



## COMMUNITY DEVELOPMENT DEPARTMENT SPECIAL USE PERMIT APPLICATION GUIDE

Town of Paradise Valley • 6401 East Lincoln Drive • Paradise Valley, Arizona 85253 • Phone: (480) 348-3693

### APPLICANT & CONTACT INFORMATION

Please check the appropriate box for the Type(s) of Application(s) you are requesting

#### Special Use Permit

- |   |   |
|---|---|
| <input type="checkbox"/> Managerial Amendment | <input type="checkbox"/> Intermediate Amendment             |
| <input type="checkbox"/> Minor Amendment      | <input checked="" type="checkbox"/> Major Amendment/New SUP |

Project Name: Cottontail Run Road Gate

Date: 10/5/2021 Existing Zoning: R-43 Proposed Zoning: SUP Net Acres: \_\_\_\_\_

Property Address: 5000 East Cottontail Run Rd. / 7117 North Tatum Blvd., Paradise Valley, AZ

Assessor's Parcel Number: 169-08-044J, 169-08-044D

Owner: Cottontail Run Road HOA, LLC / CLT 7117, LLC

Address: 5800 East Cottontail Run Rd. / 7117 North Tatum Blvd., Paradise Valley, AZ

Phone number: N/A

E-mail address: N/A

Signature: See attached authorization letter.

(Or provide a separate letter of authorization)


Applicant/Representative: Doug Jorden

Company Name (if Applicable): Jorden Law Firm, P.C.

Address: 6122 East Quartz Mountain Road, Paradise Valley, AZ 85253

Phone number: (480) 505-3909

E-mail address: Doug@JordenLaw.com

Signature: 

THE ABOVE APPLICANT HEREBY APPLIES FOR AN APPLICATION AS INDICATED IN THE SUBMITTED NARRATIVE, PLANS, AND DOCUMENTS IN ACCORDANCE WITH THE TOWN CODE AND TOWN POLICIES.

#### FOR DEPARTMENTAL USE ONLY

App.#: \_\_\_\_\_ Submittal Date: \_\_\_\_\_ Expiration Date: \_\_\_\_\_



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### SUBMITTAL REQUIREMENTS

Submittal requirements will vary based upon the project/scope of the request. Unless otherwise approved by Planning staff; plan size is 24" x 36", **provide 2 paper copies of submittal items (upon staff request) and provide 1 electronic copy of all material in PDF format** on a USB flash drive/memory stick. Additional copies may be required for scheduled meetings. The following documents are required for **all four SUP application types**:

- ☐ Filing Fee: \$4,800 for Private Road, Guardgate, Guardhouse, or Observation Booth

Application Type		Application Fee (schools/government or places of worship)		Application Fee (other uses)
Managerial	<input type="checkbox"/>	\$950	<input type="checkbox"/>	\$1,900
Minor	<input type="checkbox"/>	\$2,625	<input type="checkbox"/>	\$5,250
Intermediate	<input type="checkbox"/>	\$4,150	<input type="checkbox"/>	\$8,330 + \$110 per acre or portion
Major/New	<input type="checkbox"/>	\$7,750	<input type="checkbox"/>	\$20,000 + \$110 per acre or portion

- ☐ Narrative description of the request (2 paper upon staff request and 1 electronic). The narrative shall identify the following:

- ☐ Scope of request, including uses, ownership/management, phasing and/or design philosophy
- ☐ How request meets the SUP criteria outlined in [Section 1102.7](#) of the Town Zoning Ordinance
- ☐ How request meets and/or deviates from the Town development standards and guidelines, that might include compatibility with adjoining properties; environmental impacts; water flow and pressure impacts, site access, parking and circulation
- ☐ How request meets the Town's long-range plans (such as the [General Plan](#) and/or [Visually Significant Corridor Plan](#))

- ☒ Applicable plans and documents for staff review (2 paper upon staff request and 1 electronic), including but not limited to:

- ☒ Site Plan depicting location and type of all improvements and any additional information as needed (e.g. setbacks, parking, internal circulation, access points, site data, etc.)
- ☒ Legal Description
- ☒ Aerial Photo
- ☐ ALTA Survey and/or Title Report
- ☐ Building Plans including, schematic floor plans, building elevations and heights, an analysis of the Open Space Criteria, architectural style and details, and exterior building materials and colors
- ☐ Site Data (e.g., square footages, floor area ratio, lot coverage, site gross/net acreage)
- ☒ Grading & Drainage Plan, with the Illustration of all washes including 5 equally spaced cross sections
- ☒ Parking/Traffic Study to address impact on adjacent properties and roadway system, internal circulation and parking analysis, and any necessary roadway dedication and improvement
- ☒ Landscape Plan including hardscape and plant names, quantity, sizes, and locations
- ☒ Lighting Plan, which may require photometric study, including fixture type, quantity, lumens, watt, kelvins and cut sheets
- ☐ Signage Plan including sign elevations, lighting and dimensions for each sign type

- ☐ Noise study to evaluate the compatibility of the proposed project with surrounding areas
- ☐ Other items

Town Code/Zoning Ordinance Sections and long-range documents that may apply to your request

Zoning Ordinance	Town Code
<a href="#">Article XI, Special Uses &amp; Additional Regulations</a>	<a href="#">Chapter 5, Section 5-10, Development</a>
<a href="#">Article XXV, Signs</a>	<a href="#">Chapter 6, Subdivisions</a>
<b>Other</b>	
<a href="#">Special Use Permit Guidelines</a>	
<a href="#">General Plan</a>	
<a href="#">Visually Significant Corridors Master Plan</a>	
<a href="#">Storm Drainage Design Manual</a>	

#### General notes

- 1 *An application is not complete until all required information is submitted in an approved form. No application will be reviewed until complete. No agenda date will be set until the completed application has been reviewed and accepted by staff*
- 2 *In considering a SUP application, not only shall the nature of the use be considered, but also the special conditions influencing its location, design and operation, the proposed location and design of buildings, parking and other facilities within the site, the amount of traffic likely to be generated and how it will be accommodated, compatibility with the residential character and zoning of the Town, and the influence that such factors and development are likely to exert on adjoining properties*
- 3 *Final approval may be granted upon such conditions reasonably related to the use of the subject property*
- 4 *In the exercise of its legislative discretion on Intermediate, Major and New SUP applications, the Town Council may modify the development standards or permit additional related uses in order to promote the goals and policies of the General Plan, in exchange for site enhancements that improve overall site design, or to promote the best interests of the Town or its residents*
- 5 *No variance from the terms, provisions, or conditions of a SUP shall be granted by the Board of Adjustment; Applications to modify the terms, provisions, or conditions of a SUP must be filed as part of an amendment to the SUP*
- 6 *Refer to [Article XI](#), Special Uses and Additional Use Regulations, of the Town Zoning Ordinance for additional information*

**COTTONTAIL RUN ROAD HOA, LLC  
CLT 7117, LLC**

September 22, 2021

Doug Jorden  
Jorden Law Firm, P.C.  
6122 East Quartz Mountain Road  
Paradise Valley, AZ 85243

Re: Cottontail Run Road HOA, LLC / CLT 7117, LLC  
Special Use Permit Application – Private Gate

Dear Mr. Jorden:

The purpose of this letter is to authorize you and your firm to act as our representative with respect to all matters necessary to request approval from the Town of Paradise Valley for a special use permit for the property located at 5000 East Cottontail Run Road, Paradise Valley, Arizona (Maricopa County Assessor Parcel No. 169-08-044J) and 7117 North Tatum Boulevard, Paradise Valley, Arizona (Maricopa County Assessor Parcel No. 169-08-044D).

COTTONTAIL RUN ROAD HOA, LLC

By: Mary Beth Stern  
Mary Beth Stern, Property Manager

CLT 7117, LLC

By: Mary Beth Stern  
Mary Beth Stern, Property Manager



## COTTONTAIL RUN ROAD PRIVATE GATE NARRATIVE

East Cottontail Run Road is a private road that currently provides access to 10 houses. The road is owned by Richard J. Stephenson, who also owns the property at 5000 East Cottontail Run Road and the property at the northeast corner of Tatum Boulevard and East Cottontail Run Road (7117 North Tatum Boulevard). A private gate is proposed just west of the intersection of East Cottontail Run Road and the private driveway known as North Cottontail Run Road; the private gate would restrict access to 9 of the 10 existing houses, but not to the property at 7117 North Tatum Boulevard. Based on current conditions, 9 houses would be “behind” the proposed gate. It is possible that an additional house might be built on a vacant lot, so the traffic study assumes that there are 10 houses behind the proposed private gate.

Currently 7117 North Tatum Boulevard is not a “hillside” lot. In the future and depending on the nature of development that may occur, 7117 North Tatum may be deemed to be hillside.

The private gate would provide a more secure neighborhood for the lots that use East Cottontail Run Road. A new cul-de-sac with a 40-foot radius would be added, improving traffic circulation. This cul-de-sac, which would be an easement and not a dedicated right-of-way, would use a portion of the property at 7117 North Tatum Boulevard. Even after subtracting the area of the cul-de-sac from the 7117 lot, the lot still exceeds the Town’s one-acre minimum and meets all Town setbacks.

The plan shows two lanes approaching the gate—one for residents who would not need to stop at the call box and a second lane for those needing to use the call box. The call box would be available for use 24/7. The two lanes and the unrestricted call box will address concerns about traffic backing up to the west of the gate

The Town’s Zoning Ordinance sets forth criteria for various types of Special Use Permits. The current application is for a new Special Use Permit, which requires a Statement of Direction, consideration by the Planning Commission, and a final decision by the Town Council. Gates such as the one proposed (aka an access control gate) are allowed by Zoning Ordinance Section 1102.2.F. The requested gate meets the criteria set forth in the Special Use Permit Guidelines—Section 8 Guardhouse, Gatehouse, and Access Control Gates—except for some minor changes to the turnaround and gate height requirements. As to the turnaround, the improved/paved roadway is 40 feet, which is consistent with Section 6-3-2.B of the Town Code. While the radius of the roadway easement is not 45 feet as contemplated by Town Code, there is an additional landscape easement that provides more room for a fire truck using the 40-foot paved surface. Moreover, there is an additional location on the east side of the gate where fire trucks can turn around. The height of the gate is 8 feet, with a small amount of ornamental ironwork up to 10 feet as shown on the plans. Since the gate itself is ornamental iron and not opaque, we believe the overall design is consistent with the intent of the Guidelines. There will be no signage

associated with this private gate other than signage on the call box and one small directional sign for the two lanes of traffic approaching the gate. All new lighting will meet Town Code requirements.

Section 5-10-7. B of the Town Code generally contemplates dedication of public rights-of-way in conjunction with new development activity, but also acknowledges that easements are appropriate in certain situations. This is such a case. The easement will be for a cul-de-sac that will expand an existing private road. The private road has been in existence for many years and is a separate tract. Adding the cul-de sac to the private road tract would (1) leave 7117 North Tatum as an odd-shaped lot and not consistent with current Town codes—see Town Code Sec 6-3-5, and (2) might prevent 7117 North Tatum from meeting lot size requirements if it is later determined to be “hillside”—see Hillside Regulations Sec 2209.

A traffic study establishes that the proposed private gate, with the new cul-de-sac, is appropriate from a traffic standpoint. The private gate is compatible with the neighborhood that will be using it and will not have any detrimental environmental or water flow impacts on adjoining properties.



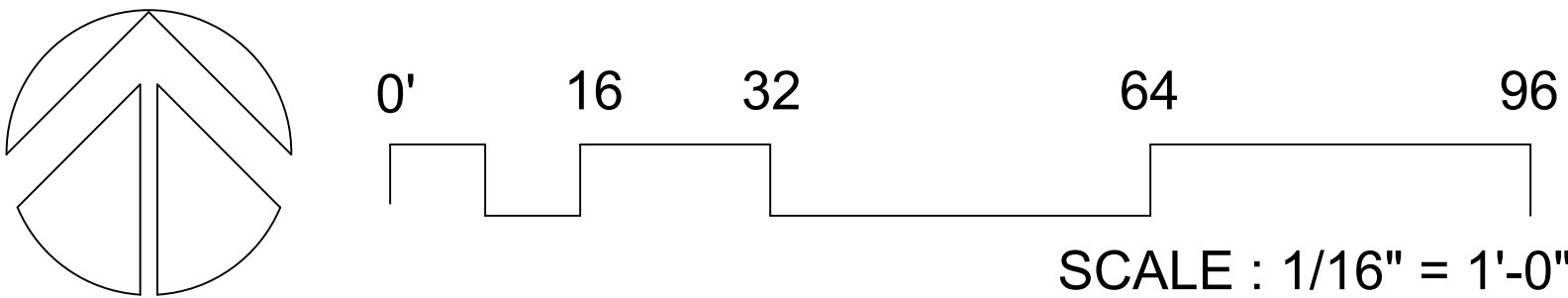


# 7117 TATUM LOT DATA

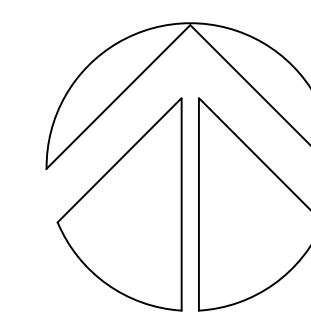
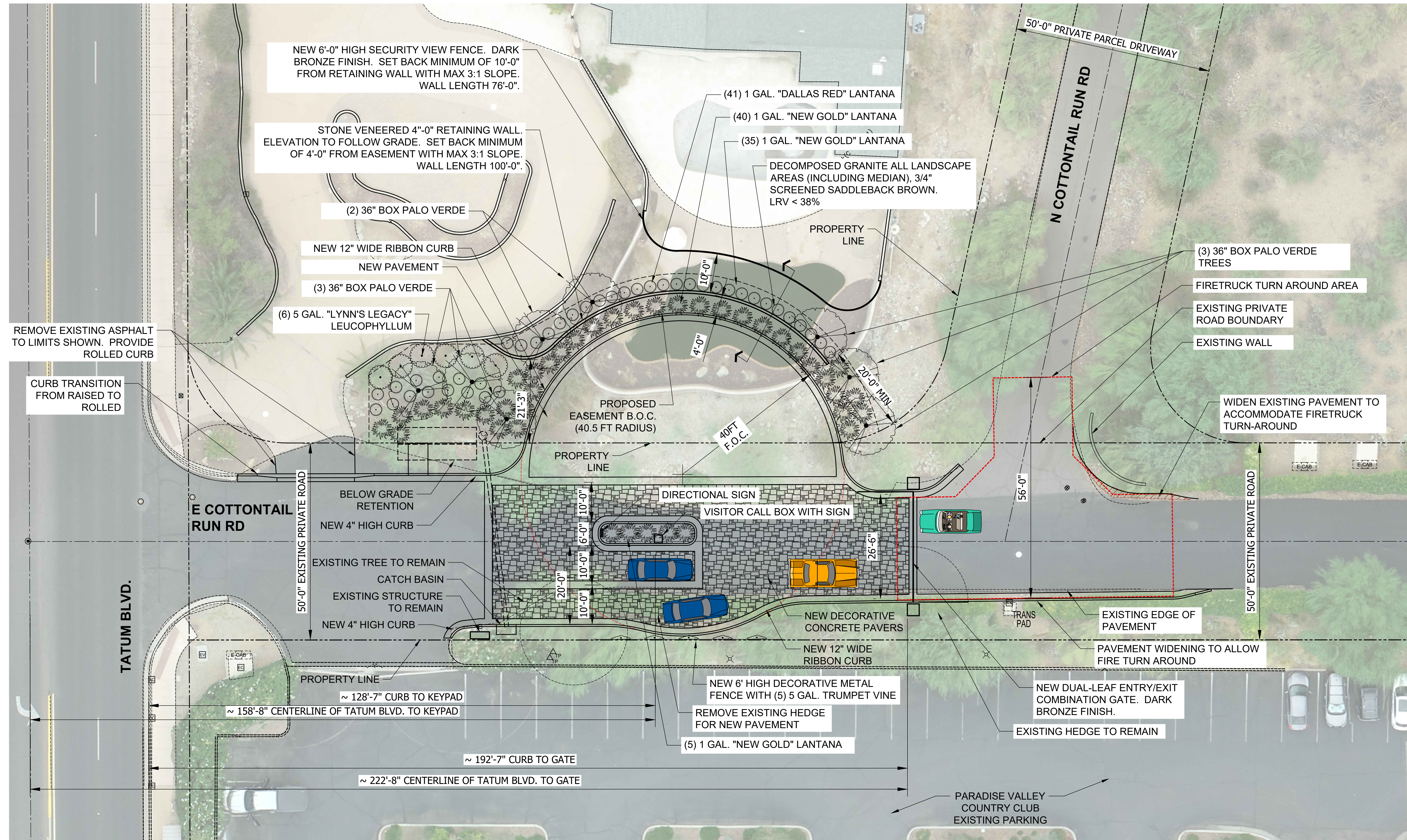
<b>EXISTING</b>		
LOT AREA:	46,159.15 SF	100.0%
DISTURBED AREA:	44,987.46 SF	97.5%
UNDISTURBED AREA:	1,179.69 SF	2.5%

