

PLANNING COMMISSION REPORT



Meeting Date: February 23, 2022
General Plan Element: *Land Use*
General Plan Goal: *LU 2 – Sensitively integrate land uses into the environment*

ACTION

Artisan Scottsdale 3-ZN-2021

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a zoning district map amendment from Central Business Downtown Overlay (C-2 DO) district to Downtown/Downtown Multiple Use Type-2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) and Downtown/Downtown Core Type-1, Planned Block Development, Downtown Overlay (D/DC-1 PBD DO) including a development plan for approximately 83 dwelling units and approximately 5,000 square feet of commercial floor area on a +/- 1.92-acre site.

Goal/Purpose of Request

The applicant's request is to develop the vacant site into a mixed-use development.

Key Items for Consideration

- Planned Block Development Overlay Criteria
- City to purchase 55 public parking spaces within the parking garage
- One Amended Development Standard (increased setback)
- Public comment received with concerns of traffic, parking, and construction impacts
- The Development Review Board heard this case on January 21, 2021 and recommended approval of the Development Plan with a vote of 6-0.

OWNER

Benjamin M. Funke Beneficiary Trust
(480) 385-2753

APPLICANT CONTACT

John Berry

Action Taken _____



John Berry / Michele Hammond
480-385-2727

LOCATION

7033 E Indian School Rd

BACKGROUND

General Plan

The Future Land Use Map of the City of Scottsdale General Plan 2035 designates the property as Mixed-Use Neighborhoods, which are areas of the city that focus on human-scale development and are located in areas with strong access to multiple modes of transportation and major regional services. These areas accommodate higher-density housing combined with complementary office or retail uses. Mixed-Use Neighborhoods are most suitable near and within Growth and Activity Areas. The property is located within the General Plan designated, Old Town Growth Area; Growth Areas are specific locations within the community that are most appropriate for the highest intensity of development, and will best accommodate future growth, new development, revitalization, and redevelopment. The Old Town Growth Area, through the Old Town Scottsdale Character Area Plan, denotes locations for some of the greatest development intensity within the community.

Character Area Plan

The subject property is located within the boundary of the Old Town Scottsdale Character Area Plan (OTSCAP), a policy document that guides growth and development decisions for Scottsdale's Old Town area. A portion of the property is designated as Downtown Core Use within the Type 1 development area, while the remainder of the property is designated as Downtown Multiple Use within the Type 2 development area. The Downtown Core is a specialty retail and regional tourist destination and should be enhanced by new development, redevelopment and infill projects. The small lot development pattern and active ground level land uses in the Downtown Core are some of the primary elements that give Old Town its most identifiable character. Type 1 areas align with, and further support the compact, lower scale development of the Downtown Core. Multiple Use areas provide a mix of activities through the development of mutually supportive land uses. Type 2 areas support intermediate, higher scale development within Old Town. New development and redevelopment within and adjacent to the Downtown Core should transition in scale, height, and intensity from the higher scale Type 2 area to the lower scale Type 1 area. Finally, the entire development site is located within the OTSCAP designated Scottsdale Arts District, which is composed of numerous fine art galleries, restaurants, retail stores, and museums.

Zoning

The site was annexed into the City in 1951 (Ord. #1) and zoned to the Central Business (C-2) zoning designation. In 2003 the City Council adopted Ord. 3521 applying the Downtown Overlay (DO) over the downtown area, including the subject site. There has been no zoning activity on the site since annexation and application of the DO on the site.

Context

Located on the southwest corner of Indian School Road and Marshall Way in Old Town Scottsdale, the site is situated in the Scottsdale Arts Old Town District of the Old Town Scottsdale Character Area Plan. The site was originally occupied by two retail buildings that were constructed in the 60’s and 70’s and demolished in 1998. Currently the vacant site is being used as an overflow surface parking lot. The immediate area is surrounded by a variety of galleries, cultural venues, entertainment, residential, and employment uses.

Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Service and retail uses zoned Downtown Retail Specialty Type-1 Downtown Overlay (D/RS-1 DO) & Downtown Office Commercial Type-2 Downtown Overlay (D/OC-2 DO).
- South: Retail, restaurant, office and studio uses zoned Central Business District Downtown Overlay (C-2 DO) & Downtown Office Commercial Type-2 Downtown Overlay (D/OC-2 DO).
- East: Office, restaurant and bar uses zoned Central Business District Downtown Overlay (C-2 DO) & Downtown Office Commercial Type-2 Downtown Overlay (D/OC-2 DO).
- West: Office and municipal uses zoned Central Business District Downtown Overlay (C-2 DO).

Other Related Policies, References:

City of Scottsdale General Plan 2035
Old Town Scottsdale Character Area Plan
Zoning Ordinance

APPLICANT’S PROPOSAL

Development Information

The applicant is seeking a recommendation from the Planning Commission to the City Council regarding a zoning district map amendment from C-2 DO to D/DMU-2 PBD DO and D/DC-1 PBD DO. The goal of the applicant’s request is to develop the property with a mixed-use development including a 4-story and a 5-story building totaling approximately 83 dwelling units and approximately 5,000 square feet of commercial floor area.

The 1.92 gross-acre site is bisected by an alleyway, splitting the site into two parts. The north building contains 53 dwelling units and fronts on E. Indian School Road & N. Marshall Way. The south building contains 30 dwelling units with approximately 5,000 square feet of office/retail uses on the ground floor, with frontage on E. 1st Avenue and N. Marshall Way. Parking for the site is provided in a below grade 3-level structure that spans beneath both buildings and the alley. In addition to the parking that is required to serve the new buildings, the developer will be constructing 55 parking spaces that will be purchased by the city for public use. These public parking spaces are located on the 1st below grade level of the parking structure with access provided from E. 1st Avenue. There is vehicular access through the site via the alleyway, however, this is mainly for service vehicles, with no access to the parking structure from the alley.

At heights ranging from 48 feet to 66 feet, the buildings scale and massing has been designed to comply with the requirements of the D district. The proposed buildings provide a minimum setback of

thirty (30) feet on E. Indian School Road and twenty (20) feet on E. 1st Avenue and N. Marshall Way, consistent with the requirements of the Downtown (D) zoning district. There is one amended development standard to allow for greater building setbacks, explained in further detail below.

New ten-foot-wide sidewalks will be provided along all frontages of the site, with ample trees and landscaping to enhance the pedestrian experience. At the corner of N. Marshall Way and E. 1st Avenue the developer is providing a public open space called the “Artisan Public Plaza” that will include landscape, hardscape, and public art. The corner of E. Indian School Road and N. Marshall Way is also planned to accommodate a public art element.

- Existing Use: Vacant / Surface parking
- Proposed Use: Residential / Mixed-Use
- Parcel Size: 83,635 square feet / 1.92 acre (gross)
40,441 square feet / 0.92 acre (net)
- Residential Building Area: 99,525 square feet
- Commercial Building Area: 5,000 square feet
- Total Building Area: 104,525 square feet
- Floor Area Ratio Allowed (GFAR): 1.4
- Floor Area Ratio Provided: 1.25 (including residential floor area)
- Floor Area Ratio Provided (GFAR): 0.06 (only commercial floor area)
- Building Height Allowed (Type-1): 48 feet (plus 6’ for rooftop appurtenances)
- Building Height Proposed (Type-1): 48 feet (inclusive of rooftop appurtenances)
- Building Height Allowed (Type-2): 66 feet (plus 6’ for rooftop appurtenances)
- Building Height Proposed (Type-2): 62 feet 7 inches (inclusive of rooftop appurtenances)
- Parking Required: 144 spaces
- Parking Provided: 151 spaces
- Additional Public Parking Provided: 55 spaces
- Total Parking On-site: 207
- Open Space Required: None
- Open Space Provided: 10,000 square feet
- Number of Dwelling Units Allowed: 96 units
- Number of Dwelling Units Proposed: 83 units
- Density Allowed: 50 dwelling units per acre
- Density Proposed: 43.3 dwelling units per acre

Development Standards

The development plan is proposing development standards that align with the requirements of the Downtown (D) district standards, with the exception of only one (1) modification to the building location requirements along North Marshall Way and East 1st Avenue. The proposed buildings provide a minimum setback of thirty (30) feet on E. Indian School Road and twenty (20) feet on E. 1st Avenue and N. Marshall Way, consistent with the requirements of the Downtown (D) zoning district. However, the curve of N. Marshall Way along the east frontage of the property creates a challenge in

complying with the Building Location requirements of the D district which require 25% of the building to be located at the minimum setback. Furthermore, a portion of the property along both Marshall Way and 1st Avenue is located within the Type 1 Area, where the D district requires 50% of the building to be located at the minimum setback. The applicant's request includes an amendment to this Building Location requirement, which will allow portions of the building to be setback further from the street, and ensure a consistent streetspace occurs along both Marshall Way and 1st Avenue when transitioning from Type 1 to Type 2 setback requirements.

The development standard that varies from the D requirements is detailed in the legislative draft of Property Development Standards presented as part of the Development Plan. Building setbacks, massing, and all other requirements are consistent with the D district standards.

IMPACT ANALYSIS

Land Use

The General Plan (Mixed-Use Neighborhoods) and Old Town Plan (Downtown Core & Downtown Multiple Use) designations encourage a mixed-use environment within Old Town, with specialty retail and tourism, along with higher density housing combined with, office, retail, and other compatible uses. These plans encourage new developments, redevelopment and infill that strengthen Old Town's mix of uses and activities through mutually supportive land uses. The applicant's Development Plan includes a comprehensive summary of the development and how the requested zoning conforms to the policies of the General and Old Town Plans (Exhibit 1 to Attachment 3).

The proposed use for the site area is a residential multiple-family development consisting of 83 units and approximately 5,000 square feet of office/retail. The proposed zoning designation of Downtown/Downtown Multiple Use – Type 2 Planned Block Development Downtown Overlay (D/DMU-2 PBD DO) and Downtown/Downtown Core Type-1, Planned Block Development, Downtown Overlay (D/DC-1 PBD DO) allows the proposed uses and is consistent with the General Plan and Old Town Plan. The proposed development is consistent with the Old Town Plan as it pertains to strengthening an 18-hour mixed use center with a variety of housing types in the Old Town area (Policy LU 1.3). Furthermore, the proposed development assists in providing mutually supportive land uses in proximity to one another, while enhancing the pedestrian environment, ultimately contributing to an active downtown (Goal CD 6). Finally, the applicant proposes to bury existing above-grade powerlines in conjunction with the development request – consistent with both the City of Scottsdale General Plan 2035 (Growth Areas Element Goal GA 4 and Public Services and Facilities Element Policy PSF 2.3) and the Old Town Scottsdale Character Area Plan (Character & Design Chapter, Policy CD 11.3).

Located on the south side of E. Indian School Road, north of E. 1st Avenue, and west of Marshall Way, the development is situated in an area of Old Town that is primarily low scale office/services/galleries and is transitioning as older properties redevelop. The proposed development is consistent with the uses and character of the area. The proposed zoning district, D/DMU-2 PBD DO & D/DC-1 PBD DO, is consistent with the Old Town Plan's associated zoning designation and abutting properties.

PBD Criteria

In accordance with Section 6.1304.B of the Zoning Ordinance, the Planning Commission shall make a recommendation to City Council, based on the following PBD criteria:

1. Standard Criteria:

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

- The Land Use Element of the City of Scottsdale General Plan 2035 discusses the importance of sensitively integrating land uses with the surrounding built environment through compatible transitions and development patterns (Goal LU 2 and associated policies). Further, the Land Use Chapter of the Old Town Scottsdale Character Area Plan (OTSCAP) encourages the development of Old Town as a collection of mixed land uses, supported by the scale and intensity of development as prescribed by the various Development Types that guide the physical and built form of Old Town (OTSCAP Goals LU 2 and LU 3). The applicant’s proposal includes a mix of land uses, inclusive of residential and commercial space, located across and within both the Type 1 and Type 2 areas. The height, scale, and massing included within the Development Plan has been designed to comply with the development standards and transitions as outlined within the Zoning Ordinance, specific to the downtown area.
- The Land Use Element of the City of Scottsdale General Plan 2035 discusses the importance of developing context appropriate land use patterns that support mobility choice (Goal LU 4 and associated policies). Further, the Land Use Chapter of the Old Town Scottsdale Character Area Plan (OTSCAP) encourages a mix of land uses that support a walkable downtown (OTSCAP Goal LU 6 and associated policies). With the provision of a mix of land uses, the development plan maintains the existing pedestrian circulation adjacent to E. Indian School Road, N. Marshall Way, and E. 1st Avenue and proposes to enhance these connections with new wider (10 feet) sidewalks with landscaping, shading, and larger open space pockets within the pedestrian realm – further supporting a walkable downtown area.

2. Criteria to add land uses to the land use Table 5.3004.D. Land Uses for each Subdistrict of the Downtown District:

- a. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.**
- b. Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.**
- c. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.**

- The proposed development will utilize the land uses permitted within the Downtown district and is not requested any additional land uses. This criterion is not applicable.

3. Criteria to achieve bonuses

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

- The applicant’s proposal does not include a request for bonus development standards. However, the development will provide the 1% contribution for public art in accordance with the City’s Cultural Improvement Program requirements. Additionally, use of the PBD overlay is facilitating redevelopment of an underutilized property within the downtown area that will contribute to enhanced streetscape design, pedestrian amenities, activation of the downtown, and sustainable design including application of the International Green Construction Code (IGCC) for all new construction on the property.

Development Review Board Criteria (PBD)

In addition to the above criteria, the Development Review Board made a recommendation of approval based on specific PBD design criteria. Please refer to Attachment 13 for a summary of the Development Review Board criteria and analysis of the amended site development standards.

Development and Sale Agreement

In accordance with Zoning Ordinance Sections 6.1319.D. and 7.1200.C. this application includes an associated Development and Sale Agreement (Contract No. 2022-023-COS) which outlines the terms of the sale of adjacent city owned remnant parcels to the developer, the terms of the city purchase of 55 public parking spaces within the private parking garage, terms regarding timing of construction, and provides documentation of transfer of development rights between future parcels within the development.

Timing of Construction

In accordance with the development agreement, and detailed in Contract No. 2022-023-COS, if the developer does not commence construction within three (3) years of the effective date of the contract, the developer agrees that the zoning on the property will revert to the zoning that was previously on the property (C-2 DO). Per the agreement, this reversion is not automatic and will require the property owner or city to make an application to rezone the property to the previous designation.

Transportation/Parking

The Artisan development is located on the south side of Indian School Road and west of Marshall Way, extending south to 1st Avenue. Parking is provided within a below grade structure accessed from 1st Avenue. There is also vehicular access through the site via an existing commercial alleyway, however, this is mainly for service vehicles and some at-grade parking, with no access to the parking structure from the alley.

The proposed development is estimated to generate 637 weekday daily trips, 37 during the AM peak hour, and 71 trips during the PM peak hour. The existing traffic patterns around the site will generally remain the same, although there will be a slight increase in traffic on 1st Avenue, Indian School Road, Marshall Way, and the existing commercial alley, especially in the p.m. peak hour.

The development proposal is anticipated to increase the number of people walking and biking in the surrounding area, as new residents take advantage of nearby services, restaurants, shopping, and recreational/educational opportunities. The developer will be required to widen the existing sidewalks along the site's Indian School Road, Marshall Way, and 1st Avenue frontages to a minimum width of ten (10) feet. The developer is also constructing two (2) public open spaces, one at the corner of Marshall Way and 1st Avenue and the other at the corner of Marshall Way and Indian School Road.

Parking for the site is provided in a below grade 3-level structure that spans beneath both buildings. The proposed development requires 144 parking spaces for the 83 dwelling units and 5,000 square feet of commercial floor area. The developer is constructing 150 parking spaces to serve the development, and in addition to the parking that is required to serve the new buildings, the developer will be constructing 56 parking spaces that will be purchased by the city for public use. These public parking spaces are located on the 1st below grade level of the parking structure. Access to the below grade parking structure is provided from E. 1st Avenue. Details regarding the terms of the public parking purchase and public use of the spaces in the garage are detail in a Purchase and Sale Agreement (Contract No. 2022-023-COS) that is subject to City Council approval.

Water/Sewer

The applicant provided Basis of Design reports for water and sewer, which have been accepted by the Water Resources Division. All infrastructure upgrades necessary to serve this project will be completed by the applicant.

Overhead Utility Lines

The goals and policies of the City of Scottsdale General Plan 2035 (Growth Areas Element Goal GA 4 and Public Services and Facilities Element Policy PSF 2.3) and the Old Town Scottsdale Character Area Plan (Character & Design Chapter, Policy CD 11.3) recommend and encourage the burial of existing overhead utility lines, on-site and within utility easements as part of a redevelopment project; the objective being to provide a public benefit while minimizing visual impacts. This is also a requirement of the Scottsdale Revised Code (Section 47-80) for utility lines in the right-of-way (including alleys). A stipulation to bury overhead utility lines within the alley and along 1st Avenue adjacent to this site is included in this report.

Fire/Police

The nearest fire station located less than half a mile to the east at 7522 E. Indian School Road. The subject site is served by Police District 2, Beat 6. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process.

Open Space

The City's Zoning Ordinance does not require any open space to be provided in the downtown area, however, the proposed site plan includes approximately 10,000 square feet, or approximately 13.2% of the site as developed open space. This open space area is exclusive of the sidewalks provided along the street frontages and is focused mainly on the landscape and hardscape areas between the building and the sidewalks. Additionally, much of this open space area is provided within the new developed open space pockets at the street intersections that will include public access rights and may include public art elements.

School District Comments/Review

The Scottsdale Unified School District has been notified of the proposal to serve the proposed residential density.

Housing Cost

Approval of the zoning district map amendment and development plan proposed by the applicant enables the construction of more housing and will introduce the opportunity for a mixed-use development within the downtown area. In conjunction with state law, staff has considered the scope of the zoning district map amendment and development plan, as well as aspects which would affect the cost of construction. Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

Community Involvement

Staff has notified all property owners within 750 feet of the site. In addition, the applicant has been in communication with property owners surrounding the site and sent notifications to all property owners within 750 feet of the site. The applicant held an open house meeting on February 8, 2021. As of the publishing of this report, staff has received comments and concerns from two (2) property owners in the area expressing concerns with increased traffic, parking, and construction impacts. Public comment received is included in Attachment 12.

OTHER BOARDS & COMMISSIONS

Development Review Board

The Development Review Board heard this case on January 21, 2021 and recommended approval of the Development Plan with a vote of 6-0.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the Planned Unit Development district criteria have been met, and determine that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, and make a recommendation to City Council for approval The Artisan Scottsdale, per the attached stipulations.

RESPONSIBLE DEPARTMENT

Planning and Development Services

Current Planning Services

STAFF CONTACT

Bryan Cluff

Principal Planner

480-312-2258

E-mail: bcluff@ScottsdaleAZ.gov

APPROVED BY



Bryan Cluff, Report Author

2/14/2022

Date



Tim Curtis, AICP, Current Planning Director
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

2/14/2022

Date



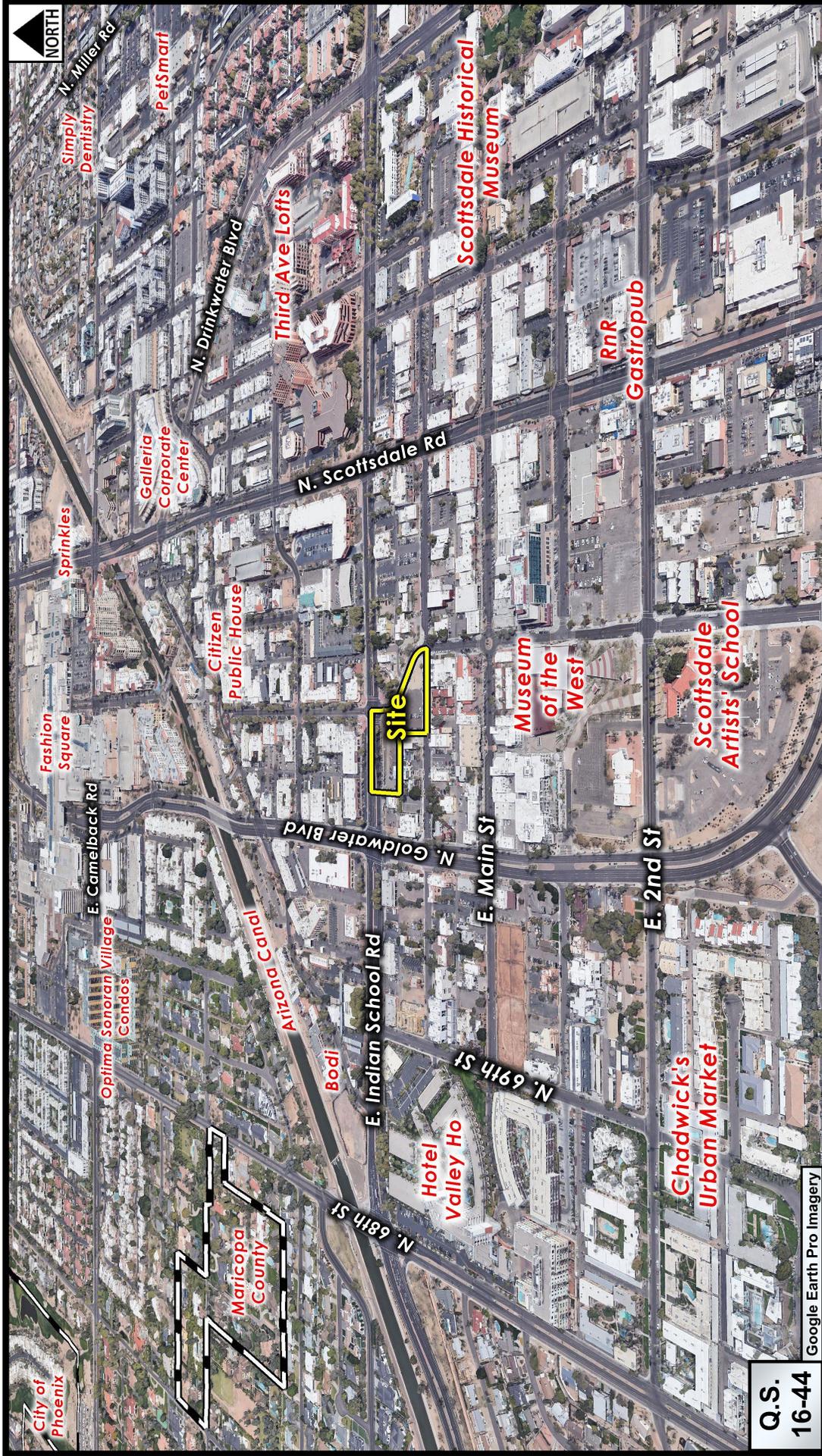
Randy Grant, Executive Director
Planning, Economic Development, and Tourism
Phone: 480-312-2664 Email: rgrant@scottsdaleaz.gov

2/15/2022

Date

ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Ordinance No. 4535
Exhibit 1: Zoning Map
Exhibit 2: Stipulations
3. Resolution No. 12396
Exhibit 1: The Artisan Scottsdale Development Plan
4. Resolution No. 12397
5. Contract No. 2022-023-COS (Placeholder)
6. Old Town Scottsdale Character Area
7. Old Town Scottsdale Character Area Plan Land Use Map
8. Old Town Scottsdale Character Area Plan Development Types
9. Existing Zoning Map
10. Traffic Impact Summary
11. Staff's Analysis of Applicant's TIMA
12. Staff's Analysis of the Development Review Board Criteria
13. Community Involvement
14. Public Comment
15. January 20, 2022 Development Review Board meeting minutes
16. City Notification Map



City of Phoenix

Optima Sonoran Village Condos

Sprinkles

Fashion Square

Galleria Corporate Center

Simply Dentistry

PetSmart

Citizen Public House

Third Ave Lofts

N. Drinkwater Blvd

N. Scottsdale Rd

Site

Museum of the West

Hotel Valley Ho

E. Main St

Scottsdale Historical Museum

Scottsdale Historical Museum

Chadwick's Urban Market

Scottsdale Artists' School

RnR Gastropub

E. 2nd St

Q.S. 16-44

Google Earth Pro Imagery

Context Aerial

3-ZN-2021

Attachment 1



3-ZN-2021

Attachment 1A

Close-up Aerial

ORDINANCE NO. 4535

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 3-ZN-2021 FROM CENTRAL BUSINESS DOWNTOWN OVERLAY (C-2 DO) DISTRICT TO DOWNTOWN/ DOWNTOWN MULTIPLE USE TYPE-2 PLANNED BLOCK DEVELOPMENT DOWNTOWN OVERLAY (D/DMU-2 PBD DO) AND DOWNTOWN/ DOWNTOWN CORE TYPE-1 PLANNED BLOCK DEVELOPMENT DOWNTOWN OVERLAY (D/DC-1 PBD DO) ON A +/- 1.92-ACRE SITE INCLUDING A DEVELOPMENT PLAN FOR A MIXED USE DEVELOPMENT LOCATED AT 7017 - 7041 E. INDIAN SCHOOL ROAD AND GENERALLY THE NORTHWEST CORNER OF E. 1ST AVENUE AND N. MARSHALL WAY.

WHEREAS, the Planning Commission held a hearing on February 23, 2022; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (4535) on the cost to construct housing for sale or rent; and

WHEREAS, the City Council finds that the proposed development is in substantial harmony with the General Plan of the City of Scottsdale and will be coordinated with existing and planned development; and

WHEREAS, the City Council finds that the following Planned Block Development criteria have been met:

- a. The proposed development supports the land use elements of the General Plan and the Downtown Plan.
- b. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.
- c. Each proposed land use is compatible with the adjacent development and strengthens the mix of land uses and activities in the Downtown Area.
- d. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.
- e. The proposed Development Plan reflects noteworthy investments to provide public benefits, improve the quality of life in the community, and assist in achieving the goals and policies of the General Plan, Downtown Plan and City objectives, in the vicinity where the development will be located.

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 3-ZN-2021.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning +/- 1.92 acres, located at 7017 - 7041 E. Indian School Road and generally the northwest corner of E. 1st Avenue and N. Marshall Way and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Central Business Downtown Overlay (C-2 DO) district to Downtown/ Downtown Multiple Use Type-2 Planned Block Development Downtown Overlay (D/DMU-2 PBD DO) and Downtown/ Downtown Core Type-1 Planned Block Development Downtown Overlay (D/DC-1 PBD DO) and by adopting that certain document entitled "The Artisan Scottsdale Development Plan" declared as public record by Resolution No. 12396 which is incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as **Exhibit 2** and incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2022.

ATTEST:

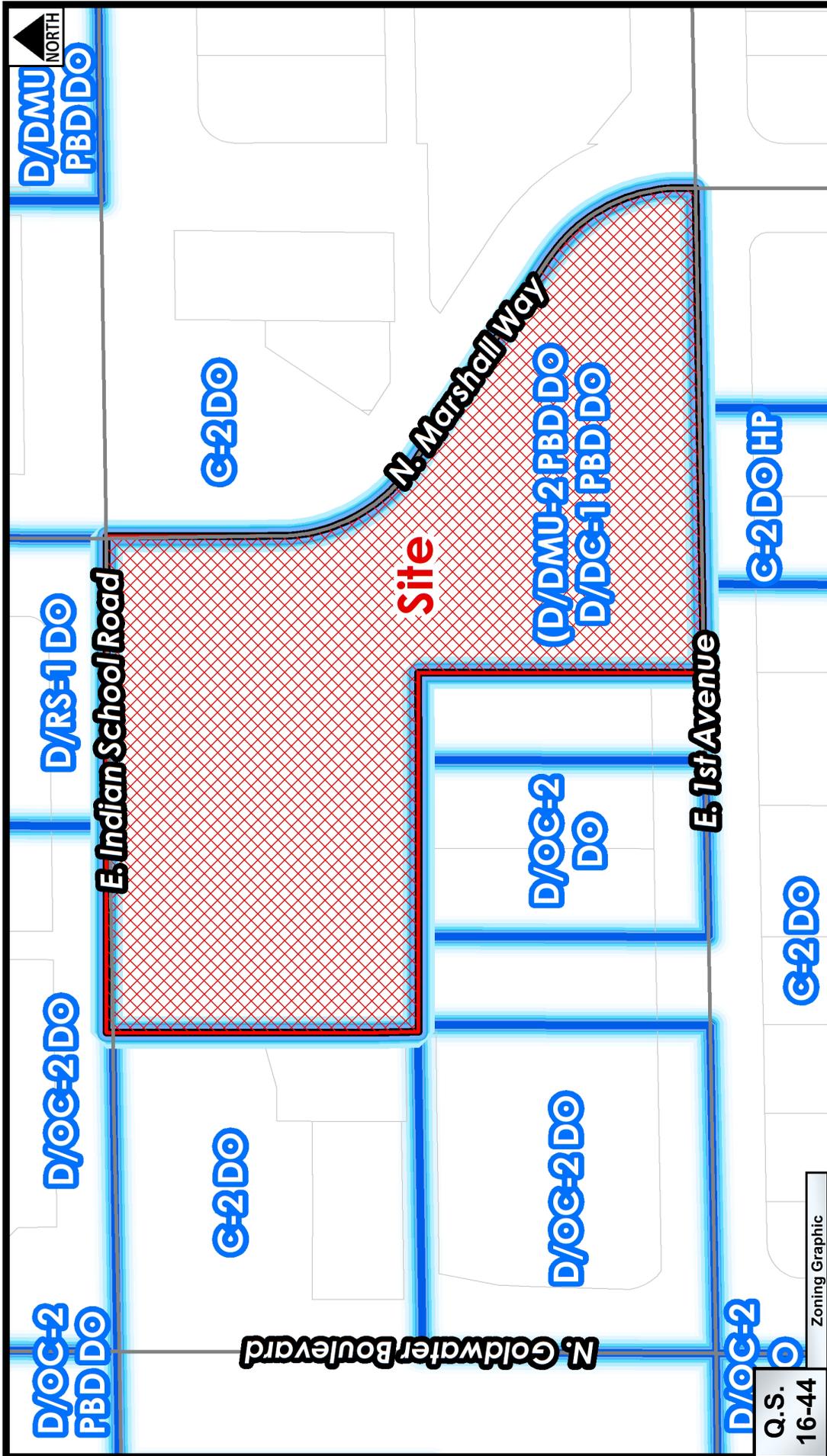
CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane
City Clerk

By: _____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: _____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney



N. Goldwater Boulevard

E. Indian School Road

N. Marshall Way

E. 1st Avenue

Site

**D/OC-2
PBDDO**

D/OC-2DO

**D/DMU
PBDDO**

C-2DO

C-2DO

D/OC-2DO

**D/OC-2
DO**

**(D/DMU-2PBDDO
D/DC-1PBDDO)**

D/OC-2

C-2DO

C-2DOHP

**Q.S.
16-44**

Zoning Graphic

Proposed Zoning

3-ZN-2021

**Stipulations for the Zoning Application:
Artisan Scottsdale
Case Number: 3-ZN-2021**

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

1. **ENTITLEMENT CONDITIONS.** If the developer does not commence construction (as more fully defined in Contract No. 2022-023-COS) of the project within three (3) years from the effective date of Contract No. 2022-023-COS, then the developer and any successors or assign as “property owner” shall apply to cause the Property to be rezoned to apply the zoning that existed on the Property immediately prior to the adoption of Ordinance No. 4535. Further, if Developer does not make such application for such Rezoning within six (6) months of the deadline by which the developer (or successor or assign) was to commence construction, then the City may undertake the Rezoning on behalf of the property owner pursuant to the terms of Contract No. 2022-023-COS.
2. **CONFORMANCE TO DEVELOPMENT PLAN.** Development shall conform with the Development Plan, entitled “The Artisan Scottsdale,” which is on file with the City Clerk and made a public record by Resolution No. 12396 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
3. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** Development shall conform with the amended development standards that are included as part of the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
4. **CONFORMANCE TO DEVELOPMENT AGREEMENT.** Development shall conform with the associated Development Agreement, Contract No. 2022-023-COS (approved by Resolution No. 12397 with the date of ??/??/20??). Any change to the Development Agreement shall be subject to City Council approval.
5. **MAXIMUM DWELLING UNITS – DENSITY.** Maximum dwelling units shall not exceed 83 dwelling units (equivalent to 43.3 du/gross acre of the Development Plan).
6. **MAXIMUM BUILDING HEIGHT.** No building on the site shall exceed 48 feet in height, inclusive of mechanical equipment, within the Type-1 area and 66 feet in height, inclusive of mechanical equipment, within the Type-2 area. Building height shall be measured as provided in the applicable section of the Zoning Ordinance.
7. **OVERHEAD UTILITY AND COMMUNICATION LINES.** PER SRC 47-80: All existing overhead utility and communication lines along and within the boundaries of the site shall be placed underground. This shall include the existing overhead lines in the alleyway and the overhead power supply to the streetlights on E. 1st Avenue.

8. **STREETLIGHTS.** The final site plan and civil improvement plans for the project shall indicate installation of two (2) new street light poles and fixtures, and removal of the existing two (2) street light poles on E. 1st Avenue along the project frontage. The new poles shall match the existing poles on N. Marshall Way. The existing galvanized pole along N. Marshall Way shall be removed.
9. **INTERNATIONAL GREEN CONSTRUCTION CODE (IgCC).** Final construction plans shall demonstrate compliance with the IgCC.
10. **LANDSCAPING.** The existing street trees (Sissoo) along the Indian School Road frontage shall remain in place. If, during construction existing trees are damaged, a minimum 36" box, 3" caliper replacement of the same species shall be installed.
11. **PROTECTION OF ARCHAEOLOGICAL RESOURCES.** Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.
12. **CONSTRUCTION IMPACT MITIGATION.** The proposed development is near one or more properties, listed on the Scottsdale Historic Register, that are constructed of adobe bricks. Construction on the subject site may result in ground vibrations that may cause damage to adobe structures. With the final plan submittal, the owner shall provide information regarding construction methods and techniques that will be utilized to minimize ground vibrations and potential damage to these adobe structures, to the satisfaction of the City's Historic Preservation Officer. Additionally, the owner shall utilize Arizona Monitoring Services, or comparable monitoring company, to monitor ground vibrations during construction and adjust construction methods as needed to protect any impacted structures.

DEDICATIONS

13. **RIGHT-OF-WAY DEDICATIONS.** Prior to issuance of any permit for the development project, the property owner shall make the following fee-simple right-of-way dedications to the City of Scottsdale:
 - a. **ALLEYWAY.** A TOTAL of Twenty (20)-foot minimum alley width.
 1. THREE (3)-foot dedication along lots 20 and 21 as defined by ALTA, for a total of ten (10)-foot wide south half-right-of-way width.
 2. THREE (3)-foot dedication along lots 1 and 2 as defined by ALTA, for a total of ten (10)-foot wide north half-right-of-way width.
14. **PUBLIC NON-MOTORIZED ACCESS EASEMENT.** Prior to issuance of any permit for the development project, the property owner shall dedicate a continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain the public sidewalk in locations where the sidewalk crosses onto private property of the development project.
15. **BICYCLE PARKING.** Bicycle parking shall be provided for the development in accordance with the Zoning Ordinance and Design Standards & Policies Manual. Bicycle spaces shall be provided near the entrances of the North and South buildings. Bicycle rack locations shall be shown at time of Development Review Board submittal.

INFRASTRUCTURE

16. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.
17. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.
18. CIRCULATION IMPROVEMENTS. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct the following improvements:
 - a. ALLEYWAY.
 1. The alley shall be repaved along the property frontage to include positive drainage along alley as specified in the Design Standards & Policies Manual.
 2. The alley connection to N. Marshall Way shall be reconstructed to provide a sidewalk an ADA compliant sidewalk across the driveway.
 3. All construction in or around the alley shall be coordinated with solid waste, including mitigation of any disruption to service routes by the property owner.
 - b. DRIVEWAY. The new driveway onto 1st Avenue shall be a CL-2 type, COS Std. Detail #2256.
 - c. SIDEWALKS.
 1. Construct new 10' wide sidewalks separated from back of curb along E. Indian School Road and N. Marshall Way, and 10' wide attached to the curb along E. 1st Avenue project frontages.
 2. The existing westernmost streetlight pole along the E. Indian School Road frontage shall be relocated closer to the street to allow the sidewalk to be separated from the curb, behind the relocated streetlight pole.
19. WATER AND WASTEWATER IMPROVEMENTS. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to provide all water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and man-holes, necessary to serve the development, generally consistent with the accepted basis of design reports for water and wastewater.
20. CONSTRUCTION MANAGEMENT PLAN. Prior to any permit issuance, a construction management plan that includes construction traffic routes, work force vehicle parking, and construction vehicle parking shall be provided to staff for review and approval.

21. MARSHALING AND STORAGE YARD. Any use of City right-of-way, including alleys, for marshalling or storage yards shall require prior approval of the city's transportation department and payment of any associated fees through the application and approval of a Marshalling and Storage yard permit.

REPORTS AND STUDIES

22. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a Drainage report in accordance with the Design Standards and Policies Manual for the development project.

RESOLUTION NO. 12396

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "THE ARTISAN SCOTTSDALE DEVELOPMENT PLAN".

WHEREAS, State Law permits cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Scottsdale wishes to incorporate by reference amendments to the Zoning Ordinance, Ordinance No. 455, by first declaring said amendments to be a public record.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That certain document entitled "The Artisan Scottsdale Development Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2022.

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By: _____
Ben Lane, City Clerk

By: _____
David D. Ortega, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

The Artisan Scottsdale

DEVELOPMENT PLAN

3-ZN-2021



PREPARED BY

Berry Riddell, LLC
John Berry, Esq.
Michele Hammond, Principal Planner



Exhibit 1 to
Attachment 3
(Development Plan)

TABLE OF CONTENTS

	Page
Development Team	3
Site Information	4
Project Overview	7
2035 General Plan	8
Old Town Scottsdale Character Area Plan	26
Planned Block Development (PBD)	48
Old Town Scottsdale – Urban Design & Architectural Guidelines (UDAG)	52
Scottsdale Sensitive Design Principles	63

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SITE INFORMATION

Location:

- Southwest corner of Indian School Road and Marshall Way (the “Property”)
- APN: 130-12-031B, 130-12-032B, 130-12-033B, 130-12-045, 130-12-046B, 130-12-047A
- City Parcels: North: A portion of 130-12-029 and 030A
South: A portion of 130-12-048 and 049B

Property Size:

- Total Site Area:
 - 1.92+/- gross acres (83,635+/- s.f.)
 - 0.92+/- net acres (40,441+/- s.f.)

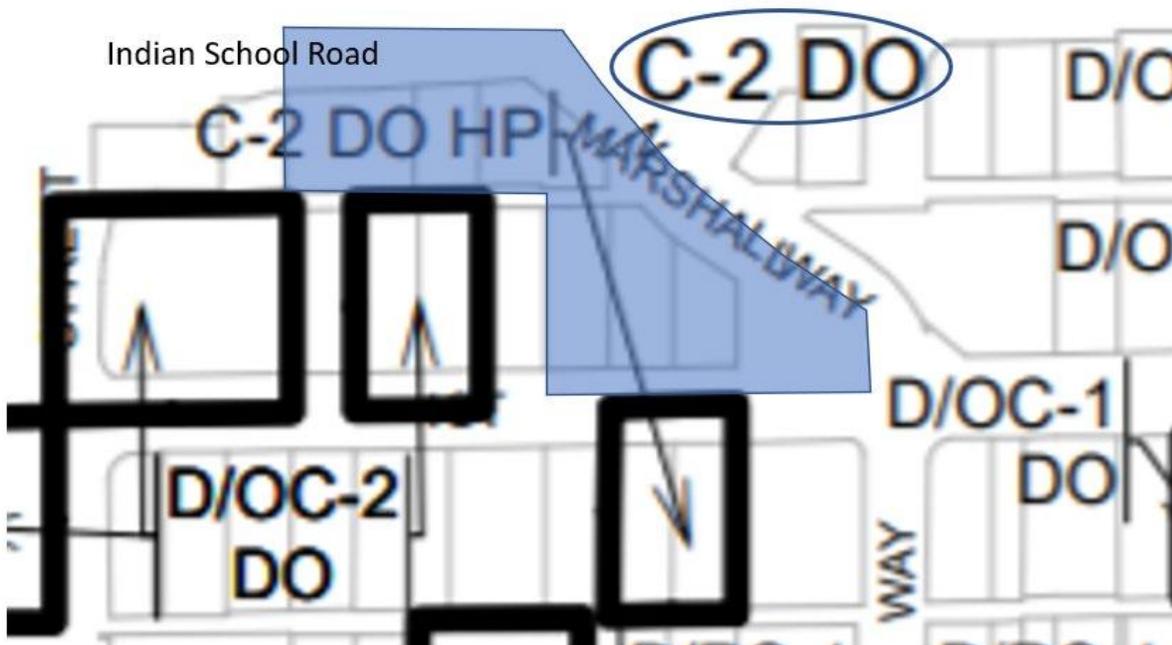
Current Zoning

- C-2 DO (Central Business District Downtown Overlay)

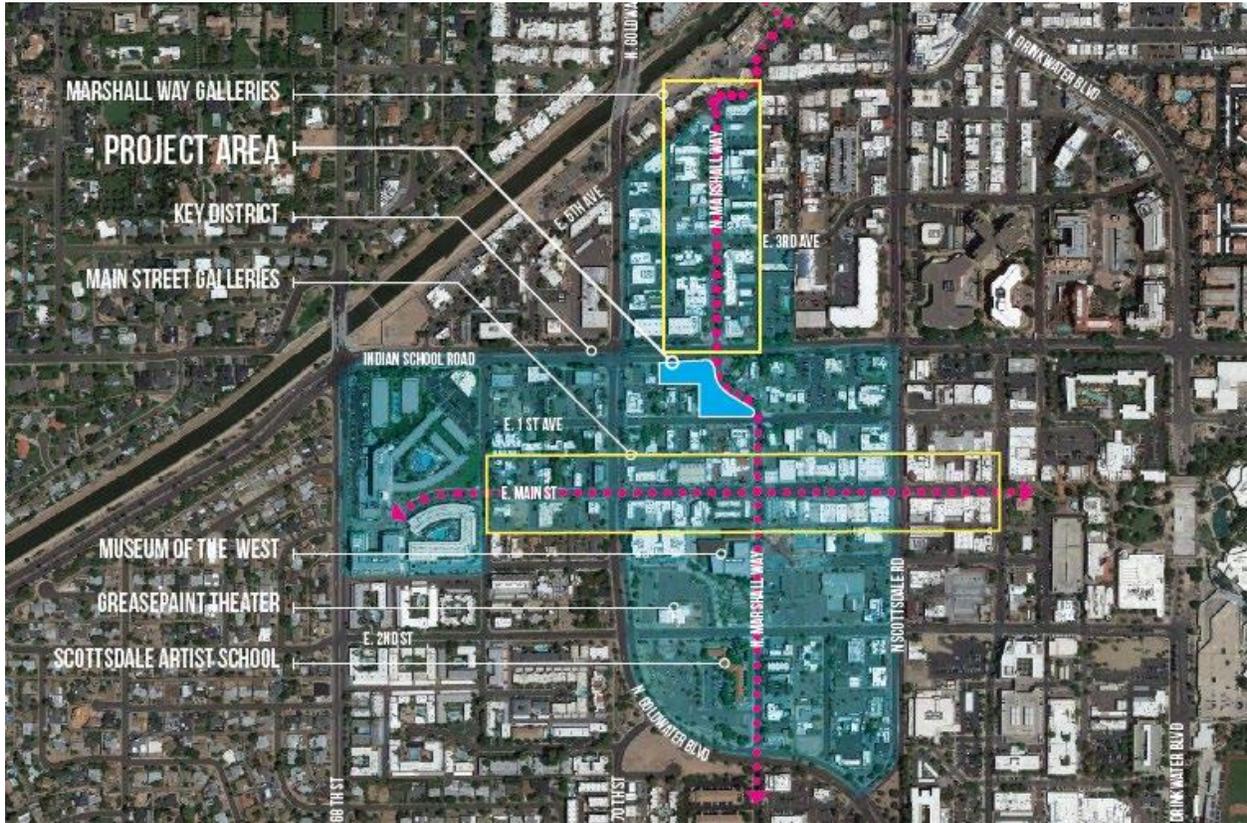
Proposed Zoning

- D/DMU-2 PBD DO (Downtown/Downtown Multiple Use-Type 2, Planned Block Development, Downtown Overlay)
- D/DC-1 PBD DO (Downtown/Downtown Core-Type 1, Planned Block Development, Downtown Overlay)

Current Zoning Map



Context Aerial



Existing Streetscape – Indian School



Existing Streetscape – Marshall Way



Existing Streetscape-First Avenue



PROJECT OVERVIEW

Development Request

The zoning application brought forward by Sub4 Development and Jackson Dearborn (“Sub4/JD”) is a request to assemble and rezone the property located at southwest corner of Indian School Road and Marshall Way (the “Property”) in Old Town Scottsdale (consisting of six vacant parcels and two parcels of City owned land) for the development of a new mixed-use project known as The Artisan Scottsdale. The site consists of approximately 1.92 +/- gross acres in total (approximately 0.92 +/- net acres) and the zoning request is from the current C-2 DO district to D/DMU-Type 2 PBD DO and D/DC-Type 1 PBD DO. The proposed mixed-use development will provide 83+/- residences, approximately 5,000 s.f. of commercial space, an art space, The Artisan Public Plaza - public plaza improvements (on the City parcels to be purchase by Sub4/JD) and underground public parking in the core of Old Town. This proposal supports and complements nearby galleries, cultural venues, employment, entertainment, retail, and support services. A key consideration with this development is the proposed 56+/- underground public parking spaces included with the application along with the public plaza improvements associated with the two City remnant parcels to be purchased by the builder. Further, this request includes **no** bonus requests for height, density, or gross floor area ratio (“GFAR”) beyond the base PBD requirements and only **one** amended development standard to allow for a greater setback average along Marshall Way (building location percentage) due to the unique street angle and proposed building configuration.

As a high-quality mixed-use redevelopment, The Artisan Scottsdale will help revitalize and energize adjacent specialty retail and galleries and provide a vital pedestrian link along Marshall Way north and south of Indian School Road, further strengthening the Scottsdale Arts district’s connectivity and walkability.

Cultural Improvements Program

As required by the PBD, contributions to the Cultural Improvements Program include original works of art valued at one (1) percent of the applicable building valuation at the time of permitting. The builder intends to commission a local artist (s) to prepare significant outdoor pieces that will complement and enhance the overall character of this portion of the Scottsdale Arts District. The intent is to reinforce the importance of this immediate area as a gateway into and around the Scottsdale Arts District. Per the Site Plan (Exhibit 21F.1), we have tentatively identified two locations for public art. One installation is to be located within a planter at the north Artisan Plaza (at the southwest intersection of E. Indian School Road and N. Marshall Way) and the other installation is to be located at the south Artisan Plaza (at the northwest intersection of N. Marshall Way and E. 1ST Avenue). We envision both pieces to be vertical in nature so that they can be experienced from many different vantage points. We look forward to collaborating with the Scottsdale Arts Council on the review and approval process once the project moves ahead.

