

CITY COUNCIL REPORT



Meeting Date: May 3, 2016
 General Plan Element: *Land Use*
 General Plan Goal: *Create a sense of community through land uses*

ACTION

Skye on McDowell
6-GP-2015 and 18-ZN-2015

Request to consider the following:

1. Adopt Resolution No. 10417 approving a non-major General Plan Amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Mixed Use Neighborhoods to Urban Neighborhoods on a 8+/- acre site located at the southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road), and
2. Adopt Ordinance No. 4248 approving a Zoning District Map Amendment from Highway Commercial (C-3) and General Commercial (C-4) to Multi-Family Residential (R-5) zoning on a 8+/- acre site located at the southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road).

Key Items for Consideration

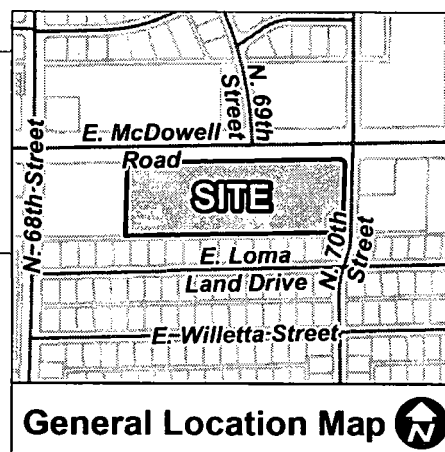
- Transition of commercial to residential along the McDowell Corridor
- General Plan and Southern Scottsdale Character Area Plan support a variety of housing options, as well as reinvestment in underutilized properties
- Pedestrian experience on McDowell Road
- Developer to upgrade infrastructure as needed to accommodate new residential
- Public comment received by staff
- Planning Commission heard these cases on March 23, 2016 and recommended approval with a 5-0 vote

OWNER

777 Properties LLC
 480-783-4630

APPLICANT CONTACT

John Berry
 Berry & Riddell LLC
 480-385-2753



Action Taken _____

LOCATION

6855-6925 E. McDowell Road

BACKGROUND

General Plan

The City of Scottsdale General Plan 2001 Land Use Element designates the property as Mixed-Use Neighborhoods, which are typically located in areas with strong access to multiple modes of transportation and major regional access and services. These areas support higher density housing combined with complementary office and/or retail uses or mixed-use structures with residential above commercial or office. The General Plan also designates the McDowell Corridor as a Growth Area. Growth Areas are areas of the community that accommodate future growth through transportation system and infrastructure improvements and are intended to discourage sprawl by focusing new development into these targeted areas as they are most appropriate for integrating open spaces, natural resources, accommodating a variety of land uses, and oriented to multi-modal activity.

Southern Scottsdale Character Area Plan

The General Plan establishes Character Area Planning as a means to ensure quality of development and consistency of character within the context of community-wide goals. The subject site is located within the Southern Scottsdale Character Area Plan on a Regional Corridor (McDowell). In Southern Scottsdale, Regional Corridors only occur within General Plan designated Growth Areas, as these corridors support greater residential density that complements Regional Center land uses, such as dining, employment, business incubation, technology and innovation services, entertainment, higher density vertical mixed-use residential, office, commercial, and retail development.

Zoning

The project site was annexed into the City in 1965 and was rezoned from County residential zoning to C-3 and C-4. It has been used primarily for vehicle sales and repair since it was annexed. There have been no zoning entitlements since the original annexation case.

Context

The subject property is located on the south side of E. McDowell Road, approximately 350 feet east of N. 68th Street, and consists of five parcels. Travel accommodations and vehicle sales abut the site on three sides and single-family residential abuts the site to the south. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Vehicle sales, zoned C-3 (15-ZN-2015 is pending; would rezone the site to residential)
- South: Single-Family Residential, zoned R1-7
- East: Travel Accommodations, zoned C-3
- West: Vehicle Sales, zoned C-3

Other Related Policies, References:

- 2001 General Plan
- 2010 Southern Scottsdale Character Area Plan
- Zoning Ordinance
- 1-PP-2016: Request for approval of a preliminary plat for a 55-lot subdivision (pending)

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is to rezone five contiguous parcels from C-3 and C-4 to R-5 to allow for a new gated subdivision, consisting of 55 fee-title lots with attached two-story single-family residences. No amended development standards are proposed. Internal streets will be private, with primary access to the site provided on E. McDowell Road and secondary access provided on N. 70th Street at the southeast corner of the site. A central amenity area is proposed for residents and open space areas accessible to the public are proposed at the northwest and northeast corners of the project. A new eight-foot wide sidewalk detached from the street curb will be provided on E. McDowell Road that should also enhance the pedestrian experience. A total of five pedestrian connections from the project to surrounding streets are proposed and each of the lots adjacent to E. McDowell Road will include gated pedestrian access to the street. The internal streets will serve as fire lanes; as such, vehicles will not be allowed to park on the streets. To accommodate visitors, the plan calls for a row of parallel guest parking spaces along the south property line. The parcel at the intersection of N. 68th Street has also been purchased by the applicant, but is not part of this application. This parcel may be the subject of a future zoning map amendment; after which, it would become "Phase 2" of the subdivision.

Development Information

- Existing Use: Vehicle Sales
- Proposed Use: Attached Single-Family Residential
- Parcel Size: +/- 8 acres
- Building Height Allowed: 36 feet
- Building Height Proposed: 26 feet (two-story)
- Open Space Required: 61,366 square feet
- Open Space Proposed: 61,366 square feet
- Frontage Open Space
Required: 30,683 square feet
- Frontage Open Space
Provided: 30,683 square feet
- Density Allowed: 23 dwelling units per acre of gross land area
- Density Proposed: 7.2 dwelling units per acre of gross land area

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

The applicant's request is recognized as a non-major amendment based upon criteria outlined in the City of Scottsdale General Plan 2001, specifically the Change in Land Use Category Criteria outlined within the Land Use Element. The Change in Land Use Category (Criteria #1) table identifies that a change from Mixed-Use Neighborhoods Land Use designation (Group E) to an Urban Neighborhoods Land Use designation (Group C) does not constitute a Major General Plan Amendment.

The General Plan Land Use Element describes the Urban Neighborhoods land use designation as areas of multi-family dwellings/apartments. Densities in Urban Neighborhoods are usually more than eight dwellings per acre. These high-density uses are generally located near retail centers, offices, or other compatible non-residential uses. Care must be taken to minimize impacts on other residential areas and to provide adequate circulation to accommodate the traffic volumes. Access to transportation choices is a key consideration for urban neighborhoods. Areas containing high-density residential development should have minimal environmental constraints.

The request conforms to the General Plan description of Urban Neighborhoods from a land use density and transportation stand point. Although the applicant proposes a single-family residential product equating to 7.1 dwelling units per acre, the attached unit count is denser than the Suburban Neighborhood located south of the subject site (4.2 +/- dwellings per acre). The subject site is adjacent to the Mixed-Use Neighborhoods land use designations to the east and west, and is adjacent to Suburban Neighborhoods to the south. The site has frontage on McDowell Road, a major arterial as per the 2008 Transportation Master Plan. Three Valley Metro bus routes traverse this section of McDowell Road, including two Local routes (Route 17 and Route 56) and one Express route (Route 514) – which will accommodate transportation choices for future residents.

Policy Implications (Non-Major General Plan Amendment)

One of the Six Guiding Principles, established through the CityShape 2020 and incorporated into the City of Scottsdale General Plan 2001, is "Enhance Neighborhoods". This guiding principle acknowledges that Scottsdale's residential and commercial neighborhoods are a major defining element of this community. It also acknowledges that Scottsdale is committed to maintaining and enhancing existing and future neighborhoods, and states that development, revitalization, and redevelopment decisions must meet the needs of the neighborhoods in the context of broader community goals. The following section discusses General Plan goals that relate to the applicant's request.

The General Plan Land Use (Goal 4), Housing (Goal 4), and Community Mobility (Goal 8) Elements encourage the concept of "live, work, play" in the community. The plan discusses the importance of creating land use relationships that positively affect the community in terms of decreasing traffic, encouraging economic development, and increasing resident's quality of life. As such, the applicant proposes an 55+/- unit, attached single-family housing project 1.5 miles from the Downtown boundary as well as within a half-mile of SkySong – thus in close proximity to several employment, shopping, and leisure opportunities to support the "live, work, play" concept. Furthermore, residents will be in close proximity to several Valley Metro transit connections, including two Local routes and one Express route.

The General Plan Land Use (Goals 3 and 7), Neighborhoods (Goals 4 and 5), and Housing (Goal 2) Elements support sensitive integration and transition of new development and redevelopment into established areas of the community. Furthermore, the plan encourages new development to be context-appropriate, blending with the character of that which has been previously established.

The applicant proposes an attached, single-family residential redevelopment project. The subject site is adjacent to single-family residences to the south, and fronts to McDowell Road – with commercially-zoned, Mixed-Use land use-designated properties to the east and west. The applicant proposes more-intense, single-family residential (7.1+/- dwellings per acre) that will front McDowell Road and act as a transition to the residents to the south (4.2 +/- dwellings per acre) – as opposed to the commercially-zoned entitlements that exist. The General Plan states that the Urban Neighborhood land use designation is *generally located near retail centers, offices, or other compatible non-residential uses*. As such, the Urban Neighborhoods land use designation is typically located adjacent to and acts as a buffer between more-intense, non-residential uses and residential uses – similar to what will be accomplished through this request.

While the request includes an increased density as compared to the residences located to the south, the for-sale product type as well as the proposed layout is similar to the residences already existing in the area. Furthermore, recent additions of higher-density residential along McDowell Road has only included rental product-types – meaning, a for-sale, single-family residential product will be available for potential residents along the corridor.

In terms of transition, the applicant proposes development features such as landscape buffers and an “enhanced pedestrian environment” – complete with landscaping consistent with McDowell Road Streetscape Design Guidelines, and a linear “art wall”.

The General Plan Growth Areas Element (Goals 3 and 6) promotes the creation and protection of open space areas as well as the integration of public art in developments located within Growth Areas. As stated previously, the entire length of McDowell Road is recognized as a Growth Area within the General Plan. Recognizing this, the applicant states that “mature landscaping will be integrated throughout the development” including a landscaped buffer between the proposed development and the existing single-family residential to the south, as well as an enhanced streetscape along its northern frontage that will adhere to the McDowell Road Streetscape Design Guidelines. This “enhanced pedestrian environment” the applicant describes will include an “art wall”. The applicant states that the wall will not be meant as a formal Scottsdale Public Art piece, but will be an artistic take on a perimeter wall “designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall”.

Southern Scottsdale Character Area Plan

The subject site is located within the Southern Scottsdale Character Area, which was adopted in October 2010. One of the overarching themes of the plan is to encourage redevelopment and revitalization of the Southern Scottsdale area as well as to acknowledge a need for diversity of housing choice. The Land Use (Policy LU 1.2 and Goal LU 3) and Character & Design (Policy CD 2.1 and Goal CD 7) Chapters support corridor (McDowell) reinvestment – including new residential development – that is pedestrian-oriented and complements, buffers, and is context-appropriate to that which has previously been established.

The subject property is an active auto dealer site, adjacent to existing single-family to the south, with designated Mixed Use Neighborhoods to the east and west. The Urban Neighborhoods land use designation will provide for the redevelopment of the auto dealer site. The intended development will complement the anticipated and established makeup of the area in terms of compatibility in use and physically through development features such as landscape buffers and an “enhanced pedestrian environment” as proposed by the applicant.

The development will include several pedestrian connections, including direct-access to McDowell Road from adjacent residences. The project will also include open space areas fronting to McDowell Road as well as an open space buffer to the adjacent, single-family properties to the south.

The Economic Vitality (Goal EV 1) and Housing (Goal H 2) Chapters support the redevelopment of aging commercial properties as well as encourage the development of a range of housing options.

The applicant proposes an attached, single-family residential redevelopment project on a soon-to-be-vacated auto-dealer site. The request includes the addition of 55+/- fee-simple lots – meaning, a for-sale, single-family residential product will be available along McDowell Road.

Gruen Gruen Southern Scottsdale Strategic Recommendations (2007)

As a means to inform the Southern Scottsdale Character Area Plan process, the city of Scottsdale hired Gruen Gruen + Associates to complete an assessment and forecast of the market for retail and office uses within the area. The report discussed the area bounded by Osborn Road on the north, Pima Road on the east, McKellips Road on the south, and 64th Street on the west. The study identified potential strategic actions to facilitate the enhancement of Southern Scottsdale’s commercial markets. The report suggested that more high-density, residential uses were needed in the area as a means to bring in more residents to provide both the employment base and commercial patrons needed in Southern Scottsdale to strengthen the commercial aspects of the area. According to the report, the process of rezoning obsolete commercial uses (subject site) to higher-density housing could ultimately help in providing for a wider employment base as well as provide for more patrons to Southern Scottsdale retail and restaurant uses.

Since the report, McDowell Road has seen requests to change commercially-zoned properties to residential – including Las Aguas, SkySong, and San Travesia. Even with these recent land use changes, residential land area along McDowell Road makes up roughly 16% (75+/- acres) of the linear corridor. Furthermore, a similar request (4-GP-2015 & 15-ZN-2015) just north of the subject site (and by the same applicant) is also being considered on the 5/3/16 City Council agenda – that request would result in an increase of residential by another 1.5% (6.8+/- acres) for the corridor. Comparatively, properties that are currently zoned commercial make up 56% (265+/- acres) along the corridor. The remainder of the corridor includes employment zoning (I-1, General Dynamics) at 27% (127+/- acres) and open space zoning (O-S, portion of Indian Bend Wash) at 1% (6+/- acres). The applicant’s request from Mixed-Use Neighborhoods (C-3 and C-4 zoning districts) to Urban Neighborhoods (R-5 zoning district) would result in an increase of residential by another 1.6% (8+/- acres) for the corridor.

The full Gruen report can be found at: <https://www.scottsdaleaz.gov/Asset19985.aspx>

2013 Citywide Land Use Assumptions Report

In December 2013, the City of Scottsdale completed, and City Council adopted (Resolution No. 9560), a Land Use Assumptions (LUA) Report that illustrates “projections of changes in land uses, densities, intensities and population over a period of at least ten years and pursuant to the General Plan of the municipality”. The study examined Scottsdale in three general geographic areas—south, central and north. The South Sub-Area includes all lands within the boundaries of the City of Scottsdale south of Indian Bend Road.

According to the study, the South Sub-Area is projected to absorb approximately 166 acres of residential land area by 2030, with the majority of it projected to be urban residential development (136 acres, or 82%). Since the adoption of the LUA in December 2013, roughly 24+/- acres have been entitled (through the zoning process) as urban residential within the South Sub-Area. As noted above, a similar request (4-GP-2015 & 15-ZN-2015) just north of the subject site (and by the same applicant) is also being considered on the 5/3/16 City Council agenda – which would add an additional 6.8+/- acres of urban residential. This particular request by the applicant would then provide an additional 8+/- acres of urban residential. Consequently, the proposed change in General Plan land use category to Urban Neighborhoods to allow for multi-family development is in keeping with the projected increase in this residential development-type anticipated in this area of the community.

The full Development Forecast can be found at:

<http://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Water/Rates+and+Fees/LUAR2013.pdf>

Applicant-Supplied, Commercial Market Analysis (2015)

In October of 2015, Elliott D. Pollack & Company completed a Commercial Market Analysis of the South Scottsdale Market Area on behalf of the applicant that reviewed the “commercial real estate market conditions” surrounding the subject site (Attachment #13). The study area for the analysis included all areas of the City south of Osborn Road.

According to the study, the vacancy rate for built office space within the study area is 23% and the vacancy rate for commercial space is 8.4%. The report states that much of the corridor contains commercial space built upon shallow lots, potentially restricting the redevelopment potential of these properties. The report states that additional retail, or redevelopment thereof, would not be of benefit to the city as it “may only disperse sales among competing shopping centers”. Furthermore, the report draws similar findings to that of the Gruen report discussed above, stating that existing retail and employment opportunities would be strengthened by “increasing the resident population in the area”.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The site is currently occupied by a vehicle sales uses. The McDowell Road Corridor has undergone a dramatic change in recent years; starting with the Mark-Taylor project at the intersection of N. Miller Road and E. McDowell Road (rezoned to PCD in 2011) and the Las Aguas project on the north side of E. McDowell Road west of N. 68th Street (rezoned to PUD 2013). Both of these sites were previously zoned commercial and were occupied by vehicle sales uses; but were rezoned to

accommodate high-density residential. It should be noted neither of these sites required a non-major General Plan amendment, as both the PCD and PUD districts are consistent with the Mixed-Use Neighborhoods designation.

Goal LU 1, Policy LU 1.2 of the SSCAP encourages “residential development and revitalization that complements the established urban form”. Additionally, Goal LU 2, Policy LU 2.1 supports “greater residential density to complement Regional Center Land Uses” and Goal LU3, Policy LU 3.2 promotes a “mix of housing located along Corridors as part of designated Regional Centers and Activity Areas”. This site is located between the Papago Regional Center and the Skysong Regional Center, and offers an alternative to the more common single-family detached and multi-family condo or apartment settings. This request would appear to be consistent from a land use perspective with the goals and policies of the SSCAP.

Traffic/Trails

Trip generation for the existing vehicle sales uses is approximately 1,958 trips per day, with 116 trips occurring during AM peak hour traffic and 139 trips occurring during PM peak hour traffic. The proposed subdivision is anticipated to generate approximately 626 trips a day, with 50 trips occurring during AM peak hour traffic and 63 trips occurring during PM peak hour traffic. Rezoning the site from C-3 and C-4 to R-5 will potentially reduce trip generation by approximately 69%, based on comparison of the existing vehicle sales uses and the proposed residential use. As such, the proposed subdivision is anticipated to have significantly less impact on traffic operations along the adjacent roadway network than the land uses existing today. There are no existing trails, nor are any proposed at this location.

Water/Sewer

Preliminary Basis of Design Reports for water and sewer have been reviewed and accepted by the City’s Water Resources Division. The applicant will construct all necessary water and sewer improvements needed to accommodate this subdivision.

Public Safety

The City’s public safety divisions have reviewed the proposal and find that there is adequate ability to provide emergency services. The nearest fire station is located approximately 4,500 feet (.85 mile) east of the site at 1901 N. Miller Road; and the nearest police station is located approximately 2 miles northeast of the site at 3737 N. 75th Street. No impacts to existing service levels are anticipated.

School District Comments/Review

The Scottsdale Unified School District has reviewed the proposal and has determined that existing facilities are sufficient to serve the proposed residential density.

Open Space

The proposal meets all open space requirements of the R-5 zoning district, including the private open space requirements for each lot. Frontage open space is highlighted by two large open space areas at the northeast and northwest corners of the project that will not be fenced off; allowing for public access and enhancing the pedestrian experience. Both open space areas will include sidewalks to connect residents to E. McDowell Road. The public open spaces proposed for this

project, combined with the public open space areas proposed as part of the Aire project to the north should significantly enhance the pedestrian experience along this frontage. As recommended by the City's Design Standards and Polices manual, landscape tracts will be provided along both the N. 70th Street and E. McDowell Road frontages to provide additional buffering of the residences from traffic on both streets.

Community Involvement

Property owners within 750 feet, as well as citizens on the Interested Parties List maintained by the City, have been notified of the applicant's request and the site is posted with the required signage. Additionally, the applicant held an Open House at Skysong on October 15, 2015. 15 interested parties attended the Open House and, according to the applicant's report, were generally supportive of the proposal. A couple of citizens inquired about view sheds and impacts on surrounding property values.

Policy Implications

- Continues trend currently underway to transition properties along the McDowell Road Corridor from commercial to residential.
- Activation of the McDowell Road Corridor; specifically, the difference between commercial uses that rely on high visibility and interaction with the street vs. residential use with walled yards abutting the street.
- Potential impact on McDowell Road as a corridor, both in terms of use as well as visuals. This proposal lacks a mixed-use component along this stretch of McDowell Road, as envisioned by the Southern Scottsdale Character Area Plan (2009). However, the proposal adds to the variety of residential densities along McDowell Road, supplying residential use in close proximity to existing retail and employment, and creating a walkable environment – complete with direct pedestrian access to homes abutting McDowell Road as well as a linear “art wall” element.
- Although recent zoning actions have led to an increase in residential along McDowell Road, recent land use and market reports indicate the proposed changes may be consistent with trends and projections for this area of the community. Furthermore, this request includes the addition of 55 fee-simple lots – meaning that, a new for-sale single-family residential product will be available along McDowell Road.

OTHER BOARDS & COMMISSIONS

Planning Commission

Planning Commission heard these cases on March 23, 2016 and recommended approval with a 5-0 vote.

Staff's Recommendation to Planning Commission

1. Staff recommended that the Planning Commission recommend City Council approve a Non-Major Amendment to change the City of Scottsdale 2001 General Plan land use designation from Mixed-Use Neighborhoods to Urban Neighborhoods on an 8+/- acre site located at the

southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road), and

2. Staff recommended that the Planning Commission find 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 a Zoning District Map Amendment from Highway Commercial (C-3) and General Commercial (C-4) to Multi-Family Residential (R-5) zoning on an 8+/- acre site located at the southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road).

RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 10417 approving a non-major General Plan Amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Mixed Use Neighborhoods to Urban Neighborhoods on a 8+/- acre site located at the southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road), and
2. Adopt Ordinance No. 4248 approving a Zoning District Map Amendment from Highway Commercial (C-3) and General Commercial (C-4) to Multi-Family Residential (R-5) zoning on a 8+/- acre site located at the southwest corner of N. 70th St and E. McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925 E. McDowell Road).

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services

Long Range Planning Services

STAFF CONTACTS

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Senior Planner

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E-mail: gbloemberg@ScottsdaleAZ.gov

Taylor Reynolds

Senior Planner

480-312-7924

treynolds@scottsdaleaz.gov

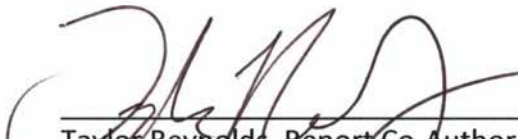
APPROVED BY



Greg Bloemberg, Report Co-Author

4-6-16

Date



Taylor Reynolds, Report Co-Author

4/12/2016

Date



Erin Perreault, AICP, Long Range Planning Manager
480-312-7093, eperreault@scottsdaleaz.gov

04/12/2016

Date



Tim Curtis, AICP, Current Planning Director
480-312-4210, tcurtis@scottsdaleaz.gov

4/17/2016

Date

 FOR

Randy Grant, Director
Planning and Development Services
480-312-2664, rgrant@scottsdaleaz.gov

4/19/2016

Date

ATTACHMENTS

1. Resolution No. 10417
Exhibit 1: General Plan Map
2. Ordinance No. 4248
Exhibit 1: Stipulations
Exhibit A to Exhibit 1: Conceptual Site Plan
Exhibit B to Exhibit 1: Art Wall Element
Exhibit 2: Zoning Map
3. Additional Information
4. Applicant's Narrative
5. Context Aerial
- 5A. Aerial Close-Up
6. Current General Plan Map
7. Current Zoning Map
8. Context Aerial w/ Site Plan
9. Vehicle and Pedestrian Circulation Plan
10. Landscape Plan
11. Open Space Plan
12. Commercial Market Analysis (provided by applicant)
13. Traffic Impact Analysis
14. Citizen Involvement
15. City Notification Map
16. March 23, 2016 Planning Commission public comments
17. March 23, 2016 Planning Commission Minutes

RESOLUTION NO. 10417

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, ADOPTING AN AMENDMENT TO THE CITY OF SCOTTSDALE 2001 GENERAL PLAN CONCEPTUAL LAND USE MAP TO CHANGE THE LAND USE DESIGNATION FROM MIXED USE NEIGHBORHOODS TO URBAN NEIGHBORHOODS ON AN 8+/- ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF 70TH ST AND MCDOWELL ROAD (6855, 6861, 6863, 6901, 6905, 6913 AND 6925).

