



Comments from DC Ranch and Ironwood Village Mack Innovation Park – North Parcel – Phase II

The DC Ranch Community Council and Ironwood Village Homeowners Association, representing the 8000 and 1800 Scottsdale residents respectively, have reviewed the initial submittal for the Mack Innovation Park, North Parcel – Phase II. The land abuts DC Ranch’s southwestern border and is near Ironwood Village and other residential neighborhoods. As this application interacts with the South Parcel – Phase I application, some repetition is necessary to adequately address the development.

The Mack Company has been communicative with DC Ranch and Ironwood Village regarding their development. We thank them for keeping us informed and look forward to working with them on compromises that can be made to make the project more respectful of, integrated and consistent with the character of this area.

We have received substantial negative feedback from residents. At Mack’s 12/6/22 Open House, no one from the public spoke in favor of the Mack Innovation Park as submitted. With resident feedback in mind and in consideration of the applicant’s materials, DC Ranch and Ironwood Village are requesting the following changes/additions to the application:

Visual Impact and Architectural Design

1. This area of Scottsdale draws millions of visitors annually to such high-profile events as Barrett Jackson and the Phoenix Open. It also serves as the “gateway to north Scottsdale.” The development as submitted is comparable to what is built along the 303 Freeway in Buckeye and the West Valley; it is NOT appropriate for Scottsdale as proposed and on a site amidst residential, recreation, retail, and commercial uses. A design like the nearby I-1 zoned Corporate Center at DC Ranch would still be industrial and would more seamlessly blend with the area.
2. The eastern Pima/Princess intersection serves as the “gateway to north Scottsdale.” Development along this stretch of road (heading north on Pima) should honor and enhance the “gateway.” See drawing on page 3. This would include much smaller buildings with diverse but complementary architecture that will attract tenants for a variety of uses that are compatible to adjacent neighborhoods. The area under the power lines should be artistically landscaped, not used as a parking lot. Entrance design elements and public art should be added.
3. All buildings should be “Scottsdale-worthy” in their design and size. The proposed buildings dwarf all other buildings in the area. Mass should be greatly reduced; extensive blocking should be incorporated to better disguise size. The orientation for both buildings and parking lots lack creativity and should be changed. Architectural details should expand well beyond the corners of the buildings, to all four sides. Loading docks should not look like loading docks by incorporating facades and other architectural techniques to mask their function. The City is encouraged to review this project using both the downtown and the sensitive design standards as this area deserves similar treatment.
4. The number of loading docks should be reduced to half, 228 shared between 9 buildings is excessive.
5. The slope of the property enables its rooftops to be seen from many neighborhoods to the north and from the adjacent elevated 101 Freeway. If placed on the roof, mechanical or other equipment should have parapet screens and the developer should provide ‘line of sight’ proof from the neighborhoods and freeway. Alternately, and preferably, equipment could be moved to ground level and artfully and successfully shielded.
6. Roofs should not contain any graphics, signage, or logos; and should not have reflectivity.

7. The developer states they will use the power lines as a buffer to neighboring properties. This is unacceptable. Property borders should have berms and be heavily landscaped to reduce visibility of the development and blend with the enhanced desert terrain that surrounding properties exhibit.
8. Operational restrictions should be put in place to include no outside storage in dock areas, no overnight parking, and no RV, boat or vehicle storage in parking lots.

Traffic and Safety

1. Mack Innovation Park will significantly impact the area; it will also drastically change one's experience driving on the 101 Freeway in Scottsdale. Phases I and II will add 368 semi-truck trips and 1,296 other vehicles entering and exiting the development EVERY day. Traffic studies of this area currently rate many of the intersections a D, E, and F. A plan needs to be presented to mitigate the additional traffic generated from this development to alleviate substantial safety concerns.
2. Pima Road, Trailside View and 91st Street north of the South Parcel should be designated as "no-truck zones." All traffic exiting the development onto Bell Road should be forced to go west. All traffic exiting the development onto 91st Street should be forced (by an island barrier) to make a right turn, heading south. This protects the residential neighborhoods along 91st Street and the young students that board school buses in the road at 91st Street and Trailside View (there is no space for the bus to pull off the road to board students).
3. The design of the 101 Freeway access road, with an X merge pattern (heading north to Pima), is a safety hazard. Adding semi-trucks will greatly increase accidents that could result in fatalities. The proposed second right turn lane does nothing to improve this situation. Mack must work with ADOT to engineer and implement a solution prior to warehouse buildings being occupied.
4. Tenants/uses that will decrease semi-truck trips should be considered and implemented.
5. A construction mediation plan needs to be provided by the developer that gives consideration to neighbors.
6. Operational restrictions should be put in place to include 24/7 on-site security staff, noise mitigation rules to include no jake breaking, weight restrictions on semi-trucks and reasonable, specified truck hours (7am – 7pm).

