PLANNING COMMISSION REPORT

Meeting Date:	October 19, 2016
General Plan Element:	*Land Use*
General Plan Goal:	*Create a sense of community through land uses*

ACTION

District at the Quarter
3-GP-2016 & 8-ZN-2016

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment, Regional Use District to Mixed-Use Neighborhoods, Regional Use District, and a non-major General Plan amendment to change the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) and Employment (EMP) to Mixed Use-Residential (AMU-R) on a +/- 10.29-acre site located at 15501 N. 73rd Street (AKA Dial Blvd.) and 15450 N. Greenway-Hayden Loop.

2. Find that the Planned Unit Development (PUD) district criteria have been met, and determine that the proposed Zoning District Map Amendment is consistent and conforms with the adopted General Plan, and recommend that the City Council approve the Development Plan with amended development standards and a Zoning District Map Amendment from Industrial Park (I-1) District to Planned Unit Development (PUD) District zoning, on a +/- 10.29-acre site located at 15501 N. 73rd Street (AKA Dial Blvd.) and 15450 N. Greenway-Hayden Loop.

Goal/Purpose of Request

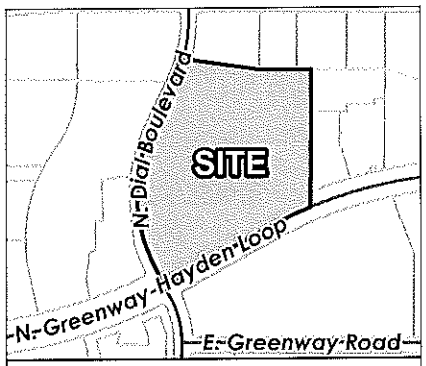
The applicant is requesting a Planned Unit Development consisting of two 4-story buildings totaling 581,509 square feet of building area containing 622 residential units and 22,025 square feet of non-residential commercial space on the 8.84 net acre site.

Key Items for Consideration

- Removal of the General Plan Employment land use designation in the Airpark to allow for the proposed residential use
- A change to the Greater Airpark Character Area land use designations to allow for the proposed residential use
- Planned Unit Development district findings
- Amended development standards for average setback

Action Taken _____

- Airport Advisory Commission recommended approval 7-0



General Location Map

OWNER

Rowley Blue Water Investments LLC
602-749-2171

APPLICANT CONTACT

Dennis M. Newcombe
Beus Gilbert PLLC c/o Dennis M. Newcombe
480-429-3065

LOCATION

15501 N. 73rd Street (AKA Dial Blvd.) and 15450 N. Greenway-Hayden Loop.

BACKGROUND

General Plan

The City of Scottsdale General Plan 2001 Land Use Element designates the property as Employment– Regional Use; the Employment – Regional Use land use designation permits a range of employment uses from light manufacturing to light industrial and office uses. The General Plan also designates the Greater Airpark as a Growth Area. Growth Areas are areas of the community that accommodate future growth through transportation system and infrastructure improvements and are intended as a focus area for new development.

Character Area Plan

The General Plan establishes character area planning as a means of ensuring that quality of development and consistency of character drive Scottsdale's vision within the context of community-wide goals. The subject property is located within the Greater Airpark Character Area boundary, and according to the Greater Airpark Character Area Plan (GACAP) Future Land Use Map, the subject site is designated as Airpark Mixed Use (AMU) and Employment (EMP). The GACAP states these land use designations include an array of office, commercial, warehousing, and light industrial land uses and states that residential is not an appropriate use in these areas.

Zoning

The site is currently zoned Industrial Park (I-1) district, which is intended to allow light manufacturing, aeronautical, light industrial, office, and supportive uses to sustain and enhance major employment opportunities.

The City Council, in June 2009, approved the creation of the Planned Unit Development (PUD) zoning district which promotes a mixed-use development pattern along major/minor arterial/collector streets for small- to medium-sized infill sites which are located outside of the Environmentally Sensitive Lands Overlay and the Downtown Area boundary.

The purpose of the request for a zoning district map amendment from I-1 to PUD is to take advantage of development opportunities, afforded by the PUD zoning district, that are not provided in the I-1 district. For example, the existing I-1 zoning designation allows most office uses, aviation uses, and very limited retail and service uses, but prohibits any residential uses. The requested PUD zoning designation allows all the uses that are allowed in the Commercial Office (C-O) and Planned Regional Center (PRC) zoning district, allowing for more development flexibility.

Context

Located at the northeast corner of the intersection of N. Greenway-Hayden Loop and N. 73rd Street/Dial Boulevard, the surrounding developments are diverse, including office, aviation, retail, service, and residential.

Adjacent Uses and Zoning

- North — Office uses, zoned Industrial Park (I-1) district
- South — Office and mixed-use, zoned Industrial Park (I-1) district and Planned Regional Center (PRC) district
- East — Office uses, zoned Industrial Park (I-1) district
- West — Retail, service, and residential, zoned Highway Commercial (C-3) district and Planned Unit Development (PUD) district

Other Related Policies, References:

Scottsdale General Plan 2001, as amended
Greater Airpark Character Area Plan
Zoning Ordinance

APPLICANTS PROPOSAL

Development Information

The owner proposes to demolish the existing office building and associated improvements on the site for the proposed Planned Unit Development comprised of two buildings containing a total of 622 residential units and 22,025 square feet of non-residential space on the 8.84 net acre site. Main vehicular access will be provided through one driveway on N. Greenway-Hayden Loop and another driveway on N. 73rd Street. There is a second driveway proposed on N. 73rd Street nearest to Greenway-Hayden Loop, which is intended to serve a proposed restaurant and the other non-residential uses which consist of a fitness center, clubhouse and some office space. There are also secondary access points on both N. Greenway-Hayden Loop (southeast corner of site) and N. 73rd Street (northwest corner of site) for Fire Department access only. These secondary driveways will be gated and only accessible by the Fire Department. Parking for the site is provided in two (2) above-ground parking structures (one for each building) which are completely wrapped and screened by the proposed buildings.

Approximately 21 percent of the site is landscaped with a design appropriate for the Sonoran Desert and compatible with the surrounding area. Low water use, drought tolerant trees, shrubs and groundcovers, accented with more lush materials, flank all sides of the property and the buildings, and line the sidewalks adjacent to the public streets. Buildings have been placed on the site to

provide ample landscape buffers to adjacent roadways, and new 8-feet-wide public sidewalks provide pedestrian connections to surrounding retail, restaurant, and office uses. In addition, special focus will be provided at the corner of E. Greenway-Hayden Loop and N. 73rd Street, which is designated as a Landmark Intersection in the Greater Airpark Character Area Plan, with enhanced landscaping and pedestrian amenities. The proposed architecture combines stucco, glass, and stone, in a contemporary style which includes varying roof parapets and stoops on select work-live units at the ground level.

Development Information

• Existing Use:	Office
• Proposed Use:	Mixed-use / Residential
• Parcel Size:	10.29 gross acres 8.84 net acres 384,837 square feet
• Non-Residential space:	22,025 square feet
• Dwelling unit space (residential):	559,484 square feet
• Building Height Allowed:	48 feet, excluding rooftop appurtenances
• Building Height Proposed:	48 feet, excluding rooftop appurtenances
• Parking Required:	974 spaces
• Parking Provided:	1,002 spaces
• Open Space Required (Common):	44,830 square feet / 1.03 acres
• Open Space Provided (Common):	46,114 square feet / 1.06 acres
• Open Space Provided (Other):	50,288 square feet / 1.15 acres
• Open Space Provided (Total):	141,232 square feet / 3.24 acres
• Number of Dwelling Units Proposed:	622 units
• Density Proposed:	62.4 dwelling units per acre

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

The applicant is requesting a non-major General Plan amendment to the City of Scottsdale General Plan 2001 Land Use designation from Employment – Regional Use to Mixed-Use Neighborhoods – Regional Use on the 10.29 +/- subject site to allow for a mixed-use multifamily development. The applicant's request is recognized as a non-major amendment based upon the four criteria outlined in the City of Scottsdale General Plan 2001.

The first criteria, a change in land use within the City of Scottsdale from the Employment land use designation to the Mixed-Use Neighborhoods land use designation is within the same "grouping" – Group E – on the Change in Land Use Category Table and constitutes a non-major amendment process.

The second criterion is the Area of Change criteria. For this location of the city, a change in land use that is 10 or more gross acres in size could be considered as a major General Plan amendment. However, the 2001 General Plan provides additional consideration in determining whether or not a proposal is a major amendment, particularly by gauging the magnitude of impact/change created

upon the city by transforming the character of the land uses within a given area (page 61):

> *"The character of the land uses can be described by the physical intensity of the use in terms of massing, height and/or relationships between uses; the blending of different types of uses and the patterns and scale inherent to each; or the relative amount, type and placement of open spaces. Significant changes in the established land use character will be considered in determining whether or not a proposal is a major amendment"*

As with any long range plan, sensible flexibility may be needed to meet the overall objectives of the General Plan. Therefore, in the Land Use Element Criteria #2 – Area of Change, flexibility was utilized in determining a non-major General Plan amendment specific to this application for the following reasons: the amount of land area that exceeds the 10 acre threshold is minimal (+/- .29 acres); this excess land area does not materially change the proposed use or function of the site; the excess land area is minimal when compared to the proportionate amount of gross area dedicated as public right-of way, resulting in a net development area of 8.83 +/- acres; and there are similar land uses and development intensities surrounding the proposed development. Additionally, the applicant's proposal furthers the community's vision, goals, and polices found in the 2001 General Plan, as well as the Greater Airpark Character Area Plan (GACAP). No significant changes to the established land use character are created by that portion of the gross acreage (+/- .29 acres) that is slightly over the 10 acre Area of Change threshold. Thus, a non-major amendment was determined to be the appropriate process for the applicant's proposal.

The third major General Plan amendment criteria, the Character Area criteria, states that a change in land use that does not clearly comply with the guidelines and standards of an approved Character Area plan would be considered a major General Plan amendment. As mentioned above, the proposal complies with and implements the vision, goals, and policies of the GACAP, and therefore does not qualify as a major General Plan amendment.

Finally, the fourth criteria, Water/Wastewater Infrastructure, states that a change in land uses that result in the premature increase in the size of a master planned water transmission or sewer collection facility would constitute a major General Plan amendment. This proposal has not been found to result in a premature increase in the water and sewer infrastructure, and therefore does not qualify as a major General Plan amendment.

The General Plan Land Use Element describes the requested Mixed-Use Neighborhoods – Regional Use land use designation as *"areas with strong access to multiple modes of transportation and major regional access and services, and have 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."* The regional use designation provides flexibility for land uses when it can be demonstrated that new land uses are viable in serving a regional market. *"In determining whether proposed land uses are regional in nature, there is consideration for whether the use has a regional draw, implements current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area."*

The applicant's proposal conforms to the General Plan description of Mixed-Use Neighborhoods - Regional Use from a both a land use and transportation perspective.

Policy Implications (Non-Major General Plan Amendment)

The following section discusses General Plan goals that relate to the applicant's request:

The General Plan Land Use (Goal 4), Housing (Goal 4), and Community Mobility (Goal 8) Elements encourage the concept of "live, work, play" in the community. The plan discusses the importance of creating land use relationships that positively affect the community in terms of decreasing traffic, encouraging economic development, and increasing resident's quality of life. As such, the applicant proposes to develop 622 multi-family housing units and non-residential uses in the form of a clubhouse, restaurant, office space and fitness centers along with seven (7) live work units at the street level along both the Greenway-Hayden Loop and North 73rd Street. In total, the non-residential uses associated with this development comprise approximately 22,025 square feet of space (7% of total livable area); consistent with comparable mixed-use ratios, both citywide, and within the context area of the Airpark. The amount of non-residential uses is considered to be ancillary to the primary residential use, as the subject site is in close proximity of several larger employment, shopping, and leisure opportunities (Scottsdale Quarter, Zocallo and Kierland) that support the "live, work, play" principles in the Scottsdale Airpark.

The General Plan Land Use (Goals 3, 5, and 7), Neighborhoods (Goals 4 and 5), and Housing (Goal 2) Elements support sensitive integration and transition of new development and redevelopment into established areas of the community. The plan encourages new development to be context-appropriate, blending with the character of that which has been previously established. Specific to this application, the character in the Airpark has transitioned from an area with predominately daytime employment uses, to an area with a mix of day and nighttime economic activity with regional appeal. This transition has largely been created through the implementation of the GACAP and private developments such as Scottsdale Quarter and the LivNorth.

Additionally, the Land Use (Policy LU1.2, LU1.3, LU7.1, LU 7.2), Neighborhood & Housing (Goal NH2, Policy NH2.1, and NH3.2), Economic Vitality (Policy EV1.1, EV2.5) chapters of the GACAP discuss and encourage providing redevelopment efforts that promote the "live, work, and play" concept; more particularly, in areas where there is a sense of community and economic efficiency and sustainability in doing so is considered to be appropriate.

Located between established employment and retail/commercial uses, the proposal, at 60.2+/- dwellings per acre, provides balanced integration that transitions to the mix of land that surround the subject site - from active shopping/retail activities to the west/southwest, and employment uses to the east. Consequently, the addition of this mixed-use development is expected to further enhance the location and surrounding context by adding resident shoppers and employees within walking distance of other on site and off site employment and commercial amenities.

The General Plan Open Space (Goal 1) and Growth Areas Elements (Goal 3) promote the improvement of Scottsdale's urban environments, as defined by the quality and quantity of its open spaces within Growth Areas. Accordingly, the applicant proposes, 88,181 +/- square feet (approximately 20% total, with 12% usable) of total landscape area (including all open space, street frontage, and parking landscape areas). In particular, the applicant proposes five (5) usable, common open space areas strategically located throughout the site, and open space provisions at a Landmark Intersection that includes approximately 4,000 sq. ft. of enhanced common open space and public pedestrian area featuring shaded seating, varied pathway connections, landscaping,

pedestrian scaled design, and pedestrian amenities encouraged by both the GACAP and Scottsdale's Sensitive Design Principles. The proposal integrates a mix of land uses that will provide a new unique housing opportunity for residents of Scottsdale in an employment and service core area of the City that furthers the economic goals of the Airpark while providing enhancements and amenities for the public benefit.

Greater Airpark Character Area Plan

The subject site is located within the boundary delineated in the Greater Airpark Character Area Plan (GACAP), adopted in October 2010 (last amended: December 2014). The purpose of the GACAP is to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." The request for a Non-Major General Plan Amendment on the Site from Airpark Mixed Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed Use – Residential (AMU-R) will allow for a Multi-Family Residential land use on this site that is partially designated for mixed-use.

The Greater Airpark Character Area Plan (GAPCAP) defines AMU-R as areas that are *"appropriate for the greatest variety of land uses in the Greater Airpark. Appropriate uses may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in AMU-R areas should be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation."*

The applicant proposes to redevelop the subject site located outside of the 55 DNL line; in an area appropriate for residential land uses. The applicant states that the development will provide, "New construction that will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an avigation easement in conformance with the City's requirements."

The GACAP Conceptual Development Type Map designates the majority of the property as Type C and a smaller portion on the west edge of the property as "Regional Core". Type C development represents medium to higher scale development whereas the Regional Core designation encourages the greatest development intensity, both of which support pedestrian activity in the Greater Airpark. Furthermore, Type C and Regional Core designations are encouraged in areas with access to multiple modes of transportation, and served by regional transportation networks (i.e. freeways or transit corridors).Other approaches include encouraging redevelopment of areas that support a balance of land use relationships and alternative modes of transportation that reduce automobile reliance and encouraging mixed-use developments that incorporate residential, shopping and work environments and place strong emphasis on non-vehicular connectivity. For this location of the city, local Valley Metro Bus Route 72 services the area along North Scottsdale Road and further south, Route 154 West along East Greenway Parkway.

The Character and Design (Policy CD1.2, CD 2.1.3, CD 2.1.7, CD2.5 and CD2.6) chapter encourages providing distinct design elements along the street that are pedestrian in scale. The convergence of two Signature Corridors at this site creates a Landmark Intersection as defined by the GACAP. At a Landmark Intersection, the GACAP encourages incorporating distinct, landmark architecture, which incorporates elements of the intersecting design themes.

Along North 73rd Street the applicant proposes a variation in the building articulation and a walkable streetscape that will improve and encourage pedestrian activity along this north and south corridor, as well as drawing pedestrians in and through the development. The completion of this connection will promote pedestrian access to shopping, retail, and businesses to the south, and current and, future redevelopment efforts to properties located north of the subject property. Along the Greenway-Hayden Loop Signature Corridor, the streetscape will contain walkways and stoop elements for optional ground level live/work units, a clubhouse and fitness center located at, and designed for, the ground level containing large glass windows and activity that further builds upon community interaction and creates the prominent Landmark Intersection encouraged by the GACAP.

2013 Citywide Land Use Assumptions Report

In December 2013, the City of Scottsdale completed, and City Council adopted (Resolution No. 9560), a Land Use Assumptions (LUA) Report that illustrates "projections of changes in land uses, densities, intensities and population over a period of at least ten years and pursuant to the General Plan of the municipality". The study examined Scottsdale in three general geographic areas—south, central and north. The Central Sub-Area includes all lands within the boundaries of the City of Scottsdale between Indian Bend Road to Deer Valley Road.

According to the study, the Central Sub-Area is projected to absorb approximately 1653 acres of residential land area by 2030, with the majority of it projected to be urban residential development (576 acres, or 35%). Since the adoption of the LUA in December 2013, roughly 38+/- acres have been entitled (through the zoning process) as urban residential within the Central Sub-Area. The applicant's request would provide an additional 8.83+/- acres of urban residential. Consequently, the proposed change in General Plan land use category to Mixed-Use Neighborhoods to allow for multi-family development is in keeping with the projected increase in this residential development-type anticipated for this area of the community.

The full Development Forecast can be found at:

http://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Water/Rates+and+Fees/LUAR2013.pdf

Land Use Impact Model

In May 2016, Long Range Planning Services contracted with Applied Economics to produce a land use impact model to estimate the socioeconomic, development, and fiscal impacts associated with a change from one General Plan land use designation to another over a 20-year time period (2016-2035). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to depict how much value a project adds over time – or Net Present Value (NPV)..

In this instance, the model provided a general assessment of the subject site comparing the existing Employment land use designation with the proposed Mixed Use Neighborhoods land use designation in the Central Sub-Area of the City. The existing Employment land use designation shows a negative NPV of $1.9 million, while the proposed Mixed Use Neighborhoods land use designation shows a negative NPV of only $580,000 over the same time period constituting a fiscal

improvement to the city with this land use change. Notably, the existing Employment use lends itself to a predominately daytime only use, whereas the proposed mix of uses would be more 24 hour use, and thus anticipated to generate greater economic activity to surrounding developments within the context area.

Because the existing and proposed General Plan land use designations accommodate more than one zoning district and thus allow for a considerable range of density and intensity, the potential impacts represented above are at best an estimate and should not be considered conclusive. The full results of the Land Use Impact Model assessment are located in the case file.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The Planned Unit Development (PUD) district is intended as a tool to help implement the City's goals of the General Plan's Mixed-Use Neighborhoods land use designation. The PUD zoning district provides for that purpose by allowing a mix of uses within the same district, usually within one development parcel. The PUD district also promotes a mix of uses within the broader context of development, including development on adjacent parcels.

The proposed zoning district map amendment would allow for additional multi-family residential in the area, which is consistent with the surrounding mix of uses to the west including those within Scottsdale Quarter, Liv North Scottsdale, and the Zocallo shops. The proposed residential uses would allow for implementation of the goals of the GACAP and the General Plan, which promote a mixture of "live, work, and play" land uses in the airpark area. In addition, the proposed multi-family land use adjacent to existing retail, entertainment, and employment land uses could encourage more pedestrian circulation in the area and reduction in overall vehicle trips, while providing workforce housing within and near a large employment site.

Airport Vicinity

The site is located approximately 3,000 feet northwest of the runway for the Scottsdale Airport. This location is outside the 55 DNL noise contour of the airport as identified in the Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study. Additionally, the site is located within the AC-1 Airport Influence Zone, which allows for residential uses subject to additional steps by the property owner for disclosure to future tenants. The owner has agreed to these requirements and has stated that they will take additional measures in construction for noise attenuation.

The Airport Advisory Commission reviewed the proposed project at their September 21, 2016 meeting, and recommended approval with a vote of 7-0. With their recommendation of approval, the Commission suggested the following additional conditions:

- The Commission recommends that the proposed units remain rental products. If the units are ever converted to an owner occupied product, the proposal shall return to the Airport Advisory Commission for review.
- Additional sound attenuation shall be added in conformance with the recommendations of

the Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study.

PUD Findings

As part of the approval or modified approval of an application for a PUD District, the Planning Commission shall recommend and the City Council shall find that the following criteria have been met:

a. **The proposed development promotes revitalization, the goals, policies and guidelines of the General Plan, area plans and design guidelines.**

- *The proposed zoning district map amendment would allow for additional multi-family residential, further implementing of the goals of the GACAP and the General Plan, which promote a mixture of "live, work, and play" land uses in the airpark area. In addition, the proposed multi-family land use adjacent to existing retail, entertainment, and employment land uses could encourage more pedestrian circulation in the area and reduction in overall vehicle trips, while providing workforce housing within and near a large employment site. The applicant also proposes enhancements to the existing pedestrian circulation, including new 8-foot-wide sidewalks and landscaping along the public street frontages to encourage pedestrian circulation.*

b. **The proposed development's uses, densities or development standards would not otherwise be permitted by the property's existing zoning.**

- *The site is currently zoned I-1, which would not allow the proposed development from a land use or development standard perspective. The PUD district zoning is needed to accommodate the proposed development.*

c. **The proposed development will be compatible with adjacent land uses and promotes the stability and integrity of abutting or adjacent residential neighborhoods.**

- *The proposed development is consistent with other mixed-use developments in the area including Scottsdale Quarter, Liv North Scottsdale, and the Zocallo shops, and will contribute to a balance between residential and employment uses in the airpark area.*

d. **There are adequate infrastructure and city services to serve the development.**

- *Based on the submitted reports, City staff has determined that there are adequate infrastructure and City services to serve the development.*

e. **The proposal meets the following location criteria:**

i. **The proposed development is not located within any area zoned Environmentally Sensitive Lands Ordinance (ESL), nor within the boundaries of the Downtown Area.**

- *The project site is not located in the ESL area, nor is it within the Downtown boundary.*

ii. The proposed development fronts onto a major or minor arterial and/or major collector street as designated in the Transportation Master Plan.

- *The project site fronts N. Greenway-Hayden Loop, which is designated as a Major Arterial by the Transportation Master Plan.*

The Development Review Board shall review the DP elements and make a recommendation to the Planning Commission, based on the following considerations:

1. **The design contained in the DP is compatible with development in the area that it may directly affect and the DP provides a benefit to the city and adjacent neighborhoods.**
   - *The proposed site design uses existing access points, including two main entrances that are accessed from E. Greenway-Hayden Loop and N. 73rd Street. Further, pedestrian connections are being provided from the proposed site to existing properties adjacent to the site, and new 8-feet-wide sidewalks along the public right-of-way, as a direct benefit to the city and adjacent neighborhoods.*
   - *The buildings on the site have been situated to provide appropriate setbacks from public roadways and other existing buildings, and the focus of the restaurant, clubhouse, and other non-residential uses at the corner of E. Greenway-Hayden Loop and N. 73rd Street will contribute to activation of the Landmark Intersection.*
   - *All of the proposed parking is located within above-ground parking structures that are fully integrated in to the proposed buildings which will reduce the potential impervious area on the site and eliminate visibility and associated impacts on adjacent properties.*
   - *Proposed building materials and design are similar to existing buildings on neighboring properties, with colors that complement those of existing shopping and office centers that surround the site. Enhanced open space and pedestrian amenities, including shade structures, provided at the Landmark Intersection will benefit the subject property as well as the surrounding neighborhood.*
2. **The DP is environmentally responsive, incorporates green building principles, contributes to the city's design guidelines and design objectives, and that any deviations from the design guidelines must be justified by compensating benefits of the DP.**
   - *The site is designed to maximize efficient use of space by vertically stacking floor area, rather than spreading it horizontally across the property, which leaves room for more landscaping and several usable open space courtyard areas. Approximately 21 percent of the site is proposed to be landscaping or usable amenity areas.*
   - *All of the parking for the site has been provided in fully integrated structures to minimize impervious surfaces, reduce the heat-island effect, and fully screen from view.*
   - *Site landscaping has been designed to complement a Sonoran Desert theme and implement water conservation measures by strategically locating low water use trees, shrubs, and ground covers creating a lush appearance and cooling environment.*
   - *The design of proposed buildings on the site uses effective building techniques, such as solar shading, landscaping, recessed windows, building articulation, material selection and paint colors, to effectively integrate the site with the surrounding area and promote*

the unique character of the Sonoran Desert. Shade elements are proposed for most of the windows of the proposed buildings.

3. **The DP will not significantly increase solar shading of adjacent land in comparison with a development that could be developed under the existing zoning district.**
   - *The proposed development includes a building which is comparable in height to many of the existing buildings in the area, and much shorter than some existing within the adjacent Scottsdale Quarter development. The allowed building height in the requested PUD district (48 feet) is less than what the existing I-1 district (56 feet) allows.*
4. **The DP promotes connectivity between adjacent and abutting parcels, and provides open spaces that are visible from the public right-of-way and useful to the development.**
   - *The proposed development will include new 8-feet-wide sidewalks along both adjacent streets, and provides several pedestrian connections to these public sidewalks allowing for easy connectivity to adjacent developments. A landscape buffer averaging 38 feet wide surrounds the development along the public streets.*

Amended Development Standards

To encourage sensitivity to site conditions and provide flexibility in planning, an application for the PUD district may request to amend development standards of the PUD district, other than maximum building height. The applicant is requesting the following amended development standard for consideration:

1. Building Setbacks – Average Setback. The applicant is requesting an amendment to the average setback requirement. The Zoning Ordinance requires minimum and average setbacks as shown in the table below. The applicant is complying with the minimum setbacks, but is requesting to amend the average setback to be 38 feet, on all streets.

Street Frontage and Use	Minimum Setback Required / Proposed	Average Setback Required / Proposed
Greenway-Hayden Loop w/ residential on first floor	34 feet / No change	~~40~~ feet / **38 feet**
Greenway-Hayden Loop w/ non-residential on first floor	28 feet / No change	~~32~~ feet / **38 feet**
Dial Boulevard / 73rd Street w/ residential on first floor	25 feet / No change	~~30~~ feet / **38 feet**

   - *The curved alignment of N. 73rd Street and E. Greenway-Hayden Loop make it more difficult to achieve the required average building setback. The proposed amendment to the average setback gives the applicant flexibility to allow for additional variation in architectural relief and recesses as well as provide additional landscaping and open space adjacent to the streets.*

Traffic/Trails

The Transportation Department has reviewed the proposed development, including revised access points and pedestrian circulation. A full Traffic Impact Mitigation Analysis (TIMA) was submitted with this proposal, which concludes the proposed development may generate up to 1,878 more overall daily trips than the current use, but fewer trips during the AM and PM peak hours. There are currently no trails adjacent to the proposed development. However, the Greater Airpark Character Area Plan identifies N. 73rd Street as an enhanced pedestrian thoroughfare. The owner proposes to enhance the existing sidewalks on both N. 73rd Street and E. Greenway-Hayden Loop by increasing the width from 5 feet to 8 feet, and detaching the sidewalk from the curb where possible. There are no adverse traffic impacts anticipated as a result of the proposed development.

Water/Sewer

The City's Water Resources Department has reviewed the applications and finds that there are adequate water and wastewater services for the proposed use.

Public Safety

The City's public safety departments have reviewed the applications and find that there is adequate ability to provide fire and police services for the proposed use. No impacts are anticipated as a result of the proposed General Plan amendment and rezoning.

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 proposed use of the site.

Open Space

The proposed development meets the open space requirements for the PUD district, which include common open space and private outdoor living space for each unit. The common open space will be provided within five (5) large interior courtyard and amenity areas, and also through the provision of a private multi-use trail wrapping around the north and east sides of the development. In addition, the applicant has chosen to increase the building setbacks for the buildings fronting on N. Greenway-Hayden Road and N. 73rd Street, which will allow for more substantial landscaping and open space along the street frontages.

Community Involvement

The applicant has sent notice to all property owners within 750 feet of the site and held an open house meeting on March 17, 2016 to seek input regarding the proposed project. In addition, the applicant performed door to door outreach in the general vicinity of the proposed project. The City also sent notices to property owners within 750 feet of the site regarding the proposed project. Staff has received a few phone calls and one (1) email inquiry with general questions regarding this project.

Policy Implications (Zoning District Map Amendment)

Approval of the proposed zoning district map amendment will replace employment-based uses to allow for integration of additional residential and commercial uses into the site, complementing the

existing mixed-use character of the area to the west.

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission

The Airport Advisory Commission reviewed the proposed project at their September 21, 2016 meeting, and recommended approval with a vote of 7-0. With their recommendation of approval, the Commission suggested the following additional conditions:

- The Commission recommends that the proposed residential units remain rental products. If the units are ever converted to an owner occupied product, the proposal shall return to the Airport Advisory Commission for review.
- Additional sounds attenuation shall be added in conformance with the recommendations of the Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study.

Development Review Board

The Development Review Board reviewed the proposed zoning district map amendment at their October 6, 2016 hearing to make a recommendation to the Planning Commission regarding design compatibility, environmental responsiveness, solar shading, connectivity and open space of the project. The Development Review Board voted 5-0 to forward a favorable recommendation of the proposed project to the Planning Commission.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Recommend that the City Council approve a request by owner for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment, Regional Use District to Mixed-Use Neighborhoods, Regional Use District, and a non-major General Plan amendment to change the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) and Employment (EMP) to Mixed Use-Residential (AMU-R) on a +/- 10.29-acre site located at 15501 N. 73rd Street (AKA Dial Blvd.) and 15450 N. Greenway-Hayden Loop.

2. Find that the Planned Unit Development (PUD) district criteria have been met, and determine that the proposed Zoning District Map Amendment is consistent and conforms with the adopted General Plan, and recommend that the City Council approve the Development Plan and a Zoning District Map Amendment from Industrial Park (I-1) District to Planned Unit Development (PUD) District zoning, on a +/- 10.29-acre site located at 15501 N. 73rd Street (AKA Dial Blvd.) and 15450 N. Greenway-Hayden Loop.

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Current Planning Services

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ATTACHMENTS

1. Context Aerial
1A. Aerial Close-Up
2. Stipulations
   Exhibit A to Attachment 2: Development Plan/Narrative
   Exhibit B to Attachment 2: Amended Development Standards
3. Additional Information
4. General Plan Land Use Map (existing)
5. General Plan Land Use Map (proposed)
6. Greater Airpark Character Area Plan Future Land Use Map (existing)
7. Greater Airpark Character Area Plan Future Land Use Map (proposed)
8. Zoning Map (existing)
9. Zoning Map (proposed)
10. Part 150 Airport Influence Zones Map
11. Part 150 Noise Contours Map
12. Traffic Impact Summary
13. Citizen Involvement
14. City Notification Map

District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #1

District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #1A

Stipulations for the Zoning Application: District at the Quarter Case Number: 3-GP-2016 & 8-ZN-2016

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

SITE DESIGN

1. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "District at the Quarter," with the City staff date of 9/28/16, attached as Exhibit A to Attachment 2. Any proposed significant change to the Development Plan as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.

2. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the Development Plan, and attached as Exhibit B to Attachment 2. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.

3. MAXIMUM DWELLING UNITS/MAXIMUM DENSITY. Maximum dwelling units and maximum density shall be as indicated on the Land Use Budget Table below.

Parcel	Gross Acres	Zoning	Max DU/AC	Max # of Units / Lots
215-44-007, 215-44-006	10.29	PUD	60.45 DU/Gross Acre	622 units

4. MINIMUM NON-RESIDENTIAL/COMMERCIAL FLOOR AREA. Minimum floor area devoted to non-residential/commercial uses shall be as indicated on the Land Use Budget Table below.

Parcel	Gross Acres	Zoning	Proposed/Minimum Commercial	Allowed FAR	Proposed FAR
215-44-007, 215-44-006	10.29	PUD	22,025 square feet	0.8 for non-residential	0.057

5. PHASING. If development of the property is constructed in more than one phase, streetscape improvements along the full length of the street frontages, including new sidewalks and landscaping, shall be constructed and installed with the first phase of construction.

6. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source, except any light sources for signs, patios and/or balconies or accent lighting approved by the Development Review Board, shall be 20 feet above the adjacent finished grade.

7. OUTDOOR LIGHTING FOR PATIOS AND BALCONIES. Light sources that are utilized to illuminate patios and/or balconies that are above 20 feet shall be subject to the approval of the Development Review Board.

8. SLOPE EASEMENTS. The existing drainage/slope easements on the site shall be released or partially released to eliminate the identified conflict with the proposed buildings. If the easements cannot be released, the building locations shall be modified to eliminate the conflict with the easements.

9. SOLAR SHADING OF ELEVATIONS. With the Development Review Board submittal, shade devices shall be provided for windows on the east, south, and west elevations and/or illustrations provided that demonstrate how proposed roof overhangs, and other design elements provide shade for these windows.

AIRPORT

10. FAA DETERMINATION. With the Development Review Board Application, the owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.

11. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to building permit issuance, the owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.

12. AVIGATION EASEMENT. Prior to building permit issuance, the owner shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording.

13. SOUND ATTENUATION MEASURES. With the final plans submittal, the owner shall provide sound attenuation as set forth in Appendix F to the FAA Part 150 Noise Compatibility Study, Section 4.00. The provided sound attenuation shall provide a minimum reduction in exterior to interior noise levels of 25 decibels.

INFRASTRUCTURE AND DEDICATIONS

14. CIRCULATION IMPROVEMENTS. Before any certificate of occupancy is issued for the site, 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
N. Greenway-Hayden Loop Road	Minor Arterial, Urban Character	Existing	Sidewalk improvements	a.1., a.3
N. Dial Boulevard	Minor Collector, Urban Character	Existing	Sidewalk Improvements	a.2., a.3.

a.1. The developer shall reconstruct the existing sidewalk along the site frontage to provide a minimum 8 foot wide sidewalk separated from the back of curb, or a 10 foot wide sidewalk adjacent to the curb.

a.2. The developer shall reconstruct the existing sidewalk along the site frontage to provide a minimum 6 foot wide sidewalk separated from the back of curb, or an 8 foot wide sidewalk adjacent to the curb.

a.3. The developer shall dedicate a traffic control equipment easement over the safety triangle at the intersection of N. Greenway-Hayden Loop Road and Dial Boulevard.

12. VEHICLE NON-ACCESS EASEMENT. Dedicate a one foot wide vehicular non-access easement on N. Greenway-Hayden Loop Road and N. Dial Boulevard except at the approved street entrances.

13. AUXILIARY LANE. Construct right-turn deceleration lanes at all site entrances on E. Greenway Hayden Loop Road except at driveways restricted to emergency access.

15. 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 site driveway from N. Greenway-Hayden Loop Road, with a minimum of 180 feet between the driveway and the driveway on the adjacent property. The driveway shall be designed in general conformance with City of Scottsdale Type CH-1, Standard Detail #2257.

    b. There shall be a maximum of two site driveway from N. Dial Boulevard, with a minimum of 180 feet between the driveway and adjacent driveways and intersections. Driveways shall align with existing driveways on the west side of Dial Boulevard or be offset a minimum distance of 125 feet. The driveway shall be designed in general conformance with City of Scottsdale Type CL-1, Standard Detail #2256.

    c. Emergency access driveways shall be designed with mountable curbing that is acceptable to the City of Scottsdale Fire Department, and be gated or other equivalent measure to prevent public access.

16. SITE DESIGN. The Development Review Board submittal shall include the following modifications to the site plan:

    a. The garage entrances on the north and south side of the main internal access drive shall align or be offset a minimum distance of 75 feet.

    b. The site plan shall identify locations for service and moving vehicles to park within the site outside of the designated fire lanes.

17. SOLID WASTE/REFUSE. With the Development Review Board submittal, the owner shall demonstrate how the proposed method of solid waste collection and pick-up, including the commercial uses, conforms to the requirements of the City of Scottsdale Design Standards & Policies Manual, subject to approval of the City of Scottsdale Public Works Department.

18. FIRE & LIFE SAFETY. The proposed fire-lines serving hydrants within the central, northern, and eastern designated fire lanes as identified on the approved site plan shall be part of a

looped system, unless an acceptable alternative solution is approved by the Fire Chief or designee.

19. EASEMENTS.

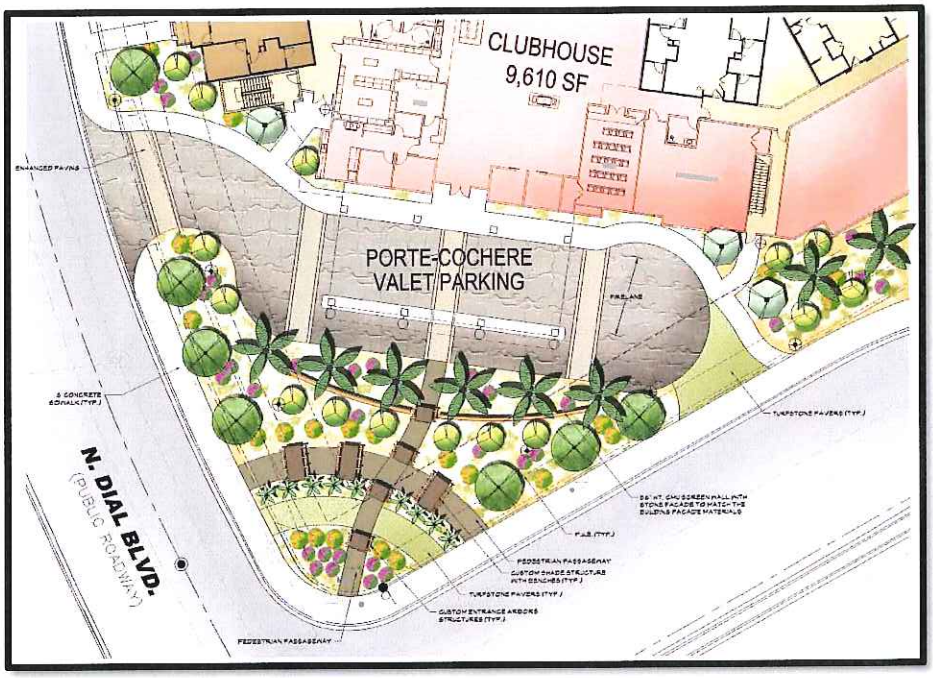
    a. EMERGENCY AND SERVICE VEHICLE ACCESS. Prior to building permit issuance, the owner shall dedicate to the City of Scottsdale, Emergency and Service Vehicle Access Easements over all driveways, fire lanes, and access aisles on the site.

    b. 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.

District at the Quarter

Planned Unit Development
& Non-Major General Plan Amendment Narrative

Northeast corner of Greenway-Hayden Loop & 73rd Street



Cases: 3-GP-2016 & 8-ZN-2016

1st Submittal: March 30, 2016
2nd Submittal: June 14, 2016
3rd Submittal: August 5, 2016
4th Submittal: September 2, 2016

Exhibit A to Attachment 2

3-GP-2016 & 8-ZN-2016
9/28/16

Project Narrative/Development Plan

Non-Major General Plan Amendment
&
Rezoning
for
District at the Quarter

Case #'s:
3-GP-2016 & 8-ZN-2016

Location: 15501 North 73rd Street

Request for a Non-Major General Plan Amendment from Airpark Mixed Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed Use- Residential (AMU-R)

- and -

Rezoning from Industrial Park (I-1) to Planned Unit Development District (PUD)

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CivTech

TABLE OF CONTENTS

I. Purpose of Request 4

II. Kaplan Management Company 4

III. District at the Quarter (The Proposal) 5
- a) Existing Conditions & Context 6
- b) Site Plan 6
- c) Retail/Commercial (Non-Residential) Component 7
- d) Building Architecture 8
- e) Landscape Theme 8

IV. The Development Plan (DP) 8
- Average Building Setbacks Deviation 11

V. Non-Major General Plan Determination 16

VI. 2001 General Plan/ Greater Airpark Character Area Plan 19
- 2001 General Plan 19
- Greater Airpark Character Area Plan 28
  - a) Land Use 35
  - b) Neighborhood & Housing 39
  - c) Community Mobility 41
  - d) Economic Vitality 42
  - e) Environmental Planning 43
  - f) Character & Design 44

VII. PUD Criteria 47

VIII. Conclusion 49

Exhibits 50

1) Dimensioned Plan Boundaries
2) Aerial
3) Context Aerial
4) Site Plan
5) Architectural Plan Set
   - Elevations with Colors/Materials
   - Floor Plans/Roof Plans (Floors 1-4, Building 1)
   - Floor Plans/Roof Plans (Floors 1-4, Building 2)
   - Parking Garages Plans (Building 1 & 2)
6) Landscape Plan Set
   - Overall Landscape Master Plan
   - Pedestrian/Vehicular Circulation Plan
   - Open Space Plan
   - Corner Landmark Intersection Enlargement
   - Courtyard Enlargements (Courtyards 1-5)

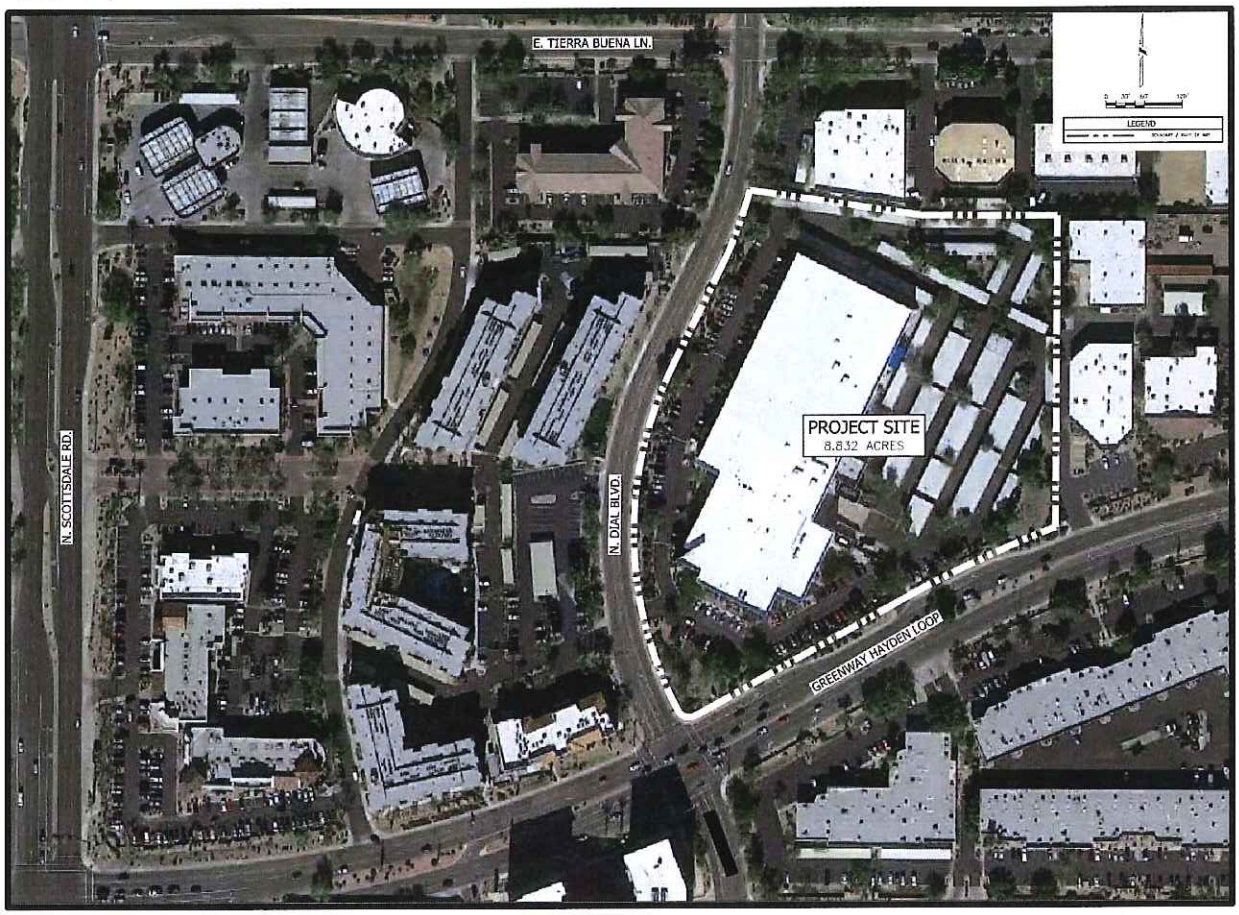
Exhibits Continued....

7) Phasing Plan
8) Building Cross Sections, Height Diagrams, and Height Exception Area
9) Average Building Setbacks
10) Amended Standards Legislative Draft
11) Right-of-Way
12) Arizona Republic Article and Colliers International Report
13) 2001 General Plan Land Use Existing & Proposed
14) Greater Airpark Character Area Plan (GACAP) Land Use – Existing & Proposed
15) Airpark Signature Corridors
16) Airpark Future Transit Connections
17) Airpark Pedestrian & Bicycle Connectivity
18) Airpark Noise Contours
19) Airpark Development Types

I. Purpose of Request:

This request is for a Non-Major General Plan Amendment (GPA) from Airpark Mixed Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed Use-Residential (AMU-R) and a rezoning from Industrial Park (I-1) to Planned Unit Development (PUD) zoning district on 10.29+/- gross acre and 8.83+/- net acre site located at 15501 North 73rd Street (a.k.a. Dial Boulevard) (the "Site"). The applicant intends to create a small mixed-use luxury residential multi-family community of approximately 622 units. (See below and also: *Dimensioned Plan Boundaries Exhibit # 1 & Aerial Exhibit # 2)*

AERIAL



II. Kaplan Management Company

The applicant, Kaplan Management Company ("Kaplan") was formed in 1978 and is based out of Houston, Texas. Kaplan is the diversified operator, owner, and developer of high quality multi-family properties in major metropolitan areas across the United States. Kaplan is active in emerging high growth submarkets, redeveloping existing multi-family housing, and repurposing commercial developments into residential communities, and holds 36 years of successful

management experience in the dynamic and evolving multi-family industry. Kaplan would be honored to bring their experience and success to this particular location in Scottsdale.

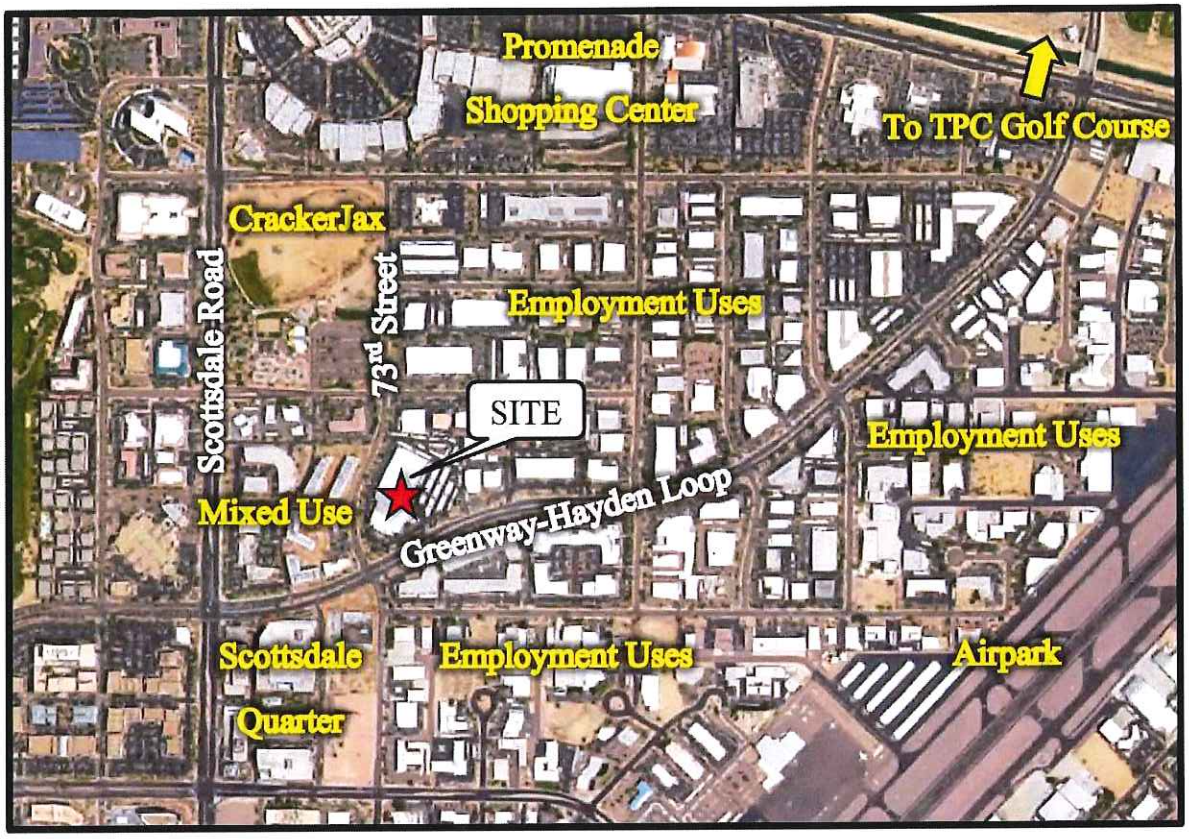
III. District at the Quarter (The Proposal)

The District at the Quarter residential community will provide an exciting mixed-use project featuring upscale residences including ground level live/work units and retail/commercial (i.e. non-residential) components that blends and transitions with the retail/commercial businesses strategically located along with employment entities within the Scottsdale Airpark, which is the second largest employment center in the state of Arizona. The proposed development would further many of the goals set forth in the Greater Airpark Character Area Plan ("GACAP") by creating a dynamic walkable community based on live, work, and play principles.

The Site is a transitional piece that defines the boundary between employment and retail/commercial uses within Scottsdale Airpark. This important and strategic location is bounded by two (2) Signature Corridors which also forms a Landmark Intersection as defined within the GACAP. As such, this Site will provide an appropriate level of mixed-use and residential live, work, and play community that will transition, activate and define the shopping/retail activities to the west/southwest, employment sector to the east, and formalize/enhance the Signature Corridors (i.e. Greenway-Hayden Loop and 73rd Street). The transition and addition of this mixed-use proposal at this location will help to continue enhancing the desirability of this location and the surrounding context. The retail/commercial (i.e. non-residential) and residential mix proposed will provide an ideal fit for this location and beyond. The natural progression of uses and development along Scottsdale Road, 73rd Street, and throughout the Airpark will continue draw people and activity to this location from surrounding areas, which in turn will build upon the placemaking and character that is envisioned at this Landmark Intersection.

The Airpark as a whole creates a unique opportunity to blend interrelated land uses and promote the live, work, and play concept, which is memorialized numerous times within the GACAP. Additionally, the nearby retail and surrounding employment core provides regional appeal for future owners of the District at the Quarter. The ease of accessibility, proximity to businesses, shopping, entertainment, recreation, and airport makes this development a compliment to its surroundings.

CONTEXT AERIAL



a) Existing Conditions & Context

The Site constitutes 10.29 gross acres and bordered by Greenway-Hayden Loop on the west and 73rd Street (a.k.a. Dial Boulevard) to the south. Existing businesses (I-1) border the Site to the north, east, and south. The west side is bordered by existing commercial businesses (C-3) and a recently completed multi-family development (PUD). (See above and also: *Context Aerial # 3*)

The redevelopment parcels contain an office building currently occupied by "International Cruise & Excursions" ("ICE"), a travel and vacation service company. The Site contains covered and uncovered parking surrounding the main building structure. The streets, sidewalks, and utilities surrounding the Site have all previously been built, as such this redevelopment project can be "plugged in" to this location with minimal disturbances to the area.

b) Site Plan

The design for this Site features an enhanced Landmark Intersection including an enhanced public open space, pedestrian passageway, and rest area inviting public activity and interaction provided by shaded rest areas, enhanced paving, a variety of meandering pathways, and landscaping. The Landmark Intersection of the Site is activated with ground level uses anchored by an approximately 7,855 sq. ft. clubhouse that provides services and amenities such as: porte-

cochere/valet on-site drop-off dry cleaning service, business center, restaurant, office space, fitness center, barista station, etc. The Signature Corridor of Greenway-Hayden Loop will also feature an approximately 5,354 sq. ft. fitness center located on the ground level facing Greenway-Hayden Loop along with seven (7) live/work units located on both Greenway-Hayden Loop and 73rd Street.

A main vehicular access drive bisects the Site and allows for two (2) vehicular entry connections located at the mid-block of 73rd Street and Greenway-Hayden Loop. Additionally, this vehicular access drive will serve as access to the internal parking garages and provide for fire lane emergency access. The secondary fire lane/enhanced setback along the perimeter of the Site will be gated and serve dual purposes (i.e. building setback, vehicular pavers, landscaping, turfstone, dog walk/wash areas, walking area, and fire safety access). The site design consists of two (2) (i.e. 2 phases) 4-story luxury residential buildings that enclose a total of five (5) interior courtyards, featuring various amenities, open space, and landscaping. These outdoor activity areas provide for both active and passive recreation, relaxation, and an abundance of open space for the future residents. The main building structures are navigated through a series of pedestrian passages that lead throughout the Site and ultimately to the outer pedestrian sidewalk network and the surrounding area. The north and east boundaries of the Site are nicely buffered by a 27'-40' building setback, vehicular pavers, landscaping, turfstone, dog walk/wash areas, walking area, and fire safety access from the proposed units. (See *Site Plan Exhibit #4*)

c) Retail/Commercial (Non-Residential) Component

The retail/commercial (i.e. non-residential) component of this mixed-use development is strategically located at the Landmark Intersection of the Site in the form of a highly amenitized clubhouse (7,855 sq. ft.), restaurant (7,035 sq. ft.), office space (1,781 sq. ft.), and fitness center (5,354 sq. ft.) that will continue along Greenway-Hayden Loop with seven (7) live/work units proposed as well along both Greenway-Hayden Loop and 73rd Street. This project provides design and uses that cater to the pedestrian at the ground level particularly at the Landmark Intersection, which supports pedestrian interest and walking as well as enhancing the streetscape. These uses will be also open to the public that will generate additional interest and vibrancy.

The amount of retail/commercial (i.e. non-residential) proposed is adequate and supported within the context of the existing overall retail/commercial in the surrounding area. There is already a sufficient amount of retail/commercial in this area, and proposed in the future, that an increase in residential density is important towards balancing and supporting these uses as well as live, work, and play lifestyle concept. It is worth noting that there is currently 116,000 sq. ft. of retail and 250,000 sq. ft. of office space within the Scottsdale Airpark North; which this development would be a part of. Within walking distance of the Site, there is: 437,000 sq. ft. at Kierland Commons, 400,000 sq. ft. at Scottsdale Quarter, 700,000 at Scottsdale Promenade, and 100,000 at Zocallo. Thus, if one considers a modest 5% vacancy rate, which is typical, then that would equate to nearly 100,000 sq. ft. of vacant retail space, which at this time includes neighboring Crescent's ground floor space being vacant. To that end, the amount of retail/commercial proposed with this development (i.e. 22,025 sq. ft.), we believe, is more than adequate to properly serve the future

residents of this development and to provide a proper balance with the existing and future population, employment, and retail base within this area.

d) Building Architecture

The building architecture features varied massing, varying roof parapets, architectural features, stoops, materials and façade detailing found in many contemporary luxury multi-family developments found in Scottsdale and the Southwest region. The building massing includes a series of towers and recessed facades and patios. The massing and detailing emphasize the promotion of pedestrian activity including a walkable street level building design lined with lighting, trees, and shade structures such as: porte-cochere, awnings, and roof overhangs. The color scheme is a blend of shades of brown, white, and tan with some complementary accent colors found within the Sonoran Desert color palette and consistent and appropriate with the surrounding building context. (See *Architectural Plan Set Exhibit #5*)

Maximum building height is 48' with all rooftop mechanical equipment and screening, stairwell bulkheads, as well as rooftop deck enclosure walls and fall protection railing that exceed that building height, limited to under 30% total of the roof area for each building. (See *Building Cross Sections, Height Diagrams, and Height Exception Area Exhibit #8*)

e) Landscape Theme

The project's landscape theme will reduce overall water intake include by utilizing native trees, shrubs, accent plants, groundcover, and minimal turf. The two (2) Signature Corridors (i.e. Greenway-Hayden Loop and 73rd Street) abutting the Site has sidewalks lined with trees and shrubs providing a pleasant/cool environment to walk. The main vehicular access drive and open space areas will also contain a variety of native shrubs and landscaping providing for a friendly, enjoyable, useable, and shaded environment for residents to traverse and use the property. As such, the plan includes a total of five (5) internal courtyards which all feature a variety of landscaping and amenities such as a swimming pool, fountains, fire pit, putting green, televisions, barbeques, and shaded seating and dining areas which are all connected by a system of winding walkways. (See *Landscape Plan Set Exhibit # 6*)

IV. <u>The Development Plan (DP)</u>

Pursuant to the City's Zoning Ordinance for PUD rezoning requests the following four (4) items to be addressed within the required Development Plan ("DP"). They are:

(1) The design contained in the DP is compatible with development in the area.

The Site sits on the northeast corner of Green Hayden Loop and 73rd Street. The proposal is for a planned, medium density, mixed-use apartment project with an appropriate/sustainable level of supporting retail/commercial (non-residential) situated at this Landmark Intersection. The clubhouse and adjoining fitness center as well the option of live/work units will also help to

continue to build upon the live, work, and play concept in this area by providing for amenities and recreation, business needs, etc. at the pedestrian environment subsequently anchored by an enhanced Landmark Intersection with seating, special paving, and landscaping. The enhanced pedestrian Landmark Intersection and the services proposed at this corner (i.e. clubhouse with porte-cochere/valet restaurant, office space, fitness center, etc.) will further promote the lively street scene expected at this Landmark Intersection and along the two (2) Signature Corridors (i.e. Greenway-Hayden and 73rd Street), which will continue/enhance the activity in this area and create a synergetic node.

The proposed project is compatible with and contributes to its surrounding uses, which has evolved towards a more active, dynamic, and vibrant corner. The proposed development by Kaplan, as part of this Landmark Intersection, and together with the existing mixed-use corners adjacent, creates the desired effect envisioned for this Landmark Intersection and along these two (2) Signature Corridors, which are: transitioning development away from Scottsdale Road, attracting new development into the airpark, connecting pedestrians without the use of cars, internalizing/structured parking, creating an identity/gateway, and increasing the critical mass of people to support the businesses in the area on a daily/nightly basis. There are two (2) adjacent recent mixed-use developments that help to complete two (2) of the corners of this Landmark Intersection which provide for residential living within a mixed-use environment while being within a different context/lifestyle of living. These developments are concentrated at the corners and help to complete the Landmark Intersection. Crescent Scottsdale Quarter is a 5-story apartment complex over supporting retail uses within the successful Scottsdale Quarter. The other is immediately to the west across 73rd Street called Liv North Scottsdale, which is approximately the same height of 48'. The proposed development by Kaplan and these two (2) other projects are responding to the demand for housing to support the surrounding retail/commercial/employment uses. The proposed development plan of approximately 60.4 du/ac would be of comparable intensity by providing a density option roughly within the middle of Liv North and Crescent (i.e. if we focus only on the ground area devoted to the residential use). With that being said, the District at the Quarter complies in overall height, setbacks, high quality architecture, and pedestrian/vehicular connectivity to seamlessly blend within the area, but also a unique residential development option.

