PLANNING COMMISSION REPORT

Meeting Date: January 14, 2026
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Banner Health Scottsdale Medical Campus
5-ZN-2023 and 4-UP-2025

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a zoning district map amendment from Planned Community Development with P-C comparable Industrial Park District (P-C I-1) and Planned Community District with P-C comparable Central Business District (P-C C-2) zoning to Planned Community District with P-C comparable Commercial Office (P-C C-O), for a new medical campus including a hospital with ancillary helipad, on a +/- 31-acre portion of an overall +/- 48-acre site located at 18500 N. Hayden Road, and

2. A recommendation to City Council regarding a request by owner for a conditional use permit for a hospital with ancillary helipad on a +/- 31-acre portion of an overall +/-48-acre site with Planned Community District, with P-C comparable Commercial Office (P-C C-O) zoning, located at 18500 N. Hayden Road.

Goal/Purpose of Request

The applicant seeks approval of a rezone and conditional use permit for a new hospital with ancillary helipad as part of an overall medical campus to be developed in phases.

Key Items for Consideration

- Conditional Use Permit Criteria
- First phase of campus under construction (medical office building; 6-DR-2024).
- Expansion of a major employer
- Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for the hospital and helipad.
- Hospital location on site shifted 580 feet to the west in response to public input.
- Property owner conducted a market analysis that identified this region as a gap in their service area.

Action Taken _____

- Water and sewer infrastructure upgrades underway that can serve the proposed project as well as other larger projects in the area (Optima, ASM).
- Master developer (DeRito) extending E. Mayo Blvd. from Optima to N. 78th Street, and N. Miller Road from E. Mayo Blvd. to Loop 101 consistent with the approved transportation infrastructure master plan.
- Not a Level 1 Trauma Center; minimal helicopter trips to and from facility (8-10 takeoffs/landings per month anticipated).
- No bonus or amended development standards requested.
- Public comment in support and opposition received.
- Airport Advisory Commission considered this request on 9/17/2025 and recommended denial with a vote of 5-1 (see "Other Boards and Commissions" section of this report).

OWNER

Banner Health
818-422-9122

APPLICANT CONTACT

Susan Demmitt
Gammage & Burnham
602-256-4456

LOCATION

18500 N Hayden Rd

BACKGROUND

General Plan

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 (AMU) land use within the Type C and Regional Core Development Types. AMU areas are appropriate for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional, and hotel uses. Developments in AMU areas should be pedestrian-oriented and have access to multiple modes of transportation. AMU areas should be located where transitions are needed between Aviation and Employment Land Uses to AMU-R areas.

Within the GACAP, Development Types help define the size and scale of development. The western 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. The eastern 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.

Zoning

Case 19-ZN-2002, which established the master plan for the Crossroads East project, included a Land Use Budget Table that identified the allowable zoning districts for the entire 1,000-acre PCD; including maximum acreage and maximum residential densities for those districts that allow residential. A subsequent case (19-ZN-2002#6) amended the entire Crossroads East PCD, including the Land Use Budget and the associated development agreement. In 2023, the original owner of this site received approval for the I-1 and C-2 zoning districts under case 19-ZN-2002#11. No development was proposed at that time. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Loop 101 Freeway
- South: Vacant land, zoned P-C, and multi-family residential zoned P-C R-5
- East: Vacant land zoned P-C C-2
- West: Light Industrial/Research and Development zoned P-C I-1 (ASM)

Other Related Policies, References:

- Scottsdale General Plan 2035
- Greater Airpark Character Area Plan, as amended
- Zoning Ordinance
- Crossroads East Development Agreement (2002-143-COS- A3)
- 19-ZN-2002: Approved original Crossroads East PCD and Land Use Budget

- 19-ZN-2002#6: Approved an amendment to the master plan for the Crossroads East PCD and the development plan for the Cavasson project (Nationwide)
- 19-ZN-2002#11: Affirmed the zoning classifications approved as part of case 19-ZN-2002#6 and finalized the C-2 and I-1 zoning district boundaries for a +/- 85-acre site located at the southwest corner of Hayden Road and Loop 101 (including subject site)
- 6-DR-2024: Approved a medical office building on the subject site
- 37-SA-2023: Approved infrastructure master plans for this site, the ASM site to the west, and commercial parcels along N. Hayden Road.

APPLICANT'S PROPOSAL

Development Information

The property owner is requesting approval of a Zoning District Map Amendment and a Conditional Use Permit to facilitate development of a 300-bed hospital with an ancillary helipad as part of a comprehensive medical campus. Phase 1 of the campus, a new medical office building, is already under construction. The hospital itself will also be built in phases (refer to attached Phasing Plan). At build-out a total of 1,274 parking spaces will be provided via surface and structured parking, with most being constructed as part of Phase 1. Several vehicular access points are proposed, each with a specific function. Primary site access is proposed at two locations, the first at the intersection of N. 78th Street and E. Mayo Blvd. (full access) and the second off N. Miller Road (visitor and staff access). Three secondary access points are proposed, two off E. Mayo Blvd. and one off N. Hayden Road. One secondary access point off E. Mayo will be restricted to emergency traffic only (ambulance, emergency room), the other will be restricted to service and staff traffic and will be right-in and right-out only. The secondary access point off N. Hayden Road will be for visitors and staff and will only be accessible to southbound traffic on Hayden Road (right-in only, no egress). A temporary, at-grade, helipad is proposed just south of the hospital until a future phase is constructed that will include a roof-mounted helipad. Once the roof-mounted helipad is in place, the at-grade pad will be eliminated.

****All C-O development standards calculated utilizing zoning area only. Medical office site excluded (remaining C-2).**

- Existing Use: Vacant
- Proposed Use: Medical Campus w/ Hospital
- Buildings/Description: One building varying in height from one to five stories
- Parcel Size (zoning area): +/- 28 acres (net), +/- 31 acres (gross)
- Building Height Allowed: 75 feet (exclusive of rooftop appurtenances)
- Building Height Proposed: 74 feet (exclusive of rooftop appurtenances)
- Parking Required: 450 spaces (1.5 spaces per bed)
- Parking Provided: 1,274
- Open Space Required: 301,818 square feet (+/- 6.9 acres)

- Open Space Provided: 545,850 square feet (+/- 12.5 acres)
- Floor Area Ratio Allowed: 0.6 (754,546 square feet)
- Floor Area Ratio Proposed: 0.52 (+/-650,000 square feet)

IMPACT ANALYSIS

Land Use

The site is located within the Crossroads East Planned Community District (PCD), which encompasses approximately 1,000 acres on both sides of the Loop 101 Freeway, and is designated within the General Plan Regional Use Overlay. This designation supports higher-intensity development and uses intended to serve a broad regional population. According to the applicant, there is an identified need for a hospital to serve patients in the northeast Valley. The proposed underlying zoning district, Commercial–Office (C-O), is the only zoning district outside of a Special Campus designation that permits hospitals as a use, subject to approval of a Conditional Use Permit.

The site's adjacency to Loop 101 provides regional visibility and convenient access, with direct connectivity from a Major Arterial street (N. Hayden Road), indicating the location is appropriate for a hospital from a traffic and access standpoint. The existing multi-family development to the south is accessed exclusively from N. Hayden Road and N. 78th Street, with no vehicular access from E. Mayo Boulevard. As both E. Mayo Boulevard and N. Hayden Road will serve the proposed hospital, resident access to the multi-family community is expected to remain largely unaffected. Additionally, the surrounding area includes existing and planned uses of comparable intensity, including the Optima mixed-use development and the ASM headquarters.

Economic Development

Healthcare services is one of the six target industries identified in the Economic Development Five-Year Strategic Plan. Banner Health is a major employer in the City of Scottsdale and it is anticipated that additional permanent jobs will be created in the community as a result of the proposed development.

Airport Vicinity

The Crossroads Planned Community District (PCD) is located within the Airport Influence Area as identified in the Part 150 Noise Compatibility Study. The proposed request introduces a noise-sensitive land use within the Airport Influence Area. The proposed hospital is a permitted land use subject to the requirements of Chapter 5, Table 5-356.A of the Scottsdale Revised Code (see below). The site is located within the AC-1 Influence Area, which represents the least restrictive compatibility area from an airport operations perspective and does not impose land use prohibitions.

The proposed Development Plan implements goals and policies of the General Plan (Goals LU 1, 5, and 7; and Policies LU 1.1, 1.3, 1.6, 5.1, 5.5, and 7.2), including land use consistent with the Employment designation. Consistent with Crossroads East Master Plan requirements, this project and future development will be required to provide airport proximity disclosures and dedicate avigation easements over project sites, as applicable. The Federal Aviation

Administration (FAA) has issued a Determination of No Hazard to Air Navigation for the proposed hospital building height and helipad location.

PCD Findings

Sec. 5.2104. – Findings required.

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

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 site is designated by Scottsdale General Plan 2035 as Mixed-Use Neighborhoods within the Regional Use Overlay and is located within the Airpark Growth Area. These designations identify areas intended for regional-serving land uses, including major medical facilities, as well as development with strong regional access. The site has access to Loop 101 and Hayden Road (a Major Arterial), and the applicant proposes a hospital use on the site.
- The GACAP designates the site Airpark Mixed Use (AMU) within the Regional Core and Type C Development Types. AMU areas contemplate a range of non-residential uses, including institutional and employment-serving uses, and these Development Types identify locations intended for medium- to higher-intensity development with strong regional access (including freeways). The proposed hospital campus is an institutional/employment land use contemplated within AMU areas, and the Regional Core/Type C Development Types establish a higher-intensity scale framework for this location. In terms of access, the applicant's proposal distributes such across Mayo Boulevard, Miller Road, and Hayden Road, with primary and secondary access points serving distinct functions (visitor/staff, emergency, service), to coordinate circulation with the adjacent street system.
- The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) identify open space areas as public. Further, the General Plan 2035 Connectivity Element (Goal C 3 and corresponding policies) and GACAP Character & Design (Goal CD 2 and corresponding policies) and Community Mobility Chapters (Goal CM 6 and corresponding policies) support accessible and engaging bicycle and pedestrian connections. The applicant proposes a site plan that includes +/- 12.2-acres of open space – an approximate 76% increase over what is required for the development site. Further, the applicant proposes a "wellness trail" network that meanders the perimeter of the site.

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.

- As with all new development in the Crossroads PCD, the master developer was required to submit infrastructure master plans for the Planning Units they occupy (prior to Banner purchasing their site), including a transportation master plan. Those master plans were approved in 2024 under case 37-SA-2023. Additionally, as part of

this application, Banner submitted a Traffic Impact Mitigation Analysis (TIMA), which has been accepted by the Transportation Department.

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.**

   This criterion is not applicable.

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

   The proposed development is adjacent to the Loop 101 Freeway and is located close to a multi-family community to the south however, staff has received no public comment from management or residents of the community expressing concern about the proposed hospital or helipad. The hospital is proposed to be located approximately 750 feet from the nearest residence of the community and the maximum building height of 75 feet (exclusive of rooftop appurtenances) is allowed in the C-O district for the hospital only. No other buildings on the site will exceed 48 feet in height, as allowed in C-O zoning. The proposed hospital combined with the other established land uses on the site will serve as a major employer in the area.

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

   The development plan includes a cancer center and medical office building, which is presently under construction at the southeast portion of the site. These land uses work in conjunction with the proposed hospital land use and are appropriate for the area.

Conditional Use Permit

Conditional Use Permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and City Council has found as follows:

A. That the granting of such Conditional Use Permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning

Commission and the City Council's consideration shall include, but not be limited to, the following factors:

1. **Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.**

   - The hospital is proposed to be located immediately adjacent to the Loop 101 Freeway. Originally proposed to be located further east on the site, the hospital was relocated 580 feet to the west in response to community input to increase the distance between the hospital and the residential community to the southeast. With this change, the nearest multi-family residential unit is located approximately 750 feet southeast of the hospital and helipad. The applicant indicates in their narrative that lights and sirens will only be used in critical situations when time is of the essence. When lights and sirens are used, they will be turned off once the vehicle turns onto E. Mayo Blvd., consistent with Banner policy. As this facility is not a Level 1 Trauma Center, flights to and from the helipad will be minimal, between 8 and 10 trips monthly. Flight paths will generally direct helicopters to the southwest, away from the residential, as that is the direction to neighboring medical facilities that offer Level 1 trauma care. Limited impacts from noise are anticipated. No impacts from smoke, odor, dust, vibration or illumination are anticipated.

2. **Impact on surrounding areas resulting from an unusual volume or character of traffic.**

   - The site is adjacent to Loop 101 Freeway and N. Hayden Road, which is classified as a Major Arterial by the City's Transportation Master Plan. All access to the site will be from N. Hayden Road and E. Mayo Blvd. The residential community to the southeast has no vehicular access to E. Mayo Blvd. minimizing any potential impacts from vehicular traffic to and from the hospital. Additionally, a transportation infrastructure master plan specific for this site was submitted concurrent with this application and has been accepted by the Transportation Department. All street improvements or upgrades necessary to serve the project, and identified in the master plan, are currently being constructed by the master developer (DeRito). No impacts to the surrounding areas resulting from an unusual volume or character of traffic are anticipated.

B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.

- A 600,000 square foot office, research and product development facility is currently under construction immediately west of the subject site. There are two out parcels to the east of the site that are zoned C-2 and are anticipated to be occupied by restaurants, retail, or travel accommodations. In addition, the hospital location has shifted further west on the site and the helipad will only be used to transport patients *from* the facility to a Level 1 Trauma Center when intensive care is needed, reducing potential noise impacts on the residential to the southeast. The proposed conditional use is compatible with the type of uses permitted in the surrounding area

C. The additional conditions specified in Section 1.403, as applicable, have been satisfied.

The proposal meets the provisions for a Hospital as identified in Zoning Ordinance Section 1.403.J, including:

1. The application shall include written proof the proposal meets all State and County regulations.

- Per the applicant, the proposed use will meet all required State, County and Federal regulations. There are regulations from the FAA for development within the Airpark Influence Area, and there are State requirements for medical reporting and licensing, and local regulations for permitting and inspections.

2. Building height (excluding rooftop appurtenances). Maximum: seventy-five (75) feet.

- The proposed hospital is 74 feet to the top of the roof and 94 feet to top of rooftop appurtenances, in compliance with ordinance requirements.

3. Required Open Space.

a. Minimum open space: 0.24 multiplied by the net lot area, distributed as follows:

i. Frontage open space minimum: 0.75 multiplied by the minimum open space, except as follows:

1) Minimum: thirty (30) square feet per one (1) linear foot of public street frontage.

2) Not required to exceed fifty (50) square feet per one (1) linear foot of public street frontage.

- The net site area is 1,257,577 square feet, meaning the required open space is 301,818 square feet (1,257,577 X .24) and a total of 545,850 square feet is provided. The site has 1,980 linear feet of street frontage along E. Mayo Blvd. and N. Miller Road combined. Accordingly, 59,490 square feet of frontage open space is required, and 106,343 square feet of frontage open space is provided.

ii. The remainder of minimum open space, less frontage open space, shall be provided as common open space.

- The remaining open space will be common open space.

4. Yards. When the height of the building exceeds sixty (60) feet the following yard requirements shall apply. If building height is less than sixty (60) feet the district yard requirements shall apply.

a. Side Yard.

i. A side yard of not less than 100 feet shall be maintained where the side of the lot abuts a single-family residential zoning district, or abuts an alley

adjacent to a single-family residential zoning district, shown in Table 4.100.A, or the single-family portion of a Planned Community (P-C) District or any portion of a Planned Residential Development (PRD) with an underlying single-family residential district comparable to the residential districts shown in Table 4100.A. The 100-foot setback may include the alley.

ii. A side yard of not less than 75 feet shall be maintained where the side of the lot abuts a multiple-family residential zoning district. The 75-foot setback may include any alley adjacent to the multiple-family residential district.

b. Rear Yard.

i. A rear yard of not less than 100 feet shall be maintained where the side of the lot abuts a single-family residential zoning district, or abuts an alley adjacent to a single-family residential zoning district, shown in Table 4.100.A, or the single-family portion of a Planned Community (P-C) District or any portion of a Planned Residential Development (PRD) with an underlying single-family residential district comparable to the residential districts shown in Table 4100.A. The 100-foot setback may include the alley.

ii. A rear yard of not less than 75 feet shall be maintained where the side of the lot abuts a multiple-family residential zoning district. The 75-foot setback may include any alley adjacent to the multiple-family residential district.

- The proposed hospital will maintain a setback of +/- 700 feet from the R-5 multi-family residential district southeast of the site. No other property lines abut single-family residential zoning, or residential portion of a P-C district or Planned Residential District (PRD), or a multi-family residential zoning district.

Transportation

A Traffic Impact and Mitigation Analysis (TIMA) was submitted as part of this application and has been accepted by the Transportation Department. The proposed development is estimated to generate 6,787 trips per day, with 537 trips (387 in/150 out) during the AM peak hour and 507 trips (167 in/340 out) during the PM peak hour. Based on trip generation associated with this development, limited impacts are anticipated on the adjacent roadway network. Refer to Attachment 8 for a more detailed summary.

Water/Sewer

The applicant provided Basis of Design reports for water and sewer, which have been accepted by the Water Resources Department. Off-site water and sewer infrastructure master plans to serve the Banner site, ASM site, and two commercial parcels along N. Hayden Road have been reviewed and approved by Water Resources (37-SA-2023) and required infrastructure is

presently under construction. The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100-year Assured Water Supply and will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All infrastructure upgrades necessary to serve this project are being completed by the master developer (DeRito).

Public Safety

When contemplating a hospital land use, public safety considerations associated with the life-safety systems such as medical gas infrastructure, backup power generation, laboratories and imaging equipment, could potentially generate a higher frequency of fire alarm and system activation responses and require specialized fire suppression and hazardous materials response capabilities. The nearest fire station is located at 18455 N. Hayden Road, approximately 1,000 feet southeast of the project, and the site is served by the Foothills District, Beat 17 of the Police Department. 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.

Housing Cost

Approval of the zoning district map amendment proposed by the applicant provides an opportunity for different commercial uses for the existing commercial property. In conjunction with state law, staff has considered the scope of the zoning district map amendment, as well as aspects which would affect the cost of construction of housing for sale or rent. Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

Community Involvement

The City of Scottsdale promotes public participation in the development of the built environment. The applicant complied with the city's suggested best practices for public outreach, however it should be noted that the open house was held over three years ago. Property owners within 1,250 feet of the site were notified by mail of the request, as well as individuals on the city's Interested Parties list. An open house was held on March 29, 2022 at 6:00 PM at the Hilton North Scottsdale at Cavasson. Per the Neighborhood Involvement Plan, there were approximately 60 attendees. Topics discussed included phasing, construction schedule, opening date, size and height of building, and traffic. Staff has received public comment both in favor and opposition to the proposed hospital. Due to the sheer number of emails and letters received (upwards of 700), a link has been created that includes all public comment received as of completion of this report. To view public comment, click on the following link:

5-ZN-2023 Combined Public Comments

Significant Updates to Development Proposal Since Initial Submittal

- In response to public input, the site plan was amended to shift the location of the hospital and helipad approximately 580 feet to the west, increasing the distance between the hospital/helipad and the nearest residential community.

Community Impact

- According to the applicant, the proposed hospital fills a gap in service/coverage for Banner patients in the region.
- In response to public input, hospital location on the site shifted 580 feet to the west of originally proposed location.
- Applicant will contribute pro rata share of construction cost for water and sewer infrastructure upgrades presently being constructed by the master developer.

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission (AAC)

The AAC considered this request at their 9/17/2025 hearing. After presentations by staff and the applicant, two people spoke during public comment, both opposed to the project. Concerns raised by the speakers centered around conflicts with airport operations and safety. After public comment, the Commission was reminded by city legal staff that air traffic control and safety matters fall under the purview of the FAA. After further commission discussion, a motion was made to recommend denial to City Council citing concerns about noise from helicopters departing/arriving at low altitudes. The motion passed 5-1 with Commissioner Goode dissenting.

STAFF RECOMMENDATION

Recommended Approach:

1. Staff recommends that the Planning Commission find that the PCD Criteria have been met, and determine that the proposed zoning district map amendment is consistent with and conforms to the adopted General Plan, and make a recommendation to City Council for approval of a zoning district map amendment from Planned Community Development with P-C comparable Industrial Park District (P-C I-1) and Planned Community District with P-C comparable Central Business District (P-C C-2) zoning to Planned Community District with P-C comparable Commercial Office (P-C C-O), for a new medical campus including a hospital with ancillary helipad, on a +/- 31-acre portion of an overall +/- 48-acre site located at 18500 N. Hayden Road, subject to the attached stipulations, and

2. Staff recommends that the Planning Commission find that the Conditional Use Permit criteria have been met and make a recommendation to City Council for approval of a conditional use permit for a hospital with ancillary helipad on a +/- 31-acre portion of an overall +/- 48-acre site with Planned Community District, with P-C comparable Commercial Office (P-C C-O) zoning, located at 18500 N. Hayden Road.

RESPONSIBLE DEPARTMENT

Planning and Development Services

Current Planning Services

STAFF CONTACT

Greg Bloemberg
Principal Planner
480-312-4306
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APPROVED BY

Greg Bloemberg, Report Author — 12/29/2025 Date

Tim Curtis, AICP, Current Planning Director — 1/6/2026 Date
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

Erin Perreault, AICP, Sr. Director — 01/05/2026 Date
Planning and Development Services
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

ATTACHMENTS

1. Context Aerial
1A. Aerial Close-Up
2. Ordinance No. 4692
   Exhibit 1: Zoning Map
   Exhibit 2: Stipulations
3. Resolution No. 13516
   Exhibit 1: “Banner Health Scottsdale Medical Campus Development Plan”
4. Resolution No. 13515
   Exhibit 1: Aerial Close Up
   Exhibit 2: Stipulations
   Exhibit A to Exhibit 2: Site Plan
   Exhibit 3: Additional Conditions

5. General Plan Land Use Map
6. Greater Airpark Character Area Plan Map
7. Existing Zoning Map
8. Traffic Impact Summary
9. FAA and Helipad Documentation
10. Community Involvement
11. 9/17/2025 Airport Advisory Commission Meeting Minutes
12. City Notification Map

Context Aerial

5-ZN-2023

Close-up Aerial

5-ZN-2023

ORDINANCE NO. 4692

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. 5-ZN-2023 FROM PLANNED COMMUNITY DEVELOPMENT WITH P-C COMPARABLE INDUSTRIAL PARK DISTRICT (P-C I-1) AND PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE CENTRAL BUSINESS DISTRICT (P-C C-2) ZONING TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE COMMERCIAL OFFICE (P-C C-O), FOR A NEW MEDICAL CAMPUS INCLUDING FULL-SERVICE HOSPITAL WITH ANCILLARY HELIPAD, ON A +/- 31-ACRE PORTION OF AN OVERALL +/- 48-ACRE SITE LOCATED AT 18500 N. HAYDEN ROAD.

WHEREAS, the Planning Commission held a hearing on January 14, 2026; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance No. 4692 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:

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

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

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 5-ZN-2023.

ATTACHMENT 2

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

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/- 31-acre portion of an overall +/- 48-acre site located at 18500 N. Hayden Road and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Planned Community (P-C) District with P-C comparable Industrial Park (P-C I-1) zoning and Planned Community District with P-C comparable Central Business District (P-C C-2) to Planned Community District with the P-C comparable Commercial Office District (P-C C-O) zoning, and by adopting that certain document entitled "Banner Scottsdale Medical Campus" declared as public record by Resolution No. 13516 which is incorporated into this ordinance by reference as if fully set forth herein.

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

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

ATTEST:

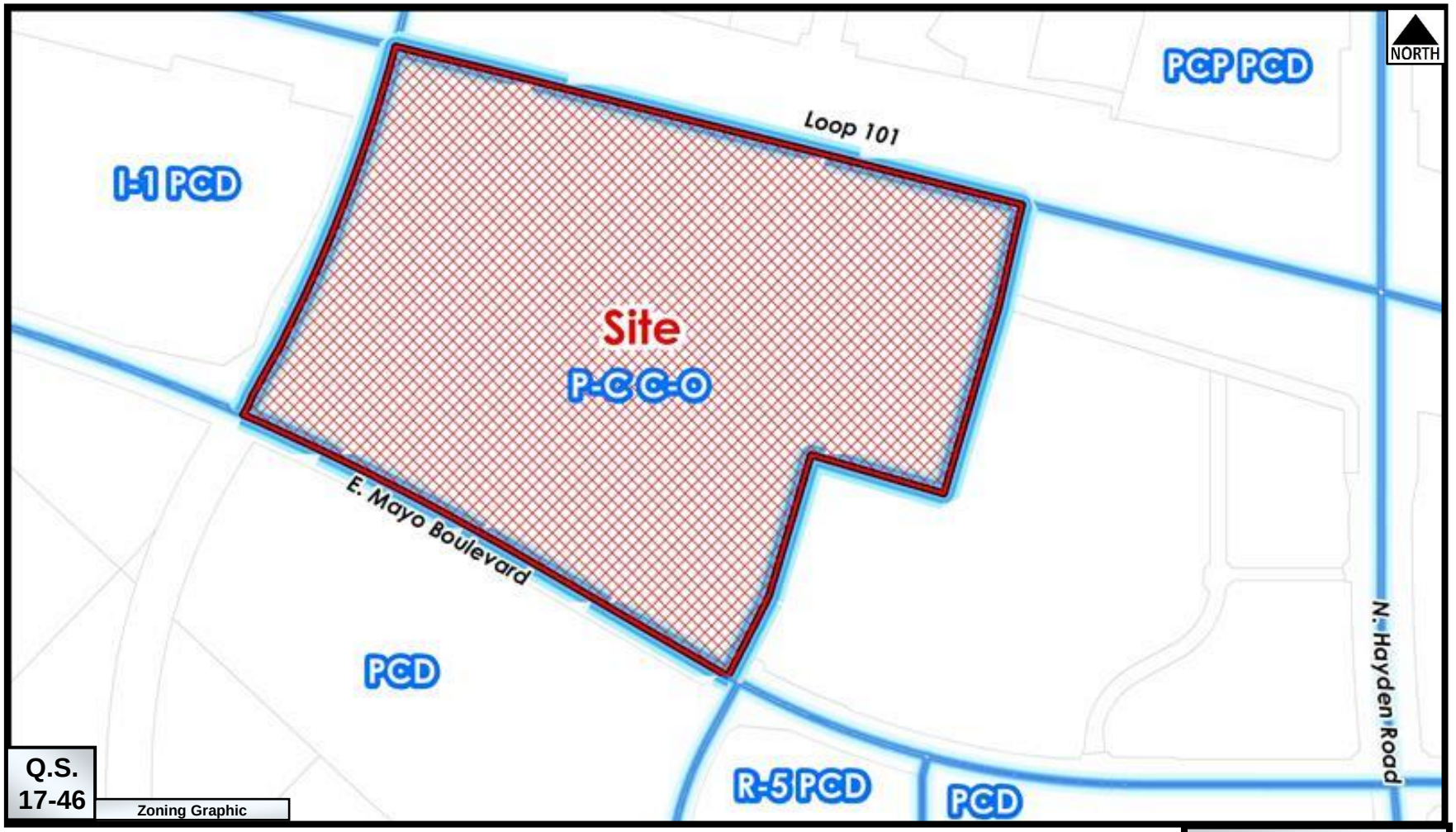
By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona municipal corporation

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



Zoning

5-ZN-2023

Ordinance No. 4692
Exhibit 1
Page 1 of 1

Stipulations for the Zoning Application:
Banner Health Scottsdale Medical Campus
Case Number: 5-ZN-2023

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

SITE DESIGN

1. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "Banner Health Scottsdale Medical Campus," which is on file with the City Clerk and made a public record by Resolution No. 13516 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.
2. INTERNATIONAL GREEN CONSTRUCTION CODE (IgCC). Final construction plans shall demonstrate compliance with the IgCC.
3. ACCESS RESTRICTIONS. Access to the development project shall conform to the approved Transportation Master Plan and the Circulation Plan included as part of the Development Plan.
4. 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

5. PUBLIC NON-MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate a Public Non-Motorized Access Easement over the entire width and length of the street sidewalk along E. Mayo Blvd., except where it is located in the public right-of-way.
6. AVIGATION EASEMENT. Prior to the issuance of any permit for the development project, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee.

INFRASTRUCTURE

7. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.
8. 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.

9. WATER LINE. Prior to issuance of any permit for the development project, the city's construction of 36 and 30-inch water transmission mains between COS Booster Pump Station 55A and Hayden Road, and replacement of COS Booster Pump Sation 55A for capacity upgrades are to completed and accepted by the Maricopa County Environmental Services Department.
10. WASTEWATER LINE. Prior to issuance of any permit for the development project, the property owner shall make the repayment to the city of this project's appropriated proportional design and construction costs for new sewer infrastructure required to convey flows from this development through public infrastructure located at the intersection of the Mayo Blvd and Miller Rd, south along Miller Rd, across Princess Blvd, south/southeast along Princess Dr to approximately Hayden Rd; south along Hayden Dr, south and east through the TPC golf course to Pima Rd.
11. WATER AND WASTEWATER IMPROVEMENTS. The property owner shall provide all water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and man-holes, necessary to serve the development.
12. FIRE HYDRANT. The property owner shall provide fire hydrants and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

13. DRAINAGE REPORT. With the Development Review submittal, the property owner shall submit a final Drainage Report in accordance with the Design Standards and Policies Manual for the development project.
14. 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. The property owner shall also demonstrate that if any roof-mounted lighting is required as determined by the FAA, the lighting shall not exceed the least impactful standard with respect to illuminance, flashing, and intensity.
15. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to any permit issuance for the development project (except on-site infrastructure), 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.

RESOLUTION NO. 13516

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 "BANNER HEALTH SCOTTSDALE MEDICAL CAMPUS 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 "Banner Health Scottsdale Medical Campus 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 _____, 2025.

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 Santaella, Interim City Attorney
By: Joe Padilla, Deputy City Attorney

ATTACHMENT 3

Banner Scottsdale Hospital

Zoning Allocation & Conditional Use Permit

Banner Health®

Submitted: July 16, 2025

Resubmitted: September 22, 2025

Development Team

Property Owner / Applicant / Developer:	**BANNER HEALTH** Troy Freeman *Vice-President, Real Estate Management* Mark Barkenbush *Vice-President, Facility Services* 2901 North Central Avenue, Suite 160 Phoenix, Arizona 85012 818 / 422.9122 Troy.Freeman@bannerhealth.com Mark.Barkenbush@bannerhealth.com
Planning/Architecture/MEP/ Engineering/Landscape:	**SMITHGROUP** Mark Koechling *Project Manager* 455 North 3rd Street, Suite 250 Phoenix, Arizona 85004 602 / 478.7759 mark.koechling@smithgroup.com
Civil Engineer:	**DIBBLE ENGINEERING** Shannon Mauck *Senior Project Manager, Land Development* 3020 East Camelback Road, Suite 201 Phoenix, Arizona 85016 623 / 935.2258 shannon.mauck@dibblecorp.com
Representative:	**GAMMAGE & BURNHAM PLC** Susan E. Demmitt, Esq. Ashley Z. Marsh, Esq. 40 North Central Avenue, 20th Floor Phoenix, Arizona 85004 602 / 256.4456 sdemmitt@gblaw.com amarsh@gblaw.com

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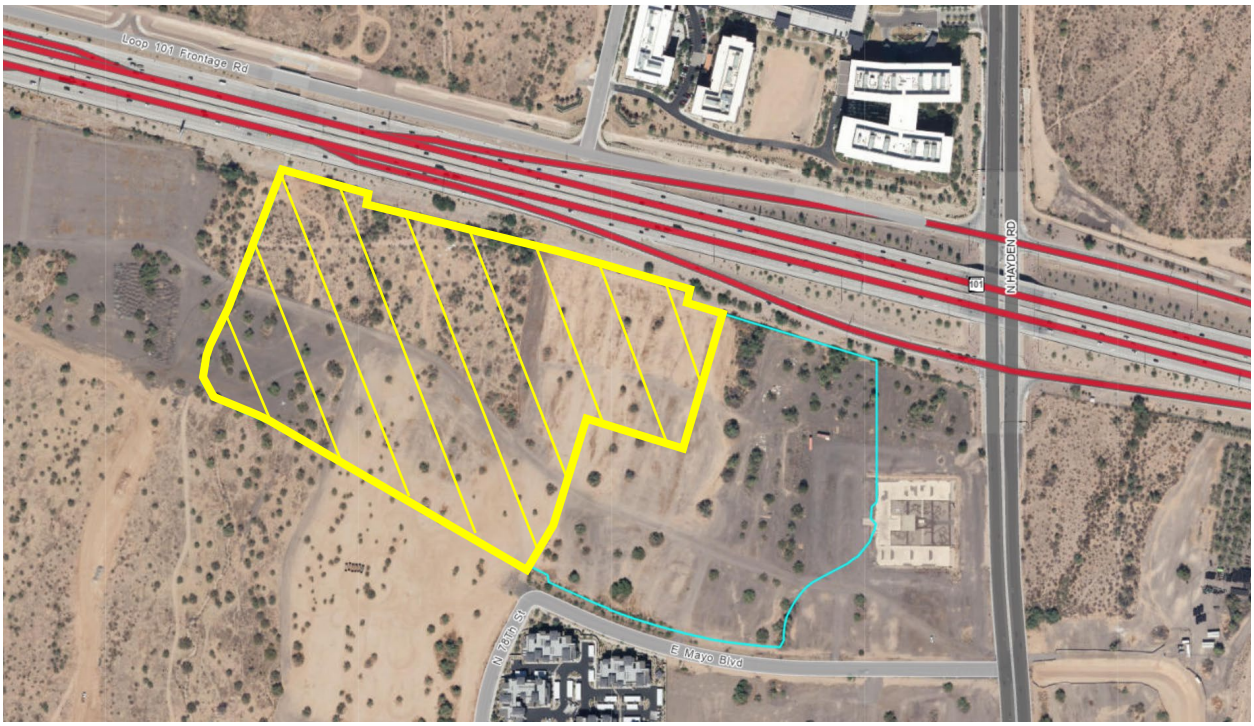
1. Introduction

Banner Health ("Banner") is submitting concurrent applications to request approval of a Zoning Allocation and Conditional Use Permit (collectively, the "Application") to facilitate the development of a new Banner Health Scottsdale Hospital with related medical services (collectively, the "Hospital" or "Project") on the approximate 31.5 gross acres. The subject site is generally located at the northeast corner of Mayo Boulevard and Miller Road alignment (the "Site"), just south of State Route 101. The Site is comprised of the western two-thirds of Lot 2 of the Final Plat for Hayden 101, as recorded with the Maricopa County Assessor, docket recording number 2025-0260158. See Aerial Map. The remaining acreage within Lot 2 will be developed with the new Banner Health Center *Plus* ("Health Center *Plus*") and (future expansion of the Health Center *Plus*), an outpatient medical office and services facility, which is approved and under construction. (The Health Center *Plus* is not a part of this Application.)

Banner has been a fixture in Scottsdale's healthcare community for more than 45 years and currently operates 24 locations that serve the community. Banner acquired the 48 acres generally located at the northeast corner of Hayden Road and Mayo Boulevard in 2023, as the home for Banner's Scottsdale Medical Campus, which has long been part of Banner's strategic growth plan. The Banner Scottsdale Medical Campus will serve Banner's existing 50,000 members in the north Scottsdale area and meet the needs of the growing northeast Valley region, which is expected to add 100,000 new residents by 2030. The first phase of the Banner Scottsdale Medical Campus, Banner's Health Center *Plus*, recently broke ground on the land immediately adjacent to the Hospital Site and will open within two years.

The Banner Health Scottsdale Hospital represents phase 2 of the Banner Scottsdale Medical Campus and is the subject of this Application. The Banner Health Scottsdale Hospital is planned to be, at full build out, a 640,000 square-foot and state-of-the-art 300 bed hospital facility with related medical services, which will help to continue to develop Banner's care network in Scottsdale by adding emergency specialties. Banner has carefully chosen the programming for this facility to provide an optimum level of health care and medical service. The Banner Health Scottsdale Hospital fulfills Banner's mission of making health care easier so life can be better.



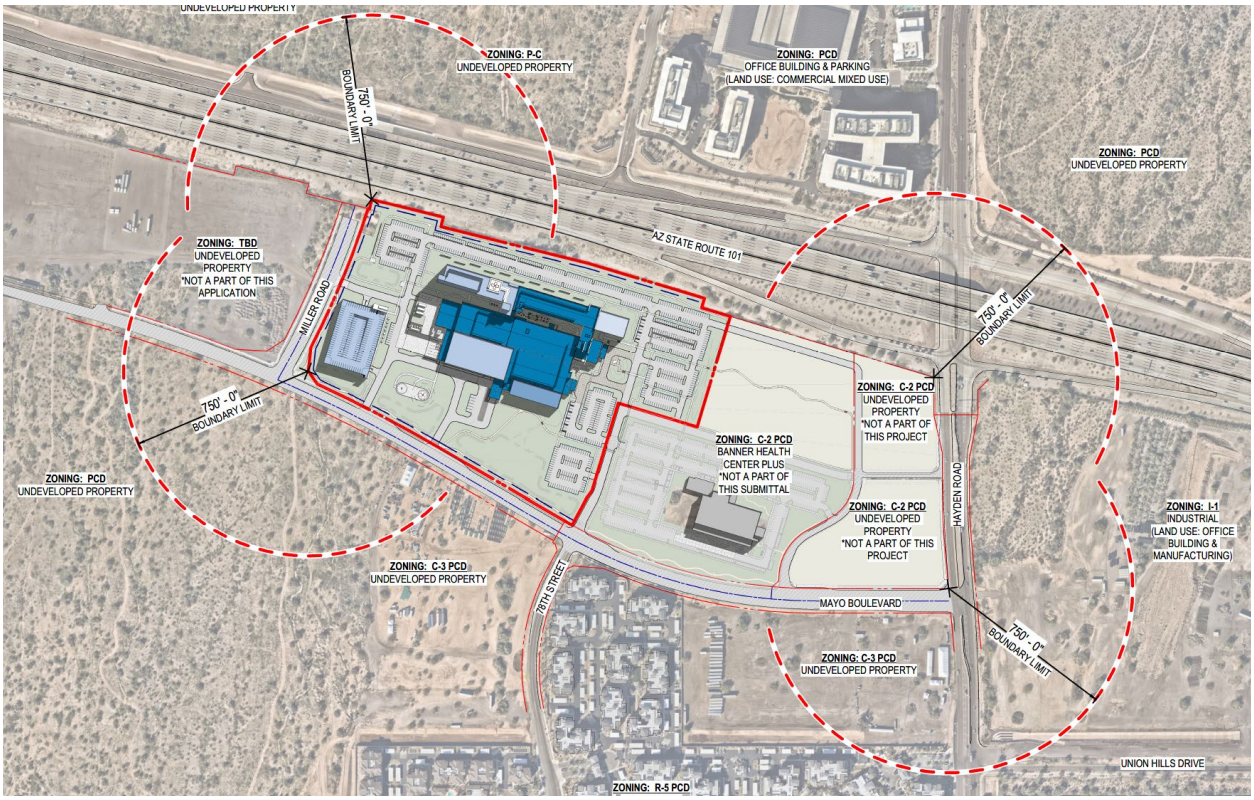
Aerial Map

2. Site, Context, and Zoning History

The Site is currently vacant and undeveloped. It is generally located west of Hayden Road, between State Route 101 to the north and Mayo Boulevard to the south, and east of the Miller Road alignment.

The Site is surrounded by a mix of existing and planned development. It is bordered to the north by the Cavasson/Nationwide campus across SR-101; to the east by the planned Banner Health Center Plus and future commercial and retail uses; to the southeast across Mayo Boulevard by the San Artes apartment community; to the south by vacant State Land Department property; and to the west across the Miller Road alignment by the Advanced Semi-conductor Materials campus ("ASM") currently under construction.

Notable uses in the surrounding area include the planned Axon global world headquarters campus to the east across Hayden Road, the Fairmont Scottsdale Princess and the TPC Scottsdale golf course to the south, and Optima McDowell Mountain condominiums to the west. See Context Aerial Map.



Context Aerial Map

The Site is within Planning Unit IV of the Crossroads East Planned Community District ("Crossroads East PCD"). The Crossroads East PCD encompasses approximately 1,000 acres generally located between Legacy Boulevard and Princess Boulevard (north-south) and Hayden Road and Scottsdale Road (east-west), bounding both sides of State Route 101. At the time of the original Crossroads East PCD approval in 2002, the Crossroads East PCD encompassed land entirely managed under trust by the Arizona State Land Department. Since that time, numerous properties within the Crossroads East PCD have been sold at public auction and are now developed, under development, or planned for development. The Site was part of a larger parcel sold at public auction by the Arizona State Land Department in 2022 to Hayden Loop 101, an entity controlled by the Van Tuyl Companies and De Rito Partners ("VT / DRP").

3. General Plan 2035 & Greater Airpark Character Area Plan

The Scottsdale General Plan 2035 (the "General Plan") designates the site as Mixed-Use Neighborhoods, which are intended to support human-scale development with access to multiple modes of transportation and major regional services. The General Plan defines Mixed-Use Neighborhoods as follows:

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

The proposed Banner Hospital is consistent with the intent of the Mixed-Use Neighborhoods designation. The Site is located within the Crossroads East Area, which is a designated Growth Area with robust infrastructure and regional connectivity, offering direct access to Hayden Road and immediate proximity to Loop 101. Banner's investment in this location represents an appropriate, long-term land use decision that delivers a critical public service, generates economic value, and contributes to Scottsdale's overarching planning vision by aligning with the goals and policies presented in the General Plan.

The Project directly supports **Goal HC 1** of the Healthy Community Element: "Promote access to health and human services for citizens of Scottsdale." In line with **Policy HC 1.1**, which encourages the development of healthcare facilities in underserved areas. Banner's Application proposal will accommodate the construction of a new full-service hospital in North Scottsdale, that is a fast-growing area projected to add 100,000 residents by 2030 but currently lacking acute care infrastructure. The campus will provide emergency services, inpatient care, outpatient treatments, and specialty clinics, all in a location accessible to where people live and work. Its phased expansion and state-of-the-art design reflect the City's vision of fostering long-term community wellness and access to high-quality care.

The proposed campus also advances the goals within the Economic Vitality Element. It aligns with **Goal EV 1**, which calls on the city to support its core industries, specifically including healthcare, and to promote economic diversity. The hospital and medical office uses will generate hundreds of high-quality jobs across a range of skill levels, from physicians and nurses to support staff, thereby diversifying Scottsdale's employment base.

The Project is in line with **Goal EV 2**, which emphasizes expanding economic activities and employment opportunities. Banner's proposed Hospital satisfies this goal by introducing a large-scale employment center outside of the traditional downtown core. The site's location within a designated Growth Area also supports **Goal EV 3**, which encourages focusing employment-generating land uses in targeted development areas. Further, the Project embodies **Policy EV 4.3** by exemplifying a private-sector investment in critical community infrastructure that enhances the City's long-term fiscal sustainability.

From a land use perspective, the proposed Hospital campus directly reinforces **Goal LU 5** of the Land Use Element by coordinating major new development with existing transportation infrastructure and capacity. The Site's adjacency to Loop 101 and major arterial corridors will minimize potential traffic impacts on nearby residential neighborhoods while maximizing regional accessibility. In parallel, the Project fulfills the intent of the Growth Areas Element, specifically **Goal GA 1**, by locating a high-intensity medical and employment use within the Crossroads East Growth Area, an area proactively planned for an infrastructure-supported and regional-serving development. Banner's investment strengthens the City's broader land use strategy to concentrate critical services and employment uses in well-connected, strategically positioned nodes.

The Project further supports the General Plan's Character & Design Element through a context-sensitive campus layout that integrates within the surrounding development pattern. Proposed building heights and massing are consistent with the site's zoning allowances and comparable to adjacent employment uses, ensuring visual compatibility and avoiding disruption to the area's character. The site plan incorporates over 545,000 square feet of open space and is designed to foster walkability and wellness through shaded pathways, internal connections, and pedestrian-oriented amenities throughout the campus. These features observe **Goal CD 1**, which calls for design that responds to surrounding development, and **Goal CD 5**, which encourages the integration of open space and pedestrian linkages into site planning. Collectively, these design components

reinforce the Project's alignment with Scottsdale's commitment to quality, accessibility, and human-scale development.

Greater Airpark Character Area Plan

The Site is located within the Greater Airpark Character Area ("Airpark") and is designated as Airpark Mixed Use – Residential ("AMU-R") on the Future Land Use Map of the Greater Airpark Character Area Plan ("GACAP"). AMU-R is intended to accommodate the broadest variety of uses in the Airpark area, including employment, institutional, medical, office, and service-oriented uses. Residential and other sensitive uses may be included as a secondary component, provided they are appropriately designed and located outside of the Scottsdale Airport's 55 DNL noise contour. The designation emphasizes pedestrian orientation, multi-modal access, and the creation of mixed-use environments that support the City's economic development goals while respecting aviation-related considerations.

The proposed Banner Hospital is consistent with and directly advances the policy direction of the AMU-R designation. The Application proposes a full-service hospital and medical office campus that prioritizes employment and essential public services, reinforcing the Airpark's role as a regional economic engine. The campus will generate a significant increase in high-quality jobs across a range of disciplines while providing healthcare services to a fast-growing area of North Scottsdale. In doing so, the Project supports GACAP's emphasis on employment-driven, service-oriented development and avoids introducing residential uses, consistent with the policy directive that residential remain a lesser component in this land use designation.

The campus layout and program include a range of complementary elements commonly found in successful mixed-use districts, such as outpatient medical facilities, on-site support services like limited retail or food options for patients and staff, and extensive open space with integrated amenities. These features contribute to a connected, pedestrian-oriented environment and activate the campus beyond its primary medical function. The Project is designed to encourage walkability through a comprehensive system of shaded internal walkways, wellness paths, and linkages along Mayo Boulevard. Its location adjacent to major arterial roadways and freeway infrastructure ensures convenient access for patients and employees while supporting GACAP's broader mobility goals.

Importantly, the Project observes the aviation compatibility standards of the GACAP. The Site is entirely located outside of the Scottsdale Airport's 55 DNL contour, avoiding high-noise areas for any potential sensitive uses. The medical and hospital use does not introduce residential development on the subject Site, further supporting the city's longstanding policy of protecting the operational integrity of the airport while guiding compatible development patterns within its vicinity.

