

# PLANNING COMMISSION REPORT



Meeting Date: May 25, 2016  
General Plan Element: *Land Use*  
General Plan Goal: *Create a sense of community through land uses*

## **ACTION**

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### **WaterView Mixed Use Development 19-ZN-2015**

#### **Request to consider the following:**

1. Recommendation to the City Council regarding a zoning district map amendment from Downtown Office/Residential, Type 2, Planned Block Development, Downtown Overlay (D/OR-2 PBD DO) zoning to Downtown/Downtown Multiple Use–Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) zoning, including approval of a Development Plan with specific Property Development Standards, on a 7.68 +/- acre site located at located at the northwest and northeast corners of E. Camelback Road and N. 73<sup>rd</sup> Street.

#### **Key Items for Consideration**

- Amend the Development Plan approved in 2009
- General Plan and Downtown Character Area Plan encourage higher scale mixed use projects
- Development Plan incorporates Downtown Urban Design and Architectural Guidelines and Planned Block Development Criteria
- Development Review Board recommended approval of the Development Plan and Property Development Standards
- Development Plan allows for two development alternatives: one alternative is a hotel and multi-family residential development, the second is a primarily multi-family residential development
- Increase in building height for hotel portion of Development Plan (Alternative A) to 90 feet utilizing bonus provisions of Planned Block Development Overlay
- Building over N. 73<sup>rd</sup> Street occurs only if a new hotel is developed on the site (Alternative A)
- Increase in maximum dwelling units for residential-only project of Development Plan (Alternative B) utilizing bonus provisions of Planned Block Development Overlay
- Development Plan incorporates numerous on-site and off-site public improvements including Arizona Canal bank improvements, pedestrian improvements and bridge over Arizona Canal
- Development Plan does not include relocation of the existing adjacent SRP substation

## OWNER

Scottsdale Canal Holdings, LLC - Shawn Yari  
310-693-4400

## APPLICANT CONTACT

John Berry  
Berry Riddell, LLC  
480-385-2727

## LOCATION

Northwest and Northeast corners of  
E. Camelback Road and N. 73<sup>rd</sup> Street



## BACKGROUND

### General Plan

The City of Scottsdale General Plan 2001 Land Use Map designates the subject property as Mixed Use Neighborhoods; the Mixed Use Neighborhoods General Plan land use designation is located in areas with strong access to multiple modes of transportation and major regional access and services, and has a focus on human scale development. These areas could accommodate higher density housing combined with complementary office or retail uses or mixed-use structures with residential above commercial or office.

### Downtown Character Area Plan

The subject site is within the boundary of the Downtown Plan. The Downtown Plan establishes the vision for Downtown Scottsdale through goals, policies, and illustrative graphics. The Downtown Plan designates the subject property as Downtown Multiple Use Type 2. These areas should encourage new development, redevelopment, and infill development that strengthens Downtown Scottsdale's mix of uses and activities through the development of mutually supportive land uses. Type 2 developments are suited for larger, higher scale, mixed use projects that support the urban center of the Downtown.

### Zoning

This site is currently zoned Downtown Office/Residential, Type 2, Planned Block Development, Downtown Overlay (D/OR-2 PBD DO). This zoning district is intended to provide a broad range of commercial, office, retail and residential uses for recurring shopping and service needs for multiple neighborhoods. The Downtown Overlay encourages urban design forms to accommodate additional dwelling units in mixed-use developments and stimulates sustainable live/work lifestyles within a vital urban environment.

In early 2009 the site was rezoned, along with the adjacent 1.5-acre substation parcel to the west of the subject site, to the Downtown Office/Residential, Type 2, Planned Block Development,

Downtown Overlay (D/OR-2 PBD DO) zoning district (Case 9-ZN-2007; Solis aka Waterview at Scottsdale). Along with the stipulations of the zoning case, a companion development agreement was approved to allow an overall building height of 90 feet for the then-proposed hotel. The development agreement also required several public improvements, including the relocation of the substation, burying of the 69kv powerlines along the Arizona Canal, two bridges over the Arizona Canal, a pedestrian art plaza, a public park and the realignment of N. 73<sup>rd</sup> Street with N. Buckboard Trail south of E. Camelback Road. In addition, several abandonments of public rights-of-way in, and adjacent to, the site occurred as a companion case (8-AB-2007) to the rezoning of the site. This current application proposes to render the previously-approved Solis, aka Waterview at Scottsdale, zoning Development Plan defunct. The prior abandonments for the site will remain.

### **Context**

The subject property is located at the northwest and northeast corners of E. Camelback Road and N. 73<sup>rd</sup> Street and is surrounded by a variety of uses including restaurant, hospitality, service, office, retail and multi-family residential uses. Please refer to context graphics attached.

### **Adjacent Uses and Zoning**

- North: The Arizona Canal and single-family attached homes abut the property to the north in the Multiple-family Residential, Historic Property (R-5 HP) zoning district.
- South: E. Camelback Road abuts the property to the south. An existing hotel and restaurant uses are located farther south in the Downtown Office Residential, Type 2, Planned Block Development, Downtown Overlay (D/OR-2 PBD DO) and Central Business, Downtown Overlay (C-2 DO) zoning districts.
- East: An existing hotel and multi-family residential development abut a portion of the property to east in the Downtown Office Residential, Type 2, Downtown Overlay (D/OR-2 DO) and Multiple-family Residential, Downtown Overlay (R-5 DO) zoning districts. N. 73<sup>rd</sup> Street and single-family homes in the Single-family Residential (R1-7) zoning district abut another portion of site.
- West: The Arizona Canal and a Salt River Project utility substation abut the property to the west.

### **Other Related Policies, References:**

Scottsdale General Plan 2001, as amended

Downtown Character Area Plan

Zoning Ordinance

9-ZN-2007 – previously approved rezoning for the site to D/OR-2 PBD DO

8-AB-2007 – companion case to 9-ZN-2007 to abandon public alleys and a portion of N. 73<sup>rd</sup> Street

Contact No. 2008-130-COS – companion development agreement for prior development project

## **APPLICANTS PROPOSAL**

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### **Goal/Purpose of Request**

The applicant's request is for a recommendation from the Planning Commission to the City Council on the proposed Zoning District Map Amendment from Downtown Office/Residential, Type 2, Planned Block Development, Downtown Overlay (D/OR-2 PBD DO) zoning to Downtown/Downtown

Multiple Use–Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) zoning, including approval of a Development Plan with specific Property Development Standards, for a 7.68-acre development project.

The Development Plan includes the option, at the developer’s choosing, of either a hotel and multi-family residential development combination project (Alternative A) or a primarily multi-family residential development project (Alternative B). Both Development Plan options include a limited amount of commercial space along E. Camelback Road.

**Development Information**

- Existing Use: Vacant land
- Proposed Use: Hotel and multi-family residential development (Alt. A)  
Multi-family residential development (Alt. B)
- Parcel Size: 7.68 gross acres  
6.14 net acres  
267,567 square feet
- Gross Floor Area Ratio Allowed: 1.4
- Gross Floor Area Ratio Proposed: Not to exceed 1.4
- Building Height Allowed: 66 feet, including rooftop appurtenances
- Building Height Proposed: 90 feet, including rooftop appurtenances (Alternative A)  
(achieved through bonus)  
66 feet, including rooftop appurtenances (Alternative B)
- Parking Required: 832 spaces
- Parking Provided: 834 spaces
- Number of Dwelling Units Allowed: 383 units
- Number of Dwelling Units Proposed: 240 units (Alternative A)  
416 units (Alternative B) (achieved through bonus)
- Density Allowed: 50 dwelling units per gross acre
- Density Proposed: 39.1 dwelling units per gross acre (Alternative A)  
54.2 dwelling units per gross acre (Alternative B)

**IMPACT ANALYSIS**

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**General Plan**

The proposed rezoning supports the General Plan description of Mixed Use Neighborhoods. The applicant is proposing a rezoning and Development Plan approval for a 7.68 +/- acre site located at the northwest and northeast corners of E. Camelback Road and N. 73<sup>rd</sup> Street to construct the development project into a 269-room hotel and a 240-unit multifamily residential development, complemented by a mix of uses, as provided by the on-site, ground-level retail and service space for Development Plan Alternative A, and a 416-unit maximum multi-family residential development with limited commercial space for Development Plan Alternative B. Under both options the proposal intends to provide pedestrian amenities, create stronger pedestrian connectivity anticipating increased pedestrian activity, and provide mobility and transit enhancements that further implement the Mixed Use Neighborhoods land use category definition. To accomplish this,

the applicant proposes a multi-use path along the Arizona Canal, two pedestrian plazas connecting the site and adjoining neighborhoods to the Arizona Canal, landscape canopies, and a new bus shelter along E. Camelback Road. The northern portion of the site is not included as part of the rezoning, but will be developed as a private open space for use by residents and guests of the project.

### **General Plan Policy Implications and Analysis**

One of the Six Guiding Principles, established through the CityShape 2020 process and incorporated into the City of Scottsdale General Plan 2001, is “Enhance Neighborhoods”. This guiding principal acknowledges that Scottsdale’s residential and commercial neighborhoods are a major defining element of this community. It also acknowledges that Scottsdale is committed to maintaining and enhancing existing and future neighborhoods, and states that development, revitalization, and redevelopment decisions, including rezoning, must meet the needs of the neighborhoods in the context of broader community goals.

The following are a sampling of goals and policies from the City of Scottsdale General Plan 2001 that are supportive of the rezoning proposal:

#### Character & Design

- 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.

As referenced above, pedestrian and landscape enhancements along E. Camelback Road will be in conformance with the Downtown Urban Design and Architectural Guidelines.

#### Land Use

- Land Use Goal 3, 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.
- 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.
- Goal 5: Develop land use patterns that are compatible with and support a variety of mobility opportunities/choices and service provisions.
- Goal 7: Sensitively integrate land uses into the surrounding physical and natural environments, the neighborhood setting, and the neighborhood itself.

The applicant proposes to allow for an appropriate transition from the northern boundary of the subject site to the established neighborhoods to the north, consistent with the requirements of the Downtown zoning district. To be specific, the project massing for the multi-family portion of the development project will step down from five to four stories, and a large setback is being maintained adjacent to the existing residences north of the site as a private outdoor amenity area for the development project.

#### Economic Vitality

- Goal 7: Sustain the long-term economic well-being of the city and its citizens through redevelopment and revitalization efforts.
- Goal 7, Bullet 2: Encourage and support the renovation and reuse of underutilized or vacant

parcels/buildings/shopping centers.

The subject site is currently a collection of vacant properties – all proposed as being redeveloped as a mixed-use, hotel and multi-family redevelopment project.

Housing

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

Alternative A proposes to construct a 240-unit multifamily residential development that will implement structured height transitions to established neighborhoods east and north of the subject site. Alternative B will replace the hotel portion of Alternative A and have a maximum of 416 units on the site.

Neighborhoods

- Goal 2: Use redevelopment and revitalization efforts to provide for the long-term stability of Scottsdale’s mature residential and commercial neighborhoods.
- Goal 5, Bullet 3: Promote existing developed areas of the community as opportune economic development infill sites.

Again, the subject site includes long-vacant land – all proposed as being redeveloped into a mixed-use, hotel and multi-family residential infill project.

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.

The applicant proposes to construct a compatible, mixed-use, hotel and multi-family residential project that includes transportation connections provided by pedestrian enhancements to the adjacent street network and the Arizona Canal and a new bus shelter along E. Camelback Road.

**Downtown Character Area Plan**

The Downtown Plan designates the subject property as Downtown Multiple Use Type 2. According to the plan, these areas *encourage new development, redevelopment and infill that strengthen Downtown Scottsdale’s mix of uses and activities through the development of mutually supportive land uses*. Type 2 developments are *suitied for larger, higher scale, mixed use projects* that support the urban center of the Downtown.

The proposed rezoning is supported by the Downtown Plan description of Downtown Multiple Use Type 2. The applicant proposes to redevelop an existing vacant site as a 269-room hotel and 240-unit multi-family residential development under Alternative A and a 416-unit multi-family residential development under Alternative B. The development is proposed as a maximum of 66 feet in height for the residential portion of the development project and a maximum of 90 feet in height for the hotel portion and will include a horizontal mix of uses, as provided by the on-site retail and service space.

**Downtown Character Area Plan Policy Implications and Analysis**

One of the established values represented in the Downtown Plan expresses that the Downtown area is a *diverse collection of vibrant mixed-use urban neighborhoods*. As such, the proposal is

consistent with the Downtown Plan and implements the following sampling of goals and polices:

Land Use

- LU1: Promote the development of Downtown as a collection of mixed-use urban neighborhoods.
- LU5: Enhance, expand, and create new downtown public realm and open space areas.
- LU6: Promote diversity in Downtown housing options.

The applicant proposes a compatible, mixed-use, hotel and multi-family redevelopment project that will include pedestrian and landscape enhancements along E. Camelback Road, N. 73<sup>rd</sup> Street and the Arizona Canal.

Character & Design

- CD2: Development should sensitively transition in scale, height, and intensity at the Downtown Plan boundary and between adjoining urban neighborhoods of differing development types.
- CD4: Strengthen pedestrian character and create strong pedestrian linkages.
- CD5: Create coherent and consistent street spaces.

As stated above, the applicant proposes to allow for an appropriate transition from the northern boundary of the subject site to the established neighborhoods to the north. To be specific, the project massing for the multi-family portion of the development project will step down from five to four stories, and a large setback is being maintained adjacent to the existing residences north of the site as a private outdoor amenity area for the development project.

Mobility

- M2: Create complete, comfortable, and attractive pedestrian circulation systems.

The applicant proposes to strengthen pedestrian linkages and create attractive pedestrian circulation systems through, and adjacent to, the development project by creating a multi-use path along the Arizona Canal, two open pedestrian plazas, landscape canopies, and a new bus shelter along E. Camelback Road.

Economic Vitality

- EV2: Promote private investment and attract new development to Downtown.

The subject site is a collection of long-vacant land parcels – all proposed as being redeveloped as a mixed-use, hotel and multi-family redevelopment project.

**Land Use**

The General and Downtown Plan’s designations encourages higher density housing combined with, office, retail uses, and other uses that are compactable in new developments, redevelopment and infill that strengthen the Downtown’s mix of uses and activities through mutually supportive land uses. The applicant’s proposal includes a comprehensive summary of the development and how the requested zoning conforms to the goals and polices of the General Plan and Downtown Plan.

The proposed zoning designation of Downtown / Downtown Multiple Use – Type 2, Planned Block Development Overlay, Downtown Overlay (D/DMU-2 PBD DO) allows the proposed hotel and multi-family uses and other uses, and is consistent with the General Plan and Downtown Plan. In addition, the proposed development project is consist with the Downtown Plan as it pertains to maintaining a

24-hour mixed use center with a variety of housing types in the Downtown area (DP LU 1.2, DP LU 1.3, DP LU 6.1 and DP LU 6.2). Furthermore, the proposal would bring a redevelopment of existing, underutilized sites within the Downtown boundary, which is encouraged by the Downtown Plan to make cost effective use of existing infrastructure systems and transportation networks (DP LU 7.2).

As it pertains to surrounding existing uses, the proposed development will assist in providing additional residential opportunities to support existing service, retail, and restaurant uses in the surrounding area of the Downtown and bring a new hotel use and associated tax revenue to the city. The proposed zoning district, D/DMU-2 PBD DO, is consistent with the Downtown Plan’s associated zoning designations pertaining to height and densities for the abutting and nearby properties. Through the incorporation of a hotel use, Development Plan Alternative A offers a greater mix of uses and more commercial space than Alternative B.

Development Plan Alternative	Hotel Rooms	Commercial Space	Residential Units
A	269	30,753 sf	240 maximum
B	0	19,612 sf	416 maximum

**Planned Block Development Overlay District Criteria**

In accordance with Section 6.1304.B. of the Zoning Ordinance, the Planning Commission shall make a recommendation to the City Council regarding the proposed Development Plan 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.
    - The Land Use Element of the General Plan designates the site areas as Mixed-Use Neighborhoods, and the Downtown Plan designates the site area as Downtown Multiple Use Type 2. These categories include higher density residential, office and retail uses. The proposed Zoning District Map Amendment and the associated Development Plan (Attachment #3) maintain conformity to the General Plan and Downtown Plan designations, while incorporating revitalization of the existing properties that would assist in providing a mixture of housing options and redevelops underutilized sites (GP LU 4, GP LU 9, GP HE 2, GP HE 4, DP LU 1.2, LU 1.3., DP LU 6.1, DP LU 7 and DP LU 7.1).
    - The proposed development plan achieves the General and Downtown Plan’s goals and policies that pertain to the land uses, scale, and intensity of the surrounding developments and reinforces an area’s character and addresses human scale (GP LU 8, GP CD 1, GP NE 5, DP LU 2.1, DP CD 1.5, and DP CD 2).
    - Please refer to the detailed analysis of the project’s merits with regards to the General Plan and Downtown Character Plan shown above and within the project narrative portion of the Development Plan (Attachment #3).
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.
    - The applicant is proposing to add Parking Lot and Parking Structure as allowed, stand-alone land uses to the Development Plan. The addition of the proposed land uses will allow for a more optimal configuration of the buildings and vehicle access on the of the hotel building located on the east side of N. 73<sup>rd</sup> Street, providing for a greater balance of land uses for the greater development site.
  - b. Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.
    - The Parking Lot land use will allow for a small, surface-level parking lot near the site access and the Parking Structure land use will be located underground. The proposed additional land uses are compatible with the adjacent development and strengthen 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.
    - The Parking Lot land use will allow for a small, surface-level parking lot near the site access and the Parking Structure land use will be located underground. The addition of the proposed land uses on the stand-alone separate parcel at the northeast portion of the hotel site allows the hotel site to function more efficiently and permits the hotel buildings to be located adjacent to the major pedestrian corridor of E. Camelback Road implementing the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.
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.
    - The proposed Development Plan incorporates bonuses for an additional twenty-four (24) feet of height for a total maximum building height of ninety (90) feet, including rooftop appurtenance, for the hotel portion (Alternative A) of the development project, and 33 additional dwelling units for a total of 416 dwelling units (Alternative B). To achieve the building height and dwelling units bonuses, the property owner's Development Plan incorporates constructing infrastructure improvements above and beyond what would typically be required for this development, which are considered special improvements. The proposed the list of special improvements for Alternative A (Table 1) and Alternative B (Table 2) and corresponding cash equivalent/cost are indicated below.

Table 1 Special Improvement Bonus <sup>1</sup> – Alternative A	
Bonus Mechanism	Bonus
Undergrounding of 69kv power lines and associated improvements	\$266,092.29
Total	\$266,092.29
Note: 1. Bonus: 24 feet in building height, inclusive of rooftop appurtenance	

Table 2 Special Improvement Bonus <sup>1</sup> – Alternative B	
Bonus Mechanism	Cash Equivalent/Cost
Undergrounding of 69kv power lines and associated improvements	\$365,876.90
Total	\$365,876.90
Note: 1. Bonus: up to a maximum of 33 additional dwelling units	

**Property Development Standards**

The applicant’s legislative draft of the proposed Property Development Standards are included as part of the project narrative under Attachment #3. In general the proposed Property Development Standards mimic the Property Development Standards of the Downtown zoning district, with the exception of project specific development standards and their related additional regulations as follows:

- a. Building Height Maximum;
- b. Density Maximum per acre of gross lot area;
- c. Minimum Setback for Buildings Adjacent to Public Streets, except alleys;
- d. Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys);
- e. Stepbacks;
- f. Exceptions to building location, setback, prevailing setback and stepback standards.

Development Standard	Zoning Ordinance Requirement (Zoning Ordinance Sec. 6.1308. & 5.3006.)	Proposed Property Development Standard
<i>Building Height Maximum</i>	66 feet maximum (including rooftop appurtenances)	66 feet maximum - residential 90 feet maximum- including rooftop appurtenances (Alternative A – hotel only, achieved through bonus)

<i>Density Maximum per acre of gross lot area</i>	50 dwelling units per gross acre	54.2 dwelling units per gross acre (Alternative B – achieved through bonus)
<i>Minimum Setback for Buildings Adjacent to Public Streets, except alleys</i>	40 feet (East Camelback Road) 20 feet (73 <sup>rd</sup> Street)	23 feet (East Camelback Road) 0 feet (73 <sup>rd</sup> Street – Hotel) 20 feet (73 <sup>rd</sup> Street –residential)
<i>Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys)</i>	Between 45 and 60 Feet (East Camelback Road) Between 25 and 35 Feet (All other public street)	Between 23 and 52 Feet (East Camelback Road) Between 20 and 40 Feet (All other public streets)
<i>Stepbacks</i>	1:1 at 30 feet above setback to 45 feet, then 2:1 thereafter on all public street frontages	Stepback does not apply to hotel buildings along Camelback Road, 73 <sup>rd</sup> Street and alley and the residential buildings along 73 <sup>rd</sup> Street
<i>Exceptions to building location, setback, prevailing setback and stepback standards</i>	5 foot exception for cornices, eaves, parapets and fireplaces 7 foot exception for canopies and other covers over sidewalks, balconies and terraces	10 foot exception for cornices, eaves, parapets and fireplaces 10 foot exception for canopies and other covers over sidewalks, balconies and terraces

**Traffic**

The proposed zoning map amendment and development plan is anticipated to generate 4,538 daily trips with 256 trips occurring during the am peak hour and 333 trips occurring during the pm peak hour. This represents a reduction in daily traffic and pm peak hour traffic of 154 trips, and 11 trips, respectively. As part of the improvements for the site, the developer will be reconstructing N. 73<sup>rd</sup> Street to align with N. Buckboard Trail south of E. Camelback Road at the existing signalized location, which will eliminate the current offset intersection and associated traffic issues. The developer has also committed to work with residents in adjoining neighborhoods on traffic calming measures for streets adjacent to the site, should further studies show a need and has committed up to \$75,000 towards improvements to achieve traffic calming.

**Parking**

Parking for the proposed development project will be provided primarily in a large, below-grade parking garage located underneath the majority of the site. A small number of at-grade parking spaces will be provided on the ground level at the north side of the hotel development in a motor court and near the leasing office of the residential portion of the development. The total number of parking spaces required for the mixed-use development is 832 spaces and 834 parking spaces are to be provided. Parking will be accessed from N. 73<sup>rd</sup> Street.

**Water/Sewer**

The City’s Water Resources Department has reviewed this application and has determined that there is adequate water and waste water services to serve the development. The developer will pay for all water and sewer infrastructure improvements necessary to serve the new development.

### **Public Safety**

This request is not anticipated to immediately impact the type and number of requested emergency and non-emergency calls for service from city police, fire and medical resources. Overall, the City's emergency and non-emergency activities are continually monitored and tracked to evaluate the effectiveness of service delivery and also to identify any potential for future public safety resource needs for the community. The nearest fire station is located at 7522 E. Indian School Road.

### **School District Comments/Review**

The applicant has notified the Scottsdale Unified School District of the proposed requests. The School District has confirmed that there are adequate facilities to accommodate the proposal.

### **Open Space**

The development is not required to provide open space in the Downtown district, although the proposed site plan indicates several areas of open space to be provided for the residents on site, which will be located in a large, central courtyard area internal to the residential project area and in private outdoor patios adjoining the residential units. An increased setback along N. Scottsdale Road and N. 71<sup>st</sup> Street allows for additional landscaping along those roadways as well. With Development Plan Alternative A, the developer will construct a hotel, a portion of which bridges the realigned N. 73<sup>rd</sup> Street. The Development Plan has been structured to maintain a large open area under the bridge to ensure as much visibility for pedestrian and vehicles traveling northbound on N. 73<sup>rd</sup> Street, under the bridge. A sidewalk has been provided on either side of the roadway and the vertical height clearance will be a minimum of 17 feet.

### **Community Involvement**

Surrounding property owners within 750 feet have been notified by the city and the site has been posted with signs. The owner's representatives notified property owners within 750 feet of the site area and held an open house meeting on October 7, 2015. In addition, the applicant has met one-on-one with some members of the community. As of this report, staff has received several emails and one letter regarding the applicant's development project with general questions as well as concerns regarding access to properties adjacent to the site and noise. Staff also received one email in support of the proposal.

### **Community Impact**

The proposed Development Plan will allow for a new, more intensive development on the edge of the Downtown area adjacent to an existing neighborhood. The proposal is for a future redevelopment of the site into a mixed-use project that is generally encouraged by the Downtown Character Area Plan. The site is located near the northeastern boundary of the Downtown and a portion of the site abuts an existing residential area, both of which require careful integration with the existing pattern of development and adequate buffers. The development plan for the project proposes to allow for a transition from the northern boundary of the subject site to the established neighborhoods to the north. The project massing for the development will step down from five to four stories and maintain a large open space area between the new multi-family residential portion of the site and existing residences to the north. Alternative A provides for a greater mix of uses for the site than Alternative B by including a hotel and associated amenities.

Community impacts by the proposed development on traffic, infrastructure, and public safety are anticipated to be low. The development project will create an increase in traffic in the area, but the

development project will be providing enhanced vehicular flow by aligning N. 73<sup>rd</sup> Street with N. Buckboard Trail and will be providing several pedestrian connections through the site to connect the existing neighborhoods with the Arizona Canal and the greater part of Downtown west of the site. Finally, a new pathway along the Arizona Canal will provide greater recreational opportunities to the adjacent neighborhood and the larger community.

**Policy Implications**

Bonuses to increase building height and/or the maximum number of dwelling units for a development project are considered in the Downtown area as part of the Planned Block Development Overlay district. The proposed increase in building height for a hotel on the site (Alternative A) and an increase in the maximum number of residential units (Alternative B) are being offset by special improvements to several areas adjacent to the site, including a new pedestrian bridge across the Arizona Canal, pathway improvements to the Arizona Canal bank, pedestrian improvements along the E. Camelback Road frontage, undergrounding of 69kv powerlines along the Arizona Canal, and two pedestrian plazas through the site to connect the neighborhood to the east of the site with the Arizona Canal. The applicant’s proposal to bridge the realigned N. 73<sup>rd</sup> Street will occur only if a new hotel is developed on the site and the developer will be required to provide appropriate compensation for the use of airspace over N. 73<sup>rd</sup> Street. Finally, Alternative B is primary a residential development with a small amount of commercial space adjacent to E. Camelback Road. Alternative A would provide for a greater mix of uses on the site with a hotel, which is more encouraged under the Downtown Plan.

**OTHER BOARDS & COMMISSIONS**

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**Development Review Board**

The Development Review Board recommended to the Planning Commission and City Council to approve the proposed Development Plan, including proposed Property Development Standards, for the Zoning District Map Amendment, with a vote of 5-0 at their May 5, 2016 hearing. Board members commented favorably regarding the applicant’s proposal citing the need for flexibility in the project’s Development Plan to meet future market needs. Two citizens spoke regarding the project, one in favor and one with concerns.

**OPTIONS & STAFF RECOMMENDATION**

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**Recommended Approach:**

Staff recommends that the Planning Commission find that the Planned Block Development Overlay criteria have been met, and determine that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, and make a recommendation to City Council for approval of the Zoning District Map Amendment, including Development Plan and Property Development Standards, per the attached stipulations.

**RESPONSIBLE DEPARTMENT**

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**Planning and Development Services**  
Current Planning Services

## STAFF CONTACT

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## APPROVED BY

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Brad Carr, AICP, LEED-AP, Report Author

5.11.2016

Date



Tim Curtis, AICP, Current Planning Director  
480-312-4210, tcurtis@scottsdaleaz.gov

5/20/2016

Date



Randy Grant, Director  
Planning and Development Services  
480-312-2664, rgrant@scottsdaleaz.gov

5/20/16

Date

## ATTACHMENTS

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1. Stipulations
2. Additional Information
3. WaterView Mixed Use Development Plan
4. Context Aerial
- 4A. Aerial Close-Up
5. General Plan Conceptual Land Use Map
6. Downtown Future Land Use Map
7. Existing Zoning Map
8. Proposed Zoning Map
9. Traffic Impact Analysis Summary
10. Citizen Input and Citizen Review Report
11. City Notification Map
12. Citizen Input at Development Review Board hearing of May 5, 2016
13. Development Review Board Minutes of May 5, 2016

**Stipulations for the Zoning Application:  
WaterView Mixed Use Development  
Case Number: 19-ZN-2015**

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

**GOVERNANCE**

1. **APPLICABILITY.** All stipulations of this case, 19-ZN-2015, supersede all of the stipulations of all previous cases that specifically apply to this site, which is delineated by the Zoning Boundary Exhibit, Exhibit B of WaterView Mixed Use Development Plan, which is on file with the City Clerk of The City of Scottsdale and made a public record by Resolution No. 10450.
2. **INCORPORATED EXHIBITS.** The following exhibits are on file with the City Clerk of the City of Scottsdale and made a public record as exhibits to “WaterView Mixed Use Development Plan” by Resolution No. 10450, and are incorporated in these stipulations by this reference:
  - Exhibit 1: Project Narrative, including Property Development Standards submitted by Berry Riddell, LLC with the city staff date of 5/6/2016.
  - Exhibit 2: Zoning Boundary Exhibit submitted by David Evans and Associates with the city staff date of 4/4/2016.
  - Exhibit 3: Phasing Plan submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 4A: Development Project Information – Alternative A submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 4B: Development Project Information – Alternative B submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 5A: Detailed Site Plan – Alternative A submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 5B: Detailed Site Plan – Alternative B submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 6: Site Plan submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 7: Circulation Plan submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 8: Open Space Diagram submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 9: Building Elevations – Phase One Residential submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 10: Building Sections – Phase One Residential submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 11: Building Stepback Information – Phase One Residential submitted by GMP Architects with the city staff date of 5/5/2016.
  - Exhibit 12: Building Elevations – Phase Two Alternative A submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 13: Building Sections – Phase Two Alternative A submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 14: Building Stepback Information – Phase Two Alternative A submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 15: Building Sections – Phase Two Alternative B submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 16: Building Stepback Information – Phase Two Alternative B submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 17: Perspectives submitted by GMP Architects with the city staff date of 5/5/2016.

Exhibit 18: Total Construction Cost Estimate submitted by David Evans and Associates with the city staff date of 5/11/2016.

**SITE DESIGN**

3. CONFORMANCE TO DEVELOPMENT PLAN – ALTERNATIVE A (HOTEL AND RESIDENTIAL). If the owner chooses to utilize “Alternative A” of the Development Plan, the development shall conform with the “Alternative A” (Hotel and Residential) portion of the Development Plan, entitled “WaterView Mixed-Use Development Plan,” which is on file with the City Clerk and made a public record by Resolution No. 10450 and incorporated into these stipulations and ordinance by reference as if fully set forth herein.
4. CONFORMANCE TO DEVELOPMENT PLAN – ALTERNATIVE B (RESIDENTIAL ONLY). If the owner chooses to utilize “Alternative B” of the Development Plan, the development shall conform with the “Alternative B” (Residential Only) portion of the Development Plan, entitled “WaterView Mixed-Use Development Plan,” which is on file with the City Clerk and made a public record by Resolution No. 10450 and incorporated into these stipulations and ordinance by reference as if fully set forth herein.
5. CONFORMANCE TO PROPERTY DEVELOPMENT STANDARDS. Development shall conform with the Property Development Standards that are included as part of the Development Plan. Any other change to the Property Development Standards shall be subject to additional public zoning hearings before the Planning Commission and City Council.
6. MAXIMUM DWELLING UNITS/MAXIMUM DENSITY – ALTERNATIVE A. Maximum dwelling units and maximum density for development under Alternative A of the Development Plan shall be as indicated on the Land Use Budget Table below.

Land Use Budget Table – Alternative A						
Parcel	Gross Acres	Zoning	Proposed DU/AC	Max DU/AC	Proposed # of Units	Max # of Units
Hotel Parcel	1.5357 acres	D/DMU-2 PBD DO	175.2 hotel units/gross acre	175.3 hotel units/gross acre	269 hotel units	269 hotel units
Residential Parcel	6.1425 acres	D/DMU-2 PBD DO	39 dwelling units/gross acre	39.1 dwelling units/gross acre	240 dwelling units	240 dwelling units

Redistribution of dwelling/hotel units is subject to the maximum density in the Land Use Budget Table and subject to city staff approval. The owner's redistribution request shall be submitted with the development submittal to the Development Review Board and shall include a revised Master Site Plan and a revised Land Use Budget Table indicating the parcels with the corresponding reductions and increases.

7. **MAXIMUM DWELLING UNITS/MAXIMUM DENSITY – ALTERNATIVE B.** Maximum dwelling units and maximum density for development under Alternative B of the Development Plan shall be as indicated on the Land Use Budget Table below.

Land Use Budget Table – Alternative B					
Gross Acres	Zoning	Proposed DU/AC	Max DU/AC *	Proposed # of Units	Max # of Units
7.6782	D/DMU-2 PBD DO	54.2 dwelling units/gross acre	54.2 dwelling units/gross acre	416 dwelling units	416 dwelling units

\* Construction of dwelling units above the density of 50 dwelling units per gross acre shall enact the bonus provisions of these stipulations and the associated Development Agreement. The owner shall demonstrate compliance with the bonus provisions of the Planned Block Development Overlay District and the approved Total Construction Cost Estimate of the Development Plan.

8. **CONFORMANCE TO DEVELOPMENT AGREEMENT.** Development shall conform with the development agreement, 2016-064-COS (approved by Resolution No. 10451 with the date of 6/21/2016). Any change to the development agreement shall be subject to City Council approval.
9. **UTILITY LINES UNDERGROUNDING.** Before any Certificate of Occupancy is issued for any Phase One building of the development project, the owner shall be responsible to remove all existing above-ground utility lines and poles within the development project, 69kv utility lines along the Arizona Canal adjacent to the site along the development project's frontage with the Arizona Canal and along the entire west side of N. 73<sup>rd</sup> Street adjacent to the development project and replace them, as needed, with underground utility lines. The types and manner of work to be done shall be reviewed by, and subject to the approval of, the affected utility companies prior to the Development Review Board submittal for the development project. The owner shall be responsible for all cost associated with removal and replacement of utility lines, except as outlined in the associated Development Agreement for this project (Contract No. 2016-064-COS).
10. **BONUS HEIGHT – ALTERNATIVE A.** The maximum allowed bonus building height for the hotel development under Alternative A shall not exceed twenty-four (24) feet. Before any permit is issued for the development project, the owner shall demonstrate compliance with the Special Improvement Bonus requirements of the Planned Block Development Overlay District and the approved Total Construction Cost Estimate of the Development Plan.
11. **BONUS RESIDENTIAL UNITS – ALTERNATIVE B.** The maximum bonus residential units shall not exceed 33 units, for maximum total residential units of the Development Plan of 416

dwelling units. Before any permit is issued for the development project, the owner shall demonstrate compliances with the Special Improvement Bonus requirements of the Planned Block Development Overlay District and the approved Total Construction Cost Estimate of the Development Plan.

12. BUILDING HEIGHT LIMITATIONS – ALTERNATIVE B. The maximum allowed building height, inclusive of rooftop appurtenances, shall not exceed that height allowed by the Planned Block Development Overlay district, as amended, for the Downtown Multiple Use designation.
13. CULTURAL IMPROVEMENT CONTRIBUTION. At the time of first building permit issuance for any Phase One building, the owner shall be required to provide through contribution to the Downtown Cultural Trust Fund a minimum of one (1) percent of the building valuation for all floor area of the development project.
  - a. Prior to Development Review Board approval for the development project, the owner shall submit and receive approval for a schedule of proposed public benefit contributions, including any phasing of proposed cultural improvement contributions.
  - b. For purposes of potential phased cultural improvement contributions, all building valuation calculations shall be determined based on building data published at the time of each permit issuance.
14. ARIZONA CANAL BANK IMPROVEMENTS. Improvements shall be made to the Arizona Canal Bank along the development project's frontage, as shown in the Development Plan, in conformance with applicable city design standards and guidelines, and applicable Salt River Project (SRP), FEMA or other regulatory requirements. The owner shall be obligated for the Arizona Canal Bank Improvements per the provisions of the associated Development Agreement for this project (Contract No. 2016-064-COS).
  - a. The Arizona Canal Bank Improvements shall receive Development Review Board approval in accordance with the terms of the license agreement, Contract No. 1999-091-COS, as amended.
  - b. The Arizona Canal Bank Improvements shall include, but not be limited to, pathway, landscaping, and lighting improvements.
  - c. Construction documents for the Arizona Canal Bank Improvements shall be submitted concurrently with the construction documents for the remainder of the development project.
  - d. Prior to issuance of any building permit for the Arizona Canal Bank Improvements, approval shall be obtained from SRP for any portion of the Arizona Canal Bank Improvements located within SRP property.
  - e. Prior to the issuance of any building permit for the development project, the owner shall dedicate a non-motorized public access easement over the extents of any of the Arizona Canal Bank Improvements that are located on private property.
  - f. Prior to issuance of any building permit for Phase One of the development project, the owner shall make the required payment to the Downtown Cultural Trust Fund as required by the Zoning Ordinance and as outlined in the associated Development Agreement for this project (Contract No. 2016-064-COS).
  - g. The Arizona Canal Bank Improvements shall be subject to any agreements between the City and Salt River Project.

15. OPERATIONS, REPAIR, MAINTENANCE, AND RENOVATION OF ARIZONA CANAL BANK IMPROVEMENTS. Prior to the issuance of any building permits for any portion of Phase One of the development project, the owner shall record a covenant against the project site delineated on Exhibit 2 of the Development Plan, in a form and substance acceptable to City Attorney or designee, permanently imposing upon the owner of the development project site and its successors, all duties relating to or arising from ongoing operations, repair, maintenance, and renovation of all canal bank improvements in the areas delineated in Exhibit 2, which includes, but is not limited to, the following duties and requirements:
- a. Design Standards. Same standards as applicable to other Arizona Canal improvements in the City nearby, minimum requirements of the City of Scottsdale per the Design Standards and Policies Manual and requirements of the Zoning Ordinance.
  - b. Trails and paths (Arizona Canal).
    1. Maintain the Salt River Project service vehicle paths and multiple use path.
    2. Operations, Repair, Maintenance and Renovation shall include, but not be limited to, removal of trash and debris and maintaining the travel tread areas.
  - c. Landscaping and Hardscape Improvements.
    1. Maintain both landscaping and hardscape improvements that will be constructed outside the service vehicle paths and multiple use path along the embankment of the Arizona Canal.
    2. Operations, Repair, Maintenance, and Renovation shall include, but not be limited to removal of trash and debris, applicable best practices for irrigation, pruning and trimming live plants, repairing or replacing pedestrian seating areas and retaining walls and lighting.
    3. Any stairs or paths leading to and from the Arizona Canal to adjoining pedestrian paths, stairs or walks on the adjoining development site shall be maintained in a safe and appropriate manner.
16. CANAL BRIDGE. Improvements shall be made for a bridge over the Arizona Canal to connect the north side of the canal bank and the south side of the canal bank, as shown in the Development Plan, in conformance with applicable city design standards and guidelines, applicable SRP and other regulatory requirements. The owner shall be obligated for the Canal Bridge improvements per the provisions of the associated Development Agreement for this project (Contract No. 2016-064-COS).
- a. The Canal Bridge improvements shall receive Development Review Board approval in accordance with the terms of the license agreement, Contract No. 1999-091-COS, as amended.
  - b. The Canal Bridge improvements shall include, but not limited to, a canal bridge with a minimum path width of ten (10) feet and a minimum of one (1) bulb-out to allow for the mid-bridge stopping of bridge users outside of the normal canal path. The final location of the Canal Bridge shall be subject to SRP and Development Review Board approval and shall be in substantial conformance with the location shown in the Development Plan.
  - c. Construction documents for the Canal Bridge improvements shall be submitted concurrently with the construction documents for the remainder of the development project.