Conceptual Site Plan



2035 GENERAL PLAN

“Our future begins today. Building upon decades of planning and thousands of hours of community involvement, General Plan 2035 guides the physical development of Scottsdale and acts as a blueprint to enhance our community aspirations—Exceptional Experience, Outstanding Livability, Community Prosperity, and Distinctive Character—over the next 20 years.”

The General Plan is a tool for guiding future development and contains community goals and policies on a variety of components that play a role in creating the community in which we live, work, and enjoy. These goals and policies are broken down into 24 elements. The 2035 General Plan organizes the 24 elements under the following chapters with a series of goals and policies. A summary of the development’s conformance to these goals and policies is provided below.

- 1. Character & Culture**
- 2. Sustainability & Environment**
- 3. Collaboration & Engagement**
- 4. Community Well-Being**
- 5. Connectivity**
- 6. Revitalization**

7. Innovation & Prosperity

❖ CHARACTER & CULTURE

Character Types

- *Urban Character Types consist of higher-density residential, non-residential, and mixed-use neighborhoods, including apartments, high-density townhouses, business and employment centers, and resorts. Development in Urban Character Types should have pedestrian orientation, shade, activity nodes, and useable open spaces that encourage interaction among people. Building form and heights typically transition to adjacent Rural and Suburban Character Types. Taller buildings may be appropriate in Growth Areas, depending on context (see Growth Areas Element). Examples include Old Town Scottsdale, a mixed-use center of distinct urban districts; mixed-use portions of the Greater Airpark, particularly along Scottsdale Road; areas within the Scottsdale Road and Shea Boulevard Couplet; and the HonorHealth hospital/medical campus near Shea Boulevard and 90th Street.*
 - *A portion of the Old Town Urban Character Type, the Downtown Core, as identified, described, and defined by specific boundary in the Old Town Scottsdale Character Area Plan, incorporates the primary pedestrian areas in Old Town. The Downtown Core is a resident and tourist destination that includes downtown's historic legacy and heritage, specialty retail, art galleries, restaurants, public art, and the highest concentration of individually designated historic buildings found in the city. In contrast to the majority of the area, the Downtown Core is comprised of the lowest intensity of development in all of Old Town. The small lot development pattern, active ground level land uses, and pedestrian focus of the Downtown Core are some of the primary elements that give Old Town its most identifiable character.*

Character & Design Element

CD 1

Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

CD 1.1 New and revitalized development should respond to the regional, citywide, and neighborhood contexts in terms of:

- Scottsdale's southwestern, Sonoran Desert characteristics, such as climate, native plants, topography, and history/culture.
- Scottsdale as a part of a larger metropolitan area with a unique image, character, and identity within the regional setting.
- Relationships and sensitivity to surrounding land forms, land uses, and transportation corridors.
- Compatibility with and sensitive integration into established neighborhood character, including historical preservation policies.
- Contributions to citywide linkages of open space, Growth Areas, and Activity Areas.
- Creation of new or reinvention of the existing character of an area, when necessary.
- Physical scale relating to human experience.

- Visual impacts on and accessibility to public settings, significant natural features, and neighboring properties.
- Impacts on and sensitivity to the natural environment.
- Public buildings and facilities that demonstrate the above principles.

CD 1.2 Consider the effects of building height, overall development density, and building orientation on adjacent neighborhood character, privacy, and viewsheds

CD 1.3 Ensure that all development is a part of and contributes to established Character Types.

CD 1.4 Encourage transitions and blending of character between Character Types, including, open space areas, building height, massing, and orientation

Response: The immediate context consists of office, retail, and restaurant uses surrounding the site on all sides including the Coach House to the west, Arcadia Farms to the southwest, and Wiseman Gale Interiors to the east to name a few. The requested Downtown Zoning classification allows for higher intensities in a mixed-use setting to encourage a synergistic lifestyle and appropriate balance of land uses with an enhanced pedestrian environment. The proposal for approximately 83+/- residential units, approximately 5,000 s.f. of commercial space, an art space, public plazas, and underground public parking, will utilize the Downtown/Planned Block Development base development standards with no additional increase in height, density, and GFAR. The approximately 5,000 s.f. of commercial space is currently planned for a 2,500+/- s.f. corporate office for Jackson Dearborn and 2,500+/- s.f. retail/restaurant space.

The Property is currently an underutilized vacant site use for overflow surface parking. The site is surrounded by a variety of galleries, cultural venues, entertainment, residential, employment and service-related business and is within proximity to two of Scottsdale’s largest employers, HonorHealth and the City of Scottsdale. This Property is located on Indian School Road, approximately 800’ west of Scottsdale Road, with immediate access to public transportation, and is only 2+/- miles away from the Loop 101, all of which provide regional access. This site is ideally situated in a Downtown setting that offers all the ingredients for a successful mixed-use project. The key development consideration and design themes are summarized below and will be reiterated throughout the goals and policies discussion.

Key Development/Design Consideration:

1. Strengthening the pedestrian realm within the Scottsdale Art’s district serving as a key connection along Marshall Way north and south of Indian School Road.
2. Revitalization of and reinvestment in Old Town through land assemblage and acquisition of two City remnant parcels to create a unique mixed-use development and meaningful public spaces.
3. Desert contemporary architectural design.
4. Emphasis on Scottsdale’s strong identity as an arts community.
5. Public parking for Old Town patrons.
6. Public plaza improvements to be enjoyed by Old Town patrons.

CD 2

Develop, maintain, and refine Character Areas and Character Area Plans to foster quality development and consistent character and context within various areas of the community.

CD 2.1 Set priorities for the creation and updating of Character Area Plans.

CD 2.2 Character Area Plans should address “edges,” places where two Character Areas meet or places where Scottsdale’s boundaries abut other governmental jurisdictions, to ensure compatible transitions of character and connections.

CD 2.3 Ensure the involvement and participation of Character Area residents, businesses and property owners in planning and implementation.

Response: The proposed development complies with the Old Town Scottsdale Character Area Plan by bringing redevelopment that is contextually appropriate and implements pedestrian synergist land uses along Indian School Road, 1st Avenue, and Marshall Way. Further discussion regarding the character area plan conformance is provided in the Old Town Scottsdale Character Area Plan (“OTSCAP”) section below.

CD 3

Foster quality design that enhances Scottsdale as a unique southwestern desert and tourism community through development review processes.

CD 3.1 Strengthen Scottsdale’s economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

CD 3.2 Use existing, and adopt new comprehensive polices, guidelines, and design standards for use in the design and development review process, to ensure public and private development responds to and enhances the diverse character and contexts within our Sonoran Desert community.

Response: As noted above with the key development considerations, the proposed architectural character will infuse a new vibrant desert contemporary style at an important intersection within Old Town’s Arts District. The building character, site layout, and landscaping design will respect the unique climate, vegetation, and Scottsdale’s Old Town urban context. The buildings will utilize masonry, stone veneer, Thermory (wood cladding), and metal railings and fascia, among other durable natural materials. A variety of modern building forms will be balanced with fenestration patterns and a combination of recessed and cantilevered balconies and deep overhang elements. The color palette planned for The Artisan invokes a Sonoran Desert inspired range of muted finishes with integrated accent tones to bring additional visual interest to the design.

See Scottsdale Sensitive Design Principles and Old Town Scottsdale Urban Design & Architectural Guidelines below for detailed responses regarding each principle.

CD 4

Enhance the design of streets and public spaces to improve Scottsdale’s visual quality, experience, Sonoran Desert context, and social life.

CD 4.1 Promote contextually compatible streetscapes that correspond with the following classifications:

- Urban Streetscapes encourage pedestrian comfort, safety, and accessibility using decorative elements, such as arcade-covered walkways, shade, pedestrian lighting, decorative paving and street crossings, transit shelters, seating, waste receptacles, and landscaping. Urban Streetscapes strive for equality among pedestrians, bicyclists, and automobiles in the design of the public realm.

CD 4.5 Identify and establish consistent entrances to Scottsdale and, as appropriate, key gateways to neighborhoods and Character Areas so that residents and visitors have a sense of arrival.

Response: The Artisan contributes towards the pedestrian oriented Old Town atmosphere by greatly improving the pedestrian realm (vs. the existing car-centric use of the site) at a key location within the Scottsdale Arts District through the activation of street frontages linking to the range of established office, retail, and galleries in the area. As such, specific design considerations have been given to the street frontages maintaining context appropriate building massing, pedestrian-scaled architectural elements/overhangs, landscape shaded walkways, and enhanced hardscape design. Streetlights will be maintained/enhanced, and lighting will be incorporated in a manner that strengthens the unique design of the project while maintaining safety for pedestrians.

CD 5

Promote the value and visual significance landscaping has on the character of the community.

CD 5.1 Employ appropriate heat island reduction techniques to reduce the effects of reflective heat and glare on buildings and paved surfaces.

CD 5.2 To the greatest extent possible, replace dead and dying landscaping with drought resistant plants to maintain or improve density pattern, shade, and area character.

Response: The redevelopment proposal removes an existing surface parking lot thereby reducing the urban heat island. The landscape character will include predominately desert-lush design with a variety of Southwestern plants that will provide year-round color, shade, and texture for the site and demonstrated with the landscape plan. Vegetation will include plants proven to thrive in our desert climate while creating a shaded vegetative pedestrian experience at the ground level and within the public plaza spaces. Plant selection and thoughtful planting design will allow the development to use water efficiently throughout the site. Existing mature trees will be retained and integrated into the new landscape plan to the extent feasible.

CD 6

Minimize light and noise pollution.

CD 6.1 Support Scottsdale’s dark sky areas and designation as an Outdoor Light Control City by reducing light pollution, glare, and trespass where possible, while still attending to public safety needs.

CD 6.2 Encourage creative, energy-efficient, and high-quality designs for outdoor lighting that reflect the character of the local context.

Response: Lighting will be designed in a manner that is respectful of the surrounding Old Town context while maintaining safety for residents, patron, and visitors. Lighting designs will be commensurate with the quality architectural style proposed for the development, low-level with no glare or intrusion for adjacent properties consistent with themes established along Indian School and Marshall Way. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading along street frontages in keeping with the Old Town setting.

Land Use Element

LU 1

Enhance Scottsdale’s economic viability by encouraging land uses that reinforce the city’s reputation as the premier international tourist destination in the Southwest and sustain the city’s role as a regional cultural center and economic hub. Land uses should be compatible with Scottsdale’s character and physical appearance.

LU 1.1 Encourage land uses that preserve a high quality of life and further define Scottsdale’s sense of place within the region.

LU 1.3 Promote development patterns that integrate with and reinforce the character of an area. The city will continually review development patterns to ensure consistency of development in areas with fragmented or evolving patterns.

LU 2

Sensitively transition and integrate land uses with the surrounding natural and built environments.

LU 2.1 Ensure neighborhood “edges” transition to one another through compatible land uses and development patterns

Response: The Artisan will result in the redevelopment of an underutilized, vacant site surrounded by a variety of supporting cultural, employment, commercial and residential land uses that will offer services to the residents and patrons of The Artisan. Equally, the addition of residences within the Scottsdale Arts District, will bring additional sales to Old Town further strengthening Old Town’s economic stability and Scottsdale’s identity as a major hub of art and cultural activities.

LU 3

Maintain a balance of land uses to support a high quality of life.

LU 3.1 Allow for the diversity and innovative development patterns of residential uses and supporting services to provide for the needs of the community.

LU 3.2 Integrate housing, employment, and supporting infrastructure, primarily in mixed-use neighborhoods and Growth and Activity Areas, to support a jobs/ housing balance.

LU 3.3 Maintain a citywide balance of land uses and consider modifications to the land use mix to accommodate changes in community vision, demographic needs, and economic sustainability.

LU 3.4 Provide an interconnected, accessible open space system, which includes pedestrian and equestrian links, recreation areas, canals, and drainage ways.

LU 3.5 Engage the community in all land use discussions.

Response: The General Plan's Mixed-Use Neighborhoods designation and the Downtown District - Multiple Use category supports a variety of land uses including, but not limited to, multiple story residential, office, hotel, retail shops, and restaurants consistent with the intensity of uses which are typically found in Old Town. Additionally, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures and grows. Integrating mixed-use development and new housing options in Old Town is essential for the continuing economic growth and sustainability of Scottsdale as a whole. This project exemplifies this revitalization component by creating a signature mixed-use development with nearby access to galleries, museums, and major transportation corridors. Thus, helping to reinvigorate the Scottsdale Arts District and nearby Fifth Avenue District, further enhancing the quality of life for the residents of Scottsdale and stimulating revenue for area businesses.

2035 General Plan Land Use Map



LU 4

Develop context appropriate land use patterns that support a variety of compatible mobility choices and services.

LU 4.1 Integrate land uses and transportation systems to allow for a variety of mobility choices.

LU 4.2 Provide opportunities for pedestrian-oriented development, reduced parking demand, and context appropriate mobility choices.

LU 4.3 Locate regional land uses and intensities in Growth and Activity Areas to provide the greatest access to various modes of transportation.

Response: The Property is situated in the Scottsdale Arts District, on the southwest corner of Indian School and Marshall Way west of Scottsdale Road; Indian School and Scottsdale are both major arterials. The site is also approximately 2+/- miles west of the Loop 101, which provides regional access. By creating a comfortable and inviting pedestrian experience along the adjacent streets, this proposed project will encourage alternative modes of transportation, such as by foot, bicycle, bus and/or trolley. Encouraging these alternative means of transportation is inherent to downtown development as the Property is located near numerous restaurants, retail, and cultural destinations. Additionally, the Indian Bend Wash (a multi-use path network) is located approximately one-mile directly east of the site and the Arizona Canal Trail is located less than one-quarter mile to the north.

The building and site design encourages residents, patrons, and visitors to utilize Old Town for their everyday dining, social interaction, recreational and cultural needs. In addition to the gallery scene, residents and patrons will be within walking distance of significant destinations such the Museum of the West (MOW), Marshall Way and Main Street galleries, Scottsdale Artists School, Scottsdale Museum of Contemporary Art (SMOCA), Greasepaint Theatre, Scottsdale Center for Performing Arts, Scottsdale Historical Museum, Scottsdale Stadium, Scottsdale Fashion Square Mall and The Waterfront. To enhance the environment, shading of the pedestrian realm along the street frontages and public plazas (north and south combined equal approximately 10,000 s.f.) will be provided through the integration of desert trees accented with ground cover consistent with the Old Town Urban Design and Architectural Guidelines.

Arts, Culture & Creative Community Element

ACC 1

Continue to support, plan for, and manage Scottsdale’s arts and culture programs and facilities.

ACC 1.1 Develop, implement, and regularly update arts and cultural strategic/master plans.

ACC 1.2 Broadly engage Scottsdale community members in arts and cultural planning.

ACC 1.3 Explore various techniques to expand the space available for arts exhibits, classes, performances, and other cultural activities.

Response: With the one-percent PBD requirement, the builder is reviewing a range of public art options for the site in accordance with the Zoning Ordinance Sec. 7.1000. Given the Property’s proximity to the Marshall Way and Main Street galleries, art will be a focal element.

❖ SUSTAINABILITY & ENVIRONMENT

Open Space Element

OS 5

Provide developed open space and outdoor opportunities in Scottsdale neighborhoods, giving priority to areas that are most lacking open space.

OS 5.2 Locate publicly accessible and useable open spaces within Growth and Activity Areas and established neighborhoods.

OS 5.3 Capitalize on opportunities to create new, or connect and expand existing, open spaces in established areas when redevelopment occurs.

OS 5.5 Develop a series of linked public spaces throughout downtown that are connected by pedestrian corridors.

Response: The Artisan Scottsdale contributes towards a pedestrian oriented Old Town atmosphere by greatly enhancing the pedestrian experience by providing approximately 10,000 s.f. of public plaza space and shaded pedestrian sidewalks activating redevelopment sites are a key component to maintaining a thriving Old Town that minimizes focus on the automobile and encourages multimodal transportation. The Artisan also celebrates the Scottsdale Arts District and the importance of Marshall Way as the central spine connecting galleries and retail north and south of Indian School Road.

OS 6

Design and manage open spaces to relate to surrounding land uses and character.

OS 6.1 Evaluate the design of open spaces with the following primary determinants: aesthetics, neighborhood and service area needs, public safety, visual and functional connectivity, social and economic impacts, maintenance requirements, water consumption, drainage considerations, multi-use, Character Area, desert preservation, and wildlife corridor protection.

OS 6.3 Aesthetically and sensitively integrate utilities and other public facilities into open spaces.

OS 6.5 Provide ample shade in public open spaces as appropriate for the type of open space.

Response: The Artisan Scottsdale will help revitalize and energize a key intersection in Old Town by providing a synergistic land use and enhancing pedestrian connectivity in and around the site. The Property is located in the heart of the Scottsdale Arts District, which makes it ideally situated for redevelopment and a pedestrian respite through the integration of public plaza space.

Environmental Planning Element

EP 1

Protect and enhance Scottsdale’s human and Sonoran Desert habitats.

EP 1.3 Require developments to retain and integrate the Sonoran Desert ecosystem.

EP 1.4 Preserve local plants, wildlife, and natural resources to maintain the biodiversity and long-term sustainability of the area’s ecology.

Response: The Artisan Scottsdale intends to preserve existing native and mature trees and provide new native and desert appropriate plantings which contribute to the broader surrounding environmental context. The goal of the site design is to create a comfortable and walkable experience for residents and Old Town patrons by increasing site shade and providing spaces for respite.

EP 7

Identify and reduce heat islands.

EP 7.1 Identify areas most impacted by the heat island effect, and prioritize mitigation for these areas to reduce heat impacts.

EP 7.2 Incorporate development strategies such as shared parking models and the use of “cool materials” (e.g., landscaping, green roofs, reflective pavement, heat reduction asphalt coatings, permeable concrete, and treated dirt areas) to help reduce the heat island effect.

EP 7.3 Develop and support programs, such as a Tree Canopy Plan, that identify and increase vegetation and shading in areas of high pedestrian activity.

EP 7.4 Promote the long-term management and maintenance of urban and open area vegetation and protect and expand the provision of private and public open spaces to reduce the heat island effect.

EP 7.5 Minimize asphalt and promote alternative parking surfaces.

Response: The site design includes the removal of existing large parking lot, which greatly contributes to the reduction of heat island. Plant materials will be low-water-use and drought tolerant focused on creating a shaded pedestrian environment through landscaping. Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The majority of onsite parking will be located in an underground parking structure. The specific sustainable elements are being evaluated with the design and development of the project in accordance with IgCC and may include, but are not limited to, overhangs, well insulated building envelope, recycled materials, energy efficient windows, energy efficient light fixtures, low use water fixtures, and appliances, and use of solar.

Conservation Element

CONSV 1

Achieve a sustainable balance between the conservation of natural resources and development of the built environment.

CONSV 1.1 Promote local and regional public and private partnerships to reduce natural resource consumption, such as aggressive conservation, reuse, and recycling programs.

CONSV 1.4 Encourage landscape designs that promote water conservation, prevent erosion, reduce the heat island effect, and decrease stormwater runoff.

Response: Plant materials will follow low-maintenance, low-water use requirements. Implementation of shade trees between buildings, along sidewalks and within the plaza space will be promoted. The integration of permeable paving is being explored. LID (Low Impact Development) will also be implemented in conformance to City requirements.

❖ COLLABORATION & ENGAGEMENT

Community Involvement Element

CI 1

Seek early and ongoing community involvement through broad public input in project and policy-making discussions.

CI 1.1 Maximize opportunities for early notification of proposed projects using a variety of methods.

CI 1.2 Use public involvement plans to identify and engage interested parties and provide opportunities for information exchange.

Response: Public participation and community outreach is an important part of the rezoning process. Technical Solutions began neighborhood outreach early in the process and maintains ongoing dialogue with the community and stakeholders. Feedback from one-on-one meetings, phone calls, and the required open house is shared with City Staff and memorialized in the Public Participation plan submitted with the zoning application.

❖ COMMUNITY WELL-BEING

Healthy Community Element

HC 3

Build on Scottsdale's leadership role in wellness and healthful living.

HC 3.1 Provide quality recreation, community events, and neighborhood services that foster physical activity and encourage healthful living.

HC 3.4 Continue to foster and market Scottsdale as a resort, wellness, rejuvenation, and healthcare destination.

Response: The Property offers all the key ingredients for a residential mixed-use development given its ideal location with proximity to galleries, cultural amenities, employment, retail/support services, recreational opportunities, and multimodal transportation alternatives promoting healthful living and maintaining a Scottsdale lifestyle for our residents.

Housing Element

H 1

Support diverse, safe, resource-efficient, and high-quality housing options.

H 1.1 Maintain Scottsdale's quality-driving development review standards for new development.

H 1.2 Promote complementary physical design, building structure, landscaping, and lot layout relationships between existing and new construction.

H 1.3 Ensure community dialogue during zoning and the development review processes to encourage context-appropriate development designs.

Response: The proposed mixed-use development will further strengthen Old Town’s urban environment and 7-day a week, mixed-use character by integrating additional housing options into the urban core in close proximity to well-established cultural, entertainment and employment land uses. Site design and building locations will strengthen the pedestrian realm within the Scottsdale Art’s district by serving as a key connection along Marshall Way north and south of Indian School Road. Building character will evoke a desert contemporary architectural design with emphasis on Scottsdale’s strong identity as an arts community. The development includes public parking for and public plaza improvements to be used and enjoyed by Old Town patrons.

❖ **CONNECTIVITY**

Circulation Element

C 1

Design and improve transportation corridors to safely and efficiently move people and goods.

C 1.1 Support the public transit system to assure adequate and affordable access to and within our community for citizens, employees, visitors, and businesses through the use of future technologies and micro-mobility options.

C 1.2 Coordinate transportation and land use planning to enhance an integrated, sustainable transportation system that promotes livable neighborhoods, economic vitality, safety, efficiency, mode choice, and adequate parking.

C 1.5 Incorporate strategies and technologies that efficiently move people, improve transportation system capacity and enhance mobility choices.

C 1.7 Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability, safety, accessibility, and comfort.

Response: As mentioned above, the Property is located on Indian School Road, within close proximity to Scottsdale Road, and approximately 2+/- miles west of the Loop 101, all of which provide regional access. The proposed development accomplishes a range of goals including the integration of new high-quality, vibrant architecture, context appropriate urban planning, public parking, and enhancing the pedestrian experience with ground level activity and new public plaza space. Integrating residential within the Scottsdale Arts District near multiple employers and established businesses will reduce trip generation during peak hours promoting the live, work, play philosophy. A traffic report is provided with the zoning submittal.

C 3

Continue to develop an effective, safe, and connected multimodal transportation system (e.g., streets, trails, bikeways, shared-use paths, transit).

C 3.2 Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development.

C 3.5 Increase accessibility to transit options through non-motorized and other transit connections, such as, neighborhood circulators; on-demand transportation network companies; improved/enhanced sidewalks, multimodal paths, bicycle lanes; and non-motorized options for the final mile to reach public transit services.

C 3.6 Create, preserve, and enhance multimodal connections between residential areas and neighborhood-supporting land uses.

Response: The ground level improvements will maintain the detached sidewalks along both Indian School Road and Marshall Way, but will also incorporate additional shade trees to promote a comfortable and inviting pedestrian space along the streetscape and public plaza areas vs. the existing condition of surface parking with limited landscaping, narrow sidewalks, and little shade. The project improvements will allow ease of pedestrian circulation through and around the site, connecting to adjacent land uses, regardless of solar orientation and will reduce the urban heat island effect generated by the current site condition.

Bicycling Element

B 1

Develop continuous, accessible, and interconnected bicycle networks.

B 1.1 Continue to participate in regional bikeway system planning.

B 1.2 Promote convenient connections between on-street and off-street bicycling networks throughout the city and with neighboring jurisdictions.

B 1.3 Continue to integrate bicycle lanes and buffered bicycle lanes through street restriping and other techniques.

B 1.4 Continue to expand and enhance off-street bicycling networks, and connect them to existing and planned on-street bicycle networks.

Response: The existing bike lanes along Indian School Road will be maintained, which provide connectivity to the Indian Bend Wash and Arizona Canal path system. Bicycle racks will be provided onsite in conformance with City standards.

❖ REVITALIZATION

Neighborhood Preservation & Revitalization Element

NPR 1

Preserve and enhance the character, identity, and quality of Scottsdale's diverse neighborhoods.

NPR 1.1 Support innovative, well-designed, sustainable building construction and rehabilitation to enhance neighborhood character and identity.

NPR 1.2 New construction and exterior remodels or renovations should sensitively address neighborhood character and transition areas.

Response: Redevelopment of this vacant underutilized Property will contribute towards the economic sustainability of Scottsdale by providing additional housing options in the core of the City near abundant cultural amenities, support services and large, stable employers. The integration of new residences in a mixed-use setting along with the construction of 56+/- underground public parking spaces (above and beyond the project's required parking and additional resident guest parking), and the acquisition and enhancement of two City-owned remnant parcels will collectively bring physical and economic synergy on an underutilized, vacant site.

NPR 5

Promote neighborhood interaction to help create and maintain strong communities.

NPR 5.1 Preserve existing and create new public gathering spaces within walking distance of residential areas.

NPR 5.3 Encourage physical and social links between non-residential and residential land uses.

Response: The Artisan Scottsdale contributes towards a pedestrian oriented Old Town atmosphere by improving the pedestrian realm. This is achieved with activation of the adjacent street frontages and integration of the pedestrian public plaza space along Marshall Way providing a connection within the Scottsdale Arts District, north and south of Indian School Road. Pedestrian circulation along the street level and seamless interaction with the existing range of galleries and businesses is a critical component of The Artisan Scottsdale, as numerous land uses are within walking distances from this site. The building design focuses on strong enhancements at the pedestrian level through shade, texture, materials, and scale along with a landscape setting that provides a comfortable walkable streetscape experience.

Growth Areas Element

GA 1

Direct growth in areas of the city that can support a concentration of development density and intensity, as well as a broad mix of uses.

GA 1.1 Designate Growth Areas in locations:

- With infrastructure capacity to accommodate higher levels of activity and a mix of uses;
 - Where infrastructure upgrade/extension will be most cost-effective;
 - With multimodal transportation access;
 - Needing focused reinvestment;
 - Where regional attractions exist or are planned; and/or
 - That will reduce development pressures in lower-intensity areas of the city.

GA 1.3 Ensure that such development sensitively responds to neighborhoods, infrastructure, and character within and next to Growth Areas.

GA 1.4 Accommodate the highest intensity of development in designated Growth Areas. In some cases, Character Area Plans may be more specific on appropriate locations for higher intensity development within both Growth and Activity Areas.

GA 1.5 Identify Growth and Activity Area “edges,” and incorporate context-appropriate transitions between these “edges” and adjacent neighborhoods to minimize the impacts of higher-intensity development.

Response: Integrating a mixed-use residential community in Old Town adjacent near a wide range of supporting land uses (galleries, museums, retail, restaurants) brings physical and economic synergy, that will continue to enliven and enhance Old Town consistent with the goals and policies of the General Plan and OTSCAP by offering new housing options for the residents of Scottsdale. The building massing is designed to respectfully integrate with the surrounding building heights with a maximum proposed building height of 48-ft (Type 1) and 66-ft (Type 2) with an additional 6-ft for mechanical equipment (20% of roof area). Further, no reduced development standards to the setbacks and stepbacks are being proposed. The only proposed amended development standard is to allow for a greater setback average along Marshall Way (building location percentage) due to the unique street angle and proposed building configuration.

Redevelopment and revitalization of the site brings a wide range of amenities including, but not limited to, ground level office/retail/restaurant space, underground parking including public parking spaces, public plaza space, enhanced landscape and hardscape, shade, improved pedestrian connectivity, sensitive edge buffering, vibrant architecture, public art, and placemaking.

GA 2

Improve access to automobile, transit, and other mobility options to, from, and within Growth and Activity Areas.

GA 2.1 Coordinate a balanced multimodal circulation system that can accommodate changing demographics and patterns of development within identified Growth and Activity Areas.

Response: The Property is located at the southwest corner of Indian School and Marshall Way and approximately 800' west of Scottsdale Road; both Scottsdale and Indian School are major arterials providing regional access. The Loop 101 is located approximately 2+/- miles to the east, which also provides regional access. By creating a comfortable and inviting pedestrian experience, The Artisan Scottsdale will encourage alternative modes of transportation, such as by foot, bicycle, bus and/or trolley. Encouraging alternative means of transportation is important as the Property is located near notable cultural, restaurant and shopping destinations including the Marshall Way and Main Street gallery district, MOW, Greasepaint Theatre, Scottsdale Artists School, and Scottsdale Fashion Square Mall. The site is also located within close proximity to the HonorHealth Osborn campus and the City's civic complex including the Civic Center Library, Center for Performing Arts, SMOCA and City of Scottsdale government offices. Additionally, the Indian Bend Wash (with its extensive multi-use path network) is located approximately one-mile east of the site and the Arizona Canal Trail is located less than one-half mile to the north.

GA 5

Recognize and build on the character and diversity of Scottsdale's various Growth and Activity Areas.

GA 5.1 Support land use compatibility with nearby neighborhoods through context- appropriate development within Growth and Activity Areas.

GA 5.2 Protect key economic and historic assets from incompatible land uses in designated Growth and Activity Areas.

GA 5.3 Support compact development patterns which minimize the need for added public facilities in Growth and Activity Areas.

GA 5.4 Promote new development, revitalization, and redevelopment within Growth and Activity Areas that maintains fiscal sustainability, promotes long-term economic development goals, and enhances quality of life.

***OLD TOWN GROWTH AREA** is the commercial, cultural, civic, and symbolic center of the community. Old Town includes a collection of interconnected, mixed-use districts. While one of the city's local and regional draws for shopping, dining, and entertainment, Scottsdale's Old Town is a prime tourist destination. The Old Town Growth Area, through the Old Town Scottsdale Character Area Plan, denotes locations for some of the greatest development intensity within the community. Building heights generally range between two and six stories, depending on location and district context, and may exceed six stories in certain areas identified in the Old Town Scottsdale Character Area Plan. At the center of the Old Town Growth Area is the Downtown Core. The Downtown Core, as identified, described, and defined by specific boundary in the Old Town Scottsdale Character Area Plan, is pedestrian-oriented, and*

includes downtown's historic legacy and heritage, specialty retail, art galleries, restaurants, public art, and the highest concentration of individually designated historic buildings found in the city. In contrast to the majority of the area, the Downtown Core is comprised of the lowest intensity of development in all of Old Town. The small-lot development pattern, active ground level land uses, and pedestrian focus of the Downtown Core are some of the primary elements that give Old Town its most identifiable character.

Response: The Artisan Scottsdale is contextually appropriate with respect to land use and physical improvements including massing, architecture, materials, landscape, hardscape, and lighting. The synergy of uses between the proposed residential mixed-use buildings and existing adjacent commercial retail, cultural, and employment uses will bolster the economic vitality of the area. Redeveloping and revitalizing an underutilized infill site in the heart of Old Town is key to promoting land use and economic sustainability; allowing reinvestment to strengthen the long-term success of Scottsdale.

Cost of Development Element

COD 1

As permitted by State Law, require development to pay its fair share of the cost of public service needs it generates.

COD 1.6 Continue to use water, water resources, and sewer development fees to ensure that new growth pays for itself without adversely impacting existing customers.

Response: The development will comply with all City requirement with respect to water and sewer development fees to ensure that development pays for growth.

COD 2

Promote development timing guided by the adequacy of existing and/or expandable infrastructure, services, and facilities.

COD 2.2 Ensure proposed development commits to construction of primary water, wastewater, and circulation systems, as necessary, before approval.

Response: Consistent with City requirements, the builder has submitted water and sewer basis of design reports, as well as a traffic report, with the zoning application to ensure adequate infrastructure and transportation systems are in place to serve the proposed use.

EV 1

Foster Scottsdale's resiliency to economic change through support of our core industries (e.g., tourism, healthcare, bio/life sciences, advanced business services), assets, regional competitiveness, and economic diversity.

EV 1.2 Support retention and expansion of established businesses and provide resources for businesses to adapt to changing market conditions.

EV 1.3 Diversify Scottsdale’s businesses, focusing on industries that add value to the existing economic environment.

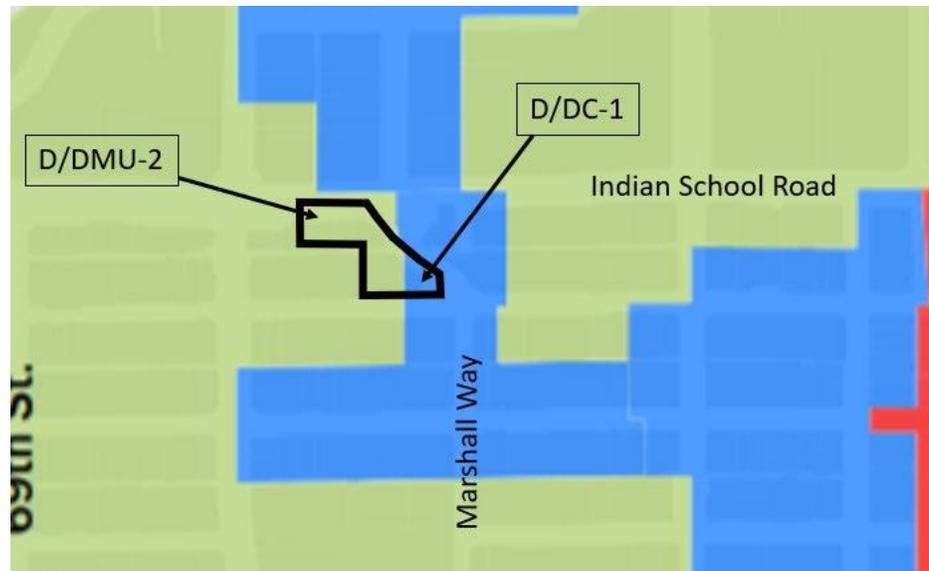
Response: Providing a variety of housing options that address the needs of multiple demographics contributes to a strong economic base. Old Town Scottsdale and surrounding areas have a growing population and mixed-use housing opportunities are in demand. This proposal will meet the growing need for housing and contribute to the long-term economic prosperity of the surrounding area by providing residents the opportunity live, work, and play in the Old Town setting.

OLD TOWN SCOTTSDALE CHARACTER AREA PLAN

The summary below is based on the proposed Downtown Plan update (renamed Old Town Scottsdale Character Area Plan), 1-GP-2018.

The Downtown Multiple Use category supports a variety of major employment and service-related uses including, but not limited to, multiple story residential, commercial retail, office, hotel and support services consistent with the intensity of uses which are typically found in Old Town Scottsdale. Additionally, revitalizing and redeveloping older properties is a critical part of the economic vitality of the community as it matures. Thus, the proposed approximately \$30,000,000 redevelopment of the site is accretive for the continuing economic growth and sustainability of the City as a whole.

The proposed D/DMU-2 PBD DO and D/DC-1 PBD DO zoning districts are consistent with the General Plan and Old Town Plan land use designation for the Property. Note that the D/DC-1 site only applies to a portion of the southern parcels as depicted to the right (and more specifically on the Development Types Map on the following page). The Old Town Plan’s goals and policies which relate specifically to the proposed Development Plan for the Property are identified as follows.



Development Types Map



➤ **LAND USE**

GOAL LU 1:

MAINTAIN OLD TOWN SCOTTSDALE AS THE COMMERCIAL, CULTURAL, CIVIC, AND SYMBOLIC CENTER OF THE COMMUNITY.

Policy LU 1.1

As a General Plan designated Mixed-Use Neighborhoods, Old Town Scottsdale should offer access to multiple modes of transportation and major regional designations, accommodate higher density housing combined with complementary office and retail uses, in vertical mixed-use structures, with a focus on pedestrian-scale architectural design at the ground level.

Policy LU 1.2

As a General Plan designated Growth Area, Old Town should accommodate future growth, new development, and redevelopment, with increased focus on enhanced transportation and infrastructure coordination.

Policy LU 1.3.

Maintain Old Town as a year-round, seven days a week, 18-hour Mixed Use Neighborhood that supports the needs of Scottsdale' residents, businesses, and visitors.

Response: The proposed mixed-use development will further strengthen Old Town’s urban environment and 7-day a week, mixed-use character by integrating additional housing options into the urban core in close proximity to well-established cultural, entertainment and employment land uses. Please refer to CD Goal 1 under the 2001 General Plan discussion above regarding the specific design elements that will bring a vibrant, interactive urban development to the Property.

GOAL LU 2:

ENCOURAGE THE DEVELOPMENT OF OLD TOWN AS A COLLECTION OF MIXED LAND USES AND DISTRICTS.

Policy LU 2.3

*Encourage new development, redevelopment and infill that strengthens Old Town Scottsdale’s mix of activities through the development of mutually supportive land uses within **Downtown Multiple Use** areas. The majority of the properties within the Old Town Plan boundary are Downtown Multiple Use.*

Response: The requested Downtown Zoning classification allows for higher intensities in a mixed-use setting to encourage an urban lifestyle and appropriate balance of land uses with an enhanced pedestrian environment. The rezoning request will allow for the revitalization of an underutilized collection of parcels and context appropriate urban development standards compared to what is currently allowed pursuant to existing C-2 DO zoning designation for the Property.

Old Town Future Land Use Map



Source: Old Town Scottsdale Character Area Plan

GOAL LU 3:

CONTINUE THE USE OF DEVELOPMENT TYPES TO GUIDE THE PHYSICAL AND BUILT FORM OF OLD TOWN SCOTTSDALE.

Policy LU 3.2

Support the highest scale Type 2 in the majority of the Multiple Use areas surrounding the Downtown Core.

Response: The PBD overlay requested with The Artisan Scottsdale zoning application will allow for redevelopment and revitalization of this Property assemblage with the integration of significant community benefits through underground public parking and public plaza space as well as enhanced landscape and hardscape, improved pedestrian connectivity, sensitive edge buffering, vibrant architecture, and placemaking within the Scottsdale Arts District. No amendments are being proposed to height, density, GFAR, setbacks and stepbacks with this application. The only exception to the development standards is the building location setback percentage along Marshall Way, which allow the building to have a greater average setback.

GOAL LU 5:

PROMOTE DIVERSITY IN OLD TOWN HOUSING OPTIONS.

Policy LU 5.1

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

Policy LU 5.2

Recognize the need for housing developments that are large scale projects with numerous units and amenities, as well as small infill projects with a limited number of units.

Policy LU 5.3

Encourage residential development for a variety of income groups.

Response: The redevelopment of this site from an underutilized collection of parcels to a synergistic mixed-use development with 83+/- luxury residences and approximately 5,000 s.f. of commercial space will promote the live-work-play philosophy in this well-established urban setting further contributing toward the long term goals of Old Town Scottsdale and diversity of housing types.

GOAL LU 6:

ENCOURAGE A MIX OF LAND USES TO SUPPORT A WALKABLE AND SUSTAINABLE DOWNTOWN.

Policy LU 6.1

Encourage development to provide a mix of uses and active street frontages, particularly in the Downtown Core, along Scottsdale Road, adjacent to primary open space areas and

within the more active Old Town districts. For development in peripheral areas such as the Garden District, the Arts District and portions of the Fifth Avenue District west of Goldwater Boulevard, and the Civic Center and Brown and Stetson Districts east of 75th Street that may not be able to support a mixed of uses with active frontages, encourage features that create visual interest at the pedestrian level.

Policy LU 6.2

Support downtown sustainability by encouraging vertical mixed-use development with and uses near on another.

Policy LU 6.3

Encourage development to make use of existing urban resources such as infrastructure systems, under-utilized sites, buildings, and transportation networks.

Policy LU 6.4

Support interconnected, pedestrian oriented Old Town districts that are comprised of a balanced mix of activities and land uses within optimal walking distance (approximately one-quarter mile).

Response: The Artisan Scottsdale is located within the Scottsdale Arts District on an underutilized, vacant property, and therefore, is ideally situated for mixed-use development with residential and supporting commercial land uses. The location of the proposed development will lend itself to various modes of transportation, such as by foot, bicycle and/or trolley vs. car as the Property is located within one-quarter mile of numerous restaurants, cultural, employment and retail opportunities. The City’s civic complex (offices, library, and museum) is located approximately one-third mile to the east and The Waterfront and Scottsdale Fashion Square mall are located just over one-quarter mile to the north. The shaded walkways that are found within the Scottsdale Arts, Fifth Avenue, and Historic Old Town Districts provide a comfortable means to circulate within these districts and between them. The Artisan Scottsdale integrates new public pedestrian spaces at Indian School and Marshall Way further strengthening this Old Town amenity.

➤ **CHARACTER & DESIGN**

GOAL CD 1:

STRENGTHEN AND ENHANCE OLD TOWN DISTRICT CHARACTER WITH CONTEXTUALLY COMPATIBLE DEVELOPMENT.

Policy CD 1.1

Incorporate the distinctive qualities and character of surrounding and/or evolving, context into building and site design.

Policy CD 1.2

Encourage public and private development to establish new urban design and architectural character in areas where downtown development patterns are fragmented or in transition.

Policy CD 1.4

Protect prominent historic resources and promote innovative new development that respectfully coexists with the character and context of these historic assets.

Policy CD 1.5

Maintain pedestrian oriented small-town character and human scale in the Downtown Core. Incorporate similar elements of pedestrian character and scale at the street level of all downtown districts.

Response: The Artisan Scottsdale is located in the center of the Scottsdale Arts District on the southwest corner of Indian School Road and Marshall Way. The streetscape design will embrace the Old Town Scottsdale Urban Design & Architectural Guidelines and provide a welcoming pedestrian environment for Old Town patrons walking along Indian School, Marshall, and First Avenue as compared to the more car-centric surface parking that exists today. The proposed mixed-use development will provide a comfortable and safe streetscape designed with human-scale elements, shade and movement through both hardscape and building forms. Trees and shrubs will be used to create a comfortable microclimate as well as providing visual relief that will enhance the pedestrian experience along the street edge and encourage the use of sidewalks and plaza spaces to get from one destination to another further enhancing the mixed-use character of Old Town and respecting the existing building context.

The underground parking structure will be available residents and visitors, but in addition there will be a separate level of 56+/- public parking spaces available to Old Town patrons. Public parking will be provided on the first deck below grade for ease of use along with the appropriate directional signage.

GOAL CD 2:

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

Policy CD 2.1

The scale of existing development adjacent to the Old Town boundary should be acknowledged and respected through a sensitive edge transition buffer. This buffer, established on a location specific basis, may include transitional development types, landscape buffers, and/or sensitive architectural design solutions to mitigate the larger building mass and height of downtown development.

Policy CD 2.2

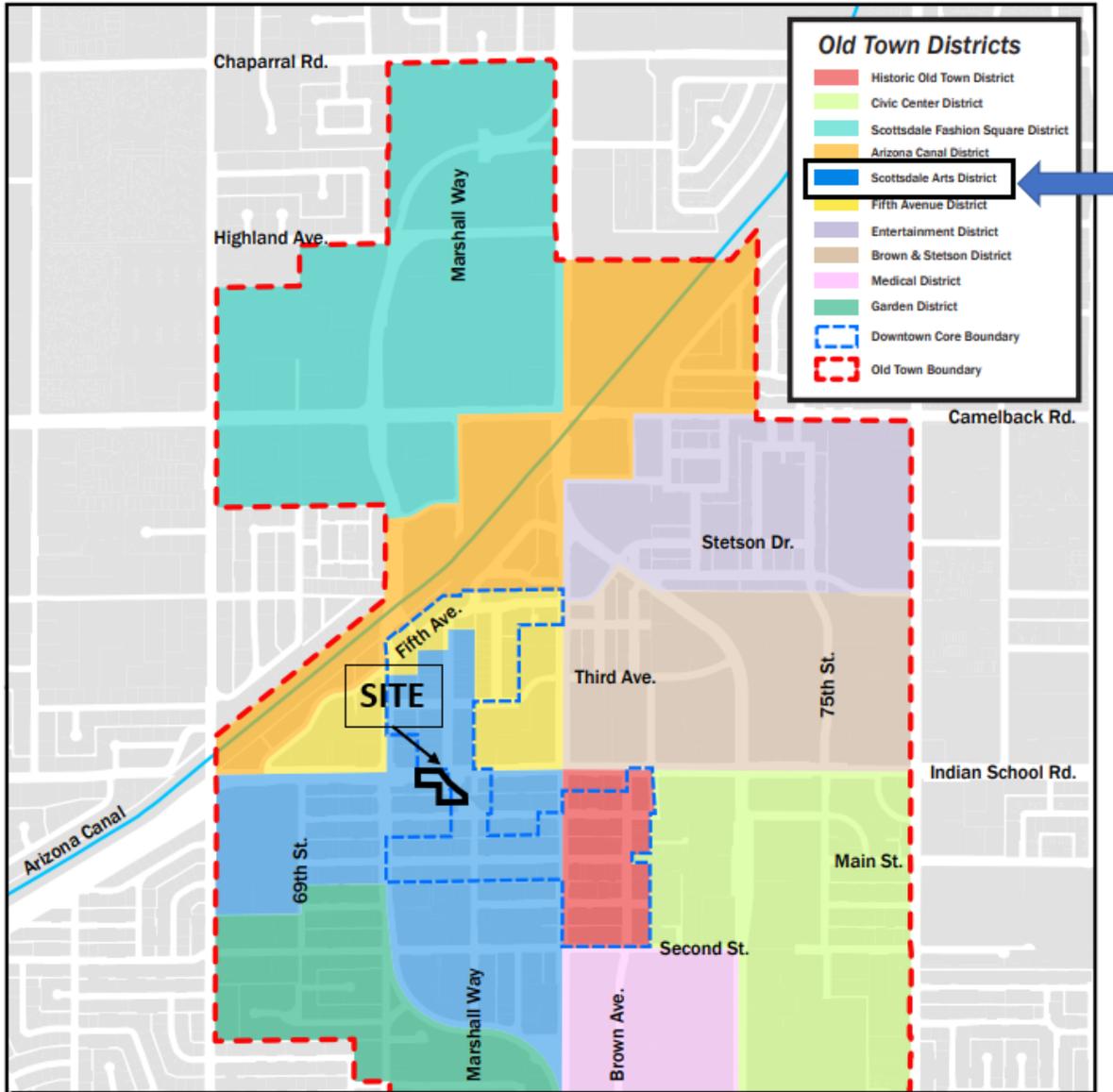
Sensitive transitions buffers between Downtown District Development Types should be implemented through architectural design that steps down larger building mass and height, to lower development.

Response: See response above under Old Town Plan Goal CD 1. In addition, the building massing is varied both horizontally and vertically to help reduce overall building volume and create numerous transitions and additional architectural interest. The building design incorporates layers, textures and variety in materials providing four-sided architectural character that responds to the Sonoran Desert climate while also respecting solar orientation.