WHEREAS, the City Council, through its members and staff, has solicited and encouraged public participation in the consideration of the General Plan amendment, consulted and advised with public officials and agencies as required by Arizona Revised Statutes Section 9-461.06, transmitted to the City Council and submitted a review copy of the general plan amendment proposal to each agency required by ARS Section 9-461.06 and all persons or entities who made a written request to receive a review copy of the proposal, and considered comments concerning the proposed amendment and alternatives; and

WHEREAS, the Planning Commission held a recommendation hearing on March 23, 2016 concerning the General Plan Amendment; and

WHEREAS, the City Council, held a public hearing on May 3, 2016, and has incorporated, whenever possible, the concerns expressed by all interested persons.

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

Section 1. That the City Council hereby amends the General Plan Conceptual Land Use Map for the City of Scottsdale, for the property located at the southwest corner of 70th St and McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925) for 8+/- acre site from Mixed Use Neighborhoods to Urban Neighborhoods.

Section 2. That the above amendment is described in Case No. 6-GP-2015 (relating to zoning case 18-ZN-2015), and on Exhibit 1, attached hereto and incorporated by this reference.

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

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2016.

ATTEST:

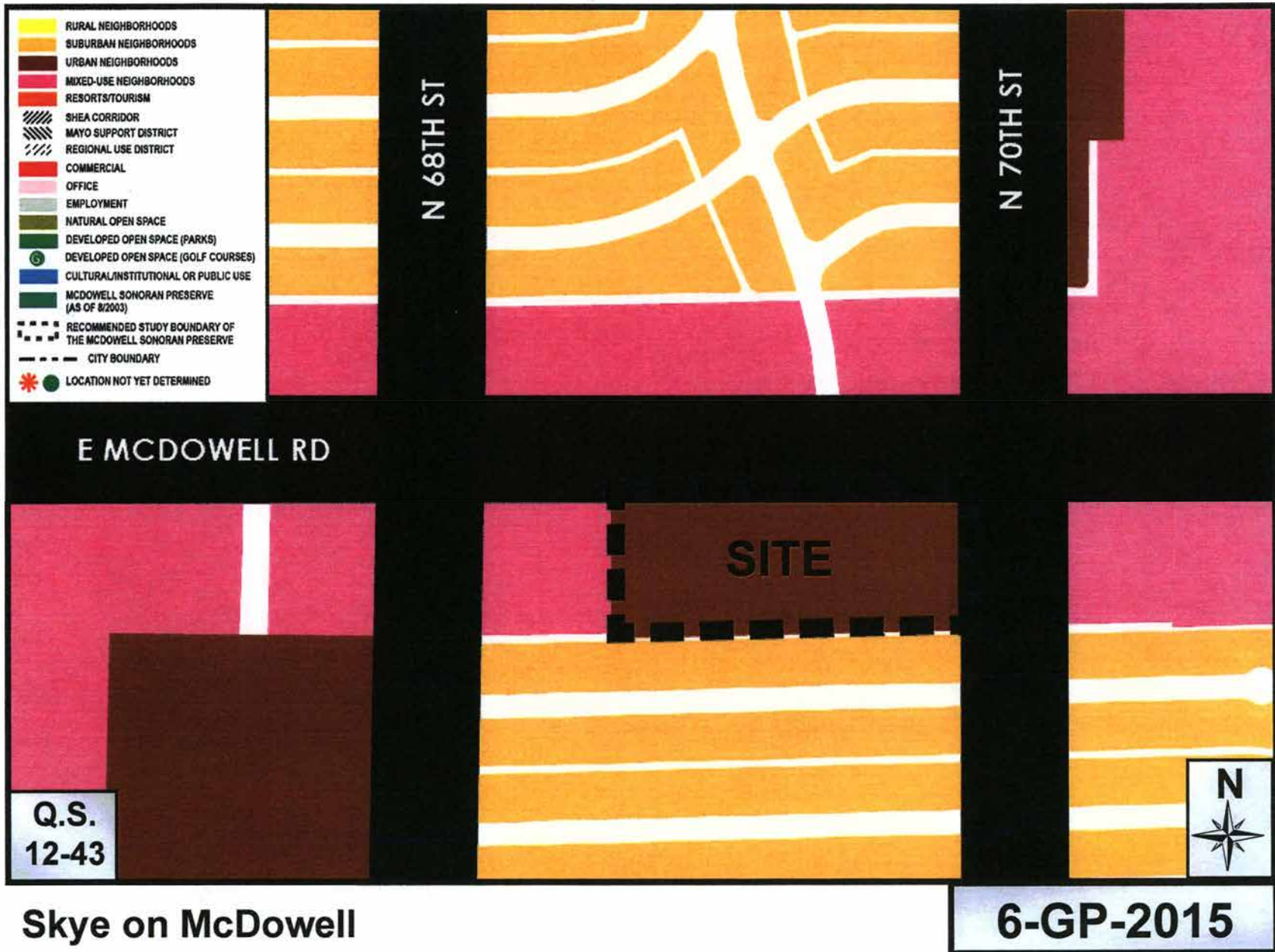
CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Carolyn Jagger
City Clerk

By: _____
W.J. "Jim" Lane
Mayor

APPROVED AS TO FORM:

By:  _____
Bruce Washburn, City Attorney
By: Joe Padilla, Deputy City Attorney



ORDINANCE NO. 4248

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. 18-ZN-2015 FROM HIGHWAY COMMERCIAL (C-3) AND GENERAL COMMERCIAL (C-4) TO MULTI-FAMILY RESIDENTIAL (R-5) ZONING ON AN 8+/- ACRE SITE LOCATED AT THE SOUTHWEST CORNER OF 70TH ST AND MCDOWELL ROAD (6855, 6861, 6863, 6901, 6905, 6913 AND 6925).

WHEREAS, the Planning Commission held a hearing on March 23, 2016;

WHEREAS, the City Council held a hearing on May 3, 2016; and

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.18-ZN-2015

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 8+/- acre site located at the southwest corner of 70th St and McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925) and marked as "Site" (the Property) on the map attached as Exhibit 2, incorporated herein by reference, from Highway Commercial (C-3) and General Commercial (C-4) to Multi-Family Residential (R-5) zoning.

Section 2. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as Exhibit 1 and incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale this ____ day of ____, 2016.

ATTEST:

CITY OF SCOTTSDALE, an Arizona
Municipal Corporation

By: _____
Carolyn Jagger
City Clerk

By: _____
W.J. "Jim" Lane
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:  _____
Bruce Washburn, City Attorney
By: Joe Padilla, Deputy City Attorney

Stipulations for the Zoning Application:

Skye on McDowell

Case Number: 18-ZN-2015

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

Stipulation in bold print amended after Planning Commission

SITE DESIGN

1. CONFORMANCE TO CONCEPTUAL SITE PLAN. Development shall conform with the conceptual site plan provided by LVA Urban Design Studio, with a city staff date of 1/12/16, attached as Exhibit A to Exhibit 1. 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.
2. MAXIMUM DWELLING UNITS/MAXIMUM DENSITY. Maximum dwelling units and maximum density shall be as indicated on the Land Use Budget Table below.

Land Use Budget Table						
Parcel	Gross Acres	Zoning	Proposed DU/AC	Max DU/AC	Proposed # of Units / Lots	Max # of Units / Lots
129-11-001M	+/- 8 acres	R-5	7.2 DU's per acre of gross land area	7.2 DU's per acre of gross land area	58 55	58 55
129-11-001P						
129-11-001S						
129-11-001T						
129-11-001U						

3. ART WALL ELEMENT. The perimeter wall along the street external street frontages shall be a thematic art wall, as opposed to a standard block wall or view fence, shown as Exhibit B to Attachment 1. Final design of the art wall element shall be subject to Development Review Board approval.
4. OPEN SPACE. The open space area at the northeast and northwest corners of the project shall not be enclosed by walls or fences and shall remain open to the street. All common open space shall be provided in tracts and shall be maintained by the residents of the subdivision, or by a future community association.

5. **FRONTAGE OPEN SPACE.** An open space tract with an average depth of 15 feet shall be provided along the McDowell Road frontage, and an open space tract with a minimum depth of 10 feet shall be provided along the 70th Street frontage.
6. **PRIVATE OUTDOOR LIVING SPACE.** Per R-5 zoning requirements, each lot shall include private outdoor living space equal to or greater than 15% of the gross floor area of the residence.
7. **MCDOWELL ROAD STREETSCAPE.** Landscape and hardscape improvements along the McDowell Road frontage shall be consistent with the "Traditional Resort Theme", as indicated in the McDowell Road Streetscape Design Guidelines. The proposed streetscape improvements shall be included as part of the Preliminary Plat submittal, and shall be subject to Development Review Board approval.
8. **PEDESTRIAN AMENITIES.** In addition to sidewalks and pathways, pedestrian amenities along the E. McDowell Road frontage including benches, shade structures and/or pedestrian-scale lighting shall be provided as part of the streetscape improvements. A conceptual pedestrian amenity plan, showing a sidewalk connection through the corner open space to the 70th Street intersection, shall be included as part of the Preliminary Plat submittal and shall be subject to Development Review Board approval.
9. **PEDESTRIAN CONNECTIVITY.** Pedestrian connections from the lot to the street shall be provided for each of the lots with rear yards adjacent to McDowell Road.
10. **BUILDING HEIGHT.** No building on the site shall exceed 26 feet in height, measured as provided in the applicable section of the Zoning Ordinance.

INFRASTRUCTURE AND DEDICATIONS

11. **CIRCULATION IMPROVEMENTS.** Before any permits are issued for construction on the residential lots, the owner shall make the required dedications and provide the following improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.
 - a. **STREETS.** Dedicate the following right-of-way and construct the following street improvements:

Street Name	Street Type	Dedications	Improvements	Notes
E. McDowell Road	Major Arterial	Existing 65-foot half-street right-of-way. No additional dedication required	Detached 8-foot wide sidewalk, curb and gutter	a.1, a.2, a.3
N. 70 th Street	Minor Collector	Existing 30-foot half-street right-of-way. No additional dedication required	Detached 6-foot wide sidewalk, curb and gutter, or attached 8-foot wide sidewalk	a.1, a.2

- a.1 All existing obsolete driveway entrances shall be removed and replaced with pedestrian improvements to match the rest of the street frontage.
 - a.2 A Non-Motorized Public Access Easement shall be dedicated over any portion of the street sidewalk that encroaches onto the project site.
 - a.3 If not resolved with the Aire project to the north (case 15-ZN-2015), the applicant shall secure approval of a design concept for vehicular circulation on McDowell Road from the Transportation Division, prior to submittal of final civil improvement plans.
 - b. **VEHICLE NON-ACCESS EASEMENT.** A one-foot Vehicular Non-Access Easement (NVAE) shall be dedicated along both street frontages, except at approved driveway locations.
 - c. **MEDIANS.** Alterations to any raised medians in the McDowell Road right-of-way shall be the responsibility of the applicant, and shall include replacement of any landscaping disturbed by construction. Design of median alterations shall receive approval from the Transportation Division prior to submittal of final civil improvement plans.
 - d. **INTERNAL CIRCULATION.** The final improvement plans shall illustrate the turning radii required for emergency and service vehicle access (49 foot outside turning radius and 55 foot bucket swing). The turning radii shall not encroach onto the curb and sidewalk.
12. **ACCESS RESTRICTIONS.**
- a. One driveway on McDowell Road and one on 70th street shall be constructed as shown on the submitted site plan dated 1/12/2016.
 - b. Prior to the submittal of final improvement plans for review, the developers shall submit a detail exhibit for the design of the resident only restricted gate on N. 70th Street for review by City of Scottsdale Transportation Engineering Department staff.
13. **DRAINAGE REPORT.** With the Preliminary Plat submittal, the drainage report shall be revised to include the following:
- a. Evaluation of the proposed storm water storage basin and a basin outlet design that provides attenuation for a range of events.
14. **BASIS OF DESIGN REPORTS.** Final Basis of Design Reports for water and wastewater shall be accepted by the Water Resources Division prior to submittal of final civil improvement plans. The final Basis of Design Reports shall address the following:
- a. The water system shall be looped so an active fire hydrant is within 350 feet of the most remote structure, with any segment of water line out of service.
 - b. Discharge for the sewer system to McDowell Road is preferred, as per the available master planned capacities.
 - c. Water line at entrance shall run under the drive and not across the open space.
 - d. Water and/or sewer running through tracts shall be located within a 20-foot wide easement clear of retention, trees, cacti or large shrubs.

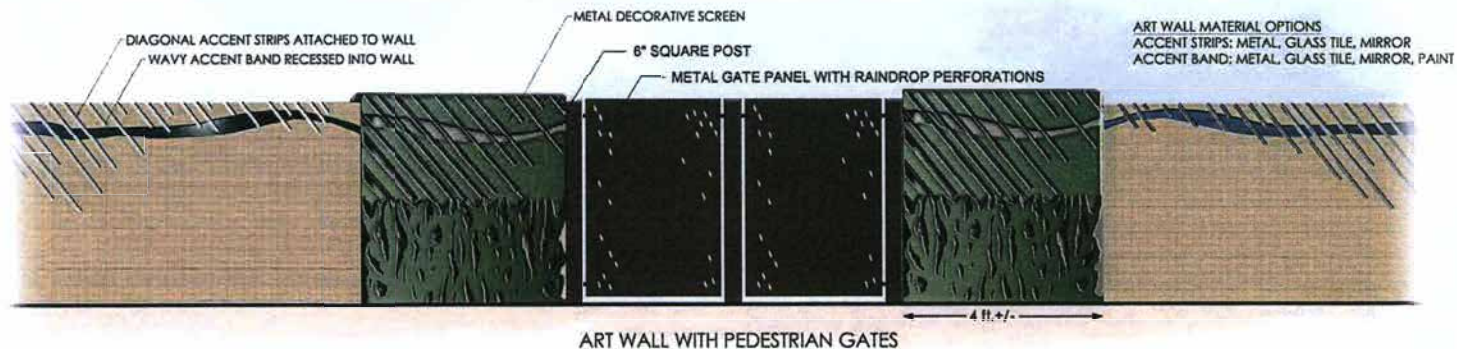
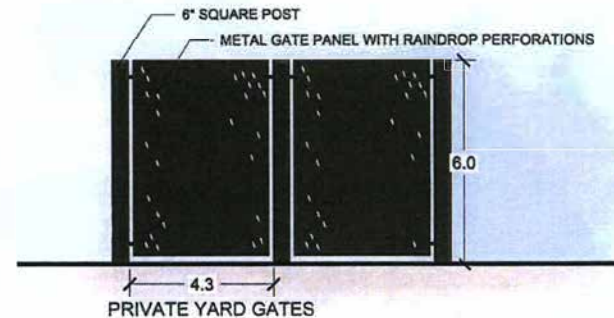
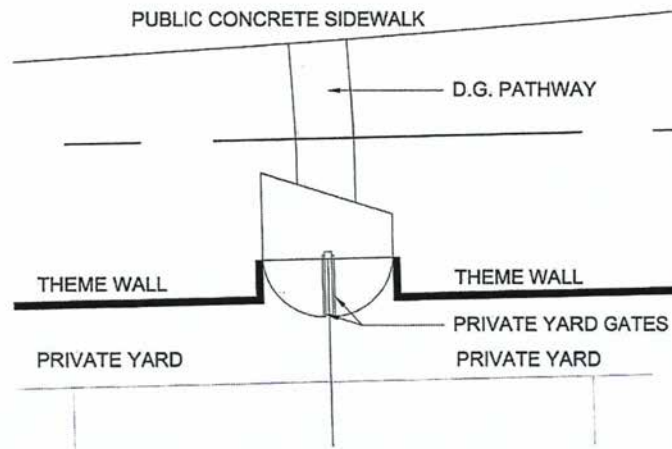
15. EASEMENTS.

- a. **EASEMENTS DEDICATED BY PLAT.** The owner shall dedicate to the city on the final plat, all easements necessary to serve the site, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.

16. CONSTRUCTION COMPLETED. Before any on-lot building permit is issued for the site, the owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations, in conformance with the Design Standards and Policies Manual and other applicable standards.

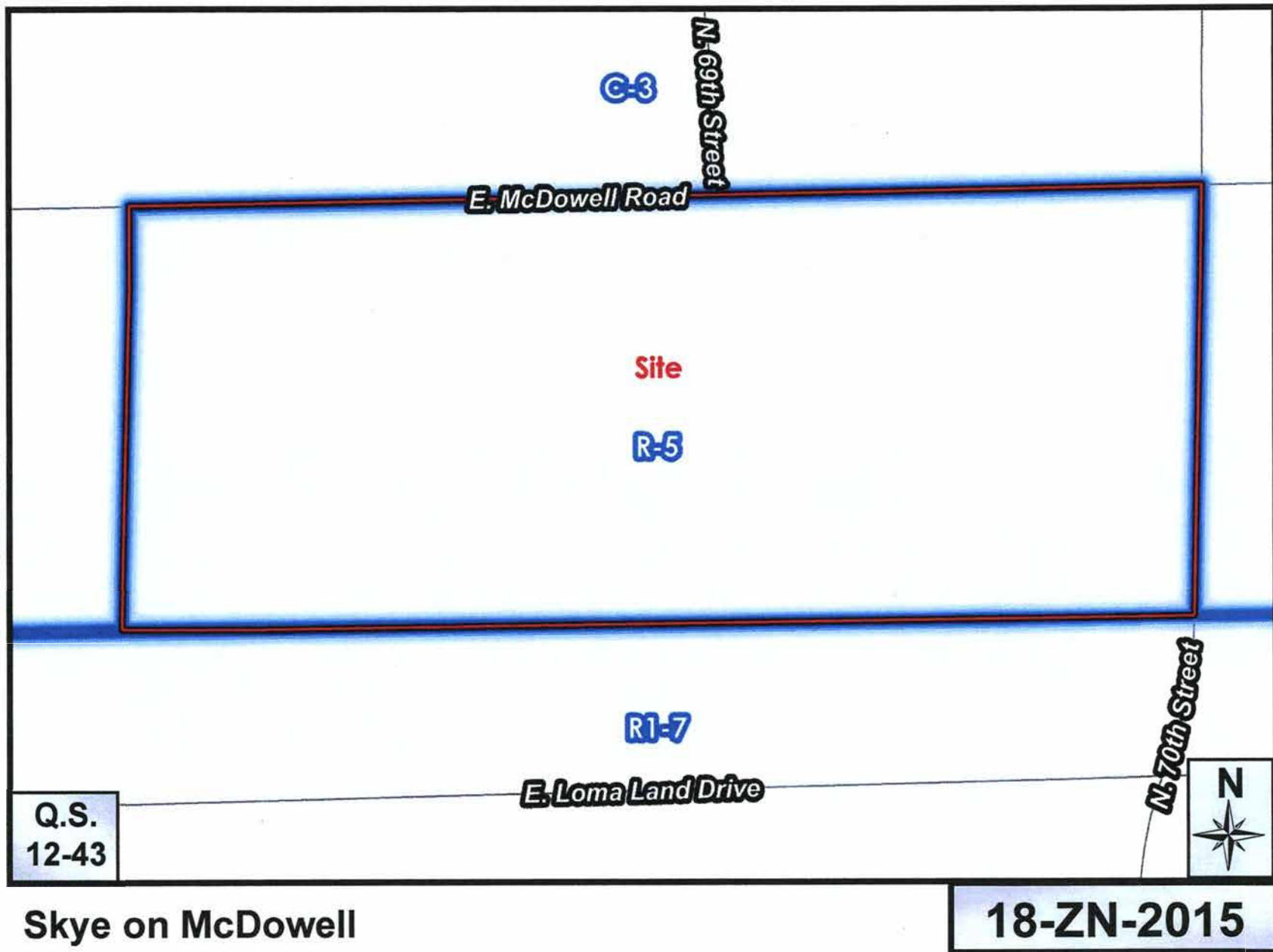


SITE DATA ADDRESS: 6855 E MCDOWELL RD. SITE AREA (NET): 278,936 SF (6.40 AC) SITE AREA (GROSS): 348,721 SF (8.00 AC) PROPOSED # OF LOTS: 58 (LOTS 56-58 CONTINGENT ON DEVELOPMENT OF APN 129-11-001H) GROSS DENSITY: 7.2 DU/AC CURRENT ZONING: C-3 PROPOSED ZONING: R-5 RESIDENT PARKING: 2 GARAGE SPACES/UNIT GUEST PARKING: 32 SPACES (INCLUDES 2 ACCESSIBLE SPACES) MAX. BUILDING HEIGHT: 26' TYP. LOT DIMENSIONS: 36' x 65.5' *REFUSE COLLECTION TO BE PROVIDED VIA INDIVIDUAL WASTE BINS.	OPEN SPACE <u>FRONTAGE O/S</u> REQUIRED: 30,683 SF (11% OF NET) PROVIDED: 30,683 SF <u>COMMON O/S</u> REQUIRED: 61,366 SF (22% OF NET) PROVIDED: 61,366 SF <u>PRIVATE OUTDOOR LIVING SPACE</u> REQUIRED: 140 SF/UNIT (5% OF GROSS FLOOR AREA) PROVIDED: 140 SF/UNIT	ROADWAY CROSS-SECTIONS SECTION A (SIDE WALK BOTH SIDES) SECTION B (PARKING ONE SIDE & SIDEWALK ON BOTH SIDES) SECTION C (PARKING ONE SIDE & SIDEWALK ON BOTH SIDES)	VICINITY MAP
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ART WALL MATERIAL OPTIONS
ACCENT STRIPS: METAL, GLASS TILE, MIRROR
ACCENT BAND: METAL, GLASS TILE, MIRROR, PAINT





Additional Information for:
Skye on McDowell
Case: 18-ZN-2015

PLANNING/DEVELOPMENT

1. **DEVELOPMENT CONTINGENCIES** Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. Pedestrian improvements and amenities on McDowell Road,
 - b. Perimeter wall design along McDowell Road, and
 - c. McDowell Road streetscape design
3. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
4. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

Skye on McDowell

SWC of 70th Street & McDowell Road

Project Narrative

6-GP-2015

18-ZN-2015



Prepared for:

K. Hovnanian Homes

Prepared by:

Berry Riddell, L.L.C.