- d. Prior to issuance of any building permit for the Canal Bridge improvements, approval shall be obtained from SRP for any portion of the Canal Bridge improvements located within SRP property.
  - e. Prior to issuance of any building permit for Phase One of the development project, the owner shall make the required payment to the Downtown Cultural Trust Fund as required by the Zoning Ordinance and as outlined in the associated Development Agreement for this project (Contract No. 2016-064-COS).
  - f. The Arizona Canal Bank Improvements shall be subject to any agreements between the City and Salt River Project.
17. SOUTH PLAZA. The owner shall provide improvements to the development project for a multi-use pathway to connect N. 73<sup>rd</sup> Street to the Arizona Canal Bank Improvements near the northern boundary of the SRP Scottsdale Substation, as shown in the Development Plan, in conformance with applicable city design standards and guidelines, applicable SRP and other regulatory requirements.
- a. With the Development Review Board application for the development project, the owner shall submit, and receive approval for, plans for pathway improvements for the multi-use pathway located within the development project near the northern boundary of the SRP Scottsdale Substation, including, but not limited to, a new ten (10) foot wide sidewalk, landscaping and lighting.
  - b. The owner shall submit construction documents for the South Plaza improvements concurrently with the construction documents for the remainder of the development project.
  - c. Prior to the issuance of any building permit for the development project, the owner shall dedicate a non-motorized public access easement over the extents of the multi-use path within the South Plaza that is located on private property.
  - d. Before any Certificate of Occupancy is issued for any portion of the development project, the owner shall construct the South Plaza improvements as shown on the plans approved by the Development Review Board.
18. NORTH PLAZA. The owner shall provide improvements to the existing alley located adjacent to the northern extents of the development project for purposes of a shared multi-use path and service vehicle access from N. 73<sup>rd</sup> Street to the Arizona Canal, in conformance with applicable city design standards and guidelines, applicable SRP and other regulatory requirements.
- a. With the Development Review Board application for the development project, the owner shall submit, and receive approval for, plans for a multi-use path and vehicular access improvements for the alley located on the north side of the development project, including, but not limited to, a new eight (8) foot wide sidewalk to be located within the south eight (8) feet of the existing alley, repaving of the alley, landscaping and lighting.
  - b. The owner shall submit construction documents for the North Plaza improvements concurrently with the construction documents for the remainder of the development project.
  - c. Prior to the issuance of any building permit for the development project, the owner shall dedicate a non-motorized public access easement over the extents of the non-

motorized, multi-use path within the North Plaza that is located outside of public right-of-way.

- d. Before any Certificate of Occupancy is issued for any portion of the development project, the owner shall construct the North Plaza improvements as shown on the plans approved by the Development Review Board.

19. EAST PLAZA WALKWAY RAMP. The owner shall contribute \$40,000 to the Downtown Cultural Trust Fund for a new ADA-compliant, non-motorized, multi-use ramp to connect the improvements of the North Plaza to the Arizona Canal Bank Improvements, in compliance with applicable city design standards and guidelines, applicable SRP and other regulatory requirements.

- a. The East Plaza Walkway Ramp shall receive Development Review Board approval in accordance with the terms of the license agreement, Contact No. 1999-091-COS, as amended.
- b. East Plaza Walkway Ramp improvements shall include, but not be limited to, pathway/ramp, landscaping, and lighting improvements.
- c. Construction documents for the East Plaza Walkway Ramp improvements shall be submitted concurrently with the construction documents for the remainder of the development project.
- d. Prior to issuance of any building permit for the East Plaza Walkway Ramp improvements, approval shall be obtained from SRP for any portion of the East Plaza Walkway Ramp improvements located within SRP property.
- e. Prior to the issuance of any building permit for the development project, the owner shall dedicate a non-motorized public access easement over the extents of any of the East Plaza Walkway Ramp improvements that are located on private property.
- f. Prior to issuance of any building permit for Phase One of the development project, the owner shall make the payment of \$40,000 to the Downtown Cultural Trust Fund as outlined in the associated Development Agreement for this project (Contract No. 2016-064-COS).
- g. The East Plaza Walkway Ramp improvements shall be subject to any agreements between the City and Salt River Project.

20. NORTH OPEN SPACE IMPROVEMENTS. The owner shall provide pedestrian and landscape improvements (from curb to perimeter wall) along the development project's frontage with N. 73<sup>rd</sup> Street and N. 74<sup>th</sup> Place adjacent to the open space located at the northern portion of the development project, in conformance with applicable city design standards and guidelines, and other regulatory requirements.

- a. With the Development Review Board application for the development project, the owner shall submit, and receive approval for, plans for pedestrian and landscape improvements for the space located between the curb and the perimeter wall of the northern open space, including the design of the perimeter wall. Improvements shall include, but not be limited to, a new ten (10) foot wide sidewalk, landscaping and associated pedestrian amenities. Perimeter wall/fence surrounding northern open space, if provided, shall not be located any closer than twenty (20) feet to the back of the curb of N. 73<sup>rd</sup> Street and N. 74<sup>th</sup> Place.

- b. The owner shall submit construction documents for the North Open Space Improvements concurrently with the construction documents for the remainder of the development project.
  - c. Prior to the issuance of any building permit for the development project, the owner shall dedicate a non-motorized public access easement over the extents of the pedestrian path within the area of the North Open Space Improvements that is located outside of public right-of-way.
  - d. Before any Certificate of Occupancy is issued for any portion of the development project, the owner shall construct the North Open Space Improvements as shown on the plans approved by the Development Review Board.
21. 73<sup>RD</sup> STREET BRIDGE. Prior to any permit issuance for the construction of a building over N. 73<sup>rd</sup> Street in conformance with Alternative A of the Development Plan, the owner shall secure an agreement for air rights over the N. 73<sup>rd</sup> Street right-of-way in a form acceptable to the City Attorney and Zoning Administrator.
22. BUILDING HEIGHT, BASE ELEVATION. The base elevation for purposes of determining maximum building height shall be the height as measured from one (1) foot above the average top of canal elevations for portions of the site that are west/northwest of the "50% Lot Line" as shown in the Development Plan. For portions of the site that are east/southeast of the "50% Lot Line" as shown in the Development Plan, height shall be measured from one (1) foot above the average top of curb elevation along E. Camelback Road and N. 73<sup>rd</sup> Street.
23. MASTER DESIGN CONCEPT PLAN. With the Development Review Board application for the development project, the owner shall submit a Master Design Concept Plan to include, but not be limited to, the following:
- a. Palette of choices for building materials and colors,
  - b. Palette of choices for hardscape elements (i.e., street furniture, pots),
  - c. Building elevations for all four sides of each building,
  - d. Public/private infrastructure along the Arizona Canal,
  - e. Canal Bridge design,
  - f. Arizona Canal improvements,
  - g. Camelback Road improvements (adjacent to site and adjacent to SRP substation), and
  - h. N. 73<sup>rd</sup> Street improvements.
24. PHASING PLAN. With the first Development Review Board application for the development project, the owner shall submit a Phasing Plan describing details and limits of work in each phase of the development project.

#### **INFRASTRUCTURE AND DEDICATIONS**

25. CIRCULATION IMPROVEMENTS. Before any certificate of occupancy is issued for the development project, the owner shall make the required dedications and provide the following improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.
- a. STREETS. Dedicate the following right-of-way and construct the following street improvements:

Street Name	Street Type	Dedications	Improvements	Notes
E. Camelback Road	Minor Arterial Urban Character	Non-motorized public access easement	8' Sidewalk	a.4
N. 73 <sup>rd</sup> Street	Local Collector Suburban Character	Sight distance easement	8' Sidewalk	a.1; a.2; a.3
N. 74 <sup>th</sup> Place	Residential	Sight distance easement	None	a.3
Public Alley	Alley	Additional 2' right- of-way to complete 20' right-of-way	Connection to the existing	a.5; a.6

- a.1. 73<sup>RD</sup> STREET REALIGNMENT. With the Development Review Board submittal, the owner shall submit plans for the realignment of N. 73<sup>rd</sup> Street between E. Camelback Road and E. Minnezona Avenue. Plans shall be subject to the review and approval of Transportation Department staff. With construction of Phase One of the development project, the owner shall construct the realigned N. 73<sup>rd</sup> Street to the Local Collector Suburban Character cross section, Figure 5.3-17 of the Scottsdale DSPM, widening the roadway to provide a two-lane approach southbound to E. Camelback Road. The owner shall be responsible for 100% of the cost to design and construct the improvements necessary for the realignment of N. 73<sup>rd</sup> Street.
- a.2. 73<sup>RD</sup> STREET ACCESS DESIGN – OPTION A. With the Development Review Board submittal, the owner shall submit plans demonstrating compliance with the minimal vertical and horizontal requirements for access under proposed building spanning 73<sup>rd</sup> Street. In addition, the owner shall demonstrate the required visibility of the traffic signal for southbound vehicles on N. 73<sup>rd</sup> Street is provided under the bridge, to the satisfaction of Transportation Engineering staff.
- a.3. 73<sup>RD</sup> STREET SIGHT DISTANCE EASEMENTS. With the first improvement plan submittal for the development project, the owner shall dedicate sight distance easements at the intersections of E. Camelback Road / N. 73<sup>rd</sup> Street, and N. 73<sup>rd</sup> Street / N. 74<sup>th</sup> Place, to the satisfaction of Transportation Engineering staff.
- a.4. CAMELBACK ROAD SIDEWALK. The owner shall provide a minimum eight (8) foot wide separated sidewalk along the development project's frontage with E. Camelback Road. The sidewalk shall be separated from the curb by a minimum of six (6) feet. The sidewalk shall transitions back to the existing sidewalk to the east. A non-motorized public access easement shall be dedicated over the sidewalk that extends outside of the E. Camelback Road right-of-way.
- a.5. PUBLIC ALLEY DEDICATION. The owner shall dedicate additional 2 feet of right-of-way (to provide total 20' right-of-way) for the existing alley north of the proposed

development, east of N. 73<sup>rd</sup> Street and provide 20' right-of-way to the proposed N. 73<sup>rd</sup> Street alignment.

- a.6. PUBLIC ALLEY CONNECTIVITY. The owner shall maintain connection from the alley to N. 73<sup>rd</sup> Street. With the Development Review Board submittal for the development project, the developer shall provide details showing the alignment of the alley.
- b. CAMELBACK ROAD PEDESTRIAN IMPROVEMENTS – SRP SUBSTATION FRONTAGE. Pedestrian improvements shall be made on the north side of E. Camelback Road along the frontage of the SRP Scottsdale Substation between the western boundary of the development project and the vehicular bridge over the Arizona Canal, in conformance with applicable city design standards and guidelines, and other regulatory requirements. Pedestrian improvements shall be designed to tie into existing pedestrian improvements alongside vehicular bridge. The owner shall be obligated for the Canal Bridge improvements per the provisions of the associated Development Agreement for this project (Contract No. 2016-064-COS).
  - b.1. The Camelback Pedestrian Improvements shall receive Development Review Board approval in accordance with the terms of the license agreement, Contact No. 1999-091-COS, as amended.
  - b.2. The Camelback Pedestrian Improvements shall include, but not limited to, a new eight (8) foot wide sidewalk that is separated from the curb of the roadway by a minimum of six (6) feet and associated landscaping to be planted between the curb and the new sidewalk improvements.
  - b.3. Before any construction documents are submitted for the Camelback Pedestrian Improvements along the north side of E. Camelback Road, the owner shall secure a fee title right-of-way dedication from Salt River Project to the City of Scottsdale for a minimum of forty-five (45) feet from the centerline of E. Camelback Road north to the SRP substation property along the entire length of the SRP substation property's frontage with E. Camelback Road, and secure an easement dedication for a non-motorized public access easement to be located over any portion of the pedestrian improvements that are located outside of said right-of-way dedication on the SRP substation property. The form of the dedications is subject to the satisfaction of the Zoning Administrator, or designee.
  - b.4. Construction documents for the Camelback Pedestrian Improvements along the north side of E. Camelback Road along the SRP Scottsdale Substation frontage shall be submitted concurrently with the construction documents for the remainder of the development project.
  - b.5. Prior to issuance of any building permit for the Camelback Pedestrian Improvements, approval shall be obtained from SRP for any portion of the Camelback Pedestrian Improvements located within SRP property.
  - b.6. Prior to issuance of any building permit for Phase One of the development project, the owner shall make the required payment to the Downtown Cultural Trust Fund as required by the Zoning Ordinance and as outlined in the associated Development Agreement for this project (Contract No. 2016-064-COS).
- c. CAMELBACK/73<sup>RD</sup> STREET INTERSECTION IMPROVEMENTS. The owner shall design and construct the new improvements for the intersection of E. Camelback Road and N. 73<sup>rd</sup>

Street, including sidewalks and pedestrian crossings. The intersection construction must be performed to the standards and to the satisfaction of the City Transportation Manager, or designee, and shall be completed prior to final certificate of occupancy for any building of Phase one of the development project. The owner shall dedicate traffic control easements as necessary, subject to the City Attorney, to contain traffic signal poles and equipment at the new E. Camelback Road and N. 73rd Street intersection. The traffic control easements shall overlay the required sight distance easements. The owner shall be responsible for 100% of the cost to design and construct intersection improvements.

- d. VEHICLE NON-ACCESS EASEMENT. With the first improvement plan submittal for Phase One the development project, the owner shall dedicate a one foot wide vehicular non-access easement on E. Camelback Road, N. 73<sup>rd</sup> Street and N. 74<sup>th</sup> Place, except at the approved street entrances.
26. NEIGHBORHOOD TRAFFIC MITIGATION. Prior to final plans submittal for Phase One of the development project, the owner shall be required to coordinate with the City Transportation Department to develop a traffic mitigation plan for the surrounding neighborhoods. The owner will take into account feedback from the area residents through a minimum of two public meetings, generally following the City's "Neighborhood Traffic management Policy and Procedure (2010)." The plan shall be subject to review and comment by Transportation, Fire, Solid Waste, Police, and any other required City department staffs. The traffic mitigation plan shall be subject to the approval of the Transportation Manager, or designee. This plan may result in one or more traffic mitigation improvement methods as required by the Transportation General Manager or designee. The owner shall be required to contribute to the city, up to a maximum owner commitment of \$75,000, for any traffic mitigation work identified by the traffic mitigation plan prior to issuance of permits for Phase One of the development project.
  27. TRANSIT FACILITIES. Prior to issuance of any Certificate of Occupancy for Phase Two of the development project, the owner shall construct bus stop facilities (landscaping, bench and trash can) on E. Camelback Road just west of the new intersection (N. Buckboard Trail/N. 73<sup>rd</sup> Street intersection). The design and location of these facilities shall be subject to the approval of the City's Transportation Manager, or designee, before any final plan approval for the development project.
  28. EAST DRIVEWAY ACCESS. With the Development Review Board submittal, the owner shall submit plans that provide additional paved access of not more than four (4) feet, unless otherwise agreed to by the owner, to be provided on the east side of the eastern-most building fronting E. Camelback Road.
  29. ACCESS RESTRICTIONS. Access to the site shall conform to the following restrictions (distances are measured to the driveway or street centerlines):
    - a. There shall be a maximum of one (1) site driveway from E. Camelback Road site frontage, excluding access to the SRP Scottsdale Substation.
  30. REFUSE COLLECTION. The developer shall provide refuse enclosures and access for refuse collection in compliance with the requirements outlined in City of Scottsdale Design Standards and Policies Manual. If proposing an alternative method of refuse collection, the owner shall submit detailed plans for refuse collection, to be reviewed and approved by City of Scottsdale Solid Waste Department.

31. SIGHT DISTANCE EASEMENT. Prior to the approval of the improvement plans, the owner shall dedicate a sight distance easement over sight distance triangle(s) and safety triangles at street intersections and property corners in conformance with figure 5.3-26 and 5.3-27 of Section 5.3 of the DS&PM.
32. NON-MOTORIZED PUBLIC ACCESS EASEMENT. Prior to the approval of the improvement plans, the owner shall dedicate a non-motorized public access easement over the public sidewalk on E. Camelback Road that extends outside of the public right-of-way and over public canal access between the Arizona Canal and N. 73<sup>rd</sup> Street.
33. BASIS OF DESIGN REPORT (WATER & WASTEWATER). Prior to the first submittal of improvements plans for the development project, the owner shall submit final basis of design reports for water and wastewater to the One-Stop-Shop. Final basis of design reports must be accepted by the Water Resources department prior to first submittal of improvement plans for the development project.

**Additional Information for:  
WaterView Mixed Use Development  
Case: 19-ZN-2015**

**PLANNING/DEVELOPMENT**

1. **DEVELOPMENT CONTINGENCIES** Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
  - a. wall designs,
  - b. the design of hardscaping within site and along street frontages of site to ensure adequate pedestrian access,
  - c. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - d. screening of above-ground mechanical equipment and utilities,
  - e. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included), and
  - f. canal bank improvements.
3. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
3. **EASEMENTS.**
  - a. **EASEMENTS DEDICATED BY PLAT.** The owner shall dedicate to the city on the final plat, all easements necessary to serve the site, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
  - b. **EASEMENTS CONVEYED BY SEPARATE INSTRUMENT.** Before any building permit is issued for the site, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the city, in conformance with the Design Standards and Policies Manual.
4. **CONSTRUCTION COMPLETED.** Before any Certificate of Occupancy is issued for the site, the owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and

these stipulations, in conformance with the Design Standards and Policies Manual and other applicable standards.

5. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

# **WaterView Mixed Use Development Plan**

**ATTACHMENT #3**

# *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 73<sup>rd</sup> 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 & DEVELOPMENT PLAN**

#### ***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.

### ***Bonus Provision***

#### **Option 1 / Bonus Height**

$F_{BH} = [T_{CE} / (1.035)^{(CY-2013)}] \times 0.0001$  which equals: \$266,092.29 for a base year of 2016

- Increase in building height from 66' to 90' for hotel.

#### **Option 2 / Bonus Dwelling Units**

$B_{DU} = [T_{CE} / (1.035)^{(CY-2013)}] \times 0.0001$  which equals: \$365,876.90 for a base year of 2016 (33 units)

- Increase in dwelling units from 383 to 416 units (54 du/ac)

Please see separate document for allocation of bonus funds.

## **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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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, 73<sup>rd</sup> 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 75<sup>th</sup>/Rancho Vista and 75<sup>th</sup>/Mariposa intersections
- Center median island on 74<sup>th</sup> Place
- Choker curbs on 74<sup>th</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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, 5<sup>th</sup> 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 73<sup>rd</sup> Street with respect to the Community Design policies above. The hotel bridge element over 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 programing 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 73<sup>rd</sup> (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 73<sup>rd</sup> 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 73<sup>rd</sup> Street allowing neighboring property owners to utilize 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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:** The applicable use regulations of the Downtown/Planned Block Development district shall apply, except that the following additional uses shall be permitted: Parking Lot and Parking Structure. Adding parking as a stand-alone use to the permitted land uses in the Downtown District is necessary due to the irregular configuration of the land parcels associated with this application; specifically, the parcel on the east side of 73<sup>rd</sup> Street (north of the alley) with stand-alone parking spaces. Adding this use to the permitted use list will allow parking to be configured in a manner that best serves the project regardless of parcel lines and street/alley alignments. The additional parking land use helps maintain a balance of land uses, strengthens the development potential of this mixed use project, and implements a pedestrian oriented Downtown with a sidewalk along 73<sup>rd</sup> Street.

*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. However, under this application a request for bonus height is required per the Downtown Ordinance from the base allowed of 66' to 90' (increase of 24')

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 (383 base units allowed and 416 units requested = increase of 33 units).

See Section III for an explanation of the bonuses requested.

## **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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> Street are elevated because of the grade change consideration between the Canal and 73<sup>rd</sup>. SRP is not allowing the development to step down on the Canal-side, therefore, the grade change has to be accommodated on the 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> Street with Camelback Road being more active and commercial in character and

73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> Street adjacent to the hotel site and Acacia and Live Oak along the residential portion of 73<sup>rd</sup> 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 73<sup>rd</sup> 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 73<sup>rd</sup> 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

### Land Uses.

The applicable use regulations of the Planned Block Development district shall apply, except that the following additional uses shall be permitted:

- **PARKING LOT, PARKING STRUCTURE.**

### 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 <sup>(1)</sup>	GFAR Maximum without Bonus(es)	GFAR Maximum with Bonus(es) <sup>(2)</sup>	Density Maximum (per acre of gross lot area)
Downtown Multiple Use - Type 2	<b>RESIDENTIAL: 66 FEET</b> <b>OPTION 1 - HOTEL:</b> <b>90 FEET</b>	1.4	2.0	50 dwelling units <b>OPTION 2- RESIDENTIAL ONLY:</b> <b>54 DWELLING UNITS</b>
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
<del>North Drinkwater Boulevard and North Goldwater Boulevard</del>	30 feet
East Indian School Road	30 feet
East Camelback Road	40 feet <b>23 FEET</b>
<del>North Scottsdale Road in the Downtown Regional Use sub-district</del>	40 feet
<del>North Scottsdale Road in the Downtown Core, Downtown Multiple Use, Downtown Medical, Downtown Civic Center sub-districts</del>	20 feet
<del>All other public streets and public street segments in the Type 1 Area</del>	14 feet
<del>All other public streets and public street segments in the Type 2 Area</del>	20 feet
<b>73<sup>rd</sup> STREET - HOTEL &amp; BRIDGE OR ALTERNATE RESIDENTIAL</b>	<b>0 FEET</b>
<b>73<sup>rd</sup> STREET - RESIDENTIAL</b>	<b>20 FEET</b>
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.

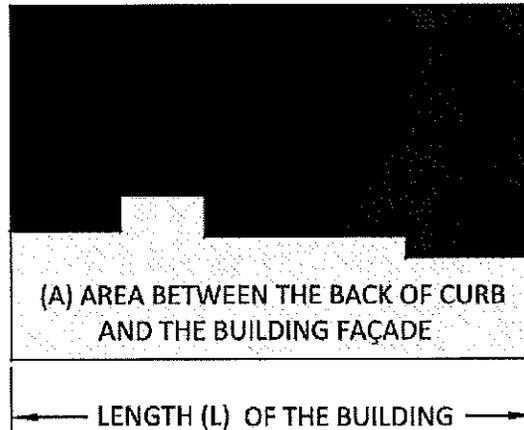
2. In a Type 2 Area, a building with a building façade length of two hundred (200) feet or more shall be located to achieve a prevailing setback shown in Table 5.3006.F. The building façades on a corner lot are calculated separately, and not added together.

Table 5.3006.F. Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys)	
Street	Prevailing Setback
<del>North Drinkwater Boulevard and North Goldwater Boulevard</del>	<del>Between 35 and 45 Feet</del>
East Camelback Road	Between 45 and 60 Feet <b>23 AND 52 FEET</b>
<del>North Scottsdale Road north of the Arizona Canal</del>	<del>Between 45 and 60 Feet</del>
All other public street and public street segments	Between 25 and 35 Feet <b>20 AND 40 FEET</b>

3. 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.

### Example 5.3006.F.

#### Calculation of the Prevailing Setback



$$\text{PREVAILING SETBACK} = \frac{\text{AREA (A)}}{\text{LENGTH (L)}}$$

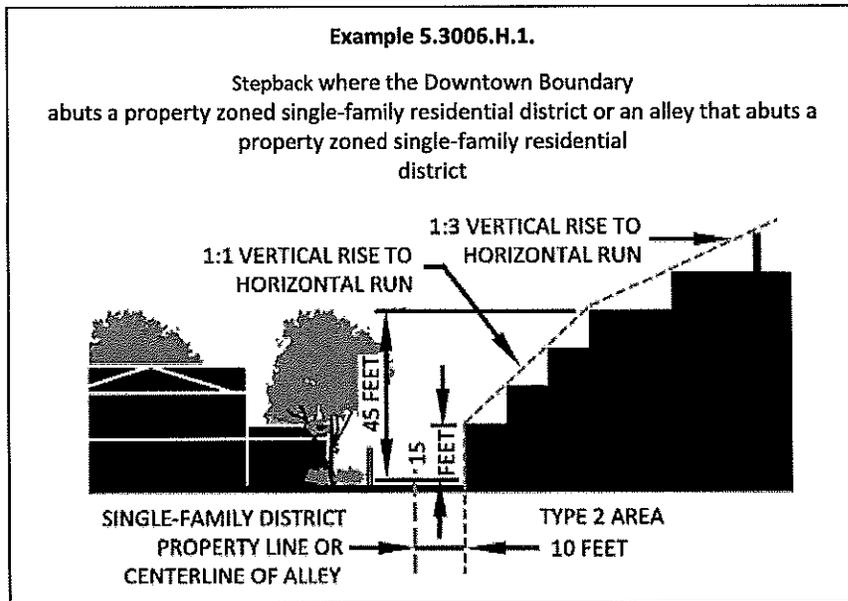
#### G. Private outdoor living space.

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

#### H. Stepbacks.

1. ~~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.~~

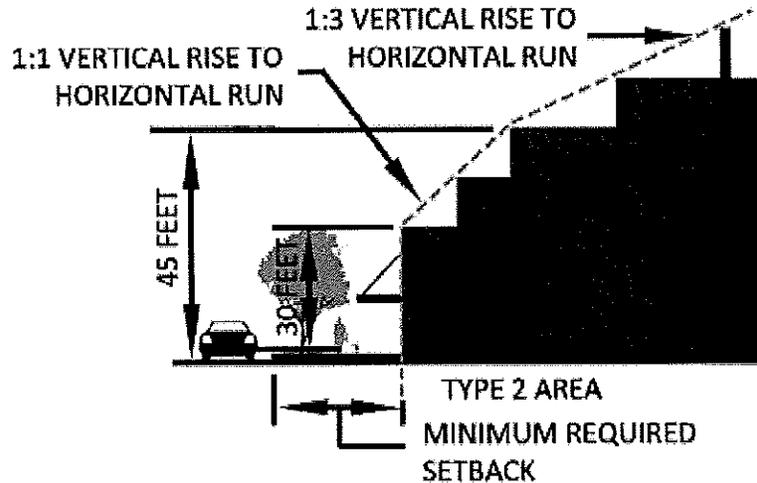
3. Property in the Downtown Civic Center - Type 2 or Downtown Multiple Use - Type 2 Areas not described above: The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines, to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1, **EXCEPT FOR THE HOTEL BUILDINGS ALONG CAMELBACK ROAD, 73<sup>RD</sup> STREET AND THE ALLEY AND THE RESIDENTIAL BUILDINGS ALONG 73<sup>RD</sup> 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.

**Example 5.3006.H.2.**

Stepback where the Downtown Boundary abuts a public street



- c. ~~Where the Downtown Boundary abuts other than a single family residential district shown on Table 4.100.A. or an alley that abuts other than a single family residential district shown on Table 4.100.A.:~~
  - i. ~~The setback shall be ten (10) feet from the centerline of the alley.~~
  - ii. ~~The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the setback line from the alley and thirty (30) feet above all other property lines to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.~~
6. If there is a conflict at the intersection of the stepback planes, the more gradual slope controls.
- I. Exceptions to building location, setback, prevailing setback and stepback standards.
  1. Except as provided in Subsection 5.3006.I.9. below, certain exceptions to building location, setback and stepback standards are allowed if the Development Review Board finds the exceptions conform to:
    - a. The Downtown Plan and Downtown Plan Urban Design & Architectural Guidelines; and
    - b. The sight distance requirements of the Design Standards and Policy Manual.
  2. Subject to design approval by the Development Review Board, the following exceptions to building location, setback and stepback standards are allowed:
    - a. A maximum of ~~five (5) feet~~ **10 FEET** for cornices, eaves, parapets and fireplaces.
    - b. A maximum of ~~seven (7) feet~~ **10 FEET** for canopies and other covers over sidewalks, balconies and terraces.
    - c. Balcony walls and railings with a maximum inside height of forty-five (45) inches.
    - d. Uncovered balconies, uncovered terraces and patios at and below grade.

- e. Covered sidewalks and uncovered terraces directly above a sidewalk.
3. Subject to design approval by the Development Review Board, in a Type 2 Area, a maximum fifteen (15) feet exception to stepback and setback standards above the first floor (not specified in I.2. above), is allowed for projections that:
    - a. Are less than fifty (50) percent of the length of the segment of the building façade where the projections occur; and
    - b. Are less than thirty-three (33) percent of the surface area of the segment of the building façade where the projections occur.
  4. Subject to design approval by the Development Review Board, an exception to the stepback standard is allowed for stairwells and elevator shafts.
  5. The minimum setback from public streets (except alleys) shall be equal to the average prevailing setback of all buildings on the same frontage if forty (40) percent or more of the existing buildings on the frontage are closer to the curb than the requirement of Table 5.3006.C.
  6. 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 average of the prevailing setbacks of all existing buildings on the same frontage, if forty (40) percent or more of the existing buildings on the frontage are nearer the curb than the requirement in Table 5.3006.F.
  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)

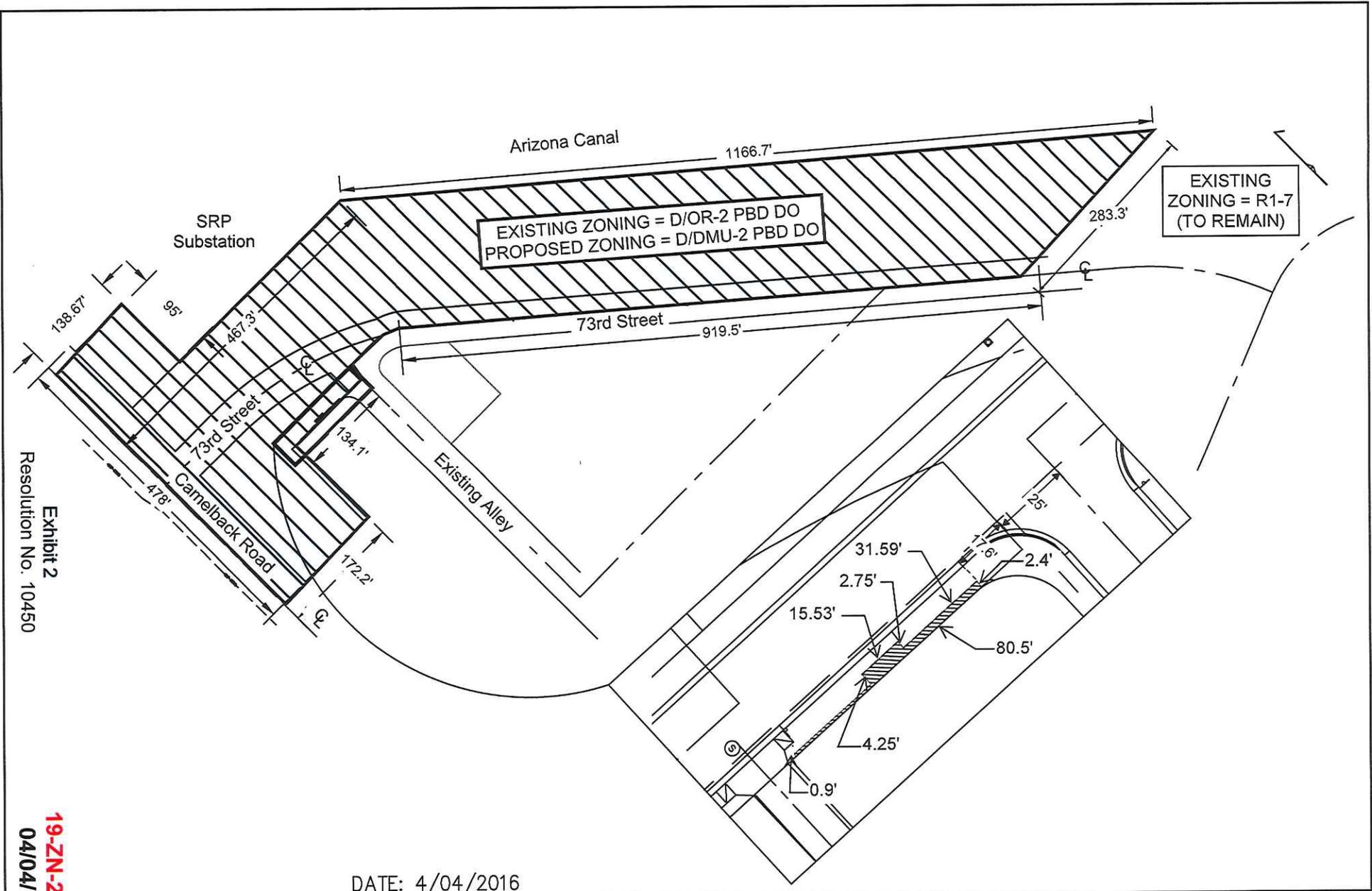


Exhibit 2  
Resolution No. 10450

19-ZN-2015  
04/04/16

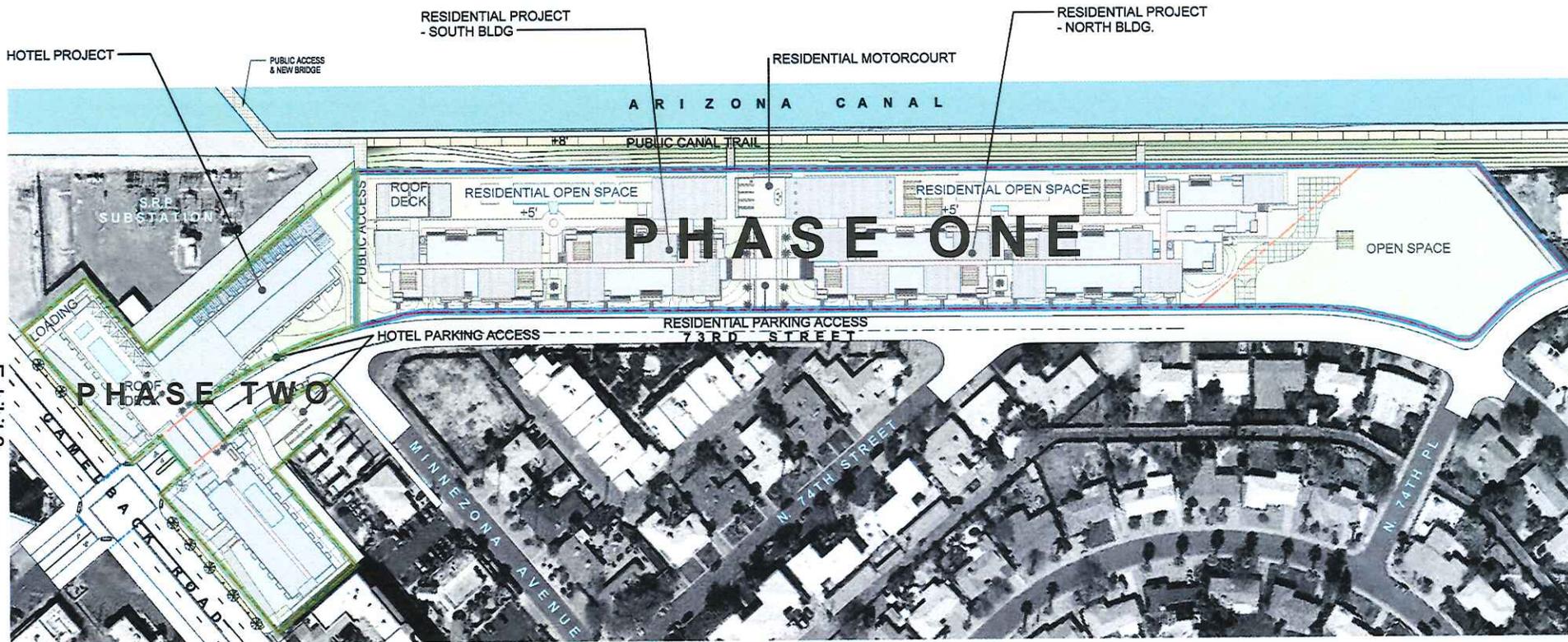
DATE: 4/04/2016

SHEET
1 OF 1

**ZONING BOUNDARY EXHIBIT**  
WATERVIEW  
SCOTTSDALE, AZ



**DAVID EVANS AND ASSOCIATES INC.**  
4600 East Washington Street, Suite 250  
Phoenix Arizona 85034  
Phone: 602.678.5151



Resolution No. 10450  
Exhibit 3

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS - LA  
 B11 WALSHS BLVD. SUITE B20  
 LOS ANGELES, CA 90017  
 T 213-234-8118  
 F 213-234-8119

GMP www.gmparchitects-la.com

PROJECT SITE PLAN  
1.02

WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC

**RESIDENTIAL: 4 STORY TYPE V - 240 UNITS**

**RESID. UNIT SUMMARY**

UNIT NAME	UNIT AREA (SF)	NO. UNIT	AVG UNIT AREA (SF)	UNIT %
.S	15,728.04	31	507.36	12.9%
1B	66,819.18	91	735.41	37.9%
2B	101,215.00	91	1,113.24	37.9%
3B	10,417.72	8	1,298.44	3.3%
LOFT	17,282.85	19	1,209.12	7.9%
LOFT MEZZ	5,682.00	0		0.0%
<b>TOTAL:</b>	<b>217,145.79</b>	<b>240</b>		<b>100.0%</b>

**RESID. UNIT BREAK DOWN PER LEVEL**

UNIT NAME	UNIT AREA	NO. UNIT	UNIT NAME	UNIT AREA	NO. UNIT
-----------	-----------	----------	-----------	-----------	----------

1ST/GROUND LEVEL			4TH LEVEL		
.S	4,153.50 SF	8	.S	2,429.49 SF	5
1B	17,841.96 SF	24	1B	14,473.38 SF	20
2B	29,690.46 SF	27	2B	15,773.60 SF	14
3B	1,153.57 SF	1	3B	1,160.49 SF	1
	52,839.49 SF	60	LOFT	17,282.85 SF	19

2ND LEVEL			MEZZANINE LEVEL		
.S	4,153.50 SF	8	LOFT MEZZ	5,682.00 SF	0
1B	17,871.62 SF	24		5,682.00 SF	0
2B	27,838.26 SF	25			
3B	4,057.90 SF	3			
	53,721.27 SF	60	<b>TOTAL:</b>	<b>217,145.79 SF</b>	<b>240</b>

3RD LEVEL		
.S	4,992.56 SF	10
1B	16,832.22 SF	23
2B	27,912.87 SF	25
3B	4,045.76 SF	3
	53,783.21 SF	61

**RESID. PARKING SUMMARY**

- PARKING REQUIRED:**
  - RESIDENTIAL:
    - a. UNIT S/B (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 60 x 5% = 3
  - TOTAL ACCESSIBLE SPACES = 11**
  - (REQ'D PROVIDED)
- NOTE: STALL DIMENSIONS ARE 9'X18' CLEAR WITH 5' ACCESS SPACE OR 8' ACCESS SPACE AT VAN PARKING**
- RESID./COMMERCIAL PARKING PROVIDED:**

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

**RESID. AREA SUMMARY (FAR)**

RESIDENTIAL BLDG AREA (FAR)	
NAME	AREA (GROSS)

<b>1ST/GROUND LEVEL</b>	
FITNESS	3,185.4 SF
MAIN LOBBY	3,783.4 SF
RECREATION	3,418.9 SF
RESIDENTIAL	59,742.4 SF
<b>TOTAL:</b>	<b>70,130.1 SF</b>

<b>2ND LEVEL</b>	
GAME ROOM	3,996.9 SF
RESIDENTIAL	60,863.4 SF
<b>TOTAL:</b>	<b>64,860.3 SF</b>

<b>3RD LEVEL</b>	
RESIDENTIAL	60,863.4 SF
<b>TOTAL:</b>	<b>60,863.4 SF</b>

<b>4TH LEVEL</b>	
RESIDENTIAL	60,777.8 SF
<b>TOTAL:</b>	<b>60,777.8 SF</b>

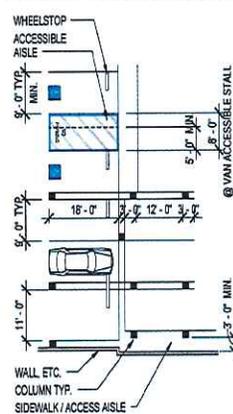
<b>MEZZANINE LEVEL</b>	
RESIDENTIAL	5,530.8 SF
<b>TOTAL:</b>	<b>5,530.8 SF</b>

PRIVATE RESID. OPEN SPACE	
NAME	COUNT
BALCONIES	160
TERRACE	52
<b>TOTAL NO. OF TERRACE &amp; BALCONIES</b>	<b>212</b>
BALCONIES/TERRACE ARE 60 SF EACH MIN.	