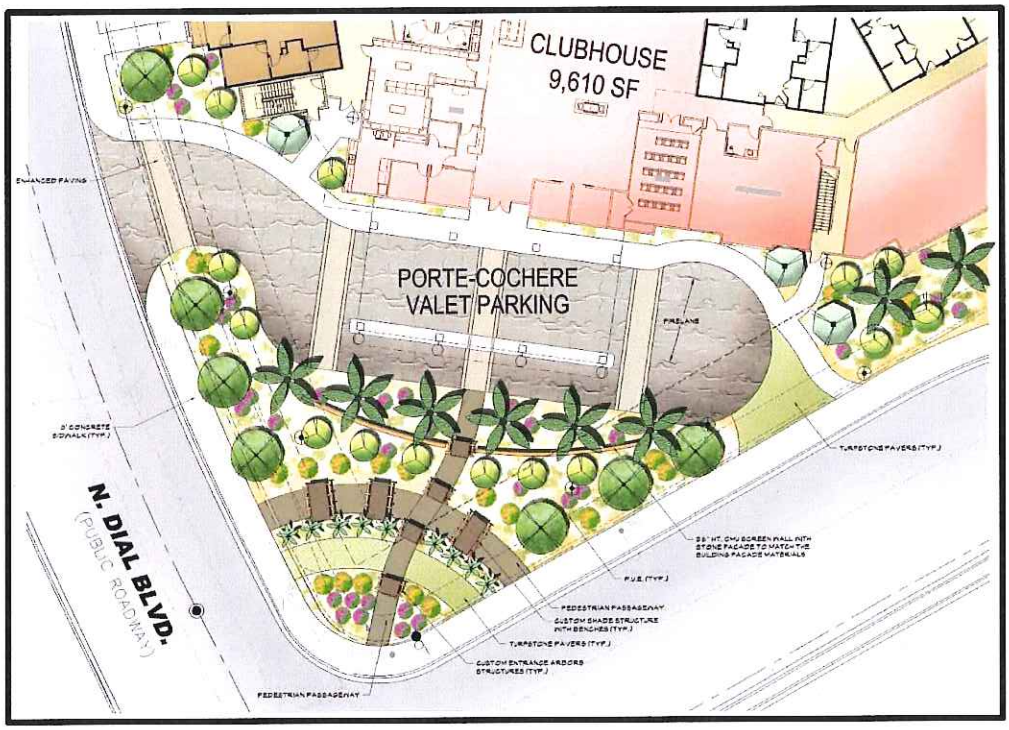
The project construction will be built in two (2) phases. (See *Phasing Plan Exhibit # 7*) The anticipated timing of construction for Phase One is expected to begin in 2017 with Phase Two anticipated to begin approximately 18-22 months later or approximately by early 2019. Phase One of construction will include the majority of non-residential floor area uses and provide for the enhanced public pedestrian area associated at the Landmark Intersection. (See next page and also: *Corner Landmark Intersection Enlargement within the Landscape Plan Set Exhibit # 6*) Phase Two will complement the first and continue the dynamic vision of the project, as well as supporting the development standards of the PUD zoning. With the public amenities and non-residential floor area uses being completed in the Phase One, it ensures that the intent of the PUD, General Plan, and Character Area Plan will be met and provide a substantial public benefit along with implementing the components of a lively mixed-use area and identifiable node.

There are five (5) total usable open space areas integrated into the DP that continue the theme of the surrounding area, which include the main swimming pool. The swimming pool is the largest open space area being approximately 12,000 sq. ft. and the smallest internal usable open space being approximately 2,600 sq. ft. It should also be noted that a dog walk/wash areas will be provided abutting the perimeter of the property (i.e. Phase Two). Finally, the entire Site is connected by winding walkways which link up to public sidewalks, bike paths, and ultimately to the surrounding area.

(2) The DP is environmentally responsive, incorporates green building principles, contributes to the city's design guidelines and design objectives, and that any deviations from the design guidelines must be justified by compensating benefits of the DP.

The proposed development is environmentally responsive and also provides exceptional public benefits in many ways by including an enhanced common open space and public pedestrian area at the Landmark Intersection (see below) featuring seated and shaded seating, varied pathway connections, landscaping, pedestrian scaled design, and pedestrian amenities encouraged in the Scottsdale Design Guidelines.

LANDMARK INTERSECTION: PEDESTRIAN REST AREA AND PASSAGEWAY



The five (5) usable common open space areas are strategically located throughout the Site to provide areas for the residents to recreate and contemplate. The open space at the Landmark Intersection includes approximately 4,000 sq. ft. of public usable common. The Site also has a total of 46,114 sq. ft. of total common open space area (excluding street frontage area or

parking lot landscaping) or 10.3% and 96,402 sq. ft. total landscape space provided (including all open space, street frontage, and parking landscape areas) or 21.5% for the Site. It should be noted that both phases of development will exceed the required 10% open space. Again, these open space areas provide areas of contemplation, recreation (passive/active), cooling, and visual interest both on-site and off-site. The landscape palette is in keeping with a Sonoran Desert theme and water conservation measures by strategically locating low water use trees, shrubs, groundcovers, etc. to create a lush appearance that cools the environment both internally and externally (i.e. along the street frontages). Turf is strategically located on-site within a few of the areas designated for internal/activities in order to optimize comfort and use. Finally, the entire Site is interconnected by walkways which link up to public sidewalks and bike paths encouraging multimodal options.

The architectural character is a contemporary design which will utilize the most current building materials to provide for an energy efficient development. The building masses are broken up into two (2) main buildings. The south building which faces Greenway-Hayden Loop is varied in its setback an average of 38' while maintaining the required minimum 34' setback for residential and 28' setback for retail/commercial. Due to 73rd Street curving the west façade of this building bows and creates challenges with building design and as such the average setback is 38' while maintaining the required minimum 25' setback. The architectural elevations are broken up vertically by varying the roof lines, alternating between flat parapets and flat roof overhangs, awnings, porte-cochere, fitness center bump out, and live/work units. These architectural treatments help vary the roof lines vertically. Within the flat parapet areas of the building the walls of the building stepback horizontally creating wide recessed areas that provide space for awnings, patios, and visual massing reliefs. This horizontal relief occurs approximately every 100 lineal feet with massing changes, the bump out of the fitness center, live/work units, porte-cochere, and the natural curvature of the streets. The proposed design provides a strong base with a material change from stucco, limestone, glass, steel awnings, ground floor fitness center, live/work units and stoops located in strategic locations to "ground" the design. The midsection and top utilized the same materials with the top units accentuated by patio areas as well as bulkhead areas protruding towards the top of the buildings to provide access to the roof decks for those units along with alternating flat parapets and roof overhangs. The overarching intent is to create a compatible development design for the area while also being a unique, high quality, and visually appealing for one to want to live and play while being in close proximity to work, entertainment, restaurants, etc. thus reducing traffic and pollution while also maintaining long term economic success.

- **Average Building Setbacks Deviation**

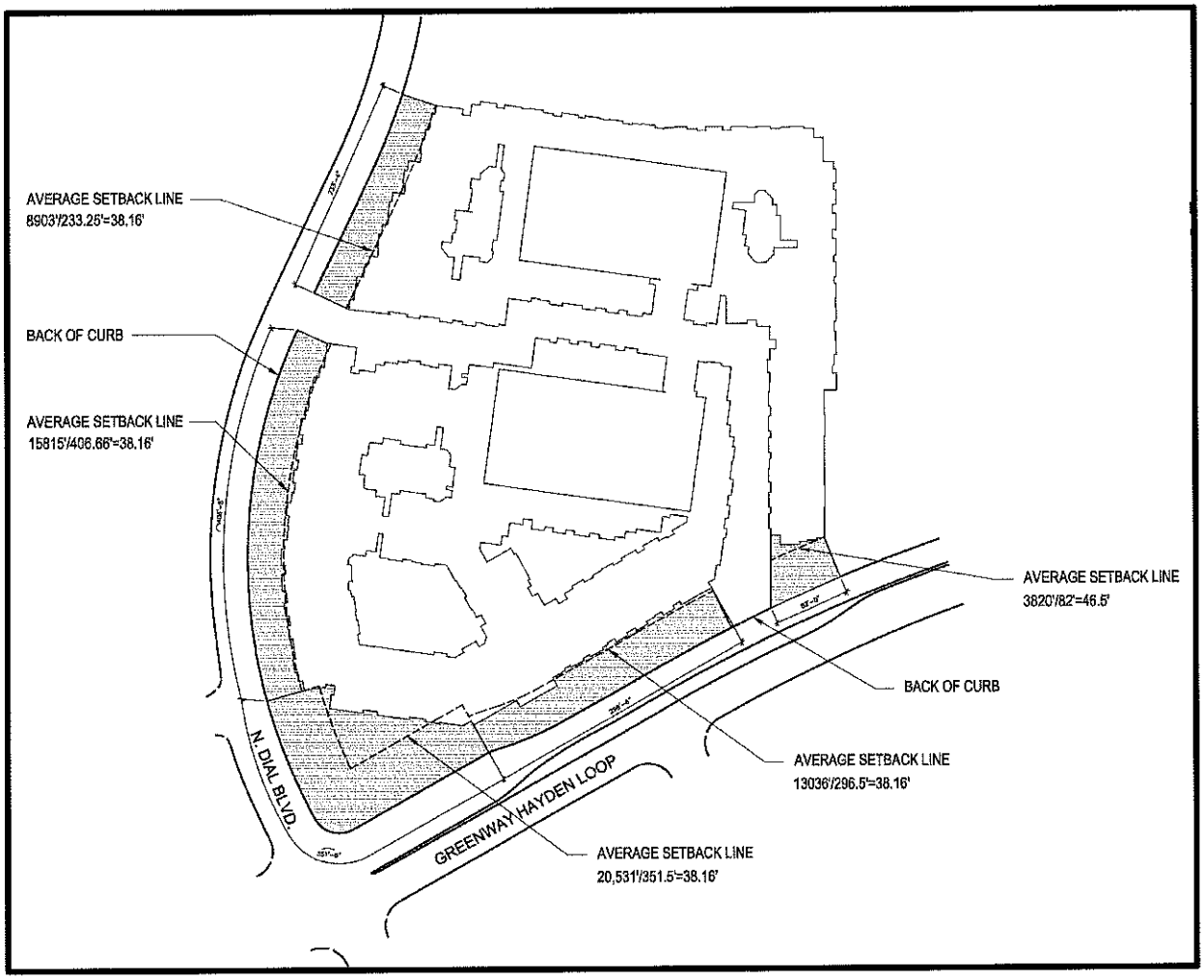
In order to provide the contemporary/clean lined architectural character as well as to design around the two (2) curved streets an average building setback deviation is being requested for both Greenway-Hayden and 73rd Street. The Site's constraints and the ability to push the buildings closer to the street frontages is hinder, but where possible every effort has been made to push the buildings towards these streets or provided for alternative means of "connecting" the development to the streets, such as: stoops, walkways, and live/work units in

order to activate the street frontages as much as possible. With that being said the south building which faces Greenway-Hayden Loop is varied in its setback and provides for the ground floor fitness center and live/work units with an average of 38' (i.e. City of Scottsdale Zoning Ordinance requires 40' average for residential and 32' average for retail/commercial) while maintaining the required minimum 34' setback for residential and 28' setback for retail/commercial. With regards to 73rd Street and its significant curve the building massing bows and creates challenges as to how close the building can get to the street. As such, the building/site design creates an average setback of 38' (i.e. City of Scottsdale Zoning Ordinance requires 30') while maintaining the required minimum 25' setback. However, stoops, walkways, and live/work units are being provided to help connect the development to the street frontage. In addition, the average setbacks deviations proposed will allow for enhanced landscaping as well as being compatible with the abutting developments to the east, west and south. (See next page and also: *Average Building Setbacks Exhibit # 9*)

In addition, the following five (5) design reasons that contribute to supporting the average building setback exception proposed along Greenway-Hayden Loop and 73rd Street. (*See Amended Standards Legislative Draft Exhibit #10*)

1. The architecture provides relief and recesses that creates impression of "movement" along the street frontages while not being directly abutting the street frontages.
2. Incorporation of ground plain interest/activity for the pedestrian such as: The corner enhancement and clubhouse, fitness center, porte-cochere, and main/secondary entries along the street frontages as well as the addition of stoops, walkways, and live/work units help connect the development to the streets.
3. Pop-outs such as: awnings, balconies, fitness center, etc. provide visual relief and interest along the street frontages and help push the buildings forward.
4. The curvature of the streets forces the buildings back providing more landscaping and areas of respite creating a more pleasant/shaded walkable environment, which is not out of character with the abutting developments to the east, west, and south.
5. Projections are used to emphasize important architectural elements and discoveries for the pedestrian and street frontages, such as: entrances, bays, stoops, porte-cochere, fitness center building projection, and verandas that draw people in and around the property.

AVERAGE BUILDING SETBACKS



(3) The DP will not significantly increase solar shading of adjacent land in comparison with a development that could be developed under the existing zoning district.

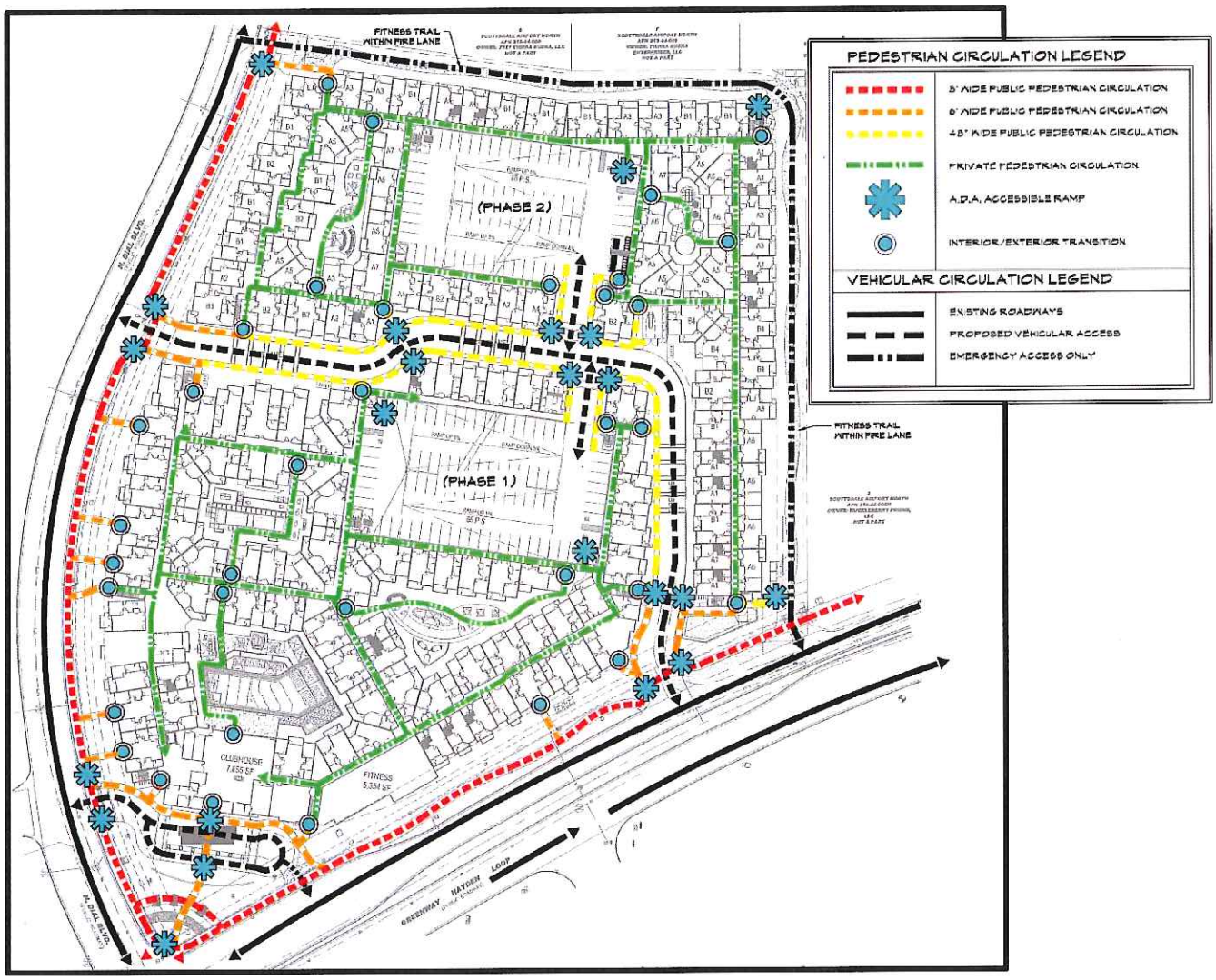
Comparable heights, uses and generous setbacks created by the abutting streets and internal circular access drive aisle do not significantly increase solar shading of adjacent land in comparison with a development that could be developed under the existing I-1 zoning district. Moreover, the I-1 zoning district allows up to 52' in building height, which will be comparable to the proposed development.

(4) The DP promotes connectivity between adjacent and abutting parcels, and provides open spaces that are visible at the public right-of-way and useful to the development.

The proposed development provides for an enhanced Landmark Intersection featuring usable and common open space, with public shaded seating and landscaping features that exemplify

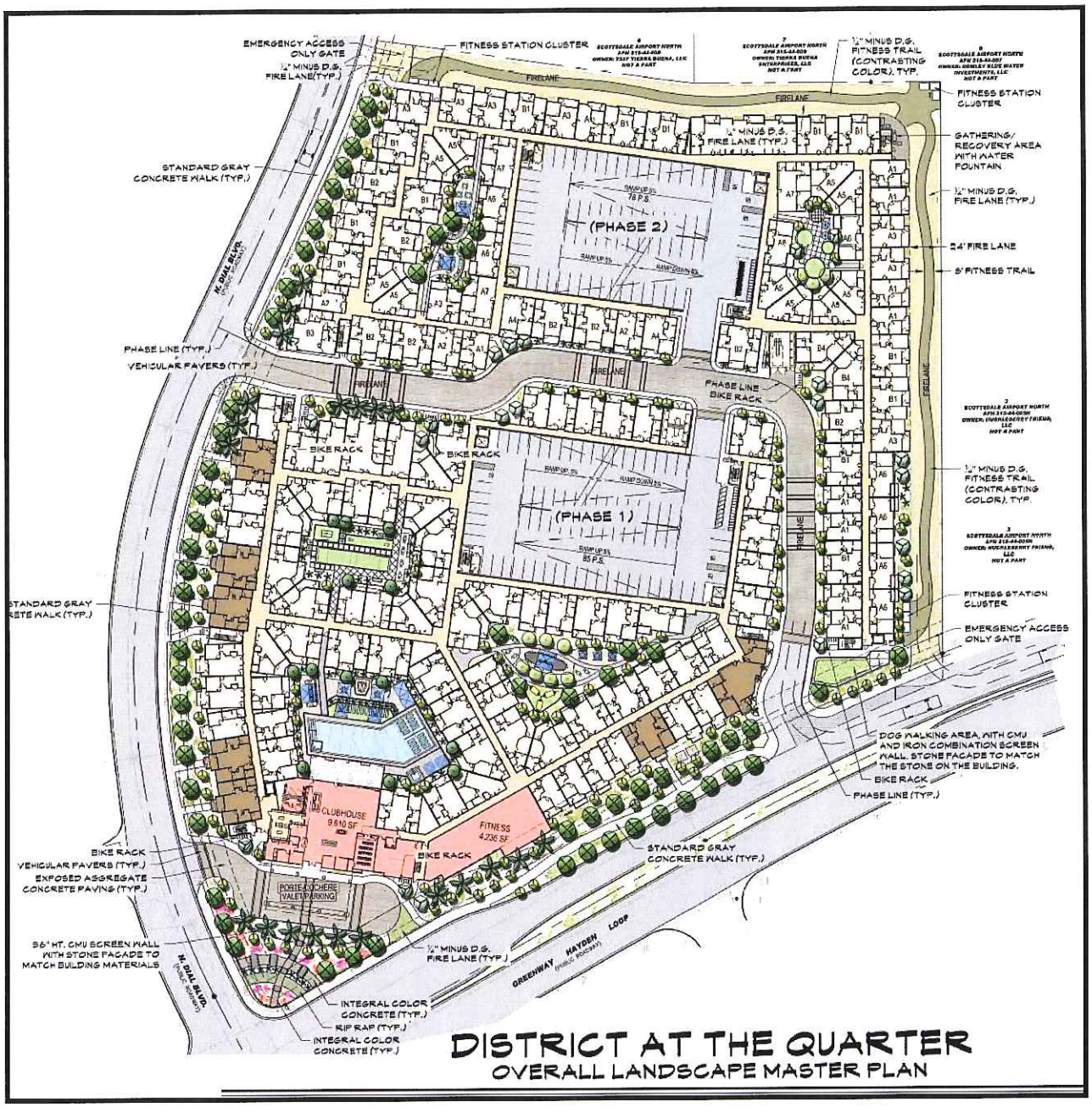
the promotion of connectivity between abutting parcels. The enhanced open space street frontage landscaping along both major roadways and corner bordering this Site creates an inviting path and enhanced enjoyable streetscape for all modes of transportation. Furthermore, with the addition of individual unit roof decks along 73rd Street and Greenway-Hayden Loop will help enhance visibility and activity (i.e. "eyes on the street") along these major pathways and nearby uses currently located along this Signature Corridor as well as in the future along 73rd Street as it becomes more multimodal and development occurs further north. Thus, these open space areas and enhanced connections provide areas of contemplation, recreation (passive/active), cooling, visual interest and connections to the surrounding area. (See below and also*: Pedestrian and Vehicular Circulation within the Landscape Plan Set Exhibit # 6*)

PEDESTRIAN & VEHICULAR CIRCULATION



The landscape palette is in keeping with a Sonoran Desert theme with strategically locating trees, shrubs, groundcovers, etc. to create a lush appearance that cools the environment both internally and externally (i.e. along the streets). The entire Site is connected by internal walkways which link up to public sidewalks and bike paths encouraging multimodal options. Vehicular access is centrally located to provide ease of access to 73rd Street and to circulate around the building to Greenway-Hayden Loop for resident access and fire access. (See *below and also: Overall Master Landscape Plan within the Landscape Plan Set Exhibit # 6*)

MASTER LANDSCAPE PLAN



V. Non-Major General Plan Determination

The requested GPA is in conformance with a Non-Major General Plan Amendment, based upon the criteria set forth in the General Plan. A detailed explanation of how this proposal is consistent with the 2001 General Plan and the Greater Airpark Character Area Plan is provided below.

1. *Change in Land Use Category*

A change in land use category on the land use plan that changes the land use character from one type to another as delineated in the land use category table (page 20 of the General Plan).

Response: The current 2001 General Plan designation is Employment with a Regional Use District Overlay, and a requested GPA land use change to the Mixed Use category with a Regional Use District Overlay. Both of these land use categories are located within Group E, and therefore do not constitute a Major GPA.

2a. Area of Criteria Change

A change in the land use designation that includes the following gross acreages:
*Planning Zones A1, A2, B: 10 acres or more.
*Planning Zones C1, C2, C3, D, E1, and E3: 15 acres or more.

Response: The designated Planning Zone for the Site is Zone B.

Excerpt from the 2001 General Plan:

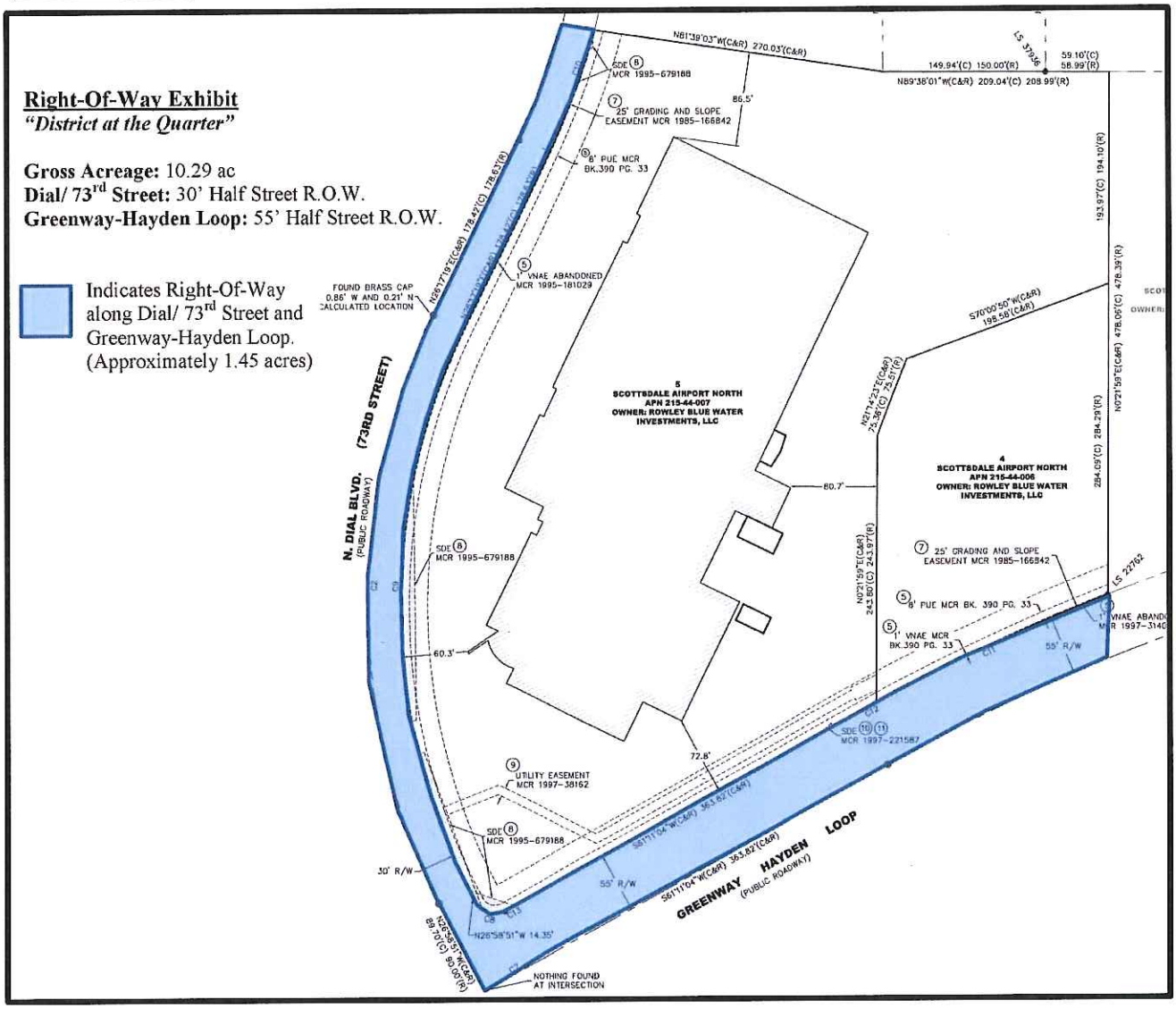
"Zone B includes the Scottsdale Airpark, the fastest growing and one of the three largest employment centers in the metropolitan area".

This project in keeping with the mission and values of the General Plan and community, and in addition the overage being minimal creates a certain exception for a Non-Major GPA within item #2 of the "area of change criteria." The Site totals approximately 8.84 net and 10.29 gross acres. The excessive amount of public right-of-way along Greenway-Hayden Loop (55' right-of-way, half street) and 73rd Street (30' right-of-way, half street) of approximately 1.45 combined acres creates a situation where the Site "technically" exceeds the 10 acre gross acreage by a nominal amount (.30 acres) without creating an increase in infrastructure needs. (See next page and also: *Right-of-Way Exhibit # 11*)

Moreover, in keeping with this area being a "large employment center" additional housing strategically located to support the continued growth of this employment center is critical. Thus, this proposal is optimally located to tap into the network of the existing employment, infrastructure, transportation system and amenities closeby.

It is worth noting, there are 55,000 jobs in the Airpark and currently only two apartment projects; Crescent (i.e. 275 units) and LIV (i.e. 240 units); with Sunrise Commons (i.e. 281 units) under construction for a total of 796 residential units within the Airpark to service approximately 55,000 jobs. It is projected that the Airpark will add 1,200 jobs annually, which means without more residential (i.e. in this area apartments) people will continue to leave the area daily to live somewhere else. Thus, the proposed numer of residential units (i.e. 622 units), and thensome, is well supported, needed, and optimal located to build upon what has already been built at this interesection and supported by the GACAP. (See *Arizona Republic article; "Scottsdale Airpark booming with urban life, 55,000 jobs" dated March 25, 2016,* **and** *"The Greater Scottsdale Airpark 2030 Report" by Colliers International dated December, 2015, Exhibit # 12*)

RIGHT-OF-WAY



The proposed mixed-use project uses and design elements including the Landmark Intersection area of this project closely align with and reinforce the goals of Scottsdale's Mission, among them:

- "Promoting the livability of the community and enhancing and protecting neighborhoods and ensuring and sustaining the quality of life for all residents and visitors."
- "Enhancing and protecting neighborhoods"
- "Ensuring and sustain the quality of life for all residents and visitors."

This request provides a mix of uses, passive and active open spaces, and public benefits that are desired to enhance, protect, and sustain quality of life for the immediate neighborhood. The development provides many of the elements reflective of the goals and policies of the Scottsdale Design Guidelines, GACAP, and General Plan that speak to the intent of creating livable communities and a high quality of life desired by citizens.

Furthermore, the General Plan continues within the mission values of the land use element that contribute to Scottsdale's identity and provide a balance of uses adequate for the live, work, and play theme. This proposal makes meaningful contributions to these land use element values:

- "Land uses should provide for an unsurpassed quality of life for both its citizens and visitors."
- "Land uses should contribute to the unique identity that is Scottsdale."
- "Land uses should work in concert with transportation systems in order to promote choice and reduce negative impacts upon the lifestyle of citizens and the quality of the environment."
- "Land uses should provide opportunities for the design of uses to fit and respect the character, scale and quality of uses that exist in the community."

The uses and public benefits of this lively development furthers the goals and policies listed above by creating a live, work, and play development that enhances the public realm surrounding this area providing improvements to the Signature Corridors and Landmark Intersection, and activating the corner with ground level uses and architecture. These elements collectively meet the future intent of the area as identified in the Scottsdale Design Guidelines, GACAP, and General Plan. Therefore in keeping with the mission values of the General Plan this request will not need rise to the level of a major amendment.

3. Character Area Criteria

Character areas have been added to the city's planning process in order to recognize and maintain the unique physical, visual and functional conditions that occur in distinct areas across the community. The city recognizes that these form a context that is important to the lifestyle, economic well-being and long term viability of the community. These areas

are identified by a number of parameters including but not limited to building scale, open space types and patterns, age of development and topographic setting.

If a proposal to change the land use category has not been clearly demonstrated by the applicant to comply with the guidelines and standards embodied within an approved character area plan it will be considered a major amendment.

Response: Based on the justification and written responses below regarding the GACAP, the proposed GPA would not constitute a major amendment. The current employment designation will be enhanced with a portion of mixed-use. This location as indicated in GACAP is intended to provide a future Signature Corridor, Landmark Intersection, and is located within the shopping and activity center area. This indicates the appropriateness of the proposed mixed-use residential development in this strategic location, current trends that are important to the Airpark lifestyle, economic well-being, and long term viability.

4. Water/ Wastewater Infrastructure Criteria

If a proposal to change the planned land use category results in the premature increase in the size of a master planned water transmission or sewer collection facility, it will qualify as a major amendment.

Response: The proposed change in land use does not result in a premature increase in the water and sewer plan, therefore it will not constitute a major amendment. At this time the development team has no plans to change or upgrade any water or sewer infastructure.

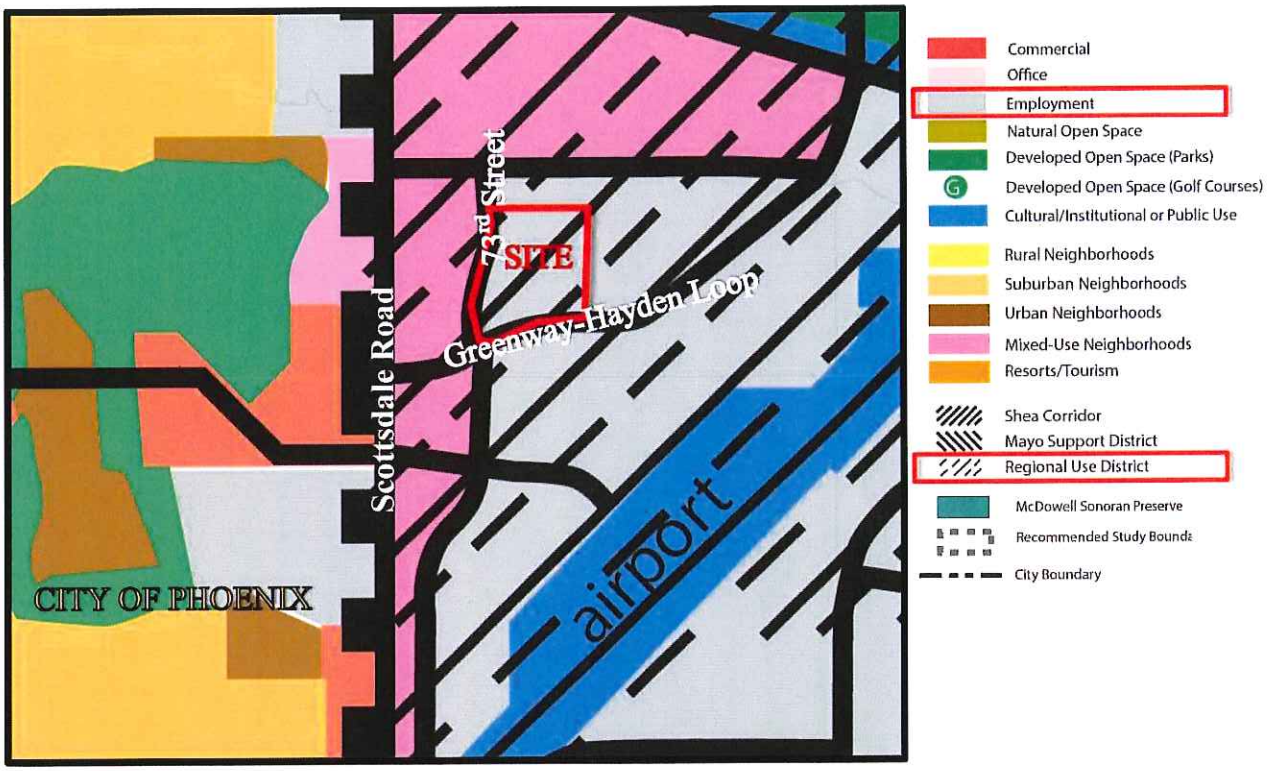
VI. <u>2001 General Plan/Greater Airpark Character Area Plan (GACAP)</u>

2001 General Plan

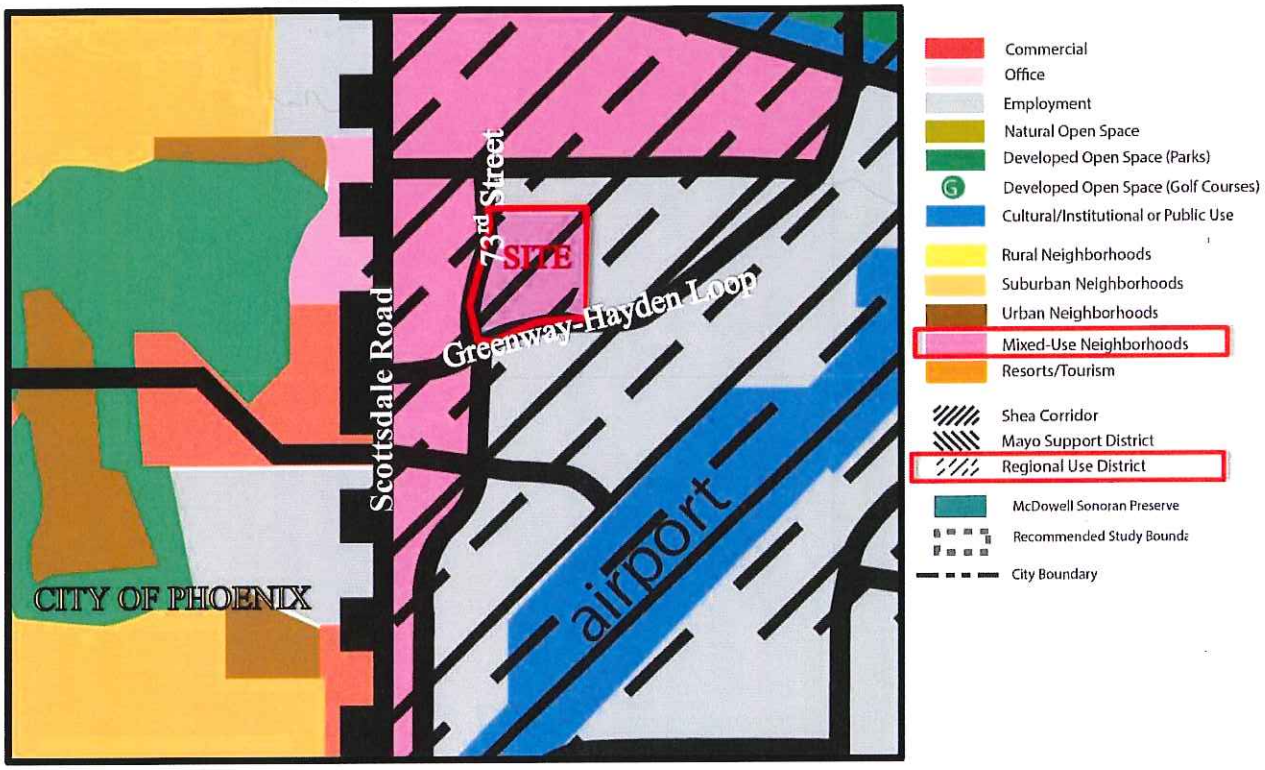
The current 2001 General Plan designation is Employment with a Regional Use District Overlay, and a requested GPA land use change to the Mixed Use category with a Regional Use District Overlay. (See next page and also: *2001 General Plan Land Use Existing & Proposed Exhibit # 13*)

The General Plan sets forward collective goals and approaches of the community with the intent to integrate Guiding Principles into the planning process and provide as a framework for proposed development and the built environment. The goals are, however, not intended to be stationary or inflexible, which the General Plan clearly recognizes with this statement: "The General Plan is designed to be a broad, flexible document that changes as the community needs, conditions and direction change." With this statement in mind, this proposed non-major general plan amendment not only meets but exceeds the goals and approaches established in the General Plan. In addition, it is important to understand that the current General Plan is 15 years old and the evolving lifestyles and economic development trends of today must meet the needs of a growing and changing city and area.

2001 General Plan Land Use Existing/ Proposed



2001 General Plan Existing Land Use



2001 General Plan Proposed Land Use

General Plan Elements:

Land Use:

Goal 3, Bullet Point 2: Encourage the location of more intense mixed-use centers and regional employment cores along regional networks while incorporating appropriate transitions to adjoining land uses.

Response: The location of this mixed use project is appropriately located along a major regional network at the convergence of two (2) Signature Corridors that form a Landmark Intersection and along with adjacent mixed-uses form a "gateway" to the Scottsdale Airpark from surrounding areas. The Landmark Intersection is the appropriate designation for the proposed intensity which provides pedestrian scaled uses and services supported by a balance of supporting uses. In addition, the location will support and enhance both the existing and proposed residential and non-residential uses in this location and transition between the employment center and surrounding retail. Appropriate transitions have been incorporated by way of design solutions, building construction, setbacks, noise disclosures, and avigation easements. This development is replacing the old sidewalk surrounding the site and creating a more walkable and enjoyable streetscape that helps to complete the streetscapes by creating a street scene similar to the adjacent LIV development.

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.

Response: This mixed use development proposes appropriately balanced uses that are consistent with the needs and character of the surrounding developments and area uses and encourage a high quality lifestyle with many leisure opportunities and resources that support the surrounding community. The residential and non-residential uses at this location will support the quality of life and lifestyle desired in the area by providing residential units with some additional non-residential uses to help the balance of uses that support the surrounding community.

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

Response: This proposed development allows for a unique residential housing opportunity with supporting services and amenities within the area. The residential and non-residential uses proposed at this location provides for a balance and an appropriate level of unique mixed-use development that complement and complete the surrounding area providing for the needs of community and affords for an exceptional lifestyle.

- Ensure the highest level of services and public amenities are provided to the citizens of Scottsdale at the lowest costs in terms of property taxes and travel distances.

Response: High quality and desirable services and amenities are included within this development. Furthermore, the location of the development and uses within walking distance of this development provide residents and nearby citizens the highest level of services with minimal travel. The clubhouse, restaurant, and fitness center of the live/work element included in this proposal provide for a balance of uses and amenities that promote a healthy lifestyle by encouraging walking and reduced travel. There is a balance of non-residential and commercial uses included that support the development and attract surrounding pedestrians to this Landmark Intersection location which is the intent of a walkable mixed use development.

- Support jobs/housing balance by integrating housing, employment, and supporting infrastructure in mixed-use centers located at appropriate locations.

Response: This development will support the jobs and housing balance by providing an appropriate balance of commercial and non-residential uses and services along with the residential population base to support new and existing employment and services. The designated Landmark Intersection is the ideal location for live, work, and play based mixed-use development that activates the surrounding area with walkable streetscapes and connections while utilizing existing infrastructure. In addition the option for ground floor walk-up live/work units are proposed along both Signature Corridors further integrating the live/work concept and activating the streetscape, similar to LIV.

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

Response: This development provides a variety of residential housing options through various floor plans including ground floor live/work units. Additionally, the density proposed within this development is comparable and falls within the middle of a residential density option within the immediate area (i.e. LIV and Crescent).

- Maintain a citywide balance of land uses that support changes in community vision/dynamics (established by future community visioning processes) over time.

Response: The proposed development provides housing opportunities that support the future of the community and Scottsdale Airpark by enhancing the employment center's appeal to employers while also providing an appropriate and transitional mixed-use development in this particular location. The development provides a balance of uses to the area and non-residential services, notably, at the pedestrian scale of the Landmark Intersection which is the intent of the community's future vision and goals of the Landmark Intersection.

Goal 7, Bullet Point 5: Incorporate open space, mobility, and drainage networks while protecting the area's character and natural systems.

Response: Approximately, 10.5% of the Site has been reserved as useable open space. Private and public, passive and active forms of open space are found throughout the site plan. The Site also provides a total landscape space (including all open space, street frontage, and parking landscape areas) of 20% for the Site. It should be noted that both phases of development will exceed the required 10% open space. Again, these open space areas provide areas of contemplation, recreation (passive/active), cooling, and visual interest both on-site and off-site. Mobility and connections through the site and surrounding area are enhanced with meandering pathways, landscaping, enhanced streetscapes, and ground level uses. Native landscaping, open spaces, and drainage have been incorporated in an environmentally sensitive manner with consideration of the character in this area.

Goal 8, Bullet Point 2: Develop and reinforce links (i.e. trails, paths, open space, transit, and streets) within and between residential, retail, employment, recreational and other public land uses.

Response: Paths, connections, and open spaces have been carefully connected throughout and surrounding the site to provide for comfortable connections and alternative modes of transportation to surrounding land uses.

Goal 9: Provide a broad variety of land uses that create synergy within mixed-use neighborhoods.

- Incorporate a diverse range of residential and non-residential uses and densities within mixed-use neighborhoods.

Response: The proposed development adds a diverse range of residential and non-residential uses alike, with a different density option/density for residents within a larger mixed-use neighborhood. This development adds a complimentary balance of uses of non-residential uses at a location designated for mixed-use development with amenities and uses appropriately situated at the ground level of the Landmark Intersection.

- Promote residential uses that support the scale and function of retail, commercial and employment uses within these neighborhoods, including the use of mixed-use structures (retail or office on lower level and residential uses on upper levels).

Response: The residential/commercial uses proposed will be supportive of the existing retail, commercial, and employment uses within these neighborhoods and complete the mixed-use nature of this Landmark Intersection as envisioned. In addition, non-residential floor area uses and ground level live/work units are proposed along the Signature Corridors.

- Encourage compact mixed-use, pedestrian oriented development patterns, at urban densities, that limit the demand for parking and unnecessary automobile trips, and support alternative modes of mobility.

Response: This project utilizes existing infrastructure already in place and takes advantage of this prime location for such a development because of the surrounding employment, retail, and services. With a broad variety of employment and uses within walking distance, this development encourages and taps into non-residential uses on site and within walking distance of this location and enhances the streetscapes, which will encourage walkability and alternative modes of transportation which limits automobile trips.

Growth Areas Element

> **Goal 3, Bullet Point 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: Open spaces have been strategically laid out within the development. The Landmark intersection and pedestrian area of this development includes amenities and open spaces that encourage public gathering and activity. The open space areas along the street frontages and enhanced design aesthetics will help to preserve viewsheds that also serve as buffers from inside and outside the development and provide for a public benefit for the area. This development strengthens the design and character of the Greater Airpark and provides enhanced streetscapes that promote a safe, comfortable, and aesthetically pleasing pedestrian environment.

Housing Element

> **Goal 3, Bullet Point 1:** Encourage and establish appropriate incentives for development of aesthetically pleasing housing that will accommodate a variety of income levels and socioeconomic needs.

Response: The proposed development will be aesthetically pleasing and will allow for another housing opportunity within this immediate area.

> **Goal 3, Bullet Point 6:** Consider incentives that encourage the development of diverse housing types, including smaller, more affordable units.

Response: A range of floor plans have been included with the development that provides various levels of living options (i.e. 1 and 2 bedrooms with roof access for some units and ground level live/work units) as well as amenities (i.e. concierge service).

Goal 4, Bullet Point 1: Encourage a variety of housing densities throughout Scottsdale, with mixed-uses in areas of major employment and transit hubs, to offer greater live/work choices to a broader economic range of households.

Response: This development provides a different level option in housing density while also providing a mix of uses located one of the state's largest employment centers and further enhancing the live/work philosophy.

Goal 4, Bullet Point 5: Support the use of future innovations in technology and telecommunications as a way to remain flexible to changing demographics, community profiles and quality of life choices, including opportunities like home based businesses, telecommuting, on-line shopping, etc.

Response: This development supports the use of future innovations in technology that provide opportunities for "work from home" based businesses of the present and future while providing for a high quality of life. The development will utilize state of the art Wi-Fi technology and contains on-site amenities and services within the business center that support future technology workers and can help to eliminate automobile use. The on-site business center has a conference center with meeting space and can assist in business needs such as printing all located within the development. In addition, live/work units are proposed along both Signature Corridors allowing for opportunities for home based businesses and lifestyle choices.

Goal 4, Bullet Point 6: Consider a variety of strategies to increase housing intensity and diversity in appropriate locations, such as around commercial areas, near transit centers or major employment.

Response: Located between a heavily commercial area and one of the largest employment centers in the state, at a Landmark Intersection, and with existing transit, this site is ideal for an increase in housing intensity.

Goal 4, Bullet Point 7: Explore opportunities for new or redeveloped housing to serve the employment base.

Response: The redevelopment of this site with existing infrastructure is an ideal opportunity for housing to serve the existing and future employment base in the area.

Goal 4, Bullet Point 9: Work to adjust the housing mix based on changing demographics and economics of the city.

Response: The changing economics and demographics of the city and particularly the future of the Scottsdale Airpark are evolving towards a live, work, and play philosophy which allows for "work from home" options and the Site is in an ideal location to capitalize on that philosophy.

Community Mobility Element

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.

Response: This mixed-use development will contribute to the existing live, work, and play theme seen in adjacent developments in this location, and particularly at the GACAP designated Landmark Intersection. The mixed-use nature and design of the proposal provides for walkability and encourages alternative modes of transportation to reduce automobile trips and ultimately the strain on regional and local/neighborhood systems.

Goal 8, Bullet Point 3: Encourage, where appropriate, mixed use developments that physically incorporate residential, shopping and work environments within one area or project and place strong emphasis on connectivity with non-motorized access (pedestrian oriented development).

Response: This project provides an appropriate mixed-use development located at the GACAP designated Landmark Intersection and various commercial/retail services and business related opportunities. Furthermore, the development is designed with the intent to reduce automobile trips and encourage pedestrian oriented development by including ground level uses, live/work units, and services and enhancing the streetscapes to become walkable, comfortable, and aesthetically pleasing.

Goal 11: Provide opportunities for building "community" through neighborhood mobility.

- Encourage the sensitive integration of live, work and play land uses and their physical links within and between neighborhoods to emphasize sense of place.

- Provide a high level of service for pedestrians through facilities that are separated and protected from vehicle travel (e.g., placing landscaping between curbs and sidewalks).

- Emphasize strong pedestrian orientation (e.g. shaded safe paths, links to civic spaces) to foster a strong sense of community.

Response: The design for this development provides the opportunity to build community through neighborhood mobility by placing an amenitized and public open space at the intersection and uses and enhanced streetscapes that encourage activity and friendly neighborhood interaction. Design consideration includes separated sidewalks, shade, seating, bicycle parking, and safe pathways that foster a strong sense of community.

General Plan – Six Guiding Principles:

The following request is for a non-major GPA to the land use category and map contained in the Land Use Element of the City of Scottsdale 2001 General Plan. Six guiding principles indicate the appropriateness of a land use change to the General Plan. These six Guiding Principles are:

1. Value Scottsdale's Unique Lifestyle & Character.
2. Support Economic Vitality.
3. Enhance Neighborhoods.
4. Preserve meaningful Open Space.
5. Seek Sustainability.
6. Advance Transportation.

Responses:

1. Value Scottsdale's Unique Lifestyle & Character:

   Response: Scottsdale is world renowned for a tourism and resort lifestyle. The live, work, and play theme extends the concept of the unique Scottsdale lifestyle by offering an opportunity to utilize the surrounding amenities, services, entertainment, recreation, relaxation, business, and travel within walking distance to a place of residence. With the close proximity to the TPC Golf Course, Scottsdale Airpark, and Scottsdale Quarter among many other businesses this proposed development offers a modern, active, and exciting lifestyle rooted in a location that provides access to some of the best amenities the Scottsdale lifestyle has to offer. From professionals to families, this location provides the location, lifestyle, and services that appeal to everyone.

2. Support Economic Vitality:

   Response: This proposed development will generate sales tax revenue from new tenants, property taxes, and indirect revenues spent within the area at nearby businesses, which generates a substantial new economic benefit to the city and Airpark. The current employment base would not generate as great of economic benefit as a new community of residents who will generally spend a good portion of their income within the Airpark and Scottsdale. Moreover, increased residents within an area provides for greater opportunities for new employers to locate to the Airpark, with close proximity to housing, retail, entertainment/ recreation.

3. Enhance Neighborhoods:

   Response: The proposed project will best utilize the Site, which is located at a designated future Signature Corridor. This project will enhance pedestrian activity and connectivity of various areas, as well as bring to the area an active residential community and support services. The economic spin-off related to the new community provides revenue to

surrounding property owners businesses through shopping, dining, airpark travel, and nearby recreation and entertainment.

4. Preserve Meaningful Open Space:

   Response: This project will dedicate a total of approximately 10.5% of useable open space. The most meaningful being the public benefit of an enhanced Landmark Intersection pedestrian rest area and passageway. This space provides areas for public rest, interaction, and connections. The Signature Corridors of this site include landscaped street frontage open space that creates a comfortable walking experience and enjoyable streetscape. In addition, five (5) internal interconnected courtyards throughout the development will contain substantial amenities. In addition, the Site will have beautiful natural landscaping that enhances open space and showcases the beauty of the surrounding lush Sonoran desert landscape palette.

5. Seek Sustainability:

   Response: Many features of District at the Quarter will indicate the commitment to sustainability. The density and design of this dense and urban multi-family development uses less land area and encourages a more mobile lifestyle other than via an automobile (e.g. walking, biking, and transit). Other design considerations include native landscaping which will reduce water use.

6. Advance Transportation:

   Response: A mix of uses and nearby services encourages alternative modes of transportation through walking and bicycling. Furthermore, the development of an exciting and active street scene in conjunction with improved landscaping will activate the intersection and both roadways connecting to nearby destinations while providing pedestrian amenities such as shade, seating, and bicycle parking.

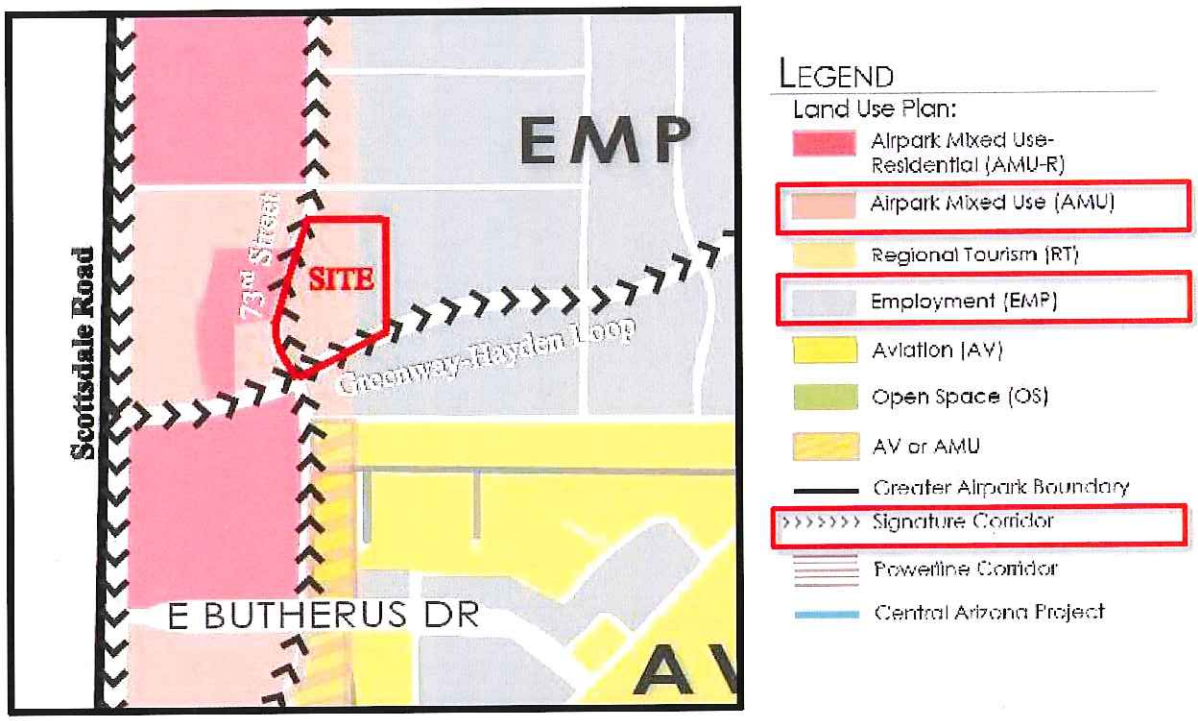
Greater Airpark Character Area Plan (GACAP)

The GACAP was adopted in October 2010 (last amended: December 2014) by Scottsdale's City Council. The purpose of the GACAP is to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." To achieve this, the City established a series of goals and policies to provide a framework for future development. The GACAP is divided into eight chapters each with its own focus and vision: Land Use, Neighborhood & Housing, Aviation, Community Mobility, Economic Vitality, Environmental Planning, Character & Design, and Public Service Facilities. The following paragraphs (i.e. responses) will highlight how this application meets the goals and policies of the GACAP.

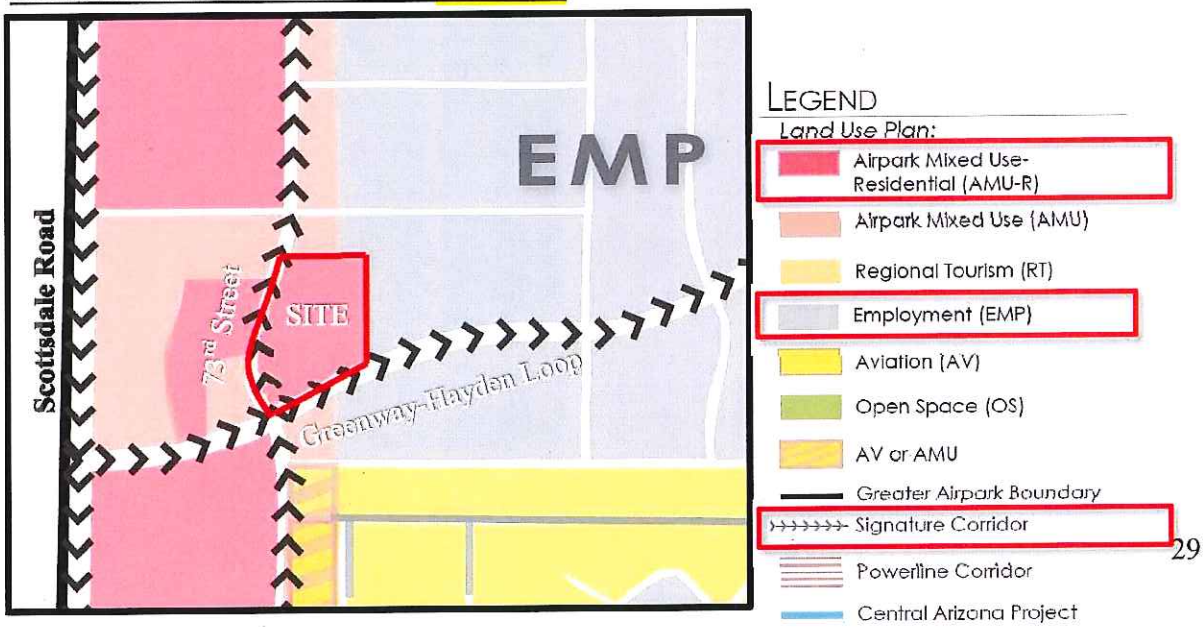
The request for a Non-Major GPA on the Site from AMU and a small portion of EMP to AMU-R will allow for a Multi-Family Residential land use on this Site that is partially designated for mixed-use.