John V. Berry, Esq.
Michele Hammond, Principal Planner

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Skye on McDowell – Project Narrative
Rev. January 8, 2016

6-GP-15 & 18-ZN-15
01/12/16

ATTACHMENT #4

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I. Property Information

Location: Southwest corner of 70th Street and McDowell Road

Property Size: 8 (+/-) gross acres and 6.40 (+/-) net acres

II. Property General Plan/ Zoning:

- **Current General Plan:** Mixed Use
- **Proposed General Plan:** Urban Neighborhoods

- **Current Zoning:** C-3 (Highway Commercial) and C-4 (General Commercial)
- **Proposed Zoning:** R-5 (Multifamily Residential)

Surrounding Uses:

- **North:** C-3 Dealership – Active GPA & Zoning Case for Residential (4-GP-2015 and 15-ZN-2015)
- **East:** C-3 Retail
- **South:** R1-7 Single-Family Residential
- **West:** C-3 Dealership

III. Project Overview

About the Site:

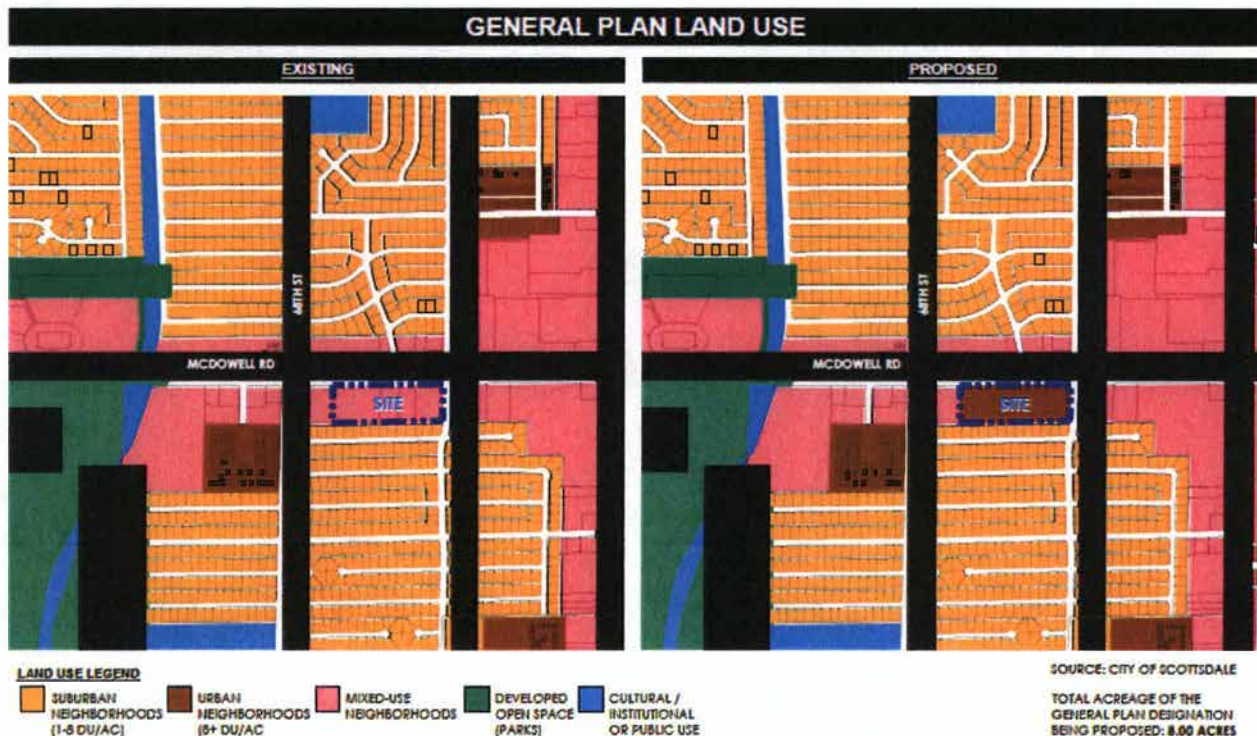
The proposed application is a request for a Minor (non-Major) General Plan Amendment from the Mixed Use designation to Urban Neighborhoods and a rezoning request from C-3 and C-4 to R-5 on an approximately 8 +/- gross acre property located at the southwest corner of 70th Street and McDowell, (the “Property”). The R-5 category is being requested because it most closely aligns with the development standards required for the proposed attached single-family homes. The typical densities found within the R-5 designation are 17-23 dwelling units/acre (“du/ac”); however, K. Hovnanian is proposing only 7.2 du/ac for Skye on McDowell.

The Property is occupied by several car dealerships, however, the dealerships plan to vacate the buildings and relocate to 16th Street & Camelback in less than a year. The proposal is to downzone and redevelop the 8 +/- acre Property with 58 +/- single-family homes (55 lots with this development plan, 3 lots with future phase) with a density of 7.2 du/ac bringing additional revitalization to the McDowell Corridor and fulfilling a demand for new housing in Southern Scottsdale. The current General Plan land use category for the site is Mixed Use and the proposed R-5 zoning district required a change in land use category from Mixed Use to Urban Neighborhoods.

K. Hovnanian has taken special consideration with the site plan by providing a single-family lot configuration that is sensitive to the existing single-family residential homes to the south. The proposed zoning and density provide a logical transition from McDowell Road (a 6-lane major arterial) to the R1-7 to the south. The site location is ideal for residential development with close proximity to Downtown Scottsdale, Downtown Phoenix, and Tempe. The proposed residential community will benefit from the nearby canal linkage, nearby Papago Park and close proximity to the Phoenix Zoo and Desert Botanical Gardens. Additionally, the integration of additional homes along the McDowell Corridor will strengthen the nearby existing retail and commercial businesses, as well as implement the City's goals and policies set forth in the recently adopted Southern Scottsdale Character Area Plan ("SSCAP"). The buildings and site layout were designed with attention to buffering the existing single-family neighborhood to the south and enhancing the McDowell Road street frontage with a fresh modern/contemporary design, balconies, projections and sustainable building methods and materials.

IV. 2001 General Plan

The request includes a Minor General Plan Amendment ("GPA") from Mixed Use to Urban Neighborhoods to accommodate the R-5 rezoning request and a change from "Group E" to "Group C" per the land use matrix in the 2001 General Plan. Additionally, the land use change is under the 10-acre threshold for Major GPA's.



The Urban Neighborhoods land use category:

URBAN NEIGHBORHOODS: *This category includes areas of multifamily dwellings/apartments. Densities in Urban Neighborhoods are usually more than eight dwelling units per acre. These high-density uses are generally located near retail centers, offices, or other compatible non-residential uses. Care must be taken to minimize impacts on other residential areas and to provide adequate circulation to accommodate the traffic volumes. Access to transportation choices (ie: pedestrian, bicycle, transit, etc.) is key consideration for Urban Neighborhoods. Areas containing high-density residential development should have minimal environmental constraints.*

The General Plan sets forth a collection of goals and approaches intended to integrate the Guiding Principles into the planning process and provide as a framework for proposed development and the built environment. The CityShape 2020 planning process recommended a three-level approach to planning including: Level I – Citywide Planning (the General Plan), Level 2 – Character Planning (Southern Scottsdale Character Area Plan) and Level 3 – Neighborhood Planning (there is no neighborhood plan for this area of the City).

The CityShape 2020 effort also established the “Six Guiding Principles.” Per the City’s 2001 General Plan, Six Guiding Principles articulate how the appropriateness of a land use change to the General Plan is to be qualified. These Six Guiding Principles are as follows: *Value Scottsdale’s Unique Lifestyle & Character, Support Economic Vitality, Enhance Neighborhoods, Preserve Meaningful Open Space, Seek Sustainability, Advance Transportation.*

1. *Value Scottsdale’s Unique Lifestyle & Character-* Revitalizing the McDowell Road Corridor will strengthen the existing character of the surrounding neighborhoods and promote Scottsdale’s unique lifestyle by providing more housing options for the community.
2. *Support Economic Vitality -* Revitalizing and redeveloping properties is a critical part of the economic vitality of the community as it matures. Integrating new residential development along McDowell Road is essential for the continued economic growth and sustainability of the City as a whole.
3. *Enhance Neighborhoods-* Key design elements that were considered with the Skye development plan include a modern architectural design, pedestrian connectivity and attention to the neighborhood edge conditions, most notably the single-family residential to the south.
4. *Preserve Meaningful Open Space-* Meaningful pedestrian connectivity, common areas, and edge treatments will be addressed through streetscape design themes for McDowell Road.

5. *Seek Sustainability-* Many of the design features and building practices will address sustainability, including but not limited to building orientation, green building materials and techniques, and native desert landscaping.
6. *Advance Transportation-* Residential developments integrated within an existing retail context (along both McDowell Road and Scottsdale Road) naturally lend themselves to alternative modes of transportation such as walking, bicycling, trolley and/or mass transit. The Property is directly adjacent to McDowell Road, within close proximity to Scottsdale Road, and 2 miles west of the Loop 101, all of which provide vehicular and mass transit regional access.

The Six Guiding Principles are further broken down into specific goals and policies within the various elements of the General Plan. Below is a discussion of the General Plan goals and policies that are applicable to the Skye on McDowell.

Character & Design Goal 1.

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

Bullet 4.

Ensure that all development is part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial, and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together.

Response: McDowell Road is designated as an Employment Core Urban Character Type in the 2001 General Plan. The General Plan states that “Employment Cores are primarily employment centers for the city. These cores support a wide range of activities and regional and community level employment uses.” The McDowell Road Corridor has evolved over the last 15 years with the approval of the Southern Scottsdale Character Area Plan in 2010 and the development of SkySong as a regional employment innovation center. Additionally, several of the car dealerships along McDowell Road have vacated or are planning to do so in the near future leaving behind large obsolete structures with limited options for adaptive reuse as commercial or employment buildings. As discussed below in the Economic Vitality section, additional roof tops will help bolster the existing commercial and employment uses along McDowell and Scottsdale Road. The Employment Core supports a “wide range” of uses to strengthen the changing needs and demands of the McDowell Road Corridor. See below for a more detailed discussion on the McDowell Road frontage design elements.

Character & Design Goal 4.

Encourage “streetscapes” for major roadways that promote the city’s visual quality and character, and blend into the character of the surroundings.

Bullet 7.

Apply streetscape guidelines to all landscaped areas within the public right-of-way. Encourage the use of streetscape guidelines in areas between the right-of-way and building setback lines or perimeter walls.

Bullet 8.

Designate specific design standards to be implemented on selected streets where a special theme is desired.

Response: The streetscape design for Skye is still evolving, but the goal will be to balance the functional requirements (such as privacy, security and noise attenuation) with the aesthetics of the development through the application and selection of landscaping, street furniture, lighting and hardscape design. The landscape design will conform to the McDowell Road Streetscape Design Guidelines utilizing the specified plant palette recognizing the significance of a shaded pedestrian experience within the urban context.

More specifically from a design standpoint, K. Hovnanian is including a series of “art walls” along with an enhanced pedestrian environment for the McDowell Road frontage. This wall is not intended to be subject to formal City public art requirements. K. Hovnanian has modified the wall along McDowell to have gates and individual access to the McDowell Road frontage further activating streetscape. The art wall with pedestrian gate access to individual lots, has movement and change in plane and only occupies 64% of linear street frontage with numerous breaks (landscape breaks increased with the redesign/2nd submittal). The landscaped edge, back of curb, averages 50’ in width outside of the property walls. Graphics have been provided showing this area and the quality pedestrian environment with canopy trees on both sides and an 8’ sidewalk. Further, the proposed site plan and streetscape design is a vast improvement over the current condition.

The development’s perimeter wall facing McDowell Road is designed to contribute to McDowell’s character as a gateway to Scottsdale and as a major regional roadway. Located near Scottsdale’s western border, Skye is located between the desert mountains of Papago Park and the creative technology environment of SkySong. The McDowell Road wall will symbolize connection of these environments in an artistic, contemporary way.

Several design variations are being considered for the proposed wall. All include elements expressing light, rain, wind, respect for the desert, and/or the importance of sustainability. Arid-region or arid-adapted landscaping along the base of the wall will tie into these elements. The wall design elements under consideration include:

- green screens
- glass or mirror inserts that symbolize slanted lines of windblown rain
- tile, glass or painted horizontal inset flowing “ribbon” representing water
- parasoleil screens with patterns based on desert, rain/wind, technology or area history theme.

Graphics included with this development plan depict possible wall designs. The final wall design, however, will be included with submittals to the Development Review Board. This wall is not intended to be subject to formal City public art requirements.

Character & Design Goal 6.

Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of the city.

Bullet 1.

Require substantial landscaping be provided as part of new development or redevelopment.

Bullet 2.

Maintain the landscaping materials and pattern within a character area.

Bullet 3.

Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.

Response: Mature landscaping will be integrated throughout the development with the goal of providing a vegetated buffer to the adjacent single-family residential, and enhancing the streetscape along McDowell Road acknowledging the speed at which it will be experienced by vehicles while still providing a meaningful and shaded environment for pedestrians. The amount of mature landscaping planned with the redevelopment of the site to residential will vastly increase the amount of vegetation and open space (required 22%) on this Property, as compared to the hard surfaces of the existing dealership buildings, surface and parking structures, thereby, greatly reducing the heat island effect.

Land Use Goal 3.

Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.

Bullet 1.

Ensure that neighborhood edges transition to one another by considering appropriate land uses, development patterns, character elements and access to various mobility networks.

Bullet 6.

Encourage transitions between different land uses and interstates through the use of gradual land use changes, particularly where natural and man-made buffers are not available.

Response: The proposed land use category of Urban Neighborhoods and the density of 7.2 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to south. Notably, the rezoning request from C-3 and C-4 to R-5 is a downzoning, and therefore, a reduction in daily trip generation (see traffic study). The architecture and building placement is respectful of the existing homes to the south in terms of height, massing and setback.

Land Use Goal 4.

Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.

Bullet 1.

Allow for the diversity of residential uses and supporting services that provide for all needs of the community.

Bullet 4.

Provide a variety of housing types and densities and innovative development patterns and building methods that will result in greater housing affordability.

Response: The proposed residential community will bring new residents and increased retail and restaurant demand to Southern Scottsdale. The residential community is consistent with the type of development envisioned in the SSCAP by providing a mix of housing types along the McDowell Corridor integrated with existing and future freestanding commercial uses and mixed use development. McDowell Road has a wide range of uses including office, dealerships, retail, restaurants, service related and recreational uses (ie: Papago Park). Integrating residential along this corridor meets several goals and policies of the General Plan and SSCAP.

Land Use Goal 8.

Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods.

Bullet 3.

Promote development patterns and standards that are consistent with the surrounding uses and reinforce an area's character.

Response: Revitalization of the McDowell Road Corridor has been a long-standing City goal, which inspired numerous community meetings and charrettes, the formation of the McDowell Corridor Task Force in early 2009, and later the adoption of the SSCAP in 2010 establishing a set of goals and policies for Southern Scottsdale and highlighting McDowell Road as a mixed use corridor. The integration of a variety of residential densities along McDowell Road will

expand and upgrade the housing options for this area and create the “live, work, play” environment the City desires. Skye on McDowell will be a for-sale, attached single-family development and will add to the housing options along the McDowell Road Corridor integrating high-end, medium density (7.2 du/ac) residential development to a soon to be vacated dealership site. The Property is within close proximity to a number of employers including, but not limited to, SkySong, General Dynamics, Honor Health and Arizona State University.

McDowell Corridor Task Force Recommendation (February 8, 2010)

Vision

To develop the vision, the Task Force considered Southern Scottsdale 1950’s post-war legacy as a community of strong, close-knit neighborhoods. Given today’s trend to embrace and to revive the rich history of the past, Southern Scottsdale can experience a renaissance that will capitalize on its existing technology, education and employment core, its diverse housing options, and its opportunities to attract mixed uses which include retail and entertainment.

Economic Vitality Goal 7.

Sustain the long-term economic well-being of the city and its citizens through redevelopment and revitalization efforts.

Bullet 4.

Support and encourage appropriate public and private redevelopment and revitalization efforts in the community.

Bullet 6.

Promote residential revitalization to maintain quality housing and thus maintain quality of the life and stability of the local economy.

Response: The proposed development plan brings reinvestment and revitalization to a soon to be vacated dealership site. The proposal will continue to reenergize the McDowell Road Corridor and bring new residential living opportunities, further strengthening the economic core of Southern Scottsdale. The integration of additional rooftops along McDowell Road will bolster nearby retail and commercial businesses.

Elliott Pollock Analysis - October 2015

K. Hovnanian commissioned an economic market analysis for the proposed McDowell Road developments (Aire and Skye) which are both a downzoning from commercial to residential. The Commercial Market Analysis for the South Scottsdale Market Area (the “Analysis”) was prepared by Elliot Pollock, October 2015. The Analysis is included with this submittal and highlights several key findings stated below:

- *The vacancy rate for office space in the Market Area (defined in the Analysis) stands at 31%.*
 - *Available retail space in the Market Area is abundant with a vacancy rate of 8.4%.*
 - *At least three major auto dealerships sites are currently vacant totaling 252,000 s.f. of space.*
 - *It is questionable whether these buildings in their current condition can be put to a commercial use other than auto dealerships.*
 - *It would be difficult to redevelop the auto dealership properties as retail due to the small size and limit depth of the parcels.*
 - *Many of the older free-standing dealership structures have limited use for modern retailers and buildings that are 10,000 s.f. or larger in size in the Market Area have a vacancy rate of 50%.*
 - *SkySong is clearly the anchor for the Market Area and considered to be an “innovation district” based on the combination of education, research, office and residential land uses.*
 - *In order to continue the expansion of the fledging innovation district centered at Skysong, additional mixed-use residential and office development should be promoted.*
 - *The City of Scottsdale should work to strengthen its existing retail real estate assets (ie: Pagago Plaza) as opposed to protecting potential retail sites where they may not be warranted or demanded.*
 - *The addition of new retail centers in a community, without corresponding increase in resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers.*
 - *A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area.*
 - *Additional residents living in close proximity to retail development will lead to higher retail sales activity.*
-

Housing Goal 4.

Encourage housing development that provides for “live, work and play” relationships as a way to reduce traffic congestion, encourage economic expansion and increase overall quality of life for our residents.

Bullet 1.

Encourage a variety of housing densities throughout Scottsdale, with mixed-uses in areas of major employment and transit hubs, to offer greater live-work choices to a broader economic range of households.

Response: The mix of housing along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor/San Travesia (PUD) developments, which are all multifamily apartments ranging from 20-31 du/ac. This proposed for-sale, attached single-family development with a density of 7.2 du/ac will further expand and upgrade the housing options along the McDowell Road Corridor integrating modern residential

development on a soon to be vacated parcel acting as a catalyst for further redevelopment along McDowell Road.

Neighborhoods Goal 4.

Preserve and enhance the unique sense of neighborhood found in diverse areas of Scottsdale through neighborhood conservation.

Bullet 3.

Guide revitalization, redevelopment, and infill (new development in established areas) development to ensure that such development efforts are context-appropriate to the surrounding neighborhoods.

Bullet 7.

Create, preserve and enhance pedestrian, vehicular and alternative transportation mode connections and links between neighborhoods and other neighborhood-supporting land uses throughout the community.

Response: The Property is surrounded by retail, car dealerships, vacant buildings (property to the north is currently under application for rezoning to R-5) and single family homes. The proposed request for Urban Neighborhood and R-5 zoning creates a logical land use fit in the greater context. The proposed density of 7.2 du/ac is compatible with the R1-7 development directly to the south and the development plan provides a buffer through landscaping and building setback along the southern edge of the site.

Redevelopment of this Property will include improvements to the pedestrian connectivity along the McDowell Road street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along McDowell Road will activate the corridor by increasing pedestrian synergy with new residents who will utilize the sidewalks, canal paths, and Papago Park amenities.

Growth Area Goal 1.

Direct and sustain growth and expansion in areas of the city that can support a concentration of a variety of uses and are particularly suitable for multimodal transportation and infrastructure expansion and improvements.

Bullet 3.

Promote the coordination of infrastructure development and upgrade with opportunities for infill development and development activity where it will encourage a mix of uses and support pedestrian and transit activity.

Response: The Property is located within the McDowell/Scottsdale Road Growth Area. Integrating residential development within the range of land uses along McDowell Road will promote both land use synergy and pedestrian/transit activity as residents utilize the physical connections, as well as, the existing transit opportunities adjacent to the site. The proximity of employment, retail, entertainment and service related land uses throughout Southern Scottsdale

make this infill site prime for redevelopment and highly suitable for residential development, providing housing opportunities within close proximity to an existing mix of uses. As noted below, the SSCAP Land Use Goal 2 states that these corridors “support greater residential density to complement Regional Center land uses.”

Growth Area Goal 3.

Conserve significant natural resources and open space areas in the growth areas and coordinate their locations to similar areas outside of the growth areas.

Bullet 1.

Achieve meaningful open space as an integral part of activity cores and conserve significant natural resources and open space areas within growth areas.

Response: Mature landscaping will be integrated throughout the development with the goal of providing a vegetated buffer to the adjacent single-family residential, and enhancing the streetscape along McDowell Road acknowledging the speed at which it will be experienced by vehicles while still providing a meaningful and shaded environment for pedestrians. The amount of mature landscaping planned with the redevelopment of the site to residential will vastly increase the amount of vegetation and open space (required 22%) on this Property, as compared to the hard surfaces of the existing dealership buildings, surface and parking structures. Additionally, the design proposed for the McDowell Road street frontage with 4-sided architecture, art wall, gate access to each residential lot, street-lined tree canopies, and 8’ sidewalk and additional sidewalk connections integrated with the open space areas along McDowell Road all help to achieve “meaningful open space” sought for this Growth Area.

Growth Area Goal 6.

Integrate public (civic) art into the visual character of designated growth areas.

Response: The development’s perimeter wall (“art wall”) facing McDowell Road is designed to contribute to McDowell’s character as a gateway to Scottsdale and as a major regional roadway. Although this wall is not intended to be subject to formal City public art requirements. Located near Scottsdale’s western border, Skye is located between the desert mountains of Papago Park and the creative technology environment of SkySong. The McDowell Road wall will symbolize connection of these environments in an artistic, contemporary way.

Several design variations are being considered for the wall. All include elements expressing light, rain, wind, respect for the desert, and/or the importance of sustainability. Arid-region or arid-adapted landscaping along the base of the wall will tie into these elements. The wall design elements under consideration include:

- green screens
- glass or mirror inserts that symbolize slanted lines of windblown rain
- tile, glass or painted horizontal inset flowing “ribbon” representing water
- parasoleil screens with patterns based on desert, rain/wind, technology or area history theme

Community Mobility Goal 5.
Relieve Traffic Congestion.

Bullet 3.