**RESID. GARAGE AREA:**

RESID. PARKING SUB P1	114,929 SF
RESID. PARKING SUB P2	64,094 SF
<b>TOTAL:</b>	<b>179,023 SF</b>

**PARKING DIMENSION DIAGRAM**



**HOTEL: 6 STORY TYPE I - 269 GUEST ROOMS**

**HOTEL GUEST ROOM SUMMARY**

ROOM NAME	UNIT AREA	NO. UNIT
-----------	-----------	----------

<b>HOTEL-1ST LEVEL</b>		
G	23,582.8 SF	55
SUITE	4,367.5 SF	5
<b>TOTAL:</b>	<b>27,950.3 SF</b>	<b>60</b>

<b>HOTEL-2ND LEVEL</b>		
G	25,624.0 SF	60
SUITE	4,367.5 SF	5
<b>TOTAL:</b>	<b>29,991.5 SF</b>	<b>65</b>

<b>HOTEL-3RD LEVEL</b>		
G	26,946.3 SF	63
SUITE	4,367.5 SF	5
<b>TOTAL:</b>	<b>31,313.8 SF</b>	<b>68</b>

<b>HOTEL-4TH LEVEL</b>		
G	26,946.3 SF	63
SUITE	4,367.5 SF	5
<b>TOTAL:</b>	<b>31,313.8 SF</b>	<b>68</b>

<b>HOTEL-ROOF/PENTHOUSE LEVEL</b>		
PENTHOUSE	1,337.5 SF	1
SUITE	5,987.0 SF	7
<b>TOTAL:</b>	<b>7,324.5 SF</b>	<b>8</b>

<b>TOTAL:</b>	<b>127,893.9 SF</b>	<b>269</b>
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**HOTEL / RETAIL PARKING SUMMARY**

- HOTEL / RETAIL PARKING REQUIRED (SPACES):**
  - HOTEL: 1 PER G. ROOM = 269
  - RETAIL: 1/200 x 4,086 SF = 14
  - RESTAURANT: 1/50 x 5,739 SF = 115
  - TOTAL PARKING REQ'D: 269 + 129 = 398**
  - (HOTEL + RETAIL)
- REQUIRED ACCESSIBLE PARKING:**
  - 0 TO 400 SPACES = 8
  - TOTAL REQUIRED / PROVIDED = 8**
- NOTE: STALL DIMENSIONS ARE 9'X18' CLEAR WITH 5' ACCESS SPACE OR 8' ACCESS SPACE AT VAN PARKING**

**HOTEL / RETAIL PARKING PROVIDED:**

GROUND/STREET LEVEL	
HOTEL HC	2
HOTEL PARKING	37
LOADING	1
<b>TOTAL:</b>	<b>40</b>
<b>SUB P1-B LEVEL</b>	
HOTEL HC	6
HOTEL PARKING	173
<b>TOTAL:</b>	<b>179</b>
<b>SUB P2-B LEVEL</b>	
HOTEL HC	6
HOTEL PARKING	173
<b>TOTAL:</b>	<b>179</b>
<b>TOTAL HOTEL/RETAIL PARKING PROVIDED:</b>	<b>398</b>

**4) BICYCLE REQUIRED SPACES:** 240 VEHICLE PARKING SPACES x 398 = 20 BICYCLE SPACES REQ'D / PROVIDED

**HOTEL GARAGE AREA:**

HOTEL PARKING SUB P1	60,186 SF
HOTEL PARKING SUB P2	84,605 SF
<b>TOTAL:</b>	<b>124,791 SF</b>

**ZONING INFORMATION**

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

SETBACKS:	
FRONT:	20'
SIDE:	5' W/14' AGGREGATE
REAR:	25'

MAXIMUM BLDG HEIGHT: 50'

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

SETBACKS:	
FRONT:	20' / CURB
SIDE:	NONE
REAR:	NONE

MAXIMUM BLDG HEIGHT: 65' RESIDENTIAL BUILDING 84' HOTEL

LOT AREA:

NET: 7.3254 ACS. INCLUDES THE SRP PARCEL (0.285 ACS) AND THE PARK / OPEN SPACE (1.1829 ACS)  
GROSS: 9.1418 ACS. INCLUDES SRP GROSS (0.4128 ACS) AND THE PARK AREA (1.4636 ACS)

WITHOUT THE PARK (OPEN SPACE)  
NET: 8.1425 ACS  
GROSS: 7.8782 ACS

RESIDENTIAL DENSITY:

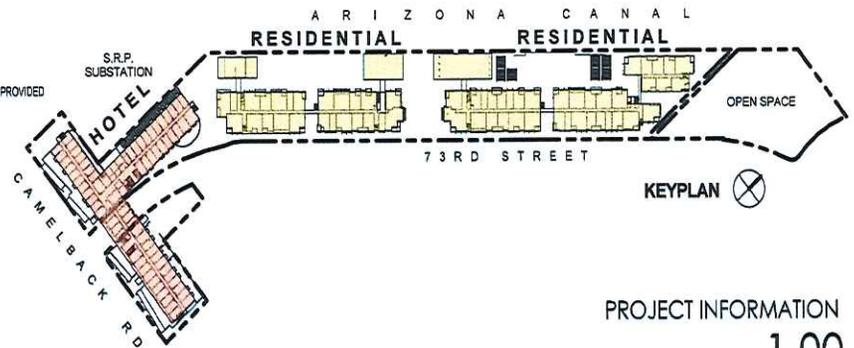
8,1425 ACS x 50 UNITS / AC = 307 UNITS MAX.  
(PROPOSED DENSITY = 39 UNITS / AC)

FAR:

ALLOWABLE FAR: 267,567 SF (8,1425 ACS) x 2 = 535,135 SF  
PROPOSED FAR: 194,707 (HOTEL) + 262,152 (RESID.) = 456,859 SF

OPEN SPACE:

SEE SHEET 1.04 FOR ADDITIONAL INFORMATION



PROJECT INFORMATION

1.00

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

Resolution No. 10450  
Exhibit 4A

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
8111 WILSHIRE BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T: 213-236-6311  
F: 213-236-9118

GMP 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 %
	0.00	0		0.0%
S	14,519.50	28	518.91	11.7%
1B	89,501.55	93	750.55	38.8%
2B	102,860.06	92	1,119.65	38.3%
3B	10,904.10	8	1,364.51	3.3%
LOFT	17,285.85	19	1,209.12	7.9%
LOFT MEZZ	5,707.55	0		0.0%
<b>TOTAL:</b>	<b>220,768.42</b>	<b>240</b>		<b>100.0%</b>

**RESID. UNIT BREAK DOWN PER LEVEL**

UNIT NAME	UNIT AREA	NO UNIT	UNIT NAME	UNIT AREA	NO UNIT
-----------	-----------	---------	-----------	-----------	---------

**1ST/GROUND LEVEL**

S	4,153.5 SF	8
1B	18,168.1 SF	24
2B	29,802.9 SF	27
3B	1,325.8 SF	1
<b>TOTAL:</b>	<b>53,450.3 SF</b>	<b>60</b>

**4TH LEVEL**

S	2,059.0 SF	4
1B	15,638.6 SF	21
2B	17,190.8 SF	15
3B	1,332.7 SF	1
LOFT	17,285.7 SF	19
<b>TOTAL:</b>	<b>53,486.7 SF</b>	<b>60</b>

**2ND LEVEL**

S	4,153.5 SF	8
1B	17,697.4 SF	24
2B	27,856.1 SF	25
3B	4,036.8 SF	3
<b>TOTAL:</b>	<b>53,743.9 SF</b>	<b>60</b>

**5TH/MEZZANINE LEVEL**

LOFT MEZZ	5,707.6 SF	0
	5,707.6 SF	0
<b>TOTAL:</b>	<b>220,758.4 SF</b>	<b>240</b>

**3RD LEVEL**

S	4,153.5 SF	8
1B	17,967.4 SF	24
2B	28,010.3 SF	25
3B	4,208.8 SF	3
<b>TOTAL:</b>	<b>54,370.0 SF</b>	<b>60</b>

**RESID. PARKING SUMMARY**

1) PARKING REQUIRED:

RESIDENTIAL:			
a. UNIT S/1B	(1.5+0.25%) x 121	=	212
b. UNIT 2B	(1.5+0.25%) x 92	=	161
c. UNIT 3B/LOFT	(2.0+0.25%) x 27	=	61
			<b>434 SPACES</b>

2) RESID./COMMERCIAL PARKING PROVIDED:

PARKING TYPE	NO PARKING
--------------	------------

**1ST/GROUND LEVEL**

STANDARD	5
<b>TOTAL</b>	<b>5</b>

**SUB P1 LEVEL**

HC	4
STANDARD	268
TANDEM	4
<b>TOTAL</b>	<b>276</b>

**SUB P2 LEVEL**

HC	4
STANDARD	144
TANDEM	6
<b>TOTAL</b>	<b>154</b>

<b>TOTAL RESID. PARKING PROVIDED:</b>	<b>435</b>
---------------------------------------	------------

**RESID. GARAGE AREA:**

RESID. PARKING SUB P1	114,929 SF
RESID. PARKING SUB P2	84,084 SF
<b>TOTAL:</b>	<b>178,993 SF</b>

**RESID. AREA SUMMARY (FAR)**

NAME	AREA (GROSS)
------	--------------

**1ST/GROUND LEVEL**

FITNESS	3,185.4 SF
MAIN LOBBY	3,783.4 SF
RECREATION	3,418.9 SF
RESIDENTIAL	59,742.4 SF
<b>TOTAL:</b>	<b>70,130.1 SF</b>

**2ND LEVEL**

GAME ROOM	3,996.9 SF
RESIDENTIAL	60,863.4 SF
<b>TOTAL:</b>	<b>64,860.3 SF</b>

**3RD LEVEL**

RESIDENTIAL	60,863.4 SF
<b>TOTAL:</b>	<b>60,863.4 SF</b>

**4TH LEVEL**

RESIDENTIAL	60,777.8 SF
<b>TOTAL:</b>	<b>60,777.8 SF</b>

**5TH/MEZZANINE LEVEL**

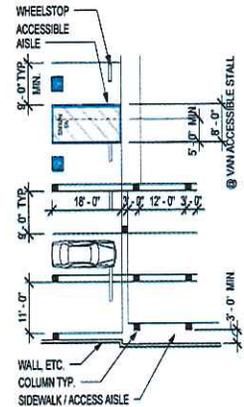
RESIDENTIAL	5,530.8 SF
<b>TOTAL:</b>	<b>262,162.4 SF</b>

**PRIVATE RESID. OPEN SPACE**

NAME	COUNT
BALCONIES	160
TERRACE	52
<b>TOTAL NO. OF TERRACE &amp; BALCONIES</b>	<b>212</b>

BALCONIES/TERRACE ARE 60 SF EACH MIN.

**PARKING DIMENSION DIAGRAM**



**ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE:  
4 STORY TYPE V - 176 UNITS**

**ALT. UNIT SUMMARY**

UNIT NAME	UNIT AREA (SF)	NO. UNIT	AVG. UNIT AREA (SF)	UNIT %
S	8,040.00	16	502.50	9.1%
1B	76,806.83	116	662.13	65.9%
2B	46,192.25	44	1,049.82	25.0%
<b>TOTAL:</b>	<b>131,039.08</b>	<b>176</b>		<b>100.0%</b>

**ALT. UNIT BREAKDOWN PER LEVEL**

UNIT NAME	UNIT AREA	NO. UNIT
-----------	-----------	----------

**2ND LEVEL**

S	2,010.0 SF	4
1B	19,201.7 SF	29
2B	11,548.1 SF	11
<b>TOTAL:</b>	<b>32,759.8 SF</b>	<b>44</b>

**3RD LEVEL**

S	2,010.0 SF	4
1B	19,201.7 SF	29
2B	11,548.1 SF	11
<b>TOTAL:</b>	<b>32,759.8 SF</b>	<b>44</b>

**4TH LEVEL**

S	2,010.0 SF	4
1B	19,201.7 SF	29
2B	11,548.1 SF	11
<b>TOTAL:</b>	<b>32,759.8 SF</b>	<b>44</b>

**5TH/MEZZANINE LEVEL**

S	2,010.0 SF	4
1B	19,201.7 SF	29
2B	11,548.1 SF	11
<b>TOTAL:</b>	<b>131,039.1 SF</b>	<b>176</b>

**ALT. PARKING SUMMARY**

A. ALT. PARKING REQUIRED:

1. RESIDENTIAL:		
a. UNIT S/1B	(1.5+0.25%) x 132	= 231
b. UNIT 2B	(1.5+0.25%) x 44	= 77
		<b>308</b>
2. RETAIL:	17000 x 14,088 SF	= 47
<b>TOTAL PARKING REQ'D:</b>	<b>308 + 47</b>	<b>= 355 SPACES</b>

B. ALT. PARKING PROVIDED:

1. RESIDENTIAL:	
GROUND/STREET LEVEL	
HC	4
STANDARD	26
TANDEM	7
<b>TOTAL:</b>	<b>37</b>
SUB P1-B LEVEL	
HC	4
STANDARD	114
TANDEM	74
<b>TOTAL:</b>	<b>192</b>
SUB P2-B LEVEL	
HC	2
STANDARD	56
TANDEM	27
<b>TOTAL:</b>	<b>85</b>
<b>TOTAL RESID. PARKING PROVIDED:</b>	<b>314</b>

2. RETAIL:	
RETAIL PARKING	48
<b>TOTAL PARKING PROVIDED:</b>	<b>362</b>

**ALT. RESID. AREA SUMMARY (FAR)**

NAME	AREA (GROSS)
------	--------------

**GROUND/STREET LEVEL**

LEASING	2,257.6 SF
LOBBY/LOUNGE	3,265.9 SF
RETAIL 01	2,576.6 SF
RETAIL 02	3,641.5 SF
RETAIL 03	4,105.3 SF
RETAIL 04	3,764.9 SF
<b>TOTAL:</b>	<b>19,611.8 SF</b>

**2ND LEVEL**

RESIDENTIAL	36,521.5 SF
<b>TOTAL:</b>	<b>36,521.5 SF</b>

**3RD LEVEL**

RESIDENTIAL	36,521.5 SF
<b>TOTAL:</b>	<b>36,521.5 SF</b>

**4TH LEVEL**

RESIDENTIAL	36,521.5 SF
<b>TOTAL:</b>	<b>36,521.5 SF</b>

**5TH/MEZZANINE LEVEL**

RESIDENTIAL	36,521.5 SF
<b>TOTAL:</b>	<b>165,697.7 SF</b>

**ALT. GARAGE AREA:**

ALT. PARKING SUB P1	61,472 SF
ALT. PARKING SUB P2	30,438 SF
<b>TOTAL:</b>	<b>91,910 SF</b>

**ALT. RETAIL AREA:**

RETAIL 01	2,577 SF
RETAIL 02	3,642 SF
RETAIL 03	4,105 SF
RETAIL 04	3,785 SF
<b>TOTAL:</b>	<b>14,088 SF</b>

**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 (DOWNTOWN - OFFICE / RESIDENTIAL INTERMEDIATE DENSITY)

SETBACKS:	
FRONT:	20' / CURB
SIDE:	NONE
REAR:	NONE

MAXIMUM BLDG HEIGHT:  
65 RESIDENTIAL BUILDING  
84 HOTEL

LOT AREA:

NET: 7,3254 ACS. INCLUDES THE SRP PARCEL (0.235 ACS) AND THE PARK / OPEN SPACE (1.1829 ACS)  
GROSS: 9.1418 ACS INCLUDES SRP GROSS (0.4128 ACS) AND THE PARK AREA (1.4636 ACS)

WITHOUT THE PARK (OPEN SPACE):  
NET: 8.1425 ACS  
GROSS: 7.8782 ACS

RESIDENTIAL DENSITY:

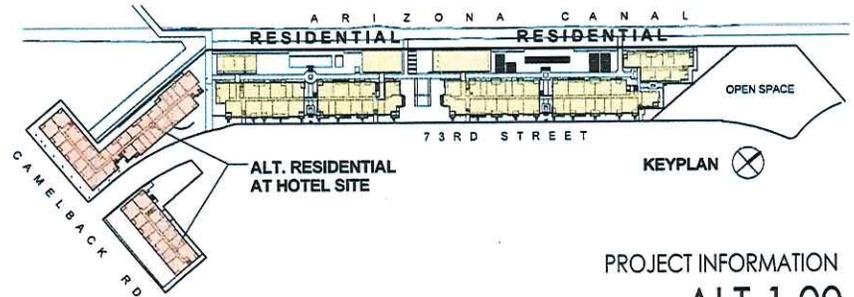
9.1418 ACS x 50 UNITS / AC = 457 UNITS MAX.  
(PROPOSED DENSITY = 45 UNITS / AC)

FAR:

ALLOWABLE FAR: 267,587 SF (6.1425 ACS) x 2 = 535,175 SF  
PROPOSED FAR: 165,897 (ALT. RESID. + 262,162 (RESID.)) = 427,860 SF

OPEN SPACE:

SEE SHEET 1.04 FOR MORE INFORMATION



PROJECT INFORMATION  
**ALT-1.00**

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

Resolution No. 10450  
Exhibit 4B

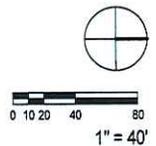
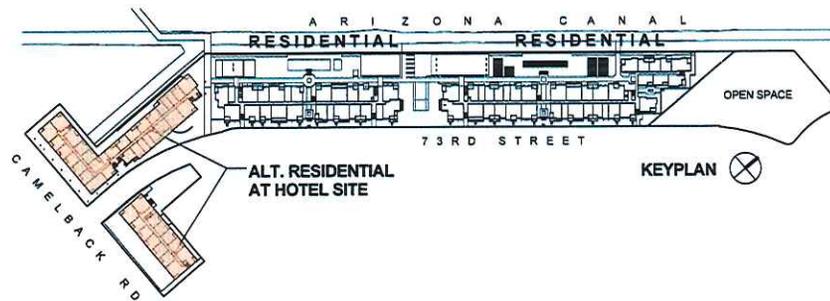
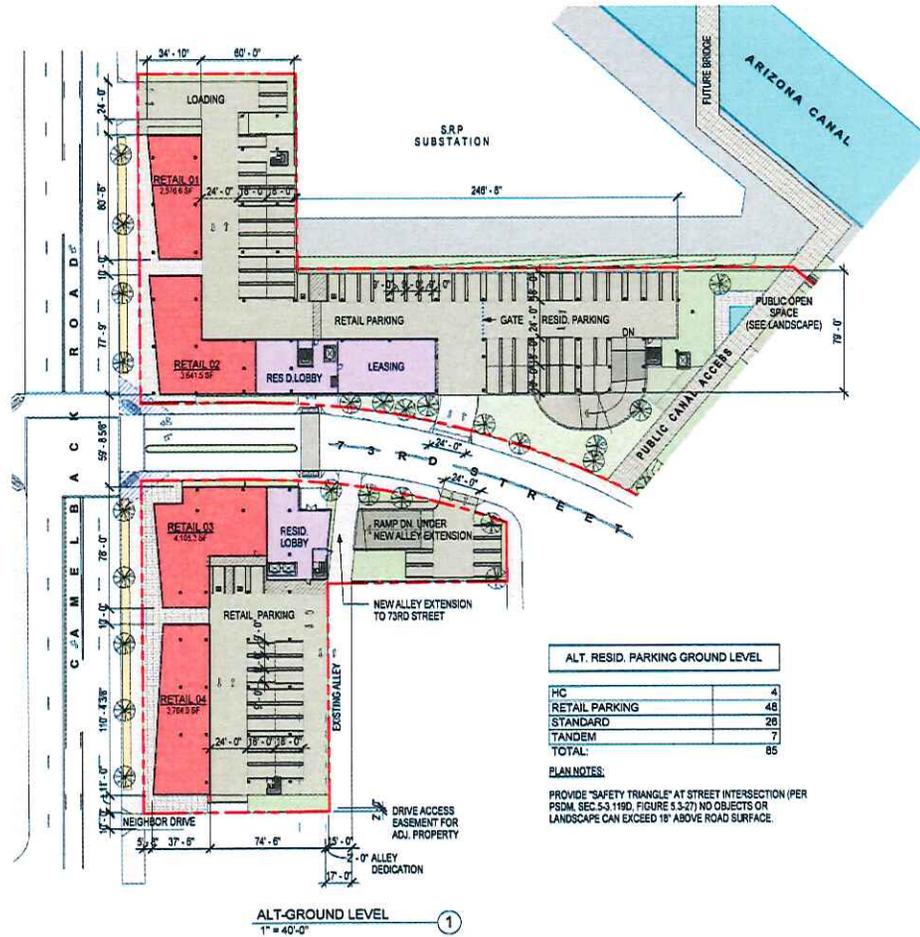
19-ZN-2015  
05/05/16

01.27.2016

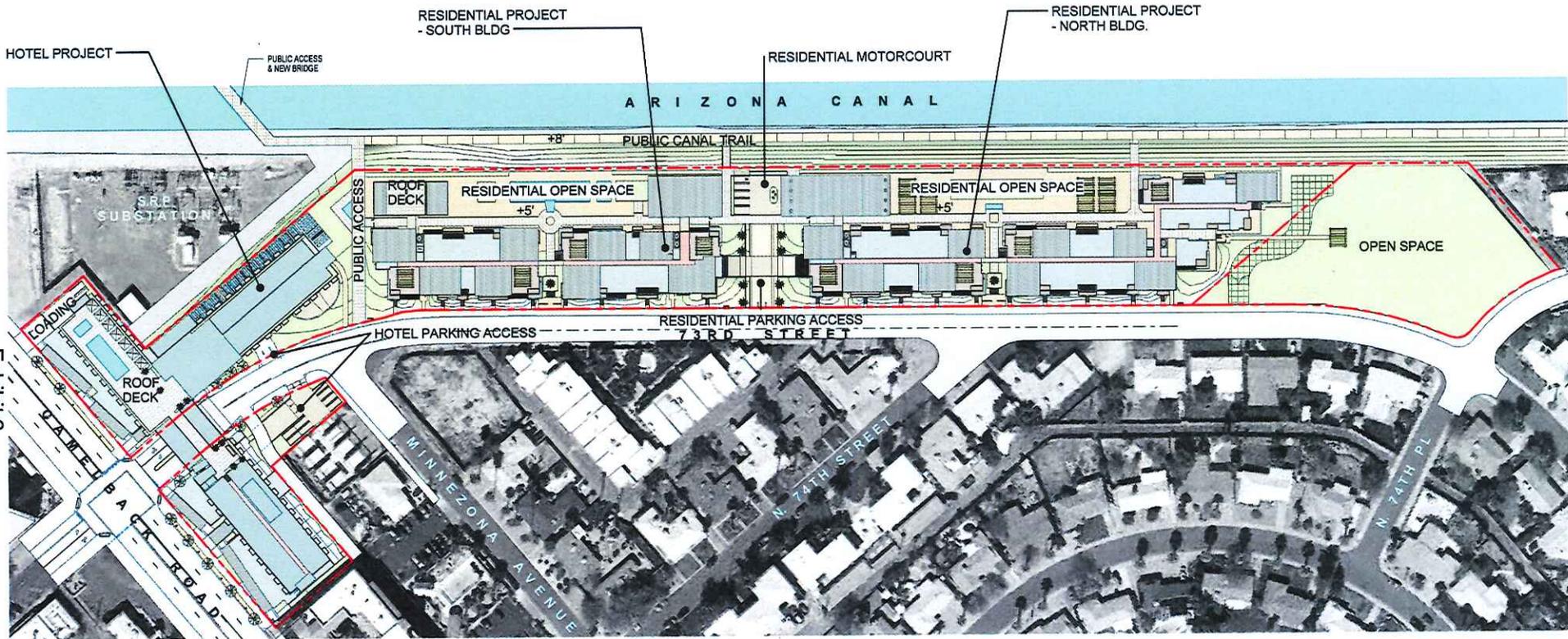
GMP ARCHITECTS - LA  
511 WILSHIRE BLVD., SUITE 200  
LOS ANGELES, CA 90017  
T 213-234-9116  
F 213-234-9114

GMP www.gmparchitects-la.com

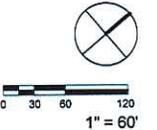




1ST/GROUND & 2ND TO 5TH/MEZZ LEVEL PLAN  
ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.01



Resolution No. 10450  
Exhibit 6



19-ZN-2015  
05/05/16

PROJECT SITE PLAN  
1.02

04.14.2016  
GMP ARCHITECTS-LA  
811 WALSH-PIRE BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T 213-251-9113  
F 213-251-3118  
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WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



### CIRCULATION LEGEND

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



0 30 60 120  
1" = 60'

CIRCULATION PLAN

1.03

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

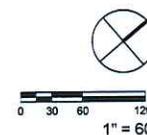
GMP ARCHITECTS - LA  
811 WILSHIRE BLVD. SUITE 400  
LOS ANGELES, CA 90017  
T 213-254-8118  
F 213-234-8119

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OPEN SPACE LEGEND

ADJACENT OPEN SPACE LANDSCAPE	28,887 SF
BUILDING COVERAGE	135,555 SF
PRIVATE RESIDENTIAL OPEN SPACE	49,296 SF
PROJECT PERIMETER LANDSCAPE OPEN SPACE & DRIVEWAY AREA	67,033 SF
OPEN SPACE	55,156 SF
EMERGENCY VEHICLE ACCESS	5,421 SF
<b>TOTAL</b>	<b>341,148 SF</b>



OPEN SPACE DIAGRAM  
1.04

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

HOTEL PROJECT

VIEW CORRIDOR

PUBLIC CANAL ACCESS

RESIDENTIAL PROJECT  
- SOUTH BLDG

MOTOR COURT  
VIEW CORRIDOR

PUBLIC CANAL TRAIL

RESIDENTIAL PROJECT  
- NORTH BLDG.

ARIZONA CANAL

OPEN SPACE

EMERGENCY VEHICLE ACCESS

73RD STREET

MINNEZONA AVENUE  
N 74TH STREET

N 74TH PL

CAMELBACK ROAD

SRP  
SUBSTATION

Resolution No. 10450

Exhibit 8

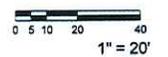
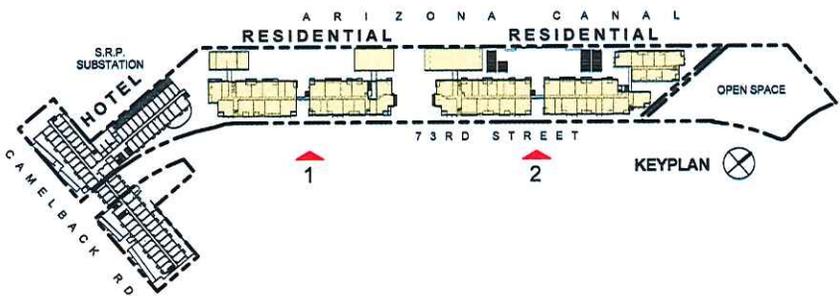
19-ZN-2015  
05/05/16

04.14.2016

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811 WILSHIRE BLVD. SUITE 200  
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Resolution No. 10450  
Exhibit 9



73RD STREET ELEVATIONS

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
611 WILSHIRE BLVD., SUITE 400  
LOS ANGELES, CA 90017  
P. 213-224-0118  
F. 213-224-9119

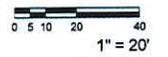
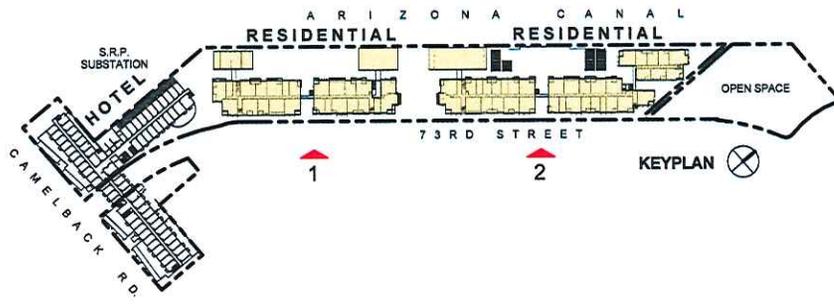
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BUILDING ELEVATIONS  
RESIDENTIAL PROJECT 2.09

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



73RD STREET ELEVATION NORTHERN PORTION ②  
1" = 20'-0"



73RD STREET ELEVATIONS

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD., SUITE 800  
LOS ANGELES, CA 90017  
T 213-234-0118  
F 213-234-8118

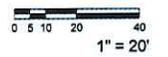
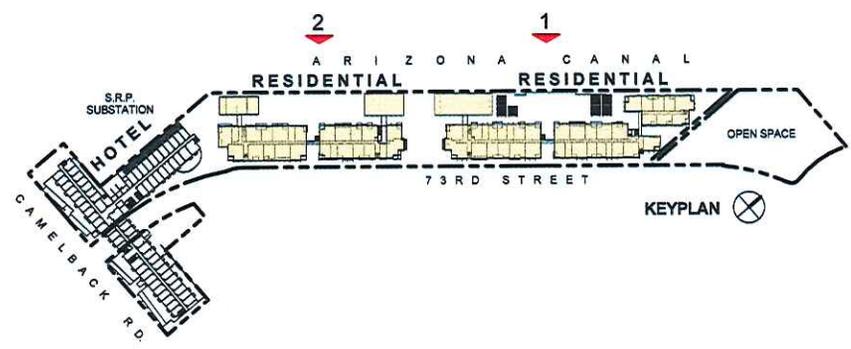
GMP www.gmparchitects-la.com

BUILDING ELEVATIONS  
RESIDENTIAL PROJECT 2.09

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



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



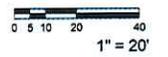
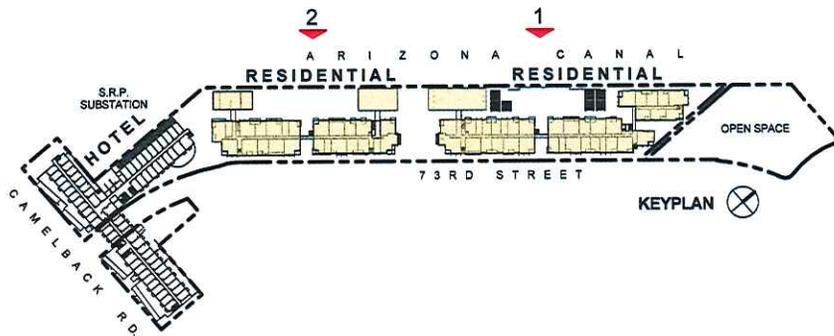
CANAL ELEVATIONS

19-ZN-2015  
05/05/16

04.14.2016  
GMP ARCHITECTS - LA  
8111 WALSH PIKE BLVD. SUITE 400  
LOS ANGELES, CA 90017  
T 213-423-4911B  
F 213-234-9119  
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RESIDENTIAL PROJECT 2.10

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



CANAL ELEVATIONS

19-ZN-2015  
05/05/16

04.14.2016

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811 WALSHIRE BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T 213-254-9118  
F 213-203-9119

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RESIDENTIAL PROJECT 2.10

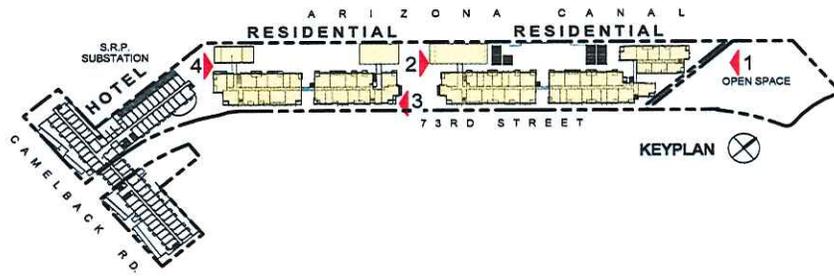
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



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

1

19-ZN-2015  
05/05/16



BUILDING ELEVATIONS  
RESIDENTIAL PROJECT 2.11

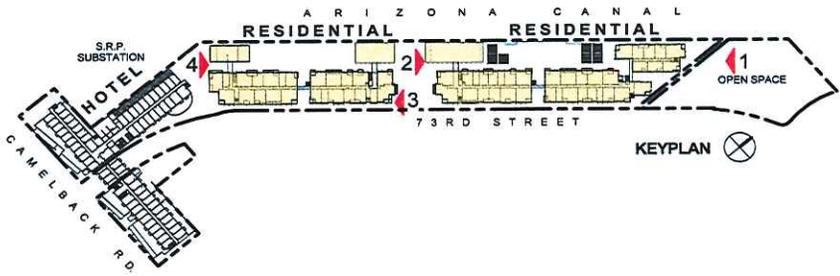
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



NORTHERN BLDG - SOUTH ELEVATION

1" = 20'-0"

2



19-ZN-2015  
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611 WALSHIRE BLVD, SUITE 600  
LOS ANGELES, CA 90017  
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F: 213-234-8119  
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BUILDING ELEVATIONS  
RESIDENTIAL PROJECT 2.11

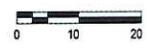
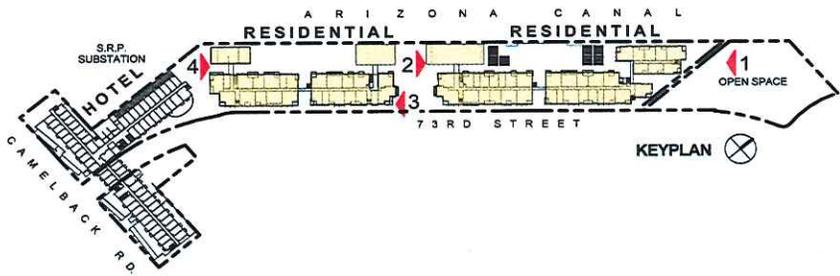
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



SOUTHERN BLDG - NORTH ELEVATION

1" = 20'-0"

3



19-ZN-2015  
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04.14.2016  
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F: 213-234-8119  
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BUILDING ELEVATIONS  
RESIDENTIAL PROJECT 2.11

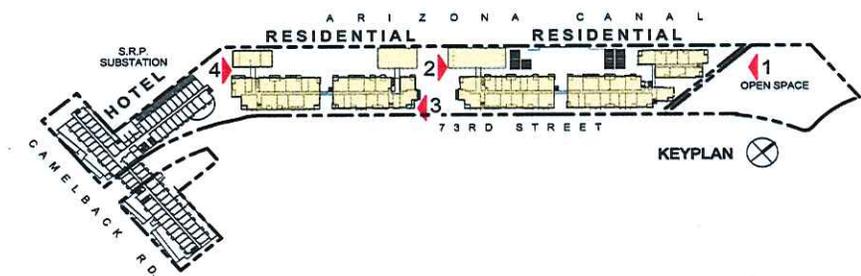
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



SOUTHERN BLDG - SOUTH ELEVATION

1" = 20'-0"

4



BUILDING ELEVATIONS

RESIDENTIAL PROJECT 2.11

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

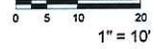
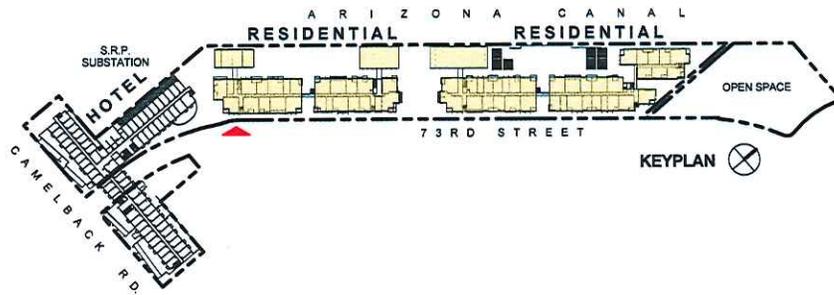
GMP ARCHITECTS - LA  
1911 WILSHIRE BLVD., SUITE 600  
LOS ANGELES, CA 90017  
T: 213-234-9118  
F: 213-234-8119

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\* SAGE  
TERRA COTTA  
PALE YELLOW OAK  
DARK BEIGE  
OFF WHITE

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



PARTIAL ELEVATION ENLARGED WITH MATERIAL  
RESIDENTIAL PROJECT 2.12

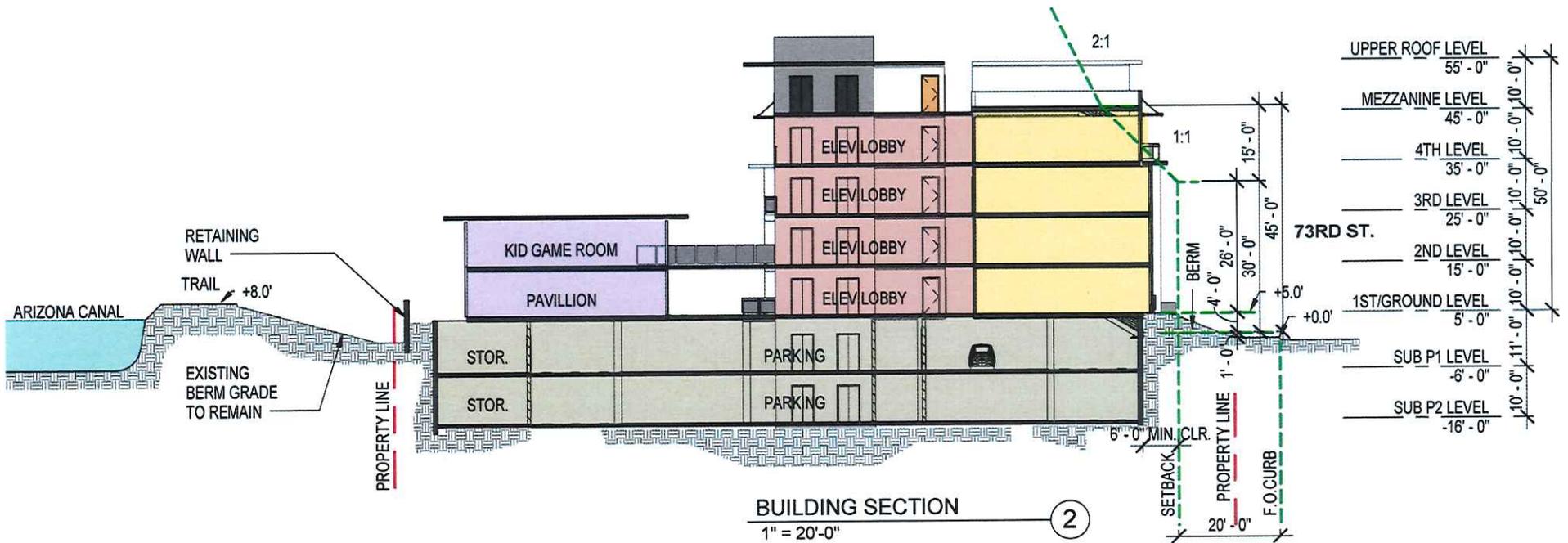
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

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05/05/16

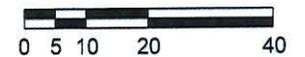
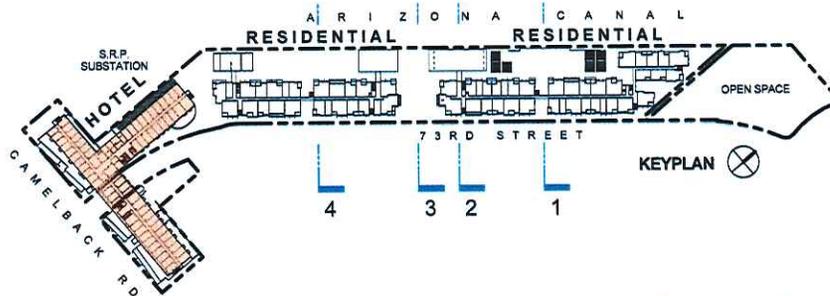
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811 WILSHIRE BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T 213-254-6118  
F 213-654-8119  
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05/05/16



