



Application

Narrative

Cash Transmittal

Development Standards

Raintree Residential Development Review Board Project Narrative



Prepared for:

HIGH STREET[®]
— RESIDENTIAL —
A SUBSIDIARY OF TRAMMELL CROW COMPANY

**Trammell Crow Company
Ashley Nye, Development Manager
2575 E. Camelback Road, Suite 400
Phoenix, AZ 85016
602-281-1492**

Document Outline:

- I. Project Information**
- II. Zoning**
- III. Project Overview**
- IV. Conformance to DRB Criteria**
- V. Conformance to Greater Airport Character Area Plan**
- VI. Conformance to Scottsdale Sensitive Design Principles**
- VII. Conformance to General Plan**

I. Property Information

Location:

- 8555 East Raintree Drive (the “Property”)

Property Size:

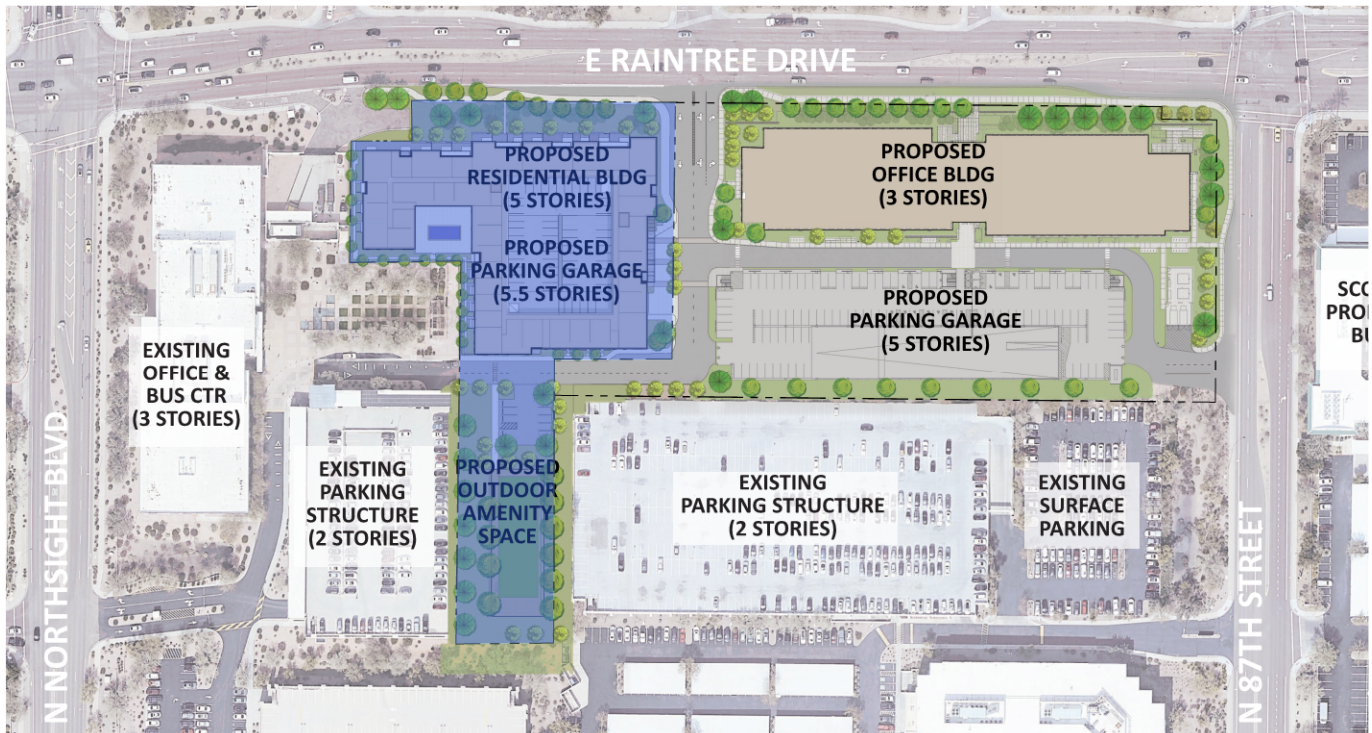
- Total Site Area: approximately 3.12+/- gross acres

II. Zoning

Current (entitled)

- Planned Community, Planned Airpark Core Development – Airpark Mixed Use Residential, Planned Shared Development Overlay (P-C PCP-AMU-R PSD)

Context Aerial



Existing Site Conditions



III. Project Overview

The request is for Development Review Board (“DRB”) approval for a new residential development on a property located at 8555 East Raintree Drive in Scottsdale. The subject 3.12+/- acre vacant property is located at the southwest corner of Raintree Drive & 87th Street as identified below. Trammell Crow Company intends to develop the 3+/- acre site with a residential community consisting of 190+/- units and 69+/- feet in height. Trammell Crow Company will integrate residences close to existing and proposed jobs in the Scottsdale Airpark, a significant employment center with more than 57,000 employees and approximately 40 million square feet of commercial space (*AZBigMedia.com, January 2019*). New multifamily housing will also provide additional customer base and an economic benefit for nearby businesses, some of which have struggled; bringing rooftops to this area will continue to bolster retail and service-related businesses.

Proposed Site Plan





IV. Conformance to DRB Criteria

In considering any application for development, the Development Review Board shall be guided by the following criteria:

- 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: Raintree Residential will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, Greater Airpark Character Area Plan and General Plan. While the zoning narrative submitted and approved under separate application speaks in more detail to the broader context of the General Plan, below is a summary of how this proposal complies.

The proposal is consistent with the General Plan Land Use Map designation, which identifies the Property as Airpark Mixed Use-Residential. The Airpark Mixed Use-Residential category supports a variety of land uses including, but not limited to, personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential consistent with the intensity of uses which are typically found in the area. Further, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures and grows. This development of a currently vacant parcel exemplifies this revitalization component by integrating residential development with nearby access to retail, entertainment, employment centers, and major transportation corridors. Thus, increasing the quality of life for the residents of Scottsdale and stimulating revenue (and tax dollars) for area businesses.

- 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: The Airpark Mixed Use-Residential classification allows for higher intensities in a mixed-use setting to encourage an urban lifestyle and appropriate balance of land uses with a rich pedestrian environment. The new residential development will revitalize of an underutilized vacant site.

Design details provided below:

- The materials, massing and architecture are inspired by the desert vernacular and modern urban context that surrounds the site. The use of building materials is integrated to provide movement and visual interest creating relief, depth and shade, which helps to reduce the overall scale and mass of the building. Overhangs and balconies will provide solar relief to window glazing and shaded outdoor spaces. Each side of the project is unified and expressive towards the overall theme while still providing a dynamic four-side architectural experience. Each façade provides balance and movement, helping to accentuate appearance and offering a vibrant, visually interesting building character.
 - Mature desert landscaping, materials and pocket park will enhance the pedestrian and user experience and soften the surfaces by incorporating natural shading elements. These elements help to delineate pathways providing a unique blend of texture and filtered light to soften the outdoor space.
 - The landscape character will incorporate trees and shrubs that will flourish in their unique urban environment while complementing the architecture and responding to specific microclimatic conditions.
 - Onsite parking is provided via structured parking garage. Guest parking is provided at the outdoor amenity space on the south side building.
 - All onsite utilities, trash, recycle and delivery services are contained on-site and are designed to minimize the public's interaction with those services which helps to enhance the urban experience.
- 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 found 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 proposed request integrates residential units near a range of retail, service and office uses contributing towards the balance of land uses with an inviting pedestrian environment. The Property is located approximately just along Raintree drive a major east-west arterial roadway, with immediate access to public transportation, and is only 1/4+/- miles away from the Loop 101, both of which provide regional access. This site is ideally situated in a setting that offers all the ingredients for a successful age-targeted residential development in a mixed-use setting.

Successful revitalization and redevelopment focus on a lively pedestrian presence with mixed-use development and quality, pedestrian-level design and linkages. The proposed improvements combined with well placed shade trees and/or structures will create a more comfortable and inviting pedestrian space along the perimeter of the site. This will allow easy use of the established pedestrian circulation system, in and around the site taking advantage of the multi-modal transportation options available.



V. Conformance to Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan ("GACAP") was adopted in October 2010 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 ("responses") will highlight how this application meets the goals and policies of the GACAP.

The request for a non-major GPA on the southwest portion of the site totally 3.40 +/- gross acres of the subject Property from AMU to AMU-R will allow for residential land use in an area that is already designated for mixed-use (business, office, employment, retail, instructional and hotel uses). The Property is located on Raintree Drive west of the Loop 101 and east of Northsight Boulevard; both Raintree and Northsight are Signature Corridors and Transit Routes in the GACAP. Additionally, the Property is located outside the 55 DNL line, which is appropriate for residential land uses. New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an aviation easement in conformance with the City's requirements.

GACAP Definition (emphasis added):

***Airpark Mixed Use Residential** 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 [emphasis added].

The Conceptual Development Type Map designates the Property as both “Type A- Medium Scale” and “Type C - Higher Scale” which is defined in the GACAP as follows (emphasis added):

***Type A** development denotes areas appropriate for medium-scale developments. Type A may represent lower-scale residential developments existing in the area north of the Central Arizona Project Aqueduct south of the Loop 101 Freeway. In other areas of the Greater Airpark, Type A may represent developments that are a higher-scale that uses on the outside of the Airpark boundary but of a lower-scale than Type B or C areas.*

***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.*

➤ **Land Use**

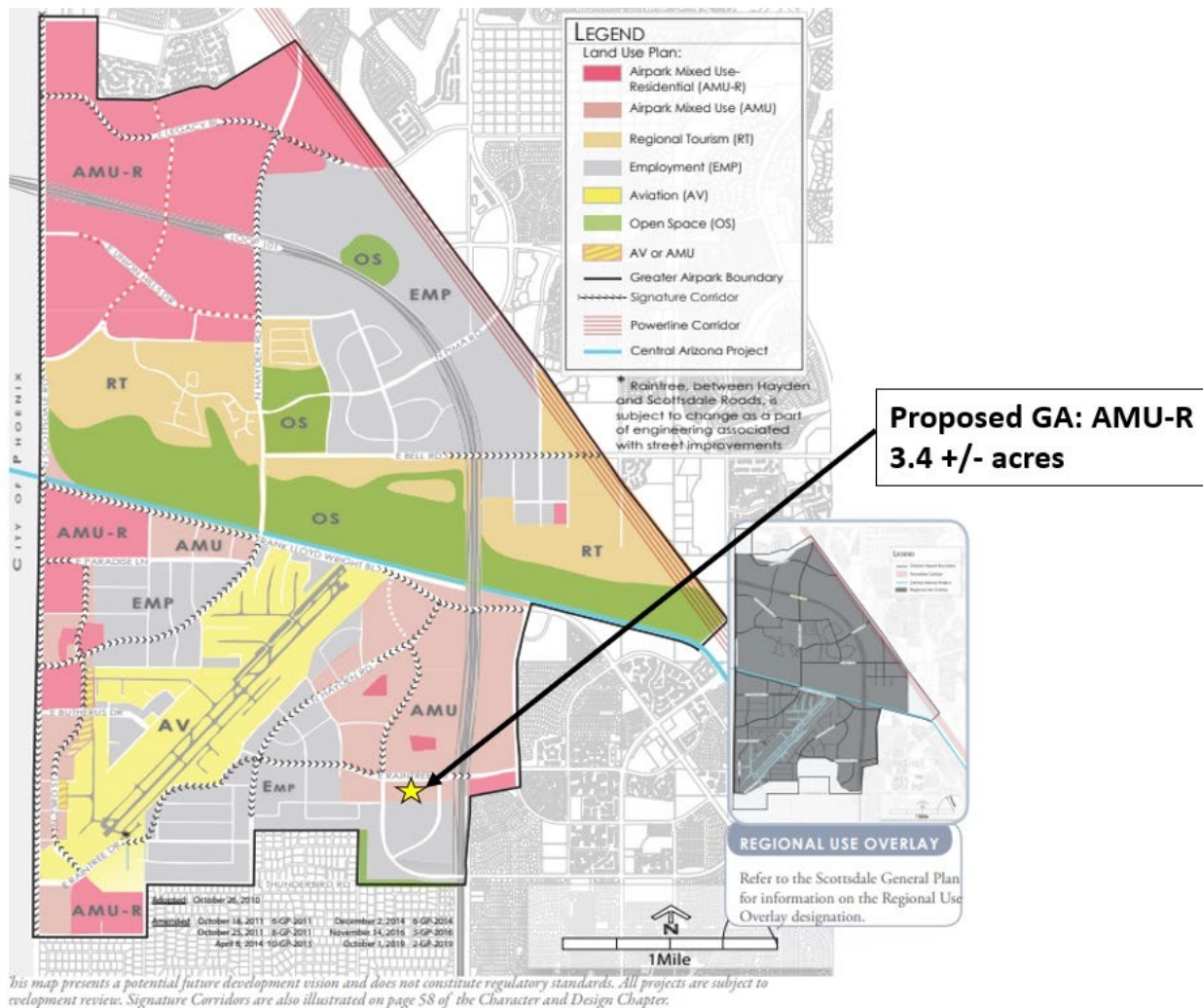
Goal LU 1

Maintain and expand the Greater Airpark’s role as a national and international economic destination through appropriate land uses, development, and revitalization.