Emphasize work, live, play relationships in land use decisions that will reduce the distance and frequency of automotive trips and support alternative modes such as pedestrian paths, equestrian trails, cyclists routes, transit, telecommuting and technology for moving people and information.

Community Mobility Goal 8.

Emphasize live, work, play land use relationships to optimize the use of citywide systems and reduce the strain on regional and local/neighborhood systems.

Bullet 2.

Encourage the development and redevelopment of areas that support a balance of live, work, play land use relationships and alternative modes of transportation that reduce the reliance on the automobile.

Response to both Goal 5 & 8: Redevelopment of this Property will include improvements to the pedestrian connectivity along the McDowell Road street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along McDowell Road will activate the corridor by increasing pedestrian synergy with new residents who will utilize the sidewalks, canal paths, and Papago Park amenities. The existing dealership driveway entrances along McDowell Road will be eliminated and replaced with sidewalk, curb, and gutter to match the proposed improvements.

The Property is located within close proximity to an array of land uses (office, retail, support services) and the proposed pedestrian connections enhance the environment for residential development. The integration of more residential development along McDowell Road will naturally result in reduced travel distances, vehicle trips and promote walking and cycling via nearby trails, sidewalks and recreational amenities such as the canal path system, Papago Park and Indian Bend Wash. In addition to the new residential developments mention above the City is beginning to see new businesses established in the area such as the Fate Brewery at the southwest corner of McDowell and Scottsdale Road. This type of redevelopment reflects how the live, work, play philosophy develops through a variety of retail services inspired by a revitalizing corridor with the promise of more rooftops bringing additional investment.

Lastly, as identified in the traffic study included with this application, the proposed residential development will reduce the daily weekday trips from 1,958 to 626; a reduction of 1,331 daily trips.

V. Southern Scottsdale Character Area Plan (“SSCAP”)

The City Council adopted the SSCAP in October 2010. The public outreach process for the SSCAP identified five community priorities which are listed below:

- 1. Develop a strong economic core with community gathering places*
- 2. Focus on local mobility and walkability*
- 3. Maintain and enhance existing neighborhoods and identity*
- 4. Balance growth*
- 5. Promote well designed architecture and sustainability*

From its inception, the proposed Skye on McDowell residential community utilized these five priorities as guiding principles to the overall design and architectural character. Bringing new residential living opportunities to the McDowell Road Corridor will strengthen the economic core of Southern Scottsdale and enhance the existing character of the surrounding neighborhoods. The project was designed with a focus on walkability and also promotes a modern, contemporary architectural sensitive to the surrounding context while responding to the current market. The applicant seeks to build a sustainable, desert sensitive project by incorporating recessed windows and low-water use plant materials. The existing sidewalk along McDowell Road will be replaced with a detached sidewalk and landscaping will be provided between the curb and sidewalk to enhance the pedestrian experience. All of the internal streets will have sidewalks as well with connection points to McDowell Road and 70th Street at the entry drives.

Below are the land use goals and policies identified in the SSCAP that apply to the proposed development:

Goal LU 1

Promote residential reinvestment and revitalization through regulatory flexibility.

• Policy LU 1.1

Update land use regulations to allow for the revitalization and/or expansion of residential properties to current market standards.

• Policy LU 1.2

Encourage new residential development and revitalization that complements the established urban form.

Response: The proposed development meets these land use goals by revitalizing a dealership property (soon to be vacated) and redeveloping with a residential land use that will bring additional housing opportunities to the McDowell Road Corridor; an area designated for revitalization and redevelopment. The site plan has been designed in a sensitive manner by providing appropriate buffering to the existing single-family residential to the south (62’ feet from rear wall of the adjacent neighborhood to the face of building within the Skye community). Integrating residential will strengthen the live, work, play land use concept along this corridor and will bring synergy to this mixed use core.

Skye on McDowell – Project Narrative

Rev. January 8, 2016

The site location is ideal for residential development with close proximity to Downtown Scottsdale, Downtown Phoenix, Sky Harbor Airport, and Tempe. Skye on McDowell will benefit from the nearby canal linkage, nearby Papago Park and close proximity to the Phoenix Zoo and the Desert Botanical Garden. Additionally, the integration of additional residential units along the McDowell Corridor, with adjacent and nearby commercial land uses, will strengthen the existing retail businesses, as well as maintain the City's goals and policies.

McDowell Corridor Task Force Recommendation (February 8, 2010)

Target Market Position

The brand should capitalize on the following prioritized list of assets:

1. SkySong/General Dynamics
2. Downtown Scottsdale
3. Salt River Maricopa Indian Community
4. Phoenix Zoo/Desert Botanical Garden (Papago Park)
5. ASU/Tempe
6. Sky Harbor Airport

Goal LU 2

Create a hierarchy of regional, opportunity, and resort corridors to guide future land use, development and redevelopment throughout southern Scottsdale.

• ***Policy LU 2.1***

Regional Corridors consist of higher intensity development and exist only within General Plan designated Growth Areas. These corridors will:

- *Connect Regional Centers*
- *Be bordered exclusively by mixed-use neighborhood land use designation*
- *Contain vertical and horizontal mixed-use development; and*
- *Support greater residential density to complement Regional Center land uses.*

Response: Redevelopment of this Property with a residential land use will support the larger Regional Corridor context, the Sky Song Regional Center, as well as the Papago Regional Center. The integration of residential along McDowell Road will provide pedestrian synergy which is essential to a thriving mixed use development pattern. As noted several times in the SSCAP, these mixed use environments can be vertical or horizontal in nature.

Goal LU 3

Promote revitalization, reinvestment and development along Southern Scottsdale's Corridors.

• ***Policy LU 3.2***

Promote a mix of housing located along Corridors as a part of designated Regional Centers and Activity Areas.

- **Policy LU 3.6**

Encourage a diversity of new development, redevelopment, and infill projects that incorporate vertical and horizontal mixed-use development along Southern Scottsdale Corridors.

Response: The proposed residential community will not only bring reinvestment and redevelopment to the area, but will also bring development that more closely aligns the goals of the City by integrating residential development along the McDowell Road Corridor. The “mix of housing” along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor (PUD) developments which are all multifamily residential horizontally integrated with the mix of uses along McDowell Road. Additionally, this proposed for-sale, attached single-family development will further expand and upgrade the housing options along the McDowell Road Corridor, integrating modern residential development on a soon to be vacant dealership parcel.

Goal LU 5

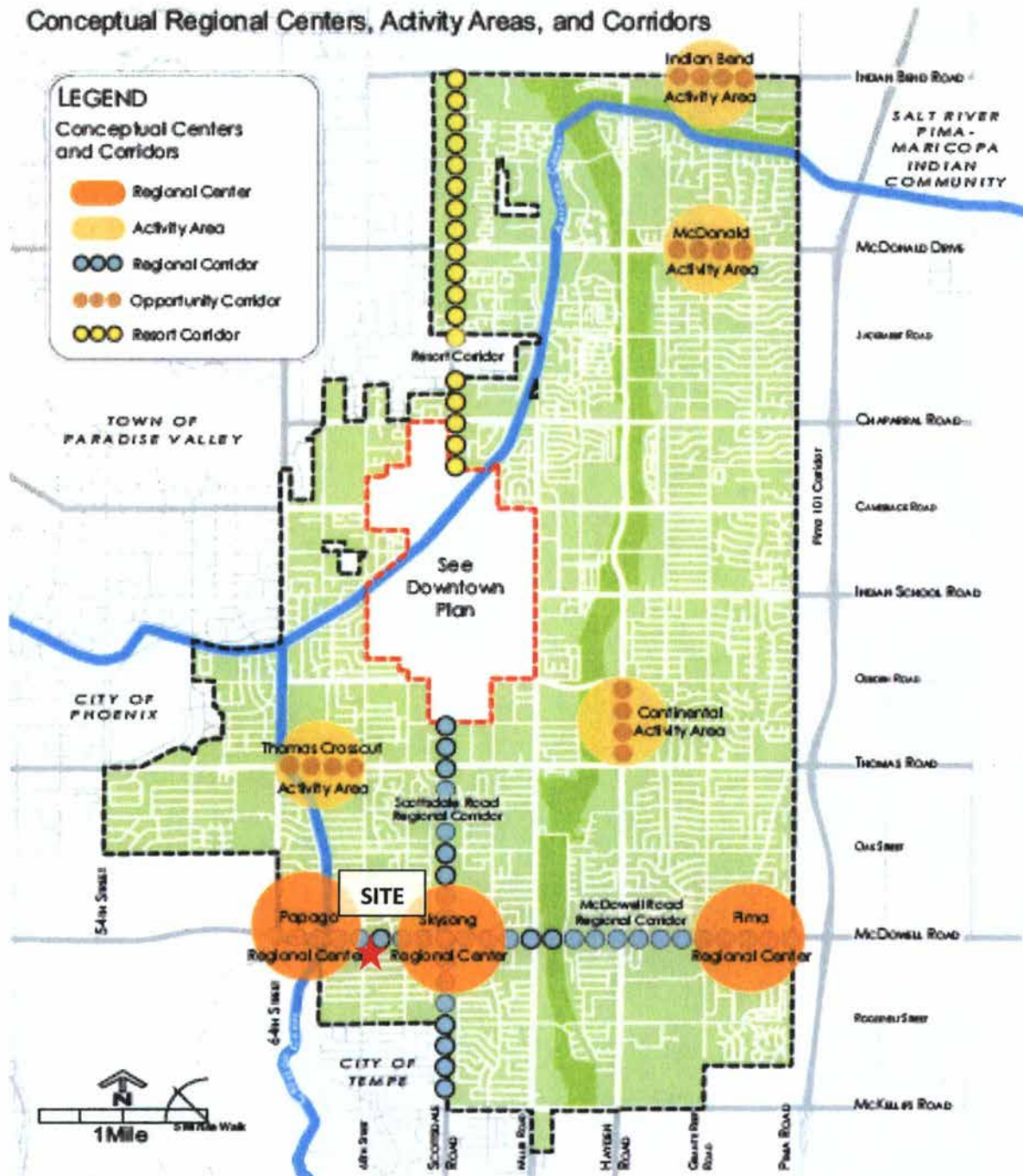
Create Regional Centers and activity areas to guide future land use types and intensities throughout Southern Scottsdale.

- **Policy LU 5.1**

Encourage the most intense levels of reinvestment, revitalization, and infill development within designated Regional Centers. These centers are located within General Plan designated Growth Areas, on Regional Corridor roadways and are considered a valley-wide destination.

Response: McDowell Road is designated at a Regional Corridor per the SSCAP. The site falls between the Papago Regional Center and SkySong Regional Center. The proposed residential development will strengthen the link between these two “Regional Centers” and will accomplish a range of goals including the revitalization of an underutilized property (soon to be vacant dealership buildings) by integrating high quality, vibrant architecture and creating pedestrian synergy that will tie into the nearby canal trail system and Papago Park to the west. Given the surrounding context, the proposed density of 7.2 du/ac is appropriate and will provide as a logical transition from the more intense McDowell Corridor to the single-family residential to the south.

Conceptual Regional Centers, Activity Areas, and Corridors



Southern Scottsdale Character Area Plan, 2010

Goal LU 9

Create new development and connectivity opportunities between Papago Park and Southern Scottsdale.

• Policy LU 9.1

Support more intense land uses adjacent to Papago Park that are tourism and regional destinations including (but not limited to): mixed-use, hotel, specialty attractions, housing, recreation, retail, and support services.

Response: As mentioned above, the proposed residential community will benefit from the nearby canal linkage and Papago Park. The density of 7.2 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to south. With the redevelopment of the site, improvements to the pedestrian connectivity will be made along the street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along this corridor enhances the pedestrian realm as new residents utilize the sidewalks, canal paths, and Papago Park amenities.

Goal CD 1

New and redeveloped residential housing should respect existing neighborhood character and design.

• Policy CD 1.1

New and redeveloped residential development should be compatible in terms of established neighborhood housing proportion, size, mass, and height.

• Policy CD 1.2

Architectural housing character should not be restricted to, but remain complementary with, existing neighborhood design.

Response: The proposed residential housing brings an exciting new architectural type to McDowell Road providing a modern, contemporary aesthetic appealing to the market demographic drawn to this transforming Regional Corridor. That being said, the two-story building proportions, size, massing and heights are compatible with the adjacent single-family homes to the south. Additionally, the site plan has been designed to provide a minimum 50'+ buffer (with no buildings) and mature landscaping along the southern edge.

Goal CD 2

The character and design of mixed-use and commercial development should accommodate a variety of land uses, engage pedestrians, and extend indoor spaces to the outside.

- **Policy CD 2.1**

Encourage pedestrian-oriented site design for new and revitalized development within Corridors, Regional Centers, and Activity Areas.

- **Policy CD 2.2**

Support new building design that respects existing area character, while allowing for efficient and coherent use of building sites.

- **Policy CD 2.4**

New development and redevelopment should provide a diversity of design by accommodating a mix of land uses both vertically and horizontally.

Response: McDowell Road is designated as a Regional Corridor in the SSCAP. The site falls between the Papago Regional Center and SkySong Regional Center. The proposed residential development will strengthen the link between these two “Regional Centers” and will accomplish a range of goals including the revitalization of an underutilized property (soon to be vacant dealership buildings) by integrating high quality, vibrant architecture, creating pedestrian synergy and promoting a mixed use environment.

Goal CD 4

Site and building design of new development and redevelopment should respond to the Sonoran Desert Climate.

- **Policy CD 4.1**

Encourage new development to incorporate designs such as shade structures, deep roof overhangs and recessed windows to address passive solar cooling opportunities.

- **Policy CD 4.2**

Encourage the use of a variety of textures and natural building materials to provide architectural visual interest and richness, particularly at the pedestrian level.

- **Policy CD 4.3**

Support landscape design that responds to the desert environment by utilizing indigenous and adapted landscape materials that complement the Southern Scottsdale built environment.

Response: The architectural design, window placement, building materials and landscaping have been carefully selected to incorporate the vernacular of the Southwest and provide desert sensitive design elements. Architecture has been designed to activate both sides of the building (see elevations & site plan). The landscape plant palette is consistent with the McDowell Road Streetscape Guidelines and incorporates predominately low water use plant materials appropriate for this urban desert setting.

Goal CD 6

Promote, plan, and implement design strategies that are sustainable.

• Policy CD 6.1

Encourage compact development design along Corridors and in Regional Centers and Activity areas to help reduce travel distances, encourage walking and cycling, and stimulate public transit use.

• Policy CD 6.4

Encourage the use of sustainable design principles for remodeling and new development projects to mitigate building construction and operational impacts on the environment.

Response: Being located along the McDowell Road Regional Corridor with close proximity to an array of land uses (office, retail, support services) and pedestrian connections, the Property is a highly suitable environment for residential development. The integration of more residential development along McDowell Road will naturally result in reduced travel distances, vehicle trips and promote walking and cycling via nearby trails, sidewalks and recreational amenities such as the canal path system, Papago Park and Indian Bend Wash.

The single-family residential units will include a ground level private garden space with balcony above. The garden patio spaces will serve as an indoor/outdoor space and an extension of the ground level flex space (living, home office, game room, etc). The garden spaces that align McDowell Road and other street frontages will be designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall. This edge will activate McDowell Road with art wall elements and vegetation to bring visual interest as opposed to an unattractive linear wall mass (see page 7 and 13 for art wall description).

K. Hovnanian uses energy efficient technology in their homes incorporating low-e glass, energy star appliances, sustainable building materials, and low water use desert landscaping appealing to the expectations of today's consumer while reducing operational impacts on the environment.

Goal EV 1

Support reinvestment that updates and/or replaces aging commercial properties.

• Policy EV 1.1

Support Opportunity and Regional Corridors, Regional Centers and Activity Areas for areas of mixed-use and higher-density development as part of an overall economic revitalization strategy.

Response: The proposed development plan brings reinvestment and revitalization to an aging, dealership site (soon to be vacated), further reenergizing the McDowell Road Corridor and bringing new residential living opportunities strengthening the economic core of Southern Scottsdale. The integration of additional rooftops along McDowell Road will bolster nearby retail and commercial businesses promoting the live, work, play momentum desired by the City. See the Elliott Pollack summary above on page 10-11.

Goal EV 5

Encourage a strong economic relationship among opportunity and regional corridors and associated regional centers and activity areas.

• Policy EV 5.3

Promote the development and location of a range of housing to meet executive and workforce housing needs in the Regional Centers and adjacent mixed-use Regional Corridors to support business cluster and employment development.

Response: Per the SSCAP, the Property lies between the Papago Regional Center and SkySong Regional Center along the McDowell Road Regional Corridor. The proposed residential development will strengthen the link between these two “Regional Centers” and will accomplish a range of goals including the revitalization of an underutilized property (soon to be vacated dealership buildings) and providing additional housing options for employees of SkySong, General Dynamics, Honor Health, and Arizona State University to name a few.

Goal H2

Embrace a wide range of housing options.

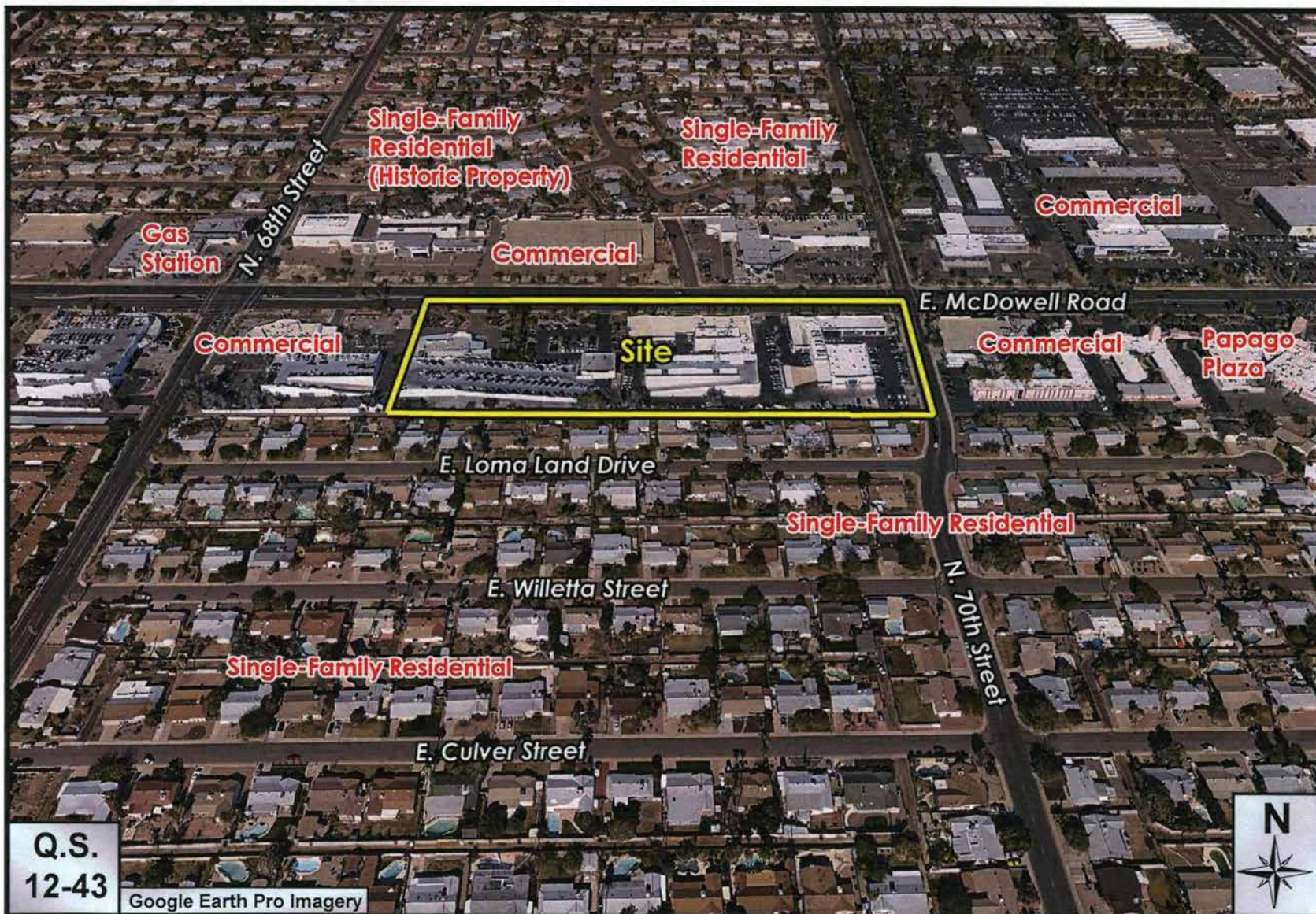
• Policy H 2.4

Increase availability of housing choices that meet the living activity requirements of diverse individuals, families, and for persons with disabilities.

Response: The mix of housing along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor (PUD) developments which are all multifamily residential. This proposed for-sale, attached single-family development will further expand and upgrade the housing stock along the McDowell Road Corridor integrating higher-end, modern residential development on a soon to be vacated parcel acting as a catalyst for further redevelopment along McDowell Road.

