

WaterView Mixed Use Development

Zoning Project Narrative 19-ZN-2015

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I. PROJECT OVERVIEW

This request is for the rezoning of 7.68 +/- gross acres of currently vacant undeveloped land located at the northeast and northwest corners of Camelback Road and 73rd Street (the "Property"). The SRP electrical substation is not part of this request. However, the developer is working with SRP to include a portion of the substation site within the development. As such, this application includes a portion (approximately 102' x 126') of the undeveloped property owned by SRP along Camelback Road. However, the SRP land may be removed from the application in the future. The proposed rezoning, if approved, will result in the development of a luxury hotel, high-end multifamily residential and/or condominiums and accessory commercial restaurant and retail amenities (Option 1) to be known as the WaterView mixed use development. A secondary development option (Option 2) is also included with the application proposing residential along Camelback if the hotel component does not move forward due to economic conditions. Option 2 shares an identical footprint with Option 1.

The Property is currently zoned D/OR-2 PBD DO (Downtown/ Office Residential Type 2 Planned Block Development with Downtown Overlay), which was approved for a similar mixed use development in 2009 (Solis 9-ZN-2007) up to 90' in height. The request is for a site plan amendment and an amendment to the approved stipulations. As part of that request, and as required by the recently updated Downtown Ordinance, we are rezoning to D/DMU-2 PBD DO (Downtown / Multiple Use Type 2 Planned Block Development with Downtown Overlay), the comparable zoning district. The Downtown Multiple Use sub-district replaced the Office Residential sub-district in the November 2012 Downtown Ordinance update.

II. CONTEXT & EXISTING CONDITIONS

The Property is located adjacent to the Arizona Canal (the "Canal") within close proximity the City's "Entertainment District" and the Downtown core. As such, the proposed development is uniquely located to provide residents, visitors and vacationers exposure to the entire Downtown Scottsdale experience and the Canal provides a natural connection to these activities. There are a variety of existing and newly developed projects within walking distance including, but not limited to, the Waterfront, Scottsdale Fashion Square, Old Town, the gallery district, Scottsdale Stadium and Civic Center Mall. The W Hotel is located directly across the street on the south side of Camelback Road, a Best Western branded hotel is located to the east along Camelback, residential neighborhoods are located to the north and east, and the Safari Drive development is located to the west across the Canal along with the BlueSky project.

The proposed rezoning is consistent with the land use policy articulated in the 2009 Downtown Plan that stresses connectivity, and a mix of land uses that will maintain the character and quality of Downtown. It is the intent of these policies to create a highly efficient mixed use center in Downtown Scottsdale. Downtown Scottsdale has seen a

significant increase in residential development including the Waterfront, Optima Camelview, Optima Sonoran Village, Moderne (Portales), Envy, and Industry East and West to name a few. The proposed mixed use development continues the trend towards increased housing inventory in Downtown to fuel and strengthen existing commercial, entertainment, recreational and employment land uses creating a thriving Downtown environment.

In addition to the land use suitability of the proposed mixed use development, the architecture and site layout has been carefully design to ensure that the Property, located at the eastern gateway to Downtown, reflects the significance and importance of this key location along the Canal frontage. Further, a pedestrian plan has been developed to demonstrate the connectivity from the “Entertainment District” to Scottsdale Fashion Square, Old Town, the Waterfront and beyond via the Canal and pedestrian linkages already established as part of the Downtown pedestrian network.

III. ABOUT THE DESIGN

Proposed Hotel Design (Option 1)

The hotel ground level is composed of two segments fronting Camelback on either side of 73rd Street. Shops and restaurant spaces along with covered walkways, accented with desert landscape elements, slightly angle toward the hotel entrances. The ground level retail spaces are clad in wood grained light sandstone with bronze storefront at the retail windows and bronze metal and wood walkway canopies. Pedestrian hotel entrances lead from Camelback to the hotel main lobby on the west side and to hotel meeting rooms on the eastern portion. The glassed in public hotel areas are screened with full height horizontal bronze metal slating which continues up the building at the hotel elevator lobby areas. The hotel’s western segment has an enclosed motor arrival area along with check-in and administrative areas while the eastern segment has multiple meeting rooms all of which open to generous outdoor patios along the rear.

Above the ground level are four to five levels designed in two connected wings with a total of approximately 269+/- guest rooms. The wing fronting Camelback bridges over 73rd Street. The four story portion of the hotel has been designed with varying patterns of slightly shimmering metallic panels accented with shifting patterns of windows and glass enclosed balconies. The colors and pattern of the metallic cladding have been derived from a pixelated image of the McDowell Mountains as well as Camelback Mountain.

The wing paralleling 73rd street includes fifth level floor to ceiling window wall enclosed penthouse suites. The top level also includes rooftop amenities located along the Camelback wing which includes a pool, spa, lounge, and sundeck/lawn area along with intimate outdoor fire pit seating areas, all with dramatic views.

At the rear of the hotel as it abuts the Canal, between the hotel and the residential portion of the project is a public pedestrian connection that runs from 73rd Street to the Canal. This area also has a landscaped court with a water feature among other amenities. In addition, a new pedestrian bridge across the Canal is proposed at this location.

Proposed Residential Design (Option 1 & 2)

The four story residential buildings (five stories including mezzanine level) are designed in multiple segments that sit over a common subterranean garage with a total of 240+/- units; 31.25 du/ac on 7.68 acres (Option 2 proposes a total of 416 units; 54 du/ac). The project has one main drive/arrival area midway along 73rd street that serves the two separate buildings. This plaza area is approximately 92 feet wide and also serves as a spacious view corridor from 73rd to the Canal. The two primary buildings are designed with varying architectural undulations along 73rd Street including a 30' courtyard with open walkways midway at each building.

The ground level units fronting 73rd Street include patios and porches with stair stoop pedestrian access to the sidewalk. Some of the upper level units include two-story high ceilings with open lofts.

The Canal side of the residential buildings has generous recreational space open that includes a large pool and spa area, recreation terrace with bocce ball and numerous barbecue and ramada areas for residents. The arrival area includes a rustic art/water feature and sand colored paver driveway and turnaround. Located on either side of the main arrival area along the Canal, is the lobby and clubroom pavilion on the north and a fitness pavilion on the south. Connecting the buildings and the open space is a central internal pedestrian paseo. Additional pavilion areas that include a business center and game rooms are provided. Other amenities include intimate rooftop trellised barbecue and seating areas.

The building exteriors have been articulated with varying roof heights, balcony and terrace locations and design along with different window styles and trim. The buildings color palette is made up of multiple hues inspired by the Sonoran desert including sage, desert beiges and terra cotta, all accented with bronze window frames, railing and trim. Striking features of bronze horizontal slat railing and fence details alternating with board formed concrete patio and ground level walls help create a contemporary western vibe. Large roof overhangs with bronze metal and wood inserts along with open metal canopies further accent the western residential theme and provide for solar shading.

With Option 2, the residential buildings, in lieu of the hotel, are also proposed to be four stories above ground level parking and retail along Camelback (total of five stories). The total residential units under this option would be (240 units + 176 units) 416 units with a density of 54 du/ac with the identical hotel footprint and setbacks.

Cultural Improvements Program

Contributions to the Cultural Improvements Program include original works of art costing a minimum of 1 percent of the applicable building valuation at the time of permitting. The developer may also elect to provide a portion or all of this requirement as an in-lieu fee to the cultural trust fund to be dispersed in accordance with the art in public places program. As is required by the Zoning Ordinance, the developer will determine prior to Development Review Board (DRB) approval which alternative they will utilize.

IV. 2001 GENERAL PLAN

The General Plan sets forth a collection of goals and approaches intended to integrate the Guiding Principles into the planning process and provide a framework for proposed development and the built environment. The CityShape 2020 planning process recommended a three-level approach to planning including: Level I – Citywide Planning (the General Plan), Level 2 – Character Planning (the Downtown Plan) and Level 3 – Neighborhood Planning (Drinkwater Urban Neighborhood, page 11 Downtown Plan). The CityShape 2020 effort also established “Six Guiding Principles.” According to the City’s 2001 General Plan, the Six Guiding Principles articulate how the appropriateness of a land use change to the General Plan is to be qualified. These Six Guiding Principles are as follows: *Value Scottsdale’s Unique Lifestyle & Character, Support Economic Vitality, Enhance Neighborhoods, Preserve Meaningful Open Space, Seek Sustainability, Advance Transportation.* The Six Guiding Principles are further broken down into specific goals and policies within the various elements of the General Plan. Below is a discussion of the goals and policies that are applicable to the WaterView Development Plan, which is in conformance with both the General Plan and Downtown Plan.

2001 General Plan Goals & Policies

- ***Character & Design:***

Goal 1: Determine the appropriateness of all development in terms of community goals, surrounding area character, and the specific context of the surrounding neighborhood.

-Bullet 1: Respond to the regional and citywide contexts with new and revitalized development in terms of:

-Scottsdale as a southwestern desert community.

-Scottsdale as a part of a larger metropolitan area with a unique reputation, image, character and identity within its regional setting.

-Relationships to surrounding land forms, land uses, and transportation corridors.

-Contributions to city wide linkages of open space and activity zones.

Consistently high community quality expectations

- Physical scale relating to the human perception at different points of experience.*
- Visual impacts (views, lighting, etc.) upon public settings and neighboring properties.*
- Visual and accessibility connections and separations.*
- Public buildings and facilities that demonstrate these concepts and “lead” by example.*

Response: The character and design of the WaterView development celebrates Scottsdale’s Sonoran Desert setting and unique site location adjacent to the Arizona Canal. Additionally, this site serves as a transitional property in the sense that it is located between existing one- and two-story residential development on the east opening up to myriad Downtown activities, business, shopping, dining, employment and entertainment uses to the south and west; all within walking distance from the site.

Special consideration has been given this uniquely shaped site with the frontage along 73rd Street, Camelback Road and the Arizona Canal to activate uses along the ground level. The mixed use concept provides storefront commercial along Camelback Road and residential patios and stoops with direct access to 73rd Street. Additionally, upgraded hardscape surfaces, a new bus stop, appropriately placed pedestrian furniture and mature landscape canopies will be provided along the perimeter, thereby contributing towards the activation of the Property’s edges.

The open space along 73rd ranges from 20’-30’ not including the large, open central paseo drive/green space area, which also provides as a large view corridor (approximately 92’ wide with pedestrian access) through the site. Additionally, the activation of the street frontage provides an edge condition that is interactive vs. static and inaccessible.

-Bullet 4: Ensure that all development is a part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial, and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together. The following general character types are found in our community:

Urban Character Types contain higher-density residential, nonresidential, and mixed-use neighborhoods. The districts include apartments, high-density townhouses, commercial and employment centers, and resorts. Urban districts should have a pedestrian orientation with shade, activity nodes and small intimate developed open spaces that encourage interaction among people. Some examples of Urban Districts include:

The Downtown is a highly functional mixed-use center, containing areas of different densities and architectural styles that emphasize regional and specialty retail, office and residential/hotel uses.

Response: WaterView is located within the Urban Character Type/Downtown area which encourages higher densities/intensities, unique architectural styles that are climate appropriate, and mixed use environments. This development fulfills these goals/policies by providing a mixed use development that offers a range of land uses creating an urban synergy and improved pedestrian experience on an undeveloped infill site in Downtown.

Goal 4: *Encourage “streetscapes” for major roadways that promote the City’s visual quality and character, and blend into the character of the surrounding area.*

-Bullet 2: Design Downtown/Urban areas to concentrate on those elements that will provide pedestrian comfort, such as arcade-covered walkways, shade, decorative paving and landscaping, so that a comfortable setting can be created for this use-intensive area.

-Bullet 10: Other visually significant roadways include roadways with buffered setbacks and roadways with specific streetscape design themes. Each of these designated roadways have individual design guideline policies.

Response: Pedestrian circulation along both the perimeter and internal to the mixed use development is an important feature of this Downtown project, as numerous retail, restaurant, entertainment, and cultural uses are within walking distance from this site. Particular attention has been given to the frontage along Camelback Road with ground level retail uses supporting the proposed hotel and residential development. The ground level residences along 73rd Street will have direct access to the streetscape (via porches and stoops) to encourage walkability and street interaction. Additionally, enhanced hardscape surfaces, appropriately placed pedestrian furniture and landscape canopies will be provided along street edges contributing towards the activation of the street frontage. The sidewalks along the Camelback Road are planned to be an average of 20’ (including the shaded colonnade and the sidewalks along 73rd Street are planned at 8’ wide, to encourage walkability and accommodate greater pedestrian capacity. In some areas along Camelback Road the sidewalk will widen to 20’ to allow for future outdoor patio spaces. Anchoring 73rd Street to the Canal frontage (east and west) is a centrally located plaza space.

- ***Land Use:***

Goal 3: *Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.*

-Bullet 1: Ensure that neighborhood edges transition to one another by considering appropriate land uses, development patterns, character elements and access to various mobility networks.

-Bullet 6: Encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or man-made buffers are not available.

Response: The WaterView site has direct Canal adjacency and access which will provide as a conduit for neighboring properties to access the Canal and Downtown amenities given its location and numerous improvements planned for the pedestrian realm. From a building massing standpoint, the development planned for the west side of the Canal will reach heights up to 150' (Downtown Regional Type 2) and the existing one- and two-story residential to the east is part of the Downtown Multiple Use Type 2 district. The proposal for 66' (maximum) of residential and 90' (maximum) for hotel is appropriate given the overall urban context.

Goal 4: *Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.*

-Bullet 1: Allow for diversity of residential uses and supporting services that provide for the needs of the community.

-Bullet 4: Provide a variety of housing types and densities and innovative development patterns and building methods that will result in greater housing affordability.

Response: The Downtown District (Multiple Use Type 2 category) supports a variety of major employment and service related uses including, but not limited to, multiple story residential, hotel, office, commercial retail, and support services consistent with the intensity of uses which are typically found in the Downtown Scottsdale. Additionally, revitalizing and redeveloping properties is a critical part of the economic vitality of the community as it matures. Along with the proposed hotel and commercial uses, integrating housing options in Downtown is essential for the continuing economic growth and sustainability of the City as a whole. This project exemplifies this revitalization component by turning underutilized and vacant land into a thriving mixed use community with direct access to supporting services and transportation along Camelback Road. Thus, providing greater housing and leisure options and enhancing quality of life for residents.

The Downtown area and surrounding neighborhood shares a range of housing price points, sizes, style and amenities. Within one-half square mile there are existing single family and multifamily developments, both new and old, already providing a unique housing mix within Downtown. Numerous residential projects (both condominiums and apartments) have been approved over the few years in the nearby area including Optima

Camelview, the Waterfront Residences, Safari Drive, Envy Residences, and The Stetson all offering different sizes, amenities and pricing. The pricing for WaterView's residential component has not been determined at this time, but the residential component will provide yet another opportunity for living in Downtown Scottsdale further expanding the available housing stock.

Goal 5: *Develop land use patterns that are compatible with and support a variety of mobility opportunities/choices and service provisions.*

- ***Bullet 1: Integrate the pattern of land use and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.***
- ***Bullet 2: Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.***
- ***Bullet 6: Provide an interconnected open space system that is accessible to the public, including pedestrian and equestrian links, recreation areas, and drainageways.***

Response: The Property is located along Camelback Road, a major east/west arterial, is situated 300' east of Scottsdale Road, a major north/south arterial, and is approximately 2 miles west of the Loop 101, all of which provide regional access. As previously stipulated, the developer agrees to provide a new bus stop per the City's requirements which will provide direct access to the local and regional transportation systems. Notably, this Property has a natural amenity of being located directly along the Canal and intends to embrace the frontage with pedestrian connectivity, building orientation, amenities and open space. This proposed project will also encourage alternative modes of transportation, such as by foot, bicycle and/or trolley as it is located near important employment and cultural destinations. WaterView is located adjacent to the Entertainment District and within close proximity to Old Town, Scottsdale Fashion Square, the Waterfront, Civic Center Mall (Civic Center Library, Scottsdale Center for the Performing Arts and City Offices), and HonorHealth (Scottsdale's largest employer). Additionally, the Indian Bend Wash (a multi-use path network) is located approximately ¾ miles east of the site.

- ***Economic Vitality:***

Goal 1: *Sustain and strengthen Scottsdale's position as a premier international and national tourism destination and resort community.*

- ***Bullet 2: Encourage the development and redevelopment of hotels and resorts in the context of the character and quality Scottsdale is known for. This development should recognize the availability of naturally occurring and built attractions, and entertainment activities.***

-Bullet 10: Preserve and enhance the tourist's ability to travel easily to different destinations throughout the city. Promote the Transportation Center, trolley system, bike rental, and pedestrian connections, etc.

Response: The City's General Plan states "tourism is an integral part of Scottsdale's identity and it serves as the community's key economic engine, therefore, it is essential to the community to provide and preserve appropriate natural, social, and cultural environments and guest services that maintain and enhance the tourism experience." It goes further to say "the health of the tourism market is enormously dependent upon the quality and character of the local hotels and resorts...the preservation and enhancement of Scottsdale's tourism market is unequivocally critical to the continued economic health of the city."

Adding approximately 269+/- luxury hotel rooms to the existing supply in Downtown Scottsdale provides additional accommodations for tourist in the heart of Scottsdale's social, cultural and entertainment district and contributes to the City's economic stability. The site is a natural fit for hotel and residential with close proximity to transportation corridors (Camelback and Scottsdale Roads) and pedestrian connectivity throughout Downtown.

Goal 7: *Sustain the long-term economic well-being of the city and its citizens through redevelopment and revitalization efforts.*

-Bullet 2: Encourage and support the renovation and reuse of underutilized or vacant parcels/buildings/shopping centers.

-Bullet 6: Promote residential revitalization to maintain quality housing and thus maintain quality of life and stability of the local economy.

Response: The redevelopment of this underutilized, vacant land will contribute towards the economic stability of Scottsdale by providing housing and tourist accommodations in the heart of Downtown near abundant retail, entertainment, support services and major employers (HonorHealth and City of Scottsdale). Integrating housing, hotel and retail land uses in the Downtown core brings physical and economic synergy, which will enliven and enhance the City center consistent with the goals and policies of the Downtown Plan.

- ***Housing:***

Goal 2: *Seek a variety of housing options that blend with the character of the surrounding community.*

- *Bullet 2: Encourage physical design, building structure, and lot layout relationships between existing and new construction to help the new developments – complement the surrounding neighborhoods.*
- *Bullet 5: Encourage the creation of mixed-use projects as a means to increase housing supply while promoting diversity in neighborhood vitality.*

Response: The Downtown area and surrounding neighborhood shares a range of housing price points, sizes, style and amenities. Within one-half square mile there are existing single family and multifamily developments, both new and old, already providing a unique housing mix within Downtown. Numerous residential projects (both condominiums and apartments) have been approved over the few years in the nearby area including Optima Camelview, the Waterfront Residences, Safari Drive, Envy Residences, and The Stetson all offering different sizes, amenities and pricing. The pricing for WaterView’s residential component has not been determined at this time, but the residential component will provide yet another opportunity for living in Downtown Scottsdale further expanding the available housing stock.

Goal 4: *Encourage housing development that provides for “live, work, and play” relationships as a way to reduce traffic congestion, encourage economic expansion and increase overall quality of life for our residents.*

- Bullet 1: Encourage a variety of housing densities throughout Scottsdale, with mixed-use in areas of major employment and transit hubs, to offer greater live-work choices to a broader economic range of households.*
- Bullet 6: Consider a variety of strategies to increase housing intensity and diversity in appropriate locations, such as around commercial areas, near transit centers and major employers.*

Response: The Downtown Zoning Ordinance encourages higher densities in a mixed-use setting to enhance an urban lifestyle and balance land uses with pedestrian connectivity. The Property is currently vacant and was previously occupied by dilapidated residential development which was unkempt and abandoned with a disproportionate number of calls for service by police and fire services along with the City’s Code Enforcement officers. The Property is surrounded by a variety of retail, entertainment, multifamily, employment and service related business in the Downtown Scottsdale and is within close proximity to two of Scottsdale’s largest employers, HonorHealth (3/4 miles to the south) and the City of Scottsdale (1/2 mile to the south). Additionally, this Property is directly adjacent to Camelback Road, with access to public transportation, is situated 1 block east of Scottsdale Road, and is only 2 miles away from the Loop 101, all of which provide regional access. This site is ideally situated in a Downtown setting that offers all ingredients for a successful hotel and residential mixed use development.

The Downtown area and surrounding neighborhood shares a range of housing price points, sizes, style and amenities. Within one-half square mile there are existing single family and multifamily developments, both new and old, already providing a unique housing mix within Downtown. Numerous residential projects (both condominiums and apartments) have been approved over the few years in the nearby area including Optima Camelview, the Waterfront Residences, Safari Drive, Envy Residences, and The Stetson all offering different sizes, amenities and pricing. The pricing for WaterView's residential component has not been determined at this time, but the residential component will provide yet another opportunity for living in Downtown Scottsdale further expanding the available housing stock.

- ***Neighborhoods:***

Goal 5: Promote and encourage context-appropriate new development in established areas of the community.

-Bullet 1: Encourage new development efforts toward existing developed areas in Scottsdale.

-Bullet 2: Promote the use of existing infrastructure as an incentive to encourage more infill development within the community.

Response: The WaterView mixed use development will provide new development on an underutilized, vacant parcel in a prime location of Downtown. This infill development will utilize existing infrastructure systems (roads, utilities, etc.). This application responds to the site's surrounding mix of land uses and a strong market demand for tourist accommodations and residential in Downtown.

- ***Growth Areas:***

Goal 1: Direct and sustain growth and expansion in areas of the city that can support a concentration of a variety of uses and are particularly suitable for multimodal transportation and infrastructure expansion and improvements.

-Bullet 3: Promote the coordination of infrastructure development and upgrade opportunities for infill development and development activity where it will encourage mixed uses and support pedestrian and transit activity.

Response: WaterView, as a mixed use development, provides residential, hotel and retail opportunities (with shared amenities and parking facilities) on an infill site contributing towards a pedestrian oriented Downtown with the ground level activity and activation of the Canal bank, 73rd Street and Camelback Road. These types of mixed use developments are a key component to a thriving downtown that does not focus on the automobile but rather encourages multimodal transportation.

Further, WaterView provides residential housing and tourist accommodations within walking distance of several major employers (Honor Health, City of Scottsdale to name a few), the Entertainment District, Old Town and abundant retail and service amenities within Downtown.

Goal 3: Conserve significant natural resources and open space areas in the growth areas and coordinate their locations to similar areas outside of the growth areas.

-Bullet 1: Achieve meaningful open space as an integral part of activity cores and conserve significant natural resources and open space areas within growth areas.

-Bullet 2: Provide open spaces in designated growth areas that encourage public gathering, enhance aesthetics, preserve viewsheds and serve as buffers between uses of significantly differing function and intensity.

Response: The north end of the site will remain open space (R1-7) and available for use by the neighboring residential communities. Direct access to the Canal frontage will be provided and a pedestrian bridge will be incorporated over the Canal providing a link to uses along Scottsdale Road, including Fashion Square. WaterView's ground level will be activated with commercial uses along Camelback Road that directly access the streetscape, and ground level residences along 73rd Street will have porches and stoops providing direct access to the street. Additionally, a midblock paseo between the main residential buildings will provide visual and physical connectivity to the Canal.

Quality hardscape surfaces, pedestrian furniture/seating, and landscape canopies will enhance the pedestrian open space experience throughout the project. The landscaping will serve as a modern interpretation of the Sonoran Desert landscape with a range of textures, plant sizes and colors while providing a shaded refuge for pedestrians. The development plan will include a hierarchy of landscaping, lighting and hardscape materials to create a special and inviting space for pedestrians; both residents and surrounding neighbors who will utilize the site for gathering and access. The canal improvements are still being determined with SRP but the intent is to have landscaping (including shade trees), hardscape, lighting, and a bridge connection as mentioned above.

- ***Community Mobility:***

Goal 8: Emphasize live, work and play land use relationships to optimize the use of citywide systems and reduce the strain on regional and local/neighborhood systems.

-Bullet 2: Encourage the development of redevelopment of areas that support a balance of live, work and play land use relationships and alternative modes of transportation that reduces reliance on the automobile.

Response: As mentioned above, the Property is directly adjacent to Camelback Road, is within close proximity to Scottsdale Road, and is approximately 2 miles west of the Loop 101, all of which provide regional access. The proposed development accomplishes a range of goals including the integration of high quality, vibrant architecture and innovative site planning, creating pedestrian presence with ground level activity, activating the Canal bank, and providing tourist accommodations and housing in the Downtown employment core, thereby reducing trip generation during peak hours. Additionally, the proposed development will provide a bus stop with direct access to the local and regional transportation systems.

With respect to traffic mitigation, there are several possible traffic mitigation alternatives currently being considered:

- Traffic circles at the 75th/Rancho Vista and 75th/Mariposa intersections
- Center median island on 74th Place
- Choker curbs on 74th Place
- Speed humps / tables

V. DOWNTOWN PLAN

The Downtown Multiple Use Type 2 land use designation, set forth in the Downtown Plan adopted in June 2009, directly correlates with the mixed use concept envisioned for this site. The Downtown Multiple Use Type 2 category supports a variety of major employment and service related uses including, but not limited to, multiple story residential, hotel, office, commercial retail, and support services consistent with the intensity of uses which are typically found in our Downtown. Additionally, revitalizing and redeveloping properties is a critical part of the economic vitality of the community as it matures. Thus, the redevelopment of the Property is essential for the continuing economic growth and sustainability of the City as a whole.

The proposed D/DMU-2 PBD DO zoning district is consistent with the General Plan/Downtown Plan land use designation for the subject Property. The Downtown Plan's goals and policies which relate specifically to the proposed Development Plan for the Property are identified as follows:

- **LAND USE**

GOAL LU 1:

MAINTAIN DOWNTOWN SCOTTSDALE AS THE COMMERCIAL, CULTURAL, CIVIC, AND SYMBOLIC CENTER OF THE COMMUNITY TO ENSURE A VIBRANT MIX OF MUTUALLY SUPPORTIVE LAND USES.

Policy LU 1.1.

Revitalization should allow Downtown to remain competitive in local, regional, national and international markets.

Policy LU 1.2.

Maintain Downtown as a year-round, 24-hour highly functional mixed use center, containing areas of different densities, architectural styles, and land uses that support the needs of Scottsdale's residents and visitors.

Policy LU 1.3.

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

Response LU 1.1-1.3: Tourist accommodation and residential land uses help foster the "24-hour highly functional mixed use center" concept by contributing towards the live, work, thrive planning concept promoted in the Downtown Plan. The site is located in the heart of Downtown activity, adjacent to the Entertainment District and is within walking distance to a range of activities including retail, dining, employment, cultural and recreational opportunities.

GOAL LU 2:

PROMOTE THE DEVELOPMENT OF DOWNTOWN AS A COLLECTION OF MIXED-USE URBAN NEIGHBORHOODS.

Policy LU 2.1.

As a General Plan designated Mixed-Use Neighborhood, Downtown Scottsdale should offer efficiencies of strong access to multiple modes of transportation and major regional access and services, focus on human scale development, accommodate higher density housing combined with complementary office or retail uses, and accommodate vertical mixed-use structures.

Policy LU 2.2.

Support interconnected, pedestrian oriented urban neighborhoods that are comprised of a balanced mix of activities and land uses within optimal walking distance.