BUILDING SECTIONS

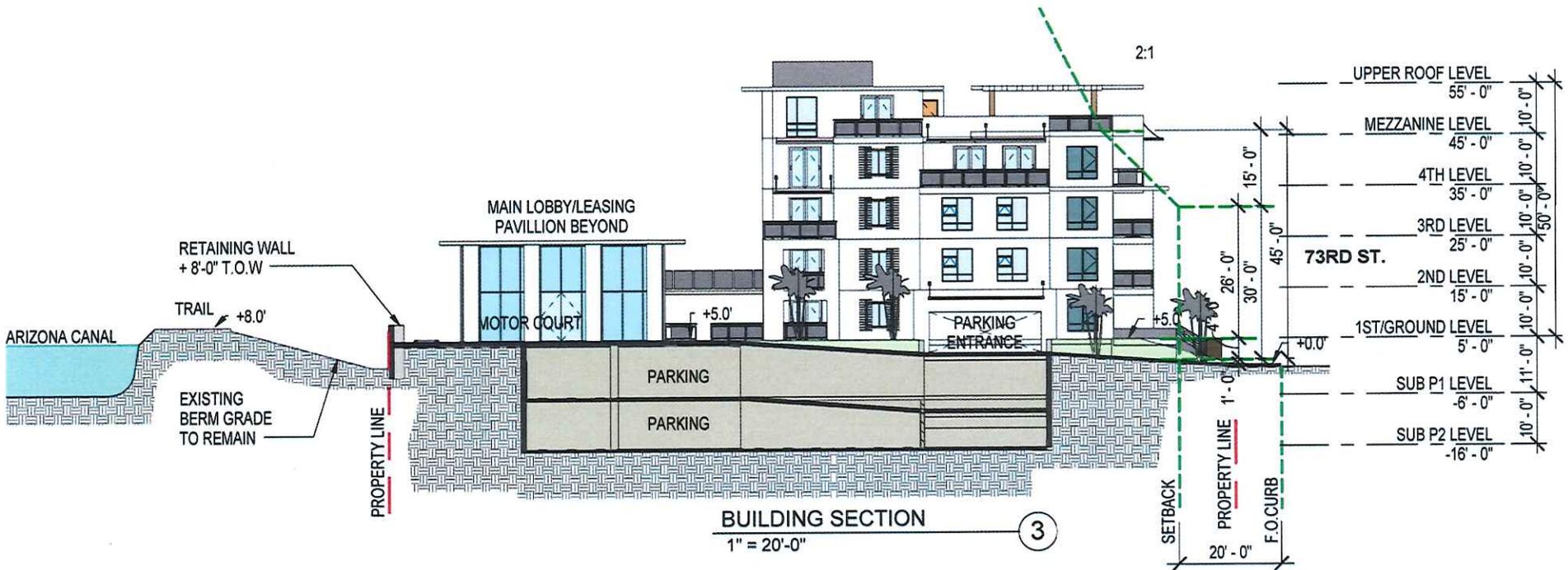
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04.14.2016

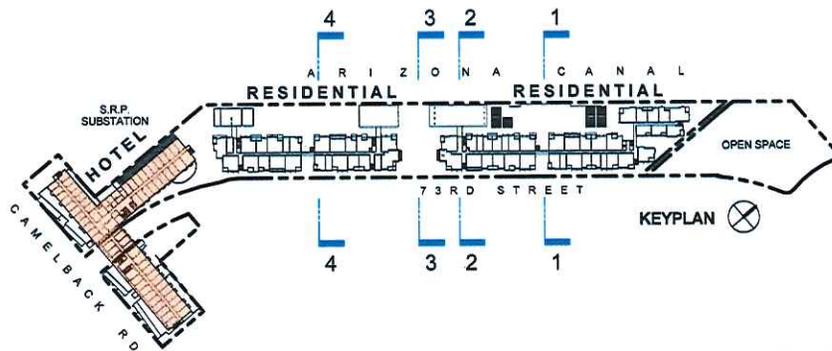
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211 WILSHIRE BLVD., SUITE 800  
LOS ANGELES, CA 90017  
T 213-224-0118  
F 213-224-8118

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WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
 05/05/16



BUILDING SECTIONS

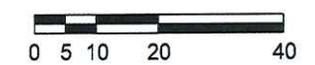
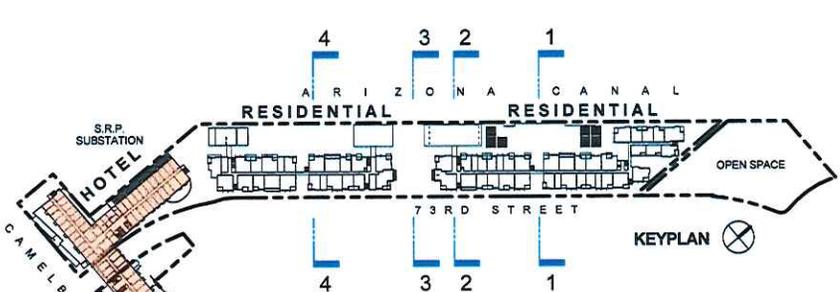
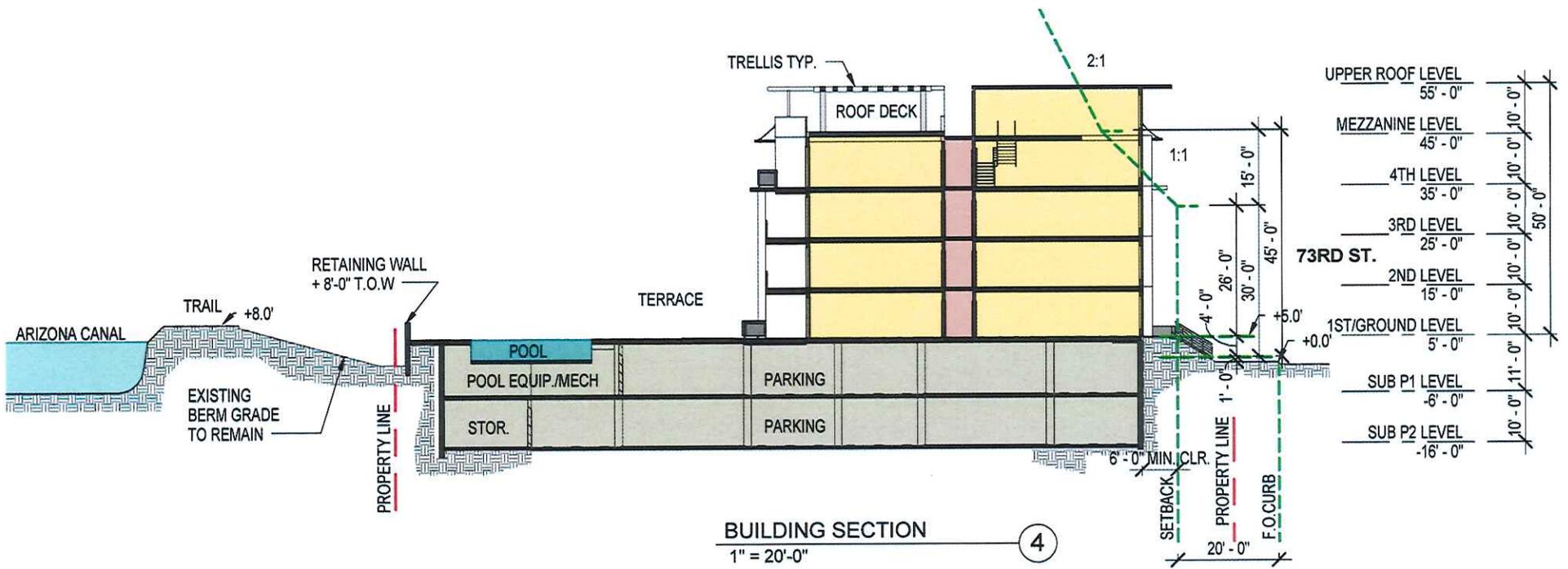
RESIDENTIAL PROJECT 2.13

04.14.2016

GMP ARCHITECTS-LA  
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 LOS ANGELES, CA 90017  
 T 213-234-0118  
 F 213-234-0119

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WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC



BUILDING SECTIONS

RESIDENTIAL PROJECT 2.13

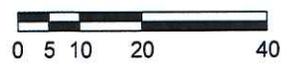
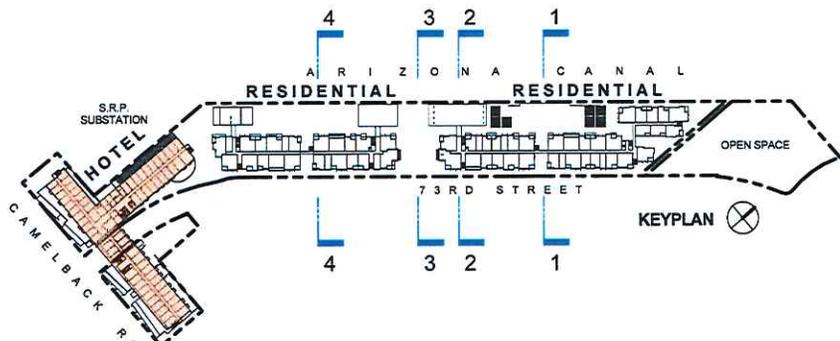
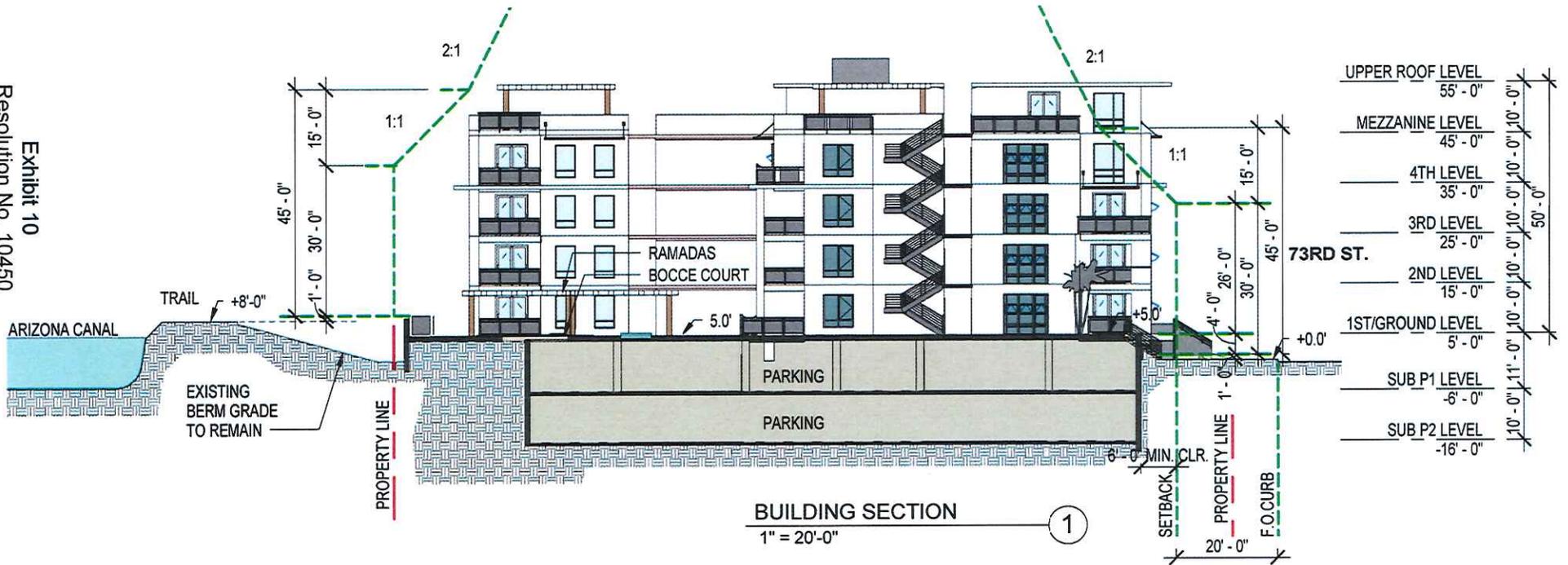
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

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LOS ANGELES, CA 90017  
T 213-724-8118  
F 213-724-8119

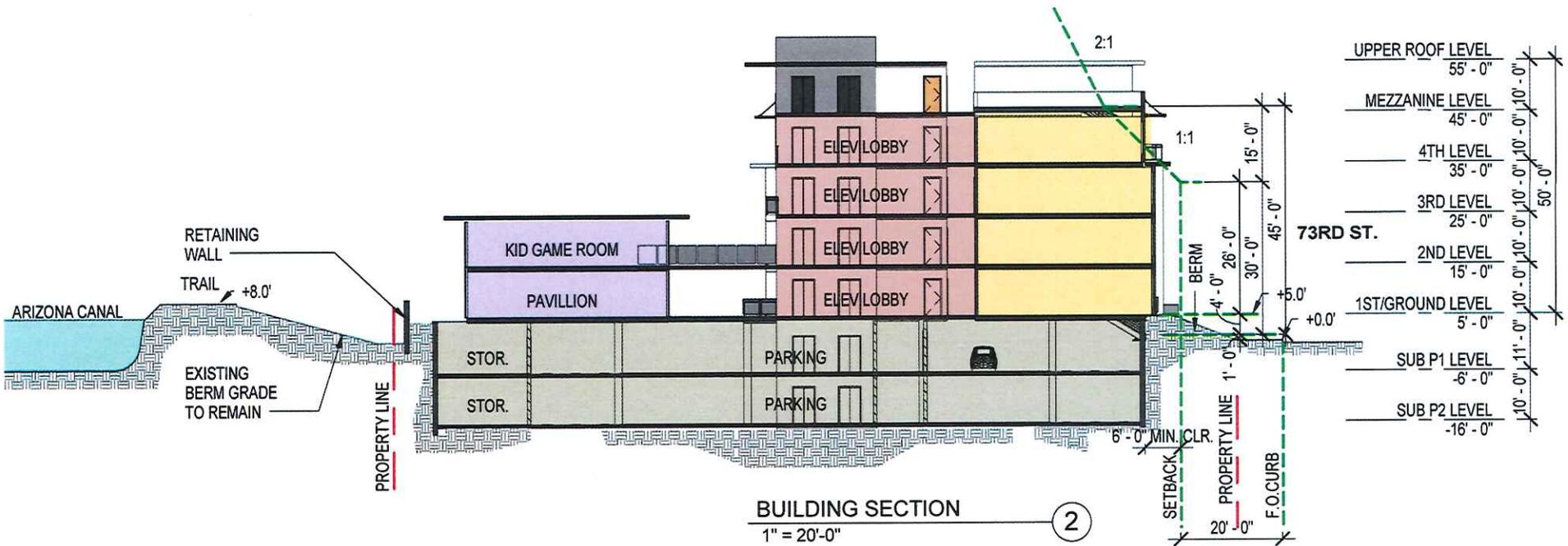
GMP www.gmparchitects-la.com



BUILDING SECTIONS

RESIDENTIAL PROJECT 2.13

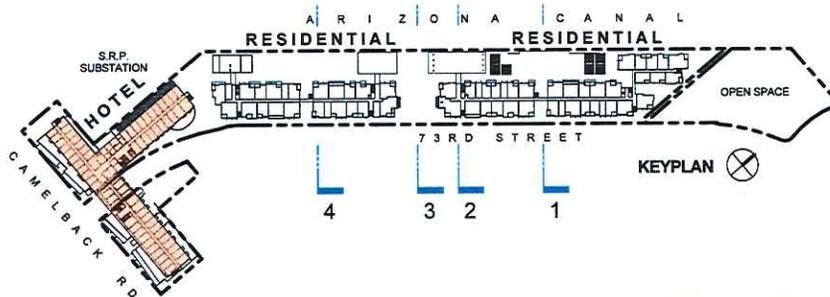
19-ZN-2015  
05/05/16



BUILDING SECTION

1" = 20'-0"

2



BUILDING SECTIONS

RESIDENTIAL PROJECT 2.13

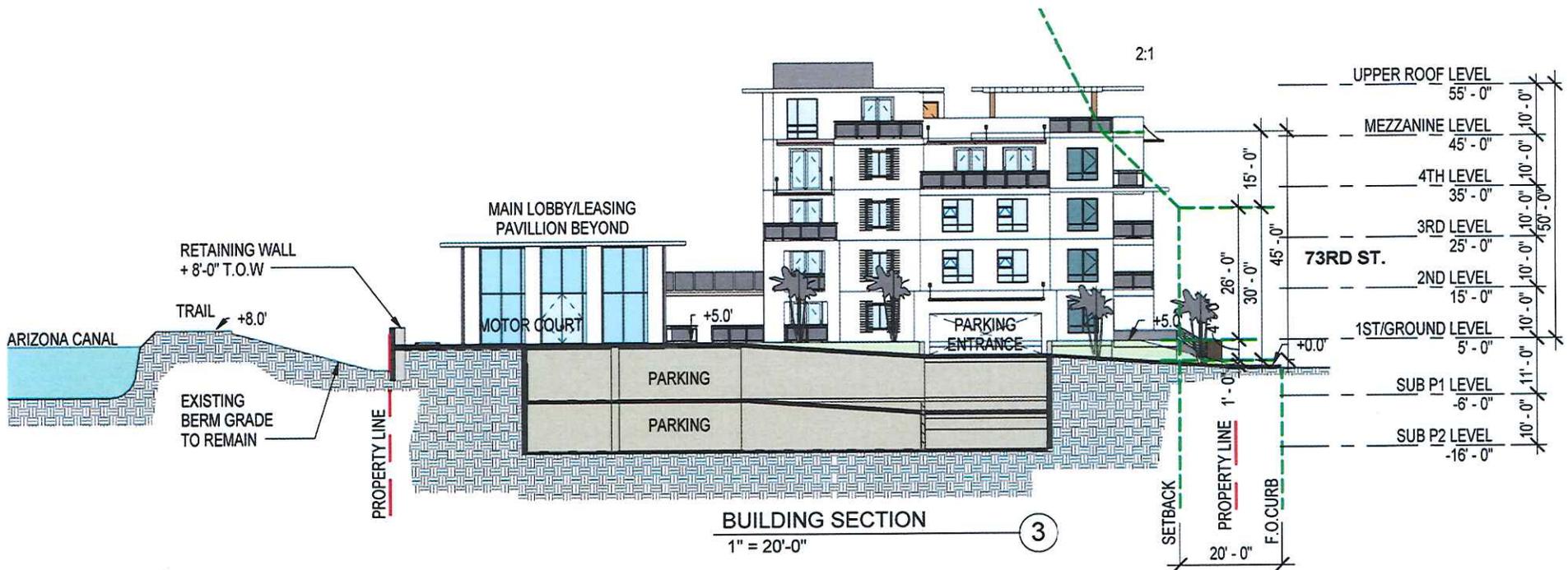
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

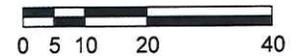
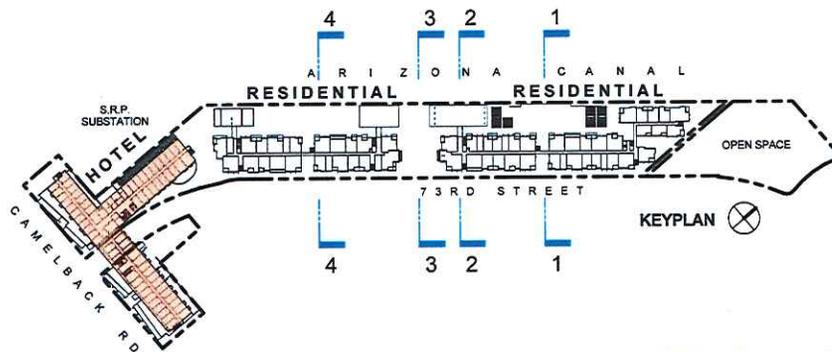
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LOS ANGELES, CA 90017  
T 213-224-8110  
F 213-224-8119

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BUILDING SECTIONS

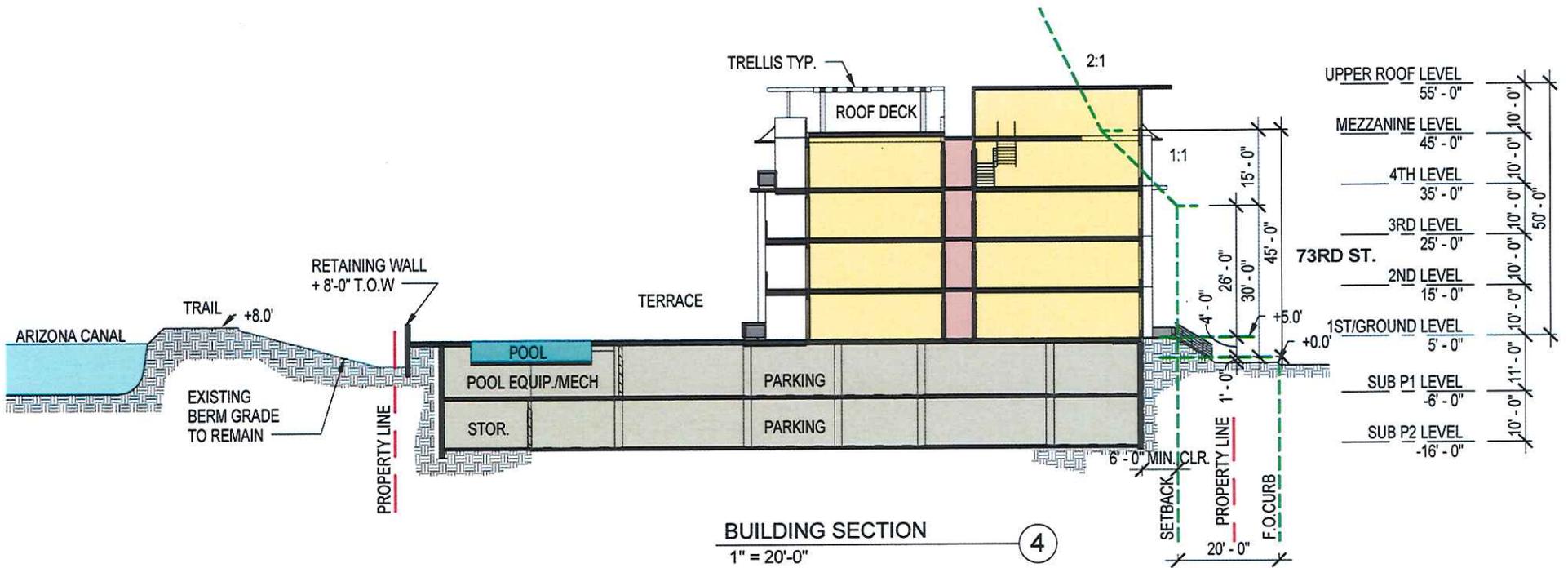
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04.14.2016

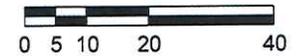
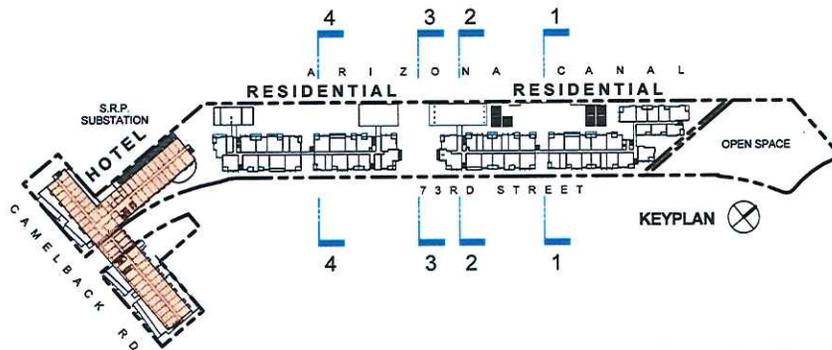
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811 WALSH BLVD SUITE 820  
LOS ANGELES, CA 90017  
T 213-224-8118  
F 213-224-8119

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WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16



BUILDING SECTIONS

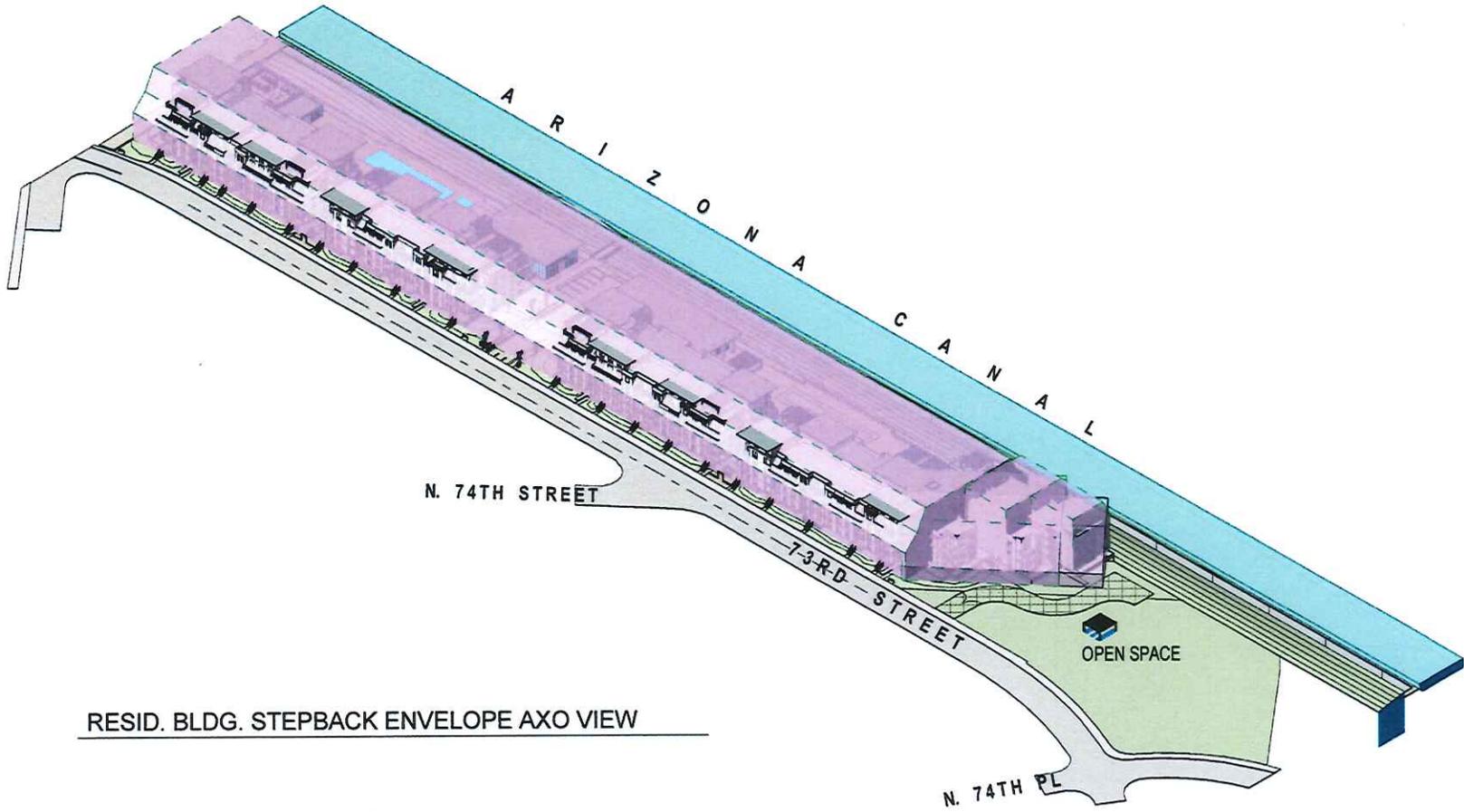
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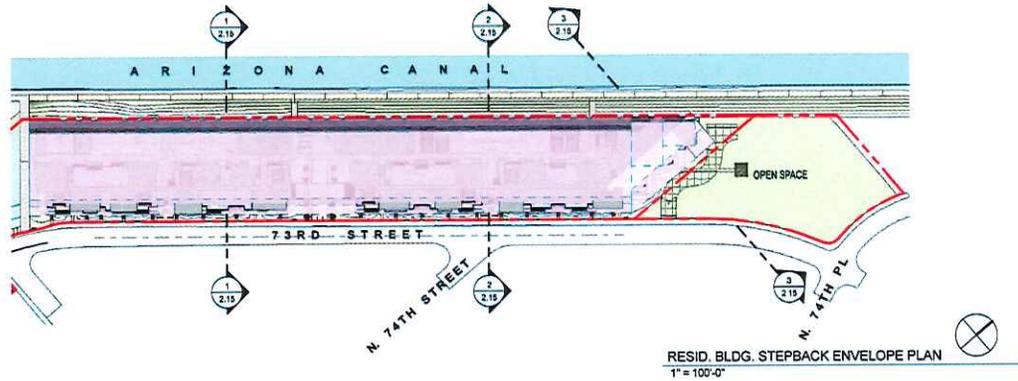
GMP ARCHITECTS-LA  
811 WALSH-PHELPS BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T 213-224-8118 F 213-224-8119

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WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



RESID. BLDG. STEPBCK ENVELOPE AXO VIEW



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

BUILDING STEPBCK INFORMATION  
RESIDENTIAL PROJECT 2.15

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

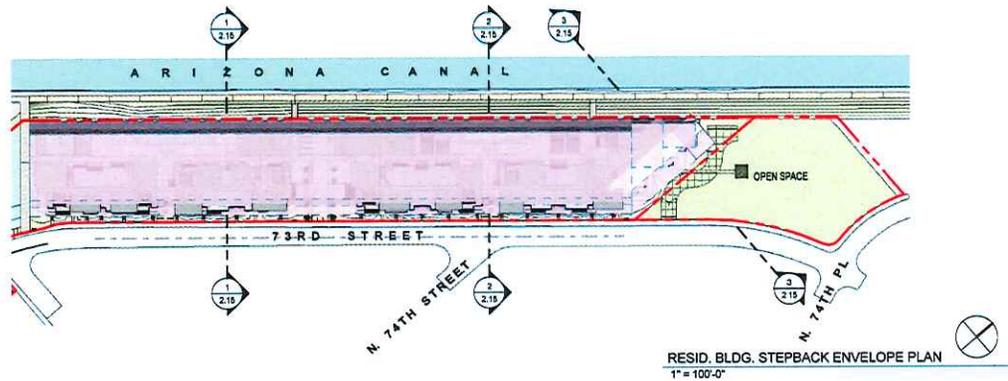
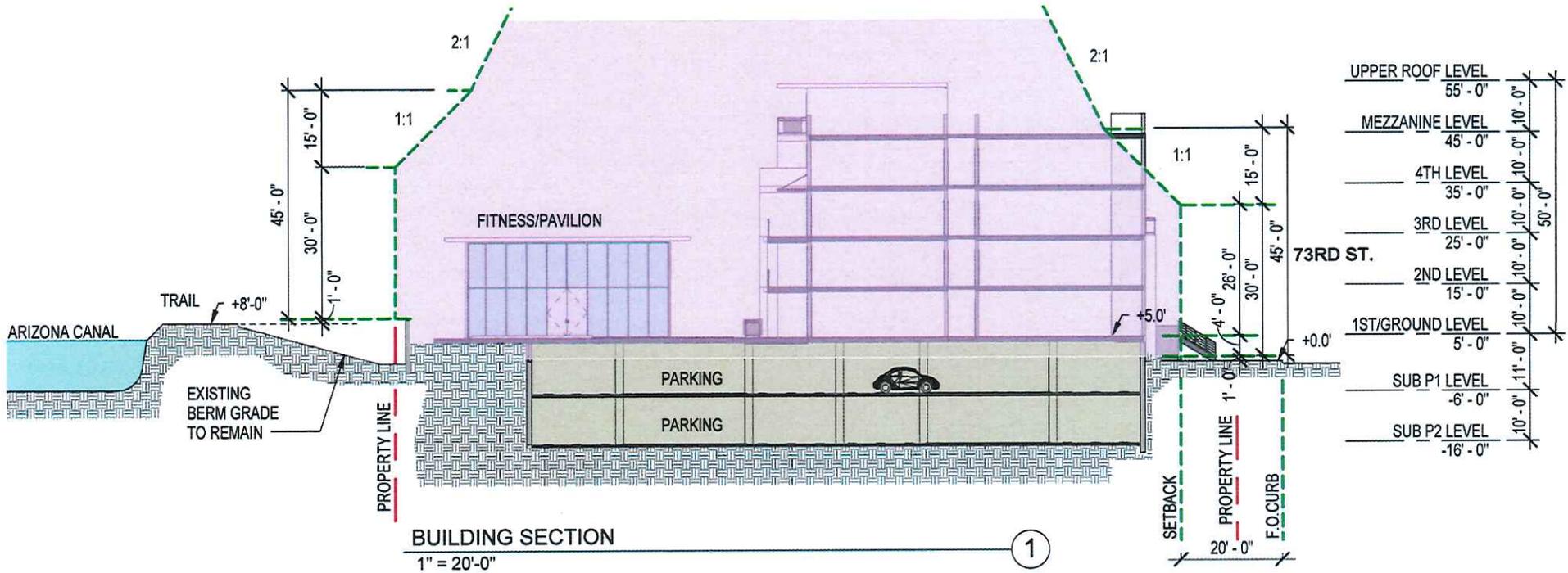
Exhibit 11  
Resolution No. 10450

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WALSHIRE BLVD., SUITE 820  
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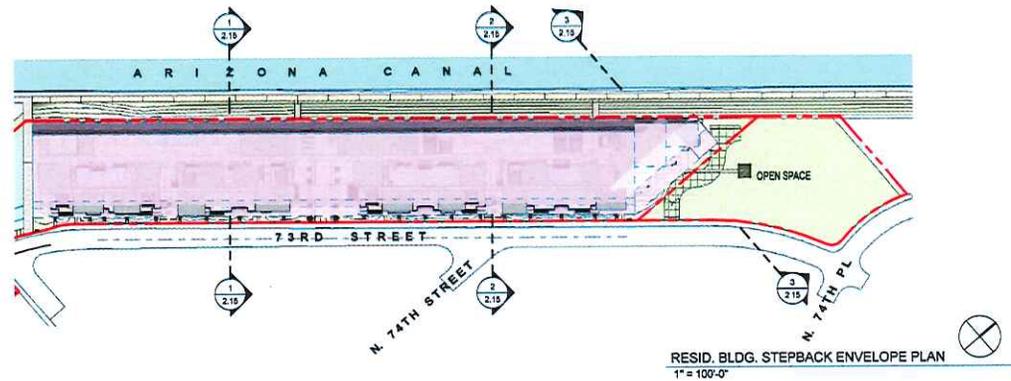
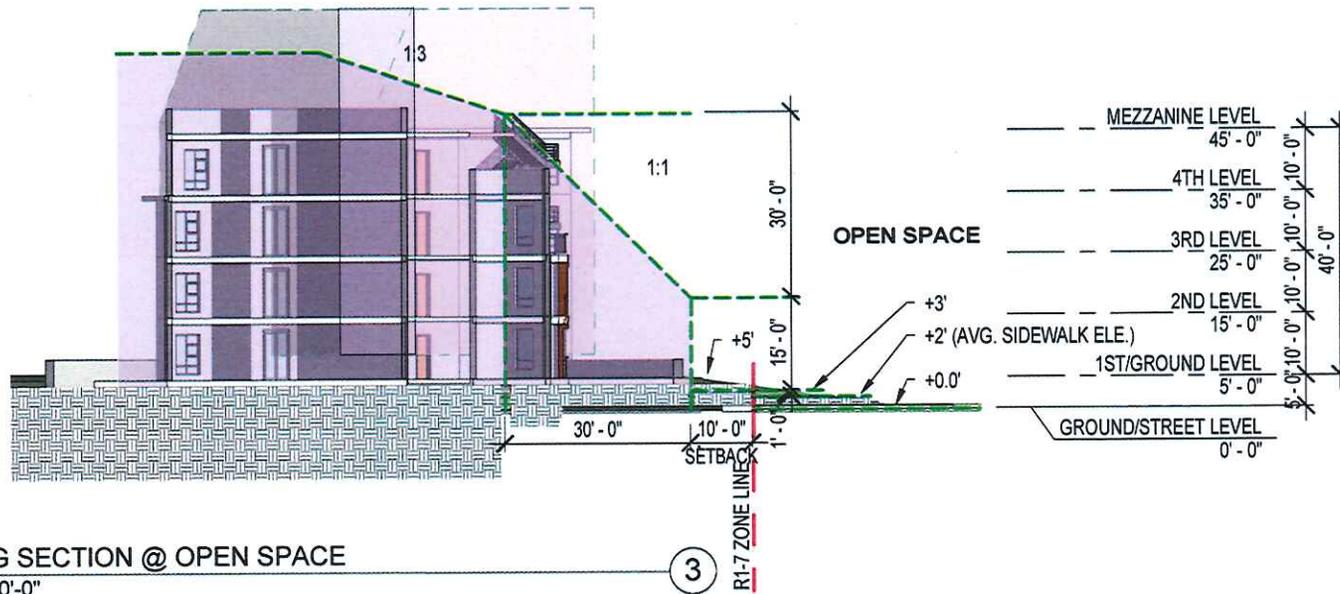
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BUILDING STEPBACK INFORMATION

RESIDENTIAL PROJECT 2.15

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC





BUILDING STEPBACK INFORMATION  
**RESIDENTIAL PROJECT 2.15**

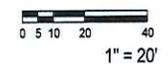
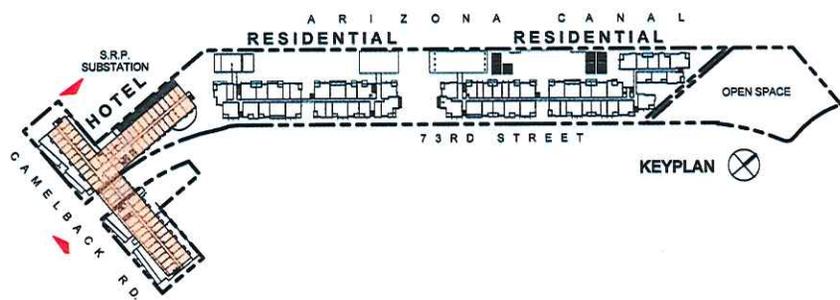
**WATERVIEW SCOTTSDALE**  
 STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
 05/05/16

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 F: 213-204-8119

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BUILDING ELEVATIONS  
HOTEL PROJECT 3.05

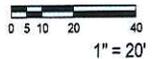
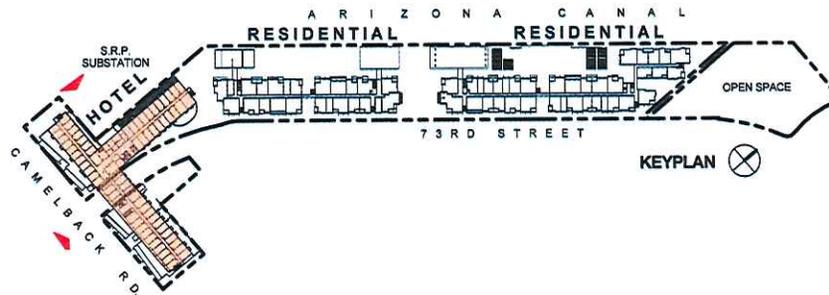
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WALSHIRE BLVD. SUITE 820  
LOS ANGELES, CA 90017  
T. 213.754-9118  
F. 213.754-9119

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BUILDING ELEVATIONS

HOTEL PROJECT 3.05

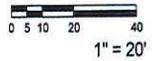
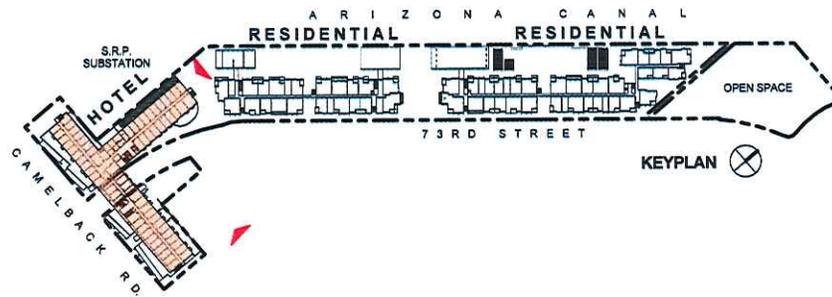
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WALSHIRE BLVD. SUITE 800  
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F 213-234-0118

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BUILDING ELEVATIONS  
HOTEL PROJECT 3.06

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

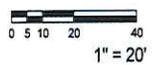
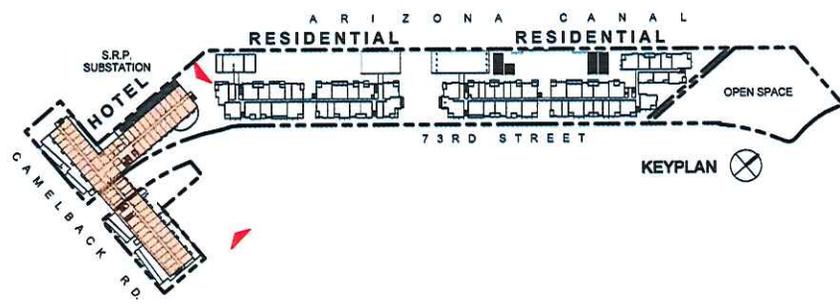
04.14.2016