Old Town District

 Scottsdale Arts District – Numerous fine art galleries, restaurants, retail stores, the Scottsdale Museum of the West, the Scottsdale Artist’s School, and the Thursday Night ArtWalk are all located within this district.
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Old Town Districts Map



Source: Old Town Scottsdale Character Area Plan

GOAL CD 3:

OLD TOWN DEVELOPMENT SHOULD RESPECT AND RESPOND TO THE UNIQUE CLIMATE AND CONTEXT OF THE SOUTHWESTERN SONORAN DESERT.

Policy CD 3.1

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

Policy CD 3.2

Enhance outdoor pedestrian comfort through the creation of microclimates that incorporate a variety of shade conditions, landscape, and features that are drought tolerant, as well as offer attractive spaces, and passively cooler temperatures.

Policy CD 3.3

Pursue building and development strategies that reduce the heat island effect within downtown.

Policy CD 3.4

Public realm and site design should incorporate techniques for efficient water use. Water, as a landscape element or design feature, should be used judiciously and placed in locations with high pedestrian activity.

Response: The landscape character of the proposed development will include a variety of plants that will provide year-round color, shade, and texture for the site in keeping with the Old Town Scottsdale Urban Design & Architectural Guidelines. The proposed plant palette will incorporate hardy plants known to thrive in the heat and sun of the Sonoran Desert climate. Plant selection and landscape design will allow the development to use water efficiently throughout the site.

GOAL CD 4:

CREATE A DYNAMIC AND CONNECTED WALKABLE DOWNTOWN THROUGH URBAN AND ARCHITECTURAL DESIGN.

Policy CD 4.1

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

Policy CD 4.2

Retain and expand the tradition of covered walkways in Historic Old Town. Encourage the use of covered walkways, cantilevered awnings, and tree canopies in all other districts.

Policy CD 4.3

Improve the pedestrian experience on arterial roadways with features such as increased and consistent sidewalk width, on-street parking, landscape buffers, landscape medians, and pedestrian refuge islands.

Policy CD 4.4

Enhance the downtown pedestrian experience through the provision of pedestrian oriented banner, wayfinding, signage, and other related infrastructure.

Response: This part of Old Town offers a rich pedestrian focused environment surrounded by a range of activities along Marshall Way, Indian School Road, First Avenue, and along Main Street and Scottsdale Road. An important feature of The Artisan Scottsdale is pedestrian circulation that provides a seamless interaction with the existing range of Old Town galleries, museums, and restaurants. The building design focuses on enhancements at the human level with variation in building form, massing, materials/texture, and colors interconnected with landscape and hardscape that provide a comfortable, walkable pedestrian realm. Signage and lighting will be woven into

the project in a creative and conspicuous manner to provide wayfinding for pedestrians while blending with the architectural character.

GOAL CD 5

ESTABLISH AN INVITING AND INTERCONNECTED DOWNTOWN PUBLIC REALM AND OPEN SPACE NETWORK THAT IS USEFUL, SAFE, INTERESTING, AND COMFORTABLE TO ALL.

Policy CD 5.1

Provided high-quality, multi-functional open space areas within Old Town that include central gathering places, a series of smaller, intimate spaces, as well as active and passive recreational use opportunities.

Policy CD 5.2.

Private and public development should contribute to the creation of new, and/or the expansion of existing, public realm and open space areas throughout Old Town.

Policy CD 5.3

Provide a variety of public realm and open space areas that accommodate multiple activities and special events for downtown residents, visitors and workers of all ages.

Policy CD 5.4

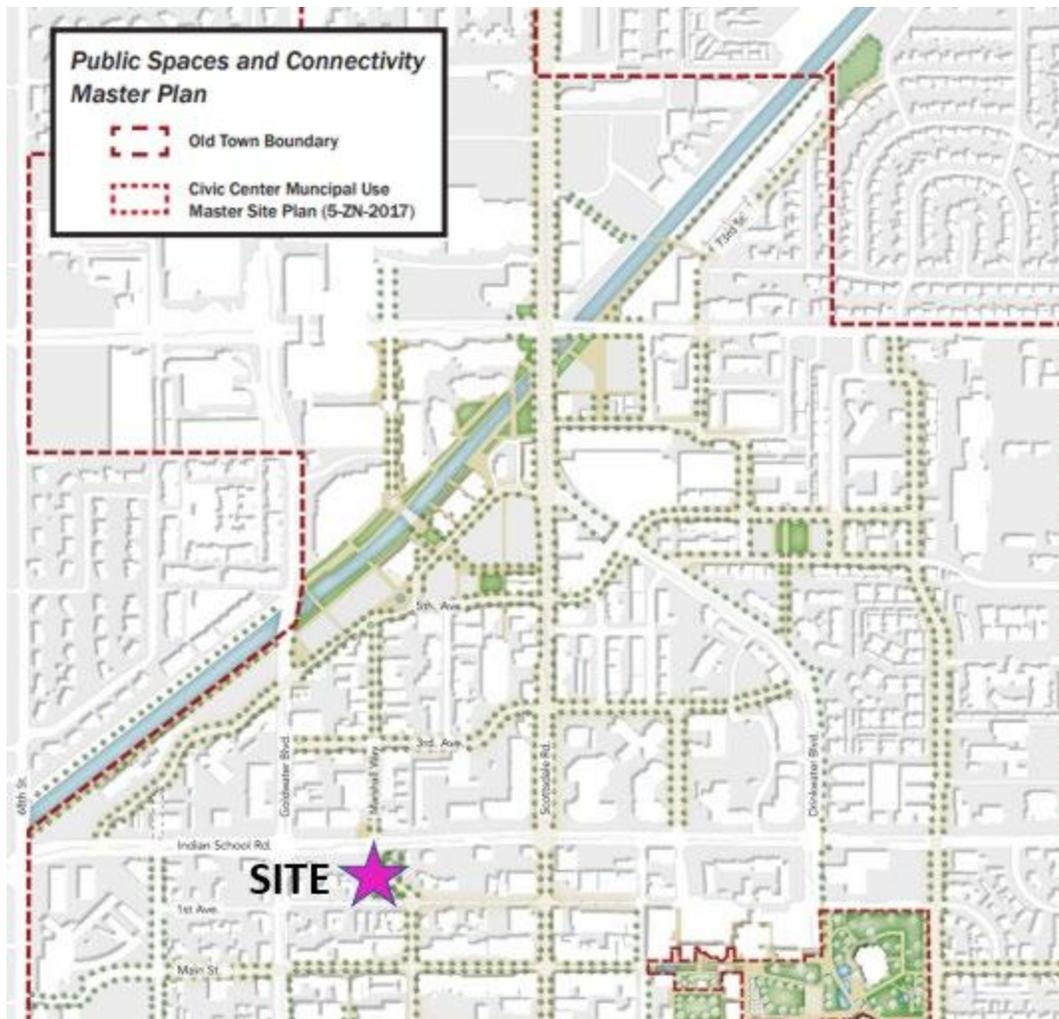
Promote the Civic Center, Arizona Canal, and Museum of the West areas as primary downtown public open spaces for community residents and visitors. These primary public spaces should be actively programed with a variety of social, cultural, artistic and entertainment activities, and special events.

Policy CD 5.5

Improve, expand, or create new public realm and open space areas that can be enhanced by art and interactive opportunities, such as pocket art parks and temporary art trails.

Response: The public plaza improvements will enhance pedestrian connectivity and function as an enjoyable centrally located pedestrian node within the Scottsdale Arts District. Additionally, the site design provides for enhanced tree-shaded walkway connections along the entire streetscape. Expanding beyond the site, the importance of this public plaza connection node between north and south Indian School Road will encourage foot traffic to seamlessly traverse north to the Arizona Canal and south to the MOW and Scottsdale Artist School along Marshall Way consistent with the planning efforts set forth in the Scottsdale Downtown Public Space Master Plan. This will reinforce the overall interconnected fabric of the entire Old Town area (see map below).

Scottsdale Public Spaces Master Plan



Source: Old Town Scottsdale Character Area Plan

GOAL CD 6

CREATE SAFE, COMFORTABLE, AND INTERESTING STREET SPACES.

Policy CD 6.1

Create a unified public realm experience through the design of downtown streets, building setback areas, and building frontages.

Policy CD 6.2

Connect downtown street spaces with other pedestrian spaces and linkages.

Policy CD 6.3

Streetscapes should provide continuity for the pedestrian across different developments along the same street. This continuity can be established through the provision of comprehensive sustainable landscape improvements, shade elements, decorative paving, street furniture, public art, and other integrated infrastructure elements.

Policy CD 6.4

Use development standards, related exceptions, and urban design guidelines regarding building location and setback to enhance the context, rhythm, and features of streetspaces.

Policy CD 6.5

Develop walkable blocks by providing new streets, pedestrian paths, courtyards, pocket parks, and plazas that connect with other streets and public or common opens spaces.

Policy CD 6.6

Create, or maintain, a defined building location to establish the public realm, establish a clear visual identity, and activate storefront areas to increase pedestrian comfort.

Response: See response to CD Goals 4 and 5 above. Streetscapes will provide continuity and connectivity from, to and around The Artisan Scottsdale. The two public plaza spaces, north and south combined equal approximately 10,000 s.f. The design of open space elements will include sustainable, low water use landscape improvements, shade trees, shade elements, hardscape, seating spaces, public art, wayfinding, and integrated infrastructure. The primary focus of development plan is walkability and contextually appropriate building placement that caters to the pedestrian and celebrates the Scottsdale Arts District and the importance of Marshall Way as the central spine connecting galleries and retail north and south of Indian School Road. Also, redevelopment of the existing surface parking lot will reduce the urban heat island effect by integrating new open space and additional landscaping.

GOAL CD 7

INCORPORATE A REGIONAL LANDSCAPE PALETTE THAT COMPLEMENTS THE URBAN AND PEDESTRIAN CHARACTER OF OLD TOWN.

Policy CD 7.1.

Old Town open space and landscape elements should project a desert oasis character, providing an abundance of shade, color, varied textures and forms.

Policy CD 7.2

Landscape materials should complement the built environment, land uses, and other downtown activities. Careful selection of downtown plan materials should take into account attributes such as scale, density, placement, arrangement and maintenance requirements.

Response: The landscape palette will complement the existing urban context by integrating desert-lush vegetation that provides an abundance of shade, color, texture, and form while providing a setting for the proposed buildings. Mature desert landscaping and materials will enhance the pedestrian experience and soften the vertical and horizontal surfaces by incorporating

natural shading elements. The landscape character will incorporate trees and shrubs that will thrive in urban desert environment while complementing the architecture and responding to specific microclimatic conditions. In addition to landscaping, the plaza spaces will integrate seating, hardscape patterns, public art, and unique design elements that will enliven the pedestrian realm and blend into the context of Old Town.

GOAL CD 8

INTEGRALLY DESIGN LIGHTING INTO THE BUILT ENVIRONMENT.

Policy CD 8.1

Achieve a balance between ambient light levels and designated lighting needs.

Policy CD 8.2

Encourage lighting that is energy efficient and designed to serve both pedestrian and vehicular safety in public and private spaces.

Policy CD 8.3

Use lighting to provide a safe and inviting nighttime environment for residents, businesses and visitors, and to enhance nighttime special events and activities.

Response: Energy efficient lighting will be utilized to provide appropriate levels for wayfinding and building accent while respecting the existing Old Town environment and Scottsdale’s lighting standards and lighting levels. Exterior lighting standards for the development are still being refined by the design team but will complement the proposed contemporary building character.

GOAL CD 9

IMPLEMENT HIGH QUALITY URBAN AND ARCHITECTURAL DESIGN IN OLD TOWN.

Policy CD 9.1

Design downtown civic buildings and public spaces to demonstrate the city’s commitment to, and leadership in, design excellence.

Policy CD 9.2

Incorporate the Scottsdale Sensitive Design Principles and the Old Town Urban Design and Architectural Guidelines in all development.

Policy CD 9.3

Achieve high quality urban and architectural design through the development review process.

Policy CD 9.4

Integrate art into downtown urban design and architecture.

Response: The Artisan Scottsdale will promote the Scottsdale Sensitive Design Principles and embrace the Old Town Scottsdale Urban Design & Architectural Guidelines as outlined in the

sections below. Responding to the established Old Town character, the integration of indigenous and contextual building materials and native landscaping will be utilized. Complementary textures, colors and materials will create strong aesthetic connections between existing and newly constructed developments while still maintaining a unique and identifiable character for The Artisan Scottsdale at the corner of Indian School and Marshall Way.

GOAL CD 10

INCORPORATE SUSTAINABLE BUILDING PRACTICES IN OLD TOWN DEVELOPMENT.

Policy CD 10.2

Incorporate sustainable planning design and building techniques into downtown development and use durable indigenous materials that will endure over time, to minimize environmental and maintenance impacts.

Policy CD 10.3

Encourage green building design strategies such as building orientation, passive solar response, natural day lighting, passive cooling techniques, and the integration of regional plan materials as part of downtown development.

Policy 10.4

Promote the use of energy efficient systems, construction methods, and alternative energy sources in downtown development.

Policy 10.6

Use existing urban resources, such as infrastructure systems, underutilized sites, buildings, and transportation networks to minimize the use of new resources.

Response: The Artisan Scottsdale development plan will meet and/or exceed all International Green Construction Codes as required by the City. Providing an infill redevelopment project with a mixed-use program speaks directly to sustainability and the live, work, play General Plan objective. Located in Old Town, it encourages walkability and use of public transportation options. Additional sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be utilized where feasible. Building orientation considerations and passive solar response (shaded and recessed glazing) have been incorporated with the site and building design given the Sonoran Desert climate.

Policy 10.8

Maintain sustainable solid waste collection, recycling, and disposal delivery systems downtown. Encourage the use of shared waste containers and compactors among similar downtown businesses (e.g. office and retail) to reduce the number of containers in downtown, and their negative aesthetic, olfactive and circulation impacts.

Policy 10.9

Encourage downtown recycling and other waste reduction and diversion programs in civic spaces, at special events, and in commercial and multifamily residential developments.

Response: Refuse/ recycling services and loading areas may be screened from public street view via the existing central alley. Recycling and waste reduction techniques will be emphasized throughout.

GOAL CD 11

INFRASTRUCTURE DESIGN SHOULD POSITIVELY CONTRIBUTE TO OLD TOWN IDENTITY.

Policy CD 11.1

Design infrastructure improvements to unify the overall identity of Old Town, while still contributing to the specific district identity in which they are located.

Policy CD 11.2

Develop infrastructure improvements that positively impact the aesthetics and mobility aspects of the pedestrian environment.

Policy CD 11.3

Underground overhead utilities when physically and economically feasible to reduce the negative visual impacts in the downtown.

Policy CD 11.4

Minimized the aesthetic and circulation impacts of power and communication system equipment located in rights-of-way.

Response: Infrastructure improvements will be unified within the Old Town and Scottsdale Arts District context improving the current condition and pedestrian experience in the area. Visibility of above ground mechanical will be minimized by utilizing ground vaults, where feasible, and/or screened from view using decorative walls and/or landscaping buffers or other appropriate screening methods. Overhead utility lines will be placed underground consistent with city code requirements.

➤ **MOBILITY**

GOAL M 1:

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

Policy M 1.1

Maintain a well-connected downtown circulation grid comprised of complete streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A complete street responds to its

community context and may include sidewalks, bicycle lanes and parking, bus lanes , comfortable and accessible public transit stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and narrower travel lanes to enhance connectivity for all. A complete street is also consistent with federal laws and guidelines including those pertaining to accessibility.

Policy M 1.2

Provide pedestrian and bicycle facilities within large projects and development parcels and connect them to adjacent development and the greater downtown circulation system.

Policy M 1.3

Provide continuity in downtown wayfinding through the addition of landmarks, public art, distinct streetscape improvements, maps, directions, symbols, signage, and information systems for both pedestrians and motorists.

Policy M 1.4

Accommodate the movement of freight goods and services, truck delivery access and operations, and emergency response vehicles on private development sites, and out of the public right-of-way where possible.

Policy M 1.5

Encourage use of mobility options downtown, such as: transit, biking, walking, ride share, transportation carts, pedicabs and horse drawn carriages, particularly during special events.

Policy M 1.7

Maintain Goldwater Boulevard and Drinkwater Boulevard as the primary routes to accommodate pass-through traffic around downtown.

Policy M 1.8

Enhance downtown’s pedestrian-oriented environment through reduced vehicular lane widths, design speeds, and intersection lengths, as appropriate.

Response: Successful downtown revitalization and redevelopment focuses on a lively pedestrian presence with mixed-use development and quality pedestrian level design and linkages. Streetscape improvements will be made along Indian School Road and Marshall Way consistent with City standards creating a presence that prioritizes the pedestrian. The public plaza spaces along with well-placed shade trees will create a more comfortable and inviting pedestrian space along the streetscape vs. the current more auto-centric site conditions. This will allow easy use of the established circulation system, in and around the site taking advantage of the multi-modal transportation options available in Old Town.

GOAL M 2:

CREATE COMPLETE, COMFORTABLE, AND ATTRACTIVE PEDESTRIAN CIRCULATION SYSTEMS.

Policy M 2.1

Design the public realm to include wide sidewalks that accommodate meeting and passing other pedestrians, queuing, pedestrian waiting areas, street furniture, pocket parks, patio areas and other desired levels of activity.

Policy M 2.2

Encourage pedestrian oriented design that included pedestrian comfort amenities such as trees, shade from buildings, seating, shelter, wayfinding and lighting, to encourage strolling, lingering and promenading, especially in areas where there is a high concentration of pedestrian activity.

Policy M 2.3

Manage existing and design future downtown transportation and related systems with a focus on pedestrian mobility, accessibility, and safety.

Policy M 2.4

Develop an attractive, interconnected network of safe and walkable pedestrian linkages to, within, and between downtown districts.

Policy M 2.5

Provide enhanced pedestrian access and connections between adjacent developments.

Response: The streetscape will be improved to enhance the pedestrian experience providing a stronger connection within the Scottsdale Arts District and connecting Marshall Way north and south of Indian School Road. Expanding beyond the site, the importance of this connection node between north and south Indian School Road will encourage foot traffic to seamlessly traverse north to the Arizona Canal and south to the MOW and Scottsdale Artist School along Marshall Way consistent with the planning efforts set forth in the Scottsdale Downtown Public Space Master Plan. These improvements further connect to Scottsdale Road, Main Street, and beyond to The Waterfront, Scottsdale Fashion Square, Main Street and Civic Center plaza destinations. The street level pedestrian improvements include new shade trees and pedestrian plazas (approximately 10,000 s.f.) that will reinforce the walkable character of Old Town.

GOAL M 4

MAINTAIN A CONVENIENT AND ADEQUATE PARKING SUPPLY IN OLD TOWN.

Policy M 4.1

Develop a “park once environment” downtown, where users can access multiple destinations without the need to move their private vehicle numerous times.

Policy M 4.2

Create new or adjacent existing parking requirements to ensure continued downtown revitalization and investment, as technologies and private vehicle user preferences evolve.

Policy M 4.3

Maximize use of the existing parking supply through a comprehensive, multi-tiered parking management program.

Policy M 4.4

Create new public parking supply through public-private partnerships to maintain free public parking downtown.

Response: The Artisan Scottsdale contributes to the “park once environment” noted above by integrating mixed-use development within the Scottsdale Arts District and providing 56+/- underground public parking spaces onsite. With a strong emphasis on walkability, activation of the urban environment will be strengthened through a seamless transition along Marshall Way north and south of Indian School Road linking to multiple gallery and dining options within the Scottsdale Arts District. A detailed parking master plan is also provided with this application.

GOAL M 5

ENCOURAGE TRANSIT THAT PROVIDES LOCAL AND REGIONAL CONNECTIONS TO, FROM AND WITHIN OLD TOWN SCOTTSDALE.

Policy M 5.1

Enhance Old Town Scottsdale’s local and regional transit availability and accessibility, by emphasizing high frequency and expanded hours of service within the downtown and connections to adjacent areas.

Policy M 5.2

Locate higher density development near major transit routes and venues to facilitate increased use of downtown transit.

Policy M 5.3

Link the downtown Old Town Trolley and other transit to existing and future local and regional transit networks to accommodate the needs of residents, employees and visitors.



Response: The Property is ideally situated to benefit from Old Town and City-wide transit options. The Scottsdale Trolley system (Morning Express, Neighborhood and Downtown trolleys) run near to the Property providing access throughout Old Town and Southern Scottsdale. The existing Valley Metro Bus runs along Scottsdale Road (Route 72) providing access from Chandler/Tempe to North Scottsdale and along Indian School Road (Route 41) providing access from Granite Reef west to Phoenix.

GOAL M 6

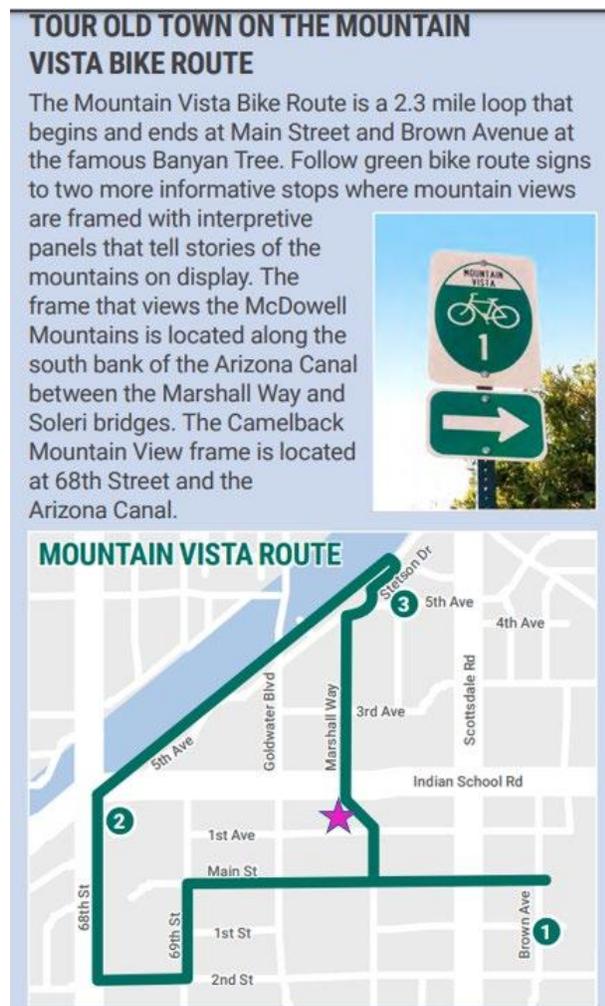
DEVELOP A CONTINUOUS, ACCESSIBLE, AND INTERCONNECTED BICYCLE NETWORK.

Policy M 6.1

Promote convenience connections between the on-street bicycling network and off-street paths and trails.

Policy M 6.2

Connect the downtown bicycling network to the regional bicycling system via the Arizona Canal, Crosscut Canal, Sun Circle Trail, and Indian Bend Wash multi-use paths.



Policy M 6.3

Integrate on-street bicycle lanes and bicycle routes throughout downtown.

Policy M 6.4

Expand off-street bicycling facilities with connections to existing and planned on-street bicycle facilities.

Response: By creating a comfortable, shaded pedestrian-oriented experience along the adjacent streets, The Artisan Scottsdale will encourage alternative modes of transportation, such as by foot, bicycle, bus and/or trolley. Bicycle racks/lockers will be provided for residents and patrons near building entrances. Existing bicycle routes run along both Indian School Road and Marshall Way. Encouraging these alternative means of transportation is inherent to Old Town development as the Property is located near numerous office, dining, retail, and cultural destinations. Additionally, the Indian Bend Wash is located approximately one-mile directly east of the site and the Arizona Canal Trail is located less than one-quarter mile to the north. The Mountain Vista bike route provides a loop linking through Old Town.

Source: scottsdaleaz.gov

GOAL M 7

PROVIDE BICYCLE INFRASTRUCTURE AND FACILITIES TO ENCOURAGE INCREASED DOWNTOWN RESIDENT, EMPLOYEE AND VISITOR BICYCLING.

Policy M 7.1

Incorporate accessible bicycle infrastructure and facilities into public and private development, such as designated bicycle parking areas, racks, lockers, and shower facilities.

Policy M 7.2

Develop a series of tourism bicycle routes that highlight unique visitor attractions.

Response: Existing bicycle routes run along both Indian School Road and Marshall Way. Bicycle infrastructure will be maintained with the redevelopment of the Property and bicycle racks/lockers will be provided to encourage residents, employees, and visitors to utilize alternative modes of transportation.

➤ ARTS & CULTURE

GOAL AC 1

INVEST IN CURRENT AND CREATE NEW OPPORTUNITIES TO ADVANCE OLD TOWN SCOTTSDALE AS AN ARTS AND CULTURAL HUB WITH REGIONAL, NATIONAL, AND INTERNATIONAL SIGNIFICANCE.

Policy AC 1.1

Support a diverse range of arts and culture experiences downtown.

Policy AC 1.2

Revitalize, expand and develop new arts, cultural, and educational facilities that enhance Old Town Scottsdale's artistic landscape.

Policy AC 1.3

Grow existing and establish new high-quality, signature festivals, events and programming that attract resident and visitor audiences and distinguish Old Town Scottsdale as a premiere arts and culture destination.

Policy AC 1.4

Continue to invest in, improve, celebrate, and promote the Scottsdale Arts District, Scottsdale Civic Center, and the Arizona Canal as prominent downtown arts and culture destinations.

Response: Scottsdale's identity and brand includes art/culture, recreation, shopping, galleries, and resorts. The Artisan Scottsdale will build upon the strong art base in Old Town by providing art space, public plazas, and new underground public parking at a key intersection within the Scottsdale Arts District that will continue to distinguish Old Town Scottsdale as a premiere art and culture destination.

GOAL AC 2

ENCOURAGE CREATIVE PLACE-MAKING OLD TOWN, WHERE ALL CAN PARTICIPATE.

Policy AC 2.1

Encourage investment in public art and cultural destinations that preserve, commemorate, and celebrate Scottsdale's diverse history, culture, and people.

Policy AC 2.2

Serve diverse community interests by supporting a variety of monumental art pieces, emerging artists, and temporary event-based programs downtown.

Policy AC 2.3

Utilize public art to strengthen interconnectivity between downtown districts and cultural facilities through way-finding, space activation, temporary art trails, and pocket art park opportunities.

Policy AC 2.4

Facilitate public art integration into Old Town architecture and urban design.

Response: The Artisan Scottsdale development team seeks to build a new approximately \$30,000,000 mixed-use development while celebrating Scottsdale as an established arts community through the implementation of new public plazas and strengthened connectivity along Marshall Way. As required by the PBD, contributions to the Cultural Improvements Program include original works of art costing a minimum of one (1) percent of the applicable building valuation. It is builder's intention to provide the required public art onsite in the public plaza spaces.

➤ ECONOMIC VITALITY

GOAL EV 1

SUPPORT OLD TOWN'S PROMINENT ECONOMIC ROLE AS A HUB FOR ARTS, CULTURE, RETAILING, DINING, ENTERTAINMENT, TOURISM, EVENTS, AND EMPLOYMENT.

Policy EV 1.1

Encourage land uses, activities, and special events that support downtown as a primary commercial, cultural and tourism destination, to maintain downtown's economic role in the community.

Policy EV 1.2

Promote downtown as an environment attractive to both leisure visitors and a skilled workforce.

Policy EV 1.3

Attract tourism-supporting land uses, activities and special events to reinforce Old Town as a robust tourism destination.

Policy EV 1.4

Proactively address economic and social changes by examining Old Town goals on a regular basis, to ensure responsiveness to shifts in economic, social, environmental, and market conditions.

Policy EV 1.5

Appeal to residents, visitors, and workers by creating and delivering programs and services that support a high quality, year-round, successful mix of retail, dining, entertainment, emerging enterprises, and small businesses that contribute to Old Town's unique character.

Response: The Downtown Multiple Use and Downtown Core subdistricts support a variety of land uses including, but not limited to, multiple story residential, office, hotel, retail shops, and restaurants. Additionally, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures. Integrating additional residential housing options and supporting commercial in Old Town is essential for the continuing economic growth and sustainability of Scottsdale. Further, developing this approximately \$30,000,000 mixed-use project will increase the employment base and provide jobs near a range of housing options. This project exemplifies the revitalization component by redeveloping an underutilized, vacant site and creating a vibrant development with nearby access to support services and transportation corridors.

GOAL EV 2

PROMOTE PRIVATE INVESTMENT IN, AND ATTRACT NEW DEVELOPMENT TO, OLD TOWN.

Policy EV 2.1

Encourage investment in residential and commercial development that ensures Old Town's economic competitiveness regionally and nationally.

Policy EV 2.2

Promote a mix of daytime/nighttime activities year-round through residential and commercial development in Old Town.

Policy EV 2.4

Promote the retention of major downtown employers and accommodate their future expansion needs.

Policy EV 2.7

Attract and retain a broad array of economic activities that widen the appeal of Old Town and strengthen the city's tax base.

Policy EV 2.8

Recognize that talent is a critical component of business location decisions and enhance Old Town’s quality of life amenities and housing choices, to appeal to a skilled workforce.

Response: The Artisan Scottsdale will bring a mixed-use development to a key location within the Scottsdale Arts District. The PBD overlay requested with this zoning application will allow for an approximately \$30,000,000 reinvestment in the heart of Old Town further stimulating the economic tax base, assisting small local businesses as well as the diversity of land uses and expanded employment opportunities. Below is a more detailed description of how the PBD overlay criteria are being met.

PLANNED BLOCK DEVELOPMENT (PBD)

Sec. 6.1301. Purpose. The purpose of the PBD Overlay District is to allow for development flexibility in the Downtown Area to assist the City in achieving the Downtown Plan, developing more Downtown Area public amenities, and adding land uses that would further promote the Downtown Area as a twenty-four (24) hour community.

Response: The PBD overlay designation is being requested to allow for the assemblage of multiple parcels for the proposed mixed-use development. In keeping with the PBD requirements, a Development Plan has been established to include a site plan, conceptual elevations, and landscaping. The intent of the Development Plan is to define an established style, character, and design quality for the site, while maintaining opportunities for specific needs and a creative identity through future approvals by the Development Review Board (DRB). The Development Plan is intended to invoke a sense of quality and character to ensure compatible development with Scottsdale’s Old Town character. Property Development Standards are consistent with the Downtown Ordinance with no proposed amendments with respect to building height, density, GFAR, setbacks and stepbacks.

Summary of Proposed Property Development Standards with PBD

Site Area:	1.92+/- gross acres (83,635s.f.) 0.92+/- net acres (40,441 s.f.)
Base Building Height:	48 feet* in Type 1 and 66 feet* in Type 2
Proposed Building Height:	48 feet* in Type 1 and 66 feet* in Type 2 – no bonus
	*Additional 6 feet allowed for mechanical equipment

Potential Bonus Height:	84 feet (78 feet + 6 feet mechanical) in Type 2
Maximum GFAR:	1.4 or 117,089 s.f.
Proposed GFAR:	5,000 s.f. (commercial) + 2,600 s.f. (amenities for residential) Total of 7,600 s.f. or 0.091 GFAR – no bonus
Density Allowed:	50 du/ac or 96 units
Proposed Density:	43.23 du/ac or 83 units – no bonus
Building Setbacks: (Minimum)	Indian School Road: 30 feet Marshall Way: 20 feet First Avenue: 20 feet
Building Stepbacks:	No amendments to base Downtown Ordinance
Exception:	Building location setback percentage along Marshall Way

Sec. 6.1304. PBD Overlay District criteria.

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

1. Criteria for a PBD Overlay District application in a Type 1 Area:

- a. The Development Plan shall reflect the goals and policies of the Character & Design Chapter of the Downtown Plan; and*
- b. The site development standards and building form shall be in conformance with the Downtown Plan Urban Design & Architectural Guidelines.*

Response: See related sections in this Project Narrative (Old Town Character & Design above goals/policies and Old Town Scottsdale - Urban Design & Architectural Guidelines below).

2. Criteria for a PBD Overlay District application in a Type 2 or Type 2.5 Area:

- a. The Development Plan shall reflect the goals and policies of the Character & Design Chapter of the Downtown Plan;*

Response: See related section above (Old Town Character & Design goals and policies).

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

Response: See related section below (Old Town Scottsdale – Urban Design & Architectural Guidelines).

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

Response: Building form conforms to the surrounding Old Town Character and is respectful of the surrounding context.

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

Response: Appropriate transitions have been addressed through building and site design. The zoning request includes **no** bonus requests for height, density, or GFAR beyond the base PBD requirements and only **one** amended development standard to allow for a greater setback average along Marshall Way (building location percentage) due to the unique street angle and proposed building configuration.

- e. The Development Plan for development within one hundred (100) feet of a Type 1 Area shall address appropriate transitions in building heights, building massing, and landscape materials between the proposed development and the Type 1 Area;*

Response: Development Plan conforms to the Type 1 adjacent transitions required by the Zoning Ordinance. The Property is adjacent to the Type 1 development type along the north and east boundary of the site. The proposed buildings have been designed to establish a hierarchy of massing and height coupled with the varying architectural components that modulate and articulate the façade both vertically and horizontally, providing a base, middle and top avoiding a monolithic volume effect. These elements along with building placement and ground level public plaza improvements to the City acquisition parcels provide thoughtful transitions to/from the existing and future Old Town urban context.

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

Response: Active street frontages are provided along Indian School Road, Marshall Way and First Avenue in the following ways: 10,000 s.f. of combined public plaza space, public art, efficient vehicle movement (reduction of pavement and driveway cuts), underground parking, integration of new shade trees, and enhanced hardscape design including detached sidewalks and seating for pedestrians. Architecturally, the buildings present a contemporary design providing a variety of small-scale building elements with human-scale rather than a single, large unarticulated mass. Pedestrian connectivity is key to the overall site design, not only providing access to nearby galleries and restaurants for the residents and patrons, but also strengthening the Marshall Way connection within the Scottsdale Arts District and linking to the existing pedestrian network throughout Old Town.

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

Response: Walkability and focus on the pedestrian realm is a key design component of the Development Plan. In conformance with the Old Town Scottsdale Character Area Plan, the existing network of pedestrian linkages will be celebrated and enhanced with the proposed development. As noted above, The Artisan Scottsdale aims to provide a seamless connection along Marshall Way, extending north and south of Indian School Road to help unify the Scottsdale Arts District.

3. Criteria for a PBD Overlay District application in the Type 3 Area:

- *The Development Plan shall reflect the goals and policies of the Character & Design Chapter of the Downtown Plan.*

Response: Not applicable.

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

1. Standard criteria:

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

Response: The proposed development plan supports the land use elements of the General Plan and Old Town Scottsdale Character Area Plan as discussed throughout this project narrative.

2. Criteria to add land uses to Table 5.3004.D., Land Uses for Each Sub-district of the Downtown District:

- a. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.*
- b. Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.*
- c. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.*

Response: The applicable use regulations of the Downtown/Planned Block Development district shall apply. No additional changes are requested with this application to the land use table for the Multiple Use sub-district.

3. Criteria to achieve bonus(es):

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

Response: No bonuses are being requested with this rezoning application.

OLD TOWN SCOTTSDALE – URBAN DESIGN & ARCHITECTURAL GUIDELINES (UDAG)

ENHANCE THE PEDESTRIAN ENVIRONMENT

1. Create an interconnected, walkable downtown. (Refer to Section 5.3006 of the Scottsdale Zoning Ordinance, the DSPM, & the Americans with Disabilities Act)

Development should enhance the interconnectivity of Old Town.

- 1.1 Provide circulation connections to, from, and within a site to support pedestrian activity and other mobility options, and enhance interconnectivity within Old Town.*
- 1.2 Expand the pedestrian network throughout Old Town by incorporating pedestrian links to neighboring developments through the use of covered or shaded walkways, passageways, courtyards, and plazas.*
- 1.4 Design street-spaces that support the pedestrian. Incorporate pedestrian amenities such as safe, comfortable surfaces, seating, lighting, shade, landscape and hardscape, crosswalk refuge areas, and curb and sidewalk extensions into Old Town design.*
- 1.5 Coordinate the design of pedestrian, auto, parking, and service areas to minimize pedestrian interruption and pedestrian-vehicular conflicts.*

Response: The redevelopment plan considers the surrounding context and will revitalize a vacant underutilized corner within the Scottsdale Arts District. As a mixed-use development it will support a walkable and sustainable downtown. This is being accomplished, in part, by making and reinforcing vital connections for pre-existing pedestrian, vehicular, and public transportation networks. The development intends to integrate two new connecting public plaza spaces (approximately 10,000 s.f. combined) at the corner of Indian School and Marshall Way bring synergy to this important intersection by providing wayfinding, low level lighting, seating, shade and public art where there currently is a surface parking lot.

Current Streetscape



Proposed Streetscape

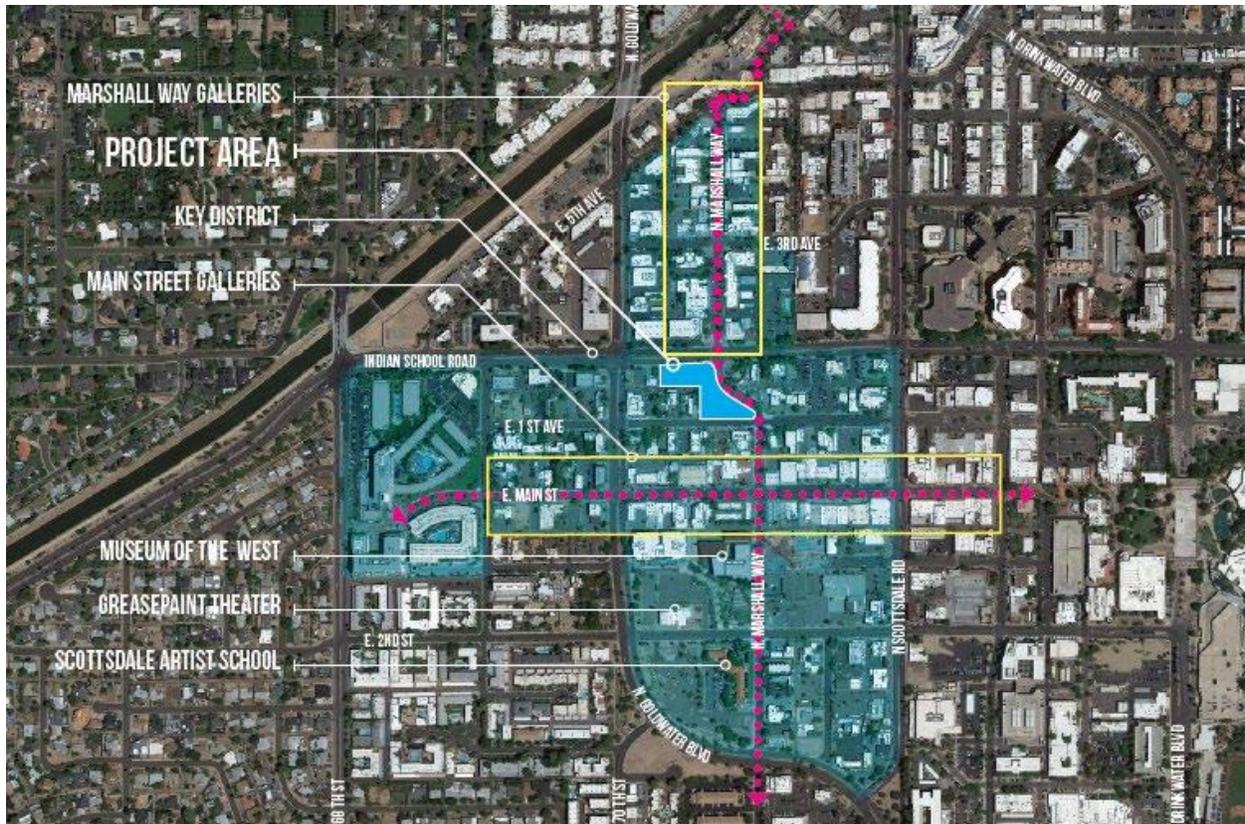


2. Maintain a consistent street edge and continuity of street-spaces. (Refer to Section 5.3006 of the Scottsdale Zoning Ordinance)

A strong street edge defines and strengthens the pedestrian experience in an urban space.

- 2.1 Align new buildings with existing buildings and minimize the space between buildings to define a continuous building-street edge.*
- 2.2 Locate the majority of building frontage to a common setback line and parallel to the street. Variations to the building setback that support the pedestrian experience may be considered.*
- 2.3 Create a defined street-space where building frontages do not exist by incorporating design elements such as site walls, landscaping, overhead trellis, or covered walkway.*
- 2.4 Convey a unified street appearance through the provision of complementary street furniture, paving, lighting, and landscape plantings.*
- 2.5 Locate linear and rhythmic landscape planting at the street edge, and at site features such as intersections, entry drives, sidewalks, and courtyards.*

Mobility / Circulation Exhibit



Response: A key design consideration for The Artisan Scottsdale is strengthening the pedestrian realm within the Scottsdale Arts District and serving as a key pedestrian connection along Marshall Way north and south of Indian School Road. Site and building design will celebrate the pedestrian through the placement of building entrances, seating, overhangs, hardscape, landscape, lighting, public art, and wayfinding to create visual interest and synergy along the streetscape. The public plaza space will serve as an important public open space element along Marshall Way in the heart of the Scottsdale Arts District.

OPEN SPACES

3. Incorporate open landscaped spaces in Old Town to encourage human interaction.

Public spaces are an extension of the community and provide a place for human interaction. When cities have thriving civic spaces, residents have a strong sense of connection to one another and the community. The design of public and private open spaces should accommodate different levels of human engagement, from short impactful experiences, to longer interactions. Allow for flexibility within these spaces to be able to provide opportunities for special events, activities, and daily interaction.

3.1 Provide open space for public and private outdoor activities, special events, and day-to-day activities. Incorporate temporary and permanent infrastructure into open space and streetscape designs to support activities and events year-round.

- 3.2 *Utilize a cohesive palette of design elements such as fixtures, landscape plantings, hardscape, street furniture, and integrated infrastructure to support design continuity in downtown public spaces.*
- 3.3 *Design private development to complement and reinforce the design of adjacent public spaces.*
- 3.4 *Implement design techniques in and around open space areas to reduce the impacts of noise on sensitive uses.*

Response: The Artisan Scottsdale will reinforce and encourage both Indian School Road and Marshall Way as active street frontages utilizing public space connectivity that spotlights this intersection as a key public space in accordance with City plans. The Property is uniquely positioned in Old Town Scottsdale to have one quarter-mile walkability to the districts of Scottsdale Arts, Fifth Avenue, and Historic Old Town. There is also a focus on Marshall Way and Indian School Road as important, established pedestrian routes. The Artisan Scottsdale will generate significant foot traffic to these pedestrian-oriented areas and streets, bolstering nearby retail and restaurant sales.

4. Connect Old Town open spaces to the surrounding context.

Open spaces provide the opportunity for humans to experience the natural environment in an urban, downtown setting. Open space is of vital importance to the desirability of Old Town as a place to visit, work, or live. In addition to being attractive and vibrant places in and of themselves, Old Town open spaces need to be part of a network - or series of networks - that connect neighborhoods within and to Old Town.

- 4.1 *Visually and physically connect open spaces to other spaces such as walkways, gathering and activity areas, and adjacent development sites.*
- 4.5 *Provide open space at intersections for pedestrian mobility and link these open spaces to other public areas.*
- 4.6 *When residential units occupy the ground floor, direct access to adjacent open space is encouraged.*

Response: The Artisan Scottsdale was designed to celebrate and enhance an active street frontage reinforcing the Old Town pedestrian environment and encouraging walkability and social interaction through design character and a mix of land uses to include residential, office, retail/restaurant, and art space. The indoor/outdoor transition between the ground level will embrace the streetscape and public plazas through site and building arrangement. The main entry to the north building has been strategically located near the street corner and associated plaza. The building mass is carefully set back from the corner to allow for visual relief. Storefront glass and attractive entry feature highlight this experience for residents and guests. The south building “extends” this experience with full height storefront glass along the streetscape and building entry.

INTEGRATION INTO THE NATURAL ENVIRONMENT

5. Manage access and exposure to sunlight; provide shade.

Outdoor spaces need a balance of sun and shade, depending on location, the season, and time of day. To create livable and inviting interior and exterior spaces, provide for shade particularly during the summer and allow access to sunlight in the winter.

5.1 Design for filtered or reflected daylighting of new buildings.

5.2 Manage the seasonal solar exposure of site features through building orientation, vegetation, and architectural design.

5.3 Provide shade along pathways, in public and private outdoor spaces, and as part of building design.

5.4 Minimize, or shade, materials that absorb and retain heat. Consider utilizing materials that dissipate heat.

Response: The building orientation, which is predominately east/west will provide for energy efficiency. Passive solar concepts are integrated by discouraging direct solar heat gain during the hotter months; and encouraging direct solar during the colder months. Recessed and appropriately shaded windows with canopies and other devices will respect such passive solar approaches.

6. Design with context-appropriate vegetation.

Provide vegetation that will enhance the sense of place and tie the site into the surrounding environment.

6.1 Emphasize a variety of drought tolerant and Sonoran Desert plants that provide water conservation, shade, seasonal color, and a variety of textures and forms.

6.2 Take into account mature vegetation sizes, characteristics, and maintenance requirements with site layout and design.

6.3 Design landscape elements and palette to relate closely to the character and function of site architecture and coordinate with neighboring properties and adjacent public areas.

6.4 Utilize vegetation that is multipurpose, such as landscaping that reinforces the character of an area by providing shade, wayfinding, heat island relief, prominent site feature emphasis, and/or screens utility equipment and building service areas that are to be hidden from public view.

6.5 Incorporate low impact development practices into site design.

Response: The landscape character of the proposed development includes a variety of plants that will provide year-round color, shade, and texture for the site. The proposed plant palette incorporates hardy drought-tolerant plants known to thrive in the heat and sun of the Sonoran Desert climate. Plant selection and landscape design will allow the development to use water efficiently throughout the site. Further, redevelopment of the site from a surface parking lot to a mixed-use development with open space and shade trees contributes towards the goal of heat island relief.

INCORPORATION INTO THE BUILT ENVIRONMENT

7. Ensure continuity of site development.

The site plan, building arrangement, and orientation of uses should coordinate with neighboring properties.

7.1 Orient buildings and active uses toward streets, pedestrian corridors, and other public areas.

7.2 Incorporate courtyards and other outdoor spaces into site design and link them with outdoor spaces on neighboring sites, and to the street.

Response: In addition to the public plaza spaces, The Artisan Scottsdale will offer luxury residential development with a ground floor “gathering space” which is design for informal impromptu get togethers. There will also be roof top garden for residents. First level will have access to the front desk, management office, nearby elevator lobbies, stairs, and underground parking. Note, the proposed public parking also had separate and convenient access directly to the street front, adjacent to the building lobby. Site improvements that include shade trees, shrubs, and seat-walls, will create a comfortable microclimate for the pedestrian. These practices will enrich the pedestrian experience and encourage the use of sidewalks to get from one destination to the next and provide continuity between buildings. The indoor/outdoor transition from the building will also allow residents to immediately engage with the sidewalk network in Old Town providing for an enhanced experience.

