

PRELIMINARY PLAT

A preliminary plat follows the standards outlined in Chapter 6, Subdivisions, of the Town Code. If necessary, Article 6-8, Variances and Modifications, of that chapter allows the Planning Commission the ability to recommend variations to the subdivision code, along with any necessary conditions of approval. The modifications as part of the proposed preliminary plat relate to the turn-around adjoining Lot 1 as described under Conditional Use Permit and the requirement to waive public utility easements on all sides of each lot.

Scottsdale Road

The property adjoins Scottsdale Road to the east. Scottsdale Road is a major arterial road. This road and the adjoining six-foot high block wall on a two-foot berm are located fully within the City of Scottsdale. No additional right-of-way is required on Scottsdale Road. However, the construction of a southbound deceleration lane will result in the reconstruction of the existing wall and part of the sidewalk along Scottsdale Road onto the subject site by up to four feet for a length not to exceed 70 feet. This wall and sidewalk encroachment is shown as an easement on the plat. This easement might warrant future de-annexation to the City of Scottsdale so the wall and sidewalk are in Scottsdale's right-of-way.

Northern Avenue Alignment

The property adjoins the Northern Avenue alignment to the south. This alignment is designated as a local road on Figure 4.1, Motorized Circulation Map, of the Town's General Plan. Several constraints exist in improving this alignment to connect to Golf Drive, including its location within a major wash. This adjoining half-width of right-of-way is 40-feet. A typical local road half-width of right-of-way is 25 feet. No additional right-of-way is required along the subject site, and this right-of-way may be a possible candidate for future abandonment and/or improvement as a bicycle/pedestrian connection to Golf Drive.

Proposed Ironwood Drive

As noted under the Conditional Use Permit section of this report, the proposed roadway complies with the dimensional standards in the Town Code. This includes the right-of-way width and cul-de-sac radius. The exception is the terminus of the small roadway segment adjoining Lot 1 which does not have a cul-de-sac, but meets fire code provisions. Traffic impact is not expected to be significant as described under the Conditional Use Permit section of this report.

Lot Configuration

As drawn, the proposed subdivision meets area requirements as noted below:

- Lot Size: The requested 8-lot single-family development has proposed lots that vary between approximately 16,813 square feet to 38,665 square feet. The typical minimum lot size for R-43 Cluster Plan is 20,000 square feet. The smallest cluster plan lot within the Town is within the R-18 Cluster Plan by Special Use Permit of Cheney Estates at 16,365 square feet. Subtracting the private roadway tract, the proposed plat has a gross density of one home per 1.13 acres.

The average lot size is 23,647 square feet. These lots are approximately 3.5 times larger than the average lot size in nearby Scottsdale, approximately 2,000 square feet smaller than the average lot size in all of Cheney Estates, approximately 6,000 square feet larger than the R-18 Cluster Plan lots in Cheney Estates, and slightly less than 50- percent smaller than a one-acre lot.

- Lot width: The R-43 Cluster Plan typically has a minimum lot width of 120 feet. The R-35 Cluster Plan typically has a minimum lot width of 100 feet. All eight lots comply with the minimum lot width of 100 feet as proposed by the text amendment. Each lot encloses a 100-foot diameter circle touching at one point on the 20-foot front yard setback.
- Access: The proposed Conditional Use Permit for the private road would allow for access to Scottsdale Road.
- Setbacks: The proposed text amendment generally uses the R-10 District setbacks of 20 feet in the front, 25 feet in the rear, and 7 feet on the sides. All eight lots comply with the minimum setbacks as proposed by the text amendment.

Tracts

The proposed plat includes three tracts. All tracts will be maintained by the homeowner association. Tract A is the private roadway as legally described with the requested Conditional Use Permit. Tract B is for open space and retention. Tract C, and the rear 41 feet of Lots 1 through 6, are for open space, drainage, and golf course use. Provisions are made for the existing golf course easement. Except for the proposed residential homes adjoining the golf course, there is no anticipated impact to the area of the golf course easement itself.

Utilities

All new utility lines will be located underground. Each of the proposed lots has the required 8- foot wide public utility easement in the front yard in accordance with Section 6-3-3 of the Town Code. However, most of the proposed lots do not have side or rear public utility easements as described in Section 6-3-3 of the Town Code. It is common not to have utility easements placed around all sides of smaller lots.

The applicant has provided will serve letters from the utility providers for this development. Many of the utilities will require extension of utility lines. The applicant will also need to obtain the required assured water supply certificate as part of the final plat process.

09-19-17

Drainage

The application included a hydrology/drainage report. Please refer to the attached memo from the Town Engineer for evaluation of this report. As part of the preliminary plat, drainage is reviewed conceptually. Final detail and design of the drainage will occur with the final plat and/or prior to recordation of said plat.