A small portion of the Employment land use boundary for the Airpark runs north and south and happens to fall on the eastern edge of the redevelopment parcel. This entire Site is owned and developed as one parcel and should be developed under the same plan, as such, a minimal portion of the Employment land use would be changed to accommodate the proposed development and pushed slightly east towards a more appropriate location for employment. (See below and also: *GACAP Land Use – Existing & Proposed, Exhibit # 14*)

SCOTTSDALE AIRPARK LAND USE – *EXISTING*

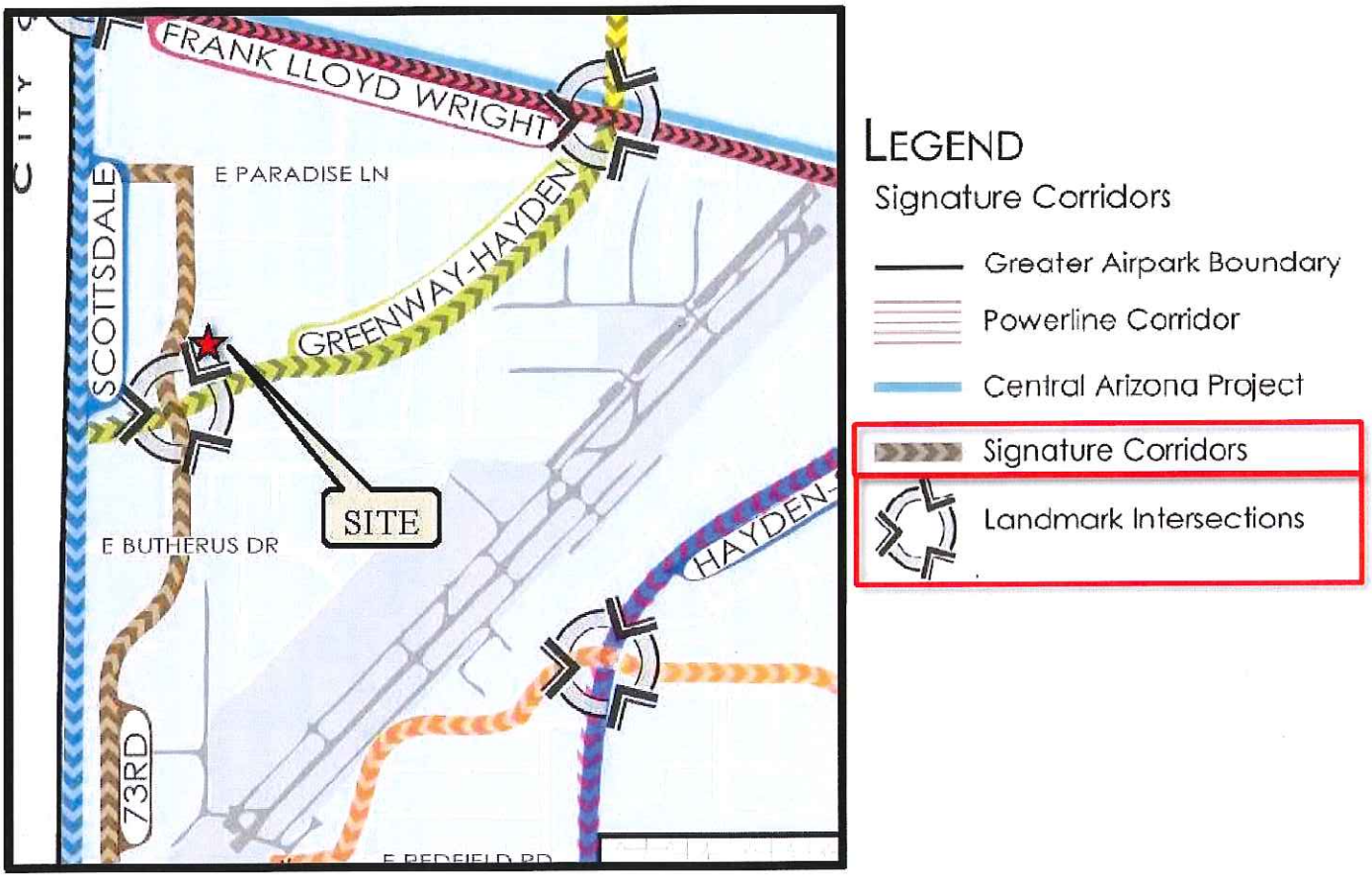


SCOTTSDALE AIRPARK LAND USE – *PROPOSED*

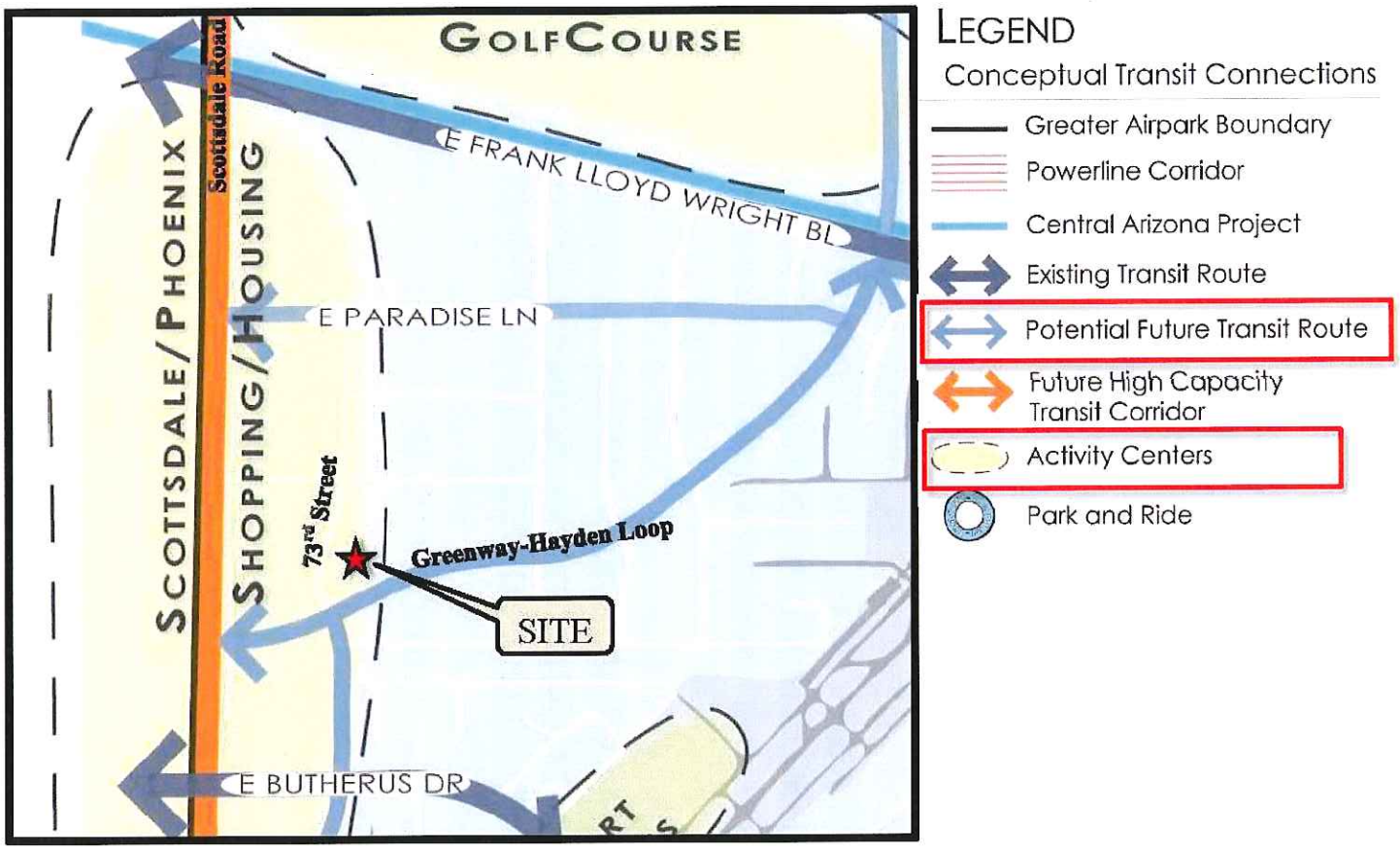


As designated in the GACAP Signature Corridors Map, the Site is located along 73rd Street and Greenway-Hayden Loop, both of which are designated as Signature Corridors of the Greater Airpark. (*See below and also: Airpark Signature Corridors Exhibit # 15*) The Greater Airpark Transit Connections Map designates the Site within the "shopping/ housing" activity center which also contains a potentially future transit route on Greenway-Hayden Loop. The Pedestrian and Bicycle Connectivity shows both major roadways bordering the Site as future pedestrian and bicycle corridors, further illustrating the concept that this Site should be utilized for more residential and mixed-use development that will support the planned pedestrian activity. (See next pages and also: *Airpark Future Transit Connections Exhibit # 16 & Airpark Pedestrian & Bicycle Connectivity Exhibit #17*)

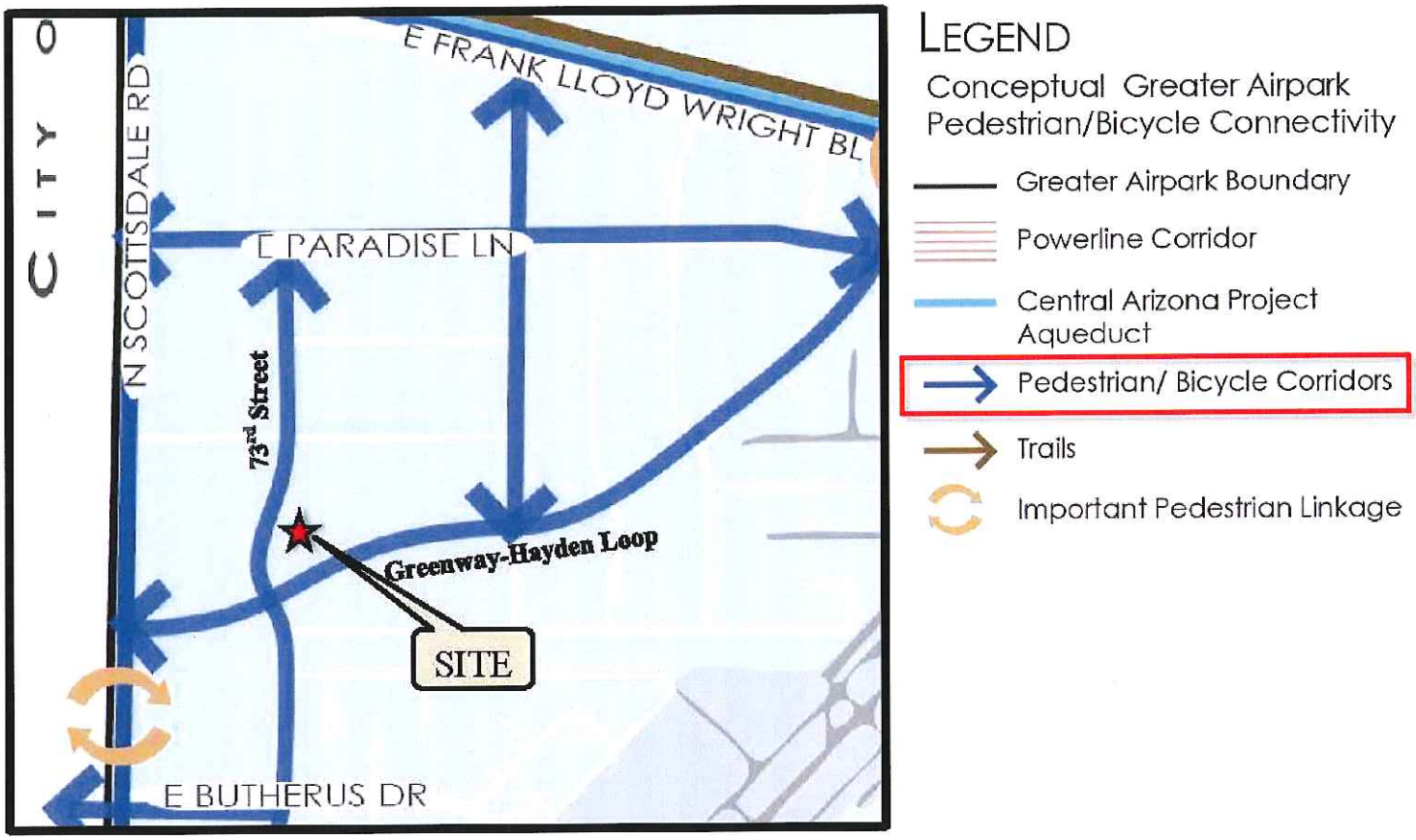
SCOTTSDALE AIRPARK SIGNATURE CORRIDORS



SCOTTSDALE AIRPARK FUTURE TRANSIT CONNECTIONS

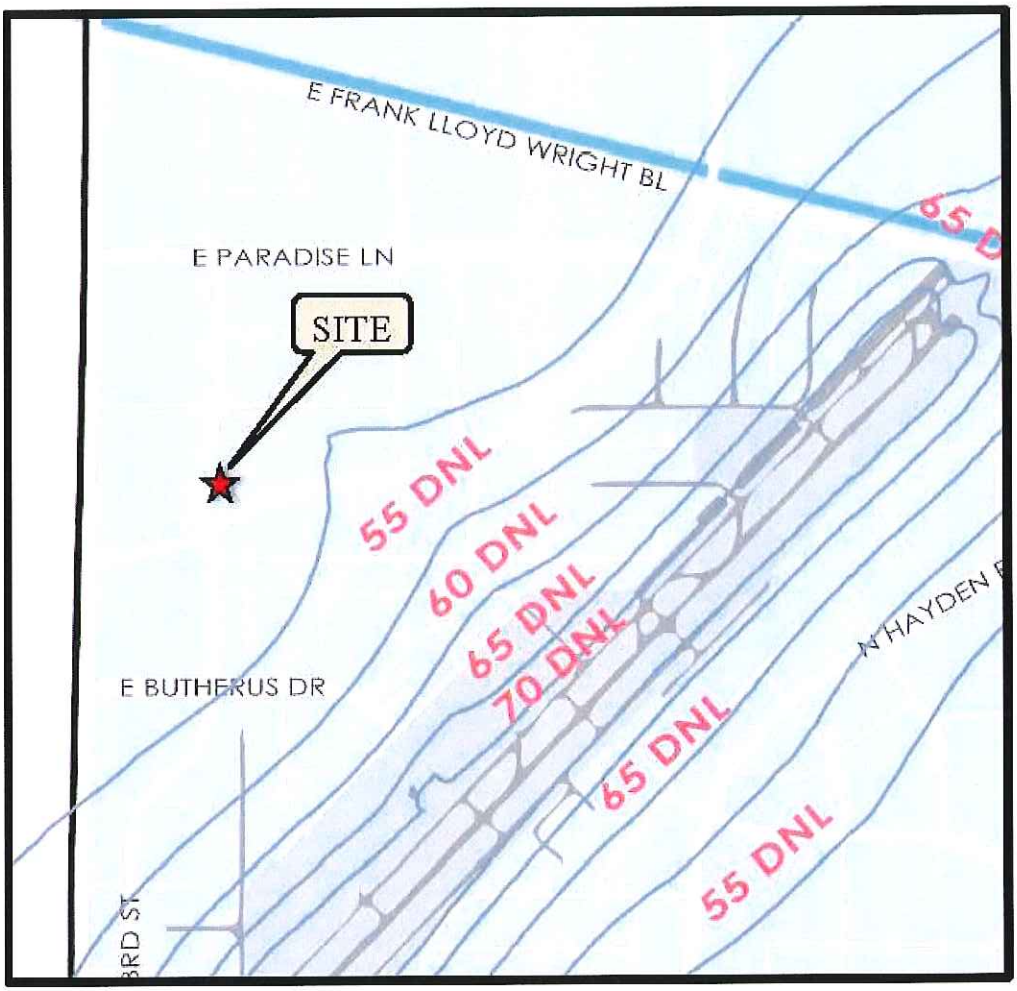


SCOTTSDALE AIRPARK PEDESTRIAN & BICYCLE CONNECTIVITY



Additionally, the proposed redevelopment Site is located outside of the 55 DNL line, which is appropriate for residential land uses. (See next page and also: *Airpark Noise Contours Exhibit # 18*) New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an avigation easement in conformance with the City's requirements. Flight paths for both helicopter and fixed wing planes do not cross over this property, rather they route to the north, northeast, south and southwest. This Site is clear of most flight path tracks as compared to other properties located within the airpark.

SCOTTSDALE AIRPARK NOISE CONTOURS



GACAP Definition (emphasis added):

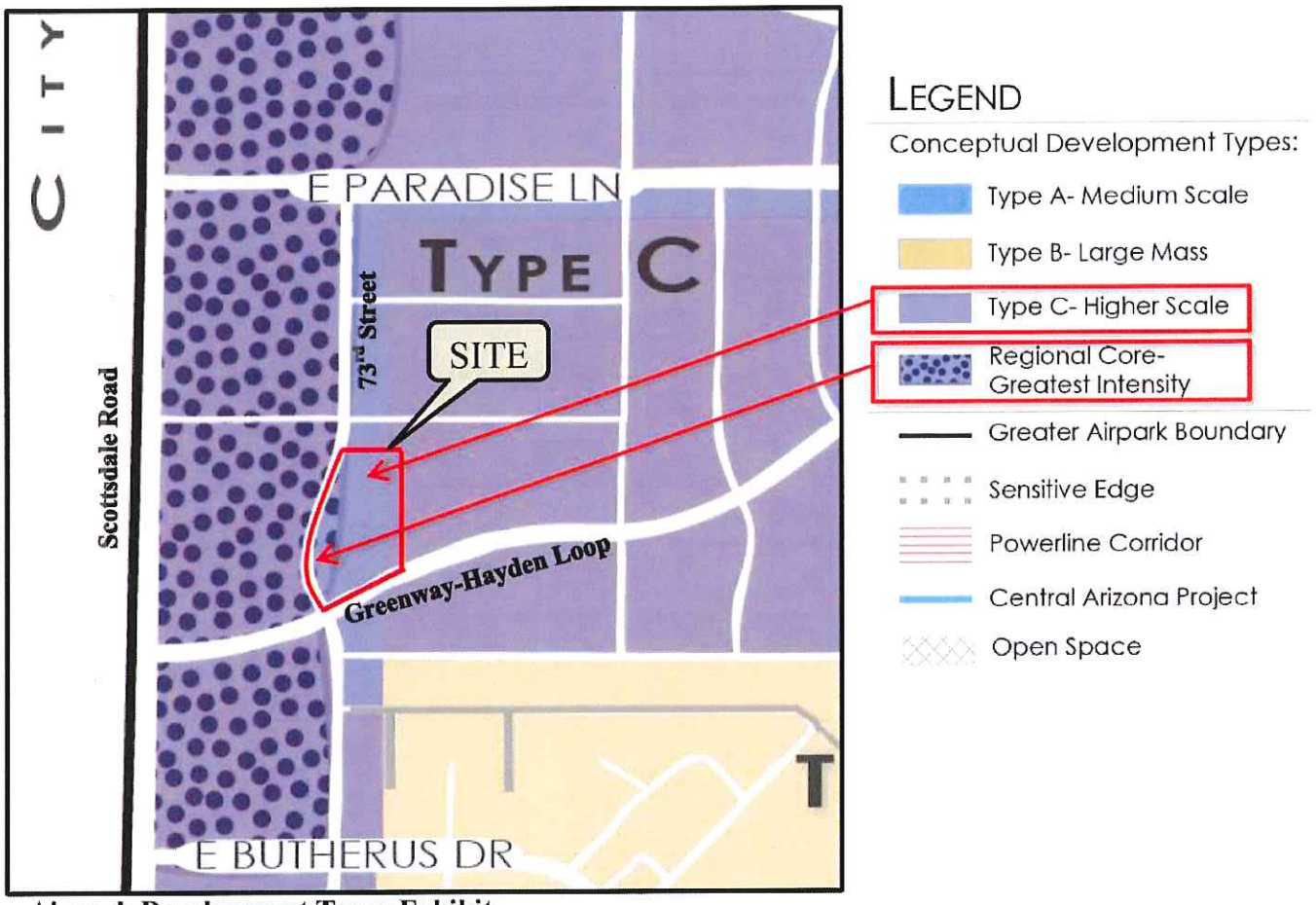
Airpark Mixed Use Residential *areas are appropriate for the greatest variety of Residential (AMU-R) land uses in the Greater Airpark. Appropriate uses may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in AMU-R areas should be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the area south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi-family rental units, and corporate housing.*

The Conceptual Development Type Map designates the majority of the property as "Type C-Higher Scale" and a small portion also as "Regional Core" and they are defined in the GACAP as follows (emphasis added):

Type C *development represents medium to higher scale development which supports pedestrian activity in the Greater Airpark. Type C is encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways or transit corridors), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types C1 and B development. Type C is not recommended immediately adjacent to the Scottsdale airport.*

The ***Regional Core*** *designation denotes areas appropriate for the greatest development intensity in the Greater Airpark to support regional land uses. Regional core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. Regional Core areas should not be located adjacent to single-family residential areas or within Type A or B development areas (emphasis added).* (See below and also: *Airpark Development Types Exhibit # 19*)

DEVELOPMENT TYPES



Airpark Development Types Exhibit

a) ***Land Use***

Policy LU 1.1 *Maintain and expand the diversity of land uses in the Greater Airpark.*

Response: The proposal to add a multifamily land use adds an appropriate residential component in a prime location of the Scottsdale Airpark. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, and play" philosophy. The proposed development accomplishes a range of goals including helping partially to enhance the regional core, integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

Policy LU 1.2 *Support a mix of land uses within the Greater Airpark that promote a sense of community and economic efficiency, such as clustering similar/ supportive uses and incorporating residential intended for the area's workforce, where appropriate.*

Response: The Airpark is predominately an employment center. Integrating the proposed multifamily land use will provide a residential rental housing opportunity for residents of Scottsdale in an employment and service core area of the City. The location of the property not only provides an opportunity for housing of workers in and adjacent to the employment core, but also residents seeking connectivity to the retail, restaurants, and businesses established in the nearby developments that will enhance their sustainability. District at the Quarter will promote an integrated mix of uses within the broader area's existing uses contributing towards the live, work, play goals identified in the GACAP.

Policy LU 1.3 *Promote development intensities supportive of existing and future market needs.*

Response: The proposal promotes development intensities consistent with the present area context and appropriately responds to the needs of future development intensity planning for the Landmark Intersection and the Site is within the Airpark Type C development and Regional Core designations.

Policy LU 4.5 *Greater visual variety and architectural interest should be considered in the design of the Greater Airpark's tallest buildings (Regional Core), particularly at the pedestrian level.*

Response: District at the Quarter intends to create a unique luxury 4-story residential rental community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The site design and architecture will further cater to the pedestrian scale particularly with the incorporation of the ground level commercial component and public pedestrian area of the project.

Policy LU 4.7 *Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous building shapes and mass adjacent to residential neighborhoods.*

Response: The unique design demonstrates rich character and architectural visual variety that create a distinct and appropriate transition between the proposed development and adjacent employment land uses. The building and site planning design provides pedestrian scale massing along the Signature Corridor and a hierarchy of masses and sensitivity to pedestrian scale.

Goal LU 5 Encourage Greater Airpark development flexibility.

Policy LU 5.1 *Update and provide greater flexibility in development regulations to achieve the goals of the Greater Airpark Character Area Plan and encourage revitalization in the area.*

Response: The AMU-R zoning will provide the flexibility in development standards to accommodate residential and mixed land uses. This will further promote the type of mixed-use development and character that revitalizes the area and creates synergy that defines land uses, lifestyle and activities, and furthers the economic goals of the Scottsdale Airpark while providing enhancements and amenities for the public benefit.

Policy LU 5.2 *Greater Airpark public amenities and benefits should be provided by the private sector when development bonuses, such as increased floor area, greater intensity, greater height, development standard flexibility, and/or street abandonment are considered. Potential public amenities and benefits may include, but are not limited to:*

- *New/expanded usable open space areas;*
- *Linkages to planned or existing trails and/or paths;*
- *Transit and/or other mobility enhancements, including bicycle and pedestrian amenities;*
- *Workforce housing (where appropriate);*
- *Infrastructure improvements;*
- *Regional tourism facilities or accommodations;*
- *Green building standards, such as LEED certification;*
- *Gateway and/or Landmark Intersection enhancements;*
- *Integrated daycare facilities;*
- *Public/shared/park-and-ride parking facilities;*
- *Net-zero/significant energy efficiency and/or on-site alternative energy generation for multiple properties; and/or*
- *Area stormwater infrastructure.*

Response: This development provides many public benefits most notably providing an enhanced Landmark Intersection for public use that serves as a "gateway" to the Airpark. This enhanced Landmark Intersection space features shade, seating, various meandering pathways, public open space, landscaping, and ground level uses and services which produce a public benefit in the form of placemaking for this intersection and area. In addition, the development provides various passive and active open space areas, and enhanced Signature Corridor streetscapes with various interesting connections through the site and to surrounding areas. This development provides public benefits and amenities that promote walkability and alternative modes of transportation through improved streetscapes, pedestrian scaled services and uses, bicycle parking, and ground level live/work units that help activate the streetscapes and intersection providing visually interesting and comfortable public spaces and an exceptional walkable community.

> **Goal 6** *Promote the Greater Airpark as a mixed-use economic and aviation-based employment center that is complementary to Downtown Scottsdale, the city's premier cultural, civic, and residential mixed-use core.*

Response: The mixed-use, non-residential floor area uses, amenities, and residential population base support the economic activity and boost revenue of this major employment center while strengthening the synergy and achieving the future goals of the Scottsdale Airpark. The mixed-use development proposed is ideal for this particular intersection due to the many attributes identified with the GACAP for this intersection (i.e. Landmark Intersection, transit, bike, etc.) of the airpark.

> **Policy LU 6.4** *Enforce and modify development standards and building codes to enhance compatibility of residential uses with aviation and employment, and buffer existing industrial and aviation uses from new and existing residential development.*

Response: The proposed development buffers primarily lower intensity employment and boutique industrial which includes predominately closed buildings (i.e. Piano Gallery) to the north and east, making the transition of the proposed high density residential apartment development use more easily compatible with the proposed mixed-use project. In addition to design solutions such as building construction, and setbacks, and other measures (see below) are being taken to ensure the compatibility of uses. Examples of Policy LU 6.4 illustrate how the residential use is compatible in the area:

- Sound and attenuation measures will be included in the development.
- A maximum height of 48 feet and 58 feet for rooftop mechanical stairwell and patio enclosure elements, not exceeding 30% of the roof are, is included.
- Notification will be given of proximity to Airport.
- Tenants will be required to sign noise disclosures and avigation easements.
- The proposed development will be in compliance for lighting standards set forth by the Federal Aviation Administration and Scottsdale Design Standards and Policies Manual.

Policy LU 6.5 *In accordance with the Airport's Part 150 Noise Compatibility Study, avigation easements and fair disclosure statements are required for all new and redevelopment projects in the Greater Airpark.*

Response: Avigation easements and fair disclosure statements will be required for new tenants.

Goal 7 *Develop an interconnected network of Signature Corridors to support the Greater Airpark as a place for meeting, creating, shopping, learning, as well as working.*

Response: This development creates and helps interconnect the network of two (2) Signature Corridors which will be enhanced by the mixed-use nature of pedestrian features and ground level uses located at the Landmark Intersection, surrounding spaces, and supporting commercial/retail and employment services.

Policy LU 7.1 *Encourage growth along corridors with the greatest potential for activity, new development, revitalization, tourist attractions, and enhanced multi-modal connections.*

Response: The proposed mixed-use development encourages growth, activity, and revitalization at the intersection of two (2) Signature Corridors along 73rd Street and Greenway-Hayden Loop. This proposal provides a vibrant and active residential community at this integral location within the Airpark, which is positioned within walking distance of shopping and restaurants along Scottsdale Road and within walking proximity of employment land uses further promoting pedestrian oriented activity.

Policy LU 7.2 *Promote a greater mix of uses along identified Signature Corridors, which complement and are compatible with each respective land use designation.*

Response: Expanding on the statement above, this project will integrate multi-family residential and mixed uses at the intersection of two (2) Signature Corridors, further broadening the mix of uses within the area. Walk up style live/work units are proposed along the Signature Corridor that support the mixed-use component as well as employment for this area.

Policy LU 7.3 *Encourage and incentivize revitalization along Signature Corridors, particularly south of the Central Arizona Project Aqueduct.*

Response: The proposed redevelopment encourages and incentivizes revitalization along both the Signature Corridors of 73rd Street and Greenway-Hayden loop which is located south of the Central Arizona Project Aqueduct.

Policy LU 7.4 *Integrate entertainment, education uses, cultural uses, and tourist attractions along Signature Corridors.*

Response: The redevelopment of the Signature Corridors bordering the site combined with the non-residential floor area uses support pedestrian interest, activity, and connections to the nearby

educational, cultural, and tourism based uses of the surrounding area. This project will serve to enhance the proximity of the residential population base that supports the surrounding entertainment, tourism, and education based uses. The enhanced Landmark Intersection and the Greenway-Hayden Loop Signature Corridor provide active ground level uses in the form of a clubhouse and fitness center that encourages community interaction and contemplation.

> **Goal LU 8** *Create an interconnected network of meaningful open spaces within the Greater Airpark.*

Response: This development as the "gateway" to the Airpark enhances and encourages the pedestrian based activity and connections including utilizing alternative modes of transportation that create a meaningful network of connections to open spaces within the development and surrounding area. The enhanced open space and pedestrian scale and amenities of the Landmark Intersection will serve as an inviting gateway.

> **Policy LU 8.3** *Promote public/private partnerships in the design of development plans that provide functional urban open spaces, such as plazas and pocket parks, within and between projects.*

Response: A large number of functional open spaces, amenities, and open space has been included in this high quality design and development, most notably, the enhanced Landmark Intersection with public open space and pedestrian elements that will engage the public.

b) <u>Neighborhood & Housing</u>

> **Goal NH 2** *Create complete neighborhoods within the Greater Airpark, through the development of urban dwelling types and mixed- use developments, while being respectful of the Greater Airpark as an aviation-based employment center.*

Response: This project offers various dwelling types not found in surrounding housing options and in a location ideal for a mixed use development. This mixed use project creates and compliments the surrounding developments to create a complete neighborhood and respect and compliment the employment area of the Airpark to the east. This project furthers the intent of a mixed-use development in this location while providing for neighborhood commercial/ retail services and live/work units complimentary to the Airpark and the LIV development across 73rd Street.

> **Policy NH 2.1** *Encourage developments, in Airpark Mixed Use Future Land Use Areas (AMU and AMU-R), to provide support services for current and future Greater Airpark residents, such as local markets, drugstores, and other essential services.*

Response: The subject Site is located within an Airpark Mixed Use Future Land Use Area and as proposed would provide a mixed-use development featuring a variety of commercial and non-residential uses and floor area such as: retail/commercial clubhouse component with restaurant, office, and fitness center along with seven (7) live/work units.

Policy NH 2.3 *Incorporate gathering spaces and recreational opportunities into the design of mixed- use development to support a high quality of life for Greater Airpark residents.*

Policy NH 2.4 *Promote opportunities for parks, open space, and trail connections within new mixed-use development and as a part of the redevelopment of existing property.*

Response: This centrally located project with its enhanced pedestrian corner has the ability to draw visitors from across the Valley. Living in this area has the unique benefits of those who fly regularly from Scottsdale Airport, attend events at nearby Westworld, or hike the McDowell Mountains and nearby trails. The development provides a mix of uses and design elements that cater to the pedestrian and providing urban character and gathering spaces through the use of building design, connectivity, landscaping, open spaces, hardscape and lighting. The proposed site plan calls for an enhanced public pedestrian area and amenities, a total of five (5) courtyards, a clubhouse, and private areas providing high quality and active and passive open space and recreation for residents and the public to connect and converse on a daily basis. The development also provides a network of sidewalks that tie to outer perimeter sidewalks and into the greater pedestrian network. The walkable nature of this development along with the public Landmark Intersection and Signature Corridors provide connectivity and economic vitality that supports the continued growth within the area and the future connections.

Policy NH 3.1 *Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark's identity as an employment center.*

Response: As previously discussed, the proposed uses will support the work, live, play philosophy emphasized throughout the GACAP. Special measures will be taken to create buildings that are sensitive and compatible to the nearby Airport operations.

Policy NH 3.2 *Incorporate residential into Airpark Mixed Use- Residential Future Land Use Areas to reduce traffic congestion, improve air quality, and provide opportunities for workforce housing where:*

- *Dwellings units will not be directly adjacent to industrial uses that could be in conflict with residential uses;*
- *Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and*
- *Multi-modal transportation options will be incorporated into residential design.*

Response: The proposed mixed-use multi-family community will add residential to an area ideally suited for residential development. The proposed dwelling units have a buffer from existing industrial uses, by way of an internal roadway, setbacks, and landscaping. Residences will be well aware of Airpark and employment uses within the surrounding area. The proposed dwelling units are also located well outside the 55 DNL line (*see Airpark Noise Contours Exhibit # 4*) and

appropriate sound attenuation, building materials, and insulation will be utilized. Multi-modal transportation options will be available to residents including, but not limited to walking, bicycling, driving and public transit.

- **Policy NH 3.3** *Support the integration of workforce housing and a diversity of dwelling types within the Greater Airpark.*

- **Policy NH 3.3.1** *Encourage residential development for a variety of income groups, in appropriate Greater Airpark locations, and in surrounding areas.*

- **Policy NH 3.3.2** *Develop a variety of urban dwelling types, including condominiums, apartments, townhomes, lofts, time-shares, patio homes, and work-live and/or live/work units.*

- **Policy NH 3.3.3** *Encourage live/work units in Airpark Mixed Use-Residential and Regional Tourism Future Land Use Areas in the Greater Airpark.*

Response: The proposed development will provide a unique retail/commercial and residential mixed-use experience for the business owners of Scottsdale. As noted above and throughout the GACAP, the work/live concept is promoted and supported in AMU-R areas. The proposed GPA will create a development that facilitates an important transition of uses and provides opportunity for live/work units.

c) <u>Community Mobility</u>

Policy CM 4.2 *Improve pedestrian and bicycle connections from adjacent neighborhoods to Greater Airpark destinations.*

Response: The Signature Corridors adjacent to the property include 73rd Street and Greenway-Hayden Loop. These streets provide a framework for pedestrian and bicycle connections within the immediate area. Furthermore, the development plan will create a walk-friendly environment for its residents with internal pedestrian connections between multi-family buildings, on site amenities, and adjoining land uses.

Goal CM 6 Enhance pedestrian and bicyclist access and activity for Greater Airpark residents, visitors, and employees.

Policy CM 6.5 *Design corridors that accommodate and attract pedestrians and bicyclists, particularly in Airpark Mixed Use Future Land Use Areas and along Signature Corridors.*

Policy CM 6.6 *Design safe, comfortable, and aesthetically-pleasing Greater Airpark pedestrian and bicyclist facilities through the incorporation of universally accessible designs, coordinated street lighting, visually-interesting landscape treatments, shading, bicycle lanes, and public art integrated into facility design.*

Goal CM 7 *Promote sustainable transportation options that meet the needs of the current and future Greater Airpark community.*

Goal CM 7.1 *Incorporate site design features that promote more access to those walking, cycling, or taking public transit, such as ground-floor retail and parking located in the rear of buildings, particularly along Signature Corridors and within Airpark Mixed Use Future Land Use Areas.*

Policy CM 7.2 *Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.*

Response: The Greater Airpark designates this property as "Shopping/Housing" along a future transit connection route, two (2) Signature Corridors, and a Landmark Intersection. (See *Airpark Signature Corridors Exhibit # 15, Airpark Future Transit Connections Exhibit # 16,* and *Airpark Pedestrian & Bicycle Connectivity Exhibit #17*) In response, the site plan has been designed in a manner that pays particular attention to pedestrians and bicyclists along the perimeter of the Site, by providing safe and aesthetically pleasing streetscapes while utilizing existing bike lanes.

The mixed use nature of District at the Quarter promotes pedestrian mobility and activity with ground floor retail/commercial, active non-residential floor area uses, enhanced streetscapes with pedestrian amenities, shade and landscaping, and a distinctive public gathering space at the intersection of the two (2) Signature Corridors to form a Landmark Intersection. These elements together complete an enhanced streetscape that is pleasing, interesting, safe, and comfortable while providing for pedestrian access that easily transitions into the surrounding area.

Integration of housing within the greater area and a mixed use development at this Airpark location increases the efficiency of movement by people by locating them close to employment and retail services and minimizing vehicular trips creating a sustainable walkable community. The design and location of this development promotes walkability and alternative modes of transportation including biking infrastructure and easy access to nearby transit. Furthermore, parking is located towards the back and internal to the development, in order to activate the streets with pedestrian amenities, public space, and ground floor mixed-uses.

d) <u>Economic Vitality</u>

Policy EV 1.1 *Develop and implement long-term economic development strategies that maintain and enhance city revenue streams in order to balance the area's revenue generation with the cost of services and ensure financial stability now and in the future.*

Response: The proposed work, live, play land use concept achieves this policy on several levels. The construction of new multi-family development will generate significant building permit fees and revenue for the City of Scottsdale as well as increased sales tax revenue for the City. Secondly, the integration of approximately 622 residential units in the Scottsdale Airpark area will

increase retail sales and sales tax revenue for the City. Lastly, the proposed residential community will provide on-site jobs for management and maintenance.

The integration of new development will enhance the City's revenue streams and provide financial benefits to Scottsdale businesses and Airpark. Residents and business owners require services, goods, food, and entertainment and draw from local businesses and resources. By creating a walkable environment that already has abundant retail and service opportunities nearby, a land use balance will be created which will strengthen the City's long-term economic stability. The Scottsdale Airpark as an economic engine generates hundreds of millions of dollars per year, and billions of dollars of spin-off financial benefits. The inclusion of this mixed use development will increase the money spent by residents and workers living, working, and playing within the Airpark. This project provides the activity and subsequent revenue to ensure long term financial stability and precedent for surrounding investment.

> **Policy EV 2.5** *Aggressively market the Greater Scottsdale Airpark as an ideal destination to work, live, and play.*

Response: The residential and commercial/retail components proposed under this application complements the existing mixed-use character of the Scottsdale Airpark of which is particularly found at and planned for at this intersection. The Airpark as a whole creates a unique opportunity to foster interrelated land uses and promote the live, work, and play concept, which is memorialized numerous times in the GACAP. The surrounding retail development, airport, and nearby employment core provide regional appeal for future residents. This application is driven by the Site's surrounding land uses and strong market demand for multi-family residential in this area. Business and housing trends indicate a fundamental shift away from traditional homeownership and business operations as a result of the growing tech generation (i.e. millennials) and their desire for true work/live experience an alternative mixed-use, high quality (i.e. design/tech oriented/services/amenities) development options fit their lifestyle.

e) <u>Environmental Planning</u>

> **Policy EP1.3** *Promote landscape design and irrigation methods that contribute to water and energy conservation.*

Response: The landscaping for the proposed development will be in accordance with the city approved landscape palette and blends with surrounding developments in a cohesive and coherent manner. With a judicious use of water as a design element, there has been an intentional preference to surround the project with native plants that show off the natural Sonoran beauty. The project will proudly showcase the combination of natural shapes, textures, and materials from this region and incorporate shade structures.

> **Policy EP 4.8** *Building design should respect and enhance the Sonoran Desert context of the Greater Airpark using building orientation, landscape buffers, colors, textures, material and lighting.*

Policy EP 5.4 *Encourage landscape improvements that limit the amount of turf area and make optimal use of indigenous adapted desert plants.*

Response: To further elaborate on the statements above, the buildings have been designed in a manner to respond to the Sonoran Desert climate through the use of shading, landscaping, recessed windows, articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of life of the Sonoran Desert while providing an attractive context appropriate setting for the buildings.

f) Character & Design

Policy CD 1.1 *Promote innovative, high quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:*

Airpark Mixed Use Future Land Use Areas (AMU & AMU-R)

The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.

Response: The proposed development achieves this policy in the following ways:

- Mixed-use live, work, play philosophy enhanced with proposed combination of uses.
- Building design includes context appropriate massing, architecture and materials including pedestrian scale design at floor level.
- Special attention given to pedestrian linkages both internal to the Site and along the perimeter to emphasize connectivity.
- Compatibility with surrounding context.
- Site and building design focused on Sonoran Desert climate through the use of shading, recessed windows, articulation, material selection, textures, paint colors, scale and massing.

- Open space maximized; development provides abundant open space with approximately 10.3% (excluding street frontage area or parking lot landscaping) useable open space (i.e. 10% required) with approximately 20% (including all open space, street frontage, and parking landscape areas). This also includes dog walk/wash areas too.

In summation, there will be many gathering areas where people can come together in an environmentally friendly passive and/or active setting.

> **Policy CD 1.2** *Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.*

Response: The on-site lighting will be designed in a manner to minimize glare and conserve energy while respecting and remaining consistent with the surrounding land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

> **Goal CD 2** *Create vibrant Signature Corridors in the Greater Airpark to provide a distinct identity and design theme in the area.*

Response: The Signature Corridors bordering this site are designed to create a comfortable, safe, and aesthetically pleasing streetscape with passive open spaces along the street frontage and anchored by an enhanced Landmark Intersection pedestrian area with public pedestrian amenities and open space. Various design measures are included such as shade, seating, bicycle parking, landscaping, and ground level live/work units along both Signature Corridors.

> **Policy CD 2.1.3** ***Greenway-Hayden Signature Corridor (emphasis added)***
> *The Greenway-Hayden Signature Corridor should serve as the "Main Street" of the Greater Airpark, north of the runway, and should reference multi-modal connections from other cities to major area destinations, such as the Tournament Players Club Golf Course and Scottsdale Sports Complex. The public realm should animate the street during all seasons. Design elements could include large window displays, banners, integrated signage, passive cooling elements, covered patios, shade, public art, bicycle/pedestrian connections, and gathering areas.*

Response: The proposed development will highlight Greenway-Hayden Loop as a Signature Corridor and provide design elements that cater to the pedestrian through the use of building character, design, signage, walkway connectivity, landscape separated sidewalks, hardscape and lighting. This corridor connection orients pedestrian towards the Landmark Intersection pedestrian areas and open space as well as the clubhouse and fitness center located at and designed for the ground level containing large glass windows and activity. This corridor streetscape is designed to cater to the pedestrian serving as an inviting connection to the surrounding areas and public spaces and amenities that provide shelter, shade, and a variety of

building articulation to visually shorten longer building expanses. Furthermore, the Signature Corridor streetscape will contain walkways and stoop elements for optional ground level live/work units from the sidewalk that further build upon community interaction. (See *Corner Landmark Intersection Enlargement within the Landscape Plan Set Exhibit # 6* & *Airpark Signature Corridors Exhibit # 15*)

Policy CD 2.1.7 *73rd Signature Corridor (emphasis added)*

The 73rd Signature Corridor is a major pedestrian corridor in the Greater Airpark. Design elements along this street should include aviation themes and human-scale building orientation. Shade is an important element and may be incorporated through the built environment, as well as natural shading. Hardscape elements could include bollards, foot lighting, and sophisticated fencing that secure taxi lanes from pedestrian activity. Low-lying vegetation, such as vines and shrubs, are important landscape features that should soften the continuous building mass characteristics of land uses on the east side of the corridor.

Response: The proposed development will emphasize 73rd Street as a Signature Corridor and provide design elements that are pedestrian oriented through the use of building and pedestrian scaled design, shaded rest areas, signage, landscape separated walkways, live/work stoops, hardscape, and lighting that enhance the streetscape. This Signature Corridor provides a safe, comfortable, and aesthetically pleasing streetscape connection that encourages walking and orients pedestrians towards ground level uses, public spaces, and the nearby surrounding areas. A variety of building articulation visually shortens long building expanses. Additionally, the completion of this development and walkable streetscape will improve and encourage activity and mobility further along this north to south corridor as well as drawing pedestrians in and through the development. The walkways and stoop elements at the street level will reinforce and help to complete the street scene similar to the adjacent LIV development. The completion will promote pedestrian access to shopping, retail, and businesses to the south, and current and future destinations to the north such as the ultimate redevelopment of the Cracker-Jax site.

Policy CD 2.2 *Signature Corridor streetscapes should provide continuity among adjacent uses through a comprehensive landscape design, including decorative paving, street furniture, public art, and integrated infrastructure improvements.*

Response: The Signature Corridors included in this development are designed to create an enhanced streetscape theme featuring passive open spaces, shade, and decorative paving that provide continuity to the adjacent and surrounding uses and create a safe and comfortable experience.

Policy CD 2.3 *In designated Signature Corridors, encourage pedestrian- and transit-oriented development, with parking and automobile access in the rear of the development, and short access paths to transit.*

Response: This development is designed to create a pedestrian oriented environment at this location of two (2) Signature Corridors featuring streetscapes, automobile parking located internally (i.e. garages), and short and comfortable pathways to nearby transit.

Policy CD 2.4 *Incorporate multi-modal access along Signature Corridors.*

Response: With the addition of enhanced streetscapes and their ultimate connectivity to transit and surrounding area that promote walking, bicycle parking has also been included in the front of the development.

Policy CD 2.5 *Frame designated Landmark Intersections with prominent buildings, community landmarks, high quality architecture, and enhanced streetscape treatments to enhance Greater Airpark identity and assist with wayfinding.*

Response: The Landmark Intersection will be a prominent and memorable location framed by the ground level uses high quality architecture and enhancement of the Landmark Intersection public open space features and amenities that assist in wayfinding/placemaking and contribute to the identity of the immediate intersection and area.

Policy CD 2.6 *Where Signature Corridors intersect, and particularly at designated Landmark Intersections, incorporate distinct, landmark architecture, which incorporates elements of the intersecting design themes.*

Response: The proposal includes an enhanced and distinctive public pedestrian area at the Landmark Intersection that includes decorative paving, street furniture, shade, seating, and pedestrian level uses and distinctive architecture incorporating elements of the intersecting design themes. The Landmark Intersection will be a safe, comfortable, and distinctive which will be a memorable and pleasing addition to the area.

VII. PUD Criteria

Section 5.5003 of the Zoning Ordinance states that the development proposals shall comply with the following criteria:

A. PUD Zoning District Approval Criteria,

1. As part of the approval or modified approval of an application for a PUD district, the Planning Commission shall recommend and the City Council shall find that the following criteria have been met:

A. The proposed development promotes revitalization, the goals, policies and guidelines of the General Plan, Area Plans and Design Guidelines.

Response: The proposed development accomplishes a range of goals including the public benefit of the revitalization of two (2) Signature Corridors streetscapes and Landmark Intersection/ "gateway", integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding area. The proposed development meets and furthers the goals and policies of the General Plan and GACAP as discussed in this narrative. For example, the development of enhanced common open spaces of the Landmark Intersection and streetscapes of the Site.

B. *The proposed development's uses, densities, or development standards would not otherwise be permitted by the property's existing zoning.*

Response: The proposed development would not be permitted under the existing I-1 zoning designation.

C. *The proposed development will be compatible with adjacent land uses and promotes the stability and integrity of abutting or adjacent residential neighborhoods.*

Response: The proposed development is compatible with adjacent land uses and maintains the integrity of the Airpark employment core by providing a balance between residential and employment uses. Adjacent multi-family residential to the project is compatible and of similar character.

D. *That there is adequate infrastructure and City services to serve the development.*

Response: There are adequate infrastructure and City services to serve the development.

E. *That the proposal meets the following location criteria:*

i. *The proposed development is not located within any areas zoned environmentally sensitive lands ordinance (ESL) nor within the boundaries of the Downtown Plan.*

Response: The property is not located within the ESL area or within the boundaries of the Downtown Plan.

ii. *The proposed development fronts onto a major or minor arterial and/or major collector street as designated in the City's transportation master plan.*

Response: The proposed development fronts Greenway-Hayden Loop, a minor arterial and 73rd Street a minor collector.

VIII. Conclusion

In summary, the applicant is seeking a Minor GPA and rezoning on an approximately 10.29+/- gross acre and 8.83+/- net acre site located at 15501 North 73rd Street to create a unique luxury multi-family residential and mixed use community with approximately 622 units and 22,025 sq. ft. commercial/ retail (i.e. non-residential) use to enhance upon the work, live, and play environment encouraged within this area of the Greater Airpark Character Area Plan.

As mentioned above, workers, millennials, and professionals alike desire a work/live lifestyle option that is different than a traditional workplace and household environment. One that affords them a flexible schedule live, work, and play concept like the cutting edge experience proposed for District at the Quarter; a development that promotes a mix of land uses, walkability/bike riding, reduced trip generation, environmental responsibility, amenities, and professional synergy.

The proposed mix of uses will enhance the local and regional economic base. The property is surrounded by a variety of employment, recreation, entertainment, office, instructional/education and service related business in the Scottsdale Airpark and there is a strong demand for this unique work/live concept.

This is a very unique and exciting project that will not only be a success, but will exemplify the vision that the city of Scottsdale hopes to achieve in the area.

EXHIBITS

Exhibit 1

Dimensioned Plan Boundaries

District at the Quarter – Proposed Boundary Dimensions

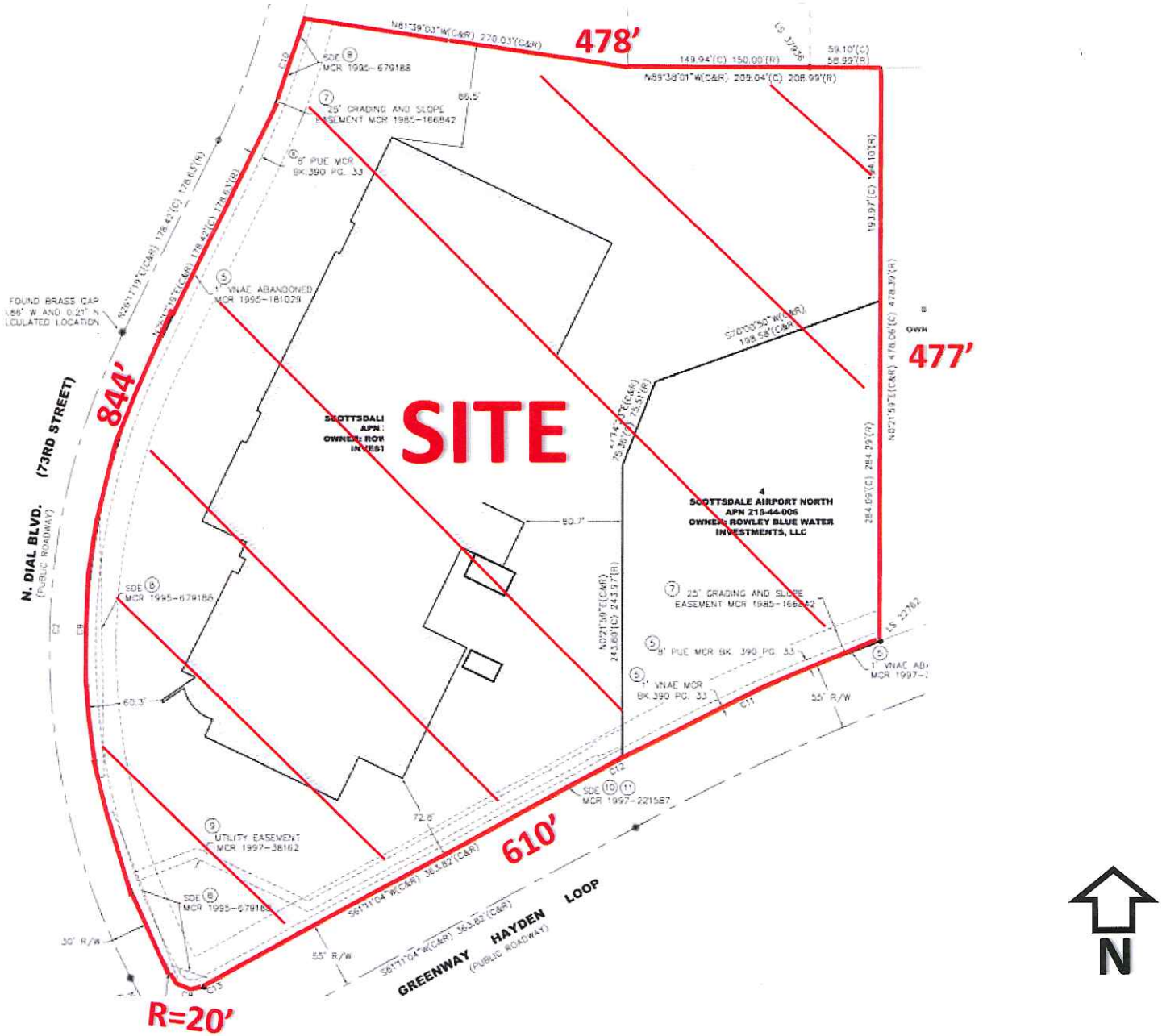


Exhibit 2

Aerial

DISTRICT AT THE QUARTER
15510 N. 73RD STREET
SCOTTSDALE, MARICOPA COUNTY, ARIZONA

AERIAL EXHIBIT

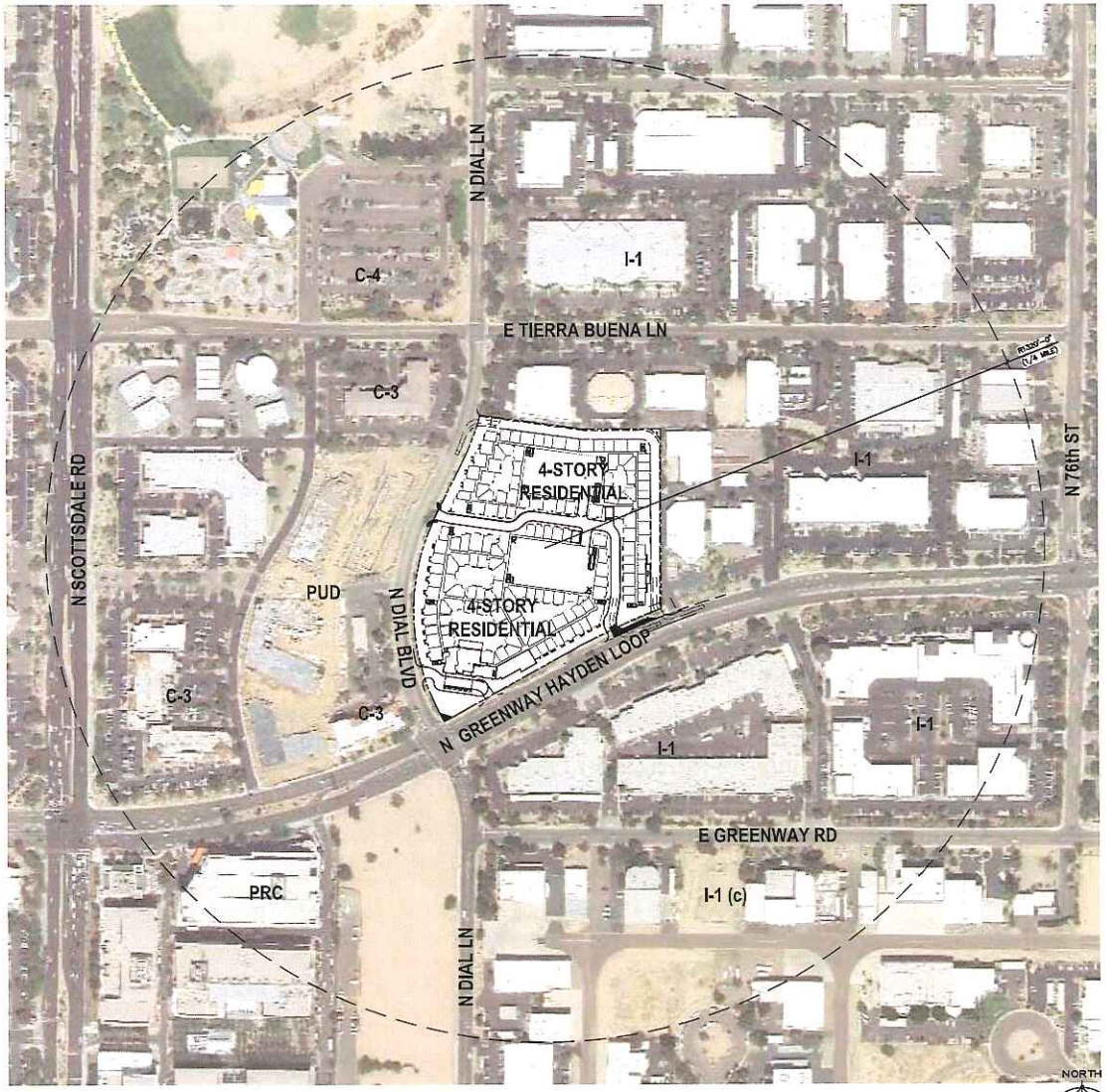
SHEET EX-1
1 OF 1

BIG REDDOG
ENGINEERING | CONSULTING
2021 E. 8TH STREET, SUITE 110, AUSTIN, TEXAS 78702
ARIZONA FIRM NO. 1874
512.669-5560 WWW.BIGREDDOG.COM

NO.	DATE	REVISION	BY

Exhibit 3

Context Aerial



NORTH

0 75' 150' 300'

CONTEXT SITE PLAN | A1.2

GRAPHIC SCALE

6-03-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

biltform architecture

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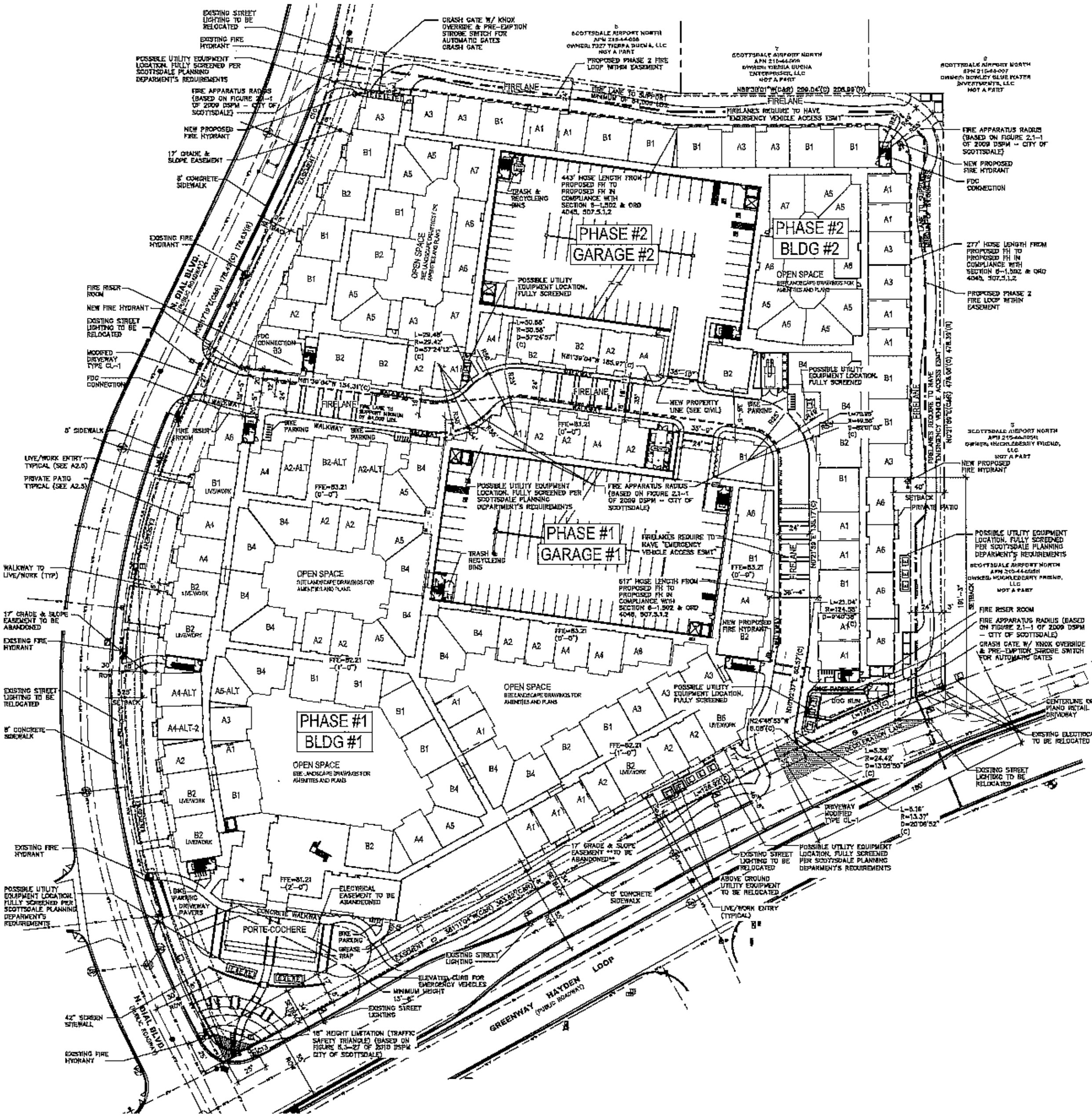
Exhibit 4

Site Plan



PROJECT DATA: PHASE 1

OVERALL SITE DATA:

SITE AREA:	±5.12 NET ACRES ±6.23 GROSS ACRES
ZONING:	EXISTING: I-1 PROPOSED: PUD
APN NO'S.:	215-44-008 / 215-44-007
PROPOSED USE:	MULTI-FAMILY
MAXIMUM DENSITY ALLOWED:	N/A
DENSITY:	332 D.U./6.23 AC = 53.3 D.U. PER ACRES
MAXIMUM BUILDING HEIGHT:	48 FEET/58 FEET TO MECH.
PROPOSED BUILDING HEIGHT:	48 FEET(4 STORIES)/58 FEET TO MECH.
OPEN SPACE: REQUIRED 10%	.634 ACRES = 27,160 S.F.
OPEN SPACE: PROVIDED	28,157 S.F.

TOTAL AREA:

TOTAL GROSS BUILDING AREA:	536,804 SQ. FT.
TOTAL GROSS LIVABLE AREA (RES):	307,119 SQ. FT.
TOTAL GROSS COMMERCIAL AREA - (CLUBHOUSE, RESTAURANT,OFFICE, FITNESS CLUB):	22,025 SQ. FT.=7.1% OF LIVABLE AREA
TOTAL GROSS GARAGE AREA:	166,862 SQ. FT.

(PHASE 1) UNIT MIX:

ONE BEDROOM UNITS:	192 (57.8%)
TWO BEDROOM UNITS:	140 (42.2%)
TOTAL:	332 D.U.