<b>PROPOSED</b>		
TURNAROUND		
EASEMENT AREA:	1,993.36 SF	

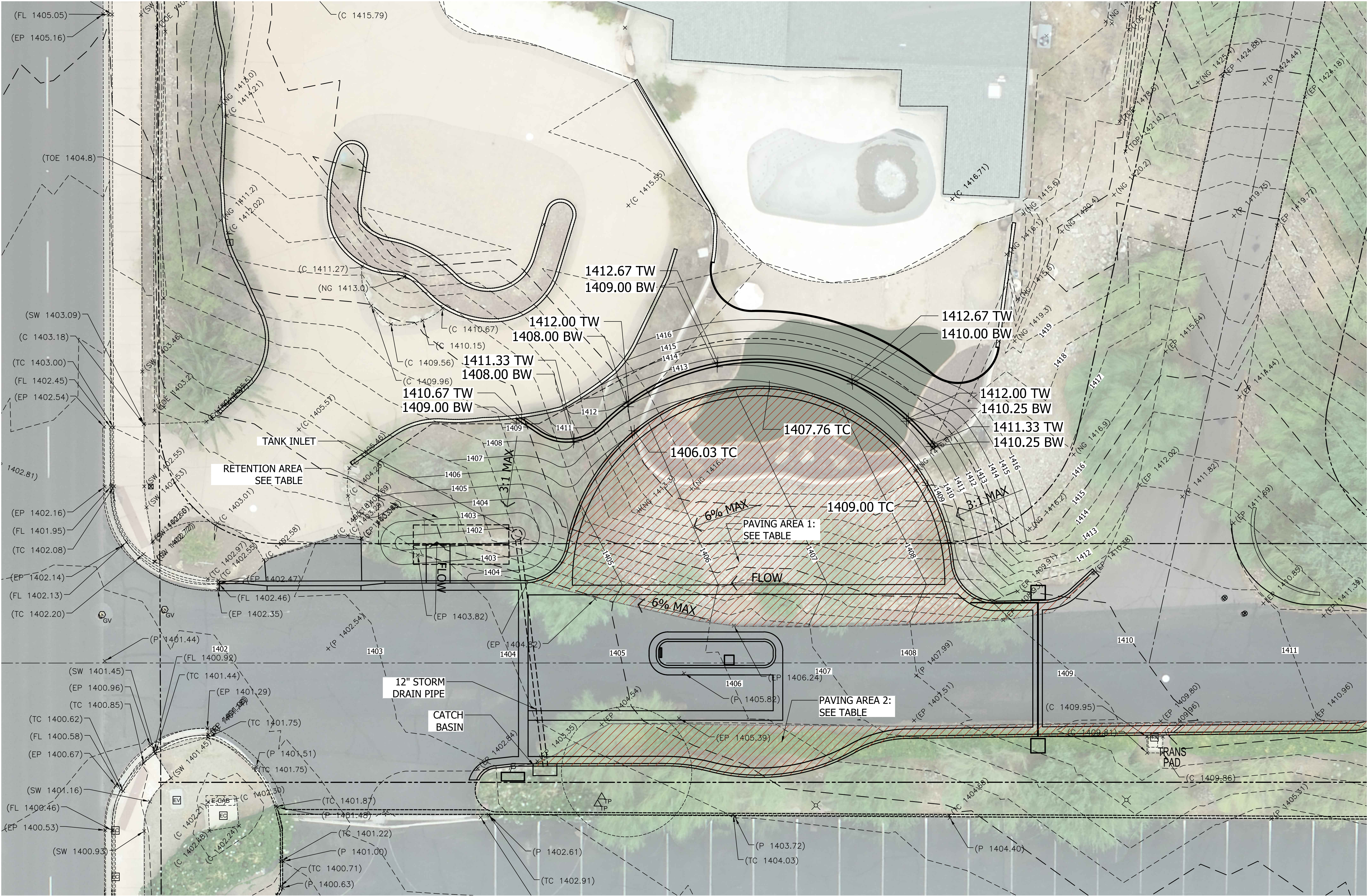
LANDSCAPE AND		
RETENTION EASEMENT		
AREA:	2,108.06 SF	











NOTE:  
GRADING DESIGN IS CONCEPTUAL ONLY, AND ELEVATIONS SHOWN ARE ONLY ESTIMATES

RETENTION CALCULATIONS

AREA 1

INCREASE PAVEMENT AREA: 3,387 SF  
RUN OFF COEFFICIENT: 0.95  
RETENTION REQUIRED: 621 CF

AREA 2

INCREASE PAVEMENT AREA: 580 SF  
RUN OFF COEFFICIENT: 0.95  
RETENTION REQUIRED: 107 CF

RETENTION PROVIDED

TOTAL REQUIRED: 728 CF

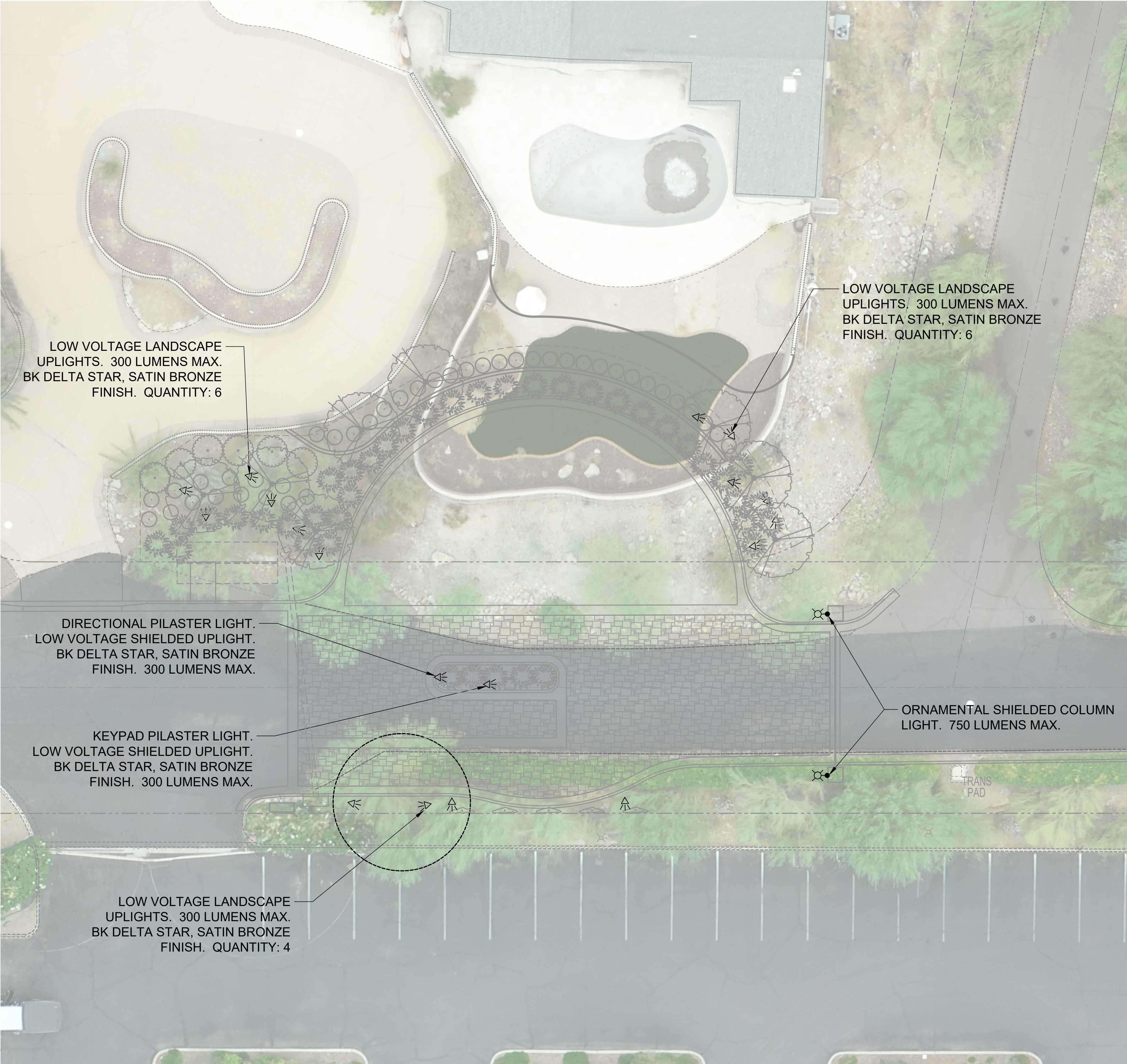
SURFACE: 181 CF  
BELOW GRADE: 552 CF  
TOTAL PROVIDED: 733 CF

BELOW GRADE RETENTION  
(2) 22FT LONG 4FT DIA. PIPE OR EQUIVELANT  
STORAGE USING STORMTECH SYSTEM (OR EQUAL)

ON LOT RETENTION  
REDUCTION

PAVEMENT AREA ON LOT: 1967 SF  
RUN OFF COEFFICIENT: 0.95  
RETENTION REQUIRED: 360 CF  
(THIS QTY CONTAINED IN RETENTION PROVIDED AS  
PART OF THESE IMPROVEMENTS.)






# East Cottontail Run Road SUP Gated Entry Conceptual Lighting Plan

N:\01\0214601\CADD\2021 gate SUP\LB.ENTRY.dwg

MINI-MICRO LED

DATE: PROJECT: TYPE:

CATALOG NUMBER LOGIC:



\*Designed for use with LED transformer  
\*\*The 360SL cost is already included in the price of UPM, UPM dual, and Power Canopy.

200 LUMEN  
2700K

Mini-Micro

Downloads:  
Specifications Data Sheet Installation Instructions  
Photometry Reports CAD Files

Lumens: < 200 Watts: 3W Input: 12V  
CCT: 2700K 3000K 4000K Amber  
Materials: Aluminum Brass Stainless

CATALOG NUMBER LOGIC

Example: B - MM - LED - e70 - SP - BLP - 12 - 11 - C - 360SL

MATERIAL

(Blank) - Aluminum B - Brass S - Stainless Steel

SERIES

MM - Mini-Micro

SOURCE

LED - with Non-Dimming Integral Driver\*

LED TYPE

e70 - 3W LED/2700K e72 - 3W LED/4000K  
e71 - 3W LED/3000K e73 - 3W LED/Amber

OPTICS

NSP - Narrow Spot (17°) MFL - Medium Flood (28°)  
SP - Spot (21°) ASY - Asymmetrical (17x31°)

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHR, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

Brass Finishes (MAC, POL, MIT)

Stainless Steel Finishes (MAC, POL)

LENS TYPE

12 - Soft Focus 13 - Rectilinear

SHIELDING

11 - Honeycomb Baffle

CAP STYLE

A - 45°  
B - 90°  
C - Flush  
D - 45° Less Weephole (Interior use only)  
E - 90° Less Weephole (Interior use only)

OPTIONS

360SL - Rotational Knuckle Mounting System\*\*

## STANDARD FINISHES

B-K LIGHTING

MADE IN THE USA

559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

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01/15/2020 SKU-619  
SUB000939

Whisper Dark Sky LED | 553948Z

## PRODUCT DESCRIPTION

MEASUREMENTS	: 10" W x 24.5" H x 13" D
BACK PLATE	: 5.5" W x 12.5" H x 12.5" HCO
HANGING WEIGHT	: 7.48 lb
LAMPING	
INPUT VOLTAGE	: 120V
LUMENS	: 560 Rated
BULB	: 1 x 3W LED AC Integrated, 8W Total
BULB INCLUDED	: (Integrated)
COLOR_TEMP	: 3000K

## FINISHES OPTION

Source

## MATERIAL

Die Cast Aluminum

## RATINGS

cETLus  
Wet Location  
For Outdoor DARKSKY

## ADDITIONAL

RATED LIFE 50000 Hours

OPERATING TEMPERATURE:

-20°C (-4°F), 40°C (104°F)

PHOTOMETRIC: Report Found Online

Always consult a qualified electrician before installing any lighting product.

WESTERN DISTRIBUTION CENTER (HEADQUARTER)  
253 NORTH VINELAND AVE | CITY OF INDUSTRY, CA 91746  
EASTERN DISTRIBUTION CENTER  
4200 SHIRLEY DR, ATLANTA, GA 30336  
P: 626.956.4200 | F: 626.956.4225 | maximlighting.com

0' 10' 20' 40' 60'

SCALE : 1" = 10'-0"

NOVEMBER 4, 2021





VINE TRELLIS  
(6' TALL MAX)



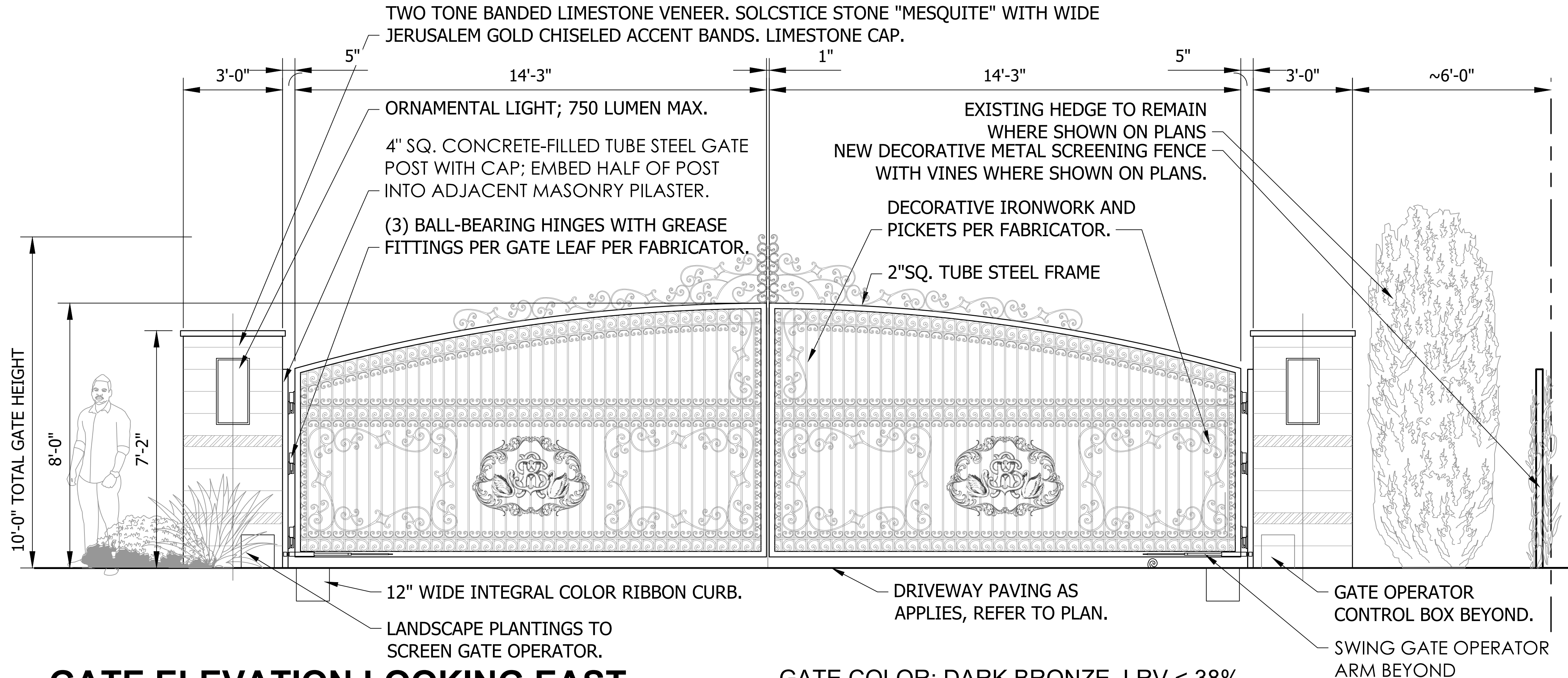
LIGHTS AT GATE  
LIGHT SOURCE  
HIDDEN IN TOP