The property is presently mapped within a major designated flood hazard area, as approximately two-thirds of the site lies within the floodway of Indian Bend Wash. Although in the floodway, the site was graded and raised in elevation sometime between the years of 1997 and 2000 based on aerial information. Development on the site will require a letter of flood map revision through the Federal Emergency Management Agency (FEMA). This map revision will be approved by FEMA in two stages, a conditional letter which was issued by FEMA in July 2017 and a final letter once the improvements have been made.

Fire Protection

The proposed lots will meet all standards related to fire protection as follows:

- Access: All lots will have direct access onto the public roadway of Scottsdale Road via the proposed private roadway.
- Spacing/Location: No fire hydrants exist within 400 feet around the subject site. Development will result in installation of a fire hydrant in each of the two cul-de-sacs.
- Fire Sprinklers: The new homes and structures that will be constructed as a result of this subdivision will have fire sprinklers in accordance with the Town Fire Code.
- Fire Flow: The applicant has provided a water service impact study. This study indicates the fire flow will comply with the 1,500 gallons per minute at 20 pounds per square inch Town standard when the City of Scottsdale system is open per its arrangement with Berneil Water Company for their service area.

PRIVATE ROAD CONDITIONAL USE PERMIT (CUP)

There are four findings in Section 1103.4 of the Town Zoning Ordinance the applicant must meet for the Planning Commission to approve a private road. The proposed private road meets these findings as follows:

1. The use will not cause a significant increase in vehicular or pedestrian traffic in adjacent residential areas; or emit odor, dust, gas, noise, vibration, smoke, heat, or glare at a level exceeding that of ambient conditions; or contribute in a measurable way to the deterioration of the neighborhood or area, or contribute to the downgrading of property values.

09-19-17

The applicant has provided a traffic statement that indicates the eight proposed single-family homes are expected to generate 76 daily vehicular trips during a typical weekday of which six trips will occur in the morning peak hour and eight trips will occur in the evening peak hour. As zoned, three to four single family homes are permissible. The concurrent application requests would add an additional four to five homes and its associated traffic. The proposed development is expected to have traffic that would be substantially less than some of the uses that have been explored on the subject site such as a boutique resort, medical office, and continuing care retirement facility.

The circumstance with restricting access and not developing the Northern Avenue alignment results in all vehicular traffic accessing Scottsdale Road. This roadway design will result in no or minimal traffic impact to the adjoining properties within Paradise Valley.

The applicant's request for single-family cluster plan zoning will result in one-story homes that should mitigate visual impact of built structures on the subject property. The nearest existing residential homes are approximately 575 feet in Camelback Country Club Estates, 350 feet in Cheney Estates, and 175 feet in Santo Tomas located in the City of Scottsdale.

2. The use will be in compliance with all provisions of this ordinance and the laws of the Town of Paradise Valley, Maricopa County (if applicable), State of Arizona, or the United States of America.

The private roadway is in compliance with the roadway standards for a local road cross- section standard, Option B of the Town's General Plan. The right-of-way is 50 feet in width. The improved paved area will be 26 feet in width, including two-foot wide curbs.

There are two proposed cul-de-sacs. Both cul-de-sacs meet the 45-foot right-of-way and 40-foot radius paved area standards of the Town Code. The western cul-de-sac will have a 55-foot radius to avoid having to construct an emergency access lane. Lot 1 and Lot 2 of the proposed plat access of the entry cul-de-sac separate from Lots 3 through 8. The access to Lots 1 and 2 are via a triangular-shaped right-of-way, with Lot 1 adjoining the entry cul-de-sac. Literal application of Section 6-3-2 of the Town Code requires a cul-de- sac at a dead end street. Although, modification of the subdivision standards is possible via Article 6-8 of the Town Code, if such modification does not nullify the intent and purpose of the regulation. The 2015 International Fire Code requires that all portions of a building be within 150 feet of a fire apparatus access road, but allows for exceptions when there are less than two single-family homes and when the building is equipped with an automatic fire sprinkler system. Lots 1 and 2 meet this fire code provision.

Except as noted on Lot 1 above, the private roadway itself complies with vehicle turn-around and vehicle stacking. Turn-around and vehicle stacking is addressed in more detail with the private roadway access gate Special Use Permit.

3. The use will be in full conformity to any conditions, requirements or standards prescribed in the permit.

The applicant commits to maintain conformity with all conditions, requirements or standards as prescribed and agreed to in the CUP.

4. The use will not conflict with the goals, objectives or purposes of the zoning district or Policies of the Town of Paradise Valley as set forth in the Town's General Plan.