UNIT TYPE		AREA LIVABLE	OPEN SPACE	UNITS	GROSS AREA
UNIT A1	1 BED/1 BA	655 S.F.	101 S.F.	31	20,305 S.F.
UNIT A1 (CLUB)	1 BED/1 BA	742 S.F.	240 S.F.	4	2,968 S.F.
UNIT A2	1 BED/1 BA	701 S.F.	101 S.F.	53	37,153 S.F.
UNIT A2 (CLUB)	1 BED/1 BA	826 S.F.	245 S.F.	2	1,652 S.F.
UNIT A2 ALT.	1 BED/1 BA	989 S.F.	78 S.F.	8	7,912 S.F.
UNIT A3	1 BED/1 BA	750 S.F.	95 S.F.	17	12,750 S.F.
UNIT A3 (CLUB)	1 BED/1 BA	913 S.F.	244 S.F.	1	913 S.F.
UNIT A3 ALT	1 BED/1 BA	802 S.F.	88 S.F.	3	2,406 S.F.
UNIT A3 ALT(CLUB)	1 BED/1 BA	965 S.F.	244 S.F.	1	965 S.F.
UNIT A4	1 BED/1 BA	831 S.F.	78 S.F.	30	24,930 S.F.
UNIT A4 ALT	1 BED/1 BA	853 S.F.	78 S.F.	4	3,832 S.F.
UNIT A4 ALT2	1 BED/1 BA	877 S.F.	78 S.F.	3	2,631 S.F.
UNIT A4 ALT2(CLUB)	1 BED/1 BA	1,034 S.F.	235 S.F.	1	1,034 S.F.
UNIT A4 (CLUB)	1 BED/1 BA	939 S.F.	244 S.F.	2	1,878 S.F.
UNIT A5	1 BED/1 BA	755 S.F.	112 S.F.	15	11,325 S.F.
UNIT A5 (CLUB)	1 BED/1 BA	816 S.F.	246 S.F.	1	816 S.F.
UNIT A5 ALT.	1 BED/1 BA	821 S.F.	118 S.F.	3	2,463 S.F.
UNIT A6 ALT.(CLUB)	1 BED/1 BA	882 S.F.	257 S.F.	1	882 S.F.
UNIT A6	1 BED/1 BA	766 S.F.	69 S.F.	12	9,192 S.F.
UNIT B1	2 BED/2 BA	1,060 S.F.	84 S.F.	30	31,800 S.F.
UNIT B1(CLUB)	2 BED/2 BA	1,174 S.F.	307 S.F.	9	10,566 S.F.
UNIT B1(L/W)	2 BED/2 BA	1,060 S.F.	98 S.F.	1	1,060 S.F.
UNIT B2	2 BED/2 BA	1,130 S.F.	75 S.F.	29	32,770 S.F.
UNIT B2(CLUB)	2 BED/2 BA	1,215 S.F.	243 S.F.	5	6,075 S.F.
UNIT B2(L/W)	2 BED/2 BA	1,130 S.F.	119 S.F.	5	5,650 S.F.
UNIT B2 ALT.	2 BED/2 BA	1,575 S.F.	75 S.F.	4	6,300 S.F.
UNIT B4	2 BED/2 BA	1,131 S.F.	125 S.F.	50	56,550 S.F.
UNIT B4(CLUB)	2 BED/2 BA	1,131 S.F.	303 S.F.	2	2,262 S.F.
UNIT B5	2 BED/2 BA	1,244 S.F.	180 S.F.	1	1,244 S.F.
UNIT B6	2 BED/2 BA	1,747 S.F.	80 S.F.	2	3,494 S.F.
UNIT B6(CLUB)	2 BED/2 BA	1,747 S.F.	300 S.F.	1	1,747 S.F.
UNIT B6(L/W)	2 BED/2 BA	1,794 S.F.	98 S.F.	1	1,794 S.F.
TOTAL:				332 D.U.	307,119 S.F.
AVG. S.F.					925 S.F.

(PHASE 1) TOTAL PARKING:

REQUIRED: TABLE 9.103	
1 BEDROOM OR LESS	192 X 1.3 = 250
2 BEDROOMS OR MORE	140 X 1.7 = 238
TOTAL REQUIRED:	488 P.S.
RESTAURANT 1 SPACE PER 325 S.F.	7,035/325 = 22
OFFICE/FLEX: 1 SPACE PER 325 S.F.	1,761/325 = 3
FITNESS CENTER (30%) 1 SPACE PER 325 S.F.	1,806/325 = 3
TOTAL REQUIRED:	32
PROVIDED:	
GARAGE PARKING SPACE REQUIRED:	520 P.S.
GARAGE PARKING (COVERED)	525 P.S.
TOTAL PROVIDED:	525 P.S.
ACCESSIBLE PARKING REQUIRED:	4% X 525 P.S. = 21 P.S.
ACCESSIBLE PARKING PROVIDED:	COVERED = 21 P.S.

BICYCLE PARKING: (1) SPACES PER 10 VEHICAL SPACES; SEC.9.103 (488*0.1=48.8) 49 SPACES PROVIDED

PROJECT DATA: PHASE 2

OVERALL SITE DATA:

SITE AREA:	±3.72 NET ACRES ±4.06 GROSS ACRES
ZONING:	EXISTING: I-1 PROPOSED: PUD
APN NO'S.:	215-44-008 / 215-44-007
PROPOSED USE:	MULTI-FAMILY
MAXIMUM DENSITY ALLOWED:	N/A
DENSITY:	290 D.U./4.06 AC = 71.4 D.U. PER ACRES
MAXIMUM BUILDING HEIGHT:	48 FEET/58 FEET TO MECH.
PROPOSED BUILDING HEIGHT:	48 FEET(4 STORIES)/58 FEET TO MECH.
OPEN SPACE: REQUIRED 10%	0.395 ACRES = 17,670 S.F.
OPEN SPACE: PROVIDED	17,957 S.F.

TOTAL AREA:

TOTAL GROSS BUILDING AREA:	435,744 SQ. FT.
TOTAL GROSS LIVABLE AREA (RES):	252,365 SQ. FT.
TOTAL GROSS GARAGE AREA:	135,850 SQ. FT.

(PHASE 2) UNIT MIX:

ONE BEDROOM UNITS:	187 (64%)
TWO BEDROOM UNITS:	103 (36%)
TOTAL:	290 D.U.

UNIT TYPE		AREA LIVABLE	OPEN SPACE	UNITS	GROSS AREA
UNIT A1	1 BED/1 BA	655 S.F.	101 S.F.	40	26,200 S.F.
UNIT A2	1 BED/1 BA	701 S.F.	101 S.F.	19	13,319 S.F.
UNIT A3	1 BED/1 BA	750 S.F.	95 S.F.	40	30,000 S.F.
UNIT A4	1 BED/1 BA	831 S.F.	78 S.F.	4	3,324 S.F.
UNIT A5	1 BED/1 BA	755 S.F.	112 S.F.	40	30,200 S.F.
UNIT A6	1 BED/1 BA	766 S.F.	69 S.F.	32	24,512 S.F.
UNIT A7	1 BED/1 BA	973 S.F.	159 S.F.	12	11,676 S.F.
UNIT B1	2 BED/2 BA	1,060 S.F.	84 S.F.	56	59,360 S.F.
UNIT B2	2 BED/2 BA	1,130 S.F.	75 S.F.	35	39,550 S.F.
UNIT B3	2 BED/2 BA	1,294 S.F.	68 S.F.	4	5,176 S.F.
UNIT B4	2 BED/2 BA	1,131 S.F.	125 S.F.	8	9,048 S.F.
TOTAL:				290 D.U.	252,365 S.F.
AVG. S.F.					870 S.F.

(PHASE 2) TOTAL PARKING:

REQUIRED: TABLE 9.103	
1 BEDROOM OR LESS	187 X 1.3 = 243
2 BEDROOMS OR MORE	103 X 1.7 = 175
TOTAL REQUIRED:	418 P.S.
PROVIDED:	
GARAGE PARKING (COVERED)	477 P.S.
TOTAL PROVIDED:	477 P.S.
ACCESSIBLE PARKING REQUIRED:	4% X 477 P.S. = 19 P.S.
ACCESSIBLE PARKING PROVIDED:	COVERED = 19 P.S.

BICYCLE PARKING: (1) SPACES PER 10 VEHICAL SPACES; SEC.9.103 (393*.1=39.3) 40 SPACES PROVIDED

PROJECT DATA: PHASE 1 AND 2

OVERALL SITE DATA:

SITE AREA:	±8.84 NET ACRES ±10.29 GROSS ACRES
ZONING:	EXISTING: I-1 PROPOSED: PUD
APN NO'S.:	215-44-008 / 215-44-007
PROPOSED USE:	MULTI-FAMILY
PROPOSED DENSITY:	80.4 DU/GROSS AC
MAXIMUM BUILDING HEIGHT:	48 FEET/58 FEET TO MECH.
PROPOSED BUILDING HEIGHT:	48 FEET(4 STORIES)/58 FEET TO MECH.
OPEN SPACE: PROVIDED	46,114 S.F./10.29%

TOTAL AREA:

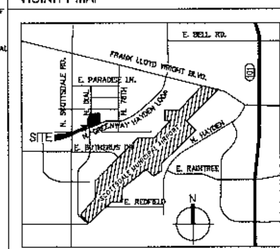
PHASE 1 UNITS:	332 D.U. 307,119 S.F.
PHASE 2 UNITS:	290 D.U. 252,365 S.F.
TOTAL UNITS:	622 D.U. 559,331 S.F.
TOTAL GROSS COMMERCIAL AREA - (CLUBHOUSE, RESTAURANT, OFFICE, FITNESS CLUB):	22,025 SQ. FT.=7.1% OF LIVABLE AREA
TOTAL GROSS GARAGE AREA:	166,862 S.F.

TOTAL PARKING:

REQUIRED:	938 P.S.
GARAGE PARKING	1,002 P.S.
TOTAL PROVIDED:	1,002 P.S.

SHEET NOTES:
(a) UNOBSTRUCTED VERTICAL CLEARANCE MIN. 13'-6". (ORD. 4045, 503.2.1)
(b) KEY SWITCH/PRE-EMPTION SENSOR REQUIRED. (ORD. 4045, 503.6.1)
(c) FIRE LANE SURFACE WILL SUPPORT 83,000 LBS GVW. (DS&PM, 2-1.802(3))
(d) NO FENCE/WALL OVER 6' IN HEIGHT.

VICINITY MAP



CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD
C8	90°40'17"(C) 91°29'18"(R)	20.00'(C&R)	31.65'(C) 31.94'(R)	S73°09'30"E(C) 28.45'(C) 28.65'(R)
C9	53°18'10"(C&R)	570.00'(C&R)	529.94'(C&R)	S0°20'48"E(C) 511.08'(C)
C10	61°08'42"(C)	630.00'(C&R)	122.00'(C&R)	N20°44'26"E(C) 121.81'(C)
C11	A7°10'47"(C)	1855.00'(C&R)	233.15'(C) 233.19'(R)	S63°23'39"W(C) 234.99'(C)
C12	00°33'07"(C)	1855.00'(C&R)	17.87'(C&R)	S81°21'27"E(C) 11.78'(C)
C13	00°20'47"(C)	1945.00'(C&R)	11.78'(C&R)	N81°21'27"E(C) 11.78'(C)

NORTH

0 20' 40' 80'

ARCHITECTURAL
SITE PLAN
1" = 40'-0"

billtform architecture

billtform architecture group, inc.

11450 north cave creek road, suite 11 phoenix, arizona 85020
Phone 602.285.9200 Fax 602.285.9220

PRELIMINARY NOT FOR CONSTRUCTION
EXPIRES 9/30/19

DISTRICT AT THE QUARTER
Apartment Homes
GREENWAY HAYDEN LOOP AND DIAL BOULEVARD SCOTTSDALE, ARIZONA

KAPLAN ACQUISITIONS, LLC
7150 E. CAMELBACK ROAD, SUITE 444 SCOTTSDALE, AZ 85251
PHONE: 480-477-8119

90%
PROGRESS SET

REVISIONS:
1 -
2 -
3 -
4 -
5 -

JOB NO: 15-024
SCALE: 1" = 40'-0"
SHEET NO:

A1.1

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Exhibit 5

Architectural Plan Set

bilt form architecture

PERSPECTIVE
CORNER OF DIAL BLVD AND GREENWAY HAYDEN LOOP
NOT TO SCALE

A2.1
8-03-16

DISTRICT AT THE QUARTER
KAPLAN ACQUISITIONS, LLC

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biltform architecture

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

Perspective
DIAL BOULEVARD
NOT TO SCALE

A2.2

8-03-16

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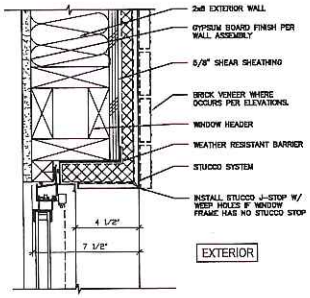
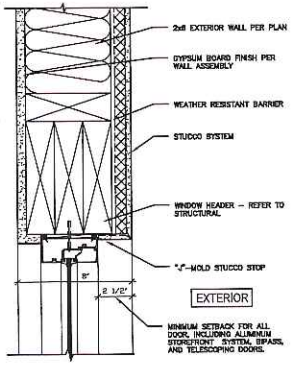


RECESSED WINDOW HEADER
3"=1'-0"



RECESSED DOOR HEADER
3"=1'-0"

NOTES

ALL FRAME-OUTS WALL PROJECTIONS ARE TAKEN FROM CORRESPONDING ELEVATION PLANE MARKED AS +0.

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TYPICAL ELEVATION WORK SHEET
DIAL BOULEVARD
NOT TO SCALE

A2.3

8-03-16

DISTRICT AT THE QUARTER

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TYPICAL UNITS ON SOUTH SIDE
SOLAR SHADING - JUNE - 21ST (SOLAR NOON)

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LOCATION OF ENLARGED AREAS OF SOUTH ELEVATION

NOTES
ALL FRAME-OUTS WALL PROJECTIONS ARE TAKEN FROM CORRESPONDING ELEVATION PLANE MARKED AS +0.

TYPICAL ELEVATION WORK SHEET
DIAL BOULEVARD
NOT TO SCALE

A2.4

8-03-16

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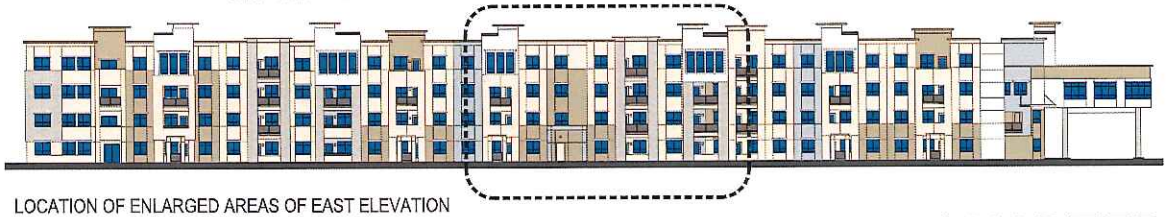
LIVE WORK UNIT PATIO ALONG GREENWAY-HAYDEN AND DIAL BLVD. WITH ACCESS TO MAIN SIDEWALK.

TYPICAL BUILDING ENTRY ALONG GREENWAY-HAYDEN AND DIAL BLVD.



LOCATION OF ENLARGED AREAS OF EAST ELEVATION

NOTES

ALL FRAME-OUTS WALL PROJECTIONS ARE TAKEN FROM CORRESPONDING ELEVATION PLANE MARKED AS +0.

TYPICAL ELEVATION WORK SHEET
DIAL BOULEVARD
NOT TO SCALE

A2.5

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DISTRICT AT THE QUARTER

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COOL DECEMBER
DUNN EDWARDS - DEW383
BODY COLOR

ALMOND
DUNN EDWARDS - DEC753
BODY COLOR

COVERED IN PLATINUM
DUNN EDWARDS - DE6367
BODY COLOR

COUNTRY BEIGE
FRENCH LIMESTONE
CORONADO STONE

HICKORY
DUNN EDWARDS - DEC759
CORNICE

COCOA POWDER
DUNN EDWARDS - DET631
RAILINGS/DOORS/CANOPIES

BRONZE
WINDOW/STOREFRONT FRAMES

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BUILDING COLOR AND MATERIALS
DIAL BOULEVARD
NOT TO SCALE

A2.6

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DISTRICT AT THE QUARTER

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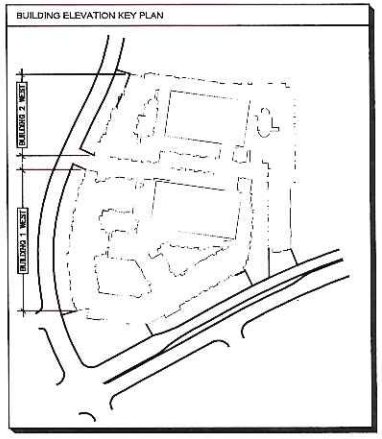
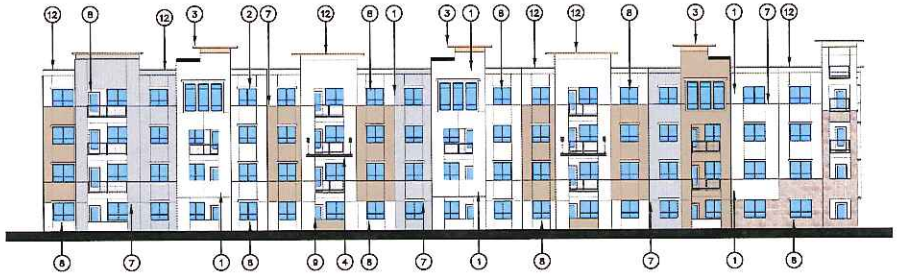
BUILDING ELEVATION KEY PLAN

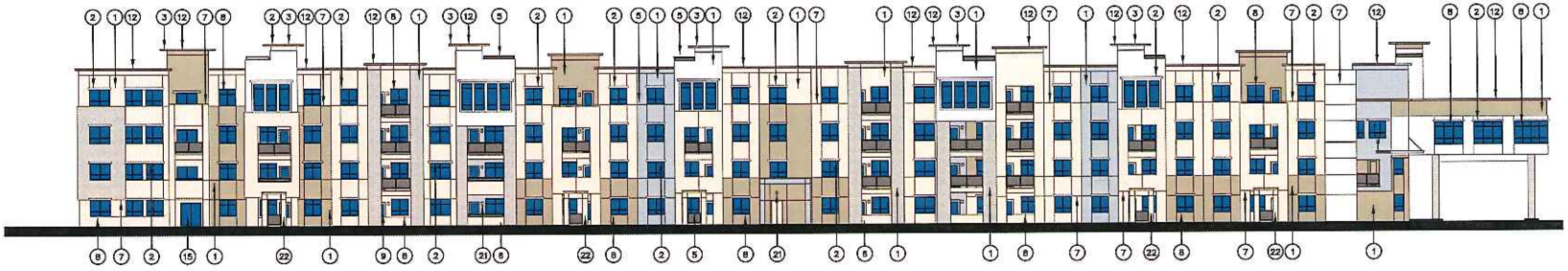


KEY NOTES

1. STUCCO FINISH
2. 8" DEEP STUCCO FINISH EYEBROW – SHADING DEVISE.
3. SOLARIUM UNIT AT THE 4TH FLOOR.
4. METAL SHADE CANOPY – SHADING DEVICE.
5. DECORATIVE METAL RAILING +42" A.F.F.
6. PATIO WALL WITH STUCCO FINISH
7. STUCCO CONTROL JOINT
8. WINDOW UNIT, RECESSED 2" MINIMUM.
9. FRENCH DOOR.
10. FOLDING OR TELESCOPING DOOR SYSTEM.
11. STOREFRONT GLAZING.
12. METAL PARAPET CAP – 42" MINIMUM, HEIGHT MEASURED FROM FINISHED ROOF DECK.
13. METAL DOOR – PAINTED ACCENT COLOR.
14. STAIR BULKHEAD.
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ +46'-0".
17. 6" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #2 - WEST ELEVATION - DIAL BOULEVARD



BUILDING #1 - WEST ELEVATION - DIAL BOULEVARD

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

A7.1
8-03-16

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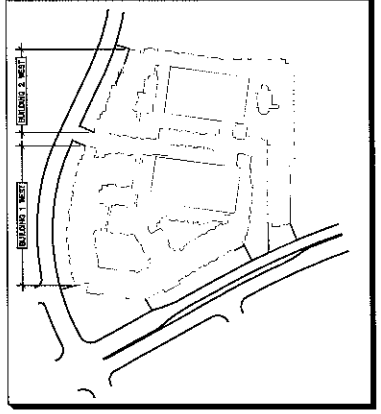
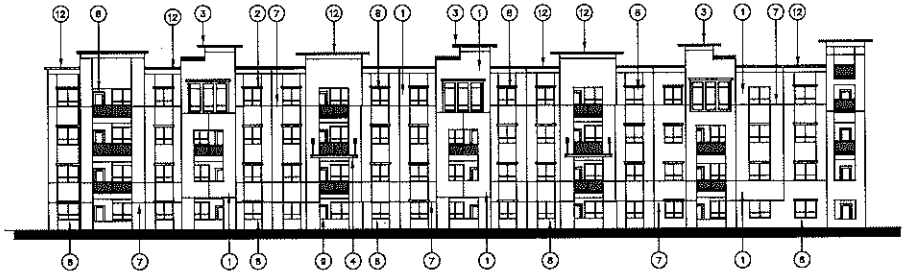
BUILDING ELEVATION KEY PLAN

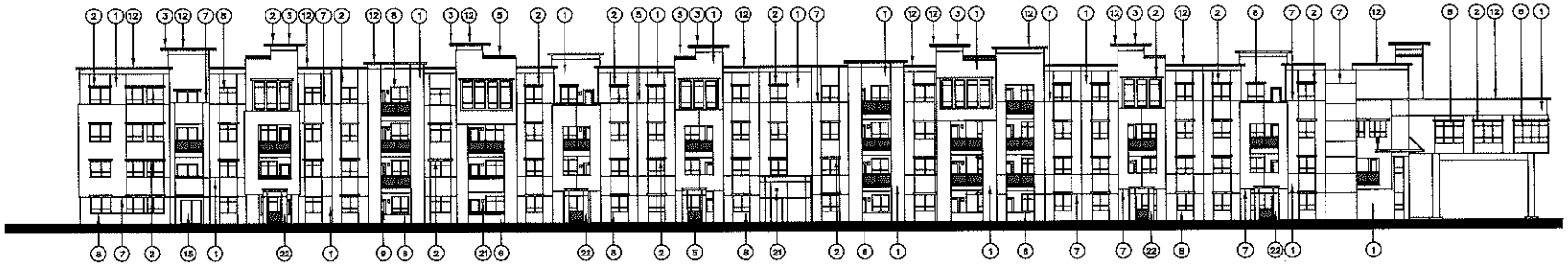


KEY NOTES

1. STUCCO FINISH
2. 8" DEEP STUCCO FINISH EYEBROW – SHADING DEVISE.
3. SOLARIUM UNIT AT THE 4TH FLOOR.
4. METAL SHADE CANOPY – SHADING DEVICE.
5. DECORATIVE METAL RAILING +42" A.F.F.
6. PATIO WALL WITH STUCCO FINISH
7. STUCCO CONTROL JOINT
8. WINDOW UNIT, RECESSED 2" MINIMUM.
9. FRENCH DOOR.
10. FOLDING OR TELESCOPING DOOR SYSTEM.
11. STOREFRONT GLAZING.
12. METAL PARAPET CAP – 42" MINIMUM, HEIGHT MEASURED FROM FINISHED ROOF DECK.
13. METAL DOOR – PAINTED ACCENT COLOR.
14. STAIR BULKHEAD.
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ +46'-0".
17. 8" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #2 - WEST ELEVATION - DIAL BOULEVARD



BUILDING #1 - WEST ELEVATION - DIAL BOULEVARD

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

A7.2
6-03-16

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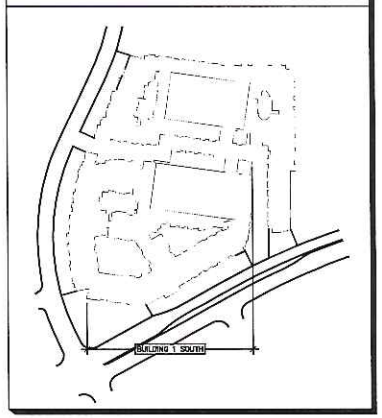
BUILDING ELEVATION KEY PLAN



KEY NOTES

1. STUCCO FINISH
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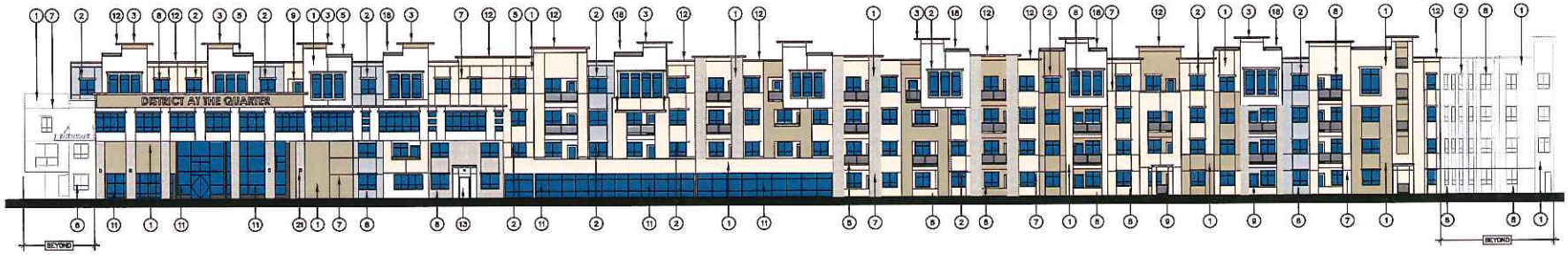
3. SOLARIUM UNIT AT THE 4TH FLOOR.
4. METAL SHADE CANOPY – SHADING DEVICE.
5. DECORATIVE METAL RAILING +42" A.F.F.
6. PATIO WALL WITH STUCCO FINISH
7. STUCCO CONTROL JOINT
8. WINDOW UNIT, RECESSED 2" MINIMUM.
9. FRENCH DOOR.
10. FOLDING OR TELESCOPING DOOR SYSTEM.
11. STOREFRONT GLAZING.
12. METAL PARAPET CAP – 42" MINIMUM, HEIGHT MEASURED FROM FINISHED ROOF DECK.
13. METAL DOOR – PAINTED ACCENT COLOR.
14. STAIR BULKHEAD.
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ +46'-0".
17. 8" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #1 - SOUTH ELEVATION - GREENWAY HAYDEN LOOP

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

A7.3
8-03-16

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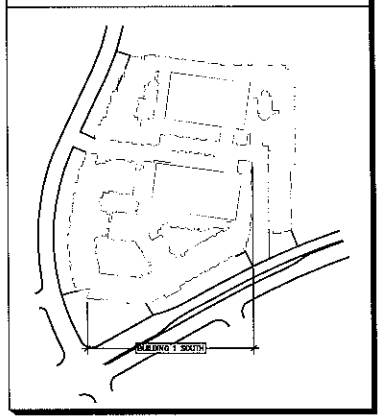
BUILDING ELEVATION KEY PLAN



KEY NOTES

1. STUCCO FINISH
2. 8" DEEP STUCCO FINISH EYEBROW – SHADING DEVISE.
3. SOLARIUM UNIT AT THE 4TH FLOOR.
4. METAL SHADE CANOPY – SHADING DEVICE.
5. DECORATIVE METAL RAILING +42" A.F.F.
6. PATIO WALL WITH STUCCO FINISH
7. STUCCO CONTROL JOINT
8. WINDOW UNIT, RECESSED 2" MINIMUM.
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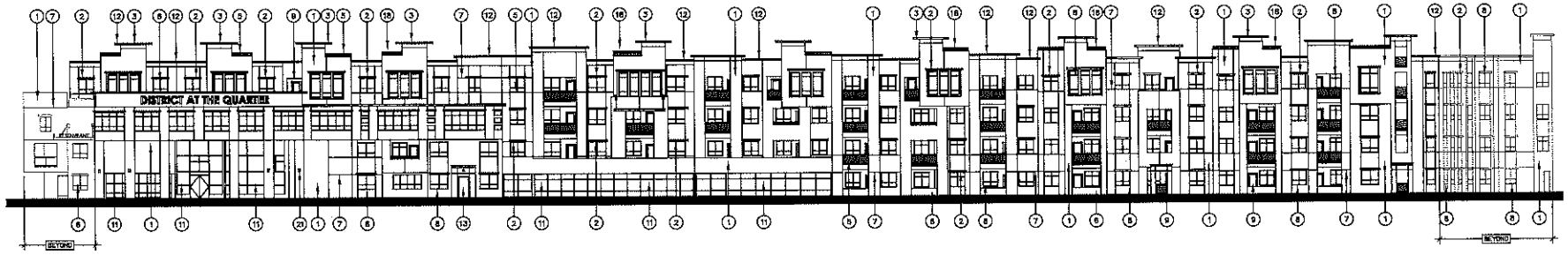
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ +46'-0".
17. 8" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #1 - SOUTH ELEVATION - GREENWAY HAYDEN LOOP

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

A7.4
8-03-16

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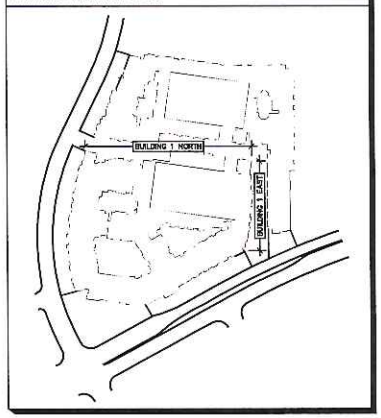
BUILDING ELEVATION KEY PLAN



KEY NOTES

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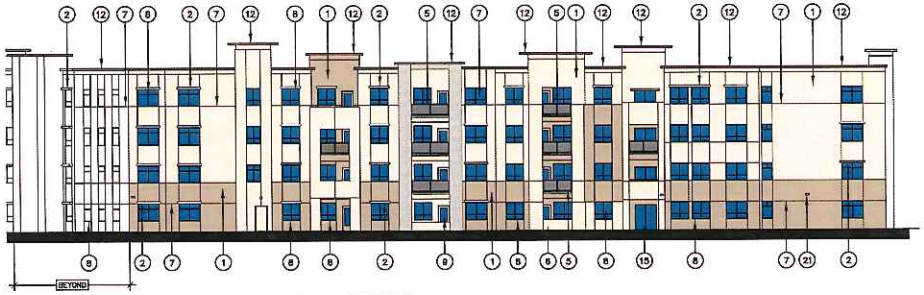
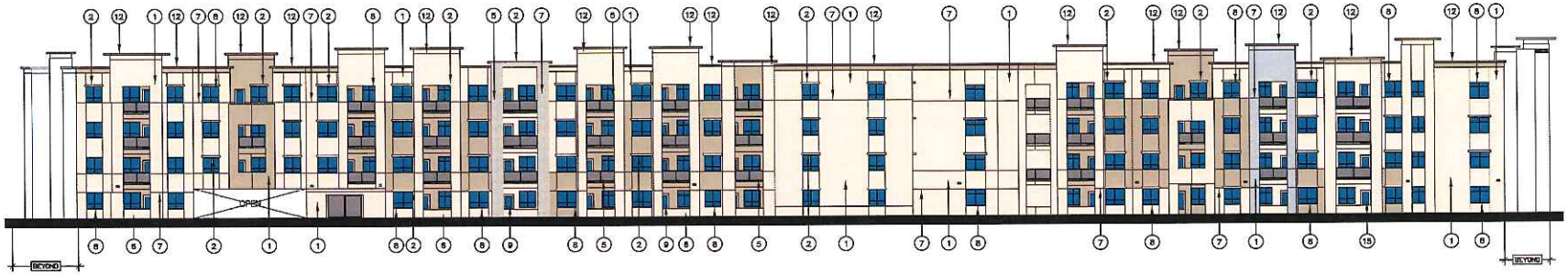
16. TOP OF ROOF DECK BEYOND @ 4-46'-0".
17. 8" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #1 INTERIOR DRIVE - EAST ELEVATION



BUILDING #1 INTERIOR DRIVE - NORTH ELEVATION

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

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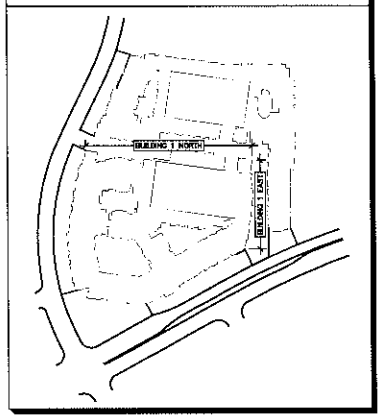
BUILDING ELEVATION KEY PLAN



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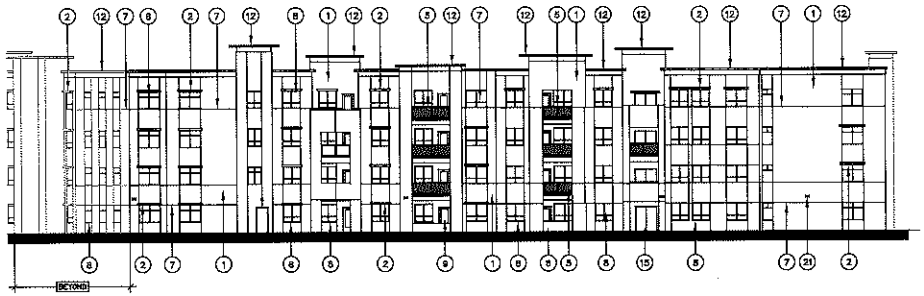
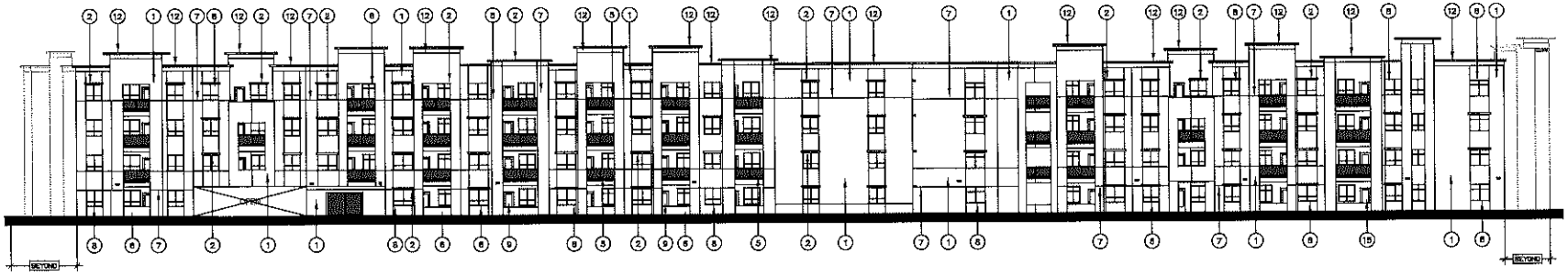
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ 4-48'-0".
17. 6" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #1 INTERIOR DRIVE - EAST ELEVATION



BUILDING #1 INTERIOR DRIVE - NORTH ELEVATION

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NORTH

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

BUILDING ELEVATIONS
BUILDING #1 ELEVATIONS
1/16" = 1'-0"

A7.6
8-03-16

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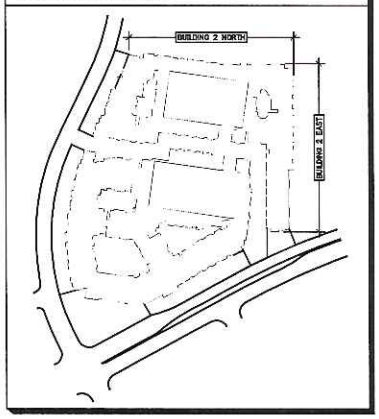
BUILDING ELEVATION KEY PLAN



KEY NOTES

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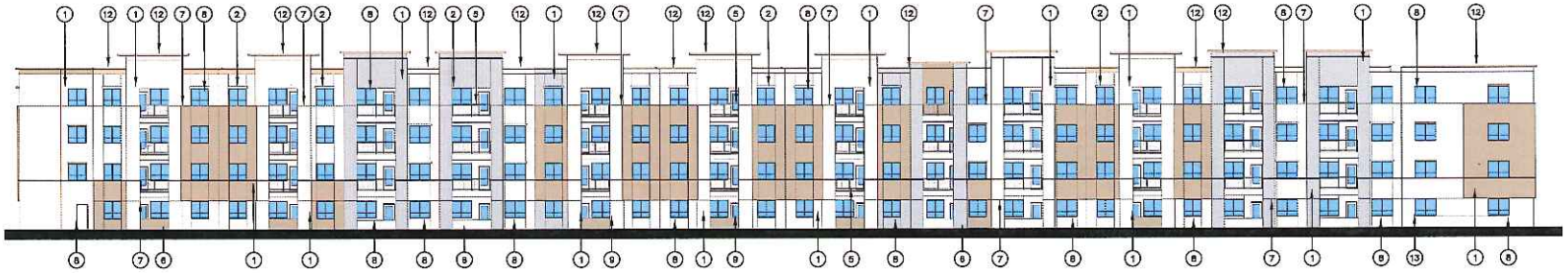
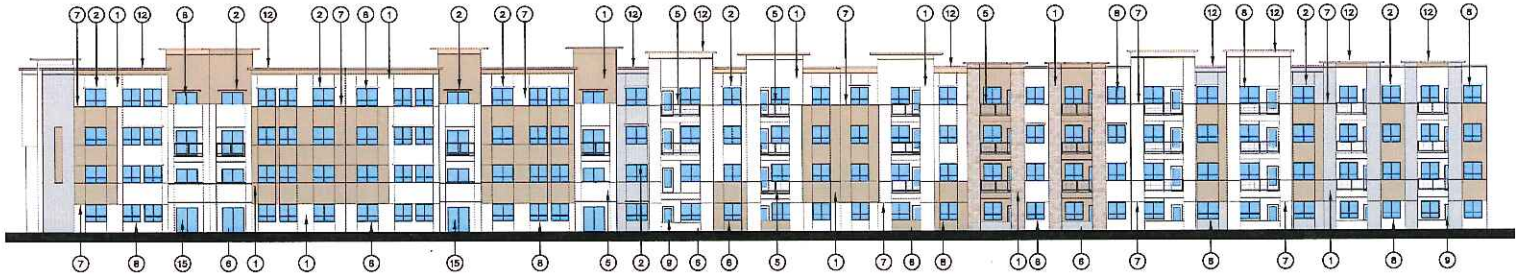
16. TOP OF ROOF DECK BEYOND @ +46'-0".
17. 8" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #2 - NORTH ELEVATION



BUILDING #2 - EAST ELEVATION

NORTH

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

BUILDING ELEVATIONS
BUILDING #2 ELEVATIONS
1/16" = 1'-0"

A7.7
8-03-16

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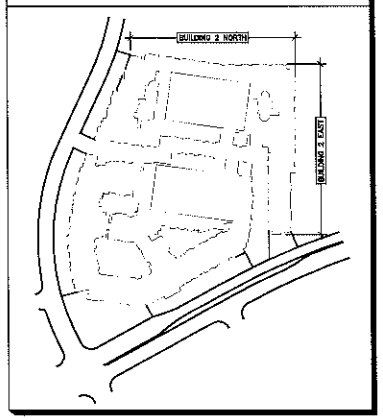
BUILDING ELEVATION KEY PLAN



KEY NOTES

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18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
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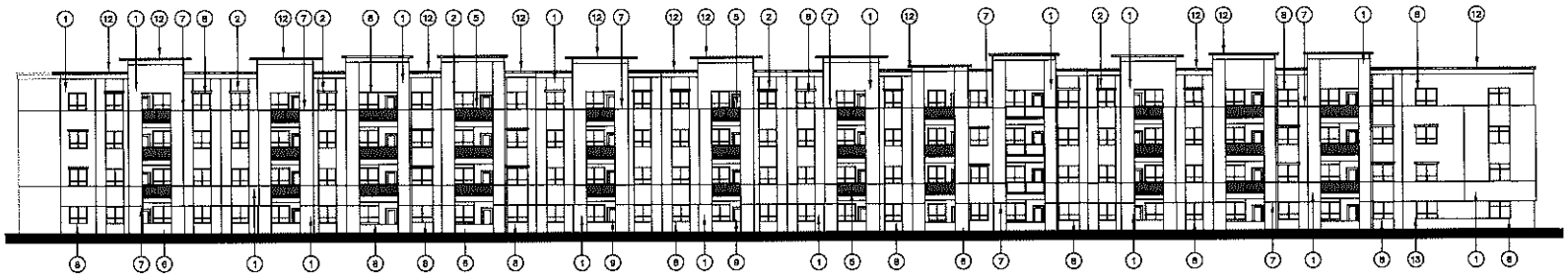
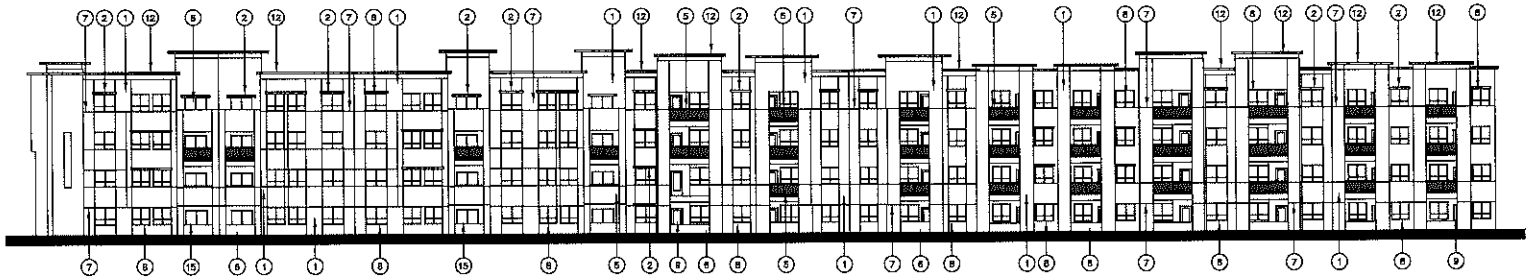
22. LIVE / WORK ENTRY



BUILDING #2 - NORTH ELEVATION



BUILDING #2 - EAST ELEVATION

NORTH

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

BUILDING ELEVATIONS
BUILDING #2 ELEVATIONS
1/16" = 1'-0"

A7.8
6-03-16

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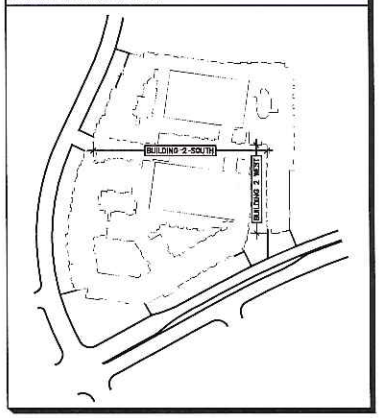
BUILDING ELEVATION KEY PLAN



KEY NOTES

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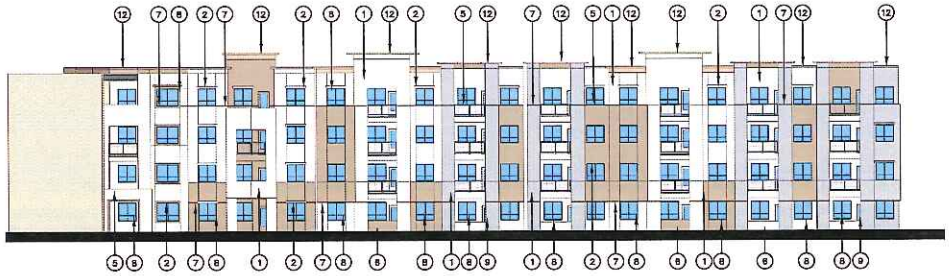
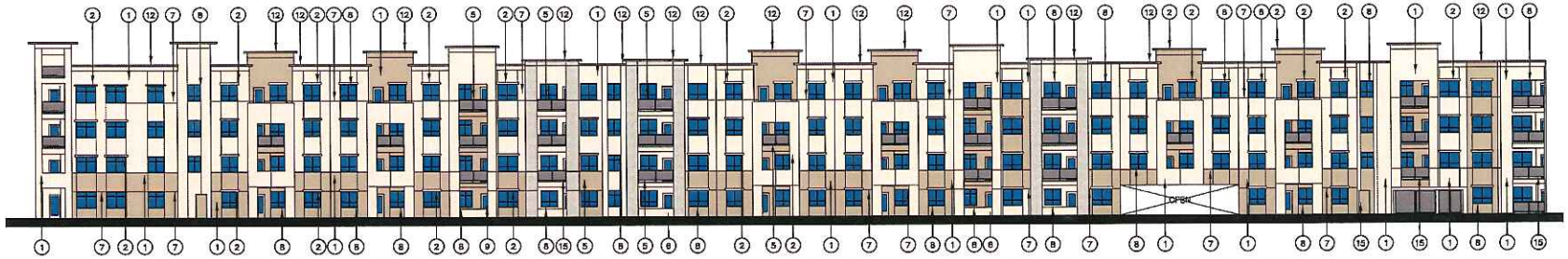
10. FOLDING OR TELESCOPING DOOR SYSTEM.
11. STOREFRONT GLAZING.
12. METAL PARAPET CAP – 42" MINIMUM, HEIGHT MEASURED FROM FINISHED ROOF DECK.
13. METAL DOOR – PAINTED ACCENT COLOR.
14. STAIR BULKHEAD.
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ 446'-0".
17. 6" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #2 INTERIOR DRIVE - WEST ELEVATION



BUILDING #2 INTERIOR DRIVE - SOUTH ELEVATION

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #2 ELEVATIONS
1/16" = 1'-0"

A7.9
8-03-16

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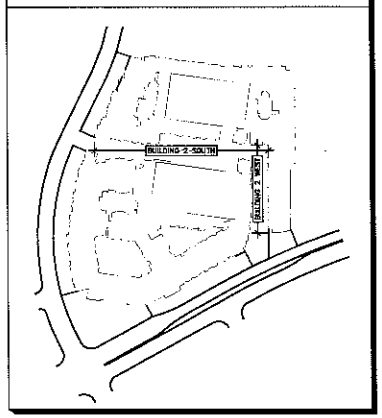
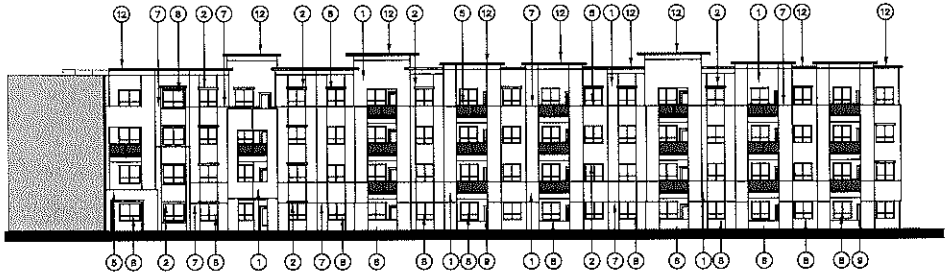
BUILDING ELEVATION KEY PLAN

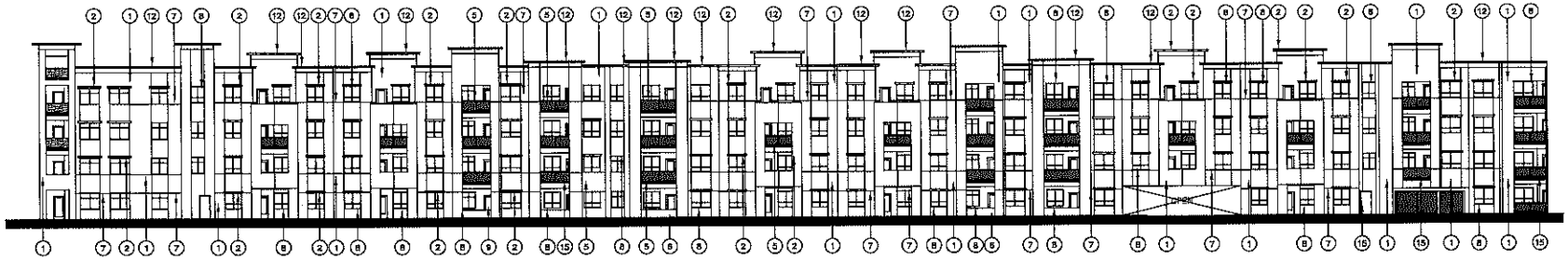


KEY NOTES

1. STUCCO FINISH
2. 8" DEEP STUCCO FINISH EYEBROW -- SHADING DEVISE.
3. SOLARIUM UNIT AT THE 4TH FLOOR.
4. METAL SHADE CANOPY -- SHADING DEVICE.
5. DECORATIVE METAL RAILING 4-42" A.F.F.
6. PATIO WALL WITH STUCCO FINISH
7. STUCCO CONTROL JOINT
8. WINDOW UNIT, RECESSED 2" MINIMUM.
9. FRENCH DOOR.
10. FOLDING OR TELESCOPING DOOR SYSTEM.
11. STOREFRONT GLAZING.
12. METAL PARAPET CAP -- 42" MINIMUM, HEIGHT MEASURED FROM FINISHED ROOF DECK.
13. METAL DOOR -- PAINTED ACCENT COLOR.
14. STAIR BULKHEAD.
15. SLIDING GLASS PATIO DOOR.
16. TOP OF ROOF DECK BEYOND @ 4-46'-0".
17. 6" WALL POP-OUT.
18. ROOF TOP DECK.
19. PROJECT SIGNAGE.
20. 4" STUCCO POP-OUT WINDOW SURROUND.
21. EXTERIOR LIGHT
22. LIVE / WORK ENTRY



BUILDING #2 INTERIOR DRIVE - WEST ELEVATION



BUILDING #2 INTERIOR DRIVE - SOUTH ELEVATION

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

BUILDING ELEVATIONS
BUILDING #2 ELEVATIONS
1/16" = 1'-0"

A7.10
6-03-16

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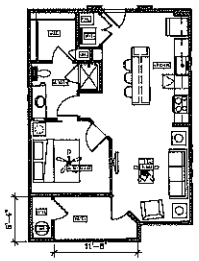
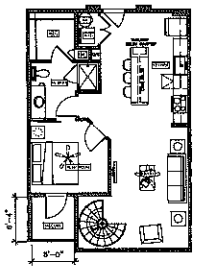
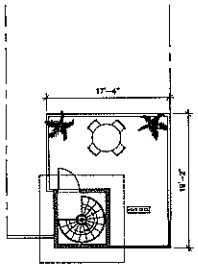


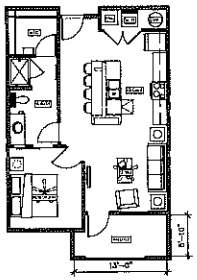
UNIT A1
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 952 SF
PATIO OR EXTERIOR PRIVATE AREA: 101 SF



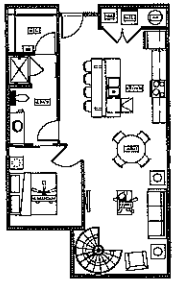
UNIT A1 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 928 SF
PATIO OR EXTERIOR PRIVATE AREA: 47 SF



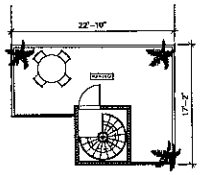
UNIT A1 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 240 SF



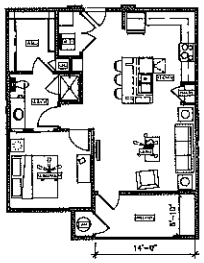
UNIT A2
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 952 SF
PATIO OR EXTERIOR PRIVATE AREA: 101 SF



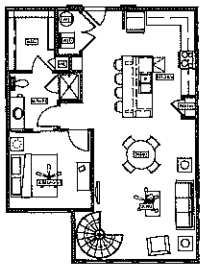
UNIT A2 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 928 SF



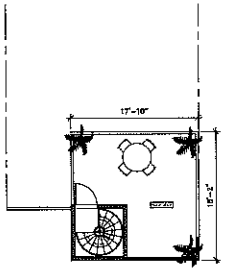
UNIT A2 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 246 SF



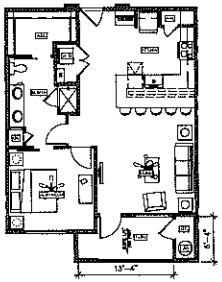
UNIT A3
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 697 SF
PATIO OR EXTERIOR PRIVATE AREA: 95 SF



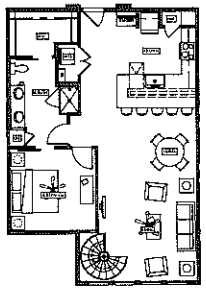
UNIT A3 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 913 SF



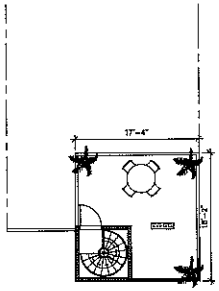
UNIT A3 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 244 SF



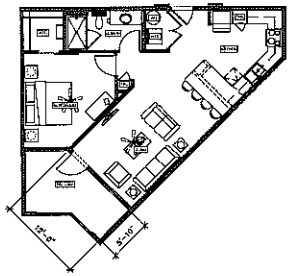
UNIT A4
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 801 SF
PATIO OR EXTERIOR PRIVATE AREA: 76 SF



UNIT A4 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 949 SF



UNIT A4 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 244 SF



UNIT A5
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 782 SF
PATIO OR EXTERIOR PRIVATE AREA: 112 SF

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FLOOR PLAN WORK SHEET
UNIT PLANS
1/8" = 1'-0"

A4.1
8-03-16

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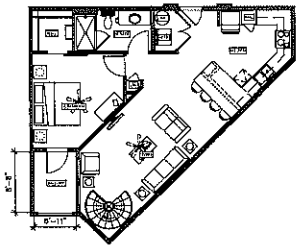
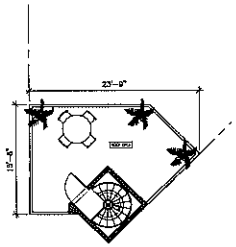
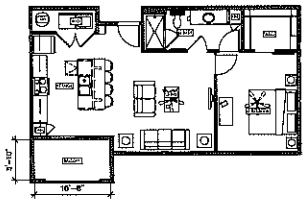


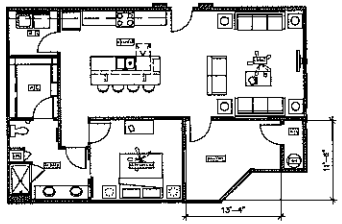
UNIT A5 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 818 SF
PATIO OR EXTERIOR PRIVATE AREA: 94 SF



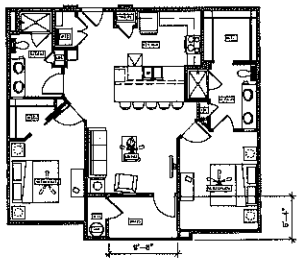
UNIT A5 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 246 SF



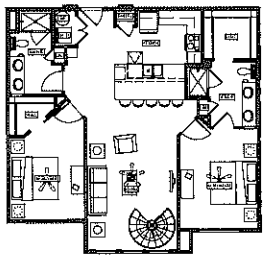
UNIT A6
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 594 SF
PATIO OR EXTERIOR PRIVATE AREA: 69 SF



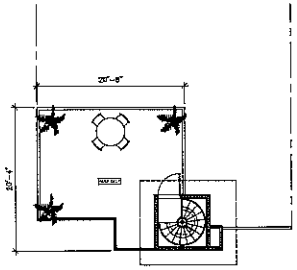
UNIT A7
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 675 SF
PATIO OR EXTERIOR PRIVATE AREA: 150 SF



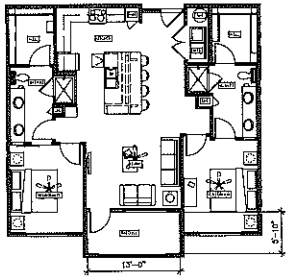
UNIT B1
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 1,060 SF
PATIO OR EXTERIOR PRIVATE AREA: 54 SF



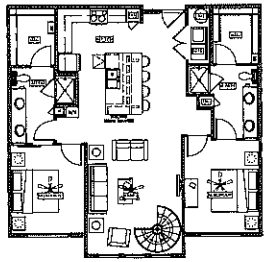
UNIT B1 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 1,174 SF



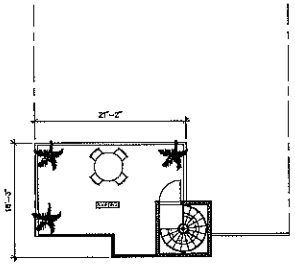
UNIT B1 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 337 SF



UNIT B2
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 1,100 SF
PATIO OR EXTERIOR PRIVATE AREA: 73 SF



UNIT B2 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 1,215 SF



UNIT B2 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 253 SF

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FLOOR PLAN WORK SHEET
UNIT PLANS
1/8" = 1'-0"

A4.2
8-03-16

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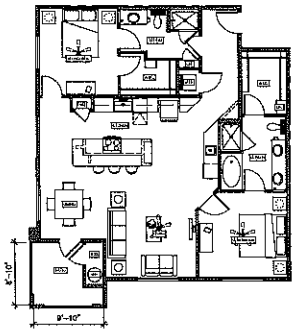
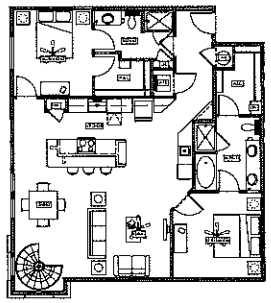
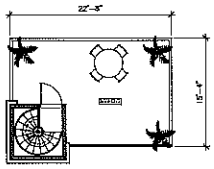


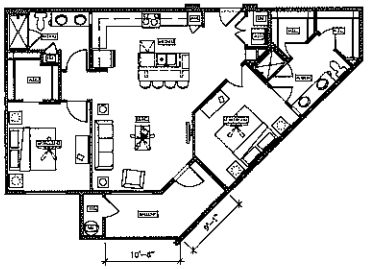
UNIT B3
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 1,294 SF
PATIO OR EXTERIOR PRIVATE AREA: 65 SF



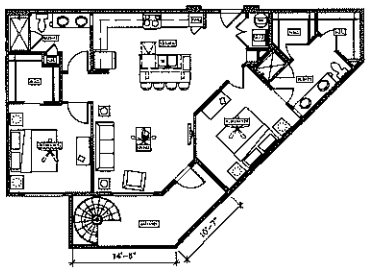
UNIT B3 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 1,294 SF



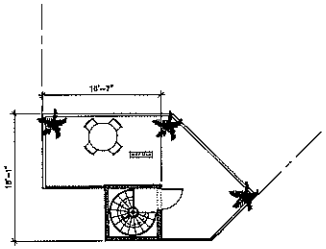
UNIT B3 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 263 SF



UNIT B4
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 1,131 SF
PATIO OR EXTERIOR PRIVATE AREA: 125 SF



UNIT B4 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 1,131 SF
PATIO OR EXTERIOR PRIVATE AREA: 140 SF



UNIT B4 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 310 SF

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FLOOR PLAN WORK SHEET
UNIT PLANS
1/8" = 1'-0"

A4.3

8-03-16

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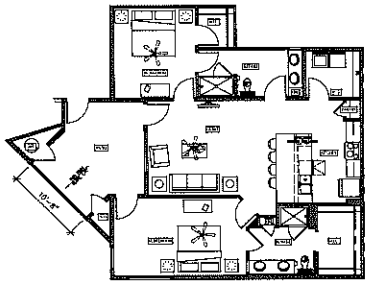
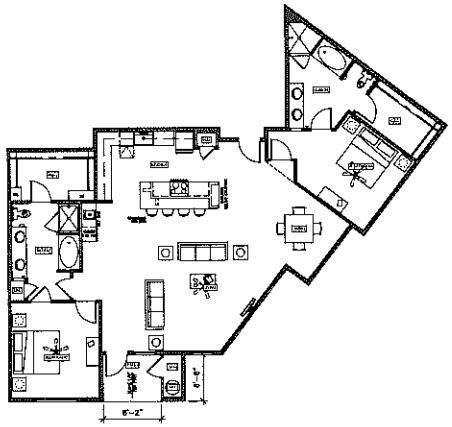
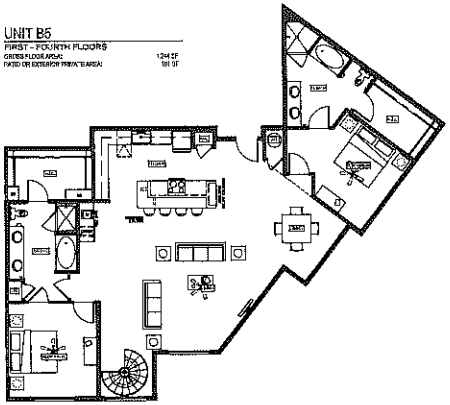