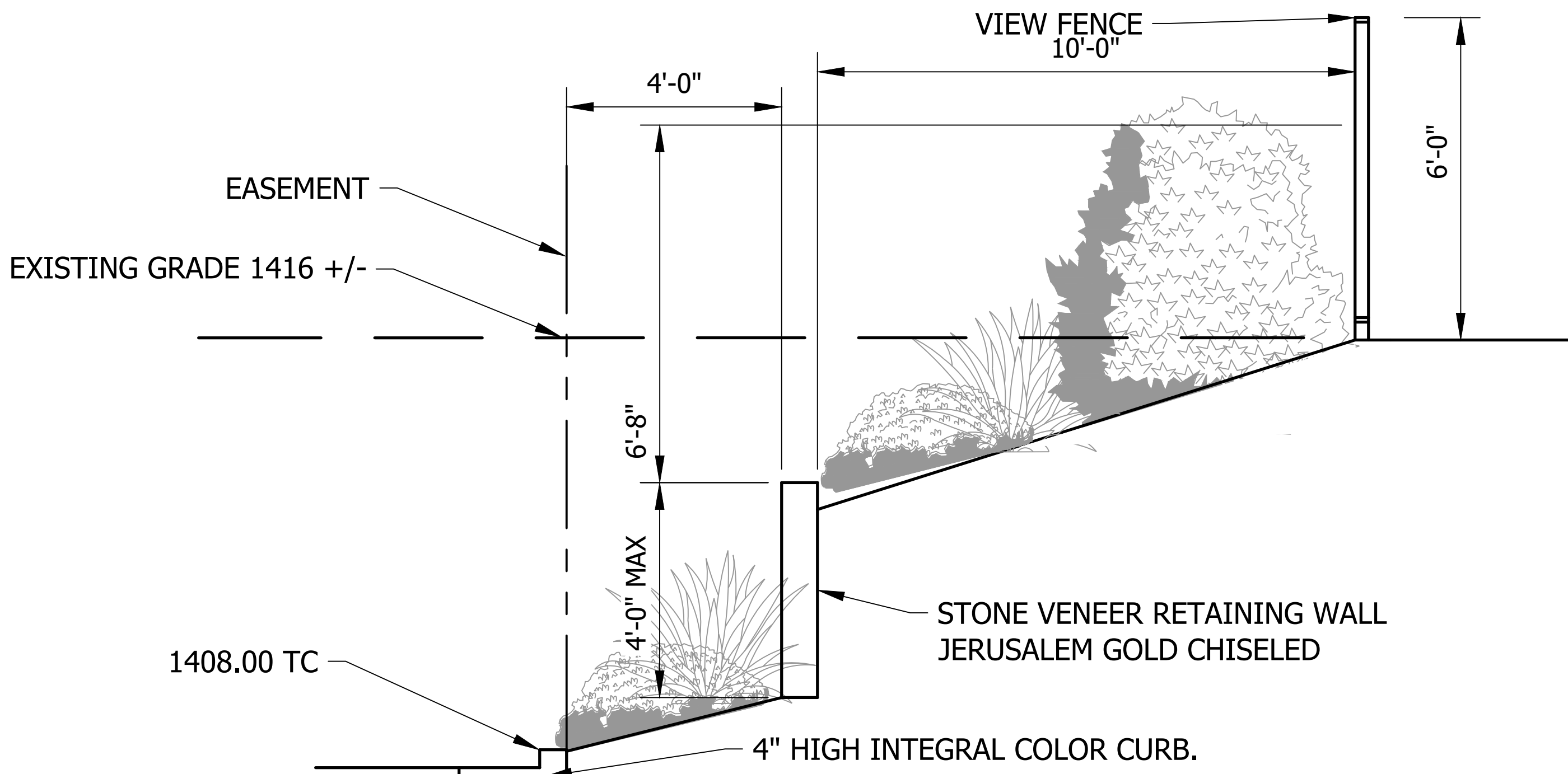
STONE VENEER ON COLUMNS AND CALL BOX PEDESTAL  
SOLSTICE STONE (LIMESTONE), MESQUITE BRUSHED (LEFT)  
AND JERUSALEM GOLD LINE CHISELED (CENTER). PAVERS:  
BELGARD MEGA-BERGERAC (RIGHT), TOSCANA COLOR BLEND.  
LRV VALUES LESS THAN 38%

# **PROPOSED MATERIALS**

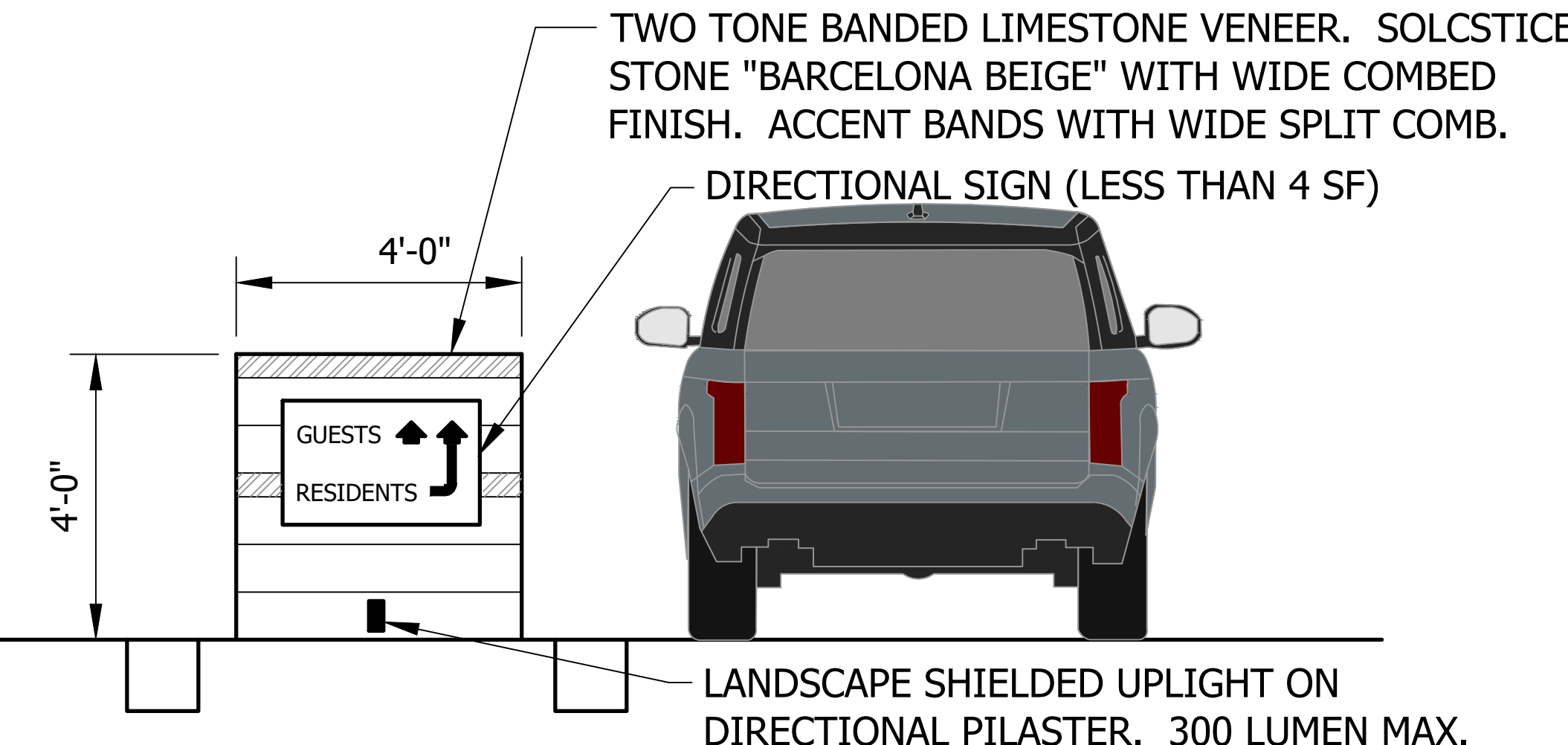
FINAL MATERIALS, COLORS, AND SELECTION MAY VARY FROM IMAGES  
SHOWN BUT WILL BE OF SIMILAR QUALITY AND CHARACTER



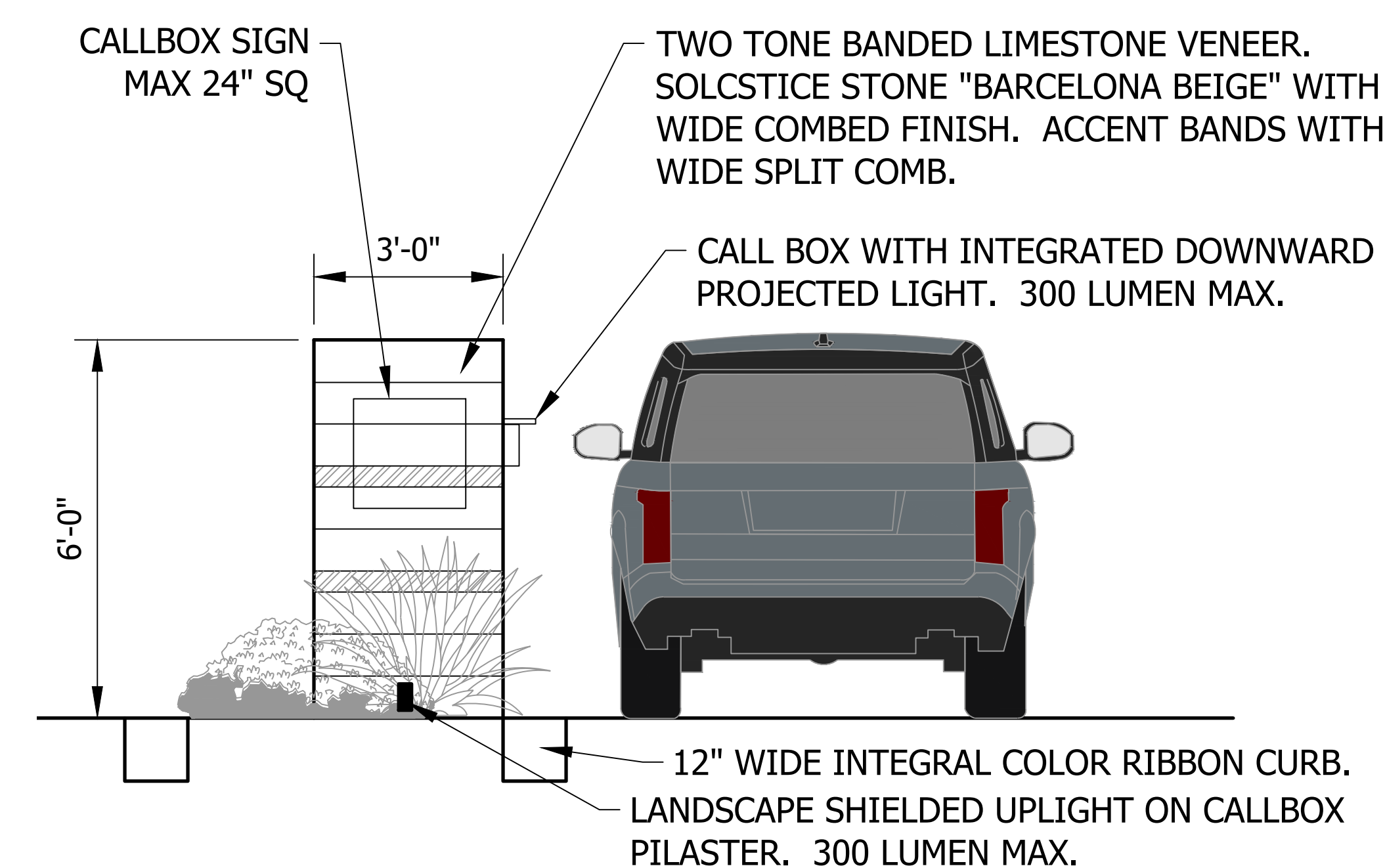
**GATE ELEVATION LOOKING EAST**



**RETAINING WALL SECTION**



**DIRECTIONAL SIGN ELEVATION**



**CALL BOX ELEVATION LOOKING EAST**





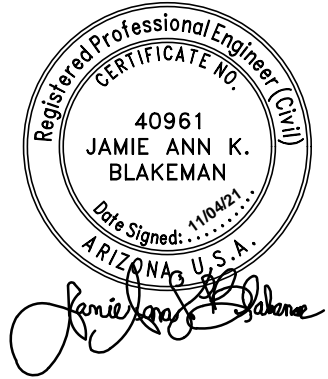
**To:** Doug Jorden  
Jorden Hiser & Joy, PLC

**From:** Jamie Blakeman, PE, PTOE

**Job Number:** 20.5141.001

**RE:** Cottontail Run Road Vehicular Entry Gate  
Traffic Study

**Date:** November 4, 2021

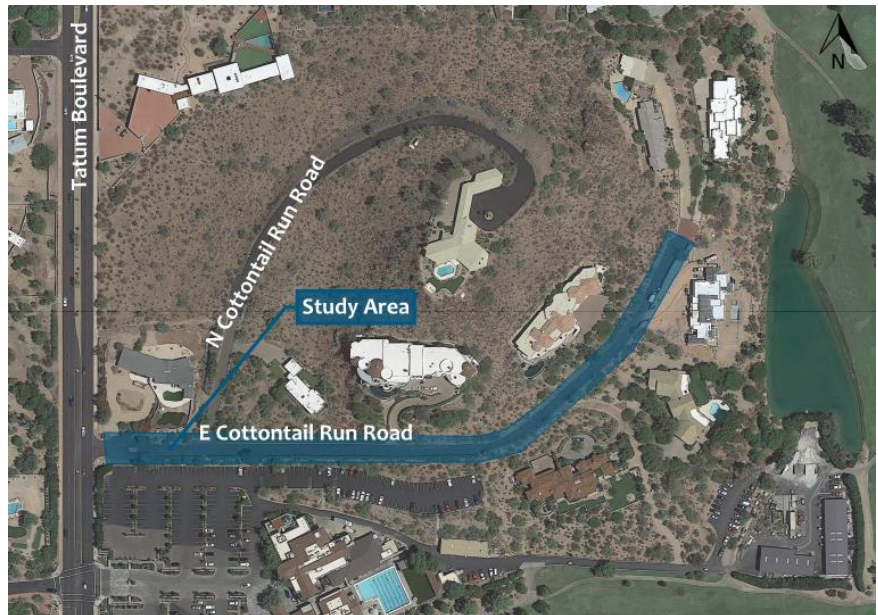


## INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Study analyzing the traffic impacts of installing a vehicular gate on East Cottontail Run Road, approximately 220 feet east of Tatum Boulevard, just west of North Cottontail Run Road, in the Town of Paradise Valley, Arizona. See **Figure 1** for the vicinity map.