GMP ARCHITECTS-LA  
1811 WILSHIRE BLVD. SUITE 100  
LOS ANGELES, CA 90017  
T 213-204-9110  
F 213-204-9111

GMP www.gmparchitects-la.com



HOTEL EAST ELEVATION  
1" = 20'-0" ②



BUILDING ELEVATIONS  
HOTEL PROJECT 3.06

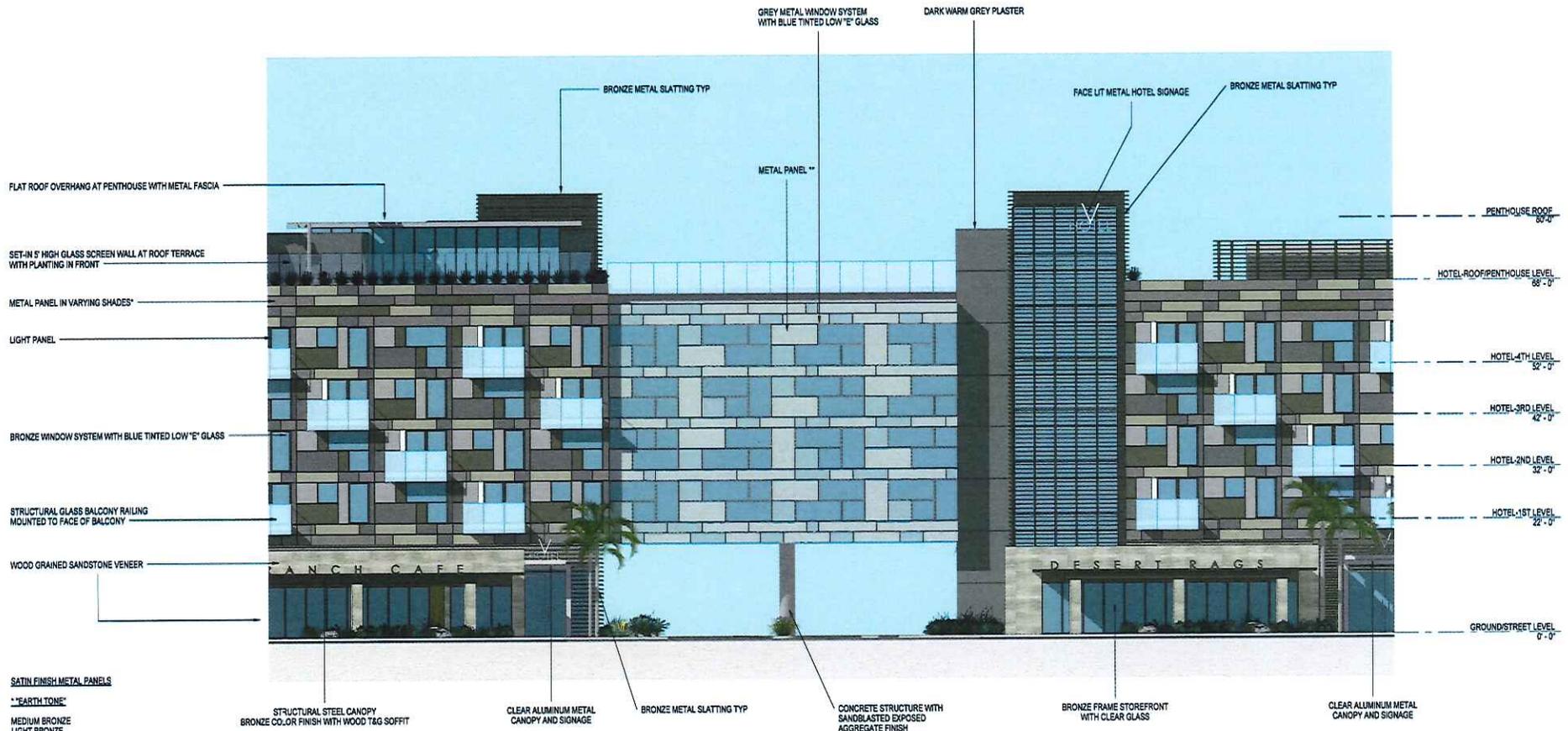
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS - LA  
811 WALSH BLVD, SUITE 100  
LOS ANGELES, CA 90017  
T 213-294-8118  
F 213-294-8119  
www.gmparchitects-la.com





**SATIN FINISH METAL PANELS**

**\*\*EARTH TONE\***

- MEDIUM BRONZE
- LIGHT BRONZE
- CHAMPAGNE
- BEIGE
- WARM GREY

**\*\*WATER TONE\***

- GREY BLUE
- PALE BLUE

19-ZN-2015  
 05/05/16

HOTEL PARTIAL ELEVATION ENLARGED WITH MATERIALS

1" = 10'-0"

1

PARTIAL ELEVATION ENLARGED WITH MATERIAL

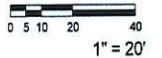
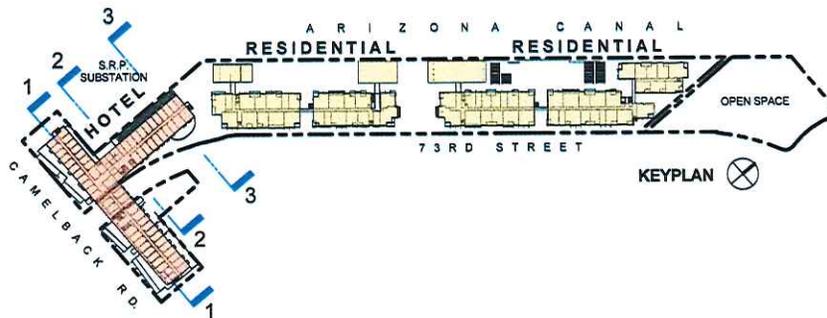
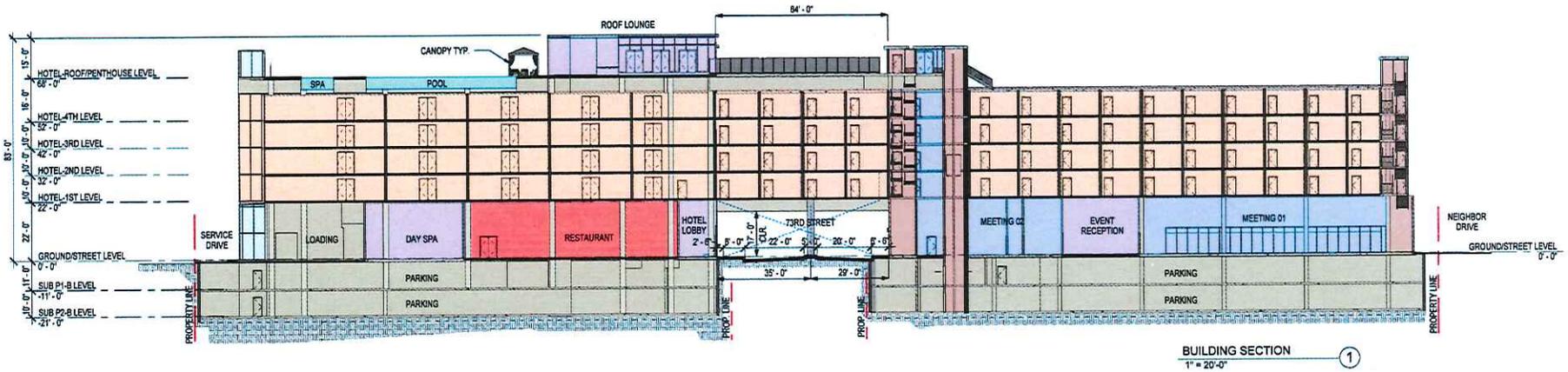
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04.14.2016

GMP ARCHITECTS-LA  
 111 WALSHIRE BLVD, SUITE 600  
 LOS ANGELES, CA 90017  
 T 213-233-6119  
 F 213-233-6114

GMP www.gmparchitects-la.com

WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC



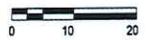
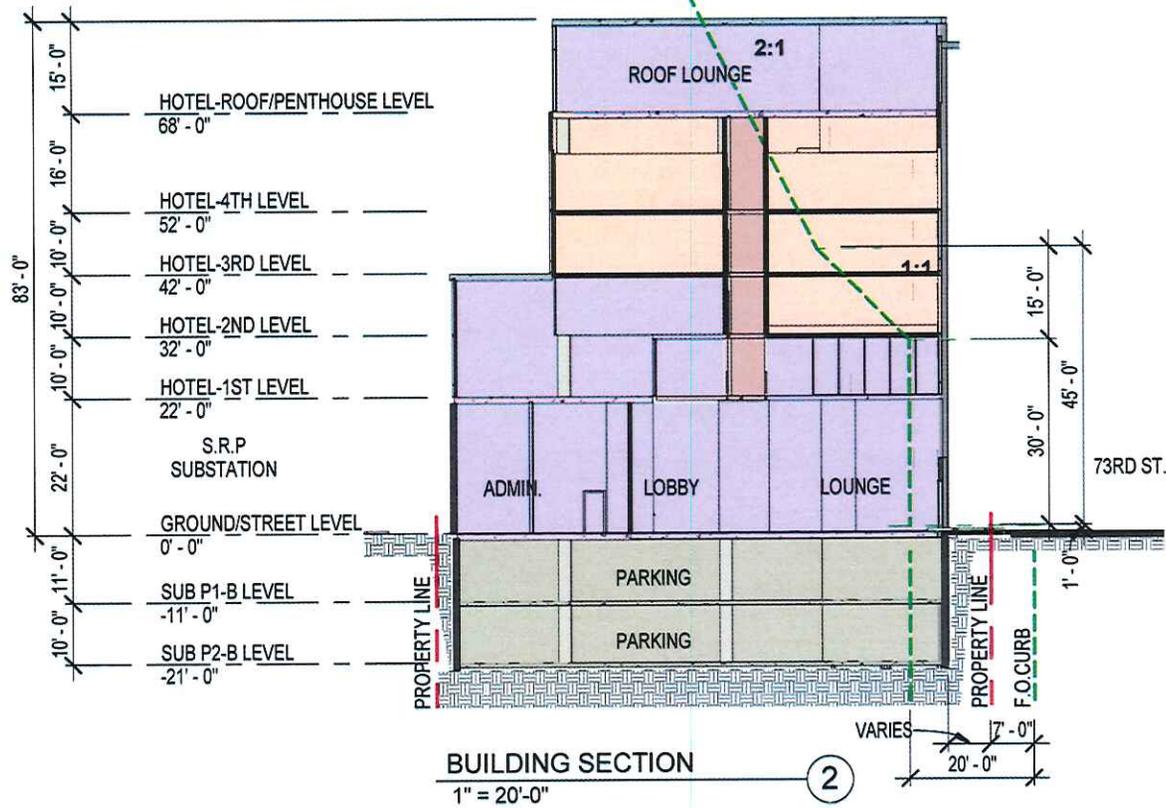
BUILDING SECTIONS  
**HOTEL PROJECT 3.08**

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 1920  
LOS ANGELES, CA 90017  
T: 213-224-8113  
F: 213-224-8119

GMP www.gmparchitects-la.com

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

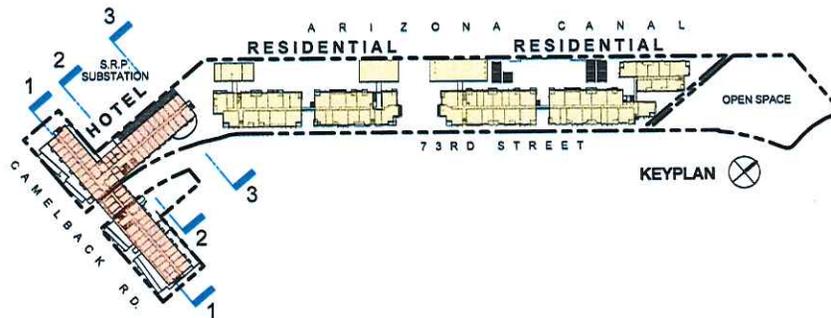
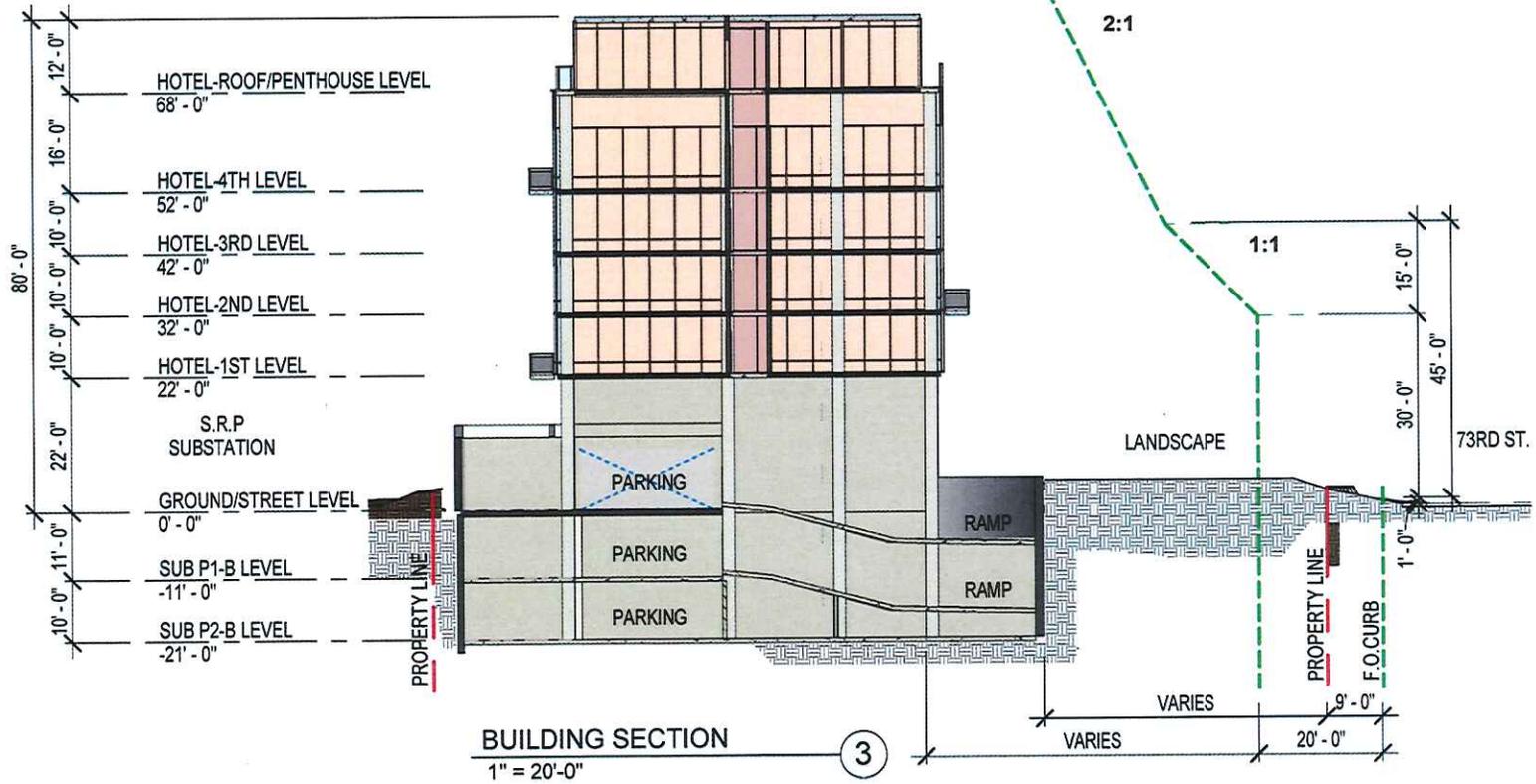


19-ZN-2015  
05/05/16

04.14.2016  
GMP ARCHITECTS-LA  
1811 WALSH RD. SUITE 200  
LOS ANGELES, CA 90017  
T. 213-204-4911  
F. 213-204-4919  
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BUILDING SECTIONS  
HOTEL PROJECT 3.08

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16

04.14.2016

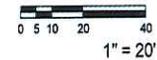
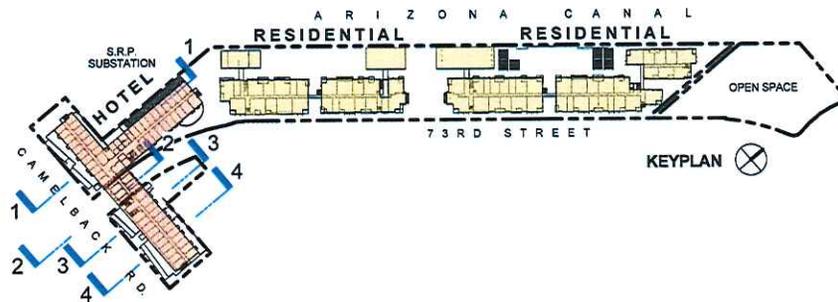
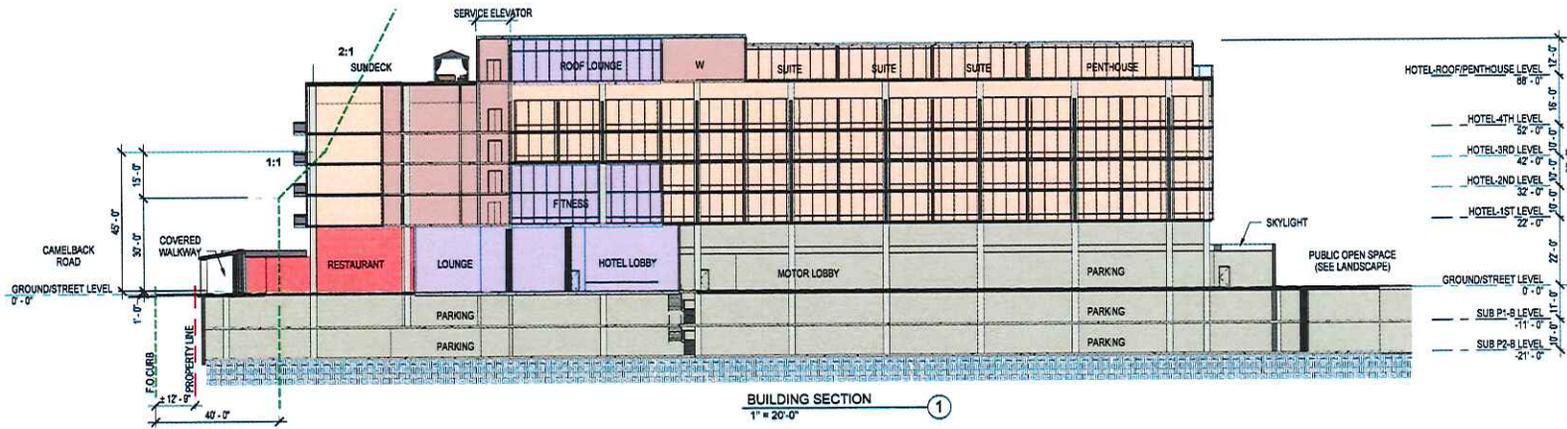
GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 620  
LOS ANGELES, CA 90017  
T: 213-253-4113  
F: 213-253-4119

GMP www.gmparchitects-la.com

BUILDING SECTIONS

HOTEL PROJECT 3.08

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16

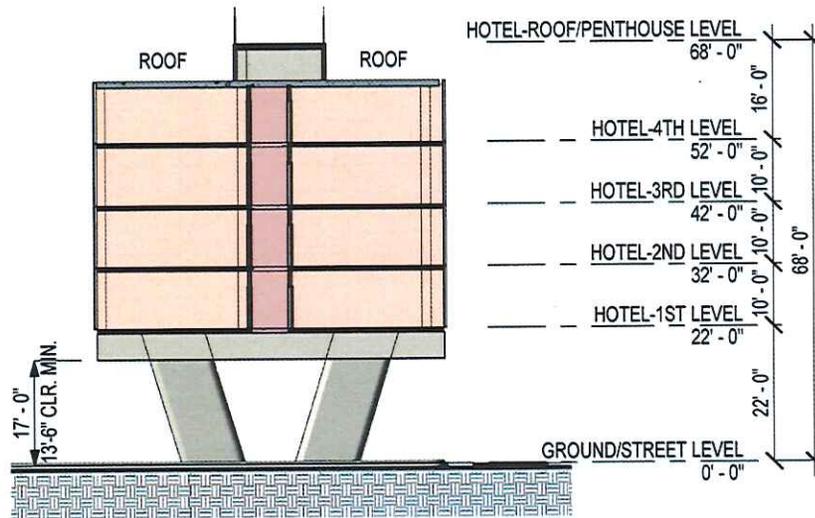
04.14.2016

GMP ARCHITECTS - LA  
811 WALSH RD BLVD, SUITE 200  
LOS ANGELES, CA 90017  
T: 213-209-0118  
F: 213-234-9118

GMP www.gmparchitects-la.com

BUILDING SECTIONS  
HOTEL PROJECT 3.09

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



**BUILDING SECTION** 2  
 1" = 20'-0"



BUILDING SECTIONS  
**HOTEL PROJECT 3.09**

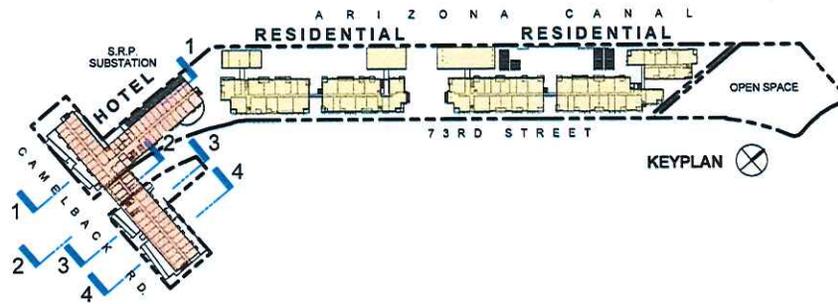
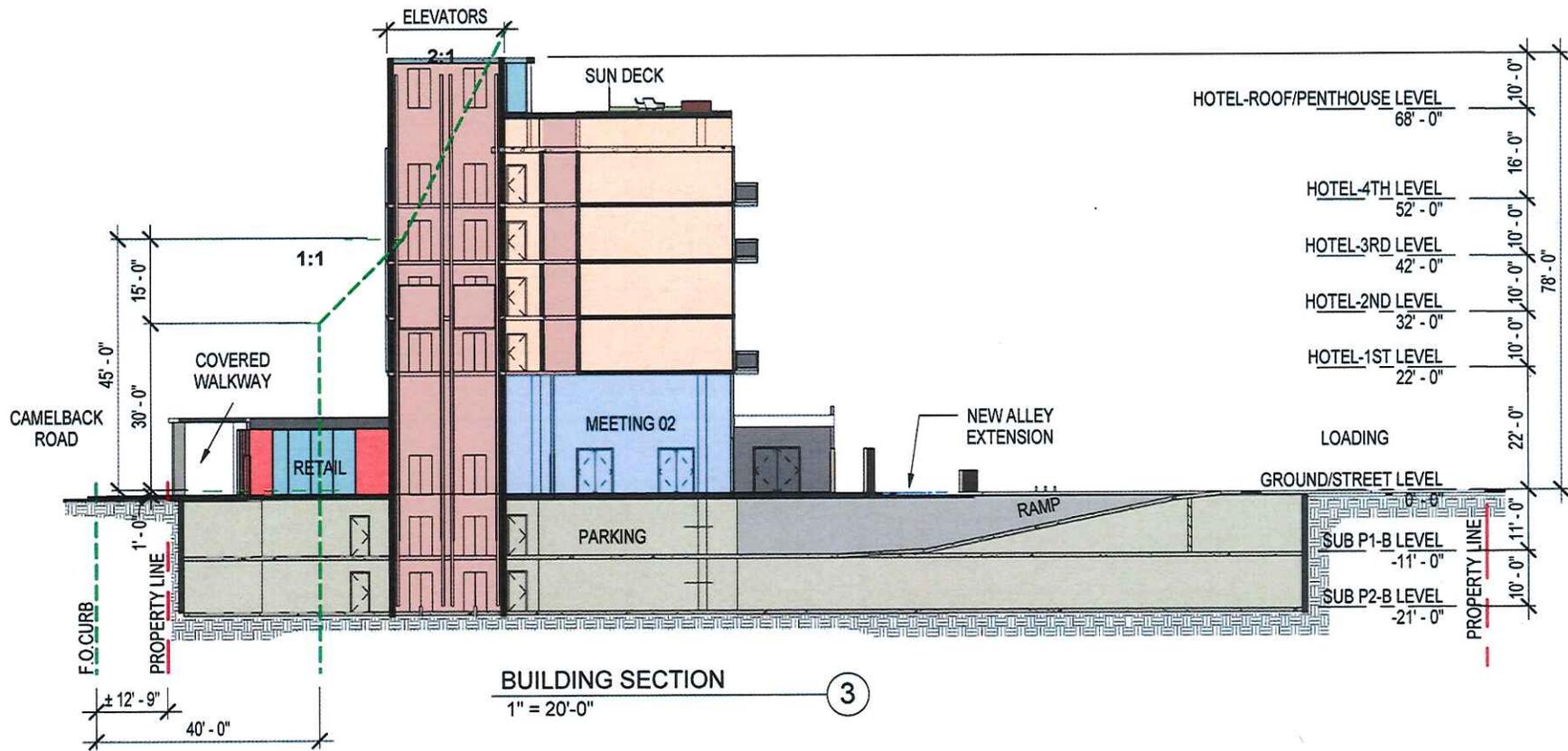
**WATERVIEW SCOTTSDALE**  
 STOCKDALE CAPITAL PARTNERS LLC

**19-ZN-2015**  
 05/05/16

04.14.2016

GMP ARCHITECTS-LA  
 811 WALSHIRE BLVD, SUITE 210  
 LOS ANGELES, CA 90017  
 T: 213.209.4119  
 F: 213.209.8118

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05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 800  
LOS ANGELES, CA 90017  
T: 213-224-8119  
F: 213-224-8118

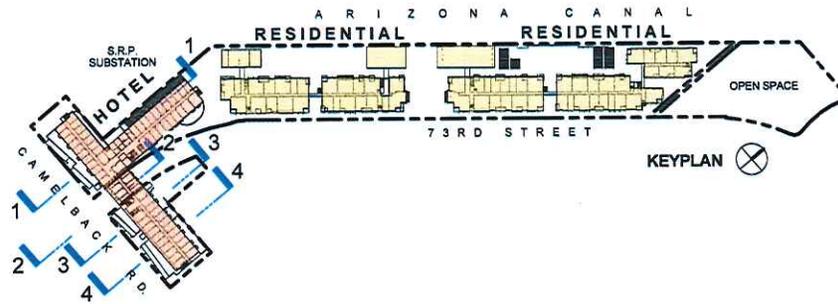
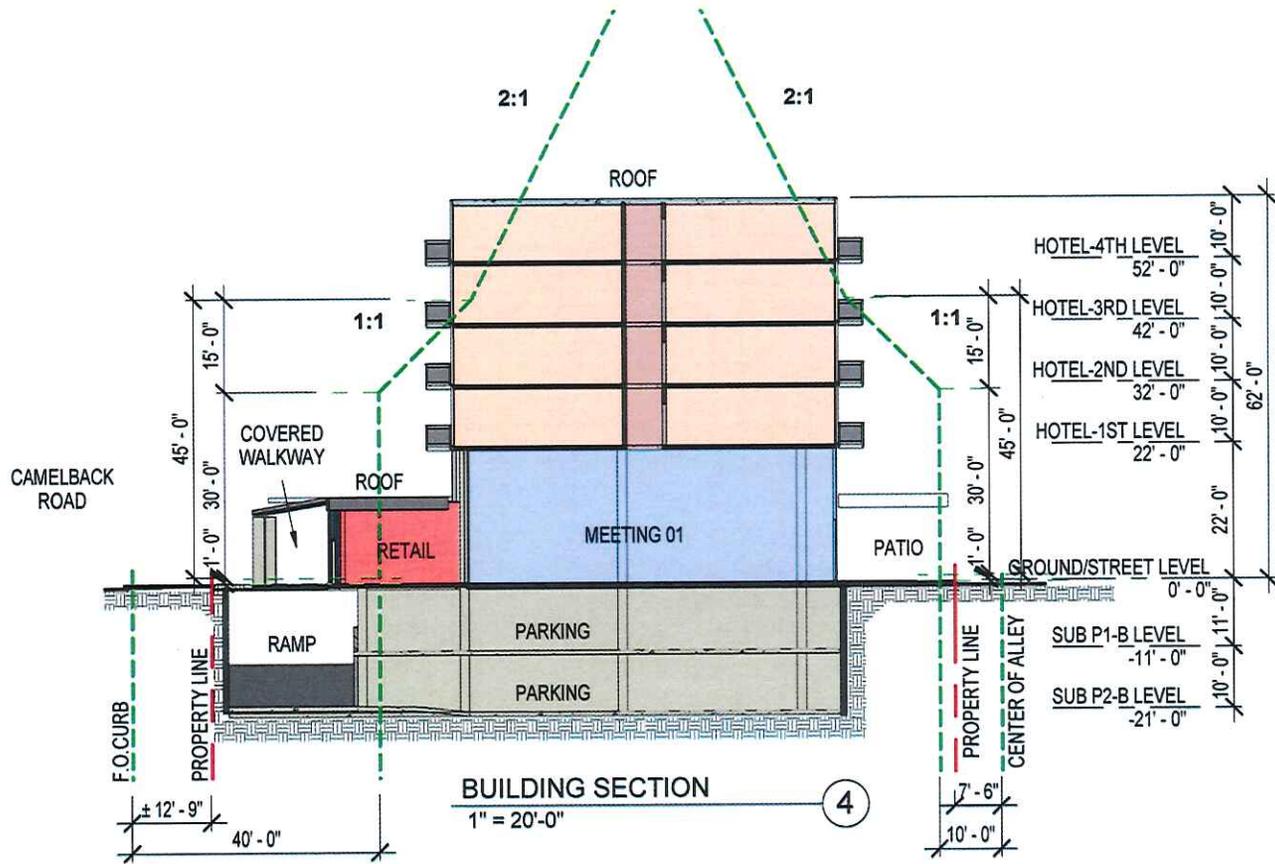
GMP www.gmparchitects.com

BUILDING SECTIONS

HOTEL PROJECT

3.09

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
 05/05/16

04.14.2016

GMP ARCHITECTS-LA  
 811 WILSHIRE BLVD, SUITE 400  
 LOS ANGELES, CA 90017  
 T 213-204-9110  
 F 213-204-9118

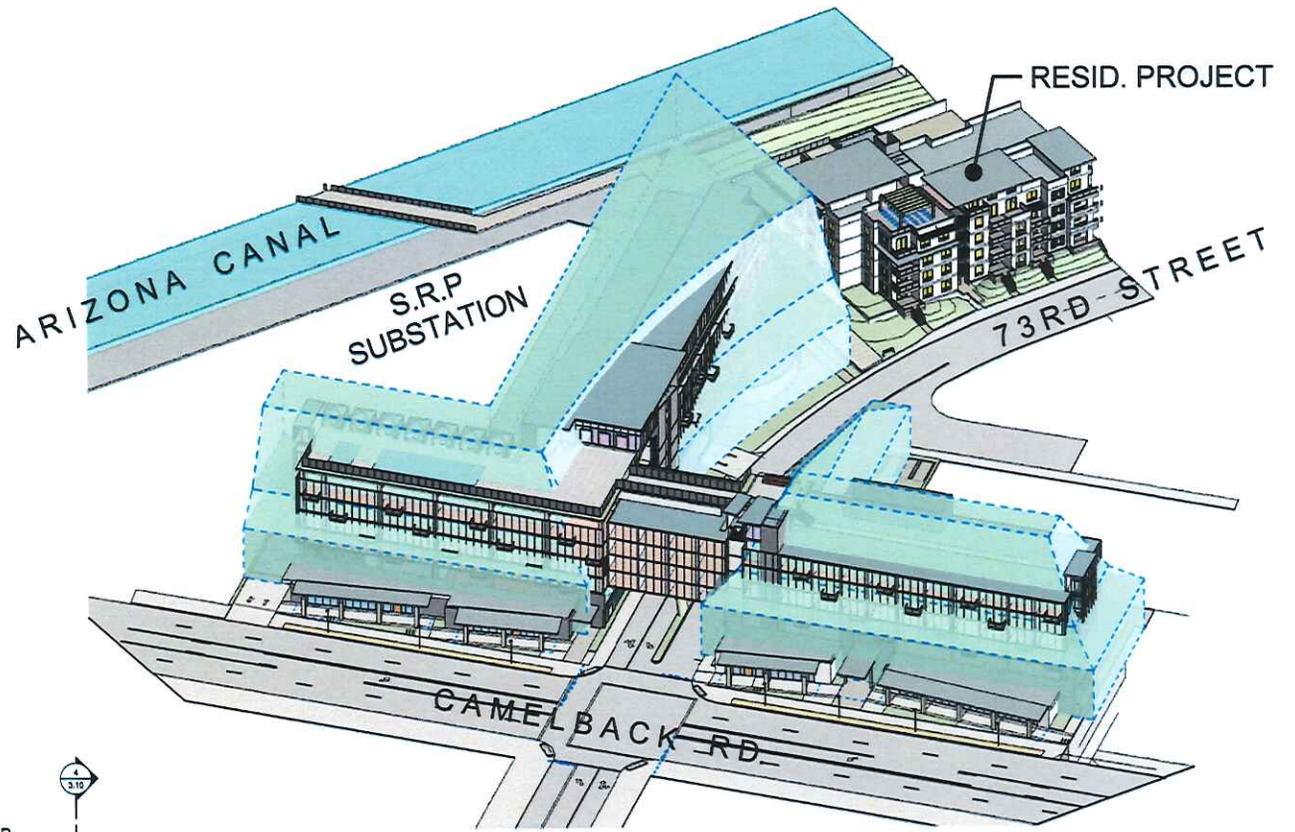
GMP www.gmparchitectsllc.com

BUILDING SECTIONS

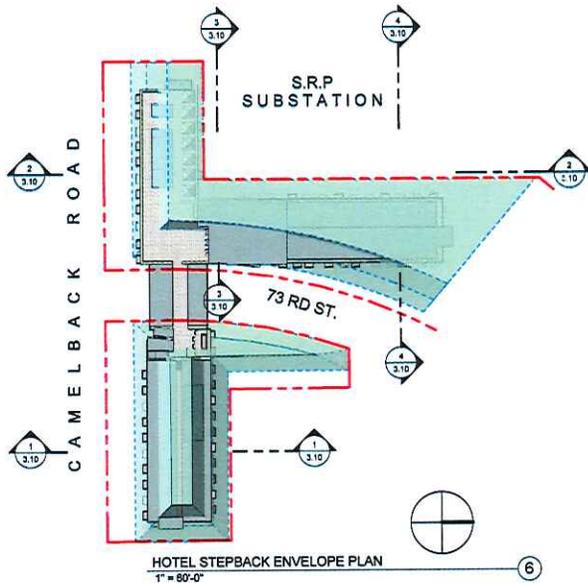
HOTEL PROJECT

3.09

WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC



HOTEL BLDG. STEPBACK ENVELOPE AXO VIEW



HOTEL STEPBACK ENVELOPE PLAN  
1" = 60'-0"

BUILDING STEPBACK INFORMATION  
HOTEL PROJECT 3.10

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

Exhibit 14  
Resolution No. 10450

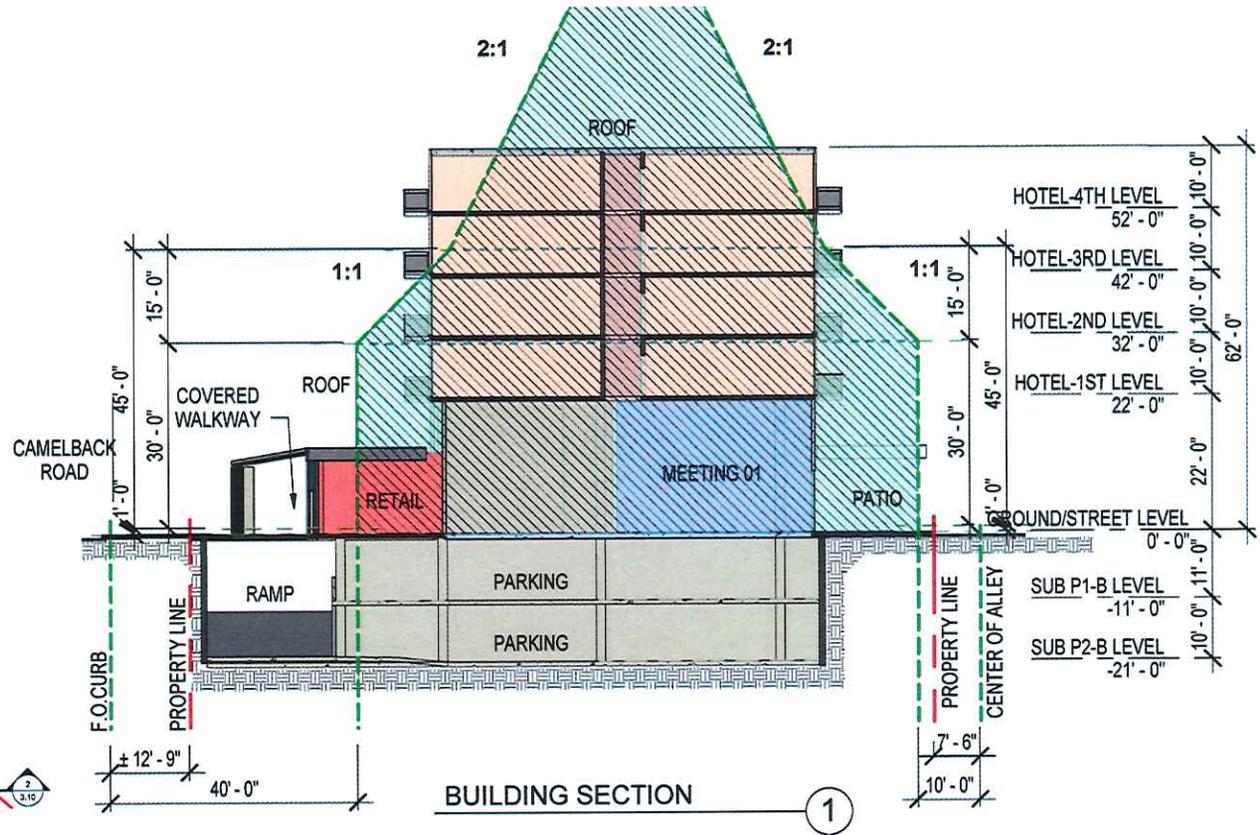
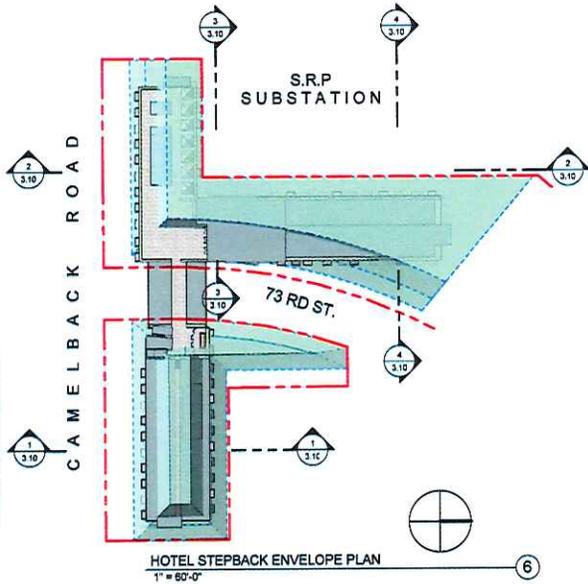
19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 200  
LOS ANGELES, CA 90017  
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F 213-204-9119  
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GMP