Response LU 2.1 & 2.2: As a mixed use development, WaterView aims to promote the recreational and pedestrian aspect of the Canal with public interaction generated by the residential, hotel and retail land uses. The site is immediately north of the Entertainment District and within close proximity to a range of land uses with direct access to the Canal and Camelback Road. The location of the proposed mixed use development, adjacent to the Canal and near a prime intersection in Downtown Scottsdale, will lend itself to alternative modes of transportation, such as foot, bicycle and/or trolley

The Civic Center Mall, Civic Center Library, Center of the Arts, and City offices are located only ½ mile to the south. The HonorHealth campus (Scottsdale's largest

employer) is approximately ¾ miles to the south. Additionally, the Indian Bend Wash (a multi-use path network) is located less than one mile east of the site.

Policy LU 2.5.

*Encourage new development, redevelopment and infill that strengthens Downtown Scottsdale's mix of uses and activities through the development of mutually supportive land uses within the **Downtown Multiple Use** urban neighborhoods. Multiple Use areas include the majority of the properties within the overall Downtown Plan boundary. New development and redevelopment within the Multiple Use areas adjacent to the Arizona Canal should incorporate vertically mixed land uses that activate the Canal with both visitors and residents year-round.*

Response: Redevelopment of the Property will build on the City's goal of strengthening Downtown's mix of uses and activities. WaterView will bring approximately 269+/- guest rooms, approximately 240+/- residences and accessory commercial in a vertical mixed use setting adjacent to the Canal on a site that is within close proximity to the Entertainment District, major employers, Old Town, Scottsdale Stadium, galleries, and abundant retail and support services. The proposed mixed use development will provide connectivity to the Downtown core and enliven this currently vacant, undeveloped Property in a prime, gateway location along Camelback Road.

GOAL LU 4:

ENCOURAGE DOWNTOWN LAND USE DEVELOPMENT FLEXIBILITY.

Policy LU 4.1

Retain, expand, or modify as necessary, flexibility in Downtown zoning, development standards and incentives to achieve the goals of the Downtown Plan.

Policy LU 4.5

To assist the community in achieving the vision of the Downtown Plan, the provision of Downtown public amenities and benefits should be provided when development bonuses such as increased floor area, (ratio of usable building area to parcel size), greater density, greater height, transfer of development rights, and/or street/alley abandonment, are being considered. Potential public amenities and benefits may include, but are not limited to:

- *New or expanded public realm and open space areas;*
- *Pedestrian enhancements and amenities;*
- *Mobility enhancements;*
- *Transit enhancements;*
- *Sensitive edge buffering;*
- *Revitalization of Downtown properties;*
- *Infrastructure improvements;*
- *Additional public parking and shared parking facilities;*
- *Historic preservation; and/or*
- *Work force housing.*

Response to LU 4.1 & 4.5: The PBD (Planned Block Development) overlay requested with this zoning application will allow for greater flexibility with the development standards for the Property and an enhanced opportunity to better meet the goals of the City's Downtown Plan. Redevelopment and revitalization of the Property to include tourist accommodations, high-end residential and commercial development allows for a wide range of amenities including, but not limited to, allocation of new open space, integration of pedestrian amenities and connectivity, Canal improvements, mobility and transit enhancements, sensitive edge buffering, and underground parking. Special consideration has been given to the frontage along Camelback Road and 73rd Street with pedestrian-scaled architecture, residential units with direct access to the streetscape, stoops, landscape shaded walkways, and enhanced hardscape design.

GOAL LU 5:

ENHANCE, EXPAND, AND CREATE NEW DOWNTOWN PUBLIC REALM AND OPEN SPACE AREAS.

Policy LU 5.1.

Provide for more open space areas within the Downtown that may include central gathering places, a series of smaller, intimate spaces, as well as active and passive recreational use opportunities.

Response: As identified in the previously City Council approved 2009 case, the north end of the site will remain open space (R1-7) and available for use by the neighboring residential communities. Direct access to the Canal frontage will be provided and a pedestrian bridge will be incorporated over the Canal providing a link to uses along Scottsdale Road, including Fashion Square. WaterView's ground level will be activated with commercial uses along Camelback Road that directly access the streetscape, and ground level residences along 73rd Street will have porches and stoops providing direct access to the street. Additionally, a midblock paseo between the main residential buildings will provide visual and physical connectivity to the Canal. Quality hardscape surfaces, pedestrian furniture/seating, and landscape canopies will enhance the pedestrian open space experience throughout the project. The landscaping will serve as a modern interpretation of the Sonoran Desert landscape with a range of textures, plant sizes and colors while providing a shaded refuge for pedestrians while advancing the goals of the Downtown Urban Design & Architectural Guidelines.

GOAL LU 6:

PROMOTE DIVERSITY IN DOWNTOWN HOUSING OPTIONS.

Policy LU 6.1.

Develop a variety of housing types such as apartments, condominiums, lofts, town homes, patio homes, and live/work units.

Response: WaterView will provide both luxury tourist accommodations and an urban residential living experience within a mixed use setting providing a lifestyle that integrates with the existing Downtown fabric and collection of established land uses (entertainment, cultural, employment, retail, support services).

GOAL LU 7:

SUPPORT A MIX OF LAND USES THAT PROMOTE A SUSTAINABLE DOWNTOWN.

Policy LU 7.1.

Support Downtown sustainability by encouraging vertical mixed-use development that offers land uses in close proximity to one another.

Response: The proposed development plan, which includes a combination of residential, hotel and commercial, offers vertical and horizontal mixed use development that contributes towards the synergy of Downtown Scottsdale and balance of land uses established (and continually growing) in the nearby Entertainment District south of Camelback Road.

- **CHARACTER & DESIGN**

GOAL CD 1:

THE DESIGN CHARACTER OF ANY AREA SHOULD BE ENHANCED AND STRENGTHENED BY NEW DEVELOPMENT THAT PROMOTES CONTEXTUAL COMPATIBILITY.

Policy CD 1.1

Incorporate, as appropriate; in building and site design the distinctive qualities and character of the surrounding, and/or evolving, context.

Policy CD 1.2

Encourage creative and innovative civic and prominent developments to establish new urban design character and contextual interpretations of the Downtown, for areas where development patterns are fragmented or are in transition.

Policy CD 1.4

Promote Downtown urban and architectural design that is influenced by, and responds to, the character and climate of the Sonoran Desert.

Response to CD 1.1-1.4: The architectural design for WaterView preserves and enhances the existing architectural character of the Downtown Scottsdale while creating a unique architectural style and providing appropriate scale, massing and hierarchy within its existing Downtown setting. The proposed development also maintains continuity between the newly proposed and existing architecture in the surrounding area, providing contextually appropriate redevelopment and visual fluidity along Camelback Road.

- The WaterView is designed to create an active street frontage. This mixed-use setting will contain luxury hotel, high-end residential and commercial retail land uses with direct ground floor access to the street frontages and Canal. Option 2 (without the hotel component) also maintains an activated street frontage with ground level retail along Camelback.
- Pedestrian connectivity is key to the overall site design, not only providing access to Downtown's amenities for the hotel guest and residents, but also linking into the existing pedestrian network along the Canal, Camelback Road and 73rd Street allowing neighboring property owners to utilize and interact with the development.
- A critical design consideration in the architectural design is human scale which provides for a higher quality pedestrian environment created by a variety of small-scale buildings elements rather than a single, large unarticulated building.
- The architecture provides movement in building form, integrating a range of building materials, desert inspired colors and textures, shade elements, landscaping and appropriately placed lighting.
- All of the residences have a balcony/patio to give residents a private outdoor space.

Policy CD 1.5

Encourage urban and architectural design that addresses human scale, and provides for pedestrian comfort.

Policy CD 1.6

Protect prominent historic resources, and promote innovative new neighboring development that respectfully coexists with their established character and context.

Policy CD 1.7

Maintain pedestrian oriented small town character and human scale in the Downtown Core areas of Main Street, Marshall Way, 5th Avenue, Craftsman Court, and Old Town. Incorporate similar elements of pedestrian character and scale at the street level throughout all of Downtown.

Policy CD 1.8

Encourage new development and revitalization that is composed of complementary and/or supportive design relationships with the established urban form, as well as design features and materials of the neighborhoods within which they are sited.

Response CD 1.5-1.8: Variation in architectural massing, attention to human scale and pedestrian character are elements that guided the design of this modern urban mixed use

development. Discussion regarding the transition from proposed development to the existing residential neighborhood is described in more detail below under CD 2.

The City asked that we discuss the proposed hotel bridge over 73rd Street with respect to the Community Design policies above. The hotel bridge element over 73rd Street was designed in a way that provides visual interest while not impeding the flow of pedestrians and vehicles adjacent to and through the site. The bridge element is setback from Camelback Road to provide movement in the building edge. The bridge is not near as grand in scale as the existing retail bridges over Camelback (over 220' deep) and Goldwater Boulevard (over 180' deep) for Scottsdale Fashion Square. The height of the opening over 73rd is planned to be approximately 18' and the depth of bridge structure, which occupies hotel rooms will be approximately 62'. Pedestrian connectivity will be provided underneath the bridge structure and architectural detailing provided along the ground level of the hotel will be wrapped on all sides, including under the bridge structure, to provide a seamless, quality pedestrian experience. The bridge element is eliminated on the Option 2 residential scheme.

GOAL CD 2:

DEVELOPMENT SHOULD SENSITIVELY TRANSITION IN SCALE, HEIGHT, AND INTENSITY AT THE DOWNTOWN PLAN BOUNDARY AND BETWEEN ADJOINING URBAN NEIGHBORHOODS OF DIFFERING DEVELOPMENT TYPES.

Policy CD 2.1.

The scale of existing development surrounding the Downtown Plan boundary should be acknowledged and respected through a sensitive edge transition buffer, established on a location specific basis, that may include transitional development types, landscape buffers, and sensitive architectural design solutions to address building mass and height.

Response: The overall project consists of four/five-story (residential) and six-story (hotel) massing, with the higher six-story elements being placed along Camelback Road and the lower four-story elements being placed along 73rd Street adjacent to the residential neighborhood. The building layout and design helps create a logical transition from the more active Camelback Road edge to residential neighborhood surrounding the site. Residential amenity areas (pool and common area) are planned along the Canal frontage, away from neighboring residential.

The site cross sections and massing studies (which indicate any proposed encroachments in the setback/stepback line) demonstrate that the overall residential component does not encroach into the Zoning Ordinance setback line of 20' and proposes only minor encroachments into the stepback plane along 73rd Street at the fourth and fifth story levels (see exhibit 2.15). The building form penetrates this development boundary to provide building articulation, undulation and visual interest. The open space along 73rd ranges from 20'-30' not including the large, open central paseo drive/green space area, which

also provides as a large view corridor (approximately 92' wide with pedestrian access) through the site. Additionally, the activation of the street frontage, as described below, provides an edge condition that is interactive vs. static and inaccessible.

Option 1: The hotel building encroachments are primarily along Camelback and the bridge connection over 73rd Street, south of Minnezona (see exhibit 3.10). The encroachment into the 40' setback (requesting a reduction to 23 feet minimum) is to allow for the retail component to be place closer to the street further activating the street frontage. Keep in mind, this edge is not a static flat edge, but rather a setback range of 23'-52' and an average of 32' with an angled building design and covered pedestrian colonnade (see exhibit 3.01 B).

Option 2: The residential setbacks in lieu of the hotel are identical.

GOAL CD 4:
STRENGTHEN PEDESTRIAN CHARACTER AND CREATE STRONG PEDESTRIAN LINKAGES.

Policy CD 4.1.

Develop an attractive, interconnected network of safe and walkable pedestrian linkages to, within, and between, the various Downtown urban neighborhoods.

Response: Pedestrian circulation along both the perimeter and internal to the WaterView mixed use development is an important feature of this Downtown project, as numerous retail, restaurant, entertainment, and cultural uses are within walking distances from this site. Special consideration has been given this uniquely shaped site with the frontage along 73rd Street, Camelback Road and the Arizona Canal to activate uses along the ground level. The mixed use concept provides storefront commercial along Camelback Road and residential patios and stoops with direct access to 73rd Street. Additionally, upgraded hardscape surfaces, a new bus stop, appropriately placed pedestrian furniture and mature landscape canopies will be provided along the perimeter, thereby contributing towards the activation of the Property's edges.

GOAL CD 5:
CREATE COHERENT AND CONSISTENT STREET SPACES.

Policy CD 5.1.

Create a unified public realm through the design of Downtown's streets, building setback areas, and building frontages. Setbacks may only be compromised after clear demonstration that other significant public benefits are achieved.

Response: The commercial edge along Camelback has been designed with a pedestrian colonnade/covered walkway in front of the storefronts. The building setback along this edge ranges from 23'-52' with an average of 32' (40' required by Ordinance). The primary reason for amending this setback along this edge is to provide an interactive

pedestrian experience through building form and human scale elements (ie: furniture, seating areas planter boxes, landscaping, low-level lighting). The development plan starts to articulate this edge in the conceptual perspective exhibits provided with the application, but the overall design will be further developed and articulated in the Development Review Board submittal. The key component demonstrated as part of this rezoning development plan, however, is the opportunities that have been created through site and building design for a meaningful pedestrian experience and activation of the street frontages.

GOAL CD 6:
INCORPORATE A REGIONAL LANDSCAPE PALETTE THAT COMPLEMENTS DOWNTOWN'S URBAN CHARACTER.

Policy CD 6.1

Downtown landscape elements should project a desert oasis design character, providing an abundance of shade, color, varied textures and forms.

Policy CD 6.2

Landscape materials should complement Downtown's built environment, land uses, and activities through careful selection of plant materials with regard to scale, density, placement and arrangement.

Response: The landscape plans provide a very detailed approach in identifying the desert oasis character desired in Downtown with a wide range of plant materials which call for shade trees, a variety of color, texture and forms. The placement and arrangement of the proposed landscaping has been well thought out with respect to the public spaces, hardscape elements and street frontages. See sheets L1.1-L1.6 for specific details regarding the landscape design.

GOAL CD 7:
THE EXTENT AND QUALITY OF LIGHTING SHOULD BE INTEGRALLY DESIGNED AS A PART OF THE BUILT ENVIRONMENT.

Response: The lighting has not been designed at this time but will be integrally designed with consideration for the building forms, landscaping and open space areas with the DRB submittal. Final tree and shrub locations will be designed in concert with the lighting plans as to not conflict with pole mounted and building mounted site lighting.

GOAL CD 8:

IMPLEMENT HIGH QUALITY DESIGN IN DOWNTOWN ARCHITECTURE.

Policy CD 8.2

Promote the “Scottsdale Sensitive Design Principles” in the creation of architecture in Downtown.

Policy CD 8.3

Promote the “Downtown Urban Design and Architectural Guidelines” in all Downtown Development.

Response: See Scottsdale Sensitive Design Principles (Section VIII) and Downtown Urban Design and Architectural Guidelines (Section VII) below.

GOAL CD 9:

DEVELOPMENT SHOULD INCORPORATE SUSTAINABLE BUILDING PRACTICES AND PRODUCTS.

Policy CD 9.1

Development should strive to incorporate sustainable planning, design strategies, building techniques, and the use of durable indigenous materials, to minimize environmental and maintenance impacts, and endure over time.

Response: As a mixed use development, WaterView promotes land use sustainability in Downtown by reducing vehicle trips and fostering pedestrian synergy. Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The developer intends to incorporate sustainable design elements into the building design and plans to develop in accordance with green building standards where possible.

• **MOBILITY**

GOAL M 1:

DEVELOP COMPLETE STREETS THROUGH PUBLIC AND PRIVATE INFRASTRUCTURE INVESTMENTS AND IMPROVEMENTS.

Policy M 1.1.

Develop a well-connected Downtown circulation grid, comprised of narrower streets, improved alleys, smaller blocks, and newly constructed local street segments, to enhance connectivity for all mobility modes.

Policy M 1.2.

Provide interconnectivity within large development parcels that provide pedestrian and bicycle connections through large projects.

Policy M 1.3.

Upgrade sidewalks and intersections to ensure continuity and consistency throughout Downtown. Improve pedestrian crossing facilities on major roads and at major intersections.

Response M 1.1-1.3: See CD 4.1 above and pedestrian circulation plan (sheet 1.03). Additionally, the project will provide improved pedestrian and bicycle connectivity via the improved Canal bank. This will allow not only residents and guests, but also neighboring property owners to have greater access to the Canal linkage into Downtown. The pedestrian circulation plan identifies the proposed connectivity in conformance with the Downtown Plan. The primary north-south public pedestrian connections will be served by both 73rd Street and the Arizona Canal. Public access is also provided around the open space amenity on the north side of the Property, through the public access way between the hotel and residential connecting west to the Canal bridge and around the hotel site along 73rd and Camelback. There are numerous internal connection points for the residents with a central spine running north/south through the site branching off into the residential project connecting with the main public pedestrian system.

Further, with respect to the hotel bridge across 73rd Street, the pedestrian realm will be protected and enhanced by maintaining sidewalk connections and ground level architectural elements to maintain the fluidity of pedestrian flow in and around the site. The residential (in lieu of hotel) option does not include a bridge element over 73rd Street.

GOAL M 2:

CREATE COMPLETE, COMFORTABLE, AND ATTRACTIVE PEDESTRIAN CIRCULATION SYSTEMS.

Policy M 2.1.

Design the public realm to include enhanced requirements for sidewalk space. Provide adequate space for meeting and passing other pedestrians, including queuing space to support desired levels of activity.

GOAL M 3:

CREATE A HIERARCHY OF PEDESTRIAN SPACES WITHIN THE OVERALL DOWNTOWN.

Policy M 3.1.

Certain areas of Downtown should be developed as Pedestrian Places.

Policy M 3.2.

Downtown should become a Pedestrian Supportive environment.

Response to M2 & M3: See CD 4.1 above. Successful Downtown revitalization and redevelopment focuses on creating synergy as a result of mixed-use development (horizontally and vertically) and quality pedestrian level design and linkages. One of the

primary draws to creating this quality pedestrian environment is locating residential in the Downtown core. The WaterView mixed use development, being located on the eastern end of Downtown, will provide an anchor for the highly walkable pedestrian environment of Downtown Scottsdale. The range of surrounding land uses, coupled with the pedestrian enhancements noted above, will increase foot traffic in, out and around this site, as well as throughout Downtown.

Providing gathering space for residents and pedestrians through ground level improvements including enhanced hardscape, landscape, gathering spaces and outdoor furniture will revitalize an area that is currently vacant and undeveloped with minimal pedestrian improvements. The design elements proposed for the WaterView will enhance the character of the Camelback Road frontage in this key location, only 1 block from Scottsdale Road. Activating the pedestrian experience and enhancing the streetscape improvements in combination with the proposed hotel, residential and supporting commercial uses, reinforces the vibrant Downtown synergy that the City strongly promotes in both the Downtown Plan and Downtown Urban Design & Architectural Guidelines.

- **ECONOMIC VITALITY**

GOAL EV 1:
SUPPORT DOWNTOWN'S ECONOMIC ROLE AS A HUB FOR ARTS, CULTURE, RETAILING, ENTERTAINMENT, TOURISM AND EVENTS.

Policy EV 1.5

Support and strengthen Downtown as a strong tourism destination through land use, urban design, activities and special events.

Response: Redevelopment of this underutilized, vacant land will further enhance the economic stability of Scottsdale by providing housing and tourist accommodations in the heart of Downtown near abundant retail, entertainment, support services and major employers (HonorHealth and the City of Scottsdale). Integrating housing, retail and hotel uses in the Downtown core brings physical and economic synergy, which will enliven and enhance the city center consistent with the goals and policies of the Downtown Plan.

GOAL EV 2:
PROMOTE PRIVATE INVESTMENT AND ATTRACT NEW DEVELOPMENT TO DOWNTOWN.

Policy EV 2.3

Encourage private reinvestment through flexible policies, and incentives, that work with the private sector to respond to functional and economic changes in the Downtown.

GOAL EV 3:

ESTABLISH PUBLIC REGULATIONS AND PROCESSES THAT ENCOURAGE CREATIVITY AND FLEXIBILITY IN BUILDING AND SITE DESIGN.

Policy EV 3.2.

Create, and/or amend, zoning and land use regulations to allow for flexible design as Downtown spaces are developed or redeveloped.

Response: In the spirit of promoting the Downtown Plan, the rezoning request allows for the Downtown community to continue to grow and revitalize. Flexibility is a fundamental part of revitalizing a property and the requested PBD overlay allows for site specific development standards essential to redevelopment of the site. Redevelopment of the subject Property supports and upholds the goals and policies of the Downtown Plan by contributing to the wide range of land uses in Downtown.

• **PUBLIC SERVICES & FACILITIES**

GOAL PSF 2:

INFRASTRUCTURE SYSTEMS SHOULD PROVIDE AN INDENTITY UNIQUE TO DOWNTOWN AND CONVEY THE COMMUNITY'S DESIGN EXPECTATIONS..

Policy PSF 2.2

Infrastructure improvements should positively impact the aesthetic qualities of the pedestrian environment.

Policy PSF 2.4

Downtown civic buildings and public spaces should demonstrate the City's leadership in design excellence.

Response PSF 2.2 & 2.4: The WaterView development plan satisfies this goal in a number of ways by upgrading infrastructure systems, carrying out the realignment of 73rd Street, providing sidewalk connections in and around the site, undergrounding the 12kv lines on site, improving the Canal bank, providing a pedestrian bridge over the Canal, and providing an acre (+) semi-public (at the request of the neighbors) open space area at the north end of the site. The exact programming of the open space area is yet to be determined but will allow public access to nearby residents and provide access to the Canal frontage.

VI. PLANNED BLOCK DEVELOPMENT (PBD)

The purpose of the PBD Overlay District is to allow for development flexibility in the Downtown Area to assist the City in achieving the Downtown Plan, developing more Downtown Area public amenities, and adding land uses that would further promote the Downtown Area as a twenty-four (24) hour community.

Response: The PBD designation has been requested as part of this zoning application to allow for greater development flexibility on the site. In keeping with the PBD requirements, a Development Plan has been established to specify parameters for site planning, architecture, and landscaping. The intent of the Development Plan is to define an established style, character, and design quality for the site, while maintaining opportunities for specific needs and a creative identity through future approvals by the Development Review Board (DRB). The Development Plan is intended to invoke a sense of quality and character that ensure compatible development with Scottsdale's Downtown urban character. As part of the Development Plan, the applicant has created a set of Property Development Standards consistent with the Downtown Ordinance. Deviations from the proposed base standards of the base D/DMU-Type 2 zoning district include height for the hotel (although consistent with the previous approval), setbacks and stepbacks along Camelback and 73rd for the hotel and bridge and minor stepback encroachments for the residential buildings along 73rd (above the third story). These modifications are necessary for the proposed mixed use development due to the uniquely shaped linear site with two streets frontages and adjacency to the Canal.

Sec. 6.1304. PBD Overlay District criteria.

A. Before the first Planning Commission hearing on a PBD Overlay District application, the Development Review Board shall make a recommendation to the Planning Commission regarding the Development Plan based on the following criteria.

- ~~1. Criteria for a PBD Overlay District application in a Type 1 Area:
 - ~~a. The Development Plan shall reflect the goals and policies of the Character & Design chapter of the Downtown Plan; and~~
 - ~~b. The site development standards and building form shall be in conformance with the Downtown Plan Urban Design & Architectural Guidelines.~~~~

Response: Not applicable.

2. *Criteria for a PBD Overlay District application in the Type 2 Area:*
 - a. *The Development Plan shall reflect the goals and policies of the Character & Design chapter of the Downtown Plan;*

Response: See Downtown Plan Overview section above.

- b. *The site development standards and building form shall be in conformance with the Downtown Plan Urban Design & Architectural Guidelines;*

Response: See Downtown Plan Urban Design & Architectural Guidelines section below.

- c. *The building form shall reflect the planned character of development within which the development will be located;*

Response: The proposed development has sensitive edge buffering through the implementation of appropriate setbacks and stepbacks per the Downtown Ordinance. The proposed development also provides continuity between newly proposed and existing architecture in the surrounding area. See Downtown Plan Urban Design & Architectural Guidelines section below for more detail.

d. The Development Plan shall incorporate standards for development within three hundred fifty (350) feet of the Downtown Boundary that address appropriate transitions in building heights between the proposed development and the zoning districts abutting or adjacent to the development;

Response: A large portion of the Property that touches the Downtown Boundary is the northern edge, which is adjacent to the open space area identified on the Development Plan creating a natural buffer to the existing residential neighborhood. Consistent with the previous City Council approval (9-ZN-2007) this open space area, which is not located in the Downtown Boundary, will remain R1-7. Beyond the open space area, the north portion of the Property that is within 350' of the Downtown Boundary (approximately 2.2 acres of the site) is the residential component, which because of its proximity to one- and two-story residential development to the east was designed with consideration for the pedestrian and a softer edge condition adjacent to the existing residential neighborhood. There are only minor amendments being proposed for the development standards (stepbacks) along this edge understanding the importance of massing transition within the overall urban context. The WaterView development is a key component to Downtown with direct Canal adjacency and access providing as a conduit for neighboring properties to access the Canal and Downtown amenities. Additionally, development planned for the west side of the Canal will reach heights up to 150' in the Downtown Regional Type 2 district, therefore, this proposal in the Downtown Multiple Use Type 2 district for 66' (maximum) of residential and 90' (tower maximum) for hotel is appropriate given the overall urban context and existing/proposed building form.

e. The Development Plan shall incorporate standards for development in the Downtown Regional Use - Type 2 or Downtown Medical - Type 2 Areas, and within one hundred (100) feet of the Downtown Multiple Use - Type 2 or Downtown Civic Center - Type 2 Areas, that address appropriate transitions in building heights between the proposed development and the Downtown Multiple Use - Type 2 or Downtown Civic Center - Type 2 Areas;

Response: See the WaterView Property Development Standards attached herein (following the Conclusion).

f. The Development Plan for development within one hundred (100) feet of a Type 1 Area shall incorporate standards that address appropriate landscape materials and transitions in building heights between the proposed development and the Type 1 Area;

Response: Not applicable.

g. The Development Plan shall incorporate standards for development adjacent to public streets that include sidewalks, pedestrian linkages, building forms and architectural features that address human scale and pedestrian orientation; and

Response: Active street frontages are provided along Camelback Road and 73rd Street with the integration of storefront commercial space, patios, stoops with direct unit access to the street frontage, sidewalks, and Canal frontage with shade trees for the pedestrians. Architecturally, the buildings will invoke a modern urban design with elements of human scale providing for a higher quality pedestrian environment created by a variety of small scale building elements rather than a single, large unarticulated mass. Pedestrian connectivity is key to the overall site design, not only providing access to Downtown's amenities for the hotel guests and residents, but also linking into the existing pedestrian network along the Canal, Camelback Road and 73rd Street allowing neighboring property owners to utilized and interact with the development.

h. The pedestrian circulation shall be accessible and easy to navigate, and incorporate open space and pedestrian linkages to the public pedestrian circulation network.

Response: See pedestrian circulation plan, which identifies the proposed linkages in conformance with the Downtown Plan. The primary north-south public pedestrian connections will be served by both 73rd Street and the Arizona Canal. Public access is also provided around the open space amenity on the north side of the Property, through the public access way between the hotel and residential connecting west to the Canal bridge and around the hotel site along 73rd and Camelback. There are numerous internal connection points for the residents with a central spine running north/south through the site branching off into the residential project connecting with the main public pedestrian system.

B. In addition to the criteria used by the City Council to review a zoning district map amendment application, the Planning Commission shall make a recommendation to the City Council, based on the following applicable criteria:

1. *Standard criteria:*

a. *The proposed development supports the land use elements of General Plan and the Downtown Plan.*

Response: The proposed development plan supports the land use elements of the General Plan and Downtown Plan. See the Downtown Plan overview section above.