East Cottontail Run Road is a private roadway that is located immediately north of the Paradise Valley Country Club. The roadway is owned by the owner of the property located at 5000 E. Cottontail Run Road. East Cottontail Run Road provides access to ten (10) single family residential units.

The objective of this Traffic Study is to analyze the traffic impacts associated with the installation of the proposed vehicular gate, including the proposed geometrics, emergency vehicle accommodation, and queuing.



**Figure 1 - Vicinity Map**

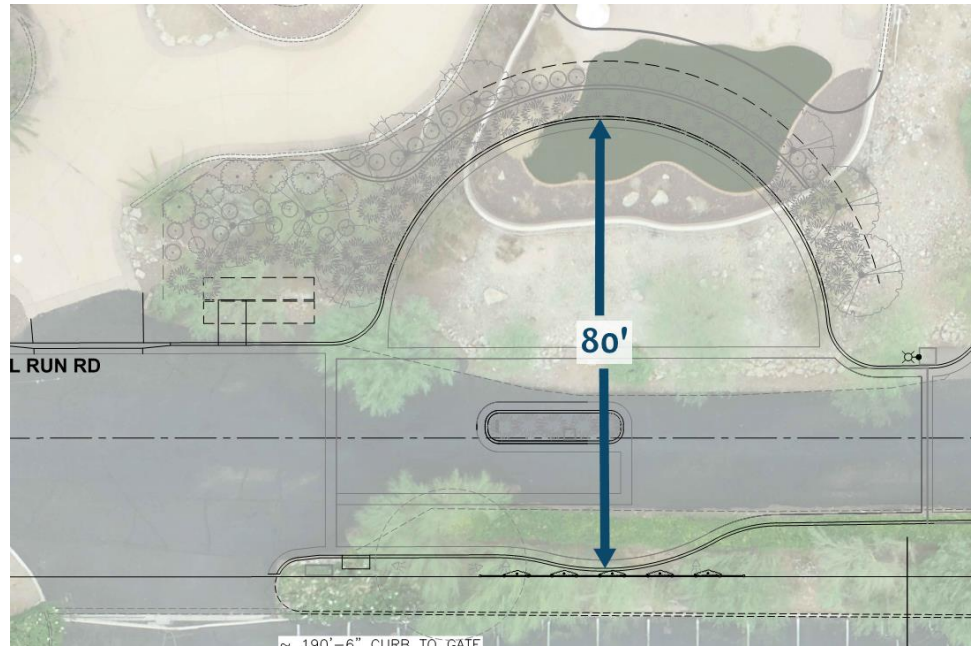




## BACKGROUND

East Cottontail Run Road, within the study area, terminates approximately one-quarter mile north-east of Tatum Boulevard, at an existing cul-de-sac. The proposed gate located just west of North Cottontail Run Road will serve nine (9) existing single family residential units along East Cottontail Run Road.

The gated entry will provide a median island where a transmitter and/or keypad will be installed to allow residents and guests access. Additionally, residents will have a wireless remote that will open the gate. Therefore, residents will be able to activate the opening of the gate as they approach and will not be using the keypad or queue at the gate. For emergency vehicle access, a knox box will be installed.



**Figure 2 – Schematic Layout with a 40’ Turnaround**

The Town of Paradise Valley suggests this turnaround be designed with a 40-foot radius, resulting in a maximum dimension of 80-feet. See **Attachment A** for the Town of Paradise Valley’s standards. In addition to the 40-foot radius cul-de-sac standard, the Town of Paradise Valley standards shown in **Attachment A** also provides standards for a “Hammer-Head Turn-Around” and an “Intermediate Turn-Around” driveway entrance for emergency vehicles.

See **Attachment B** and **Figure 2** for a schematic of a potential layout following these design guidelines using the 40-foot radius.

Gated driveway standards for agencies located within the Phoenix Metropolitan Area were researched, including: City of Scottsdale, Town of Gilbert, City of Chandler, City of Mesa, and the City of Phoenix. The proposed gate on Cottontail Run Road would be allowed in all of these municipalities. These standards are shown in **Attachment C**. The minimum approach width for all of these agencies, with the exception of the City of Mesa, is 20-feet, which meets the fire access standards.





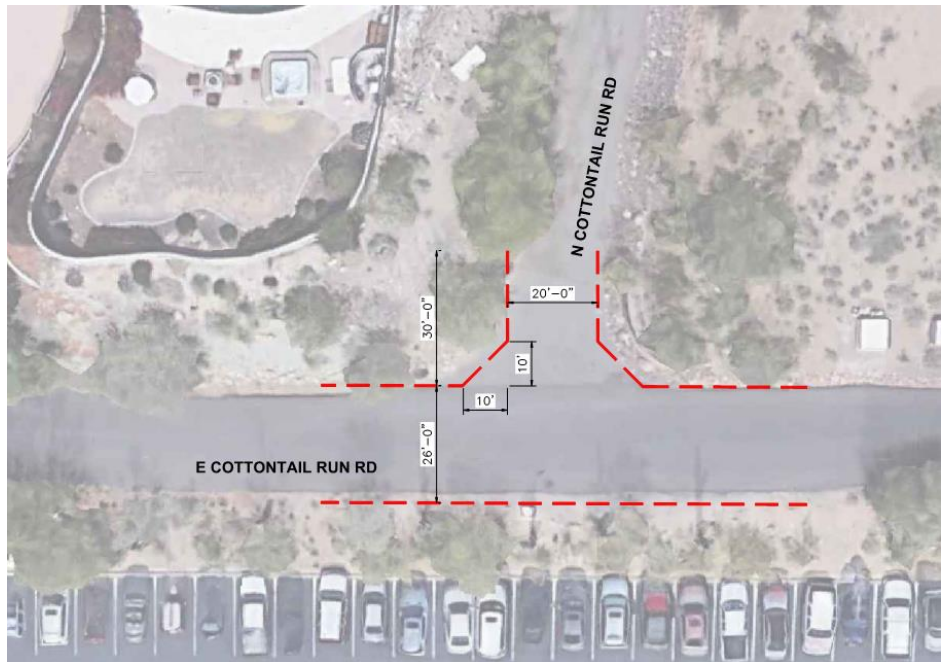
## EMERGENCY VEHICLE TURNAROUND

Maintaining fire access is critical, including the ability to turnaround. As mentioned previously, a knox box will be installed at the gated entrance for emergency vehicle access. Should a fire truck require an immediate turn around, the existing intersection of East Cottontail Run Road and North Cottontail Run Road should provide adequate space in order of an emergency vehicle to turnaround.

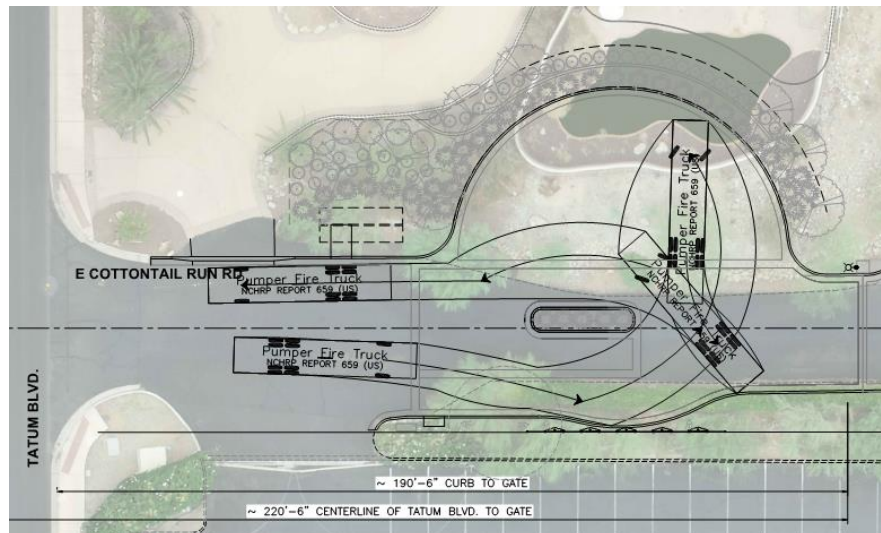
As previously mentioned, the Town of Paradise Valley's standards shown in

**Attachment A** also provide a standard for an "Intermediate Turn-Around." **Figure 3** shows this standard superimposed on the existing intersection of East Cottontail Run Road and North Cottontail Run Road. See **Figure 3**.

Additionally, a fire truck vehicular turning analysis was performed. A fire truck may perform a three-point turn within the turnaround area or may opt to enter the gate through the knox box, then perform a three-point turn at North Cottontail Run Road. See **Figure 4** and **Figure 5**, respectively.



**Figure 3 – Intermediate Turnaround**



**Figure 4 – Emergency Vehicle Turnaround – Template 1**

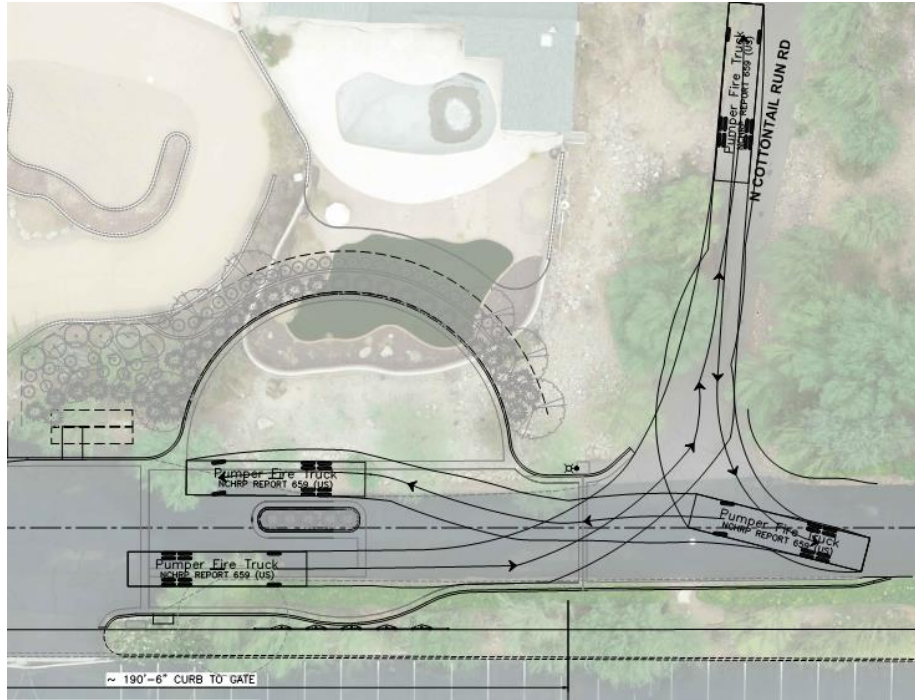


Figure 5 – Emergency Vehicle Turnaround – Template 2

## TRUCK WITH TRAILER VEHICLE TURNAROUND

An analysis of the turnaround for a truck with a trailer (landscape vehicle) was also completed. Using the Town of Paradise Valley's 40-foot radial turnaround, a truck with a trailer is able to successfully perform a u-turn. See [Figure 6](#).

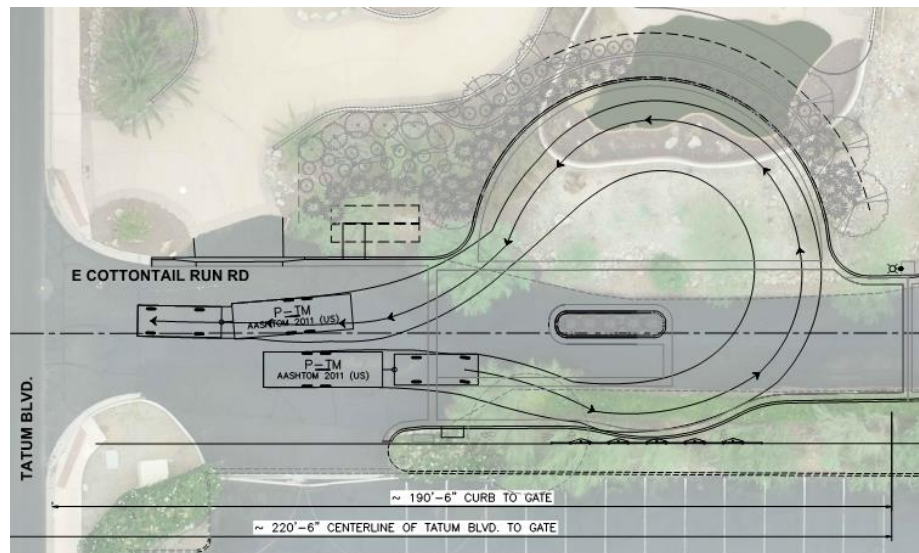


Figure 6 – Truck with Trailer Turnaround





## VEHICLE QUEUING

Nine (9) existing single family homes would be located behind the proposed gate. However, there is potential for an additional home to be developed behind the proposed gate. Therefore, as a conservative approach, the trips generated by the ten (10) single-family residential units was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation*, 10<sup>th</sup> Edition. The ITE rates are based on studies that measure the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for estimating trips in the transportation engineering profession.

The trip generation for the existing ten (10) single-family homes, located behind the gate, was calculated utilizing the ITE Land Use 210 – Single-Family Detached Housing. The total trip generation is shown in **Table 1**. See **Attachment D** for the detailed trip generation calculations.

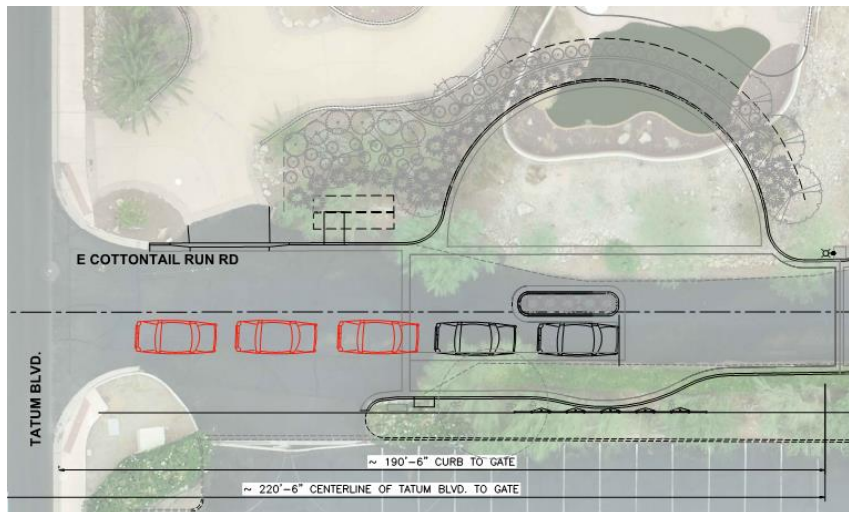
**Table 1 – Trip Generation**

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	10	Dwelling Units	125	12	3	9	11	7	4

On a typical weekday, the ten (10) single-family residential units are anticipated to generate 125 weekday trips, with 12 trips occurring during the AM peak hour and 11 occurring during the PM peak hour. Of the peak hour trips, three (3) and seven (7) inbound trips are anticipated to occur during the AM and PM peak hours, respectively. The seven (7) inbound trips during the typical PM peak hour represents an average arrival rate of one (1) vehicle every eight to nine minutes.