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

Response: The proposal for a mixed-use office/residential development (PCP zoning) on the 9.64+/- acre site adds a missing residential component to this underutilized vacant site in a prime Airpark location of Scottsdale. The residential portion consists of 3.40+/- acres and the office commercial land use will be maintained on the balance of the site, 6.24+/- acres. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, play" philosophy. The proposed development accomplishes a range of goals including developing an underutilized, vacant property integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

Greater Airpark Land Use Map
(GACAP Page 11)



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 core area; the City's largest employment core. Integrating the proposed multifamily land use in a mixed-use setting will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. The mix of residential units will include one- and two-bedroom units with rentable square footage ranging from 515 to 1,300 s.f. Rental rates have not been determined and will be based on market rates and unit size/location after construction is completed.

Goal LU 4

Utilize development types to guide the physical and built form of the Greater Airpark.

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: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a “wrap” concept (residential buildings wrapping the above grade parking structure) with movement in the architectural massing and variation in exterior material finishes. The design creates more openness and interest than a traditional linear building design. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

The overall concept is to create a mixed-use residential and commercial synergy within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base, which surrounds the Property. The Property is buffered from Northsight, Raintree and Loop 101 by the existing built environment, making the site ideal for residential and office development.

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

Response: Expanding upon the statements above, the unique design demonstrates a rich character and architectural variety between the proposed residential community and surrounding commercial. The residential building has been designed in a manner that provides a sensitivity to the pedestrian providing numerous connection points through the site, which do not exist today. Appropriate architectural detailing and materials may include, but are not limited to concrete panel, stucco, glazing and metal balcony rails, all of which have been carefully selected to uphold the unique character and context of the Sonoran Desert and to blend with the surrounding context of the Scottsdale Airpark.

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: As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing I-1 PCD

zoning with respect to the residential portion of this development. In addition, the remaining commercial property will utilize the PCP district as well; however, the building design for the office component is approved by the City. The PCP zoning will allow the applicant to create a unique, mixed-use residential community and office development for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

***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 open space areas, transit and/or other mobility enhancements, including bicycle and pedestrian amenities, workforce housing...{relevant benefits listed}*

Response: The proposed development is providing a bonus contribution for increased FAR (from 0.8 to 1.11; increase of 0.31) and height (from 62 feet to 69 feet; increase of 7 feet) in the amount of \$1,484,407, which will be allocate to the City per the Special Improvement ordinance. The PCP development also offers approximately 29.8% overall open space (28% required), a centralized amenity space, enhanced pedestrian linkages as well as new housing opportunities to serve the Airpark employment core.

Goal LU 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.

***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: Signature Corridors are designated on the Greater Airpark Future Land Use Plan and include Raintree (along the north) and Northsight (to the west). Integrating a mixed-use residential/commercial development in this location broadens the current range of land uses in the area and provides additional housing options in the Airpark area.

Goal LU 8

Create an interconnected network of meaningful open spaces within the Greater Airpark.

***Policy LU 8.1** Recognize and promote the value of usable open space as part of the community's quality of life.*

***Policy LU 8.2** Sustain and enhance meaningful open space corridors with the Greater Airpark.*

Response: This project promotes the value of usable open space on several levels. The proposed residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space over the required 28% (this calculation excludes parking lot landscaping and private outdoor open space). The overall 9.64+/-PCP development is proposing approximately 29.8% +/- open space (107,000 s.f.). On-site open space includes amenities, private outdoor living

spaces, perimeter landscape buffers, and meaningful perimeter open space to create privacy and a visual oasis for the residents/employees and an attractive setting for the buildings. Additionally, the open space area (outdoor amenity south of the residential building) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with guest parking.

➤ **Neighborhood & Housing**

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.

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: A wide range of support services can be found nearby in the neighboring commercial developments. The residential land uses proposed under this application is a natural fit and complement the fabric of existing land uses in the Airpark.

Policy NH 2.2 Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.

Response: The proposed development is particularly adept at satisfying this policy. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of multifamily residential in a mixed-use setting strikes an important land use balance with the employment character of the Airpark. It provides a land use balance creating a stronger, sustainable employment and service node essential to the continued success of the Airpark.

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.

Response: Exterior amenities are noted in the response for Policy NH 2.4 (below) for The Pedestrian Circulation Plan and Landscape Plan show the exterior recreational amenities and connectivity. Together, these amenities provide gathering and casual recreational opportunities for the residents. Although the office and residential components are two separate projects, there will be pedestrian connectivity and seamless landscape/hardscape design elements between the commercial development and residential community allowing the two land uses feel like a synergistic mixed-use development. Additionally, the public open space area (outdoor amenity) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with parking for the public.

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: The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The pool amenity area will include a range of outdoor amenities including a pool, spa, cabana, seating areas, fire pit, and bbq to create resort-like outdoor living spaces for residents to gather and relax. The site has a network on sidewalks that tie to the existing commercial office network. See Pedestrian Circulation Plan and Landscape Plan for more details on connectivity.

Goal NH 3

Encourage residential development that supports the local and regional employment-based land uses in the Greater Airpark.

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 live, work, play philosophy mentioned 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

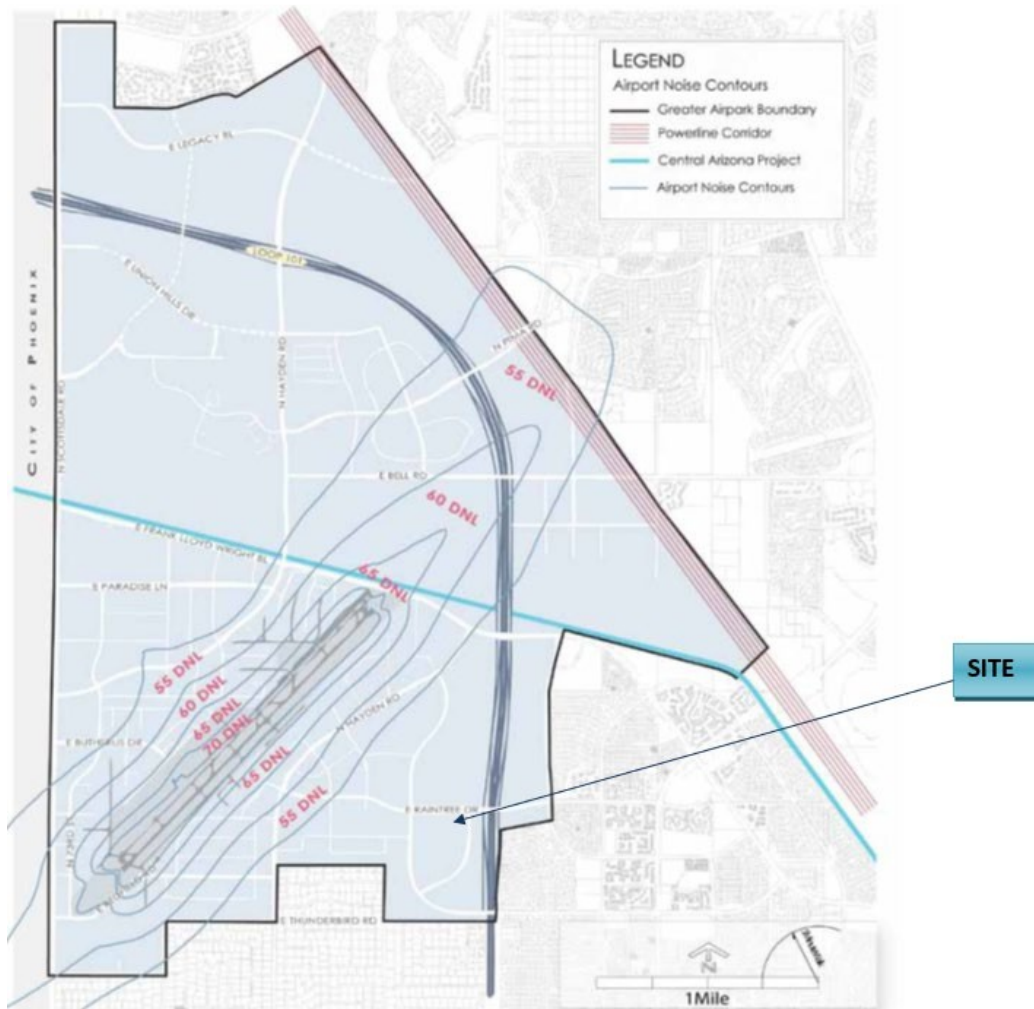
Incorporate residential into Airpark Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

- *Dwellings will not be 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 multifamily residential community will be located on an underutilized, vacant parcel on Raintree Drive. The proposed dwelling units will be located well outside the 55 DNL line (see the Scottsdale Airport Noise Contours Map below) and designed with upgraded building materials and insulation to provide appropriate sound attenuation. Multi-modal transportation options will be available to the commercial patrons and residents including, but not limited to walking, bicycling, driving and public transit. Along with the adjacent Raintree Drive, just beyond the boundaries of the site, Northsight Boulevard and the Loop 101 are all designated as existing “transit routes” and “pedestrian/bicycle corridors” in the GACAP.

Scottsdale Airport Noise Contours -2009
(GACAP Page 30)

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.



➤ **Community Mobility**

Goal CM 4

Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.

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

Response: Northsight (to the west) and Raintree (to the north) are both designated as Signature Corridors. Together with the Loop 101, the streets provide a framework for 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 buildings and other land adjoining/nearby land uses. The development will build upon the network of sidewalks that tie in and around the commercial and residential buildings to the existing retail to the north (see Pedestrian Circulation Plan and Landscape Plan). Bike racks will be provided on site for the residential community and office development per the City's requirements.

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.

-and-

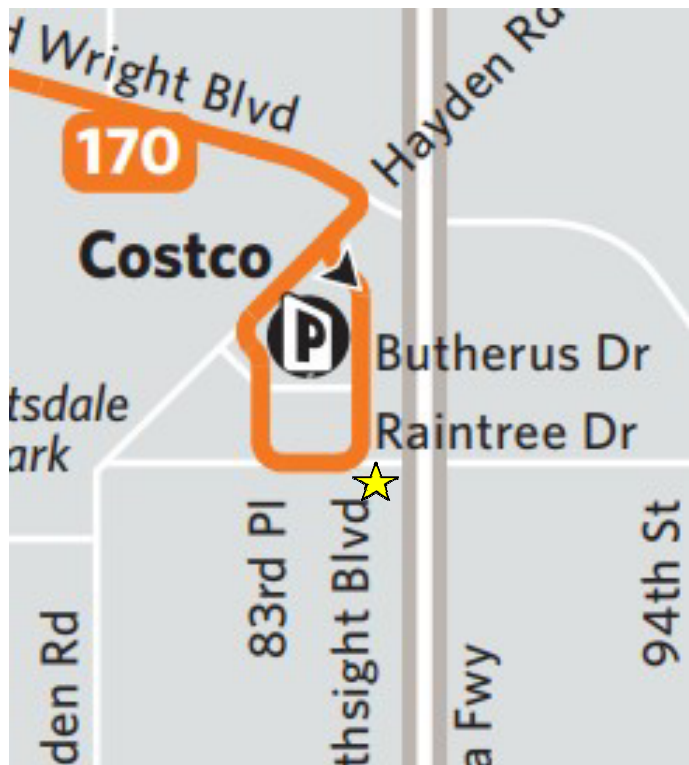
Goal CM 7

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

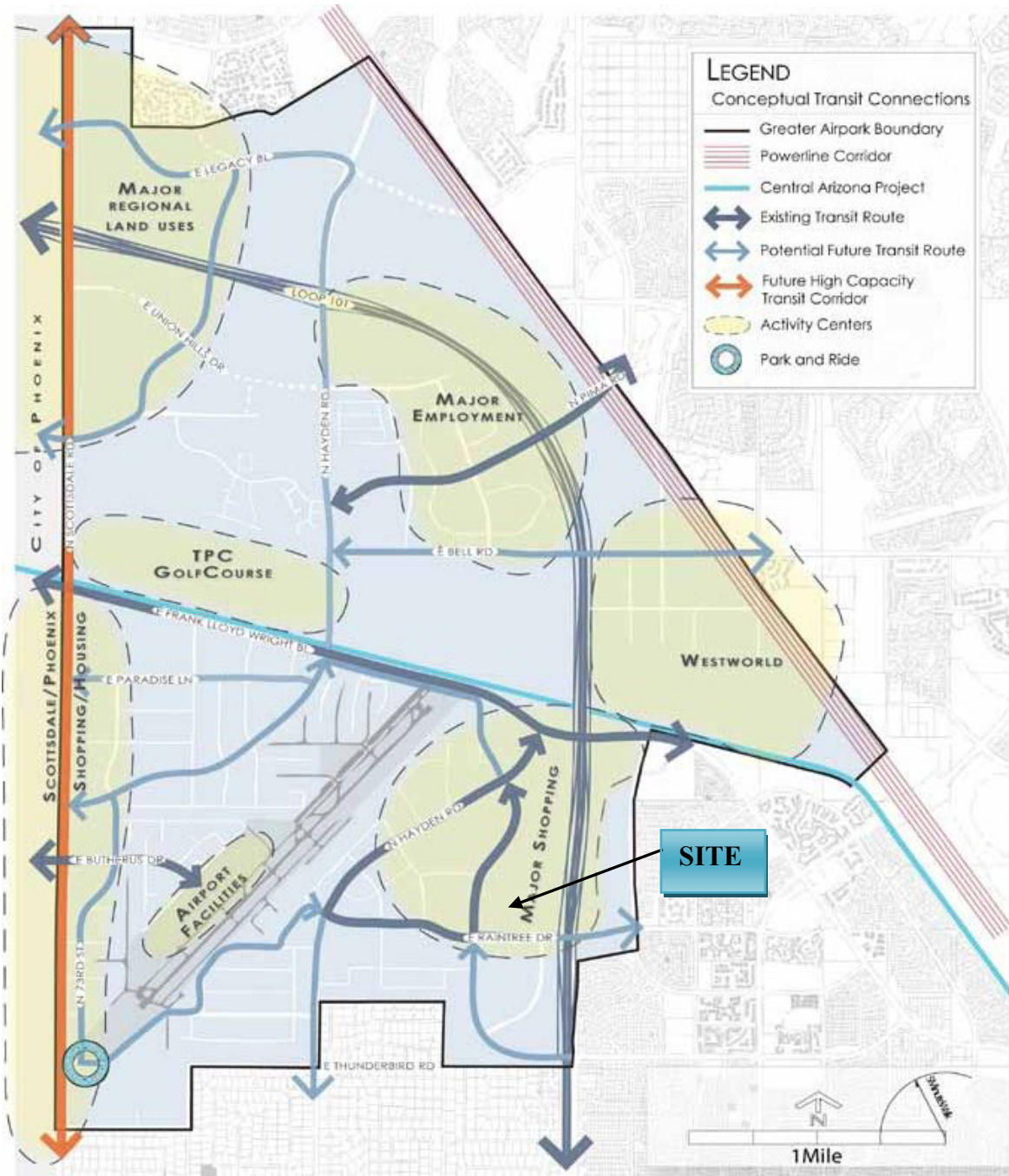
Policy CM 7.2 Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The Greater Airpark Transit Connections

Map (see below) designates this Property as a "major shopping" area with nearby "transit route" classifications (Northsight, Raintree, Loop 101). Valley Metro bus and Scottsdale Trolley's routes both provide transit service near the site.