8. Design new development to be compatible and complementary to existing development.

Development compatibility helps to strengthen the continuity of character throughout Old Town.

8.1 Design buildings to reflect and enhance the existing character of an area. Establish new urban design and architectural character where downtown development patterns are fragmented or evolving.

8.2 Create a balance between new design elements and existing architectural features and materials.

8.3 Design new development to be compatible with historic resources.

8.4 Building design that incorporates corporate or user branding is discouraged.

Response: The proposed development provides continuity between the newly proposed and existing architecture of the surrounding area and visual fluidity along the street frontages. Taking inspiration from the established Old Town character, design and materials, The Artisan Scottsdale includes a variety of natural durable building materials and finishes that will stand the test of time including, but not limited to, masonry, stone veneer, wood cladding, metal accents, and other durable natural materials.

9. Minimize the visual and physical impacts of utility equipment and building service areas.

Old Town supports the function of business, resident, and visitor activities. Site and building design should minimize the visual and physical impacts of building systems, equipment, and service areas.

9.1 Locate building service areas so as to minimize visibility from public view and reduce potential conflicts with on-site circulation.

9.2 Conceal utility equipment, such as mechanical, electrical, solar, and communications equipment, from public view, other on-site users, and neighboring properties.

9.3 Locate utility equipment and building service and delivery areas on the development site - along the alley or within the site's interior.

9.4 Site planning that incorporates rideshare queuing and drop off is encouraged.

9.5 Consider building improvements such as lighting and signage on façades that face onto alleyways.

Response: All utilities, trash, recycle and delivery services are contained within the site and are accessed inconspicuously. HVAC will be roof mounted and screened from view. This minimizes the public's interaction with those services which helps to enhance the pedestrian experience. The ground plane has been designed to create a respite for residents, patrons, and visitors.

10. Contribute to the ambiance, character, and safety of Old Town through architectural and site lighting. (Refer to Section 7.600 of the Scottsdale Zoning Ordinance).

The design of a nighttime environment that instills feelings of both safety and enjoyment is important to the economic and cultural vitality of Old Town. Lighting is a key factor in creating this urban nightscape.

10.1 Reinforce architectural design of a building, and the surrounding context, through complementary exterior decorative light fixtures.

10.2 Emphasize architectural features when illuminating building façades via concealed lighting. 10.3 Design lighting systems to minimize glare, excessive brightness, and visual hot spots; and, incorporate transitional light levels between lower and higher illuminance.

10.4 Encourage exterior and interior building lights that illuminate windows and doors and contribute to increasing the light levels in pedestrian areas.

10.5 Provide pedestrian scale lighting to supplement street lighting and combine street and pedestrian lighting on one support pole.

10.6 Provide evenly-distributed lighting beneath covered walkways. Fixtures that produce light at a warm color temperature are preferred (2700- 3000 Kelvin).

10.7 Emphasize artwork in the public realm through complementary exterior lighting. (Note: All artwork displayed in the public realm, whether luminal in nature or otherwise, is subject to review by the Scottsdale Public Art Advisory Board and/or the Development Review Board).

Response: Lighting will be designed in a manner that is respectful of the surrounding Old Town context while maintaining safety for residents, visitors, and patrons. Lighting designs are commensurate with the quality architectural style proposed for The Artisan Scottsdale, low-level

with no glare or intrusion for adjacent properties. Lighting is placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading along street frontages in keeping with the urban setting. Building mounted and/or ground level artwork will be tastefully lit to enhance the unique features onsite.

11. Utilize signage that supports Old Town character and function. (Refer to Article VIII of the Scottsdale Zoning Ordinance).

Signage should provide clear, concise, and useful information, without becoming a focal point of the aesthetic environment.

- 11.1 Incorporate signage that complements development design and the surrounding area.*
- 11.2 Coordinate sign locations with building and landscape design to ensure visibility.*
- 11.3 Provide permanent business signage at the primary street frontage.*
- 11.4 Provide shingle signs under covered walkways in the Downtown Core. Locate shingle signs perpendicular to the face of the building, and at a height of no less than seven foot and six inches above the sidewalk.*
- 11.5 Illuminate wall signs with indirect lighting from a shielded light source.*
- 11.6 Illuminated cabinet signs are strongly discouraged in Old Town.*

Response: Project identification will be contextually appropriate and processed under a separate permit application and approval process. Signage will be placed to ensure visibility respecting the landscaping and ground level experience while complementing the character of the development plan.

BUILDING MASS, FORM, & SCALE

12. Design buildings to complement the existing development context. (Refer to Section 5.3006 of the Scottsdale Zoning Ordinance)

New buildings should coordinate building form and height with the surrounding context.

- 12.1 Provide compatible transition in building scale, height, and mass.*
- 12.2 Although new buildings may be different sizes, design the first few stories to visually relate to adjacent buildings and the surrounding context, by integrating architectural elements and design details of similar scale and proportion.*
- 12.3 Locate more intense building mass, height, and activity of a development away from existing development at the Old Town boundary.*
- 12.4 Utilize building form as the primary method to make compatible transitions between different Development Types, internal to the Old Town boundary. (Refer to Historic Old Town Design District section for specific guidelines relating to transitional design of new development adjacent to this Old Town district)*

Response: To the north and west, existing structures are one-story and within a Type I area. The Artisan Scottsdale buildings are within a Type II area and adjacent to Type I (the southern plaza parcel is in the Type 1 area, but no building is proposed), so the development is required to create

a transition with the new building forms and heights as it interfaces with the Type I area. Building setbacks and stepbacks comply with the Downtown Ordinance to provide sensitive buffering with no proposed amended development standards to the setback and stepbacks, with the exception of the building location percentage along Marshall Way due to the unique street angle and proposed building configuration. This amendment allows the proposed building to be setback greater than required by the Zoning Ordinance. Through the use of several creatively integrated building materials, features and subtle forms, the overall massing of the building takes on a pedestrian scale and character. The design team is proposing a building that feels like a series of well-connected storefronts or shops along the street. There are also building components that articulate the façade and break-up the overall building mass. Additionally, there are recessed and cantilevered balconies that modulate the building form and reduce the scale of the exterior walls.

13. Reduce apparent building size and mass. (Refer to Section 5.3006 of the Scottsdale Zoning Ordinance)

Reduce the visual mass and height of buildings.

13.1 Reducing apparent size and mass of buildings through architectural design that subdivides the building into horizontal components consisting of a base, middle, and top is preferred.

13.2 Incorporate setbacks and stepbacks into building design to reduce their visual impact.

13.3 Subdivide large building mass through the addition of architectural features and material articulation.

13.4 Avoid long or continuous blank wall planes and monotonous wall treatments. Incorporate projections, recesses, or other architectural variation into wall planes to provide strong shadows and visual interest and help the eye divide the building into smaller parts.

13.5 Provide physical and visual access points every 100- to 300-feet, subdividing building mass at regular vertical intervals.

Response: The building massing elements provide varied architectural components that modulate and articulate the façade both vertically and horizontally, providing a base, middle and top. The ground floor is articulated with the movement, materials and building form creating depth and enhancing the pedestrian experience. These features also help to reduce the scale of the building and provide visual interest.

HIGH-RISE BUILDING DESIGN

14. Design high-rise buildings to reflect design excellence and fit within the surrounding context.

New high-rise buildings should reflect design excellence and innovation, acknowledge their important civic role in defining the image of Old Town Scottsdale, and respond to their impacts upon the urban landscape.

14.1 Design the base/podium so that it visually supports the middle/tower and top/ penthouse sections. Incorporate heavier, more textured materials, low walls, planters, wainscot, and other base treatments into the base/podium to visually anchor the structure firmly to the ground plane.

Response: The design elements summarized above will ensure a visual differentiation by providing a strong base element and visual lightness to the upper building levels enhanced with material selections and finishes. The stepped massing of the building respects the required stepback plane as to prevent a looming building effect along the streetscape.

PARKING

15. Design parking facilities that fit within the surrounding context.

Parking facilities, as infrastructure assets, support the civic, business, and residential functions within Old Town. The design of these facilities should also contribute to the architectural and urban design of the neighborhood in which they are located.

15.1 The preferred location for structured parking is below-grade. Design underground structures to provide natural air and light.

Response: Parking will be available in a three-level below grade parking structure. Parking for residents, employees, commercial patrons, and residential visitors will include 34+/- surplus spaces beyond the current code requirements. Above and beyond the required and guest parking for The Artisan Scottsdale, there will be 57+/- public parking spaces open to Old Town patrons. Vehicular access to the underground parking will occur via Marshall Way leading to the underground ramp. Surface parking will be situated internal to the site, between the buildings as to maintain an emphasis on the pedestrian streetscape and public plaza open space environment. A separate public elevator and stair to the underground public parking has been integrated with the design.

ARCHITECTURAL ELEMENTS & DETAIL

16. Design building façades and architectural features to fit with the surrounding context.

Consider the prevailing architectural rhythm of the surrounding context. Add variety to the present rhythm in order to maintain or enhance visual interest, yet provide enough visual continuity through the alignment of architectural features to strengthen the design of the overall area.

16.1 Design similar floor-to-floor building heights to define the visual continuity of an area.

16.2 Align architectural features such as window bands, cornice lines, belt courses, moldings, and other features, as appropriate.

16.3 Repeat architectural elements such as covered walkways, recessed bases or similar roof forms to link existing and new development.

16.5 Outside of the Downtown Core, provide a continuous shaded walkway along pedestrian corridors.

16.6 Utilize variety in building design that integrates surface detail, articulated architectural features, and other elements that enrich character, visual interest, shadow, contrast, and color.

Response: The Artisan’s materials, massing and architecture are inspired by the existing Old Town vernacular while also bringing a vibrant contemporary character to this key intersection within the Scottsdale Arts District. The materials and textures are translated into built form and layered to provide a hierarchy within each structure creating architectural design variation. Vertical and horizontal linear elements also bring visual interest creating relief, depth, and shade, which reduces the overall scale and mass of the buildings. Recessed windows and balconies, cantilevered elements, and exaggerated overhangs will provide solar relief to the glazing and shaded outdoor spaces. Given the unique shape of the infill site, each side of the project is unified and expressive towards the overall theme while still providing dynamic four-side architecture.

17. Design buildings that are inviting.

Building design should be to human scale and add interest to the pedestrian experience.

17.1 Activate the ground floor of buildings to provide interest and a safer pedestrian environment.

17.2 Provide a clearly defined public entrance to the building façade that reflects the existing scale of surrounding building entrances.

17.3 Orient the main entrance of a building toward the street.

17.4 Provide frequent building entrances to minimize blank walls and other dead spaces. For Type 1 Development, incorporate at least one (1) entrance for every thirty to fifty (30-50) feet of building frontage. For Type 2, 2.5, and 3 Developments, incorporate at least one (1) entrance for every thirty to fifty (30-50) feet of building frontage, but not to exceed 100 feet.

Response: The ground level of the proposed development plan is activated with public plaza spaces, tree-shaded walkways, human-scale building design, seating, public art, and lighting. Building entrances are oriented towards the public plaza spaces to further activate the streetscape. As a high-quality mixed-use redevelopment, The Artisan Scottsdale will help revitalize and energize adjacent specialty retail and galleries and provide a vital pedestrian link along Marshall Way north and south of Indian School Road, further strengthening the Scottsdale Arts District’s connectivity and walkability.

MATERIALS

18. Use context-appropriate materials, colors, and textures in Old Town development.

Materials should be of high-quality, durable, easily maintained, and able to withstand the climatic conditions of the desert southwest. Materials should help tie buildings into the composition of the neighborhood. Use of local materials helps to further define sense of place.

- 18.1 Use materials with colors and coarse textures that are associated with the desert southwest.
- 18.2 Use materials that complement the existing area in texture, finish, scale, color, and other design aspects.
- 18.3 Use colors and materials that emphasize shadow patterns.
- 18.4 Reflective materials that create glare and façades that are more than 80% glass are discouraged.
- 18.5 Emphasize muted desert colors (Main Color) having a value of less than seven (7) and a chroma between three (3) and fourteen (14), as indicated in the Munsell Book of Color. The Light Reflectance Value is to be 70% or less. Intense, saturated colors are only encouraged as accents.
- 18.6 Exterior finish materials such as concrete, brick, and tile to be left in their natural color or colored integrally, as opposed to being painted, stained or coated.
- 18.7 Natural materials are preferred over simulated materials, particularly at the ground level of buildings and other locations where direct contact by pedestrians occur.
- 18.8 Changes in paint color, building material, and/or texture that occur with a change in horizontal wall plane, or with strongly pronounced scoring, expansion joints, reveals or other similar wall details are encouraged. Abrupt changes in materials, colors, and textures are discouraged.
- 18.9 Vertically-stacked materials ordered by perceived material weight, with the “heaviest” materials at the bottom, and the “lightest” materials towards the top, are encouraged. This ordering method contributes to the appearance of the building being anchored to the ground plane, and upper levels being supported by the building base.

Response: As noted above, the building materials take cues from the Old Town context. Vertical and horizontal linear elements also bring visual interest creating relief, depth and shade, which helps to reduce the overall scale and mass of the buildings. Building material include, but are not limited to, masonry, stone veneer, wood cladding, metal accents, and other durable natural materials. The color palette planned for The Artisan Scottsdale invokes a Sonoran Desert inspired range of muted finishes with integrated accent tones to bring additional visual interest to the design

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. In addition to the response below, please refer to Goal CD 1 above for a specific description of the design elements.

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

Response: The vibrant, contemporary building character and varied building forms are complementary to the surrounding urban development pattern established in Old Town. The proposed development will utilize a variety of desert appropriate textures and building finishes, incorporate architectural elements that provide solar relief, shading and overhangs, and celebrate

the Sonoran Desert climate. Public plaza spaces will provide as a respite for pedestrian and integrate with the existing walkable Old Town context.

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

Response: Although the setting of this Old Town site is urban in character and does not have natural features such as washes and natural area open space, the development team has taken special consideration in providing appropriate interaction with the streetscape through building design and attention to the ground-level experience with an emphasis on the pedestrian.

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

Response: The Property is an Old Town redevelopment site. Landscaping will consist of low-water use desert appropriate landscaping materials in conformance with established guidelines.

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

Response: The proposed redevelopment will include desert appropriate landscaping (as well as integration of native plants). Additional landscaping and open space areas will contribute to an enhanced urban habitat and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate and as they mature, they will become self-sustaining relative to water demand.

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

Response: Pedestrian circulation along the streetscape, new public plazas, and public art are important features of this Old Town project, as numerous gallery, restaurant, residential, employment, cultural, and entertainment uses are within walking distance of the 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: The Artisan Scottsdale is located within the heart of the Scottsdale Arts District and is within walking and trolley distance to a range of land uses including major employers, such as HonorHealth and the City of Scottsdale. As such, the development has been designed with an emphasis on the ground level pedestrian experience enhancing the land use goals for this area. Incorporating new residences in the heart of Old Town with established transportation options (trolley, bicycle, bus) creates a synergy of land uses and reduces the number and distance of

automobile trips and improves air quality, thereby enhancing the quality of life for the community as a whole.

- 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 form, 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 development also provides continuity between the newly proposed and existing architecture in the surrounding area, providing visual fluidity along the street frontages. This request includes **no** bonus requests for height, density, or GFAR beyond the base PBD requirements and only **one** amended development standard to allow for a greater setback average along Marshall Way (building location percentage) due to the unique street angle and proposed building configuration.

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

Response: The proposed development will utilize a variety of Sonoran Desert inspired textures and building finishes, incorporate architectural elements that provide solar relief and overhangs, and celebrate the Southwestern climate by creating outdoor spaces, respites and shaded amenities.

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

Response: Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The specific sustainable elements are being evaluated with the design and development of the project in accordance with IgCC and may include, but are not limited to, well insulated building envelope, recycled materials, energy efficient windows, energy efficient light fixtures, low use water fixtures, and appliances, and use of solar.

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

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

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

Response: The proposed development will maintain a low-water use plant palette. Context appropriate desert plant materials will be utilized throughout the 1.92+/- acre development, consistent with the established vegetative pattern found throughout Old Town.

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

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety and wayfinding for Old Town patrons and residents.

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.

SITE PLAN

- 1** NORTH BUILDING
- 35% 4 STORIES (45' HEIGHT)
- 65% 5 STORIES (66' MAX)
- 53 UNITS
- ARTSPACE
- 2** SOUTH BUILDING
- 4 STORIES (100%)
- 51' HEIGHT MAX
- 30 UNITS
- 5,000 SQFT OFFICE/RETAIL
- 3** SHARED ALLEY
- 4** NORTH ARTISAN PUBLIC PLAZA
[~4,500 SQFT]
- 5** SOUTH ARTISAN PUBLIC PLAZA
[~5,500 SQFT]
- 6** SURFACE PARKING
- 7** UNDERGROUND & SURFACE
PARKING ACCESS
- 207 SPACES
- INCL. 56 PUBLIC SPACES
- 8** ARTSPACE
- 9** ROOF GARDEN



NOTE: DESCRIPTIONS AND DATA ARE CONCEPTUAL AND SUBJECT TO CHANGE

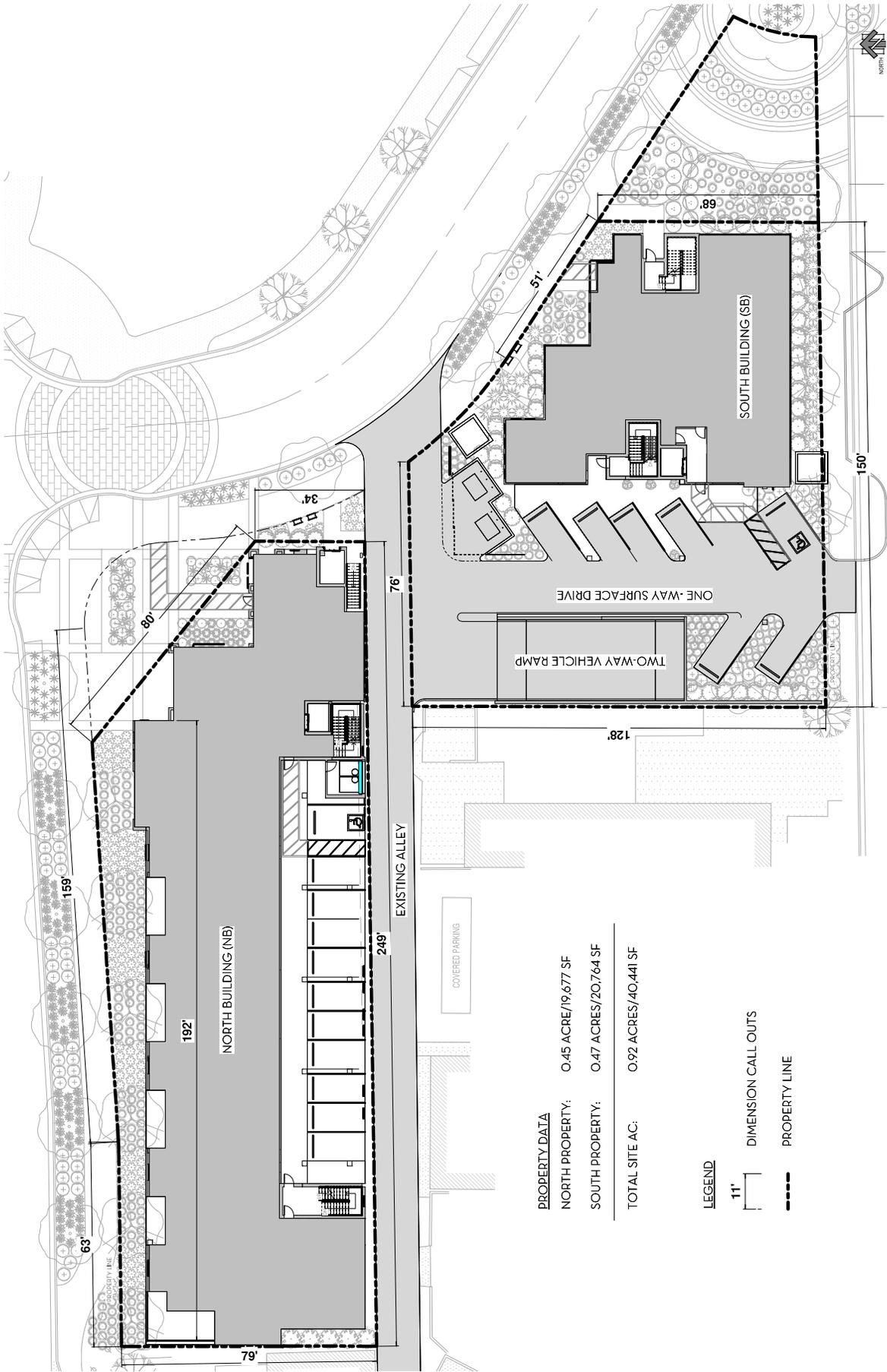


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THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING

DIMENSIONED BOUNDARY PLAN | 21D
 2ND SUBMITTAL: 06/18/21 3/32" = 1'-0"
 JUNE 16, 2021 | REZONING



PROPERTY DATA

NORTH PROPERTY:	0.45 ACRE/19,677 SF
SOUTH PROPERTY:	0.47 ACRES/20,764 SF
TOTAL SITE AC:	0.92 ACRES/40,441 SF

- LEGEND**
- 11" DIMENSION CALL OUTS
 - PROPERTY LINE

THE ARTISAN SCOTTSDALE



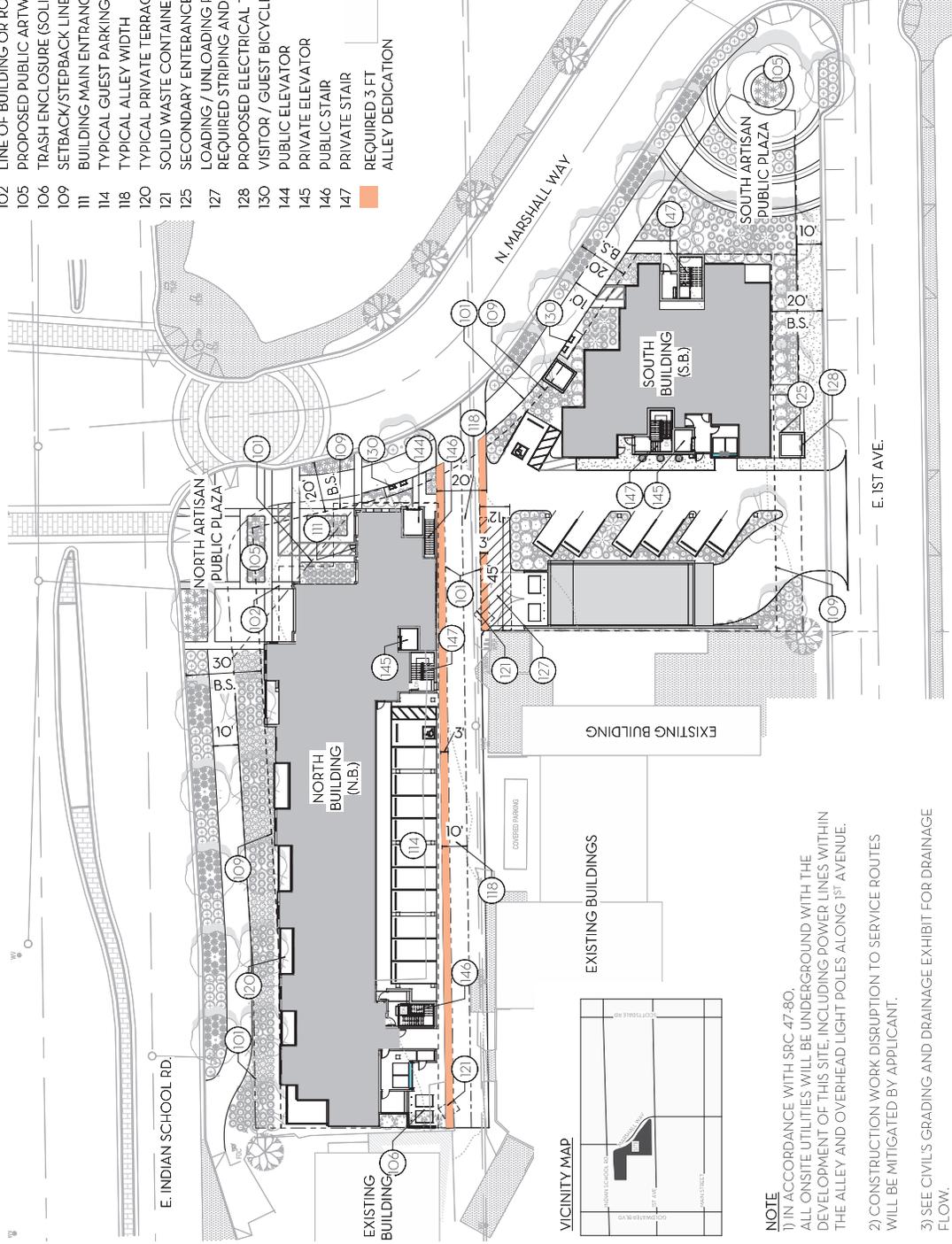
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THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING

SITE PLAN | 21F.1
 THIRD SUBMITTAL 12/10/21 REVISED 1/16" = 1'-0"
 SEPTEMBER, 2021 | REZONING

- KEYNOTES**
- 101 PROPERTY LINE
 - 102 LINE OF BUILDING OR ROOF ABOVE
 - 105 PROPOSED PUBLIC ARTWORK
 - 106 TRASH ENCLOSURE (SOLID WASTE & RECYCLES)
 - 109 SETBACK/STEPBACK LINE
 - 111 BUILDING MAIN ENTRANCE
 - 114 TYPICAL GUEST PARKING STALL
 - 118 TYPICAL ALLEY WIDTH
 - 120 TYPICAL PRIVATE TERRACE
 - 121 SOLID WASTE CONTAINER POSITIONED PER CITY COLLECTION SCHEDULE
 - 125 SECONDARY ENTRANCE
 - 127 LOADING / UNLOADING PARKING STALL PER DSPM 2-1.30S.F.1.(*) WITH REQUIRED STRIPING AND SIGNAGE
 - 128 PROPOSED ELECTRICAL TRANSFORMER LOCATION
 - 130 VISITOR / GUEST BICYCLE PARKING
 - 144 PUBLIC ELEVATOR
 - 145 PRIVATE ELEVATOR
 - 146 PUBLIC STAIR
 - 147 PRIVATE STAIR
 - REQUIRED 3 FT ALLEY DEDICATION



- NOTE**
- 1) IN ACCORDANCE WITH SRC 47.80, ALL ON-SITE UTILITIES WILL BE UNDERGROUND WITH THE DEVELOPMENT OF THIS SITE, INCLUDING POWER LINES WITHIN THE ALLEY AND OVERHEAD LIGHT POLES ALONG 1ST AVENUE.
 - 2) CONSTRUCTION WORK DISRUPTION TO SERVICE ROUTES WILL BE MITIGATED BY APPLICANT.
 - 3) SEE CIVIL'S GRADING AND DRAINAGE EXHIBIT FOR DRAINAGE FLOW.

PROJECT INFORMATION

PROJECT NAME: THE ARTISAN

PARCEL LOCATION:

- SOUTHWEST CORNER OF INDIAN SCHOOL ROAD AND MARSHALL WAY (THE "PROPERTY")
- APN: 130-12-031B, 130-12-032B, 130-12-035B, 130-12-045, 130-12-046B, 130-12-047A (PLUS CITY PARCELS - PARCEL NUMBERS IN APPRAISAL)

PROJECT DATA

PROPERTY SIZE:

- TOTAL SITE AREA
- 1.92 +/- GROSS ACRES (83,635 +/- SF)
- 0.92 +/- NET ACRES (40,441 +/- SF)

CURRENT ZONING

- C-2 DO (CENTRAL BUSINESS DISTRICT DOWNTOWN OVERLAY)

PROPOSED ZONING

- NORTH BUILDING**
 - D/DMU-2 PBD DO (DOWNTOWN/DOWNTOWN MULTIPLE USE TYPE 2, PLANNED BLOCK DEVELOPMENT, DOWNTOWN OVERLAY)
- SOUTH BUILDING**
 - D/DC-1 PBD DO (DOWNTOWN/DOWNTOWN CORE-TYPE 2, PLANNED BLOCK DEVELOPMENT, DOWNTOWN OVERLAY)



THE ARTISAN SCOTTSDALE

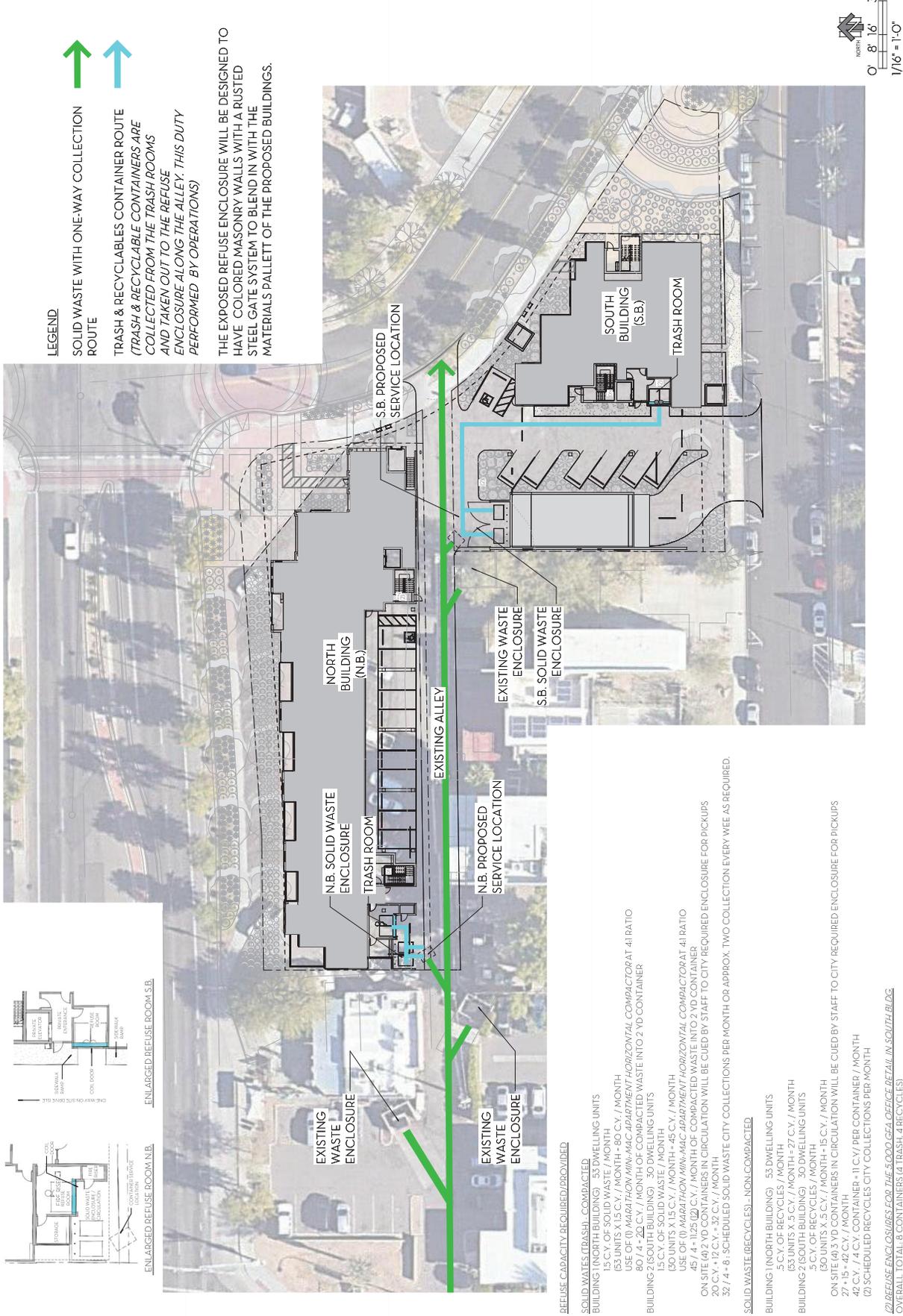


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THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING

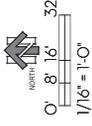
REFUSE PLAN | 21H
 THIRD SUBMITTAL 12/10/21 REVISED
 As indicated
 SEPTEMBER, 2021 | REZONING



LEGEND

- SOLID WASTE WITH ONE-WAY COLLECTION ROUTE
- TRASH & RECYCLABLES CONTAINER ROUTE (TRASH & RECYCLABLES CONTAINERS ARE COLLECTED FROM THE TRASH ROOMS AND TAKEN OUT TO THE REFUSE ENCLOSURE ALONG THE ALLEY. THIS DUTY PERFORMED BY OPERATIONS)

THE EXPOSED REFUSE ENCLOSURE WILL BE DESIGNED TO HAVE COLORED MASONRY WALLS WITH A RUSTED STEEL GATE SYSTEM TO BLEND IN WITH THE MATERIALS PALETTE OF THE PROPOSED BUILDINGS.



REFUSE CAPACITY REQUIRED/PROVIDED

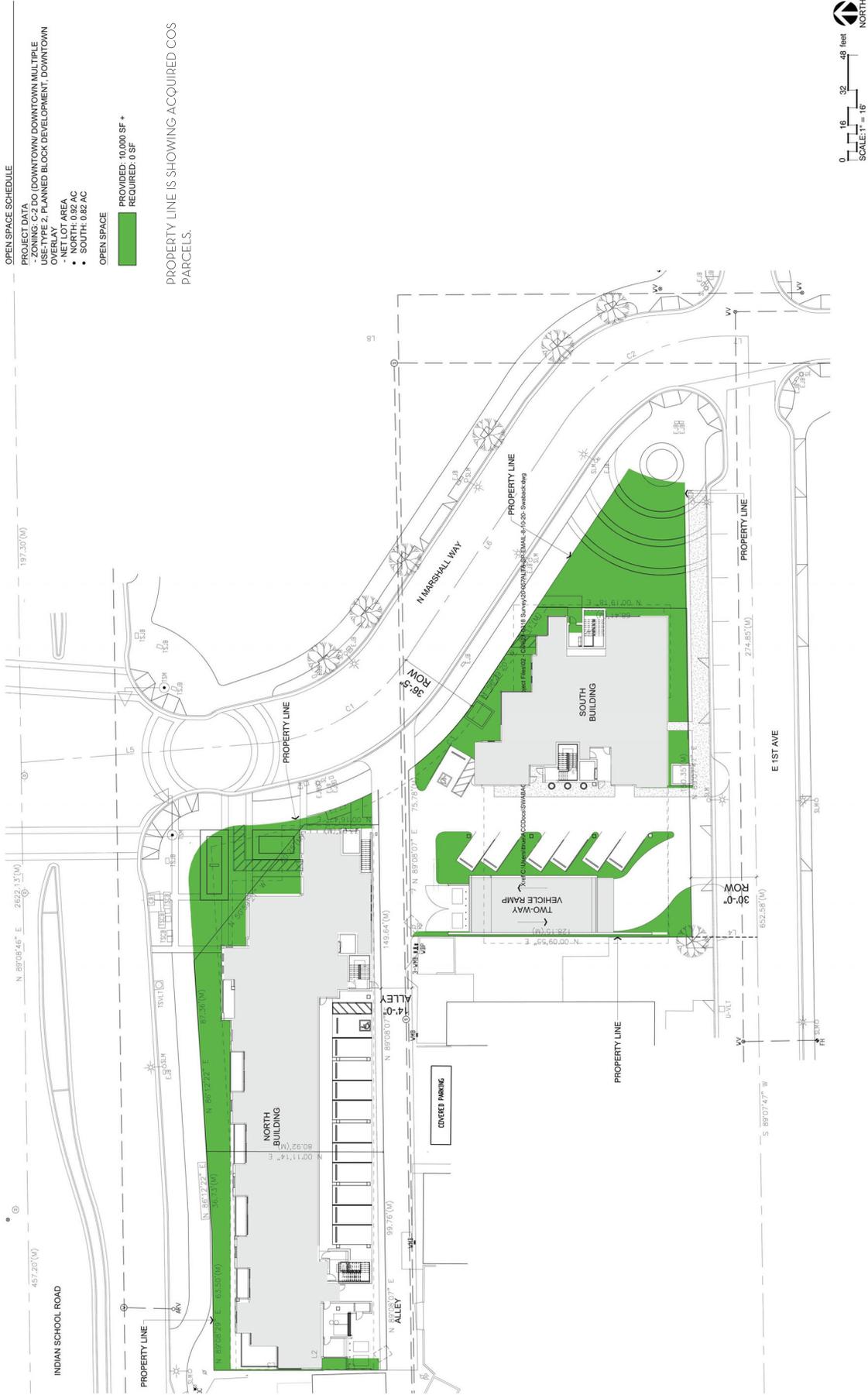
- SOLID WASTES (TRASH) - COMPACTED BUILDING 1 (NORTH BUILDING) - 53 DWELLING UNITS
 15 C.Y. OF SOLID WASTE / MONTH
 (63 UNITS X 15 C.Y. / MONTH = 80 C.Y. / MONTH
 USE OF (1) MARATHON MINI-MAC APARTMENT HORIZONTAL COMPACTOR AT 4:1 RATIO
 80 / 4 = 20 C.Y. / MONTH OF COMPACTED WASTE INTO 2 YD CONTAINER
- BUILDING 2 (SOUTH BUILDING) - 30 DWELLING UNITS
 15 C.Y. OF SOLID WASTE / MONTH
 (30 UNITS X 15 C.Y. / MONTH = 45 C.Y. / MONTH
 USE OF (1) MARATHON MINI-MAC APARTMENT HORIZONTAL COMPACTOR AT 4:1 RATIO
 45 / 4 = 11.25 (12) C.Y. / MONTH OF COMPACTED WASTE INTO 2 YD CONTAINER
 20 C.Y. OF C.Y. / MONTH OF CIRCULATION WILL BE CUBED BY STAFF TO CITY REQUIRED ENCLOSURE FOR PICKUPS
 32 / 4 = 8 - SCHEDULED SOLID WASTE CITY COLLECTIONS PER MONTH OR APPROX. TWO COLLECTION EVERY WEE AS REQUIRED.

SOLID WASTE (RECYCLES) - NON-COMPACTED

- BUILDING 1 (NORTH BUILDING) - 53 DWELLING UNITS
 5 C.Y. OF RECYCLES / MONTH
 (63 UNITS X 5 C.Y. / MONTH = 27 C.Y. / MONTH
 BUILDING 2 (SOUTH BUILDING) - 30 DWELLING UNITS
 5 C.Y. OF RECYCLES / MONTH
 (30 UNITS X 5 C.Y. / MONTH = 15 C.Y. / MONTH
 ON SITE (63 YD CONTAINERS IN CIRCULATION WILL BE CUBED BY STAFF TO CITY REQUIRED ENCLOSURE FOR PICKUPS
 27 / 5 = 42 C.Y. / MONTH
 42 C.Y. / 4 C.Y. CONTAINER = 11 C.Y. PER CONTAINER / MONTH
 (2) SCHEDULED RECYCLES CITY COLLECTIONS PER MONTH

(2) REFUSE ENCLOSURES FOR THE 5,000 GFLA OFFICE/RETAIL IN SOUTH BLDG
 OVERBALL TOTAL - 8 CONTAINERS (4 TRASH, 4 RECYCLES)

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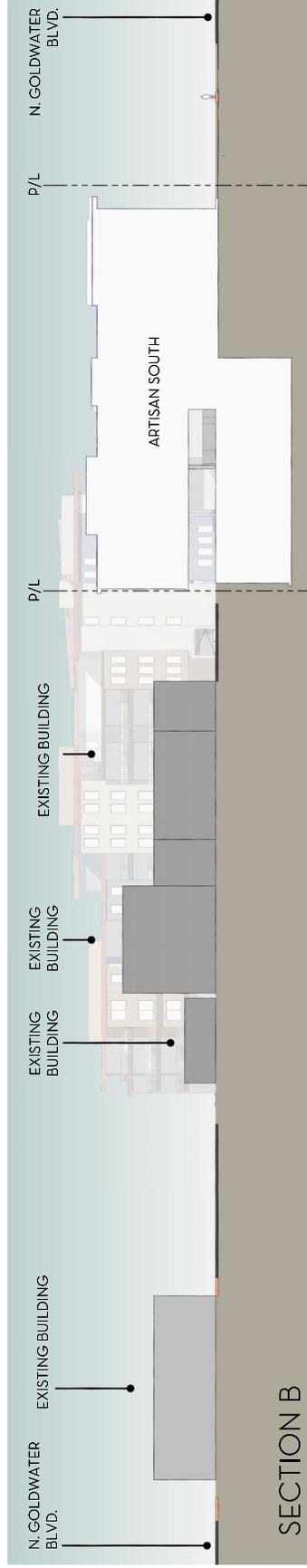
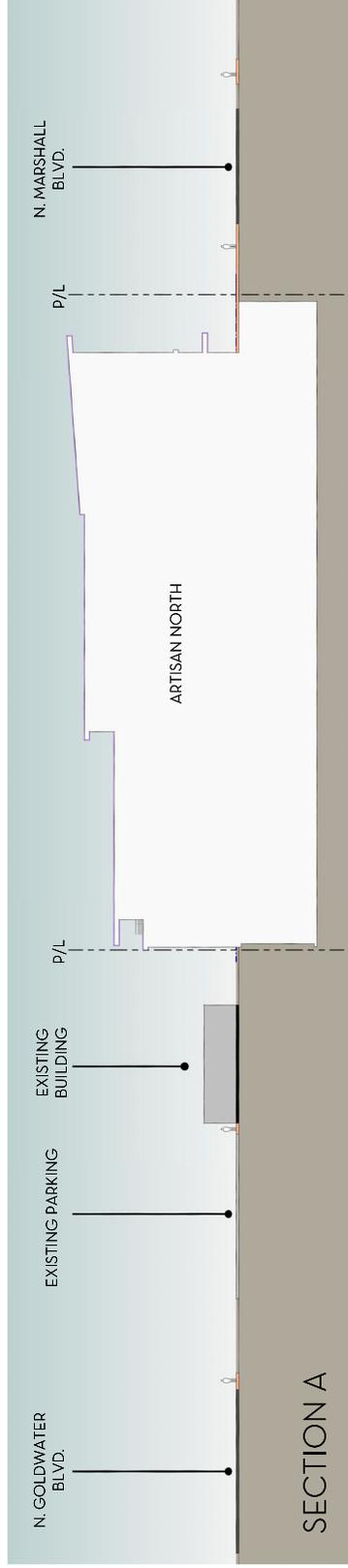


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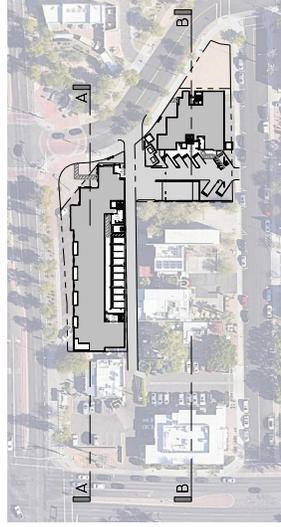
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 RESIDENTIAL BUILDING

OPEN SPACE PLAN | 211
 THIRD SUBMITTAL 12/10/21 REVISED
 SEPTEMBER, 2021 | REZONING



NOTE:

- THE WHITE COLOR FILL IS A SECTION CUT THROUGH THE ARTISAN BUILDINGS.
- THE LIGHT GREY COLOR FILL IS A SECTION CUT THROUGH ADJACENT EXISTING BUILDINGS.
- THE DARK GREY COLOR FILL ARTICULATE BUILDINGS IN THE DISTANCE.
- SEE SHEETS 34.3, 34.4, 34.5 FOR STEPBACK INFORMATION.
- PROPERTY LINE IS SHOWING BEFORE THE PURCHASE OF ADJACENT PARCELS.