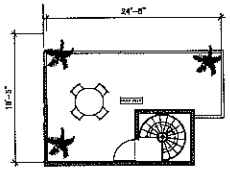
UNIT B5
FIRST - FOURTH FLOORS
GROSS FLOOR AREA: 1,244 SF
PATIO OR EXTERIOR PRIVATE AREA: 101 SF



UNIT B6
FIRST - THIRD FLOORS
GROSS FLOOR AREA: 1,749 SF
PATIO OR EXTERIOR PRIVATE AREA: 82 SF



UNIT B6 ROOFDECK
FOURTH FLOOR
GROSS FLOOR AREA: 1,542 SF
PATIO OR EXTERIOR PRIVATE AREA: 101 SF



UNIT B6 ROOFDECK - 2ND FLOOR
UPPER FLOOR
PATIO OR EXTERIOR PRIVATE AREA: 105 SF

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FLOOR PLAN WORK SHEET
UNIT PLANS
1/8" = 1'-0"

A4.4

6-03-16

DISTRICT AT THE QUARTER

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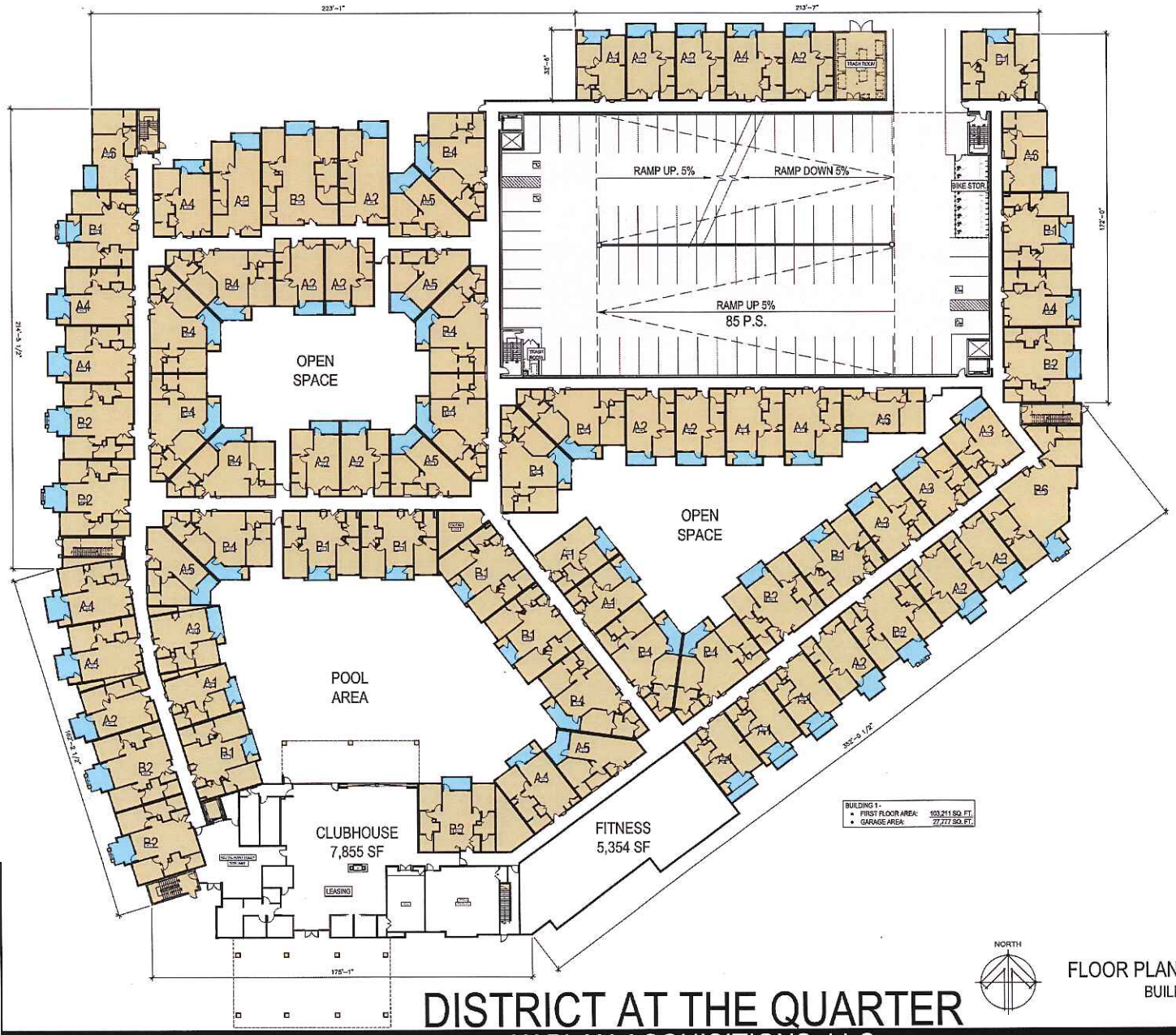

biltform architecture

NORTH

FLOOR PLAN WORK SHEET
BUILDING 1 - 1ST FLOOR
3/64" = 1'-0"

A5.1.1C
8-03-16

DISTRICT AT THE QUARTER

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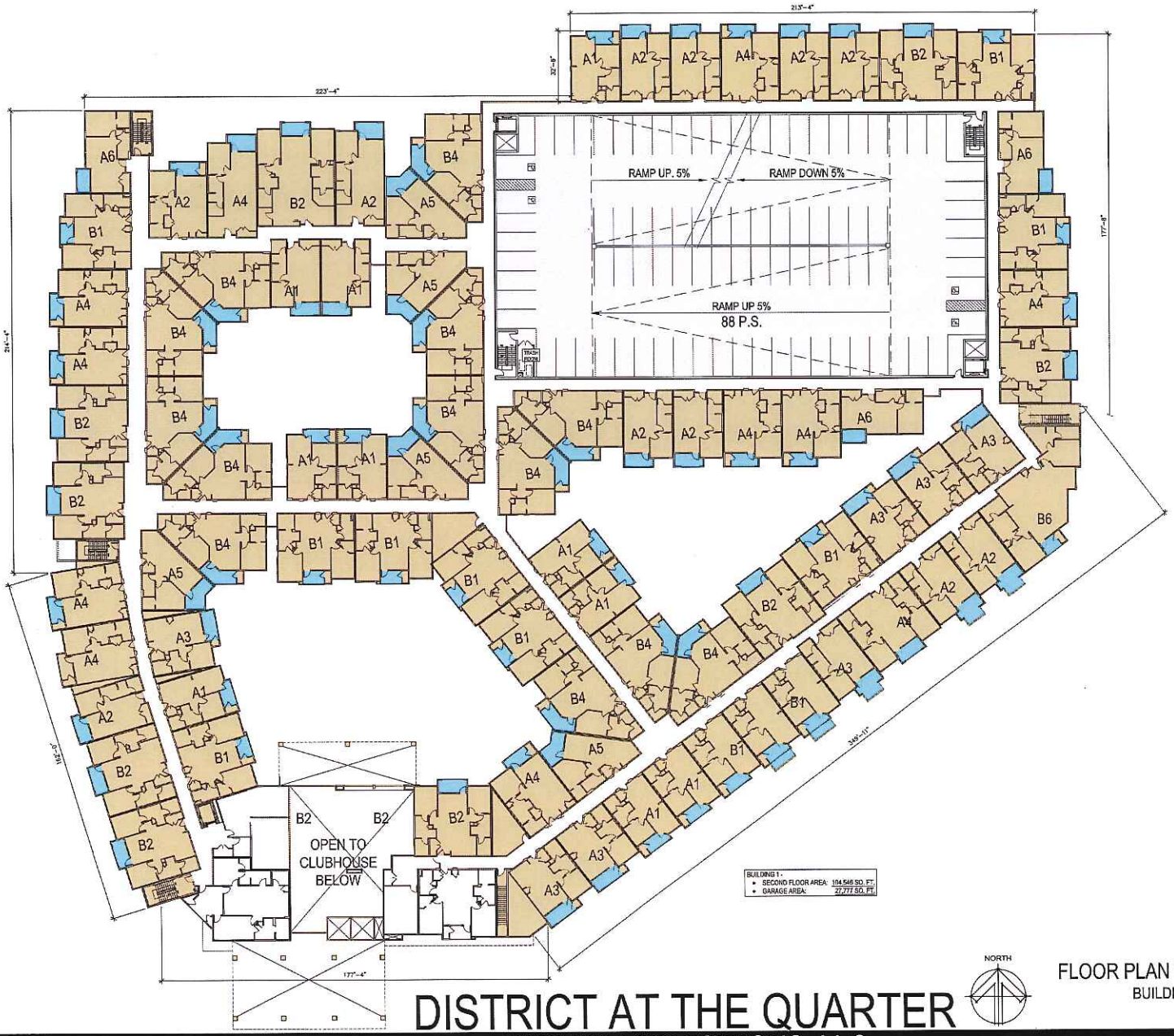

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NORTH

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

FLOOR PLAN WORK SHEET
BUILDING 1 - 2ND FLOOR
3/64" = 1'-0"

A5.1.2C
8-03-16

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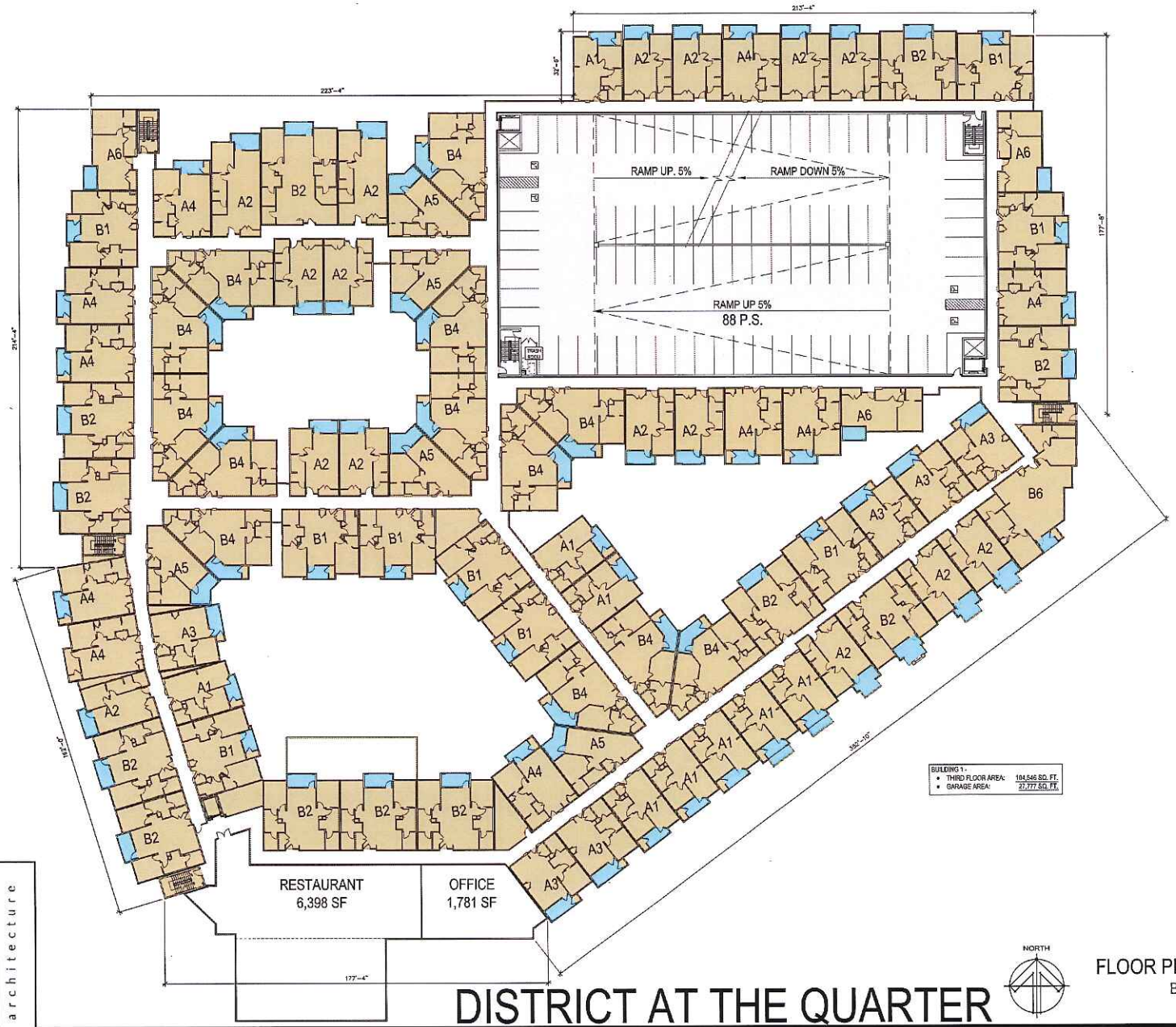

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

FLOOR PLAN WORK SHEET
BUILDING 1 - 3RD FLOOR
3/64" = 1'-0"

A5.1.3C
8-03-16

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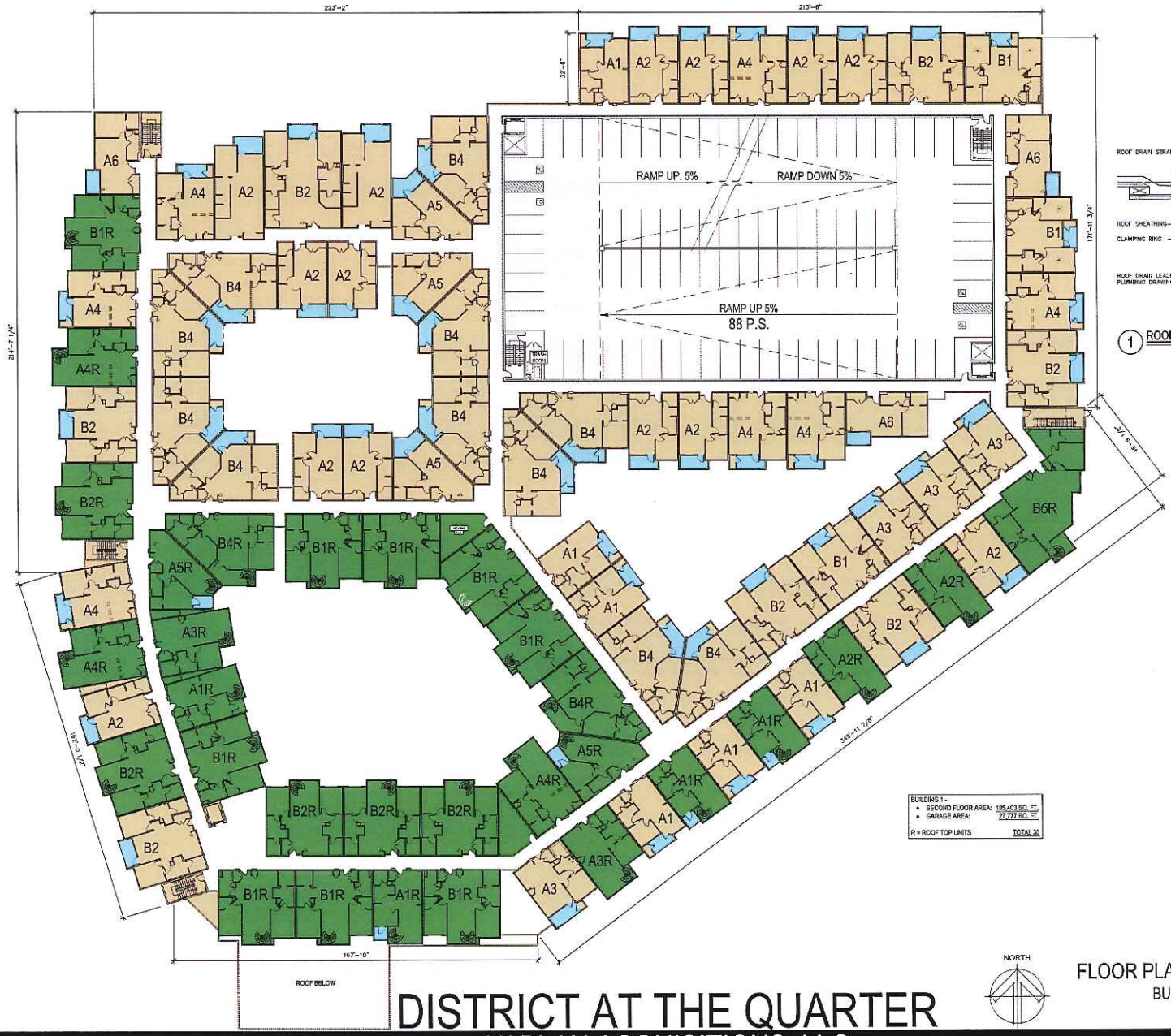

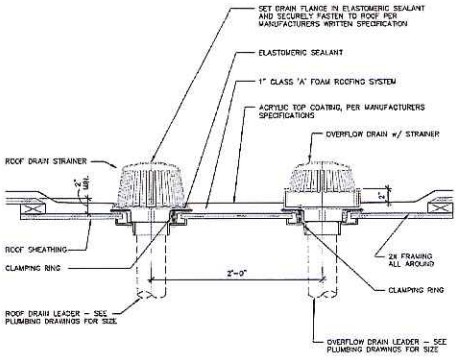

1 ROOF DRAIN AND OVERFLOW DRAIN TYPICAL
1-1/2" = 1'-0"

NORTH

FLOOR PLAN WORK SHEET
BUILDING 1 - 4TH FLOOR
3/64" = 1'-0"

A5.1.4C
7-21-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

biltform architecture

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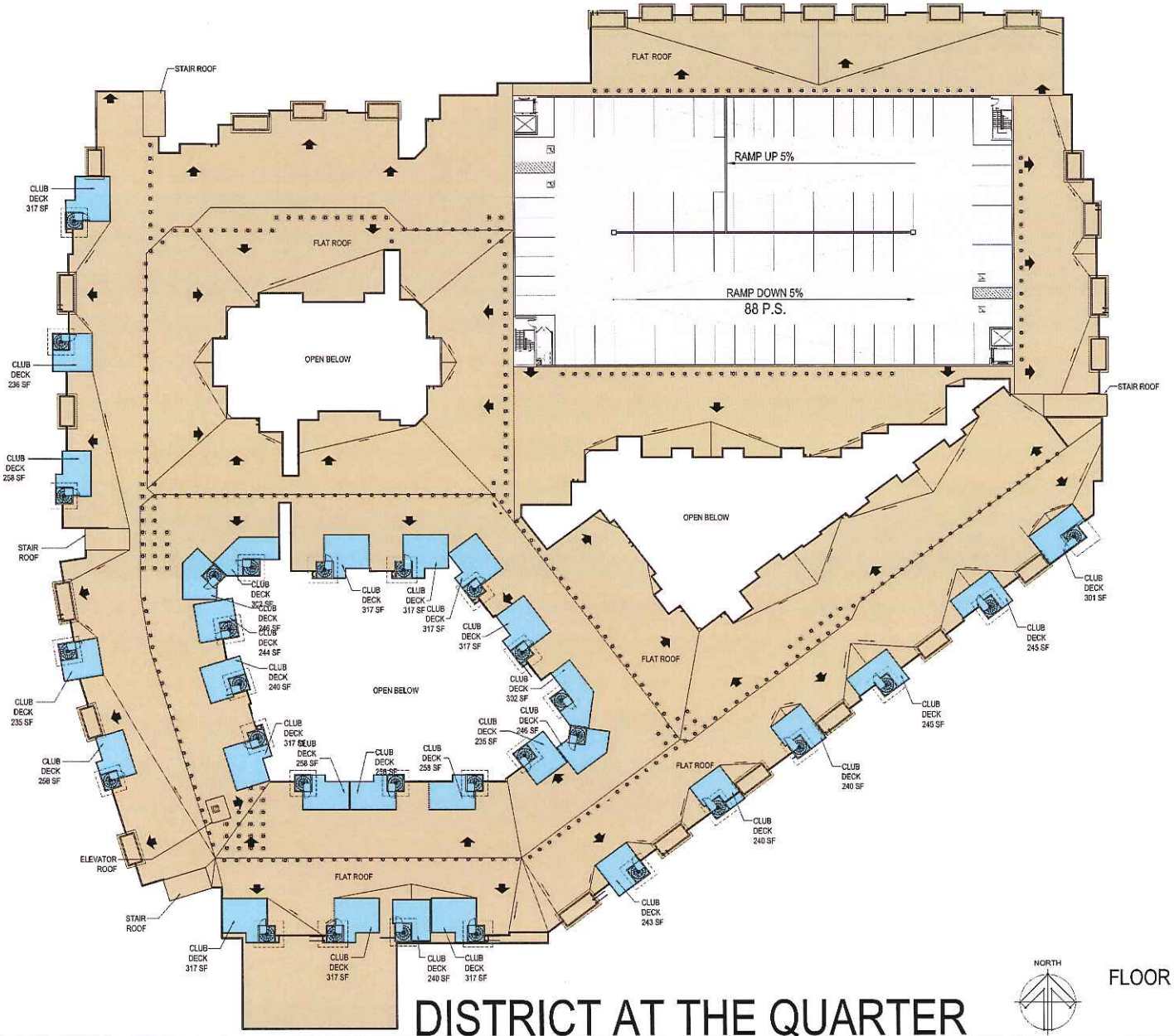


biltform architecture

NORTH

FLOOR PLAN WORK SHEET
BUILDING 1 - ROOF
3/64" = 1'-0"

A5.1.5
8-03-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

© BILTFORM ARCHITECTURE GROUP, INC

BUILDING 2 -
- FIRST FLOOR AREA: 81,738 SQ. FT.
- GARAGE AREA: 25,686 SQ. FT.

biltform architecture

NORTH

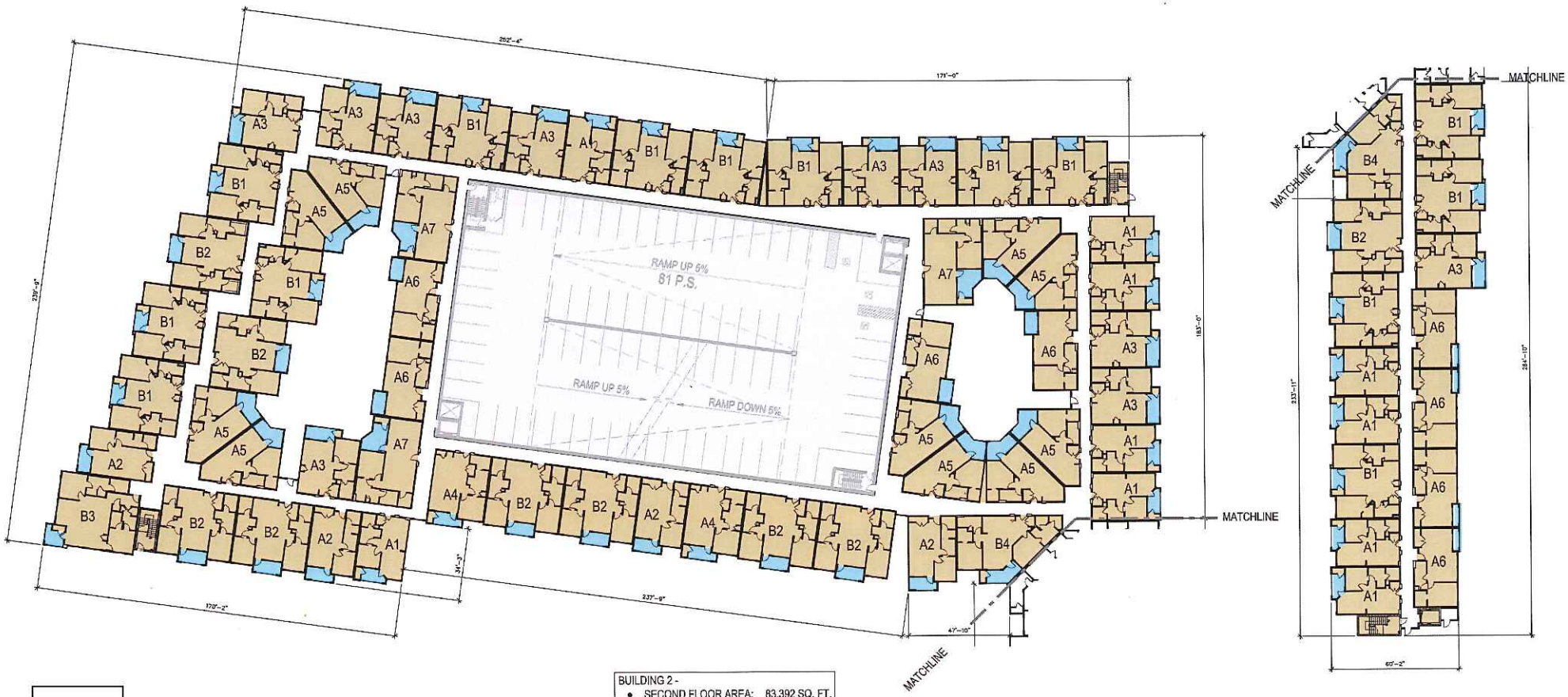
FLOOR PLAN WORK SHEET
BUILDING 2 - 1ST FLOOR
3/64" = 1'-0"

A5.2.1C
8-03-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

© BILTFORM ARCHITECTURE GROUP, INC.



BUILDING 2 -
- SECOND FLOOR AREA: 83,392 SQ. FT.
- GARAGE AREA: 25,686 SQ. FT.

biltform architecture

NORTH

FLOOR PLAN WORK SHEET
BUILDING 2 - 2ND FLOOR
3/64" = 1'-0"

A5.2.2C
8-03-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

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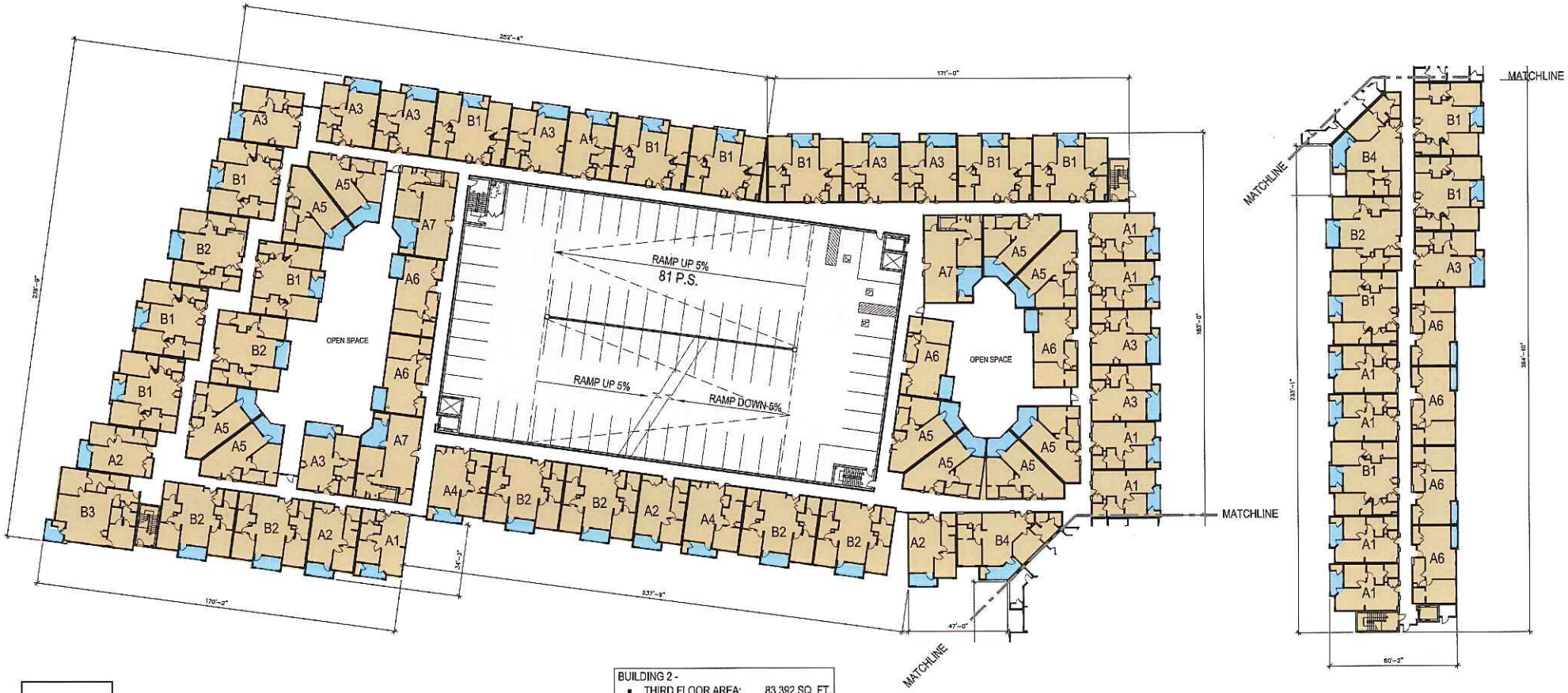

BUILDING 2 -
- THIRD FLOOR AREA: 83,392 SQ. FT.
- GARAGE AREA: 25,686 SQ. FT.

biltform architecture

NORTH

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

FLOOR PLAN WORK SHEET
BUILDING 2 - 3RD FLOOR
3/64" = 1'-0"

A5.2.3C
8-03-16

© BILTFORM ARCHITECTURE GROUP, INC.

BUILDING 2 -
- FOURTH FLOOR AREA: 83,392 SQ. FT.
- GARAGE AREA: 25,686 SQ. FT.

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NORTH

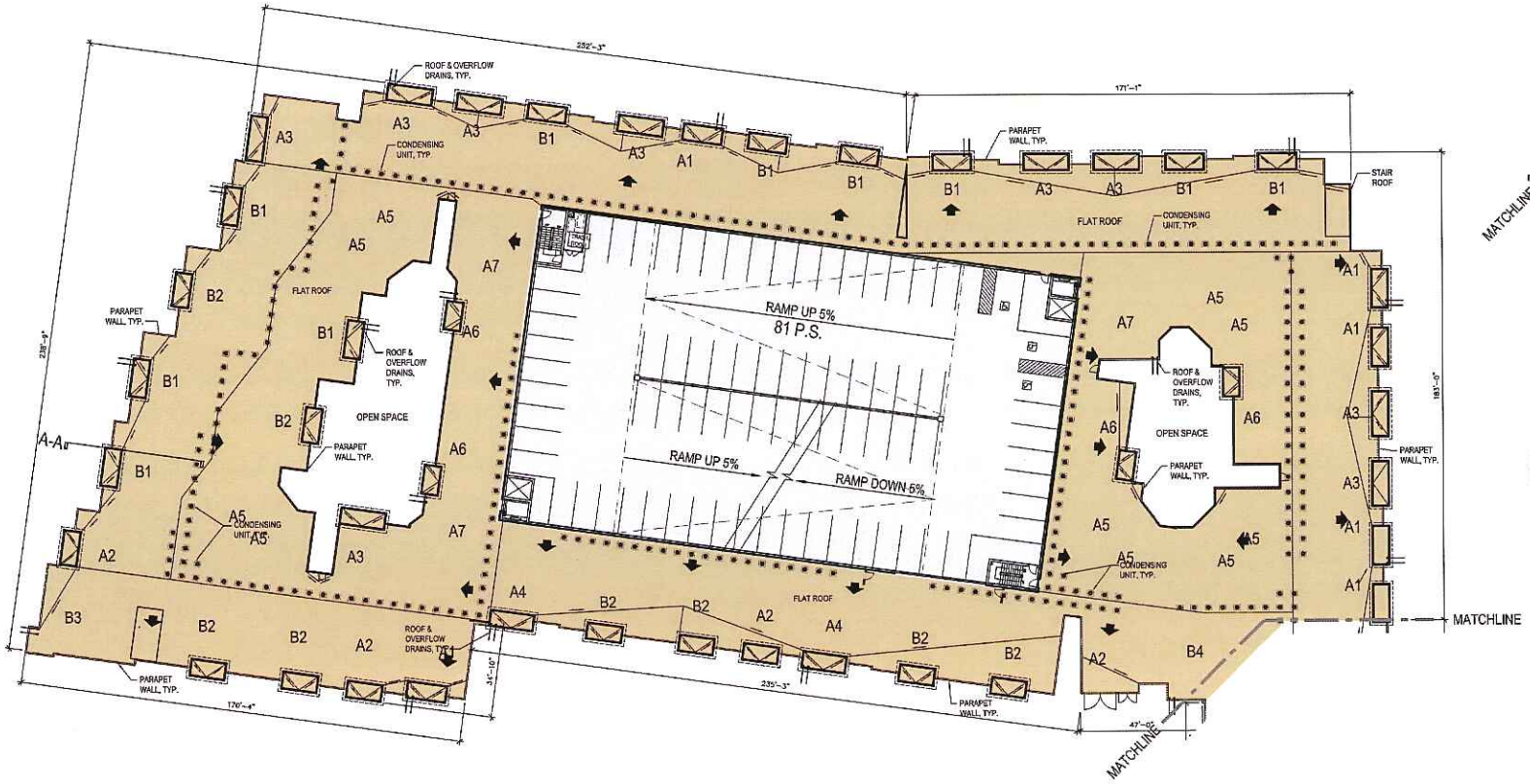
DISTRICT AT THE QUARTER

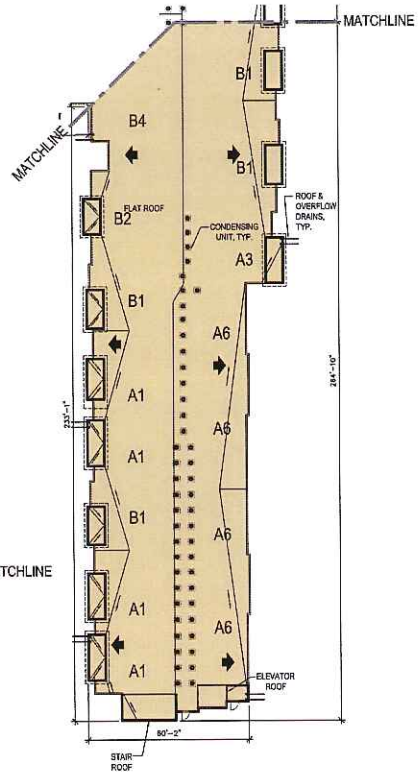
KAPLAN ACQUISITIONS, LLC

FLOOR PLAN WORK SHEET
BUILDING 2 - 4TH FLOOR
3/64" = 1'-0"

A5.2.4C
8-03-16

© BILTFORM ARCHITECTURE GROUP, INC.





biltform architecture

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

NORTH

FLOOR PLAN WORK SHEET
BUILDING 2 - ROOF
3/64" = 1'-0"

A5.2.5C
8-03-16

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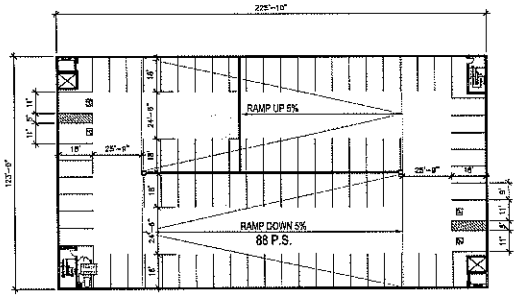
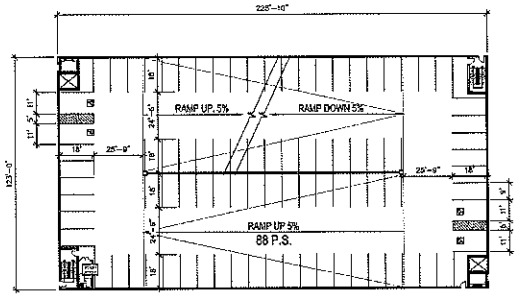
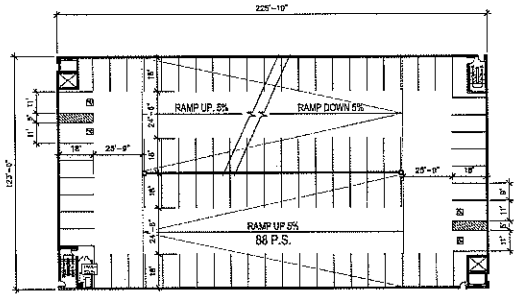
PARKING SUMMARY - BUILDING 1	
(PHASE 1) TOTAL PARKING:	
REQUIRED: TABLE 9.103.B.	
1 BEDROOM OR LESS (1 SPACE)	192 X 1 = 192
2 BEDROOMS OR MORE (2 SPACES)	140 X 2 = 280
TOTAL REQUIRED:	472 P.S.
PROVIDED:	
GARAGE PARKING (COVERED)	525 P.S.
VISITORS PARKING (OPEN SPACES)	0 P.S.
TOTAL PROVIDED:	525 P.S.
ACCESSIBLE PARKING REQUIRED:	4% X 525 P.S. = 21 P.S.
ACCESSIBLE PARKING PROVIDED:	COVERED = 21 P.S.
BICYCLE PARKING: (1) SPACES PER 10 VEHICAL SPACES, SEC.9.103 (472*0.1=47.2) 48 SPACES PROVIDED	



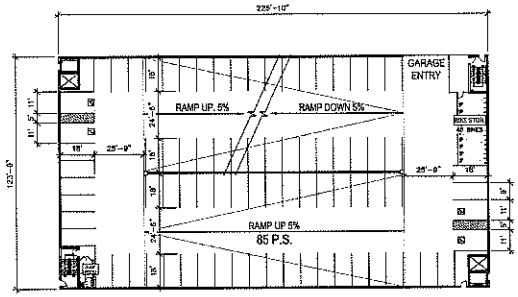
MEZZANINE LEVEL



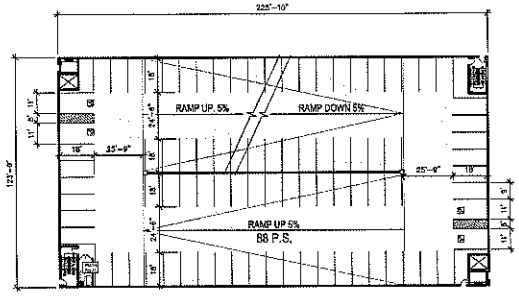
SECOND LEVEL



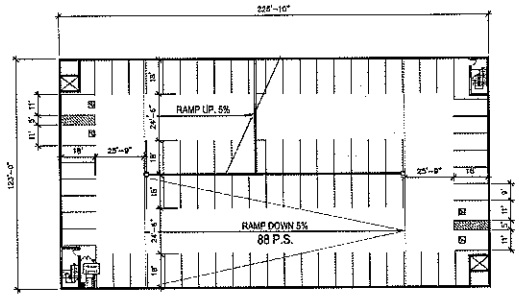
FOURTH LEVEL



GRADE LEVEL



THIRD LEVEL



LOWER LEVEL

GARAGE PLAN WORK SHEET
BUILDING 1 - 1ST LEVEL
3/64" = 1'-0"

A6.1C

8-03-16

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

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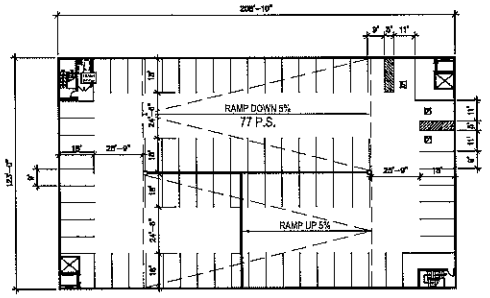
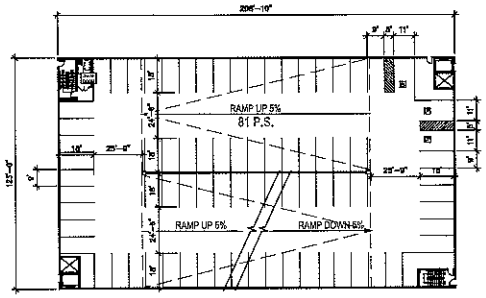
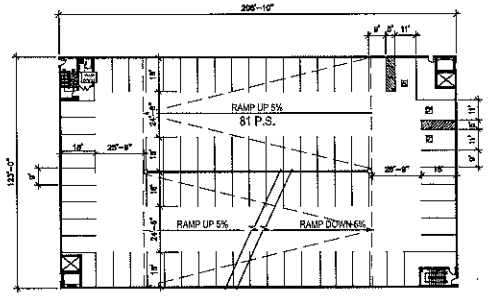
PARKING SUMMARY - BUILDING 2	
(PHASE 2) TOTAL PARKING:	
REQUIRED: TABLE 9.103.3.B.	
1 BEDROOM OR LESS (1 SPACE)	187 X 1 = 187
2 BEDROOMS OR MORE (2 SPACES)	103 X 2 = 206
TOTAL REQUIRED:	393 P.S.
PROVIDED:	
GARAGE PARKING (COVERED)	477 P.S.
VISITORS PARKING (OPEN SPACES)	
TOTAL PROVIDED:	477 P.S.
ACCESSIBLE PARKING REQUIRED:	4% X 423 P.S. = 17 P.S.
ACCESSIBLE PARKING PROVIDED:	COVERED = 17 P.S.
BICYCLE PARKING: (1) SPACES PER 10 VEHICAL SPACES; SEC.9.103 (393*.1=39.3) 40 SPACES PROVIDED	



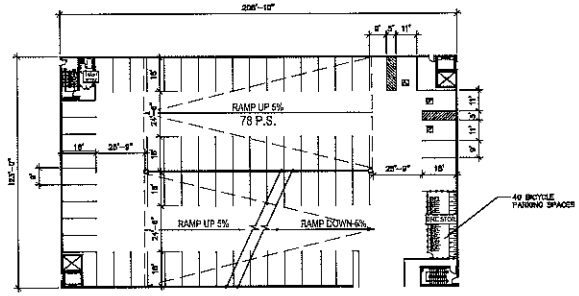
MEZZANINE LEVEL



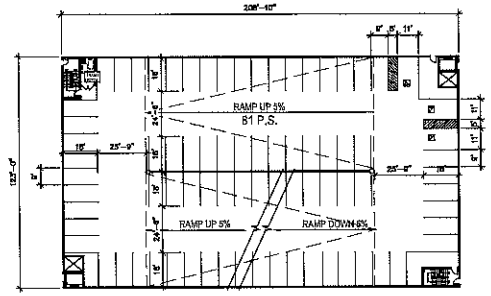
SECOND LEVEL



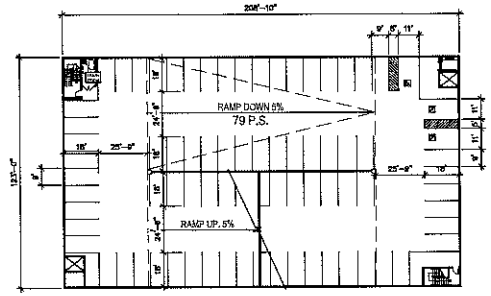
FOURTH LEVEL



GRADE LEVEL



THIRD LEVEL



LOWER LEVEL

GARAGE PLAN WORK SHEET
BUILDING 2
1" = 30'-0"

A6.2

8-03-16

bilt form architecture

DISTRICT AT THE QUARTER

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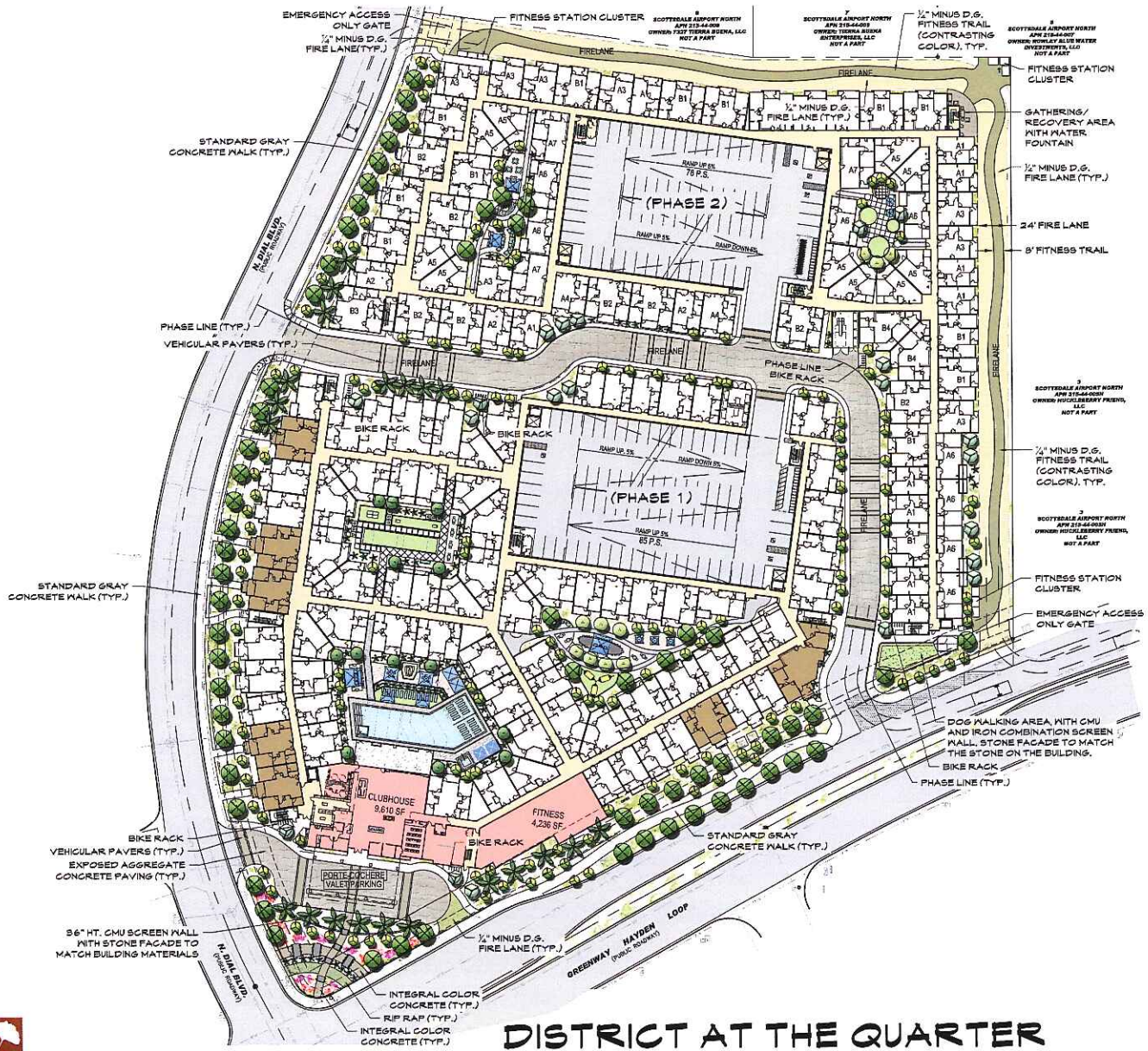
Exhibit 6

Landscape Plan Set



CONCEPTUAL PLANT PALETTE

TREES (24" BOX MIN. CALIPERS TO MEET ANA STANDARDS.

- MULGA (ACACIA ANURA)
- SISSOO TREE (DALBERGIA SISSOO)
- TEXAS EBONY (EBENOPSIS EBANO)
- PURPLE LEAF PLUM (PRUNUS CERASIFERA)
- PALO VERDE THORNLESS HYBRID (PARKINSONIA HYBRID)
- RED PUSH PISTACHE (PISTACIA CHINENSIS 'RED PUSH')
- MASTIC TREE (PISTACIA LENTISCUS)
- TREE OLEANDER (OLEANDER SP.)
- LIVE OAK SP. & SSP.(QUERCUS VIRGINIANA)
- MESQUITE SPECIES (PROSOPIS SPECIES)
- TEXAS MOUNTAIN LAUREL (SOPHORA SECUNDIFLORA)
- CITRUS TREES (CITRUS SPECIES)

PALM TREES

- DATE PALM (PHOENIX DACTYLIFERA)
- MEDITERRANEAN FAN PALM (CHAEMEROPS HUMILIS)

SHRUBS - 5 GAL. MIN.

- BOUGAINVILLEA (BOUGAINVILLEA SPECIES)
- DESERT BIRD OF PARADISE (CAESALPINIA SPECIES)
- FAIRY DUSTER (CALLIANDRA SPECIES)
- CASSIA (CASSIA SPECIES)
- EMU BUSH (EREMOPHILA SPECIES)
- TEXAS SAGE (LEUCOPHYLLUM SPECIES)
- DEERGRASS (MUHLENBERGIA SPECIES)
- JOJOBA (SIMMONDSIA CHINENSIS)
- BAJA RUELLIA (RUELLIA PENINSULARIS)
- SALVIA (SALVIA SPECIES)
- ARIZONA YELLOW BELLS (TECOMA SPECIES)
- ORANGE JUBILEE (TECOMA SPECIES)
- DWARF MYRTLE (MYRTUS COMMUNIS)
- LITTLE JOHN BOTTLEBRUSH (CALLISTEMON SPECIES)

ACCENT PLANTS - 5 GAL. MIN.

- AGAVE (AGAVE SPECIES)
- ALOE (ALOE SPECIES)
- DESERT/SMOOTH SPOONS (DASYLIRION SPECIES)
- EUPHORBIA (EUPHORBIA SPECIES)
- HEDGEHOG CACTUS (ECHINOCEREUS ENGELMANNII)
- BARREL CACTUS (FEROCACTUS WIZLIZENII)
- GIANT HESPERALOE (HESPERALOE FUNIFERA)
- RED YUCCA (HESPERALOE PARVIFLORA)
- PRICKLEY PEAR (OPUNTIA SPECIES)
- LADY SLIPPER (PEDILANTHUS MACROCARPUS)
- YUCCA (YUCCA SPECIES)

GROUNDCOVER - 5 GAL. MIN.

- DESERT CARPET ACACIA (ACACIA REDOLENS 'DESERT CARPET')
- ASPARAGUS FERN (ASPARAGUS SPRENGERI)
- EREMOPHILA GLABRA 'OUTBACK SUNRISE'
- VERBENA (GLANDULARIA SPECIES)
- LANTANA (LANTANA SPECIES)
- IRENE ROSEMARY (ROSMARINUS SPECIES)
- YELLOW DOT (NEDELIA TRILOBATA)

DECOMPOSED GRANITE

3/4" SCREENED - 2" DEPTH MIN. COLOR TO BE DETERMINED

ARTIFICIAL TURF

NOTES:

1. DUE TO PLANT MATERIAL AVAILABILITY, SUBSTITUTIONS FOR PLANT MATERIAL LISTED ABOVE MAY BE USED. ANY ALTERNATES OR SUBSTITUTIONS MUST BE ON THE ADWR LOW WATER USE PLANT LIST.
2. SUB-SPECIES OR HYBRIDS OF PLANT MATERIAL LISTED ABOVE MAY BE USED AS ALTERNATES/SUBSTITUTIONS.
3. ADDITIONAL PLANT MATERIAL MAY BE ADDED TO THE LIST BELOW DUE TO UTILITY COMPANY OR H.O.A. REQUESTS AND/OR PLANTING RESTRICTIONS WITHIN UTILITY EASEMENTS.
4. NO TREES TO BE LOCATED WITHIN THE P.U.E. OR ANY OTHER NOTED EASEMENTS.
5. ALL PLANT MATERIAL IN THE R.O.W. SHALL BE ON THE ADWR LOW WATER USE PLANT LIST.

The McGough Group

DISTRICT AT THE QUARTER
OVERALL LANDSCAPE MASTER PLAN

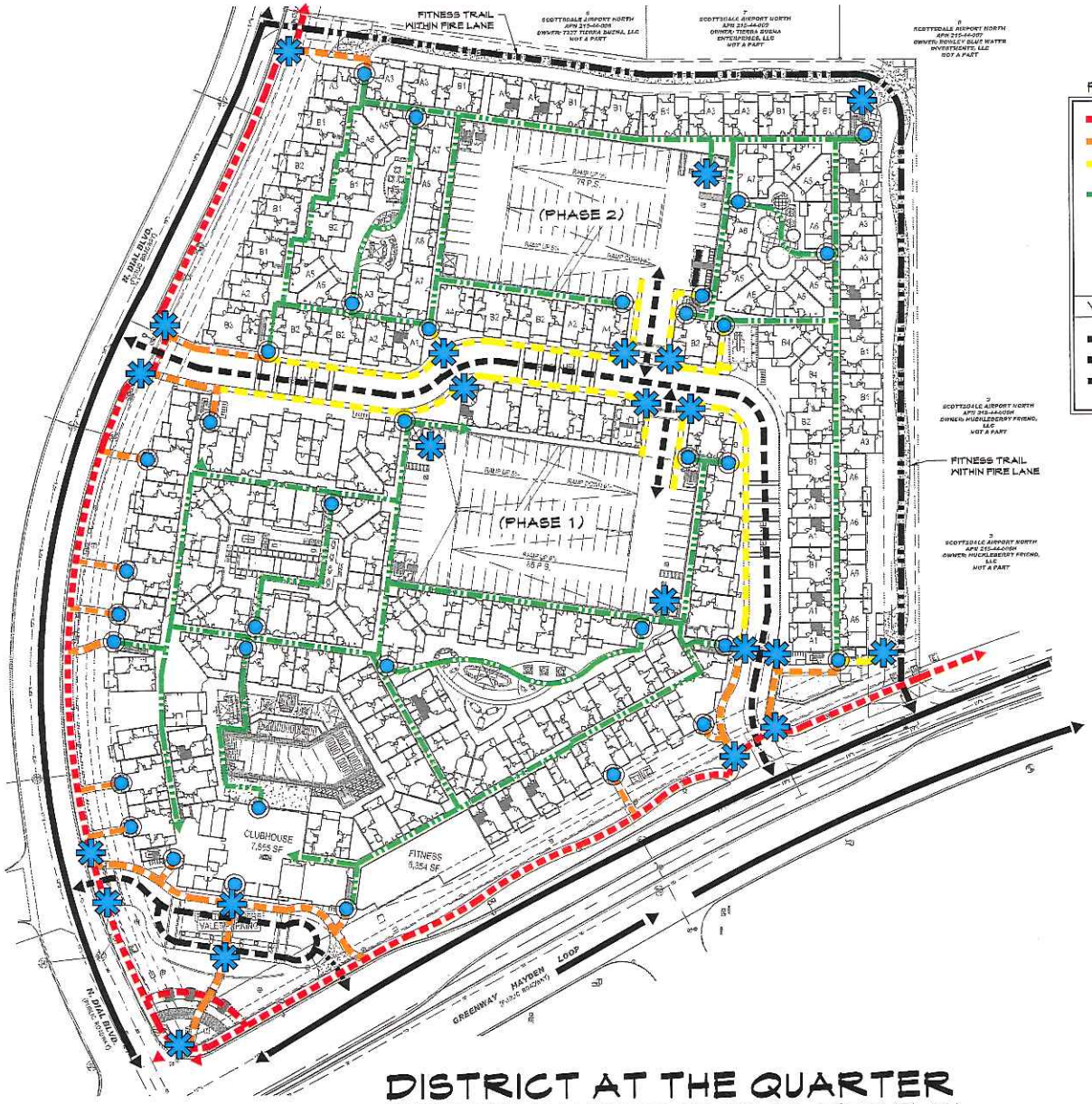
15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 30, 2016

SCALE: 1"=40'-0"

0' 40' 80' 120'

NORTH



PEDESTRIAN CIRCULATION LEGEND

- 8' WIDE PUBLIC PEDESTRIAN CIRCULATION
- 6' WIDE PUBLIC PEDESTRIAN CIRCULATION
- 4.5' WIDE PUBLIC PEDESTRIAN CIRCULATION
- PRIVATE PEDESTRIAN CIRCULATION
- A.D.A. ACCESSIBLE RAMP
- INTERIOR/EXTERIOR TRANSITION

VEHICULAR CIRCULATION LEGEND

- EXISTING ROADWAYS
- PROPOSED VEHICULAR ACCESS
- EMERGENCY ACCESS ONLY

DISTRICT AT THE QUARTER

PEDESTRIAN & VEHICULAR CIRCULATION PLAN

15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

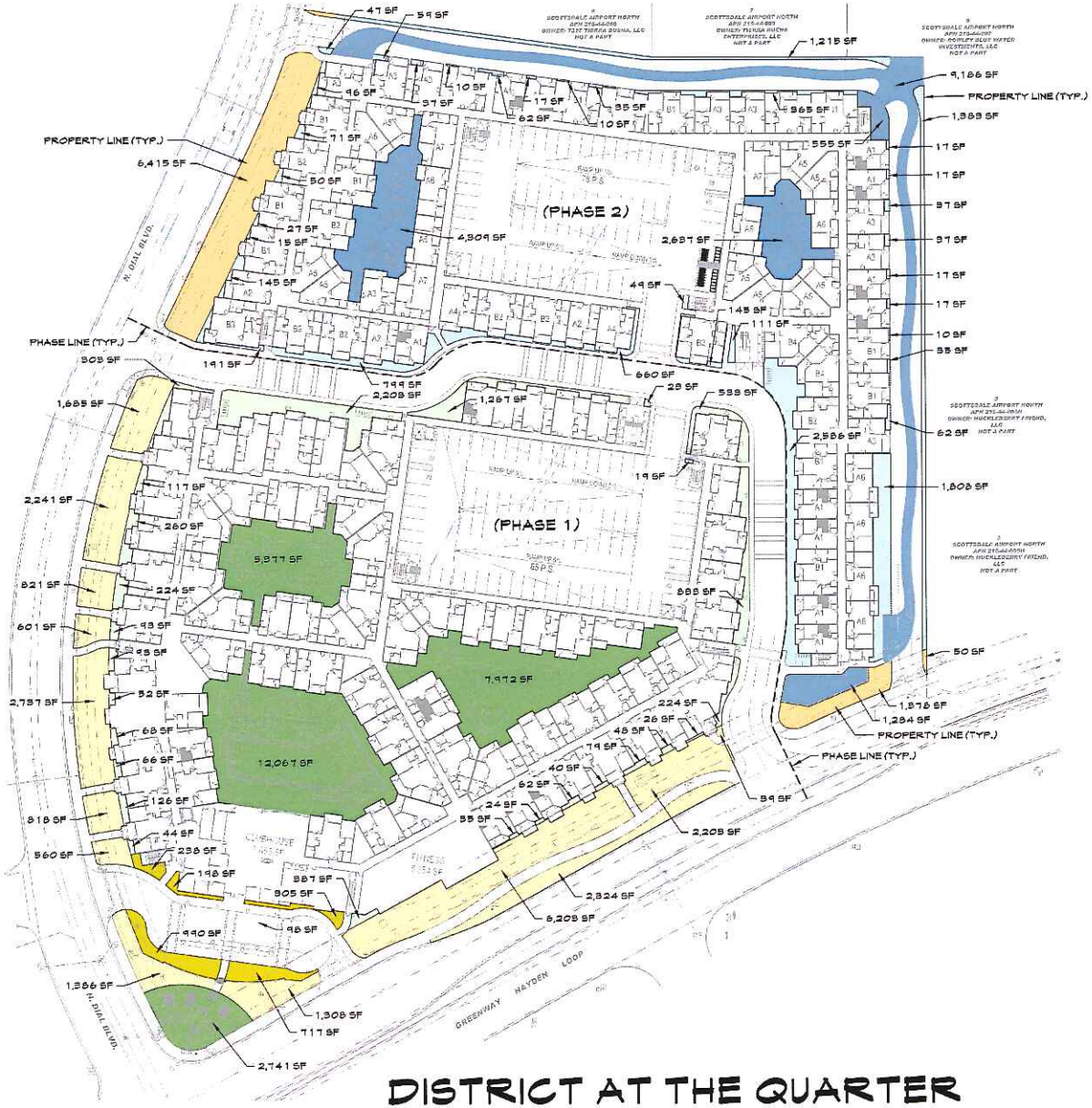
AUGUST 30, 2016

SCALE: 1"=40'-0"

0' 40' 80' 120'

NORTH

The McGough Group



SITE DATA

GROSS SITE AREA: 448,295 SQ.FT

NET SITE AREA: 384,727 SQ.FT

ZONING: I-1

PROPOSED ZONING: PUD

COMMON OPEN SPACE

GROSS SITE AREA: 448,295 SQ.FT

PHASE I SITE AREA: 271,599.80 SQ.FT

OPEN SPACE FACTOR: 0.10

PHASE I REQUIRED OPEN SPACE: 27,160 SQ.FT

PHASE II SITE AREA: 176,700.49 SQ.FT

OPEN SPACE FACTOR: 0.10

PHASE II REQUIRED OPEN SPACE: 17,670 SQ.FT

PHASE I - COMMON OPEN SPACE LEGEND

- COMMON AREA OPEN SPACE - 28,157 SQ.FT
- OTHER OPEN SPACE AREA - 6,692 SQ.FT
- STREET FRONTAGE OPEN SPACE - 22,925 SQ.FT
- PARKING LOT LANDSCAPING - 2,584 SQ.FT

PHASE II - COMMON OPEN SPACE LEGEND

- COMMON AREA OPEN SPACE - 17,957 SQ.FT
- OTHER OPEN SPACE AREA - 10,288 SQ.FT
- STREET FRONTAGE OPEN SPACE - 7,844 SQ.FT
- NO PARKING LOT AREA IN PHASE II

OVERALL TOTAL OPEN SPACE FOR BOTH PHASES

COMMON OPEN SPACE PROVIDED:
- 46,114 SQ.FT (10.29% OF GROSS SQ.FT) (NOT INCLUDING OTHER OPEN SPACE AREA, STREET FRONTAGE AREA OR PARKING LOT LANDSCAPING AREA).