19-ZN-2015  
05/05/16



BUILDING STEPBACK INFORMATION

HOTEL PROJECT 3.10

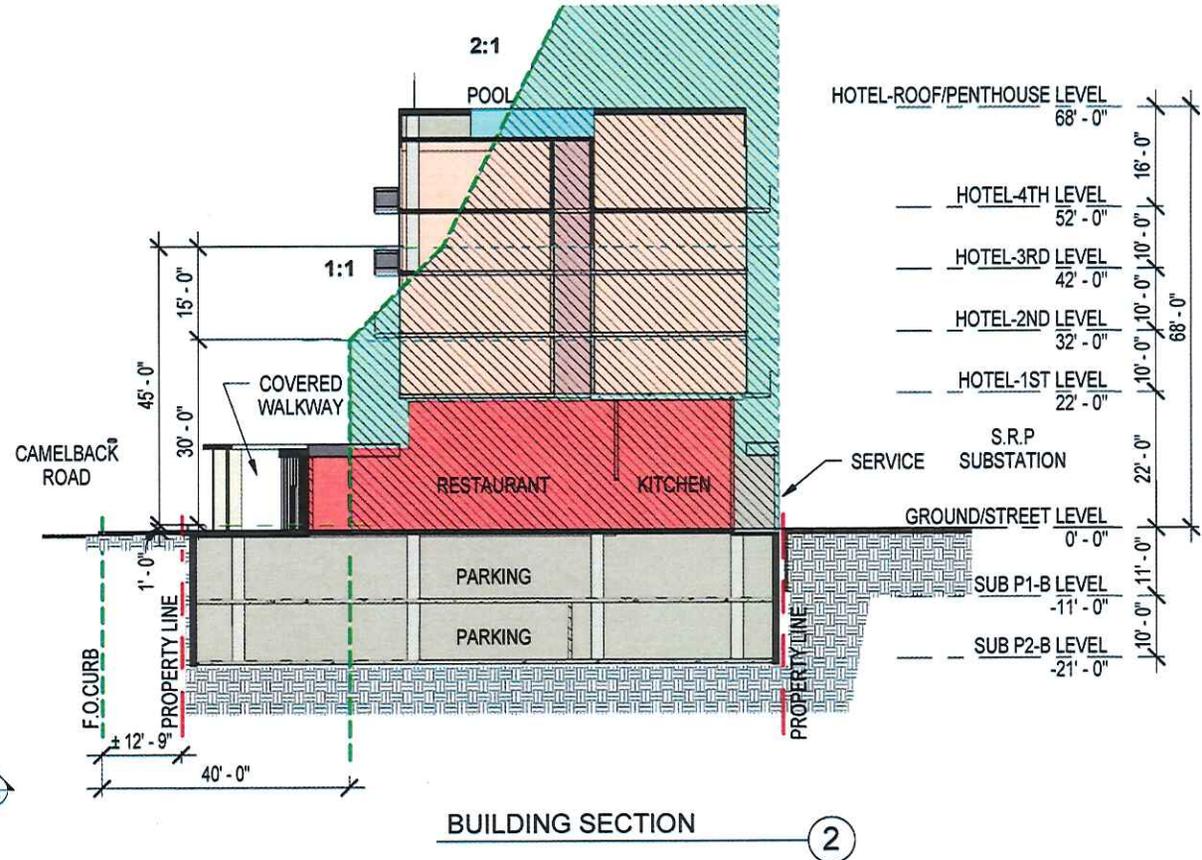
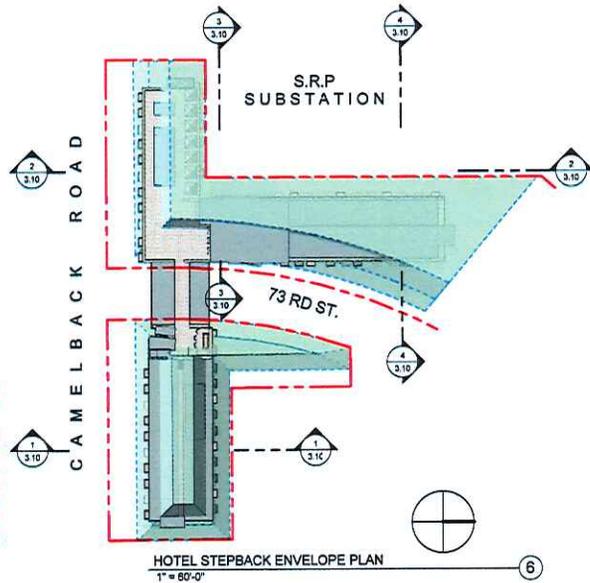
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

04.14.2016

GMP ARCHITECTS-LA  
811 W. THURSTON BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T. 213-204-8113  
F. 213-204-8119

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19-ZN-2015  
05/05/16



BUILDING STEPBACK INFORMATION

HOTEL PROJECT 3.10

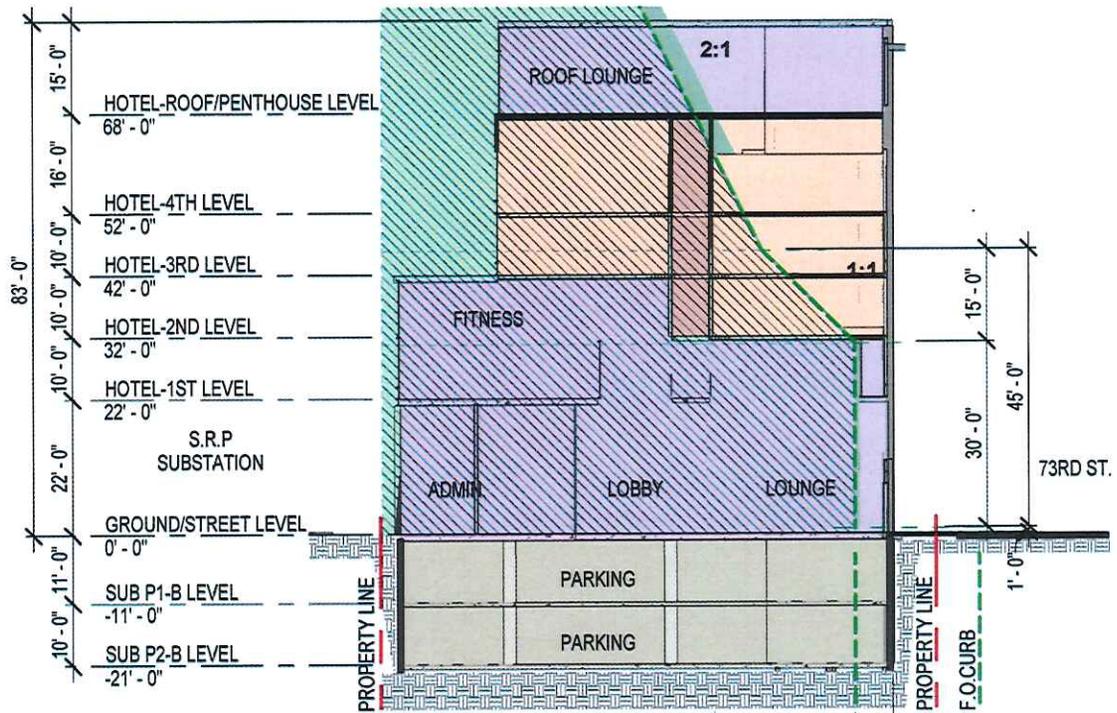
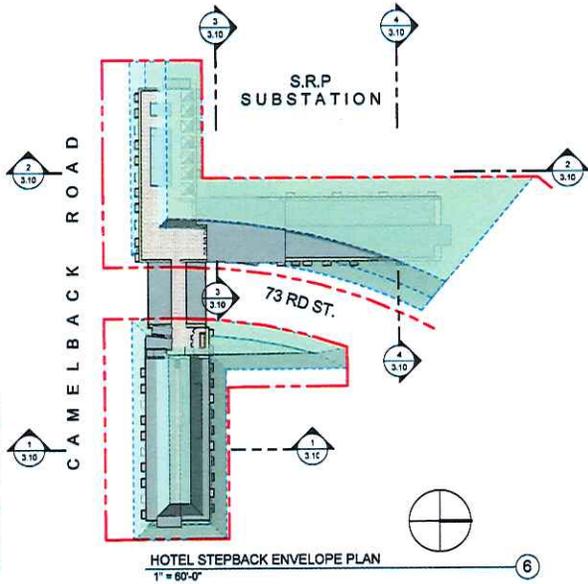
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

04.14.2016

GMP ARCHITECTS - LA  
811 WALSHIRE BLVD. SUITE 200  
LOS ANGELES, CA 90017  
T 310-204-8118  
F 310-204-8119

GMP www.gmparchitects-la.com

19-ZN-2015  
05/05/16



BUILDING STEPBACK INFORMATION

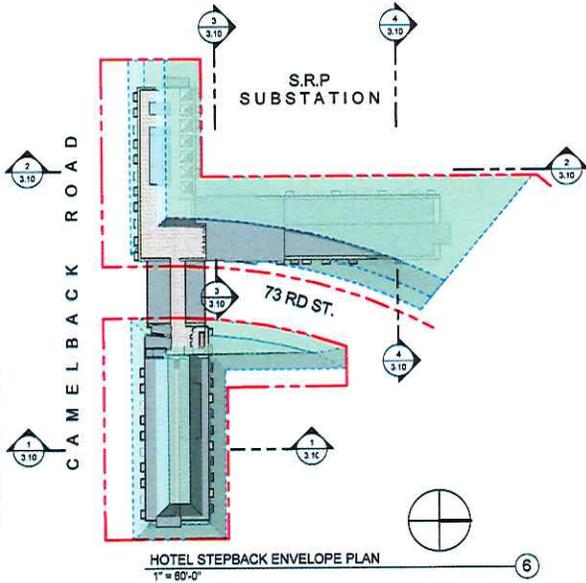
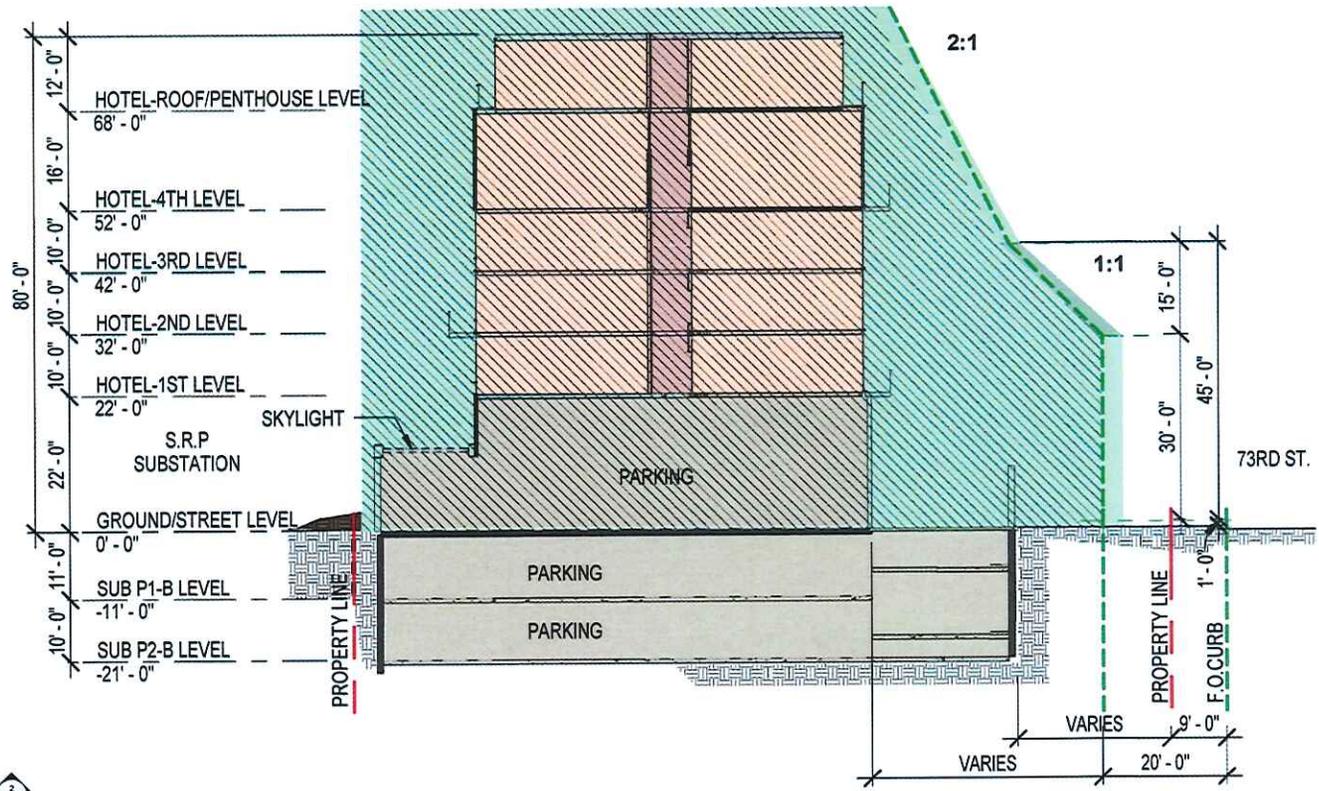
HOTEL PROJECT 3.10

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

04.14.2016

GMP ARCHITECTS-LA  
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LOS ANGELES, CA 90017  
T: 213-204-0110  
F: 213-204-8119

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 05/05/16

04.14.2016

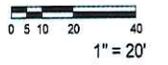
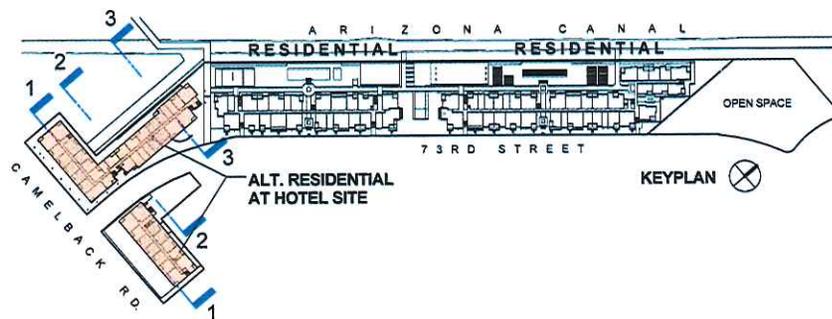
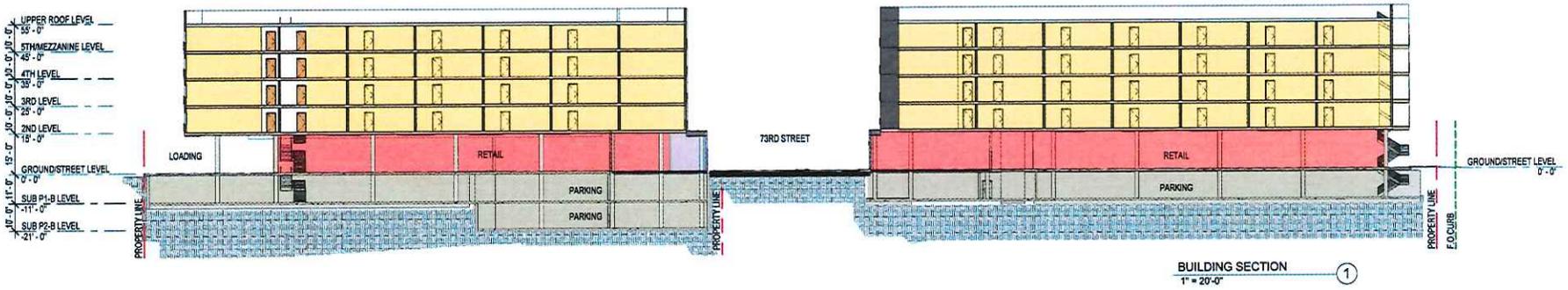
GMP ARCHITECTS - LA  
 8151 W. SHREVE BLVD. SUITE 800  
 LOS ANGELES, CA 90047  
 T. 213-204-8118  
 F. 213-204-8119

GMP www.gmparchitects.com

BUILDING STEPBACK INFORMATION  
 HOTEL PROJECT 3.10

WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC

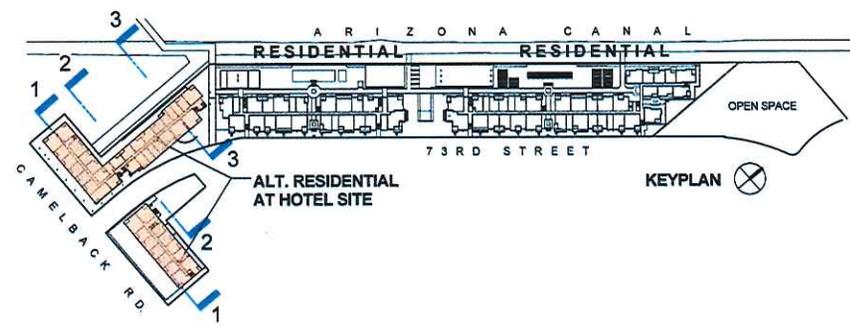
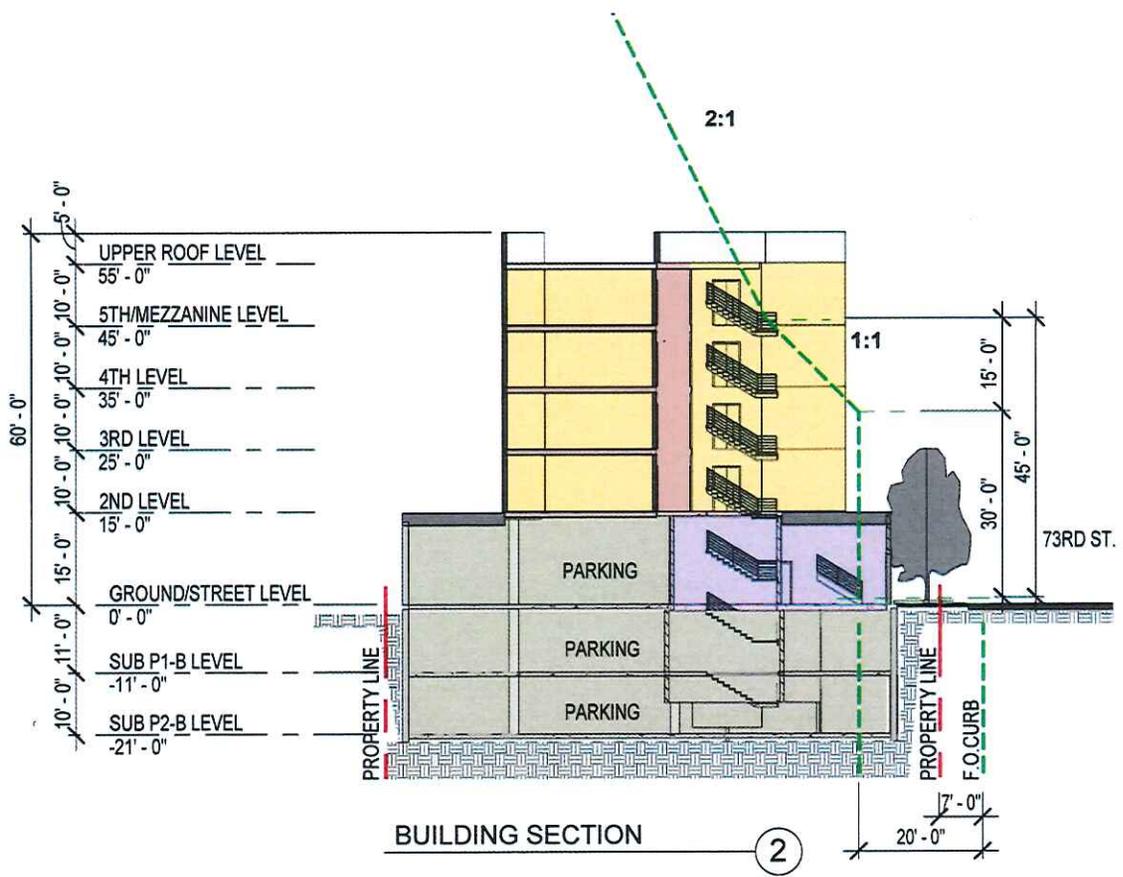
Exhibit 15  
 Resolution No. 10450



BUILDING SECTIONS  
 ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.03

WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
 05/05/16

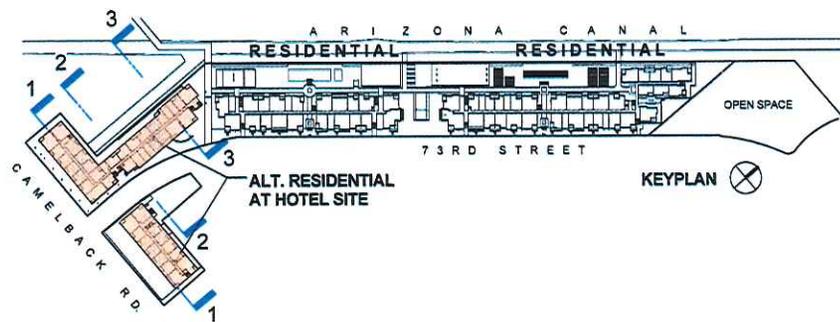
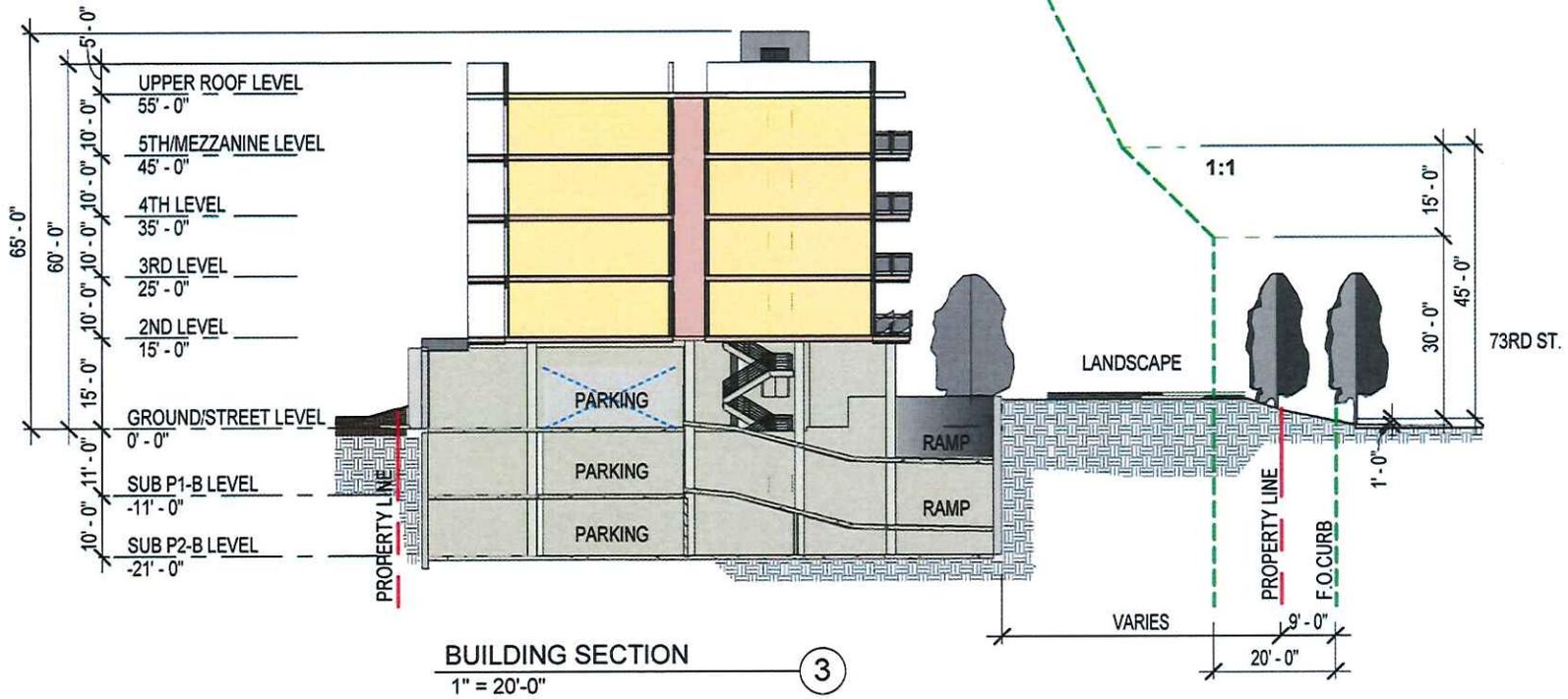


19-ZN-2015  
05/05/16

01.27.2016  
GMP ARCHITECTS - L.A.  
8111 WILSHIRE BLVD., SUITE 1000  
LOS ANGELES, CA 90017  
T 213-204-8118  
F 213-204-8119  
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BUILDING SECTIONS  
ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.03

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



BUILDING SECTIONS  
**ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.03**

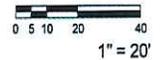
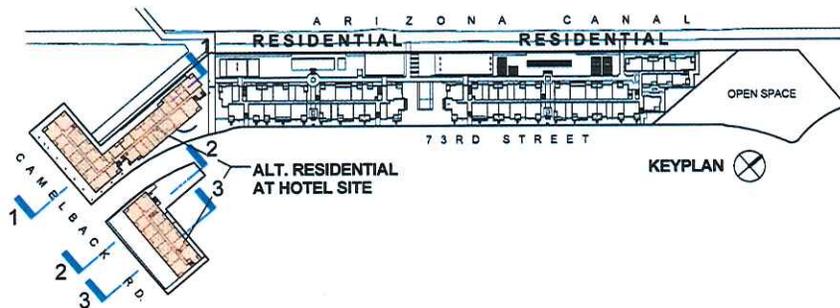
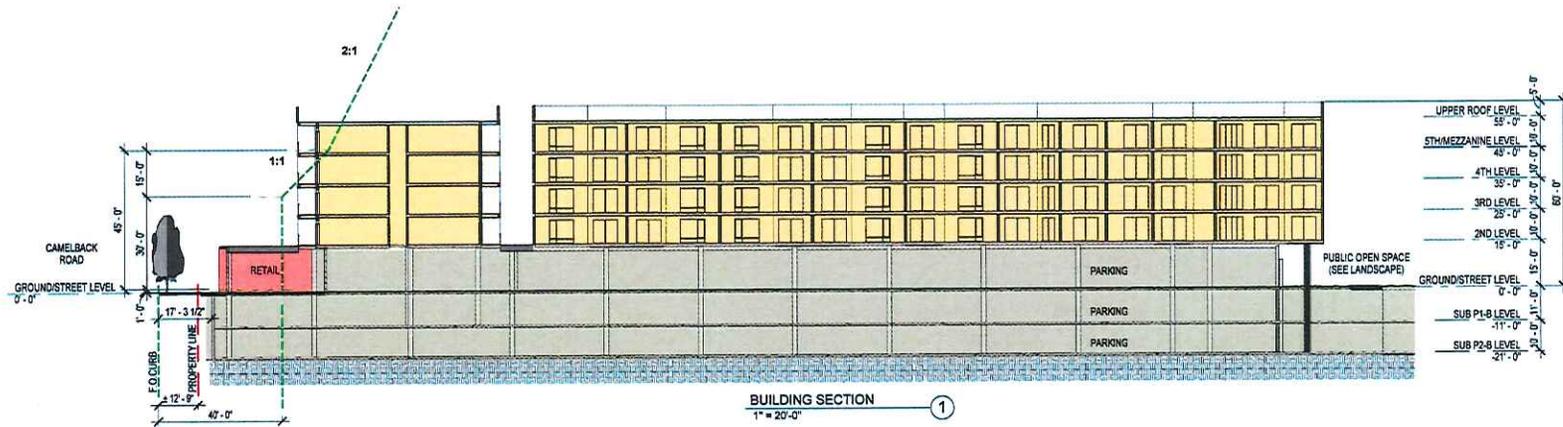
WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
 05/05/16

01.27.2016

GMP ARCHITECTS - LA  
 811 WILSHIRE BLVD., SUITE 400  
 LOS ANGELES, CA 90017  
 T 213-224-8118  
 F 213-224-9119

GMP www.gmparchitects-la.com



BUILDING SECTIONS  
 ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.04

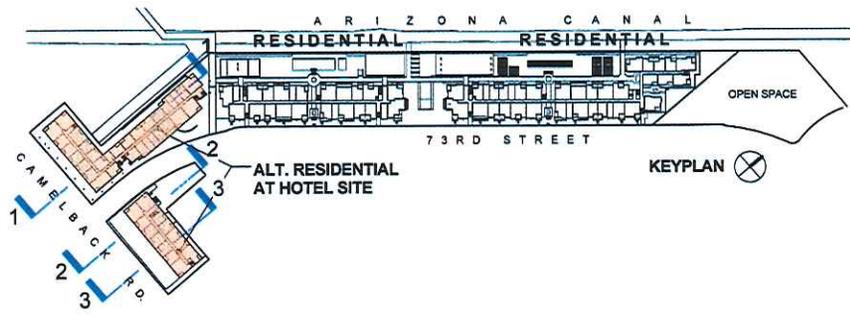
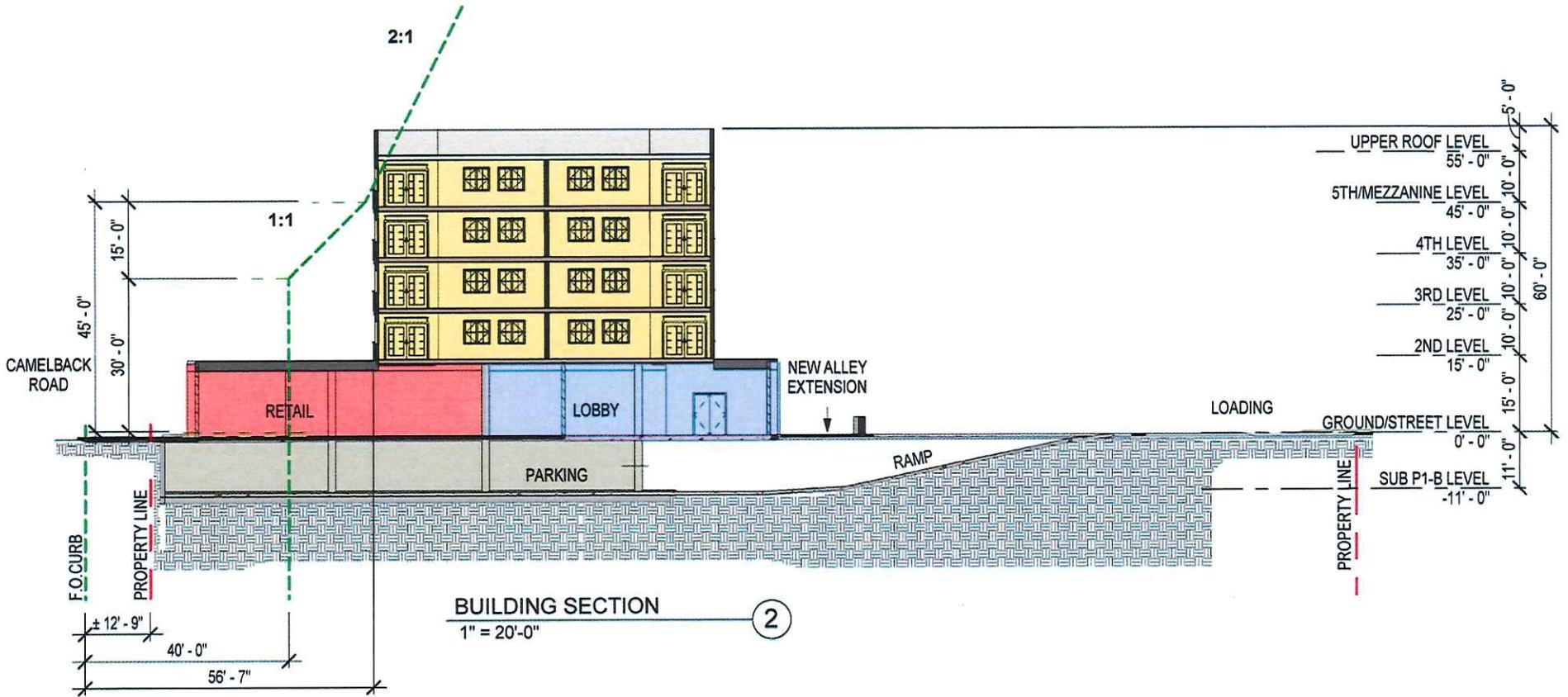
WATERVIEW SCOTTSDALE  
 STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
 05/05/16

01.27.2016

GMP ARCHITECTS - L.A.  
 811 WALDRE BLVD. SUITE 600  
 LAGUNA BEACH, CA 92653  
 T 949.224-8118  
 F 949.224-8119

GMP www.gmparchitects.com



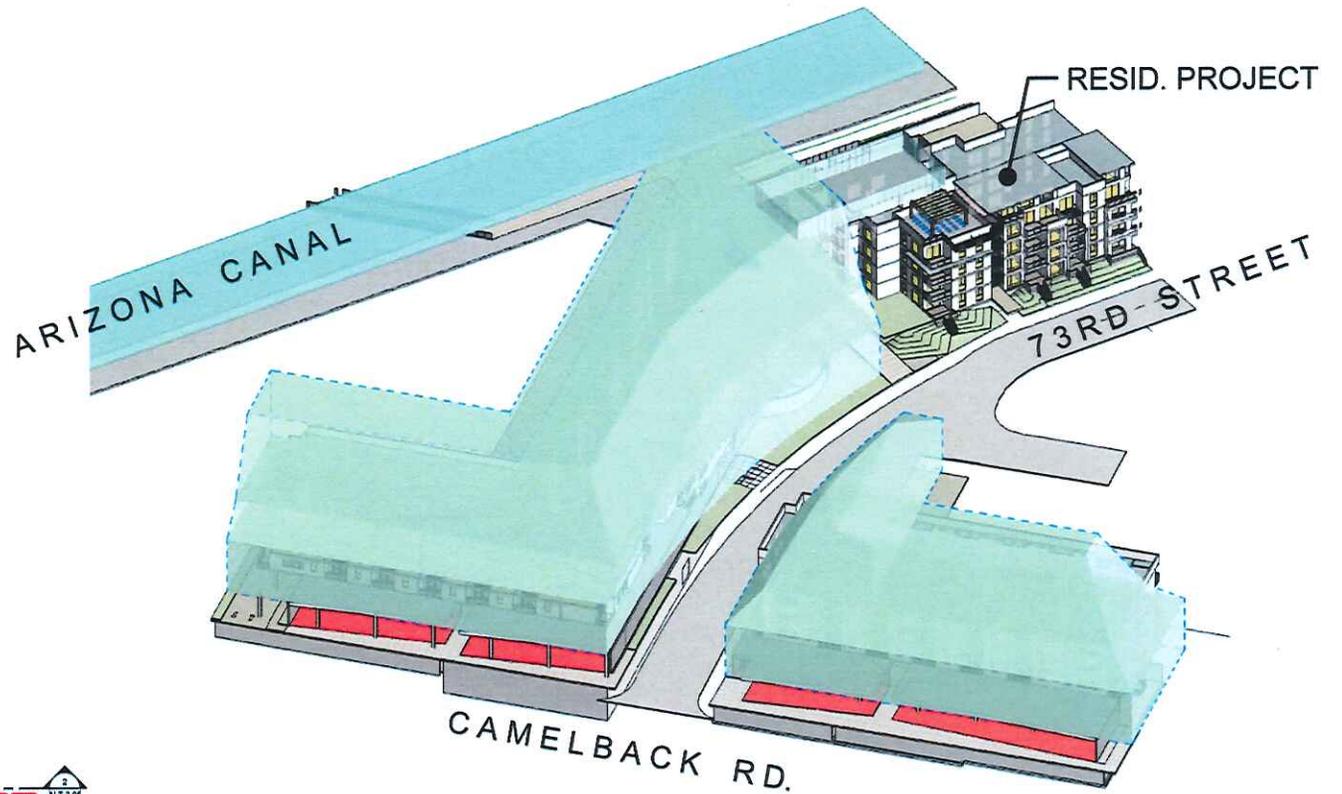
19-ZN-2015  
05/05/16

01.27.2016  
GMP ARCHITECTS-LA  
811 WALSH BLVD SUITE 1200  
LOS ANGELES CA 90017  
T 213.274.8118  
F 213.274.8119  
www.gmparchitects.com

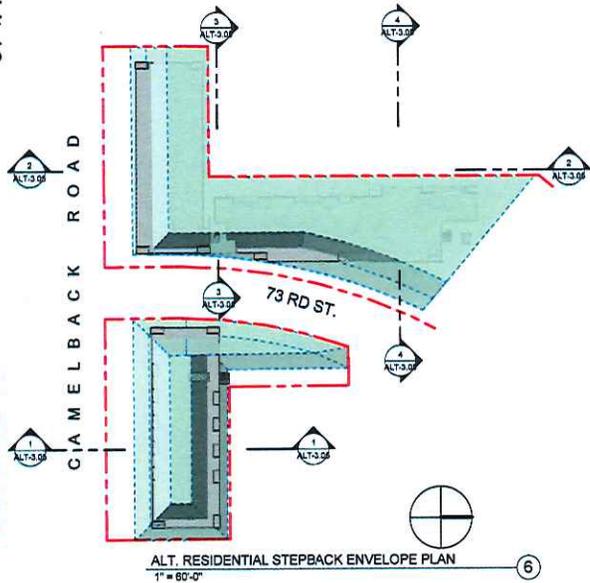
BUILDING SECTIONS  
ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.04

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC





ALT. RESIDENTIAL STEPBACK ENVELOPE AXO VIEW ⑤



BUILDING STEPBACK INFORMATION

ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.05

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

Exhibit 16  
Resolution No. 10450

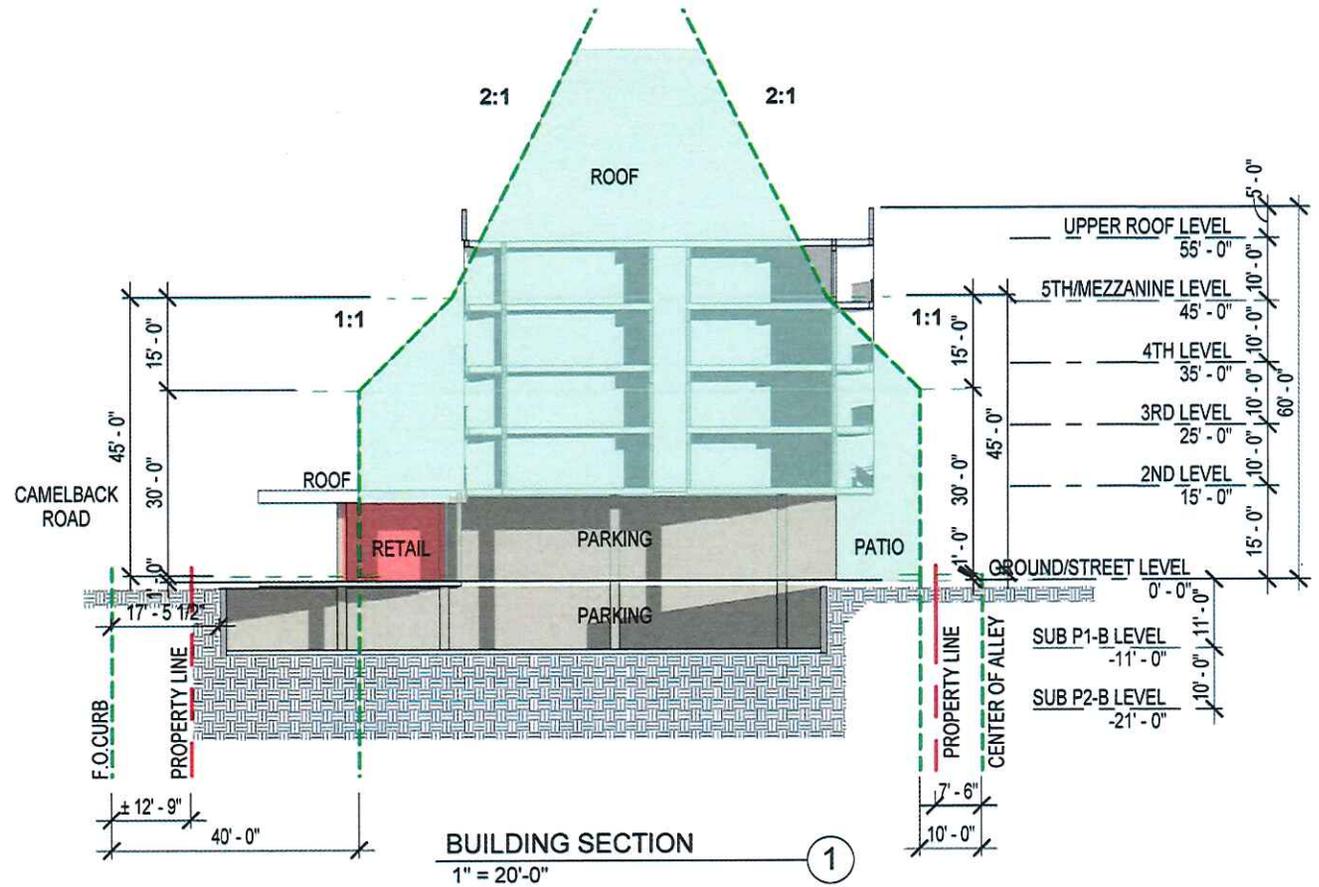
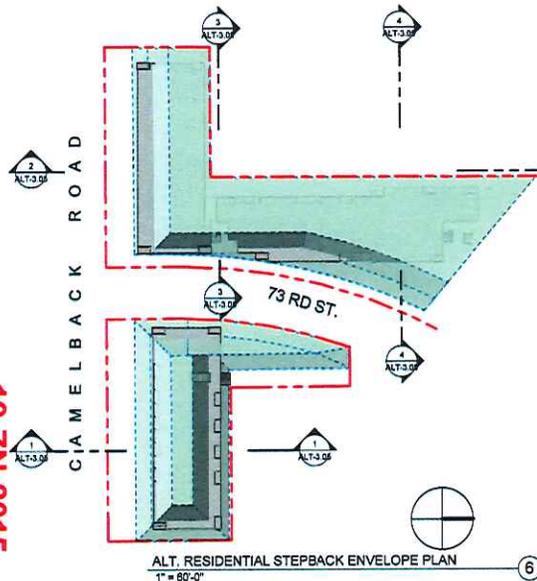
19-ZN-2015  
05/05/16