The use of this private roadway for access to single-family homes does not conflict with either the purpose of the existing R-43 zoning or the proposed zoning.

The proposed private roadway will comply with the local road cross-section standard, Option B of the Town's General Plan.

Policy 4.4.1.3 of the Town's General Plan generally discourages direct access onto a major roadway. The proposed road will be a newly-constructed road to service the proposed eight lots. Although the subject site adjoins the Northern Avenue right-of-way which is designated as a local road by the Town's General Plan, Scottsdale Road is the preferred access. Improvement of Northern Avenue has several constraints, including lack of full right-of-way dedication and location within the floodway of Indian Bend Wash.

ROADWAY GATE

Section 1102.2.F of the Zoning Ordinance requires that private access control gates on private roads be approved via the Special Use Permit process that starts with obtaining a Statement of Direction (SOD) from Town Council. The Town has no regulations for such gates. Instead, there are SUP Guidelines to allow for evaluation of each request on a case-by-case basis. These SUP Guidelines for private roadway gates are the same regardless of the zoning district, lot size, and number of lots served by the proposed private access gate.

The SUP Guidelines recommend access control gates be limited to a maximum height of 8 feet, a minimum setback of 150 feet from centerline of the nearest intersecting street, and a turnaround that meets the Town's cul-du-sac standards of a 45-foot radius. The SUP Guidelines also provide for lighting and signage. Refer to the Lighting and Subdivision Signs section of this memo for more information.

The proposed gates meet Town standards and guidelines as follows:

- The development will have a private entry roadway cul-de-sac off Scottsdale Road, with two access gates adjoining this entry cul-de-sac. This cul-de-sac will serve as the turn-around in front of the gates. It has a right-of-way radius of 45 feet and a pavement radius of 40 feet in accordance with Town standards.
- Stacking from the gates to the centerline of Scottsdale Road complies with the Town SUP gate guidelines. The stacking shown is 179 feet and 223 feet from the gate to the centerline of Scottsdale Road. Approval of the plat will also require construction of a southbound deceleration lane on Scottsdale Road. The Town SUP guideline recommends there be at least 150 feet from the centerline of the intersecting roadway to the gate. In addition, the applicant has complied with the City of Scottsdale stacking standard of 75 feet from the call box to the back of curb along Scottsdale Road. The safe stacking of vehicles is a primary concern, as Scottsdale Road is a heavily traveled roadway. The applicant has included a traffic statement as part of their application submittal. This statement from a registered engineer provides that the provided queuing of vehicles on site is sufficient for typical ingress operation.
- The entry cul-de-sac includes two entry rolling gates at approximately 6 feet 6 inches in height, with entry gate columns at 7 feet in height. These are in compliance with the SUP Guidelines. One gate will provide access to six lots and the other gate will provide access to two lots.
- For secondary access, the Town Fire Marshal has accepted the turn-around west of the gates at a 55-foot paved radius in lieu of the previously shown 20-foot wide emergency vehicle access road and gate onto Scottsdale Road on Lot 8. This solution is acceptable by both the Town Fire Marshal and City of Scottsdale.
- The 6-foot high walls connecting to the proposed gates around the entry cul-de-sac do not comply with the typical standards in Article XXIV, Walls and Fences, of the Zoning Ordinance. However, as in other subdivisions with private roads and roadway gates, the walls or fences have been approved via the Special Use Permit within the private roadway tract or on an individual lot to connect to the private roadway gate.

SUBDIVISION WALL

Section 2408 of the Town Zoning Ordinance, allows for the review of the location, height, setback, and design of perimeter subdivision walls and/or fences.

The proposed subdivision wall will include the existing decorative block wall located along Scottsdale Road, along with new wall/view fence along the remaining perimeter. Conceptual approval is requested with the preliminary plat and final approval with the final plat. Except as noted below along the Northern Avenue alignment, this subdivision wall complies with the typical Town standards.

The existing wall along Scottsdale Road is within the City of Scottsdale. This wall is a stucco wall with some decorative tile accents. It is a 6-foot tall wall on a 2-foot tall berm. Due to the proposed southbound deceleration lane, there will be approximately 70 lineal feet of this wall removed north of the existing access point into the site to accommodate the sight vision triangle and reconstruction of the wall and sidewalk up to 4 feet west of the existing right-of-way line. There will also be approximately 30 lineal feet of this wall removed south of the existing access point into the site to accommodate the sight vision triangle.

The applicant proposes to construct a 6-foot tall block wall with stucco finish along the south property line, with no setback. Typically, a linear opaque wall along a right-of-way requires a 20-foot setback. As this is a subdivision wall requiring Town Council approval, the location, height, setback, and design are approved as part of the final plat. Support of the proposed location includes the unlikelihood of Northern Avenue being improved for vehicular travel, that the Northern Avenue alignment is within the Indian Bend Wash, and the circumstance that the plat will have a 1-foot wide non-vehicular access easement.