**Normally, there will be one (1) vehicle in queue.**

As previously mentioned, residents will have a remote that will open the gate upon approach. Therefore, guests will be the primary user of the keypad. Residents can opt to pass-by to the right of vehicles in queue and enter the gate. Residents should not be contributing to the queue at the keypad, further reducing vehicle queue.



**Figure 7 – Passenger Vehicle Queuing**





Figure 7 shows two (2) passenger vehicles queued in black.

Assuming 20 feet for a vehicle and 5 feet for a gap, which is a considered typical spacing for queuing, there is adequate storage for five (5) passenger vehicles. These additional vehicles are shown in red.

In the event that two (2) landscape vehicles arrive, the queuing of these vehicles is shown in Figure 8. Assuming a vehicle and trailer length of 50 feet, and 5 feet for the gap, two (2) landscape vehicles can sufficiently queue. Additionally, this area provides space for an additional passenger vehicle.

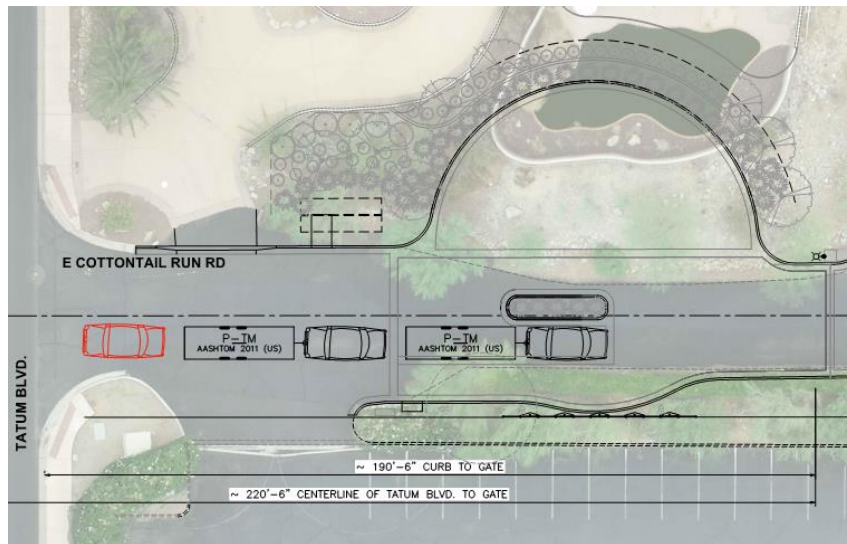


Figure 8 – Vehicle Queuing



## SUMMARY

The objective of this Traffic Study is to analyze the traffic impacts associated with the installation of a proposed vehicular gate along East Cottontail Run Road, approximately 220 feet east of Tatum Boulevard, just west of North Cottontail Run Road in the Town of Paradise Valley, Arizona.

Emergency vehicle access is a key item to consider with any gated access. A knox box will be installed for emergency vehicle access at the gated entrance. Town of Paradise Valley standard “Intermediate Turn-Around” driveway entrance for emergency vehicles was superimposed on the existing intersection of East Cottontail Run Road and North Cottontail Run Road, indicating that the existing intersection resembles the Town’s standard driveway entrance for emergency vehicles. In addition, a truck with a trailer is able to successfully perform a u-turn in the turnaround area.

Finally, vehicle queuing at the gate was analyzed based on trip generation calculations. Normally, there will be one (1) vehicle in queue. The storage along East Cottontail Run Road provides up to five (5) passenger vehicles of queuing. Additionally, two landscape vehicles and one passenger vehicle could queue simultaneously. Therefore, there is more than sufficient length of vehicle queuing.

**In conclusion, the vehicular gate along East Cottontail Run Road will have no major impacts to traffic operations.**



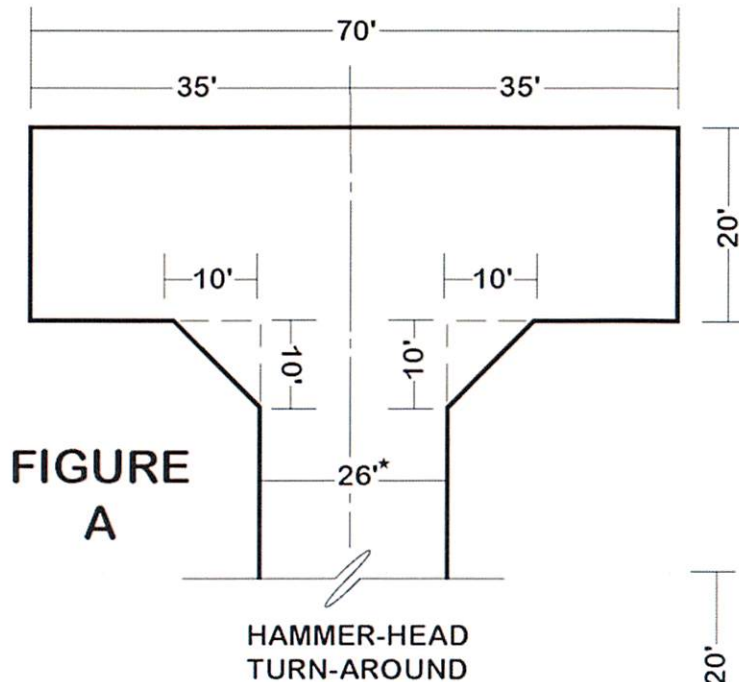
## ATTACHMENT A – TOWN OF PARADISE VALLEY STANDARDS



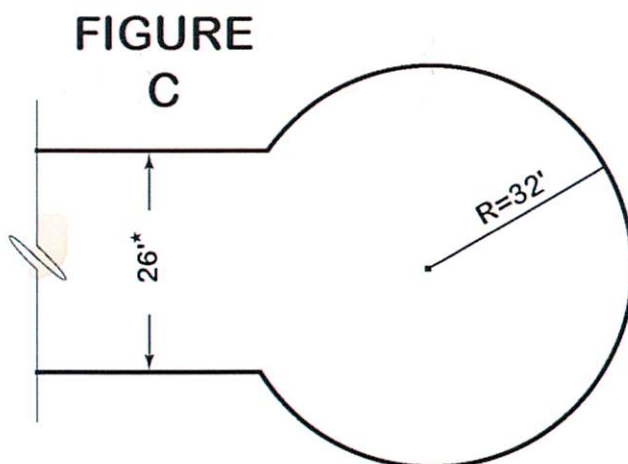
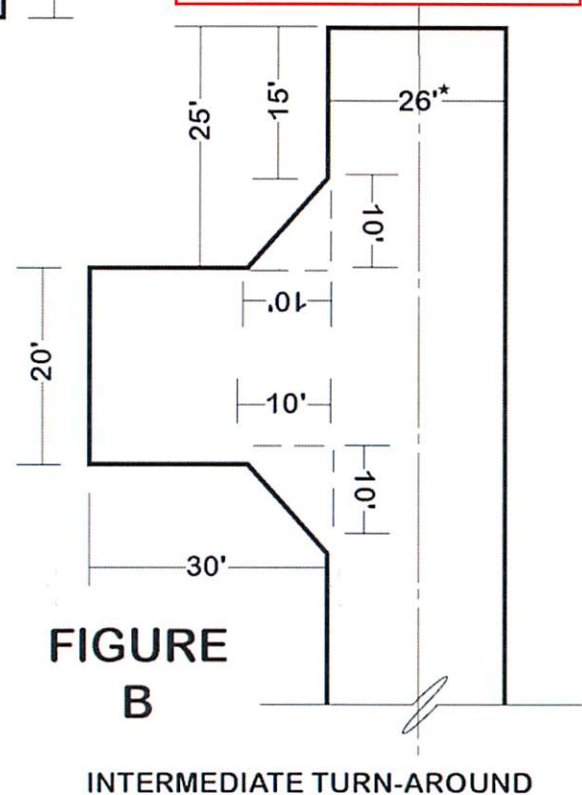
# COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

The dimensions of E91 & E92 - H 11' 2", W 8' 7" & L 34' 1"  
T92 - H 10' 3", W 8' 4" & L 31' 9"

## FIRE APPARATUS TURNAROUND STANDARD PUMPER



Paradise Valley Town Code requires driveways to single family residences to be 12'



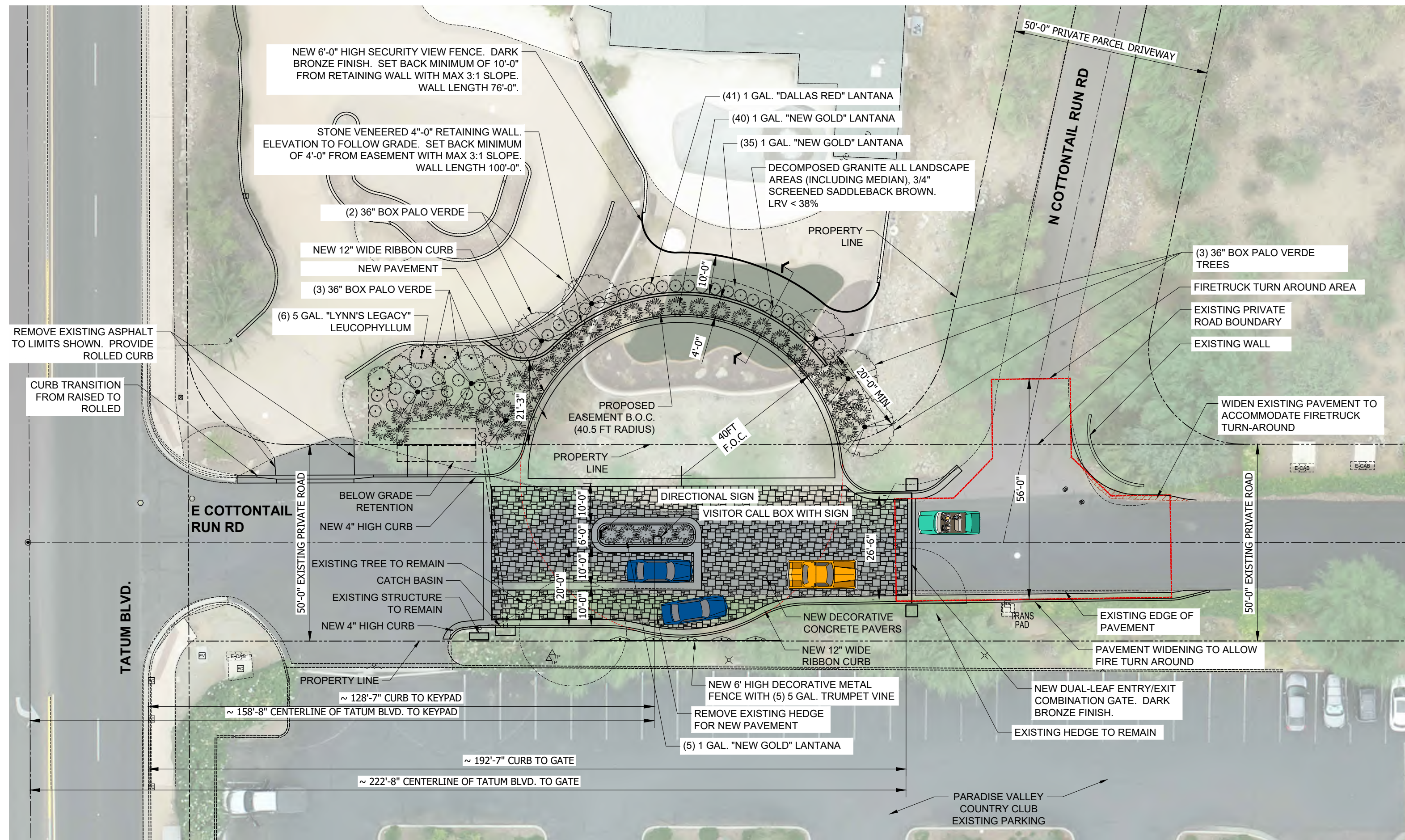
Paradise Valley Town Code Section 6-3-2 B requires cul-de-sac Right of Way radius of 45' and improvements of 40'.

★ MAY BE REDUCED TO 20' FOR SINGLE FAMILY RESIDENCES



## ATTACHMENT B – GATED ENTRANCE DESIGN









VINE TRELLIS  
(6' TALL MAX)



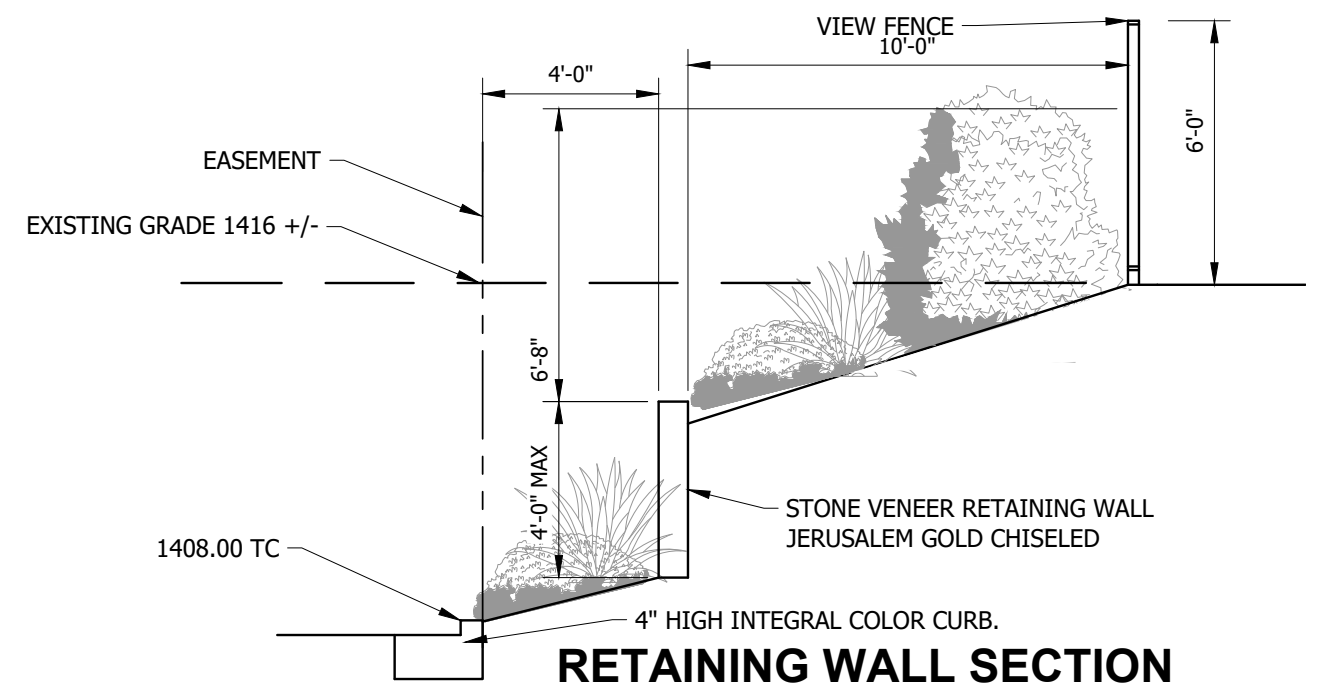
LIGHTS AT GATE  
LIGHT SOURCE  
HIDDEN IN TOP



