choice, and adequate parking.

Response: One Scottsdale is ideally situated along major transportation corridors (Scottsdale Road and Loop 101 Freeway) and is planned for a live/work/play environment. This combination promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice that enhances parking availability.

C 1.10 Control access to and from arterial streets and regional transportation corridors to protect their abilities to move multimodal traffic efficiently.

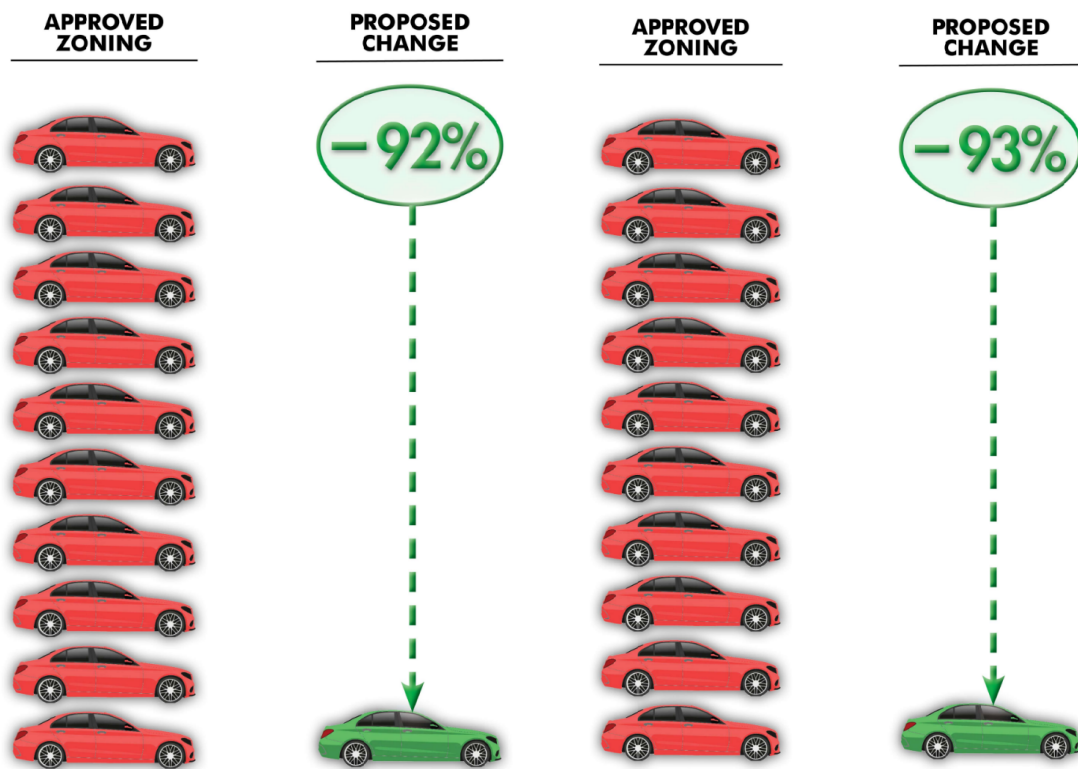
Response: One Scottsdale’s access points were established with the Project’s approval in 2002. A central street, Legacy Boulevard, was constructed in the early 2000’s to provide an east/west connection from Scottsdale Road to Hayden Road. Internal streets within the Project allow for north/south traffic, excellent bicycle and pedestrian movement within the community is established as well. Finally, the Project has direct access to the freeway frontage road.

C 2.1 Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices.

Response: One Scottsdale has always been planned for, and built with, a mix of land uses. The request for a reduction in non-residential square footage and additional residential provides for an approximate ninety-two percent (92%) reduction in weekday trips and ninety-three percent (93%) reduction in peak hour trips.

TRAFFIC IMPACT | WEEKDAY TOTAL TRIPS

TRAFFIC IMPACT | AM & PM PEAK HOUR TRIPS



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

Response: One Scottsdale utilizes numerous pedestrian and bicycle mobility options to and from and within the Project.

C 4.1 Provide and maintain expansion and modification options for existing and future transportation networks to efficiently serve future mobility needs.

Response: Although One Scottsdale has constructed all of the required public infrastructure required by their 2002 entitlements, the developer was asked to provide interim street improvements on the west side of Scottsdale Road with the 2016 case so that by the city there were three (3) lanes of traffic across the Property frontage in both directions. Prior to these improvements by One Scottsdale, Scottsdale Road transitioned from three (3) lanes at the freeway to two (2) lanes in each direction. One Scottsdale has also recently updated it's Scottsdale Road frontage by creating a 6-lane configuration from the freeway north to Thompson Peak Parkway.

C 4.5 Advance partnerships and privatization to provide additional choices for addressing gaps in the mobility system.



Response: In 2002, One Scottsdale agreed to financially participate in the construction of Miller Road to the east. Miller Road is approximately one-quarter (¼) mile east of One Scottsdale. That financial contribution has been made to the City.

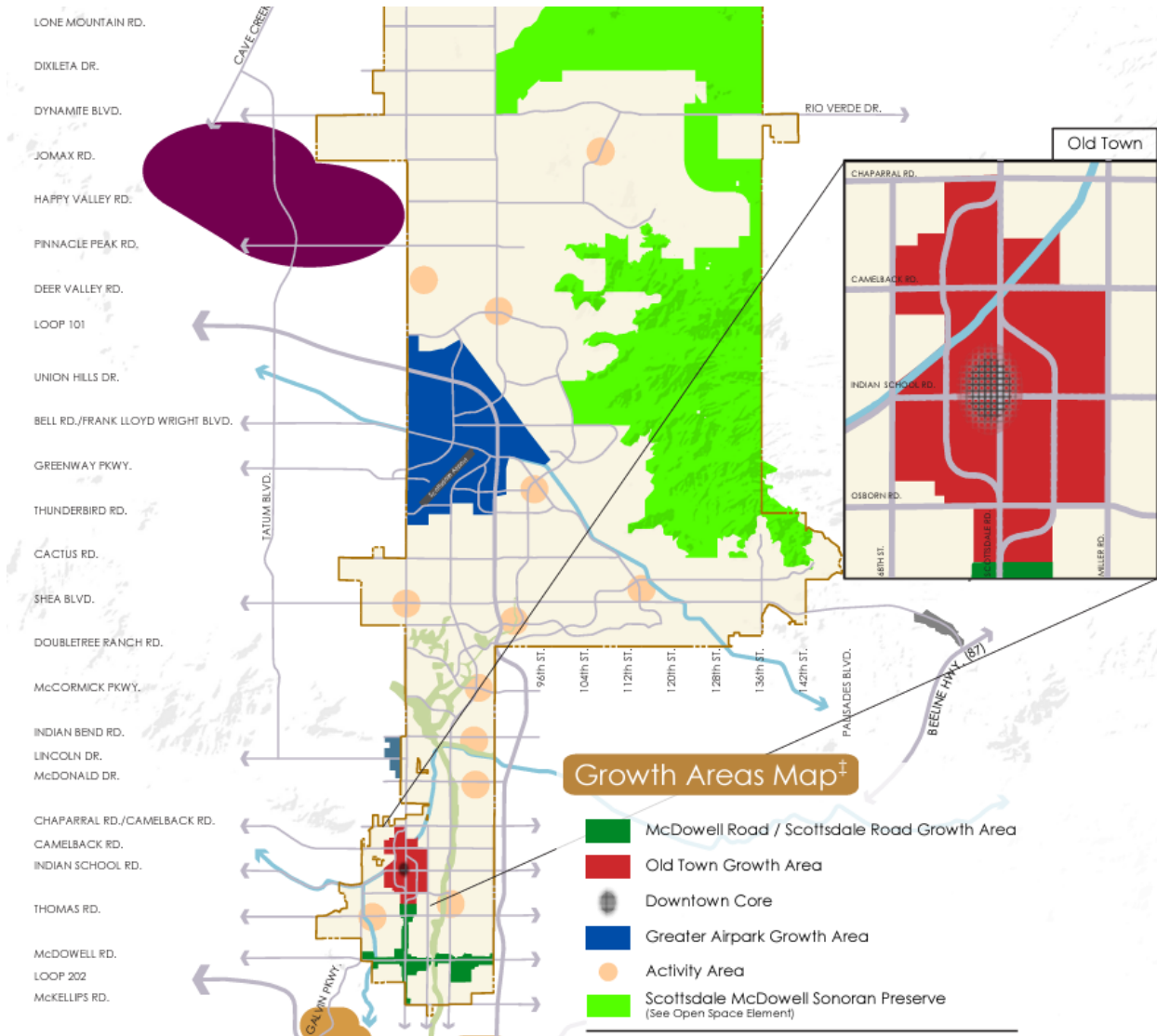
C 6.1 Coordinate regional transportation planning and implementation strategies in partnership with neighboring jurisdictions and regional, State, and Federal governmental agencies.

Response: One Scottsdale coordinated with the Arizona Department of Transportation in constructing the north side freeway frontage road from Hayden Road on the east to Scottsdale Road. This connection demonstrated the developer's continuing commitment to coordinating and partnering with other jurisdictions for the betterment of the regional transportation system.

GROWTH AREAS

GA 1.4 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.

Response: One Scottsdale is located in the Greater Airpark Growth Area. With higher intensity and density adjacent to One Scottsdale to the east (multi-family dwellings in Grayhawk and Crossroads East state land entitlements), and to the west in the City of Phoenix, the requested changes to the land use budget is an appropriate location for additional density and restructuring of non-residential square footage.



GA 1.5 Identify Growth and Activity Area “edges,” and incorporate context-appropriate transitions between these “edges” and adjacent neighborhoods to minimize the impacts of higher-intensity development.

GA 5.1 Support land use compatibility with nearby neighborhoods through context appropriate development within Growth and Activity Areas.

Response: One Scottsdale’s original 2002 entitlements, provide for height, density, and intensity transitions from the Grayhawk community north and east of the Project. The proposal maintains these already approved transitions. In addition, the majority of the eastern edge of Planning Unit II is allowed for building heights of up to ninety (90) feet. Current Development Review Board approvals and construction are only utilizing a maximum of sixty (60) feet in height for an even better transition to the Grayhawk community.