The proposed Project also advances several policy goals outlined in the GACAP. Under **Goal LU 6**, which promotes the Airpark as a mixed-use and employment-based center. But more specifically aligning with **Policy LU 6.1**, which prioritizes employment uses over that of residential. Its presence will complement the nearby developments such as Cavasson/Nationwide, and potential Axon headquarters, reinforcing the Airpark's position as a premier employment hub. In addition, the Project meets **Goal LU 3** by incorporating substantial setbacks and enhanced landscape buffering along its perimeter, facilitating appropriate transitions to the surrounding context, considering the residential neighborhoods to the southeast.

From an economic development standpoint, the campus will support **Goal EV 4**, which encourages the expansion of new economic opportunities that leverage market trends and the Airpark's competitive strengths. The medical and biosciences sectors are rapidly expanding, and the Banner Hospital is strategically positioned to attract investment, draw top healthcare professionals, and foster partnerships with research and academic institutions. The Project also responds to **Goal EV 5** by offering opportunities for workforce development and collaboration with regional healthcare training programs and/or academic institutions.

In terms of connectivity and open space, the Project satisfies the Community Mobility and Land Use goals within the GACAP. The site plan is designed to accommodate future transit enhancements and includes a comprehensive pedestrian network that supports multi-modal access throughout the campus, fulfilling **Goal CM 1** and **Goals CM 5–7**. The Site is allocating a greater amount of open space than the ordinance requires to directly observe **Goal LU 8**, which calls for an interconnected network of meaningful open spaces within the Airpark. The preservation of natural vegetation, use of desert-adapted landscaping, and integration of passive recreation areas all contribute to a high-quality public realm that reflects the city's commitment to environmental stewardship and livability.

4. Zoning Allocation Request

The Site is part of the Crossroads East PCD and was zoned P-C in Case No. 19-ZN-2002#6 ("Zoning Approval"). The Property is subject to the approved Crossroads East Development Plan and associated Land Use Budget, along with underlying Development Agreement, as amended. Pursuant to the requirements of the Crossroads East PCD and associated Development Agreement, the allocation of comparable zoning designations from the Land Use Budget of C-2 and I-1 were affirmed for the Property in May 2023 in Ordinance No. 4594. In accordance with the terms of the Zoning Approval and the Development Agreement, and with consent of the Arizona State Land Department as required therein, Banner requests to modify the comparable zoning designation for the Site from C-2 and I-1 to C-O, as follows:

- Relinquish and return to the Crossroads East Land Use Budget approximately 6.78 acres of I-1 (See Zone Exhibit 1) and approximately 24.88 acres C-2 (See Zone Exhibit 3) comparable zoning; and

- Assign approximately 31.66 acres of C-O (See Zone Exhibit 2) comparable zoning from the Crossroads East Land Use Budget to the Site.

The requested C-O land use designation is an approved land use designation for the Site per the Crossroads East Development Plan and is available for allocation to the Site. The proposed comparable zoning allocation is allowed pursuant to the existing Crossroads East PCD zoning framework and Development Agreement. The Arizona State Land Department has authorized the allocation of the remaining C-O comparable zoning from the Crossroads East Land Use Budget to the Site. No modifications to the approved P-C zoning or Development Plan for Crossroads East PCD, or terms of the underlying Development Agreement (as amended), are requested or required.

5. Conditional Use Permit Request

Banner seeks approval of a Conditional Use Permit in support of the development of the Hospital and Helipad as part of Banner's overall medical campus ("Medical Campus"), thus providing numerous healthcare specialties on the same campus allowing patients to benefit from seamless coordination across the care continuum:

- Conditional Use Permit (CUP) to allow for a Hospital and Off-Airport Helipad within the C-O zoning district (Table 11.201.A Land Use of the Zoning Ordinance)

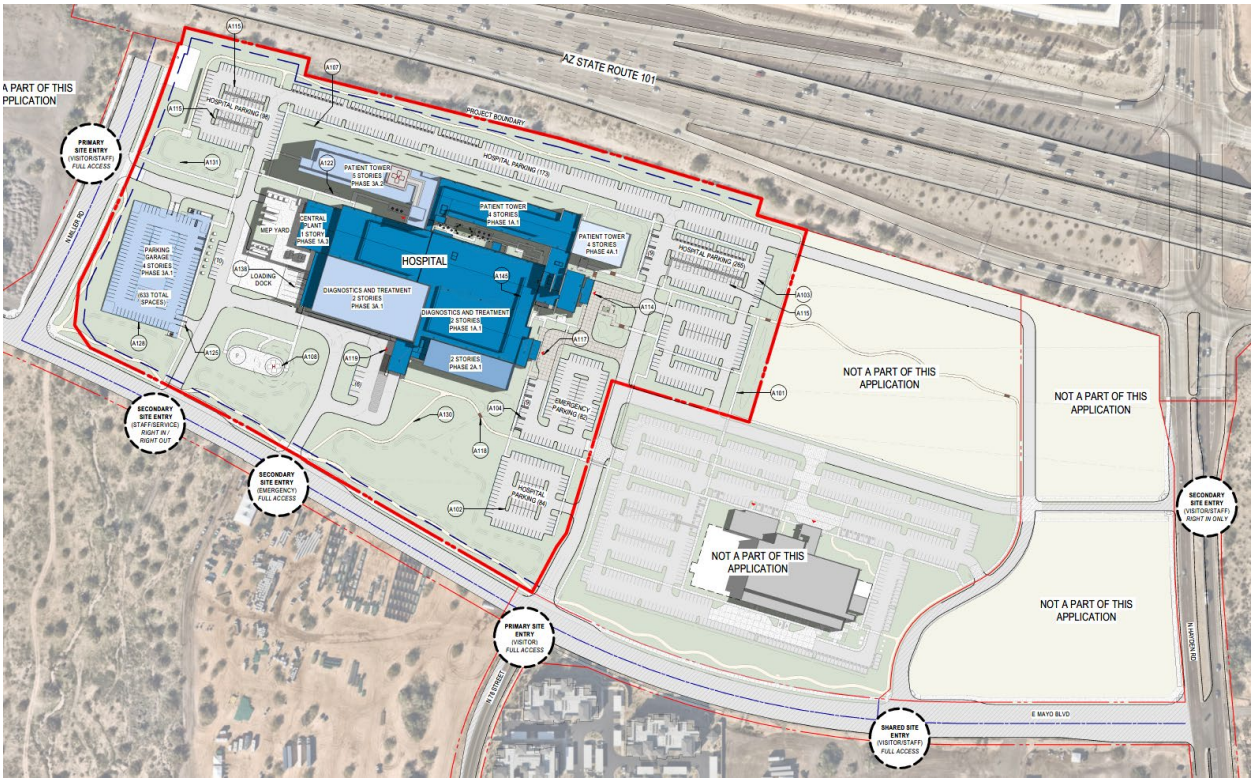
This Application seeks approval of a Conditional Use Permit to accommodate the Hospital, along with an off-airport helipad ("Helipad") utilizing the existing P-C zoning with the Commercial Office land use designation.

6. Project Overview

The Hospital is planned on the approximate 31.5 acres generally located at the northeast corner of Mayo Boulevard and Miller Road alignment. The Project includes a full-service hospital, including but not limited to, emergency, inpatient, and acute care. The Hospital building is generally positioned in the middle of the Site, with associated site improvements, such as landscaping, open space and trail network, hardscape, and parking surrounding it. The statutorily required helipads are located near the midpoint of the Site along Mayo Boulevard.

Primary vehicular access to the Hospital is planned along Mayo Boulevard, with secondary access planned along Hayden Road and Miller Road. Parking will be provided through a combination of surface and structured facilities, strategically positioned around the campus to ensure safe and convenient access for patients, visitors, and staff. Hardscape pathways are planned to provide connectivity and safe access to the facilities' various entries/exits for patients, visitors, and staff.

More specifically, Phase 1 of the Hospital is planned to include a 4-story patient tower, a 2-story diagnostics & treatment building that will house emergency, surgery, laboratory, pharmacy, and associated support services, a 1-story central utility plant and MEP yard, at-grade Helipad, loading dock, surface parking, landscaping, hardscape, and other associated site improvements. Phase 2 is planned to include a second 2-story diagnostics and treatment facility. Phase 3 is planned to include a 5-story patient tower, along with rooftop Helipad. Finally, Phase 4 is planned to include a 4-story patient tower and 4-story parking garage. At full build- out, the Hospital will accommodate approximately 300 licensed patient beds. Phasing and development may change depending on community needs.



Site Plan Exhibit

Planning, Design, & Functionality

The Hospital will provide comprehensive emergency, inpatient, and acute care, along with other related medical and ancillary services. The Hospital is designed using site-adapted Banner corporate design themes, which have been developed to maximize functional and operational efficiencies and provide state-of-the-art treatment spaces focused on exceptional patient care. Soothing color palettes, bespoke landscape design, natural trails, and accessible parking will make the facility a new healthcare landmark for the City of Scottsdale.

Design decisions were carefully evaluated by the integrated project delivery team comprised of Banner Health Design & Construction, Banner Health System clinical experts, SmithGroup, NexCore, Okland Construction Company, and construction sub-trades. Banner seeks to expand its innovative approach to full-service healthcare through development of the Banner Health Scottsdale Hospital applying learning from the other 30-hospitals that Banner operates.

The Project includes design and engineering strategies that promote health, healing, and wellness, while conserving water and energy, and respecting the natural ecosystem of the Site.

Health, Wellness, & Connectivity

The Hospital is purposely designed to promote health, wellness, & connectivity. Banner strives to lift the human spirit and support wellness through both the internal and outward design, as well as orientation to the great community. To achieve these goals, two "green" spines have been established on the campus, one in a north/south direction, and the other in an east/west direction, to provide connectivity between the buildings and the parking infrastructure, open spaces, and perimeter sidewalks. Both spines connect into an overall wellness path that encircles the Hospital and the larger medical campus, which includes emergency, surgery, laboratory, pharmacy, and associated support services. The walking path may be used for patients, visitors, and staff alike and will provide an excellent way of reflection and relieving stress. Appropriately spaced nodes may be established along these paths to pace the journey, as well as to provide ample respite space outside of the Hospital. Additional visual connectivity has been thoughtfully integrated to capture the natural desert environment, open space, and McDowell Mountains.

Landscaping & Palette Design

The general site design focuses on exterior landscape improvements along the perimeter roadways and points of entry. The character of the design includes a natural desert palette with species and forms that are native to the general Sonoran region. Visual and physical wayfinding cues guide patients and visitors to parking areas that connect to pedestrian walks linking to building entries. Areas of respite with shade and seating are located throughout the Project and adjacent to building entries, serving as gathering spaces for visitors and staff at different scales with flexible programming opportunities. Landscape micro-basins and bio-swales contribute aesthetic and ecological benefits while also retaining water and conveying it to larger detention/retention areas. The landscape planting along the Mayo Boulevard trail corridor and internal walking paths will be Sonoran native planting focused on providing ample pedestrian shade while promoting wildlife, such as local pollinators like butterflies and hummingbirds.

Landscape planting design will consist primarily of trees, shrubs, cacti, accents, and ground cover plants. Mature native trees and cacti will be salvaged and relocated on site as part of the new landscape planting design to the greatest extent possible. Plant materials will be strategically selected based on characteristics of low water-use and low maintenance requirements. Stone top-dress and plant species selection will enhance and celebrate the native, desert character of the area to create a cohesive visual experience across the Site that blends into the contextual environment. Plant selections at building entries, staff/visitor amenity spaces, and pedestrian linkages will include a mixture of scale, form, texture, and color to celebrate the dynamic forms of the Sonoran Desert and provide seasonal interest. Select high visibility areas are planned to receive increased masses and specimen materials. Plant densities will be highest within impact areas to encourage recognition of arrival points. Similar densities will occur along pedestrian walks and common areas for aesthetics and staff and visitor comfort. Tree and plant size and quantities will meet or exceed to City requirements throughout Project.

Hardscape

Premium paving materials will be used at the visitor and vehicular entries to the parking lot to further layer and define site wayfinding and reinforce the architectural design language of the Project. The perimeter wellness trail will be constructed with stabilized decomposed granite to blend in with the adjacent desert ground plane, reduce the use of concrete, and increase the porosity of the Site. The overall site paving material palette will balance aesthetics with durability, maintenance, and ease of construction.

Parking

Parking complies with City's requirement of 1.5 parking spaces per bed (450 required at buildout). Banner is providing additional parking based on Banner's extensive experience developing and operating hospitals—1,190 total parking spaces are planned, with the requisite number of ADA parking spaces clustered near the Hospital's main entry. Various surface parking areas may be canopied covered and include solar. In addition, Electrical Vehicle Charging stations are planned as part of development of the Site. Specifically, 18 Electrical Vehicle (EV) ready charging stations and 46 EV capable charging stations are planned as part of development of the Site. The parking planned by Banner results in an excess of the requirement under the Zoning Ordinance. As with its other medical campuses, Banner will closely monitor its parking demand to ensure the appropriate amount of parking. Parking will be phased as appropriate within each of the four phases of development.

Loading Dock, Central Plant, & MEP

The loading dock, central plant, and MEP areas are located on the west side of the Hospital. The loading dock also includes refuse compactors, a raised delivery truck area and a ramp down to the bottom of the dock. The central plant and MEP yard will be physically sized in Phase 1 for the ultimate build-out and will be equipped when each subsequent phase comes online. The loading dock and central plant will support all phases of the Hospital, as well as overall Medical Campus, as necessary.

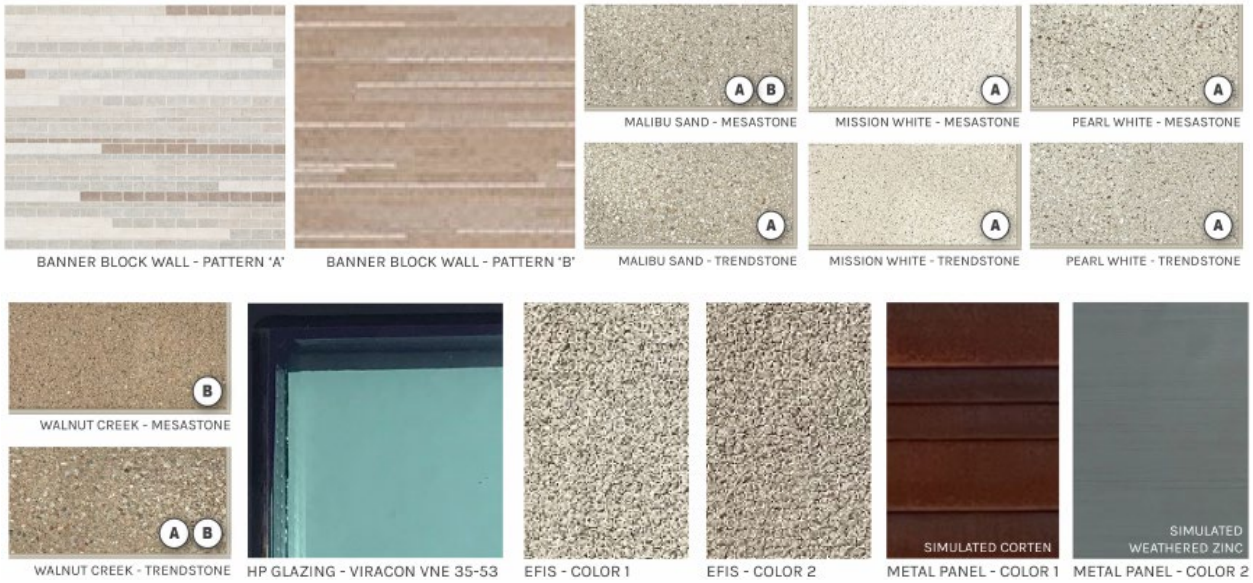
7. Architectural Character

Architectural Design & Theme

The Banner Health Scottsdale Hospital has been designed with unmatched quality, which mirrors the quality of care and commitment to the community that Banner provides in all of their facilities. The Hospital building is designed to complement the Banner Health Center *Plus* to create a cohesive, integrated design across the Banner Scottsdale Medical Campus.

This Project has been intentionally designed to reflect its Southwestern setting with quality materials and massing strategies that are responsive to the surrounding scale and context, particularly along the Loop 101 freeway corridor. The design references the evolved architectural themes established at Banner Health Center Plus at New River Trails (75th Avenue and Loop 101), while continuing it's broader legacy of high-quality healthcare architecture across the Valley, including the Banner Ironwood, Banner Ocotillo, and Banner Gateway campuses.

The architecture and building form are integrated with the Site's overall programming to support a healing and intuitive environment. Design objectives include reducing patient stress, promoting clear and efficient wayfinding for staff and visitors, and conveying a modern, high-acuity care setting. The layout and materials work together to deliver a harmonious campus environment that complements the natural desert landscape and reinforces Banner's commitment to quality, context-sensitive development.



Materials Board Exhibit

This Project represents one of Banner's most significant investments in the Scottsdale healthcare market and among its largest capital investments to date. To maximize the investment potential, the facility's design plays an important role in communicating the mission of delivering a high-quality of care to this community. To emphasize placemaking and connectivity with the community, the natural desert Site will be celebrated as well as the direct views of the neighboring McDowell Mountain Preserve.

Design perspectives are included below and as part of the included exhibits along with building elevations that visually represent the approach to design and the adherence to the City's design guidelines.

Building Design

The blend of quality building materials, which include masonry block, metals, and synthetic finishes, combined with the composition of windows and shading elements, provide for proper and appropriate massing and scale, creating a comfortable environment on-site, as well as along the surrounding streetscapes.

The color palette is comprised of a range of natural earth tones, with the intent of staying away from large amounts of warm or dark colors. Light sand and tan colors are complimented by the cooler glass and small areas of metal panels. This approach gives the building a lighter feel, relying on the rich texture of the various materials to promote a sense of elegance and quality commensurate with the consistent visual identity of Banner's facilities. To celebrate the natural environment, synthetic cor-ten metal panels will be used with the cool synthetic zinc metal panels.

Curtainwall and storefront high-performance glazing will be maximized in areas of highest public impact to connect users to the natural context on-site, as well as long range to the views outward from the Site. Glazing in staff circulation and break areas will also be maximized to allow for proper respite, collaboration, and recharge spaces.

Synthetic stucco (EIFS) of a similar color complement broken up by horizontal and vertical score lines is a predominant material on the east and west sides of the building. Punched window openings, areas of metal panel, canopies and other subtle accents provide a rich composition intended to create visual interest and avoid creating monolithic elevations.

Metal panel accents are used throughout the exterior of the building to provide a visual break from the predominant masonry or stucco exterior materials. These panels are used in a way that breaks the building's cornice line with the intent of reducing the building scale and mass.

Front Entrance Rendering Exhibit

Bird's-Eye Rendering Exhibit

Ground-Floor Rendering Exhibit

Side Exterior Rendering Exhibit

Sustainability

Banner has a long-standing history of celebrating health & wellness with the Hospital design, along with being sensitive to fiscal responsibility and hyper focus on positive outcomes for health, wellness, and patient care. Specific strategies will be developed through the design that promote energy efficiency, water/waste reduction without compromising patient care, and a respect for the natural surroundings. Banner, as a long-term community partner, intends on developing a facility that is sustainable.

Banner is a proponent of sustainable strategies and will incorporate many LEED system goals, as well as those promoted within the International Green Construction Code, to ensure Banner's commitment to health, wellness and well-being onsite. The design team is using the AIA's Framework for Design Excellence to solicit and evaluate effective solutions for the Project and its commitment to Integration, Equitable Communities, Ecosystems, Water, Economy, Energy, Well-being, Resources, Change, and Discovery. Banner will invest resources in the sustainable strategies that have the most beneficial impact for the Banner Scottsdale Medical Campus.

8. Conditional Use Permit Approval Criteria & Justification

Banner seeks approval of the following entitlements in support of the development of the Hospital and Helipad:

- Conditional Use Permit (CUP) to allow for a Hospital and Off-Airport Helipad within the C-O zoning district (Table 11.201.A Land Use of the Zoning Ordinance)

In accordance with Section 1.401 of the Zoning Ordinance, a Conditional Use Permit may be granted after the Planning Commission has made a recommendation to the City Council after finding:

A. That the granting of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:

1. ***Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.***

RESPONSE:

Hospital

Smoke, Odor, Dust, & Vibration. The Hospital will not generate smoke, odor, dust, or vibration beyond typical ambient conditions. All operations will comply with applicable environmental regulations and air quality standards. The facility is located within a district that includes high-intensity employment and commercial uses, including the Cavasson/Nationwide campus, the permitted Health Center Plus, the planned Axon corporate headquarters, and the ASM campus under construction. In comparison to these existing and planned uses, the Hospital is a low-impact user and will operate with strict internal protocols and mechanical systems that limit emissions and on-site disturbances. The Site also fronts State Route 101, a heavily trafficked regional freeway that already produces background levels of dust, odor, and vibration. In this context, the Hospital will integrate without any adverse environmental effects.

Noise & Illumination. Banner's emergency medical dispatch system is structured to assess each call based on the type of emergency and the level of urgency. This approach ensures that only the most critical cases receive a lights-and-sirens response. By doing so, Banner promotes patient safety while also reducing unnecessary roadway noise and risk.

Lights and sirens are used only when the time saved could have a meaningful impact on the patient's medical outcome. For non-critical cases, emergency transport is completed without them. When lights and sirens are activated, Banner's standard practice is to deactivate them before turning onto Mayo Boulevard. This protocol is consistent with operations at Banner's other hospital campuses and reflects broader practices used at medical facilities throughout Scottsdale.

The Hospital campus has been designed in full compliance with the Scottdale's outdoor lighting ordinance requirements. The Site is located adjacent to Loop 101, a major freeway corridor that already includes tall, overhead lighting. It is also near the existing Nationwide/Cavasson campus, where similar lighting levels are present.

To minimize any impact on the surrounding area, all building and site lighting have been designed to reduce glare and to prevent light spillover effect. Architectural lighting and landscape illumination will prioritize energy efficiency, visual comfort, and compatibility with the desert environment. These measures ensure that the lighting plan supports the area's character while maintaining a safe and functional campus setting.

Helipad

Smoke, Odor, & Illumination. The proposed Helipad component of the Hospital has been designed to ensure there are no material impacts related to smoke, odor, or illumination beyond ambient conditions. The Site lies within the Airpark Character Area, a region already influenced by continuous vehicular emissions from Loop 101 and regular aviation activity from Scottsdale Airport. Helicopter operations will be limited to emergency use only and will not generate emissions beyond those already typical for the area.

Lighting associated with the Helipad will be limited to safety and navigation requirements and will be shielded and directed downward to prevent spillover effects. All lighting will comply with Scottsdale's outdoor lighting standards and requirements, ensuring no intrusive illumination impacts to surrounding properties. The concrete apron will be maintained in a clean, dust-controlled condition consistent with Banner's operational standards, similar to it's other emergency transport facilities.

These measures, along with the frequency and intensity of anticipated helicopter operations, ensure that the Helipad will not result in damage or nuisance arising from smoke, odor, or illumination, thereby satisfying Section 1.401.A.1 of the Scottsdale's Zoning Ordinance

Noise, Vibration, & Dust. The Helipad is intentionally located and designed to minimize potential noise, vibration, or dust impacts. The at-grade Helipad is situated approximately ±900 feet from the nearest residential development; Mark-Taylor's San Artes apartment community that is southeast of the Site and across Mayo Boulevard. This distance provides a substantial physical buffer between operations and sensitive uses. Intervening elements including the Mayo Boulevard right-of-way, planned landscaped open space, and internal Hospital development further contribute to sound attenuation and mitigation.

Helicopter operations will occur on an infrequent and limited basis. The Applicant anticipates approximately 8 to 10 takeoffs and landings per month, or an average of fewer than two per week. Helicopters will only be used when ground transport is not clinically appropriate, and a time-sensitive air evacuation is required. These transport events are brief and follow operational protocols designed to reduce noise. Emergency pilots will stop sirens before arrival, and flights will avoid direct overflight of residential properties when feasible.

The Project's location along State Loop 101 freeway provides a contextual noise backdrop, which includes elevated sound levels from continuous traffic flow. In addition, the surrounding Airpark area routinely experiences overflights and aviation-related engine noise from the nearby Scottsdale Airport. Relative to this setting, the limited and brief helicopter activity will not materially increase noise or vibration levels in a meaningful or disruptive way. Notably, the Site is located outside the 55 DNL noise contour, affirming its compatibility for sensitive uses and further reinforcing that helicopter activity will not result in a sustained nuisance or impact.

All design and operational components of the helipad will be reviewed and permitted by the Federal Aviation Administration and in accordance with CFR Title 14, Parts 77 and 157, to ensure full compliance with navigation safety and design standards.

In summation, the Project's placement, design, and limited use of the Helipad will not be materially detrimental to public health, safety, or welfare. It complies

with Section 1.401.A.1 by avoiding nuisance impacts related to noise, vibration, and dust. The Helipad supports the public interest by enabling time-sensitive emergency medical air transport and improving patient outcomes without compromising the surrounding community.

2. ***Impact on surrounding areas resulting from an unusual volume or character of traffic.***

RESPONSE:

The Hospital is located at the intersection of State Route 101, a regional thoroughfare, and Hayden Road, an arterial roadway, which allows for the anticipated traffic generated by the Hospital to be managed and dispersed to the adjoining roadway network, as set forth in the Project's Traffic Impact Analysis ("TIA"). Traffic generated by the Hospital will be directed onto Mayo Boulevard serving as a direct connection to Hayden Road, ultimately connecting to State Route 101, along with a direct connection from the Hospital to Hayden Road. Importantly, there are no access ways or streets which lead into surrounding residential areas.

The TIA evaluated the traffic impact from the Project from the projected opening day in 2025, through 2040, when the Project is expected to reach full buildout. Recommendations included:

- Provide dedicated right-in/right-out turn lanes.

- Enlarged driveways to provide separate left and right turn egress lanes to reduce vehicle queues within the parking lot.

The construction of the above mitigation strategies, in addition to right turn lanes at the planned share drive closest to Hayden Road, the primary Hospital entrance and the western-most drive to the medical office building along Mayo Boulevard, and the service/ambulance entrance, are anticipated to be constructed in the initial phase of development. Banner will work closely with the City of Scottsdale traffic and engineering departments to ensure that the traffic anticipated in this area is dispersed in the safest and most efficient

manner possible, while minimizing wait times at the signalized intersection of Hayden Road & Mayo Boulevard. The Hospital and Helipads will not generate an impact on surrounding areas resulting from an unusual volume of traffic, given the existing and planned development in and around the Property.

B. *The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.*

RESPONSE:

As mentioned elsewhere in this narrative, this Hospital is the second phase of the Banner Scottsdale Medical Campus, with the medical office building already under construction. The Hospital will complement the medical office building already under construction and is compatible with the employment and industrial uses in the area. Further, the medical office and hospital are meant to serve existing and planned residents, providing additional, state-of-the-art medical resources in the North Scottsdale and North Phoenix area. The proposed Hospital and Helipad uses are compatible with the types of uses that exist and are permitted in the surrounding areas, including the Mayo Hospital, HonorHealth Shea, and HonorHealth Thompson Peak medical campuses.

9. Conditions for Specific Conditional Uses - Hospitals

Section 1.403.J.2 prescribes additional conditions that must be met when a Hospital is evaluated for a Conditional Use Permit. Each of the additional conditions are shown below, and the manner in which this application satisfies the criteria is shown in bold text.

1. ***The application shall include written proof the proposal meets all state and county regulations.***

RESPONSE:

The Hospital and Helipad meet all required Federal, State, County and City regulations. There are regulations from the FAA for development within the Airpark Area, and regulations from FEMA regarding floodplain development.

Additionally, hospitals are highly regulated, including State requirements for medical reporting and licensing and local regulations for permitting and inspections.

2. Building height (excluding rooftop appurtenances). Maximum: seventy-five (75) feet.

RESPONSE:

The Hospital will comply with the maximum height limit of 75 feet.

3. Required open space.

a. Minimum open space: 0.24 multiplied by the net lot area, distributed as follows.

RESPONSE:

The Property is 1,257,577 square-feet, requiring 301,818 square-feet of open space. Banner is providing significantly more open space at 545,850 square-feet of open space (or, more than 80% otherwise required by the Zoning Ordinance). The open space is evenly distributed through the Site and will be landscaped with trees, shrubs, cacti, accents, and ground cover plant species that enhance and celebrate the native, desert character of the area to create a cohesive visual experience across the Site that blends into the contextual environment.

i. Frontage open space minimum: 0.75 multiplied by the minimum open space, except as follows:

(1) Minimum: thirty (30) square feet per one (1) linear foot of public street frontage.

RESPONSE:

Mayo Boulevard and the Miller Road alignment have approximately 1,299 and 681-feet of linear frontage, respectively, totaling approximately 1,980-feet. 1,980-linear feet of frontage results in approximately 59,490 square-feet of open space (+/- 1,980-linear feet x 30 SF). The Project provides 106,335 square-feet of frontage open space, which is well in excess of the Zoning Ordinance requirement—this is in addition to the nearly 440,000 square-feet of other open space (general, frontage, courtyard) provided throughout the Site.

(2) Not required to exceed fifty (50) square feet per one (1) linear foot of public street frontage.

ii. The remainder of the minimum open space, less the frontage open space, shall be provided as common open space.

RESPONSE:

The remainder of open space is provided in the form of open space, landscape, and hardscape, coupled with the architecture, results in a development that is contextually sensitive to the adjoining properties.

4. Yards. When the height of the building exceeds sixty (60) feet the following yard requirements shall apply. If building height is less than sixty (60) feet the district yard requirements shall apply.

RESPONSE:

The Project complies with all applicable yard requirements.

a. Side Yard.

i. A side yard of not less than 100 feet shall be maintained where the side of the lot abuts a single-family residential district, or abuts an

alley which is adjacent to a single-family residential district, shown on Table 4.100.A., or the single-family residential portion of a Planned Community P-C or any portion of a Planned Residential Development PRD with an underlying single-family residential district comparable to the residential districts shown on Table 4.100.A. The 100 feet may include the width of the alley.

RESPONSE:

Not Applicable—the rear yard of the Property does not abut a multi-or single-family residential district.

ii. A side yard of not less than seventy-five (75) feet shall be maintained where the side lot abuts a multiple-family residential district. The seventy-five (75) feet may include any alley adjacent to the multiple-family residential district.

RESPONSE:

Not Applicable—the rear yard of the Property does not abut a multi-family residential district.

b. Rear Yard.

i. A rear yard of not less than one hundred (100) feet shall be maintained where the rear lot abuts a single-family residential district or abuts an alley which is adjacent to the single-family residential district, shown on Table 4.100.A., or the single-family residential portion of a Planned Community P-C or any portion of a Planned Residential Development PRD with an underlying single-family residential district comparable to the residential districts shown on Table 4.100.A. The one hundred (100) feet may include the width of the alley.

RESPONSE:

Not Applicable—the rear yard of the Property does not abut a single-family residential district.

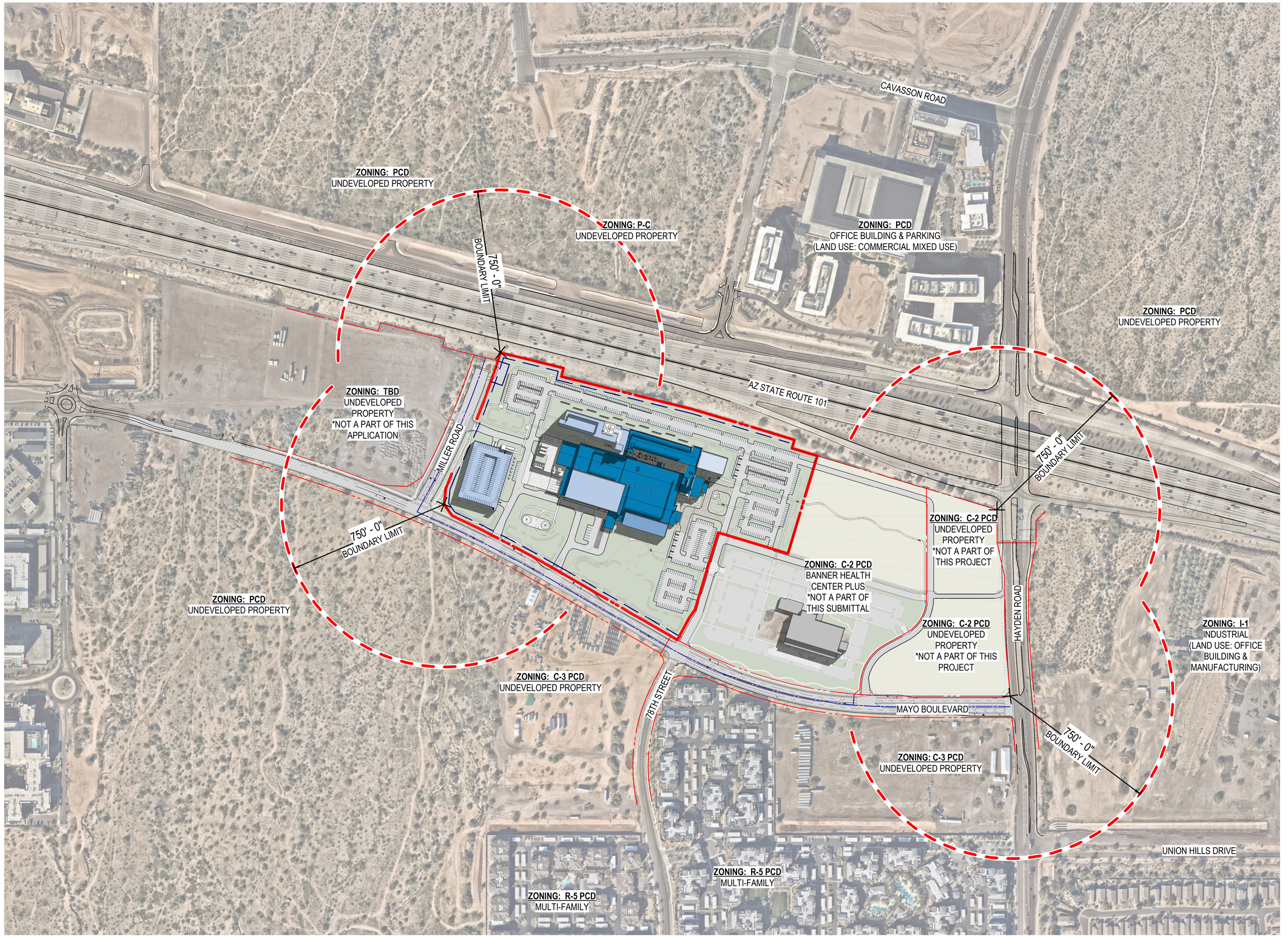
ii. A rear yard of not less than seventy-five (75) feet shall be maintained where the rear lot abuts a multiple-family residential district or abuts an alley which is adjacent to the multiple-family residential district. The seventy-five (75) feet may include the width of the alley.

RESPONSE:

Not Applicable—the rear yard of the Property does not abut a multi-family residential district.

10. Conclusion

The proposed Banner Health Medical Campus will be a high-value employment center at this important location in the City of Scottsdale. The campus is planned to serve the healthcare needs of the existing and future population of North Scottsdale and North Phoenix, and the hospital is a critical component to bringing quality care to the area. The proposed Banner development advances the goals and policies stated within General Plan and the Scottsdale Airpark Character Area Plan. It is consistent with the vision and approved zoning for the Crossroads East Planned Community District and incorporates design principles that are sensitive to the unique desert and built environment. Moreover, this project meets the criteria for a Planned Commercial Development, as well as furthers the City's goals and values of providing the community access to an exceptional healthcare provider.



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

NORTH

0 200' 400' 600'
GRAPHIC SCALE: 1" = 200' - 0"

Plot Date: 9/19/2025 9:03:14 AM Author

Banner Scottsdale Medical Center

SCOTTSDALE CAMPUS HOSPITAL
NW Corner of Hayden Rd. and Mayo Blvd.
Scottsdale, Arizona 85255

SMITHGROUP

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW COMMENTS		19SEP25
ENTITLEMENT REVIEW		14JUL25

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

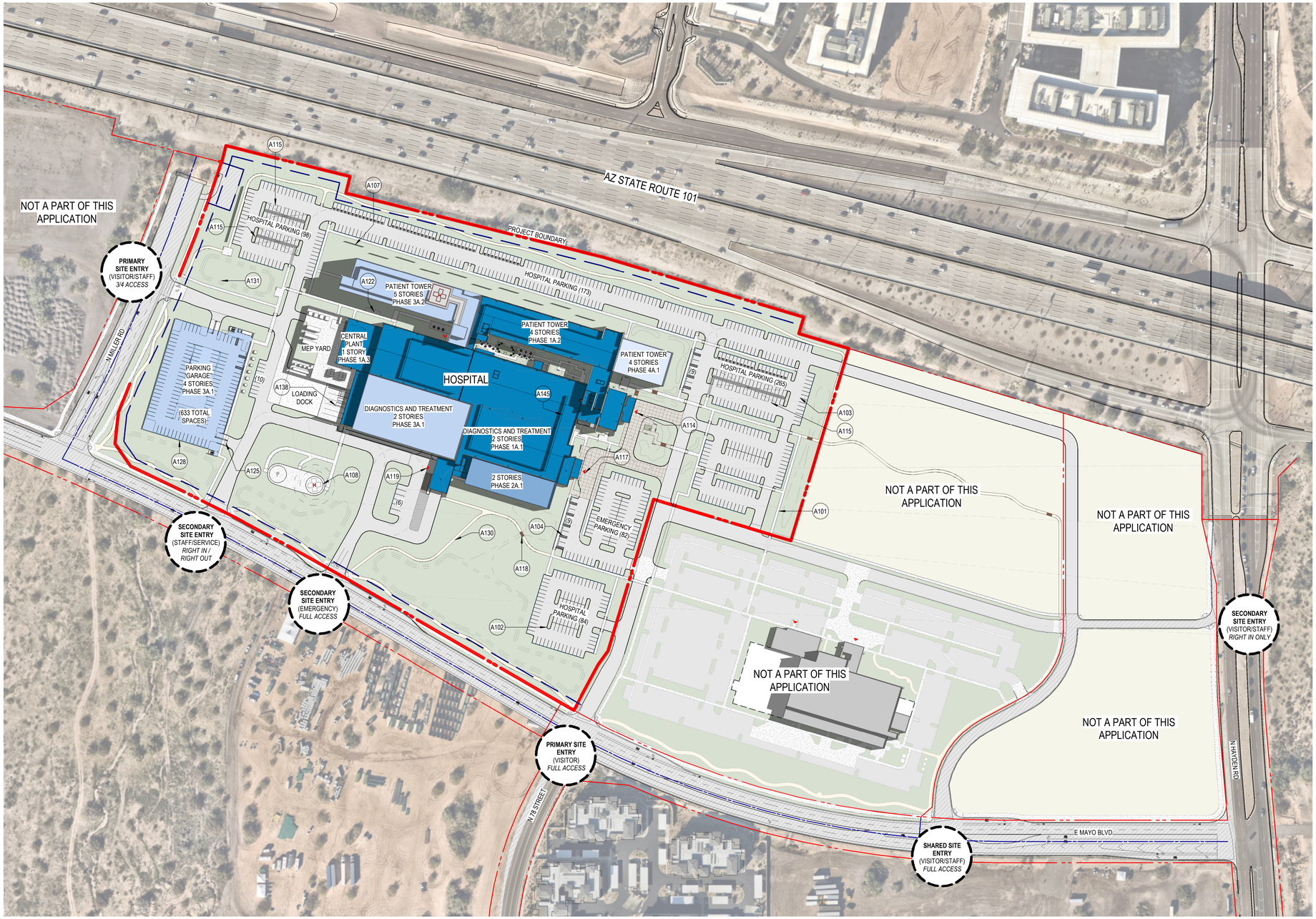
SHEET TITLE

CONTEXT AERIAL SITE PLAN

PROJECT NUMBER

ENT_A1.0.0

SHEET NUMBER



OVERALL SITE PLAN
SCALE: 1" = 120'-0"

NORTH

0 120' 240' 360'
GRAPHIC SCALE: 1" = 120' - 0"

SITE PLAN NOTES

A. ALL PARKING SPACES ARE 9'-0" WIDE X 18'-0" LONG W/ A MINIMUM DRIVE AISLE OF 24'-0". DRIVE AISLES ARE WIDER FOR FIRE LANES AND ARE NOTED ON THE PLANS.

B. ALL SIDEWALKS ARE A MINIMUM OF 6'-0".

C. ACCESSIBLE PARKING SPACES MEET DSPM, ZONING, AND ADA STANDARDS. THEY ARE SIZED TO BE 11'-0" WIDE X 18'-0" LONG WITH A 5'-0" ACCESS AISLES BETWEEN A MAXIMUM OF (2) ACCESSIBLE SPACES.

D. ALL PEDESTRIAN ROUTES TO MAYO BOULEVARD AND MILLER ROAD ARE PROVIDED DURING INITIAL PHASE.

E. ALL INTERNAL SITE DRIVES ARE DEVELOPED IN INITIAL PHASE.

F. REFER TO AND COORDINATE WITH CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL SITE INFORMATION NOT SHOWN ON THIS DRAWING.

SITE DATA

PROPERTY DESCRIPTION:

NW CORNER OF HAYDEN ROAD AND MAYO BOULEVARD
SCOTTSDALE, AZ 85255
LOCATED IN SEC 36, 4N, 4E, MARICOPA COUNTY, ARIZONA

EXISTING ZONING DESIGNATION:	C2-PCD AND I-1 PCD
EXISTING USE:	VACANT
ZONING:	PCD
LAND USE DESIGNATION:	CO

SITE SIZE - GROSS / NET:

1,372,138 SQ. FT. GROSS / 1,257,577 SQ. FT. NET

PROPOSED SCREENING:

SITE WALLS, BERMS, PLANTS/TREES

OPEN SPACE: *SECTION 6.806.A SECTION 6.804.C.3*

REQUIRED: 301,818 SQ.FT.
PROVIDED: 532,142 SQ. FT.
(SEE SHEET ENT_A1.3.1 FOR BREAKDOWN)

PROPOSED USES:

HOSPITAL / CENTRAL UTILITY PLANT

HOSPITAL BUILDING AREA - GROSS:

LEVEL 1: 237,500 SQ. FT.
LEVEL 2: 227,500 SQ. FT.
LEVEL 3: 73,500 SQ.FT.
LEVEL 4: 73,500 SQ.FT.
LEVEL 5: 28,000 SQ.FT
TOTAL: 640,000 SQ.FT.
MAX BUILDING HEIGHT: 85'-0"

CENTRAL UTILITY PLANT BUILDING AREA - GROSS:

LEVEL 1: 10,000 SQ. FT.
TOTAL: 10,000 SQ.FT.
MAX BUILDING HEIGHT: 20'-0"

FLOOR AREA RATIO (FAR): *SECTION 6.804.D*

MAXIMUM: 0.60
PROVIDED: 0.52

FAR = TOTAL USABLE BUILDING AREA / NET SITE AREA
(640,000 + 10,000) SQ. FT. / 1,257,577 SQ. FT. = 0.52

PARKING STRUCTURE - GROSS:

LEVELS 1-4: 52,900 SQ. FT.
TOTAL: 211,600 SQ.FT.
MAX BUILDING HEIGHT: 75'-0"

SHEET KEYNOTES

A101	SIDEWALK
A102	LANDSCAPE PARKING ISLAND
A103	PARKING STALL: 9'-0" X 18'-0", TYP.
A104	ADA PARKING STALL: 11'-0" X 18'-0" WITH 5'-0" ACCESS AISLE
A107	CMU SITE WALL
A108	HELICOPTER PAD
A114	BUILDING ENTRY
A115	PV PARKING CANOPY
A117	EMERGENCY DEPARTMENT ENTRY
A118	LANDSCAPE FEATURE (BRIDGE)
A119	AMBULANCE ENTRY
A122	BICYCLE PARKING
A125	TRAFFIC BARRIER ARM
A128	PARKING BUILDING STRUCTURE
A130	DG WALKING PATH
A131	PHASE 1 RETENTION BASIN - REFER TO CIVIL
A138	TRASH COMPACTOR
A145	MECHANICAL SCREENWALL - TOP OF HIGHEST UNIT WILL BE SCREENED

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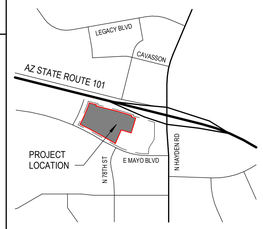
ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW COMMENTS		19SEP25
ENTITLEMENT REVIEW		14JUL25

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

VICINITY MAP



SHEET TITLE

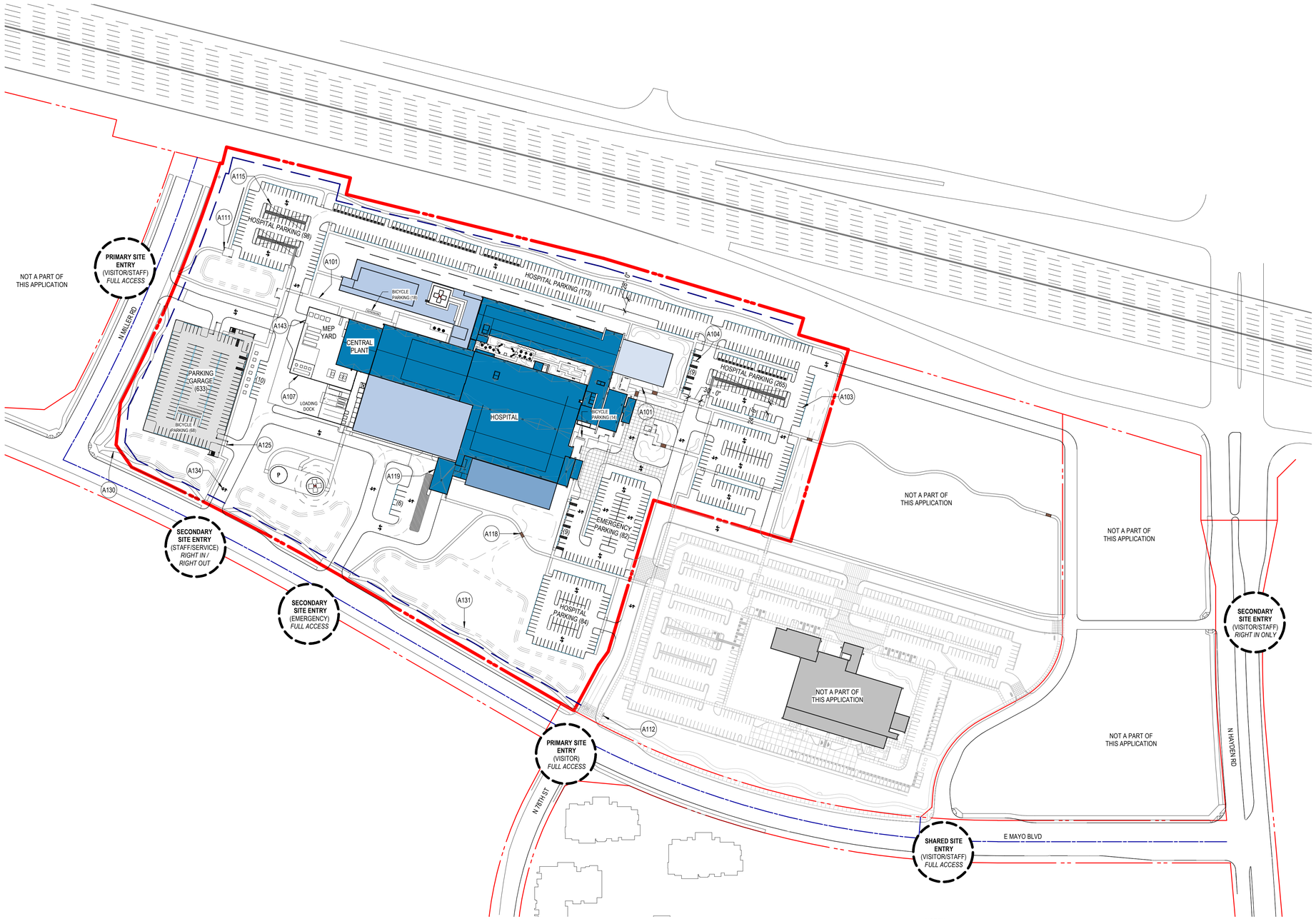
ARCHITECTURAL SITE PLAN - OVERALL

PROJECT NUMBER

ENT_A1.1.0

SHEET NUMBER

Author
9/19/2025 9:03:30 AM
Plot Date:



SITE PLAN - PARKING PLAN

SCALE: 1" = 120'-0"

0 120' 240' 360'

GRAPHIC SCALE: 1" = 120' - 0"

PARKING NOTES

A. ALL PARKING SPACES ARE 9'-0" WIDE X 18'-0" LONG W/ A MINIMUM DRIVE AISLE OF 24'-0". DRIVE AISLES ARE WIDER FOR FIRE LANES AND ARE NOTED ON THE PLANS.