The applicant proposes to construct either an opaque 6-foot tall block wall with stucco finish along the golf course side of the site and/or a combination block wall/view fence or view fence along the golf course side. This wall will be constructed on the edge of the golf course easement. As this proposed wall adjoins the golf course, there are no specific setbacks.

LIGHTING

Landscape - Safety Lighting

The conceptual entry visual provides no detail on lighting or the proposed water features. Section 6-3-12 of the Town Code requires no landscape or accent or aesthetic lighting between the subdivision wall and the nearest street. This will be met, as no such lighting exists or is proposed along Scottsdale Road. Safety and security lighting is restricted to the entry as part of the private roadway Special Use Permit. At other residential development entrances, limited landscape lighting has been permitted via the Special Use Permit process.

09-19-17

The Special Use Permit Guidelines apply. Lighting guidelines include hooding and shielding of light fixtures, allowance for up lighting and pole lights, and maximum light levels of 5.0 foot-candles for entrance roadways and 0.5 foot-candles at the property line.

Subdivision Sign Lighting

The lighting at the entry monument signs follows Section 2506, Lighting, and Table XXV-1 of the Zoning Ordinance. The lighting standards for signs require each sign have not more than two lighting fixtures. Also, the standards require each fixture not exceed an output of 750 lumens, be completely shielded from view at the nearest property line, and the brightness at the property line not exceed 0.75 foot-candles. Refer to Subdivision Signs below.

LANDSCAPING

Landscaping is reviewed against the Town's Landscape Guidelines and Section 5-10-7.D of the Town Code. The Landscape Guidelines and Town Code provision focus on minimum plantings along the right-of-way. The guidelines suggest a canopy tree at a minimum of 30-foot intervals, with Ironwood trees making up at least 20-percent of the trees. The Guidelines also suggest planting of shrubs at a minimum of 20-foot intervals. The plantings suggested are generally to be native desert or native-adapted. The Town Code provision uses plantings native to the Sonoran Desert, with a minimum of four 15-gallon trees and a minimum of five 1-gallon shrubs landscaped an average of 100 lineal feet.

The right-of-way along Scottsdale Road is not within the Town limits and under the purview of the City of Scottsdale. Also, this right-of-way is already landscaped and is only planned to be modified near the entrance into the proposed development. Excepting the entry area, the right-of-way along Scottsdale adjoining the subject site is approximately 950 feet. There are presently 26 trees along Scottsdale Road adjoining the site, 10 trees south of the entry and 16 trees north of the entry. There are also many shrubs and ground cover. Technically, this corridor would require 32 to 38 trees. Overall, it is relatively lush. There is some opportunity to add a couple trees north of the entry.

The conceptual entry visual provides an illustration of plantings, but no detail. Excluding the private road, there is approximately 150 lineal feet of right-of-way toward the planting calculation. This would result in approximately 5 to 8 trees and approximately 8 shrubs within and near the entry.

SUBDIVISION SIGNS

The proposed signs generally meet Article XXV, Signs, of the Town Zoning Ordinance as described in the following table. Exceptions include the following:

- Both signs have a setback less than the suggested 25 feet from the property line
- Additional information is needed to assess the lumen count and illumination at the property line for the proposed ground-mounted lighting.

CRITERIA	PROPOSED WALLSIGNS
Quantity: two signs	Two signs
Content: name & logo	Name, font type and metal letters attached to wall consistent with other signs approved in town; color not identified
Sign Area: 30 sf	20 sf, each sign
Height: 3 feet	3 feet to top of the letters
Setback: 25 feet	Approximately 5 feet from property line along Scottsdale Rd
No audible signs permitted	Sign will not have any components that flash, move, or are otherwise animated/audible
Indirect lighting of sign limited to two 75-watt incandescent bulbs (750 lumens) per sign side; bulb completely shielded from view at nearest property line, limited to 0.75 foot-candles at property line	Applicant proposes to use two light fixtures per sign, Focus Industries LFL flood light fixture. The applicant needs to identify the specific fixture to verify finish, optional hood, one or two lamps per fixture, lumen count, and Kelvins. The 3,000 Kelvin light source at 1,080 lumens and hood option is suggested. The fixtures will be pointed away from the property line and roadway, which should not exceed 0.75 foot-candles at the property line. A photometric of the site is typically provided.

The SUP Guidelines for guardhouses and private access control gates allow for one wall sign not to exceed 6 feet in height or 6 square feet in area, with ground signs not to exceed 4 feet in height or 2 square feet in area. Typically, for subdivision signs, Article XXV noted above is applied.