



**SCOTTSDALE PLANNING COMMISSION  
STUDY SESSION NOTICE AND AGENDA  
ONE CIVIC CENTER  
7447 E. INDIAN SCHOOL ROAD, SUITE 105  
COMMUNITY DEVELOPMENT ROOMS 1, 2, AND 3  
SCOTTSDALE, ARIZONA**

**WEDNESDAY, SEPTEMBER 30, 2009**

**STUDY SESSION MINUTES**

**PRESENT:** Michael D’Andrea, Chairman (arrived at 4:13 p.m.)  
Steven Steinke, Vice-Chairman  
Ed Grant, Commissioner  
Kevin O’Neill, Commissioner  
Jason Ottman, Commissioner  
Erik Filsinger, Commissioner  
Michael Schmitt, Commissioner

**ABSENT:** Kevin O’Neill, Commissioner  
Jason Ottman, Commissioner

**STAFF:** Lusia Galav  
Connie Padian  
Teresa Huish  
George Williams  
Erin Perreault  
Mary Vandevord  
Phil Kercher  
Don Hadder

**1. CALL TO ORDER**

Vice-Chair Steinke called the study session of the Scottsdale Planning Commission to order at 4:00 p.m.

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

## **2. AIRPARK TRANSPORTATION IMPROVEMENTS AND TRANSPORTATION MANAGEMENT ASSOCIATIONS**

Erin Perreault gave a brief introduction and overview of the Airpark Transportation Improvements and Transportation Management Associations.

Transportation staff gave a presentation on the 2008 Transportation Master Plan projects detailing the following:

- The Transportation Master Plan was adopted by the City Council in 2008.
- It is based on the Community Mobility element of the 2001 General Plan.
- It updated all previous plans in transportation.
- Looks at land use and transportation together and looks at the character of areas.
- It contained a specific study for the Airpark.
- One component of the study was a tunnel under the runway. After 9/11, the FAA will not allow it for safety reasons.
- It also looked at transit. There was a shuttle in the past which failed, but is something that may be looked at again.
- Transportation Management Authorities (TMA) are a district-specific approach to reduce traffic congestion and parking. They are usually city-assisted.
- Presented some possible focuses of a TMA in the Airpark.

Commissioner Grant asked about the details of the shuttle. Staff explained that it was a bigger bus that stayed mostly on the perimeter of the Airpark. Staff are not sure why it failed, but there are possibly several reasons.

Vice-Chair Steinke asked about the charge of a TMA, and if they provide information, make recommendations, or something different. Staff explained that they seek to solve issues with parking and congestion. They could find ways to shuttle employees or reduce single-occupant vehicles. It is up to the individual group to decide their charge.

Vice-Chair Steinke commented that their needs to be a clearer definition of the TMA in the future and during implementation.

Chairman D'Andrea commented on concerns over "wayfinding" in the Airpark and the need to let people know how to access the main arteries in the area.

Vice-Chair Steinke commented that the community has prioritized "wayfinding" as a top priority.

Staff presented the Ring Road design concept.

Vice-Chair Steinke asked if the Ring Road design concept was introduced during the Community Area Planning (CAP) process. Staff explained that the phrase "ring road" became more prominent, but the approach really has not changed. Vice-Chair Steinke encouraged staff to look at the entire area as a single problem, in addition to all other problems. Vice-Chair Steinke asked what will be going on the west side of the airpark.

Connie Padian commented that Land Use and the Ring Road go together in terms of revitalization.

Commissioner Grant suggested that staff should solicit public input on the ring road and determine key considerations for the impacts on businesses.

Commissioner Schmitt asked if the north alignment is within the fence of the Airport. Staff commented that Frank Lloyd Wright Boulevard may need to be moved to stay outside the fence because it would have limited access and could carry 20,000 vehicles per day, potentially. Staff also commented that it would be better to avoid reconstruction of Frank Lloyd Wright Boulevard.

Chairman D'Andrea asked about connecting Thunderbird Rd. to Hayden Rd. Staff commented that City Council has removed that as an option. Chairman D'Andrea asked if it is possible to connect Thunderbird to Frank Lloyd Wright along the runway, as it may be better to pull cars off of Hayden. Staff commented that different scenarios are being investigated, but there is a desire to preserve taxilane connections. Connie Padian commented that connectors will be a policy question regarding getting right-of-way without purchase. Connie commented that it could possibly be offered as another incentive, like an FAR bonus. Connie commented on the desire to create a process similar to that of the Downtown Couplet system.

Commissioner Schmitt asked if it is possible to fix the offset of E. Greenway Rd. to clear up confusion.

### **3. GREATER AIRPARK COMMUNITY AREA PLAN WORKSHOP**

Staff presented on follow-up items from the September 16, 2009 Planning Commission Working Session.