GA 3.1 Provide useable 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.

Response: One Scottsdale is committed to a scenic corridor along its Scottsdale Road frontage. There are trails and paths that encircle the 134+-acre Project. Future public open space will be provided within Planning Unit II at full build-out.



COST OF DEVELOPMENT ELEMENT

COD 1.2 Public infrastructure provided by development should be reasonable, fair, and mutually beneficial to the City.

COD 2.1 Plan and promote the orderly building of infrastructure, such as water, sewer, drainage, streets, and transit shelters.

Response: One Scottsdale was originally approved in 2002. A few years later, Scottsdale Road and Legacy Boulevard were constructed at One Scottsdale's expense. These roadways and improvements have been in place for approximately twenty (20) years. Regional drainage was also constructed for the area by One Scottsdale in the early 2000's.

COD 2.4 Promote private-sector participation in the development of needed public facilities and amenities through required fees, dedication of land, and construction of facilities.

Response: One Scottsdale has demonstrated its commitment to to provide facilities as required by law and has contributed to the development of significant infrastructure in the area to support the development.

PUBLIC SERVICES & FACILITIES ELEMENT

PSF 2.3 Encourage the undergrounding of all new and existing electrical distribution lines carrying voltages of 69kV and lower.

Response: One Scottsdale had 69 KV power lines in front of the Project along the east side of Scottsdale Road. One of the initial public improvements was to underground that power line at a substantial cost to One Scottsdale. With the scenic corridor taking shape along portions of the Project's frontage, the undergrounding of the power lines has benefitted the aesthetics to the users of this roadway.

ECONOMIC VITALITY ELEMENT

EV 1.2 Support retention and expansion of established businesses, and provide resources for businesses to adapt to changing market conditions.

Response: The additional for-sale housing and their household spending will assist local businesses.

EV 3.8 Promote orderly, planned growth to reduce service costs, maximize use of existing and proposed public facilities, and enhance available revenues.

Response: One Scottsdale can now be considered "infill" development with all of the recognized benefits of such development patterns on infrastructure.

PCD Findings

One Scottsdale is within a PCD zoning district with comparable PRC zoning. With the 2002 Entitlements, we provided justification and findings that allowed the PCD to be applied to the property. With the Request to update the development standards for One Scottsdale, we offer the following findings required by the Zoning Ordinance:

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

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

Response: As described fully above in the GACAP analysis and zoning update, the Request intends to fulfill the goals, policies and vision of the General Plan, the associated character area plan and utilize development standards present PCD-PRC zoning district. To the west, Phoenix has designated the area as



a 'core' within their general plan. This means that proposals for underlying zoning districts in the future for this land may request building heights up to 190 feet and still be in conformance with their general plan. The ASLD property to the east (Crossroads East within the City) is zoned for 60 feet in height and mixed-use land uses. The Cavasson project has building heights above 100 feet and significant office square footage. The Request seeks to 'right-size' the non-residential square footage and residential units south of Legacy Drive away from the Grayhawk community and consistent with future development within the ASLD properties. The request is in substantial harmony the General Plan and existing and future development in the 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.

Response: The 2002 and 2016 Entitlements provided for significant regional and local transportation infrastructure improvements. The required roadway widening (Scottsdale Road), new roadways (Legacy Boulevard from Scottsdale Road to Hayden Road and the freeway frontage road from the Hayden Road interchange to the Scottsdale Road interchange), traffic signals, and internal roadways have all been developed to handle the proposed traffic for the Request. The 2002 Entitlements also require assistance in funding the study on how Miller Road is built and developed across the freeway corridor. In addition, the proposed employment and for-sale residential use for the Request provides for more internal capture thereby reducing overall daily trips. The forethought and implementation of the required transportation infrastructure provides for streets and thoroughfares that are suitable to handle the anticipated traffic by the Request. One Scottsdale has widened Scottsdale Road along the entire Property's frontage for 3-lanes of travel in each direction. The traffic generated by the Request is substantially less than that associated with the existing allowed development.

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 Request seeks to add 350 for-sale residences to Project south of Legacy Boulevard. The additional for-sale residential units create a core of housing to support the proposed employment core and retail south of Legacy Boulevard and provide for condominium use for the north Scottsdale area. The scale and density of the Request are in harmony with residential communities in Grayhawk. The existing and proposed infrastructure will be able to handle the additional residential units. The Request includes sidewalks, plazas, gathering places, and social interaction. One Scottsdale will have a looped trail system along its perimeter with access to other surrounding areas. Nearby parks, schools and other facilities are available to the north and east. Internal pocket parks and amenities will also be provided. We have received

acknowledgement by the Superintendent of the Paradise Valley Unified School District that the Request will not impact the existing and future school enrollment.

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 Request may attract a research type user or an office user with a research component. Illume is one such use that provides for an office headquarters with an associated research facility in one building. Any research uses will be designed in the core area south of Legacy Boulevard and be designed to operate in harmony with the other planned mixture of uses within One Scottsdale

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.

As stated throughout this Project narrative, the intent of the Request is to create an urban, pedestrian friendly core of residential, employment, hospitality and support commercial retail and restaurant uses south of Legacy Drive. With the development of Scottsdale 101, Promenade, Scottsdale Quarter, Kierland, City North, the Mortensen project in Phoenix and other commercial centers in this area of the City, One Scottsdale can no longer be planned as a major retail destination. With the planned intense and dense land uses on adjacent ASLD properties in Phoenix and Scottsdale, the reused non-residential square footage will be in harmony with the character of the surrounding areas.

Neighborhood Outreach

As with our 2002 and 2016 Entitlements, we continue to strive to ensure all affected stakeholders are made aware of our proposed Request. Prior to our official submittal, we reached out to the Grayhawk Community Association (“Grayhawk Board”) to preview our request to amend our development plan. From that meeting, we coordinated with the Grayhawk Board, a Grayhawk only neighborhood outreach meeting at the Grayhawk Board offices. The Grayhawk Board sent notices to approximately 3,800 residences within Grayhawk. This community meeting was conducted on November 15th, 2023, in the evening. There were approximately 25 attendees at this open house. On November 29th, 2023, we also conducted the City required neighborhood open house at the Grayhawk Boys & Girls Club. Again, there were approximately 25-30 attendees at this open house. Post submittal, our outreach will include updates to the Grayhawk Board, adjacent property owners including Discount Tire, Stockdale – the owner of the Illume building, Honor Health, the Vi, ASLD, Paradise Valley Unified School District, Coalition of Greater Scottsdale (“COG’s”) and many others. Please refer to the Citizen Involvement Plan and Report submitted with this application.

Summary

The Request is to update One Scottsdale's existing PRC zoning district to substantially reduce the intensity of One Scottsdale by approximately 1.3M square feet of non-residential intensity and increase the amount of housing by 350 for-sale residences for approx. 27 acres of the overall PCD. The intent of the Request is to remove overall intensity while at the same time reducing impacts to the City's infrastructure including traffic, water use and sewer use. The changes continue to be consistent with and implement the City's current General Plan and Character Area Plan goals, policies and vision.



BUILDING LEGACIES SINCE 1984

One Scottsdale Development Plan
Amendment Proposed Public Benefit
Narrative
April 2026

The Proposed Development Plan Amendment (“Request”) is to amend the One Scottsdale development plan to ‘right-size’ the number of residential units and non-residential square footage for the One Scottsdale project (“Project”). The Project was initially approved in 2002 and was envisioned as mixed-use retail, office, hotel and residential core at the intersection of the freeway and the City of Scottsdale (“City”) signature roadway. The following document provides a description of the extensive public benefits the Project has provided to this area of the City over the two (2) decades since the original entitlements were approved.

One Scottsdale initially built or paid for the major transportation network adjacent to and within the Project. These major and costly improvements, as well as the others listed below, demonstrate the developer’s commitment to improving the City’s infrastructure and roadway network and other significant public benefits. These public benefits are as follows:

- Dedication of right-of-way for Scottsdale Road, Thompson Peak Parkway, Legacy Boulevard, and the Loop 101 Frontage Road which have been completed since 2009.
- Reimbursed the City for the costs to improve Scottsdale Road from the Loop 101 north to Thompson Peak Parkway. These half street improvements on the east side of Scottsdale Road from the Loop 101 to Thompson Peak Parkway fulfill the ultimate street configuration for this major arterial. These improvements have been constructed since 2008.
- Legacy Boulevard – Constructed full street improvements for a half mile east/west minor arterial street from Scottsdale Road east to Hayden Road. These improvements have been constructed since 2008.
- Mayo Boulevard – Reimbursed half street improved along Project’s frontage even though no development has occurred on what was Planning Unit I from the original 2002 entitlements. These improvements have been constructed since 2008.
- Pima Freeway (Loop 101) frontage road – In lieu payment occurred in 2007 which accelerated the frontage roads construction from Hayden Road to Scottsdale Road along the north side of the freeway. These improvements have been completed since 2008.
- The above roadway improvements equate to approximately \$6.8 million of public improvements including the necessary public utility easements.
- Recently, One Scottsdale completed the construction of the 6th lane on the west half of Scottsdale Road, allowing for increased capacity and building to its ultimate condition. This lane has been open for use for several months. Completed in 2025 at a cost of \$1.9 million.