Scottsdale's Greater Airport Character Area Plan (GACAP)

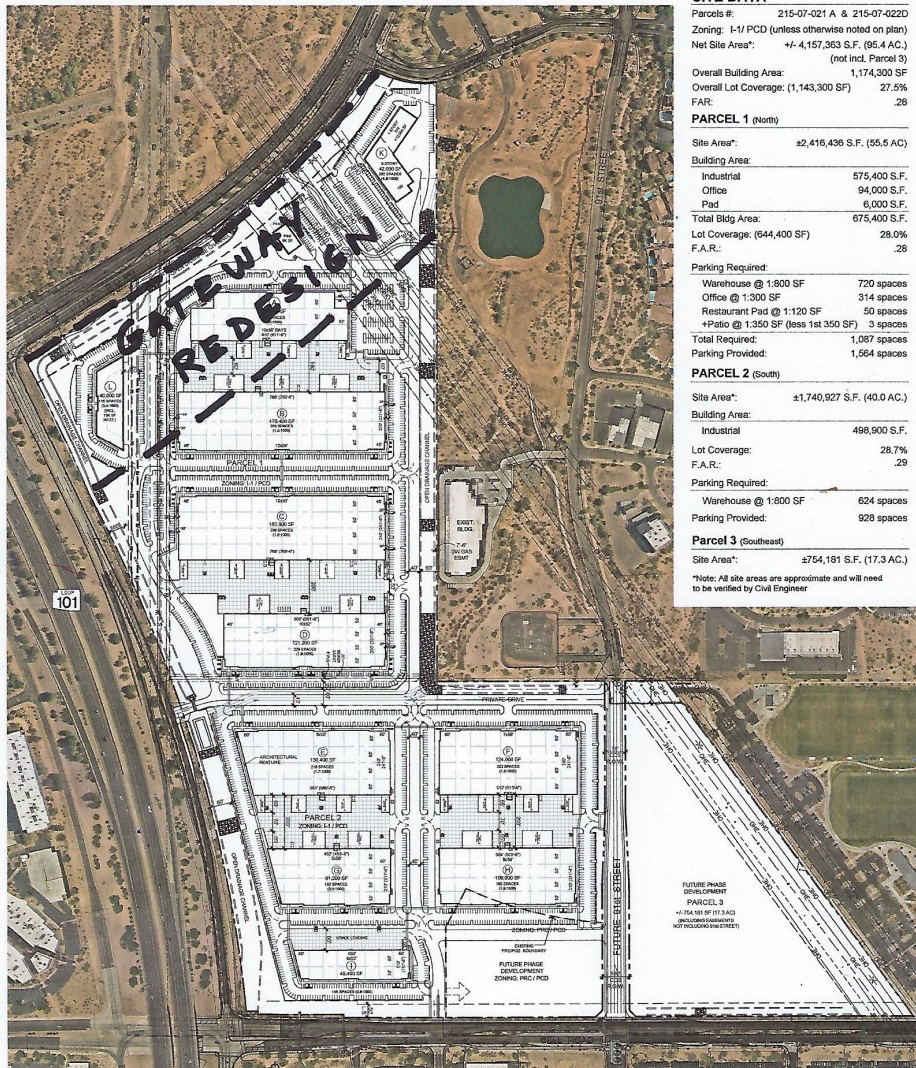
1. GACAP was adopted in 2010 by Scottsdale's City Council to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." This area is categorized as "Employment" and describes its character and design as "multi-functioning buildings." The Mack Innovation Park, currently submitted as very large warehouses, does not adhere to this Plan. Very few people are employed in large warehouse operations and all the buildings have a single function. The buildings should be multi-functioning, incorporating more uses represented in I-1 zoning to align with the GACAP.

Landscape, Lighting and Flood Control

1. The natural wash on the site should be maintained in place to reduce flooding opportunities and/or redirected water issues on adjacent properties.
2. Landscape plans call for small plantings, especially when compared to the proposed size of the buildings. To blend with the area and offset the massive amount of asphalt that will produce a heat-island effect, plants should be increased in number. Plants should be a mix of 5 to 10 gallon and trees boxes a mix of be 48 to 78 inches.

3. Landscaped picnic areas should be added and visible from the streets to both serve employees and to provide some human scale to this massive project.
4. Light poles should be 20' or lower and all lights should be shielded to not emit beyond the Mack property lines.

Drawing referred to in: Visual Impact and Arciferal Design, (2)



SITE DATA

Parcels #: 215-07-021 A & 215-07-022D
 Zoning: I-1/ PCD (unless otherwise noted on plan)
 Net Site Area*: +/- 4,157,363 S.F. (95.4 AC.)
 (not incl. Parcel 3)

Overall Building Area: 1,174,300 SF
 Overall Lot Coverage: (1,143,300 SF) 27.5%
 F.A.R.: .28

PARCEL 1 (North)

Site Area*: ±2,416,436 S.F. (55.5 AC.)
 Building Area:
 Industrial 575,400 S.F.
 Office 94,000 S.F.
 Pad 6,000 S.F.
 Total Bldg Area: 675,400 S.F.
 Lot Coverage: (644,400 SF) 28.0%
 F.A.R.: .28

Parking Required:
 Warehouse @ 1:800 SF 720 spaces
 Office @ 1:300 SF 314 spaces
 Restaurant Pad @ 1:120 SF 50 spaces
 +Patio @ 1:350 SF (less 1st 350 SF) 3 spaces
 Total Required: 1,087 spaces
 Parking Provided: 1,564 spaces

PARCEL 2 (South)

Site Area*: ±1,740,927 S.F. (40.0 AC.)
 Building Area:
 Industrial 488,900 S.F.
 Lot Coverage: 28.7%
 F.A.R.: .29

Parking Required:
 Warehouse @ 1:800 SF 624 spaces
 Parking Provided: 928 spaces

Parcel 3 (Southeast)

Site Area*: ±754,181 S.F. (17.3 AC.)

*Note: All site areas are approximate and will need to be verified by Civil Engineer

Gateway to North Scottsdale – the gateway should include much smaller buildings with diverse but complementary architecture that will attract tenants for a variety of uses that are compatible to adjacent neighborhoods. Entrance design elements and public art should be added. The area under the power lines should be artistically landscaped, not used as a parking lot. Parking should be minimally visible from Pima Road