TOTAL OPEN SPACE AREA PROVIDED:
- 96,402 SQ.FT (21.50% OF GROSS SQ.FT) (INCLUDES ALL OPEN SPACE AREAS, STREET FRONTAGE & PARKING LANDSCAPE AREAS).

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DISTRICT AT THE QUARTER

COMMON OPEN SPACE PLAN

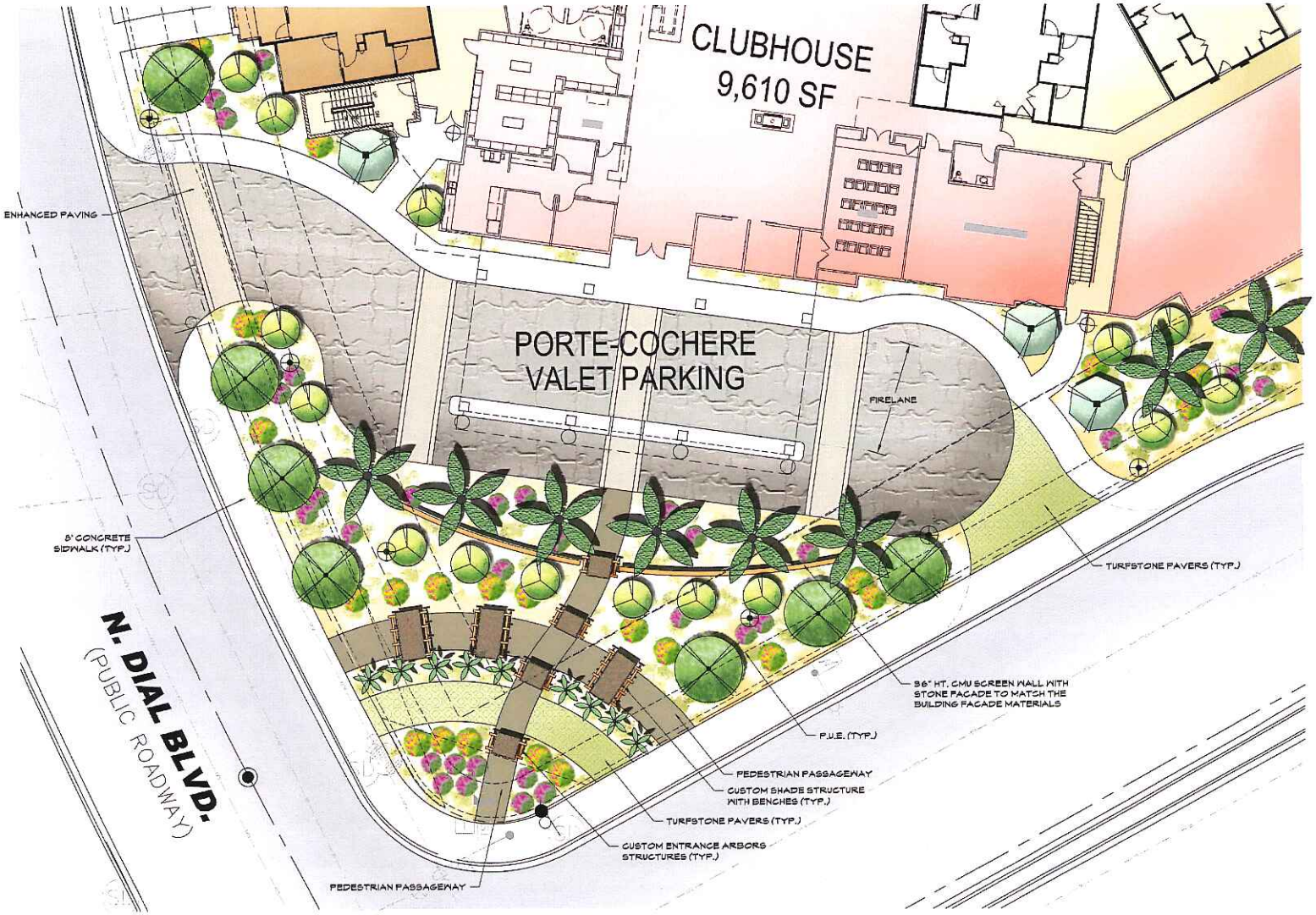
15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 30, 2016

SCALE: 1"=40'-0"

0' 40' 80' 120'

NORTH



CORNER - ENTRY - PEDESTRIAN PASSAGEWAY - PARKING

The McGough Group

DISTRICT AT THE QUARTER

CORNER ENLARGEMENT

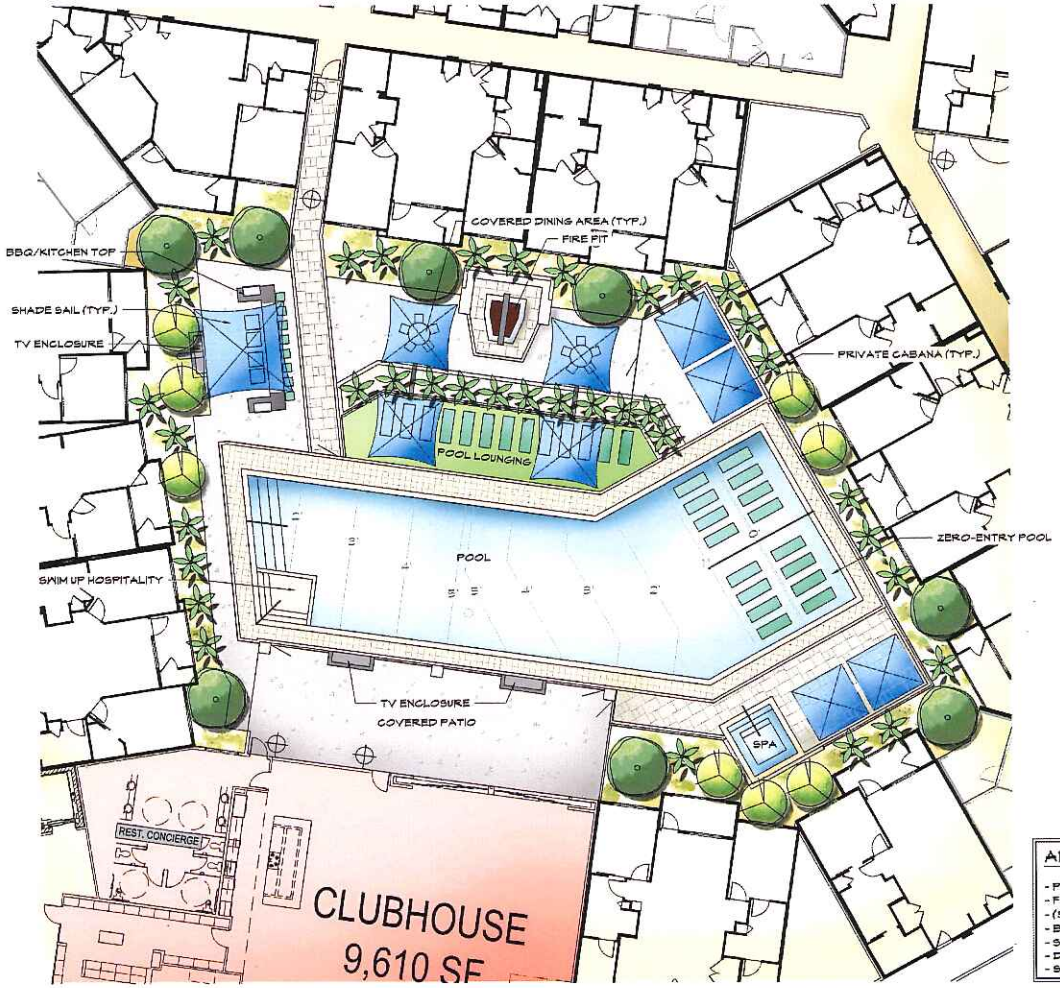
15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 4, 2016

SCALE: 1"=10'-0"

0' 5' 10' 20' 30'

NORTH



COURTYARD 1 - POOL ENTERTAINMENT

AMENITITIES

- POOL WITH ZERO-ENTRY
- FIRE PIT
- (5) TV ENCLOSURES
- BBQ/KITCHEN TOP
- SEATING/LOUNGING AREAS
- DINING AREAS
- SPA

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COURTYARD ENLARGEMENT 1

15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 4, 2016

SCALE: 1"=10'-0"

0' 5' 10' 20' 30'

NORTH

AMENITITIES

- OUTDOOR KITCHEN/CULINARY DEMONSTRATION AREA
- SEATING/LOUNGING AREAS
- DINING AREAS
- CITRUS TREES
- HAMMOCK CLUSTER

COURTYARD 2 - OUTDOOR KITCHEN - CULINARY DEMONSTRATION

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DISTRICT AT THE QUARTER

COURTYARD ENLARGEMENT 2

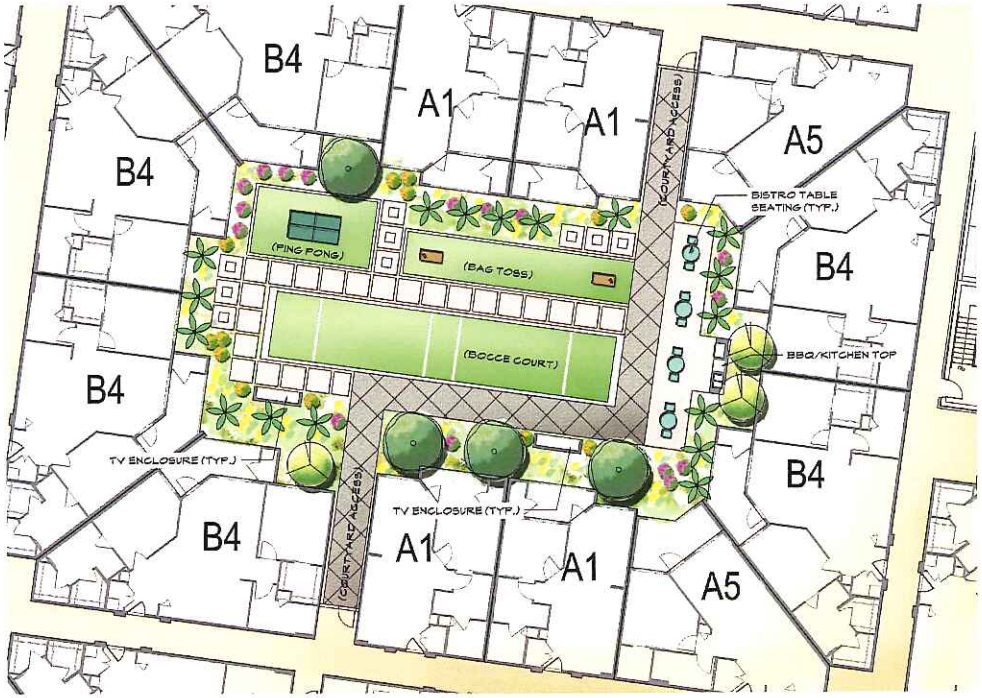
15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 4, 2016

SCALE: 1"=10'-0"

0' 5' 10' 20' 30'

NORTH



COURTYARD 3 - GAMING AREA/ACTIVE RECREATION

AMENITITIES

- BOCCE BALL COURT
- BAG TOSS COURT
- PING PONG TABLE AREA
- (2) TV ENCLOSURES
- BBQ/KITCHEN TOP
- SEATING/DINING AREAS

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DISTRICT AT THE QUARTER

COURTYARD ENLARGEMENT 3

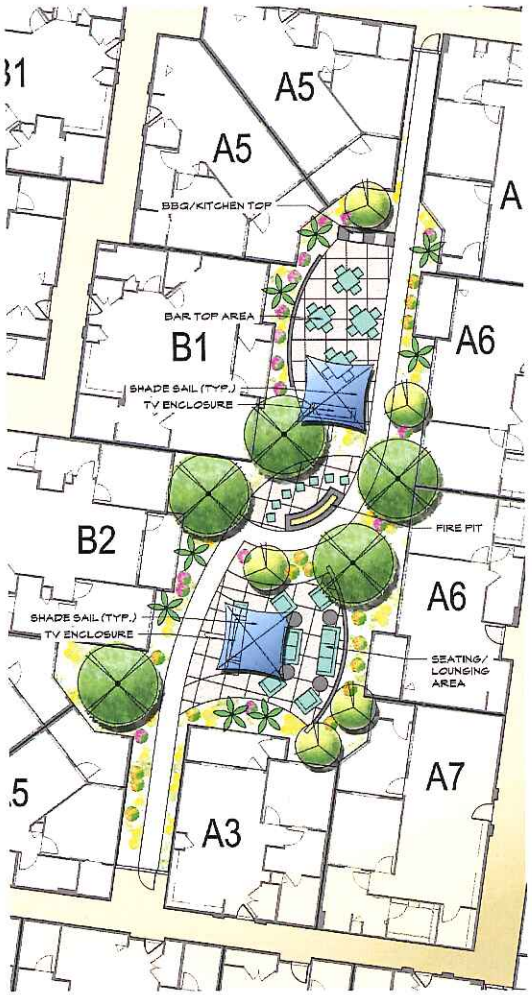
15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 4, 2016

SCALE: 1"=10'-0"

0' 5' 10' 20' 30'

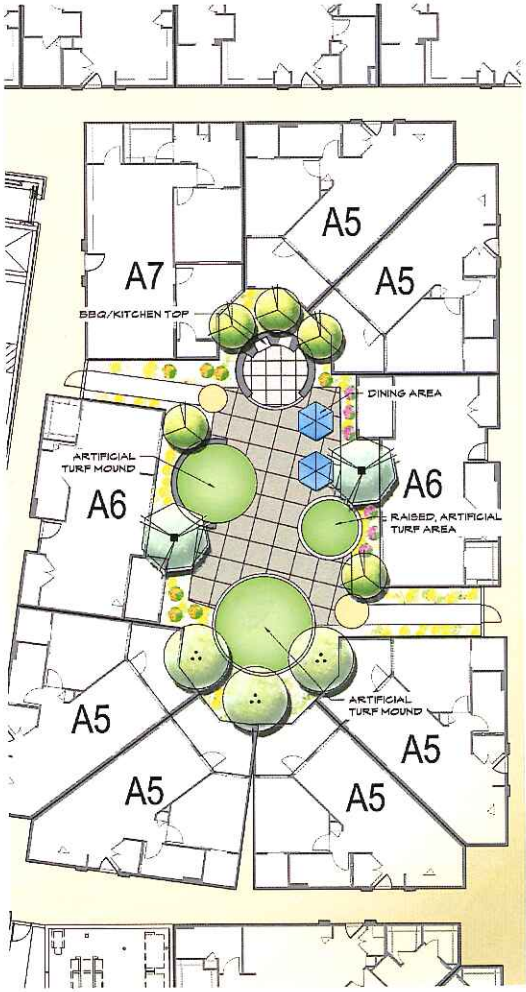
NORTH



COURTYARD 4 - OUTDOOR LIVINGROOM

AMENITITIES

- FIRE PIT
- (2) TV ENCLOSURES
- BBQ/KITCHEN TOP
- SEATING/LOUNGING AREAS
- BAR TOP AREA



COURTYARD 5 - PASSIVE RECREATION

AMENITITIES

- BBQ/KITCHEN TOP
- SEATING/LOUNGING AREAS
- DINING AREAS
- ARTIFICIAL TURF MOUNDS

The McGough Group

DISTRICT AT THE QUARTER

COURTYARD ENLARGEMENTS 4 & 5

15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

AUGUST 4, 2016

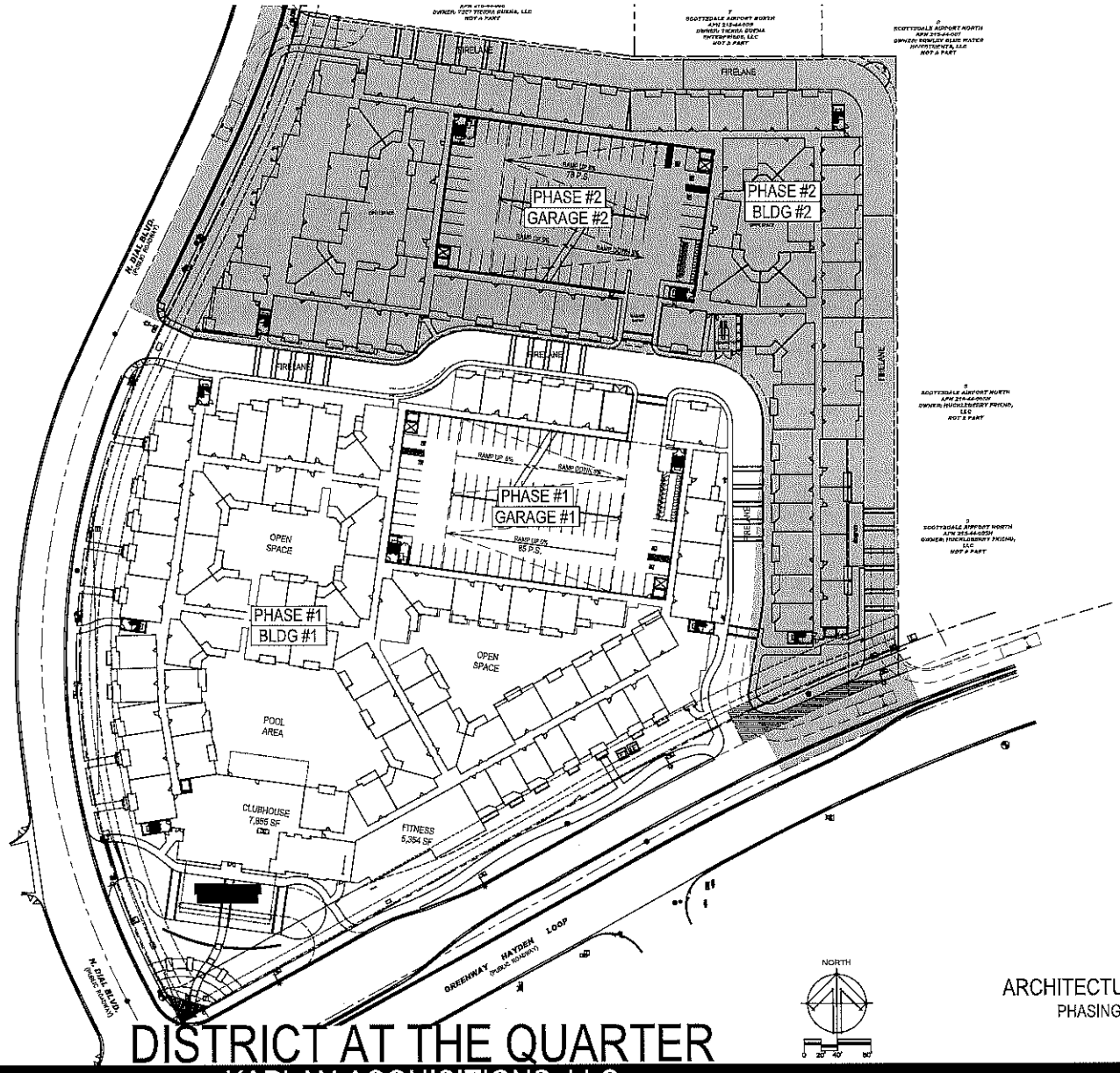
SCALE: 1"=10'-0"

0' 5' 10' 20' 30'

NORTH

Exhibit 7

Phasing Plan



DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

ARCHITECTURAL PHASING PLAN

1" = 40'-0"

A1.3

8-03-16

bildform architecture

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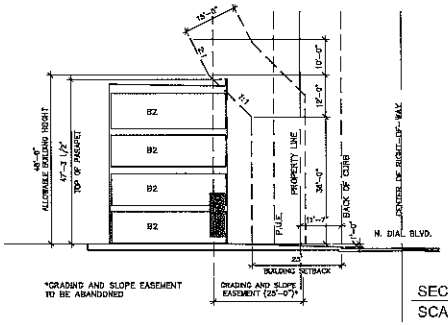
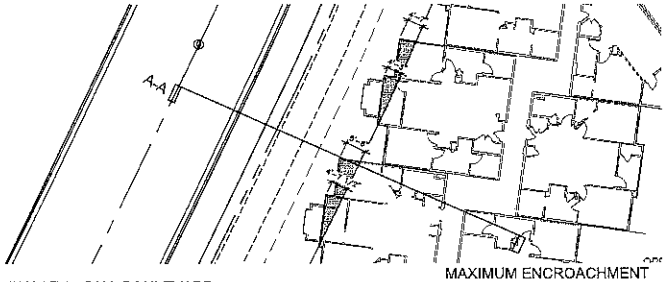
Exhibit 8

Building Cross Sections, Height Diagrams, and Height Exemption Area

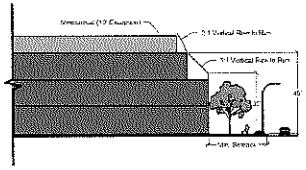


SECTION A-A
SCALE: 1/16" = 1'-0"

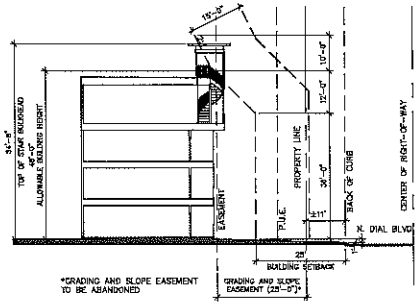


PHASE 2 - DIAL BOULEVARD

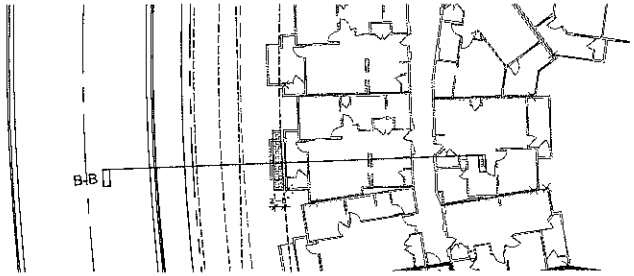
MAXIMUM ENCROACHMENT INTO EASEMENT
SCALE: 1/16" = 1'-0"



BUILDING ENVELOPE DIAGRAM 5.5005.F.1

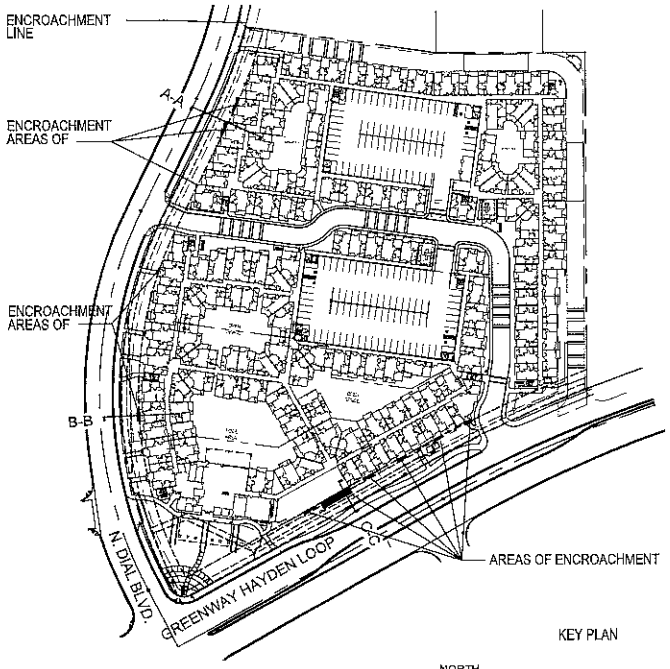


SECTION B-B
SCALE: 1/16" = 1'-0"

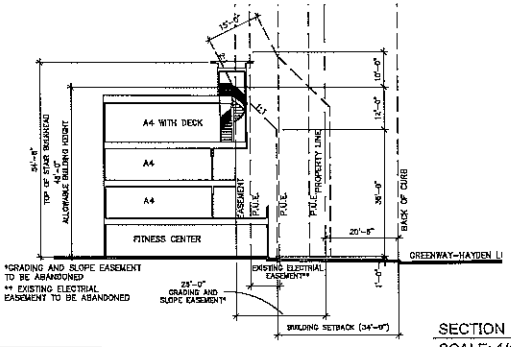


PHASE 1 - DIAL BOULEVARD

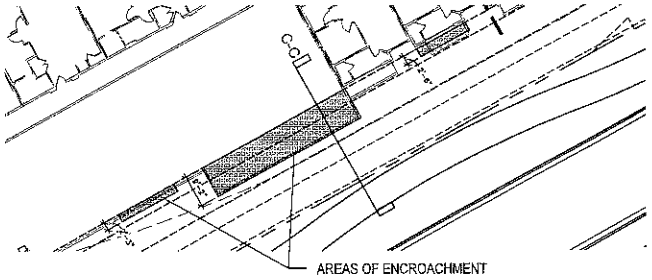
MAXIMUM ENCROACHMENT INTO EASEMENT
SCALE: 1/16" = 1'-0"



KEY PLAN



SECTION C-C
SCALE: 1/16" = 1'-0"



PHASE 1 - GREENWAY-HADEN LOOP

MAXIMUM ENCROACHMENT INTO EASEMENT
SCALE: 1/16" = 1'-0"

THE AVERAGE BUILDING HEIGHT IS +1529.34' (NAVD88)

THE AVERAGE CURB HEIGHT	1481.06'
PLUS 1'-0"	+ 1.00'
OVERALL AVERAGE CURB HEIGHT (ZONING ORDINANCE SECTION 3.100)	1482.06'
OVERALL AVERAGE CURB HEIGHT	1482.06'
MAXIMUM BUILDING HEIGHT	+ 48.00'
MAXIMUM ELEVATION	1530.06'

NORTH

KEY PLAN

0 40' 80' 160'
GRAPHIC SCALE

AREAS OF ENCROACHMENT

CROSS SECTIONS

A3.1

8-31-16

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DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

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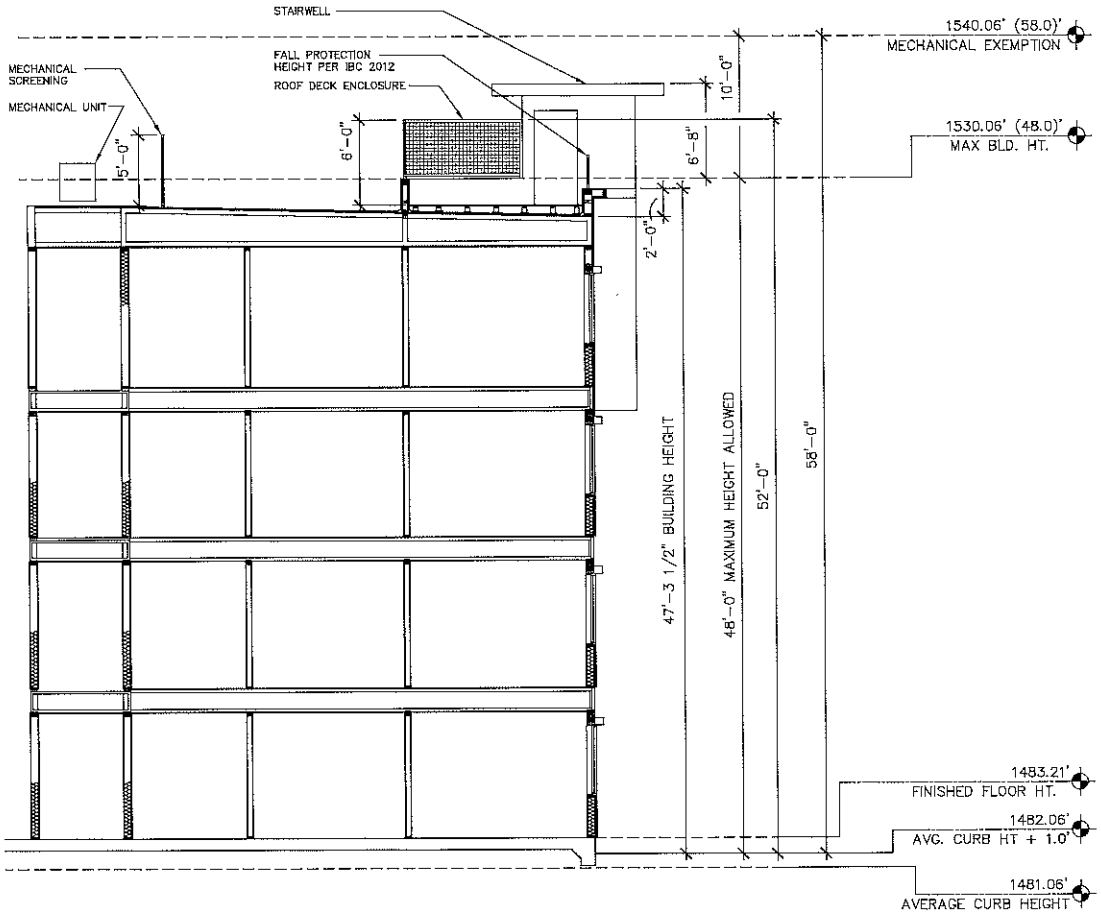

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AVERAGE BUILDING HEIGHT DIAGRAM | A3.3

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DISTRICT AT THE QUARTER

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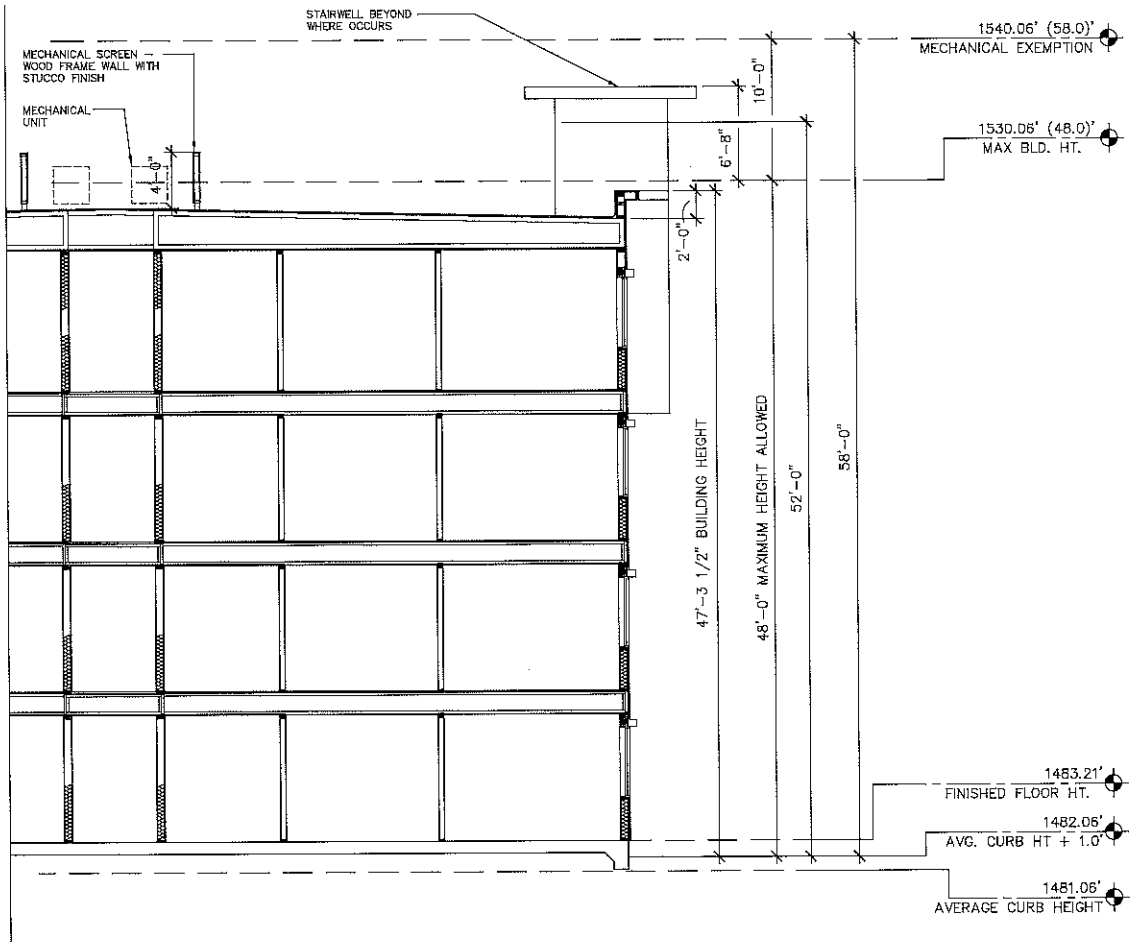

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MECHANICAL SCREEN DIAGRAM | A3.4

1/4" = 1'-0"

8-31-16

DISTRICT AT THE QUARTER

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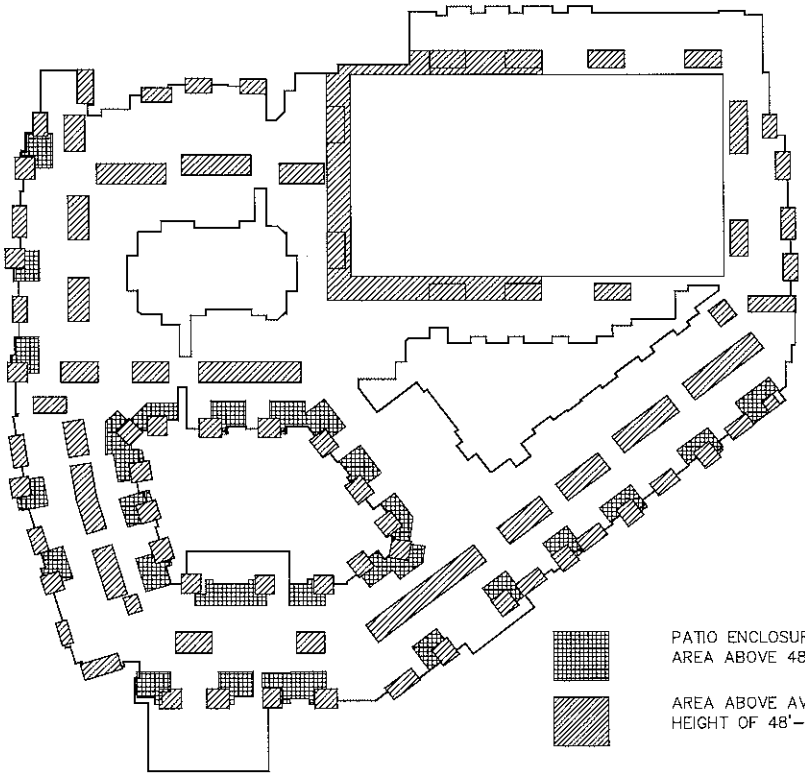
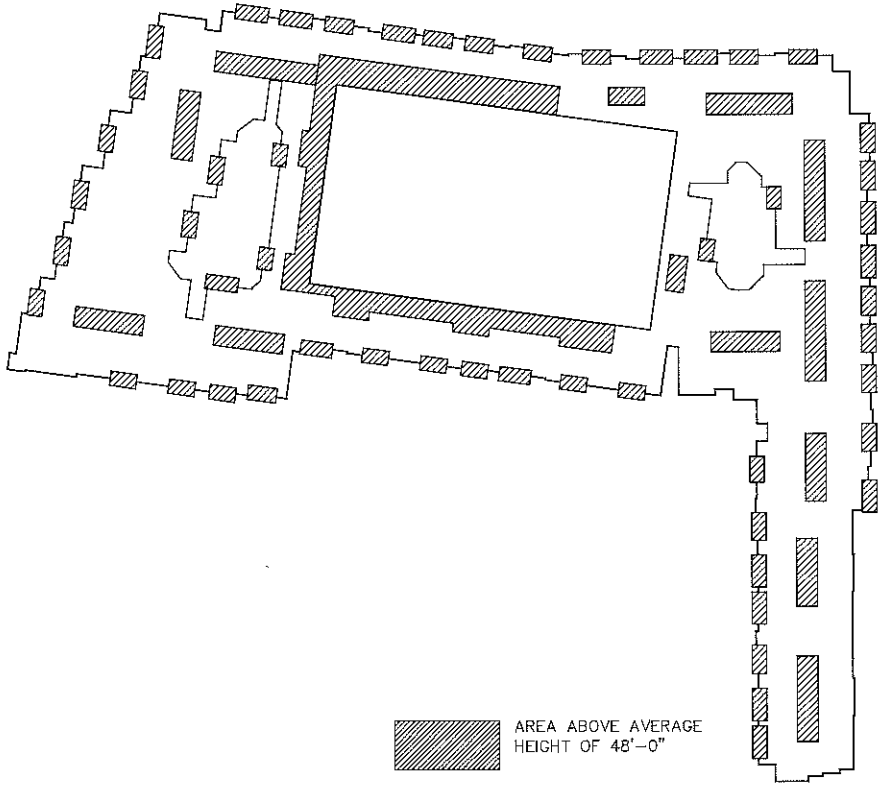


PATIO ENCLOSURE
AREA ABOVE 48'-0"

AREA ABOVE AVERAGE
HEIGHT OF 48'-0"

ROOF AREA CALCULATION
30% MAXIMUM PER 5.5005.D

30,957 SQ.FT. / 133,897 TOTAL
ROOF AREA = 23%



AREA ABOVE AVERAGE
HEIGHT OF 48'-0"

ROOF AREA CALCULATION
30% MAXIMUM PER 5.5005.D

22,003 SQ.FT. / 83,656 TOTAL ROOF
AREA = 27.5%

biltform architecture

ROOF AREA
NOT TO SCALE:

A3.5

8-31-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

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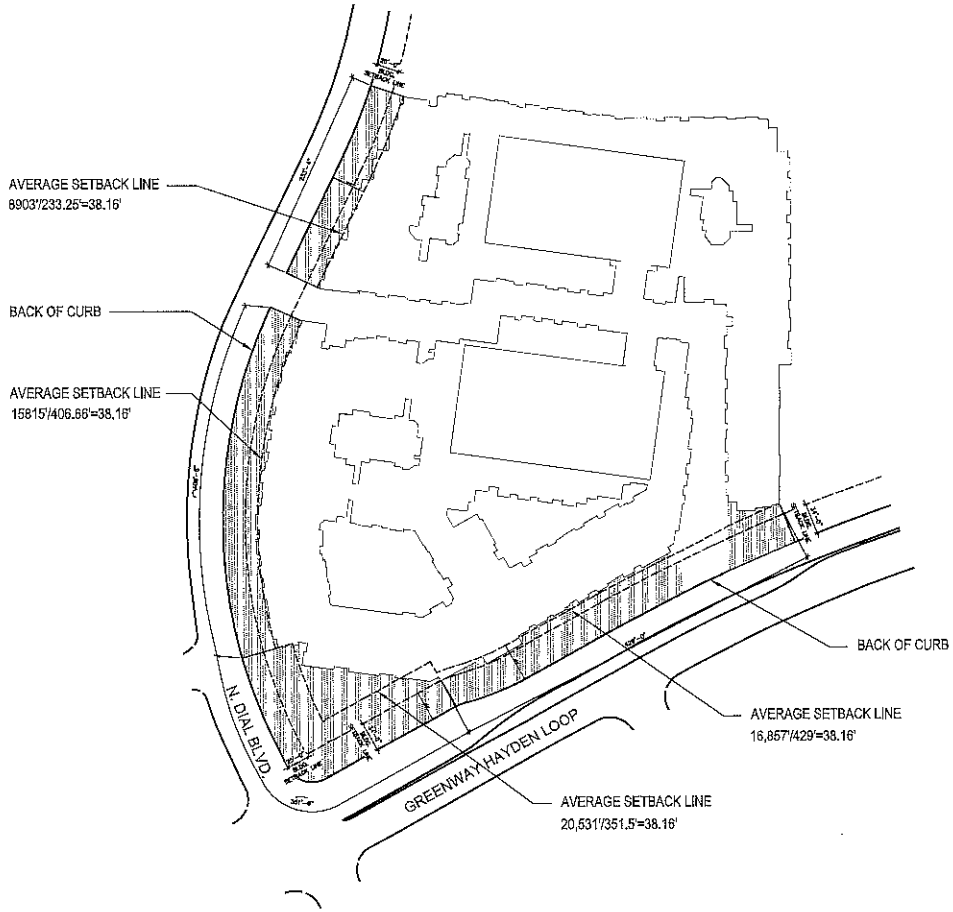
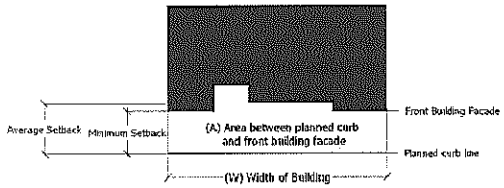
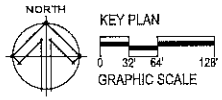
Exhibit 9

Average Building Setbacks





AVERAGE SETBACK DIAGRAM
THIS DIAGRAM ILLUSTRATES SECTION 5.5005.E.2.



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AVERAGE SETBACK

A3.2

8-24-16

DISTRICT AT THE QUARTER

KAPLAN ACQUISITIONS, LLC

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Exhibit 10

Amended Standards Legislative Draft

<u>AMENDED STANDARDS LEGISLATIVE DRAFT</u>

Section 5.5000. Planned Development Unit (PUD).

...

Section 5.5005. Development Standards.

...

E. *Building setbacks.*

1. *Minimum setback.* Buildings adjacent to public and private streets shall be setback from the back of the planned curb line, including the planned curb line for bus bays and turn lanes, in accordance with Section 5.5005.E. Table A. The planned curb line, including the planned location for bus bays and turn lanes, shall be as described in the Transportation Master Plan and the Design Standards & Policies Manual.

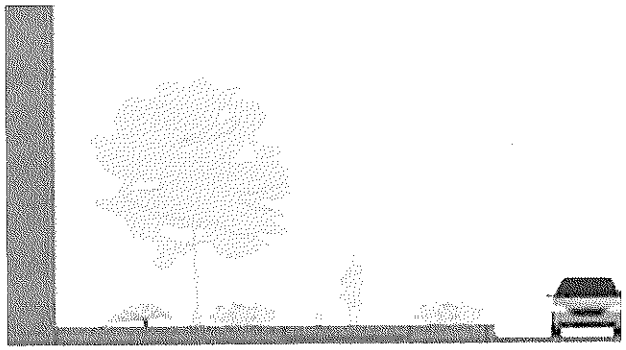
TABLE A			
BUILDING SETBACK FROM BACK OF THE PLANNED CURB ALONG STREETS			
Street Classification Type and Use	**Minimum Setback**	**Average Setback**	**Setback Diagram - This Illustrates Setbacks, Excluding Average Setback. Dimensions are for Illustrative Purposes.**
Major and Minor Arterial - Residential on First Floor Adjacent to the Street **(Greenway-Hayden Loop)**	34 feet	~~40 feet~~ **38 Feet**	

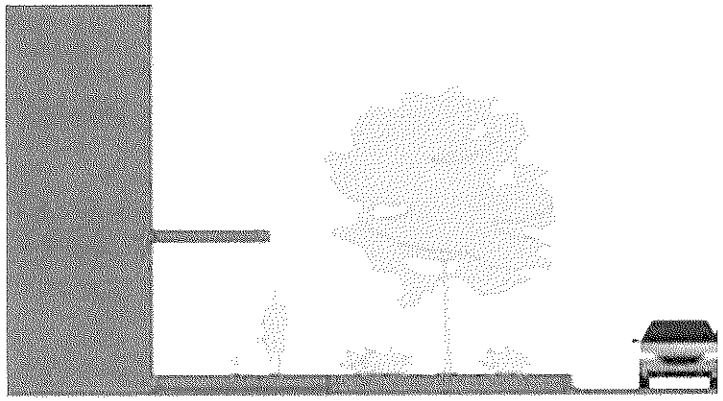
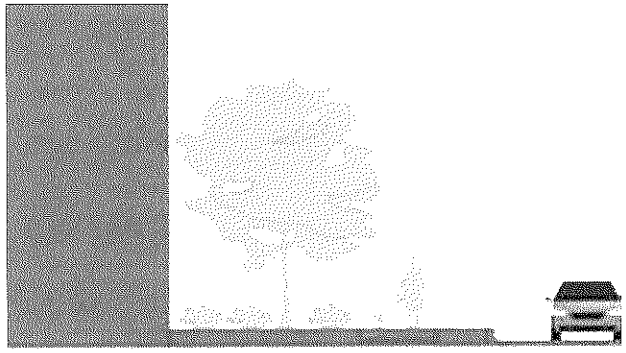
TABLE A			
BUILDING SETBACK FROM BACK OF THE PLANNED CURB ALONG STREETS			
Street Classification Type and Use	**Minimum Setback**	**Average Setback**	**Setback Diagram - This Illustrates Setbacks, Excluding Average Setback. Dimensions are for Illustrative Purposes.**
Major and Minor Arterial - Retail and Commercial on First Floor Adjacent to the Street **(Greenway-Hayden Loop)**	28 feet	~~32 feet~~ **38 Feet**	
Major and Minor Collector, Local Streets, and Unclassified Streets (Including Private Streets but Excluding Alleys) - Residential on First Floor Adjacent to the Street **(73rd Street/Dial Boulevard)**	25 feet	~~30 fee~~ **38 feet**	

Exhibit 11

Right-of-Way

Right-Of-Way Exhibit
"District at the Quarter"

Gross Acreage: 10.29 ac
Dial/ 73rd Street: 30' Half Street R.O.W.
Greenway-Hayden Loop: 55' Half Street R.O.W.

Indicates Right-Of-Way along Dial/ 73rd Street and Greenway-Hayden Loop. (Approximately 1.45 acres)

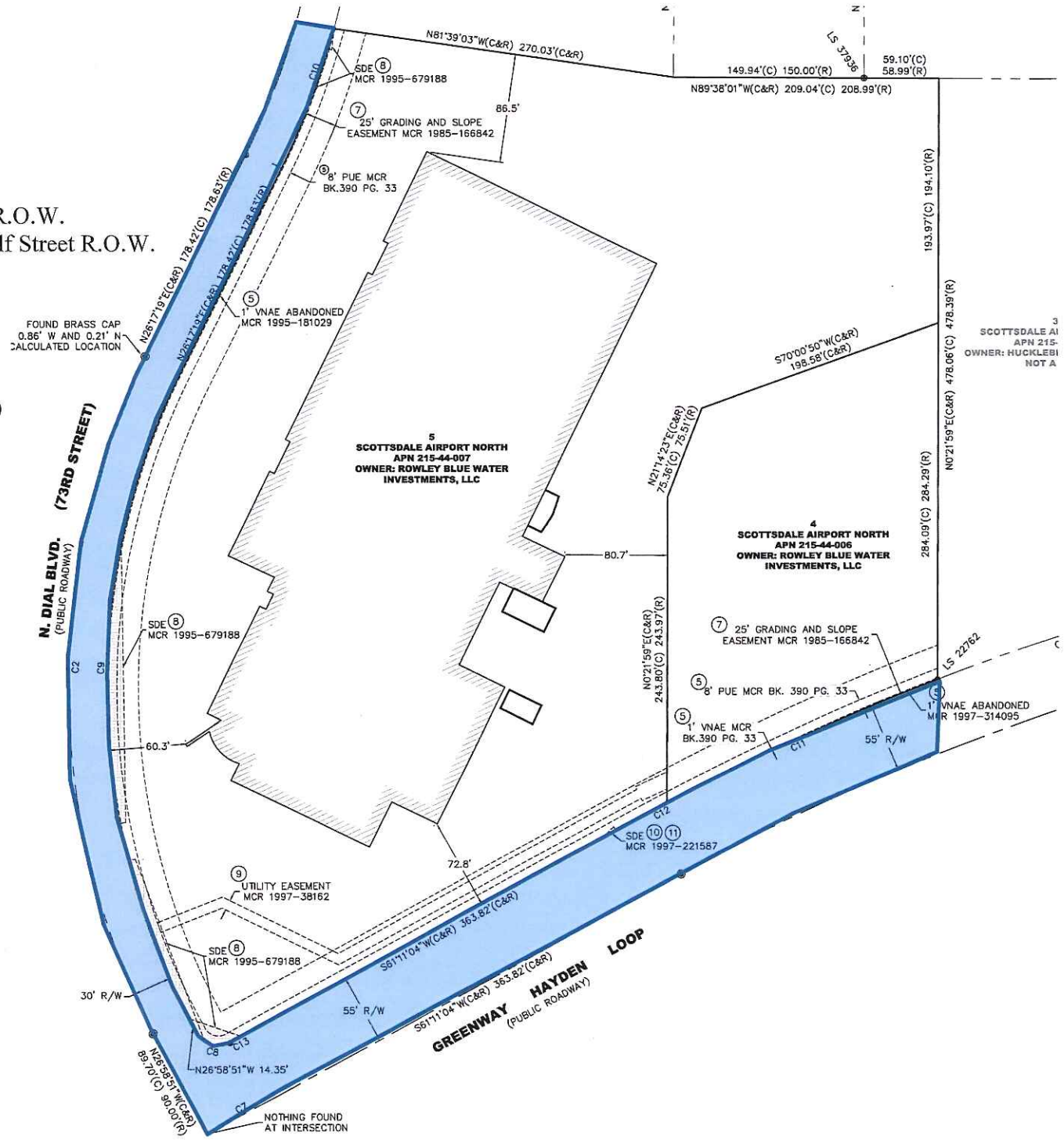


Exhibit 12

Arizona Republic Article and Colliers International Report

Scottsdale Airpark booming with urban life, 55,000 jobs

Parker Leavitt, The Republic | azcentral.com 2:53 p.m. MST March 25, 2016

A small jet comes in for a landing at Scottsdale Airport on March 10, 2015. The airport is one of the busiest corporate jet facilities in the state. (Photo: Tom Tingle/The Arizona Republic)

A record number of businesses and employees have moved into Scottsdale's bustling Airpark corridor, which is emerging as a one of the Phoenix area's major hubs for urban growth, according to a new report from Colliers International.

More than 55,000 employees work for about 3,000 companies within the Scottsdale Airpark area, which covers about 5 square miles in north Scottsdale and Phoenix's Kierland neighborhood. The Airpark added nearly 1,200 jobs over the past year and more than 7,000 jobs since the height of the recession in December 2009, according to Colliers.

The previous record for jobs in the Scottsdale Airpark area was set in 2014 at 54,100, the report said. There were also 2,950 companies in the area last year.

The annual report, compiled by Jim Keeley, founding partner of Colliers' Scottsdale office, also shows significant improvement in vacancy rates, land sales and property values over the past

several years. Colliers is among the real-estate firms that broker deals in the Airpark and other parts of the Valley.

Although Airpark office space was selling for about $50 to $70 per square foot in 2011, tenants are paying closer to $150 or even $200 per square foot now, Keeley said. He expects rates to continue climbing over the next two or three years toward the prerecession peak of around $270 to $300.

Land sales totaled $94.8 million for about 89 acres in 2015, up from $46.7 million for about 38 acres the previous year, according to Colliers.

Investment from GoDaddy founder Bob Parsons and global investment firm Vanguard helped the Airpark build on that momentum in 2015, Keeley said.

His Colliers report detailed several key announcements for the area last year, including:

- Parsons opened the world's largest Harley-Davidson dealership in November at Hayden Road and Northsight Boulevard. The dealership features a 95-seat chapel for weddings and a movie theater.
- Vanguard added 600 employees while expanding to fill a 150,000-square-foot building near Pima Road and Raintree Drive.
- American Girl opened its only Arizona retail store, which includes a 25-seat bistro, at Scottsdale Quarter in August. The store is one of only 20 in the U.S.

Urban living arrives, transit needed

Residential towers have begun to spring up among the Airpark's corporate offices and shopping centers as young professionals pursue a more urban lifestyle within walking distance of their workplaces.

Crescent Communities recently opened 275 high-end apartments at Scottsdale Quarter, and another 220 luxury condos are under construction across Scottsdale Road at Optima Kierland.

This rendering shows Optima Kierland, a 12-story luxury condominium development going up at Scottsdale Road and Kierland Boulevard. (Photo: Optima Kierland)

Liv North Scottsdale built 240 apartments just north of Scottsdale Quarter in 2014, and a 282-unit complex called Sunrise Commons is planned to replace a former car dealership on Hayden Road.

"I think society is into enjoying urban living," Keeley said. "The Millennials, that next generation of working people, they have a different mind-set."

With the arrival of more "transit-oriented development" at Scottsdale Quarter and Kierland Commons comes the need for more public-transit options, Keeley said. A city proposal to add trolley service in the Airpark would help, but Keeley would like to see light rail come up through Scottsdale from the south.

"There's a definite need for improvement," Keeley said. "I think if you look around the country at other employment bases that are evolving, you need that type of alternative."

A new transportation plan up for City Council consideration this year includes three potential rail routes through Scottsdale, including two that would end near Scottsdale Fashion Square mall. The plan also includes a new bus route with non-stop service between the Airpark and Fashion Square.

If approved by the council, Airpark trolley service could start in April 2018, and the bus service could start in October 2019, according to city officials.

A cornucopia of industries

Although some airport commerce parks trend more toward heavy industry and warehousing, the area surrounding Scottsdale Airport features a higher concentration of corporate office space, including several regional and national headquarters.

JDA Software announced plans last year to move its headquarters to two floors of a new six-story office building opening at Scottsdale Quarter. Taser International maintains its main offices 2 miles to the northeast, and New Zealand-based Orion Health picked the Scottsdale Airpark in 2014 for its North American headquarters and about 500 jobs.

In all, there are 130 business categories represented within the Airpark, ranging from aerospace to hospitality, according to Colliers.

The area ranks among the largest employment centers in the Phoenix area and is uniquely located to draw employees from the West Valley, Phoenix, Scottsdale and the Southeast Valley, Scottsdale Economic Development Director Danielle Casey said.

"The top thing that everybody has been talking about in the last several years is that talent is the biggest issue," Casey said. "That's one of the things going for us in the Airpark. It can pull from pretty much all nodes, which is very advantageous when you are looking at a dispersed talent pool."

Airport grows busier

Along with the growth has come a spike in air traffic at Scottsdale Airport, which in 2015 surged to No. 21 among the nation's busiest general-aviation airports. When you account for major airlines, which don't have a presence in Scottsdale, and military operations, the airport ranks No. 76 nationally, according to the Federal Aviation Administration.

U.S. Customs and Border Patrol maintains a daily presence at Scottsdale Airport, which boosts its appeal to international travelers and businesses, Casey said.

The FAA reported about 77,300 general-aviation takeoffs and landings at Scottsdale Airport last year, up from about 74,700 flights in 2014 and 69,800 in 2010. General-aviation traffic reflects private flights to and from other airports.

The airport reported more than 157,000 takeoffs and landings overall in 2015.

DECEMBER 2015

THE GREATER SCOTTSDALE AIRPARK

2030 REPORT

Colliers INTERNATIONAL

Jim Keeley, SIOR, CCIM
Founding Partner
Scottsdale Office

LOCATION

The "Greater Scottsdale Airpark" Boundaries:

NORTH	Loop 101 Pima Freeway
SOUTH	Thunderbird Rd.
WEST	64th St.
EAST	90th St. - between Raintree & the CAP Canal; 96th St. - between the CAP Canal & Bell Rd.

ZONING

Commercial Office; Light Industrial; Hotel; Commercial Retail; Aviation; Multifamily

SIZE

±3,300 Acres
±34,193,616 SF of Buildings

CURRENTLY DEVELOPED

±3,100 Acres

NUMBER OF COMPANIES

±3,025

BUSINESS CATEGORIES

±130 (i.e., accountants, auto, publishing, aerospace/defense, light manufacturing, retail, high tech, healthcare & biotech, business services, hospitality, retail, etc.)

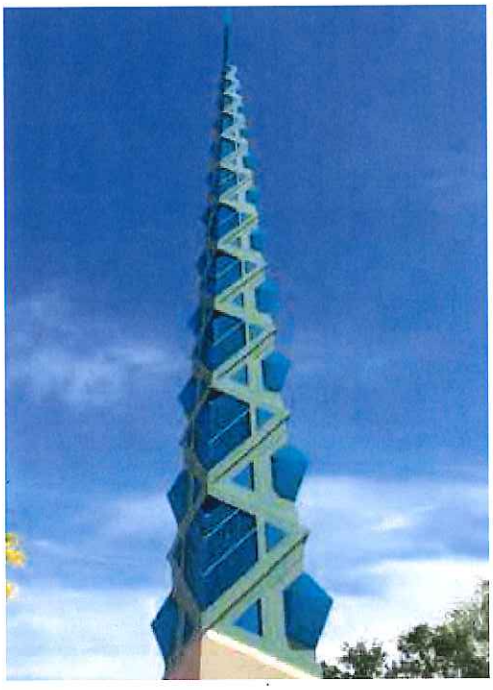
NUMBERS OF EMPLOYEES

±55,260

NUMBERS OF BUILDINGS – 1,156

(including hotels, auto dealerships, all retail)

Building Usage	Square Feet	Percentage
Office	12,886,844	38%
Industrial/Flex	9,241,921	27%
Hangar	837,772	2%
Retail	8,331,727	24%
Hotels	2,895,352	8%
Total	34,193,616	

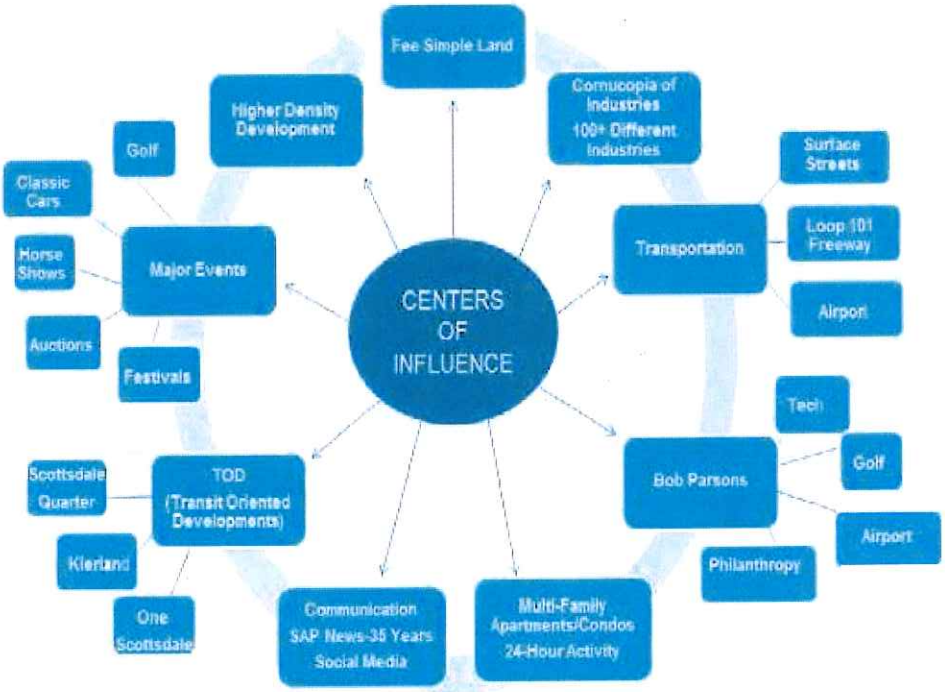


Spire

Standing 125 feet tall on the southeast corner of Frank Lloyd Wright Boulevard and Scottsdale Road, the Spire has become one of Scottsdale's most recognizable shapes since it was built in 2004. Designed by Frank Lloyd Wright originally for the state capitol building, the Spire instead stands on his namesake road in Scottsdale. This was considered tall in 1994.