Staff asked the Planning Commission to provide feedback on the following:

- a. Expansion of the Regional Use Overlay in the General Plan
- b. Preferred method of reference of the Regional Use Overlay in the Community Area Plan
- c. Development Types locations and names

#### **a. Regional Use Overlay Expansion:**

Vice-Chair Steinke commented that the Planning Commission does not appear to have issues with the expansion of the Regional Use Overlay.

Chairman D'Andrea commented on the need to think of the Airpark as a city within a city and that the character is not coinciding with the vision.

Vice-Chair Steinke commented that the Regional Use Overlay Map colors as well as the overlays can be confusing. Vice-Chair Steinke suggested making it simpler because it is hard to look at.

Connie Padian commented that the term "overlay" is also confusing since there are zoning overlays and general plan overlays.

Chairman D'Andrea agreed and commented that the General Plan Map versus Community Area Plan maps is confusing as well.

Commissioner Filsinger suggested a 3-D map instead of the 2-D version, in order to make it clearer.

Commissioner Grant suggested the overlay be placed on two separate maps, a before and after map with a simpler base map.

Commissioner Schmitt asked if there could be some uses in one designation that are not allowed in others.

Chairman D'Andrea asked how workforce housing has been incorporated. Staff suggested including work/live and live/work units and high density housing.

Commissioner Schmitt and Chairman D'Andrea commented that work/live units will likely not work in the Airpark.

Planning Commission consensus was to simplify the General Plan Map and to expand the Regional Use Overlay.

**b. Preferred method of reference of the Regional Use Overlay in the Community Area Plan:**

Vice-Chair Steinke commented that the overlay is clearer on the General Plan map, but it does not do much on the Community Area Plan (CAP) Land Use Map.

Chairman D'Andrea commented that the Regional Use Overlay (RUO) is not good on CAP Land Use Map.

Commissioner Filsinger commented that the RUO may help to market development and suggested it remain on the General Plan map. Commissioner Filsinger referenced again the possibility of creating a map at oblique level to show the overlay in 3-D.

Connie Padian commented on the possibility of creating a separate map page with the RUO, as opposed to including it on the map CAP.

Vice-Chair Steinke commented that the current map in the draft plan seems simpler.

Commissioner Schmitt commented that current draft of the map looks good.

**c. Development Types locations and names**

Commissioner Grant suggested that WestWorld be Type A because WestWorld is currently Type B and is confusing because Type B also applies to Hangars, which are not appropriate at WestWorld. Connie Padian commented that plans at WestWorld include larger-mass buildings, which is what Type B is intended to accommodate. It is more Type B than Type A.

Vice-Chair Steinke commented that flexibility is important, but height will get a lot of attention, as well as view corridors and building mass. Vice-Chair Steinke commented that there may not be enough flexibility in Type A.

Chairman D'Andrea suggested that nothing outside of Loop 101 should be a Type B or Type C. Chairman D'Andrea commented that the best part of that area is the views, and suggested it all remain Type A.

Commissioner Grant commented that it may be best to keep Type C within Loop 101.

Commissioner Schmitt suggested including Type C up to Legacy between Miller and Scottsdale Roads because of entitlements. Commissioner Schmitt suggested the removal of Type C from other areas north of the Loop 101. The Planning Commission had consensus on this item.

Commissioner Grant suggested extending the Sensitive Edge along the Powerline Corridor and the canal. Staff commented that it is currently included only where residential exists on the other side.

Chairman D'Andrea suggested in the future, the showing of stretches where there are gaps at the sensitive edge and to let Planning Commission know what will be going on the other side.

Commissioner Grant commented on the need to show buffers between development types on a map because developers often only look at the maps and do not read the text.

Commissioner Schmitt commented that there is no need for a buffer between commercial and commercial. The Planning Commission had consensus on this item.

Chairman D'Andrea suggested calling the Development Types the same as Downtown Plan types, such as Types 1 and Type 2.

Vice-Chair Steinke commented that calling the Development Types the same as Downtown Plan types could be confusing.

Commissioner Schmitt commented that there is no need to reverse the name of the types (i.e., change name of Type A to Type B and Type B to Type A).

Commissioner Grant suggested changing the name of the Thunderbird-Raintree Signature Corridor to Redfield. Staff commented that the name chosen represents the future Ring Road alignment, which is the name the Transportation Commission initially went with, but it is possible to recommend Redfield as the name instead.

Chairman D'Andrea suggested a public comment session with the Planning Commission prior to the Major General Plan Amendment process and to schedule it in January or February on the regular agenda.

#### **4. ADJOURNMENT**

With no further business to discuss, the study session of the Planning Commission adjourned at 6:17 p.m.