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C. ACCESSIBLE PARKING SPACES MEET DSPM, ZONING, AND ADA STANDARDS. THEY ARE SIZED TO BE 11'-0" WIDE X 18'-0" LONG WITH A 5'-0" ACCESS AISLES BETWEEN A MAXIMUM OF (2) ACCESSIBLE SPACES.

D. REFER TO AND COORDINATE WITH CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL SITE INFORMATION NOT SHOWN ON THIS DRAWING.

PARKING DATA

OVERALL — *TABLE 9.103.A*
**PROVIDED TOTALS REPRESENT BANNER HEALTH DESIGN STANDARDS*

	REQUIRED	PROVIDED
HOSPITAL (300 BEDS @1.5 PER BED)	450	1,190 (3.97/BED)*
AMBULATORY (PHASE 4)	-	84
TOTAL	**450**	**1,274***

BREAKDOWN OF OVERALL

	REQUIRED	PROVIDED
ACCESSIBLE (4% OF REQ'D PARKING)	18	43 *SECTION 9.105.B.4* 17 (UNCOVERED) 26 (COVERED)
STANDARD (UNCOVERED)	-	815
STANDAR (SOLAR COVERED)	-	82
EV STATIONS (READY)**	18	18 *IGCC 501.3.7.3*
EV STATIONS (CAPABLE)**	45	46 *IGCC 501.3.7.3*
PARKING GARAGE		**588**
STANDARD (COVERED)	-	427
STANDARD (UNCOVERED)	-	161
BICYCLE (2 PER 10 REQ'D PARKING SPACES) OR (100 MAX.)	100	100 *SECTION 9.103.C* 32 (UNCOVERED) 68 (COVERED)

*PROVIDED TOTALS REPRESENT BANNER HEALTH DESIGN STANDARDS.

**NOTE: AS REQUIRED BY THE 2021 SCOTTSDALE IGCC, 4% OF THE REQUIRED PARKING READY, AND 10% OF THE REQUIRED PARKING CAPABLE.

SHEET KEYNOTES

A101	SIDEWALK
A103	PARKING STALL: 9'-0" X 18'-0", TYP.
A104	ADA PARKING STALL: 11'-0" X 18'-0" WITH 5'-0" ACCESS AISLE
A107	CMU SITE WALL
A111	SITE RESPITE / GATHERING
A112	MONUMENT AND DIRECTIONAL SITE SIGNAGE - BY OTHERS
A115	PV PARKING CANOPY
A118	LANDSCAPE FEATURE (BRIDGE)
A119	AMBULANCE ENTRY
A125	TRAFFIC BARRIER ARM
A130	DG WALKING PATH
A131	PHASE 1 RETENTION BASIN - REFER TO CIVIL
A134	PAINTED DIRECTIONAL ARROWS
A143	CENTRAL PLANT YARD AUTO OPERATOR SLIDING GATE

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ISSUED FOR	REV	DATE
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SEALS AND SIGNATURES

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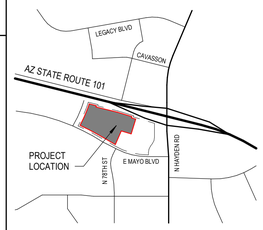
VICINITY MAP



SHEET TITLE

PARKING PLAN

PROJECT NUMBER

ENT_A1.6.1

SHEET NUMBER

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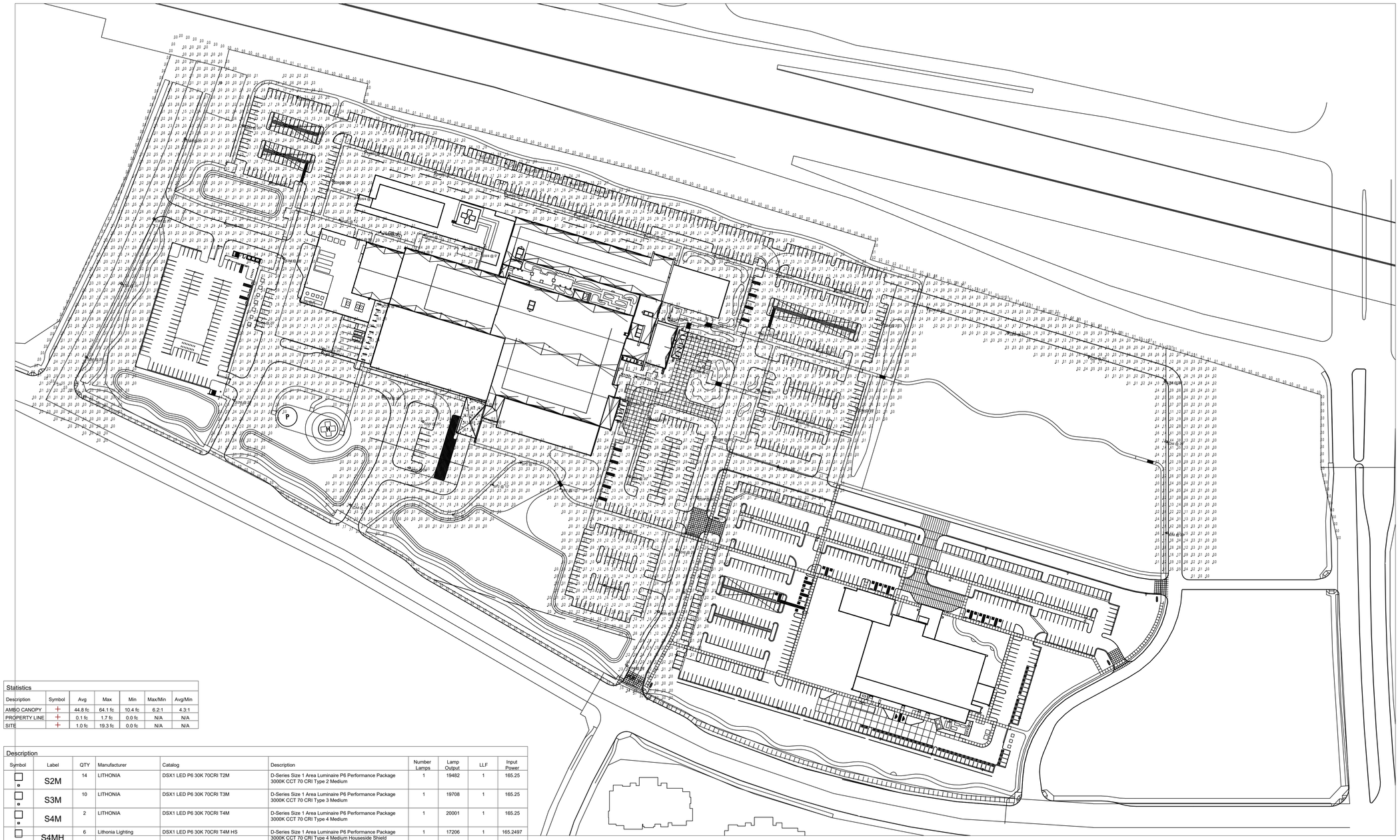


Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
AMBO CANOPY	+	44.8 fc	64.1 fc	10.4 fc	6.2:1	4.3:1
PROPERTY LINE	+	0.1 fc	1.7 fc	0.0 fc	N/A	N/A
SITE	+	1.0 fc	19.3 fc	0.0 fc	N/A	N/A

Description

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	S2M	14	LITHONIA	DSX1 LED P6 30K 70CRI T2M	D-Series Size 1 Area Luminaire P6 Performance Package 3000K CCT 70 CRI Type 2 Medium	1	19482	1	165.25
	S3M	10	LITHONIA	DSX1 LED P6 30K 70CRI T3M	D-Series Size 1 Area Luminaire P6 Performance Package 3000K CCT 70 CRI Type 3 Medium	1	19708	1	165.25
	S4M	2	LITHONIA	DSX1 LED P6 30K 70CRI T4M	D-Series Size 1 Area Luminaire P6 Performance Package 3000K CCT 70 CRI Type 4 Medium	1	20001	1	165.25
	S4MH	6	Lithonia Lighting	DSX1 LED P6 30K 70CRI T4M HS	D-Series Size 1 Area Luminaire P6 Performance Package 3000K CCT 70 CRI Type 4 Medium Houseside Shield	1	17206	1	165.2497
	S5W	17	LITHONIA	DSX1 LED P6 30K 70CRI T5W	D-Series Size 1 Area Luminaire P6 Performance Package 3000K CCT 70 CRI Type 5 Wide	1	20912	1	165.25
	SCA	10	Lithonia Lighting	VCVL LED P1 30K T5W MVOLT	VCVL LED WITH P1 - PERFORMANCE PACKAGE, 3000K, T5W OPTIC TYPE	1	3592	1	26.57
	SCB8	12	PINNACLE	EV3-WET-830-4	3-11/16 " WIDE X 8' LONG WET LOCATION LINEAR SLOT LIGHT, UNDER CANOPY	144	12	1	37.6
	SCC8	11	LITHONIA	CSVT L96 10000LM MVOLT 3500K 80CRI	SEALED INDUSTRICAL STRIP, LED Vapor Tite, 96", 10000LM, 120-277V,3500K, 80 CRI	1	9658	1	83.9754
	SD1	21	INDY	L8 90LM 35K 120 G4 80CRI ZT HM CD	INDY 8" DIA. 1-LED 9000LM, 35K 80 CRI, GEN4 RECESSED DOWNLIGHT W/ CLEAR SATIN ALZAK (CD) MEDIUM FLOOD HYPERBOLIC REFLECTOR (BEAM SPREAD: 65 DEGREES)	1	7801	1	85.03
	SP2	4	LITHONIA	DSX0 LED P1 30K 70CRI T2M	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 70 CRI Type 2 Medium	1	4545	1	33.21
	SP5W	2	LITHONIA	DSX0 LED P1 30K 70CRI T5W	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 70 CRI Type 5 Wide	1	4878	1	33.21
	SW4	7	PINNACLE	EX3-WET-N-830HO-4	FABRICATED METAL HOUSING WITH WHITE PAINTED GENERAL INTERIOR FINISH, FORMED WHITE PAINTED METAL REFLECTOR, WHITE CIRCUIT BOARDS EACH WITH 36 LEDS, EXTRUDED FROSTED HOLOGRAPHIC PLASTIC DROP LENS. LENS FROSTED BOTH SIDES.	144	22	1	34.6
	SP2H	5	LITHONIA	DSX0 LED P1 30K 70CRI T2M HS	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 70 CRI Type 2 Medium Houseside Shield	1	3943	1	33.21
	SCB4	6	PINNACLE	EV3-WET-830-4	3-11/16 " WIDE X 8' LONG WET LOCATION LINEAR SLOT LIGHT, UNDER CANOPY	144	12	1	18.8

SITE PLAN - OVERALL

SCALE: 1" = 100'-0"

NORTH

Plot Date: 5/22/2025 11:46:06 AM Author

Banner Scottsdale Medical Center

SCOTTSDALE CAMPUS HOSPITAL
NW Corner of Hayden Rd. and Mayo Blvd.
Scottsdale, Arizona 85255

SMITHGROUP
455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW		14JUL25

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

SHEET TITLE

ELECTRICAL SITE PHOTOMETRY PLAN

PROJECT NUMBER

ENT_E1.1.1

SHEET NUMBER

LITHONIA LIGHTING

Catalog Number

Notes:

Type:

Vapor Tight LED Strip Light

CSVT

FEATURES & SPECIFICATIONS

INTENDED USE — Ideal for damp/wet locations such as outdoor venues, canopies and locker rooms. Not for use or installation in direct outdoor sunlight. Must be installed under canopy or covered ceiling. For direct sunlight installations, please refer to the P3 product family. **Certain airborne contaminants can diminish the performance of silicone and/or polycarbonate. Click here for Acrylic Polycarbonate Compatibility Guide for installation needs.**

Certain airborne contaminants may adversely affect the functioning of LEDs and other electronic components, depending on various factors such as concentrations of the contaminants, ventilation, and temperature at the end-user location. **Click here for a list of substances that may not be suitable for interactive with LEDs and other electronic components.**

CONSTRUCTION
- Light Gray Polycarbonate housing
- Frosted Polycarbonate lens
- Poured in place polyurethane gasket
- Polycarbonate Latches, optional stainless steel latches available.
- Standard 1/2" wet location fitting

ELECTRICAL
- High Efficiency LEDs mixed CRI Standard
- WHITE 3.0K (2779) & 5K(5000)
- 0-10V Dimming standard

Luminaire Surge Protection Level: Designed to withstand up to 2.5kV/0.75kA per ANSI C62.41.2-2015. For up-stream surge protection, a higher level of protection additional surge protection must be provided.

INSTALLATION
- Surface (wall, ceiling) using standard brackets (brackets built for chain-hanging
- Suspended (chain, cable) using standard brackets

LISTINGS
- CSA Certified to UL & cUL Standards for wet location
- IP65, IP66 rated per IEC60529
- IK07 Splash zone rated
- ICC Title 47, Part 15 Subpart B compliant
- UL 94HB Tube Surge Rated per ANSI C82.77-5-2015
- CSA Ambient Listings are Page 3

- Lumen Maintenance Listed on Page 3

Design Light Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

Capable Luminaire
This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning.
- All configurations of this luminaire meet the Acuity Brands' specification for chromaticity consistency.
- This luminaire is part of an A+ Certified solution for nLight® or Dtalx™ Wireless control networks marked by a shaded background.

To learn more about A+, visit www.acuitybrands.com/aplus.
*See ordering tree for details

CSVT Vapor Tight LED Strip Light

CS Looking for Contractor Select quality available configurations? Click here to see Contractor Select® and check out our inventory offerings and product cut sheets.

A+ Capable options indicated by this color background.

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** CSVT L48 ALO1 MVOLT SWH1 80CRI

Series	Length	Lumen Output	Voltage	Color temperature	Color rendering index
CSVT Linear LED Vapor Tight	L48 48"	3000LM 3,000 lumens 4000LM 4,000 lumens 5000LM 5,000 lumens 6000LM 6,000 lumens ALO1 Switchable lumens, 3000LM / 4000LM / 5000LM ®	MVOLT 120-277V 347 347V	35K 3500K ± 40K 4000K ± 50K 5000K ±	80CRI 80 CRI
	L96 96"	6000LM 6,000 lumens ® 8000LM 8,000 lumens ® 10000LM 10,000 lumens ® 12000LM 12,000 lumens ® ALO4 Switchable lumens, 6000LM, 8000LM, and 10000LM ®			

Options

STDL	Stainless steel latches	
ECPACK	Emergency battery pack, CSA Class 2	Individual Controls ◊
EL7WCPNC	Emergency battery pack, CSA Certified to CA Title 20 MAEDBS ◊	SWAPIR 360° integral low-mount motion sensor with dimming (low-trim set at 30%)
NLSYNR2	NLC nLight Sync Ready (Wiring must be field-ready) ◊	SWAPIR2 360° integral low-mount motion sensor with photocell
NCRB	NEMA-certified	
		nLight Wireless Controls ◊
		NLTAIR2 EVDIM10 nLight (wireless) gen 2 high mount occupancy & daylight sensor

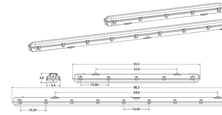
NOTE: ◊ indicates option chosen has ordering restrictions. Please reference ordering restrictions chart.

If Option Below Is Being Restrictions	
Option value	**Restrictions**
ALO1, ALO4	Not available with ALO lumen packages.
3500LM, 4000LM, 5000LM, 6000LM, 8000LM, 10000LM, 12000LM	Not available with SWAPIR.
ALO1, ALO4	Not available with battery pack options.
CSVT 12SL LACH	Requires two for 12ft.
EL7WCPNC, EL7WCPNC	Not available with NLYCL ALO1 or ALO4.
Individual Controls	Not available with NSYNR2 option.
nLight Wireless Controls	Not available with NSYNR2 option.
NLYCL ALO	Not available with cord set or sensor options.

Accessories Order as separate catalog number.

CSVT STS 12SLS LACH	Stainless steel Sure-Set of 10 ◊
CSVTBKBA	Angle-mount bracket (QTY of 2) (316 stainless steel)
CSVTBKBB	Rigid-mount S-bolt bracket (QTY of 2) (316 stainless steel)
CSVTBKBA	Rigid-mount bracket (QTY of 2) (316 stainless steel)
CSVTSMK	Replacement snubber mounting brackets (QTY of 2) (301 stainless steel)
MHCKSSS	36" stainless steel chain (QTY of 2)

How to Estimate Delivered Luminaire & Emergency Mode
Use the first table below to estimate the delivered lumens in emergency mode.
Delivered Lumens = 1.25 x # x LPW
1.25 = Output power of emergency driver; # = 100 for 0100LTHC
LPW = Lumens per watt rating of the luminaire. This information is available on the L48 luminaire spec sheet. The LPW rating is also available in Estimated Luminaire.



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CSVT Vapor Tight LED Strip Light

DIMENSIONS

All dimensions are shown in inches unless otherwise noted.

Length	Width	Height	Length	Approximate weight	Pictures per pallet
L48	5.4	3.8	50.2	9 lbs	70
L96	5.4	3.8	98.2	18 lbs	70

*Weights will vary slightly with added options.

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CSVT Vapor Tight LED Strip Light

OPERATIONAL DATA

Length	Package	Voltage	Watts	3500 K		4000 K		5000 K		Comparable Lightmaster
				Lumens	LPW	Lumens	LPW	Lumens	LPW	
L48	3000LM	MVOLT	24	3033	125	3106	128	2724	112	1 lamp 12'WT8, 1 lamp 4'AW T5HO, 5LMW HBS
		347	25		122		124		109	
	4000LM	MVOLT	34	4065	119	4163	122	4200	123	2 lamp 12'WT8, 1 lamp 4'AW T5HO, 5LMW HBS
		347	40		102		104		106	
	5000LM	MVOLT	42	4829	115	4946	118	4989	119	2 lamp 12'WT8, 1 lamp 4'AW T5HO, 7LMW HBS
		347	49		98		101		102	
	6000LM	MVOLT	49	6066	125	6213	128	6268	129	2 lamp 12'WT8, 2 lamp 4'AW T5HO, 10LMW HBS
		347	56		108		111		112	
	ALO1 (3000LM)	MVOLT	24	3039	126	3106	128	3141	129	1 lamp 12'WT8, 1 lamp 4'AW T5HO, 5LMW HBS
		347	25		107		110		113	
	ALO1 (4000LM)	MVOLT	34	4046	118	4163	122	4210	123	2 lamp 12'WT8, 1 lamp 4'AW T5HO, 5LMW HBS
		347	40		101		104		106	
	ALO1 (5000LM)	MVOLT	42	4806	114	4946	118	5001	119	2 lamp 12'WT8, 1 lamp 4'AW T5HO, 7LMW HBS
		347	49		98		101		102	
L96	6000LM	MVOLT	49	6066	125	6213	128	6268	129	2 lamp 12'WT8, 2 lamp 4'AW T5HO, 10LMW HBS
		347	56		108		111		112	
	8000LM	MVOLT	68	8130	119	8326	122	8400	123	3 lamp 12'WT8, 3 lamp 4'AW T5HO, 15LMW HBS
		347	80		102		104		106	
	10000LM	MVOLT	84	9658	115	9891	118	9979	119	4 lamp 12'WT8, 3 lamp 4'AW T5HO, 15LMW HBS
		347	98		99		101		102	
	12000LM	MVOLT	103	12133	118	12425	121	12535	122	4 lamp 12'WT8, 3 lamp 4'AW T5HO, 15LMW HBS
		347	104		103		105		105	
	ALO4 (6000LM)	MVOLT	49	6038	124	6213	128	6283	129	2 lamp 12'WT8, 2 lamp 4'AW T5HO, 10LMW HBS
		347	56		107		110		111	
	ALO4 (8000LM)	MVOLT	68	8062	118	8326	122	8420	123	3 lamp 12'WT8, 3 lamp 4'AW T5HO, 15LMW HBS
		347	80		102		104		106	
	ALO4 (10000LM)	MVOLT	84	9613	114	9891	118	10003	119	4 lamp 12'WT8, 3 lamp 4'AW T5HO, 15LMW HBS
		347	98		98		101		102	

*All values are typical and are at 25C. Actual performance may vary and is dependent on operating environment.

PROJECTED LUMEN MAINTENANCE

System Maintenance Factor	0.91	0.91	0.75
Operating Hours	40,000	94,000	120,000

*Actual performance may vary based on ambient temperature of installed location.

Ambient Temperature Ratings

Fixture Length	Lumen Package	Temperature rating	Temperature rating with ALO1
L48	3000LM	-40°C - 45°C	0°C to 30°C
	4000LM	-40°C - 45°C	0°C to 30°C
	5000LM	-40°C - 45°C	0°C to 30°C
	6000LM	-40°C - 45°C	0°C to 30°C
L96	6000LM	-40°C - 45°C	0°C to 30°C
	8000LM	-40°C - 30°C	0°C to 30°C
	10000LM	-40°C - 30°C	0°C to 30°C
	12000LM	-40°C - 30°C	0°C to 30°C

Number of Boards and Drivers

Fixture length	Lumen package	Driver QTY	Board QTY
L48	3000LM	1	1
	4000LM	1	1
	5000LM	1	1
	6000LM	1	1
	ALO1	1	1
L96	6000LM	1	2
	8000LM	1	2
	10000LM	1	2
	12000LM	1	2
	ALO4	1	2

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Banner Scottsdale Medical Center

SCOTTSDALE CAMPUS HOSPITAL

NW Corner of Hayden Rd. and Mayo Blvd.
Scottsdale, Arizona 85255

SMITHGROUP

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW		*14JUL25*

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

SHEET TITLE

ELECTRICAL SITE LIGHTING SPECIFICATION SHEETS

PROJECT NUMBER

ENT_E1.1.2

SHEET NUMBER

Plot Date: 5/22/2025 11:46:06 AM Author

D-Series Size 0
LED Area Luminaire

d-series

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	8.26" (21 cm)
Height H2:	7.62" (19.4 cm)
Weight:	23 lbs (10.4 kg)

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED											
Series	LEDs	Drive Type (Ordered Separately)	Color Rendering Index	Distribution				Voltage		Mounting	
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10¹ P12¹ P11¹	(Blu-ware Driver INCLUDED only) 30K 3000K 40K 4000K 50K 5000K (Blu-ware Driver NOT included, customer provided lead times apply) 2TN 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T4M Type IV medium T4VS Type IV Very Short² T5FT Forward throw medium	T5W Type V medium T5VS Type V very short T5VW Type V wide BLC Type III backlight control³ BLCR Type III backlight control right³ LCCO Left corner cutoff³ RCCO Right corner cutoff³			MVOLT 120-277V⁴ HVOLT 347V-480V⁴ XVOLT 277V⁴		**Shipped included** SPA Square pole mounting (DSX0SPA) 3" min. OD pole⁵ RPA Round pole mounting (DSX0RPA) 3" min. OD pole⁵ WBA Wall bracket (DSX0WBA)⁶ SPA4S Square pole mounting (DSX0SPA4S) 4" min. OD pole⁵ RPA4S Round pole mounting (DSX0RPA4S) 4" min. OD pole⁵ SPA4BN Square pole with mounting (DSX0SPA4BN) fits (4) drilling, 3" min. OD pole⁵ RPA4BN Round pole with mounting (DSX0RPA4BN) fits (4) drilling, 3" min. OD pole⁵ WBA Wall bracket WA Wall adapter (mounts at a 120° tilt horizontal trim)⁷

Options (Factory)		Finish (Factory)	
Shipped installed NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ⁸ ⁹ ¹⁰	PUR	Seven-pin receptacle only (controls ordered separately) ¹¹
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 5fc ⁸ ⁹ ¹⁰	PIRH	Field adjustable output ⁸ ⁹ ¹⁰
PER	NEMA twist-lock receptacle only (controls ordered separately) ¹¹	BLTR	Bi-level switched dimming, 30% ⁸ ⁹ ¹⁰
PERS	Five-pin receptacle only (controls ordered separately) ¹¹	BLTR	Bi-level switched dimming, 50% ⁸ ⁹ ¹⁰
		DMG	0-10v dimming wires pulled outside fixture for external control (ordered separately) ¹¹

Shipped installed	
HS	Houseside shield (Black finish standard) ¹²
LWA	Left-rotated optics ¹³
RWA	Right-rotated optics ¹³
CCE	Coastal Construction ¹⁴
HA	50°C ambient operation ¹⁵
Shipped separately	
EGSR	External Glare Shield (removable, field install) (Black finish standard)
BSSH	Bird Spikes (field install required)

Finish (Factory)	
DDBTXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DSATXD	Textured sandstone
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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Ordering Information

Accessories
Ordered and shipped separately.

DLL127 1.5 CID Photocell - SSL twist lock (120-277V) ¹
DLL347 1.5 CID Photocell - SSL twist lock (347V) ¹
DLL480 1.5 CID Photocell - SSL twist lock (480V) ¹
DSHS SPA Square pole universal mounting adaptor ²
DSHSRPA Round pole universal mounting adaptor ²
DSHSWBA Wall bracket ²
DSHSSPA4S Square pole universal mounting adaptor ²
DSHSRPA4S Round pole universal mounting adaptor ²

NOTES
1 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See Photocell section for more information.
2 Universal mounting bracket intended for use on new construction or retrofit applications. Must be ordered as a separate line item from Acuity Brands Controls. Not available with SPA4BN, RPA4BN, SPA4S, RPA4S, WBA, PIRHN, PIRH1FC3V, PIR1FC3V, PER, PERS, PIR1FC3V, PIRH1FC3V, PIRHN, PIR, PIR1FC3V, PIRH1FC3V, PIRHN, PIR, PIR1FC3V, PIRH1FC3V, PIRHN, PIR

D-Series Size 1

LED Area Luminaire

d-series

Specifications

EPA: 0.69 ft²
(0.064 m²)

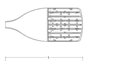
Length: 22.71"
(577mm)

Width: 14.26"
(362mm)

Height H1: 7.00"
(203mm)

Height H2: 4.74"
(120mm)

Weight: 34 lbs
(15.4kg)



Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Driver Independent	Color Rendering Index*	Distribution	Voltage	Mounting	Shielding
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10¹ P12¹ P11¹ P13¹	(blank) Standard driver DM Dimming driver	70CRI 70 CRI 80CRI 80 CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare² T4M Type IV medium T4LG Type IV low glare² TFTM Forward throw medium	TSM Type V medium TSLG Type V low glare TSW Type V wide BLC3 Type III backlight control BLCX Type IV backlight control LCCO Left corner cutoff³ RCCO Right corner cutoff³	MVOLT (120-277V)² HVOLT (347V-480V)³⁴ 37V (277V - 480V) ⁴	**Shipped installed** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPAQ Square pole mounting (#8 drilling) RPA3 Round pole mounting (#8 drilling) WBA Wall bracket⁵⁶ WA Wall arm adapter (mounts to 3 @#8 10 holes at 90° intervals)⁶

Control Options	Other Options	Finish (Housing)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8'-15' mounting height, ambient sensor enabled at 25 fc⁷⁸⁹¹⁰ PIR High/low, motion/ambient sensor, 8'-15' mounting height, ambient sensor enabled at 25 fc⁷⁸⁹¹⁰ PIR1FC3V Motion sensor, 8'-15' mounting height, ambient sensor enabled at 1 fc, 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)⁸⁹¹⁰ PER5 Five-pin receptacle only (controls ordered separately)⁸⁹¹⁰	PUMP Seven-pin receptacle only (controls ordered separately)⁸⁹¹⁰ FAO Field adjustable output⁸¹⁰ BL30 Bi-level switched dimming, 30%⁸¹⁰ BL50 Bi-level switched dimming, 50%⁸¹⁰ DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)⁸¹⁰ DS Dual switching⁸¹⁰	**Shipped installed** SPD20KV 20kV surge protection HS House-side shield (Black finish standard)⁸ LCE Left corner eyebrow RCE Right corner eyebrow CCE Coastal Construction⁸ HA 50°C ambient operation⁸ **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BUGR Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DMAGXD Textured white

Battery & Emergency*	Finish	Fixture Options	Controls
E – None **E7WC** – Battery Select Battery **E7EA** – Factory Select ALCR **GR** – Int. ETR GR **GRD** – Dallas GTD **EC** – Int. Fire Integral (Ctrl Inter) **EL** – Int. Fire Integral **E** – Emergency Circuit Section **N** – Night Light Circuit Section **L** – Life Safety Circuit Section (battery and emergency pg. 4	**W** – White **S** – Metallic Silver **BL** – Textured Black **BR** – Bronze **GR** – Graphite **CC** – Custom Color (finish pg. 4	**GLR** – Internal Fast Blow Fuse **DXP** – Customer Supplied Battery/Driver/Sensor **EPF** – Customer Supplied Battery/Driver/Sensor **N** – Nelsonium (corrosion resistant hardware) Fixture Options pg. 4	Pinnacle is able to accommodate different control solutions from different manufacturers. Consult Factory for more information.

*When specifying OUTPUT the first _ to be specifying either 4 - 8K/5K/6K or 6 - 4K/5K. The ending ___ are for specifying output, example 6K2 - High Output. See output charts for more information. ¹Individual fixtures come in nominal 2', 3.5', 5', 6', 7', 8' lengths. see pg. 2 for actual lengths. ²Specify position of fixture. Use P07 for an individual fixture, and BOR, BOR, or EOR for building mounted end cases. ³Order quantity for battery and Emergency Example 2P.

Specifications and dimensions subject to change without notice. Specification sheets that appear on pinnacle-ltg.com are the most recent version and supersede all other previously printed or electronic versions.

Designed in Denver, CO - USA | pinnacle-ltg.com | O: 303-322-0570 F: 303-322-0580

EVS_WET_LED_SPEC_APRIL2023

A brand of legrand

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COMMERCIAL OUTDOOR

Ordering Information

Accessories

Ordered and shipped separately.

BLC3FT 1.5' Precast - SS, natural look (24.375")
BLC3MT 3' Precast - SS, natural look (24.375")
BLCMBT 3.5' Precast - SS, charcoal (MBT)
DSABT10K Shorting cap
DSSCE10K Stainless steel center pole cap (order 1.1/4 tenon)
DSSRN3PKSQ Round pole adapter (#8 drilling, specify finish)
DSSRN3PKRD Round pole adapter (#8 drilling, specify finish)
DSSRN3PKSQ Square pole adapter (#8 drilling, specify finish)
DSSRN3PKRD Square pole adapter (#8 drilling, specify finish)
DSSWBKIT Wall bracket (specify finish)

Shield Accessories

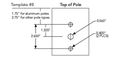
External Glare Shield (EGSR)

House Side Shield (HS)

Drilling

HANDHOLE ORIENTATION

Handhole



Template #3

Top of Pole

Tenon Mounting Slipfitter

Tenon O.D.	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
2-3/8"	8ft	453.1/8ft	453.1/8ft	453.1/8ft	453.1/8ft
2-7/8"	8ft	453.2/8ft	453.2/8ft	453.2/8ft	453.2/8ft
4"	8ft	453.3/8ft	453.3/8ft	453.3/8ft	453.3/8ft

Mounting Option	Drilling	Tenon O.D.	Single	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Shipped separately		2-3/8"	AS3	AS3	AS3	AS3	AS3	AS3
		2-7/8"	AS4	AS4	AS4	AS4	AS4	AS4
		4"	AS5	AS5	AS5	AS5	AS5	AS5

Shipped installed								
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°
Mounting Option	Drilling	Tenon O.D.	Single	2 @ 180°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°

Shipped installed								
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°
Shipped installed	Single	Two @ 180°	Two @ 90°	Three @ 120°	Three @ 90°	Four @ 90°	Five @ 72°	Six @ 60°

Template #3

Top of Pole

DSX1 Area Luminaire - EPA

*Includes mounting hardware, arms, brackets or other accessories are not included in the EPA data.

Pattern Quantity & Mounting Configuration	Single @0°F	2 @ 180 (0,0)	2 @ 90 (0,90)	3 @ 120 (0,120,240)	3 @ 90 (0,90,180)	4 @ 90 (0,90,180,270)
Mounting Type						
DSX1 with SPA	0.69	1.38	1.20	1.84	1.84	2.40
DSX1 with SPA2, SPA3N	0.70	1.40	1.23	1.86	—	1.48
DSX1 with RPA, RPA3	0.65	1.44	1.28	1.98	1.48	1.44
DSX1 with WBA	0.65	1.44	1.28	2.09	1.89	2.89

Length

1	2	3	4	5	6	7	8
Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture
22.71" (577mm)							
	34" (864mm)						
	46.3/4" (1187mm)						
		58.1/2" (1486mm)					
		70.3/4" (1797mm)					
			82.1/2" (2096mm)				
			94.3/4" (2407mm)				
				106.1/2" (2705mm)			
				118.3/4" (3016mm)			

Specifications and dimensions subject to change without notice. Specification sheets that appear on pinnacle-ltg.com are the most recent version and supersede all other previously printed or electronic versions.

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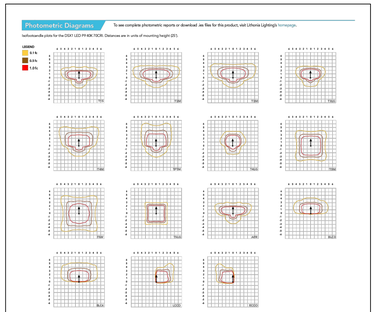
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's homepage.



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for ambient temperatures other than 25°C.

Ambient	Lumen Multiplier
0°C	1.04
5°C	1.03
10°C	1.02
15°C	1.01
20°C	1.01
25°C	1.00
30°C	0.99
35°C	0.98
40°C	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per ESNA LM-80-08 and projected per ESNA TM-21).

To calculate L70, use the lumen maintenance factor that corresponds to the desired number of hours from the table below. Then multiply the factor by the original value of the fixture.

Operating Hours	25,000	50,000	100,000
Lumen Maintenance Factor	0.98	0.96	0.91

FAO Dimming Settings

FAO Value	% Lumens	% Current Draw
1	10%	10%
2	17%	17%
3	24%	24%
4	31%	31%
5	38%	38%
6	45%	45%
7	52%	52%
8	59%	59%
9	66%	66%
10	73%	73%
11	80%	80%
12	87%	87%
13	94%	94%
14	100%	100%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use the percentage of lumens listed in the table for specific lumen level (i.e. 50% lumens = 50% of 12,000 lumens = 6,000 lumens).

Electrical Load

Rotated Optics (Reduces EPA on Wall)	Distribution	Drive Current (mA)	Input Watts	System W	120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	128	91	0.82	0.74	0.72	0.70	0.72	0.72
	P2	30	192	68	0.56	0.53	0.50	0.54	0.50	0.54
	P3	30	193	134	0.83	0.80	0.82	0.77	0.79	0.71
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.56	0.56
	P5	30	1900	142	1.15	0.66	0.58	0.50	0.48	0.29
	P6	40	1250	167	1.38	0.79	0.68	0.60	0.65	0.39
	P7	40	1900	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	40	1150	154	1.26	0.74	0.64	0.55	0.62	0.45
	P9	40	1900	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires 2X EPA on Wall)	P10	40	500	84	0.68	0.42	0.37	0.33	0.38	0.25
	P11	40	700	115	1.12	0.63	0.55	0.49	0.39	0.28
	P12	40	1050	206	2.01	0.99	0.88	0.74	0.58	0.43
	P13	40	1400	279	2.58	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	25°C		40°C	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	101%	Extended lead time
4000K	100%	Standard	101%	Extended lead time
3500K	100%	(see note)	99%	Extended lead time
3000K	96%	Standard	97%	Extended lead time
2700K	94%	(see note)	95%	Extended lead time

Motion Sensor Default Settings

Sensor	Dimmed State	High State	Increase Time	Hold Time	Ramp-to-Off	Timeout Value
PIR	30%	100%	Enabled at 2fc	7.5 min	5 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled at 2fc	7.5 min	5 sec	5 min

Controls Options

Option	Description	Input Voltage	Max # Luminaires	Notes
FAO	Field adjustable output device installed inside the luminaire, wired to the driver dimming leads.	120V-277V	700 devices	Lumen to be used with other controls options that need the 0-10V leads.
DS (not available on DSXR)	Drivers wired independently for 50/50 luminaire operation.	120V-277V	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR or nLight AIR wireless for simplicity.
PER5 or PER7	Twist-lock photocell receptacle.	Comparable with standard twist-lock photocells for that is button operation, or advanced control nodes such as NXN.	Twist-lock photocells such as DCL Dim or advanced control nodes such as NXN.	Fits 0.5 to 3 dimming duty cycle utilities. Fits 3 & 7 pin zigbee® control nodes. Lumen to be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaire dim when no occupancy is detected.	Mutiply Controls VSEL	Luminaire dim when no occupancy is detected. Not available for 347V or 480V.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with built-in smart nLight wireless luminaire to luminaire.	nLight Air GEN2	nLight AIR sensors can be programmed and commissioned from the ground using the nSPIRE Pro App. Lumen to be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.	0V, sensor provides input to 0-10V dimming leads set at all times providing either 100% or dimmed (30% or 50%) state by a standard circuit	347V/277V	BL50 is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	Lumens/Watts	LED Count	Drive Current (mA)	Wattage (W)	Type	25°C				40°C			
						Lumens	B	U	G	Lumens	B	U	G
P1	124W	30	1250	125	T1S	15,976	2	0	1	15,136	2	0	1
					T2M	16,196	2	0	2	15,344	2	0	2
					T3M	16,196	2	0	2	15,344	2	0	2
					T3LG	15,792	2	0	1	14,925	2	0	1
					T4M	16,196	3	0	2	15,344	3	0	2
					T4LG	15,792	3	0	2	14,925	3	0	2
					TFTM	15,721	2	0	2	14,889	2	0	2
					TSM	16,043	3	0	3	15,191	3	0	3
					TSW	16,316	5	0	3	15,455	5	0	3
					TSLG	15,912	3	0	2	15,067	3	0	2
					BLC3	15,912	3	0	2	15,067	3	0	2
					BLCX	15,912	3	0	2	15,067	3	0	2
					LCCO	15,912	3	0	2	15,067	3	0	2
					RCCO	15,912	3	0	2	15,067	3	0	2
P5	124W	30	1250	125	T1S	17,599	2	0	1	16,666	2	0	1
					T2M	17,838	2	0	2	16,893	2	0	2
					T3M	17,838	2	0	2	16,893	2	0	2
					T3LG	17,394	2	0	1	16,471	2	0	1
					T4M	17,838	3	0	2	16,893	3	0	2
					T4LG	17,394	3	0	2	16,471	3	0	2
					TFTM	17,315	2	0	2	16,399	2	0	2
					TSM	17,670	3	0	3	16,733	3	0	3
					TSW	17,970	5	0	3	17,017	5	0	3
					TSLG	17,526	3	0	2	16,596	3	0	2
					BLC3	17,526	3	0	2	16,596	3	0	2
					BLCX	17,526	3	0	2	16,596	3	0	2
					LCCO	17,526	3	0	2	16,596	3	0	2
					RCCO	17,526	3	0	2	16,596	3	0	2
P9	279W	60	1900	279	T1S	37,776	3	0	2	35,768	3	0	2
					T2M	38,291	3	0	3	36,255	3	0	3
					T3M	38,291	3	0	3	36,255	3	0	3
					T3LG	37,330	3	0	2	35,347	3	0	2
					T4M	38,291	4	0	3	36,255	4	0	3
					T4LG	37,330	4	0	3	35,347	4	0	3
					TFTM	37,161	3	0	3	35,191	3	0	3
					TSM	37,930	4	0	4	35,919	4	0	4
					TSW	38,574	6	0	4	36,528	6	0	4
					TSLG	37,616	4	0	3	35,619	4	0	3
					BLC3	37,616	4	0	3	35,619	4	0	3
					BLCX	37,616	4	0	3	35,619	4	0	3
					LCCO	37,616	4	0	3	35,619	4	0	3
					RCCO	37,616	4	0	3	35,619	4	0	3

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Forward Optics

Performance Package	Lumens/Watts	LED Count	Drive Current (mA)	Wattage (W)	Type	25°C				40°C			
						Lumens	B	U	G	Lumens	B	U	G
P7	186W	40	1400	188	T1S	23,743	3	0	2	22,496	3	0	2
					T2M	24,080	3	0	3	22,815	3	0	3
					T3M	24,080	3	0	3	22,815	3	0	3
					T3LG	23,336	3	0	2	22,110	3	0	2
					T4M	24,080	4	0	3	22,815	4	0	3
					T4LG	23,336	4	0	3	22,110	4	0	3
					TFTM	23,278	3	0	3	22,057	3	0	3
					TSM	23,737	4	0	4	22,491	4	0	4
					TSW	24,156	6	0	4	22,887	6	0	4
					TSLG	23,542	4	0	3	22,306	4	0	3
					BLC3	23,542	4	0	3	22,306	4	0	3
					BLCX	23,542	4	0	3	22,306	4	0	3
					LCCO	23,542	4	0	3	22,306	4	0	3
					RCCO	23,542	4	0	3	22,306	4	0	3
P8	279W	60	1400	279	T1S	35,743	3	0	2	33,865	3	0	2
					T2M	36,256	3	0	3	34,351	3	0	3
					T3M	36,256	3	0	3	34,351	3	0	3
					T3LG	35,316	3	0	2	33,460	3	0	2
					T4M	36,256	4	0	3	34,351	4	0	3
					T4LG	35,316	4	0	3	33,460	4	0	3
					TFTM	35,146	3	0	3	33,294	3	0	3
					TSM	35,772	4	0	4	33,901	4	0	4
					TSW	36,370	6	0	4	34,468	6	0	4
					TSLG	35,445	4	0	3	33,589	4	0	3
					BLC3	35,445	4	0	3	33,589	4	0	3
					BLCX	35,445	4	0	3	33,589	4	0	3
					LCCO	35,445	4	0	3	33,589	4	0	3
					RCCO	35,445	4	0	3	33,589	4	0	3

Performance Data

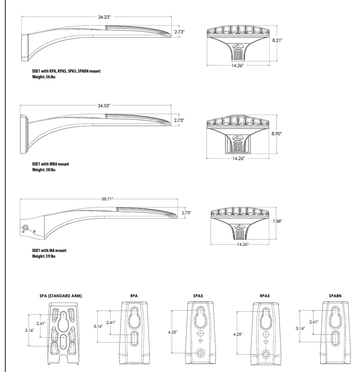
Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79.
Contact factory for performance data on any configurations not shown here.