Greater Airpark Transit Connections
(GACAP Page 34)



➤ **Economic Vitality**

Goal EV 1

Sustain the long-term economic prosperity of the Greater Airpark.

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 in the future.

Response: A mixed-use residential and office development on an underutilized vacant property will generate significant building permit fees and revenue for the City of Scottsdale. New residents and employees in the Airpark area will increase retail sales and sales tax revenue for the City. The integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses. Residents and employees 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.

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

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

Response: The land uses proposed under this application complements the existing mixed-use character of the Scottsdale Airpark. The Airpark, as a whole, creates a unique opportunity to foster interrelated land uses and promote the live, work, play concept, which is memorialized in the GACAP. Additionally, surrounding retail development and the nearby employment core provide regional appeal for future residents and employees. This application is driven by the site's surrounding land uses and a strong market demand for multifamily residential in this area.

➤ **Environmental Planning**

Goal EP 1

Reduce energy consumption through environmentally sensitive land use practices and design policies.

Policy EP 1.3 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 existing City approved landscape palette found in nearby developments including. Low water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior 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. Low voltage landscape 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.

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

Policy EP 3.2 Increase the use of effective natural and man-made shading for parking lots, streets, and pedestrian areas.

Policy EP 3.4 Increase tree planting as a ground-level ozone reduction measure.

Response: The landscape plan identifies the proposed plant palate, which includes a range of shade trees and shrubs to further reduce the heat island effect and conform the City's guidelines. Onsite parking is provided in structures to minimize surface parking and the use of pavement and reduce the heat island effect.

Goal EP 4

Foster a sustainable balance between environmental stewardship and the development and redevelopment of the Greater Airpark.

Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.

Response: Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area. Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, recycled materials, energy efficient windows, energy efficient fixtures and appliances, and use of solar.

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.

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

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 been designed in a manner to respond to the Sonoran Desert climate through the use of passive solar shading,

inset/projected balconies, landscaping, recessed windows (south), 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 the Sonoran Desert while providing an attractive resort-like setting for the buildings (proposed and existing).

➤ **Character & Design**

Goal CD 1

Enhance and strengthen the design character of Greater Airpark Future Land Use Areas.

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 (commercial and residential)
- Building design includes context appropriate massing, architecture and materials
- Special attention given to pedestrian linkages both internal to the site and along the perimeter emphasizes connectivity
- Compatibility with surrounding context
- Site and building design focus on Sonoran Desert climate: Solar shading provided by cantilevered building entry feature; passive solar control through recessed balconies and recessed portions of the building façade; and articulation, material selection, textures, paint colors, scale and massing appropriate for the hot, arid climate
- Open space maximized and design to provide a range of recreational options for residents, both passive and active

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 neighboring land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (ie: bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

I. Planned Airpark Core Development (PCP)

This application includes a range of exhibits including the site plan, elevations, renderings, pedestrian/vehicular circulation plan, landscape plan, and civil engineering information which demonstrate the character and high-level of design proposed for this site. The office component, although included with the rezoning request, is approved per case 83-SA-2019.

The residential building has been designed in a manner that provides appropriate massing and sensitivity to the pedestrian. Architectural detailing and materials may include, but are not limited to concrete panel, stucco, glazing and metal balcony rails selected to uphold the unique character and context of the Sonoran Desert. Residential amenities include fitness facility, amenity/lounge room with kitchen and conference/meeting space. The outdoor amenities include a pool, spa, cabana, seating areas, fire pit, and bbq to create resort-like outdoor living spaces for residents to gather and relax. The parking structure is completely obscured from view as a result of the wrap design.

The purpose of the PCP district is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the GACAP. The PCP district should:

- A. Accommodate mixed-use commerce and employment centers.***
- B. Provide a dynamic complement to the employment cores with support retail, service, tourism, cultural, and residential uses.***

Response: The proposed PCP zoning allows for the integration of a multifamily residential community (3.40+/- acres) on the subject 9.64+/- acre site. Per the PCP requirements, dwelling units are limited to 50% of the ground floor building area of the development plan, are located outside of the AC-3 airport area, will include noise attenuation and fair disclosure to residents. This development strongly contributes to the mixed-use sustainable character of the Scottsdale Airpark and complements the existing commerce and employment centers as well as the retail and service uses of the surrounding area. The proposed development accomplishes a range of goals including the revitalization of an underutilized vacant property integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the existing Scottsdale Airpark developments.

- C. Promote efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.***

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter and through of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. Additionally, the proposed residential use results in a significant decrease in daily vehicle trips as compared to the existing industrial/office zoning.

D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.

E. Promote adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP district.

Response: The proposed development embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. Trammell Crow Company intends to create a five-story residential rental community with Southwestern contemporary elevations complementary to the surrounding character. The design reflects a wrap concept that conceals the internal above grade parking structure with residential units. The design creates more openness and interest than a traditional linear building design. Collectively, the PCP development plan, including both the approved commercial office building and the newly proposed residential community, both of which are designed in a cohesive manner to provide visual and physical connectivity through the architectural styles and the hardscape/landscape design.

F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.

Response: The residential office development will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses tying into the existing commercial fabric. Additionally, the project provides abundant open space with 29.8% +/- open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, a large open space amenity, private outdoor living spaces, perimeter landscape buffers, pedestrian ways, and parking lot landscaping.

G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability contributing towards the live, work, play goals identified in the GACAP.



VI. Conformance to Scottsdale Sensitive Design Principles

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

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

Response: The Property is surrounded by office and retail commercial uses. Developing the Property with mixed-use residential and commercial will enhance and strengthen the Airport employment core. This application includes a range of exhibits including the site plan, elevations, landscape plan, and civil engineering information, all of which demonstrate the character and high-level of design proposed for this site. The mixed-use residential and office development plan has been designed in a manner that provides appropriate massing given the scale and context and Airport setting. The development encourages alternative modes of transportation by focusing on a pedestrian network that encourages interaction with the surrounding context and adjacent uses.

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

Response: Although the setting of the Property is an established commercial center and does not have natural features such as washes and natural area open space, the design team has paid particular attention to enhance the ground-level pedestrian experience and creating a usable open

space amenity south of the residential building.

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

Response: The Property is an Airpark development site (underutilized vacant land). All landscaping will consist of low water-use desert appropriate landscaping materials in conformance with City's guidelines. The existing topography of the site is relatively flat, and therefore, will be maintained.

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

Response: The proposed development will include desert appropriate landscaping (as well as integration and relocation of native plants). Additional landscaping will contribute to the urban habitat for wildlife and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate, and, as they mature, they will become self-sustaining relative to water demand. The plant palette, although conceptual, is proposed to include Acacia Mulga, Palo Verde, Mesquite, Chinese Elm and Desert Willow trees.

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 is an important feature of this development, as numerous retail, employment, and service-related uses are within walking distances from this site.

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: Mixed-use development is an important component of successful smart growth and livable community development. When a wide variety of uses and housing choices are located within close proximity to commercial, employment, and support services, walking, bicycling and transit become a more practical means of travel and a synergy between land uses naturally occurs. The proposed mixed-use residential community will not invigorate the vacant site but will also bring development that closely aligns the goals and policies of the City by strengthening the Airpark core. Mixed use developments inherently reduce the number and distance of automobile trips and improve air quality, thereby enhancing the quality of life for the community.

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.

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

Response: Variation in massing, proportion, material contrast, and architectural detailing will be provided establishing a natural hierarchy. The proposed mixed-use residential/commercial development also provides continuity between the newly proposed and existing architecture in the surrounding Airpark area, providing contextually appropriate development and visual fluidity between the various uses. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

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/recesses and overhangs, and celebrate the Southwest climate by creating outdoor spaces and amenities.

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

Response: Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, but are not limited to, recycled materials, energy efficient windows, energy efficient fixtures and appliances.

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 and enhancement of the Property. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement (see landscape plans) and well as repurposing of existing native species where applicable.

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 and renderings). As noted above, context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern found in the Airpark.

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

Response: Lighting is designed in a manner that is respectful of the surrounding context while maintaining safety for patrons, residents and visitors.

- 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.



VII. Conformance to General Plan

Character & Design:

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

-Bullet 2: Enrich the lives of all Scottsdale citizens by promoting safe, attractive, and context compatible development.

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

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

Freeway Corridor/Regional Core (a subdistrict of the Urban Character Type) will be a dense mixed-use employment core that includes a number of region-serving office, retail and hotel uses. This core will include more than one million square feet of regional and community retail centers. Employment along the freeway corridor will be second only to the Downtown District in intensity and positive impact on the City's economic development.

Response: The Urban Character Type recognizes the need for a wide variety of high intensity uses

in the same location area to support each other and create a true urban feel. The Property is an underutilized vacant site in an area designated as a Regional Core with easy access to the 101 Freeway. Being surrounded with multiple retail and large office uses, a mixed-use residential community would be very compatible and provide housing options in the Airpark area. The proposed development would allow employees to live close to their jobs and walk or bike to work.

Goal 2: Review the design of all development proposals to foster quality design that enhances Scottsdale as a unique southwestern desert community.

-Bullet 5: Promote development that respects and enhances 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.

-Bullet 6: Promote, evaluate and maintain the Scottsdale Sensitive Design Principles that when followed will help improve and reinforce the quality of design in our community.

Response: The proposed site layout, architectural character and landscaping design respects the unique climate, and vegetation of Scottsdale. See Scottsdale Sensitive Design Principles below (Section V) for detailed responses regarding each principle.

Goal 6: Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of a city.

-Bullet 1: Require substantial landscaping be provided as part of new development or redevelopment.

-Bullet 3: Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.

-Bullet 4: Discourage plant materials that contribute substantial air-borne pollen.

-Bullet 5: Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the "urban heat island" effect.

Response: The desert landscape character of the Property includes a variety of plants that currently provide year-round color, shade, and texture for the site. The proposed plant palette incorporates compatible, hardy plants known to thrive in the intense heat and sun of the desert climate. Plant selection and placement will allow for the ability to use water efficiently throughout the site. The proposed planting design limits lush and dense planting patterns to areas with the most human interaction such as entries, amenity areas and pedestrian areas.

Goal 7: Encourage sensitive outdoor lighting that reflects the needs and character of different parts of the City.

-Bullet 2: Encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings.

-Bullet 3: Encourage creative and high-quality designs for outdoor lighting fixtures and standards that reflect the character of the local context.

-Bullet 5: Allow for lighting systems that support active pedestrian uses and contribute to public safety.

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety for future residents. Lighting designs will be commensurate with the quality architectural style proposed for the Property; low-level with no glare nor intrusion onto neighboring properties. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading to parking areas.

Land Use:

Goal 1: *Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.*

-Bullet 1: Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.

-Bullet 2: Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within a region.

Response: Development of this underutilized, vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service-related business in the Scottsdale Airpark adding residential to the mix will strengthen the long-term stability of the area.

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

-Bullet 2: Encourage the location of more intense mixed-use centers and regional employment cores along regional networks.

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

Response: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a "wrap" concept (residential buildings wrapping the above grade parking structure) with movement in the architectural massing and variation in exterior material finishes. The design creates more openness and interest than a traditional linear building design. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

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

-Bullet 1: Allow for diversity of residential uses and supporting services that provide for

the needs of the community.

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

Response: Developing the Property with mixed-use residential and commercial will directly support the wide variety of major employment and service-related uses in the immediate area. Additionally, developing long-vacant properties is a critical part of the economic vitality of the community as it matures. Integrating additional housing options in this area is essential for the continuing economic growth and sustainability of the Airpark. This project exemplifies revitalization by turning an underutilized vacant site into a thriving mixed-use community to better serve the area and increase tax revenue for the City.