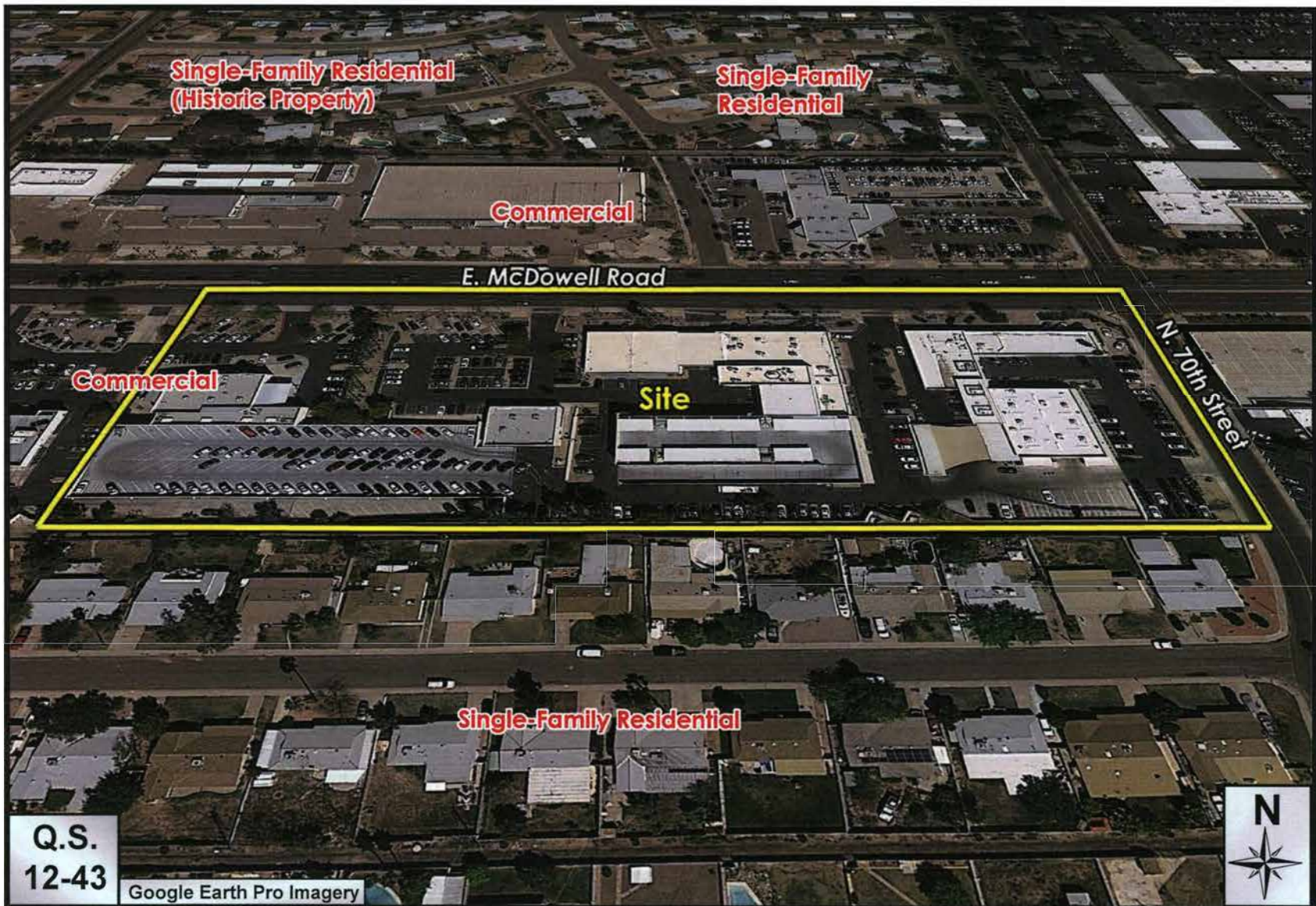
VI. Conclusion

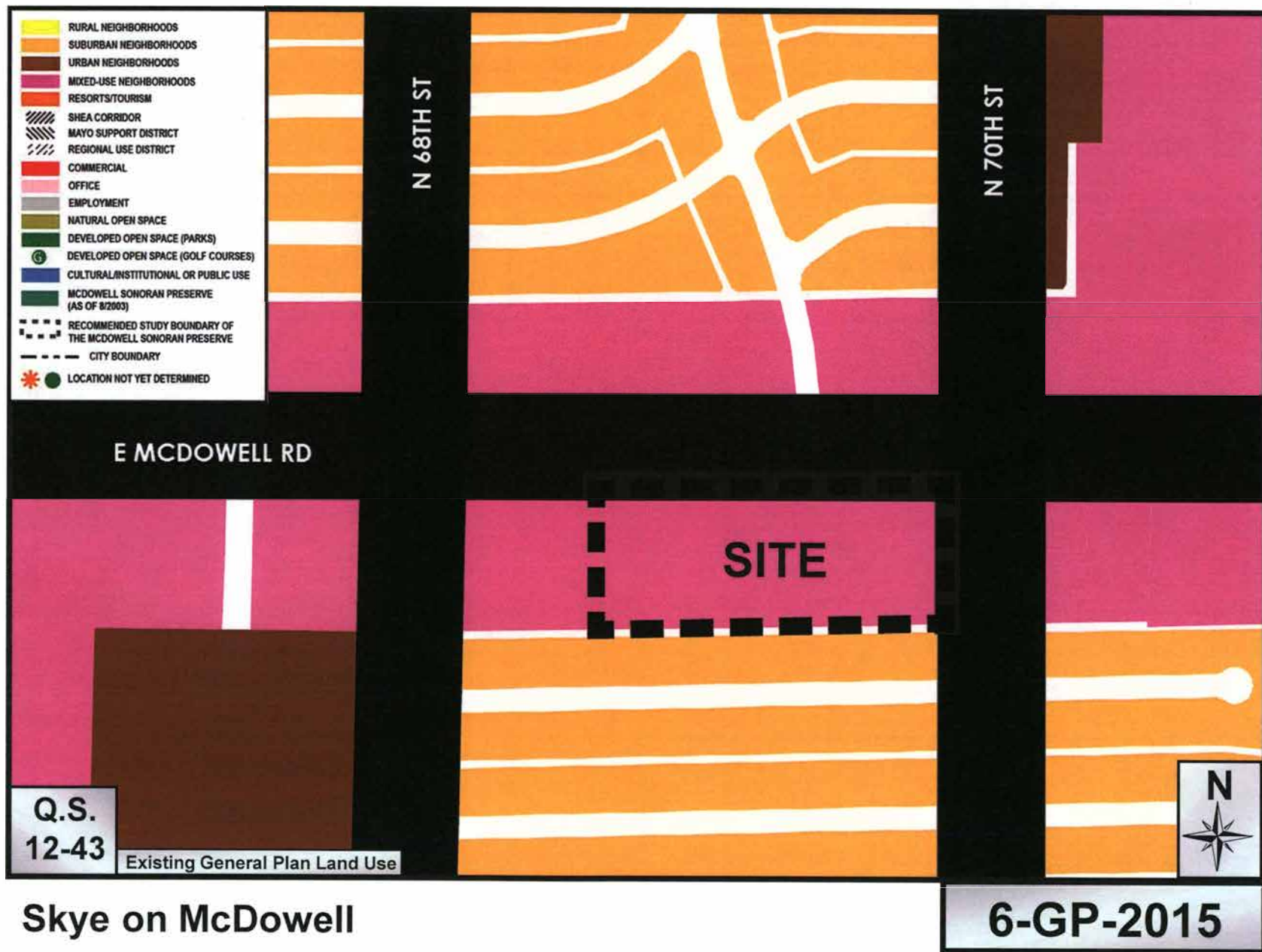
In summary, the applicant is seeking a General Plan Amendment and rezoning on an 8+/- acre site to create a for-sale single-family residential community with 58+/- homes (55 lots with this development plan, 3 lots with future phase). Redevelopment of this parcel will revitalize a soon to be vacant dealership along McDowell Road and providing additional high-end housing opportunities for the Southern Scottsdale community. It will contribute to the live, work, play land use balance promoted by the General Plan and SSCAP. Incorporating new residential land use is essential to the success of Southern Scottsdale and the McDowell Road Regional Corridor. The site is an ideal location for residents to live close to Downtown Scottsdale, Downtown Phoenix, Sky Harbor Airport and Tempe and enjoy the nearby amenities of Papago Park, canal trail system and Indian Bend Wash.

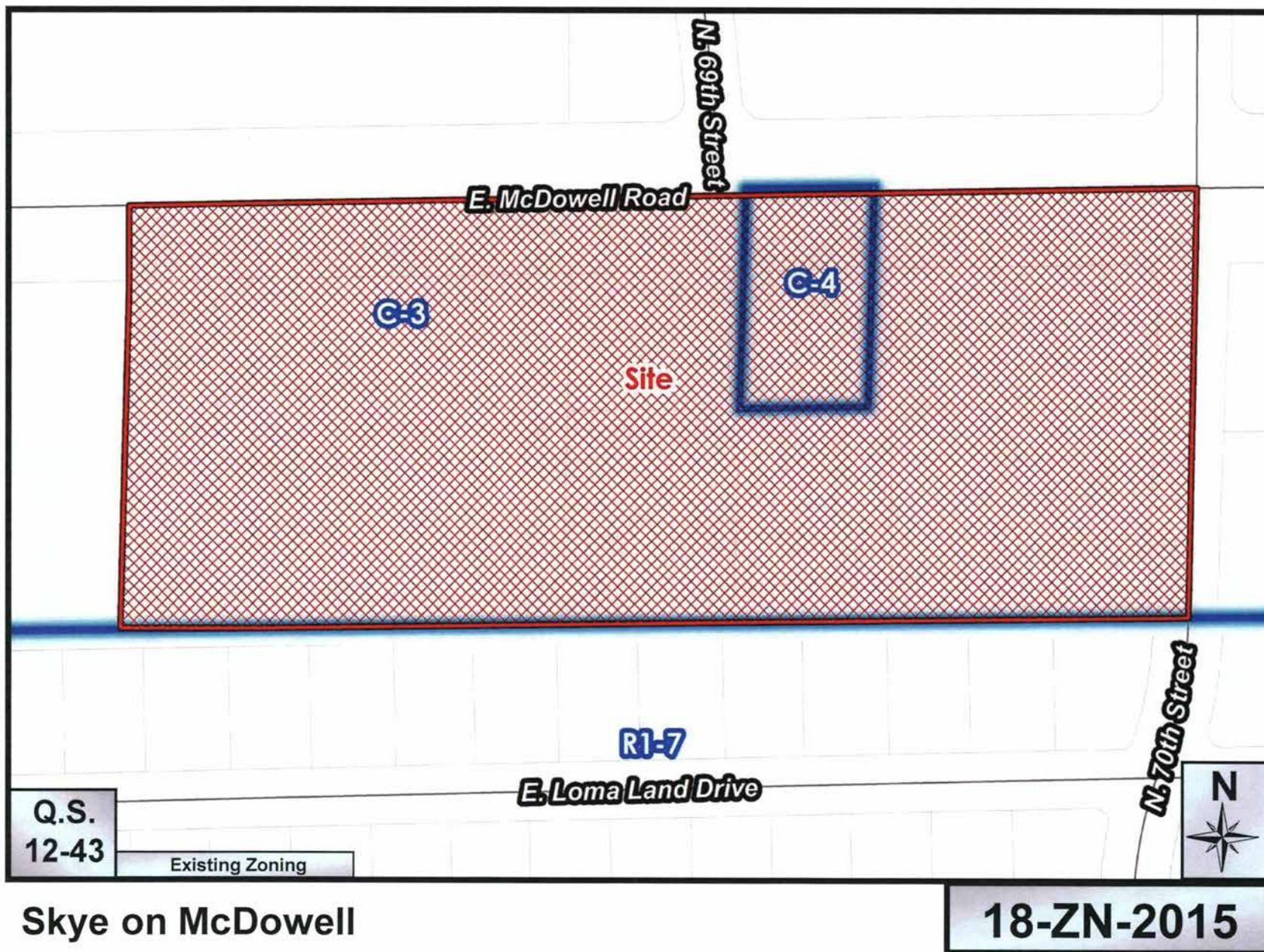


Skye on McDowell

18-ZN-2015







Skye on McDowell

18-ZN-2015

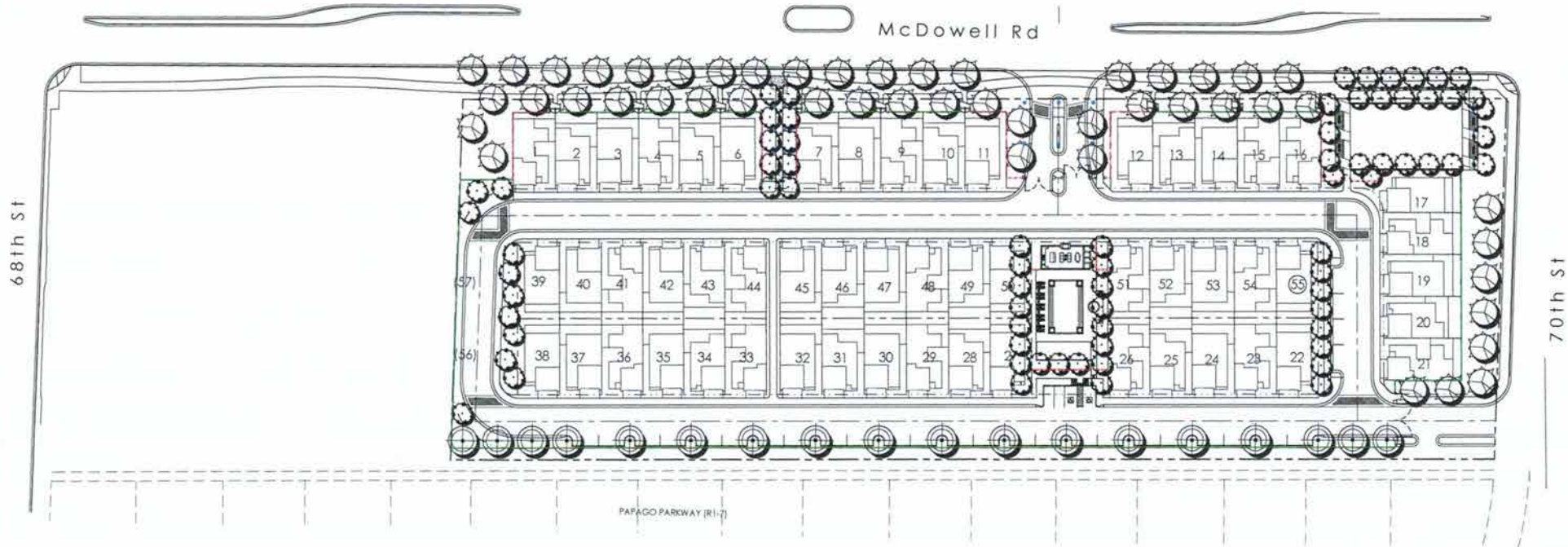


 4' PRIVATE PATHWAYS
 6' PRIVATE SIDEWALK
 8' ATTACHED PUBLIC SIDEWALK
 8' DETACHED PUBLIC SIDEWALK
 PEDESTRIAN NODE

 SIGNALIZED INTERSECTION
 EXISTING DRIVEWAY TO BE REMOVED
 PROPOSED TURNING MOVEMENT

The diagrams illustrate three standard street cross-sections for a 46-foot wide street:

- SECTION A (SIDE WALKS BOTH SIDES):** Shows a 46-foot street with sidewalks on both sides. Each sidewalk is 6 feet wide (S/W) and includes a 2-foot roll curb. The total width of the sidewalks is 12 feet, leaving 34 feet for the travel lanes.
- SECTION B (PARKING ONE SIDE & SIDEWALKS ON BOTH SIDES):** Shows a 46-foot street with sidewalks on both sides (6 feet S/W each) and on-street parking on one side. The parking area is 9 feet wide. The total width of the sidewalks and parking is 21 feet, leaving 25 feet for the travel lanes.
- SECTION C (PARKING ONE SIDE & SIDEWALK ON ONE SIDE):** Shows a 46-foot street with a sidewalk on one side (6 feet S/W) and on-street parking on the same side. The parking area is 9 feet wide. The total width of the sidewalk and parking is 15 feet, leaving 31 feet for the travel lanes.



PROJECT TEAM

Discipline	Company Contact Info
Client	E. Hovnanian Homes Chuck Chisholm 480.824.4175 cchisholm@ehh.com
Planner / Landscape Architect	LVA Urban Design Studio Keith Nichler Steven Voss Laura Thelen, RLA, LSSD-AP 120 South Ash Avenue Tempe, Arizona 85281 480.994.0994 knichler@lva-design.com svoss@lva-design.com lthelen@lva-design.com

PROJECT DATA

ON-SITE LANDSCAPE AREA:
RIGHT-OF-WAY LANDSCAPE AREA:
TOTAL TREES PROVIDED:
MATURE TREES REQUIRED:
MATURE TREES PROVIDED:

Pursuant to Section 10.50B, all trees shall have a 15 gallon minimum container size and at least 50% must be mature. For developments where buildings have more than one story, 50% of the trees shall meet the following standards:
Palm Trees: 12 feet tall
Single-Trunk Trees: 3 inch caliper
Multiple-Trunk Trees: 1-1/2 inch caliper average trunk

CONCEPTUAL PLANT PALETTE

TREES	SIZE
PRIMARY STREETSCAPE TREE USAMUS PARVIFLORA #E EUCALYPTUS PAPUANA	EVERGREEN ELM 24" BOX SHORT GUM EUCALYPTUS 24" box (2' tall)
STREET FRONTAGE ACCENT TREE CERCIDYUM HYBRID #E CAESALPINIA CACALACO	DESERT MUREUM PALM VERDE 24" BOX CASCALOTE 38" BOX
TALL EVERGREEN SCREEN TREE EUCALYPTUS PAPUANA #E DALBERGIA SINUOSA	SHORT GUM EUCALYPTUS 24" box (2' tall) SINUOSA TREE 38" box (2.5' tall)
FLOWERING LARGE SCALE SHADE TREE JACARANDA MINORIFOLIA #E TABERNA SP	JACARANDA TRUMPET TREE 48" box (3' tall)
SMALL PATIO TREES CHITRALPA TABERNAEUS THEVETIA PERUVIANA BAUHIA CONGESTA CAEALPINIA MEXICANA	CHITRALPA 24" BOX YELLOW OLEANDER 24" box (1.5' tall) ANACARD ORCHID 24" box (1' tall) YELLOW BIRD OF PARADISE 18 GAL

SHRUBS / VINE / ACCENTS	SIZE
TECOMARIA CANADENSIS #E EUCALYPTUS HYMENALE #E HESPERALOE PARVIFLORA PERIPH #E MUELENBERGIA CAPILLARIS #E MUELENBERGIA RIGIDA #E PEDALANTHUS MACROCARPUS #E SANSEVERIA TRIFASCIATA	CAPE HONEYBUCKLE (ON TRELLIS) 5 gal HORSETAIL REED 1 gal BRANKEIGHTS YUCCA 1 gal CHINESE HIBISCUS 3 gal REGAL MIST 1 gal CREST GRASS 5 gal SLIPPER PLANT 5 gal SHAKE PLANT 5 gal
GROUND COVERS	SIZE
LANIARIA "MAY GOLD" #E LANTANA MONTEVIDENSIS #E RUELLIA BRITTONIANA "KATIE" #E TRACHELOPODIUM JAVANENSIS #E MEDELIA TRILOBATA	SOLID LANTANA 1 gal TRAILING PURPLE LANTANA 1 gal KATIE RUELLIA 1 gal STAR JASMINE 1 gal YELLOW DOT 1 gal
INERT GROUND COVERS SYNTHETIC TURF	
DECOMPOSED GRANITE IN ALL PLANTER BEDS	

*NOT ON THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW-WATER USE PLANT LIST (APPROX. 3.5% OF PLANT MATERIAL SHOWN ON PLAN IS NOT ON LOW-WATER USE LIST)

SKYE ON McDOWELL

CONCEPTUAL LANDSCAPE PLAN

Sheet 1

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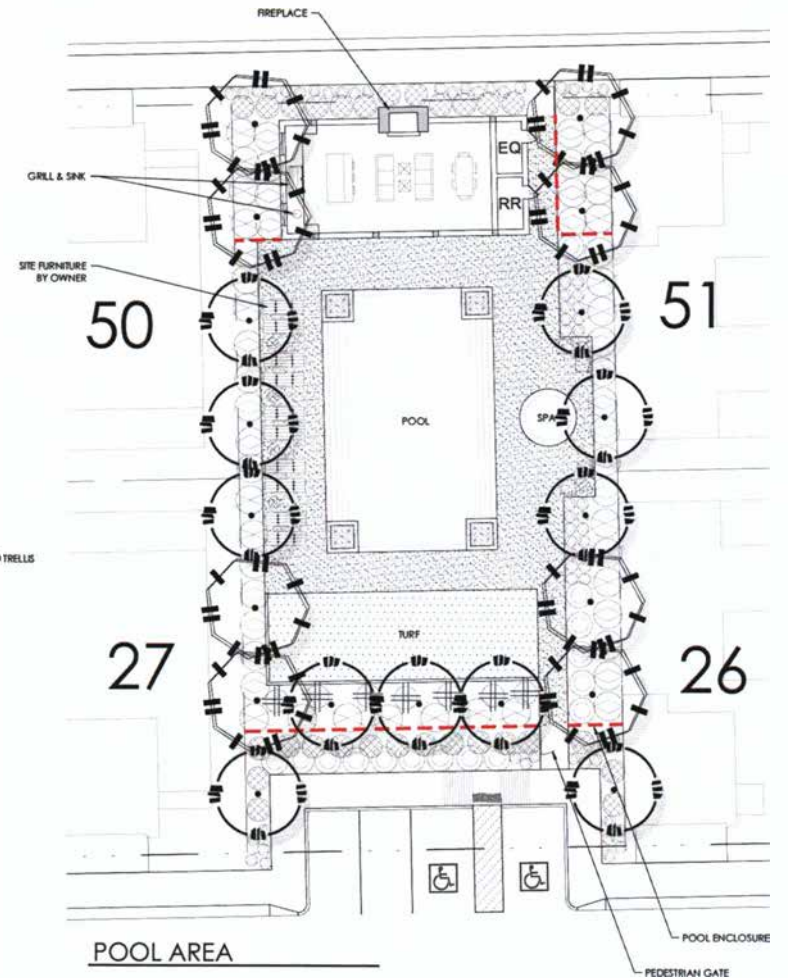
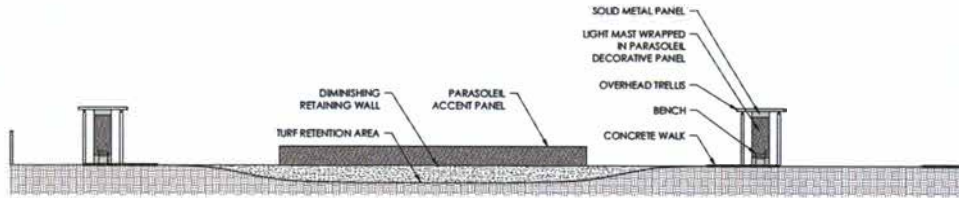
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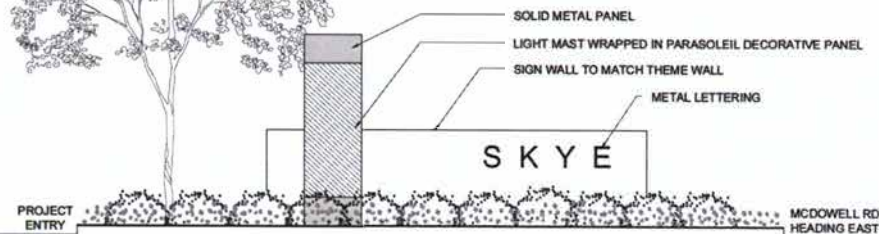
VA urban design studio
planning • development entitlements • landscape architecture
south ash avenue • tempe, arizona 85281 • 480.994.0994