Rotated Optics

Performance Package	Lumens/Watts	LED Count	Drive Current (mA)	Wattage (W)	Type	25°C				40°C			
						Lumens	B	U	G	Lumens	B	U	G
P10	167W	40	530	84	T1S	10,744	2	0	1	10,180	2	0	1
					T2M	10,903	2	0	2	10,331	2	0	2
					T3M	10,903	2	0	2	10,331	2	0	2
					T3LG	10,606	2	0	1	10,049	2	0	1
					T4M	10,903	3	0	2	10,331	3	0	2
					T4LG	10,606	3	0	2	10,049	3	0	2
					TFTM	10,532	2	0	2	10,028	2	0	2
					TSM	10,736	3	0	3	10,224	3	0	3
					TSW	10,933	4	0	4	10,409	4	0	4
					TSLG	10,687	3	0	3	10,176	3	0	3
					BLC3	10,687	3	0	3	10,176	3	0	3
					BLCX	10,687	3	0	3	10,176	3	0	3
					LCCO	10,687	3	0	3	10,176	3	0	3
					RCCO	10,687	3	0	3	10,176	3	0	3
P11	115W	60	700	115	T1S	14,744	3	0	2	13,970	3	0	2
					T2M	14,959	3	0	3	14,173	3	0	3
					T3M	14,959	3	0	3	14,173	3	0	3
					T3LG	14,570	3	0	2	13,804	3	0	2
					T4M	14,959	4	0	3	14,173	4	0	3
					T4LG	14,570	4	0	3	13,804	4	0	3
					TFTM	14,505	3	0	3	13,742	3	0	3
					TSM	14,793	4	0	4	14,015	4	0	4
					TSW	15,057	6	0	4	14,265	6	0	4
					TSLG	14,621	4	0	3	13,853	4	0	3
					BLC3	14,621	4	0	3	13,853	4	0	3
					BLCX	14,621	4	0	3	13,853	4	0	3
					LCCO	14,621	4	0	3	13,853	4	0	3
					RCCO	14,621	4	0	3	13,853	4	0	3
P12	206W	60	1050	206	T1S	26,406	3	0	2	25,021	3	0	2
					T2M	26,784	4	0	3	25,379	4	0	3
					T3M	26,784	4	0	3	25,379	4	0	3
					T3LG	26,097	3	0	2	24,727	3	0	2
					T4M	26,784	5	0	3	25,379	5	0	3
					T4LG	26,097	4	0	3	24,727	4	0	3
					TFTM	25,968	4	0	3	24,605	4	0	3
					TSM	26,501	5	0	4	25,110	5	0	4
					TSW	26,972	7	0	4	25,554	7	0	4
					TSLG	26,195	5	0	3	24,818	5	0	3
					BLC3	26,195	5	0	3	24,818	5	0	3
					BLCX	26,195	5	0	3	24,818	5	0	3
					LCCO	26,195	5	0	3	24,818	5	0	3
					RCCO	26,195	5	0	3	24,818	5	0	3
P13	279W	60	1400	279	T1S	35,743	3	0	2	33,865	3	0	2
					T2M	36,256	3	0	3	34,351	3	0	3
					T3M	36,256	3	0	3	34,351	3	0	3
					T3LG	35,316	3	0	2	33,460	3	0	2
					T4M	36,256	4	0	3	34,351	4	0	3
					T4LG	35,316	4	0	3	33,460	4	0	3
					TFTM	35,146	3	0	3	33,294	3	0	3
					TSM	35,772	4	0	4	33,901	4	0	4
					TSW	36,370	6	0	4	34,468	6	0	4
					TSLG	35,445	4	0	3	33,589	4	0	3
					BLC3	35,445	4	0	3	33,589	4	0	3
					BLCX	35,445	4	0	3	33,589	4	0	3
					LCCO	35,445	4	0	3	33,589	4	0	3
					RCCO	35,445	4	0	3	33,589	4	0	3

Dimensions



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EVS_WET_LED_SPEC_APRIL2023

How to specify Circuiting, Battery and Emergency

1 • Select fixture circuiting from options below
• Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Circuiting

S	Single Circuit
M	Multi Circuit
E	Emergency Circuit only
N	Night Light Circuit only

2 + **3** • Battery and emergency section options are available in addition to fixture circuit
• Combine battery and emergency section ordering codes if both options are selected
• Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Battery and/or Emergency *1 Required*

X	No battery or specific emergency section required

Battery

- Select battery section type if required, indicate total QTY. *example 2P*
- All models battery / cutline, but fixture is integral to the fixture
- No battery option available for 2' lengths

0	No Battery
7SB	Factory Select Battery (Low option)
7SBST	Factory Select Battery (Low, Self Testing)
ILL	Iolta 10w Integral Lithium, Self Testing
IRH	Iolta 20w Remote
PBH	Bodine 20w Remote
PLL	Bodine 10w Integral Lithium, Self Testing

- Entire direct fixture housing is on battery for lengths up to 5'
- High circuit, LO light will be on battery for 5', or 8' housing lengths
- For more battery options available, see Pinnacle Resource Guide

For Approximate Battery Lumen Output
• Multiply battery wattage X fixture LPW shown on Lumen Table
• EX) 3.5 (LPW) x 10 (watts) = 303 battery lumen output

Emergency

- Select emergency section type if required, indicate total QTY. *example 2E*
- Combine battery and emergency section ordering codes if both options are selected

E7EC	Factory Select Automatic Load Control Relay (ALCR), UNV
GI	Emergency Transfer

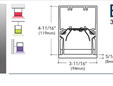
PINNACLE ARCHITECTURAL LIGHTING

Project Name

Date Type SW4

EDGE EX3WET

3" Suspended Direct Linear WET



Key Features

- Approved for wet location unless otherwise noted. IP66 and IK10 rated
- 6063-T6 Extruded aluminum housing
- Highly reflective die-formed white painted reflector
- All inclusive module houses all LED system components in one compact unit
- Tool-less entry for convenient access for ease of maintenance
- Wiring access available through bottom of housing
- 1-year limited warranty covers LED, driver and fixture
- Rated for operation from 120 to 277 VAC 50-60 Hz and CSA 250.6 Canada
- Buy American Act compliant

Example Part #: EX3-WET-N-830HO-D-IND-ACAEO-U-CL2-1-SW

EX3 - WET - N

SERIES	SHIELDING	ELEMENT SHIELDING	CRI, CCT & OUTPUT	LENGTH	MOUNTING	VOLTAGE	DRIVER	CIRCUITING	BATTERY & EMERGENCY	FINISH	FIXTURE OPTIONS

WET – Satine Wet Lens
Shielding pg. 2

N – None
Shielding pg. 2

CRI, CCT & OUTPUT

DIRECT SHIELDING	INDIRECT SHIELDING	CRI, CCT & OUTPUT	LENGTH[1]
WET – Satine Wet Lens Shielding pg. 2	N – None Shielding pg. 2	830 – 3000K 830HO – 3000K 835 – 3500K 840 – 4000K 840HO – 4000K 850 – 5000K 850HO – 5000K CL_ _ _ – Custom Lumens CW_ _ _ _ – Custom Watts Lumen Output pg. 2	– – – – – Individual Fixture Length pg. 2

POSITION[1]	MOUNTING[1]	VOLTAGE	DRIVER
IND – Individual Fixture M – Multi Circuit MOR – Middle of Row BOR – Beginning of Row EOR – End of Row	PP _ JB – Pendant to J-Box PP _ ST – Pendant to Structure WA – Wall Mount SM – Surface Mount Mounting pg. 3	U – Universal (120 thru 277V) 1 – 120V 2 – 277V 3 – 347V Voltage pg. 3	FSD – Factory Select Driver (1%, 0-10v) FLZ – Adv. Dimming (1%, 0-10v) DLX – Dynalux (1%, 0-10v) ELI – eldoLED ECOdrive (1%, 0-10v) ES1 – eldoLED SOLOdrive (0.5%, 0-10v) ES2 – eldoLED SOLOdrive (0.5%, DALI) TEL – Tridonic Adv. Dimming (1%, DALI2) Driver pg. 3

CIRCUITING	BATTERY & EMERGENCY[1]	FINISH	FIXTURE OPTIONS[1]	CONTROLS
1 – Single Circuit M – Multi Circuit E – Emergency (extra fixture) N – Night Light (extra fixture) Circuiting pg. 4	B – None FSB – Factory Select Battery FSLG – Factory Select ALCR ELI – Ista ES DALI dB – Bodine GTD ELB – eldoLED Bodine (CES listed) P – Bodine Tele Integral E – Emergency Section N – Night Light Section L – Life Safety Section Battery and Emergency pg. 4	W – White S – Metallic Silver BL – Textured Black BR – Bronze GR – Graphite CC – Custom Color Finish pg. 4	ELB – Internal Fast Blow Fuse EFF – End Power Feed DBP – Customer Supplied Battery/Driver Section N – Natatorium (Includes stainless steel hardware) Fixture Options pg. 5	Includes 4-wire to accommodate different control solutions from different manufacturers. Consult Factory for more information.

[1] When specifying CIRCUITING other than 1, 2 or 3 or specifying either E - EMERGENCY or N - NIGHTLIGHT, BATTERY & EMERGENCY must be specified as B - NONE. For individual fixture runs, specify IND, M, MOR, or EOR for building construction runs. Specify one fixture per circuit of 10' or 16' or 20' Product nubrers not available with N-Natatorium. *Note: quantity for Battery and Emergency, Example 2P- *Natatorium not available with pendant options.

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EX3_WET_LED_SPEC_APRIL2025

A brand of legrand

pg. 1

PINNACLE ARCHITECTURAL LIGHTING

EDGE EX3 Suspended Linear WET

Direct Shielding

WET
Satine Wet Lens

Indirect Shielding

N
None

Output

- Specify either 80 or 90 CRI
- Multiple lumen steps may apply for 90 CRI. Consult factory
- 90 CRI = 830/840

Custom Output- Lumens OR Wattage

CL_ _ _ _	Specify CRI, CCT and desired lumens (i.e. CL835000)
CW_ _ _ _	Specify CRI, CCT and desired wattage (i.e. CW940T)

Specify lumens between standard offering listed below. Lumens are specified per color temp.
Specify watts between standard offering listed below

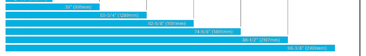
80 CRI

	Color	Output	Watts per foot	Shielding WET Satine Wet Lumens/ft	LPW
830	3000K	Standard	4.7	436	92.8
830HO	3000K	High	8.7	788	91.1
835	3500K	Standard	4.7	456	97.0
835HO	3500K	High	8.7	804	94.9
840	4000K	Standard	4.7	457	97.2
840HO	4000K	High	8.7	827	95.6
850	5000K	Standard	4.7	456	97.0
850HO	5000K	High	8.7	825	95.4

90 CRI

927	2700K	Standard	4.7	344	73.2
927HO	2700K	High	8.7	623	72.0
930	3000K	Standard	4.7	370	78.7
930HO	3000K	High	8.7	688	77.2
935	3500K	Standard	4.7	391	83.2
935HO	3500K	High	8.7	708	81.6
940	4000K	Standard	4.7	391	83.2
940HO	4000K	High	8.7	726	81.8

Length



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pg. 2

PINNACLE ARCHITECTURAL LIGHTING

EDGE EX3 Suspended Linear WET

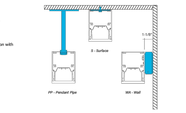
Position

- When making rows with EDGE Wet, the rows must be ordered as individual units with a position specified
- Positions can either be "BOR" – Beginning of Row, "MOR" – Middle of Row, or "EOR" – End of Row
- The connection between fixtures is less than 0.5"
- For single, non-connected units, specify as "IND" for individual

IND	BOR	MOR	EOR
Individual Fixture	Beginning of Row	Middle of Row	End of Row

Mounting

- 1/2" diameter rigid stem pendant and wall mount available
- Specify overall pendant length of 12", 18" or 24"
- Pendant mounting is for use with J-Box only (PP_JB)
- Utilize Surface Mount for in-wall application. Building surface waterproofing by others
- End trims and power cord attached at factory
- Consult factory for custom mounting. Please see Finish section for additional details
- Approved for wet location unless otherwise noted
- Refer to installation instructions during installation at the jobsite
- Fixture is not designed to be used as a raceway. Fixture is not for in-wall application with the two-wire trunking scheme, please see the EDGE Wet Recessed Spec Sheet



Voltage

- Some EDGE Wet configurations will not accommodate all voltage options; consult with factory

U	Universal
1	120 volt
2	277 volt
3	347 volt

Driver

- Standard Driver Option = FSD
- Driver Lifetime: 50,000 hours at 25°C ambient operating conditions
- For more driver options see Pinnacle Resource Guide
- Some EDGE Wet configurations will not accommodate all driver options; consult with factory

0-10V Drivers	
FSD	Factory Select Driver 1%, 0-10v
FLZ	Factory Select Automatic Load Control Relay (ALCR), LINV
PLZ	Advance Xitanium 347V 1%, 0-10v, requires 347v
OLZ	Osram Optotronic 1%, 0-10v
DLX	Dynalux Constant Watt 1%, 0-10v, requires 347v option
ES1	eldoLED ECOdrive 1%, 0-10v Logarithmic
ES2	eldoLED ECOdrive 0.1%, 0-10v Linear
ES3	eldoLED SOLOdrive 0.1%, 0.1% Logarithmic
ES4	eldoLED SOLOdrive 0-10V, 0% Linear

DALI Drivers	
ELI	eldoLED ECOdrive 1%, DALI (logarithmic)
ES3	eldoLED SOLOdrive 1%, DALI (logarithmic)
OD1	Osram Optotronic 1%, DEXAL
OD2	Osram Optotronic 1%, DALI 2 Channel

Lutron Drivers	
LHU	Lutron Hi-lume Soft-on, Fade-to-black 1%, EcoSystem, LDE1
LHJ	Lutron Hi-Lume 1%, 2-wire, Lutron ETEADM, 120v only

Xitanium Drivers	
PLL	Signify Advance Xitanium Step Dimming 50%/100%
OD1	Osram Optotronic 1%, DEXAL
ER1	ELV 120v only, 0-10v universal

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pg. 3

PINNACLE ARCHITECTURAL LIGHTING

EDGE EX3 Suspended Linear WET

How to specify Circuiting, Battery and Emergency

1 Select fixture circuiting from options below
- Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Circuiting

1	Single Circuit
M	Multi Circuit
E	Emergency Circuit only
N	Night Light Circuit only

2 + **3** Battery and emergency section options are available in addition to fixture circuit
- Some EDGE Wet configurations will not accommodate all battery options, consult with factory
- Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Battery and/or Emergency if Required

0	No battery or specific emergency section required

Battery

- Select battery section type if required, indicate total QTY. *example 2P*
- Battery is integral to fixture unless noted as remote to fixture
- No battery option available for 3' lengths
- Entire direct fixture housing in an battery for lengths up to 9'
- Battery and Driver are separated for lengths 10' to 16' and 17' to 20'
- For more battery options available, see Pinnacle Resource Guide

0	No Battery
FSB	Factory Select Battery (Low option)
FSBSTS	Factory Select Battery (Low, Self Testing)
ILL	Iota 1.0w Integral Lithium, Self Testing
IRH	Iota 20w Remote
PRH	Bodine 20w Remote
ILL	Bodine Low Integral Lithium, Self Testing

For Approximate Battery Lumen Output
- Multiply bulb's wattage in Nicks x (Fill Shown on Lumen Tab)x
- 97.3 (LPW) x 10 (watts) = 6123 battery lumen output

Emergency

- Select emergency section type if required, indicate total QTY. *example 2E*
- Combine battery and emergency section ordering codes if both options are desired
- Some EDGE Wet configurations will not accommodate all emergency options; consult with factory

E	Emergency circuit section
N	Night Light circuit section
L	Life Safety circuit section NO THROUGH WIRE

Combination On Circuiting Examples
- Single circuit (1) low battery (1) emergency section – Ordering Code: 1-FSB/E
- Multi circuit (M) low battery (2) emergency sections – Ordering Code: M-2FSB/E
- Single circuit (1) night light section – Ordering Code: 1/N

Battery OR Emergency Ordering Examples
- Single circuit, low integral Battery – Ordering Code: 1-ILL
- 4 emergency only, Nine 0 Hazard Battery – Ordering Code: E-9P
- Single circuit- QTO required – Ordering Code: 1-1Q

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PINNACLE ARCHITECTURAL LIGHTING

EDGE EX3 Suspended Linear WET

Fixture Options

- Additional options to enhance the fixture and finish of the product

ELB	Internal Fast Blow Fuse
DBP	Customer Supplied Battery/Driver/Sensor
EFF	End Power Feed
N	Natatorium (corrosion resistant hardware)

Controls

- Pinnacle is able to accommodate different control solutions from different manufacturers. Consult Factory for more information.

Photometrics

Satine Wet Lens

Test #	Scaled from T-24000
Catalog #	EDI-WET-N-840HO-4
Finish	White
Watts	34.4
Efficacy	98 LPW

Candela Distribution

Horiz Angle	Vertical Angle		
	0.0	45	90
0	2327	2327	2327
5	2361	2367	2366
15	2344	2344	2344
25	2298	2278	2268
35	2218	2208	2177
45	2116	2090	2046
55	1992	1954	1894
65	1850	1808	1744
75	1682	1636	1564
85	1486	1429	1337
90	1262	1206	1107
95	1041	977	877
105	824	749	649
115	623	539	441
125	452	356	267
135	324	233	163
145	237	167	107
155	183	129	82
165	154	106	67
175	141	96	61
180	137	93	59

Luminance Data (cd/sq.m)

Angle in Degrees	Average 0 Deg.	Average 45 Deg.	Average 90 Deg.
45	3611	3611	3611
55	3533	3505	3497
65	3431	3355	3327
75	3288	3178	3138
85	3062	2899	2825

For all available IES files, please visit our website at pinnacle-ltg.com. Photometry testing in accordance to IESNA LM-79-08 at an NVLAP accredited testing laboratory. Testing conducted at 25°C ambient conditions

Applications & Certificates

Construction 6063-T5 extruded aluminum housing with welded ends. Internal lens gaskets seal housing to prevent moisture and debris from entering the fixture. Prevents equalizing vent allows fixture to "breathe" preventing condensation.

Shielding Solid acrylic diffuse lens with matte finish with an IP54 gasketed for complete wet seal.

Mounting Fixtures can be installed individually or connected for a continuous run appearance. All fixtures are individual fixtures and have no joining holes. All fixtures cannot be "ganged" together. Fixtures are designed to be mounted to a flat surface using pendant and wall brackets. Mounting hardware is used for end-of-row and have no joining holes on power feed end. Consult factory for custom mounting configurations.

LED 25°C test environment. Lumen output/wattage has a margin of +/- 5%. 3" or 4" lengths may have a greater wattage deviation. Luminaire configurations tested in accordance with IES LM-79-08. Minimum Color Rendering Index (CRI) of 80 and calculated using IES TM-15. Minimum lifetime greater than 60,000 hours. Lifetime Projections L70 = 318,000 hours and L90 = 40,000 hours. MacAdam 3-Step Ellipses. Not all products are Lighting Facts listed. For all available IES files, please visit our website at pinnacle-ltg.com.

CRI, CCT & Lumen Output Two lumen packages available. Standard and High (HO). Standard and HO configurations are available in 80 CRI and 90 CRI. Standard configurations listed on CRI, CCT & Output page. 4K CRI is available for 3000K, 3500K, and 4000K. 8K CRI is available for 2700K, 3000K, 3500K, and 4000K. 90 CRI = 930/935.

Voltage Universal (U), 120 volt (1), 277 volt (2) and 347 volt (3) options available. Must specify CU-A in Driver section when 347 volt (3) is selected. Some EDGE Wet configurations will not accommodate all voltage options; consult with factory.

Driver Standard Driver Option is Advance Xitanium 0-10V, 1% = PLZ. Electronic driver, Power factor is >0.9 with a THD <20%. Driver Lifetime: 60,000 hours at 50°C ambient operating conditions. Ambient operating range: -20°F/-30°C to 122°F/50°C. For more driver options see Pinnacle Resource Guide. Some EDGE Wet configurations will not accommodate all driver options.

Circuiting Select from single circuit (1), Multi circuit - For multiple circuiting and zone control, requires factory shop drawing (SE), Emergency circuit (E) or Night Light circuit (N). For emergency circuiting situations that require no through wire or circuit separation, Life Safety Circuit (L) is available. Life Safety Circuit is recommended for use in Life Safety or Safety Circuit in that section. Some EDGE Wet configurations will not accommodate all circuiting options; consult with factory

Battery & Emergency Select battery or emergency options if required. If battery or emergency option is not required, enter 0. Battery duration is 90 minutes as standard. Test switch is standard. Refer to Battery & Emergency section for more information.

Finish Standard powder-coat textured white, metallic silver, textured black, graphite or bronze painted finish; consult factory for chip of standard paint finishes or for additional custom color and finish options.

Controls Consult Factory

Labels UL and cUL Listed. IP66 and IK10 rated.

Buy American Act Compliant

Warranty EDGE Wet LED offered with a 5-year limited warranty. Covers LED, driver and fixture.

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VCVL LED
Rev. 02/01/23

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VCVL LED

Architectural Luminaire

Catalog Number

Notes

Type

SCA

*Not factory to scale and images may or may not be accurate.

Specifications

Diameter: 19"

Height: 3.75" (with 48" stem)

Weight (max, with no options): 18 lbs

A-1 guide system rods and hi-hiz color background.

Introduction

The VCVL LED, Visually Comfortable Versatile Luminaire, is designed to bring glare control, optical performance and visual comfort to the ceiling plane. The low profile lens design of VCVL LED minimizes high angle glare, while its precision molded acrylic lens eliminates LED pixelation and delivers uniform distribution. The dedicated up-light module option reduces the contrast between the luminaire and the ceiling creating a more visually comfortable environment.

Ordering Information

EXAMPLE: VCVL LED V4 P4 40K 70CRI T5M MVOLT ACA DNAXD

VCVL LED											
Series	Size	Light Engine	Voltage	Color Temperature	CRI	Finish	Mounting	Accessories			
VCVL LED	V2	2 Lumen Engine	P1[1]	30K 3000K	70CRI	T5 Concentrated	MVOLT	For ordering with Nue			
	V4	4 Lumen Engine	P2[1]	35K 3500K	80CRI	T5M Medium	347	120	PIR Pendant mount standard (24 inch length supply lead)		
			P3[1]	40K 4000K		T5W Wide	480	208	SPIR Surface mount (24 inch length supply lead)		
			P4[1]	50K 5000K		T5HP Rectangular		240	ARM Arm mount (use KCWBA accessory to mount to a wall)		
			P5[1]					277			
			P6[1]					347	Shipped separately		
			P7[1]					480	ACA Aircraft cable with white 6' cord (adjustable, mast 5')		
									HCS Wide cast hook with black 5' cord (mainly on drop)		

Options			Finish (required)
Shipped installed		**Standalone Sensors/Controls[2]**	DNAXD White
UPL1 Up Light: 500 lumens		PIR Motion/ambient sensor for 8-15' mounting heights	DNASD Natural aluminum
UPL2 Up Light: 700 lumens		PIRH Motion/ambient sensor for 15-30' mounting heights	DBXBD Dark bronze
EMAC Emergency battery backup, Certified to CA Title 20 MAEDBS (0W, 34°C max)[3,4]		PIRTCH Motion/ambient sensor for 8-15' mounting height, pre-programmed to 70 and 35% light output	DBLXD Black
		PIRHTCH Motion/ambient sensor for 15-30' mounting height, pre-programmed to 50 and 30% light output	
EL90MB Emergency battery backup, Certified to CA Title 20 MAEDBS (11W, 5°C min)[3,4]		**Networked Sensors/Controls[2]**	
NA High ambient (50°C only) HI-PE		NLTAIR2 PIR eGGF, 40-80ft coverage, 8-15' mounting height	
SF Single fuse (120V, 277V, 347V)		NLTAIR2 PIRH eGGF, 40-80ft coverage, 15-30' mounting height	
DF Double fuse (208, 240, 480, 480V)		NLTAIR2 PIRTCH eGGF, 40-80ft coverage, 8-15' mounting height, pre-programmed to 70 and 35% light output	
SPD10KV 10kV surge		NLTAIR2 PIRHTCH eGGF, 40-80ft coverage, 15-30' mounting height, pre-programmed to 50 and 30% light output	
L90DS 36in DALI lead length			
L20ZC 72in ZERO lead length			
L20SIB 108in (9ft) lead length			
DMG External 0-10V leads (no controls)[5]			
Shipped Separately			
WG Wire Guard			

[1] Not available with PIR, PIRH, PIRTCH or PIRHTCH.
[2] Not available with P1.
[3] Not available with 347V, 480V, ACA or HCS.
[4] Not available with SPD10KV, NA or HI-PE ambient.
[5] EMAC & EL90MB only available with P1-P4 packages.

Up-light Lumen Output		
Option	Value	Description
UPL1	4,138	510
UPL2	6,138	715

Lumen Multiplier for 80CRI	
CCT	Multiplier
3K	0.926
35K	0.946
4K	0.967
5K	0.965

Performance Data

Lumen Output Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, and values may change due to variation in manufacturing tolerances. Consult factory for performance data on any configurations not shown here.

Light Engine Count	Lumens	Power Watts	3000K 80CRI Lumens	3000K 80CRI Watts	4000K 80CRI Lumens	4000K 80CRI Watts	5000K 80CRI Lumens	5000K 80CRI Watts
P1	2TM	T2	3,301	23	3,470	23	3,472	23
		T5M	3,420	24	3,594	24	3,596	24
		T5W	3,420	24	3,594	24	3,596	24
P2	3NM	T2	5,944	42	6,248	42	6,251	42
		T5M	6,626	46	6,965	46	6,969	46
		T5W	6,591	45	6,928	45	6,931	45
P3	4TM	T2	8,427	58	8,857	58	8,863	58
		T5M	9,383	64	9,863	64	9,869	64
		T5W	9,337	64	9,814	64	9,820	64
P4	5NM	T2	10,607	73	11,149	73	11,156	73
		T5M	11,811	81	12,416	81	12,424	81
		T5W	11,757	81	12,358	81	12,365	81
P5	6TM	T2	12,712	87	13,362	87	13,370	87
		T5M	14,155	97	14,879	97	14,888	97
		T5W	14,092	96	14,812	96	14,821	96
P6	7NM	T2	14,788	102	15,545	102	15,555	102
		T5M	16,447	113	17,288	113	17,299	113
		T5W	16,374	112	17,211	112	17,222	112
P7	122M	T2	16,897	116	17,760	116	17,771	116
		T5M	18,799	129	19,763	129	19,776	129
		T5W	18,715	128	19,674	128	19,686	128

Lumen Ambient Temperature (LAT) Multipliers
Use these factors to determine relative lumen output for operation at various ambient temperatures. (Ta 25°C = 1.00)

0°C	10°C	20°C	25°C	30°C	40°C
1.03	1.02	1.01	1.00	0.99	0.98

Projected LED Lumen Maintenance
Data is calculated according to IESNA TM-21 methods and calculations based on 25,000 hours of LED testing. Reported per IESNA LM-80-08 and projected per IESNA TM-21-11.

Ambient Temperature	Initial	25,000 hours	50,000 hours	100,000 hours
25°C (77°F)	1.0	0.97	0.94	0.89

Electrical Load

Light Engine Count	Color Temp	System (3) 120V	208V	240V	277V	347V	480V
P1	2TM	0.22	0.13	0.12	0.10	0.08	0.06
P2	3NM	0.39	0.16	0.14	0.13	0.10	0.08
P3	4TM	0.57	0.23	0.20	0.18	0.15	0.09
P4	5NM	0.48	0.28	0.24	0.21	0.16	0.12
P5	6TM	0.65	0.40	0.35	0.30	0.24	0.18
P6	10NM	0.91	0.52	0.45	0.39	0.32	0.22
P7	12NM	1.05	0.59	0.51	0.44	0.37	0.27

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Photometric Diagrams

To see complete photometric reports (or download) .ies files for this product, visit the Lithonia Lighting VCVL LED homepage, select your configuration and click on the "Photometrics" tab.

Control/Sensor Options

Motion/Ambient Sensor (Sensor Switch MSOD) is integrated into the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 120% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with standard lens and is optimized to provide maximum coverage for mounting heights between 8'-15ft, while PIRH is optimized for 15-40ft mounting height.

Networked Control (NLTAIR2)
nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLARITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

PIR

PIRH

Motion/Ambient Sensor Default Settings

Profile	Dimmed State	High Level (when occupancy detected)	Photocell Operation	Daylight Dim Delay	Active Time
PIR or PIRH	Motion - 30 (1% of full output) Photocell - 99 (zones off)	100 (100% output)	Disabled (@ 3fc	5 min	5 min	Motion - 5 min Photocell - 10 min
PIRTCH or PIRHTCH	Motion - 30 (1% of full output) Photocell - 99 (zones off)	100 (100% output)	Disabled (@ 3fc	5 min	5 min	Motion - 5 min Photocell - 10 min

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Mounting, Options & Accessories

ACA – Aircraft Cable
D = 19"
H = 51" - 72"

HCS – Hook & Cord
D = 19"
H = 4.5" (w up light) or 5.2" (with up light)

PM – Pendant Mount
(compatible with 5/8" threaded stem provided by others)
D = 19"
H = 4.5" (w up light) or 5.2" (with up light)

PIR & PIRH – Motion/ Ambient sensor
D = 19"
H = 4.5"
+1" with up light
+2" with nLight AIR

SRM – Surface Mount
D = 19"
H = 4.5"

SRM – Surface Mount with nLight AIR
D = 19"
H = 5.5"

ARM – Arm Mount
D = 26"
H = 19"
H = 8"

WG – Wire guard
D = 19"
H = 4.8" (w/ nLight) or 5.9" (with up light)

FEATURES & SPECIFICATIONS

INTENDED USE
The clean, modern aesthetic offered by VCVL and VCVL Ultimate (VCVLX) makes them ideal for wide range of applications such as commercial offices, retail spaces, school gymnasiums, large conference rooms or any large open areas. And with VCVL's multiple mounting options, you can install them in any building style or architectural design.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. The LED driver is separated from the heat generating light engines and mounted in direct contact with the housing to promote low operating temperatures, higher lumen maintenance and long life. The housing is completely sealed against moisture and environmental contaminants (IP66) and is suitable for hose-down application.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset polyester powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 2 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS
Light-guide technology provides a diffused light source, reducing glare from direct view of the LEDs. The light source is recessed into the luminaire, further reducing the high angle glare from the luminaire. A combination of precision-molded micro prismatic surfaces and lens thickness optimizes the distribution of light to minimize pixelation that allows for a comfortable visual environment. In the application, Up-light option comes with a dedicated light engine and custom optic designed to efficiently spread light on to the ceiling, thus reducing the cave effect.

ELECTRICAL
Light engine consists of high efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to LR170(1,000 hours at 25°C). Class 1 electronic driver has a power factor >0.9, THD <20%, and is available with 6kV surge rating. When ordering the SPD10KV option, a separate 10kV (6kA) surge protection device is installed within the luminaire which meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2). Luminaire is 0-10V dimmable down to 10% or lower.

INSTALLATION
Universal configuration accepts a rigid or free-swinging 3/4" NPT stem for pendant mounting. Aircraft cable and hook

ENVIRONMENTALLY FRIENDLY, ENERGY EFFICIENT

- Lumen packages suitable for ceiling heights ranging from 8' to in excess of 100'
- Efficacies up to 123 lm/w
- Superior-quality white LED light output using Chip on Board technology
- Patented Hyperbolic Reflector (U.S. Patent No. US,610,257 B2)
- Low Blue: LEDs of all runs for fixtures aimed at roads with a cut-off equal to or less than 400deg per CIE 115:1995 Discomfort Glare in Interior Lighting.

PRODUCT SPECIFICATIONS

Atrius™ - Ready Product: Select models of the Lumetra product line deliver valuable data through the Atrius™ cloud-based software platform services. For more information, please refer to www.acuitybrands.com/Atrius.

OPTICS

Hyperbolic: Patented hyperbolic shape (U.S. Patent No. 10,670,227 B2) optimized for single-directional LED source, maximizes fixture efficiency while creating the "Giant Ceiling" appearance by reducing lamp image and aperture brightness • Geometry of hyperbolic reflector is designed to maximize spacing and uniformity of light output

Parabolic/Linear Lumens: Computer-optimized parabolic reflector with frosted commercial lens engineered into cone provides uniform distribution with no striations

Low Blue: Lens available in Hyperbolic and Parabolic. Both provide uniform distribution with no striations

ELECTRICAL

LED Light Engine: Compact light source delivers uniform illumination without pixilation, exhibiting excellent beam control • 2000K (5000K within 350CW) • 80, 90 & 97 CRI

LED Driver: Driver is integral with push in wire connections mounts directly to heat sink and is easily replaceable

Passive Cooling: Aluminum heat sink integrated directly with housing provides superior thermal performance and ensures a 50,000 hour life

LED Drivers: Power factor >0.9 • Easily replaceable from above/below the ceiling

Dimming: Dimmable via 0-10V protocol standard • Optional drivers available for use with Lutron Ecosystem, Lutron Hi-lume dimmers, DALI, or DALI • For a list of compatible dimmers, see WDDIM

Life: Rated for 60,000 hours at 70% lumen maintenance

Surge Protection: Integral 10kV surge protection, a minimum of 6kV per IEEE/ANSI C62.41.2 Class A Location Combination Wave • 6KV/3KA tolerance for a minimum duration of 90 minutes • 6KV/3KC option is CEC Title 20 compliant

Air Capable options are available for use with Swiftspeed

ORDERING INFORMATION *Samples Catalog# Example: LB 28SM ZTW MVOLT G4 80CRI ZT VHA CU IR HBS.*

EXAMPLE: LB-09

Series	Light engine	Color Temperature	Voltage	Generation	CRI	Driver	Finish	Rough-In Options
LB 6" LED Low Profile Downlight	10LM 1,000 lm	27K 2700K	120 120V	G4	80CRI Def.	DALI Gen4 Dimming DALI/DSI/Driver	ZT* Trim and Flange Ring Painted to Match Fixture	Trim and Flange Ring Painted to Match Fixture
	15LM 1,500 lm	30K 3000K	208 208V		90CRI ultra90	ELDX** ultra90 ELDX/Xitanium Dimming Driver	WHT** Textured White	WHT** Textured White
LBMP 6" Lifetime Rewired Ring-In	17LM 1,700 lm	40K 4000K	277 277V			ELDXF** ultra90 ELDX/Xitanium Dimming Driver, Fast Connection, Dimming to 1%	BRTBRZ** Bronze	GRF** Grid Ring Compatible with Select Suppliers, CEC Title 20 Compliant
	23LM 2,300 lm	50K 5000K				ELDX1** ultra90 0-10V ECOsystem, Dimming to 10% min.	HBB** Hobnail Bronze	UWH Lumen Emergency Battery Pack w/Remote Test, Non-CEC
	30LM 3,000 lm					ELDX** ultra90 0-10V ECOsystem, dimming to 1% min.	NDY** Non-Directional Yoke	UNIVB ultra90 dimming and Bluetooth® Wireless Extras-in-a-emergency battery backup
	40LM 4,000 lm					ELDXF** ultra90 0-10V ECOsystem, Fast Connection, Dimming to 1% min.	NDYBRZ** Non-Directional Yoke Bronze	UNIVBF ultra90 AB Dimming, Multi Wireless Controls, Fast Connection, Dimming to 1% min.
	45LM 4,500 lm					FDX** Forward or Reverse Phase Dimming Xitanium Ecosystem	NDYWHT** Non-Directional Yoke White	UNIVBFE ultra90 AB Dimming, Multi Wireless Controls, Fast Connection, Dimming to 1% min. emergency driver
	55LM 5,500 lm					ZT 0-10V Dimming to 1% min.	AESCP** Architectural Specification Collar (8" Positioning)	AESCP** Architectural Specification Collar (8" Positioning)
	70LM 7,000 lm					TW Tunable White, 1% to 10% min.		
	80LM 8,000 lm							
	90LM 9,000 lm							

*For Hyperbolic, "FW" option must be included in both Rough-In and Reflector Order Lines at the end of the nomenclature.

NEW CONSTRUCTION/REMODEL/FLANGELESS
HYPERBOLIC / PARABOLIC / WALLWASH

LB / LRMB SERIES

Type: SD1
Project:
Notes:
Cat. No.:

BUY AMERICAN ACT: This product is assembled in the USA and meets the Buy American requirements of the applicable federal regulations. Please refer to www.acuitybrands.com/buyamerican for additional information.

Warranty: 5 years when used in accordance with manufacturing guidelines. This is the only warranty provided and no other statement, oral or written, should be relied upon and does not bind. All other express and implied warranties are disclaimed. **Note:** Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

NEW CONSTRUCTION

REMODEL

REFLECTOR To order reflector separately, use "LR" prefix before reflector option values. Ex: LB-HW-C3-HP.

Trim Style		Finish		Trim Options	Mounting
HW* Hyperbolic Medium Down Light	P Parabolic	BB Black Diffuse	GD Gold Diffuse	RT* White Flange	Blank Flanged
HW** Hyperbolic White	WW** Parabolic White	BS Black Specular	GS Gold Specular	WD Wet Location	
HW5* Hyperbolic Single Wall Wash	WC* Corner Wall Wash	CD Clear Diffuse	PD Pewter Diffuse		
	WD* Double Wall Wash	CS Clear Specular	PS Pewter Specular		
	WS* Single Wall Wash	CSB Clear Semi-Specular	WBD Wheat Diffuse		
			WHD Wheat Diffuse		
			WTD Wheat Diffuse		
			WTS Wheat Specular		

Accessories**	
BWAA1** 8" Flangeless Adapter for Drywall Ceilings Only	HBAA1SBT** 8" Sloped Ceiling Adapter, 3° Angle
HBAA** 26" CV Channel Bar Hangers, Pair	HBAA1SBT5** 8" Sloped Ceiling Adapter, 150° Angle
HBA2** 32" CV Channel Bar Hangers, Pair	HBAA1SBT9** 8" Sloped Ceiling Adapter, 210° Angle
HBTL** 35" Trimless Drywall Ceiling Bar Hanger, Pair	HBAA1SBT15** 8" Sloped Ceiling Adapter, 255° Angle
HBSP** 37" Linear Bar Hangers, Pair	HBAA1SBT21** 8" Sloped Ceiling Adapter, 345° Angle
	HBAA1SBT99** 8" Sloped Ceiling Adapter, 360° Angle

Ordering Notes
1 MVOLT not available for RSSM and up.
2 347V, 480V, HVOLT
3 Not available with SDFH.
4 Not available for RSSM and up.
5 Not available for ultra90 and RSSM and up.
6 120V only.
7 Not available for SSSM and up.
8 347V, 480V
9 See CP note 1 for following table for compatibility with other options.
10 Only compatible with the following driver options: EZ1, EZB, EZ1D, EZ1, ZT (for 40LM - 90LM only)
11 Not compatible with WET.
12 Not available with ZT.
13 FRAME required for HA.
14 PE not available with WH finish. When specifying WH finish, PE must be ordered separately.
15 Not compatible with SBT, SBTSQ, or HBB.
16 Not available with GMAB.
17 See AESCP2 notes in following table for compatibility with other options.
18 NEMA82, NEMA892, AESCP2 not recommended for metal ceiling applications.
19 *HBB, WHB available with CS, CSS, CD, CDS. WH finishes only.
20 Not available for RSSM and up.
21 ECOS with MVOLT only available for 08LM - 17LM.

CP Notes
CP with MVOLT only available for 08LM - 17LM.
CP with WCT, HBB, ZUNIV, NL, NLDS, NEMA82, NEMA892, AESCP2 not compatible with CP.
DALI, DMRR, ZT not available for CP with 1M or RSSM and up.

AESCP2 Notes
Not compatible with SAT for 08MR ratings.
Only compatible with EZ1 driver for 35LM and below.
For 40LM - 90LM, use EZ1D, ZT, DALI, or DALI.
NEMA892 not compatible with AESCP2.
Recommended ceiling height of 20' and under; not recommended for mounting heights greater than 40' as metal ceiling installations.

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PRODUCT SPECIFICATIONS (cont.)

MECHANICAL

New Construction Housing: Low profile, universal housing design installs in suspended grid, plaster or drywall • Integral heat sink conducts heat away from LED light engine • Driver is accessible from above and below ceiling and can be upgraded to accommodate future technology improvements • Housing is available with factory-installed knockouts

Mounting Bracket: New construction mounting brackets have 3" vertical adjustment and support commercial bar hangers, including our proprietary Tru-slot bar hangers • Our non-proprietary Tru-slot bar hangers have integral clear locking screws and alignment notches for locating and locking fixture in the center or 1/4" tile increments

Junction Box: Die-cast 4" x 67" galvanized steel junction box with (8) ½" (21 °) knockouts facilitate quick wiring • New Construction junction box has (4) ½" and (4) ¾" knockouts (LB, LBMP, LRMB)

Plenum Rated: Suitable for installation in air handling spaces

Plangeless Adapter: Must specify PAAA1 if flangeless, "FW" option, is specified. Suitable for drywall installations only.

Remodel Housing: Housing installs from below ceiling in applications where above ceiling access is not available • Secured in place by factory installed remodel springs • Remodel springs accommodate ceilings from 1/2" to 1-1/8" thick • Integral heat sink conducts heat away from LED light engine • Driver is accessible from below the ceiling and can be upgraded to accommodate future technology improvements.

TRIMS:

HYPERBOLIC

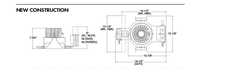
PARABOLIC

HYPERBOLIC WALLWASH

PARABOLIC WALLWASH

APERTURE: 7-3/8" Dia.
CEILING CUTOUT: 8" Dia.
OVERLAP TRIM: 8-5/8" Dia.

NEW CONSTRUCTION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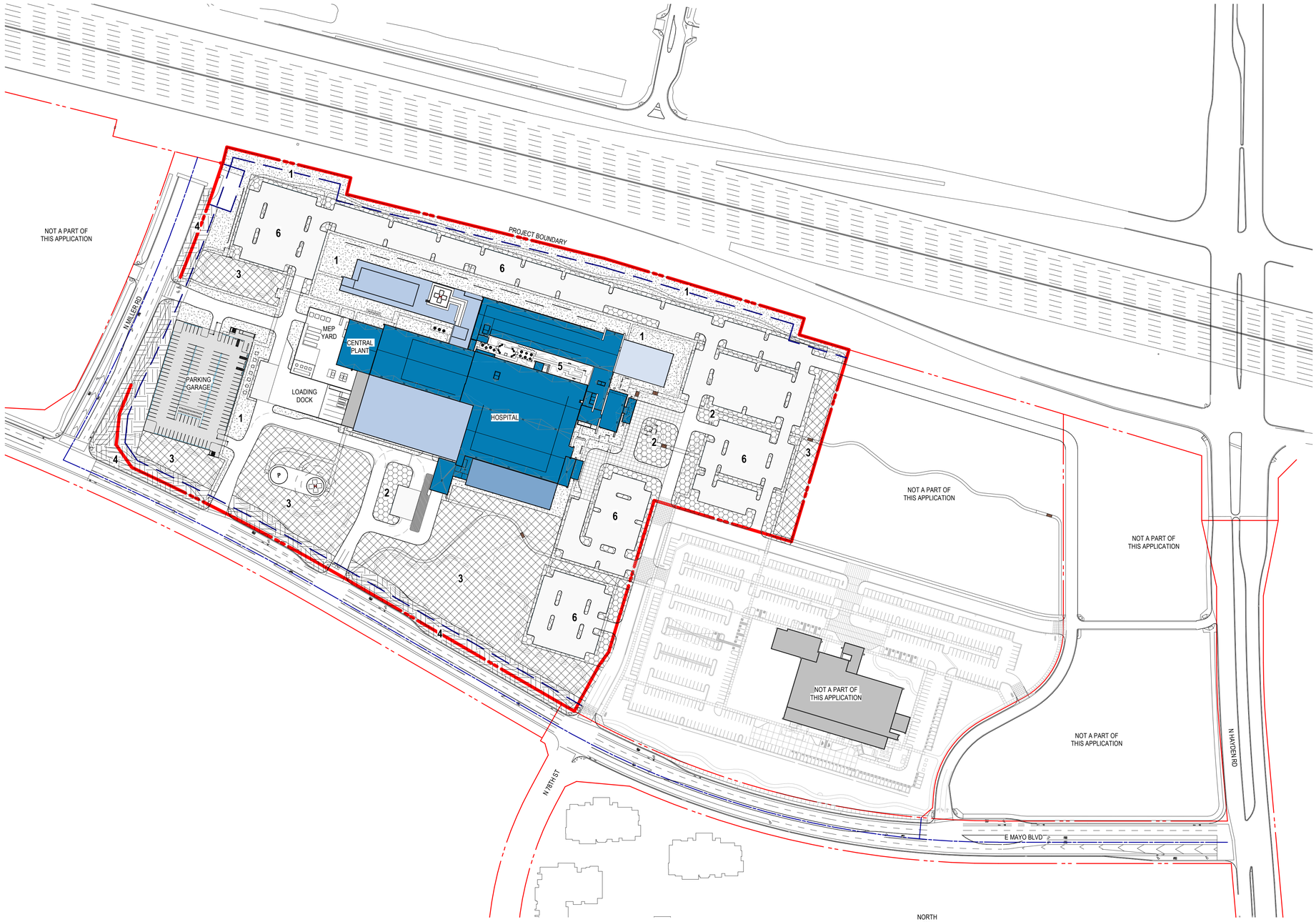

SITE PLAN - OPEN SPACE PLAN

SCALE: 1" = 120'-0"

0 120' 240' 360'

GRAPHIC SCALE: 1" = 120' - 0"

GRAPHIC LEGEND

1 GENERAL SITE OPEN SPACE: 199,038 SQ. FT. *(LANDSCAPE + HARDSCAPE)*

2 PARKING LOT LANDSCAPE: 108,283 SQ. FT. *(LANDSCAPE + HARDSCAPE)*

3 RETENTION OPEN SPACE: 225,348 SQ. FT. *(LANDSCAPE)*

4 FRONTAGE OPEN SPACE: 96,313 SQ. FT. *(LANDSCAPE + HARDSCAPE)*

5 COURTYARD: 11,443 SQ. FT. *(LANDSCAPE + HARDSCAPE)*

6 PARKING AREA: 236,423 SQ. FT.

BUILDING FOOTPRINT

PROPERTY BOUNDARY

UTILITY EASEMENT

OPEN SPACE CALCULATION

SITE AREA (GROSS):	1,372,138 SQ. FT. GROSS
SITE AREA (NET):	1,257,577 SQ. FT. NET
REQUIRED OPEN SPACE: *SECTION 1.403.J*	
NET SITE AREA X 0.24 *(excluding parking lot landscaping)*	301,818 SQ. FT.
TOTAL REQUIRED OPEN SPACE:	**301,818 SQ. FT.**
GENERAL SITE OPEN SPACE	199,038 SQ. FT.
RETENTION OPEN SPACE	+225,348 SQ. FT.
FRONTAGE OPEN SPACE	+96,313 SQ. FT.
COURTYARD OPEN SPACE	+ 11,443 SQ. FT.
TOTAL PROVIDED OPEN SPACE:	**532,142 SQ. FT.**
REQUIRED FRONTAGE OPEN SPACE: *SECTION 1.403.J*	
30 SQ. FT. PER 1 LINEAR FT. OF PUBLIC STREET	
MAYO BLVD. LINEAR FT.	1,299 LINEAR FT.
MILLER RD. LINEAR FT.	681 LINEAR FT.
30 X (1,299 + 681)	59,490 SQ. FT.
TOTAL PROVIDED FRONTAGE OPEN SPACE:	**96,313 SQ. FT.**
REQUIRED PARKING LOT LANDSCAPING: *SECTION 10.501.H.2*	
(PARKING LOT AREA x 15%) (236,423 x 0.15)	
TOTAL REQUIRED PARKING LOT LANDSCAPING:	35,463 SQ. FT.
TOTAL PROVIDED PARKING LOT LANDSCAPING: (INCLUDES HARDSCAPE)	**108,283 SQ. FT.**

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smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW COMMENTS		*19SEP25*
ENTITLEMENT REVIEW		*14JUL25*

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

SHEET TITLE

OPEN SPACE PLAN

PROJECT NUMBER

ENT_A1.3.1

SHEET NUMBER

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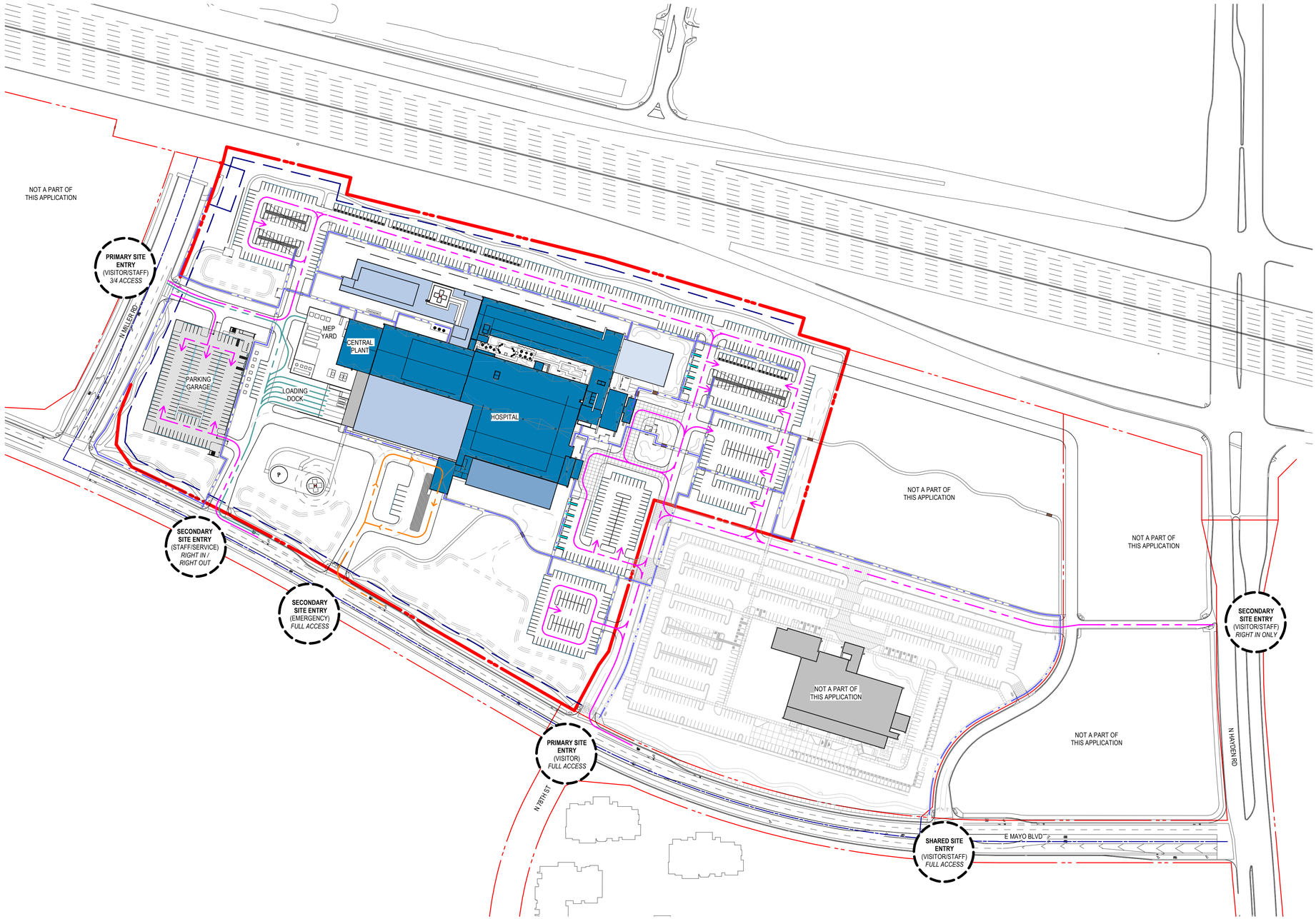

SITE PLAN - PEDESTRIAN AND VEHICULAR CIRCULATION PLAN
SCALE: 1" = 120'-0"

NORTH

0 120' 240' 360'
GRAPHIC SCALE: 1" = 120' - 0"

GRAPHIC LEGEND

- PROPERTY BOUNDARY
- PEDESTRIAN CIRCULATION
- SERVICE VEHICLE CIRCULATION
- EMPLOYEE/VISITOR VEHICLE CIRCULATION
- EMERGENCY VEHICLE CIRCULATION
- ACCESSIBLE CIRCULATION

SITE PLAN NOTES

A. ALL PARKING SPACES ARE 9'-0" WIDE X 18'-0" LONG W/ A MININUM DRIVE AISLE OF 24'-0". DRIVE AISLES ARE WIDER FOR FIRE LANES AND ARE NOTED ON THE PLANS.