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

-Bullet 1: *Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.*

-Bullet 2: *Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.*

-Bullet 3: *Provide balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips where environmentally and physically feasible.*

-Bullet 4: *Support the physical integration of residential uses with retail uses to provide opportunities for pedestrian oriented development.*

-Bullet 8: *Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.*

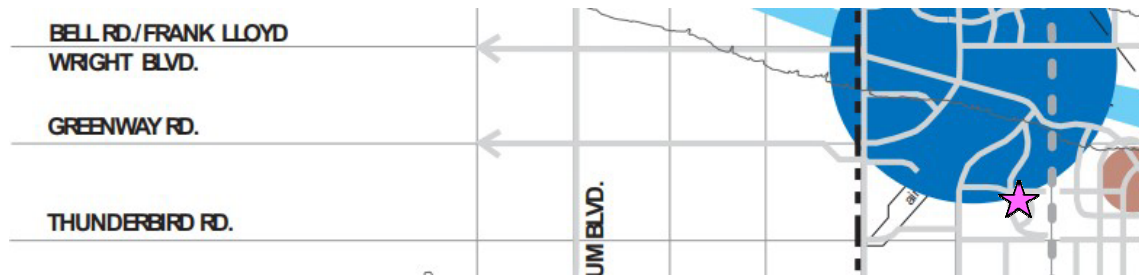
Response: The Property is located within the Mixed-Use Neighborhoods land use designation (2001 GP) and the GPA request from AMU to AMU-R (GACAP) will better implement the live, play, work land use philosophy in the Airpark by integrating housing options in an employment and shopping core. The site benefits from a range of multimodal transportation options including pedestrian, vehicular and public transit. The Property is near the Raintree/Loop 101 interchange and close to several arterial roads all of which provide regional access. Additionally, the Property is close to public transit routes that provide direct access to many parts of the east valley. The Scottsdale Trolley system (Mustang Route) runs from Northside and Hayden to Mustang Library extending to Via Linda and Frank Lloyd Wright.

Growth Areas:

The site is located on the edge of the Activity Area identified above on the City's Growth Areas Map (see below). Activity Areas have a concentration of development promoting a range of mixed land uses.

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

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



- **Growth Areas Map**

 **Growth Areas**
(areas where future development is focused - mixed uses and multi-modal transportation are most appropriate in these areas)

Response: The proposed development will tie into existing infrastructure systems. Water and sewer basis of design reports are being submitted and reviewed with the zoning application. The existing transportation network will more than adequately serve the proposed use as there will be a reduction in vehicle trips from the existing commercial zoning (see Traffic Report). Integrating mixed-use residential and commercial in the heart of the Airpark will help sustain the balance of land uses and continue to serve a growing and diverse community.

Goal 2: Make automobile transit and other multimodal circulation more efficient.

-Bullet 1: Encourage physical planning and design techniques that facilitate the access to and use of transit services and pedestrian amenities.

Response: The Property is located on Raintree Drive, a major arterial, close to public transit routes that provide direct access to many parts of the east valley as well as the Scottsdale Trolley's Mustang Route, which runs along Northsight Boulevard and Raintree Drive. Additionally, the Property is located approximately 500 feet west of the Raintree/Loop 101 interchange. The Loop 101 connects with many other major freeways in the valley which further extends regional access. Hayden Road (minor arterial) is located approximately 0.75 miles to the north (via Northsight) and west (via Raintree) which connects to Frank Lloyd Wright Boulevard (major arterial). The site is extremely desirable for multifamily development due to the surrounding services, retail and restaurants within walking distance of the site.

Community Mobility:

Goal 2: Protect the physical integrity of regional networks to help reduce the number, length, and frequency of automobile trips, to improve air quality, reduce traffic congestion, and enhance quality of life.

-Bullet 1: Improve air quality by encouraging live, work and play relationships in land use decisions that reduce the distance and frequency of automobile generated trips.

Response: As mentioned previously, the Scottsdale Airpark is a significant employment center in Arizona with more than 57,000 employees and approximately 40 million square feet of commercial space. The residential land use submarket has expanded in the Airpark over the last two years providing housing for the growing employment core. According the Greater Scottsdale Airpark 2030 Report (*AZBigMedia.com*), the Airpark will continue to grow with more than 4,000 businesses employing as many as 80,000 employees by 2030, furthering the need for additional housing options. The site is within close proximity to businesses such as Go Daddy, Vanguard, and Colliers International, just to name a few. Offering housing options close to large employment cores and supporting retail reduces vehicle trips and encourages walkability. Further, the Property is located within close proximity to regional transportation corridors (Raintree Drive, Hayden Road, Frank Lloyd Wright Boulevard, Loop 101) and public transit options. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between buildings including integrally colored enhanced paving across the central driveway. Internal pedestrian circulation will connect with the established pedestrian network in and around the site.

Goal 3: Promote regional diversity and connectivity of mobility choices.

-Bullet 2: Connect and support diversity of mobility choices to and within areas that contain the greatest intensity of development.

Response: The site and surrounding area is located within the Airpark employment core established with a higher intensity of development. Mobility options include public transit (Valley Metro and Scottsdale Trolley), bicycling, walking, park-and-ride and ride share. The Property is located within close proximity to regional transportation corridors (Raintree Drive, Hayden Road, Frank Lloyd Wright Boulevard and Loop 101).

Goal 5: Relieve traffic congestion.

-Bullet 3: Emphasize work, live and play relationships in land use decisions that will reduce the distance and frequency of automobile trips and support alternative modes, such as pedestrian paths, equestrian trails, cyclists routes, transit, telecommuting and technology for moving people and information.

Response: The proposed residential development provides new housing in the heart of an established employment core with a multitude of transportation options. The development also promotes walkability and connectivity to nearby retail, restaurants, services and employers so that the reliance on vehicles as a primary source of mobility is naturally reduced by the land use synergy.

Raintree Residential Development Review Board Project Narrative



Prepared for:



**Trammell Crow Company
Ashley Nye, Development Manager
2575 E. Camelback Road, Suite 400
Phoenix, AZ 85016
602-281-1492**

Document Outline:

- I. Project Information**
- II. Zoning**
- III. Project Overview**
- IV. Conformance to DRB Criteria**
- V. Conformance to Greater Airport Character Area Plan**
- VI. Conformance to Scottsdale Sensitive Design Principles**
- VII. Conformance to General Plan**

I. Property Information

Location:

- 8555 East Raintree Drive (the “Property”)

Property Size:

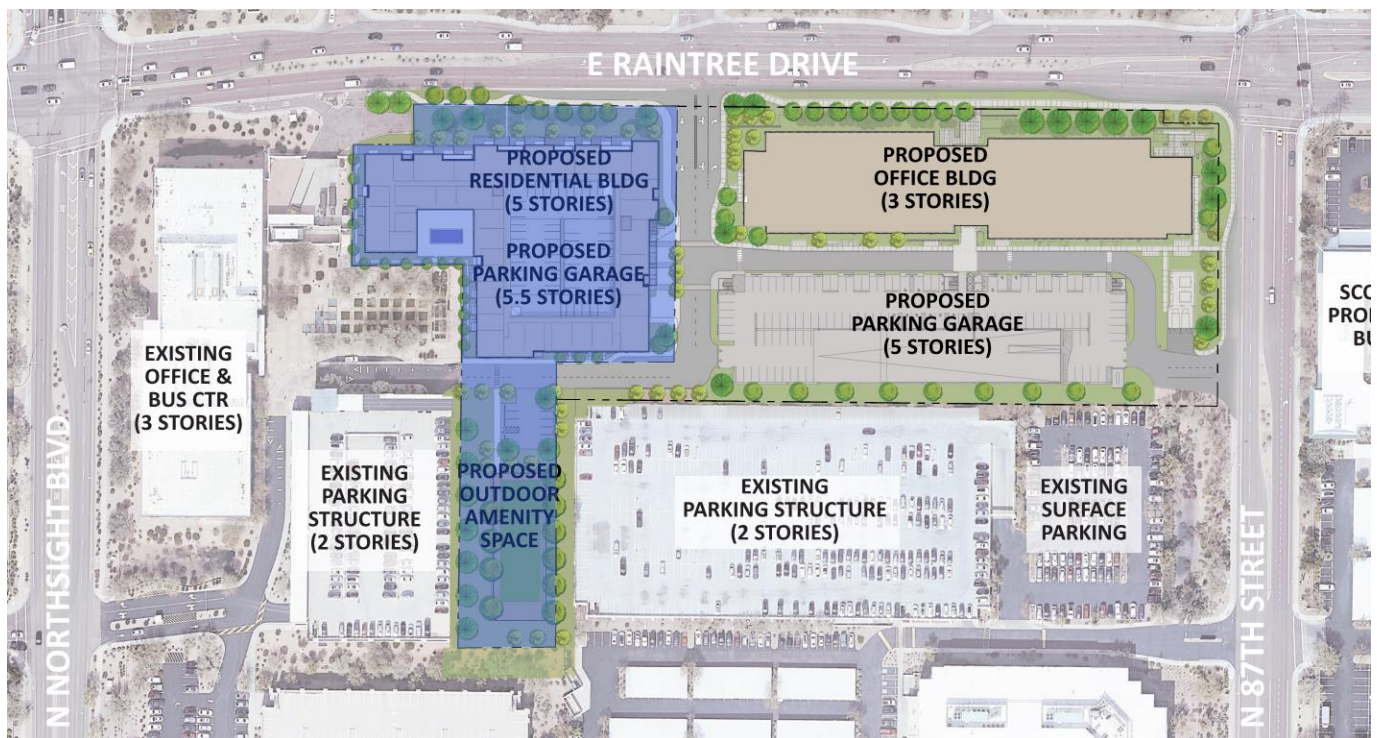
- Total Site Area: approximately 3.12+/- gross acres

II. Zoning

Current (entitled)

- Airpark Mixed Use -Residential (AMU-R), Planned Airpark Core- Airpark Mixed Use Residential with Planned Shared District overlay and Planned Airpark Core- Airpark Mixed Use with Planned Shared District overlay (PCP-AMU-R PSD and PCP-AMU PSD)

Context Aerial



Existing Site Conditions



III. Project Overview

The request is for Development Review Board (“DRB”) approval for a new residential development on a property located at 8555 East Raintree Drive in Scottsdale. The subject 3.12+/- acre vacant property is located at the southwest corner of Raintree Drive & 87th Street as identified below. Trammell Crow Company intends to develop the 3+/- acre site with a residential community consisting of 190+/- units and 69+/- feet in height. Trammell Crow Company will integrate residences close to existing and proposed jobs in the Scottsdale Airpark, a significant employment center with more than 57,000 employees and approximately 40 million square feet of commercial space (AZBigMedia.com, January 2019). New multifamily housing will also provide additional customer base and an economic benefit for nearby businesses, some of which have struggled; bringing rooftops to this area will continue to bolster retail and service-related businesses.

Proposed Site Plan





IV. Conformance to DRB Criteria

In considering any application for development, the Development Review Board shall be guided by the following criteria:

- 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: Raintree Residential will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, Greater Airpark Character Area Plan and General Plan. While the zoning narrative submitted and approved under separate application speaks in more detail to the broader context of the General Plan, below is a summary of how this proposal complies.

The proposal is consistent with the General Plan Land Use Map designation, which identifies the Property as Airpark Mixed Use-Residential. The Airpark Mixed Use-Residential category supports a variety of land uses including, but not limited to, personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential consistent with the intensity of uses which are typically found in the area. Further, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures and grows. This development of a currently vacant parcel exemplifies this revitalization component by integrating residential development with nearby access to retail, entertainment, employment centers, and major transportation corridors. Thus, increasing the quality of life for the residents of Scottsdale and stimulating revenue (and tax dollars) for area businesses.

- 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: The Airpark Mixed Use-Residential classification allows for higher intensities in a mixed-use setting to encourage an urban lifestyle and appropriate balance of land uses with a rich pedestrian environment. The new residential development will revitalize of an underutilized vacant site.

Design details provided below:

- The materials, massing and architecture are inspired by the desert vernacular and modern urban context that surrounds the site. The use of building materials is integrated to provide movement and visual interest creating relief, depth and shade, which helps to reduce the overall scale and mass of the building. Overhangs and balconies will provide solar relief to window glazing and shaded outdoor spaces. Each side of the project is unified and expressive towards the overall theme while still providing a dynamic four-side architectural experience. Each façade provides balance and movement, helping to accentuate appearance and offering a vibrant, visually interesting building character.
- Mature desert landscaping, materials and pocket park will enhance the pedestrian and user experience and soften the surfaces by incorporating natural shading elements. These elements help to delineate pathways providing a unique blend of texture and filtered light to soften the outdoor space.
- The landscape character will incorporate trees and shrubs that will flourish in their unique urban environment while complementing the architecture and responding to specific microclimatic conditions.
- Onsite parking is provided via structured parking garage. Guest parking is provided at the outdoor amenity space on the south side building.
- All onsite utilities, trash, recycle and delivery services are contained on-site and are designed to minimize the public's interaction with those services which helps to enhance the urban experience.

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 found 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 proposed request integrates residential units near a range of retail, service and office uses contributing towards the balance of land uses with an inviting pedestrian environment. The Property is located approximately just along Raintree drive a major east-west arterial roadway, with immediate access to public transportation, and is only 1/4+/- miles away from the Loop 101, both of which provide regional access. This site is ideally situated in a setting that offers all the ingredients for a successful age-targeted residential development in a mixed-use setting.

Successful revitalization and redevelopment focus on a lively pedestrian presence with mixed-use development and quality, pedestrian-level design and linkages. The proposed improvements combined with well placed shade trees and/or structures will create a more comfortable and inviting pedestrian space along the perimeter of the site. This will allow easy use of the established pedestrian circulation system, in and around the site taking advantage of the multi-modal transportation options available.



V. Conformance to Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan ("GACAP") was adopted in October 2010 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 ("responses") will highlight how this application meets the goals and policies of the GACAP.

The request for a non-major GPA on the southwest portion of the site totally 3.40 +/- gross acres of the subject Property from AMU to AMU-R will allow for residential land use in an area that is already designated for mixed-use (business, office, employment, retail, instructional and hotel uses). The Property is located on Raintree Drive west of the Loop 101 and east of Northsight Boulevard; both Raintree and Northsight are Signature Corridors and Transit Routes in the GACAP. Additionally, the Property is located outside the 55 DNL line, which is appropriate for residential land uses. New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an aviation easement in conformance with the City's requirements.