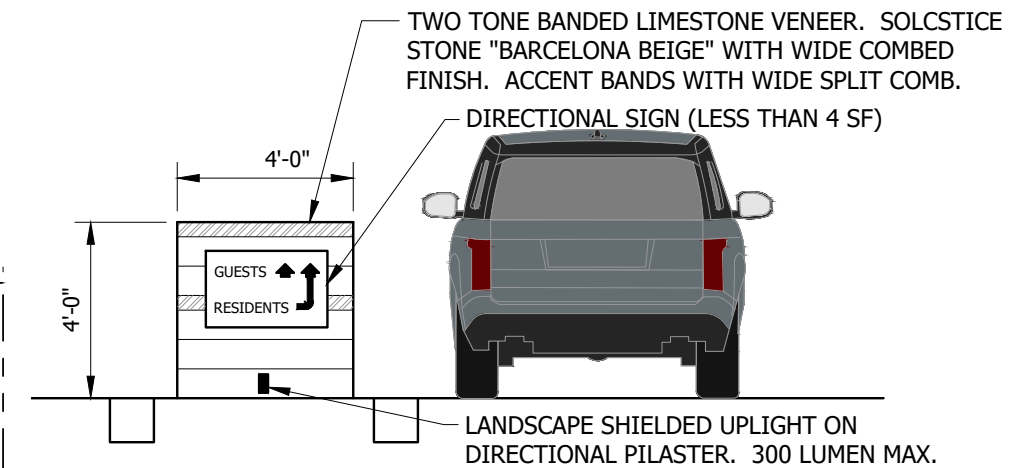
STONE VENEER ON COLUMNS AND CALL BOX PEDESTAL  
SOLSTICE STONE (LIMESTONE), MESQUITE BRUSHED (LEFT)  
AND JERUSALEM GOLD LINE CHISELED (CENTER). PAVERS:  
BELGARD MEGA-BERGERAC (RIGHT), TOSCANA COLOR BLEND.  
LRV VALUES LESS THAN 38%

## PROPOSED MATERIALS

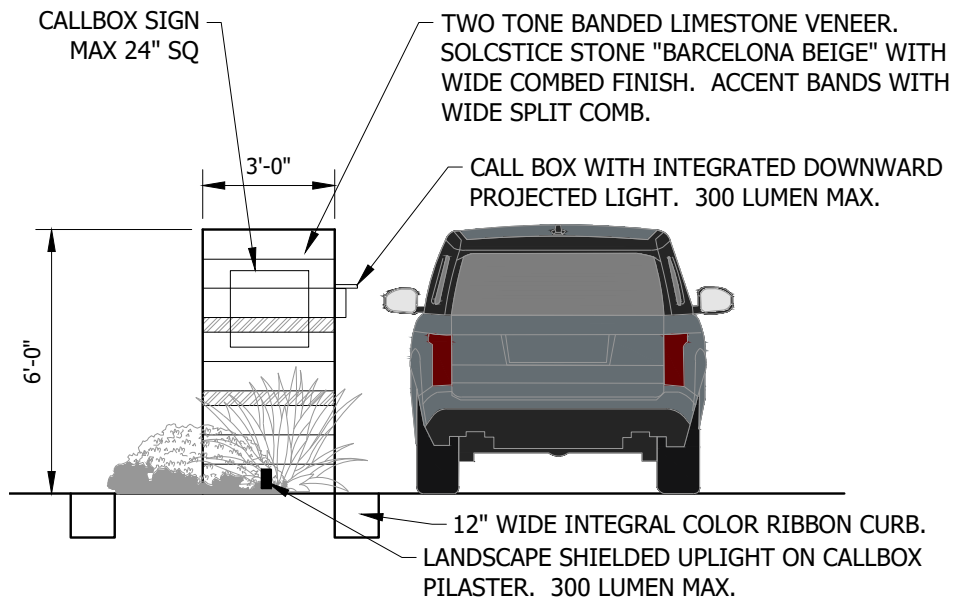
FINAL MATERIALS, COLORS, AND SELECTION MAY VARY FROM IMAGES  
SHOWN BUT WILL BE OF SIMILAR QUALITY AND CHARACTER



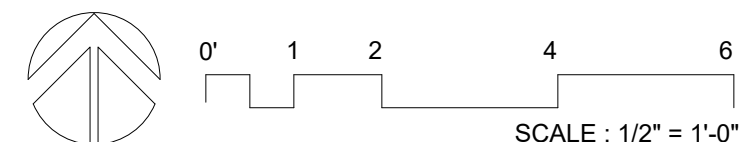
## RETAINING WALL SECTION



## DIRECTIONAL SIGN ELEVATION

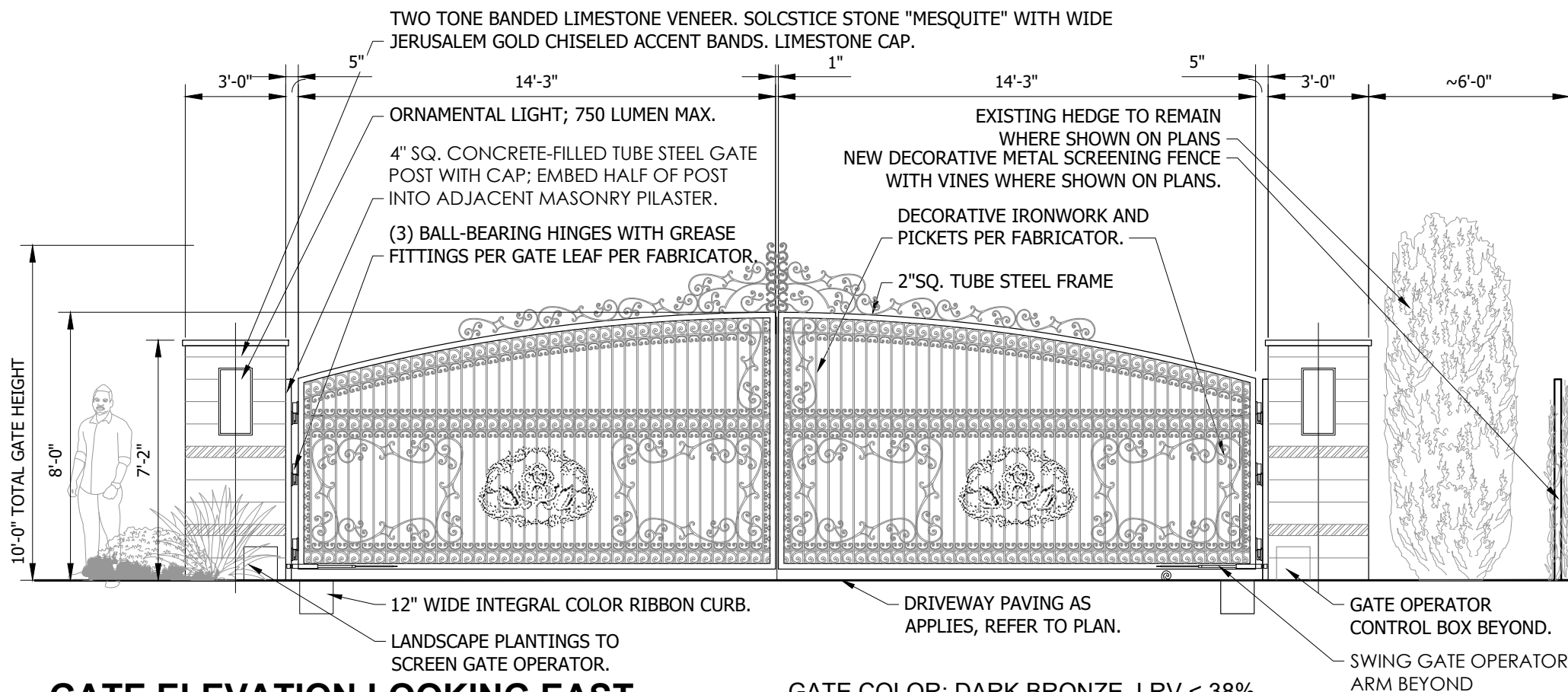


## CALL BOX ELEVATION LOOKING EAST



NOVEMBER 4, 2021

SCALE : 1/2" = 1'-0"



## GATE ELEVATION LOOKING EAST

GATE COLOR: DARK BRONZE, LRV < 38%



## ATTACHMENT C – LOCAL AGENCY GATED ENTRANCE STANDARDS



## RESIDENTIAL GATED ENTRANCE STANDARDS

Gated driveway standards for agencies located within the Phoenix Metropolitan Area were researched, including: City of Scottsdale, Town of Gilbert, City of Chandler, City of Mesa, and the City of Phoenix.

### City of Scottsdale

The City of Scottsdale standards are shown in **Figure 1**. Two 20-foot approach lanes are provided with a varying median island and a 25-foot turn around area, which overlaps the egress lane by 5-feet. Assuming a 4-foot median island, this driveway configuration results in a maximum driveway width of 64 feet, occurring at the peak of the bulb-out. **This is 16-feet less than the Town of Paradise Valley's requirements.**

### Town of Gilbert

The Town of Gilbert standards are shown in **Figure 2**. Two 20-foot approach lanes are provided with a 4-foot median island and a 25-foot turn around area, which overlaps the egress lane by 5-feet. This driveway configuration results in a maximum driveway width of 64 feet, occurring at the peak of the bulb-out. **This is 16-feet less than the Town of Paradise Valley's requirements.**

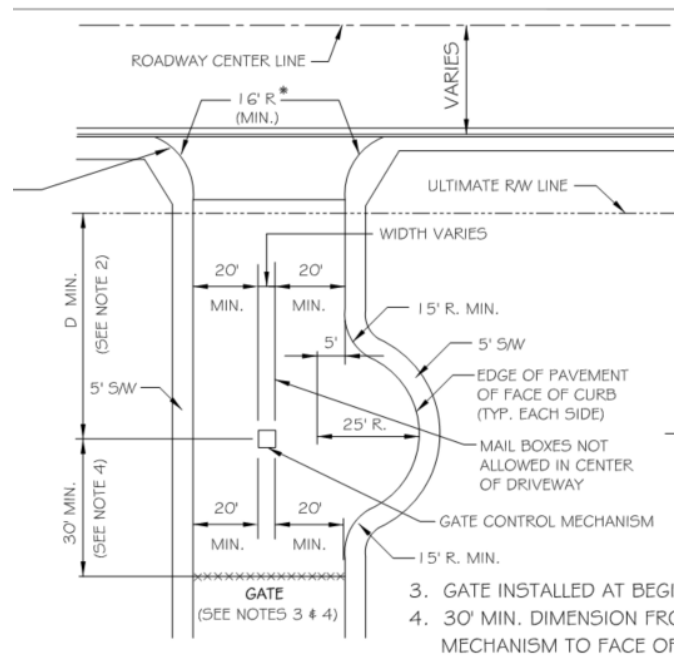


Figure 1 - City of Scottsdale

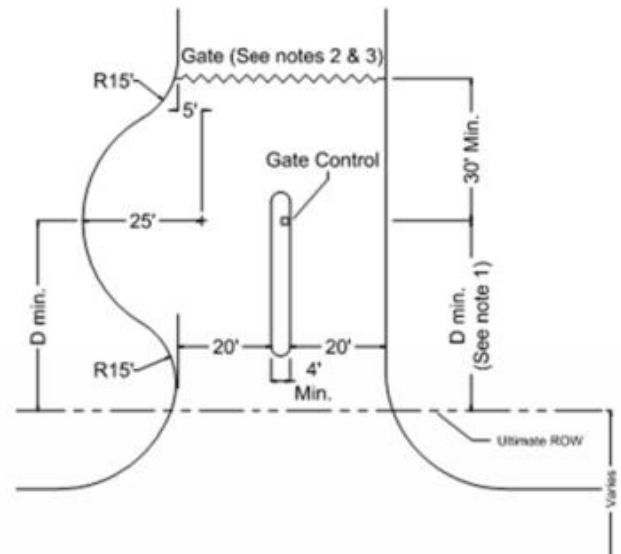
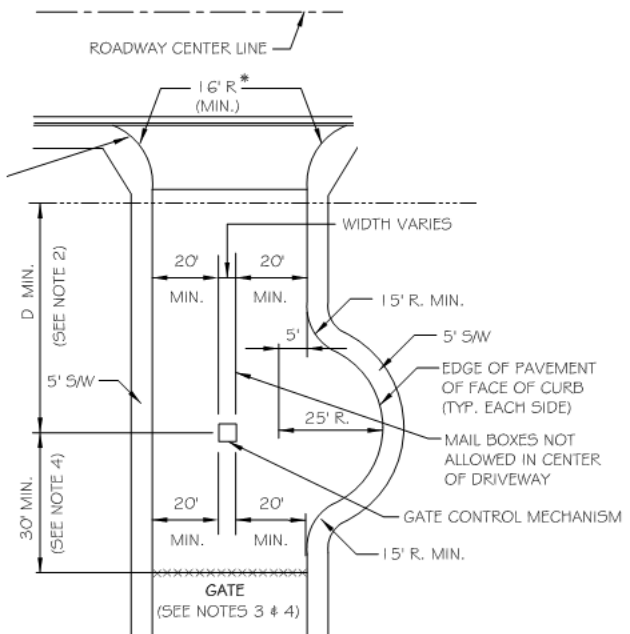


Figure 2 - Town of Gilbert Gated Entrance  
Standard Detail



### City of Chandler

The City of Chandler standards are shown in **Figure 3**. Two 20-foot approach lanes are provided with a median island of varied width and a 25-foot turn around area, which overlaps the egress lane by 5-feet. Assuming a 4-foot median island, the driveway configuration results in a maximum driveway width of 64 feet, occurring at the peak of the bulb-out. **This also is 16-feet less than the Town of Paradise Valley's requirements.**

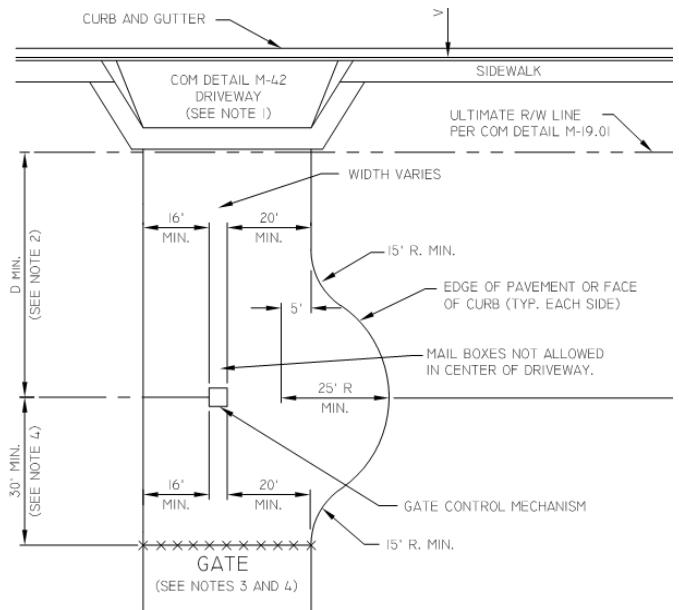


**Figure 3 – City of Chandler Gated Entrance Standard Detail**

### City of Mesa

The City of Mesa standards are shown in **Figure 4**. Similar to the City of Chandler, two 20-foot approach lanes are provided with a median island of varied width and a 25-foot turn around area, which overlaps the egress lane by 5-feet. Assuming a 4-foot median island, the driveway configuration results in a maximum driveway width of 64 feet, occurring at the peak of the bulb-out. **This is also 16-feet less than the Town of Paradise Valley's requirements.**

See **Figure 4** for additional details.