KEY MAP

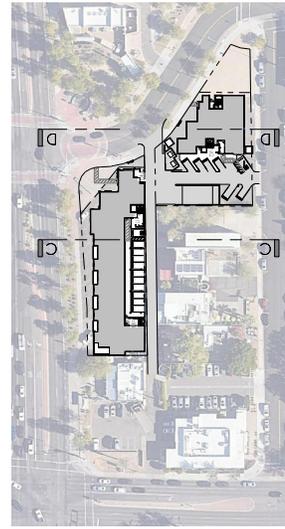
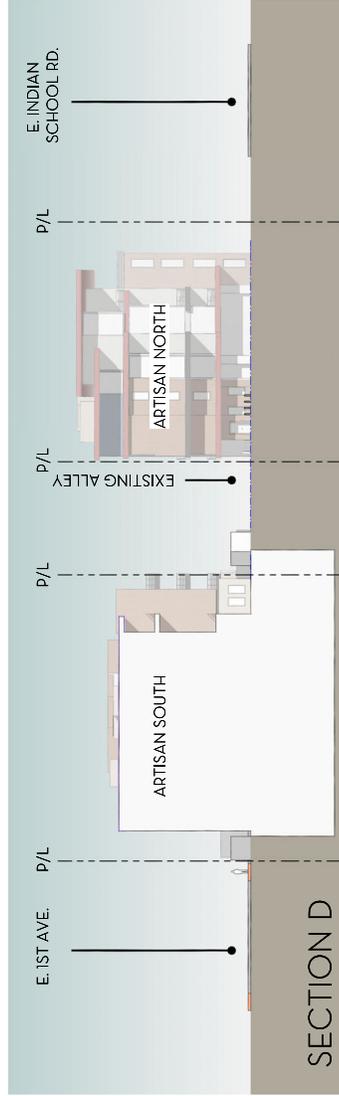
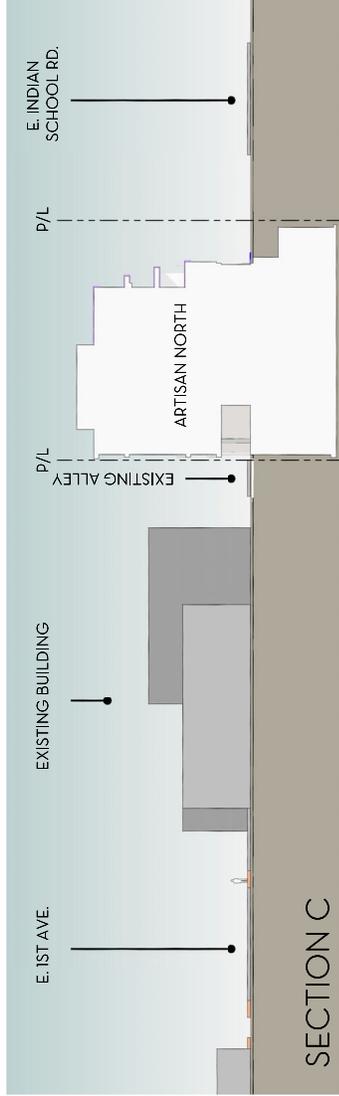


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SITE CROSS SECTIONS | 21J.1
2ND SUBMITTAL: 06/16/21 As indicated
JUNE 16, 2021 REZONING



KEY MAP

NOTE:

- THE WHITE COLOR FILL IS A SECTION CUT THROUGH THE ARTISAN BUILDINGS.
- THE LIGHT GREY COLOR FILL IS A SECTION CUT THROUGH ADJACENT EXISTING BUILDINGS.
- THE DARK GREY COLOR FILL ARTICULATE BUILDINGS IN THE DISTANCE.
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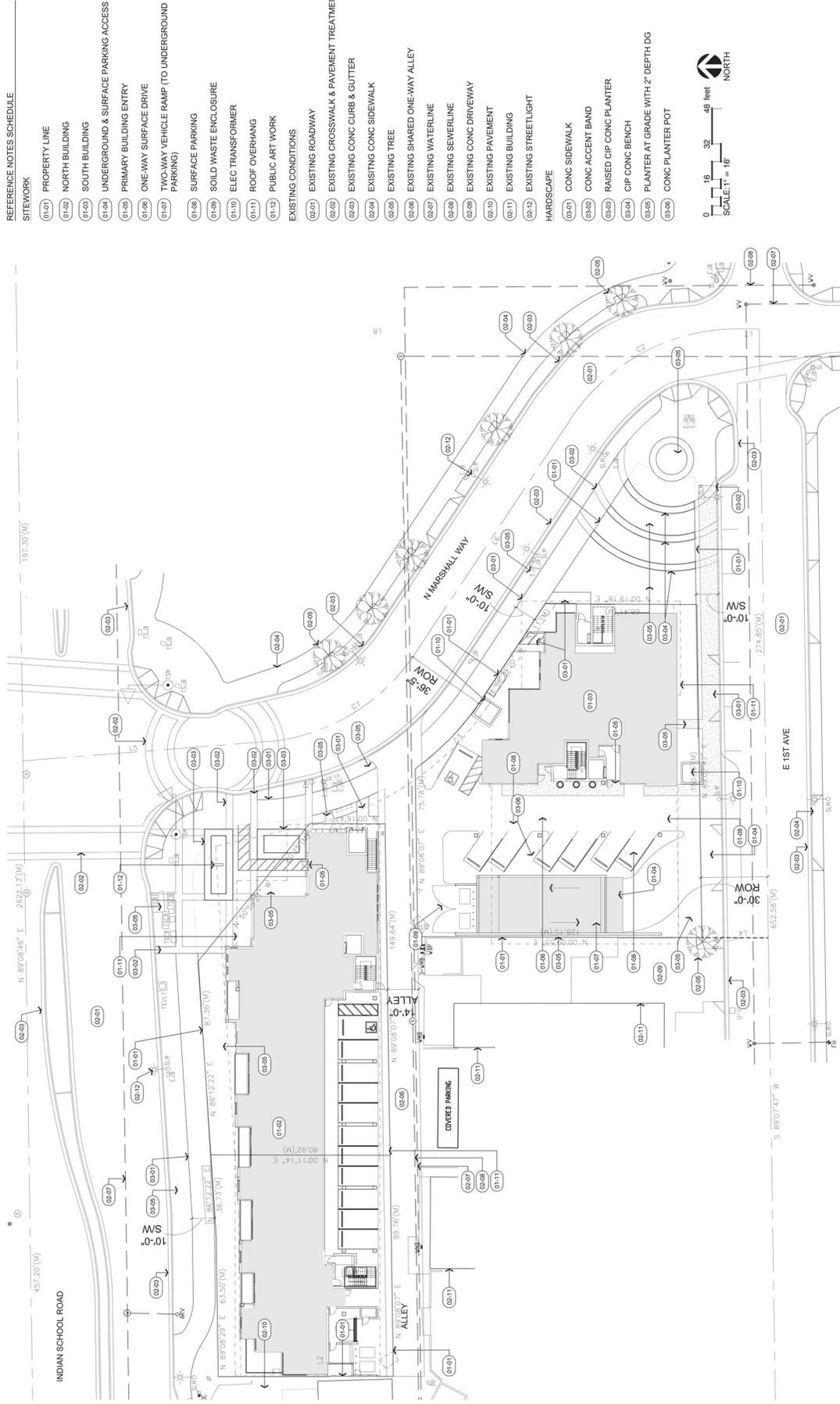


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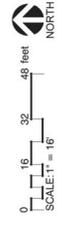
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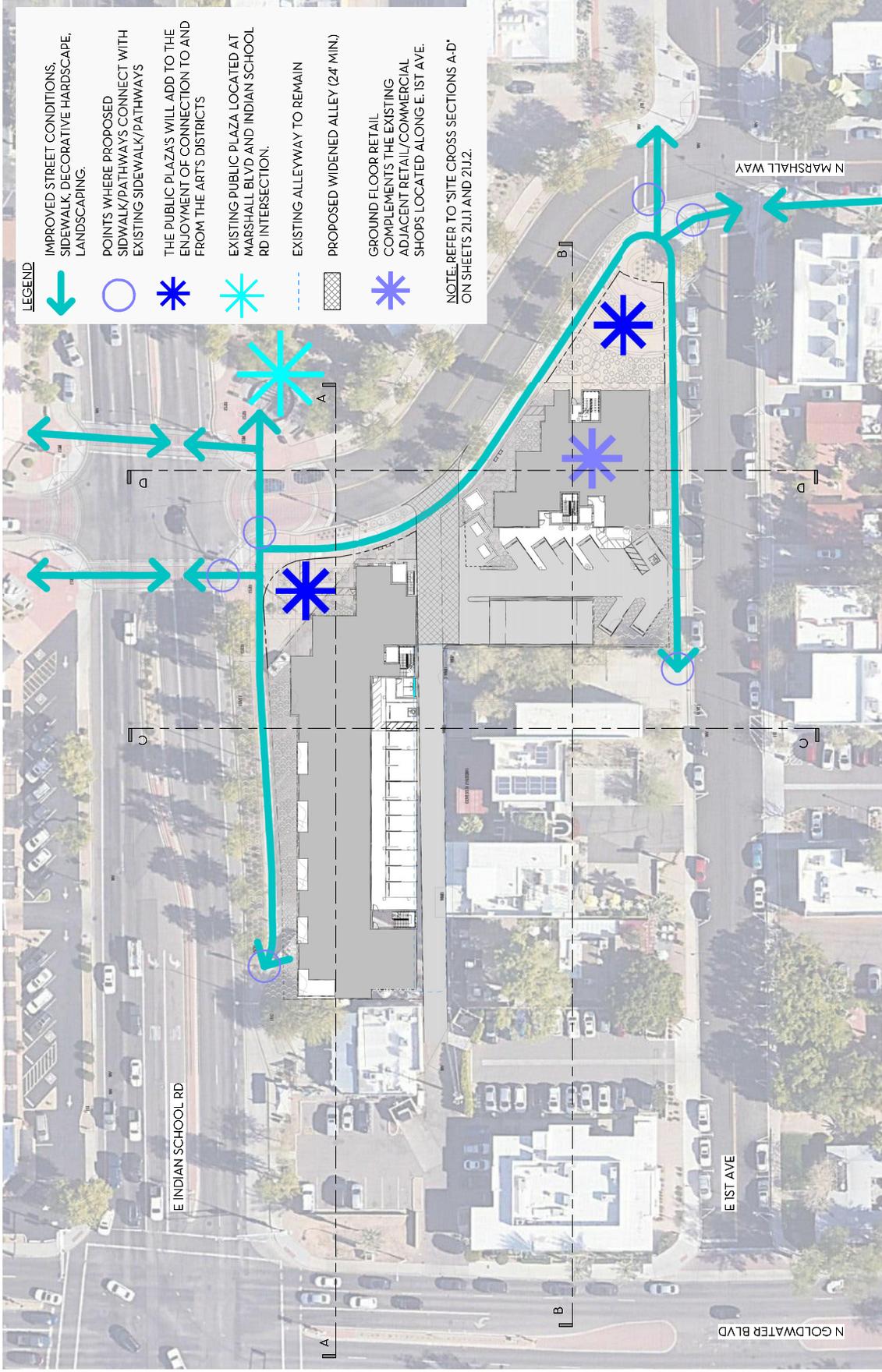
SITE CROSS SECTIONS | 21J.2
2ND SUBMITTAL 06/18/21 As indicated
JUNE 16, 2021 REZONING



REFERENCE NOTES SCHEDULE

- SITework
- 01-01 PROPERTY LINE
- 01-02 NORTH BUILDING
- 01-03 SOUTH BUILDING
- 01-04 UNDERGROUND & SURFACE PARKING ACCESS
- 01-05 PRIMARY BUILDING ENTRY
- 01-06 ONE-WAY SURFACE DRIVE
- 01-07 TWO-WAY VEHICLE RAMP (TO UNDERGROUND PARKING)
- 01-08 SURFACE PARKING
- 01-09 SOLID WASTE ENCLOSURE
- 01-10 ELEC TRANSFORMER
- 01-11 ROOF OVERHANG
- 01-12 PUBLIC ART WORK
- EXISTING CONDITIONS
- 02-01 EXISTING ROADWAY
- 02-02 EXISTING CROSSWALK & PAVEMENT TREATMENT
- 02-03 EXISTING CONC CURB & GUTTER
- 02-04 EXISTING CONC SIDEWALK
- 02-05 EXISTING TREE
- 02-06 EXISTING SHARED ONE-WAY ALLEY
- 02-07 EXISTING WATERLINE
- 02-08 EXISTING SEWERLINE
- 02-09 EXISTING CONC DRIVEWAY
- 02-10 EXISTING PAVEMENT
- 02-11 EXISTING BUILDING
- 02-12 EXISTING STREETLIGHT
- HARDSCAPE
- 03-01 CONC SIDEWALK
- 03-02 CONC ACCENT BAND
- 03-03 RAISED CIP CONC PLANTER
- 03-04 CIP CONC BENCH
- 03-05 PLANTER AT GRADE WITH 2' DEPTH DG
- 03-06 CONC PLANTER POT





LEGEND

-  IMPROVED STREET CONDITIONS, SIDEWALK, DECORATIVE HARDSCAPE, LANDSCAPING.
-  POINTS WHERE PROPOSED SIDEWALK/PATHWAYS CONNECT WITH EXISTING SIDEWALK/PATHWAYS
-  THE PUBLIC PLAZA'S WILL ADD TO THE ENJOYMENT OF CONNECTION TO AND FROM THE ARTS DISTRICTS
-  EXISTING PUBLIC PLAZA LOCATED AT MARSHALL BLVD AND INDIAN SCHOOL RD INTERSECTION.
-  EXISTING ALLEYWAY TO REMAIN
-  PROPOSED WIDENED ALLEY (24' MIN)
-  GROUND FLOOR RETAIL COMPLEMENTS THE EXISTING ADJACENT RETAIL/COMMERCIAL SHOPS LOCATED ALONG E. 1ST AVE.

NOTE: REFER TO 'SITE CROSS SECTIONS A-D' ON SHEETS 21J1 AND 21J2.



TRANSITION PLAN | 21R
 2ND SUBMITTAL: 06/16/21
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GROUND LEVEL PARKING PLAN | 21S.O
THIRD SUBMITTAL | 12/10/21 REVISED | As indicated
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GROUND LEVEL PARKING COUNT

PARKING SPACE	QTY
● NON-RESIDENTIAL	18
○ COS STANDARD	16
○ COS ACCESSIBLE	2
GL PARKING TOTAL:	18

OVERALL PARKING REQUIRED AND PROVIDED

PARKING REQUIRED	144 SPACES
PARKING PROVIDED	150 SPACES
PUBLIC PARKING PROVIDED:	55 SPACES

BICYCLE REQUIRED (1 PER TO REQ. PARKING SPACE)	15 BICYCLES
BICYCLE PROVIDED	16 BICYCLES

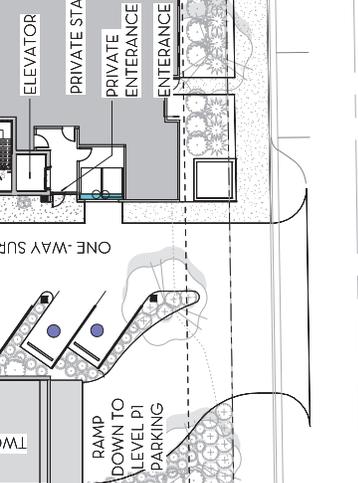
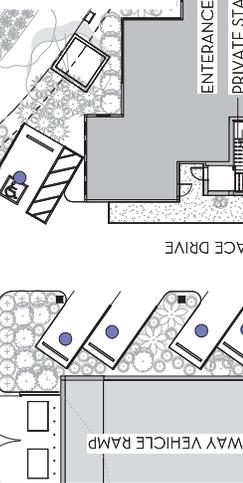
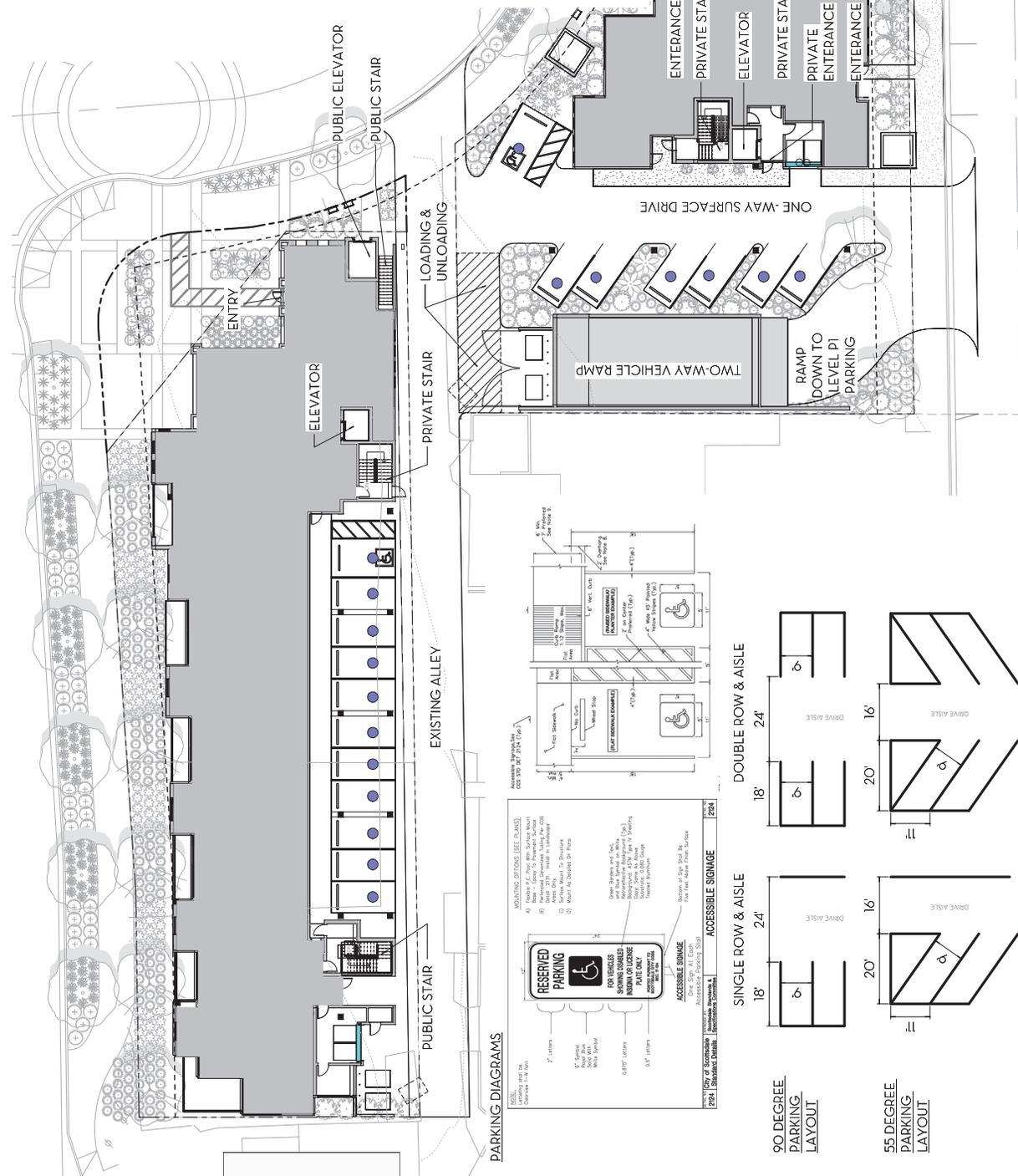
RESIDENTIAL	TOTAL PARKING REQUIRED	TOTAL PARKING PROVIDED
NORTH BUILDING	144 SPACES	188 SPACES
GUEST (7 SPACE/6 UN): 9	74 SPACES	55 SPACES
SOUTH BUILDING	83 SPACES	128 SPACES
GUEST (7 SPACE/6 UN): 5	40 SPACES	74 SPACES
NON-RESIDENTIAL	45 SPACES	16 SPACES
TOTAL PARKING PROVIDED	206 SPACES	188 SPACES

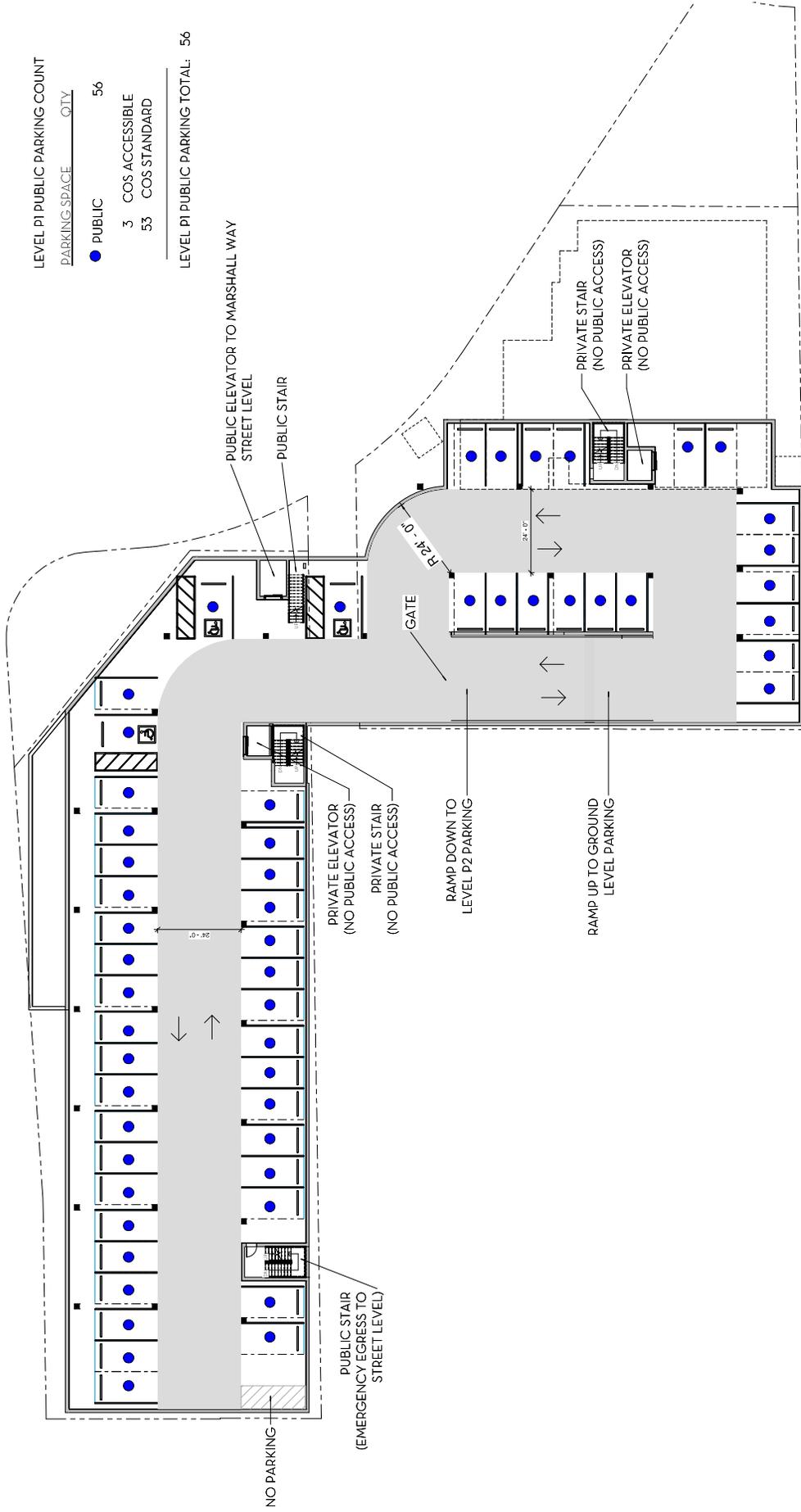
IN GARAGE	PUBLIC	PRIVATE	SURPLUS
55 SPACES	128 SPACES	18 SPACES	9 SPACES

NON-RESIDENTIAL (SURFACE) 18 SPACES
ADA PARKING (4% OF PROVIDED) 9 SPACES (INCL. IN GARAGE COUNT)

5.18.21 CITY COUNCIL APPROVED RATIOS

UNIT TYPE	QTY	RATIO	REQ. PARKING
STUDIO	16	1.25	20
1BR	51	1.3	66.3
2BR	16	1.7	27.5
PLUS 1 GUEST PER 6 UNITS:			13.8
TOTAL:			127.6





LEVEL P1 PUBLIC PARKING COUNT

PARKING SPACE	QTY
● PUBLIC	56
3 COS ACCESSIBLE	
53 COS STANDARD	
LEVEL P1 PUBLIC PARKING TOTAL: 56	



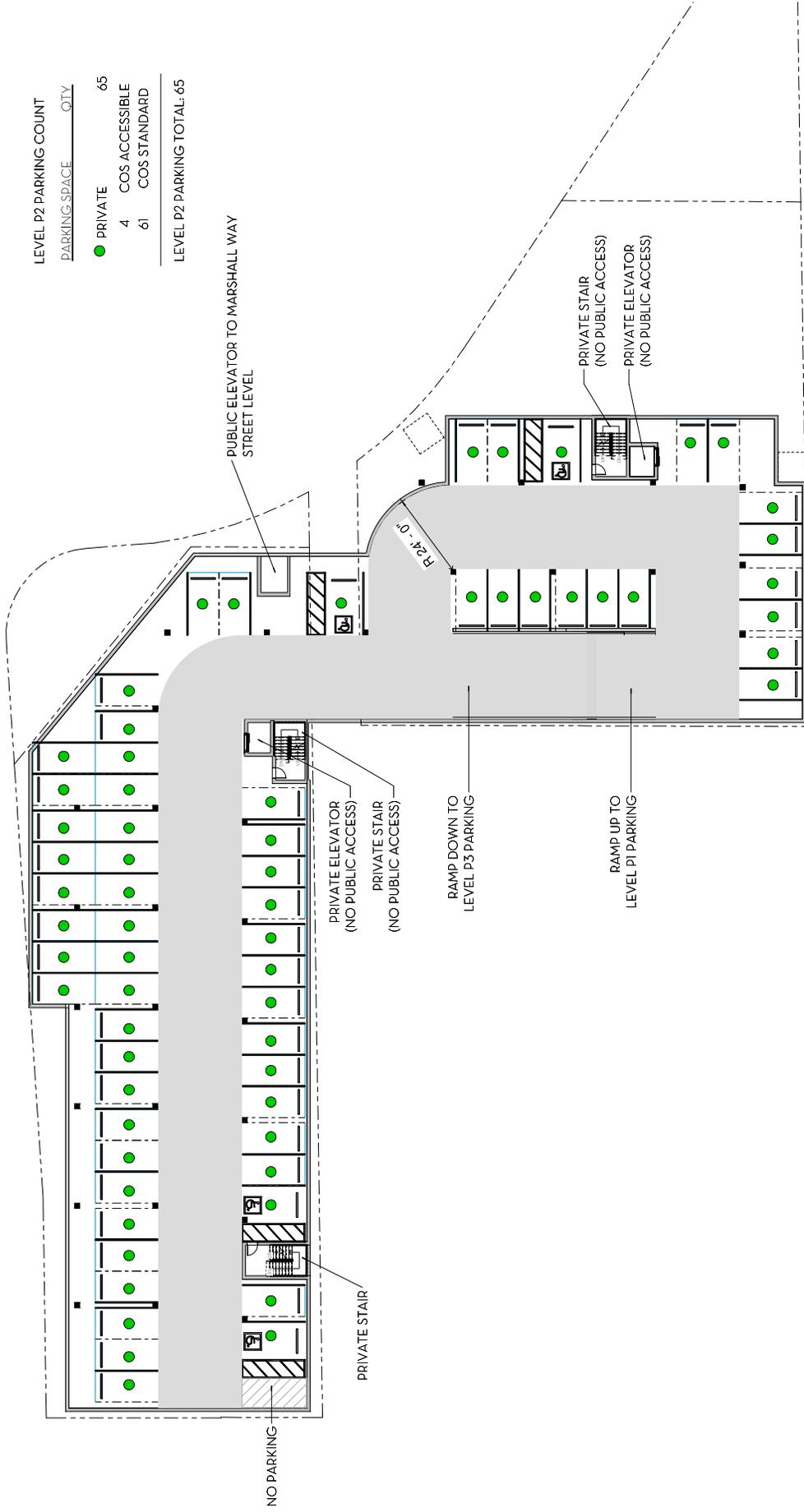
LEVEL P1 PUBLIC PARKING PLAN | 21S.1
 2ND SUBMITTAL: 06/18/21 | 3/32" = 1'-0"
 JUNE 16, 2021 | REZONING

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 RESIDENTIAL BUILDING



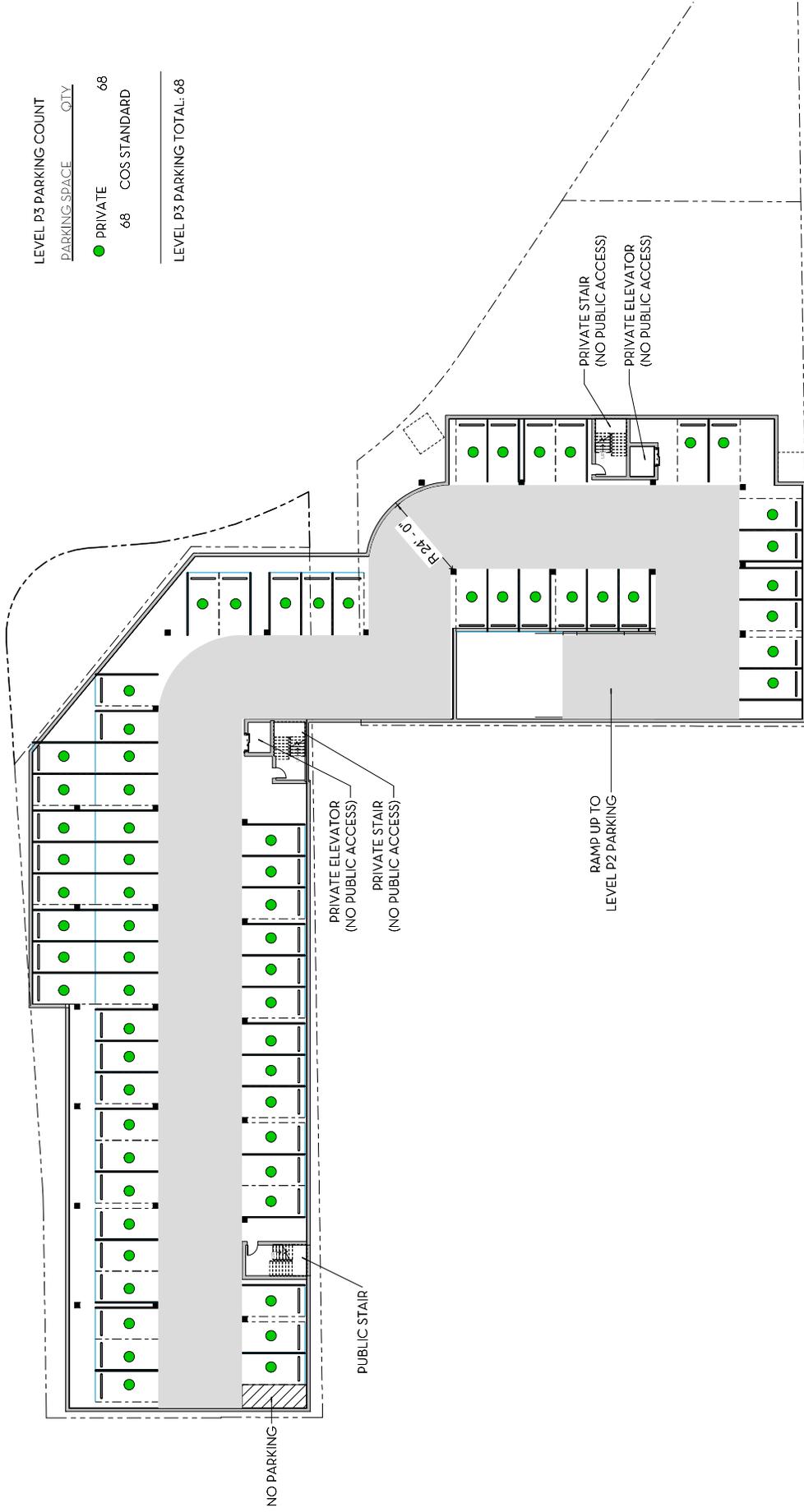
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LEVEL P2 PARKING COUNT

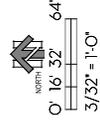
PARKING SPACE	QTY
● PRIVATE	65
4 COS ACCESSIBLE	
61 COS STANDARD	
LEVEL P2 PARKING TOTAL: 65	



LEVEL P3 PARKING COUNT

PARKING SPACE	QTY
● PRIVATE	68
○ COS STANDARD	68

LEVEL P3 PARKING TOTAL: 68



LEVEL P3 PARKING PLAN | 21S.3
 2ND SUBMITTAL 06/18/21 | 3/32" = 1'-0"
 JUNE 16, 2021 | REZONING

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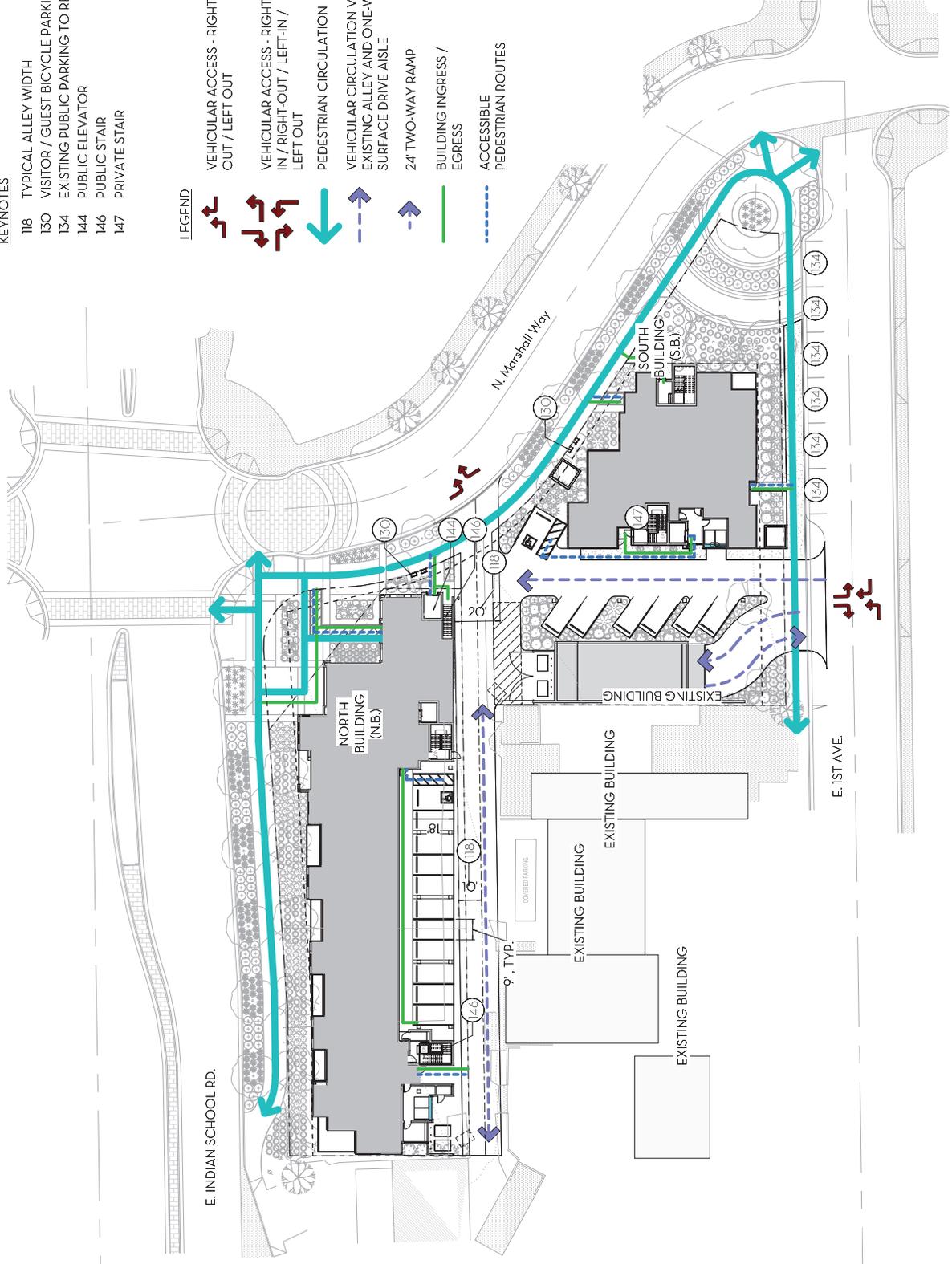
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- KEYNOTES**
- 118 TYPICAL ALLEY WIDTH
 - 130 VISITOR / GUEST BICYCLE PARKING
 - 134 EXISTING PUBLIC PARKING TO REMAIN
 - 144 PUBLIC ELEVATOR
 - 146 PUBLIC STAIR
 - 147 PRIVATE STAIR

- LEGEND**
- VEHICULAR ACCESS - RIGHT OUT / LEFT OUT
 - VEHICULAR ACCESS - RIGHT-IN / RIGHT-OUT / LEFT-IN / LEFT OUT
 - PEDESTRIAN CIRCULATION
 - VEHICULAR CIRCULATION VIA EXISTING ALLEY AND ONE-WAY SURFACE DRIVE AISLE
 - 24' TWO-WAY RAMP
 - BUILDING INGRESS / EGRESS
 - ACCESSIBLE PEDESTRIAN ROUTES



VEHICULAR & PEDESTRIAN CIRCULATION | 21U
 THIRD SUBMITTAL | 12/10/21 REVISED | 1/16" = 1'-0"
 SEPTEMBER, 2021 | REZONING

THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING

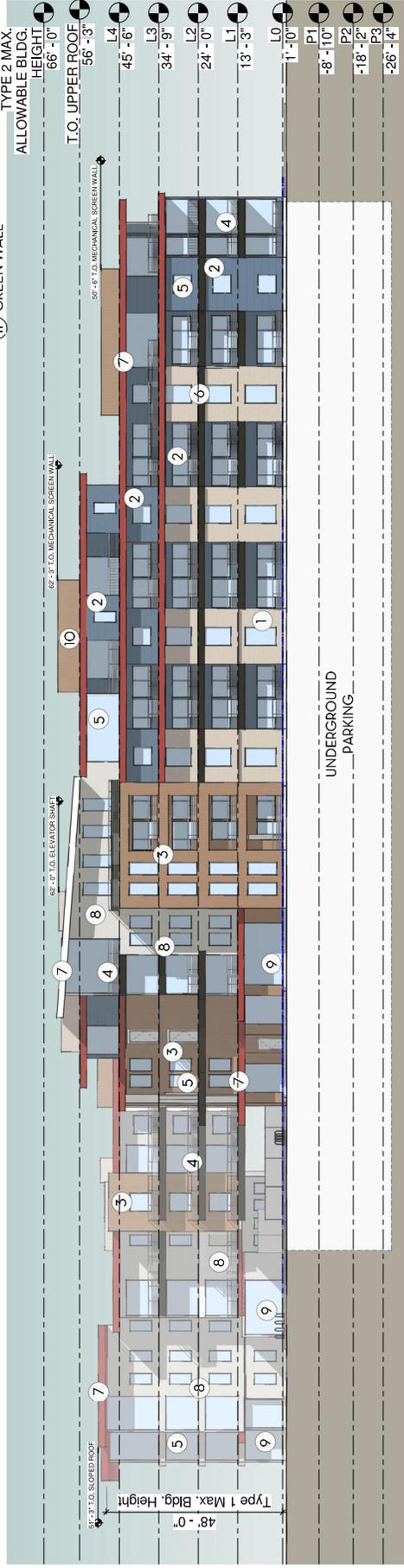


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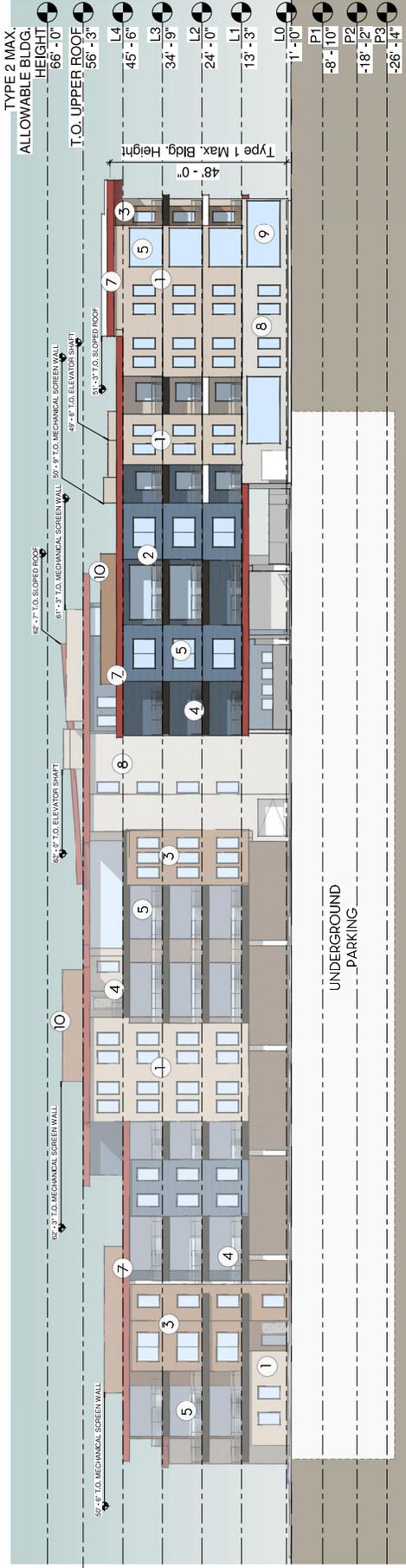


THE ARTISAN SCOTTSDALE

- MATERIAL LEGEND**
- ① STONE SLAB VENEER
 - ② METAL PANELING
 - ③ THERMARAMY
 - ④ METAL RAILING
 - ⑤ WINDOW/GLASS
 - ⑥ CANOPY COVER
 - ⑦ TALIESIN RED METAL FASCIA
 - ⑧ MASONRY
 - ⑨ STOREFRONT GLASS
 - ⑩ MECHANICAL SCREEN
 - ⑪ GREEN WALL



NORTH ELEVATION



SOUTH ELEVATION

NOTE: SEE ROOF PLAN WORKSHEET FOR ADDITIONAL INFORMATION.

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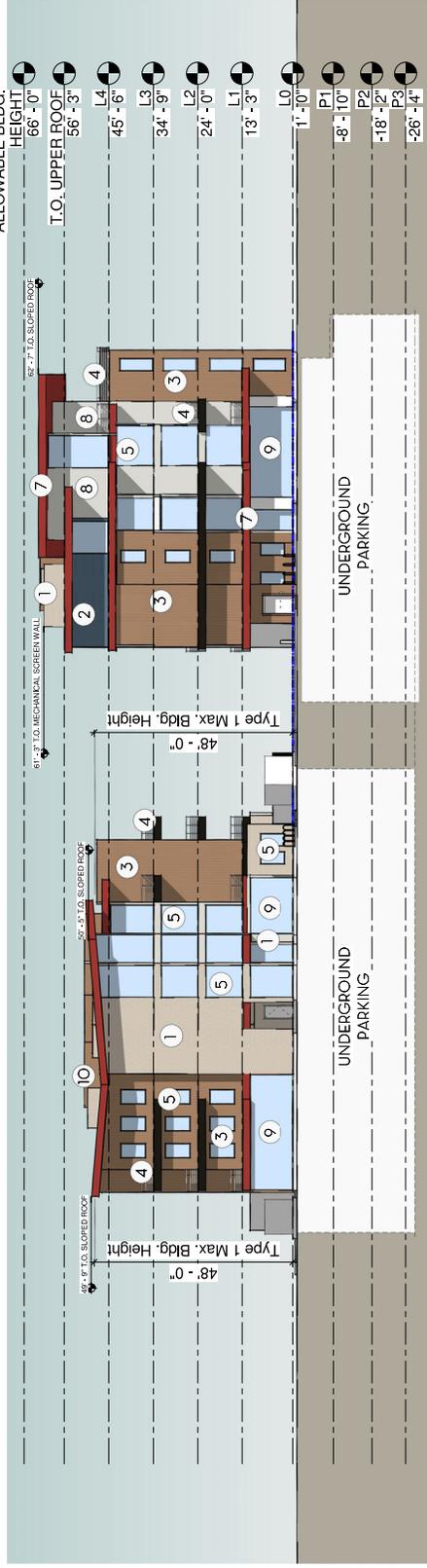
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ELEVATIONS | 21V-1
2ND SUBMITTAL: 06/18/21 3/32" = 1'-0"
JUNE 16, 2021 | REZONING

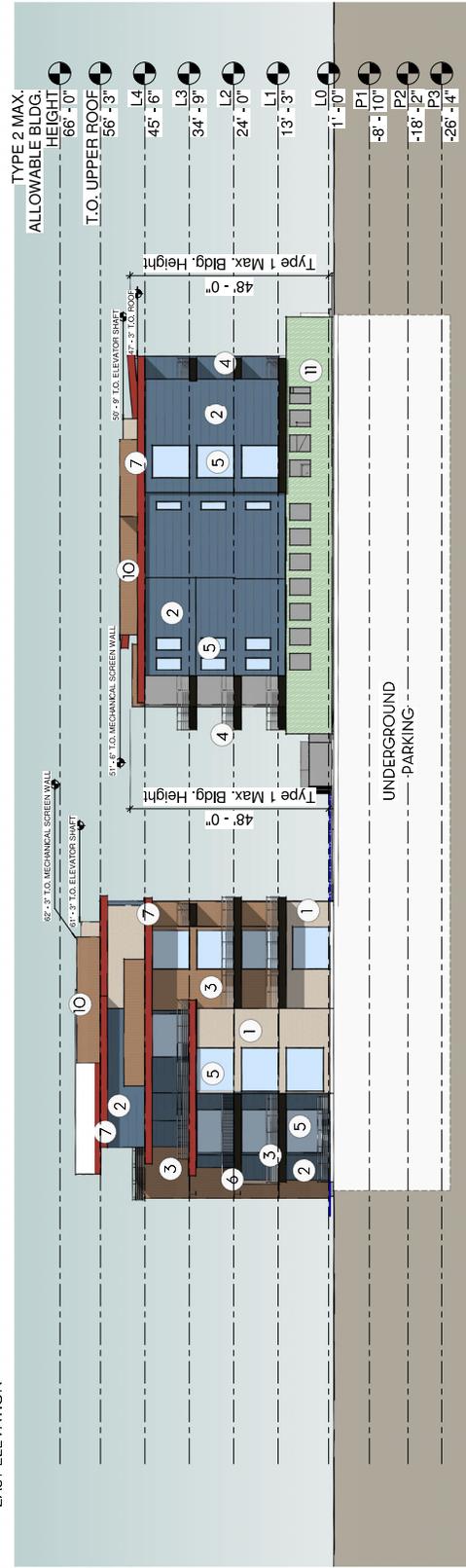


THE ARTISAN SCOTTSDALE

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- ① STONE SLAB VENEER
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 - ③ THERMARY
 - ④ METAL RAILING
 - ⑤ WINDOW/GLASS
 - ⑥ CANOPY COVER
 - ⑦ TALLIES IN RED METAL FASCIA
 - ⑧ MASONRY
 - ⑨ STOREFRONT GLASS
 - ⑩ MECHANICAL SCREEN
 - ⑪ GREEN WALL - 2 MAX. ALLOWABLE BLDG. HEIGHT



EAST ELEVATION



WEST ELEVATION

ELEVATIONS | 21V.2
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POSITIONED ON INDIAN SCHOOL ROAD FACING SOUTHEAST LOOKING AT THE ARTISAN NORTH BUILDING FACADE



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PERSPECTIVES | 21X:1
2ND SUBMITTAL 06/16/21
JUNE 16, 2021 | REZONING

THE ARTISAN SCOTTSDALE



POSITIONED ON INDIAN SCHOOL ROAD FACING SOUTHWEST WITH THE MARSHALL WAY AND INDIAN SCHOOL RD INTERSECTION AND BOTH ARTISAN NORTH AND SOUTH PLAZAS IN THE FOREGROUND