GACAP Definition (emphasis added):

***Airpark Mixed Use Residential** 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 [emphasis added].

The Conceptual Development Type Map designates the Property as both "Type A- Medium Scale" and "Type C - Higher Scale" which is defined in the GACAP as follows (emphasis added):

***Type A** development denotes areas appropriate for medium-scale developments. Type A may represent lower-scale residential developments existing in the area north of the Central Arizona Project Aqueduct south of the Loop 101 Freeway. In other areas of the Greater Airpark, Type A may represent developments that are a higher-scale that uses on the outside of the Airpark boundary but of a lower-scale than Type B or C areas.*

***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.*

➤ **Land Use**

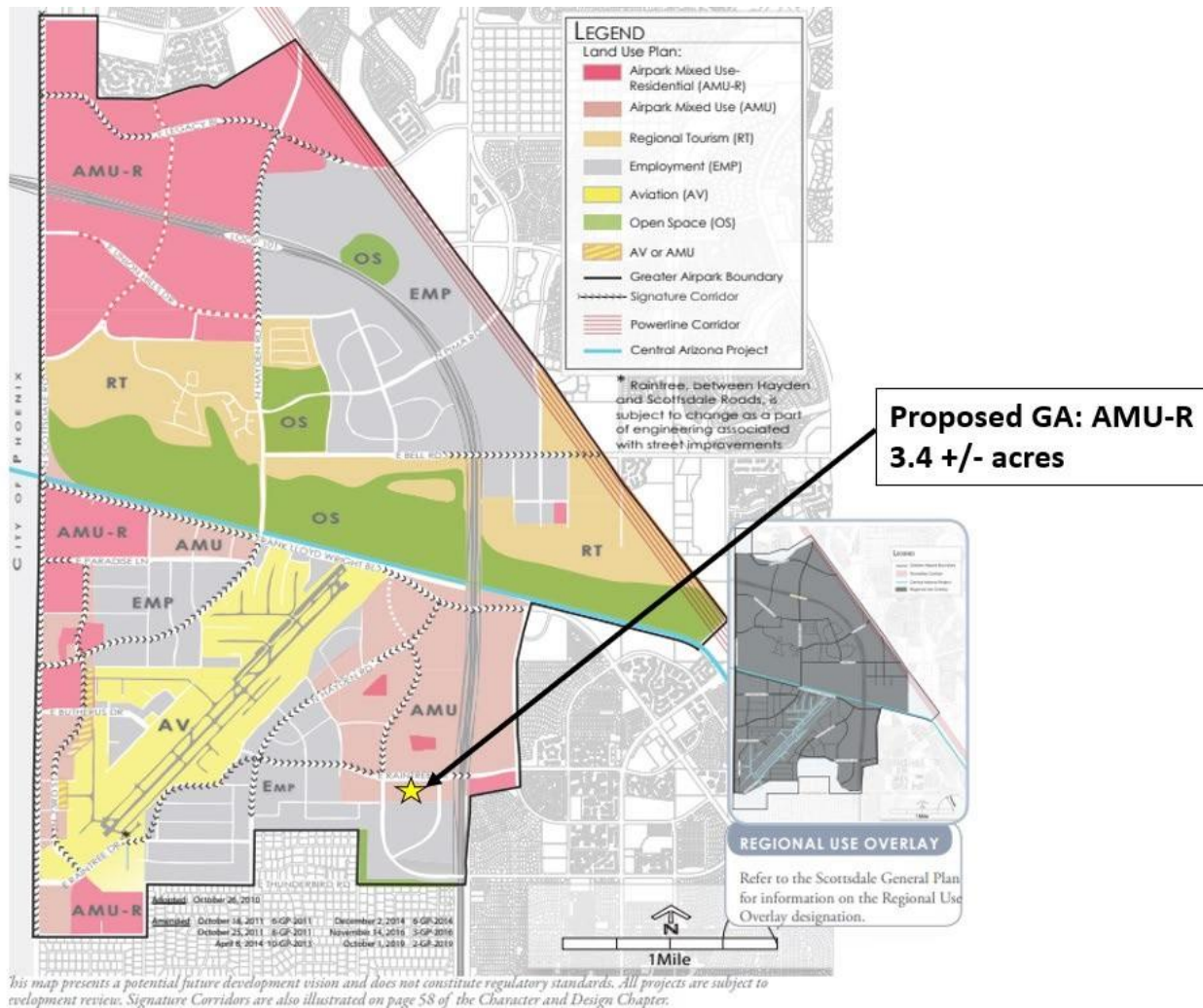
Goal LU 1

Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.

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

Response: The proposal for a mixed-use office/residential development (PCP zoning) on the 9.64+/- acre site adds a missing residential component to this underutilized vacant site in a prime Airpark location of Scottsdale. The residential portion consists of 3.40+/- acres and the office commercial land use will be maintained on the balance of the site, 6.24+/- acres. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, play" philosophy. The proposed development accomplishes a range of goals including developing an underutilized, vacant property integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

Greater Airpark Land Use Map
(GACAP Page 11)



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 core area; the City's largest employment core. Integrating the proposed multifamily land use in a mixed-use setting will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. The mix of residential units will include one- and two-bedroom units with rentable square footage ranging from 515 to 1,300 s.f. Rental rates have not been determined and will be based on market rates and unit size/location after construction is completed.

Goal LU 4

Utilize development types to guide the physical and built form of the Greater Airpark.

***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: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a “wrap” concept (residential buildings wrapping the above grade parking structure) with movement in the architectural massing and variation in exterior material finishes. The design creates more openness and interest than a traditional linear building design. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

The overall concept is to create a mixed-use residential and commercial synergy within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base, which surrounds the Property. The Property is buffered from Northsight, Raintree and Loop 101 by the existing built environment, making the site ideal for residential and office development.

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

Response: Expanding upon the statements above, the unique design demonstrates a rich character and architectural variety between the proposed residential community and surrounding commercial. The residential building has been designed in a manner that provides a sensitivity to the pedestrian providing numerous connection points through the site, which do not exist today. Appropriate architectural detailing and materials may include, but are not limited to concrete panel, stucco, glazing and metal balcony rails, all of which have been carefully selected to uphold the unique character and context of the Sonoran Desert and to blend with the surrounding context of the Scottsdale Airpark.

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: As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing I-1 PCD

zoning with respect to the residential portion of this development. In addition, the remaining commercial property will utilize the PCP district as well; however, the building design for the office component is approved by the City. The PCP zoning will allow the applicant to create a unique, mixed-use residential community and office development for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

***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 open space areas, transit and/or other mobility enhancements, including bicycle and pedestrian amenities, workforce housing...{relevant benefits listed}*

Response: The proposed development is providing a bonus contribution for increased FAR (from 0.8 to 1.11; increase of 0.31) and height (from 62 feet to 69 feet; increase of 7 feet) in the amount of \$1,484,407, which will be allocate to the City per the Special Improvement ordinance. The PCP development also offers approximately 29.8% overall open space (28% required), a centralized amenity space, enhanced pedestrian linkages as well as new housing opportunities to serve the Airpark employment core.

Goal LU 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.

***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: Signature Corridors are designated on the Greater Airpark Future Land Use Plan and include Raintree (along the north) and Northsight (to the west). Integrating a mixed-use residential/commercial development in this location broadens the current range of land uses in the area and provides additional housing options in the Airpark area.

Goal LU 8

Create an interconnected network of meaningful open spaces within the Greater Airpark.

***Policy LU 8.1** Recognize and promote the value of usable open space as part of the community's quality of life.*

***Policy LU 8.2** Sustain and enhance meaningful open space corridors with the Greater Airpark.*

Response: This project promotes the value of usable open space on several levels. The proposed residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space over the required 28% (this calculation excludes parking lot landscaping and private outdoor open space). The overall 9.64+/-PCP development is proposing approximately 29.8% +/- open space (107,000 s.f.). On-site open space includes amenities, private outdoor living

spaces, perimeter landscape buffers, and meaningful perimeter open space to create privacy and a visual oasis for the residents/employees and an attractive setting for the buildings. Additionally, the open space area (outdoor amenity south of the residential building) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with guest parking.

➤ **Neighborhood & Housing**

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.

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: A wide range of support services can be found nearby in the neighboring commercial developments. The residential land uses proposed under this application is a natural fit and complement the fabric of existing land uses in the Airpark.

Policy NH 2.2 Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.

Response: The proposed development is particularly adept at satisfying this policy. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of multifamily residential in a mixed-use setting strikes an important land use balance with the employment character of the Airpark. It provides a land use balance creating a stronger, sustainable employment and service node essential to the continued success of the Airpark.

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.

Response: Exterior amenities are noted in the response for Policy NH 2.4 (below) for The Pedestrian Circulation Plan and Landscape Plan show the exterior recreational amenities and connectivity. Together, these amenities provide gathering and casual recreational opportunities for the residents. Although the office and residential components are two separate projects, there will be pedestrian connectivity and seamless landscape/hardscape design elements between the commercial development and residential community allowing the two land uses feel like a synergistic mixed-use development. Additionally, the public open space area (outdoor amenity) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with parking for the public.

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: The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The pool amenity area will include a range of outdoor amenities including a pool, spa, cabana, seating areas, fire pit, and bbq to create resort-like outdoor living spaces for residents to gather and relax. The site has a network on sidewalks that tie to the existing commercial office network. See Pedestrian Circulation Plan and Landscape Plan for more details on connectivity.

Goal NH 3

Encourage residential development that supports the local and regional employment-based land uses in the Greater Airpark.

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 live, work, play philosophy mentioned 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

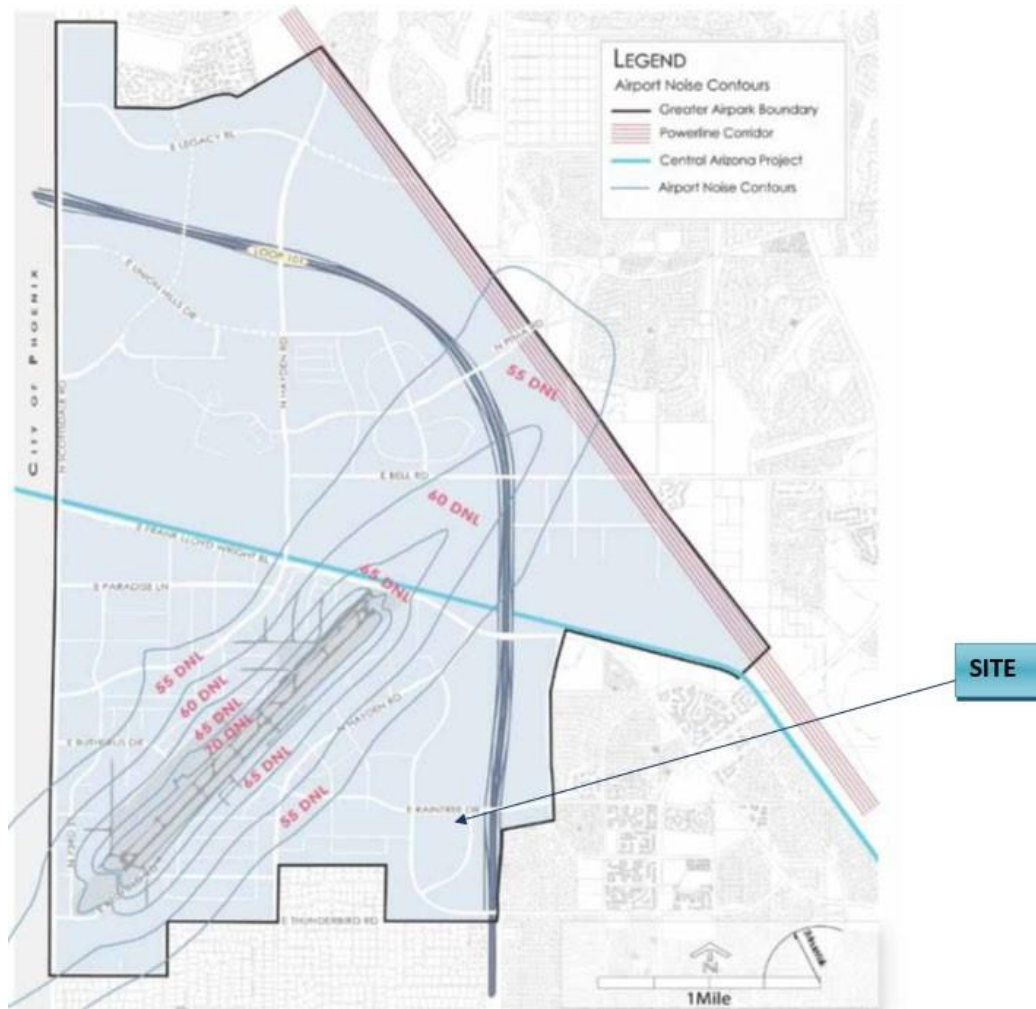
Incorporate residential into Airpark Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

- *Dwellings will not be 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 multifamily residential community will be located on an underutilized, vacant parcel on Raintree Drive. The proposed dwelling units will be located well outside the 55 DNL line (see the Scottsdale Airport Noise Contours Map below) and designed with upgraded building materials and insulation to provide appropriate sound attenuation. Multi-modal transportation options will be available to the commercial patrons and residents including, but not limited to walking, bicycling, driving and public transit. Along with the adjacent Raintree Drive, just beyond the boundaries of the site, Northsight Boulevard and the Loop 101 are all designated as existing “transit routes” and “pedestrian/bicycle corridors” in the GACAP.