B. ALL SIDEWALKS ARE A MINIMUM OF 6'-0".

C. ACCESSIBLE PARKING SPACES MEET DSPM, ZONING, AND ADA STANDARDS. THEY ARE SIZED TO BE 11'-0" WIDE X 18'-0" LONG WITH A 5'-0" ACCESS AISLES BETWEEN A MAXIMUM OF (2) ACCESSIBLE SPACES.

D. ALL PEDESTRIAN ROUTES TO MAYO BOULEVARD AND MILLER ROAD ARE PROVIDED DURING INITIAL PHASE.

E. ALL INTERNAL SITE DRIVES ARE DEVELOPED IN INITIAL PHASE.

F. REFER TO AND COORDINATE WITH CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL SITE INFORMATION NOT SHOWN ON THIS DRAWING.

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ENTITLEMENT REVIEW		*14JUL25*

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

SHEET TITLE
PEDESTRIAN AND VEHICULAR CIRCULATION PLAN

PROJECT NUMBER
ENT_A1.5.1
SHEET NUMBER

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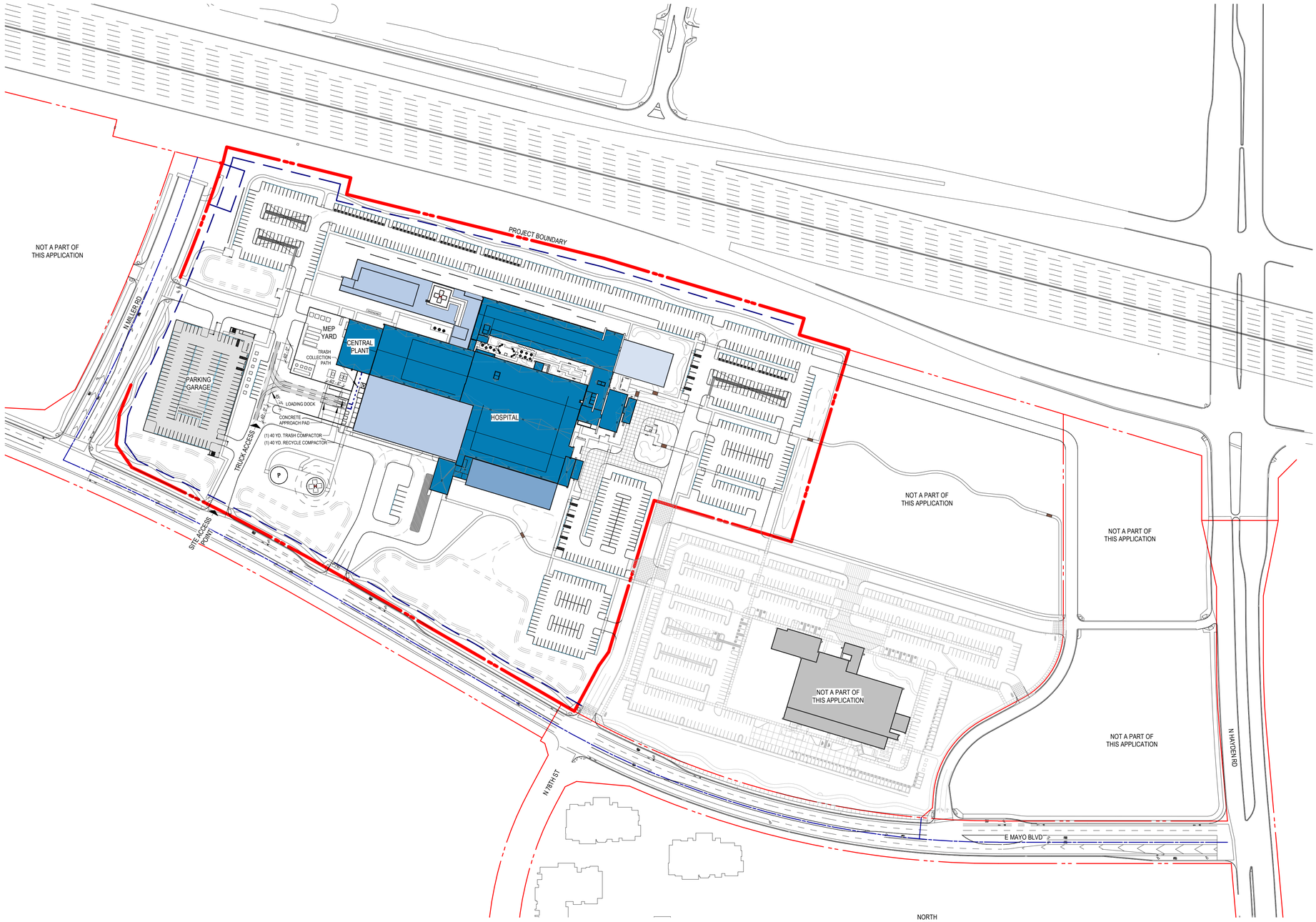

SITE PLAN - REFUSE PLAN

SCALE: 1" = 120'-0"

NORTH

0 120' 240' 360'

GRAPHIC SCALE: 1" = 120' - 0"

REFUSE NOTES

A. REFUSE SIZE, LOCATION, AND ACCESS DESIGNED IN ACCORDANCE TO CITY OF SCOTTSDALE DSPM SECTION 2-1.309 AND CITY OF SCOTTSDALE SUPPLEMENT TO MAG STANDARD DETAILS.

B. TOTAL REFUSE SIZE AS BROKEN DOWN BELOW:

TOTAL GROSS SF (COMMERCIAL):
685,500 GSF (PROJECT AREA)

TOTAL REFUSE CONTAINERS:
(685,500/30,000) X 2 = 46 CONTAINERS
23 TRASH AND 23 RECYCLING

23 CONTAINERS * 4 CY = 92 CY OF WASTE AND
92 CY OF RECYCLING

WASTE COMPATION RATIO:
92 CY / 4 =
23 CY TRASH COMPACTOR REQUIRED
40 CU TRASH COMPACTOR PROVIDED

RECYCLE COMPATION RATIO:
92 CY / 4 =
23 CY TRASH COMPACTOR REQUIRED
40 CU TRASH COMPACTOR PROVIDED

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SEALS AND SIGNATURES

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SHEET TITLE

REFUSE PLAN

PROJECT NUMBER

ENT_A1.2.1

SHEET NUMBER

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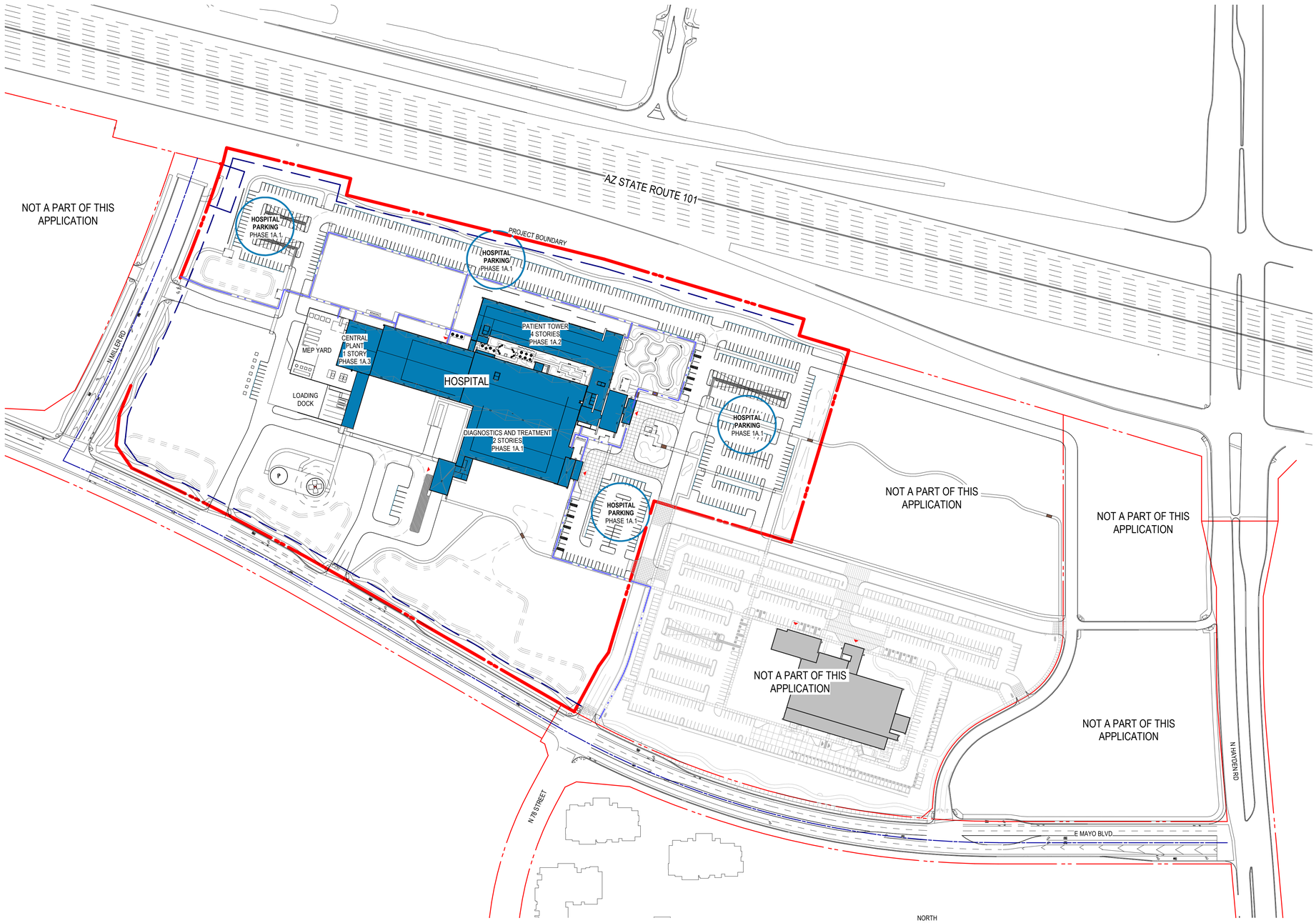

SITE PLAN - PHASING PLAN - INITIAL

SCALE: 1" = 120'-0"

0 120' 240' 360'

GRAPHIC SCALE: 1" = 120' - 0"

PHASE 1

1A (COMPONENTS OF PHASE LISTED BELOW):

1A.1 - DIAGNOSTICS AND TREATMENT (2 STORIES):	= 204,000 SF
1A.2 - PATIENT TOWER AND CONNECTION (4 STORIES):	= 170,000 SF
1A.3 - CENTRAL PLANT (1 STORIES):	= 10,000 SF
SUBTOTAL:	**= 384,000 SF**

A. REFUSE SIZE, LOCATION, AND ACCESS DESIGNED IN ACCORDANCE TO CITY OF SCOTTSDALE DSPM SECTION 2-1.309 AND CITY OF SCOTTSDALE SUPPLEMENT TO MAG STANDARD DETAILS.

B. TOTAL REFUSE SIZE WILL BE PROVIDED IN INITIAL PHASE AND DESIGNED TO ACCOMODATE THE ENTIRE CAMPUS GROWTH, AS BROKEN DOWN BELOW:

TOTAL GROSS SF (COMMERCIAL):
685,500 GSF (PROJECT AREA)

TOTAL REFUSE CONTAINERS:
(685,500/30,000) X 2 = 46 CONTAINERS
23 TRASH AND 23 RECYCLING

23 CONTAINERS * 4 CY = 92 CY OF WASTE AND
92 CY OF RECYCLING

WASTE COMPATION RATIO:
92 CY / 4 =
23 CY TRASH COMPACTOR REQUIRED
40 CU TRASH COMPACTOR PROVIDED

RECYCLE COMPATION RATIO:
92 CY / 4 =
23 CY TRASH COMPACTOR REQUIRED
40 CU TRASH COMPACTOR PROVIDED

PEDESTRIAN ROUTES WILL BE PROVIDED IN INITIAL PHASE TO BOTH MAYO BOULEVARD AND MILLER ROAD. THE ROUTES HAVE BEEN SHOWN ON THE PLAN IN BLUE. ALL SIDEWALKS ARE A MINIMUM OF 6'-0" WIDE.

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SEALS AND SIGNATURES

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SHEET TITLE

PHASING PLAN - INITIAL PHASE

PROJECT NUMBER

ENT_A1.4.2

SHEET NUMBER

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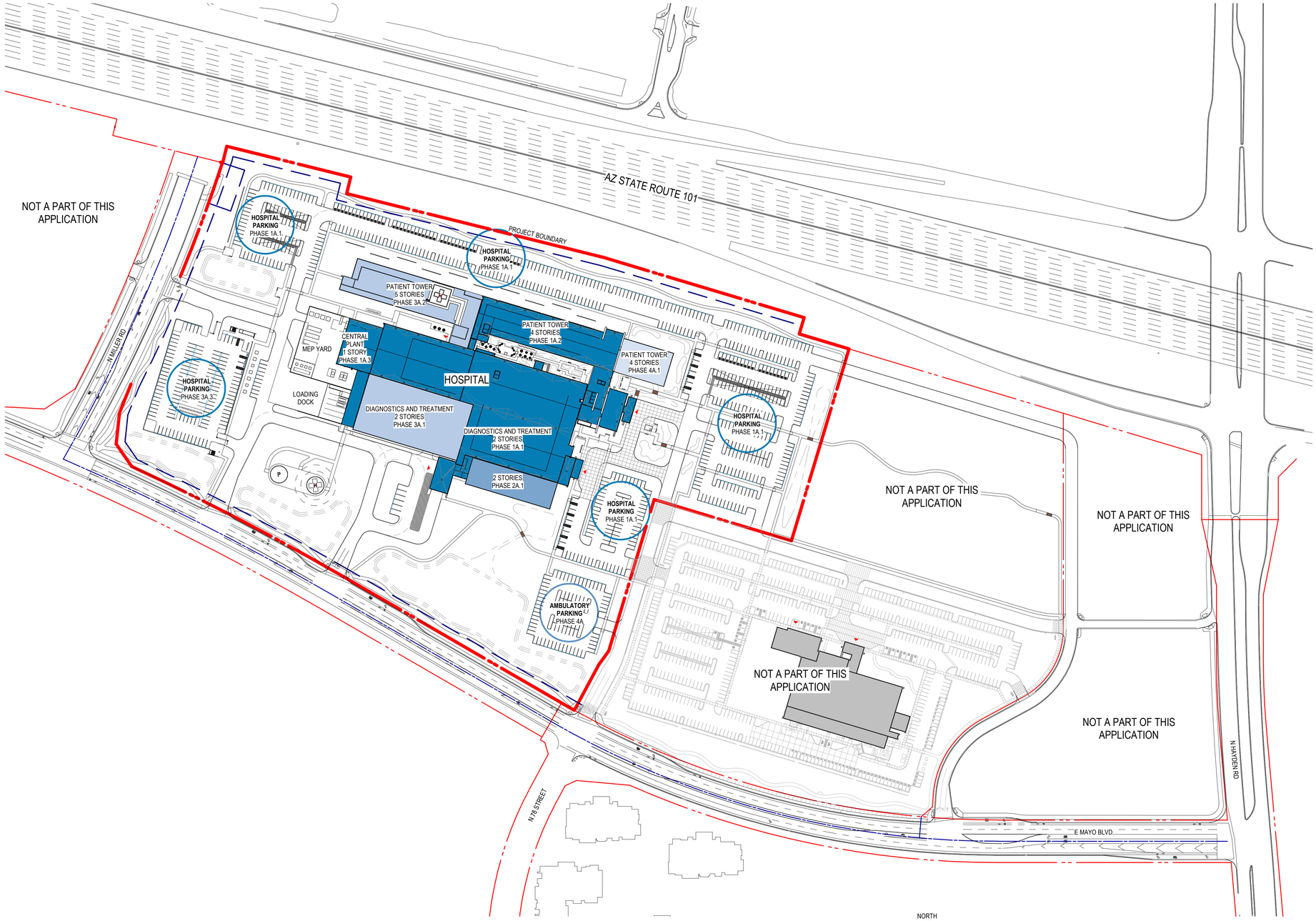

SITE PLAN - PHASING PLAN
SCALE: 1" = 120'-0"

NORTH

0 120' 240' 360'
GRAPHIC SCALE: 1" = 120' - 0"

PHASE 1

1A (COMPONENTS OF PHASE LISTED BELOW):

1A.1 - DIAGNOSTICS AND TREATMENT (2 STORIES):	= 204,000 SF
1A.2 - PATIENT TOWER AND CONNECTION (4 STORIES):	= 170,000 SF
1A.3 - CENTRAL PLANT (1 STORIES):	= 10,000 SF
SUBTOTAL:	**= 384,000 SF**

PHASE 2

2A (COMPONENTS OF PHASE LISTED BELOW)::

2A.1 - DIAGNOSTICS AND TREATMENT (2 STORIES):	= 32,000 SF
SUBTOTAL:	**= 32,000 SF**

PHASE 3

3A (COMPONENTS OF PHASE LISTED BELOW)::

3A.1 - DIAGNOSTICS AND TREATMENT (2 STORIES):	= 72,000 SF
3A.2 - PATIENT TOWER & CONNECTION (5 STORIES):	= 145,000 SF
3A.3 - PARKING STRUCTURE (4 STORIES):	= 211,600 SF
SUBTOTAL:	**= 428,600 SF**

PHASE 4

4A (COMPONENTS OF PHASE LISTED BELOW)::

4A.1 - NICU / PATIENT TOWER (4 STORIES:	= 52,500 SF
SUBTOTAL:	**= 52,500 SF**

OVERALL CAMPUS TOTAL: = 897,100 SF

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ENTITLEMENT REVIEW		14JUL25

SEALS AND SIGNATURES

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SHEET TITLE
PHASING PLAN

PROJECT NUMBER
ENT_A1.4.1

SHEET NUMBER

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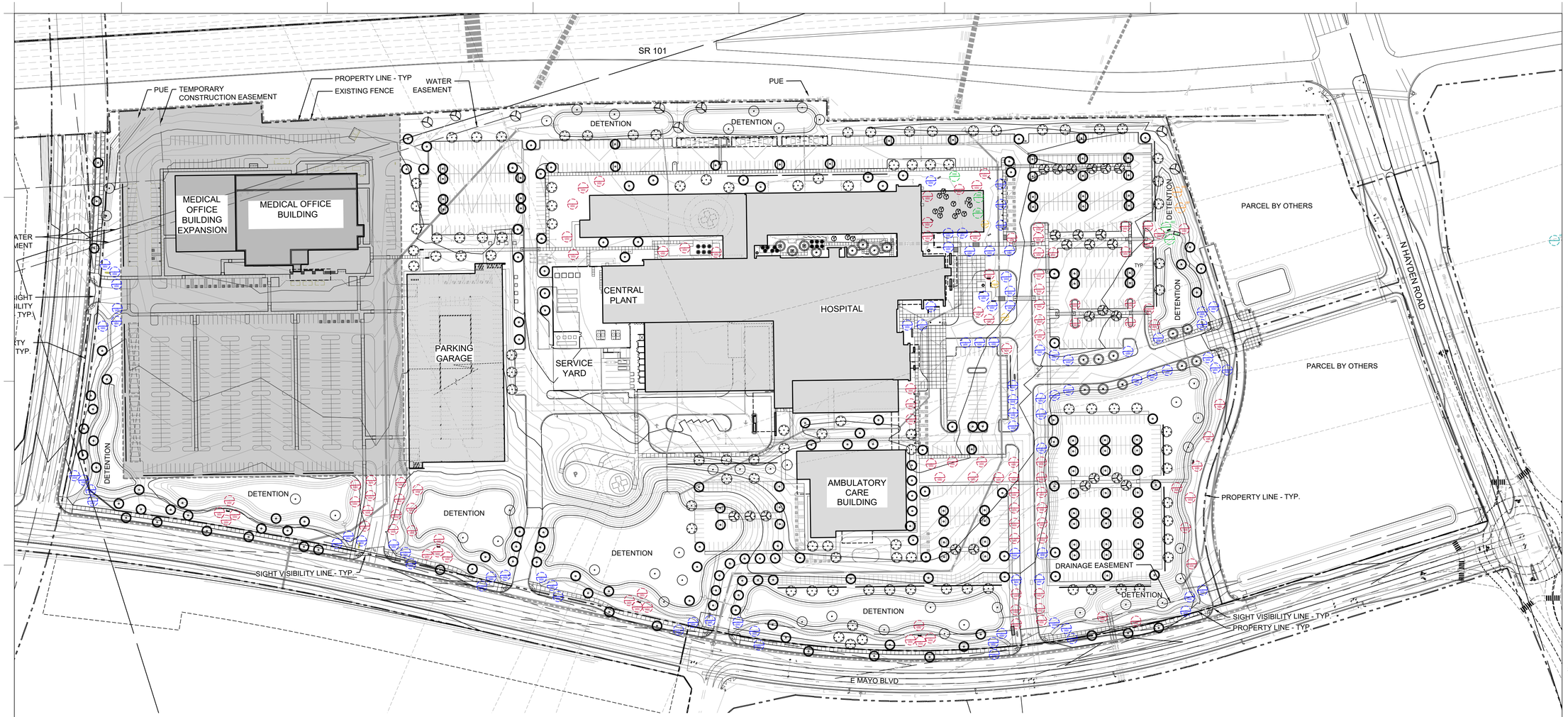
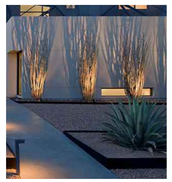


NOTES:

- LANDSCAPE DESIGN TO CONSIST OF NATIVE AND REGIONALLY ADAPTED TREE/SHRUB/CACTI SPECIES THAT ARE LOW WATER USE BY NATURE. NO TURF/LAWN AREAS PROPOSED FOR THE PROJECT LANDSCAPE DESIGN.
- LANDSCAPE AREAS CAPTURE AND FILTER WATER WHERE POSSIBLE.
- FINAL TREE/PLANT QUANTITY AND TREE/PLANT SPECIES TO BE DETERMINED. TREE/PLANT SPECIES TO MEET CODE REQUIREMENTS.
- SALVAGE PLANT MATERIALS TO BE USED TO BE DETERMINED BASED ON APPROVED NATIVE INVENTORY AND SALVAGE PLANS AND AVAILABLE PLANTS REMAINING - COORDINATION OF THIS IS PENDING.
- ALL TREES AND PLANTS TO BE FED BY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM DELIVERING WATER DIRECTLY TO EACH TREE AND SHRUB IN TIMED INTERVALS THROUGH DRIP EMITTERS.
- TREES, SHRUBS AND CACTI TO BE VALVED SEPARATELY TO CONTROL AMOUNT AND DURATION OF WATERING TO MEET INDIVIDUAL SPECIES NEEDS AND AVOID OVER-WATERING.
- IRRIGATION SYSTEM TO UTILIZE MASTER VALVE THAT WILL AUTOMATICALLY SHUT DOWN SYSTEM IN EVENT OF DETECTED LEAK WITHIN OVERALL SYSTEM AND RAIN SENSORS TO MONITOR LOCAL WEATHER CONDITIONS AND ADJUST WATER SCHEDULE ACCORDINGLY.
- ALL PLANTING AREAS THROUGHOUT PROJECT TO BE TOP-DRESSED WITH 2" DEPTH GRANITE MULCH TO RETAIN MOISTURE AT TREE AND SHRUB LOCATIONS.
- HARDSCAPE/PAVING AREAS ON SITE TO DIRECT STORMWATER RUNOFF INTO LANDSCAPE PLANTING AREAS THAT COLLECT AND CONVEY STORMWATER RUNOFF TO LARGER RETENTION AREAS. THESE MICRO BASINS WILL DELIVER WATER TO PLANTS PRIOR TO ENTRY INTO STORMWATER STRUCTURES THEREBY REDUCING NET IRRIGATION DEMAND AND LOWERING STORMWATER VOLUME ENTERING DRAINAGE SYSTEM.



Resolution No. 13516
Exhibit 1
Page 44 of 51

PLANT LEGEND

SYM.	BOTANICAL NAME (COMMON NAME)	MIN. CAL HT & W	SIZE	QTY.
	TREES			
	BAUHINIA LUNARIOIDES ANACACHO ORCHID TREE	1.00" CAL. 5'H X 4'W	24" BOX SINGLE	15
	OLNEYA TESOTA IRONWOOD	MULTI 8'H X 6'W	36" BOX MULTI	8
	PARKINSONIA FLORIDA BLUE PALO VERDE	2.25" CAL. 10'H X 6'W	36" BOX HIGH-BREAK	8
		1.50" CAL. 7'H X 4'W	24" BOX HIGH-BREAK	91
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE	2.25" CAL. 10'H X 7'W	36" BOX HIGH-BREAK	24
	PROSOPIS VELUTINIA VELVET MESQUITE	1.50" CAL. 7'H X 4'W	24" BOX HIGH-BREAK	40
	PROSOPIS X 'COOPERI' COOPERI MESQUITE	2.50" CAL. 10'H X 8'W	36" BOX HIGH-BREAK	37
		1.50" CAL. 7'H X 7'W	24" BOX HIGH-BREAK	170
	QUERCUS VIRGINIANA HERITAGE LIVE OAK	4.00" CAL. 15'H X 9'W	48" BOX SINGLE	8
		2.50" CAL. 12'H X 7'W	36" BOX SINGLE	10

SALVAGE PLANT SUMMARY

SYM.	BOTANICAL NAME (COMMON NAME)	(Hospital) QTY.	(Mob) QTY.
	TREES		
	PARKINSONIA FLORIDA BLUE PALO VERDE	85	-
	PARKINSONIA MICROPHYLLA FOOTHILLS PALO VERDE	3	2
	PROSOPIS VELUTINA MESQUITE	106	3
	OLNEYA TESOTA IRONWOOD	5	-
	ZIZIPHUS OBTUSIFOLIA GRAYTHORN	2	-

TOPDRESS/DUST CONTROL LEGEND

- DECOMPOSED GRANITE, 2" MIN. DEPTH. SIZE: **3/4" SCREENED** COLOR: **TBD** **ALL PLANTING AREAS U.O.N.**
- STONE COBBLE, 3" MIN. DEPTH. SIZE: **SIZE PER CIVIL DRAWINGS** COLOR: **TBD** INCLUDES HELIPAD AREA
- STONE COBBLE, 3" MIN. DEPTH. SIZE: **1"-3"** COLOR: **TBD**
- STABILIZED DECOMPOSED GRANITE, 3" MIN. DEPTH. SIZE: **1/4" MINUS** COLOR: **TBD**
- NATIVE RESTORATIVE SEED MIX BY HYDROSEED
- ARTIFICAL TURF BY EASY TURF OLIVE LUSH SBC-OL-92 3.5 LBS/SF OF SAND INFILL, NO RUBBER
- A: *+/-(30)SURFACE SELECT GRANITE BOULDERS 1 TON - 3'X 5'X 3' - *NOT ALL SHOWN
- B: +/-*(45)SURFACE SELECT GRANITE BOULDERS 3/4 TON - 3'X 3'X 3' - *NOT ALL SHOWN
- C: +/-*(45)SURFACE SELECT GRANITE BOULDERS 3/4 TON - 2'X 2'X 2' - *NOT ALL SHOWN

NORTH
SCALE: 1:100

Banner Project C Medical Center

SCOTTSDALE CAMPUS HOSPITAL
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DUSTIN.SIMMONS@SMITHGROUP.COM

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ENTITLEMENT REVIEW		09MAY23

SEALS AND SIGNATURES

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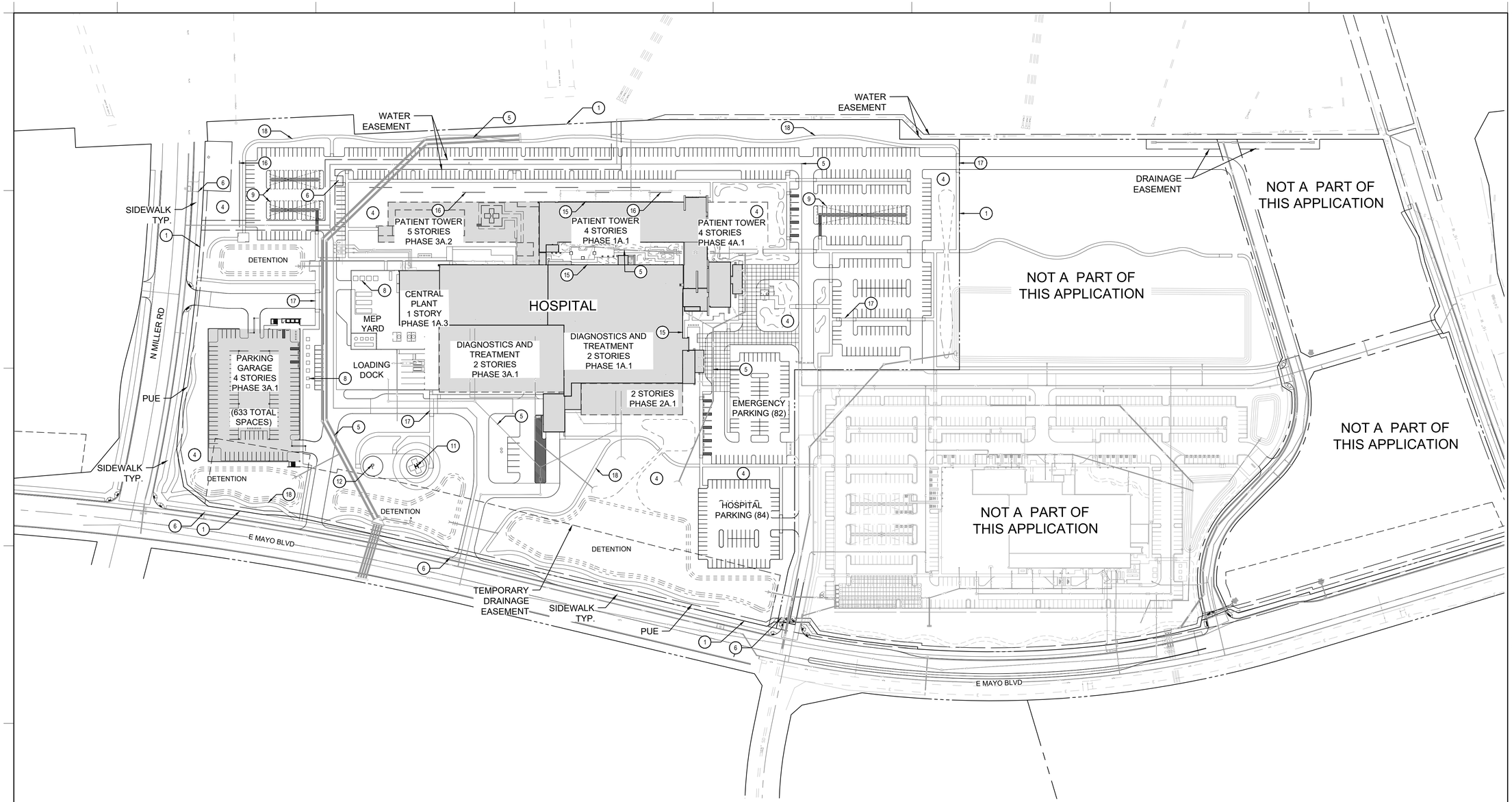
OVERALL TREE PLAN

PROJECT NUMBER 13178.000

SHEET NUMBER ENT LP100



KEYNOTES

1. PROPERTY LINE
2. SIGHT VISIBILITY LINE
3. LIMIT OF CONSTRUCTION / DISTURBANCE
4. LANDSCAPE AREA - SEE LAND.
5. UNDERGROUND UTILITY - SEE CIVIL
6. FIRE HYDRANT - MAINTAIN 5' CLEAR
7. DOMESTIC WATER METER / BACKFLOW PREVENTER
8. TRANSFORMER - SEE ELEC.
9. PARKING CANOPY - SEE ARCH.
10. TRASH ENCLOSURE - SEE ARCH.
11. HELIPAD
12. HELIPAD PARKING
13. SIGNAGE - SEE ARCH.
14. BUILDING CANOPY - SEE ARCH.
15. BUILDING WALL - SEE ARCH.
16. CMU SCREEN WALL
17. PEDESTRIAN CROSSING
18. 6'-8' WIDE 1/4" MINUS STABILIZED D.G. WELLNESS PATH W/ STEEL HEADER ON BOTH SIDES
19. LANDSCAPE ACCENT LIGHTING (NOT SHOWN) - SEE ELECTRICAL PLANS
20. SITE LIGHTING - SEE ELEC.

NORTH

SCALE: 100 200 1:100

Plot Date: 5/22/2025 11:46:06 AM Author

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ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW		14JUL25

SEALS AND SIGNATURES

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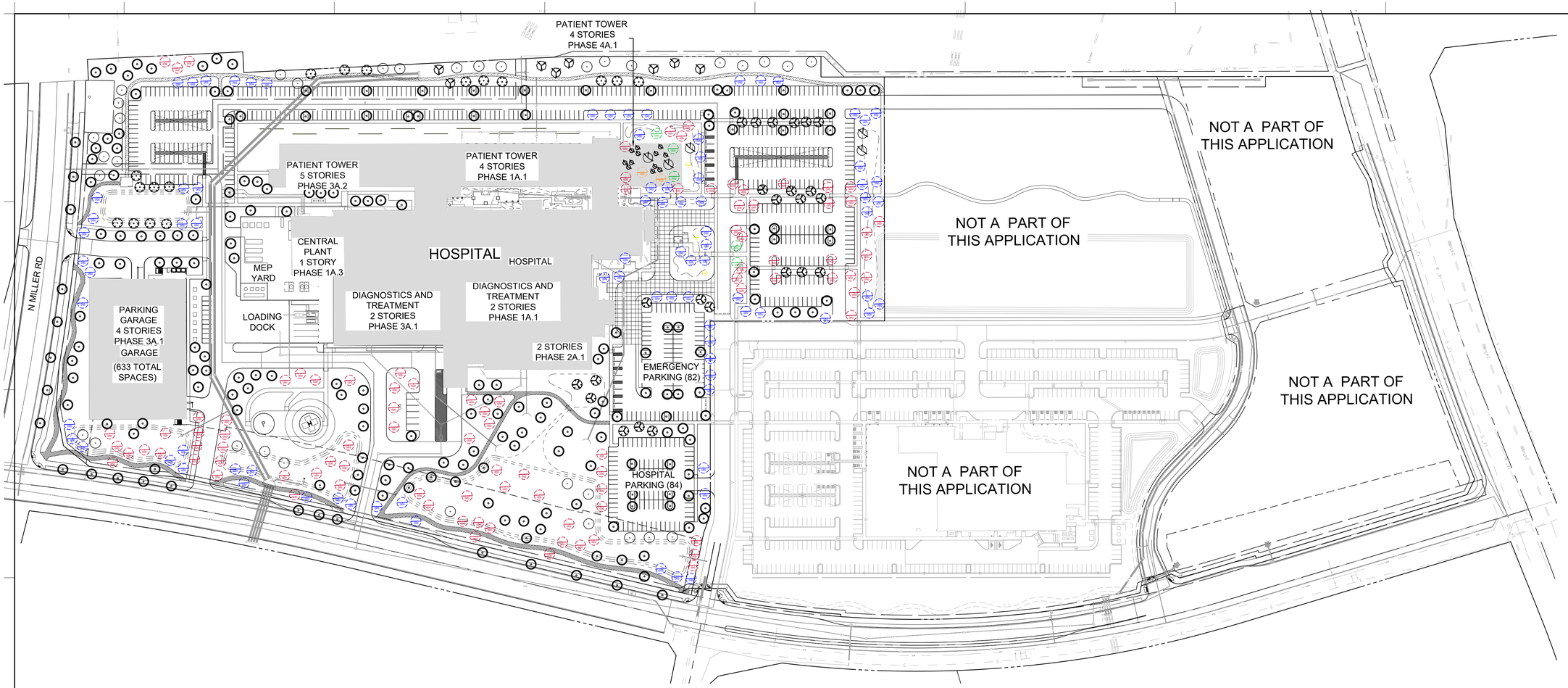
SHEET TITLE

OVERALL HARDSCAPE PLAN

PROJECT NUMBER

LS100

SHEET NUMBER



NOTES:

- LANDSCAPE DESIGN TO CONSIST OF NATIVE AND REGIONALLY ADAPTED TREE/SHRUB/CACTI SPECIES THAT ARE LOW WATER USE BY NATURE. NO TURF/LAWN AREAS PROPOSED FOR THE PROJECT LANDSCAPE DESIGN.
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PLANT LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	MATURE	INSTALL	QTY	REMARKS
TREES						
	BAUHINIA LUNARIOIDES ANACACHO ORCHID TREE	1" CAL.	12'X8'	5'X4'	12	MULTI
	OLNEYA TESOTA DESERT IRONWOOD	1" CAL.	30'X20'	8'X6'	5	MULTI
	PARKINSONIA FLORIDA BLUE PALO VERDE	2" CAL.	30'X30'	10'X8'	28	MULTI
	PARKINSONIA MICROPHYLLA FOOTHILLS PALO VERDE	1.5" CAL.	25'X25'	8'X5'	8	MULTI
	PARKINSONIA X `DESERT MUSEUM' DESERT MUSEUM PALO VERDE	2" CAL.	30'X30'	10'X7'	21	MULTI
	PROSOPIS VELUTINA VELVET MESQUITE	2.5" CAL.	30'X30'	10'X8'	40	MULTI
	PROSOPIS X COOPERI COOPERI MESQUITE	2.5" CAL.	25'X25'	10' X 8'	191	MULTI
	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	2" CAL.	40'X40'	12'X7'	15	HIGH BREAK

SALVAGE PLANT LEGEND

SYM.	BOTANICAL NAME (COMMON NAME)	QTY.
	TREES	
	PARKINSONIA FLORIDA BLUE PALO VERDE	+/- 93
	PARKINSONIA MICROPHYLLA FOOTHILLS PALO VERDE	+/- 3
	PROSOPIS VELUTINA MESQUITE	+/- 91
	OLNEYA TESOTA IRONWOOD	+/- 5
	ZIZIPHUS OBTUSIFOLIA GRAYTHORN	+/- 2

TOPDRESS/DUST CONTROL LEGEND

- DECOMPOSED GRANITE, 2" MIN. DEPTH.
  SIZE: **3/4" SCREENED** COLOR: **MADISON GOLD OR EQUAL TO MATCH NATURAL DESERT. ALL PLANTING AREAS U.O.N.**
- STONE COBBLE, 3" MIN. DEPTH.
  SIZE: **SIZE PER CIVIL DRAWINGS** COLOR: **DESERT BROWN**
- STONE COBBLE, 3" MIN. DEPTH.
  SIZE: **1"-3"** COLOR: **ARIZONA BROWN**
- STABILIZED DECOMPOSED GRANITE, 3" MIN. DEPTH.
  SIZE: **1/4" MINUS** COLOR: **ARIZONA BROWN**
- NATIVE RESTORATIVE SEED MIX BY HYDROSEED
  SEE NATIVE SEED MIX LEGEND
- A: +/-(30) SURFACE SELECT GRANITE BOULDERS - 1 TON - 3'X 5'X 3'
- B: +/-(45) SURFACE SELECT GRANITE BOULDERS - 3/4 TON - 3'X 3'X 3'
- C: +/-(45) SURFACE SELECT GRANITE BOULDERS - 3/4 TON - 2'X 2'X 2'

NOTE: ALL BOULDERS TO BE ARIZONA BROWN COLOR. NOT ALL BOULDERS SHOWN ON PLAN.