Jim Keeley Prediction - "By 2024, it is reasonable to expect having 10 buildings taller than the Spire."

The Cogs in the Wheel of the Greater Scottsdale Airpark



January, 2016 - Past, Present & Future to 2030
Jim Keeley, Founding Partner Scottsdale Office, 14080 N. Northsight Blvd., Scottsdale, AZ
480 596 9000 Jim.Keeley@colliers.com

How Do The Centers of Influence Impact the Greater Scottsdale Airpark?

FEE SIMPLE LAND: The Spirit of the Wild West predicated that Rugged Individualism helped build Arizona and the ability to own land. Fee Simple has been a big catalyst for the Greater Scottsdale Airpark. As an employment base, we are in close proximity to State of Arizona land and SRP Indian Community land which allows development on leased land. With Fee Simple land diminishing, it is likely that more State Leased land will become part of the Greater Scottsdale Airpark Employment Base.

CORNUCOPIA OF 130+ INDUSTRIES: From accountants to millennials, auto, publishing, aerospace/defense, light manufacturing, retail, high tech, healthcare & biotech, business services, hospitality, retail, etc.

TRANSPORTATION: Loop 101 Freeway: Prior to the opening in of the Loop 101 freeway in 2000, the Greater Scottsdale Airpark had already established itself as an employment base with 15,000,000 square feet of buildings and 31,000 employees. Since then it has grown to 34,000,000 square feet of buildings and 54,100 employees.

BOB PARSONS: The Leader and the epitome of Rugged Individualism.

- Go Daddy Founder
- World's largest Harley Davidson dealership
- Parson's Extreme Golf "PXG"
- YAM Properties
- Philanthropy
- Sneaky Big Studios - Scottsdale (Arizona's largest production studio)
- Big Yam, The Parsons Agency

MULTI FAMILY:

- North Scottsdale Apartments: 240 units
- Crescent Communities: 275 units
- Plaza Loft at Kierland Commons: 54 units
- Optima Kierland Center: 220 units (under construction)
- Sunrise Commons: 282 unites (planned)
- The View at Cascade: 187 units

COMMUNICATION: This year will mark the 35th anniversary of the Scottsdale Airpark News, which will continue to cover all the local news and provide a place for the cornucopia of businesses in The Airpark to share their stories. Social media will also continue to play a major role in all of our communications.

TRANSIT ORIENTED DEVELOPMENT (TOD): Driven by our change in culture and Millennials, the Scottsdale Quarter and Kierland Commons are the best current examples of TOD. These two centers bring together ambience, shopping, offices, restaurants, entertainment, condos and apartments.

MAJOR EVENTS:

- Barrett Jackson Collector Car Auction
- Waste Management Phoenix Open Golf Tournament
- Arabian Horse Show
- International Motorcycle Show
- Westworld Events
- International Sportsman's Expo

HIGHER DENSITY: The Scottsdale Quarter, a 1,200,000 SF mall, replaced the former Dial/Henke 200,000 SF facility on 28 acres. That MXD set the new standard and several more will follow in the same fashion.

NEWS IN 2015:

- Regus: Opens in Raintree Corporate Center to complement the other Airpark office at Kierland. Originally just Executive Suites, they've now expanded to offer "Shared Office Space" and "Co-Working" environments that creates culture and community. "We Work" is another concept now open in 8 major cities and making its way to future employment bases.
- Harley-Davidson of Scottsdale: Bob Parsons opened the world's largest Harley Davidson Dealership in November which includes a 95-seat chapel and multi-purpose room for weddings and events, a coffee bar, movie theater and many more unique amenities.
- American Girl: The Mattel-owned brand opened at the Scottsdale Quarter in August to a frenzied crowd. It is the 20th US store to open and includes a 25-seat bistro. The American Girl trend is fueled in part by Millennials who are now parents and loved American Girl growing up.
- Vanguard: Added 600 employees, taking over the entire 150,000 SF building at 15111 N. Pima Road.
- Persil: A Henkel detergent brand goes from Europe to Scottsdale .
- Economic Impact Study: Conducted by Lee McPheters, Director of the JPMorgan Chase Economic Outlook Center at ASU, in April, 2015, determined that aviation activity at the Scottsdale Airport, generated $536,000,000 in total economic benefits for the region last year.

LAND SALES				
YEAR	# OF LOT SALES	SALES VOLUME	TOTAL ACRES	AVG PRICE/SF
2015	12	$94,821,765	88.85	$24.50
2014	13	$46,716,714	37.57	$24.00
2013	6	$26,558,420	25.36	$24.04
2012	4	$10,880,978	15.36	$16.25
2011	3	$4,803,456	8.21	$13.43
2010	5	$6,209,156	9.73	$14.64
2009	0	N/A	N/A	N/A
2008	3	$7,250,000	4.45	$37.40
2007	16	$55,896,182	51.14	$25.09

THE GREATER SCOTTSDALE AIRPARK GROWTH - JUNE 1981 - DECEMBER 2014				
DATE	SQUARE FEET	VACANCY	NUMBER OF EMPLOYEES	NUMBER OF BUSINESSES
Jun. 1981	1,580,611	13.9%	±3,320	268
Jun. 1982	1,720,210	10.1%	±3,680	289
Jun. 1983	1,900,188	6.1%	±4,038	316
Jan. 1984	2,288,439	10.9%	±4,504	383
Jun. 1984	2,587,000	10.5%	±5,320	460
Jan. 1985	2,683,394	11.8%	±5,345	480
Jul. 1985	3,206,670	17.3%	±5,500	517
Jan. 1986	3,673,589	18.7%	±5,861	534
Jan. 1987	4,419,226	19.4%	±8,661	733
Aug. 1987	4,811,007	19.0%	±8,912	841
Aug. 1988	4,881,979	16.0%	±9,802	957
Aug. 1989	5,234,493	17.2%	±10,355	930
Aug. 1990	5,396,211	14.3%	±10,120	943
Aug. 1991	5,868,194	14.2%	±10,654	1,082
Aug. 1992	6,141,078	12.6%	±11,345	1,076
Nov. 1993	6,146,866	6.7%	±13,402	1,237
Sep. 1994	6,569,987	3.5%	±13,846	1,257
Sep. 1995	6,932,228	2.3%	±14,132	1,332
Dec. 1996	8,126,066	3.1%	±17,275	1,477
Dec. 1997	9,697,203	3.2%	±19,837	1,624
Dec. 1998	11,085,954	4.1%	±25,891	1,708
Dec. 1999	14,626,300	6.0%	±30,344	1,807
Dec. 2000	15,657,920	7.6%	±31,992	1,868
Dec. 2001	16,282,920	9.8%	±33,015	1,907
Dec. 2002	17,356,120	12.9%	±41,265	2,198
Dec. 2003	18,562,463	11.9%	±44,815	2,288
Dec. 2004	20,553,975	11.5%	±47,218	2,397
Dec. 2005	21,403,975	9.9%	±48,634	2,481
Dec. 2006	22,350,975	9.7%	±50,450	2,554
Dec. 2007	28,454,277	12.9%	±52,500	2,774
Dec. 2008	28,852,256	15.1%	±52,000	2,800
Dec. 2009	28,942,406	29.0%	±48,000	2,576
Dec. 2010	28,962,889	28.8%	±48,500	2,580
Dec. 2011	28,971,900*	23.0%	±49,200	2,601
Dec. 2012	33,928,220*	18.5%	±52,000	2,848
Dec. 2013	33,986,890*	16%	±53,400	2,900
Dec. 2014	34,006,890*	13%	54,100	2,950
Dec. 2015	34,193,616*	11.6%	55,260	3,025

*Using the newest technology (CoStar) we have updated the list of all buildings, including auto dealerships, Costco, Walmart, etc., that we had not included in the past.

Major Companies

Accolade Healthcare
Alliance Defense Fund
APL Container Transportation Services
Appogee Physicians
AutoNation Ford
Best Western
Chase Bank
Choice Hotels International, Inc.
Colliers International
Corporate Jets, Inc.
Costco
Cox Cable of Scottsdale
Dillon Precision Industries
Discount Tire Company, Inc.
Early Warning Services
Earnhardt Cadillac
Fairmont Scottsdale Princess
Farmers Insurance
Fender Musical Instruments Corporation
First Fidelity Bank
Flow Dynamincs, Inc.
GE Franchised Finance Corporation
General Mills
Go AZ Motorcycles
Go Daddy Software
Go Video
GovNet, Inc.
GPS Insight
GTCO CalComp Input Technologies Division
Harley-Davidson of Scottsdale
Henkel Corporate Headquarters
Home Depot
HomeSmart
Hypercom Corporation
IKON
Ingram Micro
Interface, Inc.
International Cruise & Excursions (SEARS)
IO Capital Princess, LLC
JDA Software
Knowledge Net
Kohl's Department Store
KYOCERA Solar
Lowes Home Improvement Warehouse
Markel West
Mayo Clinic
Mercer Advisors, Inc.
Meritage Corporation
Metris Company
MidFirst Bank
Mobility Electronics
Morgan Stanley Smith Earney, LLC
Nautilus Insurance Co.
North Central University
Orion Health
Pegasus Solutions
Peter Piper Corporate Headquarters
Phase 2 Solutions
Prudential Insurance
Pulte Homes
Rental Service Corp.
Redirect Health
Right Honda and Toyota
Russo & Steele
Schumacher European, Ltd. (Mercedes-Benz)
Scottsdale Association of Realtors
Scottsdale Prep Academy
SonicAir
South Hills Design Corporation
State Farm Insurance
Target
TASER International
Tesla Motors
The Tech Group / Tech Poulson
Trivita
Universal Technology Institute (UTI)
U.S. Postal Service
U-Haul
Unison Health Care
Van Chevrolet
VanGuard
Wal-Mart Supercenter
Westin Kierland Resort
World at Work

BUILDING SALES					
TYPE	# OF SALES	SALES VOLUME	TOTAL SF	AVG PRICE/SF	HIGH/LOW
2015					
Office	24	$178,174,381	919,060	$194	$254/$98
Industrial	23	$48,994,677	395,149	$124	$192/$77
Retail	13	$97,120,600	448,244	$217	$767/$132
Total	60	$324,289,658	1,762,453		
2014					
Office	30	$69,800,000	555,965	$139	$217/$79
Industrial	39	$60,000,000	668,488	$114	$257/$52
Retail	6	$39,744,000	208,927	$190	$414/$15,
Total	75	$169,544,000	1,433,380		
2013					
Office	22	$179,000,800	1,098,164	$163	$312/$97
Industrial	25	$24,194,800	9,000	$101	$149/$58
Retail	2	$4,200,000	239,552	$250	N/A
Total	49	$207,395,600	1,346,716		
2012					
Office	41	$204,454,653	998,687	$114	$305/$48
Industrial	28	$50,662,667	553,022	$92	$303/$25
Retail	7	$94,522,237	637,434	$148	$350/$101
Total	76	$349,639,557	2,189,143		
2011					
Office	29	$27,185,499	261,400	$104	$188/$54
Industrial	38	$85,246,048	835,745	$102	$185/$58
Retail	11	$68,809,575	537,574	$128	$248/$85
Total	78	$181,241,122	1,634,719		
2010					
Office	37	$66,533,044	608,465	$109	$219/$56
Industrial	24	$21,838,832	206,253	$106	$235/$67
Retail	5	$5,797,024	45,855	$126	$175/$69
TOTAL	66	94,168,900	860,573		
2009					
Office	16*	$37,917,000	308,000	$123	$285/$75
Industrial	3	$8,197,000	65,027	$126	$196/$80
Retail	0	N/A	N/A	N/A	N/A
TOTAL	19	$46,114,000	373,027		

*69% of the office sales in 2009 were for office condos smaller than 8,600 SF

2008					
Office	17	$23,739,375	92,360	$257.03	$348/$157
Industrial	14	$23,551,319	144,345	$163.16	$324/$118
Retail	5	$140,955,000	430,106	$327.72	$552/$167
TOTAL	36	$188,245,694	666,681		

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Jim Keeley, SIOR, CCIM, founded Classic Real Estate Corporation, now known as CC Partners, L.L.C., DBA Colliers International, in 1983. The firm conducts the majority of its commercial brokerage business within the Scottsdale Airpark and the Loop 101 employment base and has concluded over 5,000 transactions and $2.7 billion of business.

A special thanks to Colliers International brokers for their input and, in particular, to Cristiana Zarr for the graphic design, Pete O'Neil for research efforts and Jamie McClellan for pulling it all together.

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Colliers INTERNATIONAL

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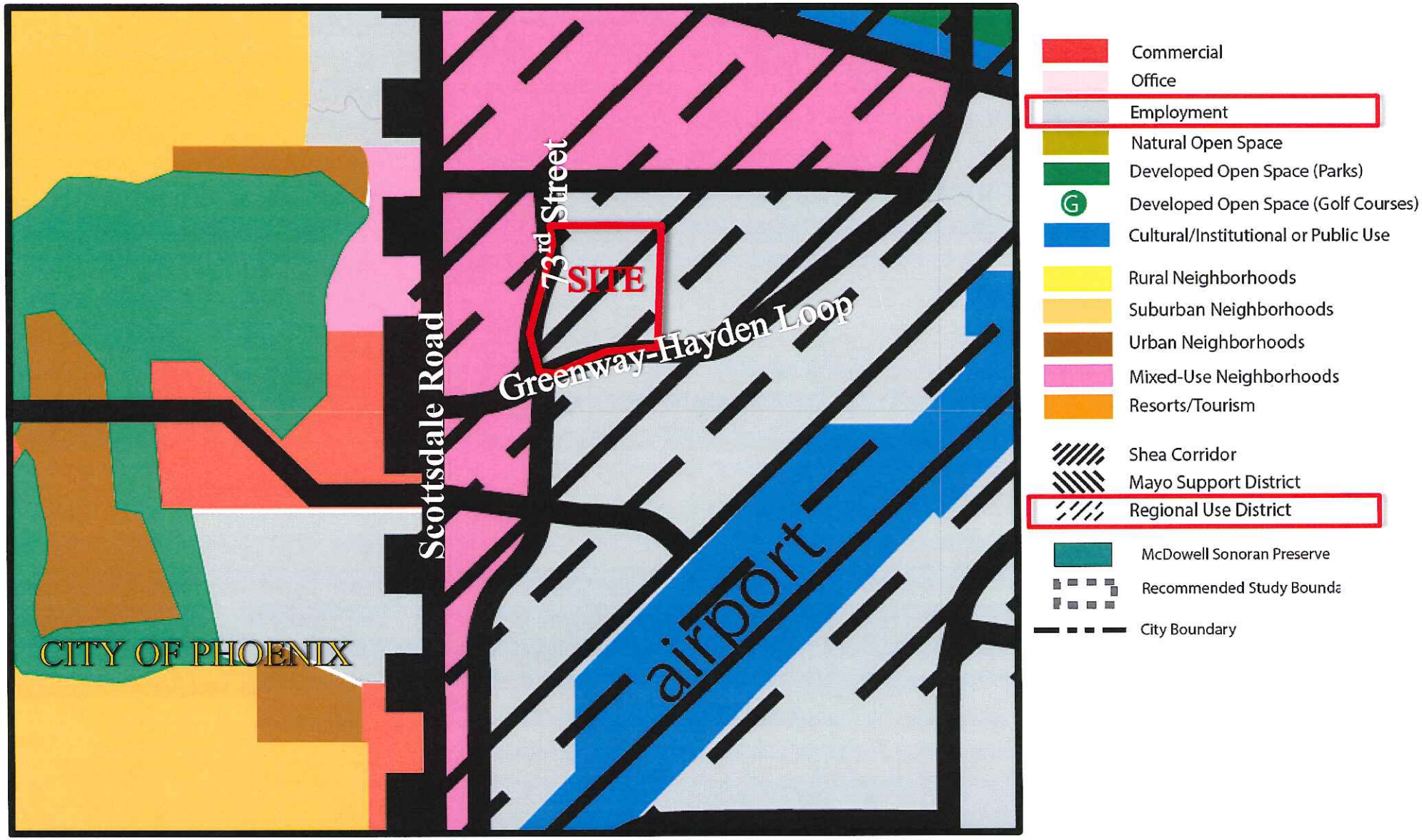
Exhibit 13

2001 General Plan Land Use Existing & Proposed



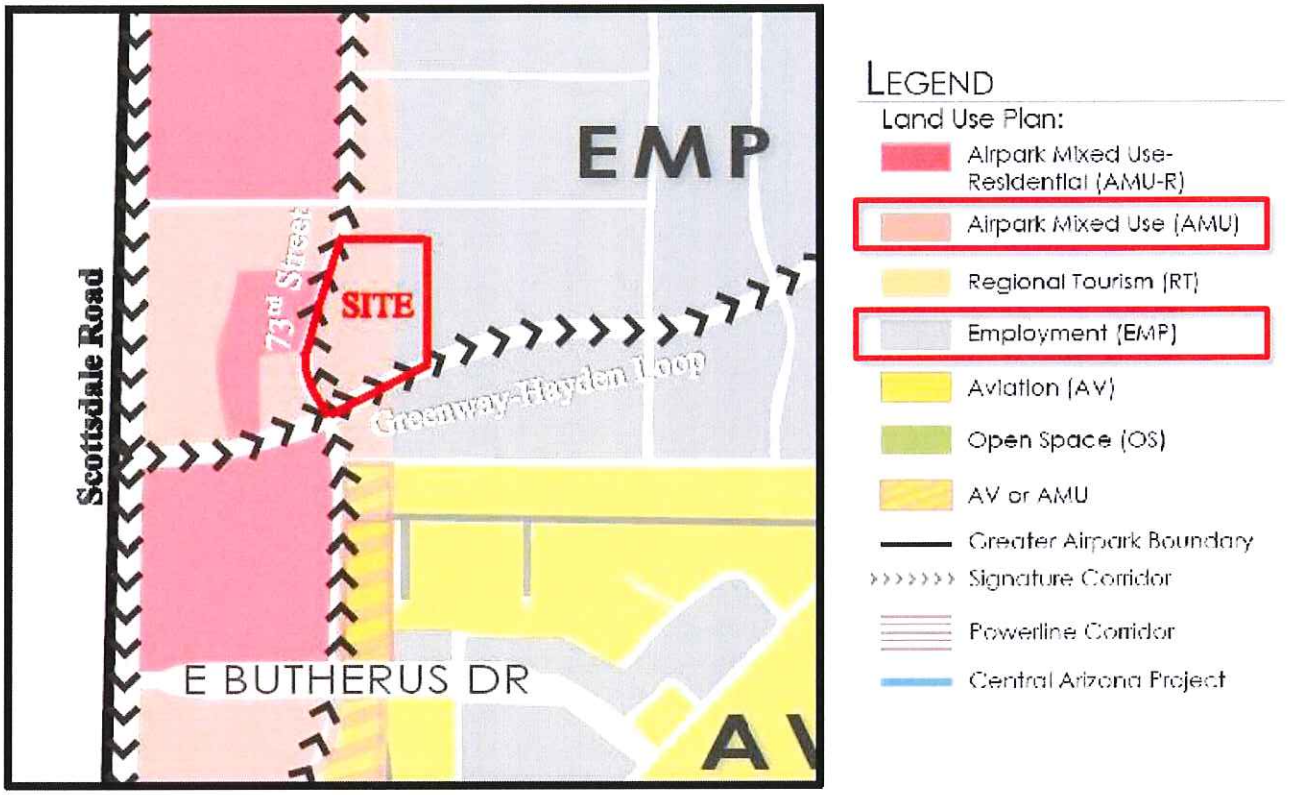
2001 General Plan Existing Land Use

2001 General Plan Proposed Land Use

Exhibit 14

Greater Airpark Character Area Plan (GACAP)
Land Use – Existing & Proposed

Scottsdale Airpark Land Use – Existing



Scottsdale Airpark Land Use – Proposed

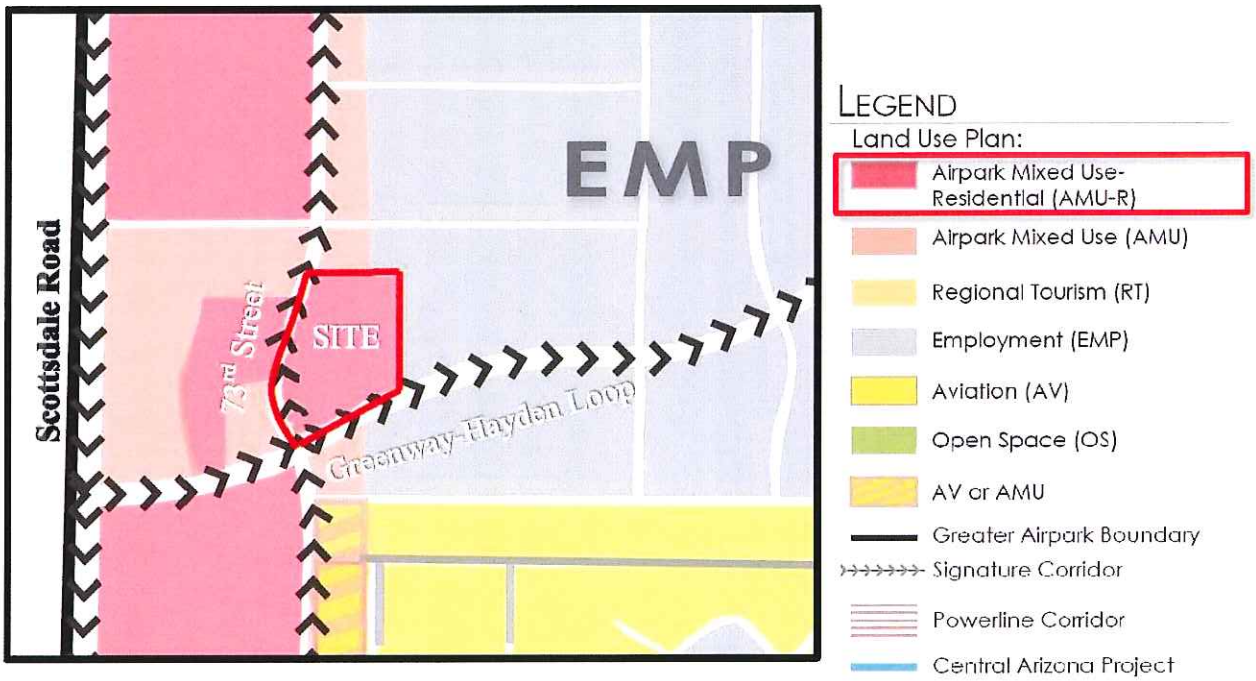
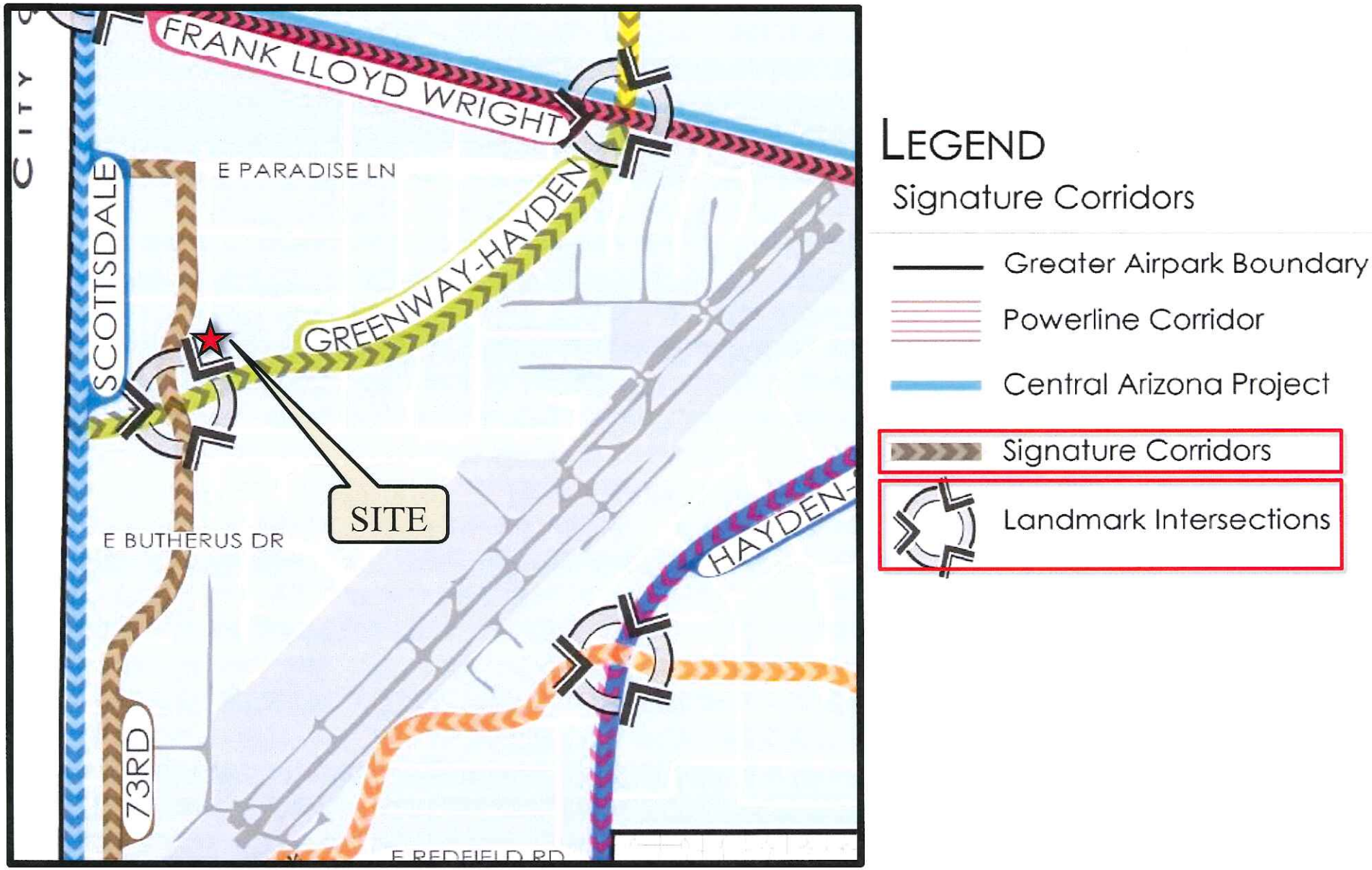


Exhibit 15

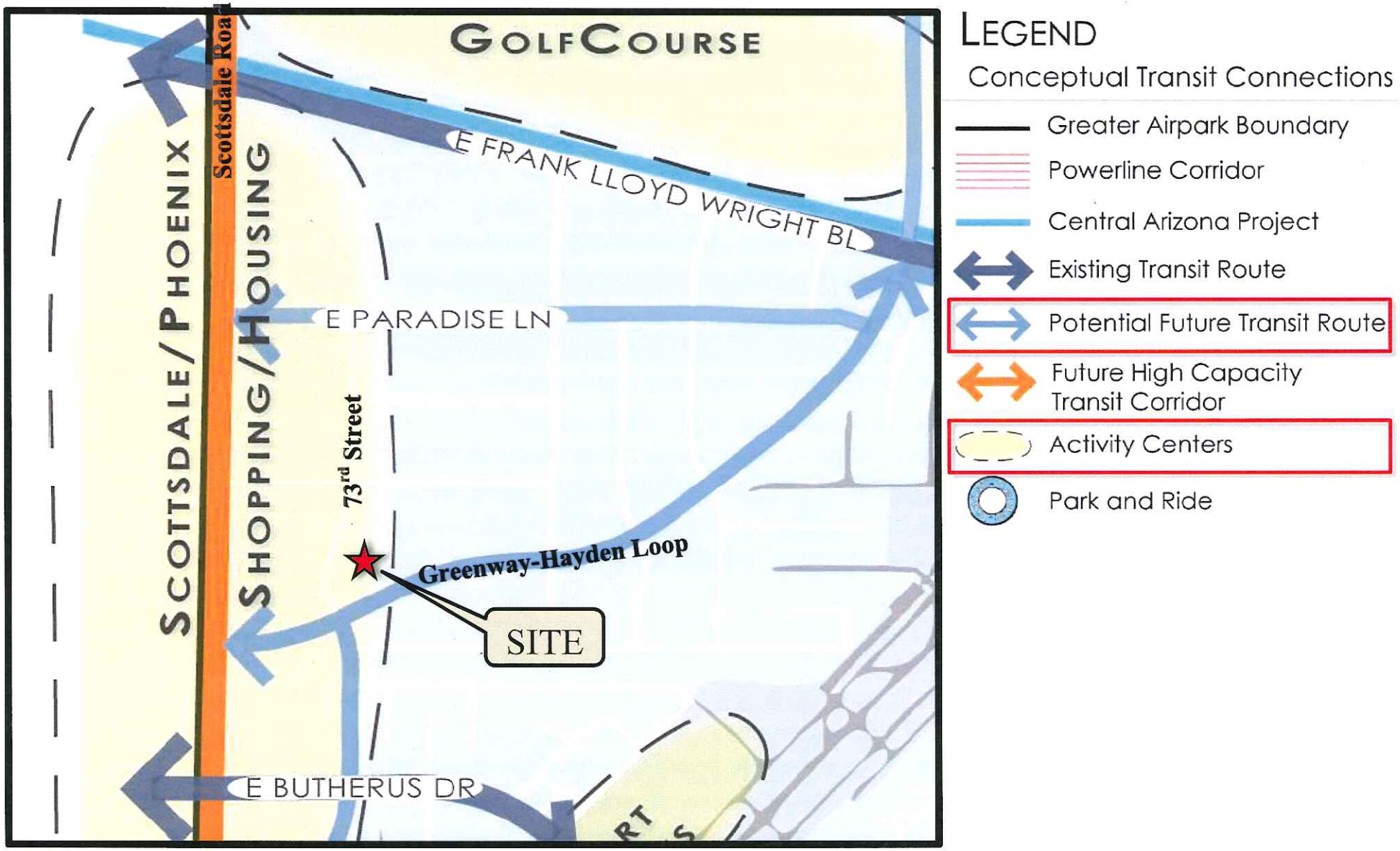
Airpark Signature Corridors



Airpark Signature Corridors

Exhibit 16

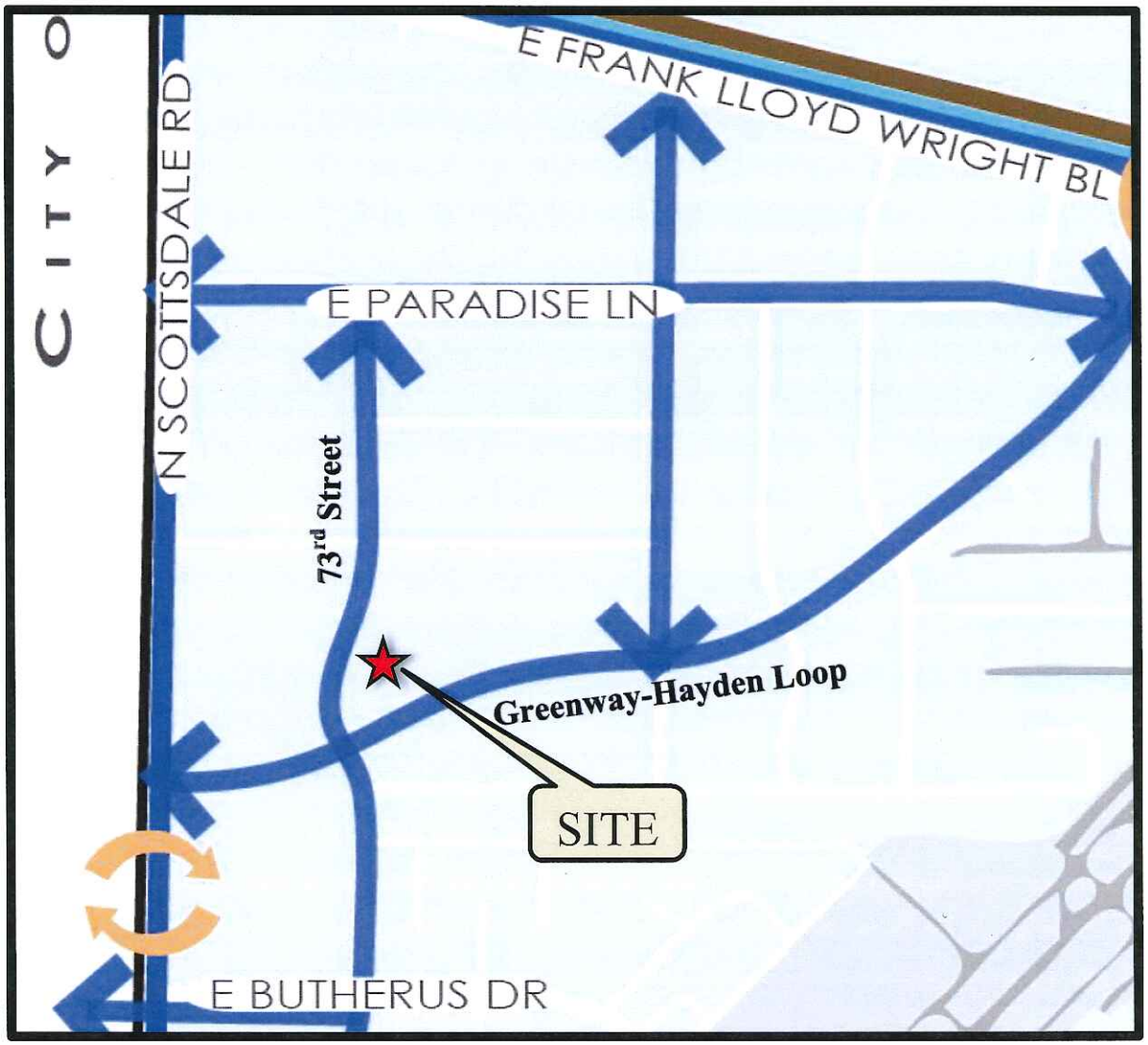
Airpark Future Transit Connections



Airpark Future Transit

Exhibit 17

Airpark Pedestrian & Bicycle Connectivity



Airpark Pedestrian & Bicycle Connections

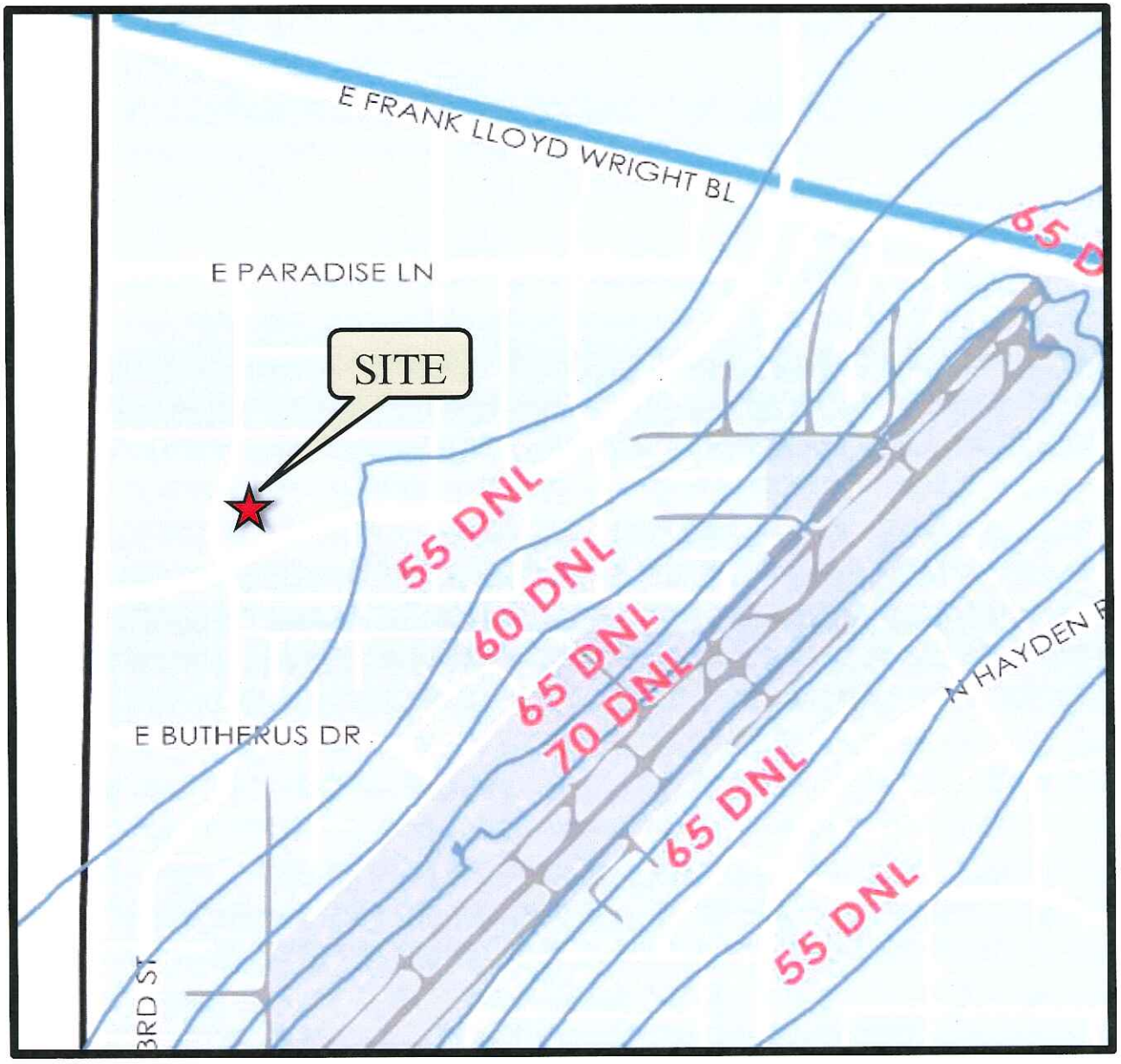
LEGEND

Conceptual Greater Airpark Pedestrian/Bicycle Connectivity

- Greater Airpark Boundary
- Powerline Corridor
- Central Arizona Project Aqueduct
- Pedestrian/ Bicycle Corridors
- Trails
- Important Pedestrian Linkage

Exhibit 18

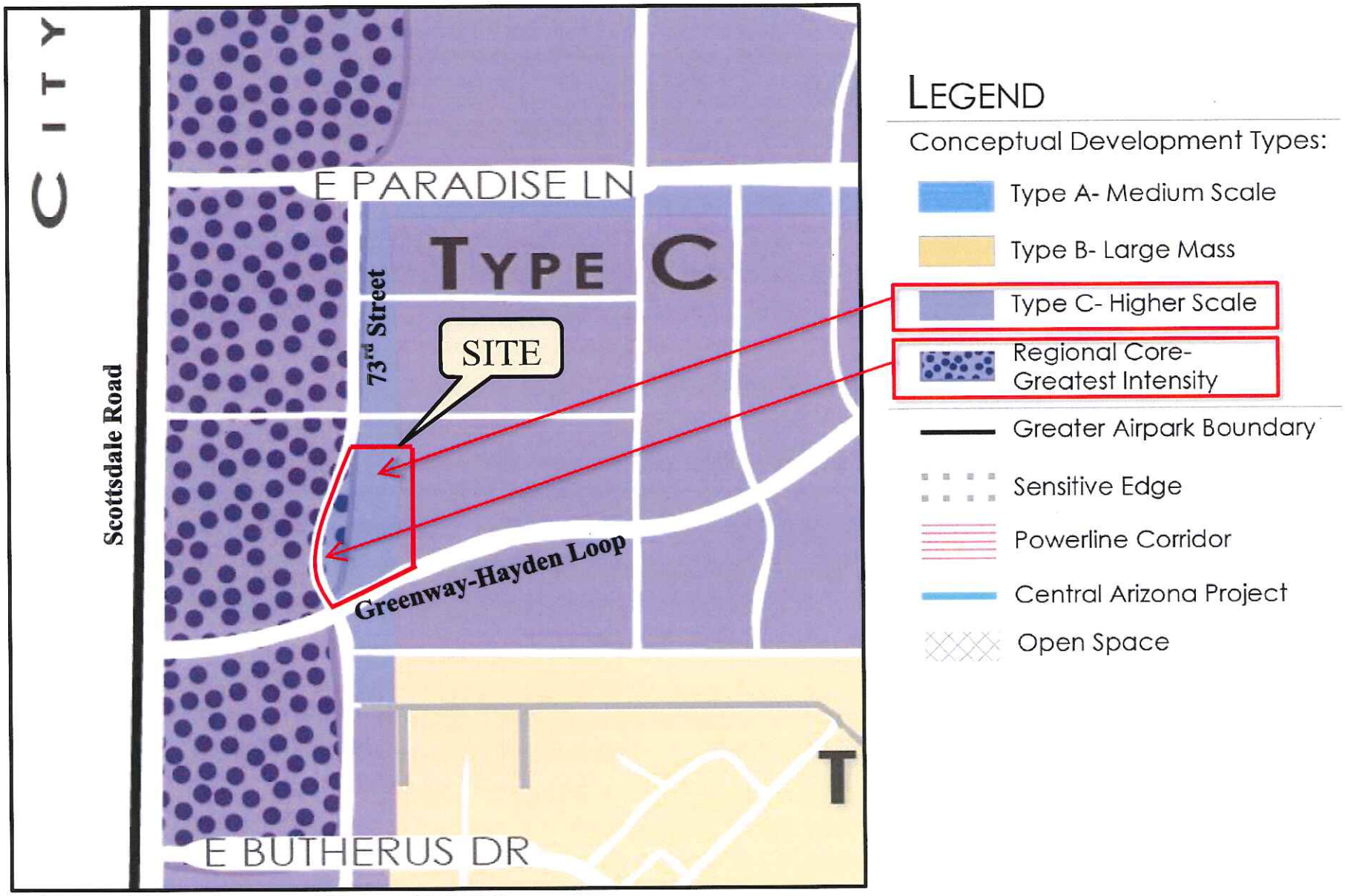
Airpark Noise Contours



Scottsdale Airpark Noise Contours Exhibit

Exhibit 19

Airpark Development Types



Airpark Development Types Exhibit

<u>AMENDED STANDARDS LEGISLATIVE DRAFT</u>

Section 5.5000. Planned Development Unit (PUD).

...

Section 5.5005. Development Standards.

...

E. *Building setbacks.*

1. *Minimum setback.* Buildings adjacent to public and private streets shall be setback from the back of the planned curb line, including the planned curb line for bus bays and turn lanes, in accordance with Section 5.5005.E. Table A. The planned curb line, including the planned location for bus bays and turn lanes, shall be as described in the Transportation Master Plan and the Design Standards & Policies Manual.

TABLE A

BUILDING SETBACK FROM BACK OF THE PLANNED CURB ALONG STREETS

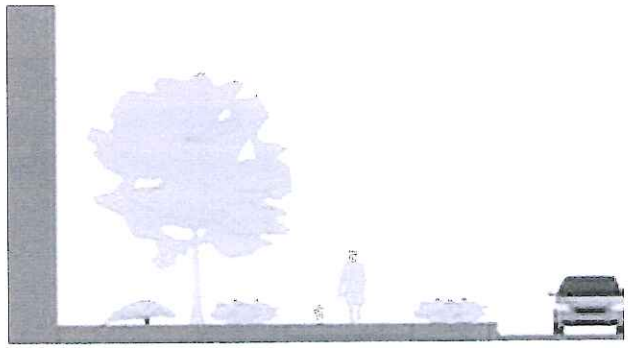
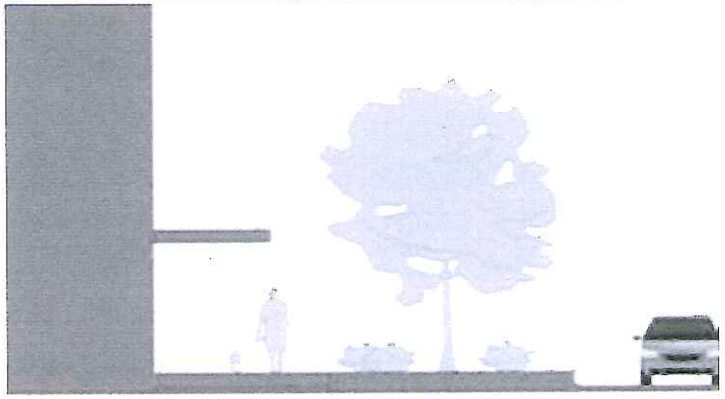
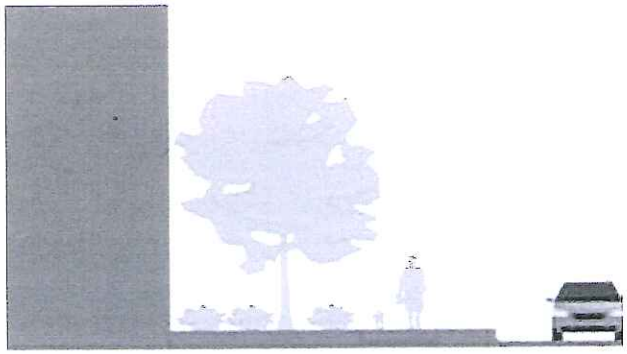
Street Classification Type and Use	**Minimum Setback**	**Average Setback**	**Setback Diagram - This Illustrates Setbacks, Excluding Average Setback. Dimensions are for Illustrative Purposes.**
Major and Minor Arterial - Residential on First Floor Adjacent to the Street **(Greenway-Hayden Loop)**	34 feet	~~40 feet~~ **38 Feet**	

Exhibit B to Attachment 2

TABLE A			
BUILDING SETBACK FROM BACK OF THE PLANNED CURB ALONG STREETS			
Street Classification Type and Use	**Minimum Setback**	**Average Setback**	**Setback Diagram - This Illustrates Setbacks, Excluding Average Setback. Dimensions are for Illustrative Purposes.**
Major and Minor Arterial - Retail and Commercial on First Floor Adjacent to the Street **(Greenway-Hayden Loop)**	28 feet	~~32 feet~~ **38 Feet**	
Major and Minor Collector, Local Streets, and Unclassified Streets (Including Private Streets but Excluding Alleys) - Residential on First Floor Adjacent to the Street **(73rd Street/Dial Boulevard)**	25 feet	~~30 fee~~ **38 feet**	

Additional Information for:
District at the Quarter
Case: 3-GP-2016 & 8-ZN-2016

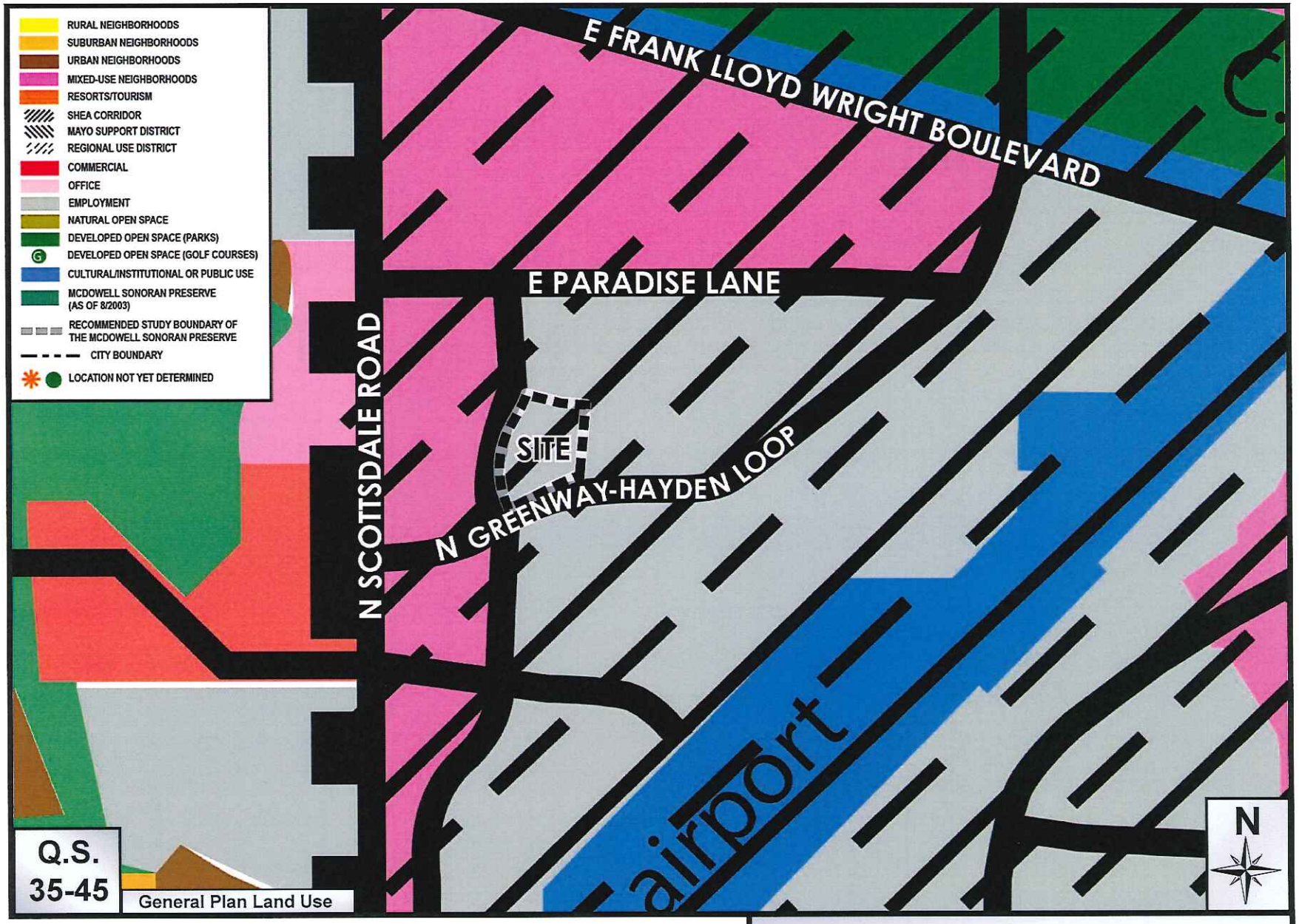
PLANNING/DEVELOPMENT

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 design;
   b. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use;
   c. improvement plans for street frontage open space, common open space, and other open space areas that are located between the buildings and the streets;
   d. the exterior mechanical, utility, and communications equipment so that these elements will not be located within the street frontage areas on Greenway-Hayden Loop and Dial Boulevard/73rd Street;
   e. improvement plans for 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);
   f. the pedestrian sidewalk and entry areas for each of the proposed live/work units;
   g. major stormwater management systems; and
   h. Quality and longevity of building materials.
   i. Treatment of internal pedestrian connections where crossing main internal driveways.
3. 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.
4. DRAINAGE. With the Development Review Board submittal, the case drainage report shall address the following items:
   a. Proposed storm drain system slopes may have to be revised as a function of final surface grades and 100 year storm event system HGL.
   b. Existing storm drain system (located in Greenway Hayden Loop) analysis and available flow capacity determination is required prior to connecting proposed underground stormwater storage outfall to the City infrastructure.

c. Drainage easement dedication is required over all proposed stormwater storage facilities. Minimum 5 foot offset from outside wall of proposed underground stormwater storage facility (USSF) shall be dedicated as drainage easement. Provide structural consideration for potential building pad loading impact to adjacent USSF.

d. Redundant pipe system is required to drain enclosed courtyards.

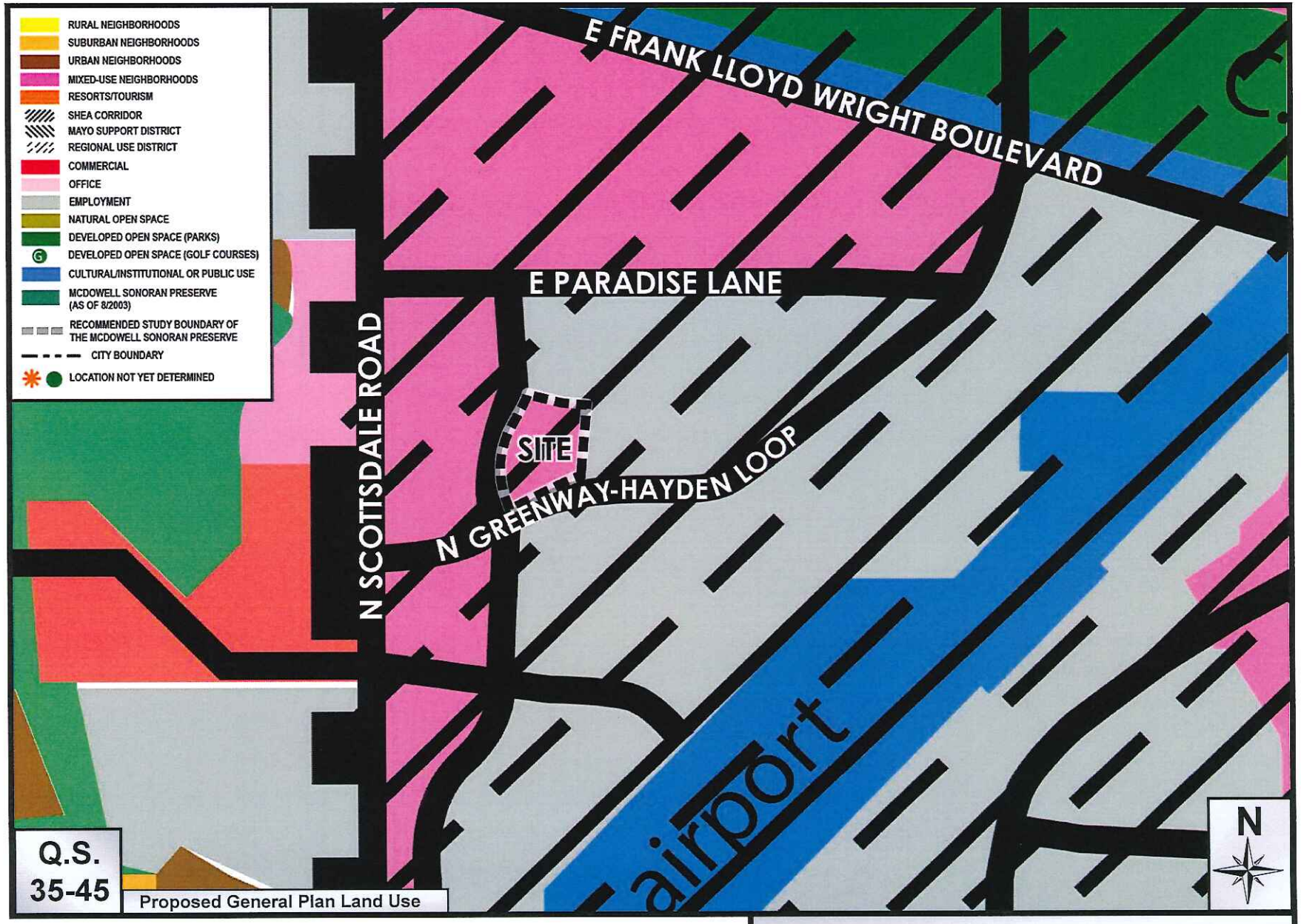
e. Proposed grading shall provide adequate surface stormwater outflow drainage in event of clogged and/or failed stormwater collection and conveyance system.



District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #4

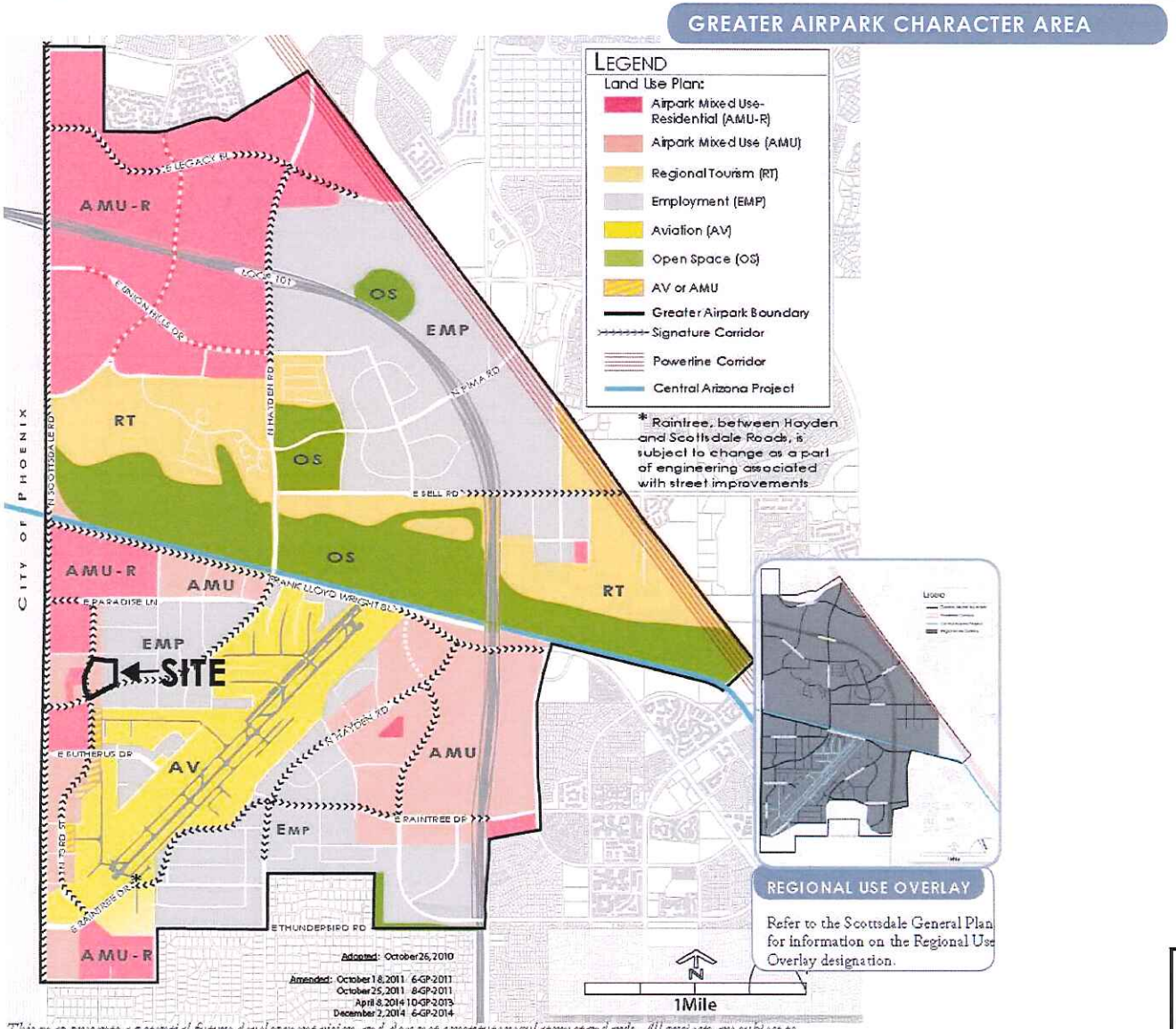


District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #5

ATTACHMENT #6



This map presents a potential future development vision and does not constitute regulatory standards. All projects are subject to development review. Signature Corridors are also illustrated on page 58 of the Character and Design Chapter.