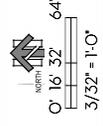
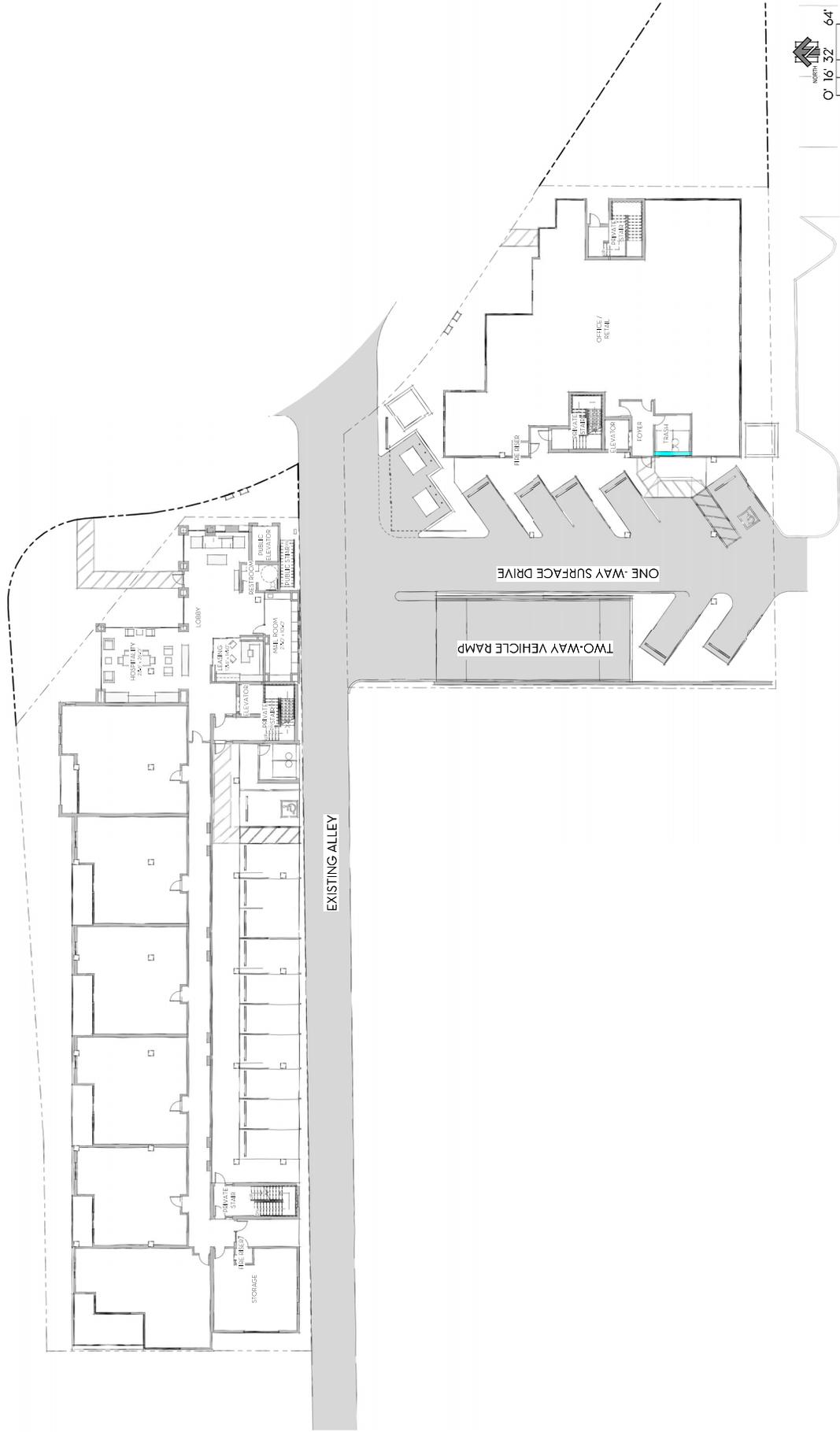
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THE ARTISAN SCOTTSDALE
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PERSPECTIVES | 21X.2
2ND SUBMITTAL 06/16/21
JUNE 16, 2021 | REZONING

THE ARTISAN SCOTTSDALE



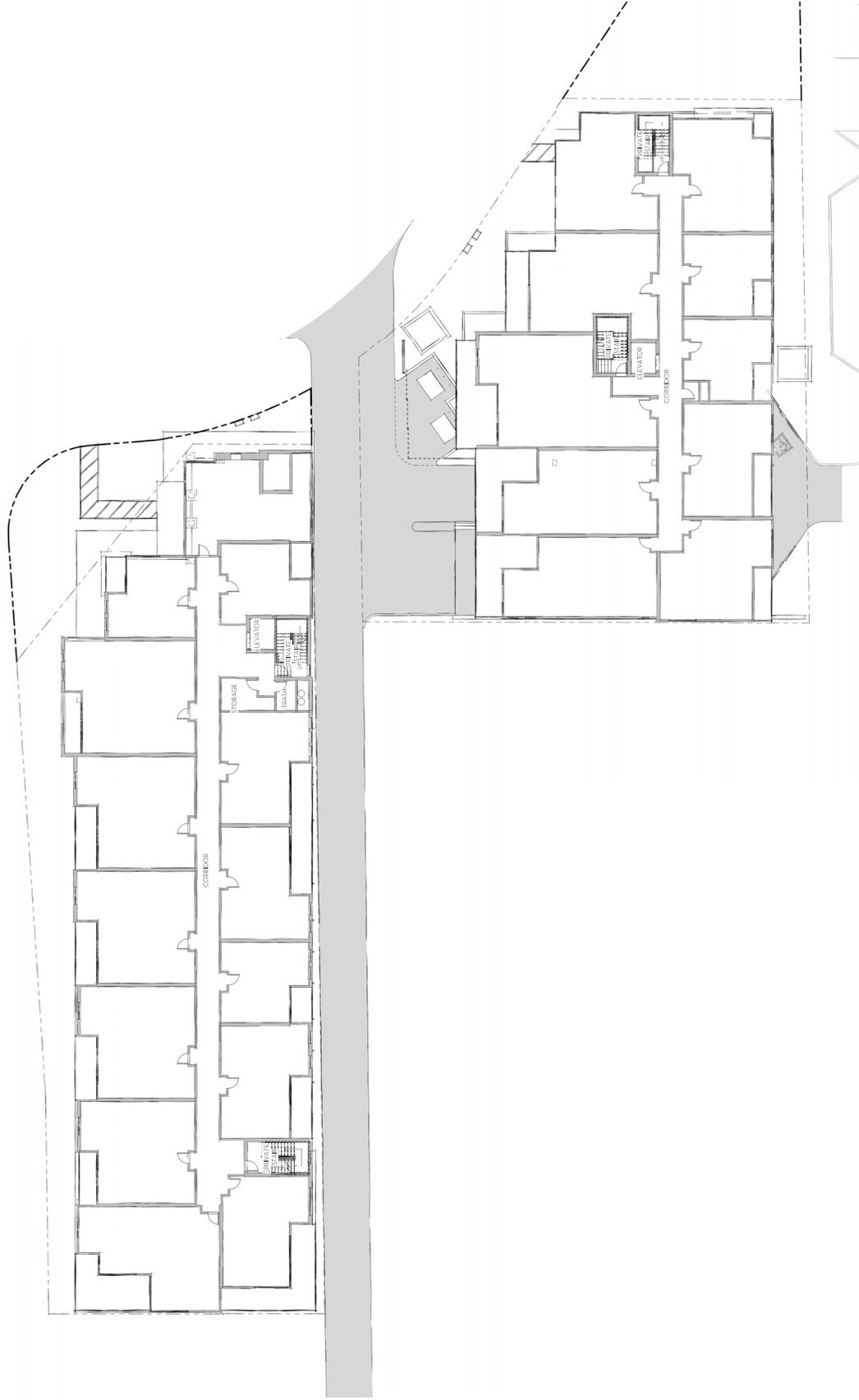
FLOOR PLAN GROUND LEVEL | 21Y.O
 2ND SUBMITTAL-06/18/21 | 3/32" = 1'-0"
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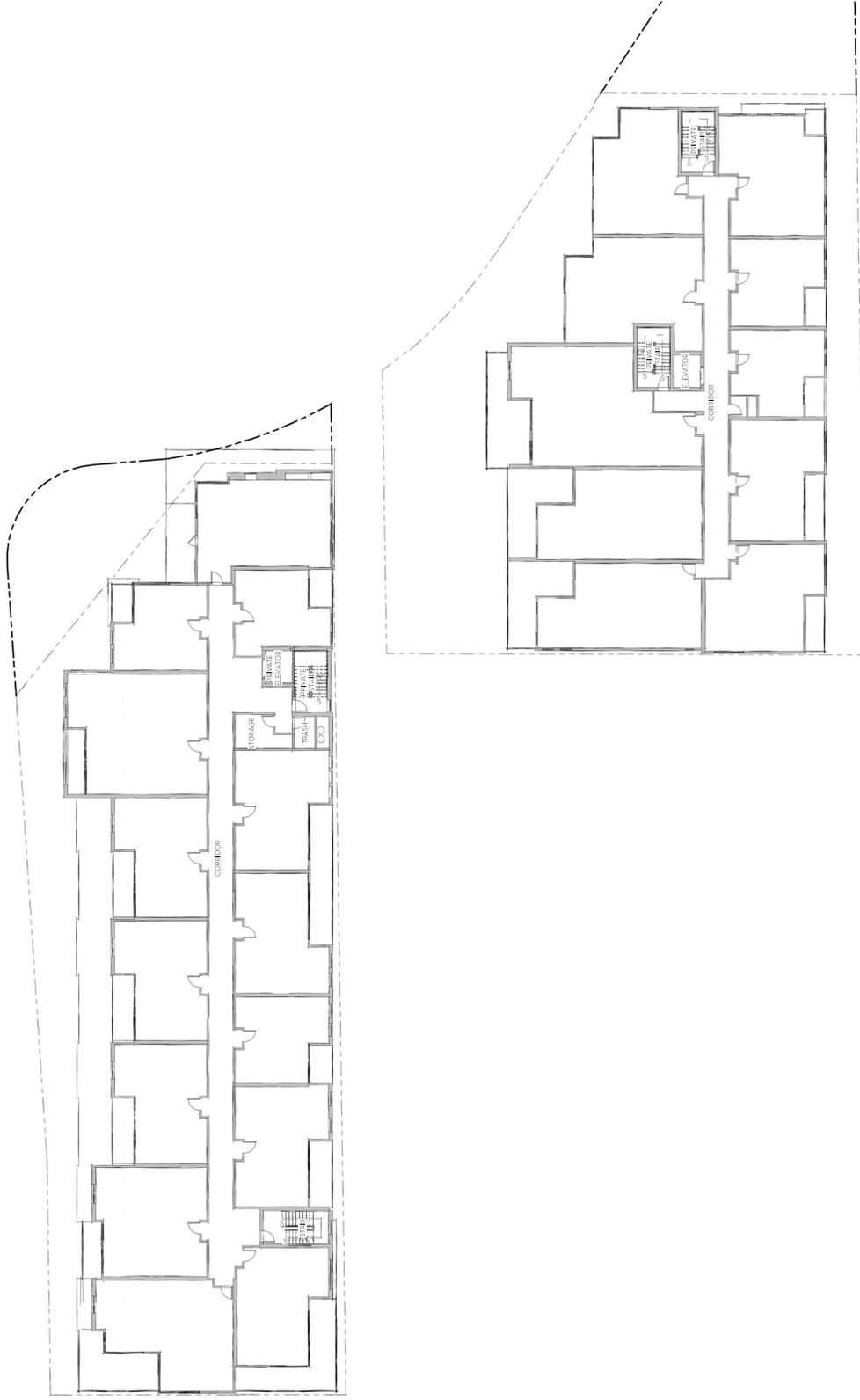


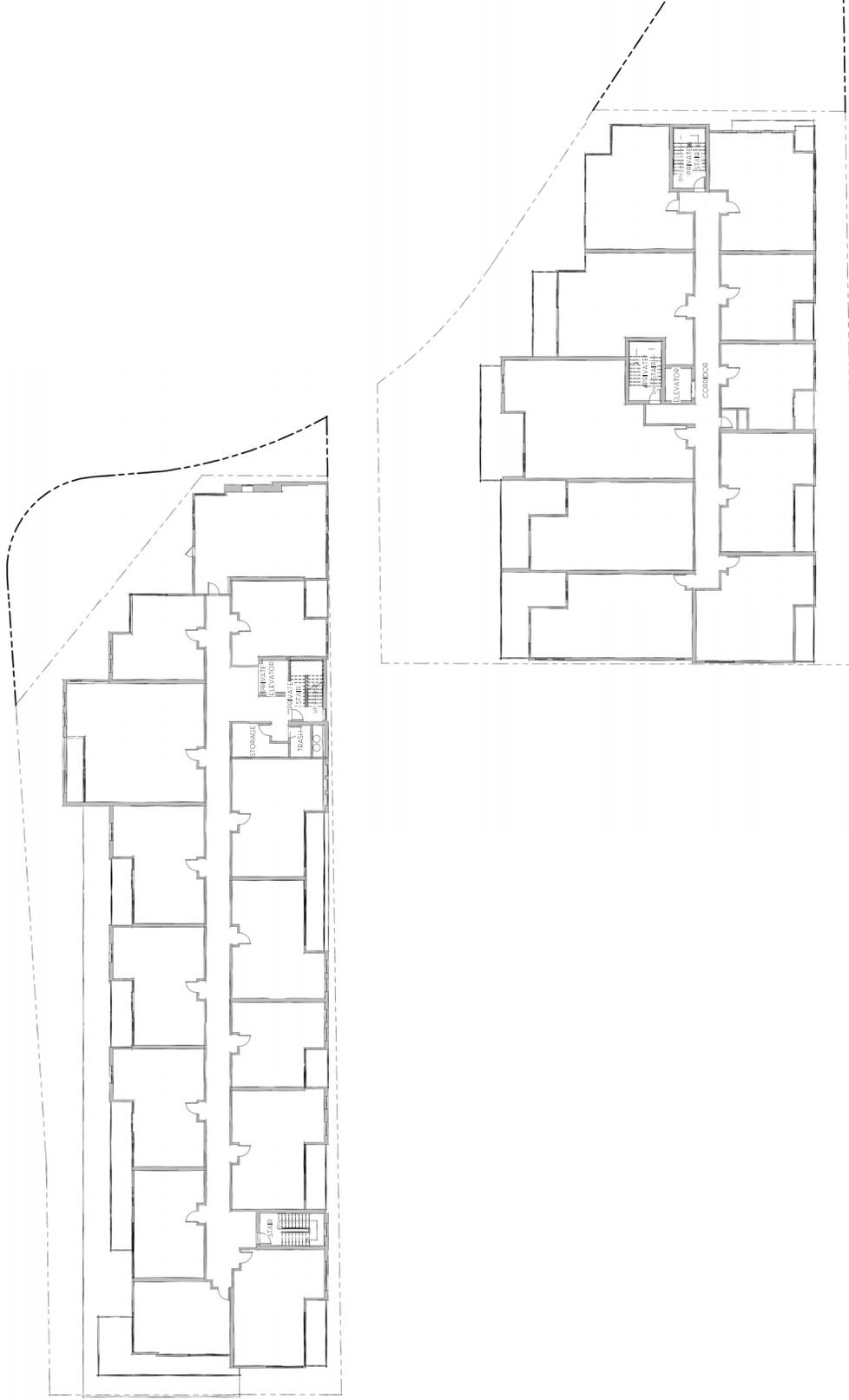
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FLOOR PLAN LEVEL 1 | 21X.1
2ND SUBMITTAL: 06/18/21 | 3/32" = 1'-0"
JUNE 16, 2021 | REZONING



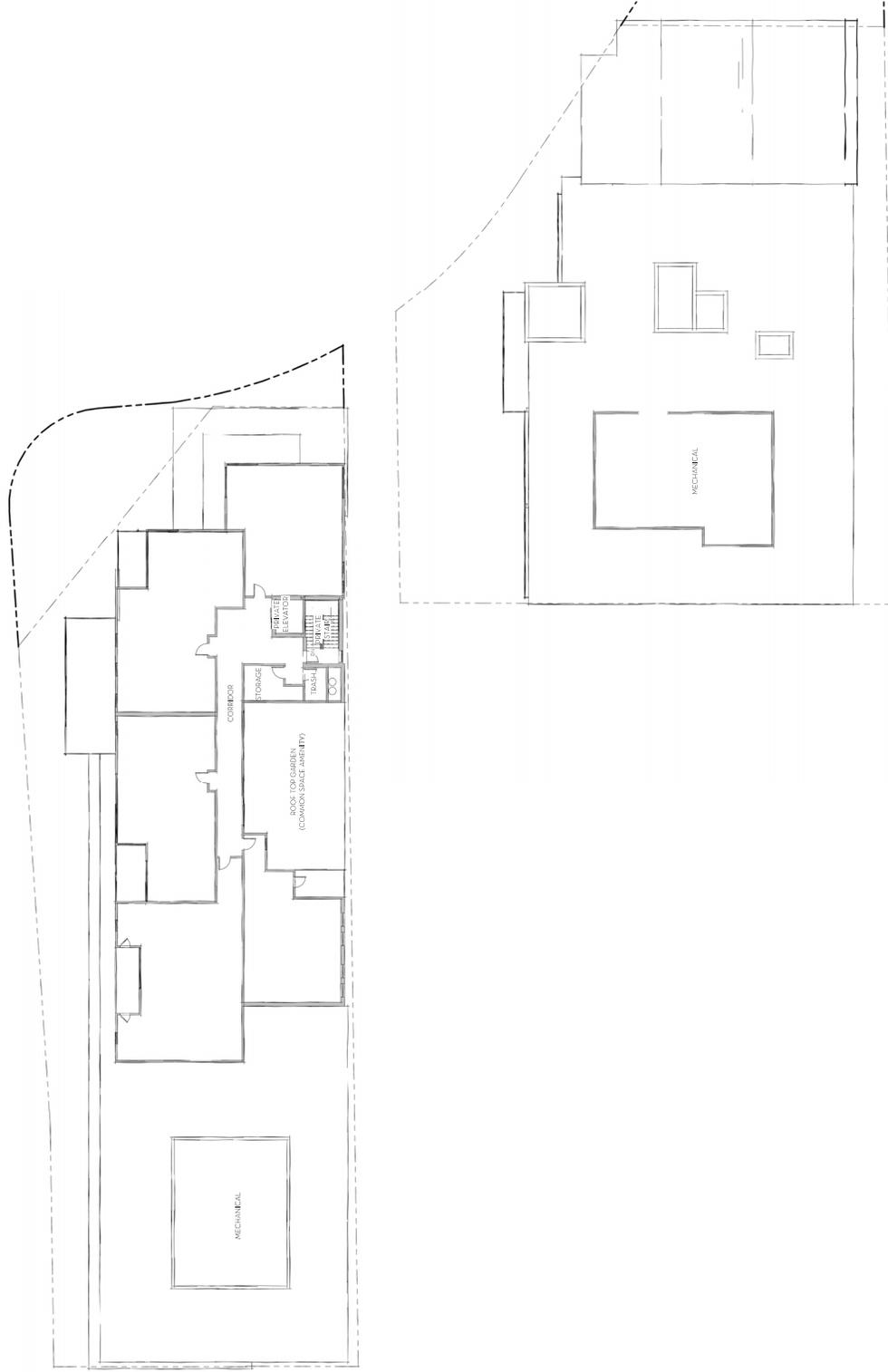


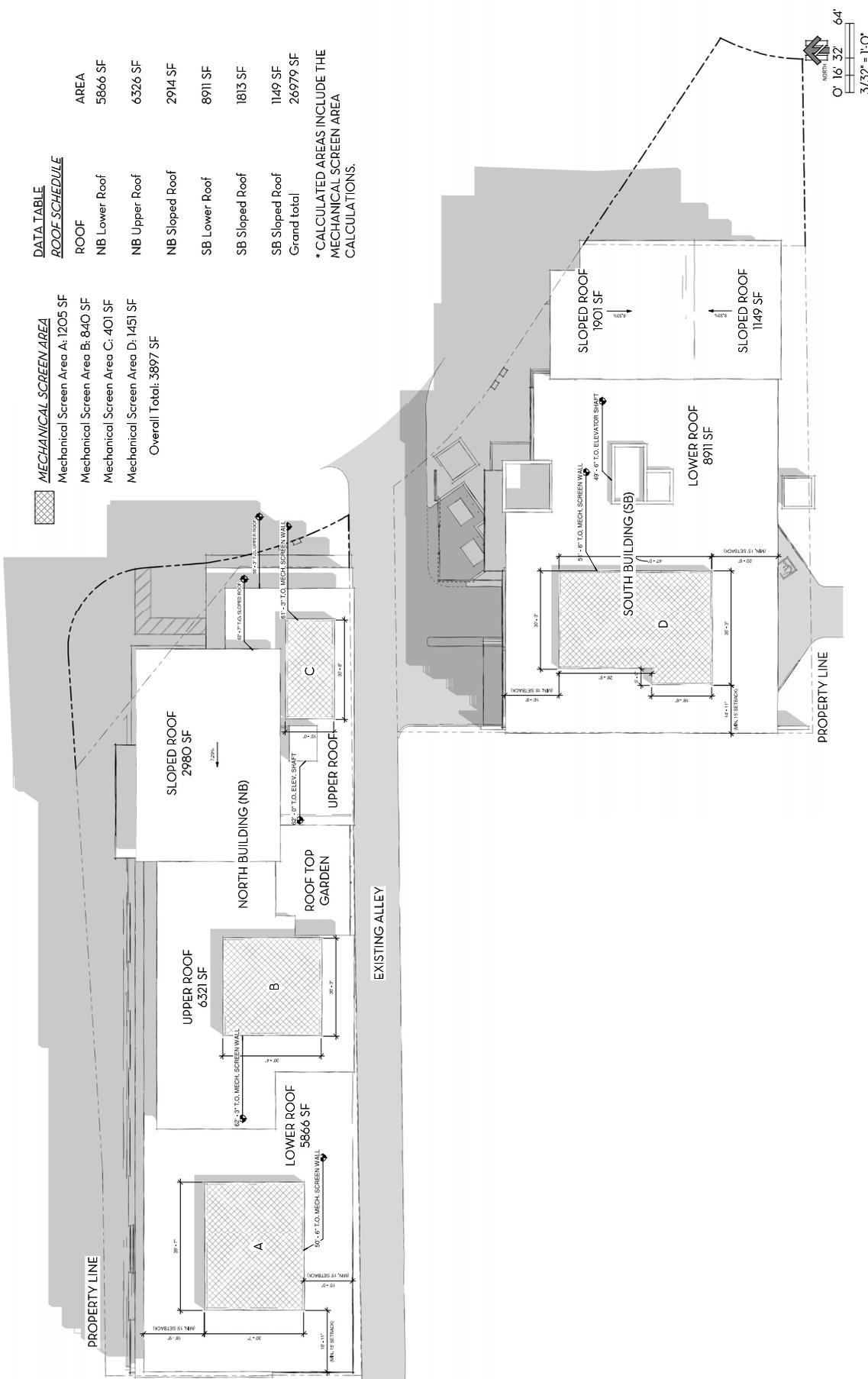
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FLOOR PLAN LEVEL 3 | 21Y.3
2ND SUBMITTAL: 06/18/21 | 3/32" = 1'-0"
JUNE 16, 2021 | REZONING







MECHANICAL SCREEN AREA

- Mechanical Screen Area A: 1205 SF
- Mechanical Screen Area B: 840 SF
- Mechanical Screen Area C: 401 SF
- Mechanical Screen Area D: 1451 SF
- Overall Total: 3897 SF

DATA TABLE

ROOF	AREA
NB Lower Roof	5866 SF
NB Upper Roof	6326 SF
NB Sloped Roof	2914 SF
SB Lower Roof	8911 SF
SB Sloped Roof	1813 SF
SB Sloped Roof	1149 SF
Grand total	26979 SF

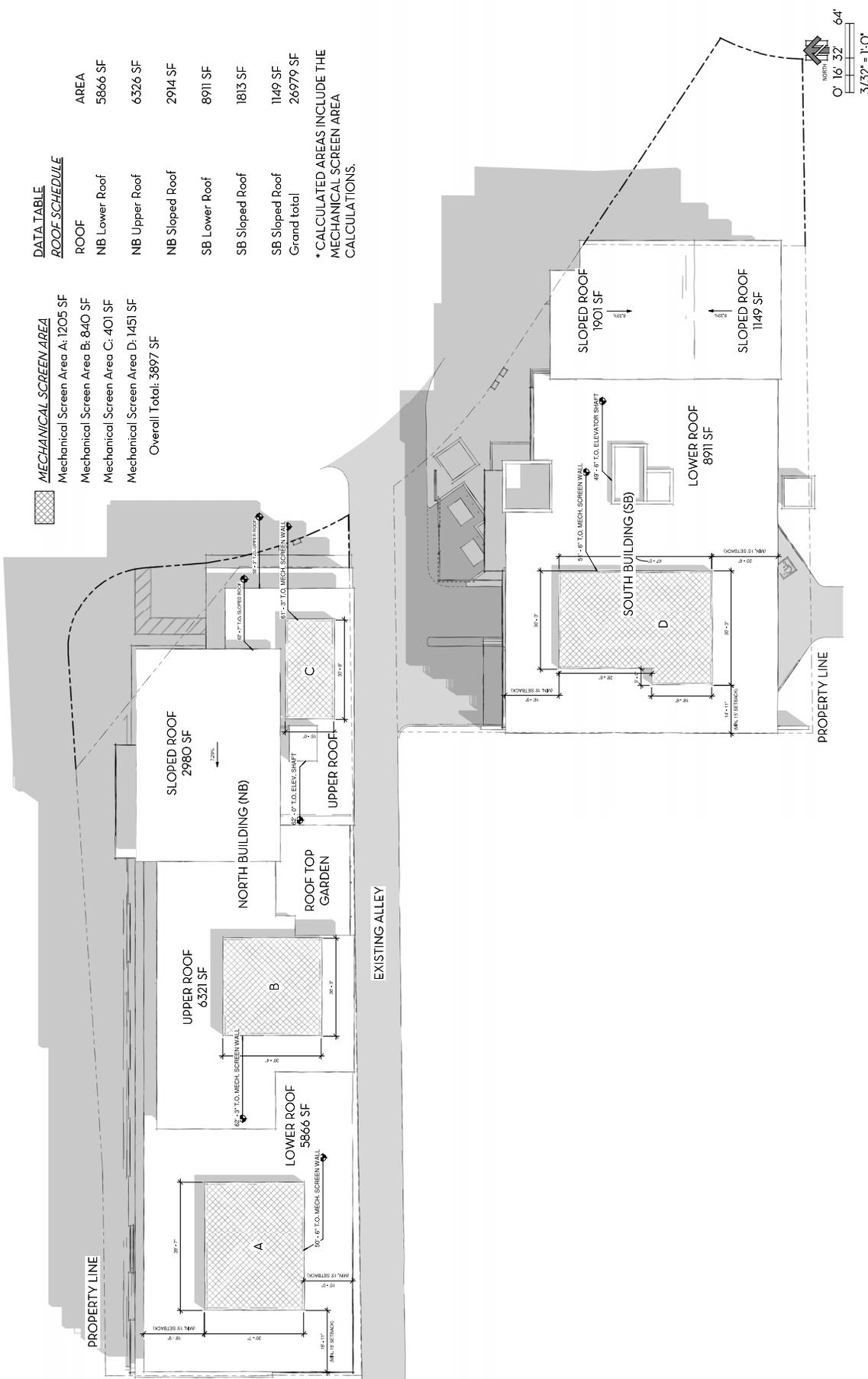
* CALCULATED AREAS INCLUDE THE MECHANICAL SCREEN AREA CALCULATIONS.

ROOF PLAN WORKSHEET | 21AA
 2ND SUBMITTAL: 06/18/21
 3/32" = 1'-0"
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DATA TABLE

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ROOF PLAN WORKSHEET | 21AA
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FLOOR PLAN WORKSHEET | 21Z
 2ND SUBMITTAL: 06/18/21 As indicated
 JUNE 16, 2021 REZONING

UNIT YIELD SUMMARY

ONE BEDROOM 51
 STUDIO 16
 TWO BEDROOM 16
 Grand total: 83

YIELD SUMMARY

NORTH BUILDING (NB):
 GROSS AREA:
 (INCLUDING OUTDOOR PRIVATE SPACE) 64,373 SF

LEASABLE NET AREA:
 (INCLUDING OUTDOOR PRIVATE SPACE) 48,353 SF

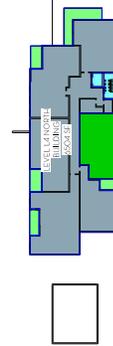
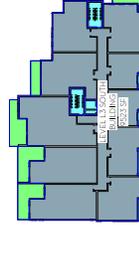
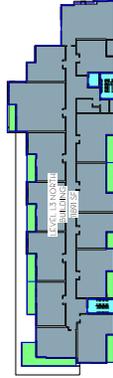
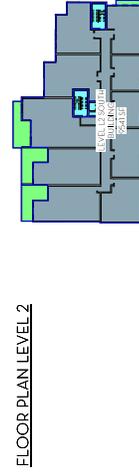
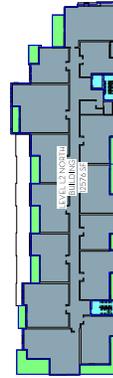
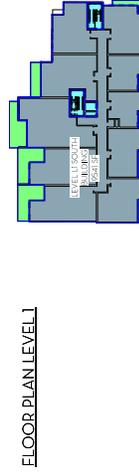
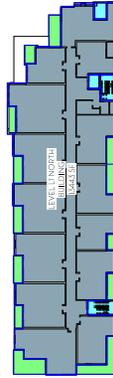
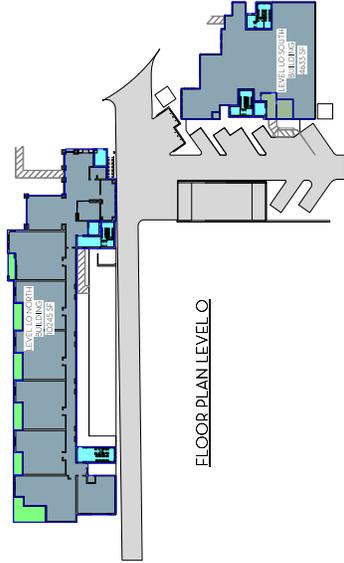
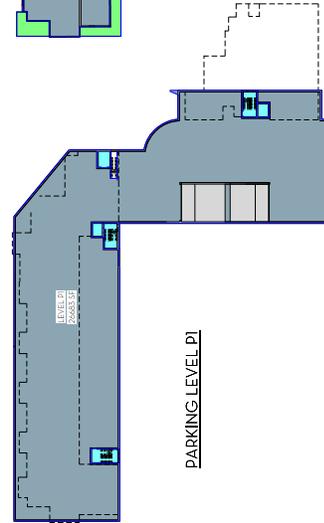
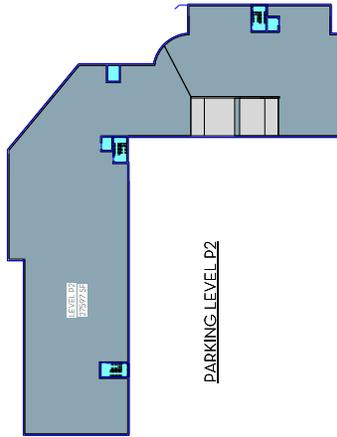
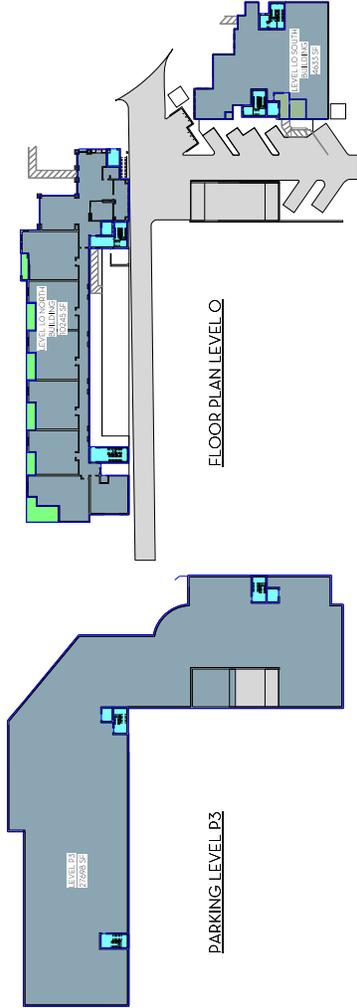
SOUTH BUILDING (SB):
 GROSS AREA:
 (INCLUDING OUTDOOR PRIVATE SPACE) 40,152 SF

LEASABLE NET AREA (RESIDENTIAL):
 (INCLUDING OUTDOOR PRIVATE SPACE) 28,860 SF

LEASABLE NET AREA (RESIDENTIAL):
 5,031 SF
 33,891 SF

NON-RESIDENTIAL YIELD SUMMARY

HOSPITALITY 571 SF
 LEASING 178 SF
 LOBBY 910 SF
 MAIL ROOM 246 SF
 OFFICE / RETAIL 4440 SF



COLOR CODE LEGEND

- GROSS BUILDING
- VERTICAL CIRCULATION
- OUTDOOR PRIVATE SPACE
- ROOF TOP GARDEN

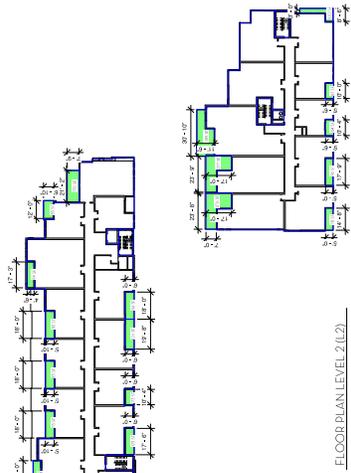
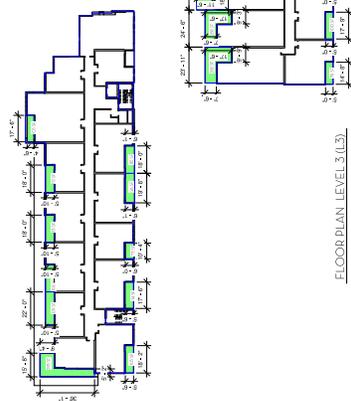
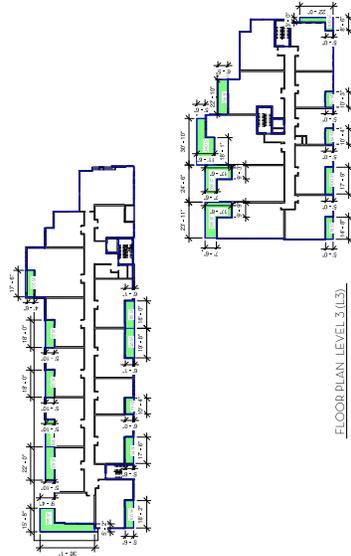
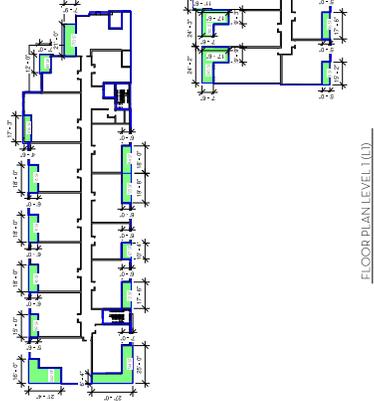
THE ARTISAN SCOTTSDALE

PRIVATE OUTDOOR LIVING AREAS

LO NB	842 SF
L1 NB	783 SF
L1 SB	1788 SF
L2 NB	1424 SF
L2 SB	1774 SF
L3 NB	400 SF
L3 SB	1392 SF
L4 NB	1426 SF
L4 SB	741 SF
OVERALL TOTAL	10571 SF

COLOR CODE LEGEND

█ OUTDOOR PRIVATE SPACE

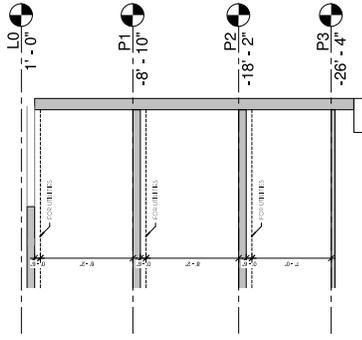


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 2ND SUBMITTAL 06/18/21 As indicated
 JUNE 16, 2021 | REZONING



VERTICAL ENCROACHMENT CLEARANCE P2

VERTICAL CLEARANCE NOTE

THE VERTICAL CLEARANCE FOR ACCESSIBLE PARKING SPACES SHALL BE NO LESS THAN EIGHT (8) FEET TWO (2) INCHES, AND THE VERTICAL CLEARANCE FOR VEHICULAR DRIVE AISLE SHALL BE NO LESS THAN (8) FEET (2) INCHES TO AND FROM COVERED PARKING, GARAGE, PODIUM PARKING, AND PARKING STRUCTURE.

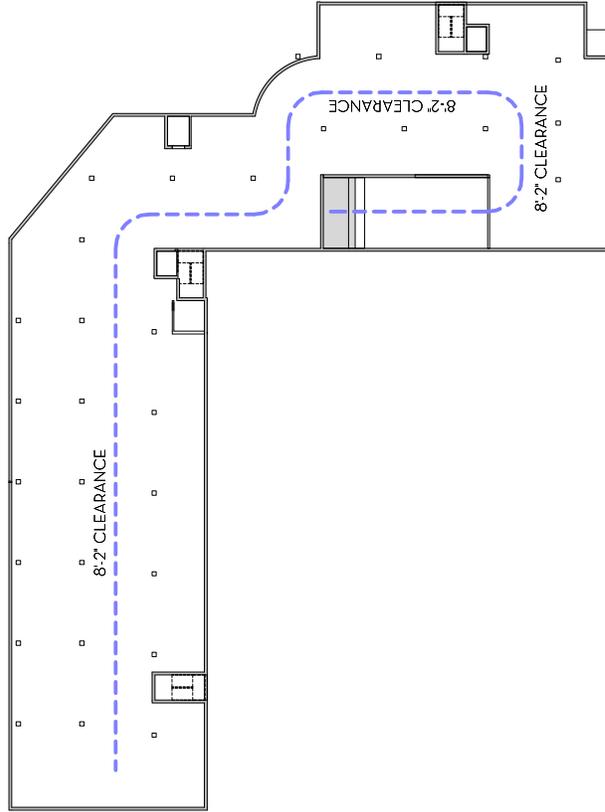
ACCESSIBLE PARKING SPACES PER SEC. 9.105.0

PROVIDED VERTICAL CLEARANCE IN ACCESSIBLE STALL FOR P1 AND P2 IS 8'-8".

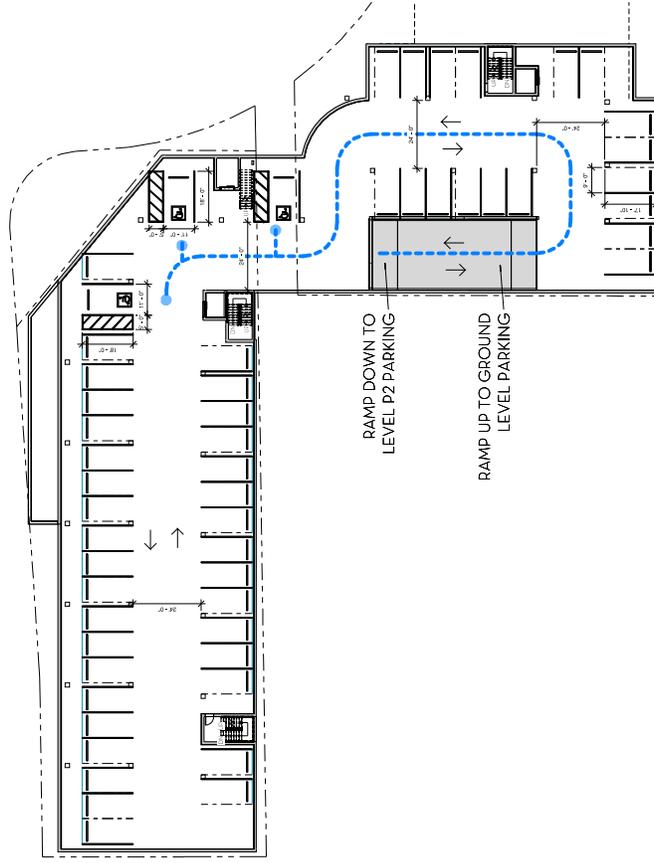
LEGEND

- VERTICAL CLEARANCE ROUTE
- ACCESSIBLE PARKING ROUTE

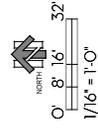
LEVEL P1 ACCESSIBLE PARKING YIELD	
COS ACCESSIBLE	3
COS ACCESSIBLE PARKING P1 TOTAL	3

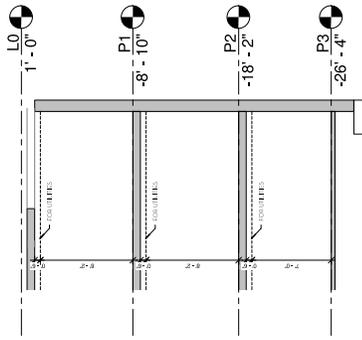


LEVEL P2 REFLECTED CEILING PLAN



LEVEL P2 ACCESSIBLE PARKING PLAN





VERTICAL ENCROACHMENT CLEARANCE P2

VERTICAL CLEARANCE NOTE

THE VERTICAL CLEARANCE FOR ACCESSIBLE PARKING SPACES SHALL BE NO LESS THAN EIGHT (8) FEET TWO (2) INCHES, AND THE VERTICAL CLEARANCE FOR VEHICULAR DRIVE AISLE SHALL BE NO LESS THAN (8) FEET (2) INCHES TO AND FROM COVERED PARKING, GARAGE, PODIUM PARKING, AND PARKING STRUCTURE.

ACCESSIBLE PARKING SPACES PER SEC. 9.105.0

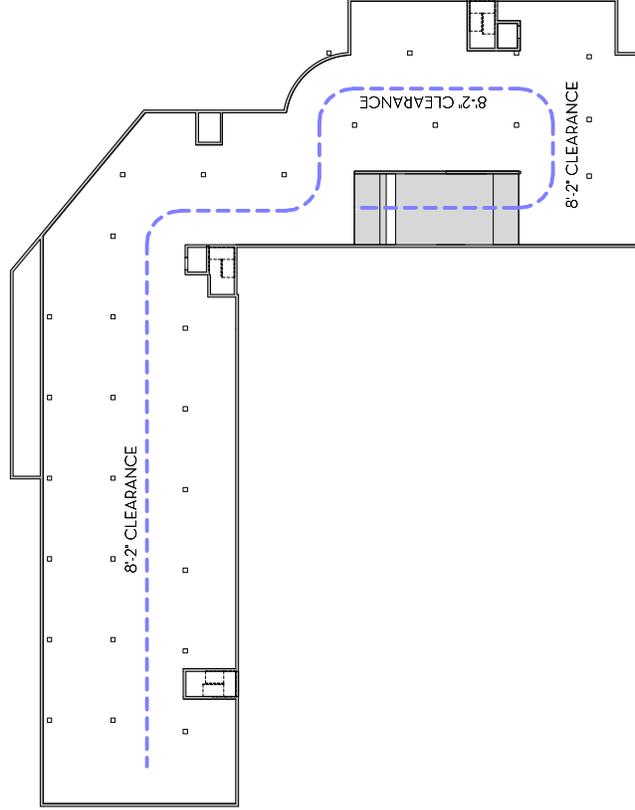
PROVIDED VERTICAL CLEARANCE IN ACCESSIBLE STALL FOR P1 AND P2 IS 8'-8".

LEGEND

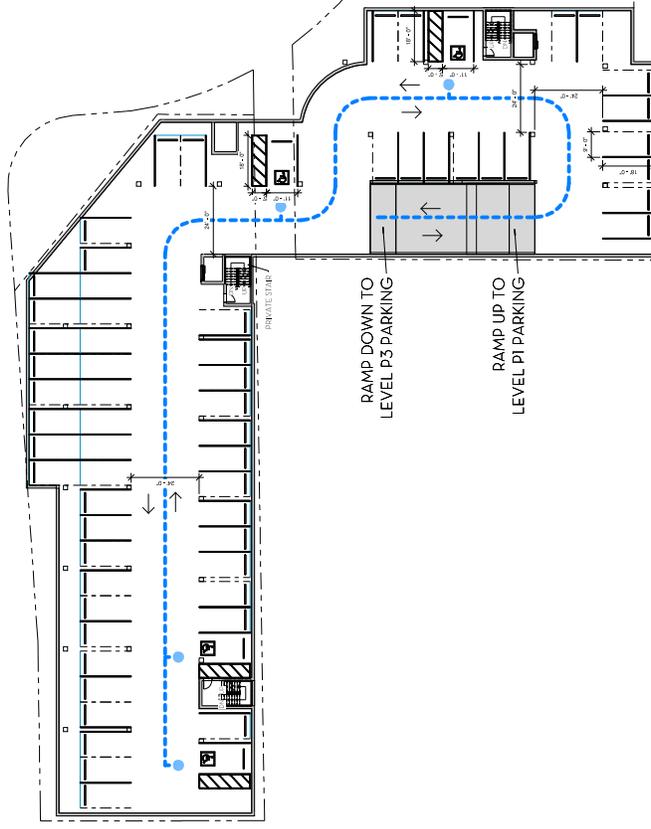
- VERTICAL CLEARANCE ROUTE
- ACCESSIBLE PARKING ROUTE

LEVEL P2 ACCESSIBLE PARKING YIELD

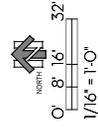
COS ACCESSIBLE	4
ACCESSIBLE PARKING P2 TOTAL	4

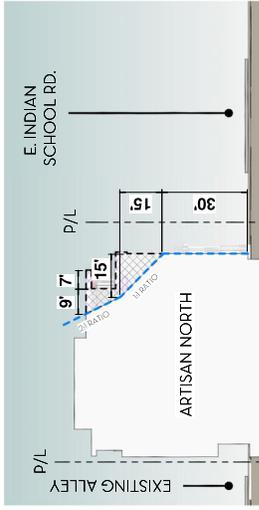


LEVEL P2 REFLECTED CEILING PLAN

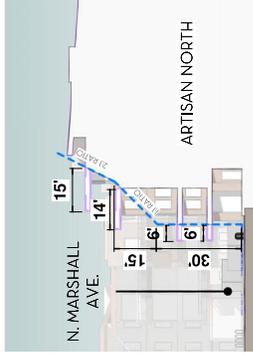


LEVEL P2 ACCESSIBLE PARKING PLAN

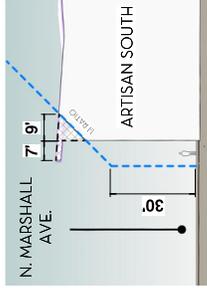




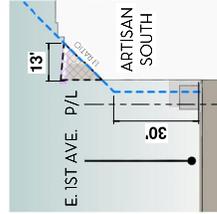
SECTION I
TYPE 2 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



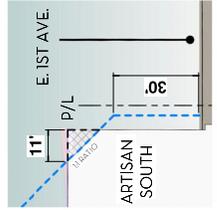
SECTION L
TYPE 2 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



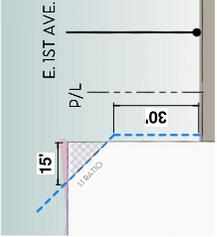
SECTION M
TYPE 1 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



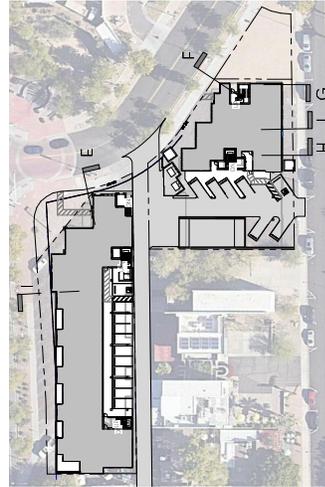
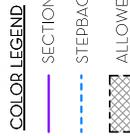
SECTION G
TYPE 1 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



SECTION H
TYPE 1 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



SECTION J
TYPE 1 STEPBACK
0' 8' 16' 32'
1/16" = 1'-0"



KEY MAP
0' 20' 40' 80'
1" = 80'

NOTE:

- THE WHITE COLOR FILL IS A SECTION CUT THROUGH THE ARTISAN BUILDINGS.
 - THE LIGHT GREY COLOR FILL IS A SECTION CUT THROUGH ADJACENT EXISTING BUILDINGS.
 - THE DARK GREY COLOR FILL ARTICULATE BUILDINGS IN THE DISTANCE.
 - REFER TO SHEETS 34.4/34.5 FOR FURTHER STEPBACK INFORMATION.
- * PER THE CITY OF SCOTTSDALE ZONING ORDINANCE, SEC. 5.3000 - DOWNTOWN (D), SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, THE FOLLOWING EXCEPTIONS TO BUILDING LOCATION, SETBACK AND STEPBACK STANDARDS ARE ALLOWED:
- A. A MAXIMUM OF FIVE (5) FEET FOR CORNICES, EAVES, PARAPETS AND FIREPLACES.
 - B. A MAXIMUM OF SEVEN (7) FEET FOR CANOPIES AND OTHER COVERS OVER SIDEWALKS, BALCONIES AND TERRACES.
 - C. BALCONY WALLS AND RAILINGS WITH A MAXIMUM INSIDE HEIGHT OF FORTY-FIVE (45) INCHES.
 - D. UNCOVERED BALCONIES, UNCOVERED TERRACES AND PATIOS AT AND BELOW GRADE.
 - E. COVERED SIDEWALKS AND UNCOVERED TERRACES DIRECTLY ABOVE A SIDEWALK.
3. SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO STEPBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN I.2. ABOVE) IS ALLOWED FOR PROJECTIONS THAT:
- A. ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FAÇADE WHERE THE PROJECTIONS OCCUR; AND
 - B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FAÇADE WHERE THE PROJECTIONS OCCUR.