**Figure 4 – City of Mesa Gated Entrance Standard Detail**

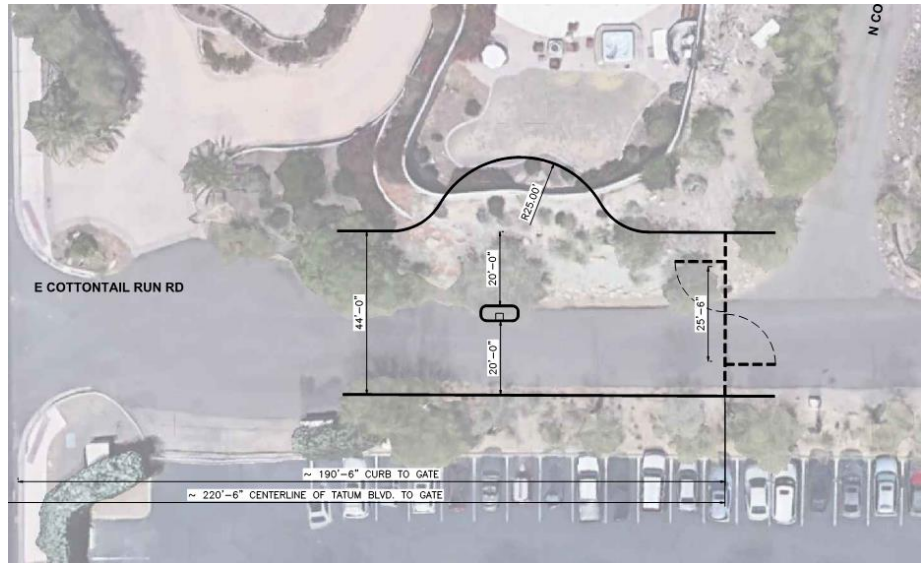




### City of Phoenix

The City of Phoenix takes a different approach than these other four municipalities. A standard detail is not provided, rather design guidance is provided. See below:

- Passenger vehicles denied access to the site for any reason shall be enabled to exit the Site with a single forward turning movement. This movement is not to conflict with other vehicles entering the site.
- Service vehicles denied access to the site for any reason shall be enabled to exit the site by



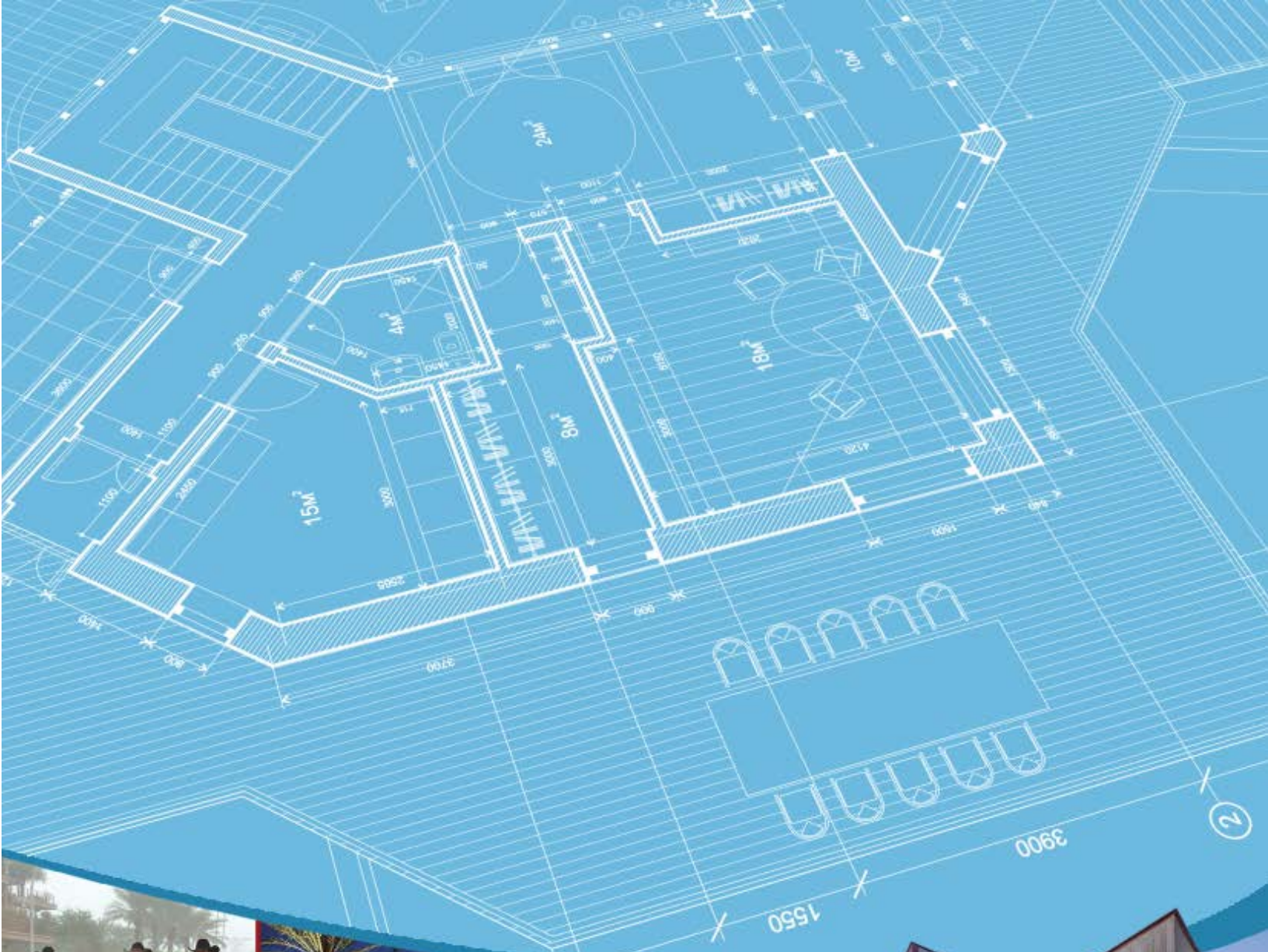
**Figure 5 - City of Phoenix**

means of a multiple forward and backward turning movement. The first forward motion is to move the vehicle out of the path of any vehicle that may have queued behind it and allow the vehicle to pass, unhindered, into the site.

According to the City of Phoenix Gate Controlled Access Requirements, the City allows site developers to suggest driveway designs that meet the City's requirements.

See **Figure 6** using the guidance of the City of Phoenix, and applying a similar geometric layout as the City of Scottsdale, Town of Gilbert, City of Chandler and City of Mesa. There is significantly less impact to the adjacent properties.





# DESIGN STANDARDS & POLICIES MANUAL



## ON-SITE CIRCULATION & PARKING AREA DESIGN

2-1.300

In addition to the requirements of the Zoning Ordinance, the following guidelines focus on general and specific techniques to assure safe access, emergency access, and community benefits.

### MAJOR DRIVEWAYS

2-1.301

Major driveways provide direct access from the street and into a parking lot with more than 50 spaces, and/or provide the driveway access across the front of a retail center.

Design major driveways:

- A. To have a minimum width of thirty (30) feet from face-of-curb to face-of-curb, and conform to the City of Scottsdale (COS) Maricopa Association of Governments (MAG) details;
- B. Without designated customer and business activity loading areas, and direct parking aisle access near the street intersection;
- C. With adequate vehicle stacking distances where they access public streets;
- D. With adequate site area that will allow fire equipment vehicles to turn-around. Refer to Section 2-1.303 + 2-1.304;
- E. In coordination with adjacent bus stop locations.

### GATED PRIVATE STREET AND DRIVEWAY ENTRANCES

2-1.302

Unless otherwise approved by the Transportation Director, or designee, and the Fire Chief, or designee, gated private streets and driveways shall comply with the following:

- A. Private streets and residential developments  
Gated private streets and residential driveways entrances (excluding development in the Downtown Area) shall comply with Figure 2-1.2.

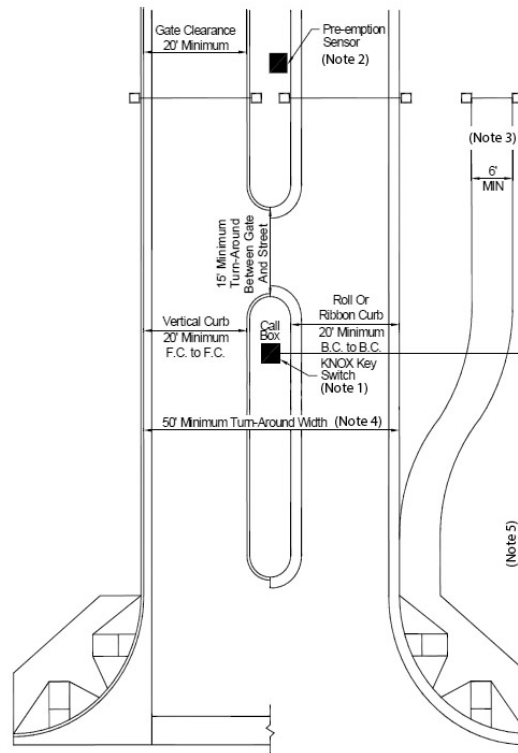


Figure Notes:

1. A KNOX key switch and pre-emption sensor shall be provided on all electric entry control gates. A KNOX key switch shall be installed in a location on the gate control panel (call box) that is readily visible and accessible.
2. The pre-emption sensor shall be at or behind the gate.
3. A separate pedestrian and bicycle access shall be provided on the side of gated vehicular entrance. This may be a gated entrance.
4. The Transportation Director, or designee, may require additional width to accommodate dual entry lanes when the gated entrance is accessed from street classified as an Arterial in the Transportation Master Plan, or a signalized intersection. See note 5.d below pertaining to single entry gated entrances accessed from street classified as an Arterial, or at signalized intersections.
5. The distance from center of the call box:
  - a. To the back of the curb of the street is be a minimum of fifty (50) feet, except as provided in d. and e. below, for:
    - i. Attached and detached residential developments that contain fifty (50) lots or less.
    - ii. Multi-family developments that contain fifty (50) dwelling units, or less.
  - b. To the back of the curb of the street is be a minimum of seventy-five (75) feet, except as provided in d. and e. below, for:
    - i. Attached and detached residential developments that contain fifty (50) lots or greater
    - ii. Multi-family developments that contain fifty (50) dwelling units, or greater.
  - c. Resident or tenant secondary gated private streets and driveways may be approved by the Transportation Director, or designee allowed at 50 feet from center of the call box to the back of the curb of the street, except as indicated in d. below.
  - d. Additional queuing distance from call box to the back of the curb of the street the will be required for gated entrances that are located at signalized intersections or accessing an arterial street.

**STREETS**  
**C-200 TO C-261**



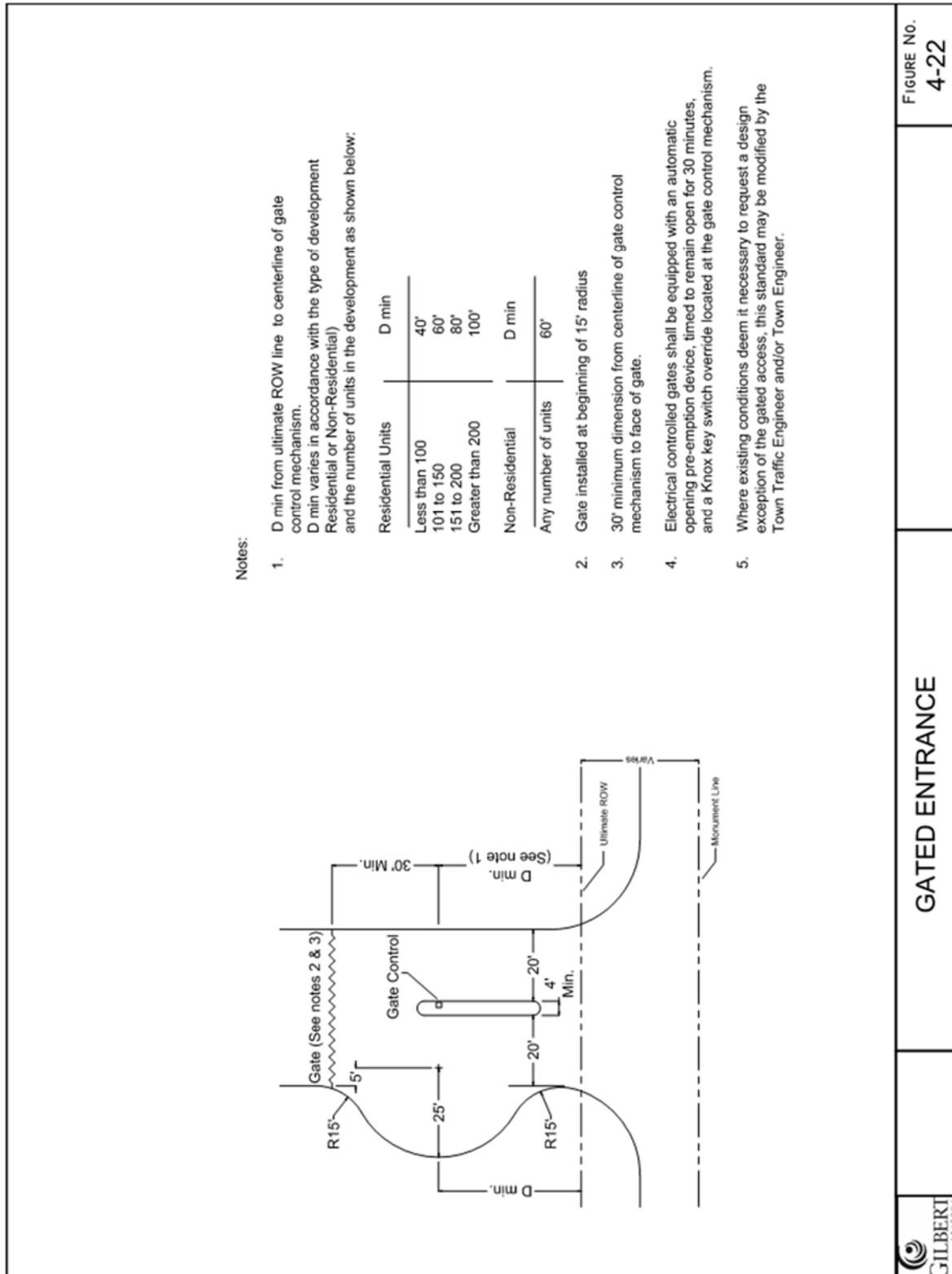


**PUBLIC WORKS  
AND  
ENGINEERING  
STANDARDS**

**2020**



**September 10, 2020**



### FIGURE 4-22 GATED ENTRANCE

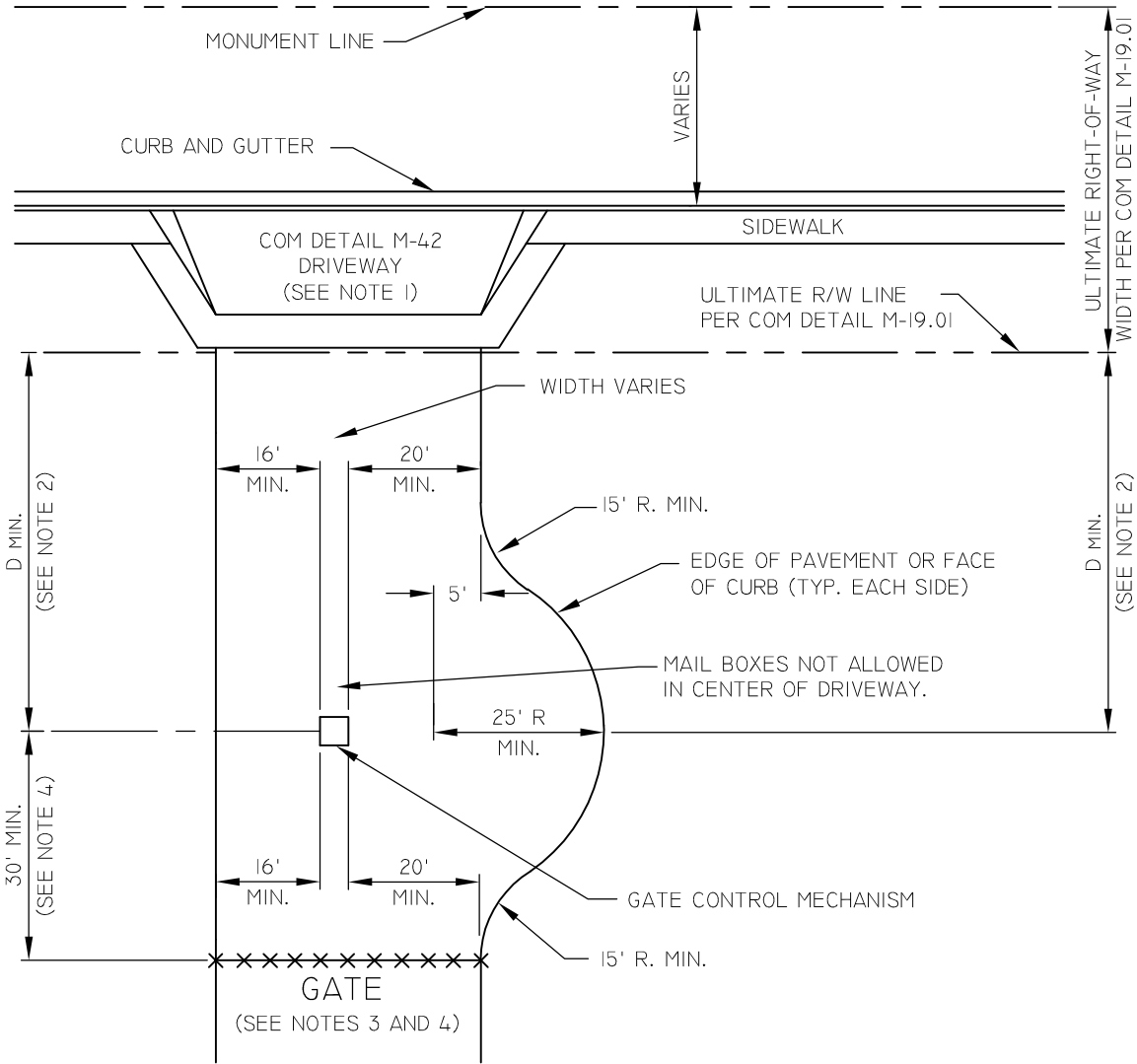
# Mesa Standard Details & Specifications