01.27.2016

GMP ARCHITECTS - LA  
8311 WALSH AVE BLVD, SUITE 200  
LOS ANGELES, CA 90017  
T: 213-204-8118  
F: 213-204-8119

GMP www.gmparchitects.com

19-ZN-2015  
05/05/16



BUILDING STEPBACK INFORMATION

ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.05

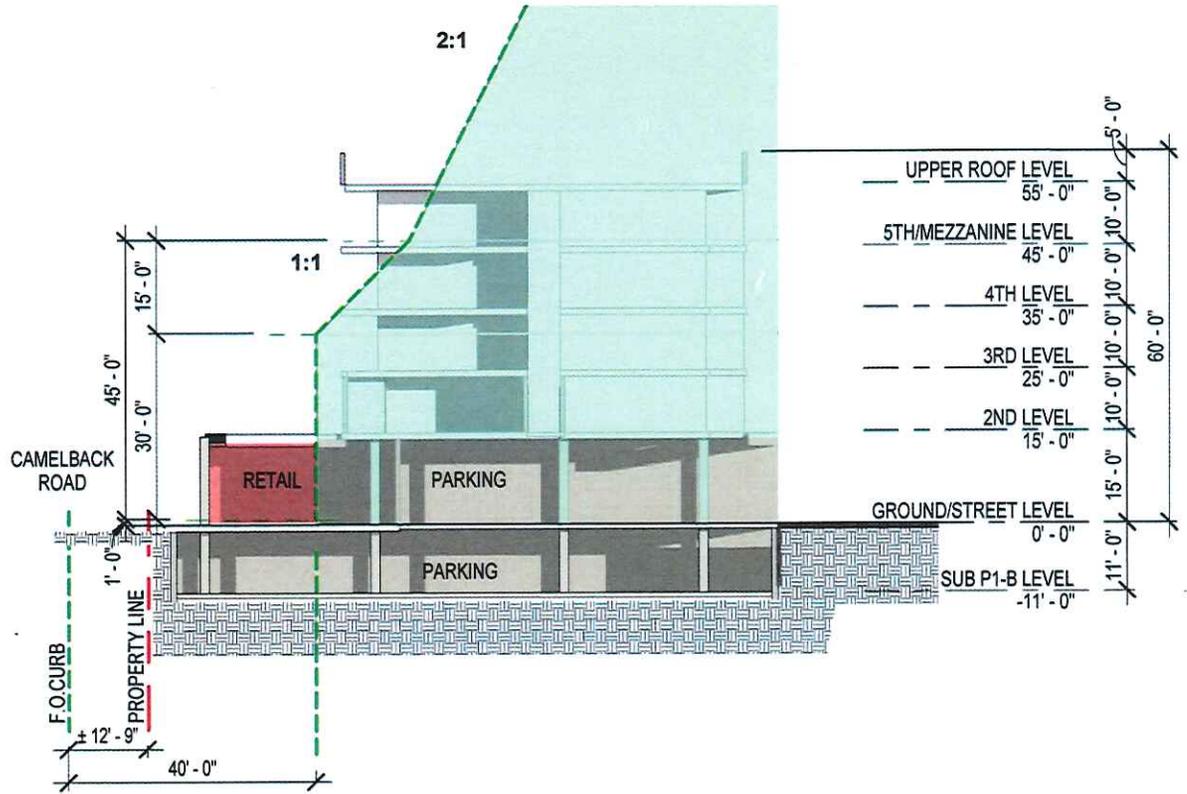
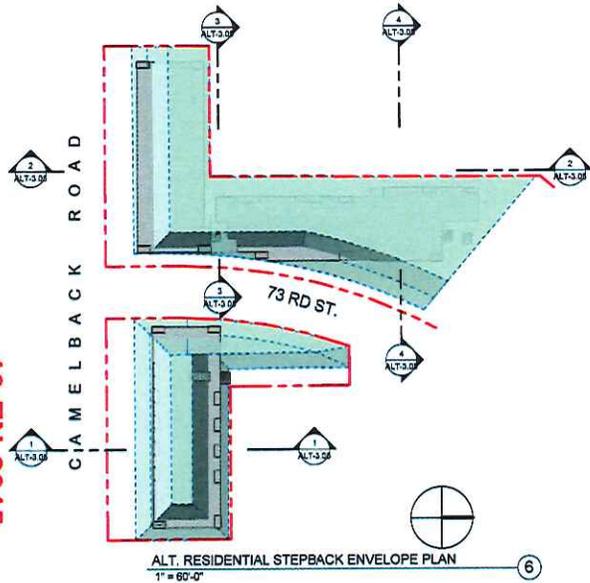
WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

GMP ARCHITECTS-LA  
1311 WILSHIRE BLVD., SUITE 1200  
LOS ANGELES, CA 90017  
T: 310-203-9111  
F: 310-204-0119

GMP www.gmparchitects-la.com

19-ZN-2015  
05/05/16



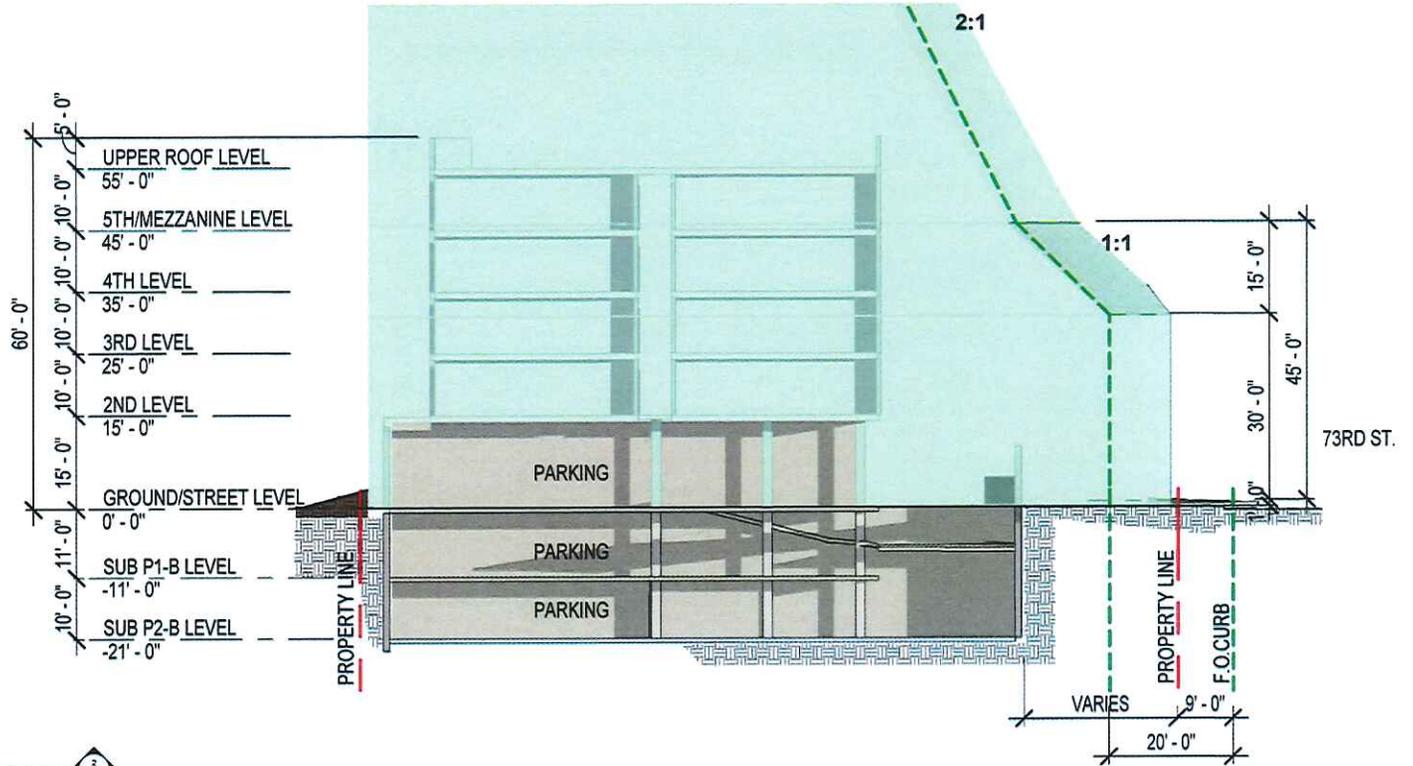
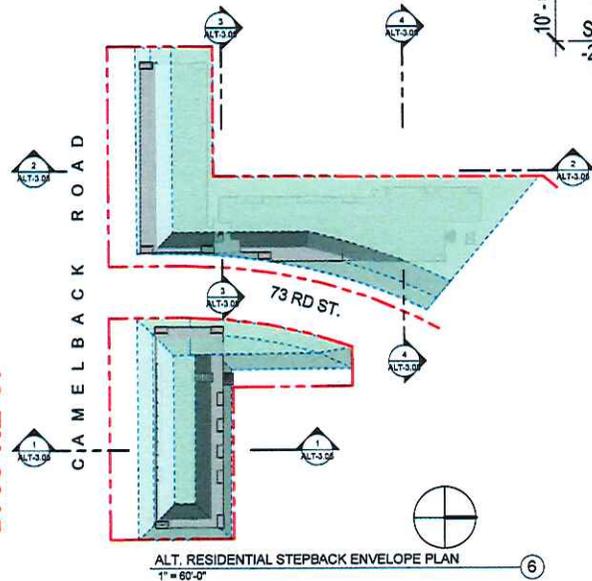
BUILDING SECTION 2  
1" = 20'-0"

BUILDING STEPBACK INFORMATION  
ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.05

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16



BUILDING SECTION 4  
1" = 20'-0"

BUILDING STEPBACK INFORMATION

ALT. RESIDENTIAL SCHEME FOR THE HOTEL SITE ALT-3.05

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

01.27.2016

GMP ARCHITECTS - LA  
811 WALSH BLVD SUITE 1000  
LOS ANGELES, CA 90017  
T 213-206-9118  
F 213-206-9119

GMP www.gmparchitects.com



Resolution No. 10450  
Exhibit 17

19-ZN-2015  
05/05/16

APPROACH FROM WESTBOUND  
ON CAMELBACK

VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION

0.02

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 800  
LOS ANGELES, CA 90017  
T 213-256-9118  
F 213-206-9119

GMP www.gmparchitects.com

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



VIEW LOOKING SOUTH FROM 73RD

19-ZN-2015  
05/05/16

VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION

0.02

04.14.2016

GMP ARCHITECTS - LA  
811 WILSHIRE BLVD. SUITE 600  
LOS ANGELES, CA 90017  
T 213-234-8113  
F 213-234-8119

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WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



VIEW LOOKING NORTH FROM CAMELBACK

VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION

0.02

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC

19-ZN-2015  
05/05/16

04.14.2016

GMP ARCHITECTS-LA  
811 WALSHIRE BLVD. SUITE 800  
LOS ANGELES, CA 90017  
T 213-234-8118  
F 213-234-8119

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19-ZN-2015  
05/05/16

VIEW FROM ABOVE

VIEWS OF HOTEL BRIDGE AND NEW INTERSECTION

0.02

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 800  
LOS ANGELES, CA 90017  
T 213-234-8118  
F 213-234-8119

GMP www.gmparchitects-la.com

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16

VIEW RESIDENTIAL LOOKING NORTH DOWN 73RD STREET

0.06

04.14.2016

GMP ARCHITECTS - LA  
811 WILSHIRE BLVD. SUITE 600  
LOS ANGELES, CA 90017  
T: 213-234-9113  
F: 213-234-9113

GMP [www.gmparchitects-la.com](http://www.gmparchitects-la.com)

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



19-ZN-2015  
05/05/16

VIEW RESIDENTIAL ENTRY DRIVE FROM 73RD STREET

0.07

04.14.2016

GMP ARCHITECTS-LA  
811 WILSHIRE BLVD, SUITE 600  
LOS ANGELES, CA 90017  
T 213-234-8113  
F 213-234-8113

GMP

www.gmparchitects-la.com

WATERVIEW SCOTTSDALE  
STOCKDALE CAPITAL PARTNERS LLC



DAVID EVANS  
AND ASSOCIATES INC.

5/11/16

**WATERVIEW – Scottsdale**  
(DEA Job # SCPA-0003)

**ENGINEER'S PRELIMINARY COST ESTIMATE**

ASSUMPTIONS: This estimate is a preliminary estimate based upon schematic drawings only and is not a guarantee that additional requirements and costs will not be encountered to complete the project. It is only an estimate and should not be used for final budgetary purposes. In no way does DEA guarantee the accuracy of this estimate.

**69kv POWER LINES - \$1,200,000**

ASSUMED \*\* Full burial of 69 kv power lines running for 1,400 lf along the Arizona Canal (w/ dual conduit for secondary run as required by SRP).

**69kv POWER RISERS - \$200,000**

ASSUMED \*\* Provide UG to pole riser at east end of run .

**69kv SPLICE INTO SUB STATION - \$100,000**

ASSUMED \*\* 69KV tie-in to existing facilities within the existing SRP sub station yard.

**APS 12kv BURIAL ALONG ARIZONA CANAL - \$250,000**

ASSUMED \*\* 1,400 lf of UGE (12kv) currently hanging on existing SRP poles along the AZ canal.

**SPLICE INTO EXISTING FACILITIES & UG COMMUNICATION LINES - \$50,000**



Q.S.  
17-45

Google Earth Pro Imagery

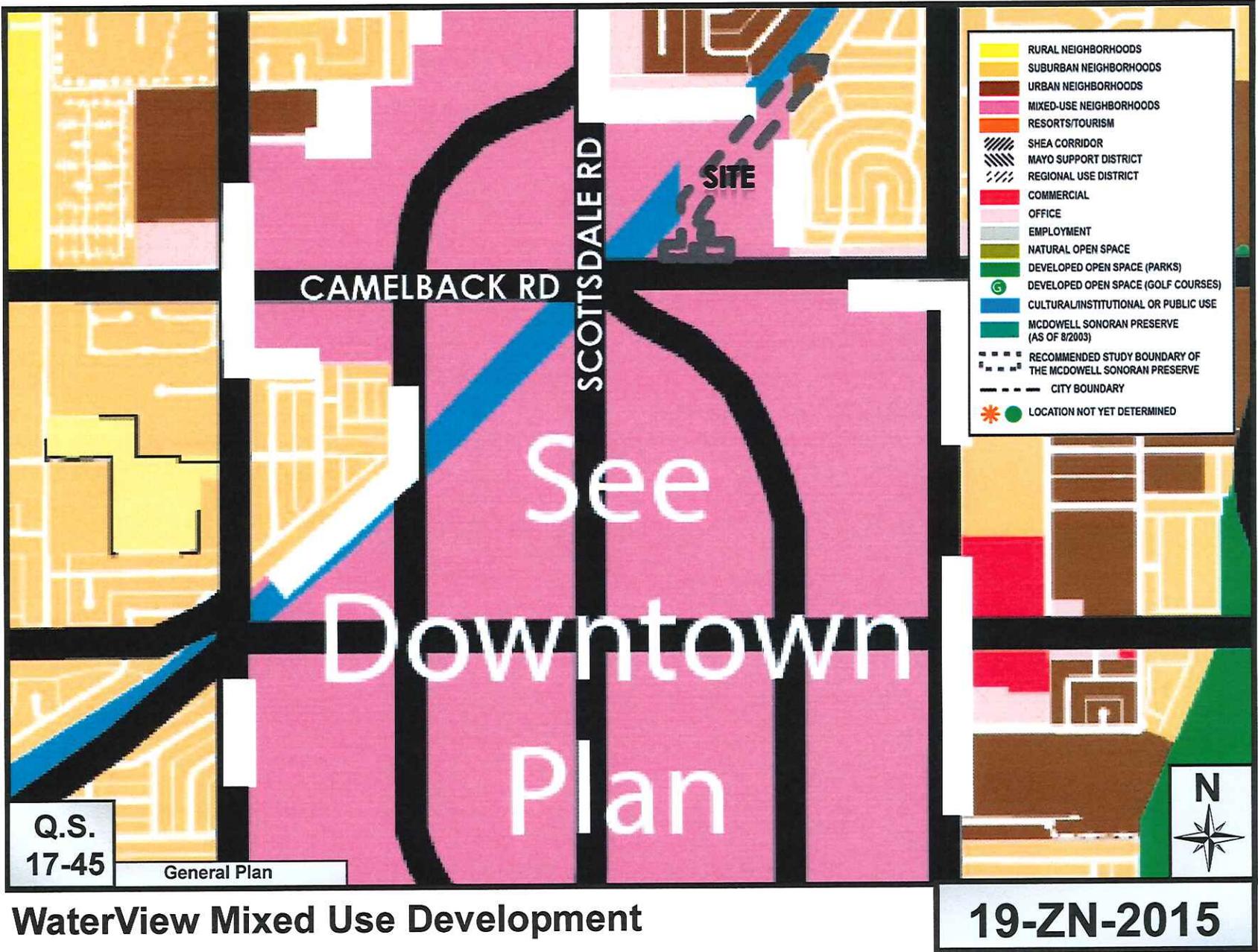
# WaterView Mixed Use Development

19-ZN-2015



**WaterView Mixed Use Development**

**19-ZN-2015**



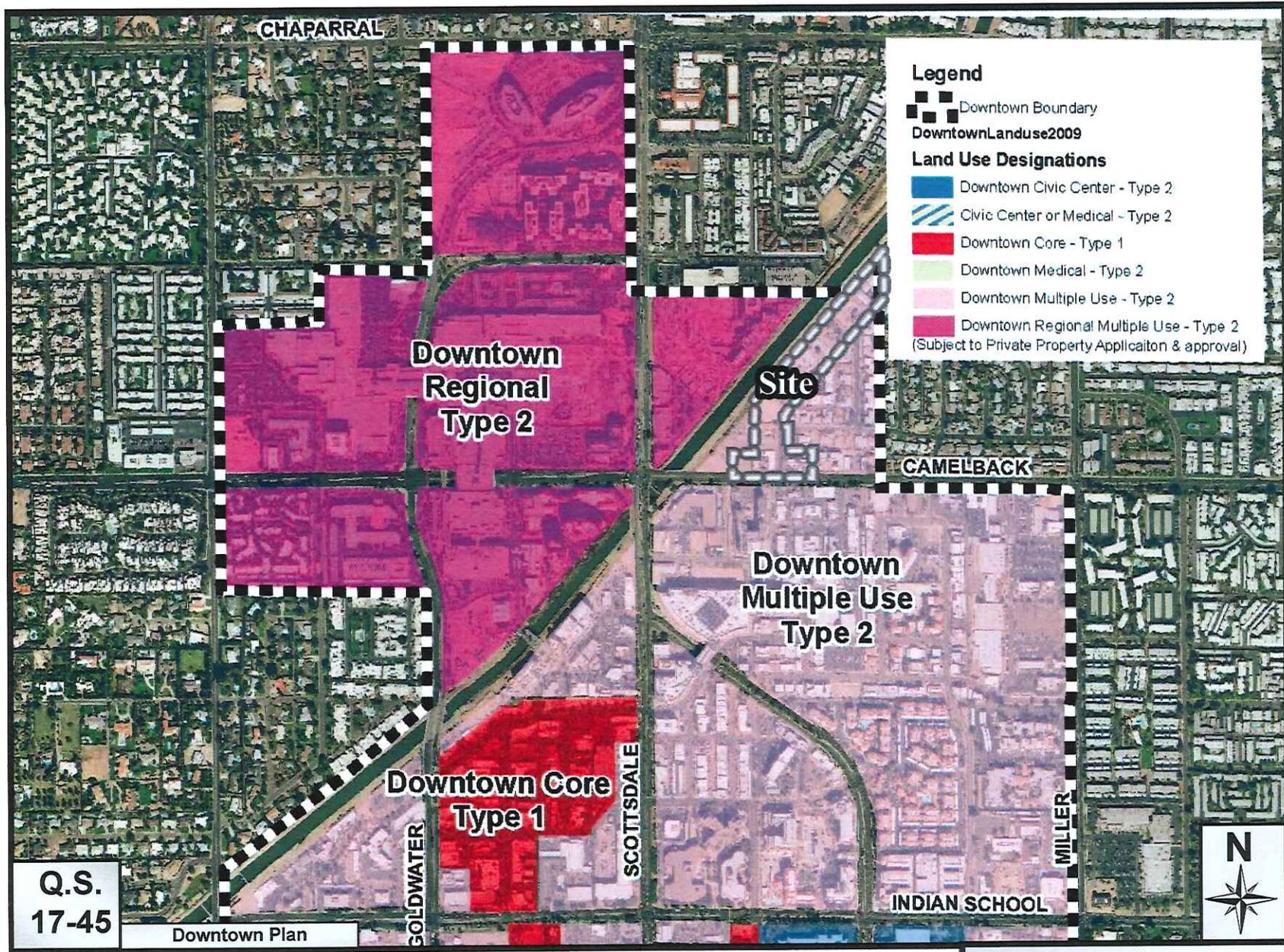
Q.S.  
17-45

General Plan

See  
Downtown  
Plan

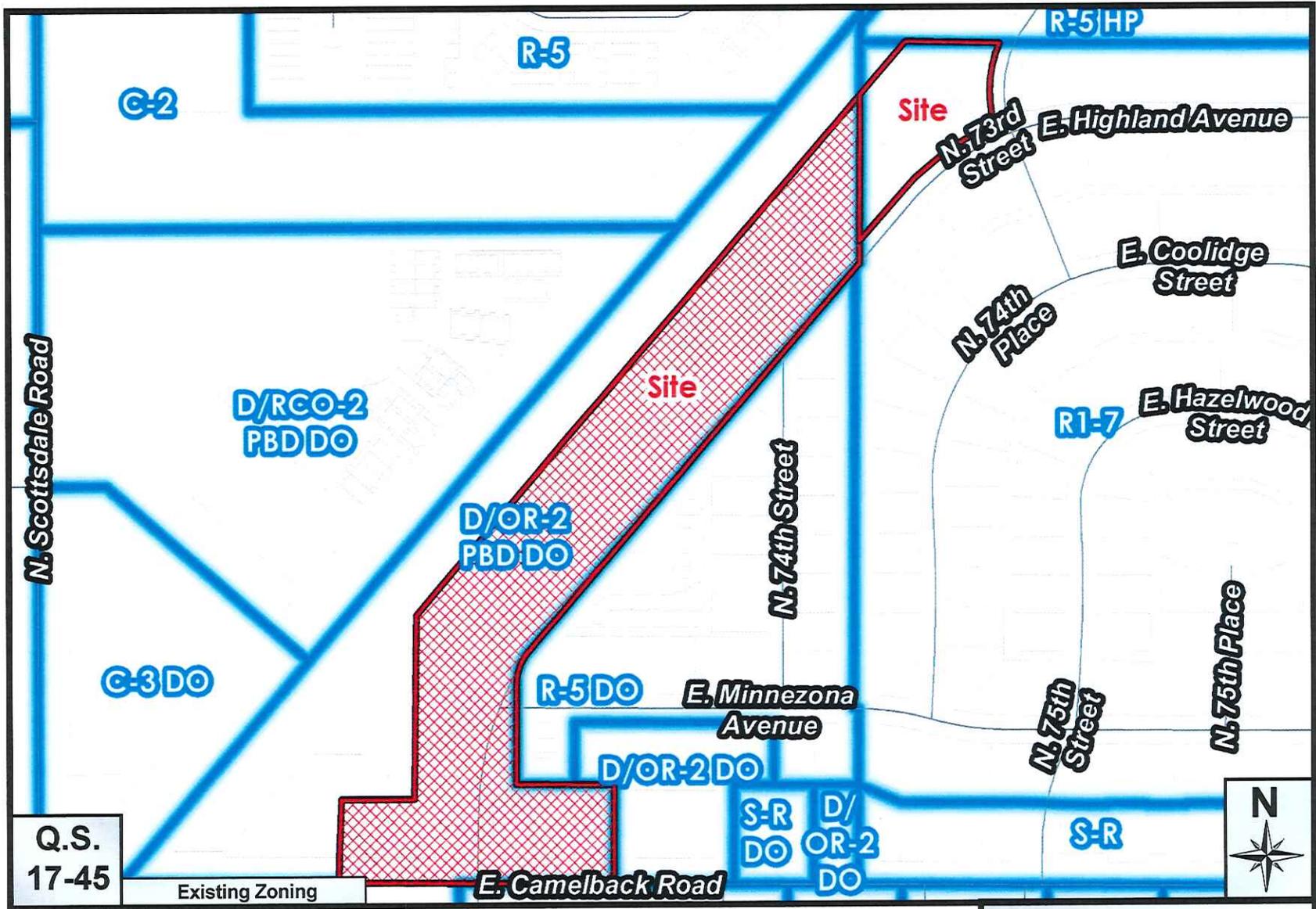
WaterView Mixed Use Development

19-ZN-2015



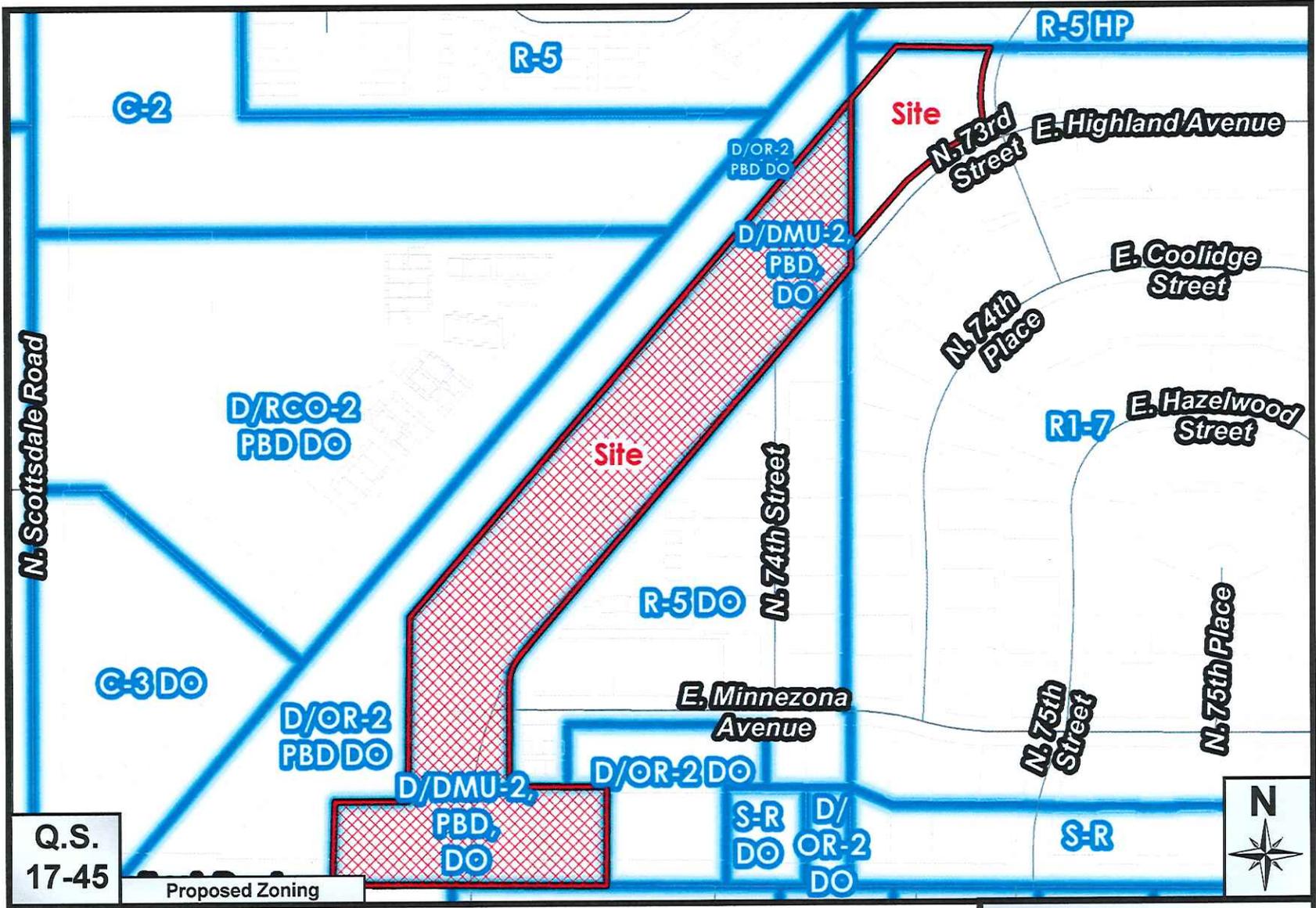
**WaterView Mixed Use Development**

**19-ZN-2015**



WaterView Mixed Use Development – Existing

19-ZN-2015



Q.S.  
17-45

Proposed Zoning

WaterView Mixed Use Development – Proposed

19-ZN-2015

**Executive Summary**

**Introduction**

Stockdale Capital Partners, LLC is proposing a new mixed-use development, named Waterview, on the northwest corner of 73<sup>rd</sup> Street and Camelback Road in Scottsdale, Arizona. The proposed development encompasses several parcels of land on a total of approximately 7 acres. The parcels are being planned to contain 240 residential condominiums, a 269 room hotel, 5,742 square feet of restaurant uses, and 4,171 square feet of retail uses.

**Results**

The proposed development is anticipated to generate the following weekday traffic volumes.

Time Period	Day			AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Residential (ITE LUC 230, 232)	697	697	1,394	19	88	107	84	41	125
Resort (ITE LUC 330)	1,099	1,099	2,198	60	23	83	49	64	113
Retail (ITE LUC 826)	108	108	216	-	-	-	14	17	31
Restaurant (ITE LUC 931, 932)	365	365	730	34	32	66	38	26	64
<b>TOTAL TRIPS</b>	<b>2,269</b>	<b>2,269</b>	<b>4,538</b>	<b>113</b>	<b>143</b>	<b>256</b>	<b>185</b>	<b>148</b>	<b>333</b>

Additionally, a right-turn deceleration lane is not warranted at any of the site access intersections.

**Recommendations without Proposed Development**

Review of traffic signal phase optimization is recommended at the existing Scottsdale Road / Camelback Road intersection to mitigate existing and anticipated excessive delays and queueing.

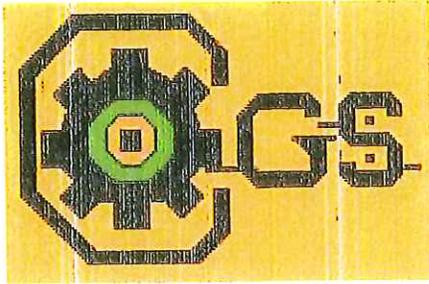
**Recommendations with Proposed Development**

Figure 1 depicts the recommended lane configuration and traffic control at the study intersections and site accesses. With the realignment of 73<sup>rd</sup> Street at Camelback Road the following additional improvements are recommended:

- Install a separate southbound right and left-turn lane. One of these lanes may also be converted to a shared through lane if Buckboard Trail ultimately provides a southbound receiving lane.
- Provide a new eastbound left-turn lane with a minimum of 100 feet of storage length
- Provide protected / permissive left-turn phasing for the eastbound movement

With these improvements most intersections and movements are anticipated to operate at a level-of-service "D" or better under the 2018 with proposed site traffic conditions. The only exception is at the Scottsdale Road / Camelback Road intersection which is anticipated to have some movements operating at a level-of-service "E" and "F" during the peak hours under the ambient 2018 traffic conditions. These levels-of-service are anticipated to continue with the addition of the proposed site traffic with some movements expected to experience additional delay. However, no significant change in intersection level-of-service is anticipated with the addition of the proposed site traffic.

The anticipated potential "cut-thru" traffic on 74<sup>th</sup> Street was evaluated based on the trip distribution and local road network. The amount of "cut-thru" traffic was determined to be negligible comprising of less than 4% of the proposed development traffic or approximately 12 trips during the highest peak hour of generated traffic.



## The Coalition of Greater Scottsdale

7904 East Chaparral Road, suite A110- 127

Scottsdale, AZ 85250

[www.COGSaz.net](http://www.COGSaz.net)

e: mails: [cogsboard@cogsaz.net](mailto:cogsboard@cogsaz.net)

4 May 2016

Re: 19-ZN-2016 Waterview  
Camelback Road and 73<sup>rd</sup> Street

**Request: For DRB commissioners to determine solutions to the 73<sup>rd</sup> public street re-location that will create serious perception problems to Villa Monterey residents, local traffic and guests of the eastern commercial neighbor---the Best Western Plus SunDial hotel.**

Proposed bridge design problem: The unique private bridge use of public sky space over 73<sup>rd</sup> Street north off Camelback Road creates serious problems.

- For Tourists: *"Is that the private entry for the Waterview Hotel complex?" .... "Is this the Best Western Plus Sun Dial Hotel—it doesn't look anything like the internet picture but I'm suppose to go north on 73<sup>rd</sup> Street." "How do I get to the parking lot of the Best Western Plus Sun Dial Hotel?—this is the wrong hotel!" "We are already at Scottsdale Road so we've gone too far! We already drove passed 73<sup>rd</sup> Street to get northward off Camelback Road?"*
- For Villa Monterey residents: *"The Waterview Hotel checkin guests stop under this bridge and block our use of 73<sup>rd</sup> Street." "Hotel guests are walking across from building to building midblock and I worry about hitting one of them with my car." "My house guests can't find this public road to come to my home north of Camelback Road." "The hotel setback is right on 73<sup>rd</sup> Street; we need a wider sidewalk to use 73<sup>rd</sup> Street to get to Julio Two." "With the additional traffic from the proposed 240 to 520 units, how many will pass through Villa Monterey and not south to Camelback Road?"*
- For Local Traffic: *"What happened to 73<sup>rd</sup> Street?—how do I get northward without going through this hotel?" ...."oh no! we can't make a U Turn going westward until 68<sup>th</sup> Street."*

**COGS' POSITION:** An intelligent architectural design considers impact on nearby residential areas and existing commercial businesses---particularly of the same use.

Approved traffic designs should serve clearly designated access and safety needs of tourists, residents and local businesses.

Possible solutions: (1) Lift the sky bridge to the 3<sup>rd</sup> or 4<sup>th</sup> floor level and reduce the number of floors to open up the visibility of the public street (2) Provide the required 73<sup>rd</sup> Street curb setback to invite pedestrian use (3) Provide continuity on the Camelback Road curb setback using the same next-door Best Western Plus Sun Dial Hotel rather than placing the Waterview complex closer to Camelback Road. (4) Widen the alley on the eastern boundary of the proposed hotel to provide it as obvious access to the Best Western hotel guests.

**Question:** What is the compensation to the city/taxpayers for providing free air space for a 4 story bridge development over 73<sup>rd</sup> Street?

Thank you for your consideration.

Sonnie Kirtley, Chair COGS-The Coalition of Greater Scottsdale cellular 602 717 3886 anytime

**ATTACHMENT #10**

**Carr, Brad**

---

**Subject:** 19-zn-2015

Good Morning Brad,

I will be out of town and unable to attend the hearing on May 05, 2016. Please forward this email to the Development Review Board to be included in their package.

Regarding the Development review board hearing May 05,2016 for case number 19-ZN-2015. The proposed development is our neighbor on Camelback Road, sharing the property line on the West side of my hotel, The Best Western Plus Sundial.

Brad, When you and I met at the Mayors office I explained how our guests use 73rd street to access our parking located on the North side of our property. We also have an exit lane on our West property line neighboring Mr Yari's property.

Mr Yari has been receptive to my concerns and we have spoken about the clearance of the proposed building over 73rd street and the possibility of using architecture, and quality signage to assist The Sundial's hotel guests in finding their way through the proposed development back to the Sundial's hotel parking.

My request is to **maintain** safe, obvious, and easy access from the Sundial's front driveway around to our parking lot. My fear is the proposed new development, over 73rd street, may appear to be a neighboring hotel private entry, confusing out of town visitors attempting to use 73rd street to access the Sundial Parking.

Mr Yari is a good neighbor and I have faith in what he says, however there are many professional attorneys, architects, engineers, contractors, board members and council members and perhaps future owners of the project who will influence changes over construction.

With that said, I respectfully Request Stipulations to 19-AZ-2015 to assure the safe, obvious, easy access to the Sundial's parking, for our out of town guests, using building design, quality signage, and what ever other means necessary.

With those stipulated assurances we support this new project and wish Mr Yari much success.

Sincerely,

Jude A. Nau, Owner

Best Western Plus Sundial  
7320 E Camelback Road  
Scottsdale, AZ. 85251

## Carr, Brad

---

**From:** Carr, Brad  
**Sent:** Thursday, March 03, 2016 4:27 PM  
**To:** 'emmons267@gmail.com'  
**Cc:** Kuester, Kelli  
**Subject:** RE: Blight

Hello Mr. Eveland,

The site located at the corner of Camelback and 73<sup>rd</sup> Street is private property and currently has a plan for development that has been submitted to the city for review and approval. The proposal will be heard by the City's Development Review Board, Planning Commission and finally the City Council. You can view the details of the applicant's proposal by clicking on the link below:

<https://eservices.scottsdaleaz.gov/eservices/cases/casesheet.aspx?caseid=45579>

Regards,

**Brad Carr, AICP** LEED-AP

*Senior Planner*  
City of Scottsdale  
Current Planning Services  
7447 E. Indian School Rd., Ste 105  
Scottsdale, AZ 85251  
480.312.7713p 480.312.7088f

**From:** Mike Eveland [<mailto:emmons267@gmail.com>]  
**Sent:** Thursday, March 03, 2016 2:45 PM  
**To:** City Council  
**Subject:** Blight

I've attached a picture of the lot in question. Could you please explain if this is public or private property and when some improvements will be done.  
Corner of Camelback and 73rd st.

## Carr, Brad

---

**From:** Alphonse Tangsoc <atangsoc@gmail.com>  
**Sent:** Wednesday, January 20, 2016 11:05 AM  
**To:** Shawn Yari; Carr, Brad; Ed Gorman; Bruce Leidenberger  
**Subject:** Re: Waterview project

Brad- Happy New Year, I just wanted to see if there is any progress with Yari's development. Please let us know and keep us updated of any decisions, comments or concerns. Please also acknowledge receipt of this email as I didn't get a reply from the last note i wrote before the holidays.

thank you  
AJ

On Mon, Dec 14, 2015 at 11:43 AM, Alphonse Tangsoc <atangsoc@gmail.com> wrote:  
Brad-

Happy holidays. I just wanted to let you know that we have been in communication with Shawn Yari and the Waterview project. Please see email below. We are fine with the aesthetics and design of the project but wanted to make sure our access to alley was kept for our future clients. Can you please make sure to keep us updated on any decisions, comments or concerns with regard to the access. Thank you for your consideration. I have added Shawn to this email so he knows this went out for transparency.