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THE ARTISAN SCOTTSDALE
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STEPBACK ENCROACHMENT SECTIONS | 34.3
2ND SUBMITTAL, 06/18/21 | As indicated
JUNE 16, 2021 | REZONING



NORTH ELEVATION STEPBACK ENCROACHMENT



EAST ELEVATION STEPBACK ENCROACHMENT



SOUTH ELEVATION STEPBACK ENCROACHMENT

NOTE

THE AREAS HIGHLIGHTED IN GREEN REPRESENT THE FACADE AREA. THE CROSS HATCHED AREA IS THE LOCATION OF THE ENCROACHMENTS. THESE GRAPHICS REPRESENT THE CITY-ALLOWED STANDARD BELOW. ALL ENCROACHMENT SURFACE AREAS TO THE HIGHLIGHTED FACADE ARE LESS THAN THE 33% ALLOWED AS STATED BELOW:

- B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR.

COS CODE

* PER THE CITY OF SCOTTSDALE ZONING ORDINANCE, SEC. 5.3000. - DOWNTOWN (D).

3. SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO STEPBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN 1.2. ABOVE), IS ALLOWED FOR PROJECTIONS THAT:

- A. ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR; AND
- B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR.

SEE SHEETS 34.3/34.4 FOR FURTHER STEPBACK INFORMATION.



THE AREAS HIGHLIGHTED IN GREEN REPRESENT THE FACADE AREA. PER 5.3006.I3. THE CROSS HATCHED AREA IS THE LOCATION OF THAT EXCEPTION TO THE SETBACK.

SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO SETBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN 12. ABOVE), IS ALLOWED FOR PROJECTIONS THAT:

- A. ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR; AND
 - B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR.
- SEE SHEET 21W.4 FOR FURTHER INFORMATION

THE ARTISAN SCOTTSDALE

PER 5.3006.F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

- 1. LENGTH OF THE BUILDING FACADE SHALL BE LOCATED AT THE MINIMUM SETBACK

PER 5.3006.F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

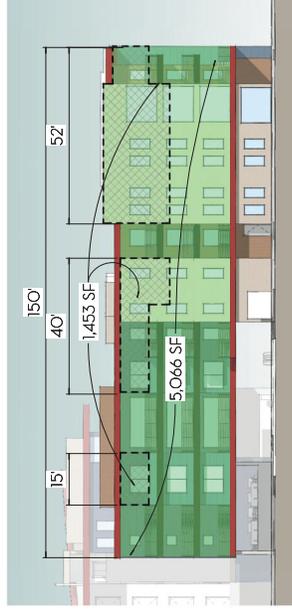
- 2. LENGTH OF THE BUILDING FACADE AT GRADE AND UP TO A HEIGHT OF THIRTY (30) FEET SHALL BE SETBACK AT LEAST TEN (10) ADDITIONAL FEET; AND

(SEE SHADED AREA)

PER 5.3006.F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

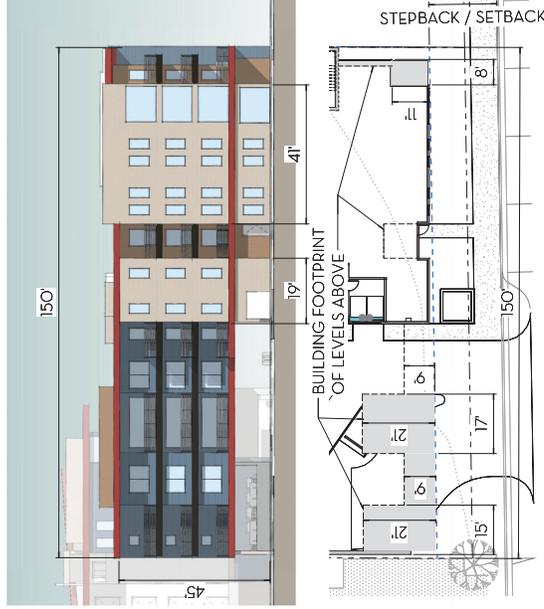
- 3. AREA OF THE BUILDING FACADE AT GRADE AND UP TO A HEIGHT OF THIRTY (30) FEET SHALL BE LOCATED AT THE MINIMUM SETBACK.

STEPBACK EXCEPTION



- PER 5.3006.I3.A
- REQUIRED: < 50%
 - PROVIDED: 34% (52 FT OF 150 FT)
- PER 5.3006.I3.B
- REQUIRED: < 33%
 - PROVIDED: 29% (1,453 SF OF 5,066 SF)

BUILDING LOCATION



- PER 5.3006.F.1.B.1 FACAUDE AT THE MIN. SETBACK.
- REQUIRED: 25%
 - PROVIDED: 57% (55 FT OF 150 FT)

BUILDING LOCATION



- PER 5.3006.F.1.B.3
- REQUIRED: 25%
 - PROVIDED: 29% (1,809 SF OF 6,320 SF)

BUILDING LOCATION



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THE ARTISAN SCOTTSDALE
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ELEVATION WORKSHEET - SOUTH | 21W.2
THIRD SUBMITTAL | 12/10/21 REVISED
N. T. S.
SEPTEMBER, 2021 | REZONING

THE AREAS HIGHLIGHTED IN GREEN REPRESENT THE FACADE AREA. PER 5.3006I.3, THE CROSS HATCHED AREA IS THE LOCATION OF THAT EXCEPTION TO THE SETBACK.

SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO STEPBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN I.2. ABOVE), IS ALLOWED FOR PROJECTIONS THAT:

- A. ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR; AND
 - B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR.
- SEE SHEET 21W.4 FOR FURTHER INFORMATION

PER 5.3006F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

1. LENGTH OF THE BUILDING FACADE SHALL BE LOCATED AT THE MINIMUM SETBACK

PER 5.3006F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

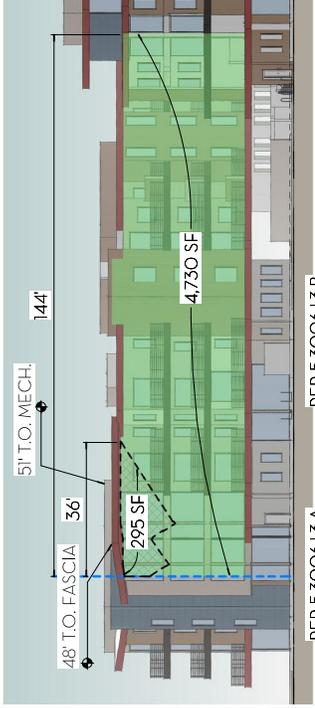
2. LENGTH OF THE BUILDING FACADE AT GRADE AND UP TO A HEIGHT OF THIRTY (30) FEET SHALL BE SET BACK AT LEAST TEN (10) ADDITIONAL FEET; AND

(SEE SHADED AREA)

PER 5.3006F.1.B. IN A TYPE 2 AREA, A TYPE 2.5 AREA OR A TYPE 3 AREA, AT LEAST TWENTY-FIVE (25) PERCENT OF THE:

3. AREA OF THE BUILDING FACADE AT GRADE AND UP TO A HEIGHT OF THIRTY (30) FEET SHALL BE LOCATED AT THE MINIMUM SETBACK.

STEPBACK EXCEPTION

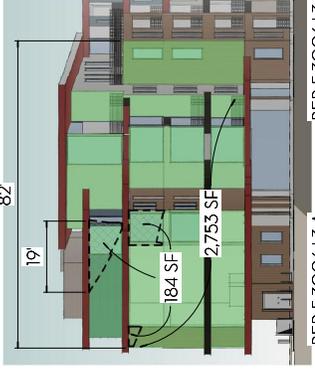


PER 5.3006I.3.A
 • REQUIRED: < 50%
 • PROVIDED: 26% (58 FT OF 144 FT)

PER 5.3006I.3.B
 • REQUIRED: < 33%
 • PROVIDED: 6% (295 SF OF 4,730 SF)

AMENDED STANDARD - N/A

BUILDING LOCATION



PER 5.3006I.3.A
 • REQUIRED: < 50%
 • PROVIDED: 23% (19 FT OF 82 FT)

PER 5.3006I.3.B
 • REQUIRED: < 33%
 • PROVIDED: 7% (184 SF OF 2,753 SF)

AMENDED STANDARD - N/A

BUILDING LOCATION

AMENDED STANDARD - N/A

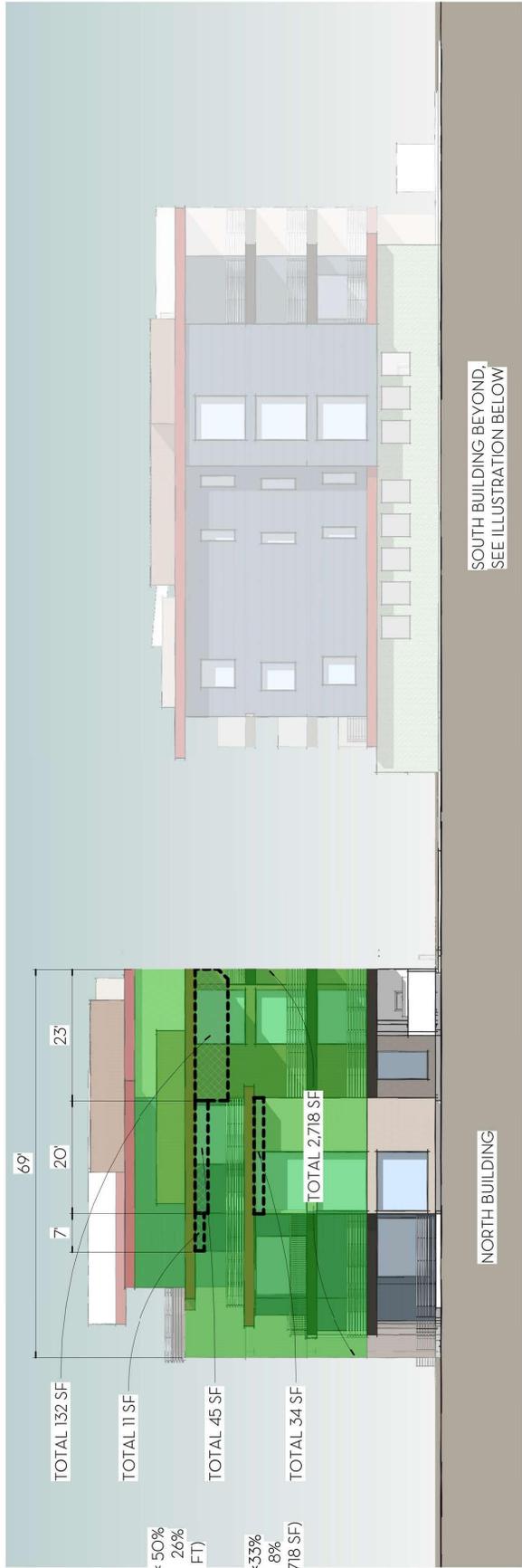
BUILDING LOCATION



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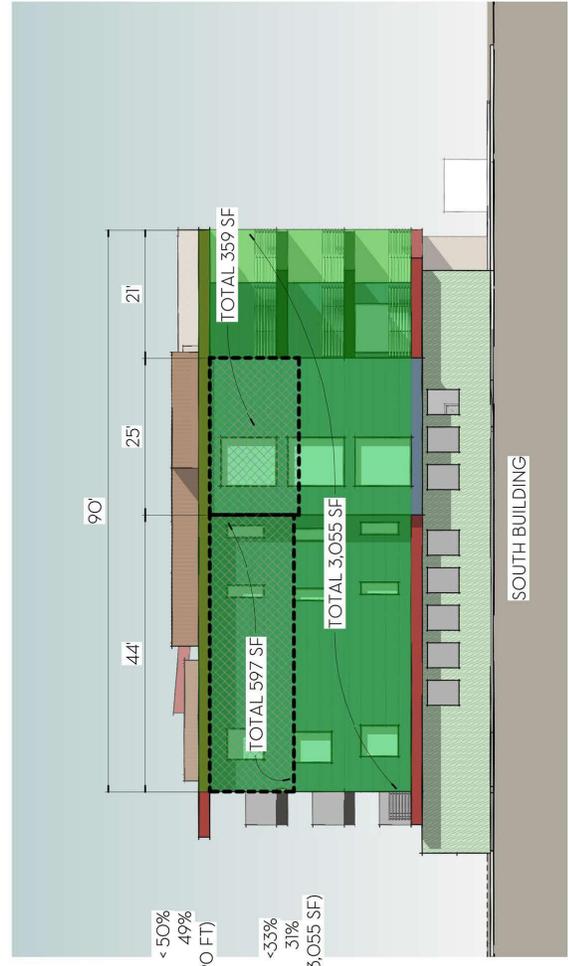
THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING



- PER 5.3006.1.3.A
- REQUIRED: <50%
- PROVIDED: 26% (23 FT OF 69 FT)
- PER 5.3006.1.3.B
- REQUIRED: <33%
- PROVIDED: 8% (222 SF OF 2,718 SF)

NORTH BUILDING

SOUTH BUILDING BEYOND,
SEE ILLUSTRATION BELOW



- PER 5.3006.1.3.A
- REQUIRED: <50%
- PROVIDED: 49% (44 FT OF 90 FT)
- PER 5.3006.1.3.B
- REQUIRED: <33%
- PROVIDED: 31% (956 SF OF 3,055 SF)

SOUTH BUILDING

THE AREAS HIGHLIGHTED IN GREEN REPRESENT THE FACADE AREA. PER 5.3006.1.3, THE CROSS HATCHED AREA IS THE LOCATION OF THAT EXCEPTION TO THE SETBACK.

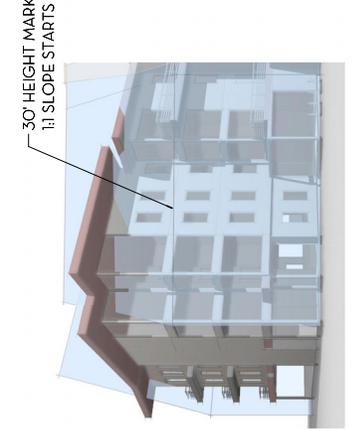
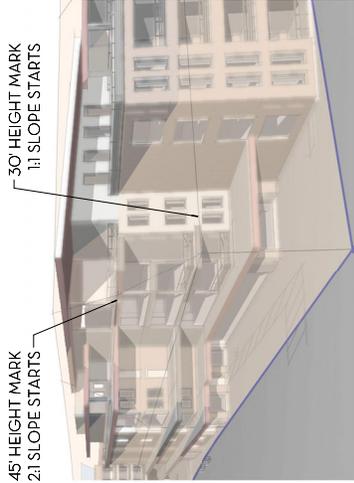
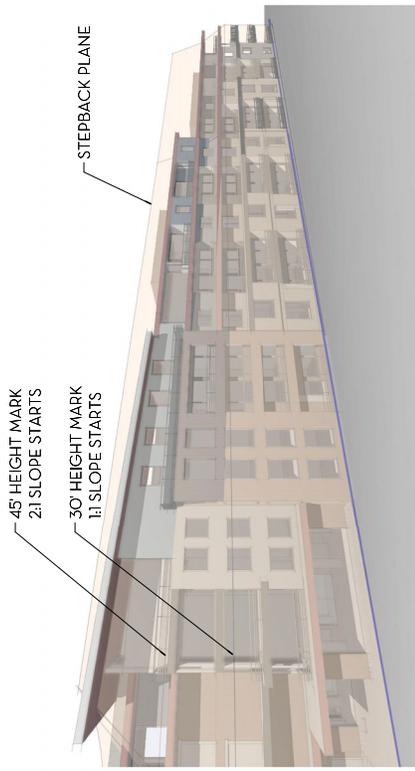
- SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO STEPBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN 12. ABOVE), IS ALLOWED FOR PROJECTIONS THAT:
- ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR; AND
 - ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FACADE WHERE THE PROJECTIONS OCCUR.



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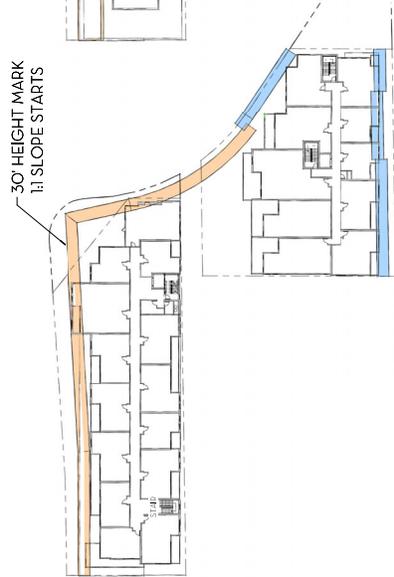
THE ARTISAN SCOTTSDALE
 RESIDENTIAL BUILDING



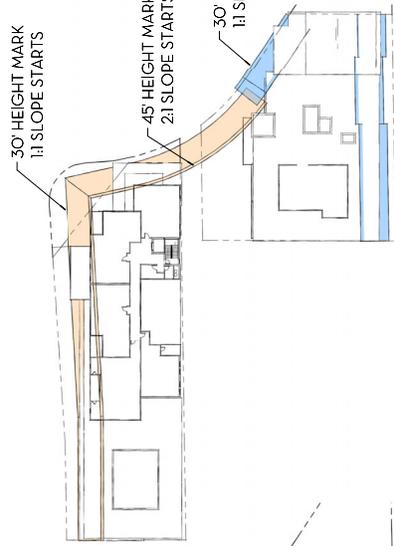
ENCROACHMENT TO SOUTH BLDGS. ALONG MARSHALL WAY.

ENCROACHMENT TO NORTH BLDGS. ALONG MARSHALL WAY.

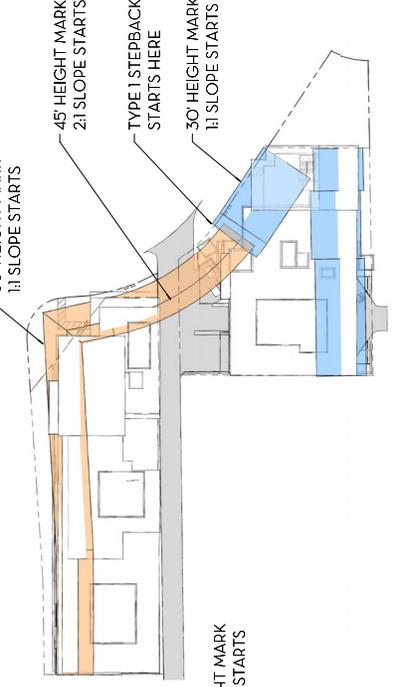
ENCROACHMENT TO NORTH BLDGS. ALONG INDIAN SCHOOL RD.



FLOOR PLAN LEVEL 3



FLOOR PLAN LEVEL 4



ROOF PLAN

STEPBACK NOTE:

SEE SHEETS 34.3/34.4 FOR FURTHER STEPBACK INFORMATION.

COLOR CODE LEGEND

- TYPE 2 STEPBACK PLANE
- TYPE 1 STEPBACK PLANE

NOTE:

- PER THE CITY OF SCOTTSDALE ZONING ORDINANCE, SEC. 5.3000 - DOWNTOWN (D).
- 2. SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, THE FOLLOWING EXCEPTIONS TO BUILDING LOCATION, SETBACK AND STEPBACK STANDARDS ARE ALLOWED:
 - A. A MAXIMUM OF FIVE (5) FEET FOR CORNICES, EAVES, PARAPETS AND FIREPLACES.
 - B. A MAXIMUM OF SEVEN (7) FEET FOR CANOPIES AND OTHER COVERS OVER SIDEWALKS, BALCONIES AND TERRACES.
 - C. BALCONY WALLS AND RAILINGS WITH A MAXIMUM INSIDE HEIGHT OF FORTY-FIVE (45) INCHES.
 - D. UNCOVERED TERRACES AND PATIOS AT AND BELOW GRADE.
 - E. COVERED SIDEWALKS AND UNCOVERED TERRACES DIRECTLY ABOVE A SIDEWALK.
- 3. SUBJECT TO DESIGN APPROVAL BY THE DEVELOPMENT REVIEW BOARD, IN A TYPE 2 AREA, A TYPE 2.5 AREA, OR A TYPE 3 AREA, A MAXIMUM FIFTEEN (15) FEET EXCEPTION TO STEPBACK AND SETBACK STANDARDS ABOVE THE FIRST FLOOR (NOT SPECIFIED IN 12. ABOVE), IS ALLOWED FOR PROJECTIONS THAT:
 - A. ARE LESS THAN FIFTY (50) PERCENT OF THE LENGTH OF THE SEGMENT OF THE BUILDING FAÇADE WHERE THE PROJECTIONS OCCUR; AND
 - B. ARE LESS THAN THIRTY-THREE (33) PERCENT OF THE SURFACE AREA OF THE SEGMENT OF THE BUILDING FAÇADE WHERE THE PROJECTIONS OCCUR.

Property development standards.

- A. The property development standards of the PBD Overlay District shall control over the property development standards of the Downtown District.
- B. Maximums for building height, GFAR and density, without bonuses, are shown on Table A below.

Table A. Building Height, Gross Floor Area Ratio (GFAR), Density Maximums without bonuses			
Development Type	Building Height Maximum ⁽¹⁾	GFAR Maximum	Density Maximum per acre of gross lot area
Type 1 outside of the Historic Old Town District	48 feet	1.4	50 dwelling units
Type 2	66 feet	1.4	50 dwelling units

Note:

1. Excludes rooftop appurtenances.
 - a. Maximum height for rooftop appurtenances: 6 feet.
 - b. Maximum coverage for rooftop appurtenances: 20% of the rooftop.
 - c. Minimum setback for rooftop appurtenances: 15 feet from all sides of the building.

C. Private outdoor living space.

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

D. *Setbacks.*

1. All buildings shall be set back in accordance with the approved Development Plan and as identified below in Table B.

Table B. Minimum Setback for Buildings Adjacent to Public Streets, except alleys	
Street	Minimum Building Setback
East Indian School Road	30 feet
All other public streets and public street segments in the Type 1 Area	14 feet
All other public streets and public street segments in the Type 2	20 feet

E. *Building Location.*

1. A building adjacent to a public street (except alleys) shall be located as follows:
 - a. In a Type 1 Area, at least fifty (50) percent of the:
 - i. Length of the building façade shall be located at the minimum setback; and
 - ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
 - b. In a Type 2 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be located at the minimum setback;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
 - c. THE BUILDING LOCATION REQUIREMENTS FOR TYPE-1 AND TYPE-2 AREAS ALONG N. MARSHALL WAY AND E. 1ST AVENUE SHALL BE AS DEPICTED IN THE DEVELOPMENT PLAN.**
2. In a Type 2 Area, a building with a building façade length of two hundred (200) feet or more shall be located to achieve a prevailing setback shown below in Table C. The building façades on a corner lot are calculated separately, and not added together.

Table C. Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys)	
Street	Prevailing Setback
All other public street and public street segments	Between 25 and 35 Feet

3. The prevailing setback is equal to the area between the back of curb and the building façade, divided by the length of the building.

F. *Stepbacks.*

1. All building stepbacks shall be in accordance with the approved Development Plan; and
2. Property in a Type 1 Area: The stepback plane shall incline at a ratio of 1:1 beginning thirty (30) feet:
 - a. Above the minimum setback from the public street (except alleys),
 - b. Above the rear property line, and
 - c. Above the property line abutting an alley.
3. Property in a Type 2 Area adjacent to or abutting a Type 1 Area:
 - a. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys), where the public street abuts a Type 1 Area.
 - b. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above a property line that abuts (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
 - c. The stepback plane shall incline in conformance with the applicable requirements of this section for property lines that do not abut (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
4. Property in a Type 2 Area not described above: The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines, to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1.

H. *Signs.*

1. The provisions of Article VIII shall apply.

G. *Off-street parking.*

1. The provisions of the Downtown District shall apply.

H. *Landscaping.*

1. The provisions of Article X shall apply.

I. *Exceptions to building location, setback, prevailing setback and stepback standards.*

1. As outlined in the sections below, and except as provided in 5. below, certain exceptions to building location, setback and stepback standards are allowed if the Development Review Board finds the exceptions conform to:

- a. The Downtown Plan and Downtown Plan Urban Design & Architectural Guidelines; and
 - b. The sight distance requirements of the Design Standards and Policy Manual.
2. Subject to design approval by the Development Review Board, the following exceptions to building location, setback and stepback standards are allowed:
 - a. A maximum of five (5) feet for cornices, eaves, parapets and fireplaces.
 - b. A maximum of seven (7) feet for canopies and other covers over sidewalks, balconies and terraces.
 - c. Balcony walls and railings with a maximum inside height of forty-five (45) inches.
 - d. Uncovered balconies, uncovered terraces and patios at and below grade.
 - e. Covered sidewalks and uncovered terraces directly above a sidewalk.
 3. Subject to design approval by the Development Review Board, in a Type 2 Area, a maximum fifteen (15) feet exception to stepback and setback standards above the first floor (not specified in 2. above), is allowed for projections that:
 - a. Are less than fifty (50) percent of the length of the segment of the building façade where the projections occur; and
 - b. Are less than thirty-three (33) percent of the surface area of the segment of the building façade where the projections occur.
 4. Subject to design approval by the Development Review Board, an exception to the stepback standard is allowed for stairwells and elevator shafts.
 5. Exceptions to setback or stepback standards are not allowed:
 - a. To cross a property line; however, exceptions that encroach into the public street may be allowed, subject to the Scottsdale Revised Code.
 - b. To increase the building height maximum.
 6. Where the building location requirements above cannot be met due to the location of the street line, the following shall apply:
 - a. In a Type 1 Area, at least fifty (50) percent of the:
 - i. Length of the building façade shall be located at the street line; and
 - ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
 - b. In a Type 2 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be located at the street line;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.

J. *Shaded sidewalks.*

1. The property owner shall provide shaded sidewalks that conform to the Downtown Plan Urban Design & Architectural Guidelines, subject to Development Review Board approval.

K. *Signs.*

1. The provisions of Article VIII. shall apply.

L. *Off-street parking.*

1. The provisions of Article IX. shall apply, except as provided below.
2. Vehicle parking is prohibited in the required setback specified in Table 5.3006.C.
3. The underground portion of a parking structure may be built to the property line.
4. A development with dwelling units that is required to provide:
 - a. Fifty (50) to two hundred (200) parking spaces for the dwelling units, shall provide at least ninety (90) percent of those parking spaces in a parking structure, podium parking, or tuck-under parking.
 - b. Two hundred one (201) or more parking spaces for the dwelling units, shall provide at least ninety (90) percent of those parking spaces in a parking structure, excluding podium parking and tuck-under parking.
5. The Development Review Board may approve an above-ground parking structure, podium parking and tuck-under parking adjacent to a public street if it finds that such parking conforms to the Downtown Plan and Downtown Plan Urban Design & Architectural Guidelines.

M. *Landscaping.*

1. The provisions of Article X. shall apply.

RESOLUTION NO. 12397

A RESOLUTION OF THE CITY OF SCOTTSDALE, ARIZONA, AUTHORIZING THE MAYOR TO EXECUTE DEVELOPMENT AGREEMENT NO. 2022-023-COS FOR PROPERTY LOCATED AT 7017 - 7041 E. INDIAN SCHOOL ROAD AND GENERALLY THE NORTHWEST CORNER OF E. 1ST AVENUE AND N. MARSHALL WAY.

WHEREAS, A.R.S. § 9-500.05 authorizes the City to enter into development agreements with persons having an interest in real property located in the City; and

WHEREAS, it is in the best interest of the City and owner to enter into Development Agreement No. 2022-023-COS for a development located at 7017 - 7041 E. Indian School Road and generally the northwest corner of E. 1st Avenue and N. Marshall Way.

WHEREAS, this Development Agreement No. 2022-023-COS is consistent with the portions of the City's general plan applicable to the property on the date this Agreement is executed.

NOW, THEREFORE, LET IT BE RESOLVED, by the Council of the City of Scottsdale, as follows:

Section 1. That Mayor David D. Ortega is authorized and directed to execute Development Agreement No. 2022-023-COS after it has been executed by all other parties.

Section 2. That the City Clerk is hereby directed to record Development Agreement No. 2022-023-COS with the Maricopa County Recorder within ten (10) days of its execution by all parties.

PASSED AND ADOPTED by the Council of Scottsdale this ____ day of _____, 2022.

ATTEST:

By: _____
Ben Lane, City Clerk

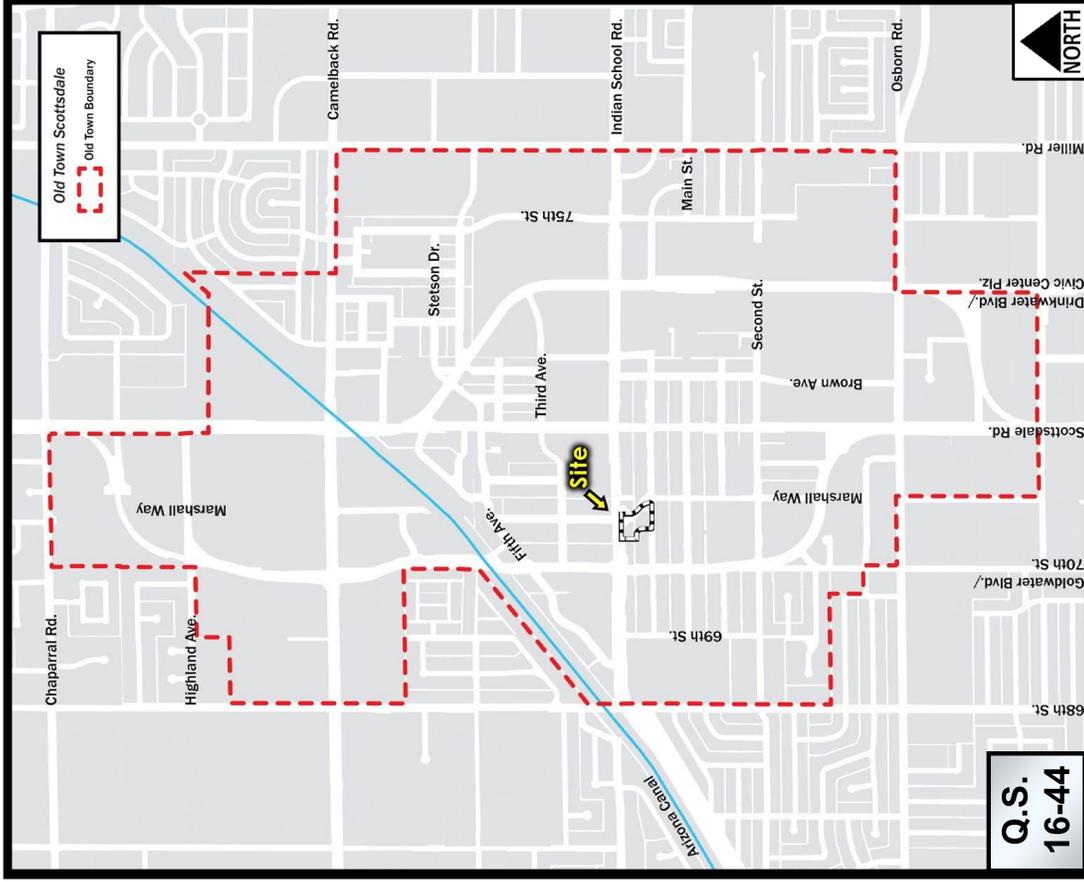
CITY OF SCOTTSDALE, an Arizona municipal corporation

By: _____
David D. Ortega, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: _____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

Contract No. 2022-023-COS
PLACEHOLDER

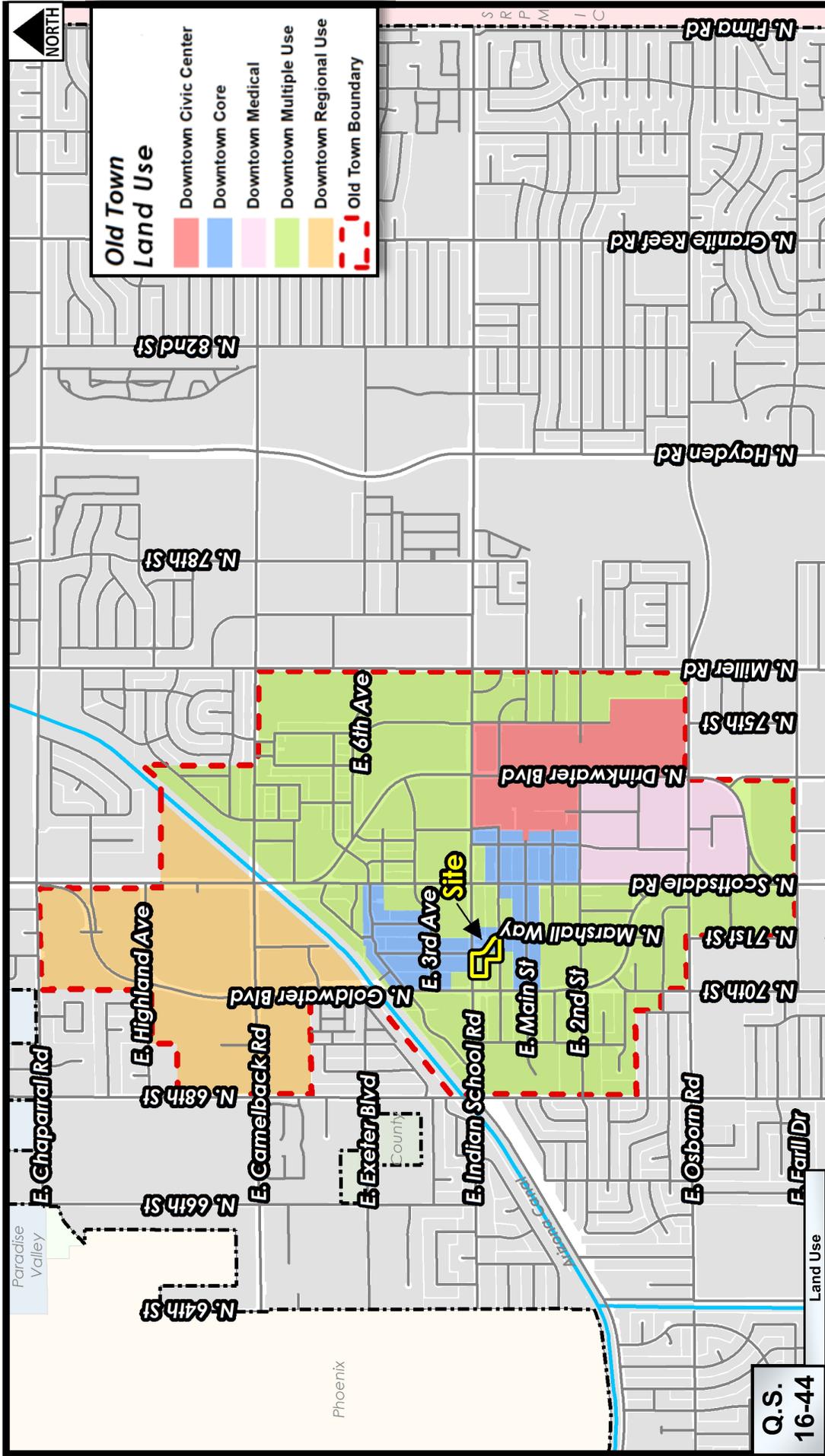


**Q.S.
16-44**

3-ZN-2021

Old Town Character Area

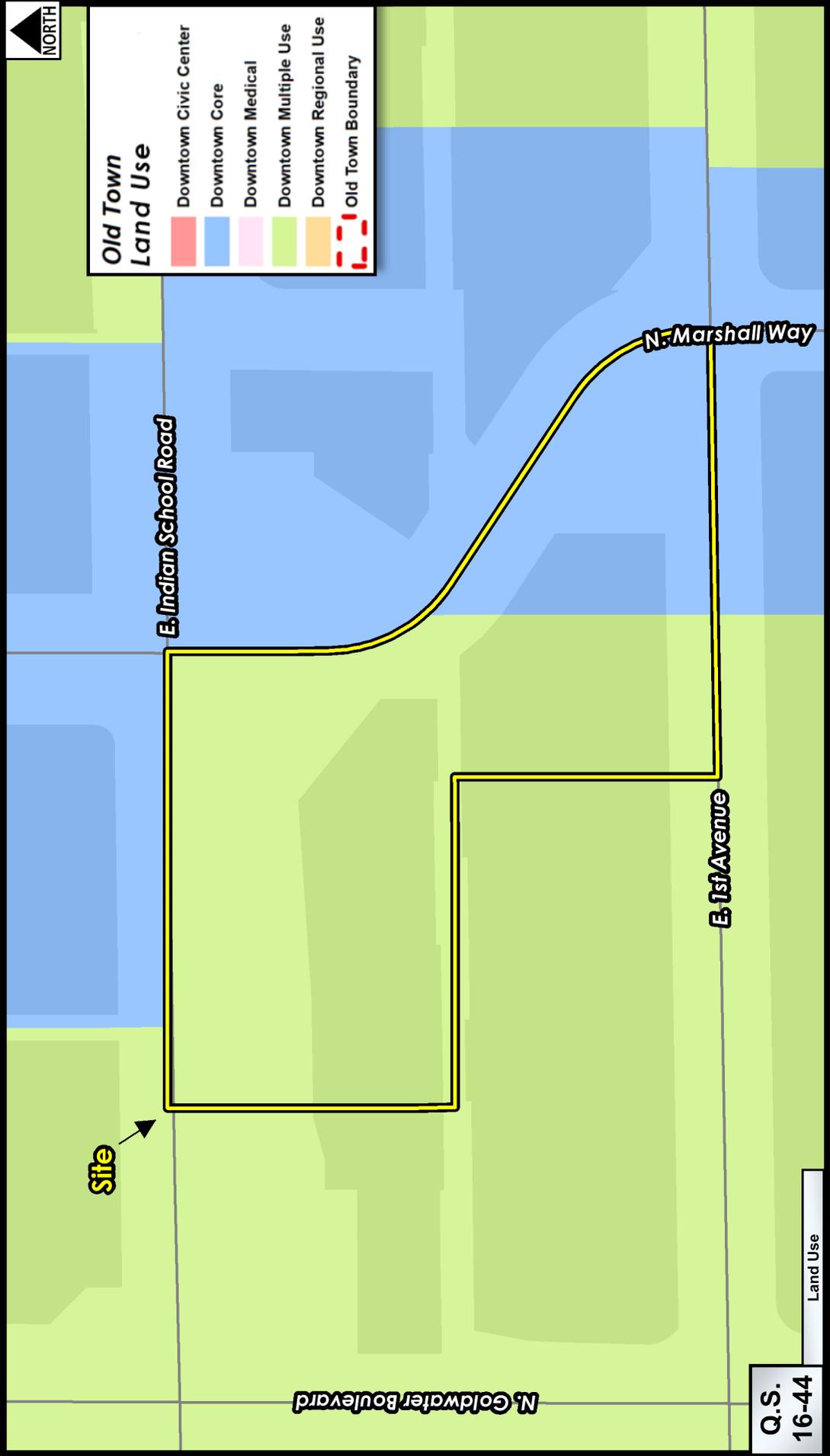
Attachment 6



3-ZN-2021

Old Town Land Use

Attachment 7

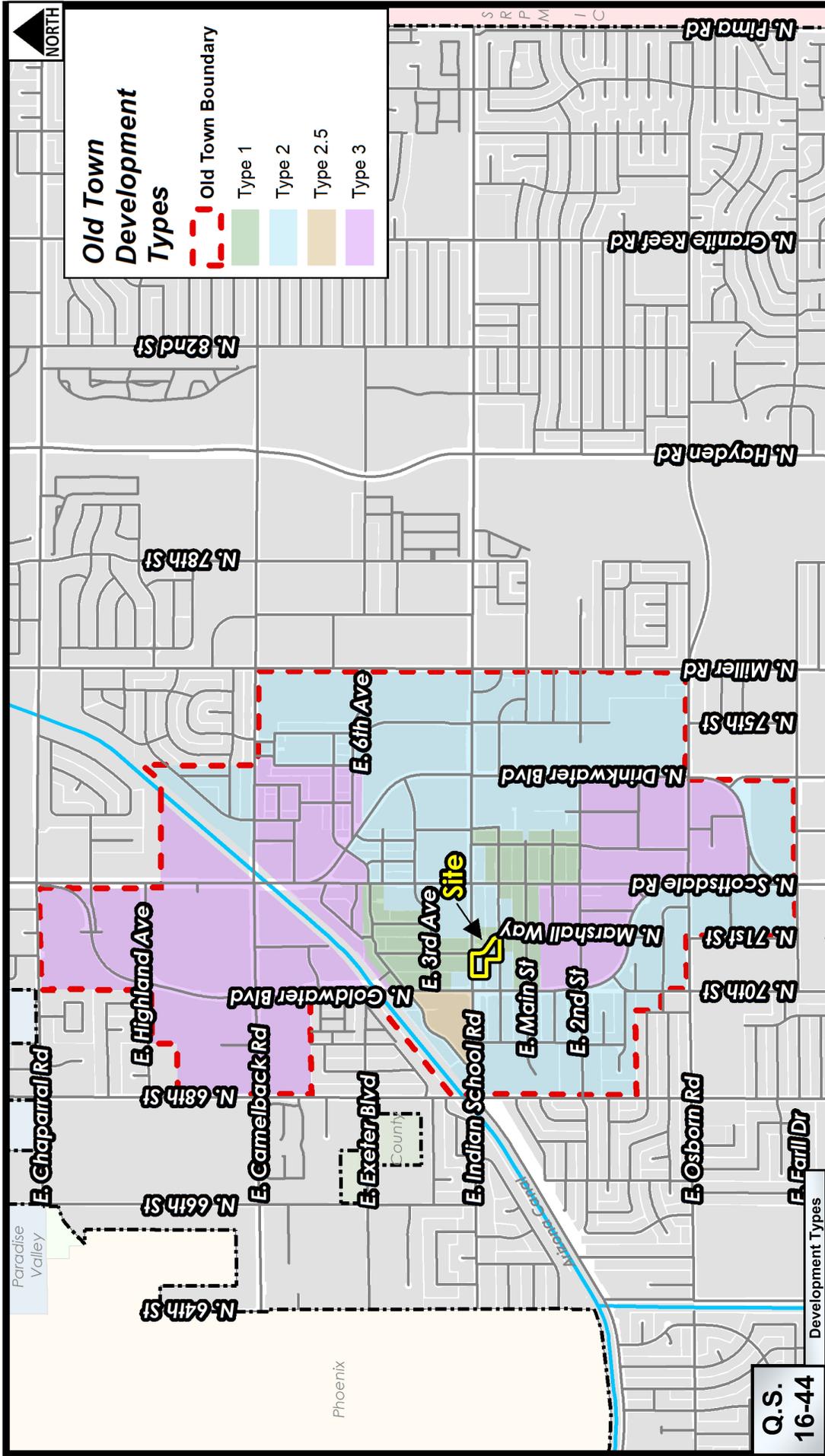


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16-44

Land Use

Old Town Land Use (Zoomed)

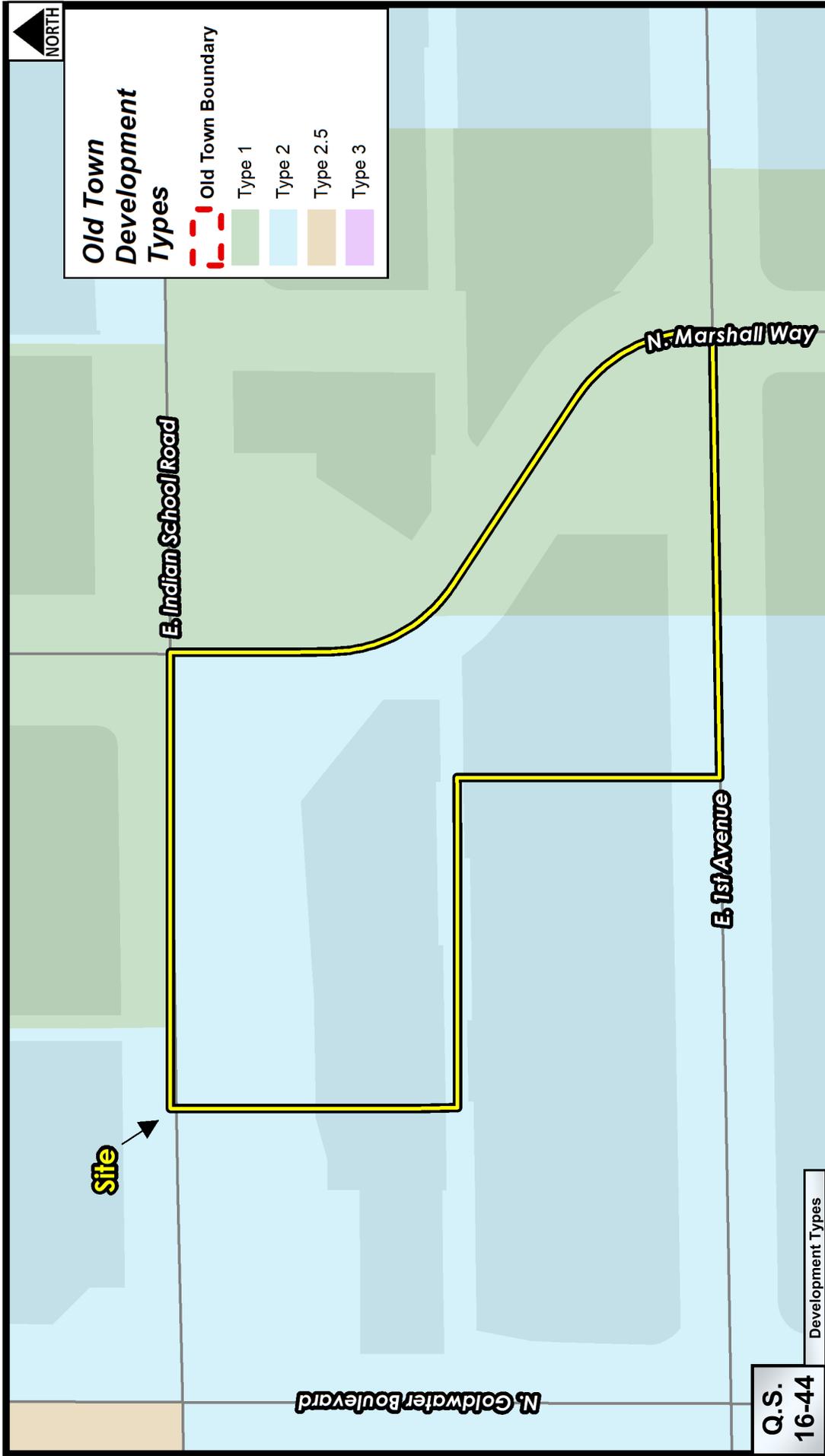
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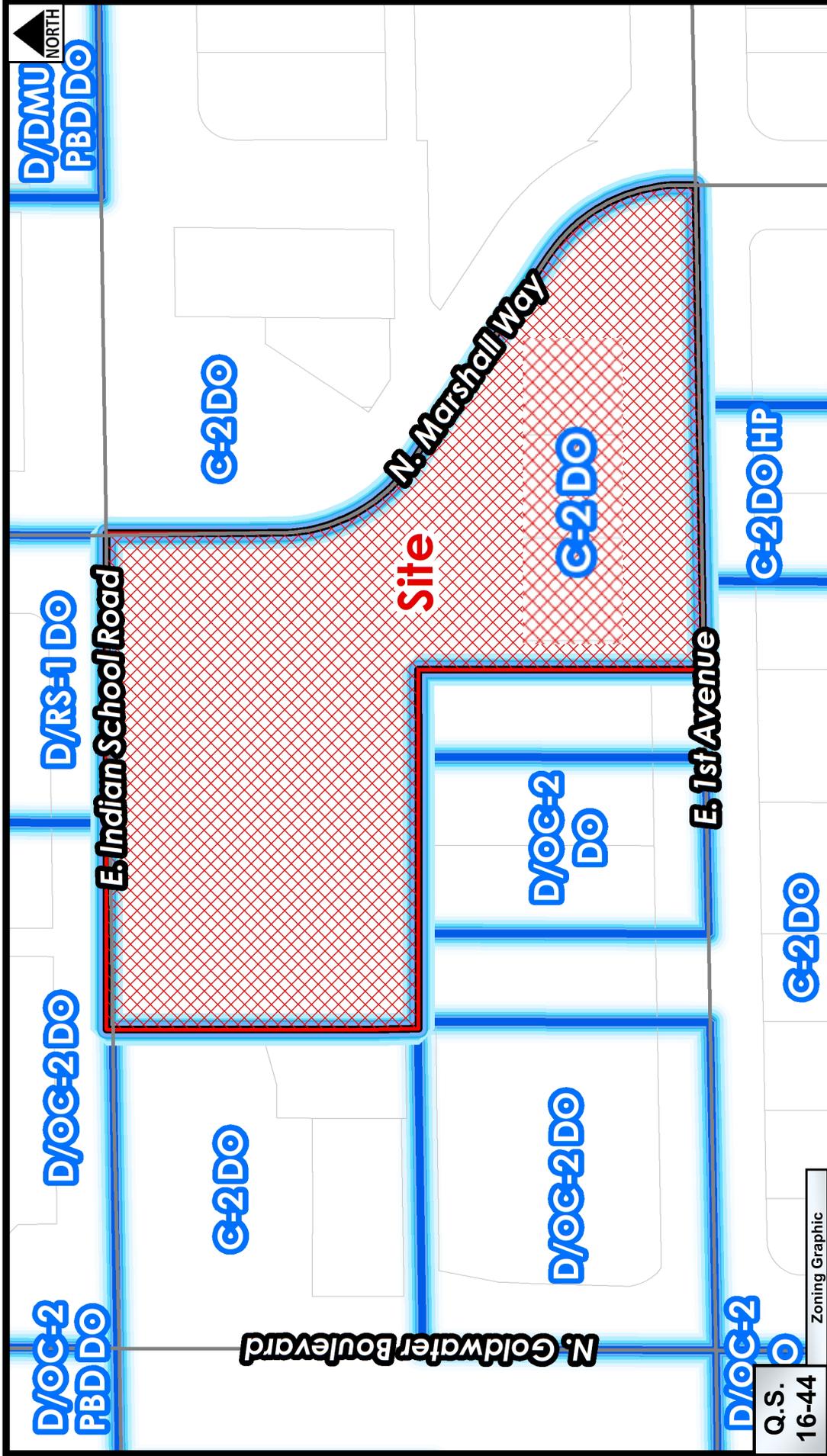
Old Town Development Types

Attachment 8



3-ZN-2021

Old Town Development Types (Zoomed)



Q.S.
16-44

Zoning Graphic

3-ZN-2021

Existing Zoning

Attachment 9



To: Ryan Tobias
Jackson Dearborn Partners

Date: June 18, 2021

From: Jamie Blakeman, PE, PTOE

Job Number: 20.5119

RE: The Artisan Scottsdale
Traffic Impact and Mitigation Analysis – Category I



INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Impact and Mitigation Analysis for The Artisan Scottsdale development. The proposed development is located on the southwest corner (SWC) of Indian School Road and Marshall Way in Scottsdale, Arizona. See **Figure 1** for the vicinity map.