Amendments to MAG Uniform Standard  
Details & Specifications for  
Public Works Construction



MESA STANDARD DETAILS  
AVAILABLE ON-LINE  
[WWW.MESAAZ.GOV/ENGINEERING](http://WWW.MESAAZ.GOV/ENGINEERING)

EFFECTIVE DATE April 15, 2019



NOTES

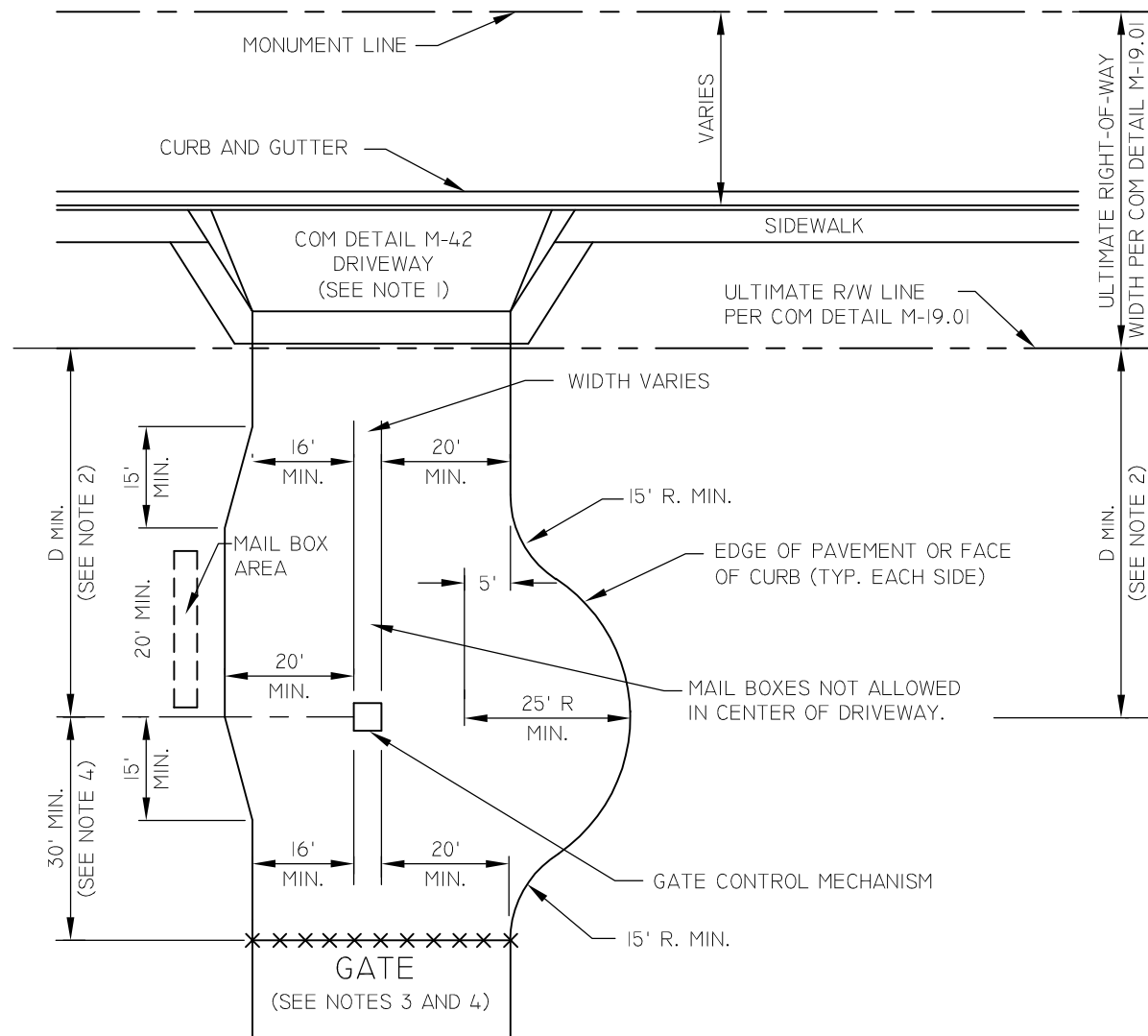
1. DRIVEWAY PER COM DETAIL M-42. DOUBLE DRIVEWAY MAX. WIDTH = 60'.
2. D MIN. FROM ULTIMATE R/W LINE PER COM DETAIL M-19.01 TO CENTERLINE OF GATE CONTROL MECHANISM. D MIN. VARIES IN ACCORDANCE WITH THE TYPE OF DEVELOPMENT (RESIDENTIAL OR NON- RESIDENTIAL) AND THE NUMBER OF UNITS IN THE DEVELOPMENT AS SHOWN BELOW:

RESIDENTIAL UNITS	D MIN.
LESS THAN 25	20'
25 TO 100	40'
101 TO 150	60'
151 TO 200	80'
GREATER THAN 200	100'
NON-RESIDENTIAL UNITS	D MIN.
ANY NUMBER OF UNITS	60'

3. GATE INSTALLED AT BEGINNING OF 15' RADIUS.
4. 30' MIN. DIMENSION FROM CENTERLINE OF GATE CONTROL MECHANISM TO FACE OF GATE.
5. WHERE EXISTING CONDITIONS DEEM IT NECESSARY TO REQUEST A DESIGN EXCEPTION OF THE GATED ACCESS, THIS STANDARD MAY BE MODIFIED BY THE TRAFFIC ENGINEER AND/OR CITY ENGINEER.

NOT TO SCALE





## NOTES

1. DRIVEWAY PER COM DETAIL M-42. DOUBLE DRIVEWAY MAX. WIDTH = 60'.
2. D MIN. FROM ULTIMATE R/W LINE PER COM DETAIL M-19.01 TO CENTERLINE OF GATE CONTROL MECHANISM. D MIN. VARIES IN ACCORDANCE WITH THE TYPE OF DEVELOPMENT (RESIDENTIAL OR NON- RESIDENTIAL) AND THE NUMBER OF UNITS IN THE DEVELOPMENT AS SHOWN BELOW:

RESIDENTIAL UNITS	D MIN.
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3. GATE INSTALLED AT BEGINNING OF 15' RADIUS.
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5. WHERE EXISTING CONDITIONS DEEM IT NECESSARY TO REQUEST A DESIGN EXCEPTION OF THE GATED ACCESS, THIS STANDARD MAY BE MODIFIED BY THE TRAFFIC ENGINEER AND/OR CITY ENGINEER.

NOT TO SCALE



### **Background**

The popularity of gated entrances for subdivisions, multi-family projects and parking lots is growing due to the perceived need for security. When gate-controlled access is used, turnarounds must be provided to ensure safe and efficient travel on adjacent streets.

### **Definition**

Gate-controlled access is defined as any entrance to a site that is designed to regulate vehicular access. Ingress and egress may be regulated by an operational guard station, with or without gates, or through a gate that is operated by an electronically controlled device activated by a card reader, keypad, home owner remote, a security service or any other means.

### **Requirements**

1. The centerline of the controller device in the private street or driveway shall be 50' (minimum) from the extension of the face of curb of the public street. This will allow a two (2) car queue without obstructing adjacent street traffic.
2. Passenger vehicles denied access to the site for any reason shall be enabled to exit the Site with a single forward turning movement. This movement is not to conflict with other vehicles entering the site.
3. Service vehicles denied access to the site for any reason shall be enabled to exit the site by means of a multiple forward and backward turning movement. The first forward motion is to move the vehicle out of the path of any vehicle that may have queued behind it and allow the vehicle to pass, unhindered, into the site.
4. All turning movements shall be accomplished in front of the gate and beyond the keypad.
5. The mounting of 8 square feet of reflectors or reflective material shall be required on both faces of the vehicular gates. Lighting may be substituted for the reflective material if the lighting illuminates the entire gate area and is in full operation from dusk until dawn. It is important that the gate be visible from the adjacent public street at all times.
6. Gates may not be placed on public streets.
7. Fire Department approval will also be required for evaluation of emergency access.
8. While designing the entrance other issues to consider include:
  - a. Access required by vehicles and staff of the Solid Waste Division of Public Works
  - b. Mail delivery
  - c. Utility (meter reader) access
  - d. Effects on internal circulation
  - e. Effect on any existing Planning & Development Department stipulations
  - f. Impact on adjacent driveways
  - g. Other potentially detrimental effects in or around the site

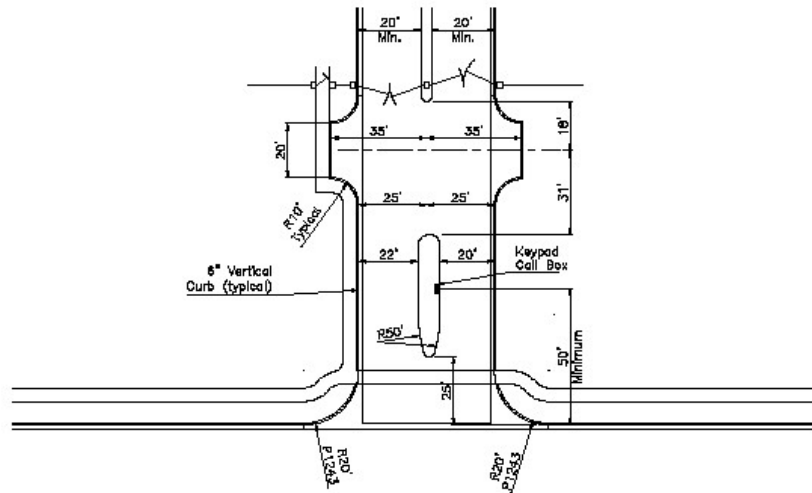
## **Exceptions**

1. If the entrance is a secondary access point or a primary access point located on a local street or a minor collector, the requirements for long wheelbase vehicles may be relaxed. However, the turnaround requirements for passenger vehicles will still apply. (See Figure 2).
2. If the entrance is a secondary access point and is designated as “residents only” or as exit only, the turnaround requirements may be waived. The “residents only” gates must be operated via remote access exclusively. If this entrance is located off of an arterial or collector, the gates shall be set back a minimum of 25’ from the extension of the curb face on the intersecting street. “Resident Only” or “Exit Only – Do Not Enter” signs shall be posted on the exterior face of the gate.
3. If the gates are to remain open from 6:00 am to 7:00 pm for residential projects, the turnaround requirements for entrances located on local streets and minor collectors only may be waived.
4. If the gates are to remain open during business hours for commercial projects, the turnaround requirements may be waived.
5. Access points with manned guard stations may have the turnaround requirements waived, if the guard allows unauthorized vehicles to enter the site in order to turn around.
6. If the keypad is located at least 200’ from the intersecting public street the requirements for long wheelbase vehicles may be waived provided there is some type of maneuvering area.
7. Secondary entrances to parking garages located on local streets may have the turnaround requirements waived.
8. Gates that are activated by any and all vehicles entering the site will not be required to provide turnarounds.
9. Other conditions or technology that allow smooth access operation and does not affect traffic flow may allow the turnaround requirements to be waived.

## **Exhibits**

The following figures are examples of gate-controlled entrances that meet all of the previously described requirements. Figure 1 shows the standard arterial street access point. Figure 2 shows an entrance with the long wheelbase vehicle requirements relaxed. Applicants may suggest creative alternatives to these examples provided they meet all of the requirements outlined herein.

SCALE: 1" = 40'

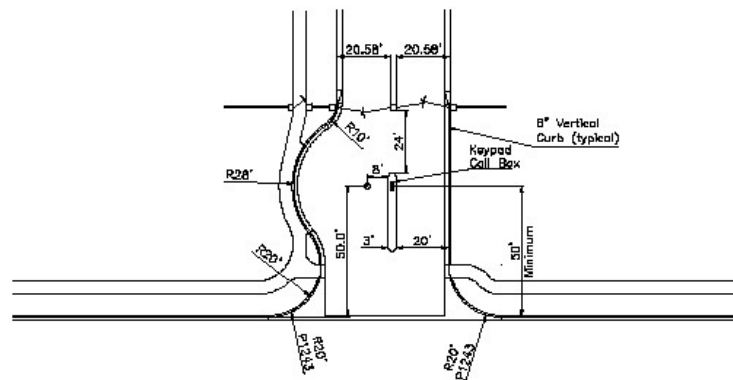


Arterial/Collector Street

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DETAIL NO.	 <b>City of Phoenix</b> <b>STANDARD DETAIL</b>	FIGURE 1 – ARTERIAL/COLLECTOR GATE CONTROLLED ACCESS	APPROVED _____ CITY ENGINEER	DATE ____	DETAIL NO.
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SCALE: 1" = 40'



Local Street

B:\GIS\Map\_2007\0101\0101\_10432.mxd

DETAIL NO.	 <b>City of Phoenix</b> <b>STANDARD DETAIL</b>	FIGURE 2 – LOCAL STREET GATE CONTROLLED ACCESS	APPROVED _____ CITY ENGINEER	DATE ____	DETAIL NO.
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## ATTACHMENT D – TRIP GENERATION





# Cottontail Run Road

Completed: GT 10/2/2020  
Checked: TG 10/6/2020

## Trip Generation Calculations

210 Single-Family Detached Housing																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	10	Dwelling Units	9.44	50%	50%	0.74	25%	75%	0.99	63%	37%	94	47	47	7	2	5	10	6	4
Single-Family Detached Housing	210	10	Dwelling Units	4.81	50%	50%	0.33	25%	75%	0.44	63%	37%	48	24	24	3	1	2	4	3	1
Single-Family Detached Housing	210	10	Dwelling Units	19.39	50%	50%	2.27	25%	75%	2.98	63%	37%	194	97	97	23	6	17	30	19	11
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	10	Dwelling Units	$\ln(T)=0.92\ln(X)+2.71$	50%	50%	$T=0.71(X)+4.80$	25%	75%	$\ln(T)=0.96\ln(X)+0.20$	63%	37%	125	63	62	12	3	9	11	7	4
Single-Family Detached Housing				Standard Deviation	2.10		0.27			0.31											
				Number of Studies	159		173			190											
				Average Size	264		219			242											
				R <sup>2</sup>	0.95		0.89			0.92											

Average

Minimum

Maximum

Equation