



Marked Agendas

Approved Minutes

Approved Reports

**The June 6, 2019
Development Review Board
Meeting Agenda and
Minutes can be found at**

<http://www.scottsdaleaz.gov/boards/development-review-board>

San Artes

Project Narrative

Development Review Board

NWC of Hayden Road & Princess Drive

57-DR-2018

Prepared for:

Mark-Taylor

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I. Purpose of Request

The request is for Development Review Board (“DRB”) approval for a new residential development, San Artes, on a property located at the northwest corner of Hayden Road and Princess Boulevard (the “Property”). The proposed Mark-Taylor residential community includes approximately 552+/- dwelling units on the 34+/- acre site with a density of 16.2 du/ac (23 du/ac permitted).

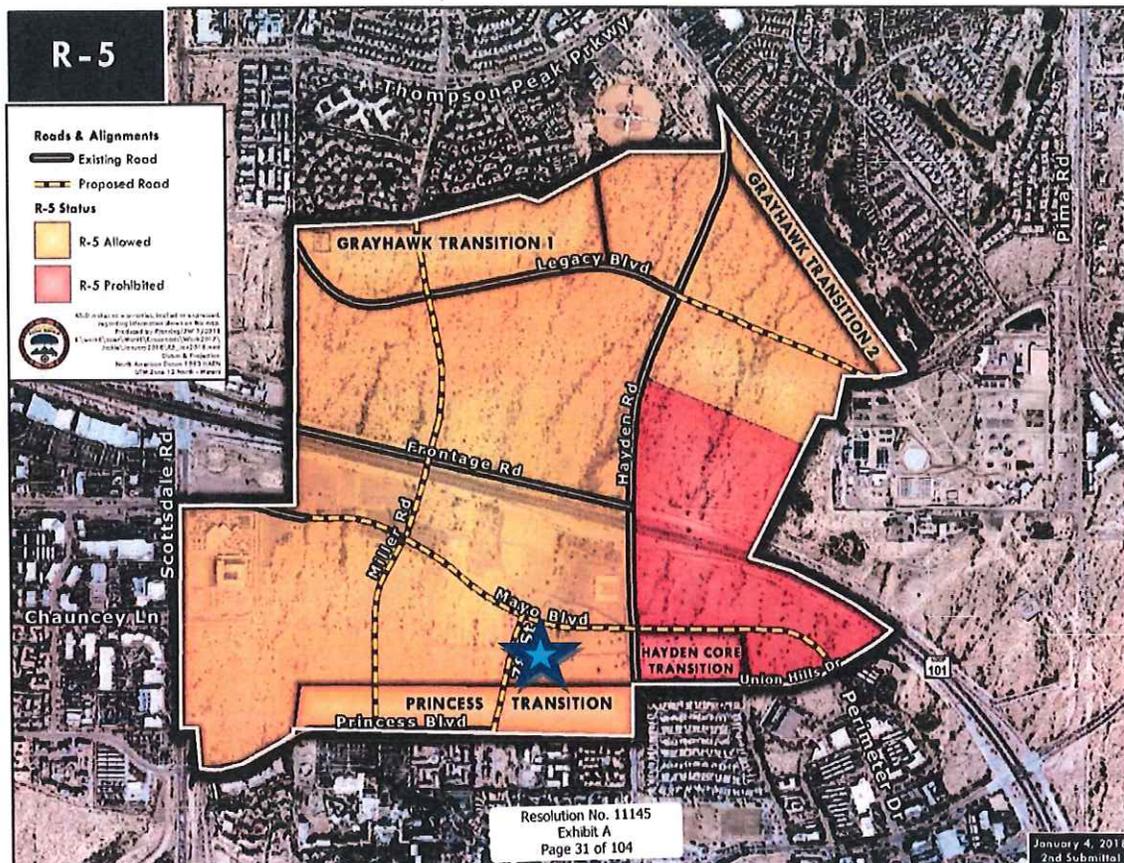
Site Plan



II. Crossroads East Development Plan Summary

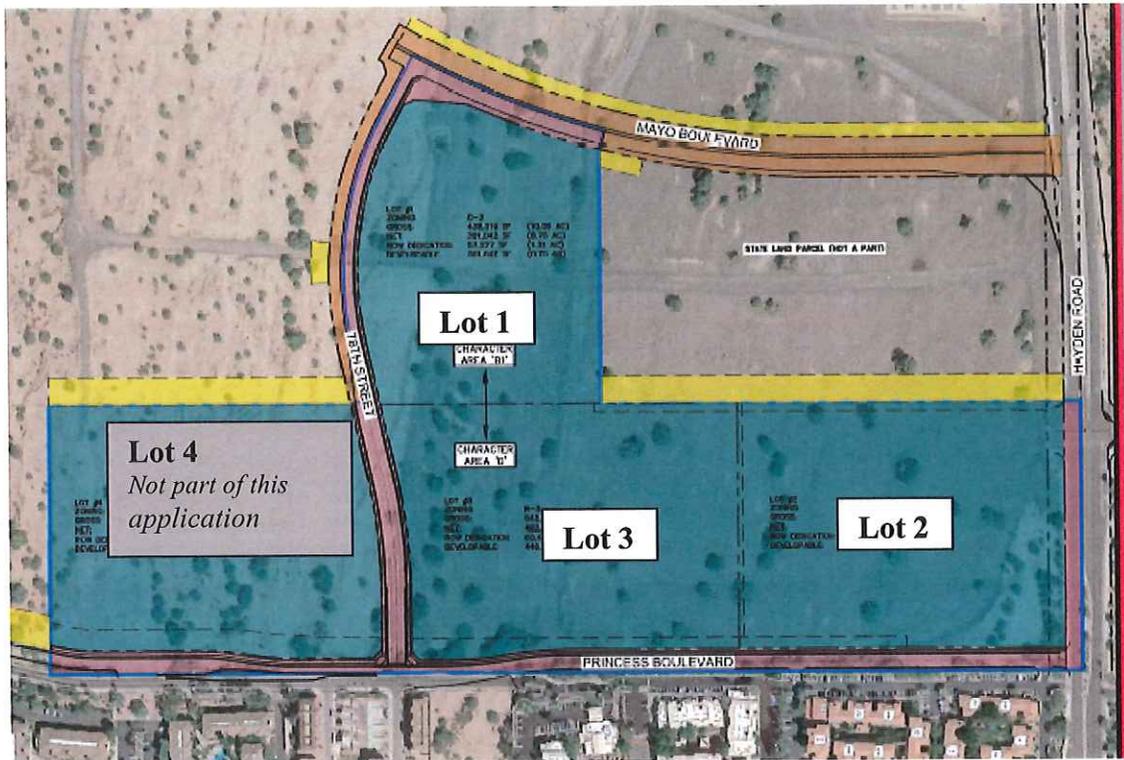
The 2002 Crossroads East master plan established a framework for the 1,000+/- acre area north and south of the Loop 101. As part of the master plan, a land use budget table was approved by City Council identifying the allowable zoning districts for the entire area including maximum acreage and residential densities. Subsequently, there were several amendments approved by City Council: cases 19-ZN-2002#2 through 19-ZN-2002#5. Most recently, the Arizona State Land Department (“ASLD”) case 19-ZN-2002#6 was approved by City Council on June 12th modifying the development plan and land use budget for the 1,000+/- acre master plan. Subsequently, Mark-Taylor processed case 19-ZN-2002#7 to amend the land use budget by shifting 10 acres from C-O to R-5 at the request of ASLD. Below is a graphic that depicts the areas that allow R-5 comparable zoning, which includes all 4 lots purchased by Mark-Taylor. The subject Property falls within this area and is part of Planning Unit VII, which currently allows R-5 zoning.

Crossroads East R-5 Exhibit approved with Case 19-ZN-2002#6



III. Overview & Background

Mark-Taylor Development is a 35 year-old, nationally-acclaimed developer that is headquartered in Scottsdale and only develops property in the state of Arizona. The 46.86+/- gross acre site (Lots 1-4 depicted below) recently purchased from ASLD at auction by Mark-Taylor is part of the Crossroads East PCD. Mark-Taylor intends to develop the eastern 3 parcels (Lots 1, 2 and 3) with a multifamily residential community (this DRB application) and leave the westernmost parcel (Lot 4) for future development, all with R-5 comparable zoning.



IV. DRB Criteria

In considering any application for development, the Development Review Board shall be guided by the following criteria (Sec. 1.904.A.):

- 1. The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.*

Response: The San Artes residential community will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, Greater Airpark Character Area Plan and 2001 General Plan. The proposal for residential development fulfills the GACAP goals and policies by bringing additional housing options to a prime Airpark location in Scottsdale. Characteristics of successful master plan developments, like Crossroads East, include a range of land uses and promote the "live, work, play" philosophy. The proposed residential community accomplishes a range of goals including developing, underutilized vacant property, integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