Q.S. 35-45

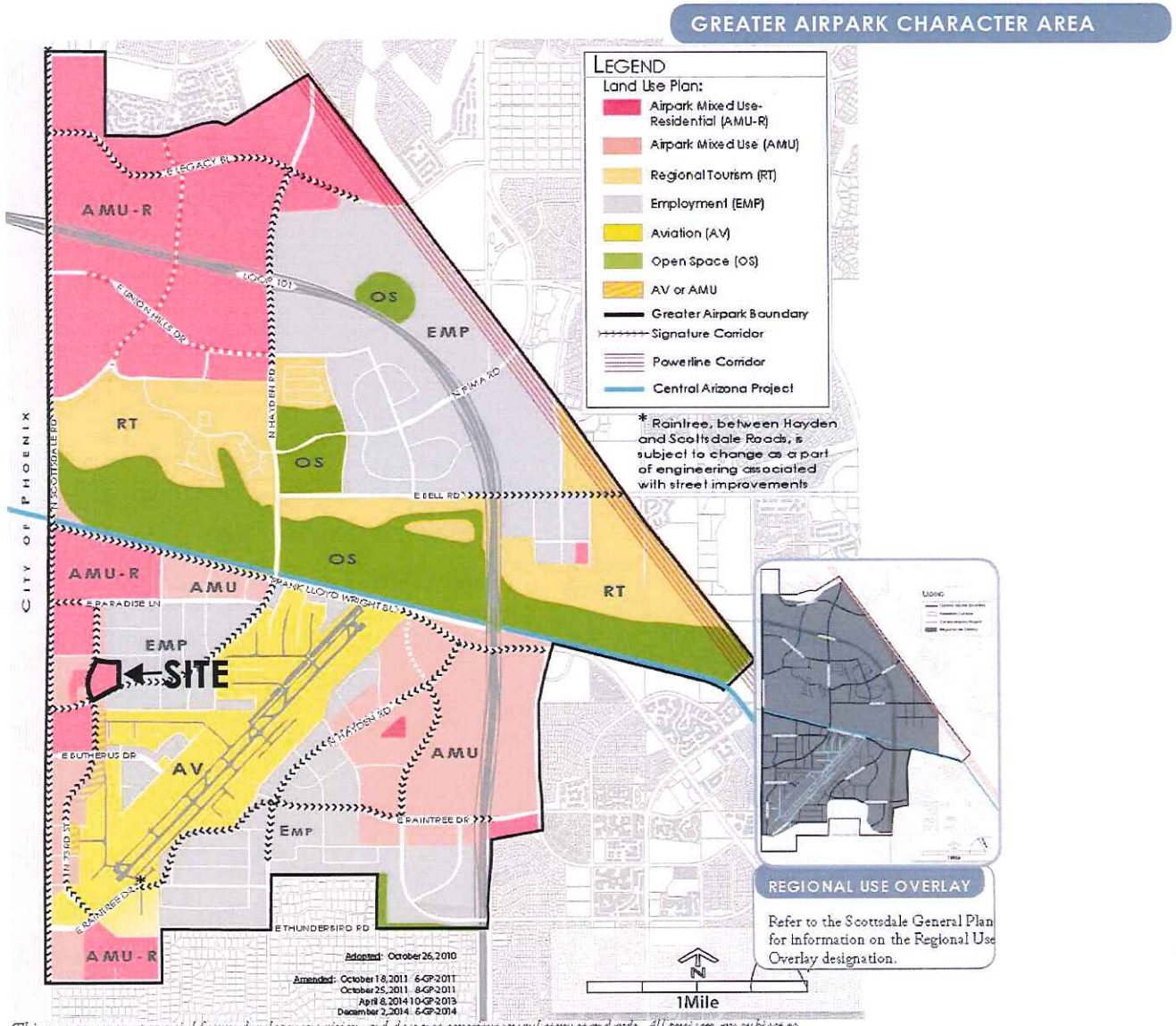
Greater Airpark Existing Future Land Use

N

District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #7



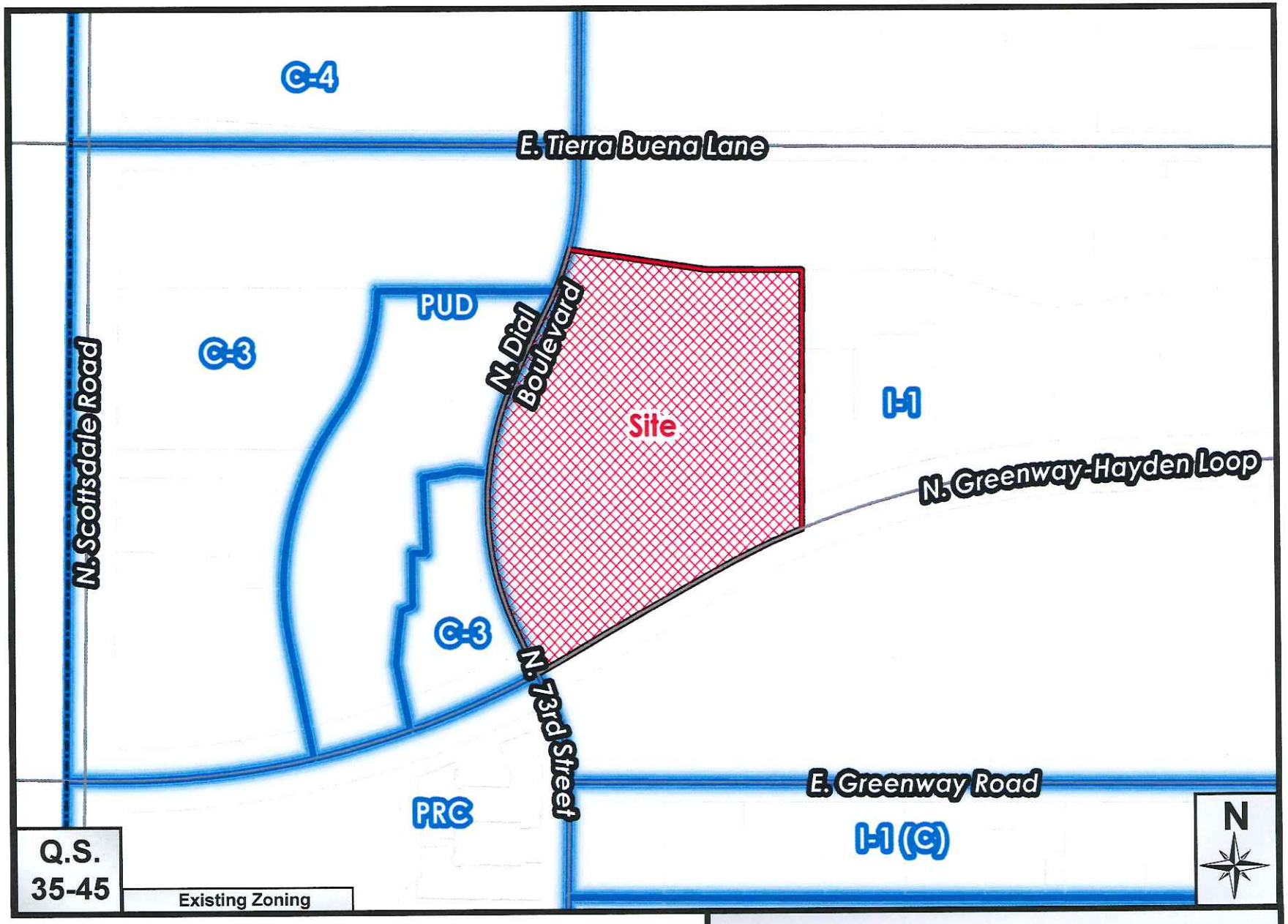
This map presents a potential future development vision and does not constitute regulatory standards. All projects are subject to development review. Signature Corridors are also illustrated on page 58 of the Character and Design Chapter.

Q.S. 35-45

Greater Airpark Proposed Future Land Use

District at the Quarter

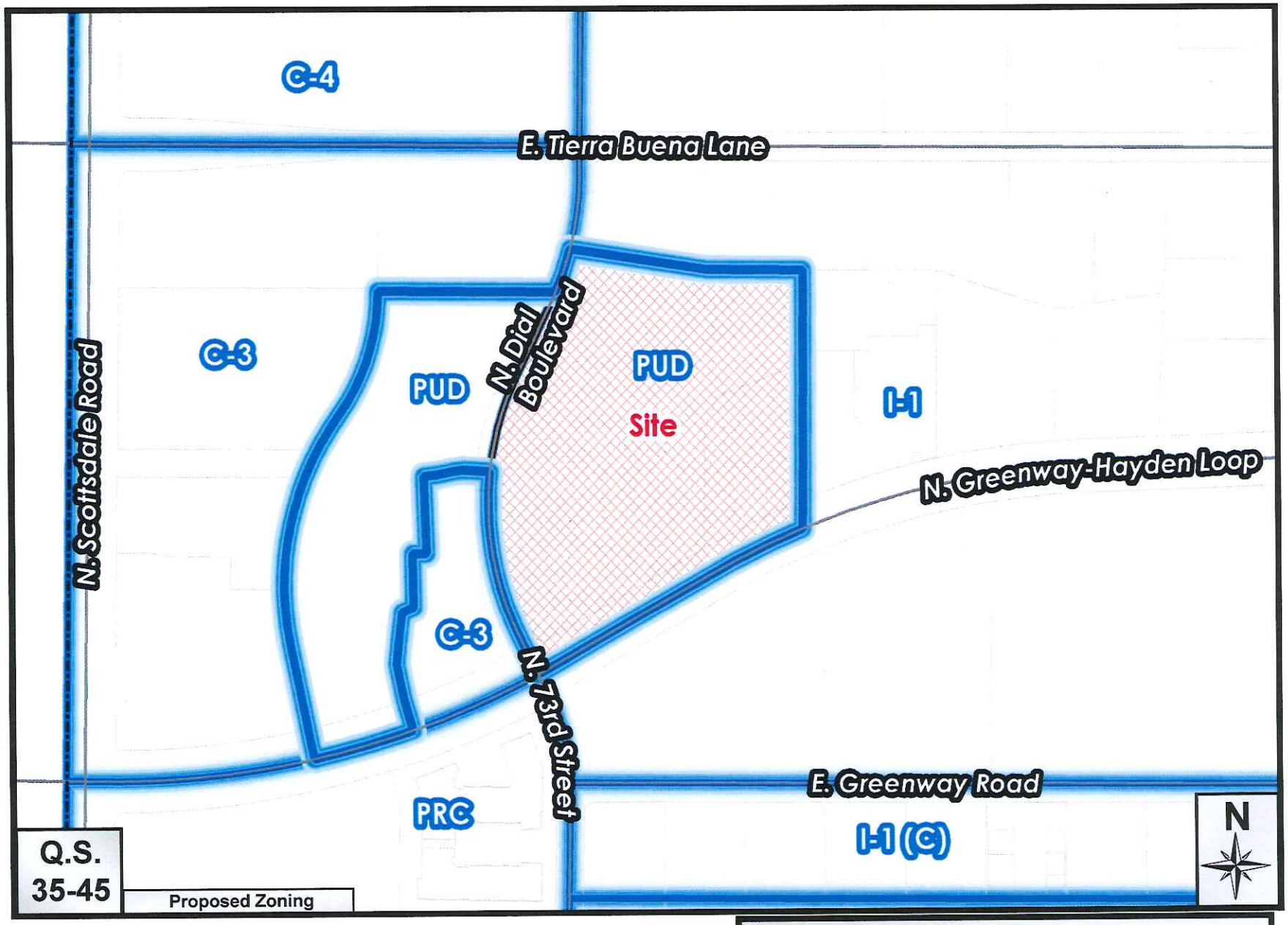
3-GP-2016 & 8-ZN-2016



District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #8

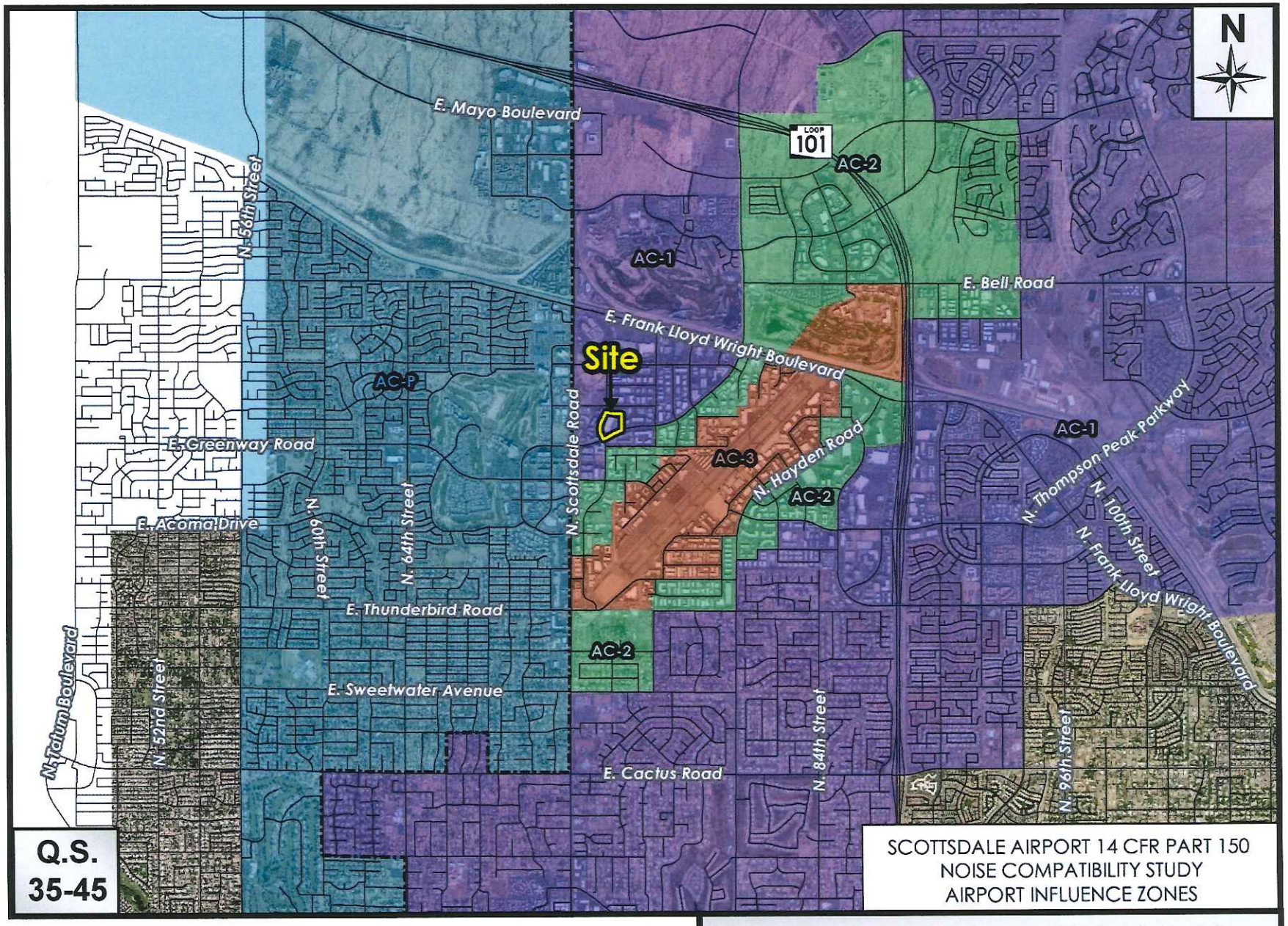


District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #9

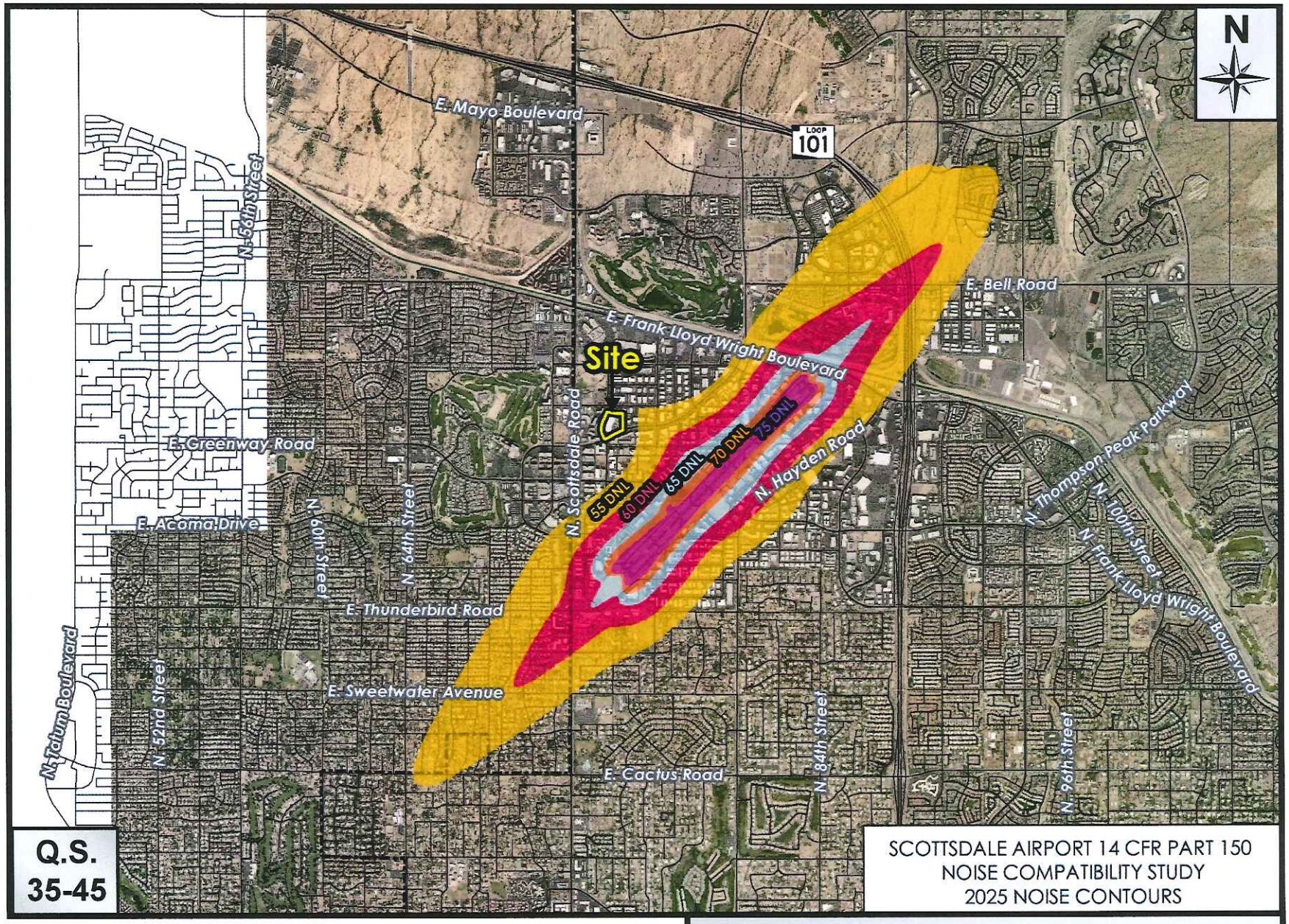
ATTACHMENT #10



District at the Quarter

3-GP-2016 & 8-ZN-2016

ATTACHMENT #11



Q.S. 35-45

SCOTTSDALE AIRPORT 14 CFR PART 150
NOISE COMPATIBILITY STUDY
2025 NOISE CONTOURS

District at the Quarter

3-GP-2016 & 8-ZN-2016

EXECUTIVE SUMMARY

The District at the Quarter development is located on the northeast corner of Dial Boulevard/73rd Street and Greenway Hayden Loop. The proposed development is a 622-unit apartment complex with seven optional live/work units on the ground floor, a 7,855-square foot (SF) clubhouse, a 7,035-SF quality restaurant, and a 5,354-SF fitness center, the latter two of which are expected to be open to the public. The project will redevelop the site of the existing 130,000-SF International Cruise & Excursions, Inc. (ICE) offices at 15501 North Dial Boulevard in Scottsdale, on the northeast corner of Dial Boulevard/73rd Street and Greenway-Hayden Loop.

Access for residents and diners to two planned parking garages will be via two new site accesses, one each from Greenway-Hayden Loop and Dial Boulevard. Another new driveway on Dial Boulevard nearer the adjacent intersection will serve as a valet parking area for the restaurant, fitness center, and clubhouse. A second new driveway on Greenway-Hayden Loop will serve a fire lane around the complex that will re-use the existing northern site access to Dial Boulevard. Two other accesses, including the existing ICE main driveway, will be closed.

The following conclusions and recommendations have been documented in this study:

- The proposed development is expected to generate a total of 4,992 trips daily, with 283 trips (92 in/191 out) during the AM peak hour and 360 trips (214 in/146 out) during the PM peak hour. Overall, the development could generate a net of 1,878 more trips each day than the current office use with 336 fewer during the AM peak hour and 203 fewer during the PM peak hour. These trips, the majority of which are typically considered commuter trips to and from places of employment, are in the opposite direction of those currently being generated by the office building.
- Of 34 reported crashes at the three existing study intersections, 33 occurred at the intersection of Scottsdale Road and Greenway-Hayden Loop. From the above review of crash data at this intersection, it can be concluded that there are no obvious crash patterns that stand out and could be treated with any type of low-cost mitigation measures that could be implemented by the City.
- All study intersections currently operate at overall LOS D or better during the peak hours. The eastbound Kierland Boulevard approach to Scottsdale Road operates at poor levels of service (LOS E or F) in the PM peak hour with the existing signal timing.
- Right-turn deceleration lanes are not required by City of Scottsdale's Design Standards and Polices Manual Section 5-3.206 on Dial Boulevard approaching the site driveways.
- In 2017, with the proposed development, all signalized intersections are anticipated to operate at overall LOS D or better during both peak hours. The eastbound Kierland Boulevard approach to Scottsdale Road is expected to continue to operate with delays at LOS E during the PM peak hour with the existing signal timing. With the addition of site traffic, the westbound Greenway-Hayden Loop approach to Scottsdale Road is also expected to operate with delays at LOS E during the PM peak hour with the same signal timing. The City of Scottsdale

ATTACHMENT #12

may consider modifying signal timing at this intersection to improve levels of service on the east- and westbound approaches.

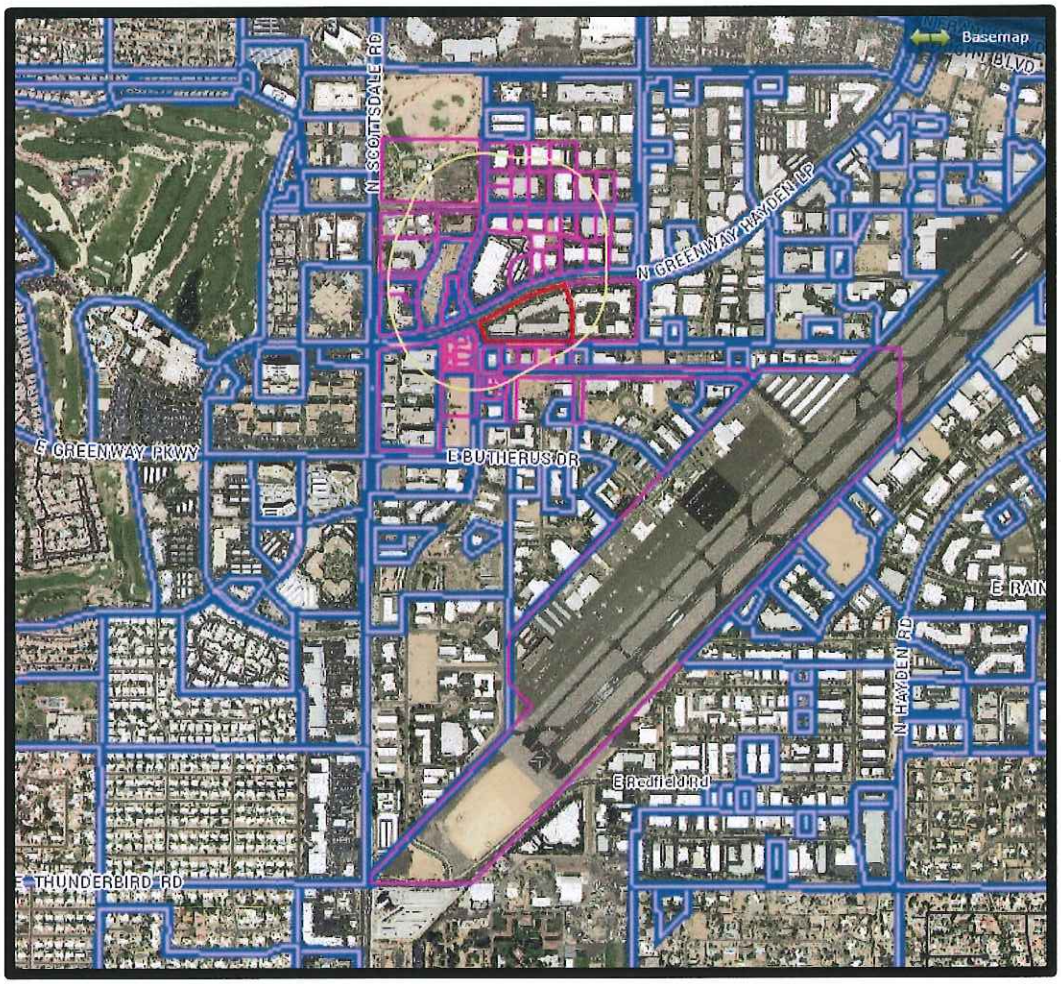
- The queue storage analysis revealed that the existing turn lane storage capacities in and around the District at the Quarter development can accommodate anticipated queuing in up to 95% of situations.
- It is recommended that the proposed site driveway be designed to meet the standards established by the City of Scottsdale in its *Design Standards and Policies Manual, 2010 Update.* A CL-1 two-way commercial driveway is recommended for Accesses A and B, for the valet parking driveway on Dial Boulevard, and for the fire lane driveway to Greenway-Hayden Loop near the eastern boundary of the property. Since there are no resident-only accesses and there is a continuous drive aisle from Access A to Access B, turnarounds for errant vehicles, as requested by the City via a comment, are no longer warranted.
- The proposed valet parking area driveway to Dial Boulevard will be located approximately 270 feet north of the intersection, which exceeds the City's standard driveway spacing of 165 feet for a minor collector roadway as required by the City's 2010 *Design Standards and Policies Manual.*
- Dial Boulevard was constructed with horizontal curvature at a relatively flat grade; therefore, the only impediments to the sight distance would be existing structures and landscaping. The developer should ensure that adequate sight distance is provided at the intersections to allow safe left and right turning movements from the development and left turns into the development from Dial Boulevard. Landscaping should be maintained at a maximum of three feet in height. To maintain sight distance, tree branches should be trimmed lower than seven feet and maintained to meet current acceptable landscape requirements.

DISTRICT AT THE QUARTER

3-GP-2016 & 8-ZN-2016

NEIGHBORHOOD INVOLVEMENT & PUBLIC NOTIFICATION REPORT

Project Notification:
The graphic below shows the neighboring property owners within 750 feet of the site. All properties were included in the property owner notification list.
(See Attachment A: Property Owner & Interested Parties Notification List)



The list of notified property owners within 750 feet generated from the Maricopa County Assessor's site and the staff supplied City of Scottsdale "Interested Parties List" constitutes our comprehensive notification list.
(See Attachment A: Property Owner & Interested Parties Notification List)

ATTACHMENT #13

3-GP-16/8-ZN-16
08/05/16

The entire attached mailing list "Attachment A" was mailed by First Class Letter via US Postal Service on March 4, 2016. To date (August 5, 2016) we have not received any additional correspondence.

The letter and accompanying materials was sent to the entire Property Owner & Interested Parties Mailing List on March 4, 2016.
(See Attachment B: Notification Letter & Mailing Materials)

Project Under Review Sign Posting:
The completed property posting of "Project Under Consideration" sign was posted on March 3, 2016.
(See Attachment C: (Site Posting Photos & Affidavit)

Open House:
The Open House Meeting was held Thursday, March 17, 2016 at 6:30 P.M. at the Hampton Inn & Suites Scottsdale/ Phoenix inside the Quail Room. A total of 7 neighbors and/or interested parties attended, none expressed concerns about the project. The few comments and questions were out of interest and curiosity regarding understanding of the project and plan. Such as if there is and what type of the retail component would be included if any and why the name "District at the Quarter".
(See Attachment D: Open House Meeting Notes)

The Open House Sign-In Sheet from March 17, 2016
(See Attachment E: Open House Sign-In Sheet)

Door to Door Outreach:
Subsequent to the neighborhood meeting, the outreach team has been contacting neighboring property owners and tenants, showing them the proposed site plan and renderings, to ensure that they are aware of the pending application.

The outreach team has received significant support from these neighbors and has collected a large number of support petition signatures. Supporters have indicated enthusiasm for having additional residents in the area that will strengthen the economic base of the neighborhood. The outreach team will continue with door to door contact to insure that area property owners are aware of the application and upcoming public meetings.

Other Public Involvement:
The applicant has been available to meet with individuals, homeowner associations, and other interested parties at any time during the process. We have performed proactive outreach with key contacts and organizations in the community. To date (August 5, 2016) we have not received any additional correspondence.
(See Attachment F: Correspondence)

Attachment A
Property Owner & Interested Parties List

OWNER	ADDRESS	CITY	ST	ZIP CODE	CO
SCOTTSDALE COMMERCE CENTER LLC	PO BOX 1679	MERCER ISLAND	WA	98040	USA
K2H AIRPARK DESIGN LLC	1314 E MYRNA LN	TEMPE	AZ	85284	USA
BRE/ESA PORTFOLIO LLC	100 DUNBAR ST	SPARTANBURG	SC	29306	USA
G & J PROPERTIES LIMITED PARTNERSHIP	10881 N SCOTTSDALE RD STE 200	SCOTTSDALE	AZ	852545241	USA
ENRIGHT WESTAR LP	4636 E UNIVERSITY DR STE 265	PHOENIX	AZ	85034	USA
MTM INVESTMENT COMPANY LLC	15464 N GREENWAY-HAYDEN LOOP	SCOTTSDALE	AZ	85260	USA
GUENTHER PROPERTIES LLC	6735 N DESERT FAIRWAYS DR	PARADISE VALLEY	AZ	85253	USA
HUCKLEBERRY FRIEND LLC	29938 N 77TH PL	SCOTTSDALE	AZ	85266	USA
ROWLEY BLUE WATER INVESTMENTS LLC	10030 N 25TH AVE	SCOTTSDALE	AZ	85021	USA
7327 TIERRA BUENA LLC	6501 E EL MARO CIR	PARADISE VALLEY	AZ	85253	USA
TIERRA BUENA ENTERPRISES LLC	7363 E TIERRA B#140	SCOTTSDALE	AZ	85260	USA
7399 E TIERRA BUENA LLC	15029 N 74TH ST	SCOTTSDALE	AZ	85260	USA
LANDLORD'S R US	7435 E TIERRA BUENA LN	SCOTTSDALE	AZ	85260	USA
DESERT SIERRA HOLDINGS LLC	5721 SNOWMASS CREEK RD	SNOWMASS	CO	81654	USA
G H SCOTTSDALE I LLC	4636 E UNIVERSITY DR STE 265	PHOENIX	AZ	85034	USA
ROBERTSON SCOTTSDALE 7432 LLC	3990 WASHINGTON ST	SAN FRANCISCO	CA	94118	USA
JPSL III LLC	7730 E REDFIELD RD BLDG 2	SCOTTSDALE	AZ	85260	USA
SCOTTSDALE AIRPARK I LLC	11980 NE 24TH ST #200	BELLEVUE	WA	98005	USA
GARVIN HOLDINGS LLC	8315 N SENDERO TRES	PARADISE VALLEY	AZ	85253	USA
MONTE CRISTO LLC	4350 E CAMELBACK RD STE #L-205	PHOENIX	AZ	850182720	USA
BENNE FAMILY TRUST	18074 N CIRCLE S TRL	RATHDRUM	ID	83858	USA
H J NICK CORPORATION	8554 E CHOLLA	SCOTTSDALE	AZ	852600000	USA
CAPITAL CREEK GOLD LLC	4425 N 24TH ST 225	PHOENIX	AZ	85016	USA
OX II LLC	7317 E GREENWAY RD	SCOTTSDALE	AZ	85260	USA
LUCAS GREGORY L/DAWN M	1865 E LELAND CIR	MESA	AZ	85203	USA
MS CONSOLIDATED HOLDINGS LLC	7305 E GREENWAY RD	SCOTTSDALE	AZ	85260	USA
SCOTTSDALE CITY OF	3939 N DRINKWATER BLVD	SCOTTSDALE	AZ	85251	USA
WATTS INVESTMENTS L L C	5552 E WASHINGTON ST	PHOENIX	AZ	85034	USA
SDQ FEE LLC	180 E BROAD ST 21ST FLOOR	COLUMBUS	OH	43215	USA
PACWEST ENERGY LLC	2201 E CAMELBACK RD STE 650	PHOENIX	AZ	85016	USA
ZOCALLO PLAZA PROPERTY OWNERS ASSOCIATION	14300 N NORTHSIGHT BLVD	SCOTTSDALE	AZ	85260	USA
ENRIGHT ZOCALLO LP	340-12 AVE SW STE 450	CALGARY	AB	T2R 1L5	CANADA

SCOTTSDALE PLACE LLC	5564 N 10TH STREET	PHOENIX	AZ	85014	USA
DUNLOGIN GROUP LLC	20701 N SCOTTSDALE RD STE 107-623	SCOTTSDALE	AZ	85255	USA
PLINTH VENTURE LLC	1600 S BEACON BLVD STE 260	GRAND HAVEN	MI	49417	USA
SDQ III BK-L LLC	180 E BROAD ST 21ST FL	COLUMBUS	OH	43125	USA
SDQ III RETAIL LLC	180 E BROAD ST	COLUMBUS	OH	43215	USA
CRESCENT-SDQ III VENTURE LLC	227 W TRADE ST SUITE 1000	CHARLOTTE	NC	29202	USA
Alan Kaufman - Kaufman & Associates PLLC	8711 E Pinnacle Peak Road #241	Scottsdale	AZ	85255	
Avanindra/Anuradha Chaturvedi	26885 Chaucer Place	Stevenson Ranch	CA	92381	
Brad Lundmark, Property Manager - La Vista at Pinnacle Peak	7740 N 16th St # 300	Phoenix	AZ	85020	
Clif Tait - GCA & RVA	8302 E Buto Dr	Scottsdale	AZ	85255	
Dan Sommer	12005 N 84th Street	Scottsdale	AZ	85260	
Darcy Clement	7500 E Deer Valley Lot 67	Scottsdale	AZ	85255	
David G. Gulino - Land Development Services	7525 E. Camelback Road, Suite 104	Scottsdale	AZ	85251	
Dr. Sonnie Kirtley - COGS	8507 East Highland Avenue	Scottsdale	AZ	85251-1822	
Ed Toschik, President - La Vista at Pinnacle Peak Homeowners	7657 E Mariposa Grande Dr	Scottsdale	AZ	85255	
Emily Ryan - Capitol Consulting, LLC	PO Box 13116	Phoenix	AZ	85002-3116	
Fred Unger	7134 E. Stetson Drive; Suite 400	Scottsdale	AZ	85251	
Hank Olsen, President - Sonoran Hills	7711 E. Pozos Dr.	Scottsdale	AZ	85255	
J. P. Lamer	6945 E Glenrosa Ave	Scottsdale	AZ	85251	
Jill Aguirre	8605 E Via Dona Rd	Scottsdale	AZ	85266	
Jim Heather	6732 E Sheridan Street	Scottsdale	AZ	85257	
Joey Airdo - North Scottsdale Independent	23043 N. 16th Lane	Phoenix	AZ	85027	
John Washington	3518 N Cambers Court	Scottsdale	AZ	85251	
Leon Spiro	7814 E Oberlin Way	Scottsdale	AZ	85255	
Linda Whitehead	9681 E Chuckwagon Lane	Scottsdale	AZ	85262	
Michael Jacks, Secretary - La Vista at Pinnacle Peak Homeown	7725 E Camino Del Monte	Scottsdale	AZ	85255	
Mike Leary	10278 E. Hillery Dr.	Scottsdale	AZ	85255	
Mike Merrill - Citizens for Responsible Development	8713 E Vernon Avenue	Scottsdale	AZ	85257	
Nancy Cantor - Scottsdale Coalition	5850 N. 83rd Street	Scottsdale	AZ	85250	
Patti Smith, Property Manager - Bella Vista HOA	7740 N 16th St # 300	Phoenix	AZ	85020	
Rodney A. Knight	9414 E San Salvador #225	Scottsdale	AZ	85258	
Patty Badenoch	5027 N 71st Place	Scottsdale	AZ	85251	
Sarah Ferrara - Scottsdale Airpark	15000 N. Airport Drive	Scottsdale	AZ	85260	
Chris Schaffner	7346 E. Sunnyside Dr.	Scottsdale	AZ	85260	

Jim Haxby	7336 E. Sunnyside Dr.	Scottsdale	AZ	85250	
Stephanie Bradley	13330 E. Jomax Road	Scottsdale	AZ	85262	
Judith Burns - South of Shea Neighbors Association	9979 N. 131st Street	Scottsdale	AZ	85259	
Annette Petrillo	5136 N. 82nd St	Scottsdale	AZ	85250	
Whitney M. Bostic - Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	AZ	85258	
Jim Funk - Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	AZ	85258	
Bill Crawford	4390 N. Miller Road, Ste. C-107	Scottsdale	AZ	85251	
Guy Phillips	7131 E. Cholla St.	Scottsdale	AZ	85254	
John Strasser	24055 N. 119th Way	Scottsdale	AZ	85255	
Joan Zuckerman	7295 E. Paradise Dr.	Scottsdale	AZ	85260	
Neil Dempster, MBA, CSP	24573 N. 119th Place	Scottsdale	AZ	85255	
Richard Alt	7532 E Cactus Wren Road	Scottsdale	AZ	85250	
Tom Gagen	7649 E Sierra Vista Drive	Scottsdale	AZ	85250	

Attachment B
Notification Letter & Mailing Materials

BEUS GILBERT
PLLC
ATTORNEYS AT LAW

701 NORTH 44TH STREET
PHOENIX, ARIZONA 85008-6504
(480) 429-3000
FAX (480) 429-3100

March 4, 2016

52042-0002

Dear Neighbor, Property Owner, or Interested Party:

Beus Gilbert PLLC will be filing an application (Project # - 733-PA-2015) with the City of Scottsdale for a proposed Non-Major General Plan Amendment from Airpark Mixed-Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed-Use Residential (AMU-R) and Rezoning from I-1 (Light Industrial) to Planned Unit Development (PUD) to allow for a Mixed-Use Multi-Family Residential development.

The subject site is approximately 8.83 acres located at the Northeast corner of 73rd Street and Greenway-Hayden Loop within the Scottsdale Airpark. The proposed mixed-use development includes approx. 4,000 square feet of retail/ commercial and two (2) four-story residential luxury apartment buildings totaling 644 residential units. The proposed project will be complimentary to the character of the area and include high quality architecture, internal courtyard open spaces, and native landscaping.

With that said, we are pleased to invite you to an open house to discuss this proposal. The open house will be held at:

Date: Thursday, March 17, 2016
Time: 6:30 PM
Location: Hampton Inn & Suites Scottsdale/ Phoenix – (**Quail Room**)
Address: 16620 North Scottsdale Road Scottsdale, AZ 85254
(Southwest corner of Scottsdale Road and Frank Lloyd Wright Boulevard/ Bell Road)

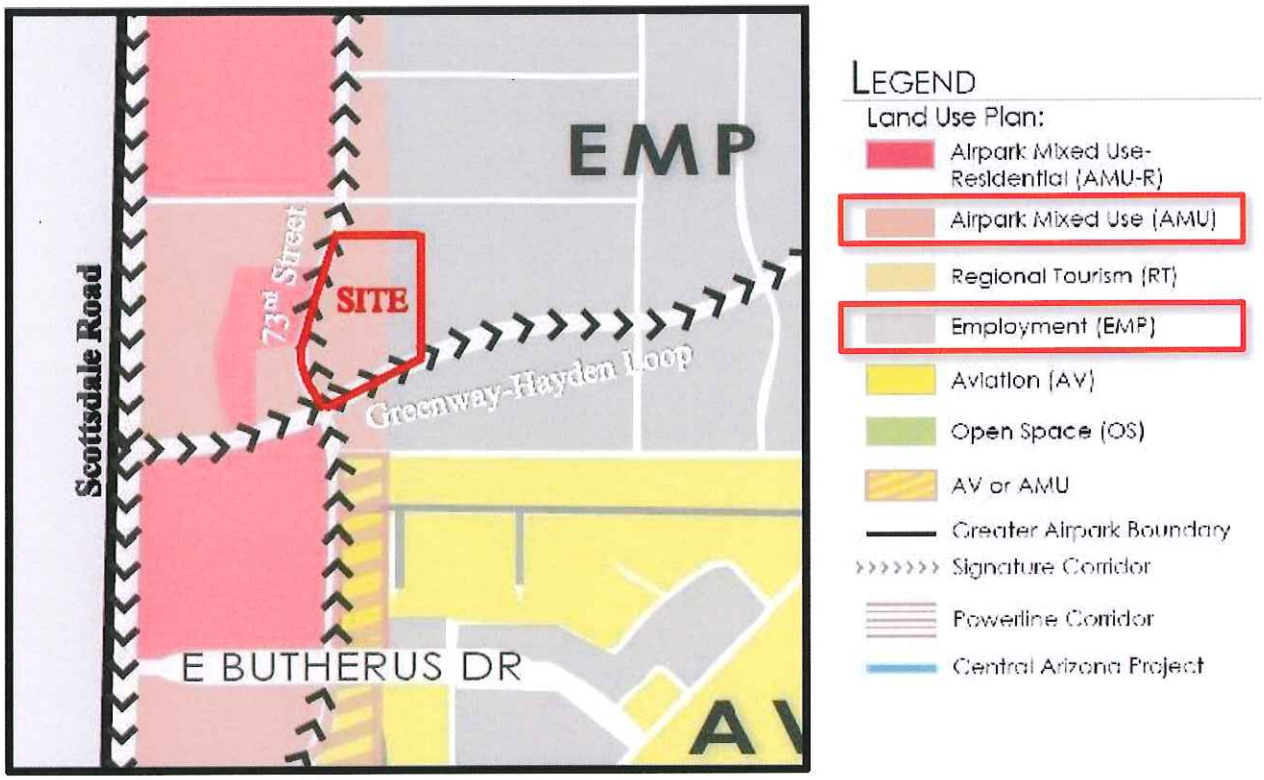
In the meantime, if you have any questions, please feel free to contact me by telephone at 480-429-3065, or by email at dnewcombe@beusgilbert.com. The City of Scottsdale Project Coordinator for this project is Bryan Cluff, who can be reached by phone at 480-312-2258, or by email at bcluff@scottsdaleaz.gov.

Sincerely,

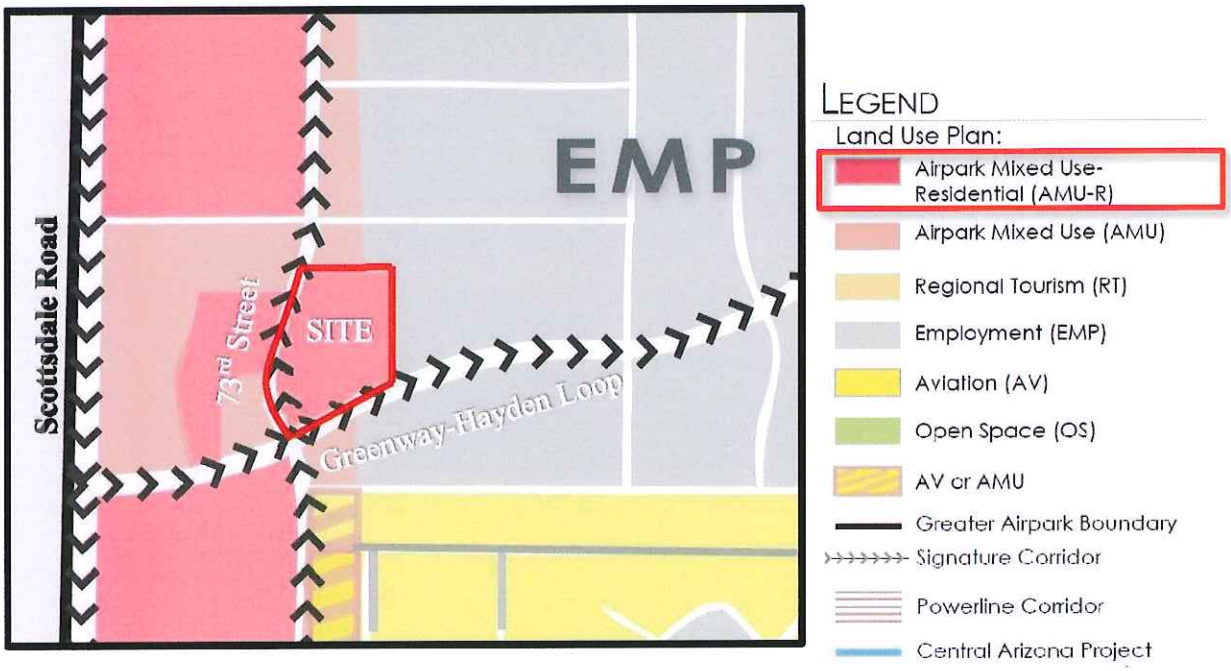
Dennis Newcombe
Planning Consultant
Beus Gilbert PLLC

Enclosed:
1) General Plan Existing/ Proposed
2) Project Site / Landscape Plan
3) Building Elevations

Scottsdale Airpark Land Use – Existing



Scottsdale Airpark Land Use – Proposed



DISTRICT AT THE QUARTER

OVERALL LANDSCAPE MASTER PLAN

15501 N. DIAL BLVD. SCOTTSDALE, AZ 85260

DECEMBER 28TH, 2015

The McGough Group

SCALE: 1"=40'-0"

0' 40' 80' 120'

NORTH

N. DIAL BLVD
'BUILDING B'

N. DIAL BLVD
'BUILDING A'

'BUILDING B' N. DIAL BLVD 'BUILDING A'
'STREET SCENE'

15-448 December 29, 2015

A3.0

No.	ITEM	DATE

CASE FILE NUMBER:

DISTRICT AT THE QUARTER

CONCEPT ELEVATIONS

SCOTTSDALE, AZ

KAPLAN AQUISITIONS, LLC
7150 E Camelback Rd., Suite 444 Scottsdale, AZ 85251

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

© 2015 Architects Orange

SCHOOL DISTRICT
Determination of Adequate Facilities

City of Scottsdale Project Number: 733 -PA- 2015

Project name: "District at the Quarter"

Project Location 15501 N. 73rd Street (Northeast corner of 73rd Street & Greenway-Hayden Loop)

Applicant Name: Dennis Newcombe, Beus Gilbert PLLC Phone: 480-429-3065

Applicant E-mail: dnewcombe@beusgilbert.com Fax: 480-429-3100

School District: Paradise Valley

I, Laura Fetter hereby certify that the following determination has been made in regards to the Referenced project:

- [x] The school district had adequate school facilities to accommodate the projected number of additional students generated by the proposed rezoning within the school district's attendance area; or
- [ ] The school district will have adequate school facilities via a planned capital improvement to be constructed within one year of the date of notification of the district and located within the school district's attendance area; or
- [ ] The school district has determined an existing or proposed charter school as contracted by the district can be provide adequate school facilities for the projected increase in students; or
- [ ] The applicant and the school district have entered into an agreement to provide, or help to provide, adequate school facilities within the school district's attendance area in a timely manner (a copy said agreement is attached hereto); or
- [ ] The school district does not have adequate school facilities to accommodate projected growth attributable to the rezoning.

Attached are the following documents supporting the above certification:

- [ ] Maps of the attendance areas for elementary, middle and high schools for this location.
- [ ] Calculations of the number of students that would be generated by the additional homes.
- [ ] School capacity and attendance trends for the past three years.

Or;
I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

Superintendent or Designee

Date 4/11/16

Planning and Development Services Department
7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ Phone: 480-312-7000 ♦ Fax: 480-312-7088

"District at the Quarter" - Project Summary & Narrative

This request is for a Non-Major General Plan Amendment (GPA) from Airpark Mixed Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed Use-Residential (AMU-R) and a rezoning from Industrial Park (I-1) to Planned Unit Development District (PUD) on 8.83+/- gross acre site located at 15501 North 73rd Street (the "Site") (also referred to as Dial Boulevard). The applicant intends to create a small mixed-use luxury residential multi-family community of approximately 644 units. The property is currently zoned for zero residential units.

The design for this property features a main entrance off of 73rd Street which features some above ground parking spaces (approximately 22 spaces) and a ramp leading to underground parking garage where the majority of parking will be located. Additionally, a secondary access to underground parking will be located at the south end off of Greenway-Hayden loop. The commercial/ retail portion is located near the main entrance facing 73rd Street. Two four-story luxury residential buildings enclose a total of four interior courtyards, one central courtyard, and one courtyard that fronts onto Greenway-Hayden Loop. These outdoor activity areas provide for recreation, relaxation, and an abundance of open space. The main building structures are navigated through a series of pedestrian passages that lead throughout the site and ultimately to the surrounding area. The north and east boundaries facing existing businesses are buffered by an internal roadway from the proposed units.

The District at the Quarter residential community will provide an exciting mixed-use project featuring upscale residences with a small retail/ commercial component to blend and transition with the commercial/ retail businesses close by along with the jobs in the Scottsdale Airpark, which is the second largest employment center in the state of Arizona. The proposed development would further many of the goals set forth in the Greater Airpark Character Area Plan ("GACAP") by creating a dynamic walkable community based on live, work, and play principles.

The proposed project will provide an ideal fit for this location and beyond. The ease of accessibility, proximity to businesses, shopping, entertainment, recreation, and airport makes this development a compliment to its surroundings.

Attachment C
Site Posting Photos & Affidavit

Early Notification of Project Under Consideration

Neighborhood Open House Meeting:

Date: Thursday, March 17, 2016
Time: 6:30 P.M.
Location: Hampton Inn & Suites of Phoenix/ Scottsdale, Quail Room
16620 North Scottsdale Road, Scottsdale, AZ 85254

Site Address: NEC of 73rd St. & Greenway-Hayden Loop, Scottsdale, AZ

Project Overview: A proposed Mixed-Use, Multi-Family Development consisting of two (2) four-story buildings with 644 residential units (apts.) and approx. 4,000 sq. ft. of retail/commercial space within Scottsdale Airpark.

- Request: Non-Major General Plan Amendment from Airpark Mixed Use (AMU) and a small portion of Employment (EMP) to Airpark Mixed Use-Residential (AMU-R) and Rezoning from I-1 (Light Industrial) to PUD (Planned Unit Development
- Description of Project and Proposed Use: Mixed-Use, Multi-Family Development
- Site Acreage: 8.83 Acres
- Site Zoning: I-1 (Light-Industrial)

Applicant/Contact:
Dennis Newcombe, Beus Gilbert
Phone: 480-429-3065
Email: dnewcombe@beusgilbert.com

City Contact:
Brian Cluff 480-312-2258
bcluff@scottsdaleaz.gov

Posting Date: 3/3/16

Pre-Application #: 733-PA-2015 Available at City of Scottsdale: 480-312-7000

Project information may be researched at: http://www.scottsadaleaz.gov/projects/

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

03/03/2016 08:33:23

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: 733-PA-2015

Project Name:

Location: NEC of 73rd St. & Greenway-Hayden Loop

Site Posting Date: March 3, 2016

Applicant Name: Beus Gilbert, PLLC

Sign Company Name: Dynamite Signs, Inc.

Phone Number: 480-585-3031

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

Applicant Signature

3.3-16
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 3 day of March 20 16

PRANAY NAIDU
Notary Public - Arizona
Maricopa County
My Commission Expires
MARCH 30, 2019

Notary Public

My commission expires: 03-30-2019

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

Attachment D
Open House Meeting Notes

Notes from District at the Quarter Neighborhood Meeting
Hampton Inn & Suites, Scottsdale/ Phoenix – Quail Room
March 17, 2016 6:30 PM (Start)-7:30 PM (End)

- *Paul Gilbert:* Introduction of project team.

- *Paul Gilbert:* Introduction of project location, site plan, project overview, and approval process.

Questions from attendees:

- *Neighbor Question:* Will the development be luxury apartments for rent?

  Answer, Paul Gilbert (Beus Gilbert): Yes. They will be luxury apartments for rent. Provides a housing opportunity at the Scottsdale Airpark for the concept "live, work, and play."

- *Neighbor Question:* Will there be a retail component and how much (i.e. 6,000 square feet) and what uses?

  Answer, Paul Gilbert (Beus Gilbert): Actually it will be approximately 4,000 square feet and could be retail, commercial, or restaurant. It will be planned for the ability of multiple uses, which may include shops or possibly a restaurant.

- *Neighbor Question:* Why the name of "District at the Quarter"?

  Answer, Mike Kaplan (Kaplan): All of Kaplan's projects are named "District at…" and the general location of an area. However, they amicable to re-review the name so no confusion or name infringement occurs.

- *Neighbor Question*: Curious where ICE is relocating to?

  Answer, Marcia Rowley (ICE): We are relocating within Scottsdale near perimeter.

END OF MEETING – NO MORE QUESTIONS FROM ATTENDEES.

Attachment E
Open House Sign-In Sheet

Typed Attendees from the District at the Quarter Neighborhood Meeting
Hampton Inn & Suites, Scottsdale/ Phoenix – Quail Room
March 17, 2016 6:30 PM (Start)-7:30 PM (End)

Name :	Address:	Phone or Email:
1. Richard Hunt	Scottsdale Quarter	richard.hunt@wpglimcher.com
2. Zach Buckhardt	Scottsdale Quarter	zach.buckhardt@wpglimcher.com
3. David Eckhardt	Zocallo	david@spectramgmt.com
4. Tony Miller	Greenway-Hayden Loop	pianogallery@cox.net
5. Sandy & Jere Clark	Clark-Wayhand	602-316-1010
6. Strat Leggat	Scottsdale	sleggat@kootenayholdings.com
7. Ronald Finkel	9375 E. Shea #100, 85260	rf@az7re.com

SIGN-IN SHEET

NEIGHBORHOOD MEETING

MARCH 17, 2016

HAMPTON INN & SUITES OF SCOTTSDALE/ PHOENIX

16620 N. SCOTTSDALE ROAD, SCOTTSDALE, AZ

6:30 PM

PROPOSED NON-MAJOR GENERAL PLAN AMENDMENT & REZONING

FOR A SMALL MIXED-USE & LUXURY MULTI-FAMILY RESIDENTIAL DEVELOPMENT

NORTHEAST CORNER OF 73RD STREET AND HAYDEN-GREENWAY LOOP

(PRE- APPLICATION # 733-PA-2015)

NAME	ADDRESS	PHONE # OR EMAIL
Richard Hunt	Scottsdale Quarter	Richard.Hunt@wpglimcher.com
Zach Buckhardt	Scottsdale Quarter	zach.Buckhardt@wpglimcher.com
David Eckardt	Zocalo	david@spectramgmt.com
Tom Miller	GWH Loop	pianogallery@cox.net
Sandy & Jere Clark	CLARK-WAYLAND	602-316-1010
STRAT LEGGAT	SCOTTSDALE	S LEGGAT@KOOTENAYHOLDINGS.COM

SIGN-IN SHEET

NEIGHBORHOOD MEETING

MARCH 17, 2016

HAMPTON INN & SUITES OF SCOTTSDALE/ PHOENIX

16620 N. SCOTTSDALE ROAD, SCOTTSDALE, AZ

6:30 PM

PROPOSED NON-MAJOR GENERAL PLAN AMENDMENT & REZONING

FOR A SMALL MIXED-USE & LUXURY MULTI-FAMILY RESIDENTIAL DEVELOPMENT

NORTHEAST CORNER OF 73RD STREET AND HAYDEN-GREENWAY LOOP

(PRE- APPLICATION # 733-PA-2015)

NAME	ADDRESS	PHONE # OR EMAIL
RONALD FINKEL	9375 E. SHEA BLVD, #100 SCOTTSDALE, AZ 85260	RF@AZZRE.COM

Attachment F
Correspondence

From: COGS AZ [mailto:cogsaz@gmail.com]
Sent: Monday, March 07, 2016 2:51 PM
To: Dennis Newcombe
Subject: Monday, March 7 Invitation for March 17th

Good afternoon, Dennis. Any comments will be e mailed to you after reviewing the proposed project case file. Thanks for the invitation. Sonnie Kirtley, COGS Chair (The Coalition of Greater Scottsdale) cellular 602 717 3886 anytime

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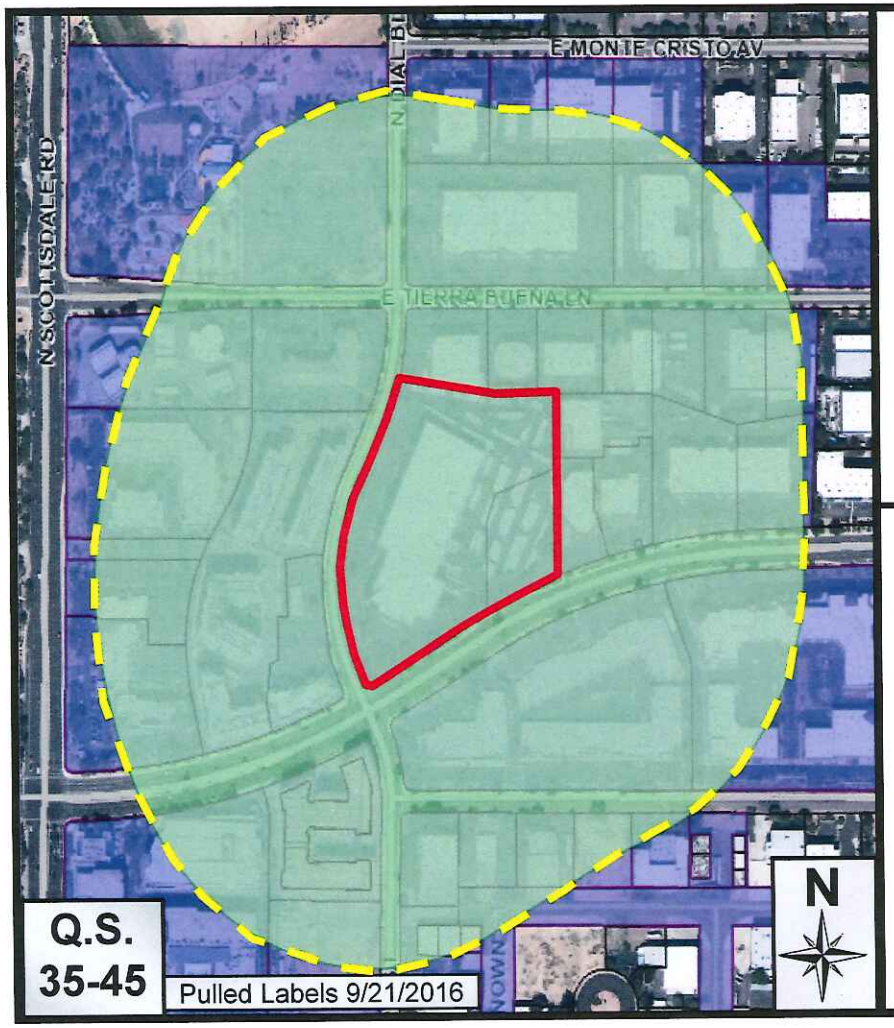
This email has been sent from a virus-free computer protected by Avast.
www.avast.com

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2015.0.6189 / Virus Database: 4540/11770 - Release Date: 03/07/16

City Notifications – Mailing List Selection Map



Map Legend:

Site Boundary

Properties within 750-feet
110 Postcards

Additional Notifications:

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

3-GP-2016 & 8-ZN-2016

District at the Quarter

ATTACHMENT #14