2. *Criteria to add land uses to Table 5.3005.D., Land Uses for Each Sub-district of the Downtown District:*

a. *Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.*

b. *Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.*

c. *Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.*

Response: No additional land uses are being added to the permitted land use table.

3. *Criteria to achieve bonus(es):*

a. *The proposed Development Plan reflects noteworthy investments to provide public benefits, improve the quality of life in the community, and assist in achieving the goals and policies of the General Plan, Downtown Plan and City objectives, primarily in the immediate vicinity of the neighborhood where the development will be located.*

Response: The previously approved entitlement for case 9-ZN-2007 included 83 feet for residential (65 feet + 18 feet mechanical) and 90' for hotel (72 feet + 18 feet mechanical). The residential component (both Option 1 and Option 2) for this current application is proposed to be 66' including mechanical equipment, which is 17 feet lower than the entitled height for residential. The hotel structure is proposed to be 90' in height including mechanical equipment, which is the same as the entitled height for hotel. As such, no bonuses are being requested with this application.

VII. Downtown Urban Design & Architectural Guidelines

A. Site Development

A1 – Relationship of New to Existing Development

The proposed development has sensitive edge buffering through the implementation of appropriate setbacks and stepbacks per the Downtown Ordinance. The proposed development also provides continuity between the newly proposed and existing architecture in the surrounding area, providing contextually appropriate redevelopment and visual fluidity along Camelback Road and 73rd Street.

The site cross sections and massing studies (which indicate any proposed encroachments in the setback/stepback line) demonstrate that the overall residential component does not encroach into the Zoning Ordinance setback line of 20' and proposes only minor encroachments into the stepback plane along 73rd Street at the fourth and fifth story levels (see exhibit 2.15). The building form penetrates this development boundary to provide building articulation, undulation and visual interest. The open space along 73rd ranges from 20'-30' not including the large, open central paseo drive/green space area, which also provides as a large view corridor through the site. Additionally, the activation of the street frontage, as described below, provides an edge condition that is interactive vs. static and inaccessible.

A2 – Active Street Frontages

Active street frontages are provided along Camelback Road and 73rd Street with the integration of storefront commercial space, patios, stoops with direct unit access to the street frontage, sidewalks and shade trees for the pedestrians as well as shading elements on the buildings. The residential structures facing 73rd Street are elevated because of the grade change consideration between the Canal and 73rd. SRP is not allowing the development to step down on the Canal-side, therefore, the grade change has to be accommodated on the 73rd Street side. There is no ability to step this development midway due to the narrow configuration of the site. That being said, the design has incorporated create ways to address the 73rd Street edge with the use of porches, steps, planter boxes, and a range of landscape sizes and species to aid is providing outdoor living spaces and a meaningful pedestrian experience. This type of pedestrian/resident interface is similar to brownstones and walk-up residential units found in many other cities known for their urban synergy. With the appropriate use of building materials, landscape placement and lighting, the 73rd Street edge will become something quite special and interactive.

With respect to the hotel edge along Camelback Road, the encroachment into the 40' setback (requesting a reduction to 23' minimum) is to allow for the retail component to be place closer to the street further activating the street frontage. Keep in mind, this edge is not a static flat edge, but rather a setback range of 23'-52' and an average of 32' with an angled building design and covered pedestrian colonnade (see exhibit 3.01 B). Option 2 provides the same setbacks along Camelback.

A3 – Courtyards and Passages

The community is designed with a large active midblock paseo which serves as the residential entry drive and visual and physical linkage to the Canal. As directed by City Staff, the proposed pedestrian bridge over the Canal is located between the hotel and residential components aligning roughly with Minnezona Avenue. The residential community embraces the Canal with a range of amenities including resort style pools, spaces and covered gathering spaces. The development is designed for active and passive areas with the goal of providing resident, guest and neighbor connectivity.

A4 – Parking Facilities

The development is served by an internal underground parking structure. Parking, loading, and garbage disposals are subgrade. The parking will be a combination of valet for the hotel and restaurant, and self-parking for the residents. Preliminary parking count is approximately 837+/- spaces with approximately 40+/- spaces at the ground level and all other parking being provided in the underground garage structure.

A8 – The Continuity of Street Spaces

-and-

A9 – The Building Setback Zone

WaterView is designed to create an active street frontage along both Camelback Road and 73rd Street with Camelback Road being more active and commercial in character and 73rd Street being more quiet and residential in character. This mixed-use setting will contain a hotel, residential, and supporting commercial uses in a resort style setting with connectivity to the wide range of uses Downtown has to offer. A critical design quality that is considered in this building design is human scale. Human scale provides for both a higher quality pedestrian environment, which is created with a variety of small-scale buildings elements, rather than a single large unarticulated building, and a sense of “place” for the guests and residents.

The commercial edge along Camelback has been designed with a pedestrian colonnade/covered walkway in front of the storefronts. The building setback along this edge ranges from 23'-52' with an average of 32' (40' required by Ordinance). The primary reason for amending this setback along this edge is to provide an interactive pedestrian experience through building form and human scale elements (ie: hardscape, furniture, seating areas planter boxes, landscaping, low-level lighting). The development plan starts to articulate this edge in the conceptual perspective exhibits provided with the application, but the overall design will be further developed and articulated in the Development Review Board submittal. The key component demonstrated as part of this rezoning development plan, however, is the opportunities that have been created through site and building design for a meaningful pedestrian experience and activation of the street frontages.

B. Building Form

B1- Reduction of Apparent Size and Bulk

The building design for WaterView preserves and enhances the existing architectural character of Downtown Scottsdale while creating a unique architectural style and providing appropriate scale, massing and hierarchy within the existing context.

The massing of the residential building is defined through a series of smaller building forms, appropriately placed fenestration and varied building heights. The ground level includes walkout stoops and porch areas. The floors above are not stacked in a linear building form, but rather articulated with change in form, texture, color and shade through modern detailing and horizontal canopies. The specific building materials have not been selected at this time, but the developer intends to include materials such as stucco, tile, indigenous stone, wood, bronzed metal, and a warm earth tone color palette consistent with the established Downtown character and Sonoran Desert environment.

The hotel buildings, while more linear in nature due to internal programming of the floor plates, is designed with heavy focus on the ground level interaction with the street and variation in architecture through the interplay of building finishes, balcony placement, the bridge over 73rd Street, and the elevator tower elements; all which present their own scale, movement and hierarchy providing visual interest and enhancing the overall urban form on the eastern edge of Downtown Scottsdale.

C. Architectural Character

C1 - Proportion and Scale

The proportion and scale of the proposed development is in conformance with the Downtown Urban Design & Architectural Guidelines for the Type 2 subdistrict. The architecture provides variation, movement, and hierarchy of massing to create visual interest and varied proportions. See B1 above regarding building form, proportion and scale.

C2 – Building Materials

-and-

C3 – Architectural Detail

The proposed materials, colors, textures and detailing are indicative of Downtown Scottsdale and include a wide range of elements reflecting the vibrancy and character of this urban Sonoran Desert location while maintaining a warm earth tone palette. As noted above in B1, the specific building materials have not been selected at this time, but could include materials such as stucco, indigenous stone, wood, tile, bronzed metal overhangs and railings, and consistent with the established Downtown character.

D. Landscape Character

D1- Streets

The street trees proposed will be consistent with the Downtown Urban Design & Architectural Guidelines and the Design Standards & Policy Manual providing appropriate spacing, theming and shade for the pedestrians. The detailed landscape plans included with the zoning application identify a range of street trees including Palo Brea along Camelback (consistent with the City's recommended tree type) and 73rd Street adjacent to the hotel site and Acacia and Live Oak along the residential portion of 73rd Street with the goal of tying into the existing neighborhood character. Date Palms are used as accents in key locations, such as entry drives. A lush planting of shrubs and groundcover is planned along all street frontages as well in conformance with the appropriate plant materials for the area.

D2- Site Spaces

This site layout gives special emphasis on activating the Canal and street frontages creating tourist, resident and neighbor social interaction. The overall project massing has been developed in a configuration creating multiple areas that optimize the buildings opportunities for natural light and ventilation. The landscape plan, circulation plan, and ground level enlargement plans along with the perspectives and architectural vignettes visually describe the "site spaces" proposed with the WaterView development plan. Specifically, landscape plans sheet L1.1 through L1.6 show more detail on landscape and hardscape design for the public realm including the covered walkway along Camelback, public canal access between the hotel and residential components, public spaces along the canal, pedestrian environment along 73rd Street and the open space amenity at the north end of the site.

D3- Plant Selection

Plant selection will include low-water use, desert appropriate trees with a range of sizes to provide hierarchy in scale, year round color and a variety of textures. Overall plant varieties will include, but are not limited to, Palo Brea, Ironwood, Date Palm, Sissoo Tree, Live Oak, Red Yucca, Desert Spoon, Baja Ruellia and Trailing Lantana.

VIII. SCOTTSDALE SENSITIVE DESIGN PRINCIPLES

The Character and Design Element of the General Plan states that "Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life." The City has established a set of design principles, known as the Scottsdale's Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.

1. *The design character of any area should be enhanced and strengthened by new development.*

Response: The contemporary building character and massing is complementary to the surrounding development including the W Hotel, Best Western hotel, Safari Drive development, and the existing area residential homes. The proposed development will utilize a variety of Sonoran desert appropriate textures and building finishes, incorporate architectural elements that provide solar shading and overhangs, and celebrate the Southwestern climate by creating outdoor living spaces for each unit, recreational amenities, and gathering places for its residents.

2. *Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features.*

Response: Although the setting of this Downtown site is urban in character and does not have natural features such as washes and natural area open space, the developer has taken special consideration in maintaining providing meaningful open space and recreational amenities for the residents. A large approximately 1.46+/- acre open space area will be provided at the north end of the site, consistent with the City Council approved site plan in 9-ZN-2007.

3. *Development should be sensitive to existing topography and landscaping.*

Response: The Property is located in Downtown Scottsdale. All landscaping will consist of low-water use desert appropriate landscaping materials. Respecting the Southwest's climate conditions, a variety of native materials and sizes will be integrated to create a layering effect to help mitigate the urban heat island effect.

4. *Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.*

Response: The proposed redevelopment will preserve and restore natural habitats and ecological processes through the inclusion of additional desert appropriate landscaping (as well as integration of native plants). Additional landscaping will contribute to the urban habitat for wildlife and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate and as they mature they will become self-sustaining relative to water demand.

5. *The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.*

Response: Pedestrian circulation along both the perimeter and through the site is an important design feature of the WaterView mixed use development with direct access to

the Canal and within close proximity to abundant retail, restaurant, employment, cultural and entertainment uses are within walking distances from this site. The design of these public spaces will be contextually appropriate with surrounding developments and will comply with the Downtown Design Guidelines.

6. *Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.*

Response: The Property is located along Camelback Road, is within close proximity to Scottsdale Road, and is approximately 2 miles west of the Loop 101, all of which provide regional access. As previously stipulated in case 9-ZN-2007, the developer agrees to provide a new bus stop per the City's requirements which will provide direct access to the local and regional transportation systems. Notably, the Property has a natural amenity of being located directly along the Canal and intends to embrace the frontage with pedestrian connectivity, building orientation and open space. This proposed project will also encourage alternative modes of transportation, such as by foot, bicycle and/or trolley as it is located near important employment and cultural destinations. WaterView is located adjacent to the Entertainment District and within close proximity to Old Town, Scottsdale Fashion Square, the Waterfront, Civic Center Mall, and HonorHealth (Scottsdale's largest employer). Additionally, the Indian Bend Wash (a multi-use path network) is located approximately ¾ miles from the site.

7. *Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.*

Response: The proposed development will incorporate design elements that respect human-scale, providing shade and shelter through building, site and landscape design. A detailed pedestrian circulation plan is provided with the application showing connectivity to/from/along the site to the north, south, east and west as well internal connections.

8. *Buildings should be designed with a logical hierarchy of masses.*

Response: The proposed use of building massing is compatible to surrounding developments with the six-story hotel buildings along Camelback Road and the lower four/five story residential buildings along 73rd Street. Building articulation and stepped massing promote a natural hierarchy. See the cross-section and stepback exhibits for more details.

9. *The design of the built environment should respond to the desert environment.*

Response: The proposed development will utilize a variety of desert appropriate textures and building finishes, incorporate architectural elements that provide solar shading and

overhangs, and celebrate the Southwest climate by creating abundant outdoor living spaces and amenities for its residents.

10. *Developments should strive to incorporate sustainable and healthy building practices and products.*

Response: As a mixed use development, WaterView promotes land use sustainability in Downtown by reducing vehicle trips and fostering pedestrian synergy. Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The developer intends to incorporate sustainable design elements into the building design and plans to develop in accordance with green building standards where possible.

11. *Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.*

Response: Context appropriate, mature arid-region plant materials will be utilized with the redevelopment of the Property. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement.

12. *Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.*

Response: The proposed development will maintain a low-water use plant palette (see landscape plan). Context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern along Camelback Road.

13. *The extent and quality of lighting should be integrally designed as part of the built environment.*

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety for future residents and in conformance with City standards.

14. *Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.*

Response: Project identification will be contextually appropriate and processed under a separate approval and permit process.

IX. CONCLUSION:

Approval of the WaterView mixed use development will result in a plethora of benefits including the creation of additional high-end housing units appropriately designed for an urban environment, the creation of luxury tourist accommodations and providing linkages between the City's Entertainment District, Scottsdale Fashion Square and beyond into the heart of Downtown Scottsdale. With ground level activity, human-scale architecture, overhangs, shaded walkways and connectivity around and through the project, this development increases the functional land use relationships on a currently vacant, undeveloped site while strengthening the economic stability of the City and enhancing its critical tourism infrastructure.

WaterView Property Development Standards

Sec. 5.3006. - Property development standards.

- A. Properties zoned Type 1.5 before December 31, 2012. Changes to properties zoned Type 1.5 after December 31, 2012 shall comply with the regulations of the Multiple Use - Type 2 Sub-district.
- B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximum.
 - 1. Density and GFAR maximum are shown in Table 5.3006.B.
 - 2. The building height maximum is shown in Table 5.3006.B., except as provided in Subsection 5.3006.B.3.
 - 3. The additional height regulations of Article VII. shall not apply.

Table 5.3006.B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximums				
Sub-district and Development Type	Building Height Maximum ⁽¹⁾	GFAR Maximum without Bonus(es)	GFAR Maximum with Bonus(es) ⁽²⁾	Density Maximum (per acre of gross lot area)
Downtown Multiple Use - Type 2	RESIDENTIAL: 66 FEET HOTEL: 90 FEET	1.3	2.0	50 dwelling units
Note: 1. Includes roof top appurtenances. 2. See Table 5.3008.B.				

- C. Setbacks from public streets, except alleys.
 - 1. The minimum setback from public streets (except alleys) is shown in Table 5.3006.C. The setback is measured from the back of curb.

Table 5.3006.C. Minimum Setback for Buildings Adjacent to Public Streets, except alleys	
Street	Minimum Building Setback
North Drinkwater Boulevard and North Goldwater Boulevard	30 feet
East Indian School Road	30 feet
East Camelback Road	40 feet 23 FEET
North Scottsdale Road in the Downtown Regional Use sub-district	40 feet
North Scottsdale Road in the Downtown Core, Downtown Multiple Use, Downtown Medical, Downtown Civic Center sub-districts	20 feet
All other public streets and public street segments in the Type 1 Area	14 feet
All other public streets and public street segments in the Type 2 Area	20 feet
73rd STREET - HOTEL & BRIDGE OR ALTERNATE RESIDENTIAL	0 FEET
73rd STREET - RESIDENTIAL	20 FEET
Note: See the Downtown Plan Urban Design & Architectural Guidelines for locations of the public streets and setbacks above.	

2. The adjustment of front yard requirements in Article VII. does not apply.

~~D. Setbacks from intersections of arterial streets.~~

~~1. On each corner of the intersection of two arterial streets, as described in the Transportation Master Plan, (except as provided below), the property owner shall provide at least 2,500 square feet of open space at grade and up to a height of 30 feet. The open space shall be located within 70 feet of the intersection of the property lines at the corner.~~

~~2. No open space is required at the following intersections:~~

~~a. North Drinkwater Boulevard and North Scottsdale Road.~~

~~b. North Goldwater Boulevard and North Scottsdale Road south of East 2nd Street.~~

E. Setbacks from Single-family Residential districts shown on Table 4.100.A.

1. The minimum setback is:
 - a. Ten feet from a single-family residential district shown on Table 4.100.A.
 - b. Ten feet from an alley that abuts a property zoned with a single-family residential district shown on Table 4.100.A., measured from the center of the alley.
2. Walls and fences up to a height of eight (8) feet are allowed on the property line, or within the required setback above, if the wall or fence is at least ten (10) feet from the center of the alley.

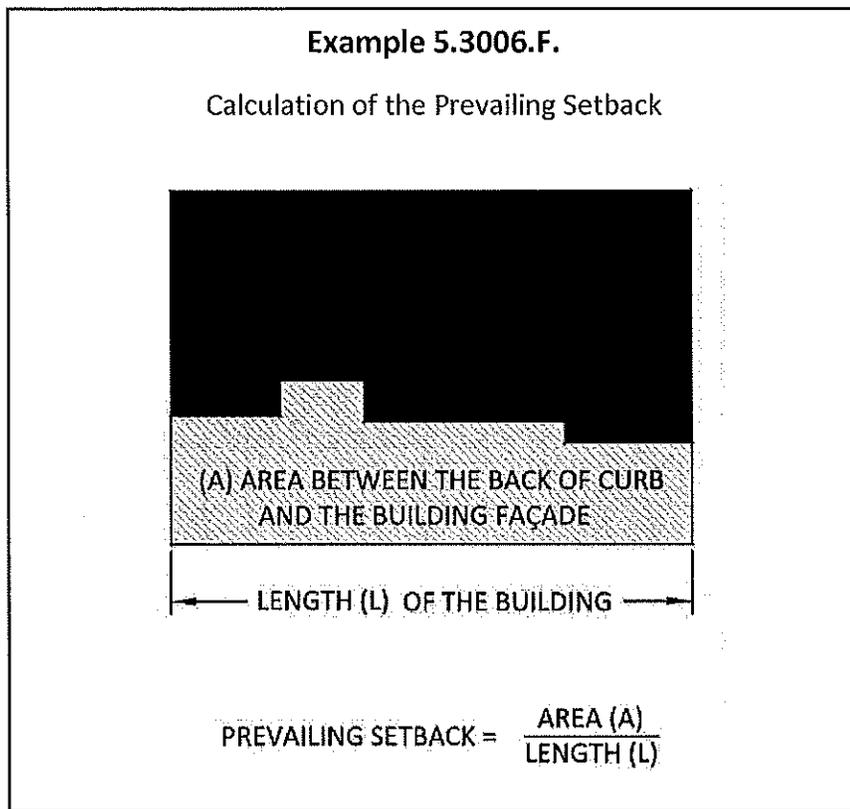
F. Building location.

1. A building adjacent to a public street (except alleys) shall be located as follows:
 - a. ~~In a Type 1 Area, at least fifty (50) percent of the:~~
 - ~~i. Length of the building façade shall be located at the minimum setback; and~~
 - ~~ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.~~
 - b. In a Type 2 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be shall be located at the minimum setback;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
2. In a Type 2 Area, a building with a building façade length of two hundred (200) feet or more shall be located to achieve a prevailing setback shown in Table 5.3006.F. The building façades on a corner lot are calculated separately, and not added together.

Table 5.3006.F. Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys)	
Street	Prevailing Setback
North Drinkwater Boulevard and North Goldwater Boulevard	Between 35 and 45 Feet
East Camelback Road	Between 45 and 60 Feet 23 AND 52 FEET

North Scottsdale Road north of the Arizona Canal	Between 45 and 60 Feet
All other public street and public street segments	Between 25 and 35 Feet 20 AND 40 FEET

- The prevailing setback is equal to the area between the back of curb and the building façade, divided by the length of the building, as shown in Example 5.3006.F.



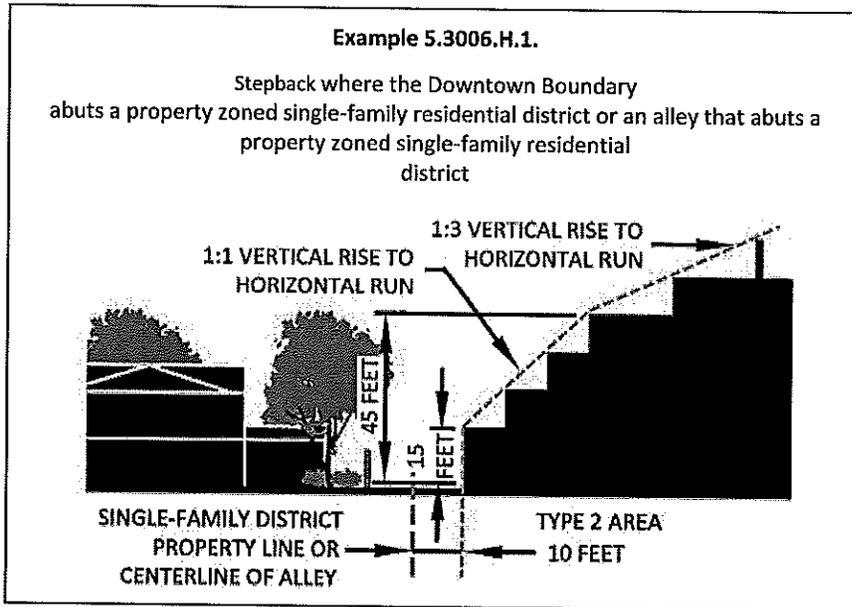
G. Private outdoor living space.

- All dwelling units shall include private outdoor living space located beside the dwelling unit.
- Each private outdoor living space shall be at least six (6) feet deep and sixty (60) square feet in area.

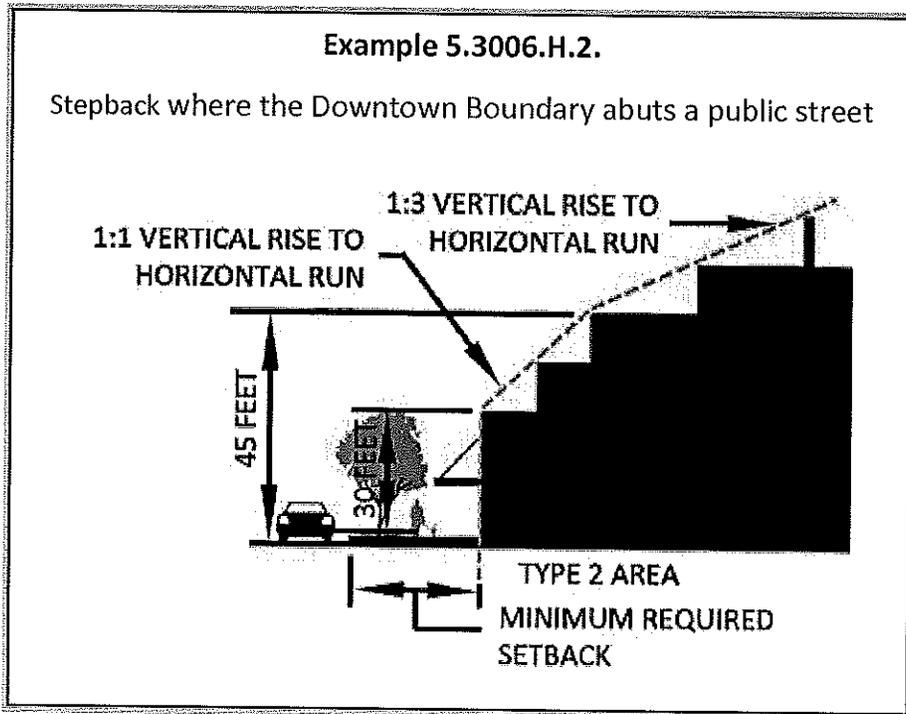
H. Stepbacks.

- Property in a Type 1 Area: The stepback plane shall incline at a ratio of 1:1 beginning thirty (30) feet:

- a. ~~Above the minimum setback from the public street (except alleys),~~
 - b. ~~Above the rear property line, and~~
 - c. ~~Above the property line abutting an alley.~~
2. ~~Property in a Type 2 Area adjacent to or abutting a Type 1 Area:~~
- a. ~~The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys), where the public street abuts a Type 1 Area.~~
 - b. ~~The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above a property line that abuts (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.~~
 - c. ~~The stepback plane shall incline in conformance with the applicable requirements of this section for property lines that do not abut (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.~~
3. Property in the Downtown Civic Center - Type 2 or Downtown Multiple Use - Type 2 Areas not described above: The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines, to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1, **EXCEPT FOR THE HOTEL BUILDINGS ALONG CAMELBACK ROAD, 73RD STREET AND THE ALLEY AND THE RESIDENTIAL BUILDINGS ALONG 73RD STREET, WHICH SHALL HAVE NO STEPBACK PLANE REQUIREMENT (SEE DEVELOPMENT PLAN).**
4. ~~Property in the Downtown Medical - Type 2 or Downtown Regional Use - Type 2 Areas not described above: The stepback plane shall incline at a ratio of 2:1, beginning forty-five (45) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines.~~
5. Downtown Boundary—additional requirements for property in a Type 2 Area:
- a. Where the Downtown Boundary abuts a single-family residential district or an alley that abuts a single-family residential district shown on Table 4.100.A.:
 - i. The setback shall be 10 feet from the single-family residential district shown on Table 4.100.A. or the centerline of the alley.
 - ii. The stepback plane shall incline at a ratio of 1:1, beginning fifteen (15) feet above the setback line to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



- b. Where the Downtown Boundary abuts a public street (except alleys), the stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys) to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



7. The minimum setback from public street (except alleys) shall be equal to the average prevailing setback of all buildings on the same frontage, but in a Type 2 Area, not less than sixteen (16) feet.
 8. The prevailing setback of a building with a building façade length of two hundred (200) feet or more shall be between five (5) feet and fifteen (15) feet greater than the minimum setback.
 9. Exceptions to setback or stepback standards are not allowed:
 - a. To cross a property line; however, exceptions that encroach into the public street may be allowed, subject to the Scottsdale Revised Code.
 - b. On the side or rear, where the property line abuts a single-family residential district shown on Table 4.100.A. or an alley that abuts a single-family residential district shown on Table 4.100.A.; however, a maximum five (5) feet exception to the stepback standard is allowed for stairwells, and elevator shafts, mechanical equipment and related screening, chimneys, parapets, and ridges of sloped roofs.
 - c. To increase the building height maximum.
 10. Where the building location requirements in F.1. above cannot be met due to the location of the street line, the following shall apply:
 - a. In a Type 1 Area, at least fifty (50) percent of the:
 - ~~i. Length of the building façade shall be located at the street line; and~~
 - ~~ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.~~
 - b. In a Type 2 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be shall be located at the street line;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
- J. Shaded sidewalks.
1. The property owner shall provide shaded sidewalks that conform to the Downtown Plan Urban Design & Architectural Guidelines, subject to Development Review Board approval.
- K. Signs.
1. The provisions of Article VIII. shall apply.
- L. Off-street parking.
1. The provisions of Article IX. shall apply.
 2. Vehicle parking is prohibited in the required setback specified in Table 5.3006.C.
 3. The underground portion of a parking structure may be built to the property line.
 4. A development with dwelling units that is required to provide:
 - a. Fifty (50) to two hundred (200) parking spaces for the dwelling units, shall provide at least ninety (90) percent of those parking spaces in a parking structure, podium parking, or tuck-under parking.