BUILDING LEGACIES SINCE 1984

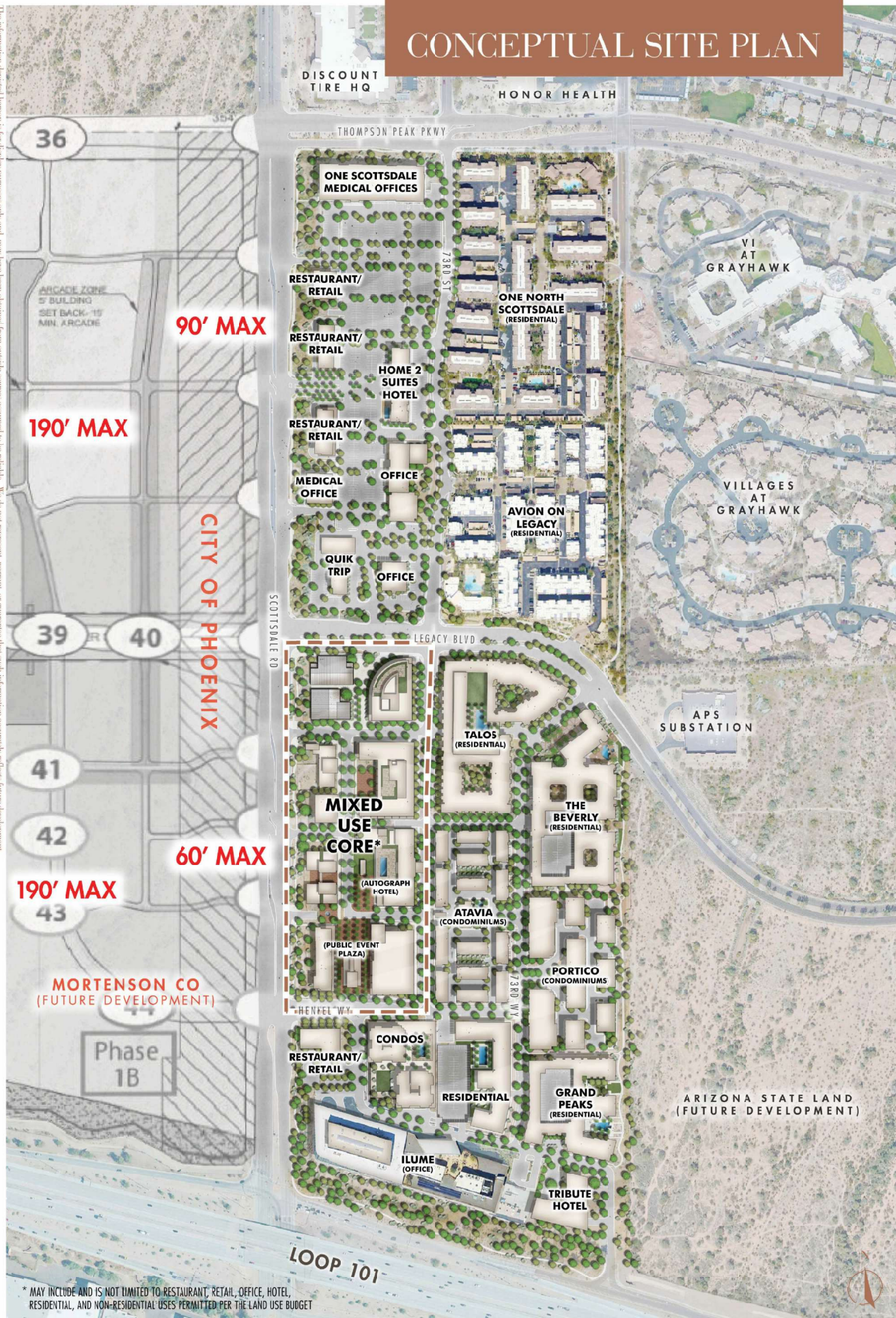
- A significant area along Scottsdale Road is required to dedicate a scenic corridor with a minimum width of 60' with an average width of 100' for the entire length of the property. This equates to approximately seven (7) acres of land along Scottsdale Road. The scenic corridor dedications have occurred along Scottsdale Road where development has or is occurring. Within the scenic corridor, there are public paved and unpaved trails and paths. These paths connect the entire perimeter of the Project providing a walking/biking loop fully accessible and open to the public. The scenic corridor is completed within PU III and partially completed in PU II.
- Along the east side of the Project open space and public paths along with some drainage improvements totaling over 3 acres have been provided. One Scottsdale also provided drainage improvements for off-site regional flows and created a public access amenity along the entire east side of the Project. This east side open space area provides an important part of the pedestrian trail system for the site and the general area. The majority of these improvements are complete as of 12/31/2025.
- Regional Drainage Improvements south of the freeway. One Scottsdale designed, permitted and funded \$500,000 towards the construction of the drainage improvements south of the 101 as part of the regional drainage solution for this part of Scottsdale. These improvements have been completed since 2010.
- Miller Road Street/Underpass— One Scottsdale has contributed \$468,000 to the City to assist with Miller Road construction to accelerate another north/south street to the street grid in this area which will ultimately connect Miller Road from Thompson Peak Parkway on the north to Mayo Boulevard on the south with an underpass under the Loop 101 freeway. Paid in full in 2024.
- Funded the undergrounding of 69kv power lines – Under-grounded 69kv power lines along the east side of Scottsdale Road and into and out of the APS substation east of the project along the north side of Legacy Blvd. allowing for scenic corridor and unfettered views to the east. These improvements have been completed since 2009. Total cost - \$1.2 million.
- Transit Facilities along Scottsdale Road (constructed bus stop facilities just north of Legacy Blvd.) Completed.
- Traffic Signal construction – Legacy Blvd. & Scottsdale Rd. and at Henkel Way and Scottsdale Rd. Completed.
- Landscape Buffer along the south side of Thompson Peak Parkway for additional building and natural setback along the roadway. Completed.
- City Services Space – the provision of a future 2,400 square foot office space for an emergency services center and a citizen services center is required within the core area of Planning Unit II.
- Public Events Space - A designated open area will be provided for the City to be utilized for public events. This space shall be made available to the City for up to five (5) special events each year. The location, size and design of this space shall be determined through a collaborative process including the developer and the City.
- Twenty (20) Percent Open Space – Planning Unit II will provide a greater amount of open space than the minimum PCD-PRC standard of fifteen (15) percent.
- Requested Development Plan Amendment – Provides for changes that will would result in the reduction of impact to City services including a 31% reduction in water use, 20% reduction in wastewater use, and a 92% reduction in weekday vehicle trips and 93% reduction in am and pm peak traffic times to and from the Property in the area of Scottsdale Road and the Loop 101.



BUILDING LEGACIES SINCE 1984

One Scottsdale has developed in a methodically responsible way providing public benefits beyond the boundary of the Project and prior to the need or demand based on the existing uses to date. One Scottsdale's first development, the Dial/Henkel office building was developed in 2008-2009 and the first residential project occurred in 2012 over four (4) years after a majority of these public improvements had been constructed. Now ten (10) plus years later, other commercial and residential projects are developing within the Project. The requested Development Plan Amendment will allow One Scottsdale to continue develop in a responsible manner while continuing to provide the existing and required public benefits.

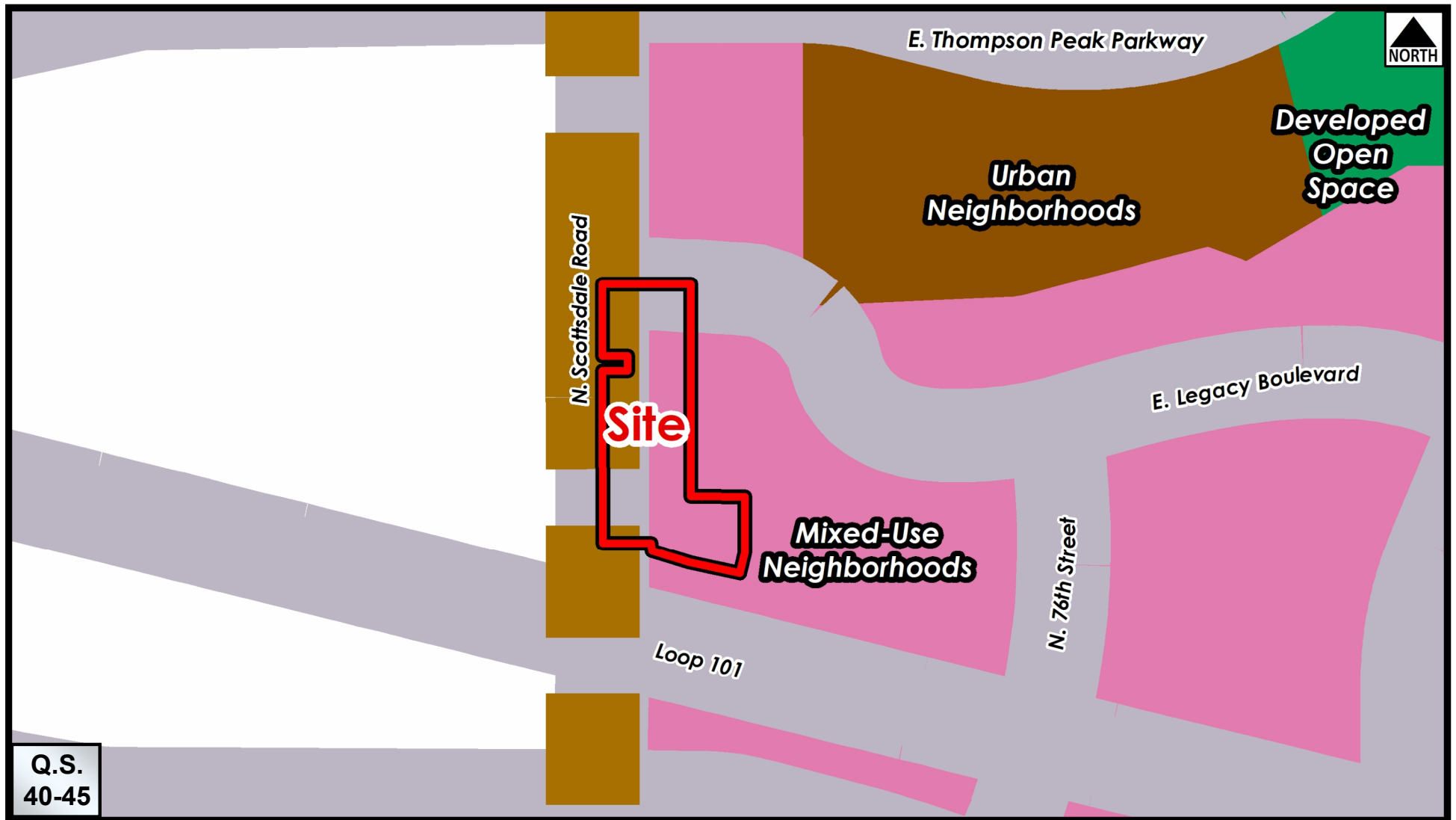
CONCEPTUAL SITE PLAN



* MAY INCLUDE AND IS NOT LIMITED TO RESTAURANT, RETAIL, OFFICE, HOTEL, RESIDENTIAL, AND NON-RESIDENTIAL USES PERMITTED PER THE LAND USE BUDGET