Thanks,  
AJ

----- Forwarded message -----

**From:** Shawn Yari <shyari@stockdalecapital.com>  
**Date:** Tue, Dec 8, 2015 at 3:42 PM  
**Subject:** RE: Waterview project  
**To:** Alphonse Tangsoc <atangsoc@gmail.com>  
**Cc:** Bruce Leidenberger <leidenberger@lajollapacific.net>, Ed Gorman <gorman@modusdev.com>

Hi AJ. Thank you for our email. Yes we are taking your access into consideration as we are designing to make sure there is access to your property. The City and Fire are reviewing the submittal and will comment on anything additional they would require. There is a new development agreement being worked on as we speak to replace the previous one that is void. Once we have comments back from the City I will be in a better position to discuss details of the project. Would you like Ed as point person or is there someone else we should work with?

thx

SHAWN YARI

Managing Principal

Stockdale Capital Partners LLC

10850 Wilshire Blvd, Suite 1050

Los Angeles CA 90024

310.693.4400 x 101

shyari@stockdalecapital.com

PLEASE NOTE MY NEW EMAIL ADDRESS

**From:** Alphonse Tangsoc [mailto:[atangsoc@gmail.com](mailto:atangsoc@gmail.com)]

**Sent:** Thursday, December 03, 2015 12:46 PM

**To:** Shawn Yari

**Cc:** Bruce Leidenberger; Ed Gorman

**Subject:** Waterview project

Hi Shawn,

Greetings, I hope all is well with you. I wanted to write a quick email. We are in receipt of the materials that have been submitted for the Waterview Scottsdale project by Stockdale Capital Partners. While we are in support of the design aesthetic, there are some technical issues that need to be addressed. First, the plan shows a 15 foot "new alley easement" between our properties. We assume that this has been created for our buyers to access the four townhomes on the south side of our property. Can you please confirm this? If this is the purpose of the new alley, we want to make sure it can be approved by the City. However, we have some concerns about ease of access for vehicles and access by the fire department and trash trucks, if that is required by the City. Has this been discussed with the City? Again, we want to make sure this is approved. Second, the area directly to the west of our building shows a ramp for accessing the hotel parking garage. Per the prior development agreement, this area was to remain as open space. We assume you will be revising the development agreement, but wanted to make sure that this has already been discussed with the City. Please advise--thank you.

Best

AJ

—  
Sent from Mailbox

--

\*AJ \*  
\*TANGSOC\*  
\*VP of Business and Acquisition\*

REGENT INTERNATIONAL  
PO BOX 12508, San Diego, Ca 92112 USA  
T 520.204.2066  
WEBSITE <<http://www.regentinternational.ca/>> | EMAIL<[atangsoc@regentinternational.ca](mailto:atangsoc@regentinternational.ca)>|

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\*AJ \*  
\*TANGSOC\*  
\*VP of Business and Acquisition\*

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PO BOX 12508, San Diego, Ca 92112 USA  
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WEBSITE <<http://www.regentinternational.ca/>> | EMAIL<[atangsoc@regentinternational.ca](mailto:atangsoc@regentinternational.ca)>|

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**Carr, Brad**

---

**Subject:** RE: Waterview Development-Scottsdale @ Camelback

**From:** CARL NIELSEN [<mailto:cnielsensf@msn.com>]  
**Sent:** Monday, January 11, 2016 4:08 PM  
**To:** Carr, Brad  
**Subject:** Waterview Development-Scottsdale @ Camelback

Good Afternoon Brad,

I got your name from Wendy. I wanted to have a short meeting with you concerning this project. I'm the Pres of the Villa Monterey 1 HOA and its quite important concerning to this project, as we are directly in its path.

Our meeting is This Thursday so if there is any possibility to meet you this Weds would it be wonderful .

Michael Nielsen

v

## Carr, Brad

---

**From:** Melody Smith <smith.melann@gmail.com>  
**Sent:** Friday, December 18, 2015 4:42 PM  
**To:** Niederer, Keith  
**Cc:** Carr, Brad  
**Subject:** Re: Scottsdale WaterView Hotel - 4530 N 73rd Street

Hi Keith and Brad,

Thank you kindly for the information - it was very helpful. I just need to know what's the current status of the case?

Is the request for rezoning still under review and by what department? Are there any future hearings scheduled?

Thank you!

Melody Smith

On Fri, Dec 18, 2015 at 10:01 AM, Niederer, Keith <[KNiederer@scottsdaleaz.gov](mailto:KNiederer@scottsdaleaz.gov)> wrote:

Hi Melody,

Please see link below, which contains the applicants submittal for case 19-ZN-2015 (the Waterview Mixed Use Development). This should answer many of your questions below. I don't believe there is a name brand of the hotel at this point.

<https://eservices.scottsdaleaz.gov/eservices/cases/casesheet.aspx?caseid=45579>

The staff coordinator for this application is Brad Carr, whom I'm copying on this em.

Keith

**From:** Melody Smith [<mailto:smith.melann@gmail.com>]  
**Sent:** Thursday, December 17, 2015 11:46 PM  
**To:** Niederer, Keith  
**Subject:** Scottsdale WaterView Hotel - 4530 N 73rd Street

Hi Keith,

I left you a voicemail message with the same questions as I have below, so you can disregard it if you answer this email first.

I'm researching the above referenced hotel project and I'm looking for the following information:

1. Name brand of the hotel, if known.
2. Address or parcel number.
3. Name and Contact information for Developer.
4. Name and Contact information for the Architect or Engineer.
5. Number of rooms and stories for the hotel.
6. Are site plans available to obtain via email? - (I sometimes get the above details from the site plan)

Your assistance is greatly appreciated.

Thank you!

Melody Smith

## Carr, Brad

---

**From:** linda Ross <lmackross@gmail.com>  
**Sent:** Friday, October 09, 2015 11:44 PM  
**To:** Carr, Brad  
**Cc:** Weiss, Kit  
**Subject:** Stockdale Capital Partners project on Camelback

Brad, I got your name as project coordinator for this project. I thought there would be people from the city at the meeting this past week so they could here the concerns of those in attendance.

I want to make sure that there is, according the ordinance, a noise mitigation plan submitted before any permit is approved. When the mitigation plan was approved, Mike Clack assured us that builders would be asked to have an alternative to the back up alarms particularly in the mornings. I am hoping that you will act on this for both the residents and the tourists who will be staying in nearby hotels.

It is my understanding that in the plan that was approved, that there was going to be a cul de sac by Villa Monterey to ensure that we don't get bombarded by traffic from the new units. This is a big concern for the residents.

Would really like to see the city deal with the traffic all around us..Miller, Chaparral, etc.

Also would like to see some type of ramp/stairs from the free space to the canal so it is usable.

Thanks.

Linda Mack Ross  
480-425-0470 home  
602-920-0072 mobile

Almost anything you do will be insignificant, but it is important that you do it. Mohandus Gandhi

## Carr, Brad

---

**From:** Janet Shaw <janet.shaw@russlyon.com>  
**Sent:** Thursday, October 08, 2015 6:33 AM  
**To:** info@technicalolutionsaz.com; Carr, Brad  
**Cc:** Janet Shaw; lamfitness@aol.com  
**Subject:** City of Scottsdale Proposal - Stockdale Capital Partners 803-PA-2015

Dear Mr. Carr and Outreach Team on behalf of Stockdale Capital Partners,

I am writing to voice my support for the upcoming request by Stockdale Capital Partners, LLC, to build a project at Camelback Road and 73rd Street. As an adjacent property owner I received the open house announcement to discuss the project but unfortunately could not attend that meeting on 10/7/15. I do, however, fully support development of this parcel by Stockdale Capital Partners and would welcome either proposal currently under consideration. Again, I am offering my full support. This is an exciting project and one that will benefit all area residents and citizens of Scottsdale. I view it as an expansion of the very successful and vibrant Waterfront District. I am looking forward to the approval of this project!

Please provide a brief response to confirm receipt of this communication. Thank You!

Best Regards,  
Janet Shaw

4601 N 73rd Street, Unit #14, Scottsdale, AZ 85251



Janet Shaw REALTOR®  
Luxury Home Specialist  
c 480-236-9809 | f 480-515-7676  
janet.shaw@russlyon.com  
www.janetshawrealtor.com



Russ  
Lyon

Sotheby's  
INTERNATIONAL REALTY



7195 E Camelback Road, Suite 360 | Scottsdale, AZ 85251



## Carr, Brad

---

**From:** William Darrah <wcdarrah@hotmail.com>  
**Sent:** Sunday, October 04, 2015 9:08 AM  
**To:** Carr, Brad  
**Cc:** waltpassolt@icloud.com  
**Subject:** Condo proposal  
**Attachments:** image1.JPG; ATT00001.txt; image2.JPG; ATT00002.txt

Brad,

I received this in the mail as I am a resident on Minnezona Avenue. I will be unable to attend the mtg on Oct 7th as I will be out of town but I do have some issues with the proposed plans below.

Scottsdale is already in the midst of building 6-7 condos in Old Town, given the added density to the area, this creates a big problem for parking and traffic. No where in the plans below shows streets, access points to these units. It appears that 75th street bridging the gap between the W and Best Western would be eliminated. I vehemently am against the elimination of that street should these plans proceed.

I do not want Minnezona Ave being used as the primary point of access to this facility and the residents in the neighborhood have already worked very hard to ensure no bar traffic can park in the neighborhood on Minnezona during weekend evening hours.

Please send all proposed plans to me so I can review added density, parking plans, street for various access points and alert me of additional decision makers and facilitators to yourself.

Thank you,

William Darrah  
310-483-3343  
Concerned Resident



**CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT**  
**Waterview Scottsdale**  
January 22, 2016

**Overview**

This Citizen Review Report is being performed in association with a request for a Site Plan Amendment and Rezoning request from D/OR-2 PBD DO to D/MU-2 PBD DO of a 7.68+/- acres property located on the northwest corner of 73<sup>rd</sup> Street and Camelback Road. The proposed project would result in a multi-family residential community of 240 units and a luxury hotel with 269 guest rooms. This Citizen Review Report will be updated throughout the process.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties will be ongoing throughout the process. Work on compiling a list of impacted and interested stakeholders and the neighborhood outreach began prior to the application filing and will also continue throughout the process. Communication with impacted and interested parties has taken place with verbal, written, electronic, and door-to-door contact.

**Community Involvement**

The outreach team has been communicating with neighboring property owners, HOA's, and community members by telephone, one-on-one meetings and small group meetings. Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information. This contact person will continue to provide,

as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on October 7<sup>th</sup>, 2015 at The W Hotel in Scottsdale for those who wished to learn more about the project. The site and time was posted with the Early Notification Sign prior to the Open House.

63 interested people attended the Open House. Attendees were generally supportive of the project, with many of the neighbors having questions regarding traffic impacts and access. Other questions from the neighbors revolved around noise, parking, access to the canal, and the open space/park area at the northeast end of the project. There has been additional follow up with some of these neighbors since the Open House regarding all of these issues.

Several meetings with members of the Villa Monterey 1 leadership have occurred to address issues regarding traffic in the neighborhood and noise from construction. These will continue as things progress to finalize mitigation factors for these matters.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. As previously stated the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

**ATTACHMENTS:**

Notification Letter  
Notification List  
Affidavit of Posting  
Sign-in Sheets  
Comment Cards



September 25, 2015

Dear Neighbor:

We are pleased to tell you about an upcoming request to be filed with the City of Scottsdale (803-PA-2015) by Stockdale Capital Partners, LLC to build a project similar to the previously approved upscale hotel and residential community located on approximately 6.5+/- acres at 73<sup>rd</sup> Street and Camelback Road. The request is for a site plan amendment and a zoning update from the former zoning category of D/OR-2 PBD DO to the new D/DMU-2 PBD DO category that would result in 244 upscale residential units and 237 luxury hotel guest rooms. There is an alternative concept being considered that includes 373 residential units and 11,100 sqft of retail space along Camelback Road if an additional site for the hotel is acquired at the corner of Scottsdale Road and Camelback Road.

You are invited to attend an open house to discuss this proposal. The open house will be held on Wednesday, October 7, 2015 from 5 p.m. to 6 p.m. in Studio 1 and 2 of The W Hotel, located at 7277 E. Camelback Road.

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or [info@technicalolutionsaz.com](mailto:info@technicalolutionsaz.com). The City of Scottsdale Project Coordinator for the project is Brad Carr, who can be reached at 480-312-7713 or [bcarr@ScottsdaleAZ.gov](mailto:bcarr@ScottsdaleAZ.gov).

Thank you.

Sincerely,

Paul Smith  
President

**19-ZN-2015**  
**02/04/16**



FILE COPY



# Affidavit of Posting

**Required: Signed, Notarized originals.**

Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White)

Public Hearing Notice Sign (Red)

Case Number: 19-ZN-2015

Project Name: \_\_\_\_\_

Location: NE & NW Corners Of E. Camelback Rd & N.73rd St

Site Posting Date: 5/5/2016

Applicant Name: John Berry

Sign Company Name: Scottsdale Signarama

Phone Number: 480-994-4000

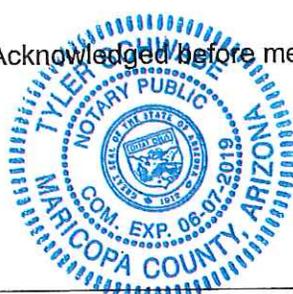
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Arthur R. Parker  
Signature

5-5-2016  
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 5th day of MAY 2016



[Signature]  
Notary Public  
My commission expires: 06/07/2019

## City of Scottsdale -- Current Planning Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

CITY OF SCOTTSDALE PUBLIC NOTICE

# ZONING/PUBLIC HEARINGS



City Hall  
3939 N. Drinkwater Blvd.  
Scottsdale, Arizona

**PLANNING COMMISSION: 5:00 P.M., 05/25/2016**  
**CITY COUNCIL: 5:00 P.M., TBD**

REQUEST: by owner for a Zoning District Map Amendment from Downtown/Office Residential, Type 2 Planned Block Development, Downtown Overlay (D/OR-2 PBD DO) zoning to Downtown/Downtown Multiple Use - Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) zoning, including approval of a Development Plan with specific property development standards, for a +/- 7.7 acre site.

LOCATION: Northeast & Northwest Corners of E. Camelback Rd. & N. 73rd St.

**Case Number: 19-ZN-2015**

**Applicants Contact: John Berry**

**Phone number: 480-385-2727**

**Email: mh@berryriddell.com**

**Case File Available at City of Scottsdale: 480-312-7000**

Project information may be researched at:

<http://eservices.scottsdaleaz.gov/bldgresources/Cases>

**Posting Date: 05/05/2016**

- Penalty for removing or defacing sign prior to date of last hearing  
- Applicant Responsible for Sign Removal

05/05/2016



# Affidavit of Posting

**Required: Signed, Notarized originals.**  
Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White)       Public Hearing Notice Sign (Red)

Case Number: 803-PA-2015 #

Project Name: Waterview Scottsdale

Location: NW Corner of 73rd St & Camelback Road, Scottsdale #

Site Posting Date: 9-25-2015

Applicant Name: John Berry

Sign Company Name: Scottsdale Sign A Rama

Phone Number: 480-994-4000

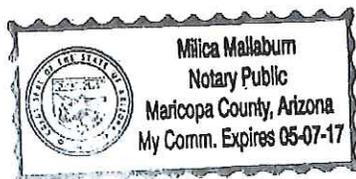
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

*Alphane Fisher*  
Applicant Signature

9-25-2015  
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 25<sup>th</sup> day of September 2015



*Milica Mallabum*  
Notary Public

My commission expires: 05/07/2017

## City of Scottsdale -- Current Planning Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ Phone: 480-312-7000 ♦ Fax: 480-312-7088

# Early Notification of Project Under Consideration

## Neighborhood Open House Meeting

Date: Wednesday, October 07, 2015

Time: 5:00 – 6:00 PM

Location: Studio 1 & 2 of The W Hotel (7277 E. Camelback Road)

**Site Address: NW Corner of 73rd St & Camelback Rd**

### Project Overview:

- **Description of Request:** For a Site Plan Amendment and a Zoning update from the former zoning category of D/OR-2 PBD DO to the new D/DMU-2 PBD DO category that would result in 244 upscale residential units and 237 luxury hotel guest rooms. There is an alternative concept being considered that includes 373 residential units and 11,100 sq ft of retail space along Camelback Road.
- **Site Acreage:** 6.5 +/-
- **Site Zoning:** D/OR-2 PBD DO

**Applicants Contact: John Berry**  
**Phone number: 480-385-2727**  
**Email: [jb@berryriddell.com](mailto:jb@berryriddell.com)**

**City Contacts: Brad Carr**  
**Phone number: 480-312-7713**  
**Email: [bcarr@scottsdaleaz.gov](mailto:bcarr@scottsdaleaz.gov)**

**Pre-Application #: 803-PA-2015 Available at The City of Scottsdale: 480-312-7000**

**Project Information may be researched at: [www.scottsdaleaz.gov/projects/ProjectsInProgress/](http://www.scottsdaleaz.gov/projects/ProjectsInProgress/)**

**Posting Date: 09/25/2015 –Penalty for removing or defacing sign prior to date of last hearing**

**–Applicant Responsible for Sign Removal**

25/09/2015

Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Tom Prombo  
ADDRESS 4764 N 75<sup>TH</sup> Place CITY SCOTTSDALE ZIP 85251  
PHONE 630-802-1090 EMAIL TPrombo@gmail.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Protect the Best Western. Present plan looks like  
it could impact their access/profitability.

Design a culdesac for 74<sup>TH</sup> Place that would  
expand the ~~park~~ park over existing asphalt (or make a parking lot for  
Culdesac would save Villa Monterey Unit One & work with association  
board to design the space.

Technical Solutions • 4350 E. Camelback Rd., Suite G-200 Phoenix, AZ 85018 • Phone: (602) 957-3434 • Fax: (602) 955-4505

Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Sonnie Kitley COGS Chair  
ADDRESS 7904 E Chaparral CITY Se ZIP 85251  
PHONE 602 717 3886 EMAIL cog523@gmail.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

The entry from Camelback Rd for a  
public street is too confusing.  
It appears to be only a hotel  
portical. How do Best Western  
customers find the correct hotel?  
Thank you

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Mike Bergfeldt  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Would prefer condos to rental,  
or partial, if the market can  
bear it.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Marc Haring  
ADDRESS 4607 N 74TH PL CITY SCOTTSDALE ZIP 85251  
PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

CONCERNED ABOUT TRAFFIC FLOW THROUGH THIS NEIGHBORHOOD  
ALONG WITH PARKING IN GENERAL. NOISE FROM RECEPTOR  
BAR POOL AREA SEEMS NOT TO BE WELL THOUGHT OUT. I'D  
LIKE TO SEE A NOISE MITIGATION PLAN.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Robert Narloch  
ADDRESS 7530 E. Coolidge St CITY Scottsdale ZIP 85251  
PHONE 602-713-8304 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Concerned about parking. Guests of the condos will  
park on residential streets. Also prefer Condos over  
apartments. - Too many apartments going up! Don't NEED  
any more party/people cramming 4 guys into a 2 bedroom  
apartment!!

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME JESPER OSTER  
ADDRESS 4601 N. 74th Pl CITY Scottsdale ZIP 85251  
PHONE 480-990-9705 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

would like to address traffic on my street  
after all the new construction has taking place.  
Parking is also a concern. one of my solutions  
would be to Block OFF the street and permit parking  
only.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME George Malki  
ADDRESS 7508 E Highland Ave CITY Scottsdale ZIP 85251  
PHONE 480 686 5468 EMAIL georgemalki@yahoo.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

I am worried about the amount of  
traffice that these plans will develop.  
We get enough traffic through 73rd  
street and by adding 200+ residential  
units & a hotel its going to be extremely  
hectic.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Jesse Higgins  
ADDRESS 7508 E. HIGHLAND AVE CITY SCOTTSDALE ZIP 85251  
PHONE 602 339 4422 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

VERY CONCERNED WITH TRAFFIC. WOULD LOVE TO TALK  
ABOUT PLANS VIA PHONE WHEN CONVENIENT. WOULD  
PREFER CONDOS OVER APARTMENTS. DOG PARK WOULD  
BE NICE ADDITION.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Linda Ross  
ADDRESS 4752 No 15<sup>th</sup> Pl. CITY Scottsdale ZIP 85251  
PHONE 480 425 0470 EMAIL Lmackross@cox.net

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

CONSTRUCTION NOISE ABATEMENT MUST INCLUDE ALTERNATIVES  
TO BACK UP ALARMS PARTICULARLY IN THE MORNING - BE  
GOOD NEIGHBORS. - CONCERNED ABOUT NOISE AFTER  
CONSTRUCTION  
HAVE GOOD ACCESS TO THE CANAL FROM OPENS SPACE  
(STAIRS)  
INCLUDE CULDEBAG ON 74<sup>th</sup> PLACE IN THE  
RE ZONING PLAN -  
HAVE A COMPREHENSIVE TRAFFIC PLAN -  
CONCERNED ABOUT TRAFFIC ON 74<sup>th</sup> PLACE, MILLER  
CHAPARRAL

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

TRAFFIC Problem  
N 73<sup>rd</sup> St  
N 74<sup>th</sup> Pl

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Valerie Bennett  
ADDRESS 4802 N. 78<sup>th</sup> Pl CITY Scottsdale ZIP 85251  
PHONE 480 429 8049 EMAIL KAZ. ENTERPRISES @ att.net

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

We own a home at 4826 N. 74<sup>th</sup> Place  
& we are concerned about increased  
traffic thru Unit One. We need traffic  
calming on 74<sup>th</sup> pl and/or directing  
traffic toward Camelback.  
Villa Monterey

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Terry Walsh  
ADDRESS 9501 E Rancho Vista St CITY Scotts ZIP 85291  
PHONE \_\_\_\_\_ EMAIL ternegardens@yahoo.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

want cue de sock off 73<sup>rd</sup> street. Cannot  
have thru traffic in our "Historic Distric"  
bridge over canal -  
Concerned about traffic thru all  
neighborhoods  
Be noticed when next meetings are

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Patricia A Hanmon  
ADDRESS 4760 N. 75th Pl CITY Scottsdale ZIP 85251  
PHONE 480/313-6119 EMAIL phannonjacox.net

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Look lovely. Concern about increase in  
number of condo planned in plan & increase  
in number of additional rooms - More people  
more noise & more traffic -  
Very important to turn 73rd st into  
to reduce traffic in neighboring

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communities - noise control when  
building important - night club noise

Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME RON STEEGE - JENNIFER STEEGE  
ADDRESS 7543 E. HIGHWAY CITY SCOTT. ZIP 85251  
PHONE 480-941-4319 EMAIL STEEGE@RONDO.GMAIL.COM

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

LONG TIME RESIDENT - I HAVE GREAT CONCERNS  
ABOUT TRAFFIC (SHORT CUT) THROUGH OUR  
SINGLE FAMILY NEIGHBORHOOD - PLEASE CONTACT  
ME, I WOULD LIKE TO DISCUSS MY THOUGHTS  
IN PERSON - 30+ YEARS AS A LUXURY  
DESIGNER/BUILDER IN SCOTTSDALE

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W

Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Julia Kerrigan  
ADDRESS 4823 N. 75th Way CITY \_\_\_\_\_ ZIP 85251  
PHONE 480-251-0612 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Cul-de-sac at the south end of Villa Monterey  
so traffic can't go there " One -  
Very Important

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Drew Kaufman  
ADDRESS 4731 N. 75th Way CITY Scottsdale ZIP 85251  
PHONE 480 348-7998 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

NEED ROAD WAY BLOCKED @ N 73<sup>RD</sup> ST &  
N 74<sup>TH</sup> PL - SO TRAFFIC CAN NOT ACCESS  
RESIDENTIAL ROADS / AREA  
(WHERE N 73<sup>RD</sup> ST TURNS INTO HIGHLAND)  
\* NO TRAFFIC DOWN HIGHLAND RD.

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Linda Haag  
ADDRESS 4802 N. 74th Pl CITY Scottsdale ZIP 85251  
PHONE 480-231-4449 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

1. Access to Canal with steps w/ near the park - very important to Della Montoya.
2. Concerned About Traffic on 3, 74th Place heading out to Miller
3. Appreciate less height

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Joe + Pat Falduto  
ADDRESS 4834 N. 74th Pl CITY Scottsdale ZIP 85251  
PHONE 480-481-9940 EMAIL joef732@hotmail.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

We live in Villa Moderna I - a historic district & a senior community that has been established for many years. Please, please block off the entrance to our community @ 74th Pl so your development does not add traffic to our area. Thank you!  
We are for your development!

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Evelyn Lewis  
ADDRESS 4748 N 74th Pl CITY \_\_\_\_\_ ZIP 85251  
PHONE \_\_\_\_\_ EMAIL evl@arizona@yahoo.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Please plan to improve the  
canal bank, & put trees in  
the park area, & benches

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Jean Mayes  
ADDRESS 7540 E. Mariposa Dr CITY Scottsdale ZIP 85251  
PHONE 480-423-5282 EMAIL Jeanieob@a.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

I Live in Villa Monterey  
How will impact our community traffic wise?  
will we still have access to canal?

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Guess who?  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

I'm very concerned about the unknown -  
and what I know already +  
Beauty is not looking at buildings -  
it is to see the sky, the sunset - and  
listen to silence of nature - And I am  
afraid what's left of it will be taken  
away from the retirement community area

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Waterview Scottsdale  
Neighborhood Input Card

PRINT NAME Sharon Howard  
ADDRESS 4538 N 79th CITY Scott ZIP 85251  
PHONE 480 275-5329 EMAIL \_\_\_\_\_

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Parking is already bad - this will add lots  
more traffic + need for parking. Don't want  
to drive through the hotel to get home  
I'm worried about the increased noise  
& pool parties late at night.

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Waterview Scottsdale  
 Neighborhood Meeting Sign-In Sheet  
 Wednesday, October 7, 2015

First Name	Last Name	Street Address	City, State & Zip	Phone	Email
Patt Joe	Falsetto	4834 N. 74th PL	85251	(480) 481-9940	patjoe@hotmail.com
D Patzik	Patzik	7114 Stefsun Dr Ste 400	85251	602 692 9730	Dave@patzik.com
Nancy	Cantor	3708 N. Fairway Way	85251	480-516-4666	Nancy@cantor.com
Jim	Heather	6730 E Skunk Creek	85257		
David Joak	David	21815 D. 78 PL	85251	480 234 1368	
Karl Stuber	Stephen	4747 N. Scottsdale Rd	85251	480-249-9919	
Pamela Sheidau	Sheidau	755 E Rancho Vista Dr	85251		
JESSE	HIGGINS	7508 E HIGHLAND AVE	85251	480 404 0824	
K.P.	Engler	6801 N. 73rd	85251	650 759 9725	
Neal	Gumbin	Virginia	20198	301 922 4030	
M	Hooley	4607 N. 74th PL	85251		
ED	GORMAN	7301 E. MINNESOTA	85251		
W	Gorman	7201 E. MINNESOTA	85251		
Kelly	Salloway	4848 Woodmere Fairways #12	85251	(602) 300-5767	Kgsalloway@gmail.com

Waterview Scottsdale  
 Neighborhood Meeting Sign-In Sheet  
 Wednesday, October 7, 2015

First Name	Last Name	Street Address	City, State & Zip	Phone	Email
JUDITH	BRAUN	7543 E Rancho Vista Dr	85251		
Terry	WAISH	7501 E. Rancho Vista Dr	85251		
KAREN	CASASSA	7527 E. RANCHO VISTA DR	85251		
Evelyn	Leniz	4748 N 74th Pl.	85251		
Michael	SPRICKLE	7600 E DOUBLE TREE (E. Rancho Rd)	85258	602-982-7457	W ZIPPER CENTRAL
Jim	LENIZO	4821 N. 74th PL	85251	974-1337	COV
Judit Syd	Saperstein	4745 N Scottsdale RD 1007	85251	480 426 2646	
Raymond	LePage	7559 E. Rancho Vista	85251		
James	Murphy	4805 N. 75th Ave	85251	480 219 3373	
Myma	Walker	4801 N. 75th Way	85251	480-947-5857	
ROSE	STEEGE	7543 E. HAWK CREEK BLVD	85251	480-941-4319	
HARRIET	POLK	4332 E. CAMELBACK #A	85251	602-615-5024	
Sam	Shih	285 E. Hill	6001	5125-400208	
Jean	Mayer	7540 E. Man Posa Dr	Scottsdale	480-423-5282	
LINDA	Ross	4752 No. 75th Pl.	SCOTTSDALE 85251	480-725-0470	
Allan	HENDERSON	7370 E CAMBRIDGE RD	SCOTTSDALE	480 294 2637	
Jim	Bennett	4926 N. 74th Place	Scottsdale		
Mike & Brianne	Bergblitt	4701 N. 73rd St	Scottsdale	480-239-5170	
Killy	ORR	7526 E Highland Ave		480-213-0574	

Waterview Scottsdale  
 Neighborhood Meeting Sign-In Sheet  
 Wednesday, October 7, 2015

First Name	Last Name	Street Address	City, State & Zip	Phone	Email
STAN	FARR	4643 NO 74th PLACE	SCOTTSDALE, AZ 85251	480-944-1567	STANFARR@FAHRI.COM
	Rothlie		Scottsdale		
CHRISTINE	JERRIGAN	4823 N. 75th Way	Scottsdale	480-351-0600	julieflynn@k...
CHRISTINE	FROST	4725 N 75th Way	Scottsdale	480-947-6997	
Robert	MARNOCH	7530 F. Conlidge St 85251	Scottsdale AZ 85251	602-788-8304	
David F	Beckham	10611 N Hayden	Scottsdale, AZ 85252	602-549-4624	
JESPER	OSTHER	4601 N. 74th Place	Scottsdale AZ 85251	480-920-9705	
Tom	Prombo	4436 N 75th Place	Scottsdale AZ 85251	630-802-1090	TPrombo@gmail.com
David	Smith	10801 E. Happy Valley Rd.	" 85255		
Phyllis	Schibanski	4848 N Woodmere Fairway	Scottsdale 85251		
Diana Smith		10801 E. Happy Valley	85255	diana1234@aol.com	
Rosemary	Xanthopoulos	4826 N. Woodmere Frwy	Scottsdale 85251	602-803-8538	rosemaryfx@yahoo.com
David	KAUFMAN	4731 N 75th Way, Scottsdale	Scottsdale	480-348-7998	
Stent	Mallance	828 E. Montebello, Scottsdale		62-954-0006	

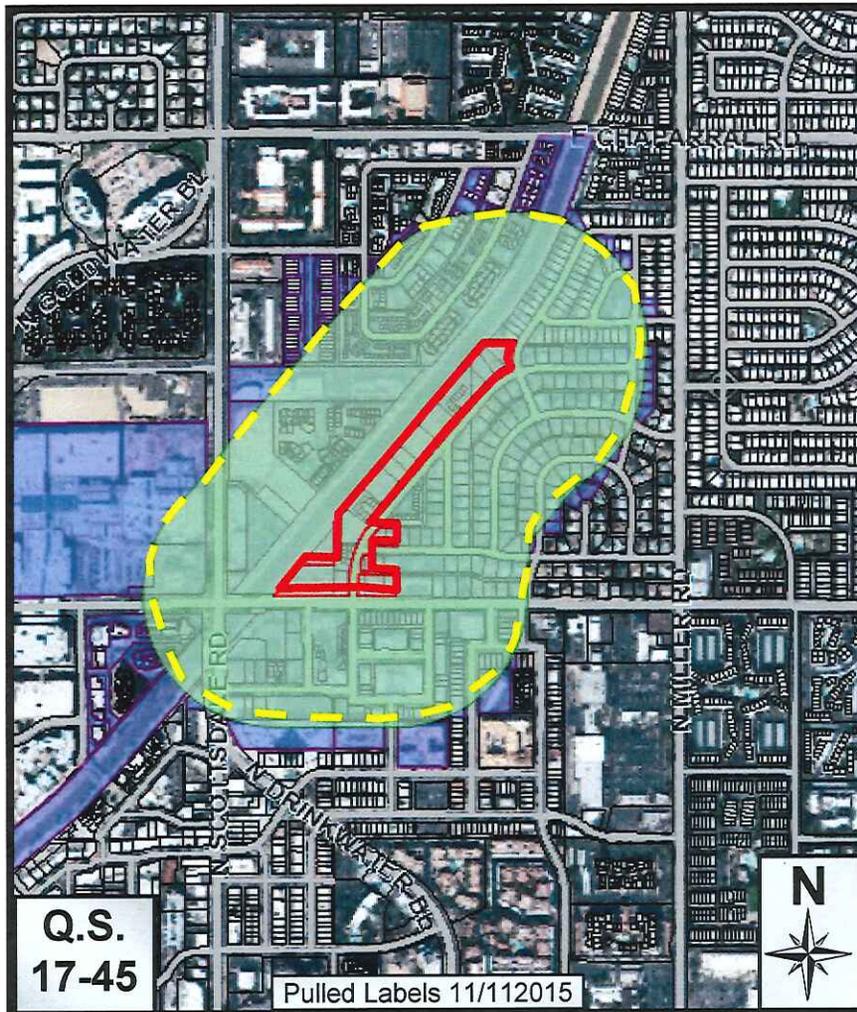




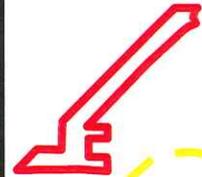


# City Notifications – Mailing List Selection Map

ATTACHMENT #11



## Map Legend:

-  Site Boundary
-  Properties within 750-foot
- 572 Postcards

## Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Twitter
- City Website-Projects in the hearing process

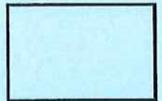
**WaterView Mixed Use Development**

**19-ZN-2015**

# REQUEST TO SPEAK



Request to Speak cards must be submitted to City Staff **BEFORE** public testimony begins.  
 Public testimony is limited to three (3) minutes per speaker.  
 Additional time **MAY** be granted to speakers representing two or more persons.  
 Cards for designated speakers and the person(s) they represent must be submitted together.



NAME (print) William Crawford MEETING DATE \_\_\_\_\_

NAME OF GROUP/ORGANIZATION (if applicable) Olive View Manor HOA

ADDRESS 4601 N 73RD ST 11 ZIP 85251

HOME PHONE 480 814-8008 WORK PHONE 602 576 6797

E-MAIL ADDRESS (optional) iamfitness@aol.com

I WISH TO SPEAK ON AGENDA ITEM # 7  I WISH TO DONATE MY TIME TO \_\_\_\_\_

I WISH TO SPEAK DURING "PUBLIC COMMENT"\* CONCERNING \_\_\_\_\_

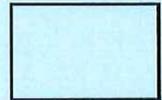
\*Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board and Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.

This card constitutes a public record under Arizona law.

# REQUEST TO SPEAK



Request to Speak cards must be submitted to City Staff **BEFORE** public testimony begins.  
 Public testimony is limited to three (3) minutes per speaker.  
 Additional time **MAY** be granted to speakers representing two or more persons.  
 Cards for designated speakers and the person(s) they represent must be submitted together.



NAME (print) SawKnee Sonnie Kirtley MEETING DATE 6 May 2016

NAME OF GROUP/ORGANIZATION (if applicable) COGS

ADDRESS 7904 E Chaparral Rd A-110-127 ZIP 85250

HOME PHONE 602 717 3886 WORK PHONE \_\_\_\_\_

E-MAIL ADDRESS (optional) COGS@COGSAZ.net

I WISH TO SPEAK ON AGENDA ITEM # 7  I WISH TO DONATE MY TIME TO \_\_\_\_\_

I WISH TO SPEAK DURING "PUBLIC COMMENT"\* CONCERNING \_\_\_\_\_

\*Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board and Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which

ATTACHMENT #12

This card cc \_\_\_\_\_ under Arizona law.



**SCOTTSDALE DEVELOPMENT REVIEW BOARD  
KIVA-CITY HALL  
3939 DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA**

**Thursday May 5, 2016**

**\*DRAFT SUMMARIZED MEETING MINUTES\***

**PRESENT:**

Guy Phillips, Councilman/Chair  
Ali Fakih, Planning Commissioner  
Joe Young, Vice Chair  
Kevin Bollinger, Design Member  
Matthew Mason, Development Member  
Prescott Smith, Development Member  
Kelsey Young, Design Member

**ABSENT:**

All Present

**STAFF:**

Steve Venker  
Joe Padilla  
Brad Carr  
Keith Niederer  
Doris McClay  
Steve Perone

**CALL TO ORDER**

Councilmember Phillips called the meeting of the Scottsdale Development Review Board to order at 1:01 p.m.

**ROLL CALL**

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

\* Note: These are summary action minutes only. A complete copy of the meeting audio/video is available on the Development Review Board website at:  
[http://scottsdale.granicus.com/ViewPublisher.php?view\\_id=36](http://scottsdale.granicus.com/ViewPublisher.php?view_id=36)

**ATTACHMENT #13**

**ADMINISTRATIVE REPORT**

1. Identify supplemental information, if any, related to May 5, 2016 Development Review Board agenda items, and other correspondence.

**MINUTES**

2. Approval of the April 21, 2016 Development Review Board Meeting Minutes

**VICE CHAIR YOUNG MOVED TO APPROVE THE APRIL 21, 2016 DEVELOPMENT REVIEW BOARD MEETING MINUTES SECONDED BY BOARD K. YOUNG THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).**

**CONSENT AGENDA**

3. 45-DR-2013#2                      Verizon PHO McDowell Business Park

Request re-approval of a new Type 3 wireless communication facility, consisting of one small cellular antenna, mounted at the top of a replacement street light pole, with associated ground mounted equipment cabinet.

**BOARD MEMBER K. YOUNG MOVED TO APPROVE 45-DR-2013#2 SECONDED BY BOARD MEMBER SMITH THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).**

4. 64-DR-2015                      Beth Tefillah Synagogue

Request for approval of the site plan, landscape plan, and building elevations for a new place of worship with approximately 16,240 square feet of building area on a 1.88-acre site.

**BOARD MEMBER K. YOUNG MOVED TO APPROVE 64-DR-2015 SECONDED BY BOARD MEMBER SMITH THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).**

5. 6-DR-2016 Cortesian

Request approval of the site plan, landscape plan, and building elevations for the renovation of an apartment complex, including a new leasing office/fitness center, and the remodel of the exterior of the buildings on the site, all on an approximately 8.4-acre site.

**BOARD MEMBER K. YOUNG MOVED TO APPROVE 6-DR-2016 SECONDED BY BOARD MEMBER SMITH THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).**

6. 10-DR-2016 London Gold

Request approval of the site plan, landscape plan, and building elevations for a new two-story addition, of approximately 3,915 square feet of building area, to an existing commercial building, with approximately 4,800 square feet of building area, for a total of 8,800 square feet of building area, and associated site improvements on an approximately .39-acre site.

**BOARD MEMBER K. YOUNG MOVED TO APPROVE 10-DR-2016 SECONDED BY BOARD MEMBER SMITH THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF SEVEN (7) TO ZERO (0).**

**REGULAR AGENDA**

7. 19-ZN-2015 WaterView Mixed Development

Pursuant to the Planned Block Development requirements of the Downtown (D) Zoning District, the applicant is requesting a recommendation from the Development Review Board to the Planning Commission and City Council regarding the proposed Development Plan and Proposed Property Development Standards that are being requested as part of their zoning district map amendment application.

**BOARD MEMBER BOLLINGER MOVED TO RECOMMEND 10-DR-2016 TO THE PLANNING COMMISSION AND CITY COUNCIL SECONDED BY BOARD MEMBER K. YOUNG THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF FIVE (5) TO ZERO (0) WITH VICE CHAIR YOUNG AND BOARD MEMBER SMITH RECUSING THEMSELVES.**

Sonnie Kirtley and William Crawford spoke in favor of the project.

**ADJOURNMENT**

With no further business to discuss, the regular session of the Development Review Board adjourned at 1:52 P.M.