- b. Two hundred one (201) or more parking spaces for the dwelling units, shall provide at least ninety (90) percent of those parking spaces in a parking structure, excluding podium parking and tuck-under parking.
 5. The Development Review Board may approve an above-ground parking structure, podium parking and tuck-under parking adjacent to a public street if it finds that such parking conforms to the Downtown Plan and Downtown Plan Urban Design & Architectural Guidelines.
- M. Landscaping.
 1. The provisions of Article X. shall apply.

(Ord. No. 3987, § 1(Res. No. 8948, § 1(Exh. A, § 18), 11-14-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 6—9), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 115—118), 5-6-14)



HOTEL AND SHOPS

RESIDENCES



SHEET LIST	
SHEET NO.	SHEET NAME
0.00	COVER SHEET
0.01	VIEW HOTEL AND SHOPS FROM CAMELBACK ROAD
0.02	VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION
0.03	VIEW RESTAURANT AND HOTEL ENTRANCE FROM CAMELBACK
0.04	HOTEL LOBBY VIEW
0.05	HOTEL INTERIOR VIEWS
0.06	VIEW RESIDENTIAL LOOKING NORTH DOWN 73RD STREET
0.07	VIEW RESIDENTIAL ENTRY DRIVE FROM 73RD STREET
0.08	VIEW RESIDENTIAL LOBBY AND CANAL BEYOND
0.09	AERIAL VIEW LOOKING NORTH
0.10	AERIAL VIEW LOOKING SOUTH
1.00	PROJECT INFORMATION
1.01	CONTEXT PLAN
1.02	PROJECT SITE PLAN
1.03	CIRCULATION PLAN
1.04	OPEN SPACE DIAGRAM
1.05	FIRE PROTECTION PLAN
1.06	SOLAR STUDY - MARCH 21
1.07	SOLAR STUDY - JUNE 21
1.08	SOLAR STUDY - SEPTEMBER 21
1.09	SOLAR STUDY - DECEMBER 21
2-RESIDENTIAL	
2.01	GROUND/1ST LEVEL PLAN
2.01A	GROUND / 1ST LEVEL ENLARGED PARTIAL PLAN
2.02	2ND LEVEL PLAN
2.03	3RD LEVEL PLAN
2.04	4TH LEVEL PLAN
2.05	MEZZANINE LEVEL
2.06	UPPER ROOF PLAN
2.07	SUB LEVEL P1 PLAN
2.08	SUB LEVEL P2 PLAN
2.09	BUILDING ELEVATIONS
2.10	CANAL ELEVATIONS
2.11	BUILDING ELEVATIONS
2.12	PARTIAL ELEVATION ENLARGED WITH MATERIAL
2.13	BUILDING SECTIONS
2.14	BUILDING SECTIONS
2.15	BUILDING STEPBACK INFORMATION
3-HOTEL	
3.01	GROUND & 1ST LEVEL PLAN
3.01A	ENLARGED PLAN AT CAMELBACK ROAD
3.01B	CAMELBACK ROAD AVERAGE SETBACK DIAGRAM
3.02	2ND & 3RD LEVEL
3.03	4TH & ROOFPENTHOUSE LEVEL
3.04	SUB LEVEL PLANS
3.05	BUILDING ELEVATIONS
3.06	BUILDING ELEVATIONS
3.07	PARTIAL ELEVATION ENLARGED WITH MATERIAL
3.08	BUILDING SECTIONS
3.09	BUILDING SECTIONS
3.10	BUILDING STEPBACK INFORMATION

WATERVIEW MIXED-USE HOTEL AND RESIDENTIAL PROJECT

COVER SHEET
0.00

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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19-ZN-2015
02/04/16



VIEW HOTEL AND SHOPS FROM CAMELBACK ROAD

0.01

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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



VIEW LOOKING NORTH FROM CAMELBACK



VIEW FROM ABOVE



VIEW LOOKING SOUTH FROM 73RD



APPROACH FROM WESTBOUND
ON CAMELBACK

VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION

0.02

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

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VIEW RESTAURANT AND HOTEL ENTRANCE FROM CAMELBACK

0.03

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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



HOTEL LOBBY VIEW

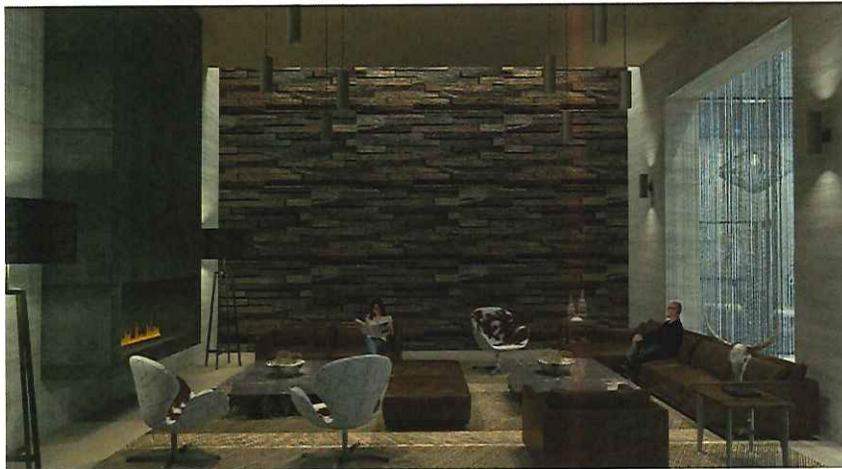
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01.27.2016

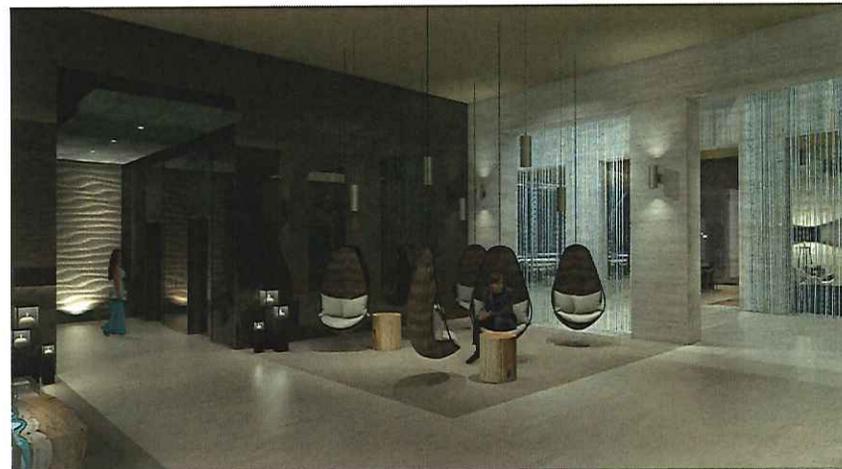
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WATERVIEW SCOTTSDALE
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LOUNGE



ELEVATOR LOBBY



CAMELBACK ENTRY



GRAND HALL

HOTEL INTERIOR VIEWS

0.05

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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VIEW RESIDENTIAL LOOKING NORTH DOWN 73RD STREET

0.06

01.27.2016

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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



VIEW RESIDENTIAL ENTRY DRIVE FROM 73RD STREET

0.07

01.27.2016

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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



VIEW RESIDENTIAL LOBBY AND CANAL BEYOND

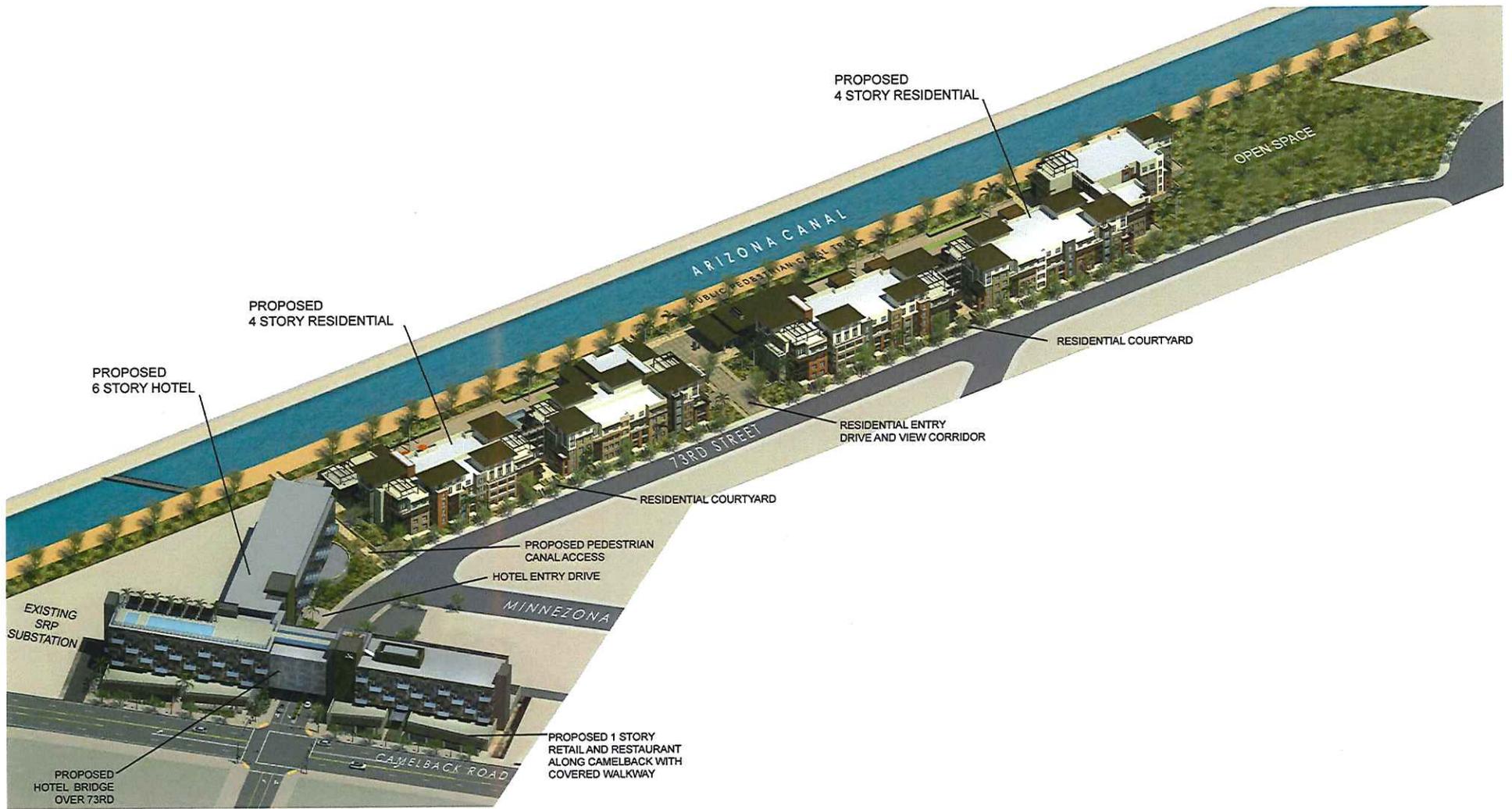
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01.27.2016

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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



AERIAL VIEW LOOKING NORTH

0.09

WATERVIEW SCOTTSDALE
 STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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AERIAL VIEW LOOKING SOUTH

0.10

WATERVIEW SCOTTSDALE
 STOCKDALE CAPITAL PARTNERS LLC

01.27.2016
 GMP ARCHITECTS-LA
 611 WILSHIRE BLVD. SUITE 400
 LOS ANGELES, CA 90017
 T: 213-234-8118
 F: 213-234-0119
 www.gmparchitects-la.com



RESIDENTIAL: 4 STORY TYPE V - 240 UNITS

RESID. UNIT SUMMARY

UNIT NAME	UNIT AREA (SF)	NO. UNIT	AVG UNIT AREA (SF)	UNIT %
S	15,729.04	31	507.39	12.9%
1B	66,922.37	91	735.41	37.9%
2B	101,304.99	91	1,113.24	37.9%
3B	10,387.50	8	1,298.44	3.3%
LOFT	17,265.85	19	1,209.12	7.9%
LOFT MEZZ	5,707.55	0	0	0.0%
TOTAL:	217,317.11	240	100.0%	

RESID. UNIT BREAK DOWN PER LEVEL

UNIT NAME	UNIT AREA	NO. UNIT	UNIT NAME	UNIT AREA	NO. UNIT
1ST/GROUND LEVEL					
S	4,153.50 SF	8	S	2,429.49 SF	5
1B	17,867.77 SF	24	1B	14,499.18 SF	20
2B	29,654.71 SF	27	2B	15,932.04 SF	14
3B	1,153.57 SF	1	3B	1,160.49 SF	1
LOFT	52,829.54 SF	60	LOFT	17,265.65 SF	19
2ND LEVEL					
S	4,153.50 SF	8	S	51,286.85 SF	59
1B	17,697.42 SF	24	MEZZANINE LEVEL		
2B	27,658.14 SF	25	LOFT MEZZ	5,707.55 SF	0
3B	4,036.82 SF	3	LOFT MEZZ	5,707.55 SF	0
LOFT	53,743.88 SF	60	TOTAL:	217,317.11 SF	240
3RD LEVEL					
S	4,992.56 SF	10			
1B	16,858.01 SF	23			
2B	27,862.11 SF	25			
3B	4,036.62 SF	3			
LOFT	53,749.29 SF	61			

RESID. PARKING SUMMARY

- PARKING REQUIRED:**
 - RESIDENTIAL:
 - a. UNIT 51B (1.5+0.25G) x 121 = 212
 - b. UNIT 2B (1.5+0.25G) x 92 = 161
 - c. UNIT 3B/LOFT (2.0+0.25G) x 27 = 61
 - 434 SPACES
- REQUIRED ACCESSIBLE PARKING:**
 - RESIDENTIAL 374 x 2% = 8
 - GUEST 92 x 2% = 3
 - TOTAL ACCESSIBLE SPACES = 11 (REQ'D PROVIDED)
- RESID. COMMERCIAL PARKING PROVIDED:**

PARKING TYPE	NO. PARKING
1ST/GROUND LEVEL	
DELIVERY	1
HC	1
STANDARD	3
TANDEM	5
SUB P1 LEVEL	
HC	10
STANDARD	259
TANDEM	4
TANDEM	273
SUB P2 LEVEL	
STANDARD	152
TANDEM	6
TANDEM	158
TOTAL PARKING PROVIDED:	436
- BICYCLE REQUIRED SPACES:**
 - 240 VEHICLE PARKING SPACES x 434 + 22 BICYCLE SPACES REQUIRED/PROVIDED

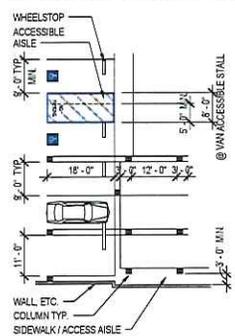
RESID. AREA SUMMARY (FAR)

NAME	AREA (GROSS)
RESIDENTIAL BLDG AREA (FAR)	
1ST/GROUND LEVEL	3,185.4 SF
FITNESS	3,783.4 SF
RECREATION	3,418.9 SF
RESIDENTIAL	59,742.4 SF
TOTAL	70,130.1 SF
2ND LEVEL	
GAME ROOM	3,996.9 SF
RESIDENTIAL	60,863.4 SF
TOTAL	64,860.3 SF
3RD LEVEL	
RESIDENTIAL	60,863.4 SF
TOTAL	60,863.4 SF
4TH LEVEL	
RESIDENTIAL	60,863.4 SF
TOTAL	60,863.4 SF
MEZZANINE LEVEL	
RESIDENTIAL	5,530.8 SF
TOTAL	5,530.8 SF
TOTAL	262,162.4 SF
PRIVATE RESID. OPEN SPACE	
NAME	COUNT
BALCONIES	160
TERRACE	52
TOTAL NO. OF TERRACE & BALCONIES	212
BALCONIES/TERRACE ARE 60 SF EACH MIN.	

RESID. GARAGE AREA:

RESID. PARKING SUB P1	114,929 SF
RESID. PARKING SUB P2	64,064 SF
TOTAL	178,993 SF

PARKING DIMENSION DIAGRAM



HOTEL: 6 STORY TYPE I - 269 GUEST ROOMS

HOTEL GUEST ROOM SUMMARY

ROOM NAME	UNIT AREA	NO. UNIT
HOTEL-1ST LEVEL		
G	23,545.9 SF	55
SUITE	4,331.1 SF	5
TOTAL	27,877.0 SF	60
HOTEL-2ND LEVEL		
G	25,576.3 SF	60
SUITE	4,331.1 SF	5
TOTAL	29,907.3 SF	65
HOTEL-3RD LEVEL		
G	26,898.6 SF	63
SUITE	4,331.1 SF	5
TOTAL	31,229.6 SF	68
HOTEL-4TH LEVEL		
G	26,898.6 SF	63
SUITE	4,331.1 SF	5
TOTAL	31,229.6 SF	68
HOTEL-ROOF/PENTHOUSE LEVEL		
PENTHOUSE	1,337.5 SF	1
SUITE	5,987.0 SF	7
TOTAL	7,324.5 SF	8
TOTAL:	127,568.1 SF	269

HOTEL / RETAIL PARKING SUMMARY

- HOTEL / RETAIL PARKING REQUIRED (SPACES):**
 - HOTEL: 1 PER G. ROOM = 269
 - RETAIL: 1,000 x 4,320 SF = 114
 - RESTAURANT: 150 x 5,752 SF = 129
 - TOTAL PARKING REQ'D: 269 + 129 = 398 (HOTEL + RETAIL)
- REQUIRED ACCESSIBLE PARKING:**
 - 0 TO 100 SPACES = 8
 - TOTAL REQUIRED / PROVIDED = 8

NOTE: STALL DIMENSIONS ARE 9'X16' CLEAR WITH 5' ACCESS SPACE OR 8' ACCESS SPACE AT VAN PARKING

- HOTEL / RETAIL PARKING PROVIDED:**

GROUND/STREET LEVEL	NO. PARKING
HOTEL HC	2
HOTEL PARKING	27
LOADING	2
TOTAL	31

SUB P1-B LEVEL	NO. PARKING
HOTEL HC	6
HOTEL PARKING	181
TOTAL	187

SUB P2-B LEVEL	NO. PARKING
HOTEL PARKING	187
TOTAL	187

HOTEL GARAGE AREA:

HOTEL PARKING SUB P1	61,265 SF
HOTEL PARKING SUB P2	65,771 SF
TOTAL	127,037 SF

HOTEL AREA SUMMARY (FAR)

NAME	AREA (GROSS)
HOTEL BLDG AREA (FAR)	
GROUND/STREET LEVEL	
DAY SPA	2,893.8 SF
EVENT RECEPTION	1,651.1 SF
LOBBY/Lounge	8,349.4 SF
MEETING	7,946.3 SF
RESTAURANT	5,742.2 SF
RETAIL	4,171.3 SF
TOTAL	30,753.2 SF
HOTEL-1ST LEVEL	
HOTEL BLDG AREA	36,356.3 SF
TOTAL	36,356.3 SF
HOTEL-2ND LEVEL	
HOTEL BLDG AREA	38,076.0 SF
TOTAL	38,076.0 SF
HOTEL-3RD LEVEL	
HOTEL BLDG AREA	38,076.0 SF
TOTAL	38,076.0 SF
HOTEL-4TH LEVEL	
HOTEL BLDG AREA	38,076.0 SF
TOTAL	38,076.0 SF
HOTEL-ROOF/PENTHOUSE LEVEL	
HOTEL BLDG AREA	9,047.8 SF
ROOF LOUNGE	3,665.0 SF
TOTAL	12,712.8 SF
TOTAL	194,050.2 SF
RETAIL & RESTAURANT AREA:	
RESTAURANT	5,752 SF
RETAIL	4,320 SF
TOTAL:	10,072 SF

ZONING INFORMATION

PARCEL NO. 1 - ZONING DISTRICT: R1-7 (SINGLE FAMILY RESIDENTIAL)

SETBACKS:
FRONT: 20'
SIDE: 5' W/4' AGGREGATE
REAR: 25'

MAXIMUM BLDG HEIGHT: 30'

PARCEL NO. 2 - 14 - ZONING DISTRICT: D / OR-2 PDB (DO-TYPE 2) (DOWNTOWN - OFFICE / RESIDENTIAL INTERMEDIATE DENSITY)

SETBACKS:
FRONT: 30' / CURB
SIDE: NONE
REAR: NONE

MAXIMUM BLDG HEIGHT:
68' RESIDENTIAL BUILDING
84' HOTEL

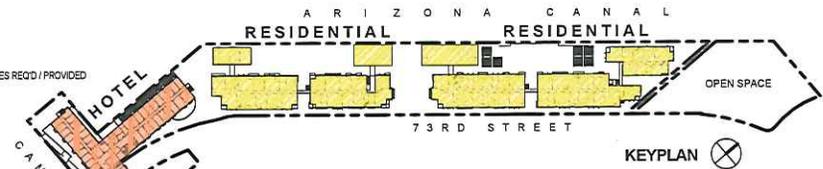
LOT AREA:
NET: 7.3254 ACS. INCLUDES THE SRP PARCEL (0.235 ACS) AND THE PARK / OPEN SPACE (1.1629 ACS)
GROSS: 9.1418 ACS. INCLUDES SRP GROSS (0.4128 ACS) AND THE PARK AREA (1.4636 ACS)

WITHOUT THE PARK (OPEN SPACE):
NET: 6.1425 ACS
GROSS: 7.6762 ACS

RESIDENTIAL DENSITY:
6.1425 ACS x 50 UNITS / AC = 307 UNITS MAX.
(PROPOSED DENSITY = 39 UNITS / AC)

FAR:
ALLOWABLE FAR: 267,567 SF (6.1425 ACS) x 2 = 535,135 SF
PROPOSED FAR: 194,050 (HOTEL) + 262,162 (RESID) = 456,212 SF

OPEN SPACE:
SEE SHEET 1.04 FOR ADDITIONAL INFORMATION



PROJECT INFORMATION

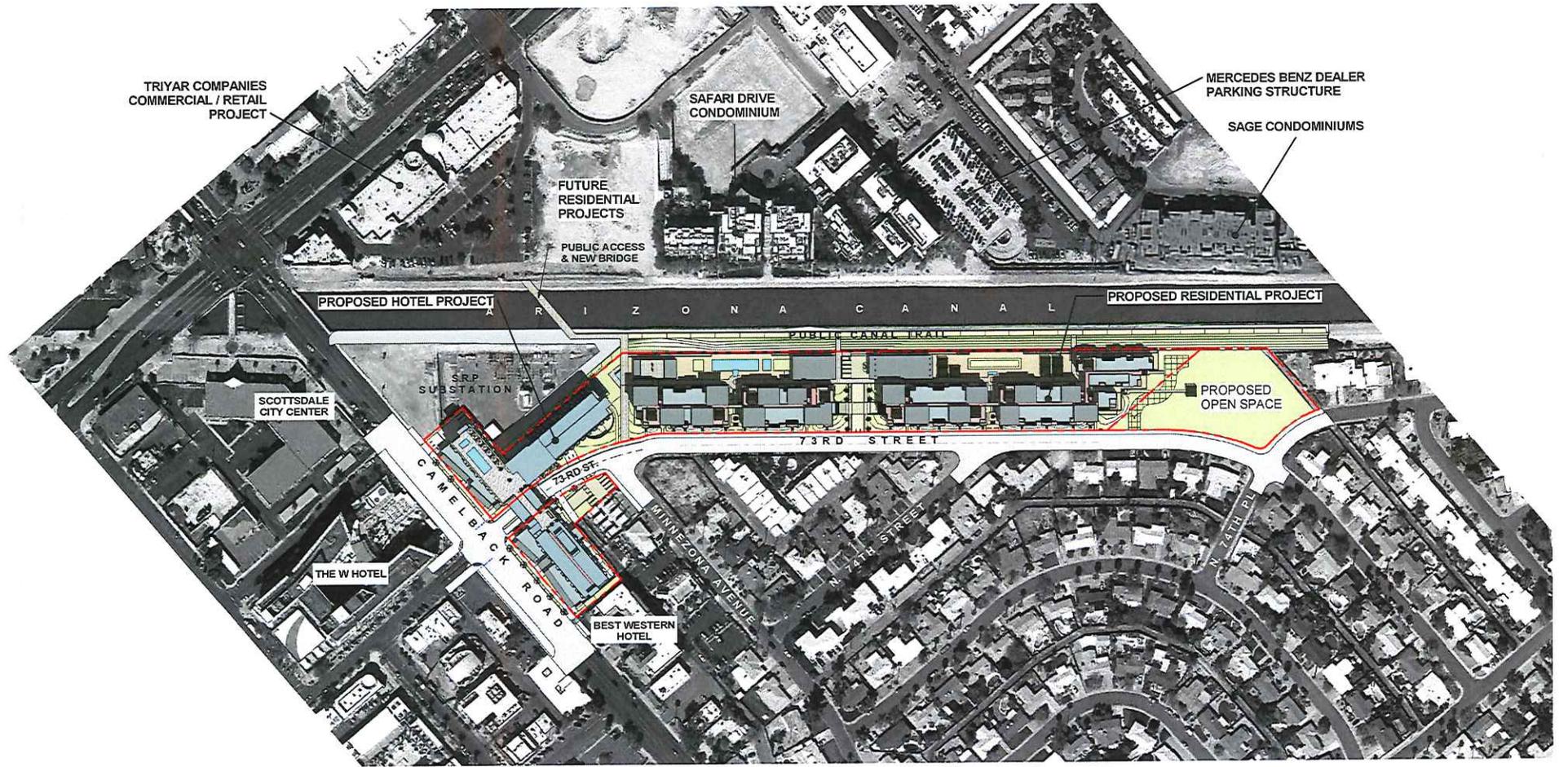
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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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0 50 100 200

1" = 100'

CONTEXT PLAN

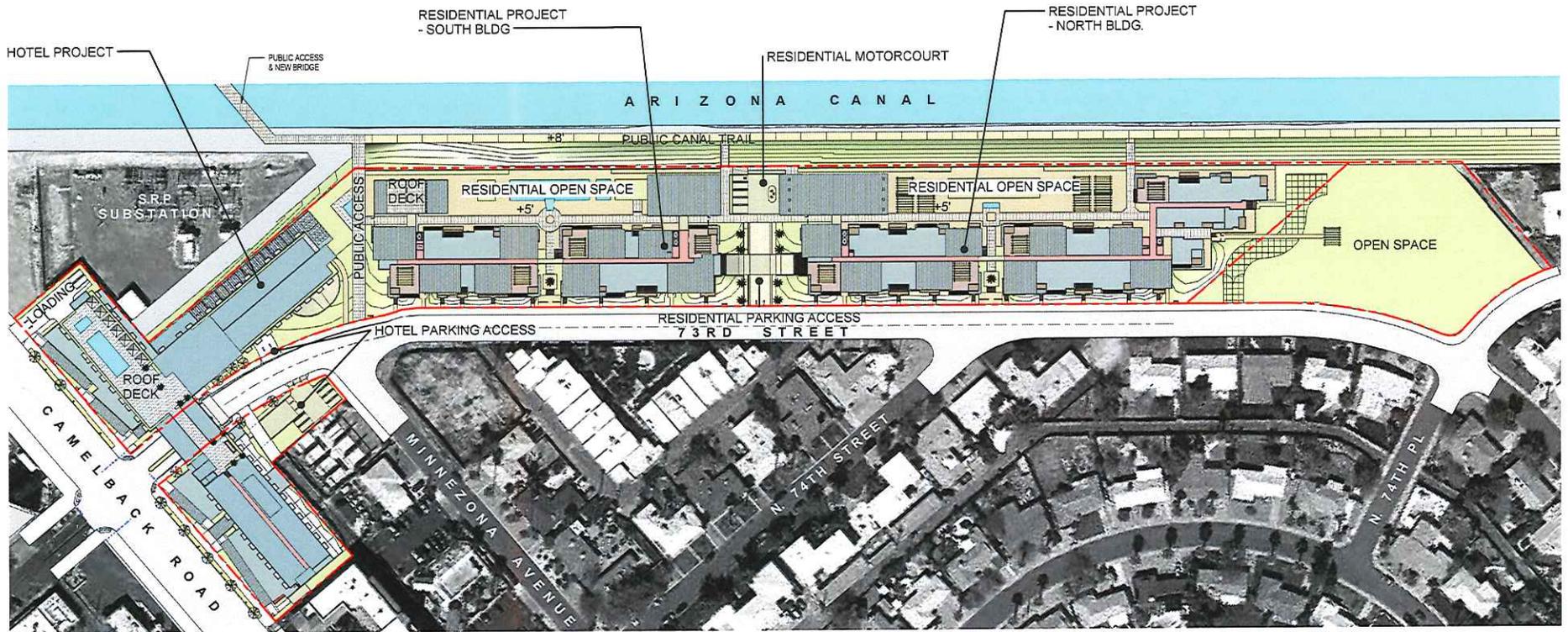
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0 30 60 120
1" = 60'