NORTH
SCALE: 100 200 1:100

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SEALS AND SIGNATURES

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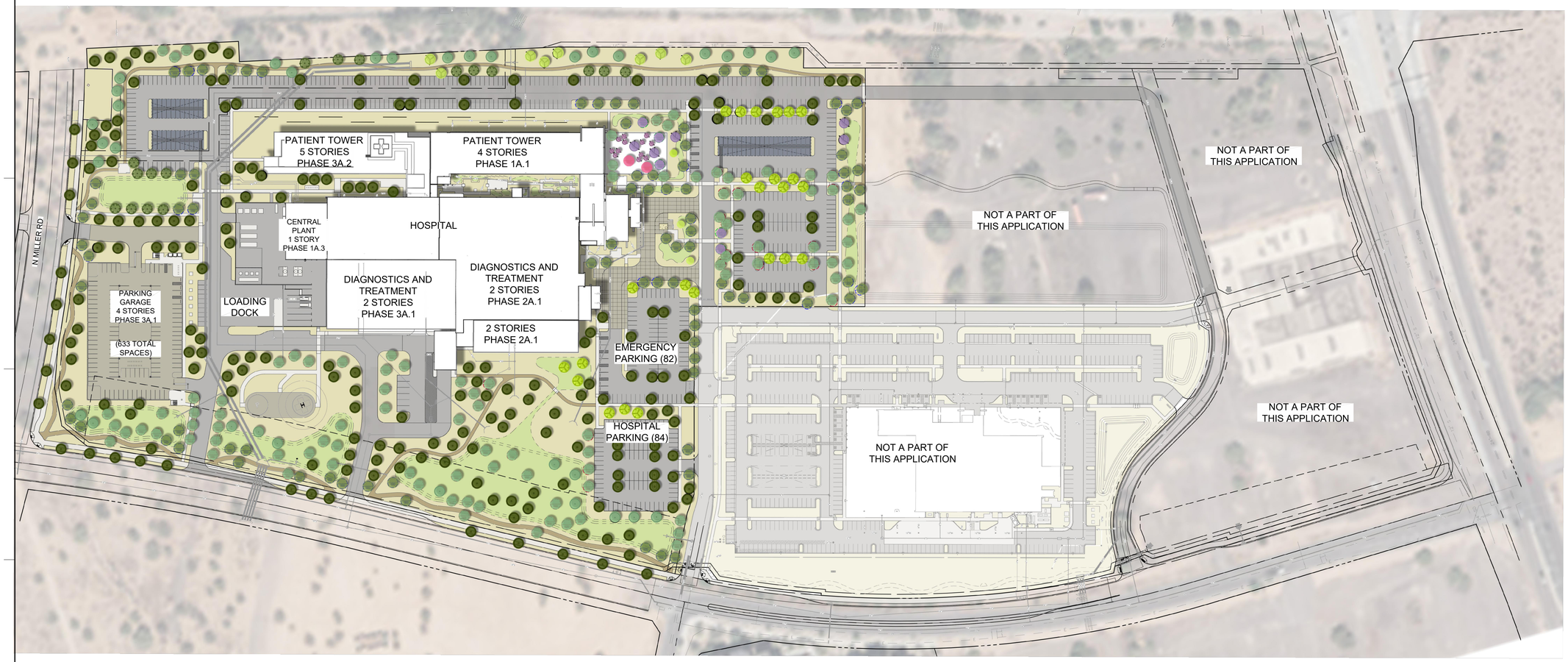
SHEET TITLE
OVERALL TREE PLAN

PROJECT NUMBER
LS100

SHEET NUMBER

Author
5/22/2025 11:46:06 AM
Plot Date:



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PLANT LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	MATURE	INSTALL	QTY	REMARKS
TREES						
	BAUHINIA LUNARIOIDES ANACACHO ORCHID TREE	1" CAL.	12'X8'	5'X4'	12	MULTI
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	PARKINSONIA FLORIDA BLUE PALO VERDE	2" CAL.	30'X30'	10'X8'	28	MULTI
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SALVAGE PLANT LEGEND

SYM.	BOTANICAL NAME (COMMON NAME)	QTY.
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	OLNEYA TESOTA IRONWOOD	+/- 5
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TOPDRESS/DUST CONTROL LEGEND

DECOMPOSED GRANITE, 2" MIN. DEPTH.
SIZE: **3/4" SCREENED** COLOR: **MADISON GOLD OR EQUAL TO MATCH NATURAL DESERT. ALL PLANTING AREAS U.O.N.**

STONE COBBLE, 3" MIN. DEPTH.
SIZE: **SIZE PER CIVIL DRAWINGS** COLOR: **DESERT BROWN**

STONE COBBLE, 3" MIN. DEPTH.
SIZE: **1"-3"** COLOR: **ARIZONA BROWN**

STABILIZED DECOMPOSED GRANITE, 3" MIN. DEPTH.
SIZE: **1/4" MINUS** COLOR: **ARIZONA BROWN**

NATIVE RESTORATIVE SEED MIX BY HYDROSEED
SEE NATIVE SEED MIX LEGEND

A +/-(30) SURFACE SELECT GRANITE BOULDERS - 1 TON - 3'X 5'X 3'

B +/-(45) SURFACE SELECT GRANITE BOULDERS - 3/4 TON - 3'X 3'X 3'

C +/-(45) SURFACE SELECT GRANITE BOULDERS - 3/4 TON - 2'X 2'X 2'

NOTE: ALL BOULDERS TO BE ARIZONA BROWN COLOR, NOT ALL BOULDERS SHOWN ON PLAN.

NORTH

SCALE: 100 200 1:100

Plot Date: 5/22/2025 11:46:06 AM Author

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SEALS AND SIGNATURES

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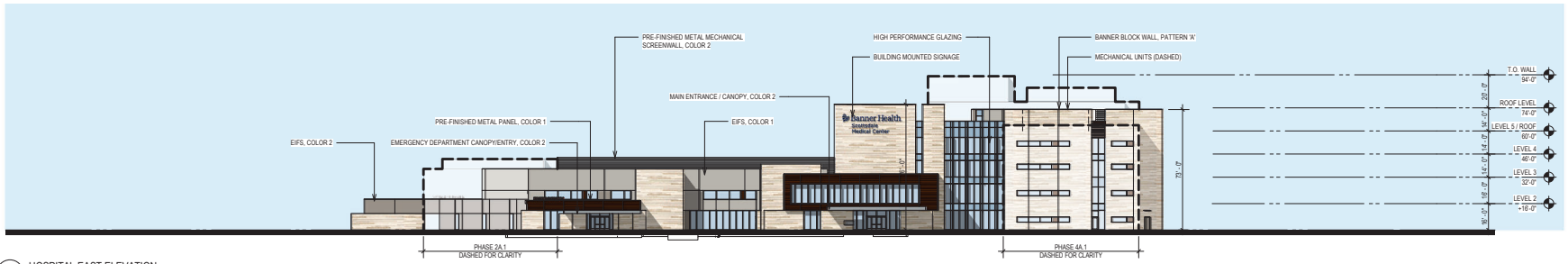
SHEET TITLE

OVERALL RENDERED TREE PLAN

PROJECT NUMBER

LP101

SHEET NUMBER



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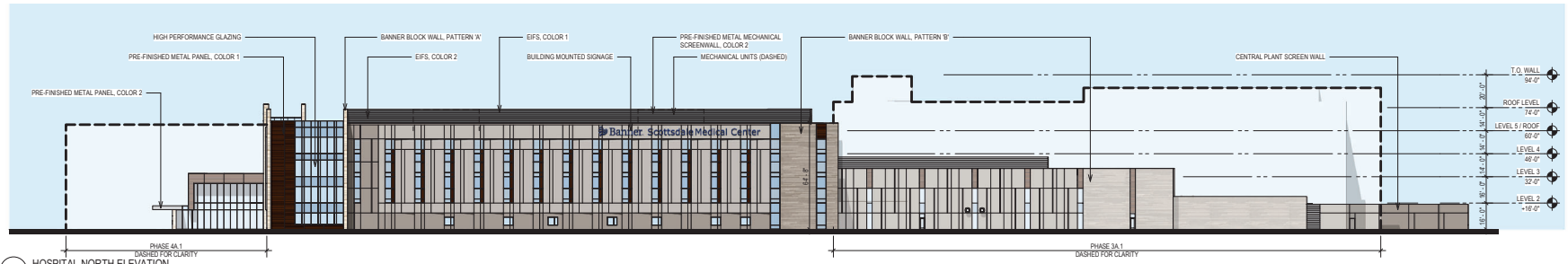

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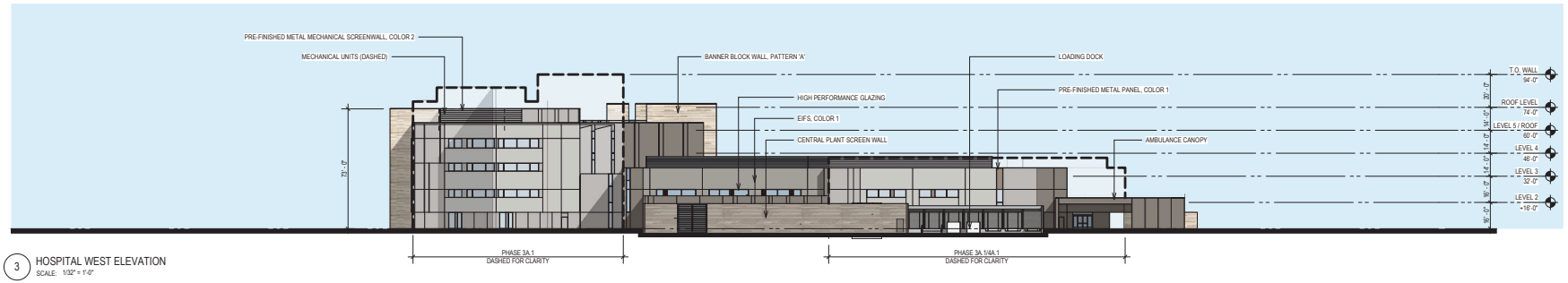

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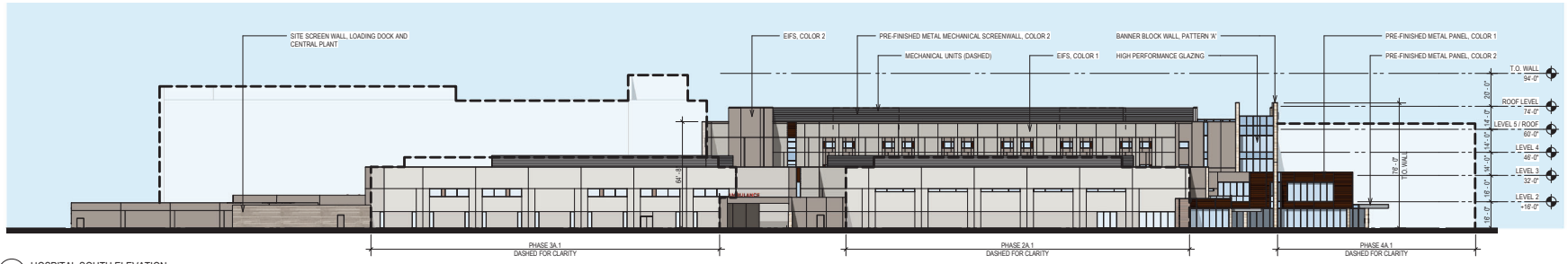

4 HOSPITAL SOUTH ELEVATION
SCALE: 1/32" = 1'-0"

Plot Date: 7/11/2025 1:08:46 PM Author

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SEALS AND SIGNATURES

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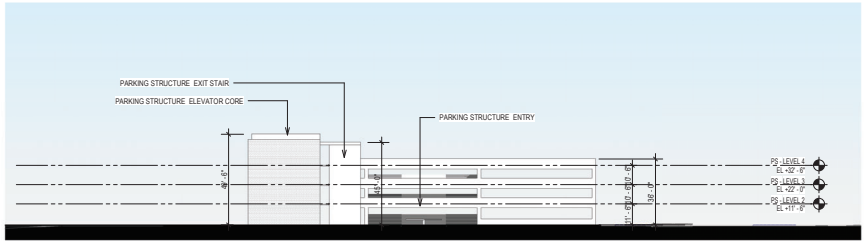
SHEET TITLE
EXTERIOR ELEVATIONS

PROJECT NUMBER
ENT_A4.1.1
SHEET NUMBER



1 PARKING STRUCTURE - NORTH ELEVATION
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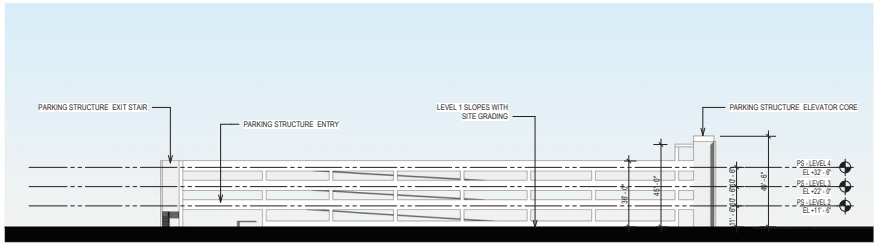

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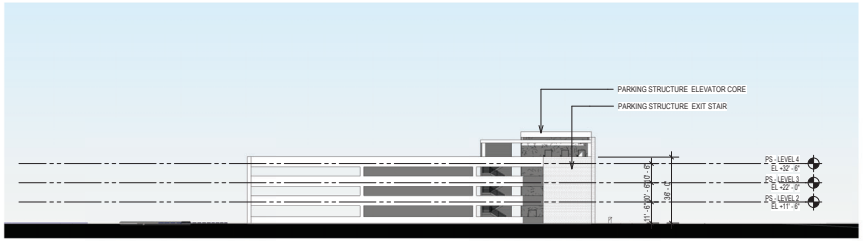
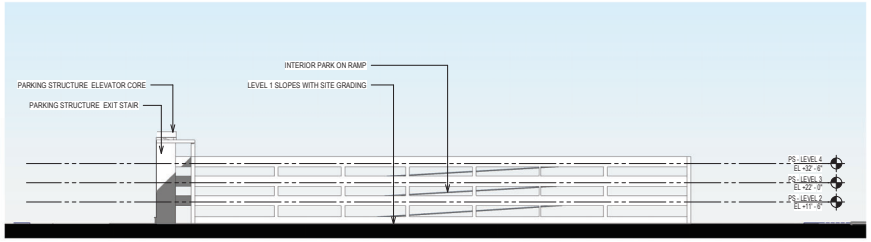
SCALE: 1/32" = 1'-0"



3 PARKING STRUCTURE - SOUTH ELEVATION
SCALE: 1/32" = 1'-0"



4 PARKING STRUCTURE - WEST ELEVATION
SCALE: 1/32" = 1'-0"

Plot Date: 7/11/2025 1:08:51 PM Author

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Scottsdale, Arizona 85255

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SEALS AND SIGNATURES

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SHEET TITLE
EXTERIOR ELEVATIONS

PROJECT NUMBER
ENT_A4.1.2
SHEET NUMBER

1 HOSPITAL ENTRY_PHASE 1
SCALE: NOT TO SCALE

2 HOSPITAL SOUTH EAST PERSPECTIVE_PHASE 1
SCALE: NOT TO SCALE

3 HOSPITAL ENTRY PERSPECTIVE_PHASE 1
SCALE: NOT TO SCALE

4 HOSPITAL SOUTH PERSPECTIVE_PHASE 1
SCALE: NOT TO SCALE

Plot Date: 7/11/2025 1:08:53 PM Author

Resolution No. 13516
Exhibit 1
Page 56 of 51

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SEALS AND SIGNATURES

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SHEET TITLE
EXTERIOR CONCEPT RENDERINGS

PROJECT NUMBER
ENT_A4.1.4
SHEET NUMBER

COMMUNITY HOSPITAL

BANNER OCOTILLO MEDICAL CENTER

BANNER OCOTILLO MEDICAL CENTER

BANNER GATEWAY MEDICAL CENTER

BANNER IRONWOOD MEDICAL CENTER

BANNER UNIVERSITY MEDICAL CENTER - TUCSON

BANNER HEALTH CENTER PLUS – SCOTTSDALE (NOT A PART OF THIS APPLICATION, FOR REFERENCE ONLY)

NE VIEW

ENTRY FROM WEST

ENTRY FROM EAST

RESPITE PATH

ENTRY DETAIL

MATERIAL PALETTE

BANNER BLOCK WALL - PATTERN 'A'

BANNER BLOCK WALL - PATTERN 'B'

MALIBU SAND - MESASTONE

MISSION WHITE - MESASTONE

PEARL WHITE - MESASTONE

WALNUT CREEK - MESASTONE

MALIBU SAND - TRENDSTONE

MISSION WHITE - TRENDSTONE

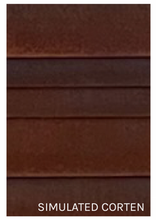
PEARL WHITE - TRENDSTONE

WALNUT CREEK - TRENDSTONE

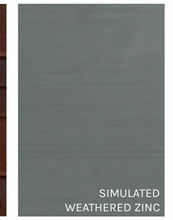
HP GLAZING - VIRACON VNE 35-53

EFIS - COLOR 1

EFIS - COLOR 2



METAL PANEL - COLOR 1



METAL PANEL - COLOR 2

Author

7/11/2025 1:08:43 PM

Plot Date:

Banner Scottsdale
Medical Center

SCOTTSDALE CAMPUS HOSPITAL
NW Corner of Hayden Rd. and Mayo Blvd.
Scottsdale, Arizona 85255

SMITHGROUP

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW		*14JUL25*

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

SHEET TITLE

BANNER HEALTH DESIGN PRECEDENTS

PROJECT NUMBER

ENT_A4.0.0

SHEET NUMBER

RESOLUTION NO. 13515

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, ADOPTING A CONDITIONAL USE PERMIT FOR A HOSPITAL WITH ANCILLARY HELIPAD ON A +/- 31-ACRE PORTION OF AN OVERALL +/- 48-ACRE SITE WITH PLANNEE COMMUNITY DISTRICT WITH P-C COMPARABLE COMMERCIAL OFFICE (P-C C-O) ZONING, LOCATED AT 18500 N. HAYDEN ROAD.

WHEREAS, the Planning Commission held a public hearing on January 14, 2026;

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

Section 1. That the City Council finds:

a) that the granting of this conditional use permit per stipulations set forth on **Exhibit 2** will not be materially detrimental to the public health, safety or welfare based on, but not limited to, the following factors: damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination, impact on surrounding areas resulting from an unusual volume or character of traffic, and that the characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas; and

b) that the additional criteria in Section 1.403.J (Hospital), as applicable, set forth on **Exhibit 3** have been satisfied.

Section 2. That a description of the conditional use permit is set forth in Case No. 4-UP-2025. The property that is subject to the conditional use permit is shown on **Exhibit A to Exhibit 2** and the conditional use permit approval is conditioned upon compliance with all of the stipulations that are set forth in **Exhibits 2**. All exhibits are incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale this_____ day of _____, 2026.

ATTEST:

By:_____
Ben Lane, City Clerk

CITY OF SCOTTSDALE, an Arizona Municipal Corporation

By:_____
Lisa Borowsky, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

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

ATTACHMENT 4

Close-up Aerial

4-UP-2025

Resolution No. 13515
Exhibit 1

Stipulations for the Conditional Use Permit
For a Hospital
Banner Health Scottsdale Medical Center
Case Number: 4-UP-2025

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

GOVERNANCE

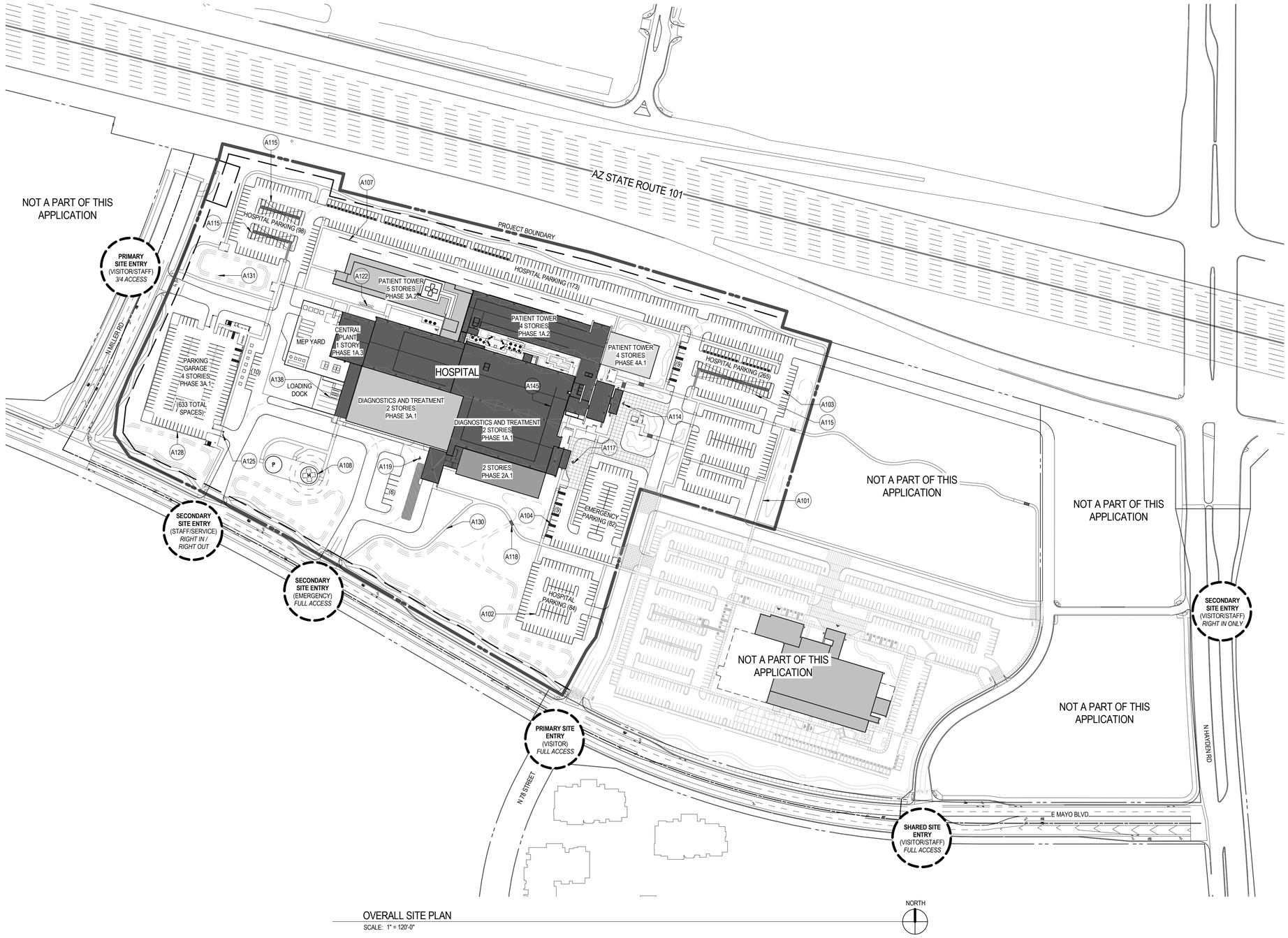
1. APPLICABILITY. Refer to case 5-ZN-2023 for additional stipulations.

SITE DESIGN

2. CONFORMANCE TO CONCEPTUAL SITE PLAN. Development shall conform with the conceptual site plan submitted by Smithgroup with the city staff date of 9/22/2025, attached as Exhibit A to Exhibit 2. Any proposed significant change to the conceptual site plan as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.

AIRPORT

3. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to permit issuance, the owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
4. AVIGATION EASEMENT. With the Development Review Board Application/final plans submittal, the owner/developer shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording.
5. SOUND ATTENUATION MEASURES. With the final plans submittal, the owner shall provide sound attenuation measures in compliance with the Building Code.
6. FAA FORM 7480-1. Any changes to the approved helipad(s) shall be subject to a new FAA determination and additional public hearings before the Planning Commission and City Council.
7. FAA DETERMINATION. The owner shall comply with conditions specified in the FAA Determination Letter for Private Use Helipad and submit a copy of FAA form 5010-1 to aviation staff within thirty (30) days of Conditional Use Permit approval by City Council.
8. MARKINGS AND LIGHTING. Unless otherwise required by the FAA, there shall be no roof mounted aviation related markings or lighting.



OVERALL SITE PLAN
SCALE: 1" = 120'-0"

NORTH

0 120' 240' 360'
GRAPHIC SCALE: 1" = 120' - 0"

Resolution No. 13515
Exhibit A to Exhibit 2
Page 1 of 1

SITE PLAN NOTES

A. ALL PARKING SPACES ARE 9'-0" WIDE X 18'-0" LONG W/ A MINIMUM DRIVE AISLE OF 24'-0". DRIVE AISLES ARE WIDER FOR FIRE LANES AND ARE NOTED ON THE PLANS.

B. ALL SIDEWALKS ARE A MINIMUM OF 6'-0".

C. ACCESSIBLE PARKING SPACES MEET DSPM, ZONING, AND ADA STANDARDS. THEY ARE SIZED TO BE 11'-0" WIDE X 18'-0" LONG WITH A 5'-0" ACCESS AISLES BETWEEN A MAXIMUM OF (2) ACCESSIBLE SPACES.

D. ALL PEDESTRIAN ROUTES TO MAYO BOULEVARD AND MILLER ROAD ARE PROVIDED DURING INITIAL PHASE.

E. ALL INTERNAL SITE DRIVES ARE DEVELOPED IN INITIAL PHASE.

F. REFER TO AND COORDINATE WITH CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL SITE INFORMATION NOT SHOWN ON THIS DRAWING.

SITE DATA

PROPERTY DESCRIPTION:

NW CORNER OF HAYDEN ROAD AND MAYO BOULEVARD
SCOTTSDALE, AZ 85255
LOCATED IN SEC 36, 4N, 4E, MARICOPA COUNTY, ARIZONA

EXISTING ZONING DESIGNATION:	C2-PCD AND I-1 PCD
EXISTING USE:	VACANT
ZONING:	PCD
LAND USE DESIGNATION:	CO

SITE SIZE - GROSS / NET:

1,372,138 SQ. FT. GROSS / 1,257,577 SQ. FT. NET

PROPOSED SCREENING:

SITE WALLS, BERMS, PLANTS/TREES

OPEN SPACE: *SECTION 6.806.A SECTION 6.804.C.3*

REQUIRED: 301,818 SQ.FT.
PROVIDED: 532,142 SQ. FT.
(SEE SHEET ENT_A1.3.1 FOR BREAKDOWN)

PROPOSED USES:

HOSPITAL / CENTRAL UTILITY PLANT

HOSPITAL BUILDING AREA - GROSS:

LEVEL 1: 237,500 SQ. FT.
LEVEL 2: 227,500 SQ. FT.
LEVEL 3: 73,500 SQ.FT.
LEVEL 4: 73,500 SQ.FT.
LEVEL 5: 28,000 SQ.FT
TOTAL: 640,000 SQ.FT.
MAX BUILDING HEIGHT: 85'-0"

CENTRAL UTILITY PLANT BUILDING AREA - GROSS:

LEVEL 1: 10,000 SQ. FT.
TOTAL: 10,000 SQ.FT.
MAX BUILDING HEIGHT: 20'-0"

FLOOR AREA RATIO (FAR): *SECTION 6.804.D*

MAXIMUM: 0.60
PROVIDED: 0.52

FAR = TOTAL USABLE BUILDING AREA / NET SITE AREA
(640,000 + 10,000) SQ. FT. / 1,257,577 SQ. FT. = 0.52

PARKING STRUCTURE - GROSS:

LEVELS 1-4: 52,900 SQ. FT.
TOTAL: 211,600 SQ.FT.
MAX BUILDING HEIGHT: 75'-0"

SHEET KEYNOTES

A101	SIDEWALK
A102	LANDSCAPE PARKING ISLAND
A103	PARKING STALL: 9'-0" X 18'-0", TYP.
A104	ADA PARKING STALL: 11'-0" X 18'-0" WITH 5'-0" ACCESS AISLE
A107	CMU SITE WALL
A108	HELICOPTER PAD
A114	BUILDING ENTRY
A115	PV PARKING CANOPY
A117	EMERGENCY DEPARTMENT ENTRY
A118	LANDSCAPE FEATURE (BRIDGE)
A119	AMBULANCE ENTRY
A122	BICYCLE PARKING
A125	TRAFFIC BARRIER ARM
A128	PARKING BUILDING STRUCTURE
A130	DG WALKING PATH
A131	PHASE 1 RETENTION BASIN - REFER TO CIVIL
A138	TRASH COMPACTOR
A145	MECHANICAL SCREENWALL - TOP OF HIGHEST UNIT WILL BE SCREENED

Banner Scottsdale Medical Center

SCOTTSDALE CAMPUS HOSPITAL
NW Corner of Hayden Rd. and Mayo Blvd.
Scottsdale, Arizona 85255

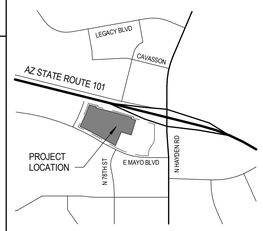
SMITHGROUP
455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

ISSUED FOR	REV	DATE
ENTITLEMENT REVIEW COMMENTS		*19SEP25*
ENTITLEMENT REVIEW		*14JUL25*

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

VICINITY MAP



SHEET TITLE

ARCHITECTURAL SITE PLAN - OVERALL

PROJECT NUMBER

ENT_A1.1.0

SHEET NUMBER

Plot Date: 12/29/2025 3:29:13 PM Author

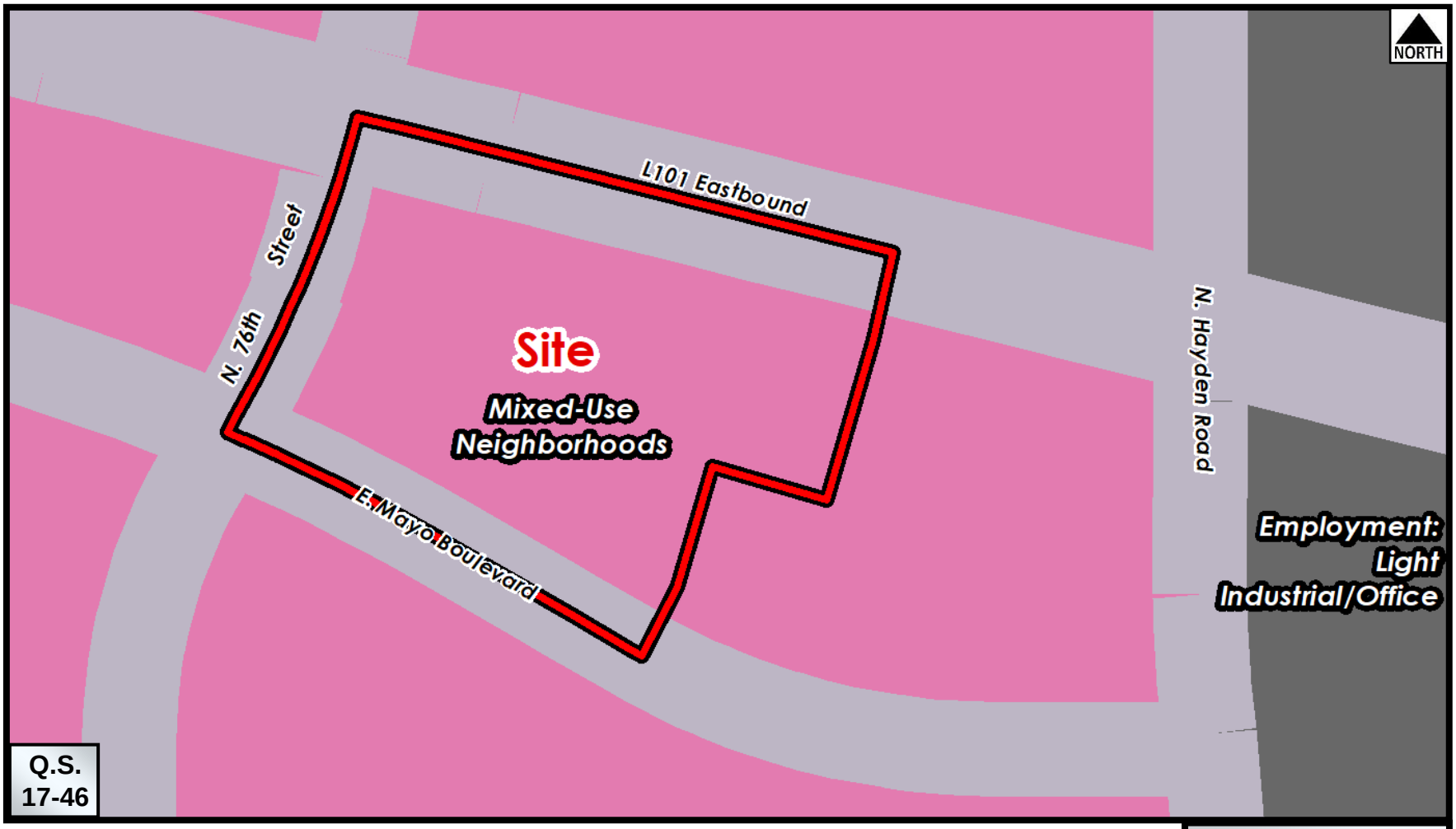
Additional Conditions for Hospital

Hospital.

1. The application shall include written proof the proposal meets all state and county regulations.
2. Building height (excluding rooftop appurtenances). Maximum: seventy-five (75) feet.
3. Required open space.
   a. Minimum open space: 0.24 multiplied by the net lot area, distributed as follows.
      i. Frontage open space minimum: 0.75 multiplied by the minimum open space, except as follows:
         (1) Minimum: thirty (30) square feet per one (1) linear foot of public street frontage.
         (2) Not required to exceed fifty (50) square feet per one (1) linear foot of public street frontage.
      ii. The remainder of the minimum open space, less the frontage open space, shall be provided as common open space.
4. Yards. When the height of the building exceeds sixty (60) feet the following yard requirements shall apply. If building height is less than sixty (60) feet the district yard requirements shall apply.
   a. Side Yard.
      i. A side yard of not less than 100 feet shall be maintained where the side of the lot abuts a single-family residential district, or abuts an alley which is adjacent to a single-family residential district, shown on Table 4.100.A., or the single-family residential portion of a Planned Community P-C or any portion of a Planned Residential Development PRD with an underlying single-family residential district comparable to the residential districts shown on Table 4.100.A. The 100 feet may include the width of the alley.
      ii. A side yard of not less than seventy-five (75) feet shall be maintained where the side lot abuts a multiple-family residential district. The seventy-five (75) feet may include any alley adjacent to the multiple-family residential district.
   b. Rear Yard.
      i. A rear yard of not less than one hundred (100) feet shall be maintained where the rear lot abuts a single-family residential district, or abuts an alley which is

adjacent to the single-family residential district, shown on Table 4.100.A., or the single-family residential portion of a Planned Community P-C or any portion of a Planned Residential Development PRD with an underlying single-family residential District comparable to the residential districts shown on Table 4.100.A. The one hundred (100) feet may include the width of the alley.

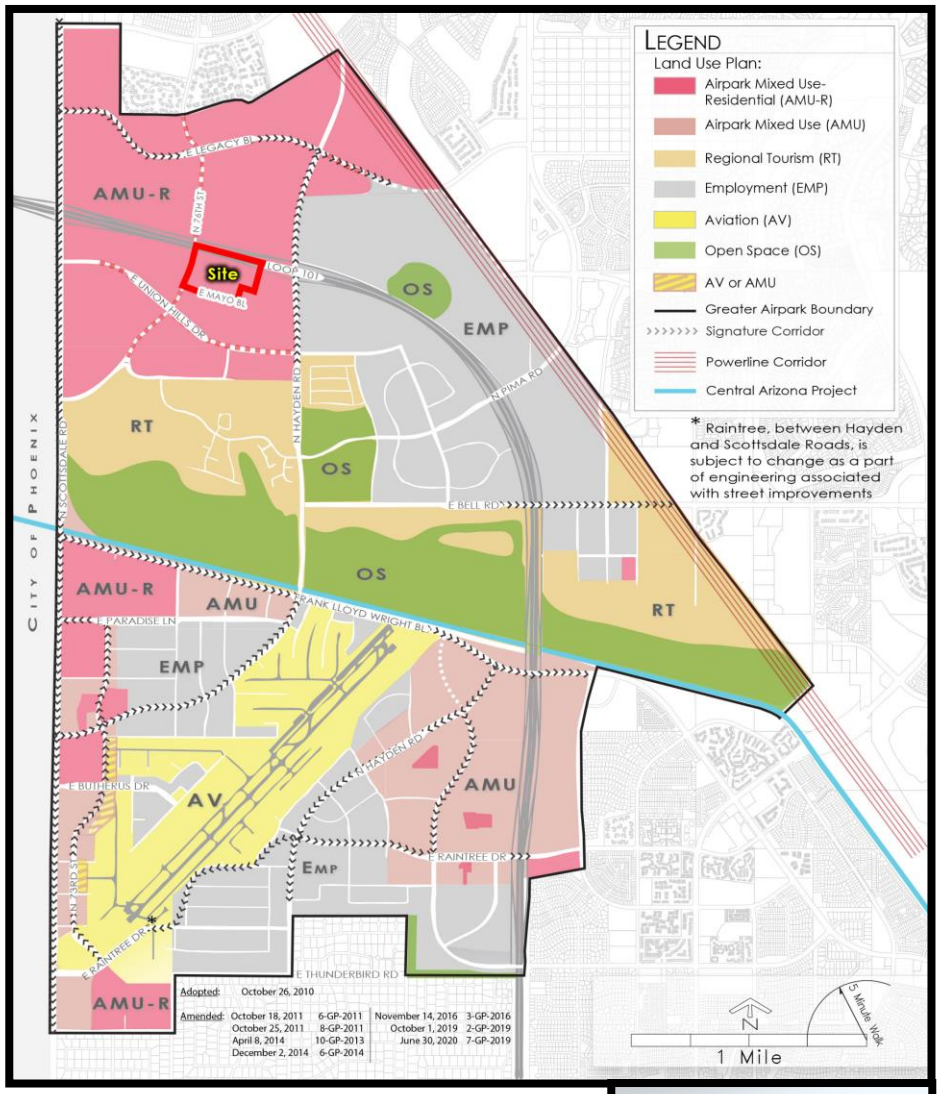
ii. A rear yard of not less than seventy-five (75) feet shall be maintained where the rear lot abuts a multiple-family residential district or abuts an alley which is adjacent to the multiple-family residential district. The seventy-five (75) feet may include the width of the alley.



Existing General Plan 2035 Future Land Use Map
+/- 48-acres of Mixed-Use Neighborhoods

5-ZN-2023

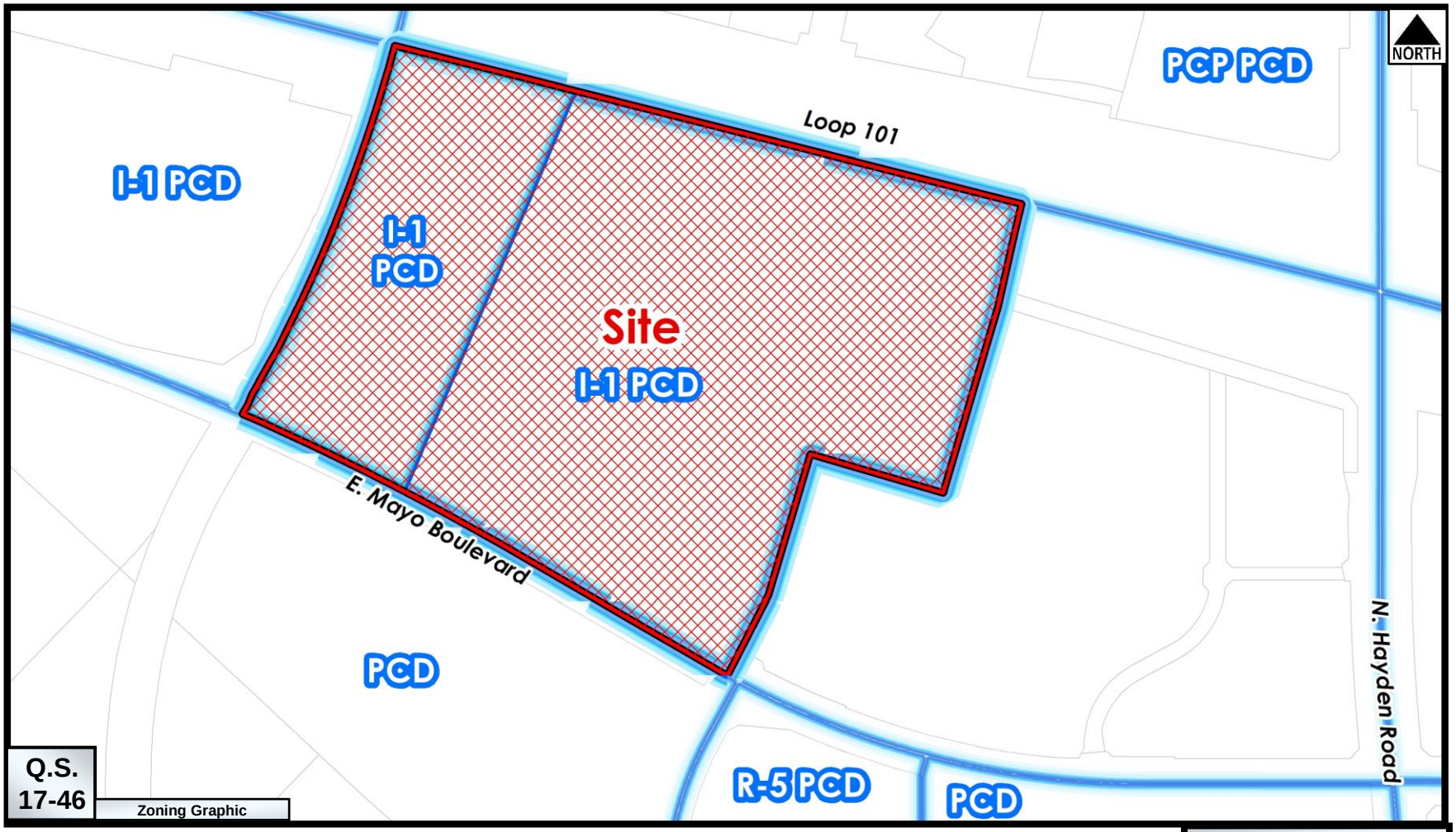
ATTACHMENT 5



Greater Airpark
Land Use Plan

5-ZN-2023

ATTACHMENT 6



Existing Zoning

5-ZN-2023

ATTACHMENT 7

TRAFFIC IMPACT ANALYSIS SUMMARY
Banner Health Center Scottsdale
NW Corner of Hayden Road and Mayo Boulevard
5-ZN-2023

Summary Prepared by Helayne Dominguez, COS Traffic Engineering
Summary Prepared on December 18, 2025
Traffic Impact Study Prepared by Hunter Venne, Dibble, Dated: September 18, 2025
Traffic Impact Study Status: Accepted

Existing Conditions:
Site Location

- The site is located between future Miller Road and Hayden Road, between Loop 101 and Mayo Boulevard.

Existing Development

- This site is currently not developed; APN 215-07-474. Currently zoned as C-2 PCD.

Existing Street Conditions

- 78th Street – Two-lane minor collector roadway
- Mayo Boulevard – Three-lane major collector roadway
- Hayden Road – Four-lane minor arterial roadway
- Miller Road – Not currently built, anticipated to be a four-lane major collector roadway
- Intersection of 78th Street and Mayo Boulevard – Currently a two-way free flowing intersection, which results in a curved roadway with a name transition between the two directions. Intersection is anticipated to be built out with the west leg being an extension of Mayo Boulevard and the south leg being stop-controlled.

Study Intersections

- Mayo Boulevard and 78th Street – Currently a two-way free flowing intersection. Intersection is anticipated to be built out with the west leg being an extension of Mayo Boulevard and the south leg being stop-controlled.
- Hayden Road and Mayo Boulevard three-leg stop controlled intersection
- Mayo Boulevard and Miller Road (future)
- Five additional access points to the overall site
- Loop 101 and Hayden Road – diamond traffic interchange

STREET DETAILS SUMMARY TABLE:

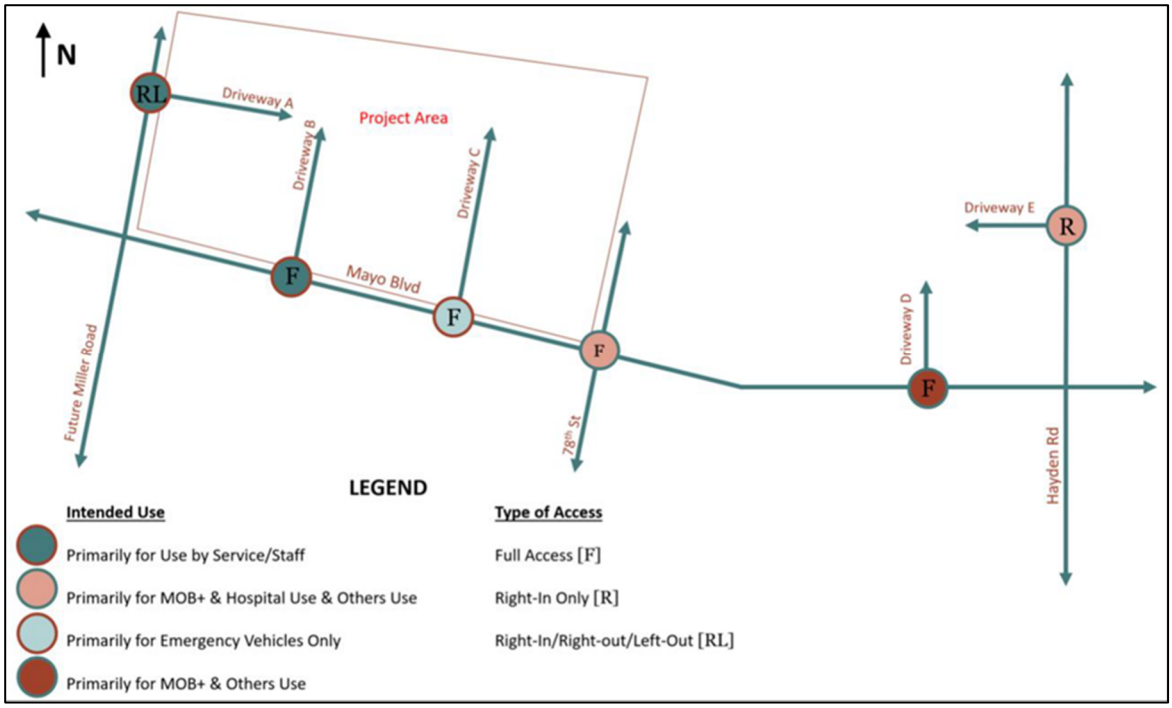
Street Name	Between	Classification	Volume (ADT)	Speed Limit	Segment Collision Rate	Collision Rank
78th Street	Princess Boulevard and Mayo Boulevard	Minor Collector	No Data	30 MPH	No Data	No Data
Mayo Boulevard	78th Street and Hayden Road	Major Collector	No Data	30 MPH	No Data	No Data
Hayden Road	Princess Boulevard and SR 101L	Minor Arterial	15,100	40 MPH	0.60	195
Miller Road (future)	Princess Boulevard and SR101L	--	No Data	40 MPH	No Data	No Data

Proposed Development:
Description

- The proposed development plan consists of 618,000 SF of hospital campus with 300 beds as well as a parking garage. The hospital campus constitutes approximately 29 acres of a larger scale development planned for approximately 73.2 acres located at the northwest corner of Mayo Boulevard and Hayden Road.