6-GP-15 & 18-ZN-15

01/12/16

APPROX SCALE: 1" = 40'
1543 DRAWN BY: TEAM 1/12/16

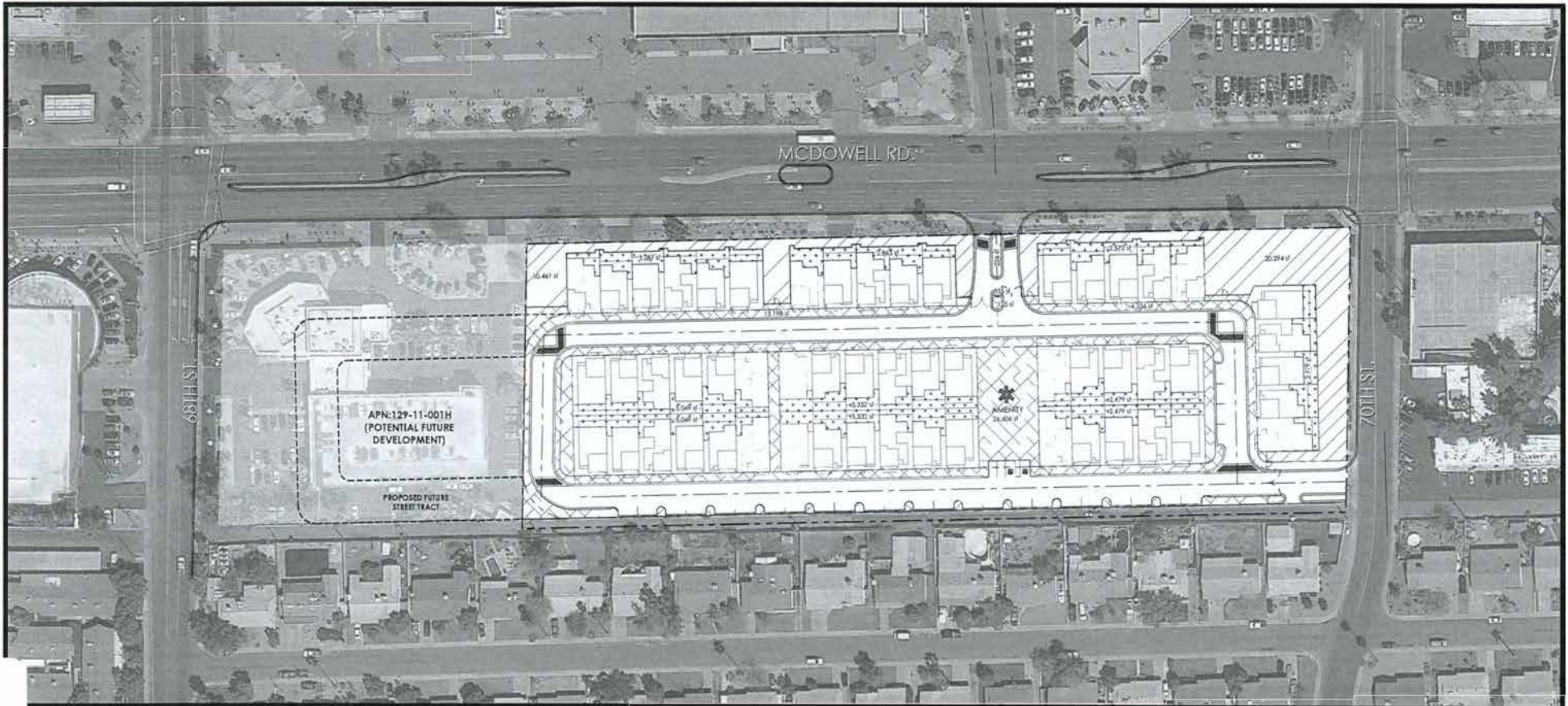




APPROX. SCALE: 1" = 10'

1543 DRAWN BY: TEAM 1/19/16

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**OPEN SPACE ANALYSIS:**

FRONTAGE OPEN SPACE
 REQUIRED: 30,683 SQ FT (11% OF NET)
 PROVIDED: 30,683 SF

COMMON OPEN SPACE*
 REQUIRED: 61,366 SF (22% OF NET)
 PROVIDED: 61,366 SF
 *INCLUDES FRONTAGE O/S

PRIVATE OUTDOOR LIVING SPACE (P.O.L.S.)
 TYPICAL GROSS FLOOR AREA: 2,818 SF
 PRIVATE OUTDOOR LIVING SPACE REQUIRED:
 5% OF GROSS FLOOR AREA (2,818 SF) = 140 SF
 MINIMUM P.O.L.S. PROVIDED/UNIT: 140 SF

SITE DATA

ADDRESS: 6855 E MCDOWELL RD.
 SITE AREA (NET): 278,938 SF (6.40 AC)
 SITE AREA (GROSS): 348,721 SF (8.00 AC)
 PROPOSED # OF LOTS: 58 (LOTS 56-58 CONTINGENT OF DEVELOPMENT OF APN 129-11-001H)
 GROSS DENSITY: 7.2 DU/AC
 CURRENT ZONING: C-3
 PROPOSED ZONING: R-5
 RESIDENT PARKING: 2 GARAGE SPACES/UNIT
 GUEST PARKING: 32 SPACES (INCLUDES 2 ACCESSIBLE SPACES)
 MAX. BUILDING HEIGHT: 26'
 TYP. LOT DIMENSIONS: 36' x 65.5'

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 120 south ash avenue • tempe, arizona 85281 • 480.994.0994

SKYE ON MCDOWELL

OPEN SPACE PLAN

APPROX. SCALE: 1" = 50'
 NORTH
 1517 DRAWN BY: AV 1/12/16

6-GP-15 & 18-ZN-15
01/12/16

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Commercial Market Analysis South Scottsdale Market Area



Prepared for:

Berry Riddell LLC

October 2015

Prepared by:



Elliott D. Pollack & Company
7505 East 6th Avenue, Suite 100
Scottsdale, Arizona 85251

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In recent years, innovative and emerging firms and talented workers are choosing to locate in compact, amenity-rich cores of central cities where they are close to other firms, research labs, and universities so that they can share ideas. Scottsdale is beginning to participate in this transformation with densification of development, revitalization of Downtown, alliances with higher education institutions and promotion of emerging technologies through incubators. With its educated workforce and diversified economy, Scottsdale is positioned to take advantage of the emerging trend of innovation districts and SkySong represents one of the first opportunities in the Greater Phoenix area to build upon the successful collaboration between a university and a city.

Mixed-use development is a key component of the innovation district concept. The area surrounding SkySong is rich in retail development although many of the properties are obsolete or oriented toward the auto sales market. The immediate area's office vacancy rate is 31%. Multi-family development has grown in the last few years in the area with the construction of SkySong's 325 residential units, the completion of San Travesia adjacent to SkySong (440 units) and the approval of Las Aguas's 154 units.

In order to continue the expansion of the fledgling innovation district centered on SkySong, additional mixed-use residential and office development should be promoted, especially modern office buildings that are designed and wired for today's emerging technologies, employees and business models. The redevelopment of the Papago Plaza with a grocery store anchor and additional retail space will provide some of the services demanded by residents and employees in the area. In order to support this new retail development, additional residential is required.

In our opinion, the City of Scottsdale should work to strengthen its existing retail real estate assets as opposed to protecting potential retail sites where they may not be warranted or demanded. In the end, the addition of new retail centers in a community, without a corresponding increase in the resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers. A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area. Retail sales and other forms of revenue originate from the spending of the community's residents and, to some extent, employees working in the area. Additional residents living in close proximity to retail development will lead to higher retail sales activity.



Executive Summary

Elliott D. Pollack and Company was retained to review commercial real estate market conditions surrounding commercial sites located at the northeast and southeast corners of McDowell Road and 68th Street in Scottsdale, Arizona. The properties that are the subject of rezoning include requests from C-3 and C-4 to R-5 for the development of for-sale residential. The market area surrounding the properties was analyzed in terms of current and available retail and employment building space.

Following are key findings of this research.

- Within the South Scottsdale Market Area (defined as the east and west borders of the City of Scottsdale (56th Street to Pima Road) and from McKellips Road on the southern border to Osborn Road on the north), the vacancy rate for office space stands at 31%. Excluding the new building at SkySong that is under construction, the vacancy rate is 23%.
- Available retail space in the Market Area is abundant with 1.16 million square feet of retail space and an overall vacancy rate of 8.4%. In addition, at least three major auto dealer sites are currently vacant totaling 252,000 square feet of space. It is questionable whether these buildings in their current condition can be put to a commercial use other than an auto dealership.

Much of the conventional retail space remaining in the area is built on small lots with limited depth that restricts the use and redevelopment of the property. The former dealership site at 6850 E. McDowell is an example of a site that would be difficult to redevelop as a retail property. In addition, many of the existing retail buildings are older free-standing structures that may have limited use for modern retailers. In fact, the buildings under 10,000 square feet in size in the Market Area have a vacancy rate of 50%.

- SkySong is strategically located within the Market Area and has created a critical mass of office tenants within 445,000 square feet of office space and a 325-unit apartment complex. SkySong will be the focus of continued commercial development and can accommodate more than 440,000 square feet of additional building space.
- SkySong is clearly the anchor for the Market Area and has demonstrated the strong linkage between Arizona State University, research and innovation within a business setting. A variety of academic research has been conducted on how cities can foster innovation, technological breakthroughs and the growth of knowledge. The Brookings Institute has coined a term for this model of urban development known as "innovation districts".



1.0 Introduction

1.1 Purpose of Study

Elliott D. Pollack and Company was retained to review commercial real estate market conditions surrounding commercial sites located at the northeast and southeast corners of McDowell Road and 68th Street in Scottsdale, Arizona. The properties that are the subject of rezoning include requests from C-3 and C-4 to R-5 for the development of for-sale residential. The market area surrounding the properties was analyzed in terms of current and available retail and employment building space.

1.2 Limiting Conditions

This study prepared by Elliott D. Pollack & Company is subject to the following considerations and limiting conditions.

- It is our understanding that this study is for the client's due diligence and other planning purposes. Neither our report, nor its contents, nor any of our work were intended to be included and, therefore, may not be referred to or quoted in whole or in part, in any registration statement, prospectus, public filing, private offering memorandum, or loan agreement without our prior written approval.
- The reported recommendation(s) represent the considered judgment of Elliott D. Pollack and Company based on the facts, analyses and methodologies described in the report.
- Except as specifically stated to the contrary, this study will not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues, and the costs associated with their correction. The user of this study will be responsible for making his/her own determination about the impact, if any, of these matters.
- This study is intended to be read and used as a whole and not in parts.
- This study has not evaluated the feasibility or marketability of any site for planned uses.
- Our analysis is based on currently available information and estimates and assumptions about long-term future development trends. The data is considered current as of September 2015. Such estimates and assumptions are subject to uncertainty and variation. Accordingly, we do not represent them as results that will be achieved. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results.



2.0 Commercial Market Analysis

2.1 Retail Market Trends

Cassidy Turley estimates the retail vacancy rate for the Scottsdale market area through the second quarter of 2015 at 8.4% (vacancy data is not disaggregated to individual cities or smaller regions). The Scottsdale market area extends from McKellips Road north to the city limits, east of 64th Street. Greater Phoenix's retail market as a whole has a much higher vacancy rate at 11.3%. Average asking rents in the Scottsdale submarket are also 36% higher than the average rents for Greater Phoenix.

Approximately 202,000 square feet of retail space is under construction. The majority of that activity is found at Scottsdale Fashion Square where a 142,000 square foot expansion is underway.

2015 Q2 Retail Vacancy Rates Scottsdale and Greater Phoenix						
	Inventory	Total Vacant	% Vacant	YTD Net Absorption	Under Construction	Average Asking Rate
Scottsdale	16,159,307	1,350,298	8.4%	(77,991)	142,000	\$18.84
Greater Phoenix						
Neighborhood	88,864,572	12,055,815	13.6%	226,178		\$13.30
Power/Regional	46,240,999	2,560,864	5.5%	9,754	-	\$22.57
Specialty	2,108,652	199,953	9.5%	192,637	-	\$23.56
Strip	13,386,659	2,225,009	16.6%	12,882	-	\$13.43
TOTAL	150,600,882	17,041,641	11.3%	441,451	202,000	\$13.82

Source: Cassidy Turley

2.2 Office Market Trends

The Greater Phoenix office market is considered overbuilt with a vacancy rate of 19.3% (according to DTZ). While the market is improving from its vacancy rate of 25% in 2012, conditions are still difficult for most landlords and not near a stabilized occupancy rate that would spur significant additional office development. Some submarkets have vacancy rates well above 20%.

In spite of the difficulty in the office market, some parts of Greater Phoenix have experienced significant absorption with vacancy rates in the 10% range. The two primary submarkets that are experiencing growth are South Scottsdale and North Tempe. Cassidy Turley estimates the office vacancy rate for the South Scottsdale market area in the second quarter of 2015 at 10.0%. North Tempe's vacancy rate is 10.8%. The South Scottsdale average asking rent is 18% higher than the Greater Phoenix average.

The South Scottsdale submarket is defined by DTZ as extending from McKellips Road on the south to Lincoln Drive on the north, east of 64th Street. The submarket includes the Downtown Scottsdale area.



Most observers believe that the low vacancy rates in these two submarkets are due to the amenities available in the area – restaurants, entertainment and an urban residential lifestyle. Many of the new businesses in the area are in the “high tech” field including R&D, software development and online services.

The primary anchor in the McDowell Road Corridor is SkySong, the ASU Scottsdale Innovation Center that links technology, research, education and entrepreneurship. The complex is comprised of 1.2 million square feet of mixed-use office, retail and residential components.

Office Vacancy Rates South Scottsdale and Greater Phoenix							
	Bldgs	Inventory	Total Vacant	% Vacant	Net Absorption	Under Construction	Average Asking Rate
South Scottsdale							
TOTAL	35	3,649,701	365,724	10.0%	62,708	-	\$26.22
Greater Phoenix							
Class A	240	37,083,865	5,973,590	16.1%	627,948	3,175,581	\$26.34
Class B	733	51,799,969	11,053,659	21.3%	116,199	1,189,972	\$20.60
Class C	197	7,734,489	1,622,835	21.0%	169,216	-	\$15.70
TOTAL	1,170	96,618,323	18,650,084	19.3%	913,363	4,365,553	\$22.21
Source: Cassidy Turley							

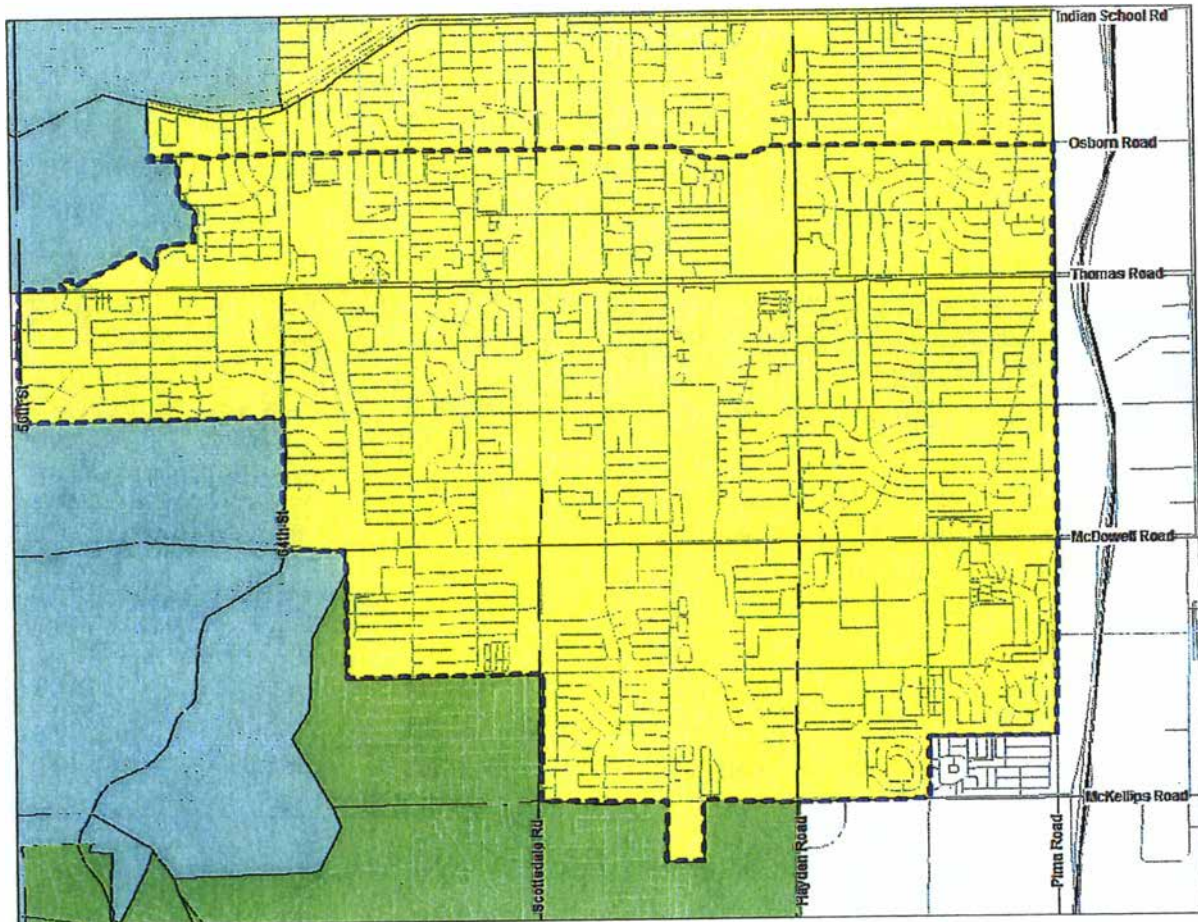
2.3 Existing Vacancy

The market area surrounding the subject sites at 68th Street and McDowell Road was analyzed in terms of occupancy of retail and office space. This was conducted in order to assess the availability of ready-to-lease space for retail and office users.

The market area defined for this study encompasses a reasonable commercial driving distance from the subject site while staying within the City of Scottsdale's municipal boundaries. The area extends to the east and west borders of the City of Scottsdale (56th Street to Pima Road) and from McKellips Road on the southern border to Osborn Road on the north. The following map illustrates the market area.



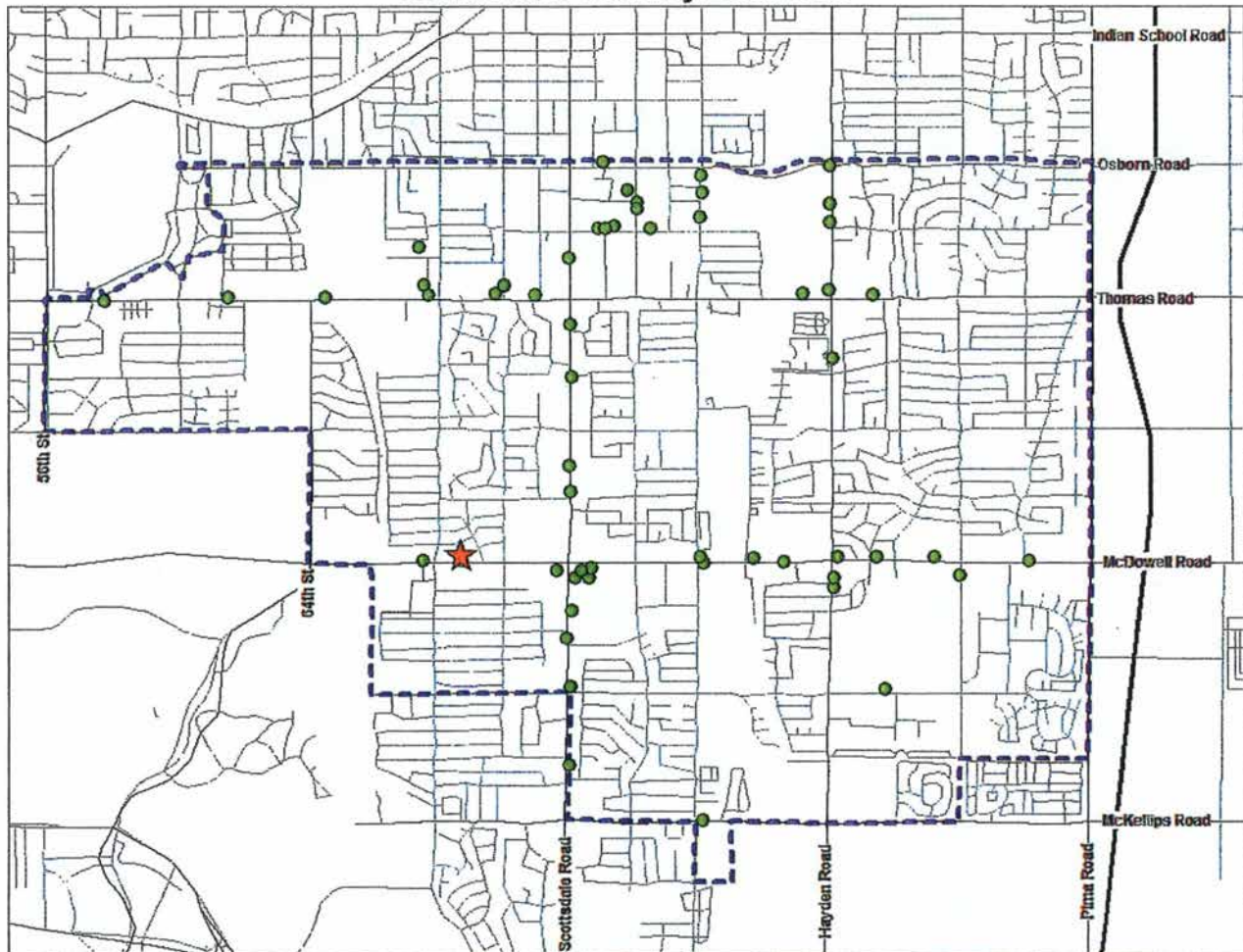
Market Area Boundary Map



After a review of broker websites, other online resources and physical site visits, over 967,000 square feet of vacant retail and office space was located within the market area. Vacancies ranged from free-standing buildings as small as 1,300 square feet to spaces within multi-tenant neighborhood shopping centers and office buildings as large as 700,000 square feet.



Commercial Vacancy Locations



While some commercial space is versatile enough to accommodate office and retail uses, vacancies have been subdivided into two categories according to primary use. The following tables detail each location with available commercial space, including physical address, total square feet, available spaces, and vacant square feet by type.

As the table on the following page illustrates, 85 vacant office spaces were located in the market area. This represents nearly 618,000 square feet of vacant space. The Roosevelt Facility (8220 E. Roosevelt St) comprises over one third of the vacant office space in South Scottsdale. Other notable vacancies include SkySong 4 (145,000 SF under construction), Scottsdale Executive Villas (30,229 SF) and Scottsdale Commerce Center (46,859 SF).

Many of the office buildings listed below are older structures that may not appeal to modern internet service providers and startups. Other than SkySong, this part of Scottsdale has seen little if any new office development in the past ten years. Modern buildings with amenities in Downtown Scottsdale appear to be well-occupied compared to properties south of Osborn Road. While the overall South Scottsdale office market as defined by DTZ is doing well at a low vacancy rate, the smaller area surrounding the intersection of McDowell and Scottsdale Roads has a high vacancy rate. However, approximately one-third of the vacant square



footage is within one complex, the Roosevelt Facility at the General Dynamics complex near Hayden Road and Roosevelt Street. SkySong 4 is shown as vacant, but is under construction and should rapidly lease-up similar to its other buildings.