PROJECT SITE PLAN

1.02

01.27.2016

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CIRCULATION LEGEND

- PEDESTRIAN PUBLIC
- PEDESTRIAN PRIVATE
- VEHICULAR
- SERVICE
- EMERGENCY VEHICLE ACCESS



0 30 60 120
1" = 60'

CIRCULATION PLAN

1.03

01.27.2016

GMP ARCHITECTS-LA
811 WALLING DOWD SUITE 600
LOS ANGELES, CA 90017
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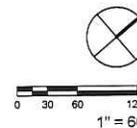
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WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



OPEN SPACE LEGEND

ADJACENT OPEN SPACE LANDSCAPE	28,687 SF
BUILDING COVERAGE	135,555 SF
PRIVATE RESIDENTIAL OPEN SPACE	49,296 SF
PROJECT PERIMETER LANDSCAPE OPEN SPACE & DRIVEWAY AREA	72,195 SF
OPEN SPACE	58,636 SF
EMERGENCY VEHICLE ACCESS	5,421 SF
	<hr/> 343,054 SF



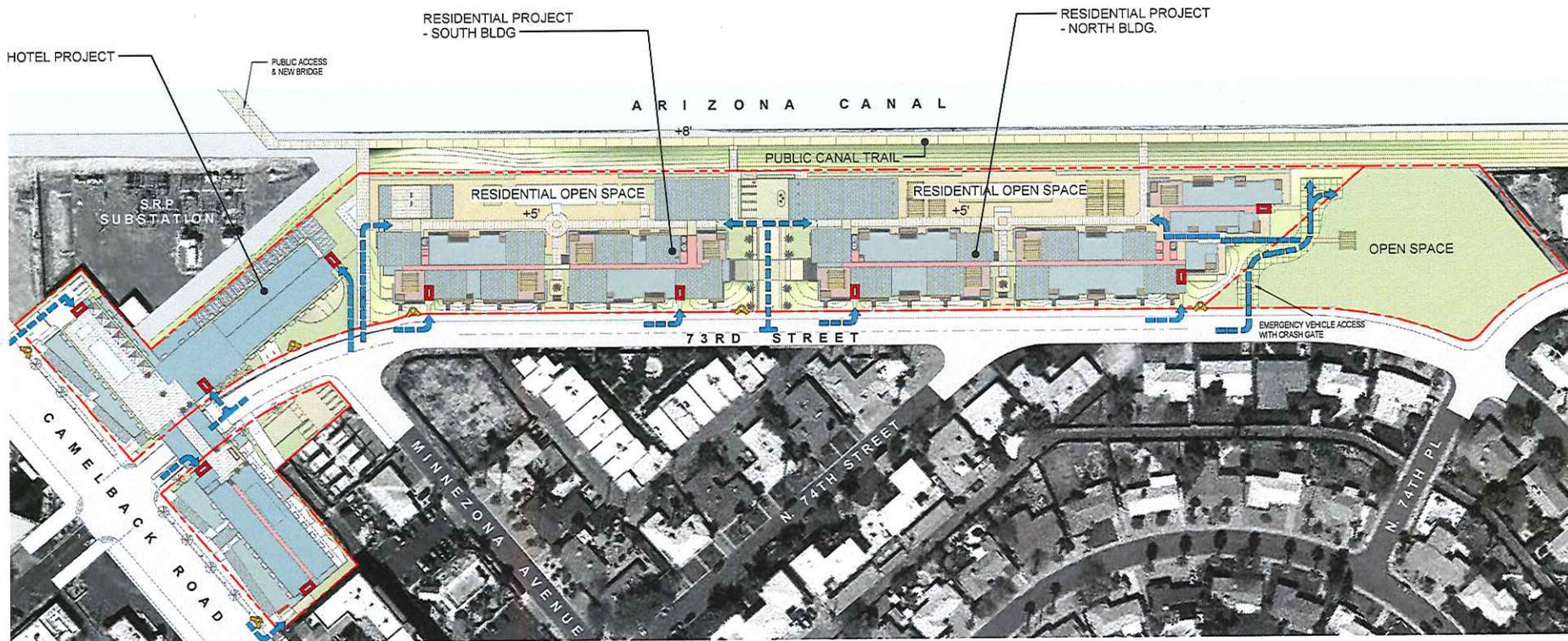
OPEN SPACE DIAGRAM
1.04

01.27.2016

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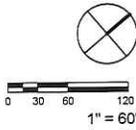
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FIRE PROTECTION LEGEND

-  FIRE HYDRANT
-  BUILDING STAIRWELL WITH STANDPIPE LOCATION
-  FIRE DEPARTMENT ACCESS



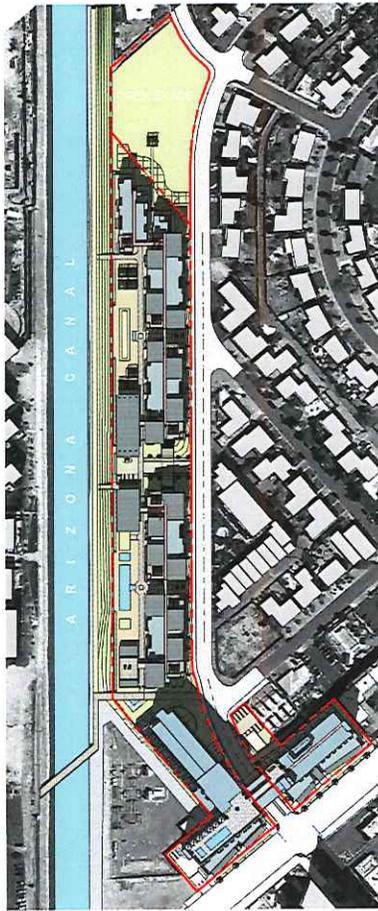
FIRE PROTECTION PLAN
1.05

01.27.2016
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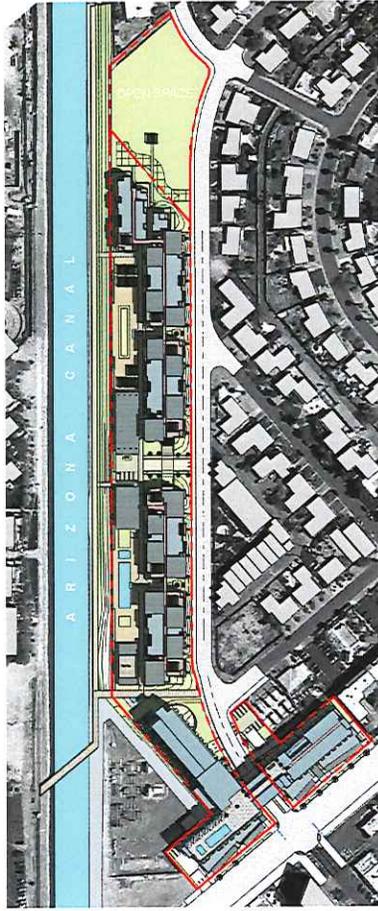
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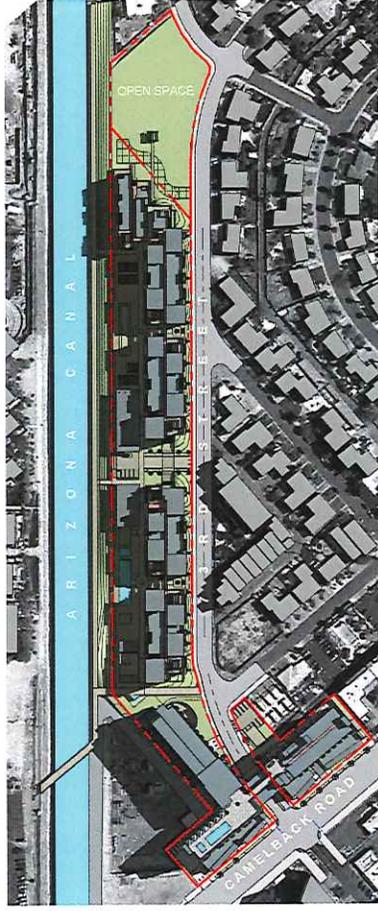
03-21 6PM
N.T.S. SUNSET AT 6:40PM
(YEAR OF 2015) ⑤



03-21 3PM
N.T.S. ④



03-21 12PM
N.T.S. ③



03-21 9AM
N.T.S. ②



03-21 6AM
N.T.S. SUNRISE AT 6:30AM
(YEAR OF 2015) ①



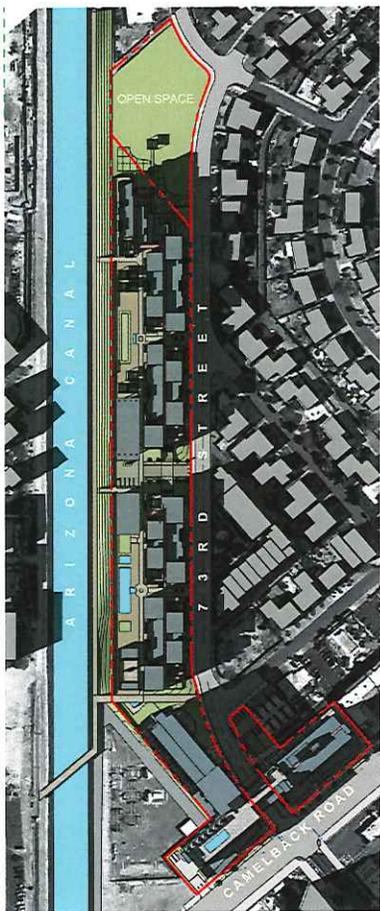
SOLAR STUDY - MARCH 21
1.06

01.27.2016

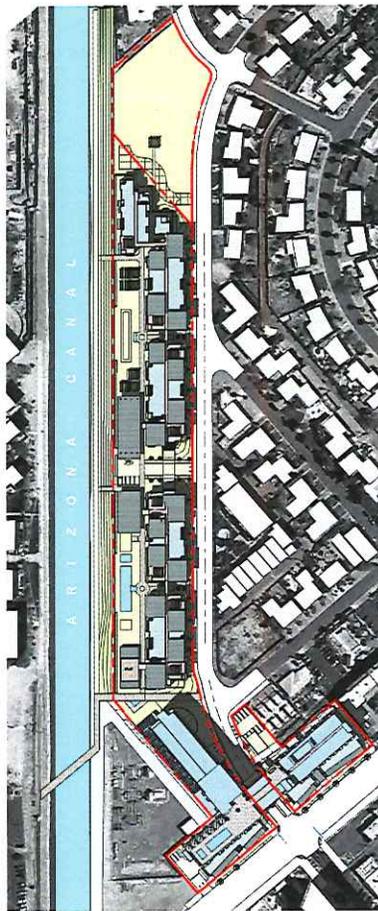
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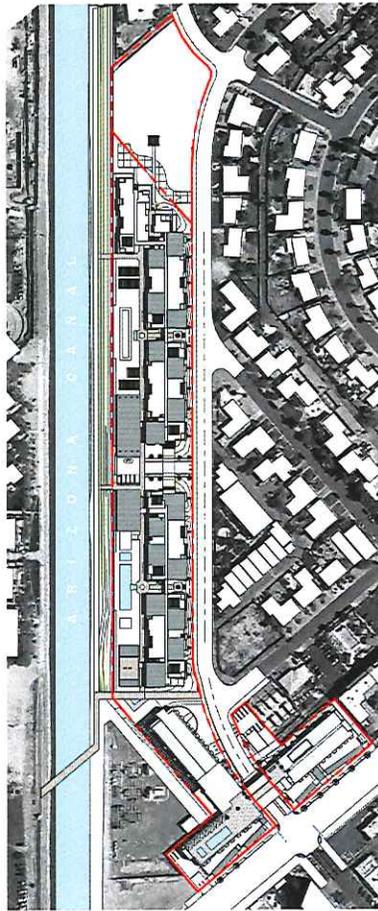
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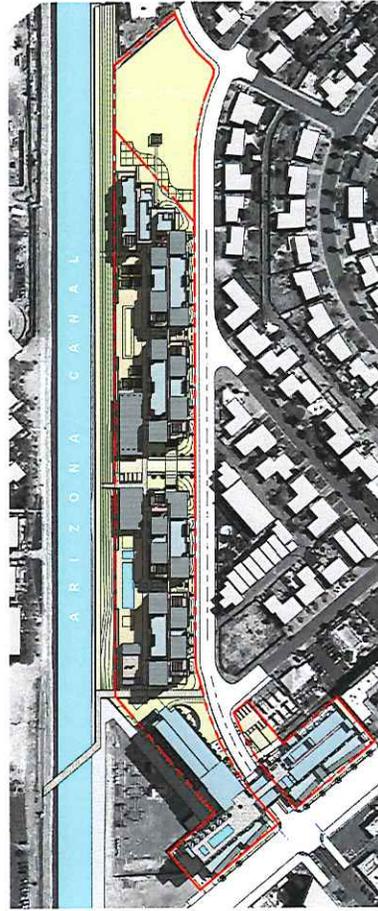
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(YEAR OF 2015) ⑤



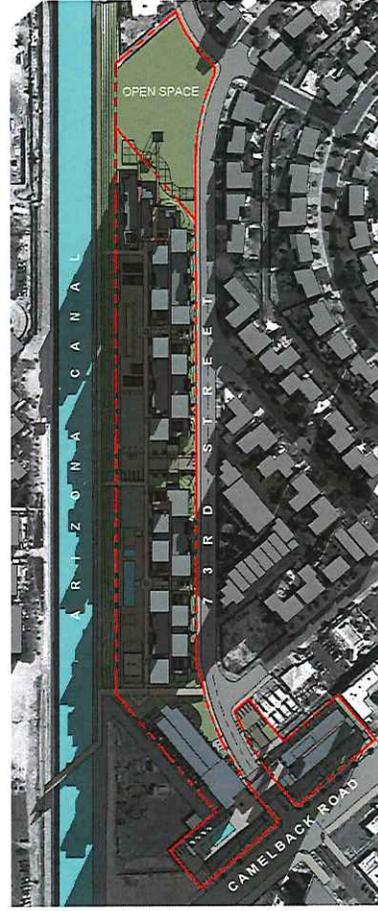
06-21 3PM
N.T.S. ④



06-21 12PM
N.T.S. ③



06-21 9AM
N.T.S. ②



06-21 6AM
N.T.S. SUNRISE AT 5:18AM
(YEAR OF 2015) ①



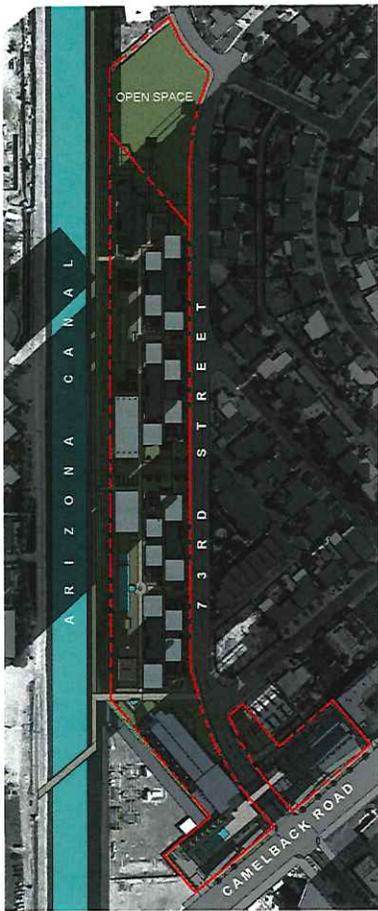
SOLAR STUDY - JUNE 21
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01.27.2016

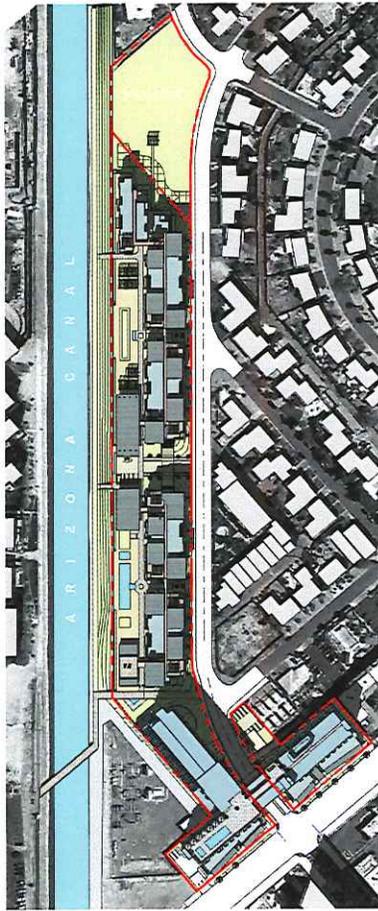
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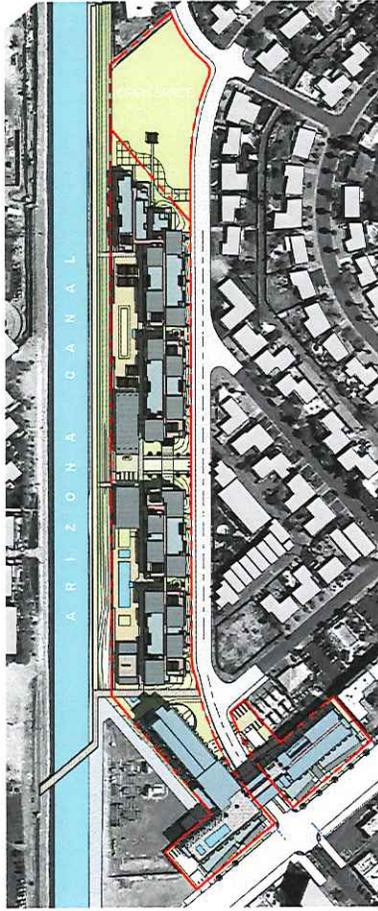
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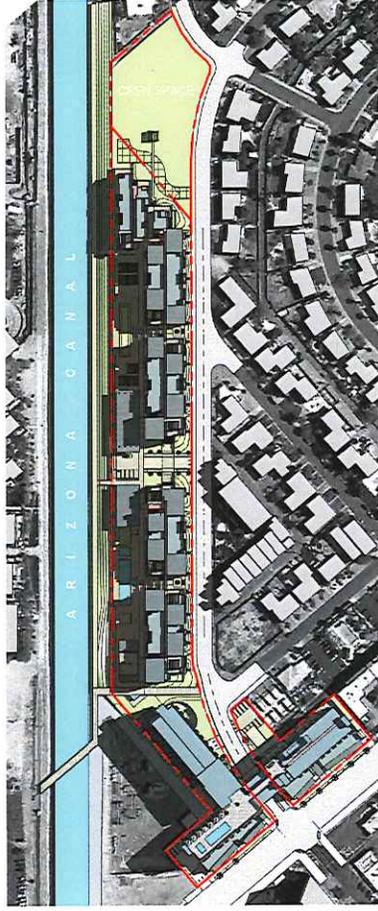
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(YEAR OF 2015) ⑤



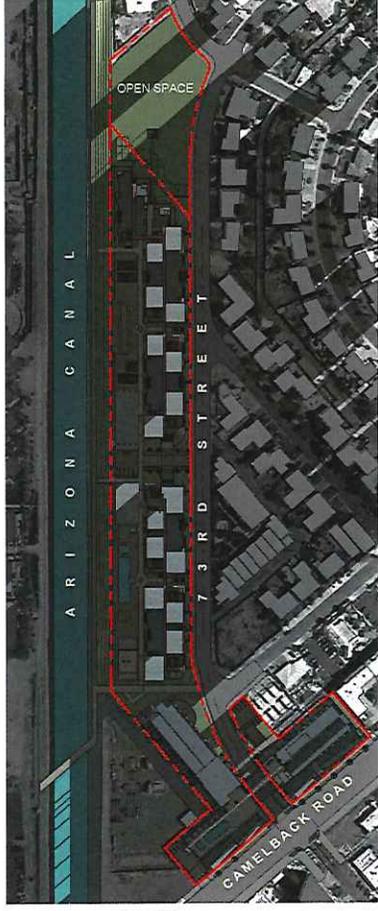
09-21 3PM
N.T.S. ④



09-21 12PM
N.T.S. ③



09-21 9AM
N.T.S. ②



09-21 6AM
N.T.S. SUNRISE AT 6:15AM
(YEAR OF 2015) ①



SOLAR STUDY - SEPTEMBER 21

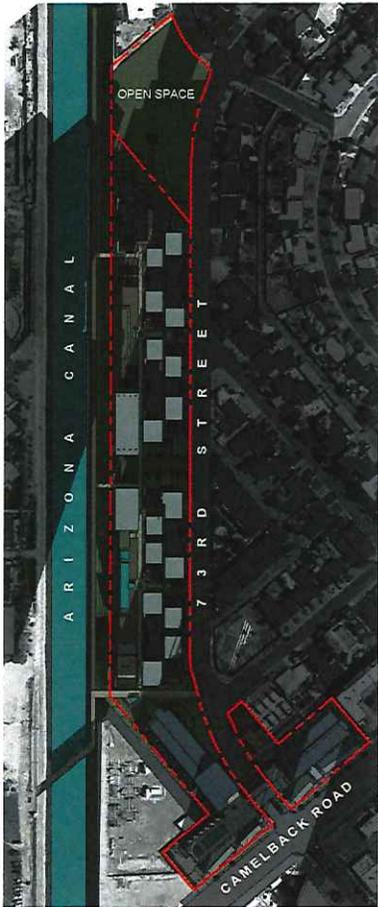
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01.27.2016

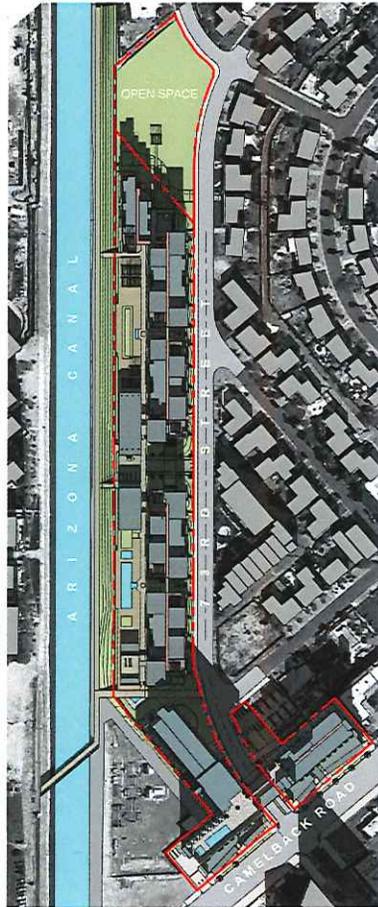
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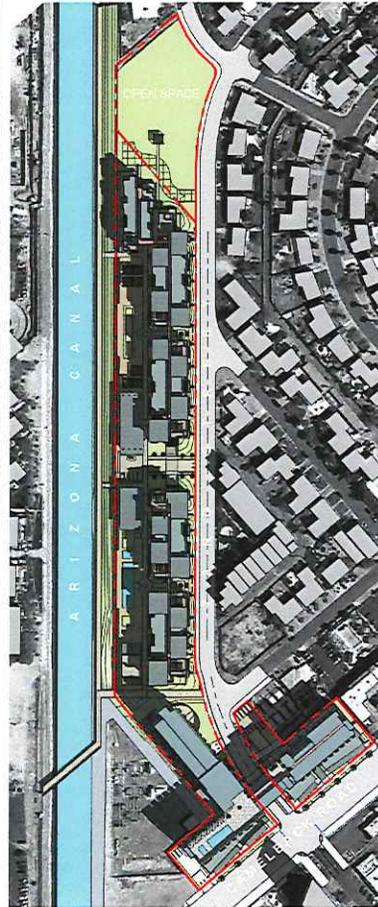
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12-21 6PM
N.T.S. SUNSET AT 3:24PM
(YEAR OF 2015) ⑤



12-21 3PM
N.T.S. ④



12-21 12PM
N.T.S. ③



12-21 9AM
N.T.S. ②



12-21 6AM
N.T.S. SUNRISE AT 7:28AM
(YEAR OF 2015) ①

01.27.2016

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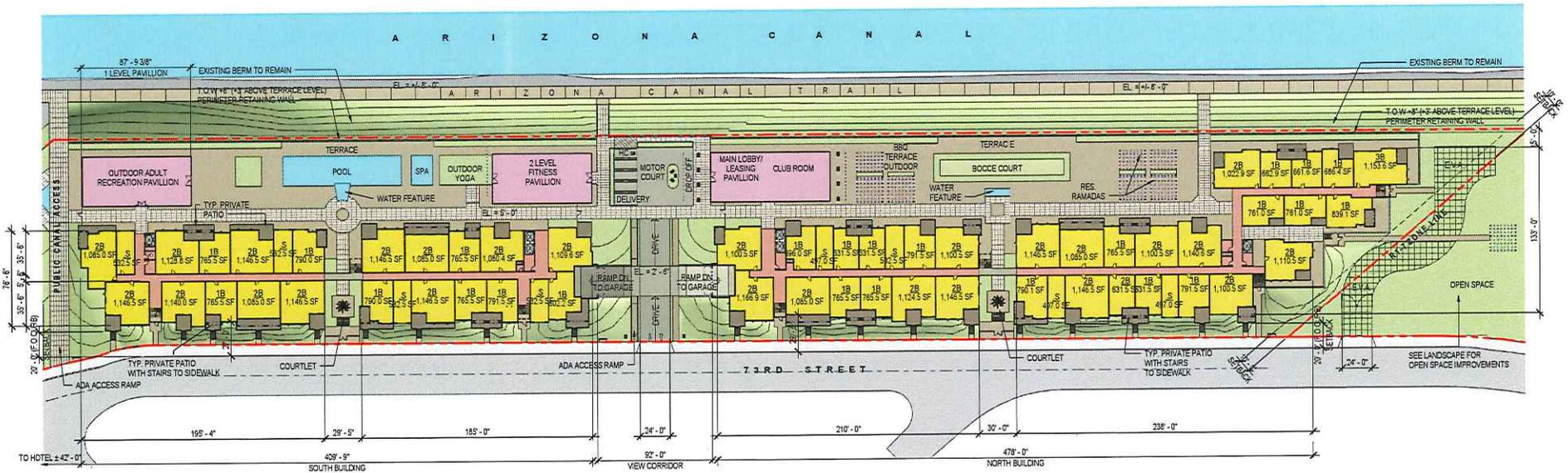
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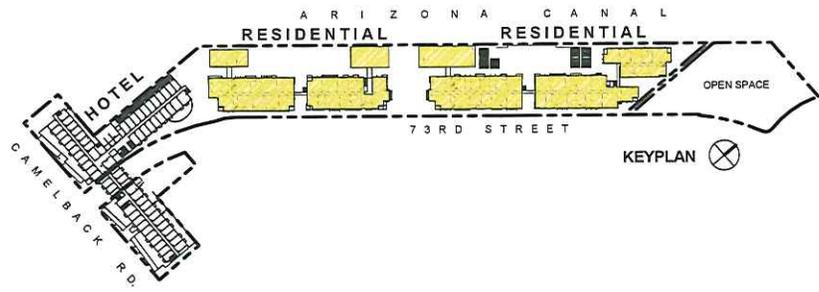
SOLAR STUDY - DECEMBER 21