Scottsdale Airport Noise Contours -2009
(GACAP Page 30)

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.



➤ **Community Mobility**

Goal CM 4

Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.

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

Response: Northsight (to the west) and Raintree (to the north) are both designated as Signature Corridors. Together with the Loop 101, the streets provide a framework for 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 buildings and other land adjoining/nearby land uses. The development will build upon the network of sidewalks that tie in and around the commercial and residential buildings to the existing retail to the north (see Pedestrian Circulation Plan and Landscape Plan). Bike racks will be provided on site for the residential community and office development per the City's requirements.

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.*

-and-

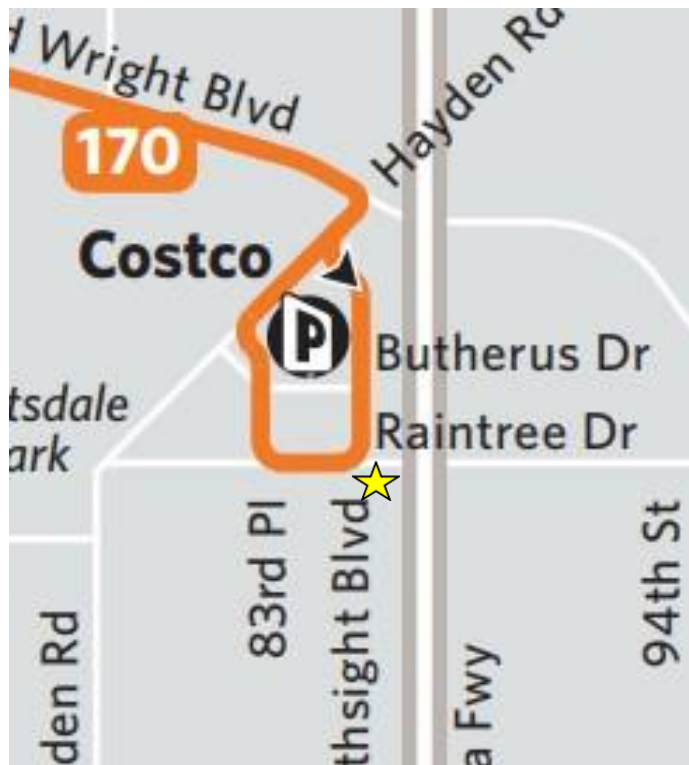
Goal CM 7

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

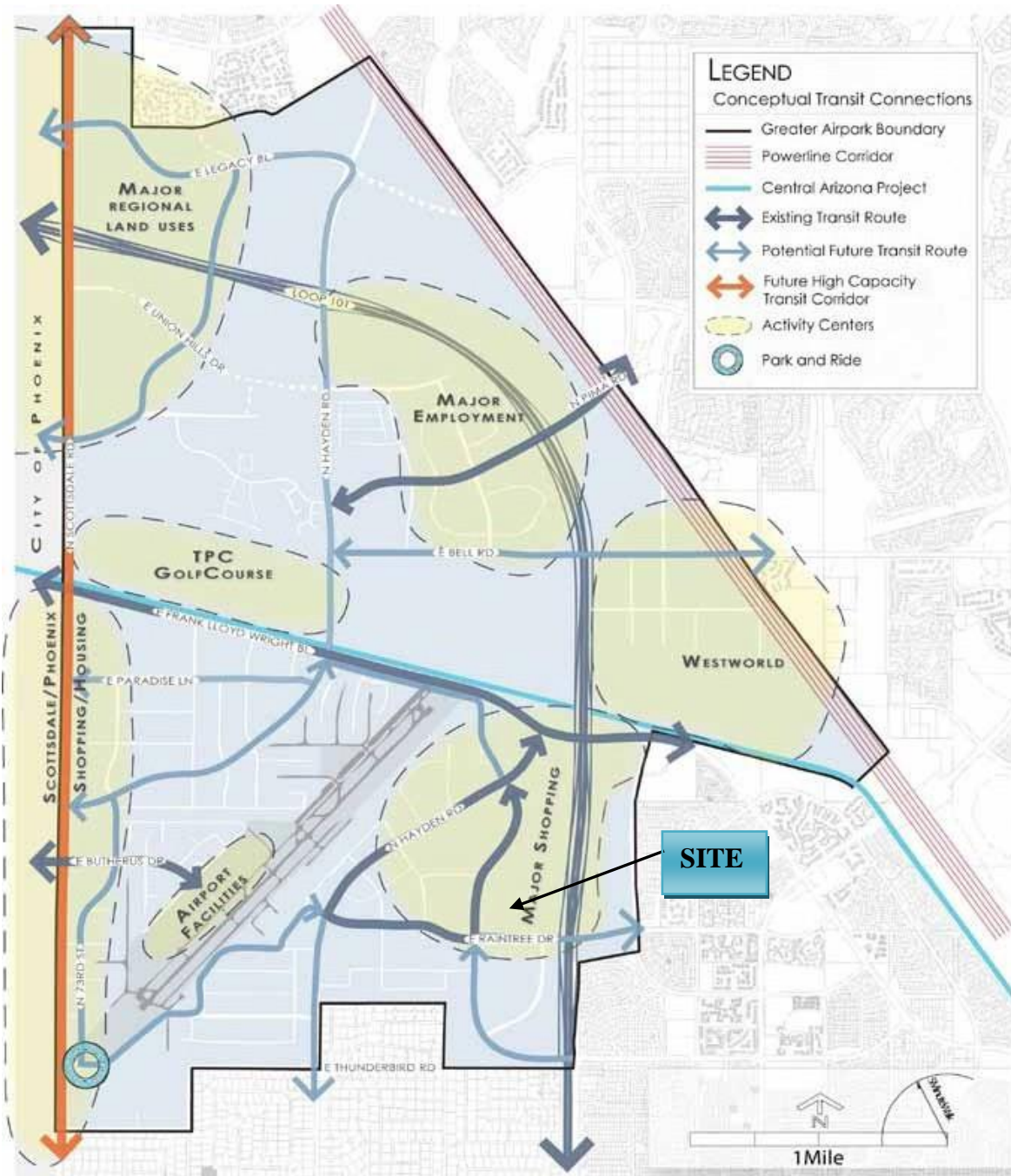
Policy CM 7.2 *Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.*

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The Greater Airpark Transit Connections

Map (see below) designates this Property as a "major shopping" area with nearby "transit route" classifications (Northsight, Raintree, Loop 101). Valley Metro bus and Scottsdale Trolley's routes both provide transit service near the site.



Greater Airpark Transit Connections
(GACAP Page 34)



➤ **Economic Vitality**

Goal EV 1

Sustain the long-term economic prosperity of the Greater Airpark.

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 in the future.

Response: A mixed-use residential and office development on an underutilized vacant property will generate significant building permit fees and revenue for the City of Scottsdale. New residents and employees in the Airpark area will increase retail sales and sales tax revenue for the City. The integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses. Residents and employees 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.

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

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

Response: The land uses proposed under this application complements the existing mixed-use character of the Scottsdale Airpark. The Airpark, as a whole, creates a unique opportunity to foster interrelated land uses and promote the live, work, play concept, which is memorialized in the GACAP. Additionally, surrounding retail development and the nearby employment core provide regional appeal for future residents and employees. This application is driven by the site's surrounding land uses and a strong market demand for multifamily residential in this area.

➤ **Environmental Planning**

Goal EP 1

Reduce energy consumption through environmentally sensitive land use practices and design policies.

Policy EP 1.3 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 existing City approved landscape palette found in nearby developments including. Low water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior 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. Low voltage landscape 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.

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

Policy EP 3.2 Increase the use of effective natural and man-made shading for parking lots, streets, and pedestrian areas.

Policy EP 3.4 Increase tree planting as a ground-level ozone reduction measure.

Response: The landscape plan identifies the proposed plant palette, which includes a range of shade trees and shrubs to further reduce the heat island effect and conform the City's guidelines. Onsite parking is provided in structures to minimize surface parking and the use of pavement and reduce the heat island effect.

Goal EP 4

Foster a sustainable balance between environmental stewardship and the development and redevelopment of the Greater Airpark.

Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.

Response: Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area. Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, recycled materials, energy efficient windows, energy efficient fixtures and appliances, and use of solar.

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.

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

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 been designed in a manner to respond to the Sonoran Desert climate through the use of passive solar shading,

inset/projected balconies, landscaping, recessed windows (south), 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 the Sonoran Desert while providing an attractive resort-like setting for the buildings (proposed and existing).

➤ **Character & Design**

Goal CD 1

Enhance and strengthen the design character of Greater Airpark Future Land Use Areas.

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 (commercial and residential)
- Building design includes context appropriate massing, architecture and materials
- Special attention given to pedestrian linkages both internal to the site and along the perimeter emphasizes connectivity
- Compatibility with surrounding context
- Site and building design focus on Sonoran Desert climate: Solar shading provided by cantilevered building entry feature; passive solar control through recessed balconies and recessed portions of the building façade; and articulation, material selection, textures, paint colors, scale and massing appropriate for the hot, arid climate
- Open space maximized and design to provide a range of recreational options for residents, both passive and active

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 neighboring land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (ie: bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

I. Planned Airpark Core Development (PCP)

This application includes a range of exhibits including the site plan, elevations, renderings, pedestrian/vehicular circulation plan, landscape plan, and civil engineering information which demonstrate the character and high-level of design proposed for this site. The office component, although included with the rezoning request, is approved per case 83-SA-2019.

The residential building has been designed in a manner that provides appropriate massing and sensitivity to the pedestrian. Architectural detailing and materials may include, but are not limited to concrete panel, stucco, glazing and metal balcony rails selected to uphold the unique character and context of the Sonoran Desert. Residential amenities include fitness facility, amenity/lounge room with kitchen and conference/meeting space. The outdoor amenities include a pool, spa, cabana, seating areas, fire pit, and bbq to create resort-like outdoor living spaces for residents to gather and relax. The parking structure is completely obscured from view as a result of the wrap design.

The purpose of the PCP district is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the GACAP. The PCP district should:

- A. Accommodate mixed-use commerce and employment centers.***
- B. Provide a dynamic complement to the employment cores with support retail, service, tourism, cultural, and residential uses.***

Response: The proposed PCP zoning allows for the integration of a multifamily residential community (3.40+/- acres) on the subject 9.64+/- acre site. Per the PCP requirements, dwelling units are limited to 50% of the ground floor building area of the development plan, are located outside of the AC-3 airport area, will include noise attenuation and fair disclosure to residents. This development strongly contributes to the mixed-use sustainable character of the Scottsdale Airpark and complements the existing commerce and employment centers as well as the retail and service uses of the surrounding area. The proposed development accomplishes a range of goals including the revitalization of an underutilized vacant property integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the existing Scottsdale Airpark developments.

- C. Promote efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.***

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter and through of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. Additionally, the proposed residential use results in a significant decrease in daily vehicle trips as compared to the existing industrial/office zoning.

D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.

E. Promote adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP district.

Response: The proposed development embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. Trammell Crow Company intends to create a five-story residential rental community with Southwestern contemporary elevations complementary to the surrounding character. The design reflects a wrap concept that conceals the internal above grade parking structure with residential units. The design creates more openness and interest than a traditional linear building design. Collectively, the PCP development plan, including both the approved commercial office building and the newly proposed residential community, both of which are designed in a cohesive manner to provide visual and physical connectivity through the architectural styles and the hardscape/landscape design.

F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.

Response: The residential office development will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses tying into the existing commercial fabric. Additionally, the project provides abundant open space with 29.8% +/- open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, a large open space amenity, private outdoor living spaces, perimeter landscape buffers, pedestrian ways, and parking lot landscaping.

G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.

Response: The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability contributing towards the live, work, play goals identified in the GACAP.



VI. Conformance to Scottsdale Sensitive Design Principles

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

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

Response: The Property is surrounded by office and retail commercial uses. Developing the Property with mixed-use residential and commercial will enhance and strengthen the Airport employment core. This application includes a range of exhibits including the site plan, elevations, landscape plan, and civil engineering information, all of which demonstrate the character and high-level of design proposed for this site. The mixed-use residential and office development plan has been designed in a manner that provides appropriate massing given the scale and context and Airport setting. The development encourages alternative modes of transportation by focusing on a pedestrian network that encourages interaction with the surrounding context and adjacent uses.

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

Response: Although the setting of the Property is an established commercial center and does not have natural features such as washes and natural area open space, the design team has paid particular attention to enhance the ground-level pedestrian experience and creating a usable open

space amenity south of the residential building.

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

Response: The Property is an Airpark development site (underutilized vacant land). All landscaping will consist of low water-use desert appropriate landscaping materials in conformance with City's guidelines. The existing topography of the site is relatively flat, and therefore, will be maintained.

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

Response: The proposed development will include desert appropriate landscaping (as well as integration and relocation of native plants). Additional landscaping will contribute to the urban habitat for wildlife and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate, and, as they mature, they will become self-sustaining relative to water demand. The plant palette, although conceptual, is proposed to include Acacia Mulga, Palo Verde, Mesquite, Chinese Elm and Desert Willow trees.

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 is an important feature of this development, as numerous retail, employment, and service-related uses are within walking distances from this site.

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: Mixed-use development is an important component of successful smart growth and livable community development. When a wide variety of uses and housing choices are located within close proximity to commercial, employment, and support services, walking, bicycling and transit become a more practical means of travel and a synergy between land uses naturally occurs. The proposed mixed-use residential community will not invigorate the vacant site but will also bring development that closely aligns the goals and policies of the City by strengthening the Airpark core. Mixed use developments inherently reduce the number and distance of automobile trips and improve air quality, thereby enhancing the quality of life for the community.