Office Space Listings & Vacancy South Scottsdale Market Area					
Name	Address	Total Space	Vacant Spaces	Vacant SF	Vacant %
Scottsdale Old Town Plaza Condominium	7285 East Earl Dr	6,328	1	6,328	100%
Skysong 1	1475 N. Scottsdale Rd	150,000	2	12,487	8%
Skysong 2	1375 N. Scottsdale Rd	150,000	2	10,281	7%
Skysong 3	1365 N. Scottsdale Rd	145,000	1	3,308	2%
Skysong 4	1355 N. Scottsdale Rd	145,000	1	145,000	100%
Quiet Center - Scottsdale	3301 N. Miller Road	23,000	2	1,056	5%
Monterey Plaza	3226 N. Miller Road	8,028	1	1,080	13%
Hayden Park Professional Plaza	3200 N Hayden Rd	65,434	6	13,583	21%
Parkway Plaza	609 N Scottsdale Rd	5,102	1	1,168	23%
1017 N. Scottsdale Road	1017 N. Scottsdale Road	1,782	1	1,782	100%
Roosevelt Facility	8220 E Roosevelt Street	700,000	4	220,676	32%
1525 N. Granite Reef Road	1525 N. Granite Reef Road	19,352	3	8,260	43%
Scottsdale Commerce Center	1435 N Hayden Rd	120,000	7	46,859	39%
NEC of Hayden & McDowell Roads	8010 E. McDowell Road	43,368	1	5,917	14%
Fairway Park	5733 - 5743 E Thomas Rd	5,924	4	2,130	36%
Scottsdale Executive Villas	6200-6390 E Thomas Rd	158,600	15	30,229	19%
AllCare	6401 E. Thomas Rd	6,000	1	2,000	33%
Wilshire Plaza	2515 N Scottsdale Rd	40,000	2	4,660	12%
6908 E Thomas Road	6908 E Thomas Road	15,907	1	1,535	10%
7107 E Thomas Rd	7107 E Thomas Rd	1,700	1	320	19%
2607 N Hayden Rd	2607 N Hayden Rd	1,400	1	1,400	100%
Scottsdale Hayden Office Building	3260 N Hayden Rd	31,348	4	5,858	19%
7447 Earl Drive	7447 E Earl Dr	8,297	1	8,297	100%
Scottsdale Medical Building	3271 N Civic Center Plaza	16,178	3	6,779	42%
7330 E. Earl	7330 E. Earl Drive	9,000	1	1,135	13%
3225 N. Civic Center Plaza	3225 N. Civic Center Plaza	10,230	1	540	5%
Monterey Plaza Bldg	3295 N Drinkwater Blvd	20,000	3	5,495	27%
Scottsdale Medical Pavillion	7331 E Osborn Rd	53,529	6	10,809	20%
Scottsdale Office Condos	3337 N. Miller Road	1,267	1	1,267	100%
7303 E. Earl Drive	7303 Earl Dr	40,878	1	40,878	100%
Offices at Thomas & Hayden	8111 E Thomas Road	2,987	1	2,987	100%
2922 N. 70th Street	2922 N. 70th Street	3,400	1	3,400	100%
2928 N. 70th Street	2928 N. 70th Street	3,500	1	3,500	100%
Scottsdale Office Building	2940 N. 67th Place	2,449	1	2,449	100%
6722 E Avalon Drive	6722 E Avalon Drive	2,925	1	2,925	100%
6730 E. McDowell RD	6730 E. McDowell Rd	1,500	1	1,500	100%
Totals		2,019,413	85	617,878	31%
Sources: Colliers International; Whitestone REIT; Commercial Properties Incorporated (CPI); Diamond Pacific Investments, Inc.; Voit Real Estate Services; North Bay Commercial; ESCEE Commercial Properties; Plaza Companies; The Hogan Group; Sperry Van Ness; CBRE; Strategic; HURD Realty; Gilligan Commercial LLC; Westwood Financial Corp.; Donahue Shriber; De Rito Partners Inc.; Cushman & Wakefield; LoopNet.com; Elliott D. Pollack & Co.; Landiscor; Maricopa County Assessor					



Available retail space is also abundant in the market area surrounding the intersection of McDowell and Scottsdale Roads. Of the 1.16 million square feet of retail space in the area, a total of 98,905 square feet are vacant and available. The overall vacancy rate is 8.4%.

In addition to the inventory of traditional retail space, at least three major auto dealer sites are currently vacant including the site at the northeast corner of 64th Street and McDowell Road containing more than 160,000 square feet of building space. It is questionable whether these buildings in their current condition can be put to a commercial use other than an auto dealership. There has been significant movement of new and used auto dealers in the area from one site to another as they are vacated.

Much of the conventional retail space remaining in the area is built on small lots with limited depth that restricts the use and redevelopment of the property. The former dealership site at 6850 E. McDowell is an example of a site that would be difficult to redevelop as a retail property. In addition, many of the existing retail buildings are older free-standing structures that may have limited use for modern retailers. In fact, the buildings under 10,000 square feet in size in the Market Area have a vacancy rate of 50%.

When the vacant auto dealership sites are added to the inventory of vacant retail space, the vacancy rate for the market area surrounding intersection of Scottsdale and McDowell Roads balloons to 24.8%.



Retail Space Listings & Vacancy Subject Site Market Area					
Center	Location	TOTAL SF	Vacant Spaces	Vacant SF	Vacant %
Scottsdale Path of Progress	2122 N Scottsdale Rd	7,330	1	7,330	100.0%
McKellips Plaza	7620 E. McKellips Rd	18,000	2	2,000	11.1%
Antique Center	NW Corner Scottsdale Road & Palm Lane	34,816	0	0	0.0%
Frontier Lanes Center	NE Corner Scottsdale Road & Thomas Road	44,012	0	0	0.0%
Fry's Center	NE Corner 60th Street & Thomas Road	51,406	0	0	0.0%
Lowe's	NW Corner Hayden Road & McDowell Road	136,796	0	0	0.0%
Papago Plaza	SW Corner Scottsdale Road & McDowell Road	123,791	9	23,850	19.3%
Scottsdale Crossing	SE Corner Scottsdale Road & Thomas Road	119,567	1	2,434	2.0%
Scottsdale East Plaza	SE Corner Hayden Road & Roosevelt Street	38,464	0	0	0.0%
Scottsdale Oak Plaza	N of NW Corner Scottsdale Road & Oak Street	35,889	0	0	0.0%
Scottsdale Plaza	S of SW Corner Scottsdale Road & Oak Street	43,958	0	0	0.0%
Sky Song	1375 N Scottsdale Rd	10,920	1	10,920	100.0%
South Scottsdale Office/Retail	1608 N. Miller Road	7,788	1	925	11.9%
Rio at Scottsdale	7607 East McDowell Road	33,769	2	2,050	6.1%
Fountain Plaza	7730 E. McDowell Rd	123,086	2	5,760	4.7%
Scottsdale Commerce Center	1495 N. Hayden Rd	13,772	1	1,140	8.3%
7845 E. McDowell Rd	7845 E. McDowell Rd	2,100	1	2,100	100.0%
8110 E McDowell Rd	8110 E McDowell Rd	3,420	1	3,420	100.0%
8120 E. McDowell Rd	8120 E. McDowell Rd	10,159	2	2,000	19.7%
8322 E. McDowell	8322 E. McDowell Rd	9,930	4	4,997	50.3%
Office / Retail Space	1919 N. Scottsdale Road	8,000	1	1,315	16.4%
Wilshire Plaza	2515 N Scottsdale Rd	40,000	2	4,660	11.7%
Former Restaurant	2730 N. Scottsdale Road	3,400	1	3,400	100.0%
Scottsdale Rd Plaza	3020 N Scottsdale Rd	1,296	1	1,296	100.0%
Scottsdale Plaza	6750 E Thomas Rd	9,740	1	1,607	16.5%
Indian River Plaza	7919 E Thomas Rd	92,341	2	7,979	8.6%
Hayden Park Center	2910 N. Hayden Rd	57,248	1	1,500	2.6%
OfficeMax Plaza	3388 N Hayden Rd	75,000	4	6,581	8.8%
Totals		1,155,998	41	97,264	8.4%
Vacant Auto Dealership	6850 E McDowell Road	38,962	1	38,962	100.0%
Vacant Auto Dealership	1200 N Scottsdale Rd	51,632	1	51,632	100.0%
Vacant Auto Dealership	6480-6620 E McDowell Road	161,436	5	161,436	100.0%
Totals		252,030	7	252,030	100.0%
Sources: Velocity Retail Group; Voit Real Estate Services; ESCEE Commercial Properties; Plaza Companies; The Hogan Group; CBRE; Strategic; HURD Realty; Gilligan Commercial LLC; Westwood Financial Corp.; Donahue Shriber; De Rito Partners Inc.; Cushman & Wakefield; LoopNet.com; Elliott D. Pollack & Co.; LandisCor; Maricopa County Assessor					



2.4 Future Development Potential – SkySong

The future of significant office development in South Scottsdale will be concentrated in the SkySong development located at the southeast corner of McDowell Road and Scottsdale Road. At full build out, over 1.2 million square feet of development will be built.

As the following illustration shows, SkySong is well under way. Development began in 2008 and slowed due to the recession. However, the project has been a bright spot for real estate recovery in the south Scottsdale area. The third office building of 145,000 square feet was completed in January 2015 and is already nearing full occupancy. SkySong 4 is now in the pre-leasing stage and is expected to be delivered in 2016.



A 12,000 square foot restaurant and retail building is also planned for 2016, bringing more dining choices for the over 1,000 employees located at SkySong. The 325-unit SkySong Apartments were built in 2013 and are also fully occupied.



2.5 Future Development Potential – Papago Plaza

SCOTTSDALE ROAD

EXISTING DRAINAGE AND RETENTION TO REMAIN IN AL ARENAS NORTH OF SKYSONG BLVD.

SKYSONG BYD.

WELLS FARGO NOT A PART

LEGEND:

- NEW CONSTRUCTION
- ANCHOR'S RENOVATION
- RENOVATION
- GROUND LEASE

GENERAL SITE PLAN NOTES:

1. ALL EXISTING BUILDINGS AND UTILITIES SHALL BE REMOVED AND RECONSTRUCTED IN ACCORDANCE WITH THE CITY OF SCOTTSDALE'S ZONING ORDINANCE AND THE CITY OF SCOTTSDALE'S SUBDIVISION MAP ACT.
2. ALL EXISTING BUILDINGS AND UTILITIES SHALL BE REMOVED AND RECONSTRUCTED IN ACCORDANCE WITH THE CITY OF SCOTTSDALE'S ZONING ORDINANCE AND THE CITY OF SCOTTSDALE'S SUBDIVISION MAP ACT.
3. ALL EXISTING BUILDINGS AND UTILITIES SHALL BE REMOVED AND RECONSTRUCTED IN ACCORDANCE WITH THE CITY OF SCOTTSDALE'S ZONING ORDINANCE AND THE CITY OF SCOTTSDALE'S SUBDIVISION MAP ACT.
4. ALL EXISTING BUILDINGS AND UTILITIES SHALL BE REMOVED AND RECONSTRUCTED IN ACCORDANCE WITH THE CITY OF SCOTTSDALE'S ZONING ORDINANCE AND THE CITY OF SCOTTSDALE'S SUBDIVISION MAP ACT.
5. ALL EXISTING BUILDINGS AND UTILITIES SHALL BE REMOVED AND RECONSTRUCTED IN ACCORDANCE WITH THE CITY OF SCOTTSDALE'S ZONING ORDINANCE AND THE CITY OF SCOTTSDALE'S SUBDIVISION MAP ACT.

VICINITY MAP

NO SCALE

2.6 Conclusions

There is a significant amount of vacant available retail and office space within a very short distance of the subject sites at 68th Street and McDowell Road. Much of this space is obsolete in terms of modern development standards and often built on small lots with narrow depths. This configuration severely limits the ability of owners to redevelop their sites.

SkySong is clearly the anchor for the immediate area and has demonstrated the strong linkage between Arizona State University, research and innovation within a business setting. A variety of academic research has been conducted on how cities can foster innovation, technological breakthroughs and the growth of knowledge. The Brookings Institute has coined a term for this model of urban development known as "innovation districts". The Institute defines the districts as:

Geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail.

The Brookings Institute identified three different types of innovation districts:

- The "anchor plus" model found in the downtowns of central cities is where large scale mixed-use development is centered around major anchor institutions such as universities.
- The "re-imagined urban areas" model where industrial or warehouse districts are undergoing a physical and economic transformation. Important elements of the model are transit access, a historic building stock, and proximity to downtowns in high rent cities.
- The "urbanized science park" model commonly found in suburban areas. This model, exemplified by the Triangle Research Park in North Carolina, is comprised of sprawling areas of employment and industry that are urbanizing through increased density and mixed-use development (including residential, retail and restaurants).

In recent years, innovative and emerging firms and talented workers are choosing to locate in compact, amenity-rich cores of central cities where they are close to other firms, research labs, and universities so that they can share ideas. Scottsdale is beginning to participate in this transformation with densification of development, revitalization of Downtown, alliances with higher education institutions and promotion of emerging technologies through incubators. With its educated workforce and diversified economy, Scottsdale is positioned to take advantage of the emerging trend of innovation districts and SkySong represents one of the first opportunities in the Greater Phoenix area to build upon the successful collaboration between a university and a city.

As noted by the Brookings Institute, mixed-use development is a key component of the innovation district concept. The area surrounding SkySong is rich in retail development





October 2, 2015

Dear Neighbor:

We are pleased to tell you about an upcoming request to be filed with the City of Scottsdale (897-PA-2015) by K. Hovnanian Homes to create an upscale, for sale, residential community located on approximately 7.43+/- acres at the southeast corner of 68th Street and McDowell Road. The request is for a rezoning from Commercial (C-3 and C-4) to Residential (R-5) and a minor General Plan Amendment from Mixed Use to Urban Neighborhoods that would result in 57+/- for sale single-family homes in a gated community. The demand is high for an upscale community such as this in an area that has easy access to Downtown Scottsdale, Tempe, and Phoenix and will serve as a catalyst to the continued revitalization of the McDowell Corridor.

You are invited to attend an open house to discuss this proposal. The open house will be held on Thursday, October 15, 2015 from 5 p.m. to 6 p.m. in Room SS1 349 – the Discovery Room – of SkySong, located at 1475 N. Scottsdale Road.

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or info@technicalsolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Greg Bloemberg, who can be reached at 480-312-4306 or gbloemberg@ScottsdaleAZ.gov.

Thank you.

Sincerely,

Paul Smith
President

Skye on McDowell
Neighborhood Meeting Sign-In Sheet
Thursday, October 15, 2015

[illegible]

Skye on McDowell
Neighborhood Meeting Sign-In Sheet
Thursday, October 15, 2015

[illegible]

although many of the properties are obsolete or oriented toward the auto sales market. The immediate area's office vacancy rate is 31%. SkySong's fourth office building is just starting construction and is included in those vacancy numbers as well. Without the SkySong building, the vacancy rate is estimated at 23%, still higher than the metro average.

Multi-family development has grown in the last few years in the area with the construction of SkySong's 325 residential units, the completion of San Travesia adjacent to SkySong (440 units) and the approval of 154 units at the Las Aguas residential complex located on a former auto dealership site near 68th Street and McDowell Road (now under construction).

In order to continue the expansion of the fledgling innovation district centered on SkySong, additional mixed-use residential and office development should be promoted, especially modern office buildings that are designed and wired for today's emerging technologies, employees and business models. The redevelopment of the Papago Plaza with a grocery store anchor and additional retail space will provide some of the services demanded by residents and employees in the area. In order to support this new retail development, additional residential complexes are likely required.

In our opinion, the City of Scottsdale should work to strengthen its existing retail real estate assets as opposed to protecting potential retail sites where they may not be warranted or demanded. In the end, the addition of new retail centers in a community, without a corresponding increase in the resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers. A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area. Retail sales and other forms of revenue originate from the spending of the community's residents and, to some extent, employees working in the area. Additional residents living in close proximity to retail development will lead to higher retail sales activity.





FILE COPY

J2 Engineering and Environmental Design, LLC
4649 E. Cotton Gin Loop
Suite B2
Phoenix, Arizona 85040
Phone: 602.438.2221
Fax: 602.438.2225

To: Chuck Chisholm
K. Hovnanian Homes

From: Jamie Blakeman, PE, PTOE

Job Number: 15.0857 BG005

RE: Skye on McDowell
Traffic Impact and Mitigation Analysis

Date: November 04, 2015



INTRODUCTION

J2 Engineering and Environmental Design (J2) has prepared a Traffic Statement for the proposed Skye on McDowell residential development located on the southwest corner of 70th Street and McDowell Road in Scottsdale, Arizona. The proposed residential development will include 57 single-family detached houses. See **Attachment A** for proposed site plan.

The objective of this Traffic Impact and Mitigation Analysis to analyze the traffic related impacts to the adjacent roadway network.

EXISTING CONDITIONS

Currently, the existing property is an auto dealership, Earnhardt Scottsdale Lexus, and is comprised of five (5) parcels.

McDowell Road, adjacent to the proposed residential development, provides three through lanes in each direction of travel with a raised median and dedicated left-turn lanes. McDowell Road is an arterial roadway (per the City of Scottsdale draft General Plan 2035), with a posted speed limit of 40 miles per hour (mph).

68th Street, adjacent to the property, provides one through lane in each direction of travel and a two-way left turn lane. 68th Street is a local roadway, with a posted speed limit of 35 mph.

70th Street, adjacent to the property, provides one through lane in each direction of travel. 70th Street is a local roadway, with a posted speed limit of 25 mph.

The 2014 Average Daily Traffic (ADT) along McDowell Road between 68th Street and Scottsdale Road is 27,700 vehicles per day.



PROPOSED DEVELOPMENT

The proposed Skye on McDowell residential development consists of 57 single-family detached houses. The site plan indicates there will be one driveway entrance off of McDowell Road located approximately 800-feet west of 70th Street. An exit only gate is also provided off of 70th Street approximately 300 feet south of McDowell Road.

TRIP GENERATION (EXISTING)

The trip generation for the existing auto dealership was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 9th Edition*. The ITE rates and fitted curve equations are based on studies that measured the trip generation characteristics for various types of land uses. This publication is considered to be the standard for the transportation engineering profession.

The land uses for the five (5) existing parcels were determined from the parcel information attained from the Maricopa County Assessors website (www.mcassessor.maricopa.gov). See **Attachment B** and **Table 1**.

Table 1 - Existing Parcels

No	Parcel	Automobile Sales (square feet)
1	129-11-001M	-
2	129-11-001P	31,692
3	129-11-001S	12,882
4	129-11-001T	-
5	129-11-001U	16,033
TOTAL		60,607

The trips generated by the existing automobile sale properties are shown in **Table 2**. See **Attachment C** for detailed trip generation calculations.

Table 2 –Trip Generation for Existing Parcels

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales	841	60.61	1,000 Sq Ft GFA	1958	116	87	29	139	56	83
TOTAL				1958	116	87	29	139	56	83



PROPOSED TRIP GENERATION

The proposed Skye on McDowell residential development will have 57 single-family detached houses. The trips generated by the proposed development are shown in **Table 3**. See **Attachment C** for detailed trip generation calculations.

Table 3 – Trip Generation for Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	57	Dwelling Unit	626	50	12	38	63	40	23
TOTAL				626	50	12	38	63	40	23

TRIP GENERATION COMPARISON

A comparison between the trips generated by the existing automobile sales properties and the 57 single-family detached house development is shown in **Table 4**.

Table 4 – Trip Generation Comparison (Existing vs. Proposed Development)

Land Use	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
Existing (5 Parcels)	1958	116	87	29	139	56	83
Proposed Development	626	50	12	38	63	40	23
DIFFERENCE	-1331	-67	-75	8	-76	-16	-60

SUMMARY

The proposed Skye on McDowell residential development, with 57 single-family detached homes, is anticipated to generate 626 weekday daily trips with 50 occurring during the AM peak hour and 63 occurring during the PM peak hour. The development is anticipated to generate 1,331 less weekday daily trips than the existing automobile sales parcels, which is an approximate decrease of 68.0%. The AM and PM peak hour traffic volumes also decrease by 57.3% and 54.6%, respectively.

Additionally, the proposed development reduces the number of driveway on to McDowell Road from the four existing today, to one.

Therefore, the proposed Skye on McDowell residential development is anticipated to have significantly less impact to the traffic operation along the adjacent roadway network than the land uses existing today.

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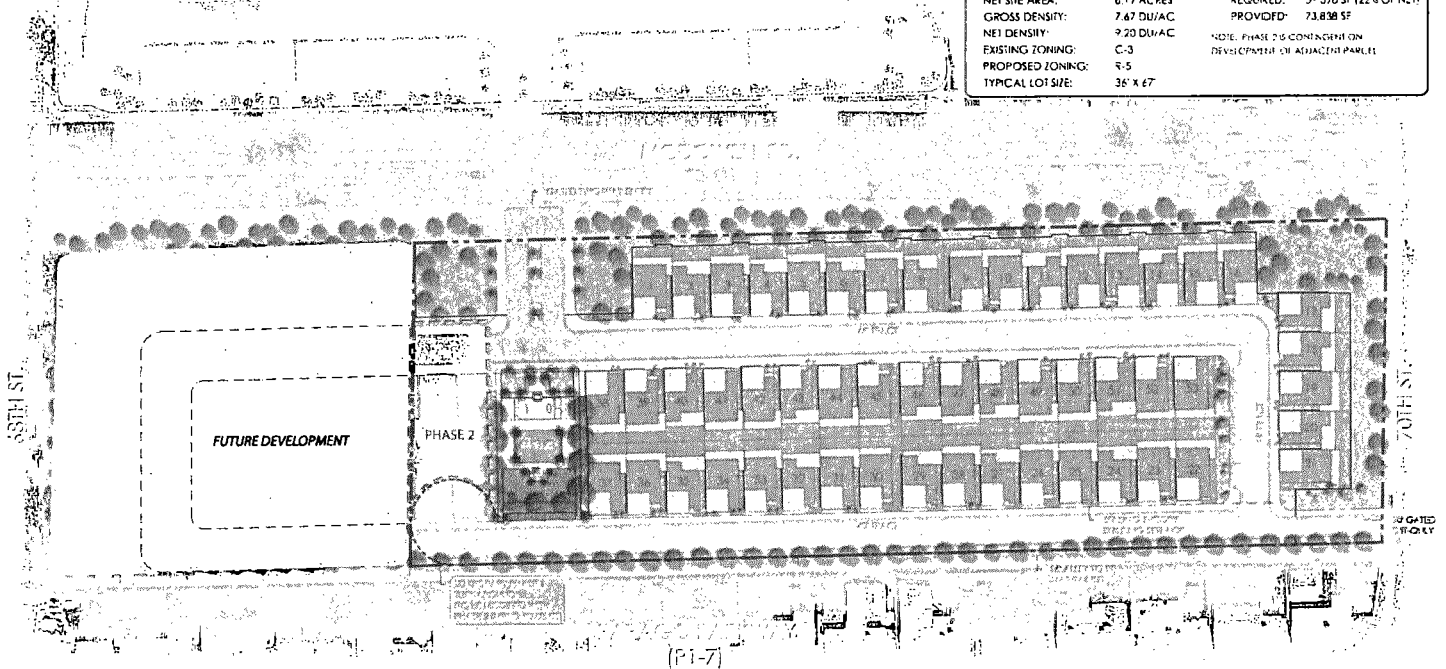


Attachment A

ALPHEA MCDOWELL (PROPOSED P-5)

SITE DATA

PROPOSED # OF LOTS:	57 LOTS	FRONTAGE O/S:	
PHASE 1:	53 LOTS	REQUIRED:	29,699 SF (11% OF NET)
PHASE 2:	4 LOTS	PROVIDED:	29,699 SF
GROSS SITE AREA:	7.43 ACRES	COMMON O/S:	
NET SITE AREA:	6.19 ACRES	REQUIRED:	50,398 SF (22% OF NET)
GROSS DENSITY:	7.67 DU/AC	PROVIDED:	73,838 SF
NET DENSITY:	9.20 DU/AC	NOTE: PHASE 2 IS CONTINGENT ON DEVELOPMENT OF ADJACENT PARCEL	
EXISTING ZONING:	C-3		
PROPOSED ZONING:	R-5		
TYPICAL LOT SIZE:	36' X 67'		



SKYE ON MCDOWELL

CONCEPTUAL SITE PLAN

APPENDIX SCALE: 1" = 40'
150' 0' 0" 150' 0' 0" 150' 0' 0"
GRAPHIC BY: JAY/PA
6/23/15

PRELIMINARY NOT FOR CONSTRUCTION. SUBJECT TO ENGINEERING AND SITE REVIEW AND APPROVAL. © COPYRIGHT 2015 L&L DESIGN GROUP, LLC

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CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

Skye on McDowell

January 26, 2016

Overview

This Citizen Review Report is being performed in association with a request for a Minor General Plan Amendment from Mixed-Use to Urban Neighborhoods and a Rezoning request from C-3 & C-4 to R-5 a 7.43 acres property located on the southwest corner of 70th Street and McDowell Road. The proposed project would result in a residential community of 57 for-sale lots. This Citizen Review Report will be updated throughout the process.