1.09

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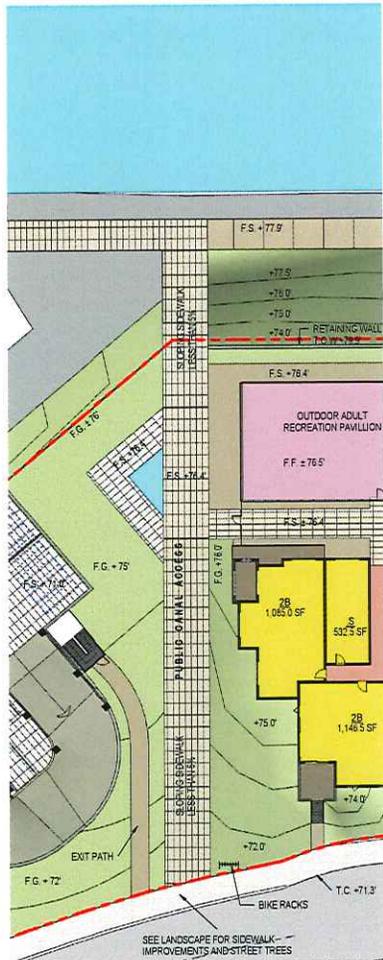
RESID. PARKING AT GROUND/1ST LEVEL	
DELIVERY	1
HC	1
STANDARD	3
	5



GROUND/1ST LEVEL PLAN
RESIDENTIAL PROJECT 2.01

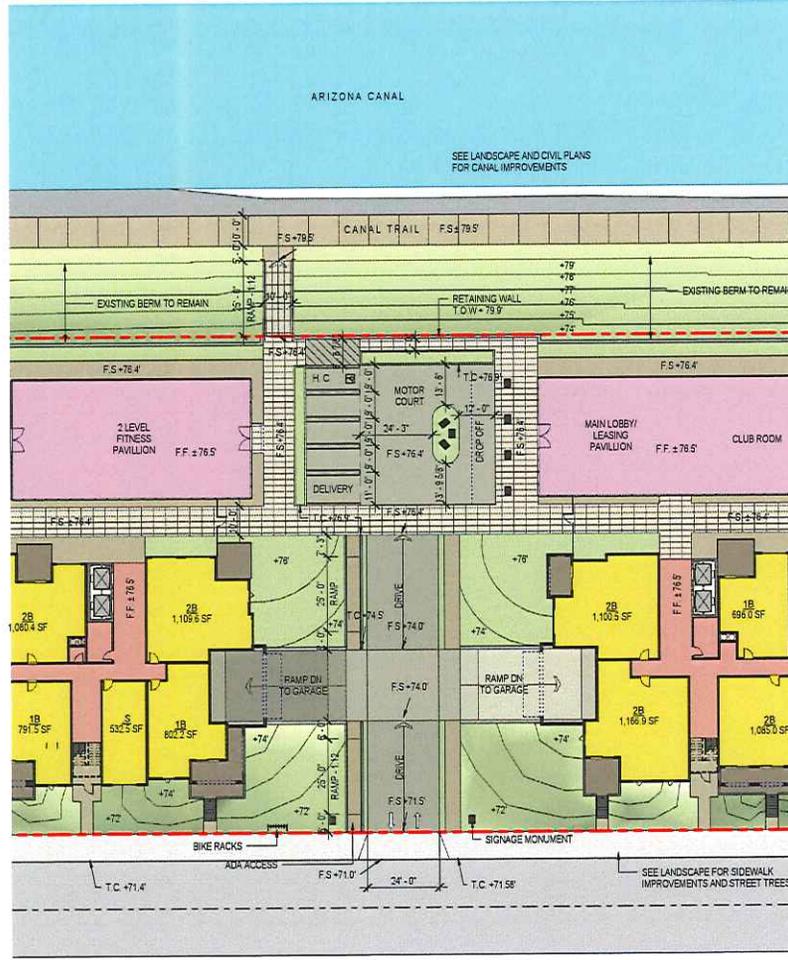
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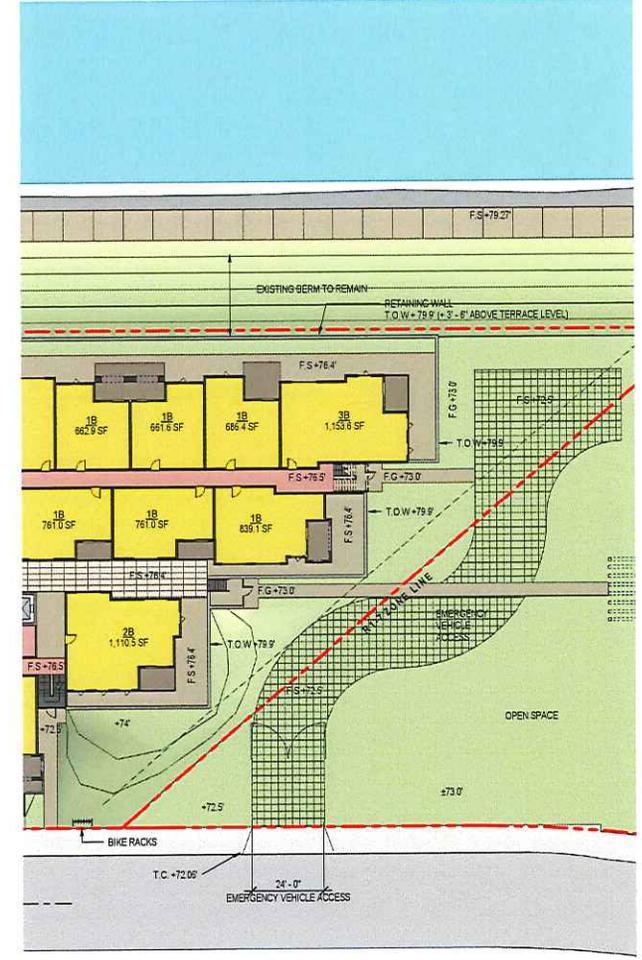
1ST/GROUND LEVEL (SOUTH END)
1" = 20'-0"

①



1ST/GROUND LEVEL (MOTOR COURT)
1" = 20'-0"

②



1ST/GROUND LEVEL (NORTH END)
1" = 20'-0"

③

GROUND / 1ST LEVEL ENLARGED PARTIAL PLAN

2.01A

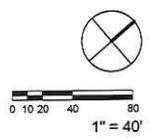
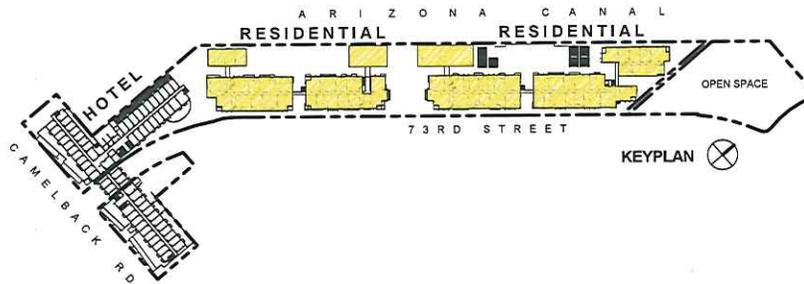
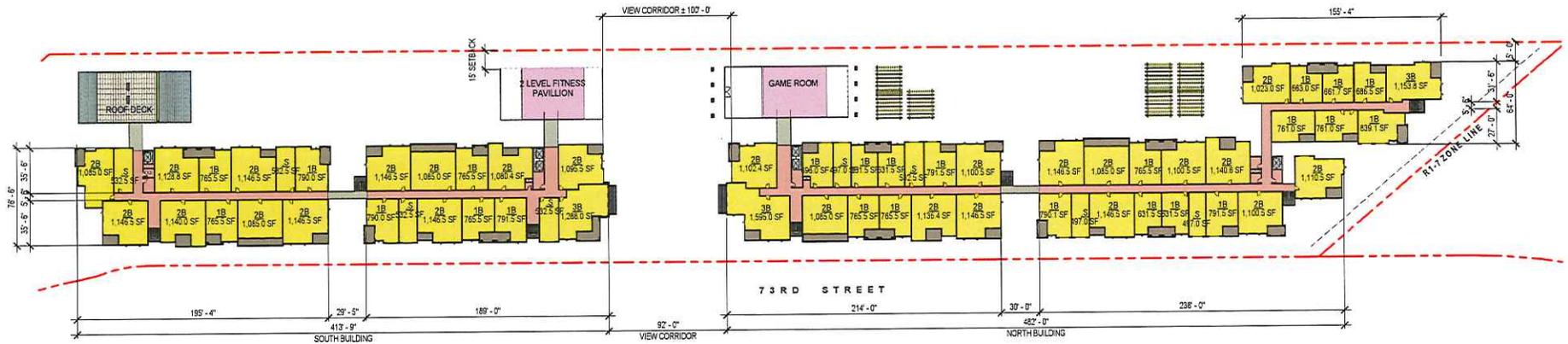
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A R I Z O N A C A N A L



2ND LEVEL PLAN
2.02

RESIDENTIAL PROJECT

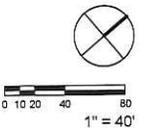
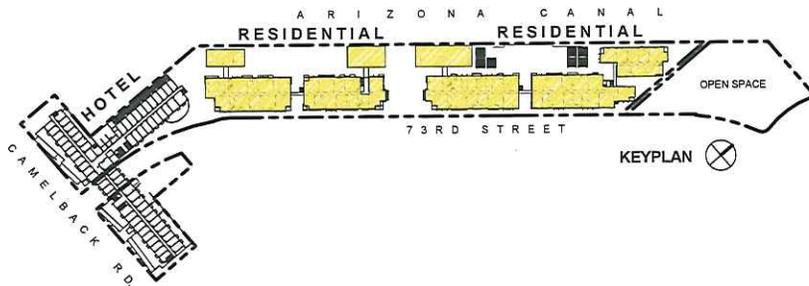
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A R I Z O N A C A N A L



3RD LEVEL PLAN
2.03

RESIDENTIAL PROJECT

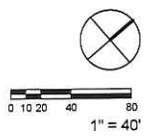
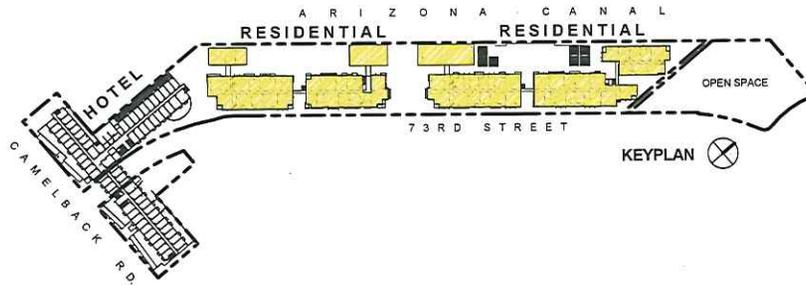
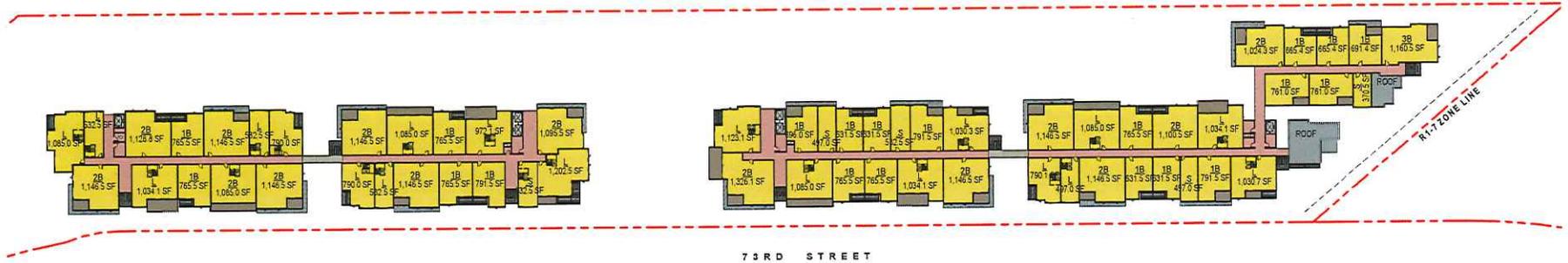
WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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011 WILSHIRE BLVD, SUITE 600
LOS ANGELES, CA 90017
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A R I Z O N A C A N A L



4TH LEVEL PLAN

RESIDENTIAL PROJECT

2.04

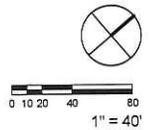
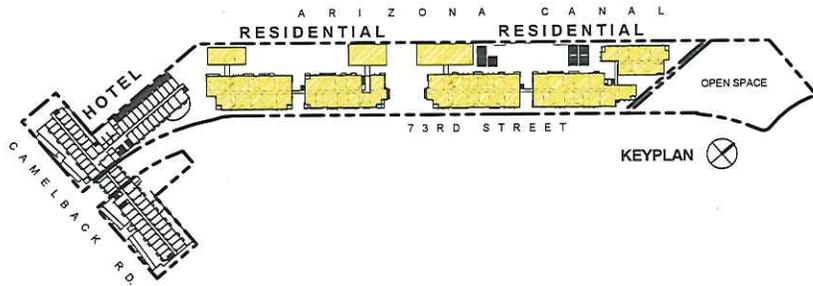
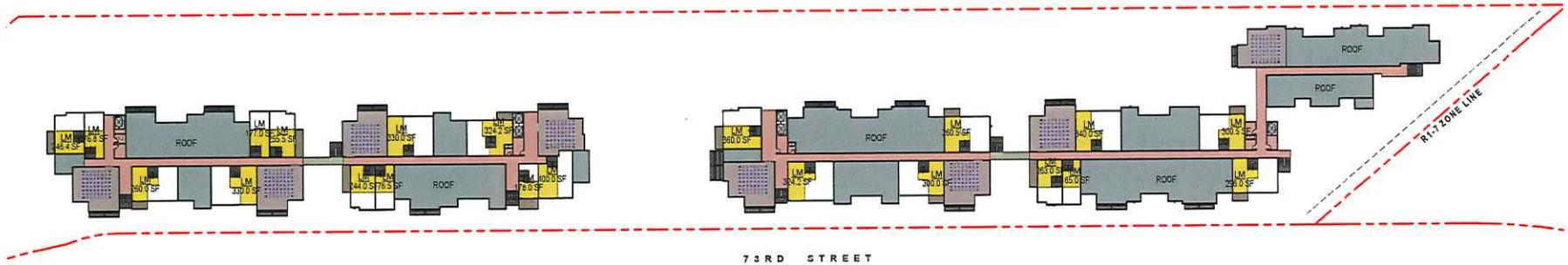
WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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811 WALSH RD. SUITE 000
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A R I Z O N A C A N A L



RESIDENTIAL PROJECT

MEZZANINE LEVEL
2.05

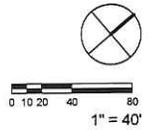
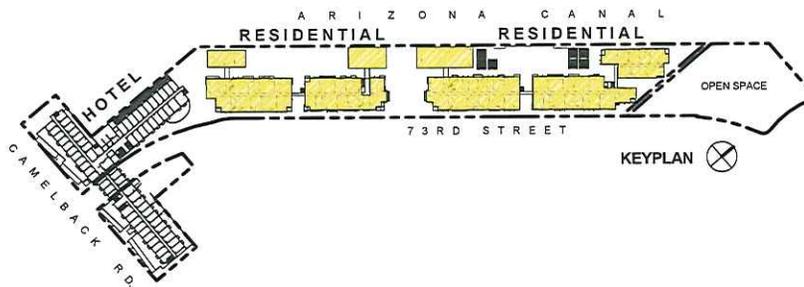
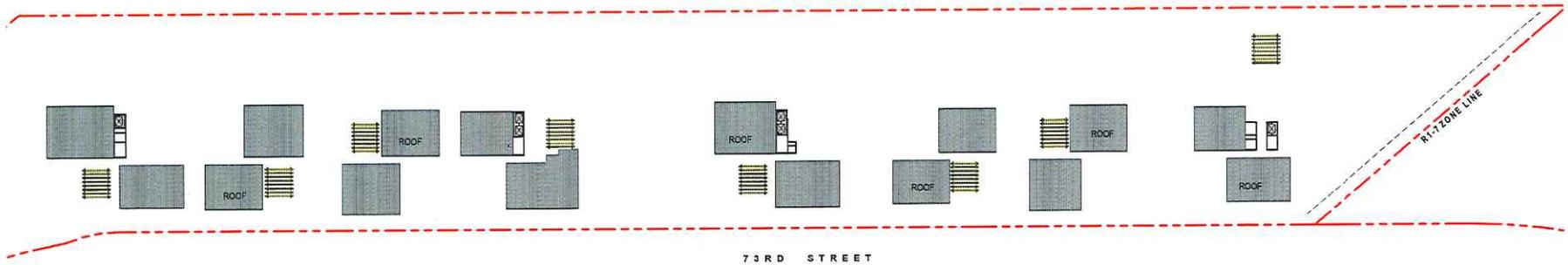
WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

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UPPER ROOF PLAN 2.06

RESIDENTIAL PROJECT

WATERVIEW SCOTTSDALE

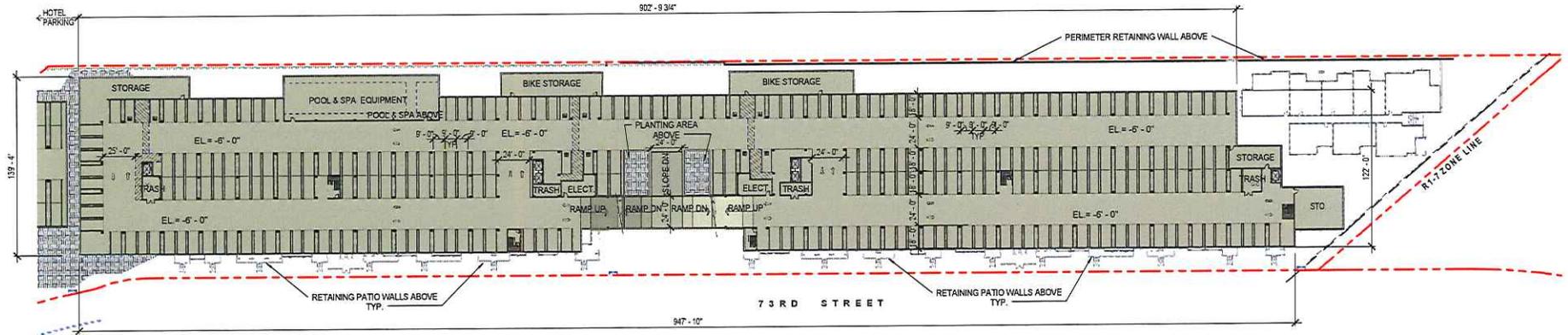
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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811 WILD BIRD BLVD. SUITE 600
LOS ANGELES, CA 90017
T 213-234-0118
F 213-234-0119

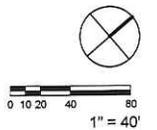
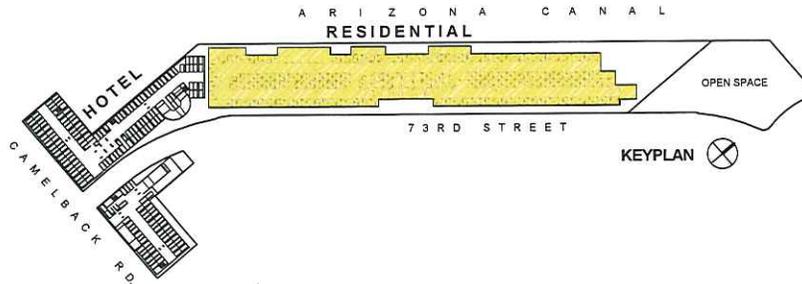
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A R I Z O N A C A N A L



RESID. PARKING P1	
HC	10
STANDARD	259
TANDEM	4
	273

NOTE:
TRASH CHUTES OCCUR AT FOUR LOCATIONS ON EACH RESIDENTIAL FLOOR. FOUR DEDICATED TRASH ROOMS ARE LOCATED IN THE P1 GARAGE FOR PRIVATE PICK UP COLLECTION.



SUB LEVEL P1 PLAN

RESIDENTIAL PROJECT 2.07

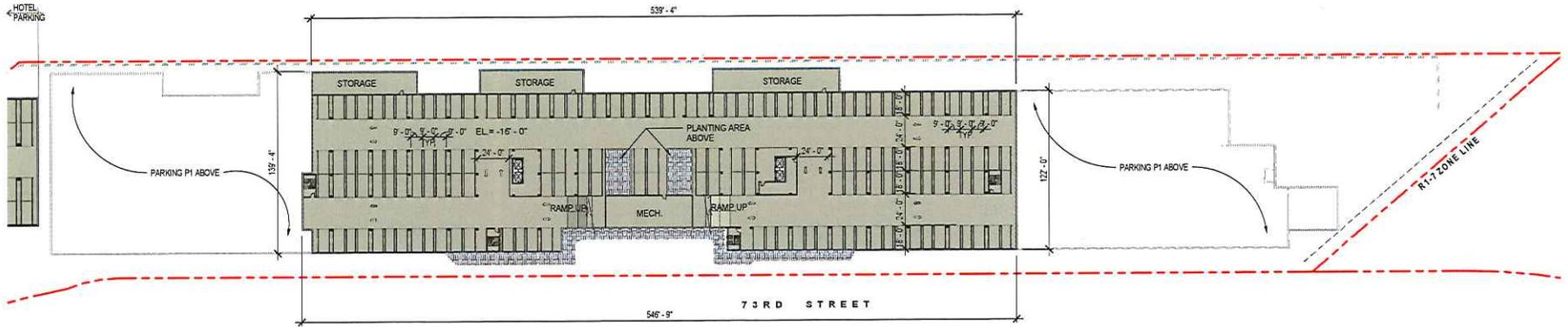
WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

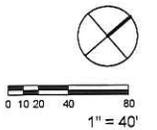
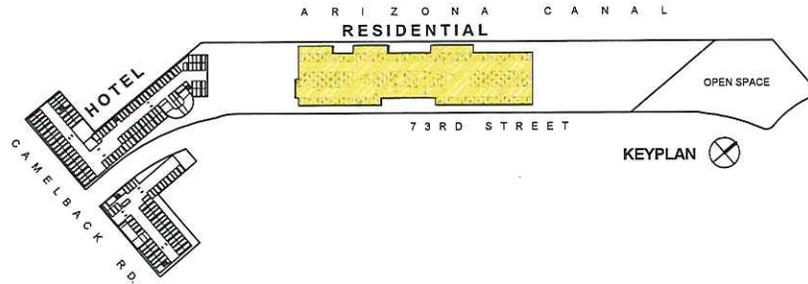
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811 WALSH BLVD. SUITE 500
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T 213-234-8118
F 213-234-0118

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A R I Z O N A C A N A L



RESID. PARKING P2	
STANDARD	152
TANDEM	6
	158



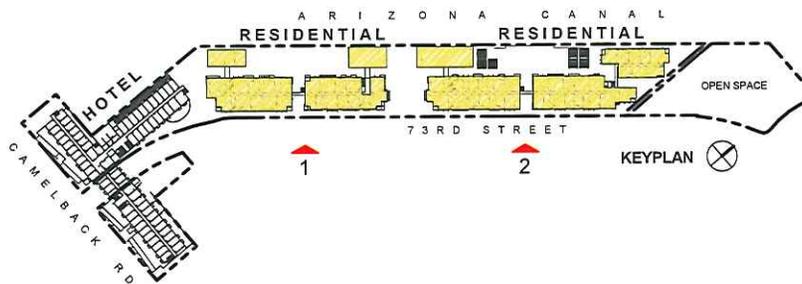
SUB LEVEL P2 PLAN

RESIDENTIAL PROJECT 2.08

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STOCKDALE CAPITAL PARTNERS LLC

01.27.2018
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0 5 10 20 40
1" = 20'

73RD STREET ELEVATIONS
BUILDING ELEVATIONS
RESIDENTIAL PROJECT 2.09

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

GMP ARCHITECTS-LA
811 WALSH ST. GND. SUITE 0500
LOS ANGELES, CA 90017
T 213-204-0110
F 213-204-0119

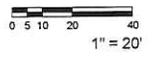
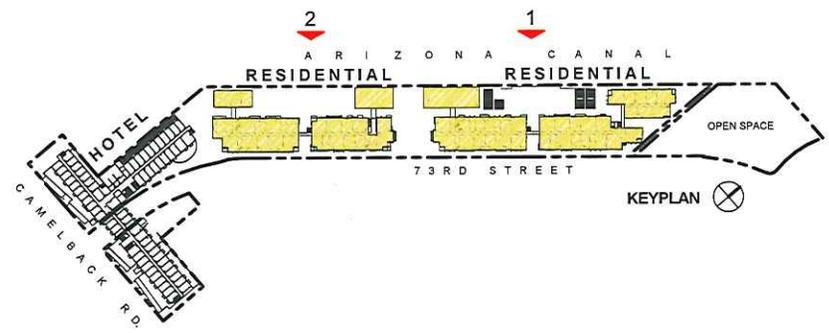
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CANAL ELEVATION NORTHERN PORTION ①
1" = 20'-0"



CANAL ELEVATION SOUTHERN PORTION ②
1" = 20'-0"



CANAL ELEVATIONS
RESIDENTIAL PROJECT 2.10

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

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NORTHERN BLDG - SOUTH ELEVATION
1" = 20'-0"



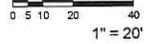
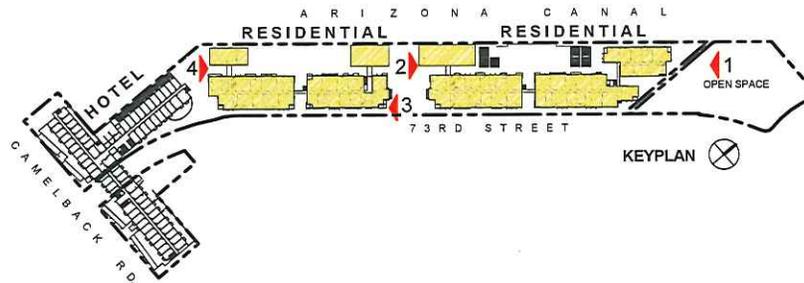
NORTHERN BLDG - NORTH ELEVATION
1" = 20'-0"



SOUTHERN BLDG - SOUTH ELEVATION
1" = 20'-0"



SOUTHERN BLDG - NORTH ELEVATION
1" = 20'-0"