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.

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

Response: Variation in massing, proportion, material contrast, and architectural detailing will be provided establishing a natural hierarchy. The proposed mixed-use residential/commercial development also provides continuity between the newly proposed and existing architecture in the surrounding Airpark area, providing contextually appropriate development and visual fluidity between the various uses. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

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/recesses and overhangs, and celebrate the Southwest climate by creating outdoor spaces and amenities.

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

Response: Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are still being evaluated and may include, but are not limited to, recycled materials, energy efficient windows, energy efficient fixtures and appliances.

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 and enhancement of the Property. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement (see landscape plans) and well as repurposing of existing native species where applicable.

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 and renderings). As noted above, context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern found in the Airpark.

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

Response: Lighting is designed in a manner that is respectful of the surrounding context while maintaining safety for patrons, residents and visitors.

- 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.



VII. Conformance to General Plan

Character & Design:

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

-Bullet 2: *Enrich the lives of all Scottsdale citizens by promoting safe, attractive, and context compatible development.*

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

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

Freeway Corridor/Regional Core (a subdistrict of the Urban Character Type) *will be a dense mixed-use employment core that includes a number of region-serving office, retail and hotel uses. This core will include more than one million square feet of regional and community retail centers. Employment along the freeway corridor will be second only to the Downtown District in intensity and positive impact on the City's economic development.*

Response: The Urban Character Type recognizes the need for a wide variety of high intensity uses

in the same location area to support each other and create a true urban feel. The Property is an underutilized vacant site in an area designated as a Regional Core with easy access to the 101 Freeway. Being surrounded with multiple retail and large office uses, a mixed-use residential community would be very compatible and provide housing options in the Airpark area. The proposed development would allow employees to live close to their jobs and walk or bike to work.

Goal 2: Review the design of all development proposals to foster quality design that enhances Scottsdale as a unique southwestern desert community.

-Bullet 5: Promote development that respects and enhances 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.

-Bullet 6: Promote, evaluate and maintain the Scottsdale Sensitive Design Principles that when followed will help improve and reinforce the quality of design in our community.

Response: The proposed site layout, architectural character and landscaping design respects the unique climate, and vegetation of Scottsdale. See Scottsdale Sensitive Design Principles below (Section V) for detailed responses regarding each principle.

Goal 6: Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of a city.

-Bullet 1: Require substantial landscaping be provided as part of new development or redevelopment.

-Bullet 3: Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.

-Bullet 4: Discourage plant materials that contribute substantial air-borne pollen.

-Bullet 5: Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the "urban heat island" effect.

Response: The desert landscape character of the Property includes a variety of plants that currently provide year-round color, shade, and texture for the site. The proposed plant palette incorporates compatible, hardy plants known to thrive in the intense heat and sun of the desert climate. Plant selection and placement will allow for the ability to use water efficiently throughout the site. The proposed planting design limits lush and dense planting patterns to areas with the most human interaction such as entries, amenity areas and pedestrian areas.

Goal 7: Encourage sensitive outdoor lighting that reflects the needs and character of different parts of the City.

-Bullet 2: Encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings.

-Bullet 3: Encourage creative and high-quality designs for outdoor lighting fixtures and standards that reflect the character of the local context.

-Bullet 5: Allow for lighting systems that support active pedestrian uses and contribute to public safety.

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety for future residents. Lighting designs will be commensurate with the quality architectural style proposed for the Property; low-level with no glare nor intrusion onto neighboring properties. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading to parking areas.

Land Use:

Goal 1: Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.

-Bullet 1: Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.

-Bullet 2: Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within a region.

Response: Development of this underutilized, vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service-related business in the Scottsdale Airpark adding residential to the mix will strengthen the long-term stability of the area.

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

-Bullet 2: Encourage the location of more intense mixed-use centers and regional employment cores along regional networks.

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

Response: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a "wrap" concept (residential buildings wrapping the above grade parking structure) with movement in the architectural massing and variation in exterior material finishes. The design creates more openness and interest than a traditional linear building design. The proposed design will interplay well with the existing commercial office buildings and given the context, the proposed residential building height of 69 feet inclusive of mechanical will provide an appropriate counterpoint to the approved office building to the east (52 feet + mechanical) and existing Vanguard office to the west (36 feet - mechanical).

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

-Bullet 1: Allow for diversity of residential uses and supporting services that provide for

the needs of the community.

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

Response: Developing the Property with mixed-use residential and commercial will directly support the wide variety of major employment and service-related uses in the immediate area. Additionally, developing long-vacant properties is a critical part of the economic vitality of the community as it matures. Integrating additional housing options in this area is essential for the continuing economic growth and sustainability of the Airpark. This project exemplifies revitalization by turning an underutilized vacant site into a thriving mixed-use community to better serve the area and increase tax revenue for the City.

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

-Bullet 1: *Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.*

-Bullet 2: *Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.*

-Bullet 3: *Provide balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips where environmentally and physically feasible.*

-Bullet 4: *Support the physical integration of residential uses with retail uses to provide opportunities for pedestrian oriented development.*

-Bullet 8: *Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.*

Response: The Property is located within the Mixed-Use Neighborhoods land use designation (2001 GP) and the GPA request from AMU to AMU-R (GACAP) will better implement the live, play, work land use philosophy in the Airpark by integrating housing options in an employment and shopping core. The site benefits from a range of multimodal transportation options including pedestrian, vehicular and public transit. The Property is near the Raintree/Loop 101 interchange and close to several arterial roads all of which provide regional access. Additionally, the Property is close to public transit routes that provide direct access to many parts of the east valley. The Scottsdale Trolley system (Mustang Route) runs from Northside and Hayden to Mustang Library extending to Via Linda and Frank Lloyd Wright.

Growth Areas:

The site is located on the edge of the Activity Area identified above on the City's Growth Areas Map (see below). Activity Areas have a concentration of development promoting a range of mixed land uses.

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

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



- **Growth Areas Map**

 **Growth Areas**
(areas where future development is focused - mixed uses and multi-modal transportation are most appropriate in these areas)

Response: The proposed development will tie into existing infrastructure systems. Water and sewer basis of design reports are being submitted and reviewed with the zoning application. The existing transportation network will more than adequately serve the proposed use as there will be a reduction in vehicle trips from the existing commercial zoning (see Traffic Report). Integrating mixed-use residential and commercial in the heart of the Airpark will help sustain the balance of land uses and continue to serve a growing and diverse community.

Goal 2: Make automobile transit and other multimodal circulation more efficient.

-Bullet 1: Encourage physical planning and design techniques that facilitate the access to and use of transit services and pedestrian amenities.

Response: The Property is located on Raintree Drive, a major arterial, close to public transit routes that provide direct access to many parts of the east valley as well as the Scottsdale Trolley's Mustang Route, which runs along Northsight Boulevard and Raintree Drive. Additionally, the Property is located approximately 500 feet west of the Raintree/Loop 101 interchange. The Loop 101 connects with many other major freeways in the valley which further extends regional access. Hayden Road (minor arterial) is located approximately 0.75 miles to the north (via Northsight) and west (via Raintree) which connects to Frank Lloyd Wright Boulevard (major arterial). The site is extremely desirable for multifamily development due to the surrounding services, retail and restaurants within walking distance of the site.

Community Mobility:

Goal 2: Protect the physical integrity of regional networks to help reduce the number, length, and frequency of automobile trips, to improve air quality, reduce traffic congestion, and enhance quality of life.

-Bullet 1: Improve air quality by encouraging live, work and play relationships in land use decisions that reduce the distance and frequency of automobile generated trips.

Response: As mentioned previously, the Scottsdale Airpark is a significant employment center in Arizona with more than 57,000 employees and approximately 40 million square feet of commercial space. The residential land use submarket has expanded in the Airpark over the last two years providing housing for the growing employment core. According the Greater Scottsdale Airpark 2030 Report (AZBigMedia.com), the Airpark will continue to grow with more than 4,000 businesses employing as many as 80,000 employees by 2030, furthering the need for additional housing options. The site is within close proximity to businesses such as Go Daddy, Vanguard, and Colliers International, just to name a few. Offering housing options close to large employment cores and supporting retail reduces vehicle trips and encourages walkability. Further, the Property is located within close proximity to regional transportation corridors (Raintree Drive, Hayden Road, Frank Lloyd Wright Boulevard, Loop 101) and public transit options. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between buildings including integrally colored enhanced paving across the central driveway. Internal pedestrian circulation will connect with the established pedestrian network in and around the site.

Goal 3: Promote regional diversity and connectivity of mobility choices.

-Bullet 2: Connect and support diversity of mobility choices to and within areas that contain the greatest intensity of development.

Response: The site and surrounding area is located within the Airpark employment core established with a higher intensity of development. Mobility options include public transit (Valley Metro and Scottsdale Trolley), bicycling, walking, park-and-ride and ride share. The Property is located within close proximity to regional transportation corridors (Raintree Drive, Hayden Road, Frank Lloyd Wright Boulevard and Loop 101).

Goal 5: Relieve traffic congestion.

-Bullet 3: Emphasize work, live and play relationships in land use decisions that will reduce the distance and frequency of automobile trips and support alternative modes, such as pedestrian paths, equestrian trails, cyclists routes, transit, telecommuting and technology for moving people and information.

Response: The proposed residential development provides new housing in the heart of an established employment core with a multitude of transportation options. The development also promotes walkability and connectivity to nearby retail, restaurants, services and employers so that the reliance on vehicles as a primary source of mobility is naturally reduced by the land use synergy.

Development Application



Development Application Type:

Please check the appropriate box of the Type(s) of Application(s) you are requesting

Zoning	Development Review	Signs
<input type="checkbox"/> Text Amendment (TA)	<input checked="" type="checkbox"/> Development Review (Major) (DR)	<input type="checkbox"/> Master Sign Program (MS)
<input type="checkbox"/> Rezoning (ZN)	<input type="checkbox"/> Development Review (Minor) (SA)	<input type="checkbox"/> Community Sign District (MS)
<input type="checkbox"/> In-fill Incentive (II)	<input type="checkbox"/> Wash Modification (WM)	Other:
<input type="checkbox"/> Conditional Use Permit (UP)	<input type="checkbox"/> Historic Property (HP)	<input type="checkbox"/> Annexation/De-annexation (AN)
Exemptions to the Zoning Ordinance	Land Divisions (PP)	<input type="checkbox"/> General Plan Amendment (GP)
<input type="checkbox"/> Hardship Exemption (HE)	<input type="checkbox"/> Subdivisions	<input type="checkbox"/> In-Lieu Parking (IP)
<input type="checkbox"/> Special Exception (SX)	<input type="checkbox"/> Condominium Conversion	<input type="checkbox"/> Abandonment (AB)
<input type="checkbox"/> Variance (BA)	<input type="checkbox"/> Perimeter Exceptions	Other Application Type Not Listed
<input type="checkbox"/> Minor Amendment (MA)	<input type="checkbox"/> Plat Correction/Revision	<input type="checkbox"/>

Project Name: Raintree Drive Residential

Property's Address: 8555 E RAINTREE DR SCOTTSDALE 85260

Property's Current Zoning District Designation: P-C PCP- AMU-R PSD

The property owner shall designate an agent/applicant for the Development Application. This person shall be the owner's contact for the City regarding this Development Application. The agent/applicant shall be responsible for communicating all City information to the owner and the owner application team.

Owner: Ashley Nye

Agent/Applicant: Ashley Nye

Company: PR III/CROW RAINTREE RESIDENTIAL LLC

Company: Trammell Crow Company

Address: 2575 E Camelback Road, Suite 400, Phoenix, AZ 85016

Address: 2575 E Camelback Road, Suite 400, Phoenix, AZ 85016

Phone: 480-258-9940

Fax:

Phone: 480-258-9940

Fax:

E-mail: anye@trammellcrow.com

E-mail: anye@trammellcrow.com

Designer: Maria Ambrose

Engineer: Darin Moore

Company: ESG

Company: Wood Patel

Address:

Address:

Phone: 612.387.5568

Fax:

Phone: 602.695.2817

Fax:

E-mail: maria.ambrose@esgarch.com

E-mail: dmoore@woodpatel.com

Please indicate in the checkbox below the requested review methodology (please see the descriptions on page 2).

- This is not required for the following Development Application types: AN, AB, BA, II, GP, TA, PE and ZN. These applications¹ will be reviewed in a format similar to the Enhanced Application Review methodology.



Enhanced Application Review:

I hereby authorize the City of Scottsdale to review this application utilizing the Enhanced Application Review methodology.



Standard Application Review:

I hereby authorize the City of Scottsdale to review this application utilizing the Standard Application Review methodology.

Owner Signature

Agent/Applicant Signature

Official Use Only

Submittal Date:

Development Application No.:

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Development Review Board (DRB)

Development Application Checklist



Digital Submittal:

Please follow the plan and document submittal requirements below. **All files shall be uploaded in PDF format.** Provide one (1) full-size copy of each required plan document file. Application forms and other written documents or reports should be formatted to 8.5 x 11. A digital submittal Key Code is required to upload your documents and will be provided by your coordinator. Files should be uploaded **individually** and in **order** of how they are listed on this checklist.

Project No.: _____ -PA- _____ Key Code: _____

Submit digitally at: <https://eservices.scottsdaleaz.gov/bldgresources/Cases/DigitalMenu>

Minimum Submittal Requirements:

At your pre-application meeting, your project coordinator will identify which items indicated on this Development Application checklist are required to be submitted. A Development Application that does not include all items indicated on this checklist may be deemed incomplete until all items have been submitted. A Development Application is not complete until it is verified that the application meets the minimum submittal requirements for review and the application fee has been processed.