[illegible]

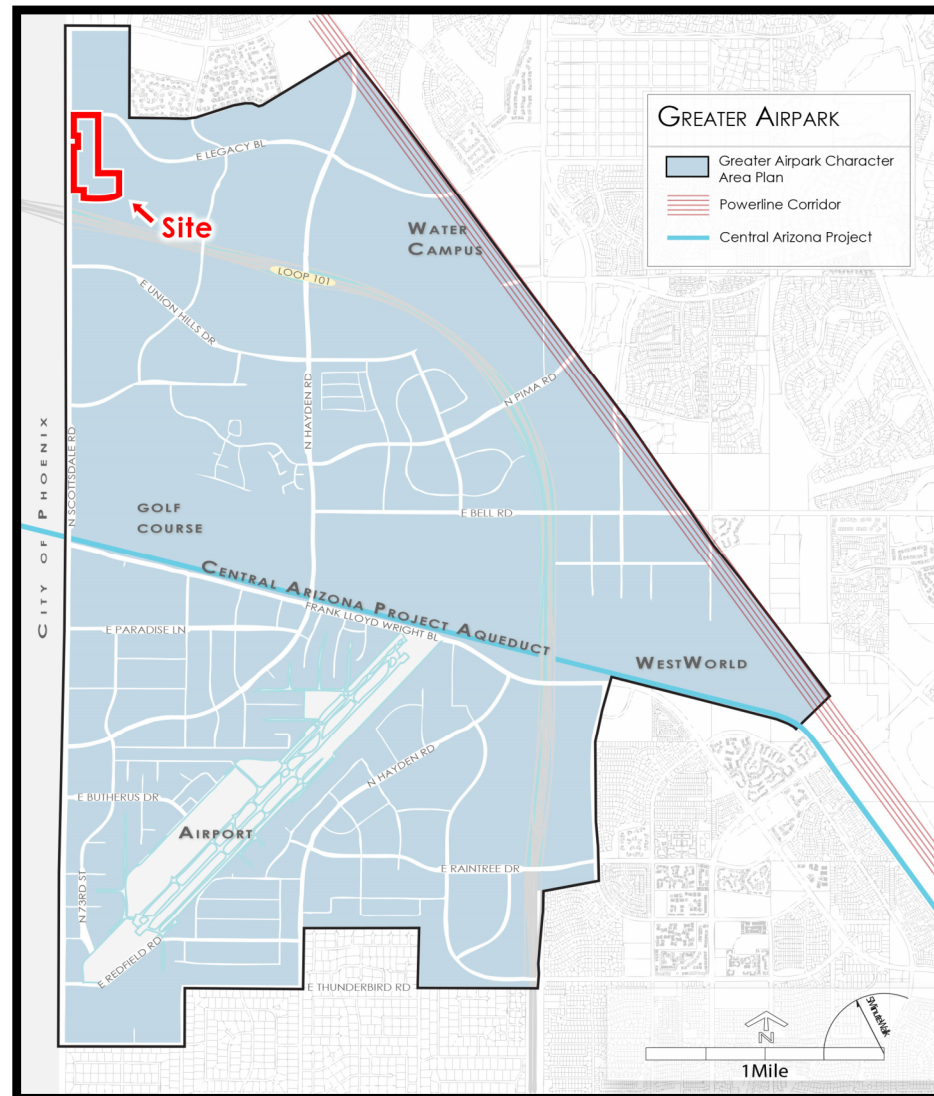
FARNSTROTH & SONS
The National Office



Q.S.
40-45

Existing General Plan 2035 Future Land Use Map
+/- 1.4 million square feet of Mixed-Use Neighborhoods

20-ZN-2002#5



**Greater Airport
Character Area**

20-ZN-2002#5

TRAFFIC IMPACT ANALYSIS SUMMARY

One Scottsdale
NEC SR 101L and Scottsdale Road
20-ZN-2002#5

Summary Prepared by John Hoang, COS Traffic Engineering

Summary Prepared on 02/23/2026

Traffic Impact Study Prepared by Kristen Stevens, Lokahi, Dated: 02/10/2026

Traffic Impact Study Status: Accepted

Existing Conditions

Site Location

- The site (PU II and PU III) is located on the east side of Scottsdale Road between SR 101L and Thompson Peak Parkway.

Existing Development

- The existing PU II consists of a 325,156 square office and vacant land. The existing PU III consist of a 130 room hotel and vacant land.

Study Area Intersections

- Scottsdale Road and Thompson Peak Parkway
- Scottsdale Road and Legacy Boulevard
- Scottsdale Road and Henkel Way
- SR 101L WB Ramps
- SR 101L EB Ramps
- Thompson Peak Parkway and 73rd Street
- Legacy Boulevard and 73rd Street
- Henkel Way and Loop 101 WB Frontage Road

Proposed Development:

Description

- The proposed development plan in comparison with previously proposed and approved.

The overall land uses proposed for the One Scottsdale development under the 2025 Proposal, as compared to the 2023 Proposal and 2016 Approved Zoning, are summarized below:

<u>One Scottsdale</u>	<u>2025 Proposal</u>	<u>2023 Proposal</u>	<u>2016 Approved Zoning</u>
• Retail	80,500 SF	80,500 SF	269,900 SF
• Office	1,298,000 SF	1,298,000 SF	2,496,245 SF
• Restaurant	115,500 SF	115,500 SF	100,000 SF
• Hotel	400 rooms	400 rooms	400 rooms
• Residential	2,350 DU	2,500 DU	2,000 DU

Site Access and Study Intersections

- The existing site access intersections to remain are as follows:
 - Scottsdale Road and Driveway A (approx. 490' south of Thompson Peak Parkway)
 - Scottsdale Road and Driveway B (approx. 965' south of Thompson Peak Parkway)
 - Scottsdale Road and Driveway C (approx. 1,280' south of Thompson Peak Parkway)
 - Scottsdale Road and Henkel Way (approx. 700' north of the SR 101L WB Ramps)
 - Thompson Peak Parkway and 73rd Street (approx. 670' east of Scottsdale Road)
 - Legacy Boulevard and 73rd Street (approx. 565' east of Scottsdale Road)
 - Legacy Boulevard and Driveway D (approx. 1,240' east of Scottsdale Road) .
- The proposed site access intersections are as follows:

- Scottsdale Road and Driveway F (approx. 360' south of Legacy Boulevard)
- Scottsdale Road and Driveway G (approx. 645' south of Legacy Boulevard)
- Scottsdale Road and Driveway H (approx. 1,015' south of Legacy Boulevard)
- Legacy Boulevard and Driveway E (approx. 300' east of Scottsdale Road)
- Legacy Boulevard and Driveway I (approx. 900' east of Scottsdale Road)

Trip Generation

- The trip generation as shown in the study for the proposed One Scottsdale development is shown in the tables below:

Table 3 –Trip Generation (150 Residential Units)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	150	Dwelling Units	665	55	13	42	57	36	21

Table 4 –Trip Generation (2025 Proposal)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642

- City of Scottsdale transportation staff agrees with the methodology and reductions using the Institute of Transportation Engineers (ITE) publication entitled Trip Generation 11th Edition, National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, and Trip Generation Manual: Pass-By Data and Rate Tables/2021 Pass-By Tables.
- The projected trip generation trip difference between the previously proposed and current proposed One Scottsdale development is approximately 1226 fewer weekday trips, 1,628 fewer AM peak hour trips, and 1,300 fewer PM peak hour trips.

Table 5 –Trip Generation (2025 Proposal vs. 2016 Approved Zoning)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2016 Approved Zoning (Approved TI&MA)	30,547	3,911	2,754	1,157	3,909	1,288	2,621
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642
Difference	-1,226	-1,628	-1,234	-394	-1,300	-321	-979
% Difference	-4%	-42%	-45%	-34%	-33%	-25%	-37%

The 2025 Proposal for One Scottsdale is expected to generate 1,226 fewer weekday trips than the 2016 Approved Zoning, including 1,628 fewer AM peak hour trips and 1,300 fewer PM peak hour trips.

2025 Proposal vs. 2023 Proposal

The comparison of trip generation between the 2025 Proposal and the 2023 Proposal, reflecting the reduction of 150 multifamily dwelling units is shown in **Table 6**.

Table 6 –Trip Generation (2025 Proposal vs. 2023 Proposal)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2023 Proposal (Approved TI&MA)	29,986	2,338	1,533	805	2,666	1,003	1,663
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642
Difference	-665	-55	-13	-42	-57	-36	-21
% Difference	-2%	-2%	-1%	-5%	-2%	-4%	-1%

Traffic Analysis:

Intersection Level of Service and Recommended Improvements

- The intersection levels of service were reported for horizon year 2029 with traffic generated by the buildout of the proposed development.
- Study intersections with acceptable levels of service in all movements include the following:
 - Scottsdale Road and Driveway A
 - Scottsdale Road and Driveway C
 - Thompson Peak Parkway and 73rd Street
 - Legacy Boulevard and Driveway D
 - Henkel Way and Loop 101 WB Frontage Road
 - Scottsdale Road and Driveway F
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
 - Scottsdale Road and Driveway G
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for right-in/right-out/left-in movements
 - Install westbound right turn lane
 - Legacy Boulevard and Driveway E
 - Recommended Improvements:
 - Construct a two-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
 - Legacy Boulevard and Driveway I
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
- Study intersections with delay in one or more movements include the following:
 - Scottsdale Road and Thompson Peak Parkway
 - LOS F in the NB thru movement during the PM peak hour
 - Scottsdale Road and Driveway B
 - LOS E or worse in the SB left turn movement during the AM and PM peak hours
 - Scottsdale Road and Legacy Boulevard
 - LOS E in the SB left turn movement during the PM peak hour
 - LOS E in the WB left turn movement during the PM peak hour
 - Scottsdale Road and Henkel Way
 - LOS E in the WB left turn movement during the AM peak hour
 - Recommended Improvements:
 - Improve southbound signal head to include permitted – protected left turn phasing
 - Loop 101 WB Ramps
 - LOS E in the NB thru movement during the PM peak hour
 - LOS E in the SB right turn movement during the PM peak hour
 - LOS F in the SB thru movement during the AM and PM peak hours
 - Loop 101 EB Ramps
 - LOS F in the NB thru movement during the AM and PM peak hours
 - LOS E in the EB thru/right movement during the AM peak hour
 - Legacy Boulevard and 73rd Street
 - LOS D or worse in the NB/SB left turn movements during the AM and PM peak hours
 - Recommended Improvements:
 - Modify striping to include a through lane on the north and south approaches
 - Although a traffic signal is warranted, the signal control is not incorporated in the build capacity analysis as adequate storage is provided for the queued vehicles in the AM and

PM peak hours. It is recommended that additional traffic signal warrant analyses be conducted in the future as surrounding development progresses and forecasted traffic volumes are realized to determine the appropriate timing for signal control.