BUILDING ELEVATIONS
RESIDENTIAL PROJECT 2.11

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

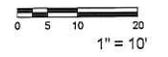
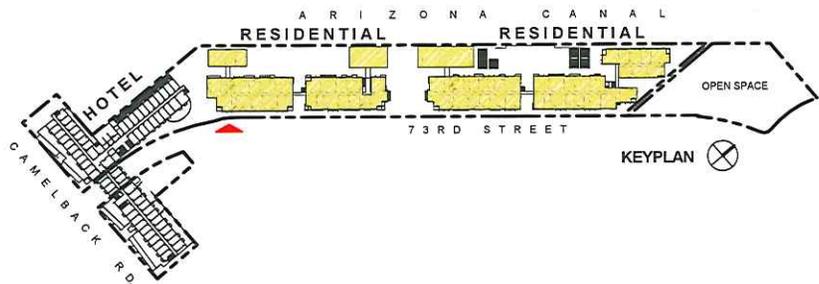
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* SAGE
 TERRA COTTA
 PALE YELLOW OAK
 DARK BEIGE
 OFF WHITE

PARTIAL ELEVATION ENLARGED WITH MATERIAL 1
 1" = 10'-0"

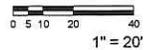
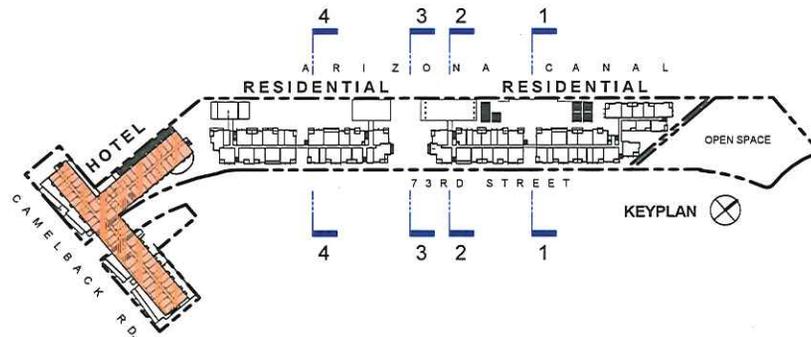
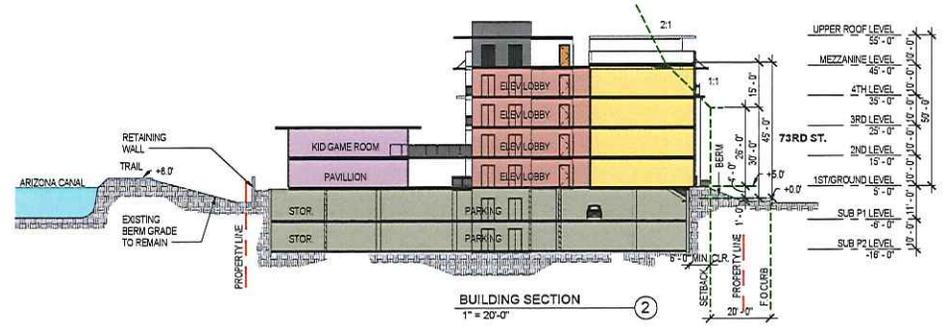
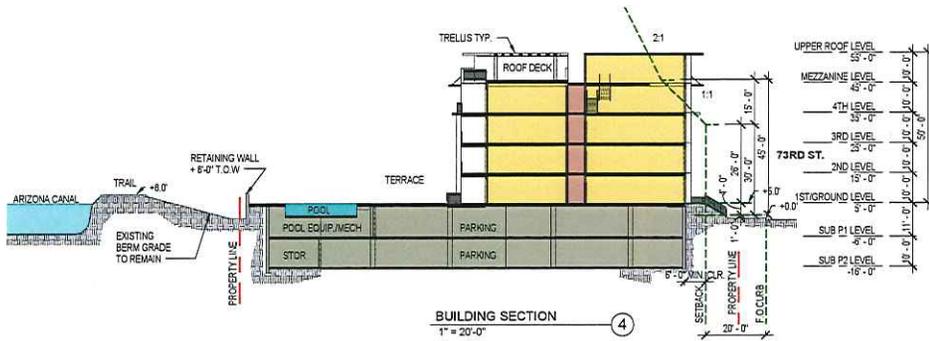


PARTIAL ELEVATION ENLARGED WITH MATERIAL
 RESIDENTIAL PROJECT 2.12

WATERVIEW SCOTTSDALE
 STOCKDALE CAPITAL PARTNERS LLC

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BUILDING SECTIONS
RESIDENTIAL PROJECT 2.13

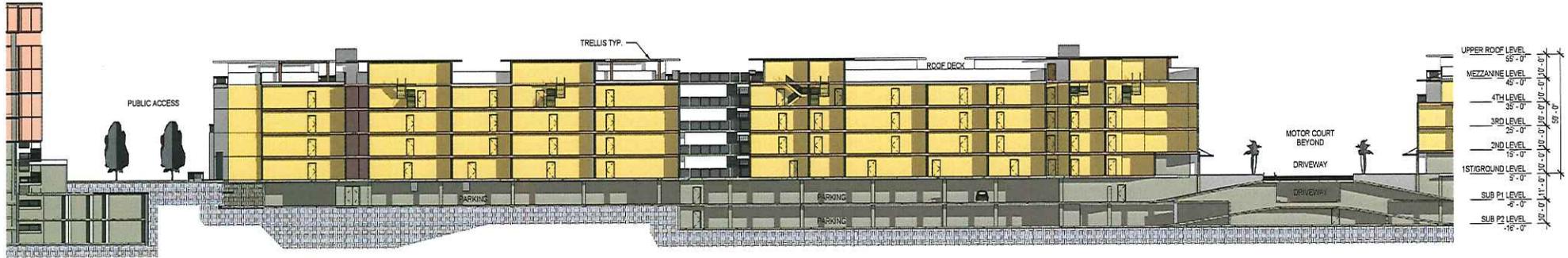
WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

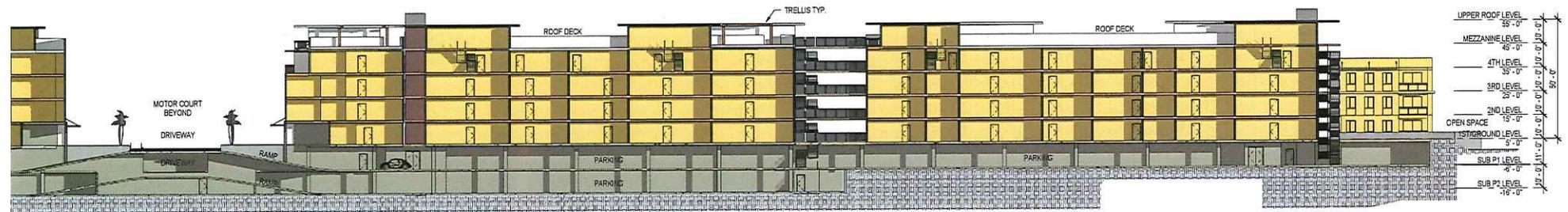
GMP ARCHITECTS-LA
811 WILSHIRE BLVD, SUITE 020
LOS ANGELES, CA 90017
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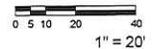
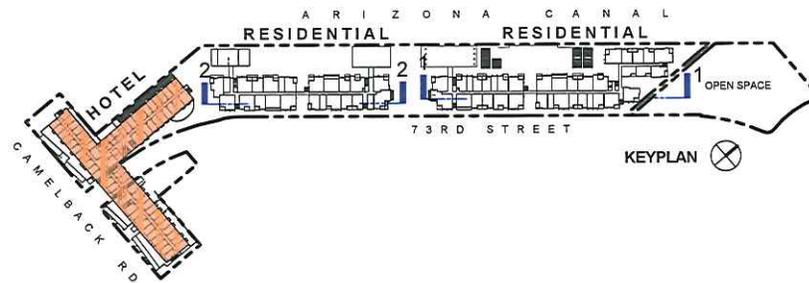
HOTEL PROJECT



BLDG SECTION 2
1" = 20'-0"



BLDG SECTION 1
1" = 20'-0"



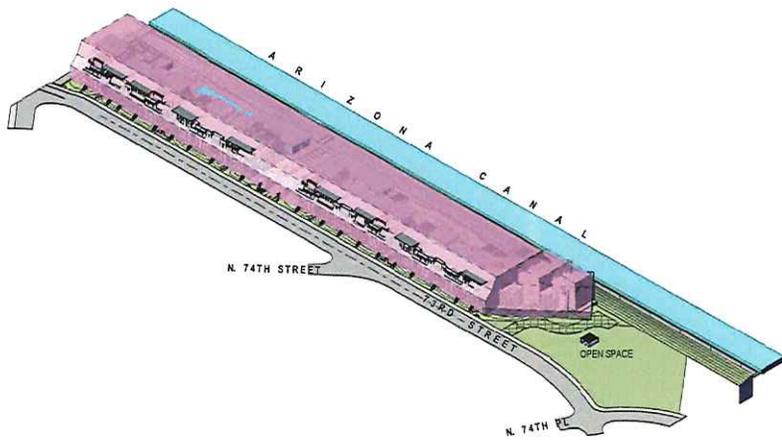
BUILDING SECTIONS
RESIDENTIAL PROJECT 2.14

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

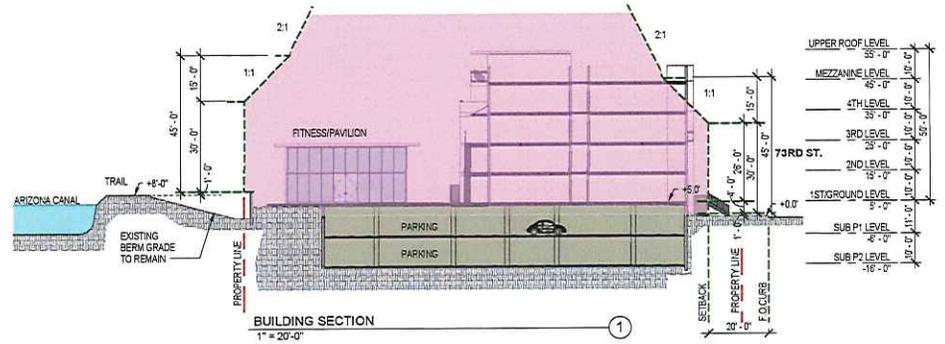
01.27.2016

GMP ARCHITECTS-LA
811 WILSHIRE BLVD, SUITE 020
LOS ANGELES, CA 90017
T 213-234-8113
F 213-234-8113

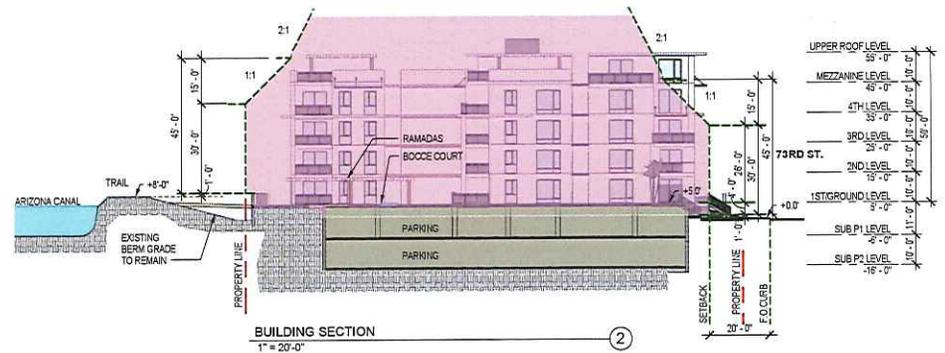
GMP www.gmparchitects.com



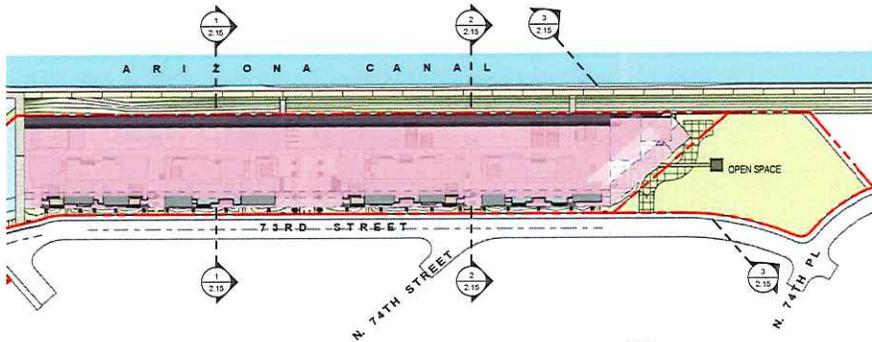
RESID. BLDG. STEPBK ENVELOPE AXO VIEW ④



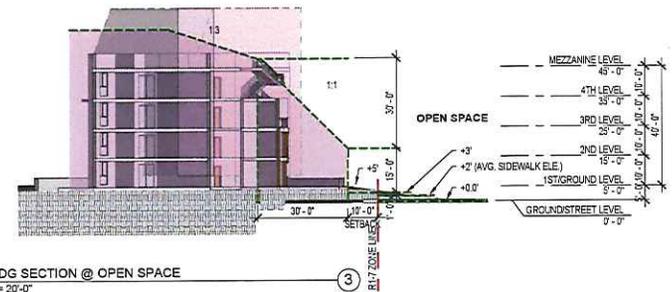
BUILDING SECTION ①
1" = 20'-0"



BUILDING SECTION ②
1" = 20'-0"



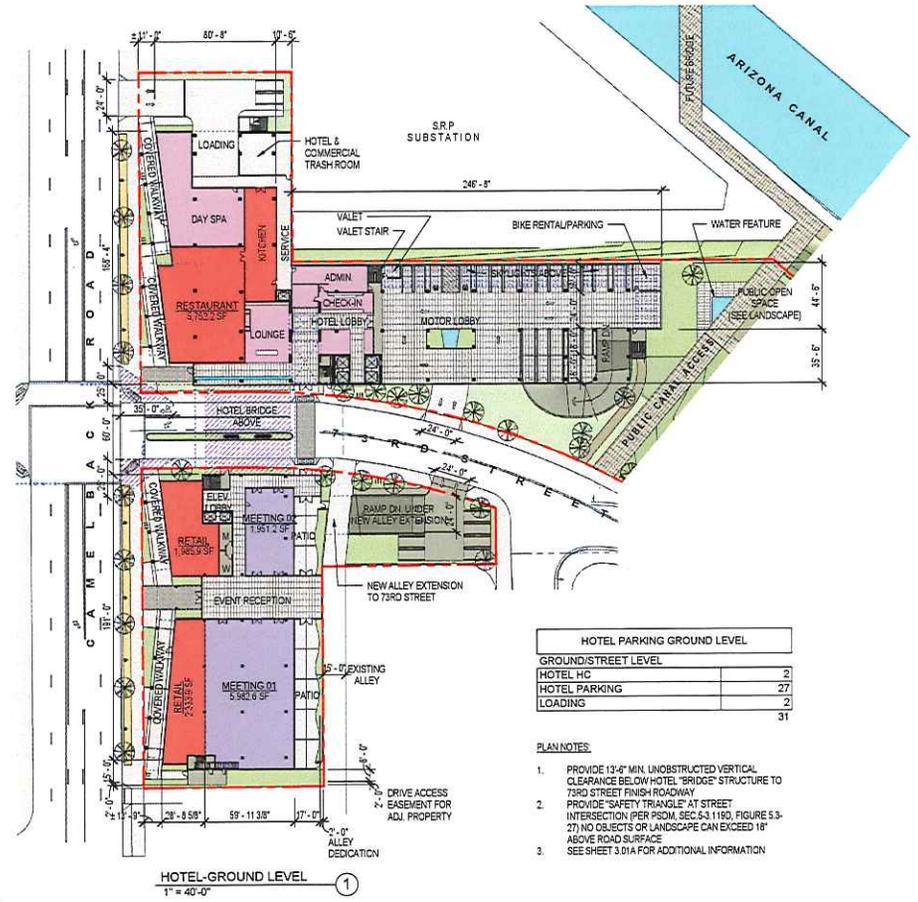
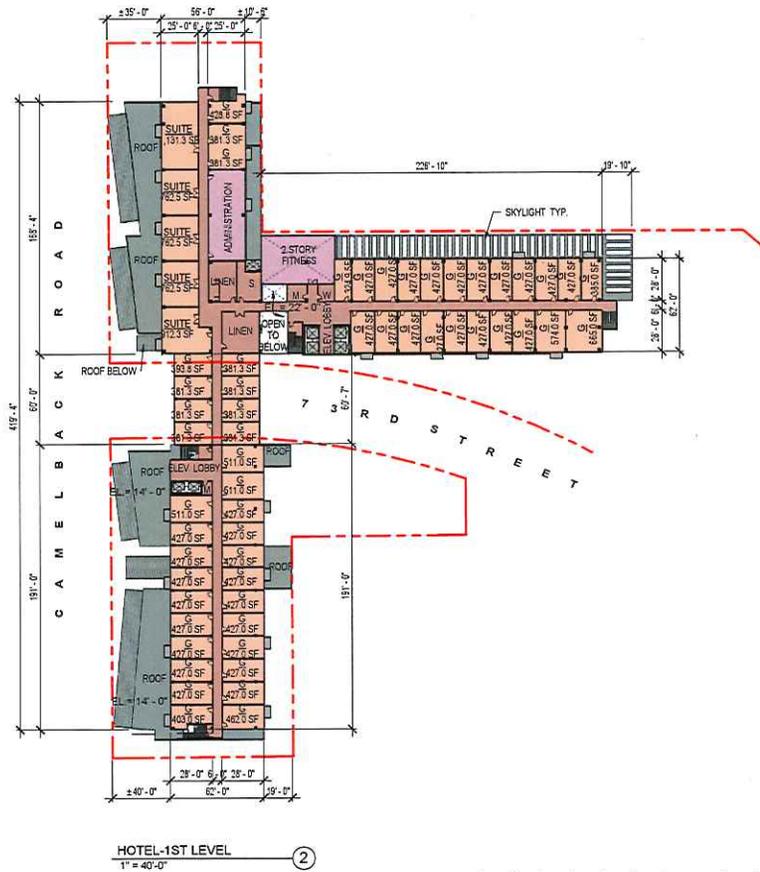
RESID. BLDG. STEPBK ENVELOPE PLAN ⑤
1" = 100'-0"



BLDG SECTION @ OPEN SPACE ③
1" = 20'-0"

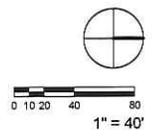
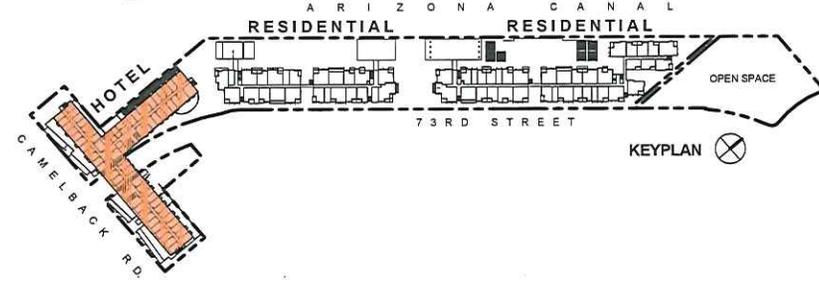
BUILDING STEPBK INFORMATION
RESIDENTIAL PROJECT 2.15

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



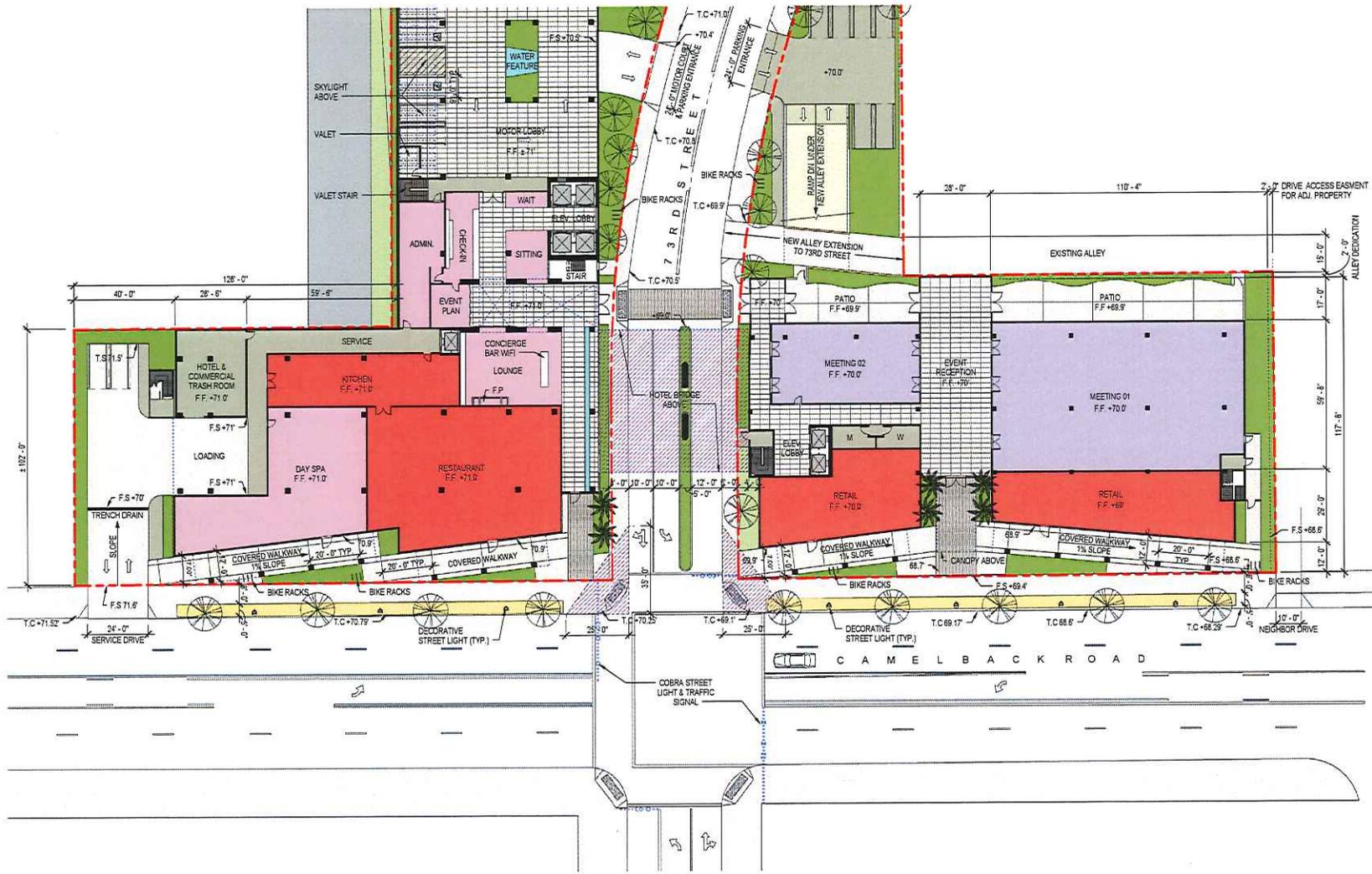
HOTEL PARKING GROUND LEVEL	
GROUND/STREET LEVEL	
HOTEL HC	2
HOTEL PARKING	27
LOADING	2
	31

- PLAN NOTES**
1. PROVIDE 13'-0" MIN. UNOBSTRUCTED VERTICAL CLEARANCE BELOW HOTEL "BRIDGE" STRUCTURE TO 73RD STREET FINISH ROADWAY
 2. PROVIDE "SAFETY TRIANGLE" AT STREET INTERSECTION (PER PSDM, SEC 5-3.1190, FIGURE 5.3-27) NO OBJECTS OR LANDSCAPE CAN EXCEED 18' ABOVE ROAD SURFACE
 3. SEE SHEET 3.01A FOR ADDITIONAL INFORMATION



GROUND & 1ST LEVEL PLAN
HOTEL PROJECT 3.01

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC



01.27.2016

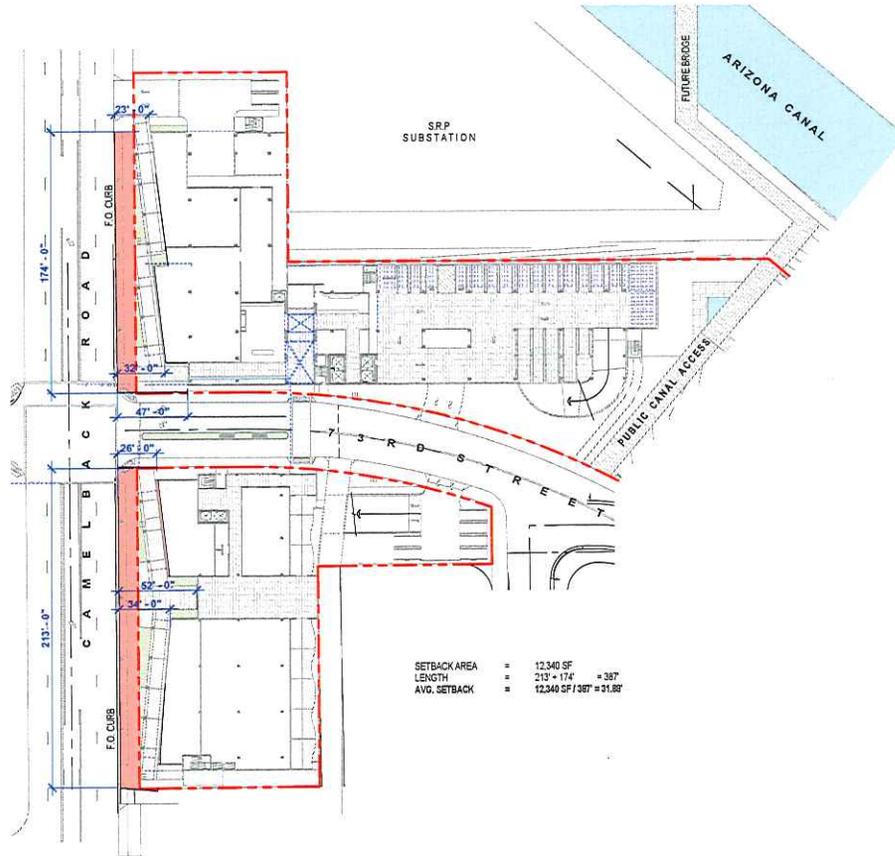
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 811 WILSHIRE BLVD. SUITE 2000
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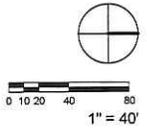
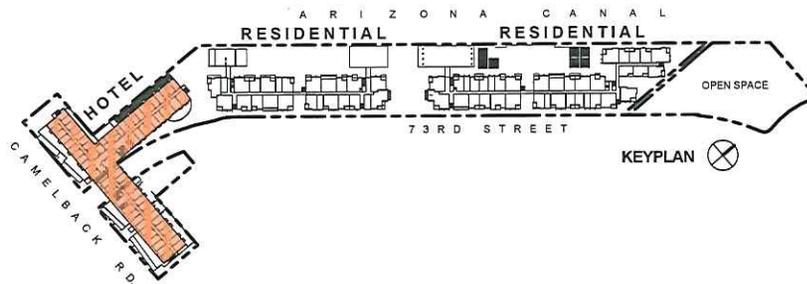
ENLARGED PLAN AT CAMELBACK ROAD

3.01A

WATERVIEW SCOTTSDALE
 STOCKDALE CAPITAL PARTNERS LLC



SETBACK AREA = 12,340 SF
 LENGTH = 213' - 174' = 387'
 AVG. SETBACK = 12,340 SF / 387' = 31.88'