In addition to the items on this checklist, to avoid delays in the review of your application, all Plans, Graphics, Reports and other additional information that is to be submitted shall be provided in accordance with the:

- Requirements specified in the Plan & Report Requirements for Development Applications Checklist; and
- Design Standards & Policies Manual; and
- Requirements of Scottsdale Revised Code (including the Zoning Ordinance); and
- Stipulations, including any additional submittal requirements identified in the stipulations, of any Development Application approved that this application is reliant upon; and
- The city's design guidelines.

If you have any questions regarding the information above, or items indicated on this application checklist, please contact your project coordinator.

Name: _____ Phone Number: 480-312- _____ Coordinator e-mail: _____@scottsdaleaz.gov

Prior to application submittal, please research original zoning case history to find the original adopted ordinance(s) and exhibit(s) to confirm the zoning for the property. This will help to define your application accurately. Visit the city's Planning & Development Services Records Department for assistance: <https://www.scottsdaleaz.gov/planning-development/records>.

PART I -- GENERAL REQUIREMENTS

Req'd	Rec'd	Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
<input checked="" type="checkbox"/>		1. Development Review Application Checklist (this list)
<input checked="" type="checkbox"/>		2. Application Fee \$ _____ (subject to change every July)
<input checked="" type="checkbox"/>		3. Completed Development Application Form (form provided) <ul style="list-style-type: none"> • The applicant/agent shall select a review methodology on the application form (Enhanced Application Review or Standard Application Review). • If a review methodology is not selected, the application will be reviewed under the Standard Application Review methodology.
		4. Request to Submit Concurrent Development Applications (form provided)
		5. Letter of Authorization (from property owner(s) if property owner did not sign the application form)
		6. Affidavit of Authorization to Act for Property Owner (required if the property owner is a corporation, trust, partnership, etc. and/or the property owner(s) will be represented by an applicant that will act on behalf of the property owner. (form provided)

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DRB Development Application Checklist

		7. Appeals of Required Dedications or Exactions (form provided)
		8. Commitment for Title Insurance – No older than 30 days from the submittal date (information provided) <ul style="list-style-type: none"> • Include complete Schedule A and Schedule B.
		9. Legal Description (if not provided in Commitment for Title Insurance)
		10. Results of ALTA Survey (The ALTA Survey shall not be more than 30 days old)
		11. Request for Site Visits and/or Inspections Form (form provided)
		12. Addressing Requirements (form provided)
		<div> 13. Design Guidelines Sensitive Design Program Design Standards and Policies Manual Commercial Retail Guidelines Gas Station & Convenience Store Guidelines Environmentally Sensitive Land Ordinance Old Town Scottsdale Urban Design and Architectural Guidelines Greater Phoenix Metro Green Infrastructure Handbook Golf Course Guidelines </div> <div> MAG Supplements Scenic Corridors Design Guidelines Office Design Guidelines Restaurants Guidelines Lighting Design Guidelines Shading Guidelines Self-Storage Facilities Design Guidelines Desert Park Guidelines Canal Design Guidelines </div> <p>The above reference design guidelines, standards, policies, and additional information may be found on the city's website at: http://www.scottsdaleaz.gov/design</p>
		14. Public Participation Process Requirements (see Attachment A)
		15. Request for Neighborhood Group Contact information (form provided)
		16. Photo Exhibit of Existing Conditions (form provided) See attached Existing Conditions Photo Exhibit graphic showing required photograph locations and numbers. <ul style="list-style-type: none"> • 8-1/2" x 11" - ⑥ copies of the set of prints (Delayed submittal). At the time your project coordinator is preparing the public hearing report(s), he/she will request these items, and they are to be submitted by the date indicated in the Determination Letter.
		17. Archaeological Resources (information packet provided) Cultural Resources Survey & Report Archaeology 'Records Check' Report Only Copies of Previous Archaeological Research
		18. Completed Airport Vicinity Development Checklist – Your property is located within the vicinity of the Scottsdale Municipal Airport (within 20,000-foot radius of the runway; information packet provided) Short Form Long Form (including full-size site plan at a 1"= 20' scale and elevation plan submitted to Aviation Staff for review) Height Analysis (search "Notice Criteria Tool" on the FAA web page: https://oeaaa.faa.gov/oeaaa/external/portal.jsp) Aviation Fuel Dispensing Application Form
		19. ESLO Wash Modifications Development Application (application provided) The ESLO Wash Modifications Development Application is to be submitted concurrently with this Development Review Application.

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		20. International Green Construction Code (IgCC) and Energy Compliance Report The above referenced requirements may be found on the city's website at: https://www.scottsdaleaz.gov/green-building-program/green-codes
PART II -- REQUIRED PLANS & RELATED DATA		
Req'd	Rec'd	Description of Documents Required for Complete Application. All Plans, Building Elevations, Perspectives, and Details shall be black-line drawings of suitable quality for reproduction and without gray-tones or shading, except as otherwise noted. No application shall be accepted without all items marked below.
		21. Plan & Report Requirements for Development Applications Checklist (form provided)
		22. Application Narrative <ol style="list-style-type: none"> The application narrative shall specify how the proposal separately addresses each of the applicable Development Review Board criteria. (form provided) Historic Property. If the property is an existing or potential historic property, describe how the proposal preserves the historic character or compliance with property's existing Historic Preservation Plan. Design Guideline Conformance. The application narrative shall specify through narrative and/or graphical exhibits how the proposal addresses the Design Guidelines marked on DRB Development Application Checklist item number 13 (above).
		23. Context Aerial with the proposed site improvements superimposed Aerial shall not be more than 1 year old and shall include an overlay of the site plan showing lot lines, tracts, easements, street locations/names and surrounding zoning districts for a radius from the site of: 750-foot radius from site ¼-mile radius from site (lots greater than 1 acre) Other: _____
		24. Site Plan
		25. Refuse Plan
		26. Site Details (Elevations of screen walls, site walls, refuse enclosure, carport, lot light pole, trellis, etc.)
		27. Open Space Plan (Site Plan Worksheet) (Example Provided)
		28. Site Cross Sections
		29. Natural Area Open Space Plan (ESLO Areas)
		30. Topography and slope analysis plan (ESLO Areas)
		31. Phasing Plan
		32. Landscape Plan <ul style="list-style-type: none"> (a gray-tone copy of the color Landscape Plan will not be accepted)
		33. Hardscape Plan <ul style="list-style-type: none"> (a gray-tone copy of the color Hardscape Plan will not be accepted)
		34. Transitions Plan
		35. Parking Plan
		36. Parking Master Plan See the city's <u>Zoning Ordinance, Article IX</u> for specific submittal and content requirements for Parking Master Plan. The report must include all required exhibits.
		37. Pedestrian and Vehicular Circulation
		38. Bikeways & Trails Plan
		39. Building Elevations <ul style="list-style-type: none"> (a gray-tone copy of the color Elevations will not be accepted)

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		40. Building Elevations Worksheet(s) Required for all Development applications to zoned Planned Unit Development (PUD) and in the Downtown Area.
		41. Perspectives
		42. Streetscape Elevation(s)
		43. Wall Elevations and Details and/or Entry Feature Elevations and Details
		44. Floor Plans
		45. Floor Plan Worksheet(s) Required for restaurants, bars or development containing there-of, and multi-family developments.
		46. Roof Plan Worksheet(s)
		47. Demolition Plan
		48. Sign Details
		49. Exterior Lighting Site Plan (including exterior building mounted fixtures)
		50. Exterior Lighting Photometric Analysis (policy provided)
		51. Manufacturer Cut Sheets of All Proposed Lighting
		52. Cultural Improvement Program Plan Conceptual design of location <ul style="list-style-type: none"> Approval letter for the artwork design from Scottsdale Cultural Council (Scottsdale Public Art) Narrative explanation of the methodology to comply with the requirement/contribution.
		53. Sensitive Design Concept Plan and Proposed Design Guidelines (Architectural, landscape, hardscape, exterior lighting, community features, common structures, etc.)
		54. Master Thematic Architectural Character Plan
		55. Drainage Report See Chapter 4 of the city's <u>Design Standards & Policies Manual</u> for specific submittal and content requirements for drainage reports. The report must include all required exhibits, full color aerial, and topography maps. <ul style="list-style-type: none"> Any advanced hydraulic or hydrologic models shall be included (see handout submittal instructions)
		56. Master Drainage Plan See the city's <u>Design Standards & Policies Manual</u> for specific submittal and content requirements for Master Drainage Report. The report must include all required exhibits, full color aerial, topography maps and preliminary grading and drainage plans.
		57. Final Basis of Design Report for Water See the city's <u>Design Standards & Policies Manual</u> for specific submittal and content requirements for Basis of Design Report for Water. Must include detailed design parameters of special infrastructure, such as PRV and/or booster pump station if required to serve the development. The report must include all required exhibits and plans.
		58. Final Basis of Design Report for Wastewater See the city's <u>Design Standards & Policies Manual</u> for specific submittal and content requirements for Design Report for Wastewater. Must include detailed design parameters of special infrastructure, such as sewer lift station if required to serve the development. The report shall be bound and must include all required exhibits and plans.


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		59. Water Sampling Station <ul style="list-style-type: none"> Show location of sample stations on the site plan.
(Not Applicable)		60. Approval For Fountains Or Water Features from the Water Conservation Office Please contact Water Resources at 480-312-5650, waterconservation@scottsdaleaz.gov <ul style="list-style-type: none"> Approval from the Water Conservation Office
		61. Native Plant Submittal: Aerial with site plan overlay to show spatial relationships of existing protected plants and significant concentrations on vegetation to proposed development.
		62. Transportation Impact & Mitigation Analysis (TIMA) (information provided) Please review the city's Design Standards & Policies Manual and Transportation Impact and Mitigation Analysis Requirements provided with the application material for the specific requirements. The report must include all required exhibits, and plans. Category 1 Study Category 2 Study Category 3 Study
		63. Revegetation Site Plan, including Methodology and Techniques
		64. Cuts and Fills Site Plan
		65. Cuts and Fills Site Cross Sections
		66. Environmental Features Map
		67. Geotechnical Report
		68. Unstable Slopes / Boulders Rolling Map
		69. Bedrock & Soils Map
		70. Conservation Area, Scenic Corridor, Vista Corridor Plan
		71. Other: _____
PART III – SAMPLES & MODELS		
Req'd	Rec'd	Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
		72. Color Cards or Paint Color Drawdowns (digital images) <ul style="list-style-type: none"> 1 set of 5" x 7" (minimum size) of each paint color and material identification names and numbers.
		73. Exterior Building Color & Material Sample Board(s): <ul style="list-style-type: none"> A digital photo of the sample drawdowns is required for 1st submittal. Actual sample board must be submitted prior to DRB Hearing. 8-1/2" x 14" material sample board(s) The material sample board shall include the following: <ul style="list-style-type: none"> A color elevation of one side of the building 3" x 3" Glass samples mounted on the board with reflectivity identify 3" x 3" of each the building materials mounted on the board (i.e. split face CMU, Stucco, EIFS, etc.) 2"x 2" of proposed paint colors All material manufacture names and material identification names and numbers shall be keynoted on the individual materials and the elevation.

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		74. Electronic Massing Model: Scaled model indicating building masses on the site plan and the mass of any building within: 750-foot radius from site Other: _____ (The electronic model shall be a computer-generated Sketch-up® model or other electronic modeling media acceptable to the Current Planning Services department.)
		75. Electronic Detail Model: Scaled model indicating building masses on the site plan and the mass of any building within: 750-foot radius from site Other: _____ (The electronic model shall be a computer-generated Sketch-up® model or other electronic modeling media acceptable to the Current Planning Services department.)
PART IV – SUBMITTAL OF THE DEVELOPMENT APPLICATION		
Req'd	Rec'd	Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.
		76. Notify your coordinator by e-mail after you have completed your submittal.
<input checked="" type="checkbox"/>		77. Submit all items indicated on this checklist pursuant to the submittal requirements.
<input checked="" type="checkbox"/>		78. Submit all additional items that are required pursuant to the stipulations of any other Development Application that this application is reliant upon.
<input checked="" type="checkbox"/>		79. Delayed Submittal. Additional copies of all or certain required submittal indicated items above will be require at the time your project coordinator is preparing the public hearing report(s). Your project coordinator will request these items at that time, and they are to be submitted by the date indicated in the request.
		80. Other _____ _____ _____ _____ _____ _____ _____
		81. If you have any questions regarding this application checklist, please contact your Project Coordinator. Coordinator Name (print): _____ Phone Number: 480-312- _____ Coordinator e-mail: _____ @scottsdaleaz.gov Date: _____ Coordinator Signature:  for Jeff Barnes If the Project Coordinator is no-longer available, please contact the Current Planning Director at the phone number in the footer of this page if you have any question regarding this application checklist. This application needs a: New Project Number, or A New Phase to an old Project Number: _____

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Required Notice

Pursuant to A.R.S. §9-836, an applicant/agent may request a clarification from the city regarding an interpretation or application of a statute, ordinance, code or authorized substantive policy, or policy statement. Requests to clarify an interpretation or application of a statute, ordinance, code, policy statement administered by the Planning and Development Services, including a request for an interpretation of the Zoning Ordinance, shall be submitted in writing to the One Stop Shop to the attention of the Planning and Development Services Director. All such requests must be submitted in accordance with the A.R.S. §9-839 and the city's applicable administrative policies available at the Planning and Development Services' One Stop Shop, or from the city's website:

<http://www.scottsdaleaz.gov/planning-development/forms>

Planning and Development Services
One Stop Shop
Planning and Development Services Director
7447 E. Indian School Rd, Suite 105
Scottsdale, AZ 85251
Phone: (480) 312-7000

Planning and Development Services

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