- Scottsdale Road and Driveway H
 - LOS F in the SB left turn movement during the AM and PM peak hours

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The TIMA dated February 2026 has been accepted. The proposed development will result in an estimated 29,321 trips generated per day, 2,283 trips (1,520 in/763 out) generated in the AM peak hour, and 2,609 trips (967 in/1,642 out) generated in the PM peak hour. This represents a decrease of 665 daily trips over the previously approved development.

With the addition of the proposed site generated traffic by horizon year 2029, operations at the intersections within the vicinity of the site will continue to operate at acceptable levels (LOS C or better), with the exception of certain movements at the following intersections:

- Scottsdale Road and Thompson Peak Parkway
- Scottsdale Road and Driveway B
- Scottsdale Road and Legacy Boulevard
- Scottsdale Road and Henkel Way
- Loop 101 WB Ramps
- Loop 101 EB Ramps
- Legacy Boulevard and 73rd Street
- Scottsdale Road and Driveway H

The developer is responsible for constructing two new traffic signals as indicated in the stipulations and some traffic signal modifications at Scottsdale and Henkel at build out as indicated in the approved TIMA February 2026.



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

DMB- One Scottsdale

February 20, 2026

Overview

This Citizen Review Report is being performed in association with a request to modify the Land Use Budget of the existing PCD-PRC zoning on the property located at the northeast corner of the Loop 101 freeway and Scottsdale Road. The proposed request would decrease the allowable non-residential square footage by approximately 1,372,145+/- square feet in exchange for an additional 350 residential units. Additionally, some outdated stipulations will be modified as part of this request. This proposal is in conformance with the City of Scottsdale's General Plan and Greater Airpark Character Area Plan. This Citizen Review Report will be updated throughout the process.

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

Community Involvement

The outreach team has been communicating with neighboring property owners, businesses, and community members by telephone, and one-on-one meetings since May 2023, which included an open house with the development team for residents of Grayhawk on November 15, 2023 hosted by the Grayhawk Community Association. 17 interested Grayhawk residents attended this open house.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification adhered to the City's new **1,250' radius** mailing requirements

as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information for the development team. This contact person will continue to provide, as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on November 29, 2023 for those who wished to learn more about the project. The site and time were posted with the Early Notification Sign prior to the Open House.

18 interested people attended the Open House. Attendees were generally supportive of the project. Questions and comments arose regarding potential retail tenants (specifically restaurants), the type of housing product, and traffic. These questions were all answered by the development team to the best of their ability.

The development team has continued to be accessible by phone and email subsequent to the Open House to ensure that surrounding property owners and neighbors have ongoing opportunities to comment and ask questions. Specifically, the development team has kept the Grayhawk Community Association updated and has had multiple meetings with the Association's Development Committee. In addition, neighboring commercial property owners have been contacted to make sure that any questions they might have about the proposal have been answered.

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

Attachments:

Notification Letter
Notification List
Affidavit of Posting
Sign-in Sheets
Comment Cards



BUILDING LEGACIES SINCE 1984

November 17, 2023

RE: Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

Dear neighbor:

We are pleased to inform you about an upcoming request from DMB Associates, Inc. (DMB) regarding their One Scottsdale development located at the northeast corner of the Loop 101 Freeway and Scottsdale Road (see attached map of site location). We are holding an open house to share with property owners and other stakeholders in the area our request to amend the existing zoning. We are holding a come-and-go open house on Wednesday, November 29, 2023, from 5:30 pm - 6:30 pm at the Boys & Girls Club located at 20199 N. 78th Place (map of open house location also attached) within the Grayhawk community.

We are proposing to modify the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property. We are requesting to decrease the non-residential square footage allowed and increase the number of residential units allowed on the property. The current PCD-PRC zoning allows for a pedestrian friendly, mixed-use project of residential, office, commercial and restaurant uses. The requested amendment intends to decrease the non-residential square footage by over 1,000,000 square feet in exchange for an additional 500 residential units. The existing PCD-PRC zoning is not changing as part of this request. The requested amendments will apply mainly to the undeveloped portion of the property south of Legacy Boulevard. Finally, we seek to modify outdated stipulations applicable to the property.

To find out more about our request, please plan on attending our come-and-go open house and speak to our development team. If you cannot make the open house, please feel free to contact our outreach team, Technical Solutions, at (602) 957-3434 or info@technicalsolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Meredith Tessier, who can be reached at 480-312-4211 or MTessier@ScottsdaleAZ.gov.

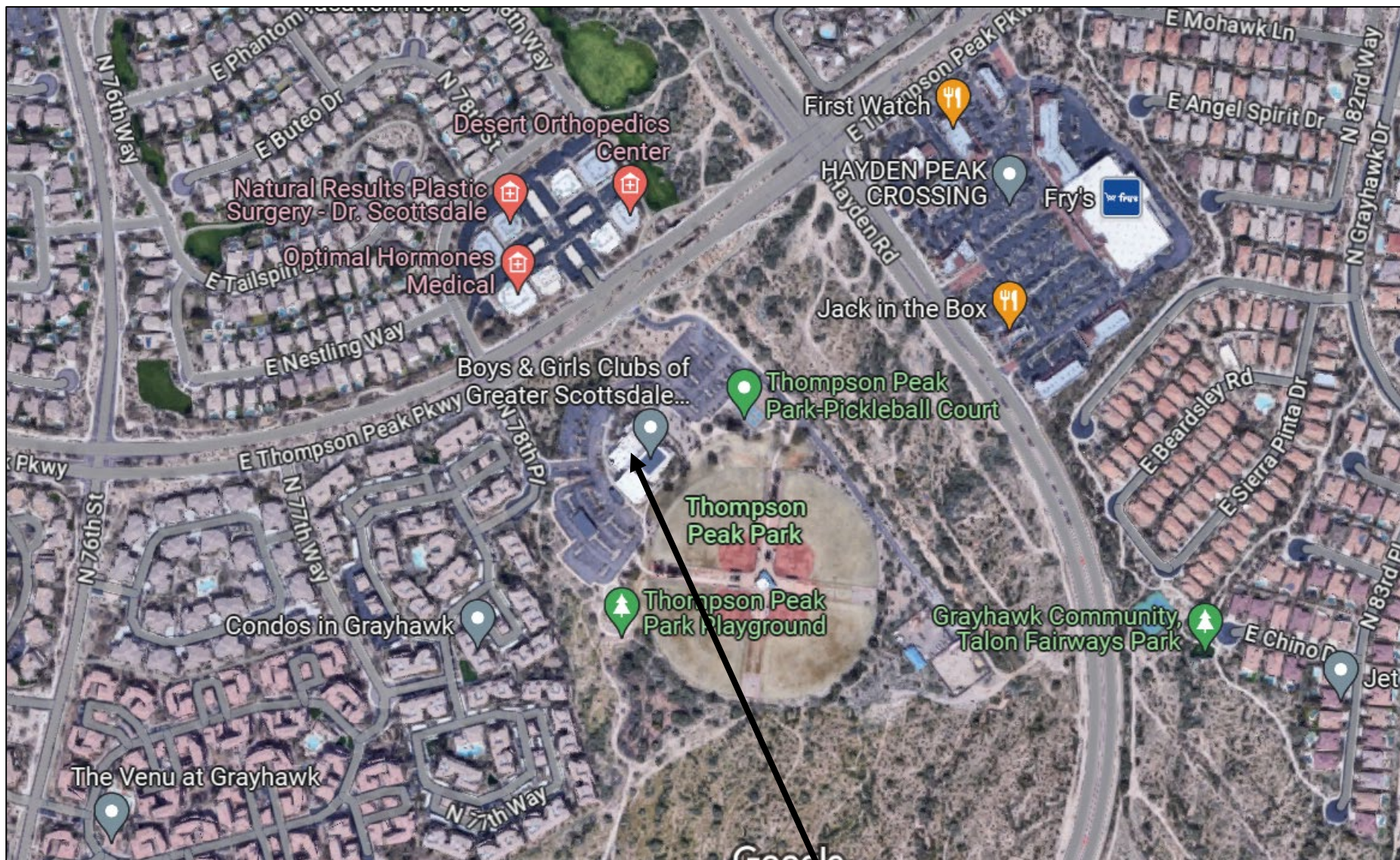
Sincerely,
Michael F. Burke

DMB Associates, Inc.



One Scottsdale Located in foreground Outlined in white with PU-II and PU-III

(PU stands for Planning Unit. One Scottsdale is divided into 2 planning units)



Boys & Girls Club in Grayhawk
Look for open House signs to enter on north side of Building
20199 N 78th Pl, Scottsdale, AZ 85255



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: 721-PA-2023

Project Name: _____

Location: NEC Loop 101 & Scottsdale Rd

Site Posting Date: 11/16/23

Applicant Name: Tiffany & Bosco

Sign Company Name: Dynamite Signs

Phone Number: 480-585-3031

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

[Signature]
Applicant Signature

11/16/23
Date

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

Acknowledged before me on 11/16/2023



[Signature]
Notary Public
My commission expires: 5/31/27

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

Nighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023

Time: 5:30 P.M. - 7:00 P.M.

Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road
Project Overview:

- Request: Modification of the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property.
- Description of Project and Proposed Use: The requested amendment intends to decrease the non-residential square footage by over 1,000,000 square feet and add 500 residential units for the area mainly in the undeveloped portion of the property south of Legacy Boulevard, as well as proposing modifications to outdated stipulations applicable to the property.
- Site Acreage: 134 Gross Acres
- Site Zoning: Current Zoning is PCD-PRC

Applicant Contact:

Kurt Jones
602-452-2729
kajones@tblaw.com

City Contact:

Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Pre-Application#: 721-PA-2023

Posting Date: 11/16/2023

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

November 16, 2023 at 4:07 PM
E Thompson Peak Pkwy
Scottsdale AZ 85255

Early Notification of Project Under Consideration

Neighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023

Time: 5:30 P.M. - 7:00 P.M.

Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road Project Overview:

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Kurt Jones
602-452-2729
kajones@tblaw.com

Pre-Application#: 721-PA-2023

City Contact:

Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Posting Date: 11/16/2023

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

November 16, 2023 at 3:43 PM
19641 N Scottsdale Rd
Scottsdale AZ 85255



Early Notification of Project Under Consideration

Nighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023
Time: 5:30 P.M. - 7:00 P.M.
Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road
Project Overview:

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kajones@tblaw.com

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Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Pre-Application#: 721-PA-2023

Posting Date: 11/16/2023

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



November 16, 2023 at 3:32 PM
N Scottsdale Rd
Scottsdale AZ 85255

One Scottsdale

Neighborhood Meeting Sign-In Sheet

Wednesday, November 15, 2023

[illegible]

Wednesday, November 15, 2023

[illegible]

One Scottsdale
Neighborhood Meeting Sign-In Sheet
Wednesday, November 15, 2023

[illegible]

One Scottsdale

Wednesday, November 29, 2023

Wednesday, November 29, 2023

[illegible]

One Scottsdale

Neighborhood Meeting Sign-In Sheet

Wednesday, November 29, 2023

[illegible]

One Scottsdale

Wednesday, November 29, 2023

[illegible]

One Scottsdale
Neighborhood Meeting Sign-In Sheet
Wednesday, November 29, 2023

[illegible]

One Scottsdale
Community Input Card

PRINT NAME Rogen Mann
ADDRESS 8299 E. SIERRA PINTA CITY SCOTTSDALE ZIP 85755
PHONE 480-290-4454 EMAIL ROGENMANN@COX.NET

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

More Dumps. Like CHANESONS, FISH, FRA

One Scottsdale
Community Input Card

PRINT NAME BEVERLY BOND
ADDRESS 19700 N. 76TH ST CITY SCOTTSDALE ZIP 85255
PHONE 480 248-7076 EMAIL _____

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

PLEASE SEE MY COMMENTS GIVEN TO MICHELLE
HAMMOND OF THE DEVELOPMENT TEAM ON A
SEPARATE SHEET OF PAPER

November 29, 2023

Notes for meeting with DMB Associates, Inc. at Boys & Girls Club

We understand that DMB acts in concert with the economics of its project. However, the current residents see that the enormity of the tremendous influx of housing that is about to inundate us will totally change the character of this Grayhawk neighborhood; bringing many more people, cars and visitors to an area that already does not meet the needs of its current population. For example, we have only two grocery stores (Hayden and Mayo), to serve current and future residents; and while there are medical offices in the vicinity, an appointment to begin a relationship with my new GP was not available for 6 months. One can but wonder how all of this will affect our neighborhood schools. And, you can forget about a parking space when you go to use the facilities that are here to serve you.

Your letter did not mention how many residential units DMB included in their plans originally, without the amendment.

With all the currently planned residential projects, from where does the additional water needed for 500 more residential units come? Those units would easily bring at least 1,500 more residents to your project and our neighborhood.

Are you doing away with the non-residential uses altogether or virtually altogether, to replace them with housing? Then, you are not really offering a truly mixed-use project anymore.

If you were allowed to do what you are asking for, and add 500 more units, what would stop the many other projects and developers in our area from asking for the same kind of amendment to their plans?

With the coming of the many residential projects approved for this area and the scheduled transformation of the dead-end at 76th Street into an active Miller Road, this neighborhood is on the verge of losing its unique character and becoming just another chaotic area with too few services and too many people.

The bottom line is that this amendment should not be viewed in a vacuum as one residential project but instead, as one of many, along with all of the numerous consequences that flow therefrom.

Beverly Bond

From: Tessier, Meredith
Sent: Wednesday, November 29, 2023 10:12 AM
To: Falk, Scott
Cc: info@technicalolutionsaz.com; sbsmith@technicalolutionsaz.com
Subject: RE: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

Good Morning Scott-

Please see my response e-mail to you sent on 11/27/2023. At this time, the applicant can assist you with your questions regarding the type of residential units as a formal case application has not been submitted to the City. I have copied the applicant contact Susan Bitter-Smith to this e-mail to address your questions.

Thank you,

Meredith Tessier, Senior Planner
Planning & Development Services



From: Falk, Scott <SFalk@rwbaird.com>
Sent: Wednesday, November 29, 2023 9:05 AM
To: info@technicalolutionsaz.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: RE: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

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

Thoughts?

Scott

From: Falk, Scott <SFalk@rwbaird.com>
Sent: Sunday, November 26, 2023 1:46 PM
To: info@technicalolutionsaz.com; MTessier@ScottsdaleAZ.gov
Subject: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

I am unable to make the Open House on 11/29, but am questioning what type of "residential units" you are calling out here?

- Single family homes (lot sizes)?
- Townhouse/Condos (density)?
- Apartments (density)?
- Some of all of the above?

Is there a plat or plan that shows what would be developed where?

I am very concerned by what I see as the continual quest to over develop properrties in North Scottsdale.

I would appreciate a prompt response (prior to 11/29).

Thank you,

Scott Falk

Robert W. Baird & Co. Incorporated does not accept buy, sell or other transaction orders by e-mail, or any instructions by e-mail that require a signature. This e-mail message, and any attachment(s), is not an offer, or solicitation of an offer, to buy or sell any security or other product. Unless otherwise specifically indicated, information contained in this communication is not an official confirmation of any transaction or an official statement of Baird. The information provided is subject to change without notice. This e-mail may contain privileged or confidential information or may otherwise be protected by law, rule or regulation. Any use, copying or distribution of the information contained in this e-mail by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender, and delete the material from any computer on which it exists. Baird, in accordance with applicable law, reserves the right to monitor, review and retain all electronic communications, including e-mails, traveling through its networks and systems. E-mail transmissions cannot be guaranteed to be secure, timely or error-free. Baird therefore recommends that you do not send any sensitive information such as account or personal identification numbers by e-mail.

Please click here <<https://www.bairdwealth.com/globalassets/pdfs/help/consolidated-report-disclosure.pdf>> for important information about any client reports you receive.

From: Tessier, Meredith
Sent: Monday, November 27, 2023 9:27 AM
To: Derek Ostensen
Subject: RE: One Scottsdale - Land Use Modification

Derek-

Thank you for contacting the City of Scottsdale regarding the applicant rezone request reference #721-PA-2023. The applicant is currently in the public outreach process which is prior to their formal application submittal. As such, the applicant and/or developer (DMB) can better assist you with your questions below. Once the applicant has submitted their application to the City, their submittal can be viewed through the [Case Information Sheet](#) and/or [Planning Records Department](#).

Thank you,

Meredith Tessier, Senior Planner
Planning & Development Services



From: Derek Ostensen <dostensen@olen.com>
Sent: Tuesday, November 21, 2023 3:03 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: One Scottsdale - Land Use Modification

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

Hi Meredith,

Just left you a voicemail. I'd like to request the following regarding DMB's proposed land use change please:

- Map of the area where the 500 units would be added.
- Information on the type of units intended - apartment, condo, townhome, single family?
- Update on when the City expects the other intended retail, hotels and office to be built on the other vacant DMB land.
- Any details you have on what is planned for DMB's vacant land north of Legacy Blvd. and when that would be built.
- The Public Review schedule and venues for the City process.

Thank you,

Derek Ostensen
Senior Vice President

Olen Properties
Seven Corporate Plaza
Newport Beach, CA 92660
949-683-4683 (Direct)
www.olenproperties.com

From: Palmer, Don L <Don.PalmerJr@gd-ms.com>
Sent: Monday, November 27, 2023 8:34 AM
To: Tessier, Meredith
Cc: don1998otl@cox.net
Subject: One Scottsdale zoning amendment

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

Good morning Meredith,

I am reaching out to you with concern over the amended rezoning request at One Scottsdale. Amending zoning plans seems to be pretty easy to get the Developers what they want. What's the purpose of a zoning plan in the first place? I've lived in Grayhawk for 27 years, and seen the incredible drive to pack as many people as feasibly possible into this area. I just can't wait to see what Phoenix does on the other side of Scottsdale Road with single and multifamily housing (between Loop 101 and Pinnacle Peak Rd). I feel that this area is going to be gridlock when that large parcel gets developed, as it is already nerve wracking trying to use Scottsdale Road at 60 MPH+ and constant heavy traffic. I don't know what happened to "The West's Most Western Town", but I don't see it anymore!

I always thought I would spend my entire life here, but I have really questioned that lately. I don't enjoy living here the way I used to. Scottsdale is slowly changing and doesn't have that unique, western feel anymore. In my opinion it is being ruined and there is no going back!

Don Palmer, C.S.P.

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

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to be "M. D. B.", written over a horizontal line.

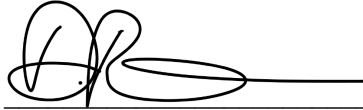
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

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This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to be 'DR', followed by a horizontal line.

03/05/2026

David Rutledge
9760 E. Monument Drive
Scottsdale, AZ 85262

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

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in blue ink, consisting of a large, loopy initial 'S' followed by a long, horizontal, wavy line that ends in a small upward flick.