Proposed Access

- The project proposes six access points for the portion of the development bound by Miller Road, Hayden Road, Loop 101, and Mayo Boulevard.
    - Driveway A: Miller Road
    - Driveway B: Mayo Boulevard
    - Driveway C: Mayo Boulevard
    - 78th Street at Mayo Boulevard
    - Driveway D: Mayo Boulevard
    - Driveway E: Hayden Road



TRIP GENERATION COMPARISON TABLE:

Land Use	Quantity	ADT	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total
Hospital	300 Beds	6,787	387	150	537	167	340	507

Traffic Analysis:

Intersection Level of Service

- The intersection levels of service were reported for horizon year 2040 without traffic generated by the buildout of the proposed development. The following intersections with levels of service E or worse are reported below:
    - Mayo Boulevard and Miller Road
        - Level of service F in the AM and PM peak hours (with and without Axon background traffic)
    - Hayden Road and Loop 101 Interchange
        - WB ramps: Level of service F in the PM peak hour (with Axon background traffic)
        - EB ramps: Level of service E in the PM peak hour (with Axon background traffic)
- The intersection levels of service were reported for horizon year 2040 with traffic generated by the buildout of the proposed development. The following intersections with levels of service E or worse are reported below:
    - Mayo Boulevard and Driveway D
        - Level of service E in the AM peak hour (with Axon in the background traffic)

        - Level of service F in the PM peak hour (with Axon in the background traffic)
        - Level of service E in the AM and PM peak hours (without Axon in the background traffic)
    - Mayo Boulevard and Miller Road
        - Level of service F in the AM and PM peak hours (with and without Axon background traffic)
    - Hayden Road and Loop 101 Interchange
        - WB ramps: Level of service F in the PM peak hour (with Axon background traffic)
        - EB ramps: Level of service E in the PM peak hour (with Axon background traffic)

Recommendations

- The developer is responsible for the following improvements, in addition to the improvements provided in the April 2023 TIMA:
    - Mayo Boulevard & 78th Street
        - Signal warranted in the horizon year 2040 and should be installed
    - Mayo Boulevard & Miller Road
        - A roundabout if right-of-way is available.
        - A warranted traffic signal to be installed before completion of the Hospital Campus as well as surrounding developments if roundabout not feasible.
    - No new recommendations for overall site driveways

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The TIMA dated September 2025 has been accepted. The TIMA was prepared as a supplement to previously prepared TIMA for the site. The proposed development will result in an estimated 6,787 per day, 537 trips (387 in/150 out) generated in the AM peak hour, and 507 trips (167 in/340 out) generated in the PM peak hour. Based on the trip generation associated with this site, limited impacts are expected on the adjacent roadway network.

The developer is responsible for the recommended improvements listed above. Signal timing adjustments are part of City of Scottsdale's regular maintenance operations.

Banner Health

Making health care easier, so life can be better.

Banner Health Scottsdale Medical Center

Updated Helipad Information

December 22, 2025

ATTACHMENT 9

Banner Health

Executive Summary

Banner Health is appreciative of the feedback received from the AAC during the hearing on September 17, 2025.

As a result of feedback from the AAC, Banner Health is providing several clarifications and updates regarding the proposed helipad, and is proposing key modifications to the plans to address concerns.

Following the AAC hearing, Banner Health met with Airport Director Wielebski and Assistant Director Formo, and separately met with AAC Chair Mier and Vice Chair Beauboeuf to discuss the clarifications, updates and modifications, which are summarized on the following slides.

Banner Health

Key Changes & Clarifications

1. **Clarification: Number and Location of Helipads**
   - The Banner Scottsdale Medical Center will have only one operational helipad. Two helipad locations are shown on the overall master site plan.
   - The Phase 1 helipad will be a single ground mounted helipad as shown on Slides 10 and 11.
   - Once the facility expands in future phases, a single roof-mounted helipad would be constructed and activated on top of a future patient tower, see Slide 11.
   - The ground mounted helipad would be decommissioned at that time.
2. **Clarification: Banner Helipad Flight Volume**
   - The Scottsdale Airport recorded over 165,000 flights in 2024.
   - Banner Scottsdale Medical Center anticipates approximately one flight per week, totaling 52 outbound flights per year.
   - Flight volume projections are based upon actual flight data from Banner Ocotillo Medical Center in Chandler, Arizona, which opened in 2020. This is a highly comparable facility to the proposed Banner Scottsdale Medical Center.
   - Any flight from Banner Scottsdale Medical Center will be an outbound flight only in the rare event a patient needs to be transported to a facility that offers a higher level of care or needs specialty services.
   - No patients will be flown **to** Banner Scottsdale Medical Center – only from.
   - Banner Scottsdale Medical Center is NOT a Level 1 Trauma Center.
   - Patients will be transported to the nearest facility that offers the appropriate level of care – which could be a Banner facility or another healthcare network.

Banner Health

Key Changes & Clarifications

3. **Clarification: Noise Impacts**.
   - Noise impacts were discussed and one of the AAC commissioners accurately noted that automobile traffic would likely be more impactful than the proposed helicopter traffic – particularly considering the location of the site next the Loop 101 Freeway.
   - Automobile traffic typically ranges from 71 to 90 decibels and can be comparable to noise levels created by a helicopter flight, which maxes around 96 decibels (measured at the source point; sound would be diminished at the property lines or when heard from adjacent properties). See Slide 12 for more details on sound comparisons.
   - Noise generated from any flights into and out of the Banner Scottsdale Medical Center will be only last for a few minutes during takeoff and landing.
   - At the request residents from the nearby Stonebrook II community, the location of the helipad was moved as far west on the site as practical to minimize any impacts to the community. See Slide 11.

Banner Health

Key Changes & Clarifications

4. **Clarification: Safety and Banner Air Pilot Expertise**.
   - Banner Health started its own medical air transport in 2020 and now operates 7 helicopters, which logged 2,587 patient transfers and over 104,000 miles statewide in 2024.
   - Most flights from Banner Scottsdale Medical Center will be conducted by Banner Air or Banner's partner, MedTrans.
   - See Slide 13 for flight volume data for all Arizona medical flights in 2022, 2023, and 2024 (all operators, not just Banner and MedTrans).
   - See Slides 14 and 15 for Banner Air and MedTrans specific flight volume data.
   - Banner Air and MedTrans have pilot qualification requirements that far exceed industry standards. For example, the FAA minimum requirements for Part 135 HAA operations is total flight time of 500 hours. The Banner Air / MedTrans minimum hiring requirements are far more stringent requiring:
     - *2,000 total hours*
     - *1,500 helicopter hours*
     - *1,000 pilot in command hours in helicopters*
   - In practice, the average Banner Air and MedTrans pilot has 4,500 hours of pilot in command experience – 9 times more experience than required by the FAA.
   - See Slide 16 for a summary of pilot requirements.
   - Compared to other types of helicopter and general aviation flights (Part 091, Part 133 and Part 137 compared to Part 135 under which Banner flights operate) – Part 135 flights have the lowest and most consistent crash records demonstrating the safety of medical air transport flights (See Slide 17).

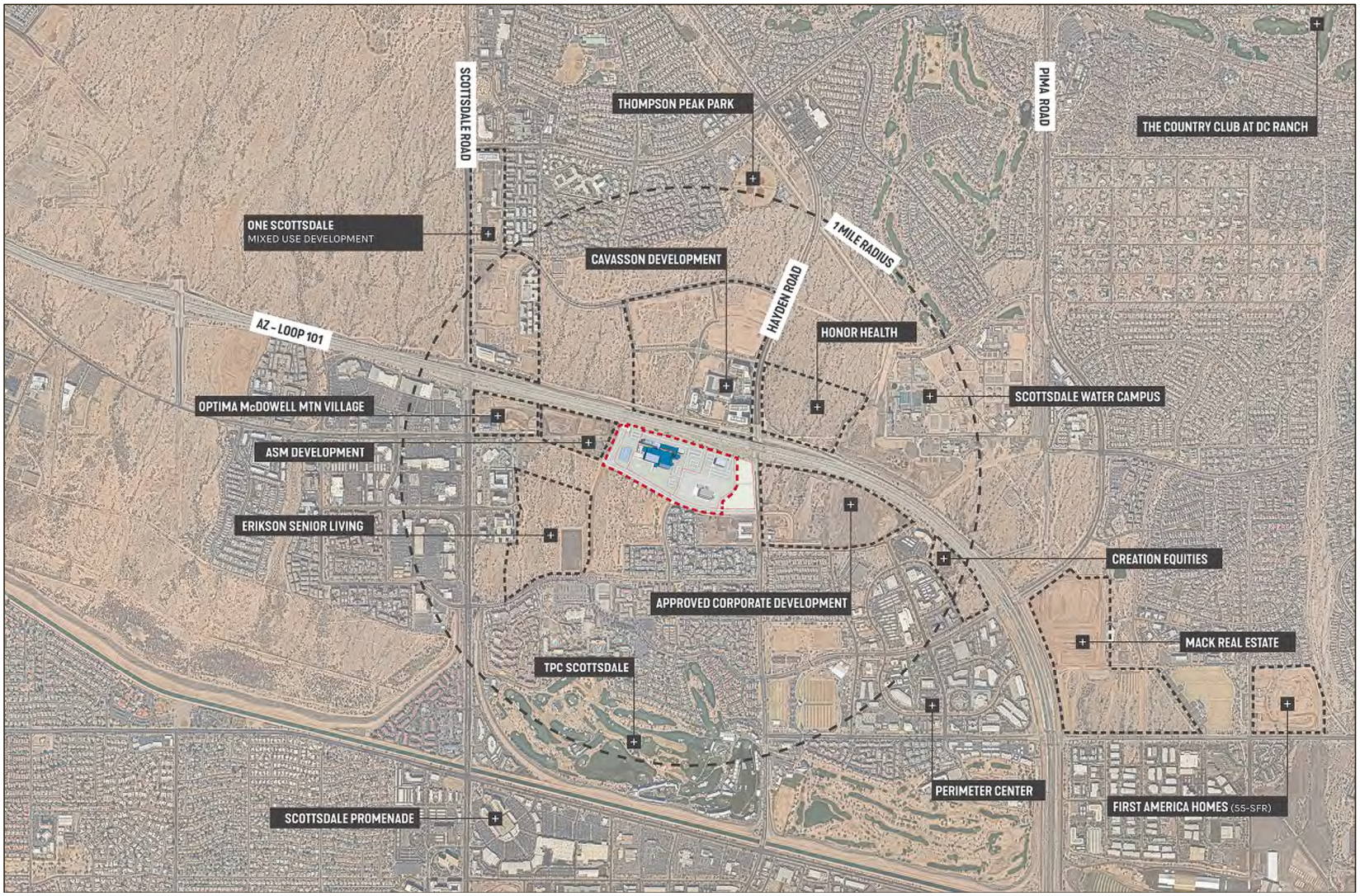
Banner Health

Key Changes & Clarifications

4. **Clarification: FAA 7460 Determination**.
   - The proposed maximum building height at the Banner Scottsdale Medical Center will 75 feet at full buildout. Several existing and planned projects near Banner's site have been approved at heights that exceed Banner's proposed 75 feet. This includes Axon at 82 feet, Cavasson at 115 feet and Optima at 118 feet. See Slide 18.
   - Banner received approval of FAA 7460 (*Determination of No Hazard to Air Navigation*) in 2023 for heights up to 94 feet. Banner has since lowered its maximum building height to 75 feet.
   - The FAA 7460 confirms that the proposed building heights are considered safe in the context of the Scottsdale Airport airspace. See Slide 19.
5. **Modification: Flight Paths**.
   - Banner previously proposed three flight paths to support the helipad at the Banner Scottsdale Medical Center.
   - Based on feedback from the AAC, Banner has removed the eastbound flightpath which had the highest propensity to generate traffic within the Scottsdale Airport airspace. See Slide 20.
   - The proposed (and now approved by the FAA) flight paths are north and southwest only.
6. **New Information: FAA 7480 Determination**.
   - On November 7, 2025, Banner received approval from the FAA of the FAA 7480 (*Notice of Heliport Airspace Determination*), which is the FAA's seal of approval that the proposed helipad is considered safe in the context of the Scottsdale Airport airspace.
   - The FAA specifically determined that the proposed Banner helipad "will not adversely affect the safe and efficient use of airspace by aircraft…" See Slide 21. A fully copy is attached.

Banner Health

Slide 6: Context Aerial

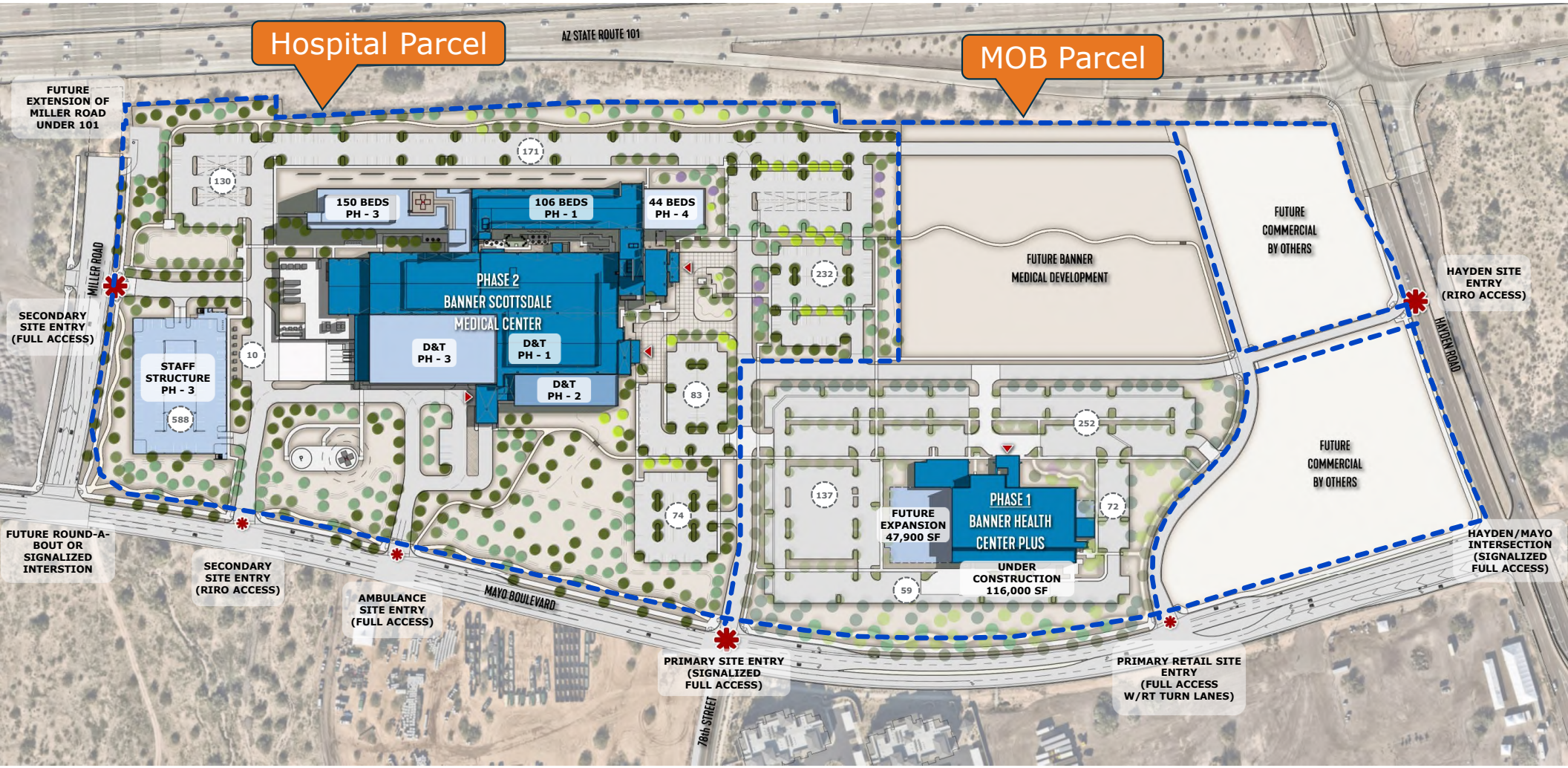


Banner Health

Slide 7: Proximity to Airport

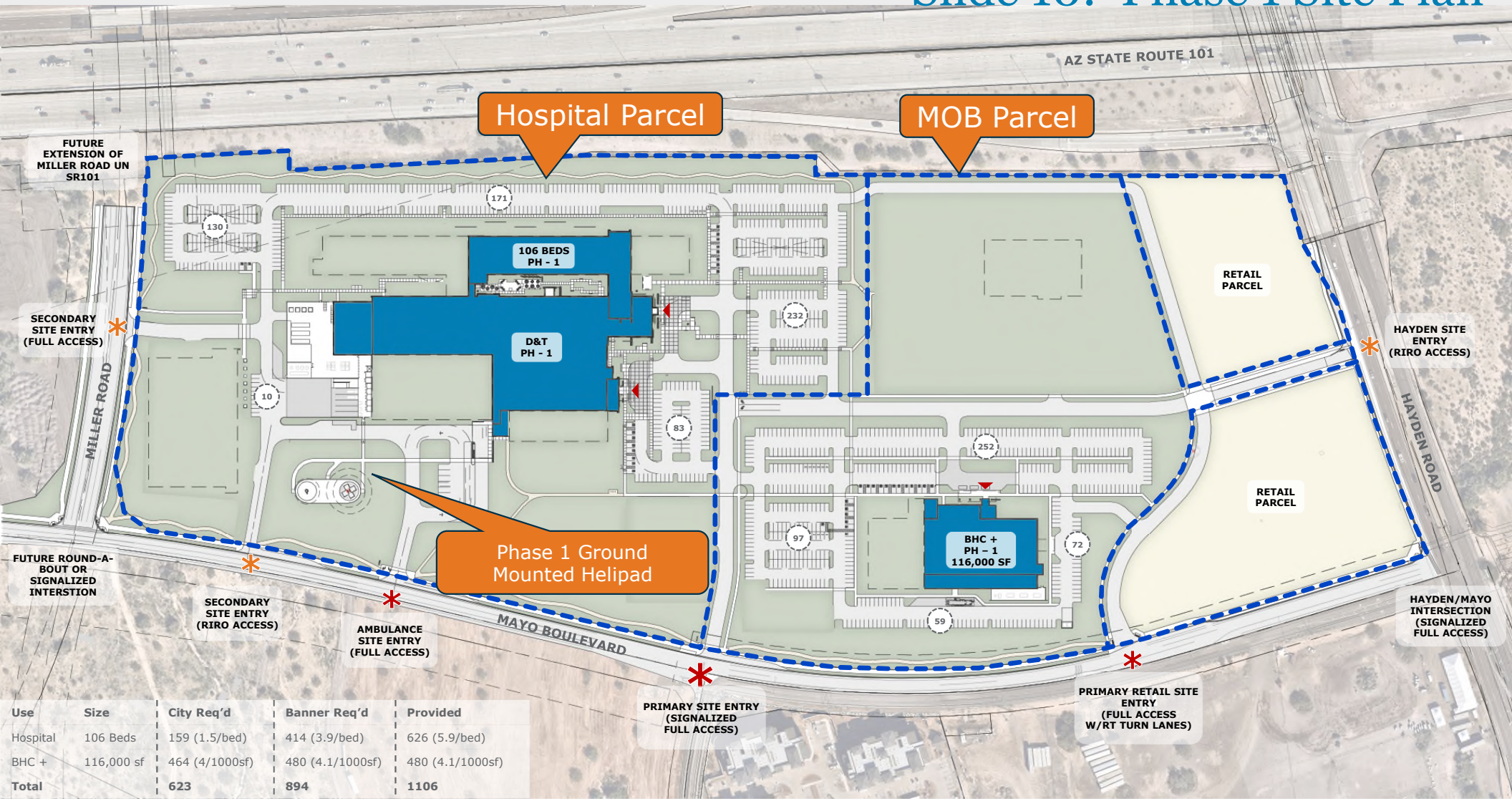
Banner Health

Slide 9: Master Site Plan



Banner Health

Slide 10: Phase 1 Site Plan

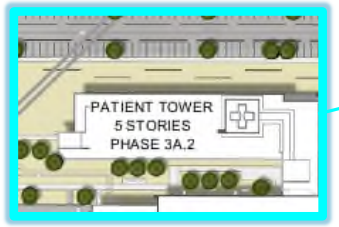


Use	Size	City Req'd	Banner Req'd	Provided
Hospital	106 Beds	159 (1.5/bed)	414 (3.9/bed)	626 (5.9/bed)
BHC +	116,000 sf	464 (4/1000sf)	480 (4.1/1000sf)	480 (4.1/1000sf)
Total		**623**	**894**	**1106**

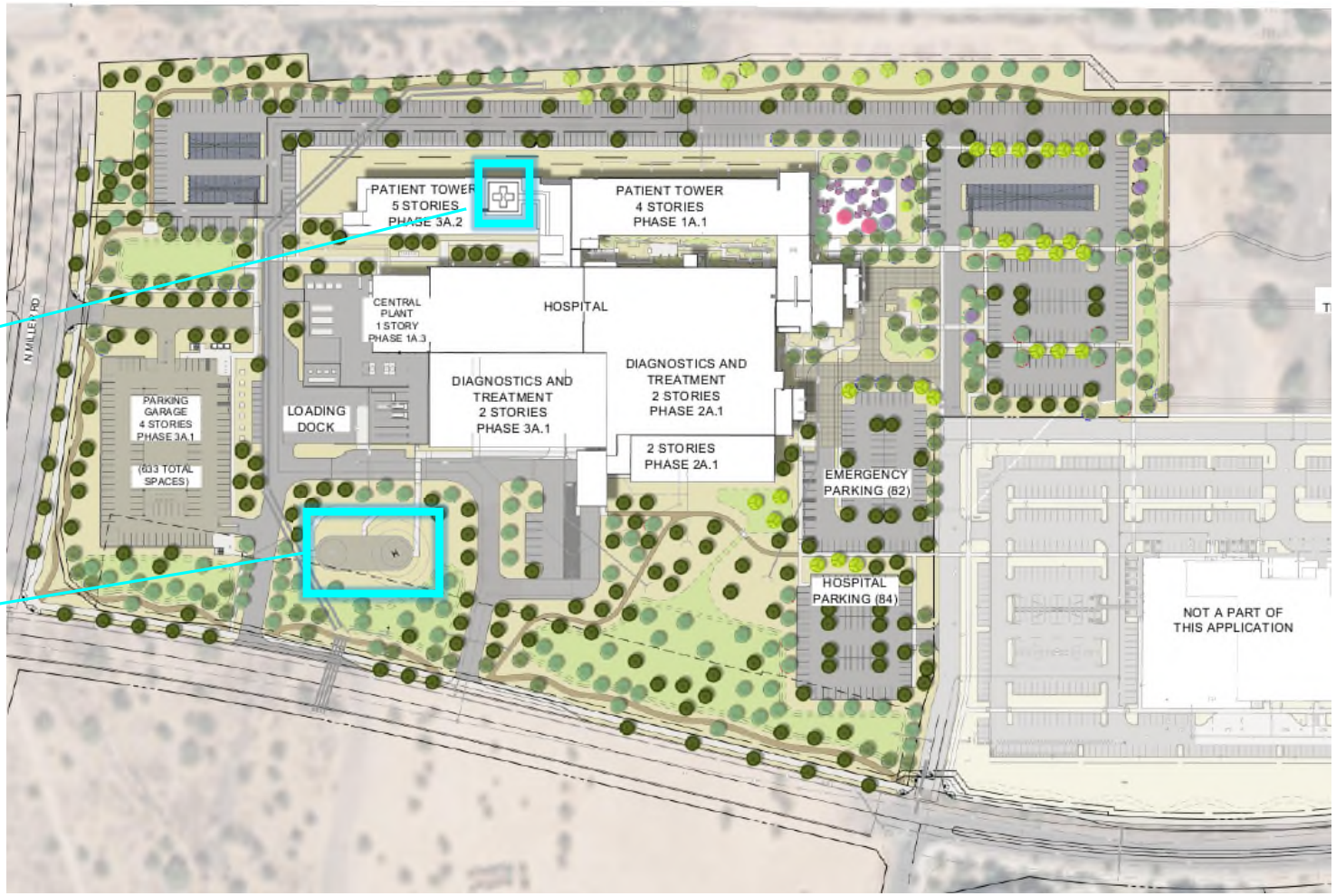
Banner Health

Slide 11: Helipad Design

FUTURE PHASE: helipad relocated to patient tower roof (Ground mounted helipad to be decommissioned upon relocation)



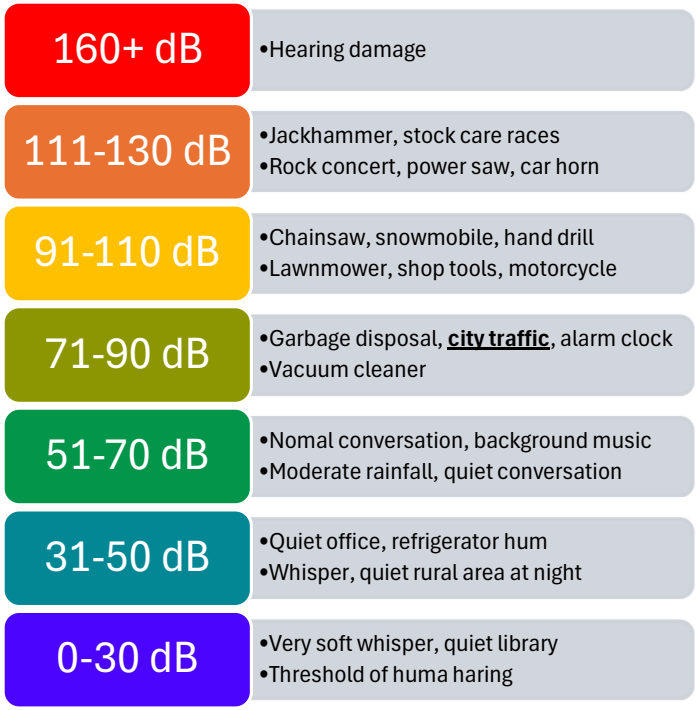
PHASE 1: Initial helipad constructed at grade



Banner Health

Slide 12: Helipad Noise Levels

- Typical ambient noise level at site 54dBA
- Air ambulance lands
  - Maximum noise level at landing **96dBA**
  - Approximately 2.5 minutes
- Pilot commences complete shut-down of engine
  - MedEvac flight paramedics exit the aircraft and enter hospital to make contact with patient
  - Air ambulance engine remains shut-down until patient is transferred into air ambulance
  - Approximately 10 to 15 minutes
- Pilot starts air engine
  - Maximum noise level 83.5 dBA
  - Approximately 2 minutes
- Aircraft takes off to depart helipad
  - Maximum noise level **94.6 dBA**
  - Approximately 1 minute



Source: Acoustical Consulting Services, Mesa AZ

Banner Health

Slide 13: Arizona AAMS Specific Data

	2022	2023	2024
# Transports	20,792	22,106	24,513
# Miles	1,941,183	2,017,884	2,045,587
# Native American Population	6,014	6,053	6,638
Neonatal	930	860	882
Maternal	984	1,027	1,014
Blood	156	195	282

= 67 flights/day

Does not include all aircraft movement without a patient, can effectively double above figures to account for dead legs, mx flights, etc.

Banner Health

Slide 14: Med-Trans and Banner Air Flight Data

Med-Trans National Specific Data

HAA Hours Flown – 49,974.2
IFR Hours – 364.5
HAA Night Hours – 19,059.8
Patients Flown – Over 30,000
Aircraft – 147
Bases – 116
States of Operations - 24

Banner Air Specific Data

	2022	2023	2024
# Patient Transports	1892	2126	2587
# Miles Flown	97,362	90,995	104,864

Banner Health

Slide 15: Banner Air - Arizona Flight Data

Landings 2024	Jan (744)	Feb (696)	Mar (744)	Apr (720)	May (744)	June (720)	July (744)	Aug (744)	Sept (720)	Oct (744)	Nov (720)	Dec (744)
MTC 171 - Casa Grande, AZ	222	159	218	185	176	214	127	69	114	184	151	165
MTC 187 - Sun City West, AZ	157	247	271	227	275	89	15	114	211	239	245	251
MTC 188 - Queen Creek, AZ	217	264	153	167	270	174	194	271	234	183	43	273
MTC 189 - Payson, AZ	122	110	121	107	197	101	139	190	199	213	49	221
MTC -286 Casa Grande, Az	0	0	0	0	0	0	0	3	109	165	164	137
Spare Aircraft N226MT	91	38	92	99	80	113	96	46	81	147	161	80
Spare Aircraft N227MT	184	97	52	131	50	169	184	174	68	156	192	51
Totals/month	993	915	907	916	1048	860	755	867	1016	1287	1005	1178
Cumulative annual	993	1908	2815	3731	4779	5639	6394	7261	8277	9564	10569	11747

Landings 2025	Jan (744)	Feb (672)	Mar (744)	Apr (720)	May (744)	June (720)	July (744)	Aug (744)	Sept (720)	Oct (744)
MTC 171 - Casa Grande, AZ	38	137	154	111	46	108	126	90	134	118
MTC 187 - Sun City West, AZ	243	235	188	144	0	0	0	96	165	186
MTC 188 - Queen Creek, AZ	251	232	265	221	186	154	195	83	0	26
MTC 189 - Payson, AZ	174	135	120	146	172	71	162	168	187	139
MTC -286 Casa Grande, Az	177	185	167	125	102	119	126	101	142	133
Spare Aircraft N226MT	154	178	176	20	66	137	43	93	82	69
Spare Aircraft N227MT	59	151	77	89	182	151	142	189	157	186
Totals/month	1096	1253	1147	856	754	740	794	820	867	857
Cumulative annual	1096	2349	3496	4352	5106	5846	6640	7460	8327	9184

Banner Health

Slide 16: Banner Air Pilot Requirements

FAA minimums for Part 135 HAA operations:

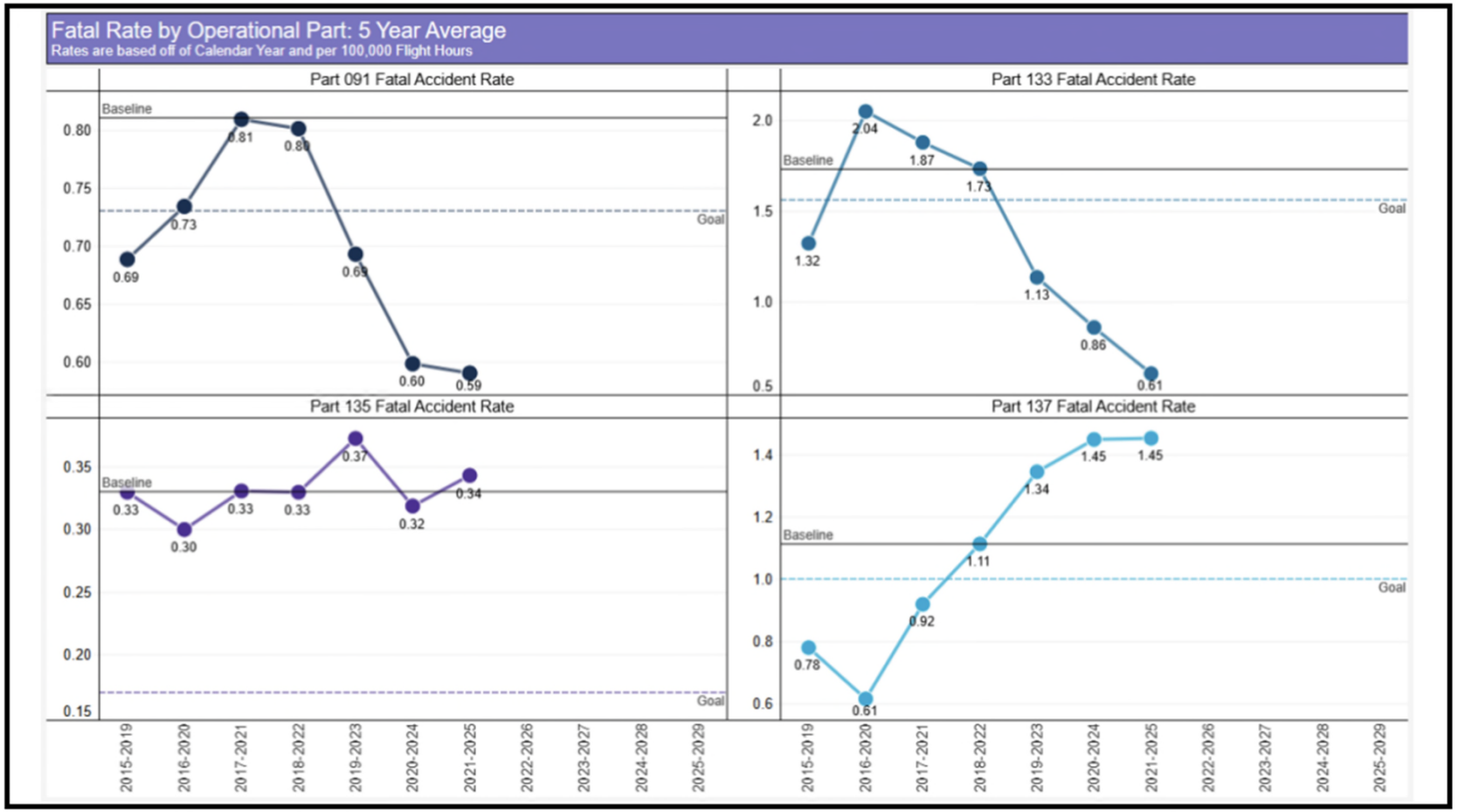
- Commercial Pilots License / Helicopter Instrument Rating
- Total Time: 500 hours
- Cross Country: 100 hours (25 of which are at night)

Banner Air/Med-Trans minimums:

- Commercial Pilots License / Helicopter Instrument Rating
- Total Time: 2,000 hours
- Helicopter Hours: 1,500 hours
- Pilot In Command Experience: 1,000 hours in helicopters
- Helicopter Turbine Experience: 1,000 hours
- Night/NVG Experience: 200 hours in helicopters
- Average PIC experience at Banner Air/Med-Trans: 4,500 hours PIC

Banner Health

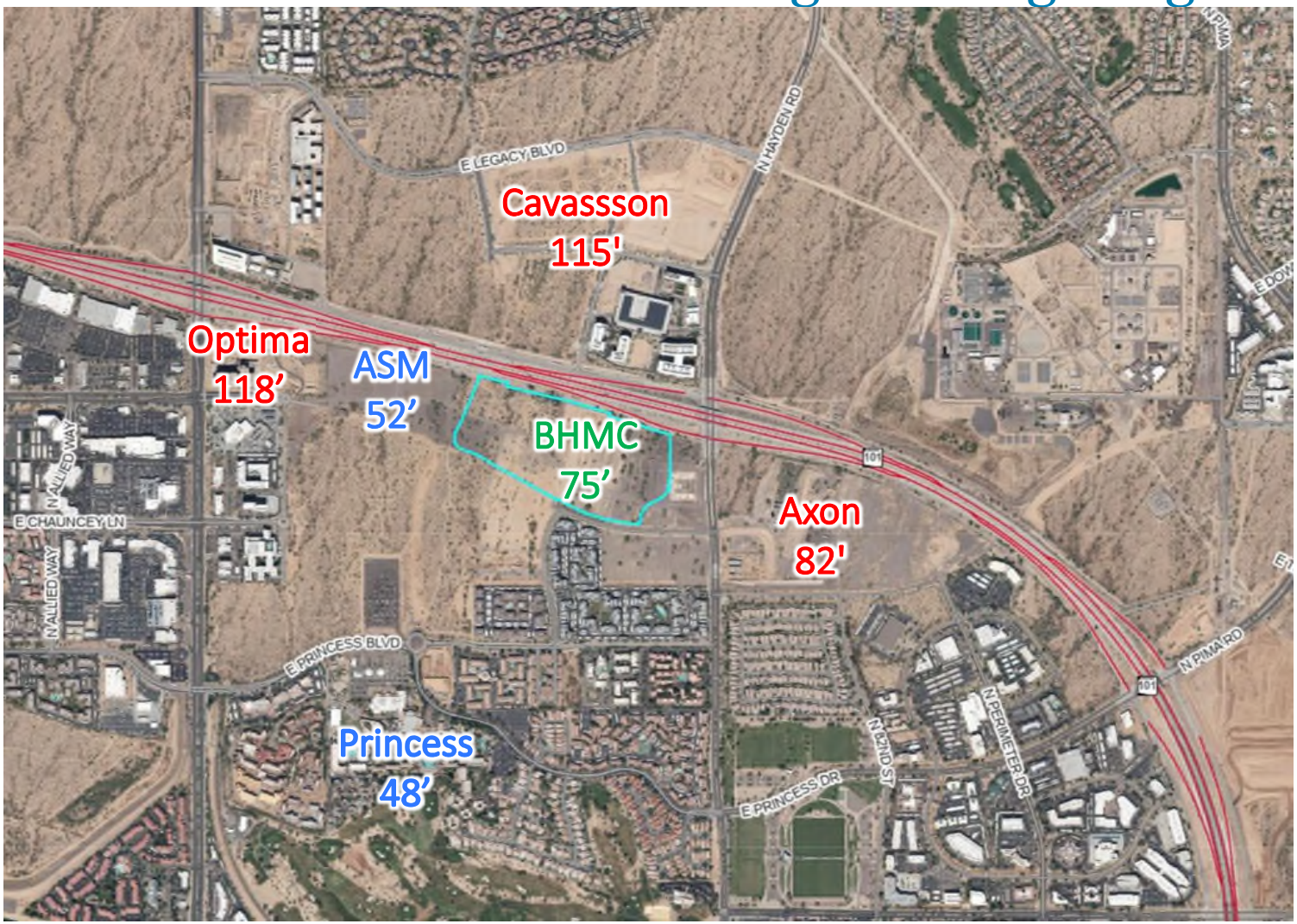
Slide 17: Part 135 Operational Safety Averages



Banner Health

Slide 18: Surrounding Building Heights

PHASE 1: Initial helipad constructed at grade



Slide 19: FAA 7460 Building Height Approval

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-4229-OE

Issued Date: 04/05/2023

John Paquette
Banner Health
2901 N Central Ave
Ste 160
Phoenix, AZ 85012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building BSMC Tower, 4
Location:	Scottsdale, AZ
Latitude:	33-39-14.93N NAD 83
Longitude:	111-54-44.10W
Heights:	1604 feet site elevation (SE) 94 feet above ground level (AGL) 1698 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/05/2024 unless:

Page 1 of 8

- Banner received **FAA building height approval in 2023**
- Separate approval issued for each of the 10 buildings on campus
- Building heights up to **94' approved by FAA**
- Building heights have since been **reduced to a maximum 75'**

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

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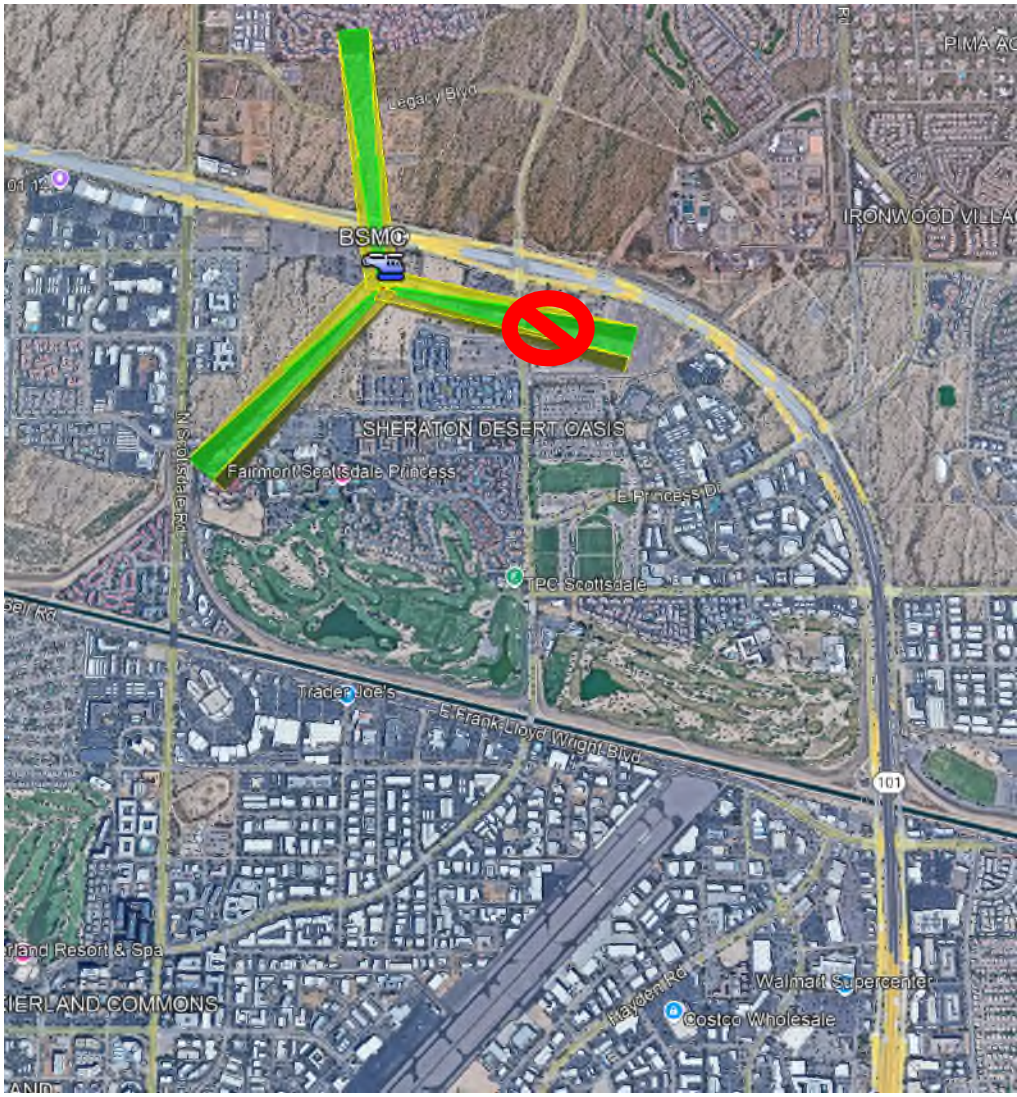
This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

Banner Health

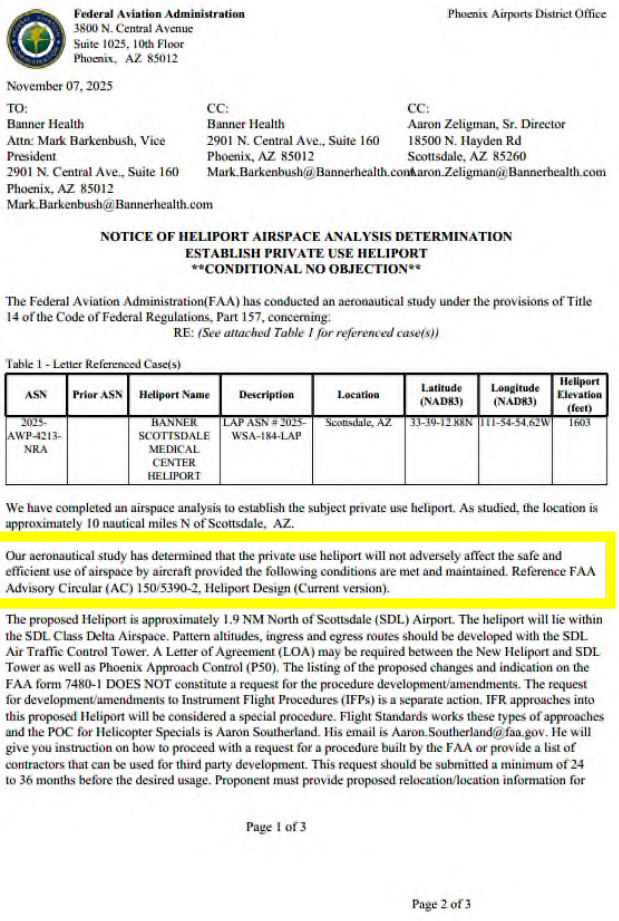
Slide 20: Helipad Flight Paths

- Anticipate 1 helicopter trip per week (outbound emergent transfer to higher acuity facility)
- 52 flights per year (104 total takeoffs & landings)
- NOT a Level 1 trauma facility
- 3 flight paths originally proposed
- **Southeastern flight path removed** in response to concerns expressed by the Airport Advisory Commission members.



Banner Health

Slide 21: FAA 7480 Helipad Approval



Federal Aviation Administration
3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

Phoenix Airports District Office

November 07, 2025

TO:
Banner Health
Attn: Mark Barkenbush, Vice President
2901 N. Central Ave., Suite 160
Phoenix, AZ 85012
Mark.Barkenbush@Bannerhealth.com

CC:
Banner Health
2901 N. Central Ave., Suite 160
Phoenix, AZ 85012
Mark.Barkenbush@Bannerhealth.com

CC:
Aaron Zeligman, Sr. Director
18500 N. Hayden Rd
Scottsdale, AZ 85260
Aaron.Zeligman@Bannerhealth.com

NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION
ESTABLISH PRIVATE USE HELIPORT
****CONDITIONAL NO OBJECTION****

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:
RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Heliport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Heliport Elevation (feet)
2025-AWP-4213-NRA		BANNER SCOTTSDALE MEDICAL CENTER HELIPORT	LAP ASN # 2025-WSA-184-LAP	Scottsdale, AZ	33-39-12.88N	111-54-54.62W	1603

We have completed an airspace analysis to establish the subject private use heliport. As studied, the location is approximately 10 nautical miles N of Scottsdale, AZ.

Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

The proposed Heliport is approximately 1.9 NM North of Scottsdale (SDL) Airport. The heliport will lie within the SDL Class Delta Airspace. Pattern altitudes, ingress and egress routes should be developed with the SDL Air Traffic Control Tower. A Letter of Agreement (LOA) may be required between the New Heliport and SDL Tower as well as Phoenix Approach Control (P50). The listing of the proposed changes and indication on the FAA form 7480-1 DOES NOT constitute a request for the procedure development/amendments. The request for development/amendments to Instrument Flight Procedures (IFPs) is a separate action. IFR approaches into this proposed Heliport will be considered a special procedure. Flight Standards works these types of approaches and the POC for Helicopter Specials is Aaron Southerland. His email is Aaron.Southerland@faa.gov. He will give you instruction on how to proceed with a request for a procedure built by the FAA or provide a list of contractors that can be used for third party development. This request should be submitted a minimum of 24 to 36 months before the desired usage. Proponent must provide proposed relocation/location information for

Page 1 of 3

Page 2 of 3

- Banner received **FAA Helipad approval on November 7, 2025**

Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of the navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

Federal Aviation Administration
3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

Phoenix Airports District Office

November 07, 2025

TO:
Banner Health
Attn: Mark Barkenbush, Vice President
2901 N. Central Ave., Suite 160
Phoenix, AZ 85012
Mark.Barkenbush@Bannerhealth.com

CC:
Banner Health
2901 N. Central Ave., Suite 160
Phoenix, AZ 85012
Mark.Barkenbush@Bannerhealth.com

CC:
Aaron Zeligman, Sr. Director
18500 N. Hayden Rd
Scottsdale, AZ 85260
Aaron.Zeligman@Bannerhealth.com

NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION
ESTABLISH PRIVATE USE HELIPORT
****CONDITIONAL NO OBJECTION****

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RE: *(See attached Table 1 for referenced case(s))*

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Our aeronautical study has determined that the private use heliport will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are met and maintained. Reference FAA Advisory Circular (AC) 150/5390-2, Heliport Design (Current version).

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the new Helipad data and any equipment that will be relocated or added: Lighting, AWOS, PAPIs, etc. All data changes are required at least 18 months in advance of the publication date processed through the Airport Data and Information Portal (ADIP) and airport/equipment data submitted via the Aeronautical Information Portal at nfdc.faa.gov/nfdcApps/.

Flight Standards conducted a virtual preconstruction evaluation of this site in accordance with FAA Order 7400.2. This site is located inside the SDL Class D surface area. Radio communications will be required with SDL ATCT for operations at this site. We have no objection to this helipad and make the following recommendations: We recommend the heliport meet and maintain the standards of FAA Advisory Circular 150/5390-2D Heliport Design. We recommend the proponent refer to the AC to establish an acceptable level of safety for helicopter operations. Contact FAA Flight Standards via email 9-AVS-AFS420W@faa.gov to schedule an onsite evaluation when nearing completion.

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of the navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environment can only be protected through such means as local zoning ordinances or acquisitions of property in fee title or aviation easements, letters of agreement, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign, date, and return the enclosed Airport Master Record 5010 Form. Instructions for completing the form can be found online at https://www.faa.gov in AC 150/5200-35A, "Submitting the Airport Master Record in Order to Activate a New Airport". This action will ensure your heliport is activated.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to, or abandonment of the subject heliport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration, and Deactivation of Airports", and returned to my attention.

If you have any questions concerning this determination or completion of the Airport Master Record form, please contact me at jonathan.p.aunger@faa.gov or at 1-602-797-2808.

Sincerely,

Jonathan Aunger

ADO

Signature Control No: 682634954-683294212

Attachment: Airport Master Record 5010 Form

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/07/2025
AFD EFF
Form Approved OMB 2120-0015

> 1 ASSOC CITY: Scottsdale | 4 STATE: AZ | LOC ID: | FAA SITE NR:
> 2 AIRPORT NAME: BANNER SCOTTSDALE MEDICAL CENTER HELIPORT | 5 COUNTY: Maricopa
3 CBD TO AIRPORT (NM): 10 N | 6 REGION/ADO: AWP/PHX | 7 SECT AERO CHT: PHOENIX

GENERAL

10 OWNERSHIP:	PR
11 OWNER:	Banner Health
12 ADDRESS:	2901 N. Central Ave., Suite 160 Phoenix AZ 85012
13 PHONE NR:	1-480-612-1954
14 MANAGER:	Aaron Zeligman, Sr. Director
15 ADDRESS:	18500 N. Hayden Rd Scottsdale AZ 85260
16 PHONE NR:	1-602-989-4713
17 ATTENDANCE SCHEDULE:	
MONTHS DAYS HOURS	
18 AIRPORT USE:	Private
19 ARPT LAT:	33-39-12.8800N
20 ARPT LONG:	111-54-54.6200W
21 ARPT ELEV:	1603.0
22 ACREAGE:	0
> 23 RIGHT TRAFFIC:	
24 NON-COMM LANDING:	

SERVICES

70 FUEL:	

FACILITIES

> 80 ARPT BCN:	
> 81 ARPT LGT SKED:	
> 82 UNICOM:	0.0
83 WIND INDICATOR:	
84 SEGMENTED CIRCLE:	
85 CONTROL TWR:	NO
86 FSS:	
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	

BASED AIRCRAFT

90 SINGLE ENG:	0
91 MULTI ENG:	0
92 JET:	0
TOTAL:	0
93 HELICOPTERS:	1
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

RUNWAY DATA

> 30 RUNWAY IDENT:	H1
> 31 LENGTH:	40
> 32 WIDTH:	40
> 33 SURF TYPE-COND:	CONC

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	
> 42 RWY MARK TYPE-COND:	

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	
51 DISPLACED THR:	
52 CTLG OBSTN:	
53 OBSTN MARKED/LGTD:	
54 HGT ABOVE RWY END:	
55 DIST FROM RWY END:	

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 OWNER/MANAGER SIGNATURE 113 DATE:

Banner Health

GAMMAGE & BURNHAM
Attorneys at Law

Banner Scottsdale Medical Center

5-ZN-2023 & 4-UP-2025
Neighborhood Involvement Report
December 18, 2025

Overview

The purpose of this Neighborhood Involvement Report is to provide the City of Scottsdale ("City") with information regarding the efforts that have been made by Banner Health to inform property owners, stakeholders and the community about Banner Health's proposed Banner Scottsdale Medical Center project, which includes a full-service hospital and related facilities and services on a 32 acre parcel generally located at the northwest corner of Mayo Boulevard and Hayden Road ("Property"). Banner Health has filed applications 5-ZN-2023 and 4-UP-2025 with the City requesting a Commercial Office land use designation for the Property pursuant to the Crossroads East PCD and a Conditional Use Permit for the hospital facility and associated helipad. Banner Health has conducted community outreach utilizing a variety of outreach measures, including verbal, written and electronic contact. Through these efforts, Banner Health has ensured that the community has had an opportunity to learn about the Project.

Outreach Contact

The individuals responsible for coordinating Neighborhood Involvement were:

Gammage & Burnham PLC
Susan E. Demmitt
Ashley Z. Marsh
40 North Central Avenue, 20th Floor
Phoenix, Arizona 85004
(602) 256-0566

ATTACHMENT 10

Neighborhood Meeting

In order to provide effective neighborhood involvement in conjunction with development of the project, Banner Health held an open house neighborhood meeting in March 2022, at Hilton North Scottsdale at Cavasson. The open house neighborhood meeting began at approximately 6:00 PM and concluded at approximately 7:30 PM. This meeting provided an opportunity for feedback from surrounding property owners and interested stakeholders. Notice of the neighborhood open house meeting was provided via first class mail to affected property owners within 750 feet and notice to registered homeowner's association from a list provided by City Staff. Additionally, notices were sent to individuals on the citywide "interested parties" list and a sign was posted on the Property.

Approximately sixty individuals signed in at the open house, during which they were able to review the Project as well as engage in discussion with members of the development team. Development team members provided attendees with an overview of the project, presented the site plan, conceptual building elevations, and map of other Banner Health facilities in the greater Phoenix-area. In addition, the development team answered questions and responded to comments regarding phasing, construction schedule, and opening date, size and building height, and traffic. Copies of the notification materials for the neighborhood meeting were previously provided as required by City policy and are on file with City Staff.

Banner Project Website

Banner Health has created and maintained a project website to share information with the public regarding its development proposal and plans. The website is available at https://www.bannerhealth.com/banner-scottsdale. A copy of the website material is attached as Exhibit A.

Community Organizations and Homeowner's Associations

The Scottsdale Coalition of Today and Tomorrow (SCOTT)

The Banner team has provided three presentations to representatives of SCOTT regarding the project to discuss development plans and project timing. Project feedback has been positive. The presentations were held on:

- September 24, 2025
- May 28, 2025
- August 23, 2023

Protect Scottsdale

The Banner team provided a presentation to representatives of Protect Scottsdale on May 19, 2024.

Stonebrook II

The Banner team provided virtual presentations to the Stonebrook II homeowner's association on August 17, 2023, and March 18, 2024. Communication has been ongoing with the Stonebrook II HOA. At these presentations, the Banner team presented its development plans and answered questions regarding phasing, construction, building heights, circulation among general questions regarding construction and operations. In direct response to feedback from the Stonebrook II HOA, Banner revised the site plan for the overall medical campus project to move the hospital facility with the taller buildings and the associated helipad to the western portion of the Property, further away from the neighborhood. The hospital building moved approximately 580' to the west. The less intense Banner Health Center *Plus* outpatient medical building (which is not the subject of this application and is under construction) was moved to the eastern portion of the site. Email communication with Susan McGarry, the President of the Stonebrook II HOA is attached as Exhibit B.

Princess Enclave

An email of support was received from a resident of the Princess Enclave, on behalf of the 52 homeowners within that community, which is attached as Exhibit C.

Community Support

Letters and Emails of Support

Banner Health has conducted individual neighborhood outreach and solicited support through the project website. In response to Banner's one on one outreach efforts, Banner has received 300 support letters in support of the project since November 2025. See Exhibit D for copies of the letters and emails received to date. Additional letters of support received through the project website have been sent directly to the City and will be separately included in the staff report.

Letters to the Editor and Op-Eds

The following letters to the editor and Op-Eds have been published in support of the project and are included as Exhibit E.

- Scottsdale Progress – Sharon Lewis, 11-30-25
- Scottsdale Independent – Jerre Stead, 11-5-25
- Scottsdale Independent – Victor Riches, 10-24-2023
- Scottsdale Independent - Laurie Robertson, 7-24-23
- Scottsdale Progress – Peter Fine, 7-27-23

A new choice for better health care in Scottsdale

Health care is deeply personal and having options matters. Scottsdale deserves diverse, high-quality health care choices that reflect the community's sophisticated needs and expectations. more than 40 years, Banner Health has been Scottsdale's trusted health care partner. As one of the nation's largest nonprofit health systems and Arizona's largest private employer, we're proud to expand our community commitment with this transformational investment in Scottsdale's health care future.

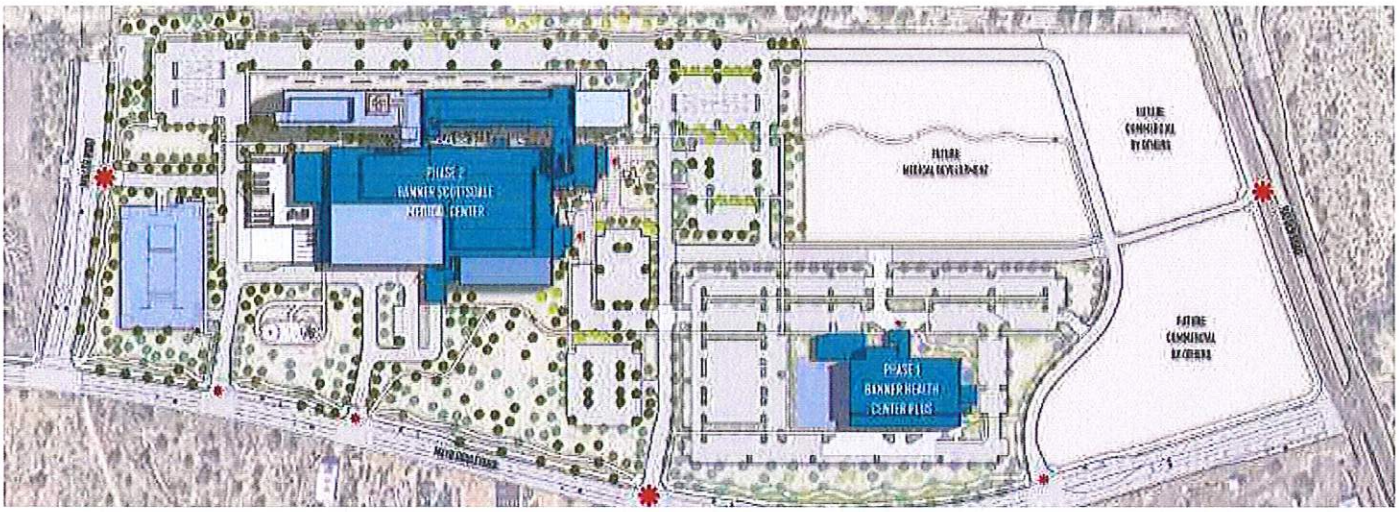
In a community that values choice and quality, Banner offers the differentiated health care experience Scottsdale deserves.

Show Your Support: Email the City Council

This project requires City of Scottsdale approval to move forward. Now is the time to make your voice heard. Help bring world-class care and more health care choices closer to home. Email the Scottsdale City Council at citycouncil@scottsdaleaz.gov and City Planner Greg Bloemberg at gblo@scottsdaleaz.gov today. Please reference case 5-ZN-2023.

Together, we can build a healthier Scottsdale.

Send an email of support



About the Banner Scottsdale Campus

For nearly 75,000 Scottsdale families who already trust Banner Health with their care, we're making an extraordinary commitment to your community. Our new state-of-the-art medical campus represents more than an expansion—it's a promise to deliver the exceptional care you deserve, right in your own backyard.

As one of the nation's top-ranked health systems, Banner Health combines nationally recognized clinical excellence with the personalized attention of community-focused care. Now, we're bringing that winning combination closer to home for Scottsdale residents.

Phase 1 – Currently under construction

Imagine accessing comprehensive care under one roof. Our first phase will be open in early 2027 to deliver:

- Primary and specialty care physicians
- A comprehensive cancer center in partnership with MD Anderson Cancer Center, world-renowned leader in cancer care and research

Get Care Now

View campus timeline

Phase 2 – Destination for advanced care

The future of health care in Scottsdale includes:

- A cutting-edge 350,000-square-foot hospital facility
- 24/7 emergency services—because emergencies don't wait
- 106 beds at initial buildout, with room to grow alongside your community
- Advanced programs in surgical care, cardiovascular medicine, orthopedics, and neuroscience
- Destination-level specialty care that eliminates long drives to Phoenix

View campus timeline

Additional Resources

Get Care Now

Key Dates and Timelines

Back To Banner Scottsdale

Why This Matters

Frequently Asked Questions

Dates and Timelines

Contact Us

- March 2023 - Banner completes purchase of a 48-acre parcel at the southwest corner of Loop 101 & Hayden Road and announces plans for a new Scottsdale medical campus.
- September 2024 - Scottsdale Development Review Board unanimously approves design for Phase I Banner Health Center plus.
- May 2025 - Groundbreaking for Phase I, including 120,000-square-foot Banner Health Center plus: ambulatory surgery, pharmacy, imaging, Banner MD Anderson oncology services, and multi-specialty clinics.
- July 2025 - Banner submits a Conditional Use Permit request for Phase II: a 640,000-square-foot hospital with 106 beds at initial build out.
- January 2026 - Scottsdale Planning Commission review of Banner campus Phase II.
- Early 2026 (target) - Scottsdale City Council review of Banner campus Phase II.
- Early 2027 (target) - Anticipated completion/opening window for Phase I (Banner Health Center plus).

Find a Doctor Near You

Condition, Specialty or Name

Within 10 miles of:

City & State or Zip

Search

Why This Matters

Back To Banner Scottsdale

Why This Matters

Frequently Asked Questions

Dates and Timelines

Contact Us

The Banner difference: Why nearly 75,000 Scottsdale residents choose us.

Nearly 75,000 Scottsdale residents choose Banner for their care. The Banner difference is a nationally recognized health system that delivers:

- **Medical innovation:** Physicians and specialists at the forefront of breakthrough treatments.
- **National excellence:** Three of Arizona's top five hospitals recognized by U.S. News & World Report in 2025.
- **Personalized care:** Community-focused service that puts you and your family first.
- **Academic medicine:** Partners with the University of Arizona to pioneer innovative health care delivery models, advance cutting-edge research and clinical trials, expand medical education, and bring tomorrow's medicine to patients today.
- **Leading cancer care:** The partnership with MD Anderson Cancer Center, one of the nation's top ranked cancer programs, provides access to the most advanced investigative cancer treatments and world-class oncology expertise.

Innovation meets community choice

This state-of-the-art campus represents more than expansion, it's about giving residents a distinctive option in Scottsdale's health care marketplace. This brings access to leading specialists, breakthrough treatments, and award-winning programs without traveling across the Valley.

You already know our Scottsdale network—primary care, Banner Sports Medicine Scottsdale, behavioral health services, cardiovascular care, and specialized imaging. Now we're adding hospital care, ensuring seamless access to our award-winning specialists and innovative treatments all in one place.

Designed for Scottsdale, by Scottsdale

Based directly on community feedback, we've designed our campus to fit Scottsdale's character. This development aligns with the City of Scottsdale General Plan 2035 by promoting health and human services while providing diverse economic activities and employment opportunities that enhance community prosperity.

Located at Loop 101 and Hayden Road, the new campus represents a $750+ million private capital investment in Scottsdale's health care future. This two-phase medical campus will create approximately 2,500 high quality, high paying Scottsdale jobs and establish a 350,000-square-foot destination for advanced medical care.

After breaking ground in May 2025, phase one of the campus is well underway to construct Banner Health Center plus. The multi-specialty clinical office will include urgent care, outpatient surgery, imaging, pharmacy, and cancer services in partnership with MD Anderson Cancer Center, a nationally recognized leader in cancer care. Banner Health Center plus is expected to be open and serving the community by early 2027.

Phase two is heading to Scottsdale City Council for review in coming months to build Banner Scottsdale Medical Center – a 350,000-square-foot hospital with and a two-story diagnostic and treatment building including emergency, surgery, lab, pharmacy, and support services. Later phases will expand capacity up to 300 beds and add additional diagnostic and treatment facilities.

Why it matters

Arizona ranks 42nd nationally in hospital beds per capita, and the northeast Valley is projected to add 100,000 new residents by 2030—creating an urgent need for expanded health care infrastructure. The new Banner Scottsdale medical campus directly addresses these challenges by bringing more than 60 clinical specialists across multiple specialty services directly to Scottsdale, backed by Banner's nationally recognized clinical expertise. More specialists in your community means shorter wait times for appointments, faster access to specialized care, and reduced travel across the Valley for advanced treatments.

This investment will expand access to emergency, surgical, and specialty care when and where you need it, increase health care choices for residents with a differentiated option for excellence, reduce strain on existing hospitals by adding critical capacity to the region, and

Frequently Asked Questions

Back To Banner Scottsdale

Why This Matters

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Why has Banner chosen Scottsdale for a new medical campus?

Banner Health's strategic growth plan focuses intensely on providing convenience and access for our patients, insurance plan members and their families. The residents and families we serve today – and those we will serve tomorrow – need the full range of health care choices close to where they live and work, when they want it, at the moment they need it. Banner Scottsdale Medical Center will make it easier for the 75,000 Scottsdale residents who have chosen Banner Health to get the care they need without having to drive across the Valley.

Does the area need more medical services?

Absolutely. Today, the 75,000 Scottsdale residents choosing Banner Health for care face drives over an hour for specialized cancer care or surgical procedures. That's a hassle at a time when they need the best possible care close to home and available immediately. The same goes for the future residents who will join Banner rightfully expecting to have all their health care needs met nearby, efficiently and cost-effectively.

How will the new medical campus improve health care in the community?

Access to a variety of health care providers and insurance companies creates more options and convenience for consumers and real cost savings for families and employers. The new medical campus will be "one-stop shopping" for residents who need quality medical services, from an emergency room visit to an elective surgical procedure, physical therapy to cancer treatment in partnership with the nation's leading experts at MD Anderson Cancer Center, to medical imaging and prescriptions.

Will the Banner Scottsdale medical campus be built in concert with the surrounding desert?

Absolutely. Banner Health will comply with the city's adopted Green Building Program that mandates adherence to the International Green Construction Code® for both phases of construction, the Banner Health Center plus outpatient building and Banner Scottsdale Medical Center acute-care hospital. Design features will include EV-ready charging infrastructure, renewable energy solutions, and water use reduction strategies.

Banner stands committed to solutions that reduce water use without compromising patient care, including use of targeted areas through landscape design and low water use plant species. Open space and pedestrian pathways are planned to either have natural bioswales to promote water movement or depressions to increase water infiltration. Basins are designed to be integrated into the natural landscape design character and treat the first flush of any on-site collection. The project includes no expansive turf areas. The landscape will consist of indigenous and adapted desert plant species. Banner's required water and sewer use on the campus will be significantly less than comparable uses permitted in the underlying zoning.

How is Banner building its workforce pipeline to meet the growing health care needs?

Banner has become a national leader in solving our industry's shortage of qualified workers. We have partnered with private, state and community colleges to develop feeder programs to staff Banner openings with well-trained college graduates.

Banner is also fully committed to addressing physician shortages through proactive efforts like expanding our graduate medical education program. In partnership with the University of Arizona Colleges of Medicine, Banner administers the largest residency program in the state. Last year the program trained over 1,000 residents and fellows across 91 programs, and we have announced plans to add hundreds of new seats to address critical needs in Arizona like primary care and rural medicine. We invest in this space because we know it is critical for our state and the health care industry. We know many of these physicians will stay and practice in Arizona upon graduation.

In addition, Banner currently hosts 80% of all nursing student rotations statewide. More than 1,600 newly graduated nurses are successfully supported by Banner, earning the RN

Nurses Credential Center. It is the most extensive national and international program. Our Banner Health New Graduate Residency is viewed as an international best practice for new graduates as they transition into nursing practice.

Finding the best and the brightest to work for us in the northeast Valley will not be an issue.

Related Articles

Joint-Friendly Housework: Protect Your Body While You Clean

Vacuuming shouldn't leave your back aching and gardening shouldn't.....

When to See a Doctor for Back and Neck Pain

If you're like most people, you'll have back or neck pain at some.....

Pre-Workout Meals and Snacks to Fuel Your Body Right

You know that feeling when you start a workout and your energy crashes.....

5 Things You Need to Know About Growth Plate Fractures in Kids

It happens in a second. You hear your child cry out after they tumble.....

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: 5-ZN-2023 & 4-UP-2025

Project Name: Banner Health Medical Center Scottsdale

Location: Generally located at the NWC of Hayden Rd & Mayo Blvd

Site Posting Date: 12/23/25

Applicant Name: Gammage & Burnham PLC

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

12/23/25
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 **December 23, 2025**

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 673441
My Comm. Expires Oct 25, 2028

Marybeth Conrad
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., 1/14/26
CITY COUNCIL: 5:00 P.M., TBD
REQUEST: Request by owner for a conditional use permit for a hospital on a +/- 31-acre portion of an overall +/-48 acre site with Planned Community District, Commercial Office (P-C C-O) zoning, located at 18500 N. Hayden Road.
CASE NUMBER: 4-UP-2025
Project Location: 18500 N Hayden Rd
Applicant Contact:
Gammage & Burnham, PLC
(602) 255-4456
City Contact:
Greg Bloemberg
(480) 312-4306
gbloemberg@ScottsdaleAZ.gov
Posting Date: 12/23/25
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.
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December 23, 2025 at 8:15 AM
+33.652955,-111.915318
Scottsdale AZ 85255
Maps

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Cavasson
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+33.652165,-111.908186
18408–18436 N Hayden Rd
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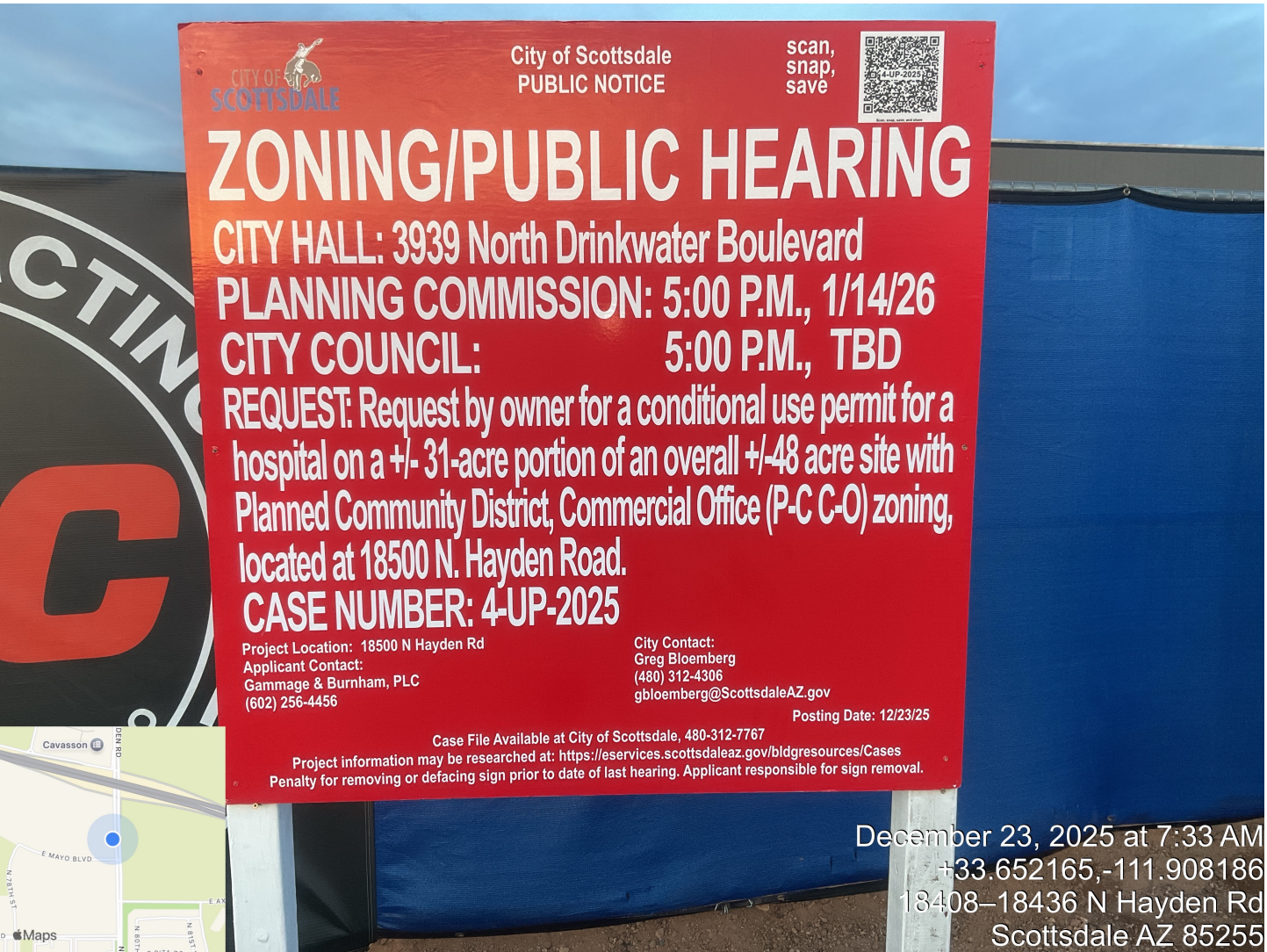
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APPROVED OCTOBER 22, 2025

SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING
Scottsdale Airport Aviation Business Center
Stearman/Thunderbird Meeting Room
15000 N. Airport Drive, Second Floor
Scottsdale, Arizona
Wednesday, September 17, 2025

PRESENT: Peter Mier, Chair
April Beauboeuf, Vice-Chair
Michael Goode (telephonic)
Thomas Kube (telephonic)
Peter Lenton
John Spalj

STAFF: Rick Wielebski, Aviation Director
Matthew Johnson, Director of Airport Operations & Maintenance
Kelli Kuester, Aviation Planning and Outreach Coordinator
Angela Calabrasi, Assistant City Attorney

GUESTS: Thomas Thomassen, Execucare Detail Service, LLC
Michael Baker, Velocity Maintenance Solutions, LLC
Robert Mrofka, MN Designs, Inc
Rachel Pearson, Experience Scottsdale
Greg Bloemberg, Principal Planner

CALL TO ORDER

The meeting was called to order at 5:02 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

PLEDGE OF ALLEGIANCE

Chair Mier led the Commission in the Pledge of Allegiance.

AVIATION DIRECTOR'S REPORT

Aviation Director Rick Wielebski announced that David Mecartney will be a new commissioner on the Airport Advisory Commission, and his first meeting will be next month. He expected to make an announcement soon regarding the vacant assistant aviation director position. He promoted Barrett-Jackson's fall event, which may result in an increase in business.

APPROVAL OF MINUTES

Regular Meeting: August 20, 2025

COMMISSIONER LENTON MADE A MOTION TO APPROVE THE AUGUST 20, 2025, REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

PUBLIC COMMENT

There was no response to the call for public comment.

REGULAR AGENDA ITEMS 1-12

1. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Execucare Detail Service, LLC to conduct Mobile Aircraft Washing services at Scottsdale Airport.

Aviation Director Rick Wielebski indicated that Execucare Detail Service, LLC, has met the requirements for an ABP. He introduced Execucare owner Thomas Thomassen, who discussed his experience with detailing and a polymer that works well with urethane paints, which he said exceeds industry appearance and durability standards. This product also reduces the amount of deicing solution needed, thus reducing both maintenance costs and wastewater.

VICE-CHAIR BEAUBOEUF MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR EXECUCARE DETAIL SERVICE, LLC, TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

2. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Velocity Maintenance Solutions, LLC to conduct Mobile Aircraft Maintenance and Repair services at Scottsdale Airport.

Aviation Director Rick Wielebski indicated that Velocity Maintenance Solutions, LLC, has met the requirements for an ABP. He introduced Velocity owner Michael Baker, who spoke about his Delaware-based company, saying they were in Scottsdale by request of their customers. Their primary focus is servicing private jets. He noted he lives in the Cincinnati area.

VICE-CHAIR BEAUBOEUF MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR VELOCITY MAINTENANCE SOLUTIONS, LLC, TO CONDUCT MOBILE AIRCRAFT MAINTENANCE AND REPAIR SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER LENTON SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

3. Discussion and Possible Action regarding application for Airpark Aeronautical Business Permit for MN Designs, Inc to conduct Hangar/Shade Leasing services at Scottsdale Airport.

Aviation Director Rick Wielebski indicated that MN Designs, Inc., has met the requirements for an ABP. He introduced Robert Mrofka, representing the design company who owns the hangar, described the history of the Blue Eagle aircraft that will be kept in MN Designs' hangar.

COMMISSIONER LENTON MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR MN DESIGNS, INC TO CONDUCT HANGAR/SHADE LEASING SERVICES AT SCOTTSDALE AIRPORT. VICE-CHAIR BEAUBOEUF SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

4. Discussion and Input regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations and Revocations.

Aviation Director Rick Wielebski noted the airport and airpark tenant list is included in the agenda packet, and the three companies approved earlier today are listed in green in the report. In response to the Commission questions, he noted WC Aviation Inc. has requested a cancellation for aircraft maintenance, but that was at their own request.

5. Annual Update from Experience Scottsdale.

Rachel Pearson, Vice President of Community and Government Affairs with Experience Scottsdale, conducted a slideshow presentation and reviewed slides with the following titles: Target Leisure Markets; Target Meetings Market; Promoting Scottsdale; Reaching High-Value Travelers; Booking Meeting & Events; Garnering Positive Publicity; and Educating Luxury Advisors.

Ms. Pearson stated Experience Scottsdale is a nonprofit destination marketing organization (DMO) that contracts with the City to promote Scottsdale as a luxury destination for meetings, events, and leisure travelers. She reviewed the results of a recent visitation study, noting that occupancy is still higher than in 2024, though rates are slowing a bit. She expected occupancy to remain flat throughout the remainder of the year as compared to 2024. She described the role of DMOs and how Experience Scottsdale properly targets the right customers. They target an incredible variety of domestic and international markets, noting that Scottsdale shares its visitor pool with other cities like Los Angeles, Denver, and Las Vegas, among others.

Ms. Pearson indicated that the majority of business travelers come from the medical, financial, insurance, tech, and retail industries. She described some of the ancillary financial benefits to

Scottsdale hosting these conferences. The company breaks down visitors by their motivations for travel in audience personas including luxury travelers, family units, foodies, sportsgoers, wellness warriors, and indulgent individuals. Experience Scottsdale has developed unique marketing campaigns for each persona, and the convention sales team secured more than a record 238,000 room nights last fiscal year, generating an economic impact of over $140 million.

Ms. Pearson spoke about the duties of Experience Scottsdale's customer advisory board in helping them obtain unique sponsorships to help Scottsdale stand out, which she then discussed. She remarked that more than 4,000 media hits about Scottsdale as a luxury travel destination were made last year, and she described how they work with journalists through Scottsdale Media Showcase. She mentioned partnerships with luxury travel consortiums that give them access to invitation-only events. Her team also shares luxury amenities unique to Scottsdale Airport.

In response to Commissioner queries, Ms. Pearson stated the sharp decline in rates and occupancy in February were due to traffic from the Superbowl in prior year vs 2024 numbers. Chair Mier praised Experience Scottsdale's goal of confirming that Scottsdale is a great place to live, do business in, and visit. Responding to additional questions, Aviation Planning and Outreach Coordinator Kelli Kuester stated a 2024 economic impact study will show the impacts of the airport and the airpark, and that should be finalized by the beginning of next year. Ms. Pearson added that tourism is a solid contributor to economic vitality and residents' quality of life.

With respect to Old Town Scottsdale, Ms. Pearson said Experience Scottsdale's focus is on people who do not already know about the community, though it does partner with the City of Scottsdale's Tourism and Events Department to promote Old Town Scottsdale, which she considered to be an integral part of the community. Experience Scottsdale is funded through a 5 percent bed tax, through which it received around $14 million, roughly two-thirds of their budget.

Vice-Chair Beauboeuf expressed concern about a decline in Canadian visitors. Ms. Pearson said that is being tracked closely, and though Canadian flights are down, most international markets are holding strong. She believed there is still interest coming from Canada, but it is dependent on the customer. Dips have happened in the past, but Scottsdale has always been able to rebound.

6. Request by owner for a zoning district map amendment from Planned Community District with P-C comparable Industrial Park District (P-C I-1) to Planned Community District with P-C comparable Commercial Office (P-C C-O), for a new medical campus including full-service hospital with helipad, on a +/- 31-acre portion of an overall +/- 48-acre site located at 18500 N. Hayden Road.

Chair Mier reminded the Board that one of its duties is to ensure that all aviation development proposals do not conflict with aviation-related laws, regulations, and planning documents. City Planner Greg Bloemberg conducted a slideshow presentation and reviewed slides with the following titles or descriptions: General Plan; map; Airport Vicinity Summary; Site Plan; noise; and Flight Paths Exhibit (3 slides).

Mr. Bloemberg reviewed the zoning designations for the subject parcel, adding that the site is in the airport influence zone and requires FAA high analysis and fair disclosure notice. He went over the details of the building being proposed, which he added would be well outside the noise exposure area.

On the call for public comment, Ms. Michelle Ugenti-Rita expressed concern about safety risks posed to the three hospital helipads should this facility be approved. She urged caution against damaging the reputation of the Scottsdale Airport if helicopter pads are built 1.4 miles from their runways, especially as Scottsdale is a premier luxury destination. She asked the Commission to consider this when making their decision.

Former Scottsdale City Councilmember Bob Littlefield stressed the importance of protecting the airport, which he pointed out is crowded enough to basically be a major airline airport. Citing a recent helicopter accident in Washington D.C., he urged the Commission not to approve more buildings near the airport or anything that would increase traffic. Mixing helicopter and plane traffic is dangerous, he opined, and he saw no way to approve this proposal without increasing risk.

Ashley Marsh with Gammage & Burnham conducted a slideshow presentation on behalf of Banner Health and reviewed slides with the following titles: About Heli Planner; About Smithgroup; Project Overview; Original Site Plan; History – Banner Health Center; Context; Proximity to Airport; 2025 City Noise Exposure; Airport Vicinity; 2025 City Noise Exposure; Site Plan; Helipads; and Flight Path & Sound Attenuation.

Ms. Marsh provided background information on Banner Health, Heli Planners, and Smithgroup, as well as their roles in planning this facility. She expected that buildout would not be complete for 10 to 30 years, and she reviewed the size and scope of the medical facility. In response to community feedback, she remarked, the locations of the hospital portion and the medical office building, moving the hospital further from airport operations. She thought the location of the facility would be a benefit given the significant growth in North Scottsdale.

Ms. Marsh pointed out that hospitals are considered permitted uses in AC-1 noise zones. The helipad would not be a high-volume pad since the facility is not a trauma hospital; the helipad is more designed to transport high-need patients to level 1 trauma centers. She indicated they are compliant with all healthcare facility guidelines, though they will need to go through the FAA 7460 process again since their approval has expired. She spoke about the noise mitigation efforts that will be undertaken.

Commissioner Kube felt like the encroachment issues that arose during the Axon matter will also arise with this project. Assistant City Attorney Angela Calabrasi opined that issues such as traffic and impacts to the community are not under this Commission's purview; it can consider conflicts with Federal Regulation 14 Part 150 and other aviation-related laws.

Responding to Commissioner queries, Ms. Marsh explained the medical facility will have an emergency room and will be able to service a wide range of non-intense healthcare needs. Troy Freeman with Banner Health added that this will be a community-serving hospital and not a level 1 trauma center. The first phase will include just over 100 beds, necessitating the helipad. The entitlement with carry through the totality of the site, but he did not expect anything other than phase 1 to happen anytime soon. Phase 1 is anticipated to take three years.

Commissioner Kube reiterated his concern over encroachment of the airport. Kathryn Wright with Heliplanners Inc. said her company's primary goal is eliminating all helicopter accidents through safe infrastructure. She noted her company has been approved to build helipads the same distance or even closer to airports in other areas, and on taller buildings. She discussed the rigorous training of medical helicopter pilots. The proposed flight paths will be published with the

FAA. She noted phase 1 will only include a ground helipad; the higher helipad will be part of phase 2.

Commissioner Spalj felt comparing this airport to Sky Harbor was a false equivalence, and an accident like the one that occurred in Washington D.C. could result in the airport closing. Chair Mier wondered how this proposal's 30-year plan fits with the airport's 20-year plans. Aviation Director Rick Wielebski reminded the Board that its purview deals with noise impacts and land use. Discussion ensued about a fatal accident at this airport and the long-term viability of the airport. Ms. Wright discussed the intensive FAA review process, adding that the FAA does not have the authority to approve heliports unless they are publicly funded. She expected this project will meet all necessary criteria, an opinion echoed by Ms. Marsh.

Aaron Zeligman with Banner Health stated that, despite the low expected usage, the helipad is critical to ensure patients can receive the proper standard of care at St. Joseph's Hospital, Dignity Health, or Valleywise Health. He noted it is prohibited to build the helipad on the first tower because it would not allow a second tower to be added.

Responding to the Chair's question, Ms. Calabrasi explained the nature of the Board's vote in this matter and what the enabling legislation allows the Board to consider. Traffic patterns and airspace, for instance, are in the FAA's purview. Ms. Marsh pointed out that hospitals are statutorily required to have helipads.

Discussion ensued where Chair Mier, Vice-Chair Beauboeuf, and Commissioner Spalj, Goode, and Kube voiced concerns about safety, but more relevantly about noise, particularly in 20 or 30 years. Commissioner Goode called the question. Responding to the Vice-Chair's question about how the airport and project's long-term plans fit together, Mr. Wielebski said they are not yet at that phase of the master plan, but this will be considered then.

COMMISSIONER SPALJ MOVED TO DENY A ZONING DISTRICT MAP AMENDMENT FROM PLANNED COMMUNITY DEVELOPMENT WITH P-C COMPARABLE INDUSTRIAL PARK DISTRICT (P-C 1-1) TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE COMMERCIAL OFFICE (P-C C-O), FOR A NEW MEDICAL CAMPUS INCLUDING FULL-SERVICE HOSPITAL WITH HELIPAD, ON A+/- 31-ACRE PORTION OF AN OVERALL+/- 48-ACRE SITE LOCATED AT 18500 N. HAYDEN ROAD. COMMISSIONER LENTON SECONDED THE MOTION, WHICH CARRIED 5/1 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE, AND COMMISSIONER GOODE CASTING A DISSENTING VOTE.

7. Discussion and Input regarding Public Outreach Programs and Planning Projects.

Aviation Planning & Outreach Coordinator Kelli Kuester reviewed the agenda packet materials for this item, noting 30 members attended the September 9 Runway Safety Action Team meeting. She promoted the PAC Meeting and Open House on November 13, an event Chair Mier also encouraged board members to attend.

8. Discussion and Input regarding Monthly Operations Report.

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Operations Report included in the agenda packet, including statistics and providing details about based aircraft,

operations, alerts, incidents. He brought up a discussion that was held to determine a solution to the hydraulic leaks that have recently occurred. He reviewed several of the enforcement actions, Customs and Border Protection figures, and airport operations statistics.

9. Discussion and Input regarding Monthly Financial Report for July 2025.

Aviation Director Rick Wielebski reviewed the Monthly Financial Report included in the agenda packet for this item, including the operating budget, the Aviation Cash Fund Balance, the monthly revenue and expenditure comparison, and fuel flowage numbers, noting there has been significant growth.

10. Discussion and input regarding Monthly Construction Report.

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Monthly Construction Report included in the agenda packet, providing an update on the Taxiway A Seal Coat project. He spoke about the future Gate 1 Taxilane rehabilitation project.

11. Discussion and Input regarding the Administrative Report from the Aviation Director, or designee, regarding the status of pending aviation-related items.

Aviation Director Rick Wielebski reviewed the Monthly Planning Report included in the agenda packet, mentioning that there are not many updates from a planning perspective.

12. Discussion and Possible Action to modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar.

Aviation Director Rick Wielebski reminded the Board that they changed the October 15 Airport Advisory Commission meeting from October 15 to October 22 to accommodate most of staff attending a conference.

PUBLIC COMMENT

There were no public comments.

FUTURE AGENDA ITEMS

There were no future agenda items noted.

ADJOURNMENT

With no further business to discuss, Chair Mier called for a motion to adjourn at 6:59 p.m.

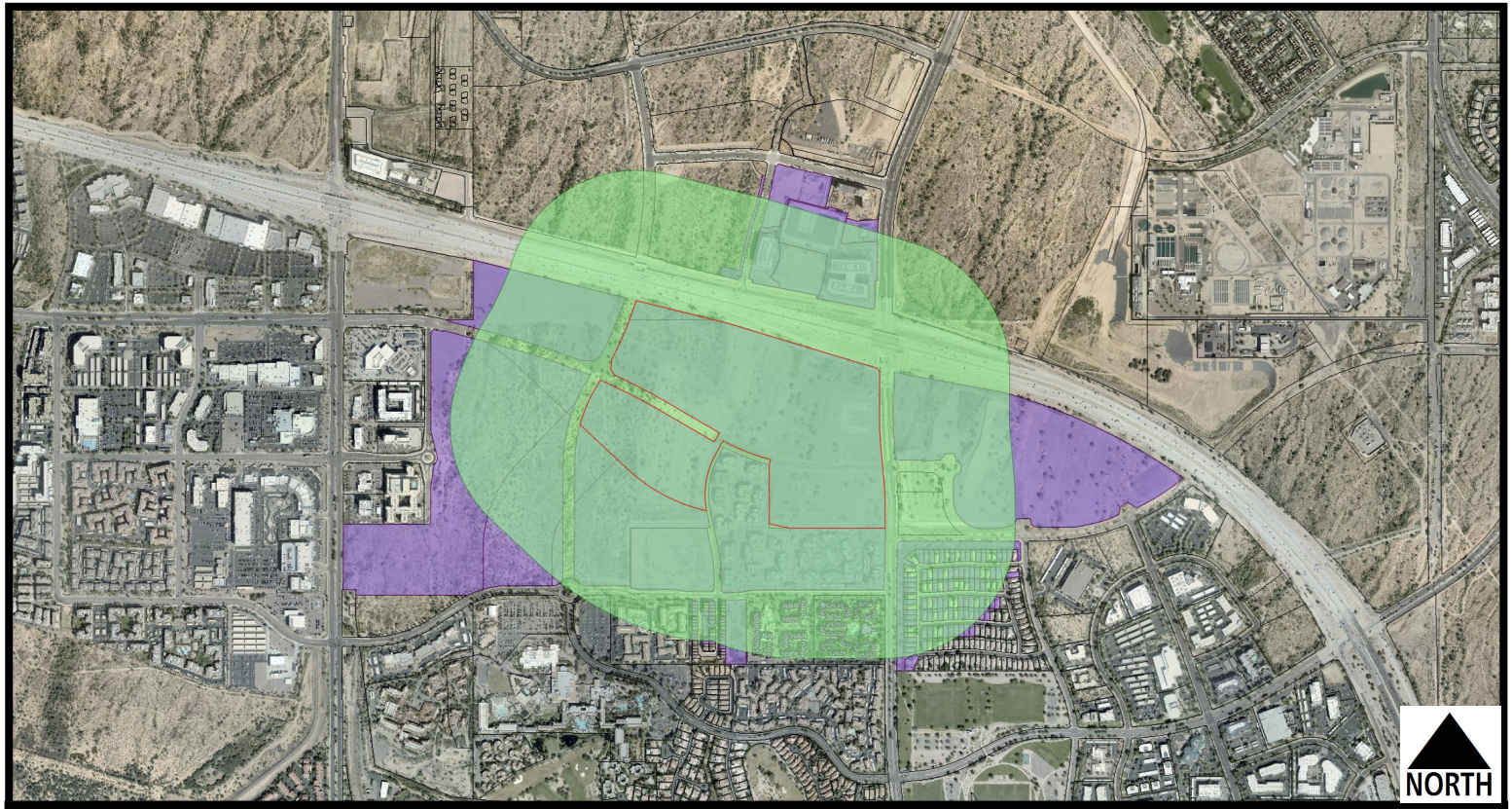
VICE-CHAIR BEAUBOEUF MADE A MOTION TO ADJOURN THE MEETING. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, LENTON, AND SPALJ VOTING IN THE AFFIRMATIVE.

SUBMITTED BY:

eScribers, LLC

City Notifications – Mailing List Selection Map

Banner Health Medical Campus



Additional Notifications:

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

Labels Pulled
June 23, 2023

Map Legend:

Site Boundary

Properties within 1,250-feet

Postcards: **235**

5-ZN-2023

ATTACHMENT 12