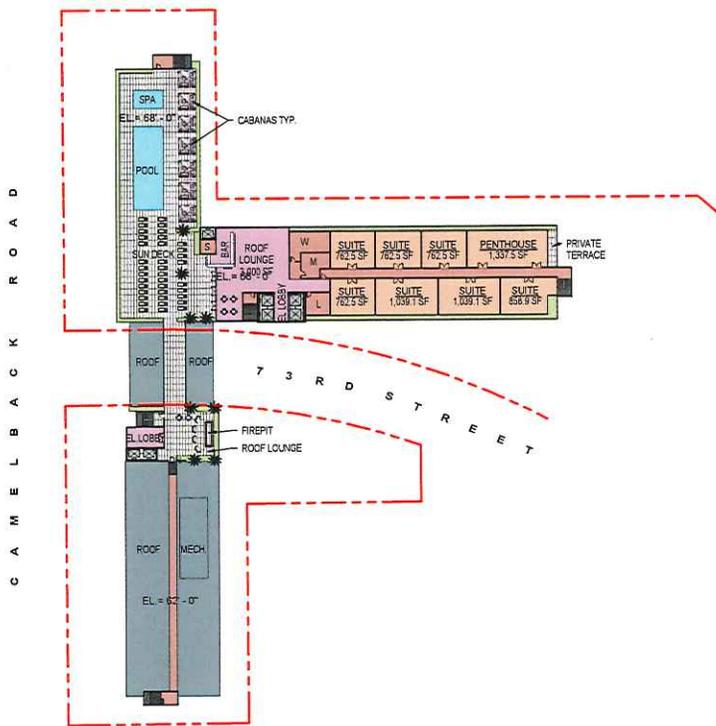
CAMELBACK ROAD AVERAGE SETBACK DIAGRAM
 HOTEL PROJECT 3.01B

WATERVIEW SCOTTSDALE
 STOCKDALE CAPITAL PARTNERS LLC

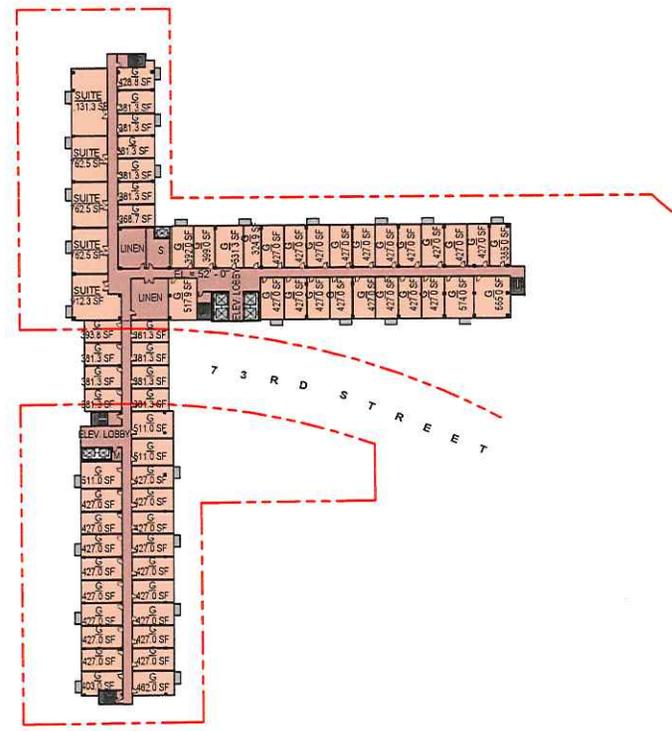
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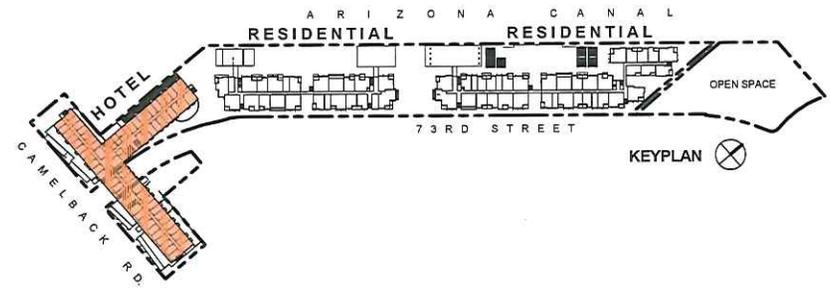
GMP www.gmparchitects-la.com



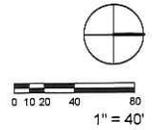
HOTEL-ROOF/PH LEVEL
1" = 40'-0" ②



HOTEL-4TH LEVEL
1" = 40'-0" ①



KEYPLAN



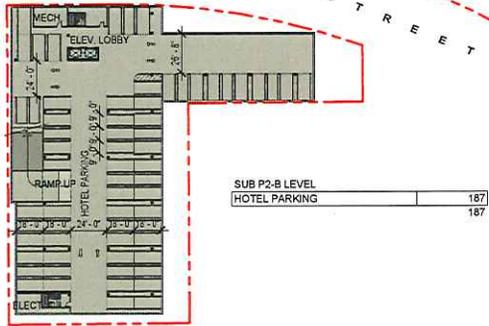
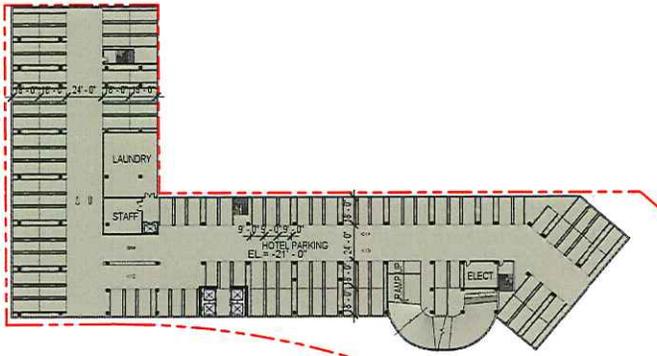
4TH & ROOF/PENTHOUSE LEVEL
HOTEL PROJECT 3.03

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2015
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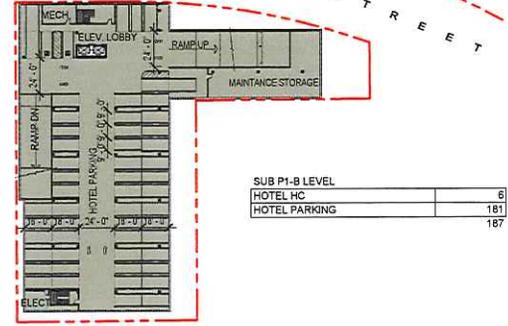
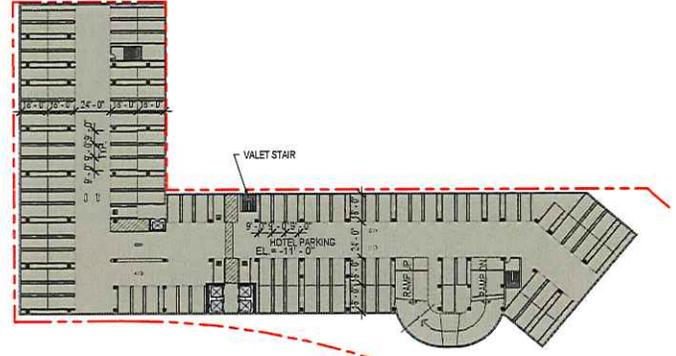
C A M E L B A C K R O A D



SUB P2-B LEVEL	187
HOTEL PARKING	187

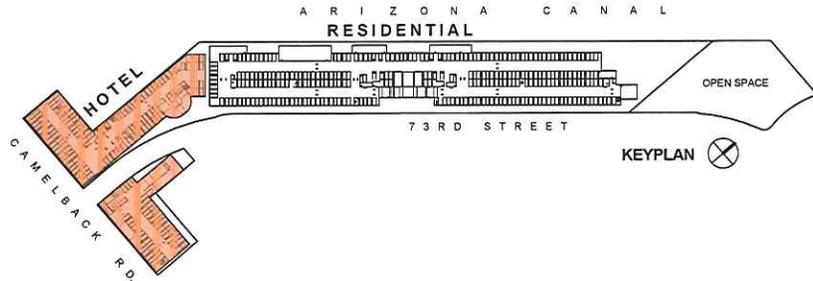
SUB LEVEL P2
1" = 40'-0"

C A M E L B A C K R O A D

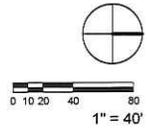


SUB P1-B LEVEL	6
HOTEL HC	181
HOTEL PARKING	187

SUB LEVEL P1
1" = 40'-0"



KEYPLAN

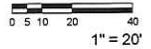
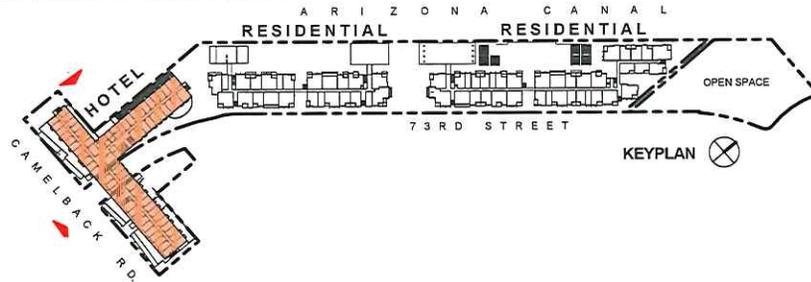


SUB LEVEL PLANS
3.04

HOTEL PROJECT

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

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611 WILD-RICE BLVD, SUITE 0200
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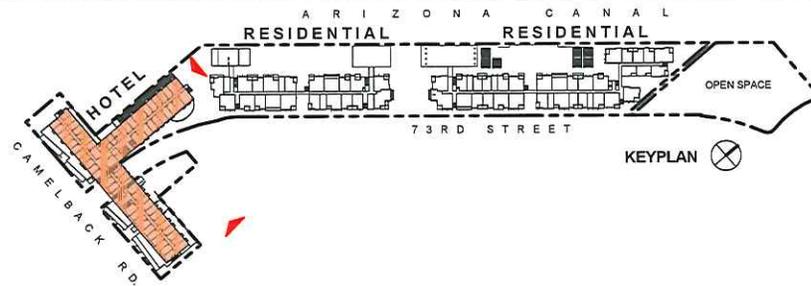
BUILDING ELEVATIONS
HOTEL PROJECT 3.05

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

GMP ARCHITECTS-LA
811 WILCO BLVD, SUITE 600
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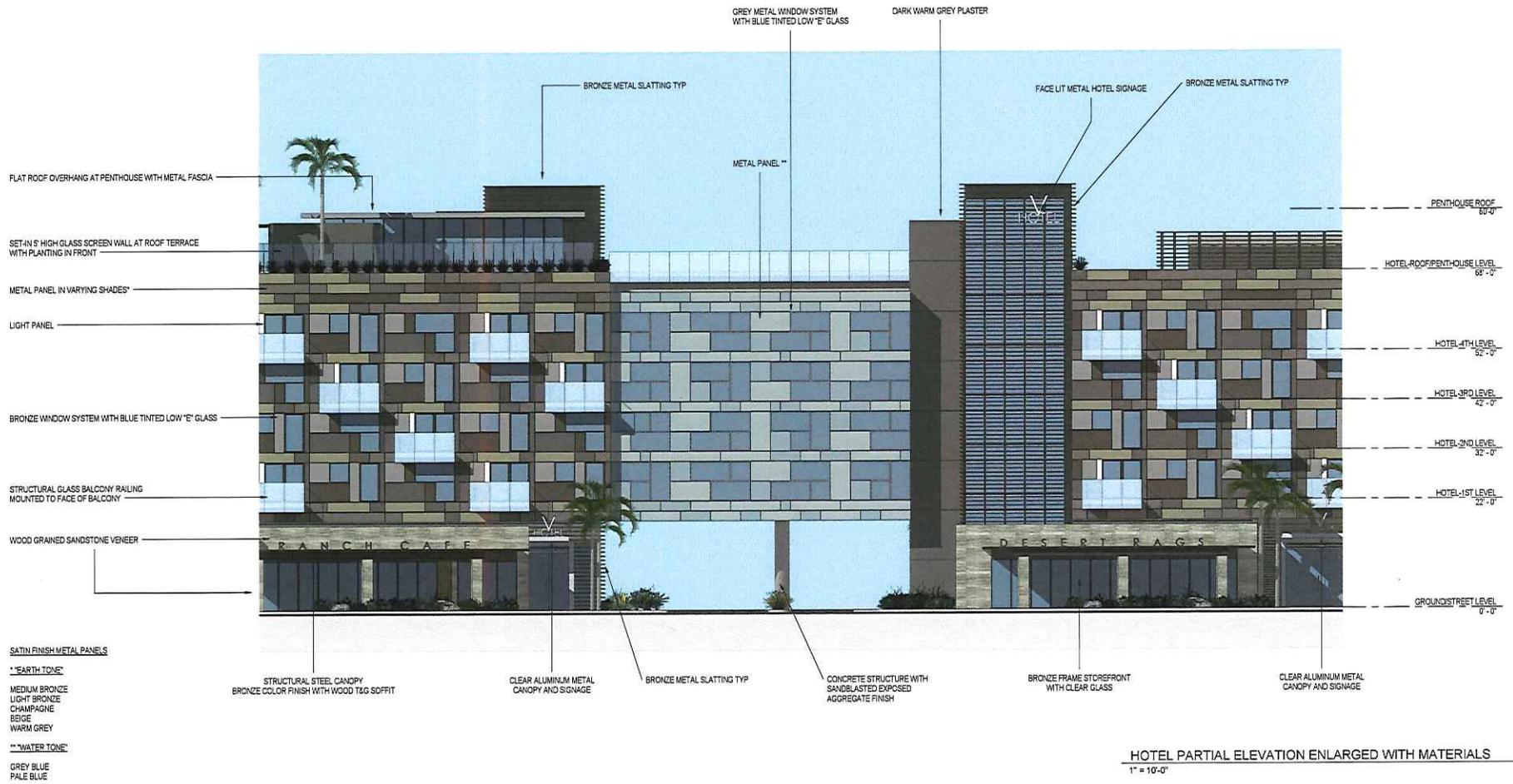
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BUILDING ELEVATIONS
HOTEL PROJECT 3.06

WATERVIEW SCOTTSDALE
STOCKDALE CAPITAL PARTNERS LLC

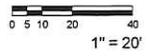
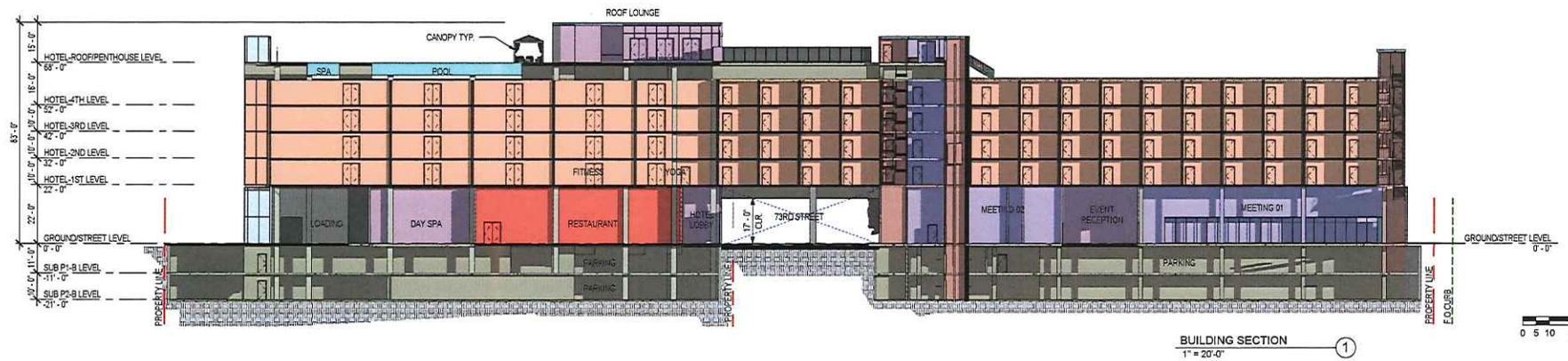
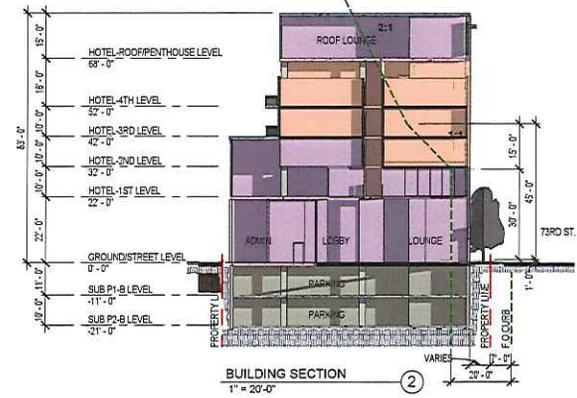
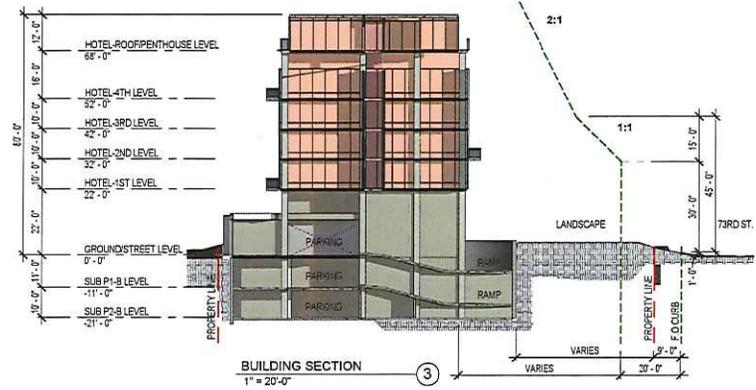
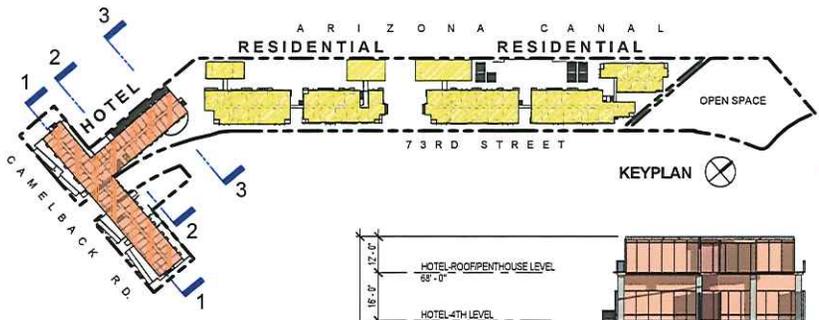
01.27.2016
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HOTEL PARTIAL ELEVATION ENLARGED WITH MATERIALS ①
1" = 10'-0"

PARTIAL ELEVATION ENLARGED WITH MATERIAL
3.07

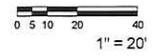
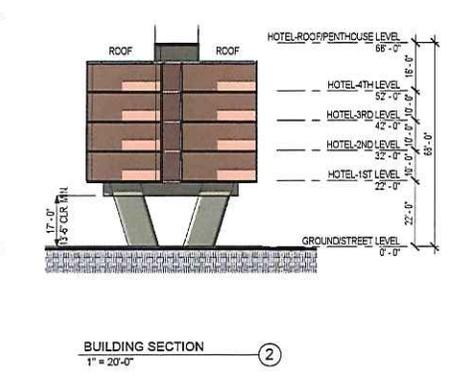
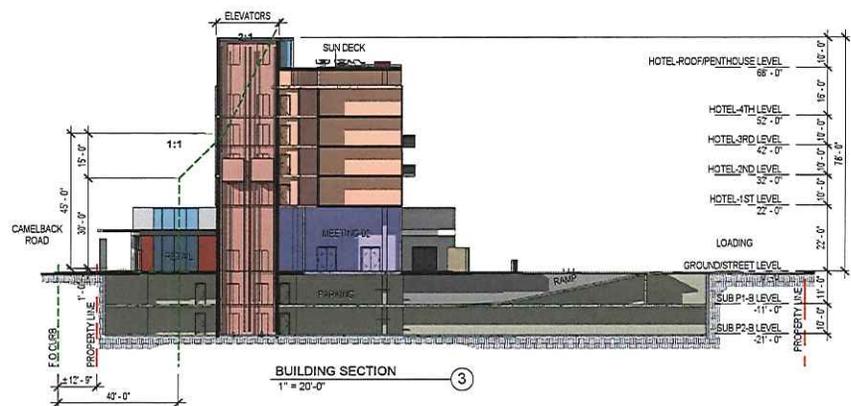
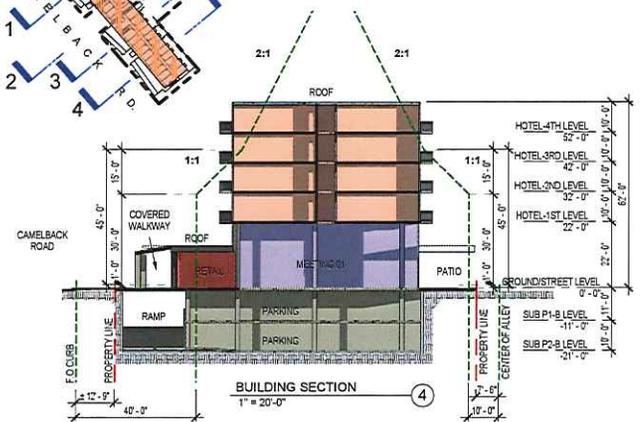
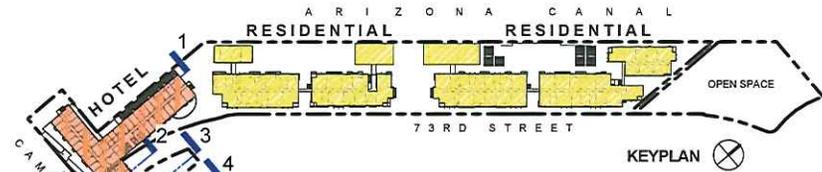
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STOCKDALE CAPITAL PARTNERS LLC



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BUILDING SECTIONS
HOTEL PROJECT 3.08

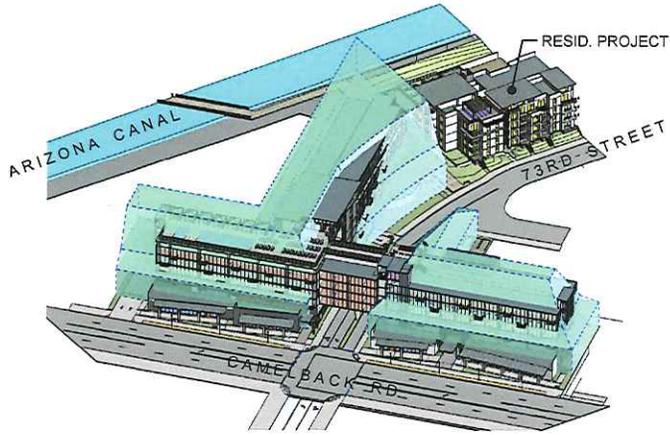
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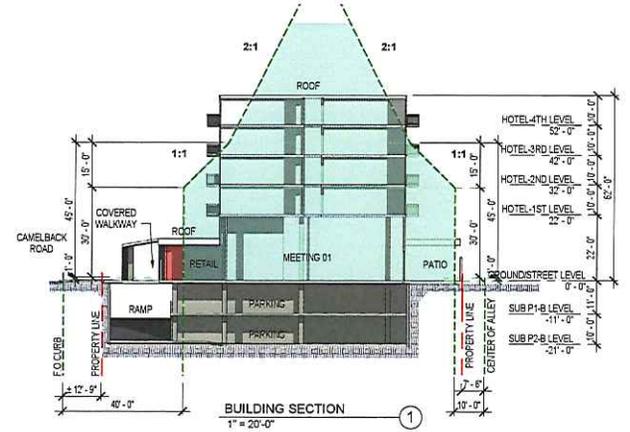
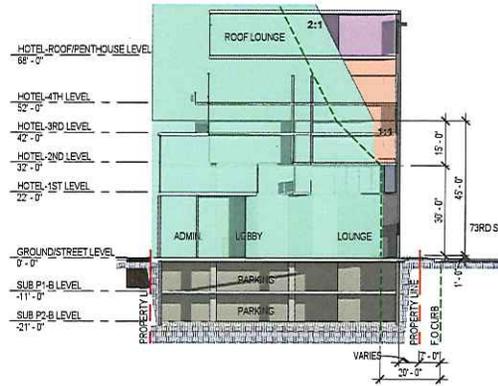
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BUILDING SECTIONS
HOTEL PROJECT 3.09

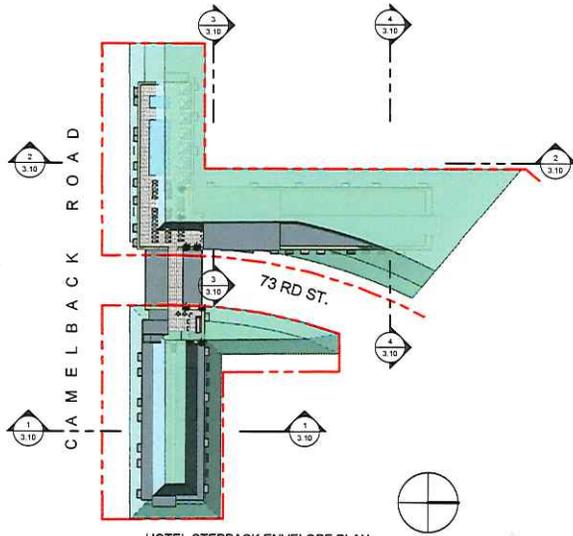
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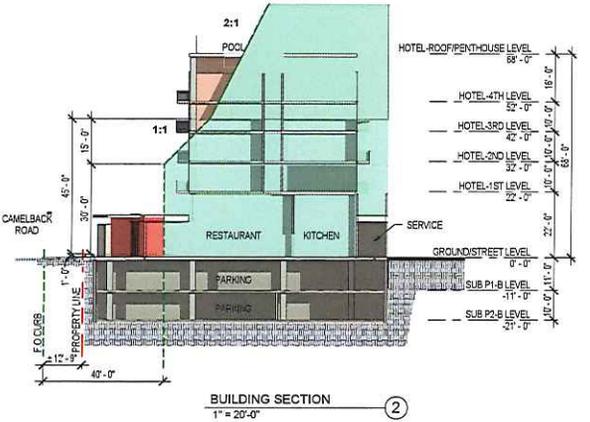
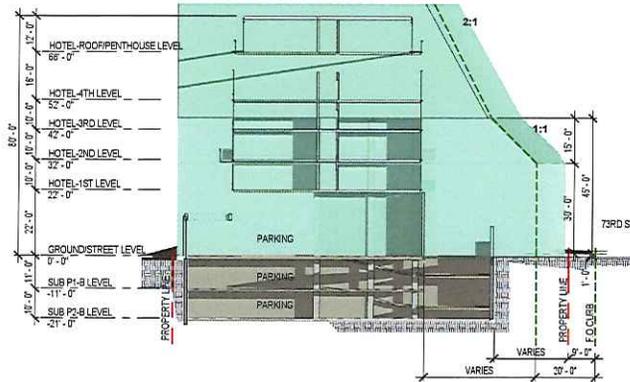
HOTEL BLDG. STEPBACK ENVELOPE AXO VIEW ⑤



BUILDING SECTION ①
1" = 20'-0"



HOTEL STEPBACK ENVELOPE PLAN ⑥
1" = 80'-0"



BUILDING SECTION ②
1" = 20'-0"

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BUILDING STEPBACK INFORMATION
HOTEL PROJECT 3.10

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