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

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,



Joe Courtney

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

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lee Courtney', written over a horizontal line.

Lee Courtney

March 4, 2026

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

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Bertram", with a stylized flourish at the end.

Brian Bertram
7730 E Vaquero Dr
Scottsdale, AZ 85258

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

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

Ryan D'Agostino

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

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in blue ink that reads "Steve Mardis". The signature is written in a cursive style and is positioned above a horizontal line.

From: MICHAEL D'Andrea <mfdandrea@msn.com>

Sent: Monday, March 9, 2026 7:27 PM

To: Borowsky, Lisa <lborowsky@scottsdaleaz.gov>; City Council <citycouncil@scottsdaleaz.gov>

Cc: City Manager Mailbox <citymanager@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>

Subject: 20-ZN-2002#5 - ONE SCOTTSDALE

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

Mayor Borowsky & Members of the Scottsdale City Council:

My name is Mike D'Andrea, I am an architect, real estate developer, and builder in our community and have been for almost 30 years! I know some of you personally and have formerly served this Council and our great City as both your Planning Commission Chairman and Development Review Board Member for (12) years (2002 – 2014), thank you for your service.

I'm writing to you as a follow up to my March 18, 2024, e-mail correspondence in regard to this very property/project. For clarity, my original note as referenced (and its disdain) had everything to do with the aesthetics and quality of the projects that have been approved and built on this site vs. fundamental land use objections.

Given the current economic landscape, the timing since last modifications as well as the recently acquired adjacent property to the immediate west purchased by the AZ Cardinals, I think we (as a city) need to be nimble on this parcel. I am quite concerned with the traffic impacts in the area, as I drive past this site daily in route to my North Scottsdale home and expect the situation to continue to worsen if we do not properly address. This application (and proposed uses) seems to greatly reduce peak hour traffic, as well significantly reduce both water demand and usage. Further, the request of 'for sale' is an added benefit for the overall quality of this community.

Therefore, I am in support of this request with one distinct notation (below):

I'd like to challenge the DRB (or now City Staff), Planning Commission and this Council to ensure that the balance of the projects that get designed, developed and/or approved/built at this location are subject to the 'Uniquely Scottsdale' strict standards of high design quality and community aesthetics that we've always been so very good about upholding and demanding.

Sincerely,
Michael F. D'Andrea
602-999-7759

From: WebServices <WebServices@scottsdaleaz.gov>
Sent: Sunday, May 3, 2026 11:38 AM
To: Planning Commission <Planningcommission@scottsdaleaz.gov>
Subject: Planning Commission Public Comment
Importance: High

Name: Georgia Meacham
Address: 19700 N 76th St.
Email: georgiameacham@gmail.com
Phone: (208) 317-8317

Comment:

I am looking to comment on the One Scottsdale amended plan (20-ZN-2002#5) I am a Scottsdale resident and live in the Grayhawk community that is near the proposed site change. This area is in need of commercial/retail development. So much residential development has happened in the last few years that without the needed amenities that were proposed when this plan was originally approved, we risk turning this area into a car reliant disaster. We need walkable communities and services. Adding an additional 350 residential units puts stress on our water supply. What about the 100 year plan? Citizens rely on this metric. Amended plans erode trust in the process. Please say no to adding additional residential units. Thank you, Georgia Meacham 19700 N. 76th St. #2157 Scottsdale, AZ



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: 20-ZN-2002#5

Project Name: _____

Location: NEC Loop 101 & Scottsdale Rd

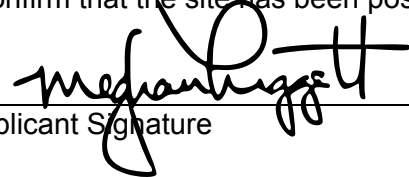
Site Posting Date: 04/23/26

Applicant Name: Tiffany & Bosco

Sign Company Name: Dynamite Signs

Phone Number: 480-585-3031

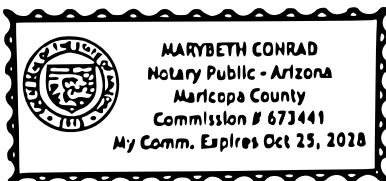
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

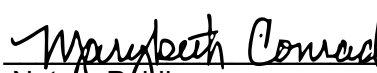

Applicant Signature

04/23/26
Date

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

Acknowledged before me on April 23, 2026




Notary Public

My commission expires: 10-25-28

City of Scottsdale -- Current Planning Division

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



City of Scottsdale PUBLIC NOTICE

scan,
snap,
save



ZONING/PUBLIC HEARING

CITY HALL: 3939 North Drinkwater Boulevard

PLANNING COMMISSION: 5:00 P.M., 5/13/26

CITY COUNCIL: 5:00 P.M., TBD

REQUEST: Request by owner for a zoning district map amendment to the existing Planning Community District (PC) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 27 acre site located at 19601 N. Scottsdale Road, 19190 N. 72nd Way, and 19194 N. 73rd Way. The proposed changes include adding 350 residential units and reducing commercial area by 1,372,145 million square feet.

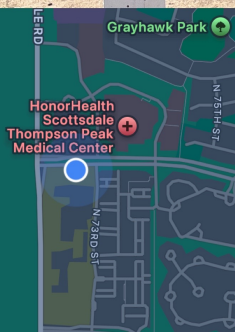
CASE NUMBER: 20-ZN-2002#5

Project Location: L101 WB / N SCOTTSDALE RD (NE Corner)
Applicant Contact:
Tiffany & Bosco, P.A.
(602) 452-2729

City Contact:
Meredith Tessier
(480) 312-4211

mtessier@scottsdaleaz.gov Posting Date: 3/6/26

Case File Available at City of Scottsdale, 480-312-7767, Project information may be researched at: <https://eservices.scottsdaleaz.gov/bldgresources/Cases>, Penalty for removing or defacing sign prior to date of last hearing. Applicant responsible for sign removal.



Apr 23, 2026 at 9:37:14 AM
7245 E Thompson Peak Pkwy
Scottsdale AZ 85255
United States



City of Scottsdale PUBLIC NOTICE

ZONING/PUBLIC HEARING

CITY HALL: 3939 North Drinkwater Boulevard

scan,
snap,
save



PLANNING COMMISSION: 5:00 P.M., 5/13/26

CITY COUNCIL: 5:00 P.M., TBD

REQUEST: Request by owner for a zoning district map amendment to the existing Planning Community District (PC) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 27 acre site located at 19601 N. Scottsdale Road, 19190 N. 72nd Way, and 19194 N. 73rd Way. The proposed changes include adding 350 residential units and reducing commercial area by 1,372,145 million square feet.

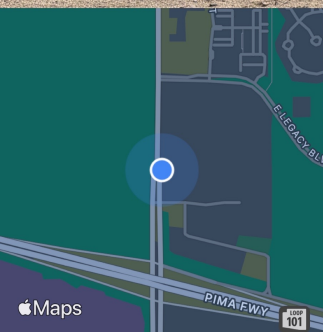
CASE NUMBER: 20-ZN-2002#5

Project Location: L101 WB / N SCOTTSDALE RD (NE Corner)
Applicant Contact:
Tiffany & Bosco, P.A.
(602) 452-2729

City Contact:
Meredith Tessier
(480) 312-4211
mtessier@scottsdaleaz.gov

Posting Date: 3/6/26

Case File Available at City of Scottsdale, 480-312-7767, Project information may be researched at: <https://eservices.scottsdaleaz.gov/bldgresources/Cases>. Penalty for removing or defacing sign prior to date of last hearing. Applicant responsible for sign removal.



Apr 23, 2026 at 8:56:34 AM
N Scottsdale Rd
Scottsdale AZ 85255
United States



City of Scottsdale PUBLIC NOTICE

ZONING/PUBLIC HEARING

scan,
snap,
save



CITY HALL: 3939 North Drinkwater Boulevard

PLANNING COMMISSION: 5:00 P.M., 5/13/26

CITY COUNCIL: 5:00 P.M., TBD

REQUEST: Request by owner for a zoning district map amendment to the existing Planning Community District (PC) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 27 acre site located at 19601 N. Scottsdale Road, 19190 N. 72nd Way, and 19194 N. 73rd Way. The proposed changes include adding 350 residential units and reducing commercial area by 1,372,145 million square feet.

CASE NUMBER: 20-ZN-2002#5

Project Location: L101 WB / N SCOTTSDALE RD (NE Corner)
Applicant Contact:
Tiffany & Bosco, P.A.
(602) 452-2729

City Contact:
Meredith Tessier
(480) 312-4211
mtessier@scottsdaleaz.gov

Posting Date: 3/6/26

Case File Available at City of Scottsdale, 480-312-7767, Project information may be researched at: <https://eservices.scottsdaleaz.gov/bldgresources/Cases>, Penalty for removing or defacing sign prior to date of last hearing. Applicant responsible for sign removal.