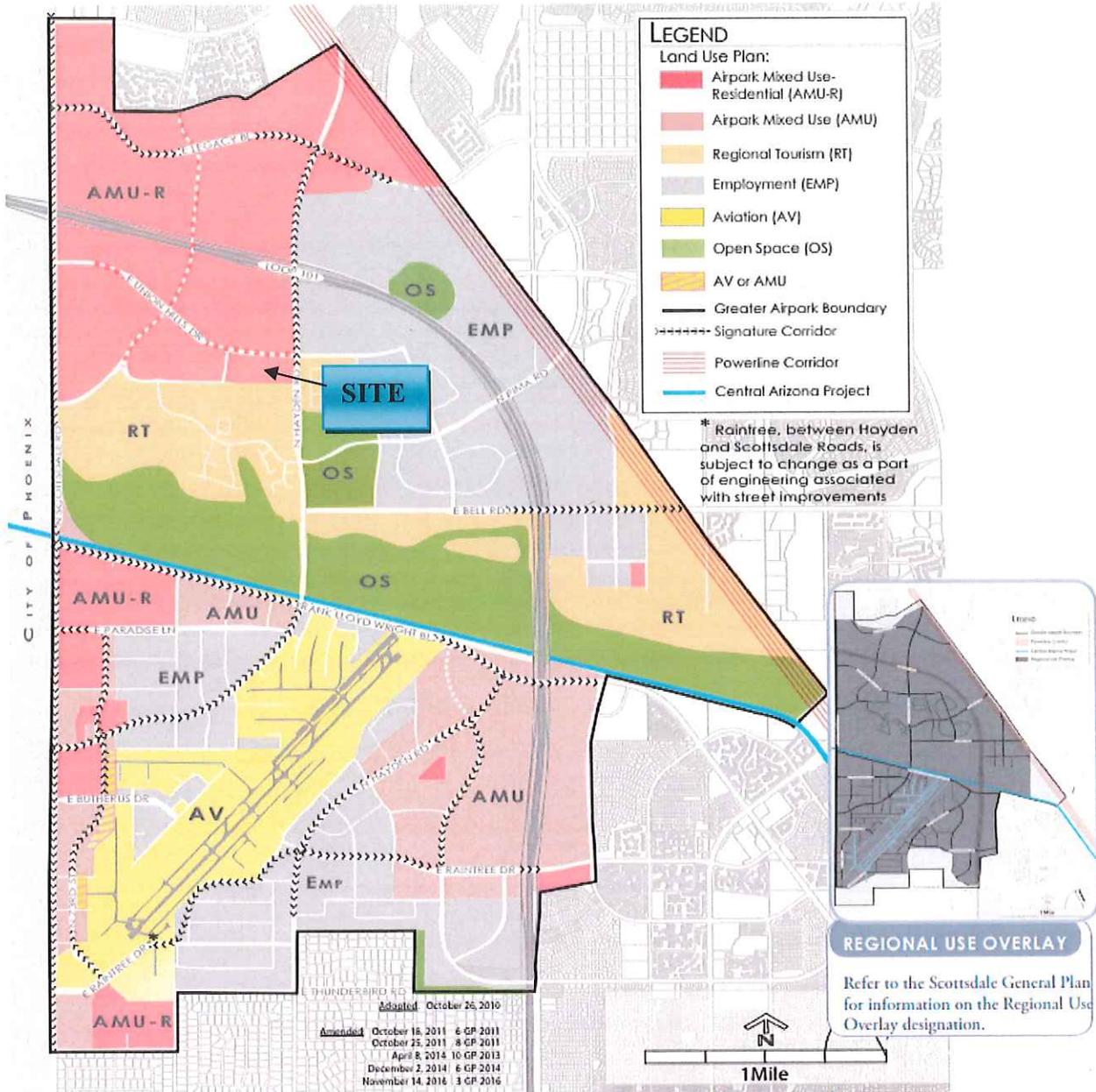
The architectural style, being termed "Desert Transitional" (not completely traditional nor overly contemporary) is complementary to the character of the Scottsdale Airpark and range of architectural styles established in the area. Clusters of residential buildings interspersed with common open space, pathways and community amenities create a more interesting community and organic flow vs. the traditional linear building design of larger-scale multi-family developments found in the Greater Airpark area.

GACAP Definition:

Airpark Mixed Use Residential (AMU-R) areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the 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 areas south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing.

**Greater Airpark Future Land Use
GACAP Page 11**

GREATER AIRPARK CHARACTER AREA PLAN



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.