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

Community Involvement

The outreach team has been communicating with neighboring property owners, HOA's, and community members by telephone, one-on-one meetings and small group meetings. Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information. This contact person will continue to provide,

as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on October 15th, 2015 at SkySong for those who wished to learn more about the project. The site and time was posted with the Early Notification Sign prior to the Open House.

15 interested people attended the Open House. Attendees were generally supportive of the project, with a couple of neighbors having questions regarding view sheds and impacts on surrounding property values. Some additional phone calls from surrounding neighbors have been received and their questions have been addressed since this Open House.

Additionally, surrounding property owners were notified via first class mail of the design review of the preliminary plat at a subsequent Development Review Board meeting. This notification included contact information for the developer as well as the City, if they have questions.

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

ATTACHMENTS:

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



January 25, 2016

Dear Neighbor:

We want to inform you that K Hovnanian Homes is preparing an application for preliminary plat approval as part of their request to build a gated, residential community on a 7.43+/- acres property located on the southeast corner of 70th Street and McDowell Road. This request will coincide with the already submitted case (6-GP-2015 & 18-ZN-2015) that will soon be under review at public hearing. This new application will be heard by the Development Review Board at a public hearing in the future.

In the meantime, if you have any questions, please contact our neighborhood outreach team, Technical Solutions, at 602-957-3434. The City of Scottsdale Project Coordinator for this project is Greg Bloemberg, who can be reached at 480-312-4306 or gbloemberg@ScottsdaleAZ.gov.

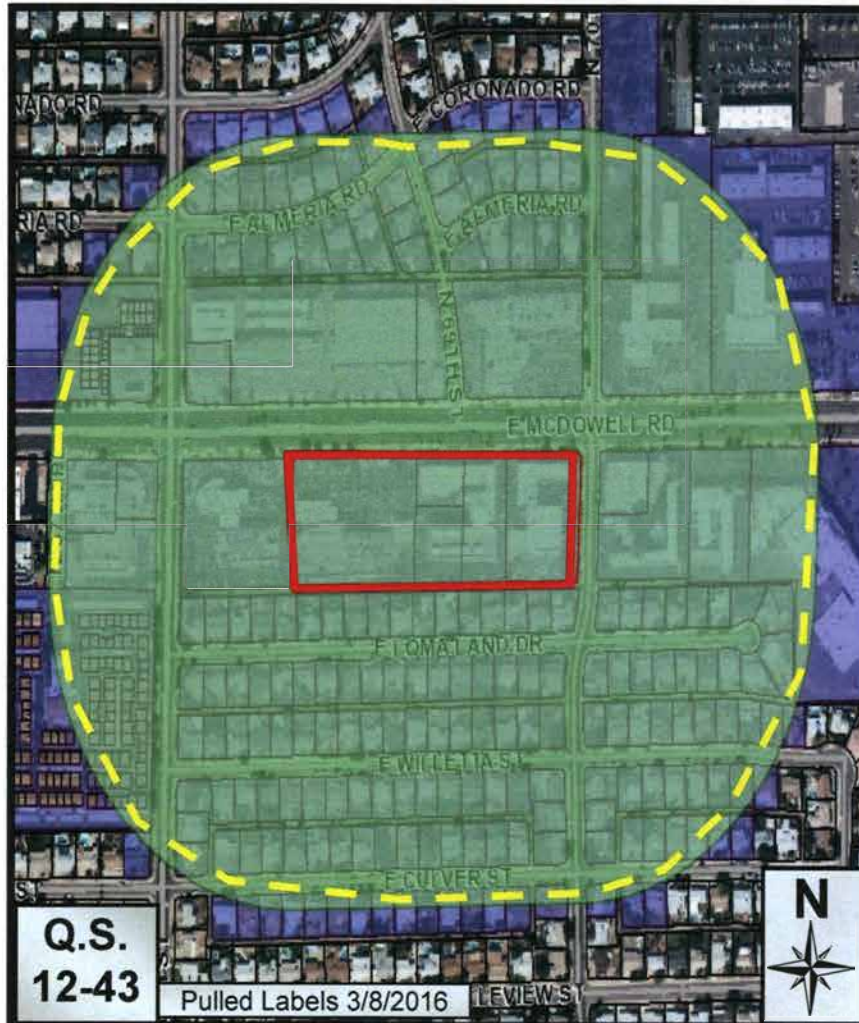
Thank you.

A handwritten signature in black ink, appearing to read 'Paul Smith', enclosed within a simple oval border.

Paul Smith

City Notifications – Mailing List Selection Map

ATTACHMENT #15



Map Legend:



Site Boundary



Properties within 750-feet

Postcards - 331

Additional Notifications:

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

Skye on McDowell

6-GP-2015 & 18-ZN-2015

Items # 4 & 5

Bloemberg, Greg

From: Chris Sanders <csanders@stateserv.com>
Sent: Monday, March 21, 2016 4:54 PM
To: Bloemberg, Greg; Reynolds, Taylor
Subject: Skye on McDowell

Hello Greg and Taylor,

My name is Chris Sanders and I am a recent home owner within the southern part of Scottsdale (Between Oak and McDowell on Miller). I really thought this area of Scottsdale would be an excellent place to raise a family with its blend of urban lifestyle, parks, and amenities.

I was also happy to see all the recent developments between McDowell and Indian School. In these areas, dilapidated buildings and shopping centers are being turned into luxury condominiums and apartments. This is exactly the sort of development that needs to happen in my neighborhood to ensure new businesses invest in our community and the quality of life that I was buying into is maintained.

Along those lines, I have heard that there is a request to rezone the area of 70th street and McDowell from commercial to residential for new homes (6-GP-2015 and 18-ZN-2015). I enthusiastically support this rezoning.

Just this weekend I was walking along the empty shell of Papago Plaza and wishing it was a vibrant shopping center again. Please do what you can to help ensure that the former Motor Mile area reaches it's true potential.

Please feel free to tell me your thoughts on the potential changes here. I would also like to be kept abreast of any other opportunities to further enhance the neighborhood.

Chris Sanders | National Inventory Director
The StateServ Companies
2130 E University Dr, Tempe, AZ 85281
M: 480.275.0168 | F: 480.323.2155
www.stateserv.com

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ATTACHMENT #16

Item's 445

Bloemberg, Greg

From: Nathan Davis <nathandavis91@gmail.com>
Sent: Monday, March 21, 2016 6:34 PM
To: Bloemberg, Greg; Reynolds, Taylor
Subject: Support for new homes

Good evening -

I just wanted to express my support for the new home project on 70th and McDowell "Skye on McDowell". As a longtime Scottsdale resident I have been saddened by the decay of motor mile, but this area must redevelop in a positive and sustainable direction.

With new apartments already opening in the area, this housing project will give an appealing option for those who want to "grow roots" in the area. It will also contribute to desperately needed economic growth in the area.

Please help this area become vibrant again! Thank you so much for your time.

Nathan Davis
Scottsdale Resident



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

WEDNESDAY, MARCH 23, 2016

DRAFT SUMMARIZED MEETING MINUTES

PRESENT: Michael Edwards, Chair
Matthew Cody, Vice Chair
David Brantner, Commissioner
Paul Alessio, Commissioner
Larry S. Kush, Commissioner

ABSENT: Michael J. Minnaugh, Commissioner
Ali Fakh, Commissioner

STAFF: Tim Curtis
Joe Padilla
Randy Grant
Brad Carr
Greg Bloemberg

CALL TO ORDER

Chair Edwards called the regular session of the Scottsdale Planning Commission to order at 5:01 p.m.

ROLL CALL

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

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

MINUTES REVIEW AND APPROVAL

1. Approval of March 2, 2016 Regular Meeting Minutes including the Study Session.

COMMISSIONER ALESSIO MOVED TO APPROVE THE MARCH 2, 2016 REGULAR MEETING MINUTES INCLUDING THE STUDY SESSION, SECONDED BY VICE CHAIR CODY THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF FIVE (5) TO ZERO (0).

EXPEDITED AGENDA

2. **5-GP-2015 (La Bella Breeza)**
Request by owner for a non-major General Plan Amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Rural Neighborhoods to Suburban Neighborhoods on a 4+/- acre site located near the southwest corner of E. Shea Boulevard and N. 110th Street. Staff contact person is Brad Carr, AICP, 480-312-7713. **Applicant contact person is Alan Kravitz, 480-614-0001.**
3. **17-ZN-2015 (La Bella Breeza)**
Request by owner for a Zoning District Map Amendment from Single-family Residential (R1-35) zoning to Medium Density Residential (R-3) zoning on an 4+/- acre site located near the southwest corner of E. Shea Blvd. and N. 110th Street. Staff contact person is Brad Carr, AICP, 480-312-7713. **Applicant contact person is Alan Kravitz, 480-614-0001.**
4. **6-GP-2015 (Skye on McDowell)**
Request by owner for a non-major General Plan Amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Mixed Use Neighborhoods to Urban Neighborhoods on an 8+/- acre site located at the southwest corner of 70th St and McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925). Staff contact person is Greg Bloemberg, 480-312-4306. **Applicant contact person is John Berry, 480-385-2727.**
5. **18-ZN-2015 (Skye on McDowell)**
Request by owner for a Zoning District Map Amendment from Highway Commercial (C-3) and General Commercial (C-4) to Multi-Family Residential (R-5) zoning on an 8+/- acre site located at the southwest corner of 70th St and McDowell Road (6855, 6861, 6863, 6901, 6905, 6913 and 6925). Staff contact person is Greg Bloemberg, 480-312-4306. **Applicant contact person is John Berry, 480-385-2727.**

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

6. **2-ZN-2016 (Assumption Greek Orthodox Church)**

Request by owner for a Zoning District Map Amendment to amend and modify the stipulations of previous zoning cases 26-ZN-1988 and 26-ZN-1988#2, including to allow for additional building height for a 6 +/- acre site located at 8202 E. Cactus Road with Single-family Residential (R1-35) and Parking P-2; Passenger Vehicle Parking (P-2) zoning. Staff contact person is Brad Carr, AICP, 480-312-7713. **Applicant contact person is Matt Personne, 480-473-3700.**

Written comment card: Dwight Groth

Item No's. 2, 3, 4, 5 & 6: Recommended City Council approve cases 5-GP-2015, 17-ZN-2015, 6-GP-2015, 18-ZN-2015 & 2-ZN-2016, by a vote of 5-0; Motion by Commissioner Brantner, for non-major General Plan amendments to the City of Scottsdale General Plan 2001 to change the land use designations, after determining that the proposed Zoning District Map amendments are consistent and conform with the adopted General Plan, per the staff recommended stipulations, 2nd by Commissioner Kush.

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 5:04 p.m.

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

Item 15

Skye on McDowell

6-GP-2015 & 18-ZN-2015

Planning Commission

March 23, 2016

Coordinator: Greg Bloemberg

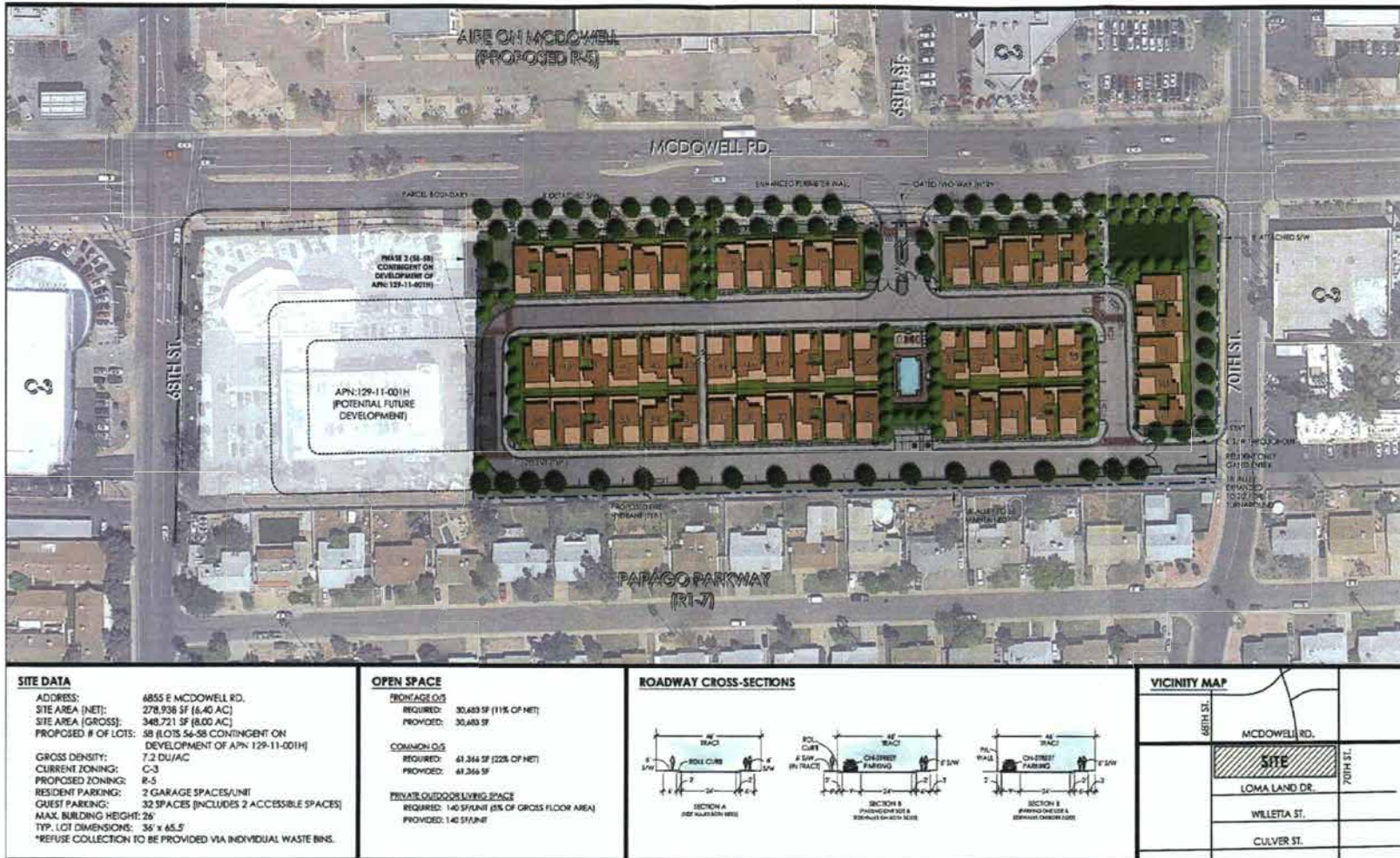
Skye on McDowell



DETAIL AERIAL

6-GP-2015 & 18-ZN-2015

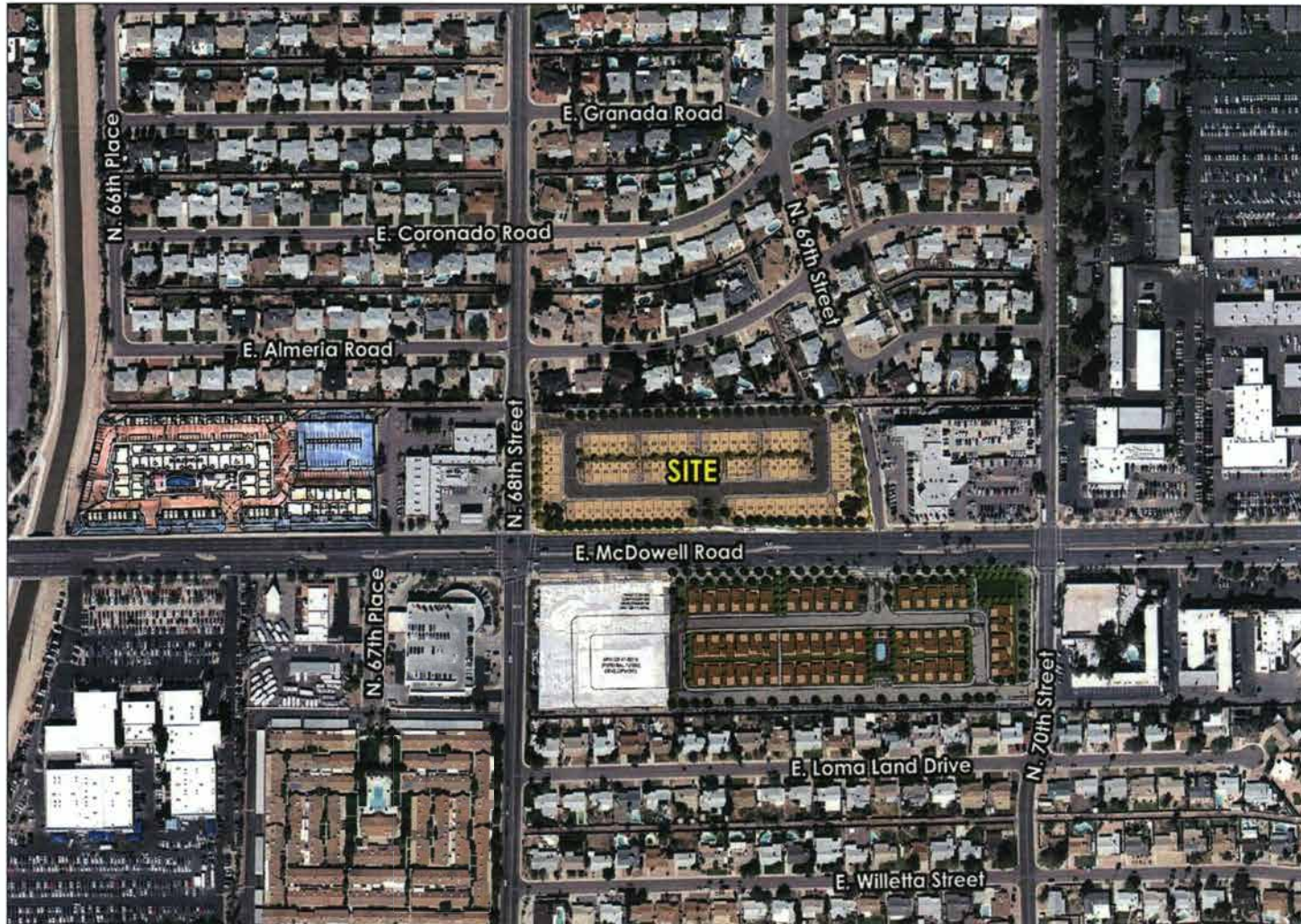
Skye on McDowell



SITE PLAN/PLAT

6-GP-2015 & 18-ZN-2015

Skye on McDowell



CONTEXT AERIAL W/ SITE PLANS

6-GP-2015 & 18-ZN-2015

Discussion/Policy Implications

- **Converts commercial to residential along the McDowell Corridor**
- **Introduces alternative residential option, consistent with the Southern Scottsdale Character Area Plan**
- **Planning Commission recommended approval with a unanimous vote of 6-0**

6-GP-2015 & 18-ZN-2015

Skye on McDowell

6-GP-2015 & 18-ZN-2015

Planning Commission

March 23, 2016

Coordinator: Greg Bloemberg

Item 15

Skye on McDowell

6-GP-2015 & 18-ZN-2015

City Council

May 3, 2016

Coordinator: Greg Bloemberg

Skye on McDowell

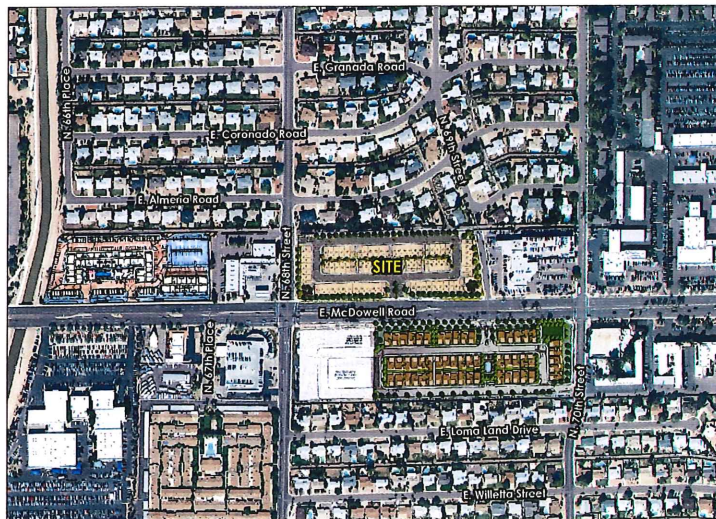


DETAIL AERIAL

6-GP-2015 & 18-ZN-2015

SITE PLAN/PLAT

Skye on McDowell



CONTEXT AERIAL W/ SITE PLANS

2

Discussion/Policy Implications

- Converts commercial to residential along the McDowell Corridor
- Introduces alternative residential option, consistent with the Southern Scottsdale Character Area Plan
- Planning Commission recommended approval with a unanimous vote of 6-0

6-GP-2015 & 18-ZN-2015