HonorHealth
Scottsdale
Thompson Peak
Medical Center

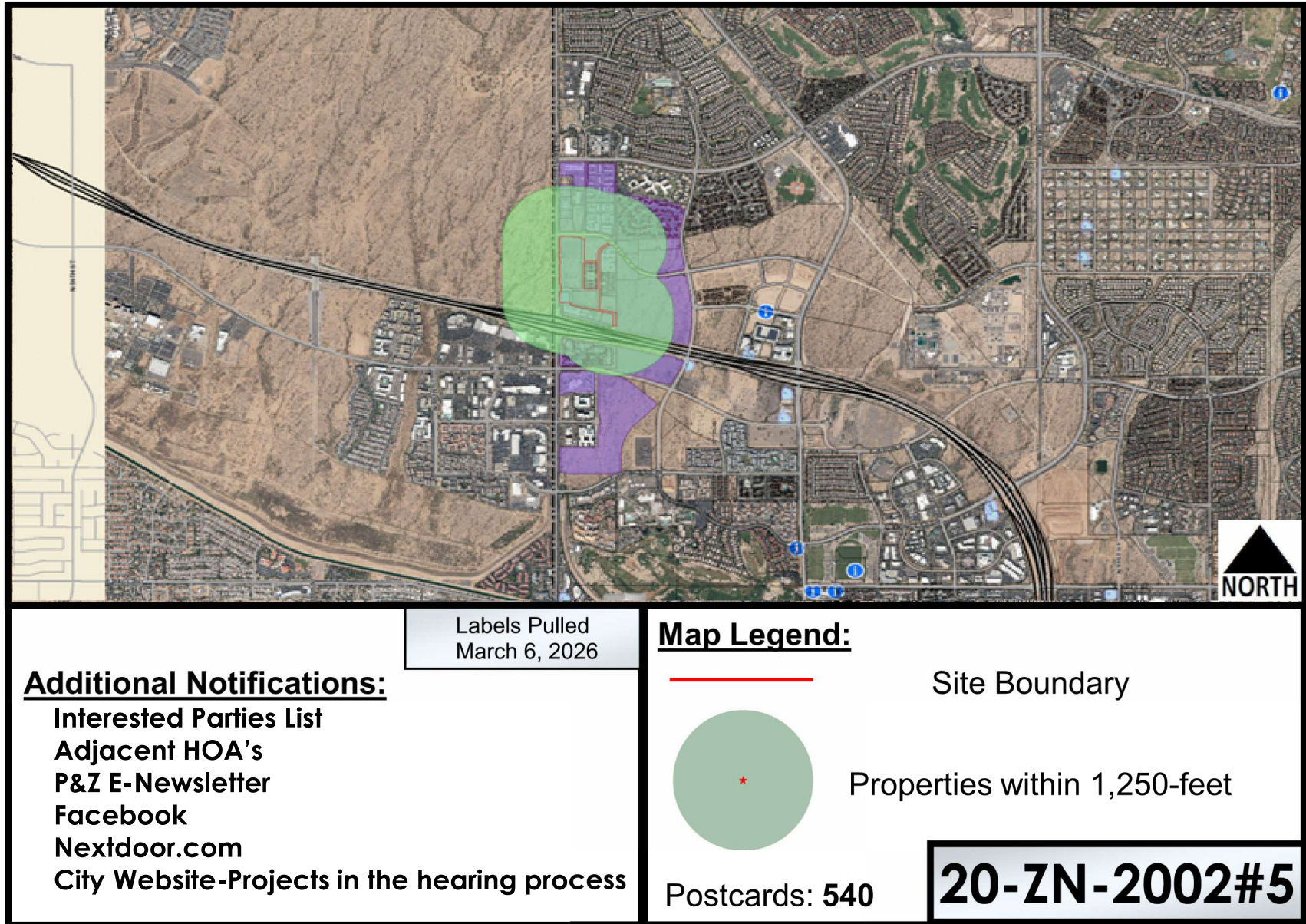
N 72ND ST

ELEGANT WAY

Apr 23, 2026 at 9:17:39 AM
20103 N Scottsdale Rd
Scottsdale AZ 85255
United States

City Notifications – Mailing List Selection Map

One Scottsdale





**SCOTTSDALE PLANNING COMMISSION
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA**

WEDNESDAY, MARCH 25, 2026

***SUMMARIZED MEETING MINUTES ***

PRESENT: Joe Young, Chair
William Scarbrough, Vice Chair
George Ertel, Commissioner
Michal Ann Joyner, Commissioner
Barney Gonzales, Commissioner
Doug Drake, Commissioner
David Reid, Commissioner

ABSENT: None

STAFF: Tim Curtis
Joe Padilla
Becca Cox
Meredith Tessier
Andrew Dobson
Keith Niederer
Greg Bloemberg
Jack Kelly
Jason McWilliams

CALL TO ORDER

Chair Young called the regular session of the Scottsdale Planning Commission to order at 5:00 p.m.

ROLL CALL

A formal roll call was conducted confirming members present as stated above.

MINUTES REVIEW AND APPROVAL

1. Approval of the January 14, 2026 [Regular Meeting Minutes](#).
Commissioner Reid made a motion to approve the January 28, 2026 Regular Meeting Minutes. Second by Vice Chair Scarbrough, the motion passed unanimously by a vote of seven (7) to zero (0).

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission page on ScottsdaleAZ.gov, search "Planning Commission"

CONTINUANCES

2. [20-ZN-2002#5 \(One Scottsdale\)](#)

APPLICANT REQUEST TO CONTINUE TO MAY 13, 2026

Request by owner for a zoning district map amendment to the existing Planning Community District (P-C) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 126-acre site located at 7355 N. Thompson Peak Parkway, 7340 E. Legacy Boulevard, 7245 E. Thompson Peak Parkway, 20159 N. Scottsdale Road, 20103 N. Scottsdale Road, 20001 N. Scottsdale Road, 19730 N. 73rd Street, 19641 N. Scottsdale Road, 19623 N. Scottsdale Road, 19605 N. Scottsdale Road, 19552 N. 73rd Street, 7395 E. Legacy Boulevard, 19355 N. 73rd Way, 7370 E. Henkel Way, 18920 N. 74th Street, 7221 E. Legacy Boulevard, 19360 N. 73rd Way, 19194 N. 73rd Way, 19001 N. Scottsdale Road, APN: 215-05-005B, 19601 N. Scottsdale Road, APN: 215-05-001A, and 19190 N. 72nd Way. The proposed changes include adding 350 for sale residential units and reducing commercial area by 1,372,145 million square feet. Staff contact person is Meredith Tessier, 480-312-4211. **Applicant contact person is Kurt Jones, 602-452-2729.**

Item No. 2; Commissioner Drake made a motion to continue case 20-ZN-2002#5 to the May 13th, 2026 agenda. Second by Commissioner Joyner, the motion passed unanimously by a vote of seven (7) to zero (0).

CONSENT AGENDA

3. [UP-0003-2026 \(Crown Castle BO 826045 / T-Mobile Monarch Monopalm\)](#)

Request by owner for renewal of a conditional use permit for an existing type 4 alternative concealment wireless communication facility designed as a 55-foot-tall artificial palm tree located at 7220 E. McKellips Road (A.P.N. 131-16-143) with multiple family residential district (R-5) zoning. Staff contact person is Keith Niederer, 480-312-2953. **Applicant contact person is Todd Daoust, (602) 549-9054.**

4. [22-UP-2003#5 \(Crown Castle BU 823707 Conditional Use Permit Renewal\)](#)

Request by owner for approval of a Conditional Use Permit for an existing Type 4 Alternative Concealment Wireless Communication Facility (WCF) concealed within a 30-foot-tall artificial cactus located on a +/-26-acre site located at 39730 N. Cave Creek Road with Open Space Environmentally Sensitive Lands District (O-S ESL) zoning. Staff contact person is Keith Niederer, 480-312-2953. **Applicant contact person is Todd Daoust, (602) 549-9054.**

5. [4-UP-2016#3 \(Vertical Bridge - US-AZ-7008 T-Mobile PH30920A Granite Reef Church\)](#)

Request by owner for renewal of a Conditional Use Permit for an existing Type 4, Alternative Concealment Wireless Communication Facility (WCF) concealed within a 45-foot tall church steeple, with associated ground mounted equipment located a 2.76+/- acre

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission page on ScottsdaleAZ.gov, search "Planning Commission"

property at 4425 N. Granite Reef Road with Single-family Residential (R1-7) zoning. Staff contact person is Andrew Dobson, 480-312-2515. **Applicant contact person is Isabel Chavez, 951-496-2452.**

6. [7-UP-2016#2 \(Oasis Cafe\)](#)

Request by owner for an amendment to an existing conditional use permit for a bar to allow for a +/- 1,863 square foot bar expansion on a 6,210 square foot site located at 4441 N. Buckboard Trail with Central Business/Parking District Downtown Overlay and Parking District Vehicle Parking Downtown Overlay (C-2/P-3 DO & P-2 DO) zoning. Staff contact person is Greg Bloemberg, 480-312-4306. **Applicant contact person is Lauren Proper Potter, 480-921-2800.**

Item No. 3, 4 ,5 6; Vice Chair Scarbrough made a motion for recommendation for cases UP-0003-2026, 22-UP-2003#5, 4-UP-2016#3, and 7-UP-2016#2 after finding that the CUP criteria have been met and that the proposed Conditional Use Permits are consistent and conform with the adopted General Plan, per the attached stipulations. Second by Commissioner Ertel, the motion passed unanimously by a vote of seven (7) to zero (0).

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 5:06 p.m.

PUBLIC COMMENTS RECEIVED AFTER AGENDA POSTING



PRISMJET

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

The Honorable Lisa Borowsky and Members of the Scottsdale City Council:

I founded and operate a business in North Scottsdale, and I am always happy to see proposals for new residential ownership that will continue to provide customer and employee potential for our business. For that reason, I support the modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. Housing, particularly this proposed luxury for-sale housing, is a great addition to the area and helps ensure that local businesses succeed.

Please support this proposal for One Scottsdale.

Sincerely,

Scott Casey

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

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chris Longo". The signature is written in dark ink and is positioned above the printed name.

Christopher Longo
6719 E. Granada Rd.
Scottsdale, AZ 85257

March 9, 2026

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

Dear Mayor and Council Members:

As a former resident of Scottsdale and an active business professional in the community, it is exciting to see development that leads to economic growth and stability for all stakeholders. The experience, attention to detail, and commitment to responsible growth that One Scottsdale's leadership team bring to the city will surely be evident with this project. As such, I support the modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101.

Please support this proposal for One Scottsdale!

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Beverage", with a horizontal line extending to the right.

Matt Beverage

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

Dear Mayor and Council Members:

I own a business in North Scottsdale, and I am always happy to see proposals for new residential ownership that will continue to provide customer and employee potential for our business economy. For that reason, I support the modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. Housing, particularly this proposed luxury for-sale housing, is a great addition to the area and helps ensure that local businesses succeed.

Please support this proposal for One Scottsdale!

Sincerely,

A handwritten signature in cursive script, appearing to read "Carl Bump". The signature is written in dark ink and is positioned above the business name.

TIME FOR SALE
AVIATION DETAILING