2. *The architectural character, landscaping and site design of the proposed development shall:*
- a. *Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;*
 - b. *Avoid excessive variety and monotonous repetition;*

Response:

- Residential land use near the employment core supports the live, work, play philosophy
 - Building design includes context appropriate massing, architecture and materials
 - Special attention given to pedestrian linkages both internal to the site and to the adjacent 78th Street, and Hayden Road frontages
 - Compatibility with surrounding context
 - Emphasis on human-scale and pedestrian realm
 - Site and building design focuses on Sonoran Desert climate through the use of solar shading, overhangs, recessed windows, articulation, material selection, textures, paint colors, scale and massing
- c. *Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;*

Response: See the Scottsdale Sensitive Design Principle Conformance section below.

- d. *Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and*

Response: Not applicable.

- e. *Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.*

Response: Not applicable.

3. *Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be so designed as to promote safety and convenience.*

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian both internally and along the perimeter of the site. Promoting vehicular trip reduction and a sustainable, walkable residential community. Residential land use integrated in this Airpark location will increase the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The street system provides a framework for transit, pedestrian and bicycle connections in the immediate area. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between site amenities and other adjoining land uses. The site has a network of sidewalks that tie from internal sidewalks throughout the residential community to the planned sidewalks along the street frontages providing linkage to existing and future land uses (see Pedestrian Circulation Plan and Landscape Plan).

4. *If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.*

Response: All mechanical equipment, appurtenances and utilities will be full screened and/or incorporated in the building design.

5. *Within the Downtown Area, building and site design shall....*

Response: Not applicable.

6. *The location of artwork provide in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria....*

Response: Not applicable.

IV. Scottsdale's Sensitive Design Principles

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

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

Response: The context appropriate building character and massing fits well with the surrounding development including the area residential, resort and commercial uses. The proposed development will utilize a variety of Sonoran Desert appropriate textures

and building finishes, incorporate architectural elements that provide solar shading and overhangs, and celebrate the Southwestern climate by creating outdoor living spaces for each unit, recreational amenities, and gathering places for its residents.

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

Response: Mark-Taylor has taken special consideration in providing meaningful open space with active and passive recreational amenities for the residents. Additionally, the project provides abundant open space with over 26% (353,868 s.f.) provided where 22% is required for the entire Mark-Taylor development (this calculation excludes parking lot landscaping and private outdoor open space).

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

Response: All landscaping will consist of low-water use desert appropriate landscaping materials. Respecting the Southwest's climate conditions, a variety of new and salvaged native materials and sizes will be integrated to maintain existing natural landscape character, and create a layering effect to help mitigate the urban heat island effect.

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

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

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

Response: Pedestrian circulation along both the perimeter and through the site is an important design feature of the proposed residential development, which is within close proximity to abundant retail, restaurant, resort and employment uses. The design of these public spaces will be contextually appropriate with surrounding developments and will comply with the GACAP and Crossroads East PCD. San Artes will promote the value of usable open space on several levels. The proposed residential development will provide a walkable community with connectivity to the surrounding public ways at sensible locations that provide natural surveillance while avoiding excess and remote locations which would compromise the safety and security of the community. Additionally, the project provides abundant open space with over 26% (353,868 s.f.) provided where 22%

is required for the entire Mark-Taylor development (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes a desert-lush plant palette, gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.

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

Response: The Property is located along Hayden Road, is within close proximity to Frank Lloyd Wright Boulevard and the Loop 101, all of which provide regional access.

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

Response: The proposed development will incorporate design elements that respect human-scale, providing shade and shelter through building, site and landscape design. A detailed pedestrian circulation plan is provided with the application showing connectivity to/from/along the perimeter of the site as well as a vast network of walkways for internal circulation.

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

Response: The proposed use of building massing is compatible to surrounding developments with a maximum 3-story building height (36' plus mechanical and architectural features). Building articulation and stepped massing promote a natural hierarchy. See the elevations for more details.

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

Response: The proposed development will utilize a variety of desert appropriate textures and building finishes, incorporate architectural elements that provide solar shading and overhangs, and celebrate the Southwest climate by creating abundant outdoor living spaces (common open space and private outdoor living space) and amenities for its residents.

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

Response: This residential development promotes land use sustainability by fostering a pedestrian environment and providing residential development near the Airport employment core. Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The

developer intends to incorporate sustainable design elements into the building design where feasible.

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

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

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

Response: The proposed development will maintain a low-water use plant palette (see landscape plan). Context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern along Hayden Road and within the Crossroads East master plan and throughout the GACAP. The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments. Turf areas will be limited to interior common open space areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling.

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

Response: Lighting will be designed in a manner that is respectful of the surrounding context and minimizing glare while maintaining safety for future residents and in conformance with City standards. Pedestrian level lighting will be used throughout the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

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

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