The proposed site will be comprised of 83 multi-family units, 2,500 square feet of office space, and 2,500 square feet of retail space. Of the 83 multi-family units there are 16 studio units, 51 one-bedroom units, and 16 two-bedroom units.

See **Attachment A** and **Figure 2** for the site plan.

The objective of this Traffic Impact Mitigation and Analysis is to analyze the proposed development’s traffic related impacts to the adjacent roadway network.



Figure 1 - Vicinity Map





EXISTING CONDITIONS

The approximate 0.81-acre site is currently vacant commercial land and comprised of six (6) parcels. This site is currently zoned as Central Business (C-2). This zoning is intended to accommodate recurring shopping and service needs for multiple neighborhoods. See **Attachment B** for Maricopa County Assessor's parcel information.

The proposed site is bordered by Indian School Road to the north, 1st Avenue to the south, and Marshall Way to the east. Located directly west of the proposed site are several commercial developments to include an insurance broker, interior designer, advertising agency, two cafés and a bar.

Indian School Road runs east-west along the northern border of the proposed development. Within the vicinity of the site, Indian School Road provides two (2) through lanes in each direction of travel with a raised landscaped center median. West of Goldwater Boulevard, Indian School Road provides three (3) in each direction of travel. There is a posted speed limit of 35 mph. The City of Scottsdale classifies Indian School Road as a minor arterial east of Goldwater Boulevard according to *The Scottsdale Master Transportation Plan*, dated July 2016. Additionally, west of Goldwater Boulevard, Indian School Road is classified as a major arterial. The City of Scottsdale's 2018 *Average Daily Segment Traffic Volumes* map reports an ADT of 25,500 vehicles per day along Indian School Road, between 68th Street and Goldwater Boulevard, and 19,600 vehicles per day, between Goldwater Boulevard and Scottsdale Road.

Marshall Way runs north-south along the eastern border of the proposed development and provides one (1) through lane in each direction of travel. There is an unposted speed limit of 25 mph.

1st Avenue runs east-west along the southern border of the proposed development and provides one (1) through lane for each direction of travel. There is an unposted speed limit of 25 mph. On-street parking is provided on both sides of the roadway.

Goldwater Boulevard runs north-south and in the vicinity of the site provides two (2) through lanes for northbound travel and three (3) through lanes for southbound direction of travel with a two-way-left-turn-lane (TWLTL) and intermittent landscaped median. There is a posted speed limit of 35 miles per hour (mph). The City of Scottsdale classifies Goldwater Boulevard as a couplet, according to *The Scottsdale Master Transportation Plan*, dated July 2016. The City of Scottsdale's 2018 *Average Daily Segment Traffic (ADT) Volumes* map reports an ADT of 17,700 vehicles per day along Goldwater Boulevard, between Camelback Road and Indian School Road and 11,800 vehicles per day between Indian School Road and Osborn Road.



COLLISION HISTORY

The City of Scottsdale’s 2018 *Traffic Volume and Collision Rate Data* report provides collision rate and traffic volume information on major roadway segments and at major intersections within the City. Segment collisions are collisions that occur on a major street more than 100 feet from the segment’s termini intersections, including those that occur at minor intersections within the segment. Intersection collisions are collisions that occur at or within 100 feet of the intersection.

The collision rates and city-wide rankings for the study roadway segments and intersections are shown in **Table 1** and **Table 2**, respectively.

Table 1 – Collision Rates - Study Roadway Segment

Segment	From	To	Collision Rate	Rank
Indian School Road	Goldwater Boulevard	Scottsdale Road	5.03	13
Goldwater Boulevard	Scottsdale Road	Indian School Road	5.43	9
2018 City of Scottsdale Average Segment Collision Rate			1.53	

Table 2 – Collision Rates - Study Intersections

Intersection	Collision Rate	Rank
Scottsdale Road and Indian School Road	1.48	3
Goldwater Boulevard and Indian School Road	0.81	50
2018 Average Intersection Collision Rate	0.58	



PROPOSED DEVELOPMENT

The proposed development will be comprised of two (2) buildings to include 83 multi-family units, 2,500 square feet of office space, and 2,500 square feet of retail space. Of the 83 multi-family units there are 16 studio units, 51 one-bedroom units, and 16 two-bedroom units.

The primary access is located along Marshall Way approximately 120 feet south of Indian School Road. This driveway will be a full access, allowing all movements into and out of the proposed parking garage.

There will be ingress and egress access located along Goldwater Boulevard, via the alley approximately 120 feet south of Indian School Road. Additionally, there will be a one-way access driveway located along 1st Avenue, approximately 230 feet west of Marshall Way.

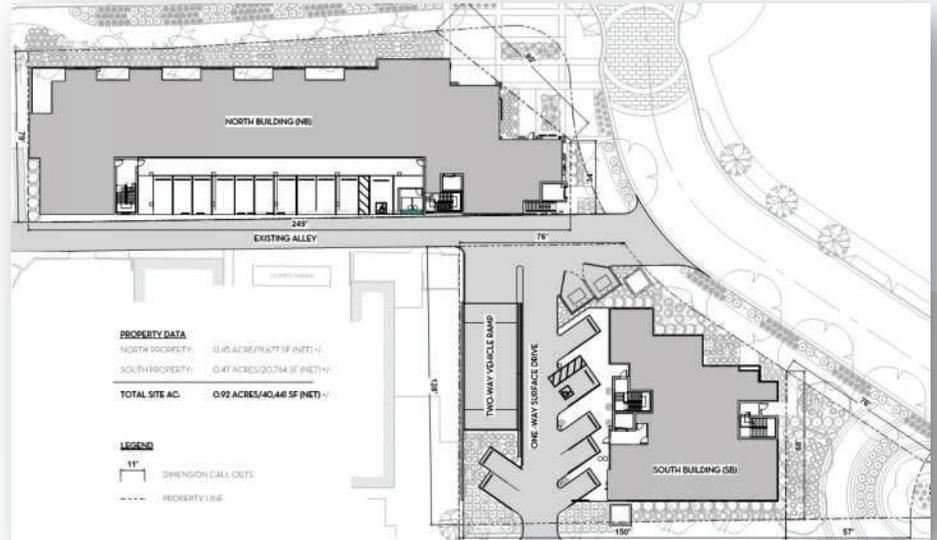


Figure 2 - Site Plan

EXISTING TRAFFIC COUNTS

A local data collection firm, Field Data Services of Arizona, Inc., was utilized to collect traffic counts. On Thursday, October 15, 2020, four (4) hours of typical weekday turning movements were counted during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) at the following intersection:

- Goldwater Boulevard and 1st Avenue (1)

Additionally, traffic count data was obtained from the Southbridge Expansion Traffic Impact and Mitigation Analysis, dated May 2019. Field Data Services of Arizona, Inc. was utilized to collect traffic counts on Wednesday, August 1, 2018. Four (4) hours of typical weekday turning movement counts were counted during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) at the following intersection:

- Indian School Road and Marshall Way (2)



The following peak hours identified in the *Southbridge Expansion Traffic Impact and Mitigation Analysis* were analyzed throughout this report.

AM Peak Hour	7:30 am – 8:30 am
PM Peak Hour	4:30 pm – 5:30 pm

Bi-directional tube counts were collected on Thursday, October 15, 2020, for 24-hours in 15-minute intervals along the following four (4) roadway segments:

- Indian School Road, west of Marshall Way
- Marshall Way, south of Indian School Road
- 1st Avenue, west of Marshall Way
- Goldwater Boulevard, south of Indian School Road

The traffic counts collected on Thursday, October 15, 2020, were adjusted, by a factor of 1.20 to reflect the recent decrease in traffic volumes due to COVID-19 conditions. This factor was calculated based on a comparison of the October 2020 counts to 2018 traffic counts obtained from the City of Scottsdale’s Daily Traffic Volumes. See **Table 3**.

Table 3 - Daily Traffic Volume Comparison

	2018	2020	% Change
Indian School	19,600	19,966	2%
Goldwater Boulevard	11,800	9,777	-17%
Average % Change			-8%
Adjustment Factor Used			20%

An annual growth rate was applied through year 2021 to the 2018 and 2020 traffic counts. See **Attachment C** for detailed traffic count data. See **Figure 3** for the existing AM and PM peak hour traffic volumes.



EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the two (2) existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the 6th Edition of the Highway Capacity Manual. Traffic analysis software, Synchro Version 10.3, was used to perform the analyses using the existing Peak Hour Factor (PHF) obtained from the 2020 traffic counts. Traffic count data obtained from the Southbridge Expansion Traffic Impact and Mitigation Analysis does not provide the existing PHF, therefore an assumed PHF of 0.92 was utilized for the 2018 traffic counts.

Table 4 is from the 6th Edition of the Highway Capacity Manual Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and unsignalized intersections.

Table 4 – Level of Service Criteria

Level of Service (LOS)	Control Delay per Vehicle (s/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	0 - 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the existing capacity analysis reveal that all locations operate with an existing level of service (LOS) D or better.

See **Figure 3** for the existing AM and PM peak hour capacity analysis. The detailed capacity analysis sheets can be found in **Attachment D**.



TRIP GENERATION

The trip generation was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 10th Edition*. Land Use 826 – Specialty Retail Center has been removed from the most recent ITE publication. Hence, *Trip Generation, 9th Edition* of the ITE Publication was utilized for Land Use 826 – Specialty Retail Center. The ITE trip generation rates and fitted curve equations are based on studies that measure trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

POTENTIAL DEVELOPMENT UNDER EXISTING ZONING

The existing site is currently zoned for Central Business (C-2) land uses. C-2 zoning is intended to permit uses for recurring shopping and service needs for multiple neighborhoods. A total lot area of 35,339 SF (0.81-acres), and a maximum floor-to-area (FAR) of 0.80, allows for 28,271 SF of developable area. A 28,271 SF retail center was assumed for potential buildout.

Utilizing ITE Land Use 826 – Specialty Retail Center, the trip generation for the potential development under existing zoning was calculated as shown in **Table 5** below. Detailed trip generation calculations are provided in **Attachment E**.

Table 5 - Trip Generation (Existing Zoning)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Specialty Retail Center	826	28.27	1000 Sq. Ft. GLA	1,248	27	17	10	90	40	50
Total				1,248	27	17	10	90	40	50

PROPOSED DEVELOPMENT

The Artisan Scottsdale development will include the following land uses:

- Multi-Family Residential 83 units
 16 studio units
 51 one-bedroom units
 16 two-bedroom units
- Office 2,500 square feet
- Retail 2,500 square feet

The trip generation for The Artisan Scottsdale development was calculated utilizing ITE Land Use 221 – Multifamily Housing (Mid-Rise), ITE Land Use 826 – Specialty Retail Center, and ITE Land Use 712 – Small Office Building. Trip generation calculations are shown in **Table 6**. See **Attachment E** for detailed trip generation calculations.





Table 6 - Trip Generation (Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	83	Dwelling Units	452	30	8	22	37	23	14
Specialty Retail Center	826	2.5	1000 SF GFA	145	2	1	1	28	12	16
Small Office Building	712	2.5	1000 SF GFA	40	5	4	1	6	3	3
Total				637	37	13	24	71	38	33

The proposed development is anticipated to generate 637 weekday trips with 37 trips occurring during the AM peak hour and 71 trips during the PM peak hour.

EXISTING ZONING VS. PROPOSED DEVELOPMENT

A comparison between the trips generated with the buildout under the existing zoning for 0.8 FAR Specialty Retail Center and The Artisan Scottsdale development is shown in **Table 7**.

**Table 7 - Trip Generation Comparison
(Existing Zoning – 0.8 FAR Retail vs Proposed Development)**

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Specialty Retail Center	826	28.27	1000 Sq. Ft. GLA	1,248	27	17	10	90	40	50
Total				1,248	27	17	10	90	40	50
Multifamily Housing (Mid-Rise)	221	83	Dwelling Units	452	30	8	22	37	23	14
Specialty Retail Center	826	2.5	1000 SF GFA	145	2	1	1	28	12	16
Small Office Building	712	2.5	1000 SF GFA	40	5	4	1	6	3	3
Proposed - Total				637	37	13	24	71	38	33
Difference				-611	10	-4	14	-19	-2	-17
% Difference				-49%	37%	-24%	140%	-21%	-5%	-34%

The buildout of The Artisan Scottsdale development is anticipated to generate 611 (49%) fewer weekday trips, with 10 (37%) additional trips during the AM peak hour, and 19 (21%) fewer trips during the PM peak hour than the build-out of under existing zoning.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and trip assignment procedure determine the general pattern of travel for vehicles entering and leaving the proposed development. The trip distribution and assignment were generally based on proximity of each of the site driveways to the major roadway network routes, permitted turn movements, as well as ease and probability of use. The trip distribution is shown in **Figure 3**.





The trip assignment was generally based on proximity of the driveway, permitted turn movements, as well as ease and probability of use. The site generated traffic volumes for the proposed development are shown in **Figure 3**.

FUTURE CONDITION – YEAR 2023

The proposed Artisan Scottsdale is anticipated to be open in the year 2023. This section analyzes the effects the proposed development will have on the surrounding roadway network during the year of 2023.

YEAR 2023 BACKGROUND TRAFFIC VOLUMES

According to the 2019 Maricopa Associations of Governments (MAG) socioeconomic projections within the proposed study area, it is estimated that in the year 2030 the population will be approximately 79,910. MAG estimates that the 2018 population of the surrounding area to be 68,987. This results in an approximate annual growth rate of 1.23%.

As a conservative approach, a 2.0% annual growth rate was utilized. See **Attachment F** for the MAG socioeconomic projections. The 2.0% annual growth rate is applied to all existing traffic volumes through the year 2025.

Additionally, the following future development was factored into the year 2023 background traffic volumes:.

The Kimsey

The Kimsey is a proposed development that is located on the north side of Indian School Road, approximately 200 feet east of Marshall Way and The Artisan Scottsdale development. A Traffic Impact and Mitigation Analysis was completed for the development, dated March 8, 2021. The Kimsey development is comprised of 190 multifamily housing units, a 168-room hotel, and 4,000 square feet of restaurant space. Per the approved traffic analysis, the development generates a total of 2,888 weekday trips, with 183 AM peak hour trips and 222 PM peak hour trips and is assumed to be fully occupied during the year of 2024. At the request of City staff, the site traffic volumes attributed to The Kimsey development were included in the year 2023 background traffic volumes.

The development will have a total of five (5) access points. Three (3) will be located along Indian School Road and two (2) will be located along 3rd Avenue. Using the site traffic volumes shown in Figure 7 of The Kimsey report, the site traffic volumes for the development were included for the study intersections and are shown in **Figure 3**. See **Attachment G** for relevant portions of The Kimsey Traffic Impact and Mitigation Analysis.



YEAR 2023 BUILD TRAFFIC VOLUMES

When the year 2023 site traffic is added to the year 2023 background traffic, the result is the 2023 build traffic volumes. This represents the traffic volumes with the build out of the proposed development. The year 2023 build traffic volumes are shown in **Figure 3**.

YEAR 2023 BUILD CAPACITY ANALYSIS

The capacity and level of service for the intersection of Goldwater Boulevard and 1st Avenue (1) and Indian School Road and Marshall Way (2) were evaluated for the year 2023 build traffic volumes. See **Figure 3**. The detailed capacity analysis sheets can be found in **Attachment H**. The PHF was assumed to be 0.92 for all study intersections.

The traffic signal phases for the intersection of Indian School and Marshall Way (2) as it exists today, continues to operate with acceptable levels of service in year 2023 (with The Kimsey site volumes along with annual growth) and with the build out of The Artisan Scottsdale.

The results of the 2023 build capacity analysis level of service is shown in **Figure 3**. All movements operate at a LOS D or better.

TRAFFIC IMPACT ANALYSIS SUMMARY
The Artisan Scottsdale
Marshall Way & Indian School Road
3-ZN-2021

Summary Prepared by PMurphy, COS Traffic Engineering

Summary Prepared on 21 January 2022

Traffic Impact Study Prepared by Jamie Blakeman, Lokahi, Dated: October 2021

Traffic Impact Study Status: Accepted with comments

Existing Conditions:

Site Location – Southeast corner of Goldwater Boulevard and Indian School Road (SWC Marshall Way/Indian School Road).

Existing Development – This site is currently vacant commercial land. It is currently zoned as Central Business (C-2).

Existing Street Conditions –

- The Goldwater and Indian School Road intersection is signalized. On Indian School Road, the intersection has two through lanes and two left turn lanes per direction, and a right turning lane on the eastbound approach. On Goldwater Boulevard, the intersection has three through lanes and one left turn lane on the southbound approach, and two through lanes and one left turn lane on the northbound approach.

Collision Information –

Segment	From	To	Collision Rate	Rank
Indian School Road	Goldwater Boulevard	Scottsdale Road	2.66	48
Goldwater Boulevard	Scottsdale Road	Indian School Road	8.92	3
2020 Citywide Average Segment Collision Rate			1.36	-
Street Name			Collision Rate	Rank
Scottsdale Road and Indian School Road			1.56	6
Goldwater Boulevard and Indian School Road			0.50	92
2020 Citywide Average Intersection Collision Rate			0.54	-

STREET DETAILS SUMMARY TABLE:

Street Name	Classification	Lane Description	Volume (ADT)	Speed Limit
Indian School Road	Major arterial	Within site vicinity, 2 through lanes each direction, raised landscape median. West of Goldwater, 3 through lanes.	25,500 (b/w 68 th St. and Goldwater Blvd.) 19,600 (b/w Goldwater Blvd. and Scottsdale Rd.)	35 mph
Marshall Way	N/A	1 through lane per direction	N/A	25 mph (unposted)
1 st Avenue	N/A	1 through lane per direction	N/A	25 mph (unposted)
Goldwater Boulevard	Couplet	2 through lanes for NB, 3 through lanes for SB. Two-way-left-turn-lane with intermittent landscaped median	17,700 (b/w Camelback Rd. and Indian School Rd.) 11,800 (b/w Indian School Rd. and Osborn Rd.)	35 mph

Proposed Development:

Description - The proposed development plan consists of 83 multi-family units, 2,500 SF of office space, and 2,500 SF of retail space. Of the 83 multi-family units, there are 16 studio units, 51 one-bedroom units, and 16 two-bedroom units.

Site Access – The primary access will be located on 1st Avenue, approximately 175 feet west of Marshall Way. This will be a full access driveway to/from the proposed parking garage. Access is also provided from an existing commercial alley that bisects the site.

TRIP GENERATION COMPARISON TABLE:

	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed - Multifamily Housing (mid-rise) 83 Dwelling Units	452	8	22	30	23	14	37
Proposed - Specialty Retail Center 2,500 SF GLA	145	1	1	2	12	16	28
Proposed - Small Office Building 2,500 SF GLA	40	4	1	5	3	3	6
Proposed - Total	637	13	24	37	38	33	71

Traffic Analysis:

Intersection Level of Service – Using a 2023 horizon year with traffic generated by the build out of the proposed development, all the study intersections in the vicinity of the site operate a level of service B or better for both peak hours.

Northbound and southbound movements at the intersection of Marshall Way/Indian School Road are expected to operate at LOS D in both the weekday AM and PM peak hours.

Additional Traffic Volumes – With the additional site generated traffic and the proposed site access, development of the site is estimated to increase daily traffic volumes along Indian School Road by 2.6% and Goldwater Boulevard by 1.1%. Both streets have adequate capacity to handle this additional traffic.

Observations:

Traffic Engineering staff made observations of traffic on the streets in the vicinity of the site during peak traffic periods. These traffic operational patterns and concerns were observed:

- Peak traffic periods on First Avenue appear to be on Saturday middays associated with the restaurant land uses along the street.
- The traffic volume on weekdays was light and pedestrians appeared comfortable crossing 1st Avenue.
- Traffic data collected indicates approximately 1,000 daily vehicles on Friday and 1,250 daily vehicles on Saturday. The data was collected in October of 2021.

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The approval of the zoning district change for the proposed multifamily housing, office space, and retail center will result in an estimated 637 trips generated per day to and from the project site. The development is estimated to generate 37 a.m. peak hour trips, and 71 p.m. peak hour trips.

With the addition of the proposed site generated traffic, operations at the intersections in the vicinity of the site will continue to operate at acceptable levels (LOS B or better).

PLANNED BLOCK DEVELOPMENT OVERLAY CRITERIA ANALYSIS

In accordance with Section 6.1304.A. of the Zoning Ordinance, before the first Planning Commission hearing on a Planned Block Development Overlay (PBD) district zoning district map amendment application, the Development Review Board shall make a recommendation to the Planning Commission, regarding the proposed Development Plan (Attachment #7), based on the following criteria for development in the Type 1 and Type 2 Areas of the Downtown Area:

1. The Development Plan shall reflect the goals and policies of the Character & Design chapter of the Downtown Plan.

GOAL CD 1: Strengthen and enhance Old Town district character with contextually compatible development.

Staff Analysis:

- The design character of the context area is comprised of a mix of small-scale developments that were developed over the past 55 years and has been evolving to a more contemporary design with recent developments and adaptive reuse use of existing buildings. The proposed building form is comprised of a variety of vertical and horizontal building mass forms that would further introduce a new contemporary urban character in the area.

The Old Town Scottsdale Character Area Plan (OTP) places importance on the character created by new building design, and how it may address adjacent development and still be architecturally interesting (Character & Design Chapter, Goals CD1 and CD 9). The proposed development responds to the downtown urban environment and contextual design area by placing the building near E. Indian School and E. 1st Avenue, and incorporating building forms that are distinctive, complementary and assist in establishing urban character that respects and contributes to the existing and evolving contextual area, and the Sonoran Desert (OTP Policies CD 1.1, 1.2, and 1.4). Furthermore, the building scale, architectural features, window location, defined building entry and balconies assist in incorporating a human scale and a pedestrian-oriented character that accomplishes contextual compatibility and allows smooth design relationships within the established urban form, and the adjacent developments (OTP Policies CD 1.5, and 1.8).

GOAL CD 2: Development should sensitively transition in scale, height, and intensity at the Old Town boundary and between different development types.

Staff Analysis:

- The proposed development is in both a Type-1 and a Type-2 area. Type-1 allows up to 48 feet of building height and a GFAR of 1.4, with no bonuses available. With bonuses, the Type-2 development may allow up to 90 feet of building height and a GFAR of 3.0. However, the proposed development plan limits the height to 66 feet and GFAR to 1.4, allowing this development to transition from the Type-1 to the Type-2 areas to the south, north, and west. As a result of a portion of the Property being located within the Type-1 area, the southern building has been designed to be in compliance with the Type-1 development standards, with a maximum height of 48 feet, further carrying these standards across the building into the Type-2 area of the site. The building massing transitions into the north building by stepping up one floor and capping the overall height for the development at 66 feet. With heights ranging from 48 feet to 66 feet, the scale and massing of the two buildings have been designed to comply with the requirements of the

Downtown district, without modification. The curve of N. Marshall Way along the east frontage of the property creates a challenge in complying with the building location requirements of the D district which require 25% of the building to be located at the minimum setback. Therefore, the request includes an amendment to this requirement which will allow the building's average setback to be located further away from Marshall Way than what is typically required. The increased setback (ranging from 20 feet to 50 feet) allows for more variation in the building massing along the street and more depth for an enhanced streetscape. Furthermore, a portion of the property along both Marshall Way and 1st Avenue is located within the Type 1 Area, where the D district requires 50% of the building to be located at the minimum setback. The applicant's request includes an amendment to this requirement as well to ensure this consistent and enhanced streetscape occurs along both Marshall Way and 1st Avenue when transitioning from Type 1 to Type 2 setback requirements.

GOAL CD 3: Old Town development should respect and respond to the unique climate and context of the southwestern Sonoran Desert.

Staff Analysis:

- The proposed development incorporates patios and balconies in the residential building that provide outdoor pedestrian comfort areas. In addition, most of the dwelling patios are recessed and projecting overhangs allow for shading to enhance the outdoor pedestrian comfort. Inset and offset windows and building projections are incorporated to provide a variety of shade elements. The macro design elements of the buildings assist in addressing the policies of Goal CD 3, the finite design elements, such as landscaping, additional shade variety, and site design elements will be addressed with the Development Review Board application for the proposed development.

GOAL CD 4: Create a dynamic and connected walkable downtown through urban and architectural design.

Staff Analysis:

- The proposed development plan maintains the existing pedestrian circulation adjacent to E. Indian School Road, N. Marshall Way, and E. 1st Avenue and proposes to enhance these connections with new wider (10 feet) sidewalks with landscaping, shading, and larger open space pockets within the pedestrian realm. These pedestrian connections around the site will continue to provide seamless interaction with the existing range of Old Town galleries, museums, and restaurants.

GOAL CD 5: Establish an inviting and interconnected downtown public realm and open space network that is useful, safe, interesting, walkable, and comfortable to all.

Staff Analysis:

- The proposed development incorporates new sidewalk improvements as well as trees and shrubs, that will create shade and a comfortable microclimate for the pedestrian. New developed open space pockets at the street intersections will enhance the experience and can function as a sensory relief from the built environment. These improvements will enrich the pedestrian experience on the streets and encourage the use of the sidewalks to get from one destination to the next.

GOAL CD 6: Create safe, comfortable, and interesting street spaces.

Staff Analysis:

- The proposed development incorporates new sidewalk improvements as well as trees and shrubs, that will create shade and a comfortable microclimate for the pedestrian. Sidewalks will be separated from the curb where possible to provide a buffer between the pedestrian and the street. These improvements will enrich the pedestrian experience on the streets and encourage the use of the sidewalks to get from one destination to the next. The proposed plant materials palette complements the evolving character of the urban built environment surrounding the site. The public art components that will be integrated with the site will provide interest and draw the public around the site.

GOAL CD 7: Incorporate a regional landscape palette that complements the downtown urban character.

Staff Analysis:

- The landscape palette will complement the existing urban context by integrating desert-lush vegetation that provides an abundance of shade, color, texture and form while providing a setting for the proposed buildings. Mature desert landscaping and materials will enhance the pedestrian experience and soften the vertical and horizontal 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. In review of the Development Plan, the applicant provides a specific, cohesive plant palette for use in streetscaping, pedestrian spaces, and other open space areas. Furthermore, the applicant intends to incorporate the rhythmic planting of Sissoo Trees along the subject site's Indian School Road frontage, which is indicative of what is currently present along this roadway. The existing mature trees along Indian School Road will remain where possible. As part of the subsequent Development Review Board, the final design will demonstrate compliance with the Old Town Scottsdale Urban Design and Architectural Guidelines (OTUDAG), which will assist in promoting a regional supportive landscape theme.

GOAL CD 8: Integrally design lighting into the built environment.

Staff Analysis:

- The proposed illumination levels are anticipated to comply with the Design Standards & Policies Manual for the Downtown Area, which should achieve illuminating public and private spaces, and building accents (OTP Policy CD 7.1). A comprehensive exterior lighting plan will be provided with a future Development Review Board application.

GOAL CD 9: Implement high quality architecture and urban design in Old Town.

Staff Analysis:

- The development will promote the Scottsdale Sensitive Design Principles and comply with the applicable Downtown Urban Design & Architectural Guidelines. Taking cues from modern architectural design, indigenous building materials and native landscaping materials that were approved with more recent developments, the development will provide a pedestrian-oriented urban environment with a modern, contemporary vibe.

Complementary textures, colors and plant varieties will create strong aesthetic connections between existing and newly constructed developments while still maintaining a unique and identifiable character.

GOAL CD 10: Incorporate sustainable building practices in Old Town development.

Staff Analysis:

- Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized. The developer intends to incorporate sustainable design elements into the building design and plans to develop in accordance with green building standards where feasible. At a minimum, the project will comply with the International Green Construction Code (IGCC) as required by the PBD district. Providing an infill redevelopment project with a mixed-use program speaks directly to sustainability. Building orientation considerations and passive solar response (shaded and recessed glazing) have been incorporated with site and building design given the Sonoran Desert climate.

GOAL CD 11: Infrastructure design should positively contribute to Old Town identity.

Staff Analysis:

- Infrastructure improvements will be unified within the Old Town and Arts District context, improving the current condition and pedestrian experience in the area. Above ground mechanical equipment will be located within below-grade vaults (OTP Policy 11.3), where feasible, and properly screened through the use of decorative walls and/or landscaping when needed (OTUDAG Guideline 9). Refuse/ recycling services and loading areas will be screened from public street view as to minimize their negative aesthetic, odor and circulation impacts. Recycling and waste reduction techniques will be emphasized within the residential buildings, as well as for the supporting uses.
2. The site development standards and building form shall be in conformance with the Downtown Plan Urban Design & Architectural Guidelines.

Staff Analysis:

- The development plan is proposing development standards that mirror the requirements of the Downtown (D) district standards, with only one modification. As mentioned previously, the curve of N. Marshall Way along the east frontage of the property creates a challenge in complying with the building location requirements of the D district which require 25% of the building to be located at the minimum setback. Therefore, the request includes an amendment to this requirement which will allow the building's average setback to be located further away from Marshall Way than what is typically required. The increased setback (ranging from 20 feet to 50 feet) allows for more variation in the building massing along the street and more depth for an enhanced streetscape. Furthermore, a portion of the property along both Marshall Way and 1st Avenue is located within the Type 1 Area, where the D district requires 50% of the building to be located at the minimum setback. The applicant's request also includes an amendment to this requirement to ensure this consistent and enhanced streetscape occurs along both Marshall Way and 1st Avenue when transitioning from Type 1 to Type 2 setback requirements. All other aspects of the development comply with the standard

requirements of the D district and the request does not include any requests for bonus building height, density or floor area.

The building design provides variation, movement, various textures and hierarchy of massing to create visual interest and varied proportions. The buildings have a strong base to firmly anchor the building to the ground plane. Building stepbacks are implemented at the 3rd, 4th, and 5th floor levels to further break up the massing. Recessed balconies are provided in some areas, with projecting balconies in others, that modulate the building form and reduce the scale of the exterior walls throughout the project.

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

Staff Analysis:

- The development is not within 350 feet of the Downtown Boundary.
4. The Development Plan shall incorporate standards for development in the Downtown Regional Use - Type 2 or Downtown Medical - Type 2 Areas, and within 100 feet of the Downtown Multiple Use - Type 2 or Downtown Civic Center - Type 2 Areas, that address appropriate transitions in building heights between the proposed development and the Downtown Multiple Use - Type 2 or Downtown Civic Center - Type 2 Areas.

Staff Analysis:

- The development is not within the Downtown Regional Use - Type 2 or Downtown Medical - Type 2 Areas.
5. The Development Plan for development within 100 feet of a Type 1 Area shall incorporate standards that address appropriate landscape materials and transitions in building heights between the proposed development and the Type 1 Area.

Staff Analysis:

- The Property is partially within the Type-1 area along the east edge, which extends further east from the development site. The southern building has been designed in compliance with the Type-1 development standards, with a maximum height of 48 feet, and carries these standards across the building into the Type-2 area of the site. The building massing transitions into the north building by stepping up one floor and capping the overall height for the development at 66 feet. The hierarchy of massing and height coupled with the varying architectural components that modulate and articulate the façade both vertically and horizontally, providing a base, middle and top avoid a monolithic volume effect. These elements provide thoughtful transitions to/from the existing and future Old Town urban context.
6. The Development Plan shall incorporate standards for development adjacent to public streets that include sidewalks, pedestrian linkages, building forms, and architectural features, that address human scale and pedestrian orientation.

Staff Analysis:

- The proposed design of the building incorporates a variety of building forms and architectural features. The variety of building heights, overhangs, windows, patios, balconies, materials, and the building massing assist in providing definition to the building

that contributes to providing human scale and a pedestrian oriented active street frontage. Active street frontages are provided along Indian School Road, Marshall Way, and 1st Avenue with direct access to the office on 1st and access to the residential lobby on Indian School Road. The proposed open space plazas at the intersections of Indian School & Marshall Way and at Marshall Way and 1st Avenue, shade trees, and quality hardscape design including detached sidewalks and furniture for pedestrians will enhance these linkages and the overall pedestrian environment.

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

Staff Analysis:

- In conformance with the Old Town Scottsdale Character Area Plan, the existing network of pedestrian linkages will be celebrated and enhanced with the proposed development. As previously stated, the proposed open space plazas at the intersections of Indian School & Marshall Way and at Marshall Way and 1st Avenue, shade trees, and quality hardscape design including detached sidewalks and furniture for pedestrians will enhance these linkages and the overall pedestrian environment.



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

The Artisan

March 19, 2021

Overview

This Citizen Review Report is being performed in association with a request for a Zoning District Map Amendment from C-2 DO to D/DMU-2 PBD DO and D/DC-1 PBD DO on an approximately 1.92+/- acre site located at the southwest corner of Indian School Road and Marshall Way. The proposed project would result in a new mixed-use development consisting of luxury residential units, commercial space, an art space, and public plaza improvements. This proposal is in conformance with the City's General Plan land use designation of Downtown Mixed-Use. This Citizen Review Report will be updated throughout the process.

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

Community Involvement

The outreach team has been communicating with neighboring property owners, businesses, and community members by telephone, one-on-one meetings, and door-to-door outreach since September 2020. The outreach team visited **over 110 surrounding property owners and tenants** to get their feedback on the project. A majority of this feedback was favorable to this proposal.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project and provided information on a Virtual Open House that was held on February 8, 2021. The distribution of this notification **EXCEEDED** the City's 750' radius mailing requirements as specified in the Citizen Review Checklist. A detailed

Attachment 13

description and visuals for the project were posted online as well as an opportunity for neighbors to provide comments/questions by phone or by email to the development team. The website and its accessibility date/time were posted on the Early Notification Sign on the property and the website was available from Friday 2/5 through Tuesday 2/9. There were over 65 views of the online website. The development team received 1 email from COGS asking some clarifying information and 3 phone calls with various questions about the project. These questions were all answered by the development team to the best of their ability. As a result of input received at the open house, the development team has worked extensively with a neighboring property owner on changes to the design.

The development team will continue to be accessible by phone and email subsequent to the Virtual Open House to ensure that surrounding property owners and neighbors have ongoing opportunities to comment and ask questions. A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely manner. Again, the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

Attachments:

Notification Letter
Notification List
Affidavit of Posting

From: [NoReply](#)
To: [Projectinput](#)
Subject: Case - 3 - ZN 2021
Date: Friday, April 09, 2021 10:08:43 PM

City of Scottsdale



No ! Five stories ? Enough of these combo residential boxes/commercial complexes with little or no thought for upgrading public transportation. -- sent by Carolyn Kinville (case# 3-ZN-2021)

City of Scottsdale



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Cluff, Bryan

To: Cluff, Bryan
Subject: RE: 3-AZ-20921 Artisan Scottsdale

From: Greenrock <greenrock@erikssons.com>
Sent: Tuesday, November 30, 2021 3:04 PM
To: Cluff, Bryan <BCluff@Scottsdaleaz.gov>
Subject: 3-AZ-20921 Artisan Scottsdale

⚠ External Email: Please use caution if opening links or attachments!

TO: Bryan Cuff

Staff Coordinator on Artisan Scottsdale, building project @ bcluff@scottsdaleaz.gov

My name is Jimmy Eriksson; I have had a custom order jewelry shop in downtown Scottsdale for the last 38 years in 4 locations. First on 5th avenue, then Marshall Way, then Goldwater Blvd; and moved from each location because **NO PARKING FOR MY CLIENTS!!!!**. Most of my clients are in their 60's and expect to drive to the store and park in front and walk in the door. They DO NOT WANT to take an Uber, scooter, taxis or bus or bike to get here. If no parking twice around the block, they leave and I lost a job or a sale.

My current location at 7041 E. 1st Avenue; I bought in 1996, and asked the city about the buildings before I bought them. The city said they are just old buildings we do not care about them. A few years later they came and said they made a mistake, they were the first motel/apartments in Scottsdale, built in 1948 and have historic value and they put an Historic Overlay on the property in 2002. My original intent when I bought this property was to have my business in the front and a home in back, which the city gave us permission to build. We finished it and moved into it in 2008. Most of the reason to move to 1st Avenue was it was not a main street and would have more street parking.

After being on the street a year the First Avenue Association asked me to join and be part of their Executive Board of Directors. One of the biggest complaints of the businesses on 1st Avenue **was no parking**. At that time mayor Manross attended the monthly meetings and PROMISED the 1st Avenue Association the city would provide parking for 1st Avenue. At that time both of these lots across the street from my property were for sale for \$125,000.00 each, and we asked the city to buy them for parking, but the city said NO they wanted retail shops there and would provide parking somewhere else for us, but they NEVER DID. So much for the promises of the Mayor and city council; they can promise anything they want as they know in 4 years they are out of office and **their promises were never kept and meant nothing.**

THAT was then, when Scottsdale was the West's most Western City. Now you want to make it the "THE NEW HIGH RISE SCOTTSDALE". We do not need 66 foot high buildings in OLD TOWN SCOTTSDALE. Keep it at 30 feet o.k., but 66 feet will change the entire town. Only in time the 66 feet will rise to 150 feet and then 200 feet and then forget it, we will be just like every other urban city in the country. No character, only high rise buildings and **crime, lots of crime.**

Besides the height I see 3 other problems:

1. **Parking**

2. **Parking**

3. **Parking**

Of which we have very little on 1st Avenue and now these buildings are only going to contribute to more of the same problem. The builder is offering parking for 200 cars, not even close to what it will need. The CITY MUST require a minimum of parking for 400 cars underground or take your project elsewhere. 86 units = 172 parking spaces, plus grown children and guests and visitors another 60, now up to 230. Add to this the house keepers, old age assistants now over 275 and to this add ground keeping workers and service people, repair people, and delivery people. **Where are they all going to park?? On the street, NO WAY.....**and how about the shoppers for the 5000 square feet of retail or will it be restaurants and where will they park? **MUST be on premise and NOT on the street.** We already have 2 restaurants on the street and 14 businesses and not enough parking and now you want to add more people to PARK on the street. **400 PARKING SPACES or go away.**

If they AGREE to the 400 parking spaces, they must also know that my buildings were built in 1948 and are of adobe mud and are very FRAGIL to ground movement and shaking, like digging and wreaking balls. No equipment used to break up old concrete or hard ground **PLUS a PHONE NUMBER given to myself in case the ground starts moving and I need to stop the construction workers NOW.**

ALSO:

1. NO Parking of construction trucks on 1st AVENUE or Marshall Way.
2. NO Fences put in the street for construction equipment trucks.
3. Entrance to property ONLY from Marshall Way where the driveway is.
4. NO Entrance from 1st Avenue.
5. Dust on 1st Avenue from the project, controlled and watered down and cleaned up every week.
6. City inspection trucks to park on property, NOT on 1st AVENUE.

Any questions please feel free to call me.

Jimmy Eriksson

480-941-1414

greenrock@erikssons.com



**SCOTTSDALE DEVELOPMENT REVIEW BOARD
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA
THURSDAY, JANUARY 20, 2022
*SUMMARIZED MEETING MINUTES***

PRESENT: Tammy Caputi, Vice Mayor/Chair
George Ertel, Planning Commissioner
Shakir Gushgari, Design Member
Michal Ann Joyner, Development Member
Ali Fakhri, Development Member
Jeff Brand, Design Member, attended telephonically

ABSENT: Doug Craig, Vice Chair

STAFF:

Brad Carr	Nicole Garcia
Eric Anderson	Mercedes McPherson
Bryan Cluff	Ryan Garofalo
Jeff Barnes	Alexis Hartley
Omar Smalbegovic	Lorraine Castro
Jesus Murillo	Mark Kertis

CALL TO ORDER

Vice Mayor Caputi called the meeting of the Development Review Board to order at 1:00 PM.

ROLL CALL

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

PUBLIC COMMENT

Public Comment time is reserved for citizens to comment on non-agendized items that are within the Development review Board's jurisdiction. No official Development Review Board action can be taken on the items.

NO SPOKEN OR WRITTEN PUBLIC COMMENT RECEIVED AT HEARING FOR NON-AGENDIZED ITEMS.

ADMINISTRATIVE REPORT – Brad Carr, AICP, LEED-AP

1. Identify supplemental information, if any, related to the January 20, 2022 Development Review Board agenda items, and other correspondence.

* Note: These are summary action minutes only. Full meeting audio/video is available on the Development Review Board website at: http://scottsdale.granicus.com/ViewPublisher.php?view_id=36

MINUTES

2. Approval of the January 6, 2022 Development Review Board Regular Meeting Minutes.

BOARD MEMBER JOYNER MOVED TO APPROVE THE JANUARY 6, 2022 DEVELOPMENT REVIEW BOARD MEETING MINUTES AS PRESENTED, 2ND BY BOARD MEMBER GUSHGARI. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS GUSHGARI, JOYNER, FAKIH AND BRAND WITH A VOTE OF SIX (6) TO ZERO (0).

CONTINUANCE AGENDA

3. 50-DR-2021 (Discount Tire Exterior Repaint)

Request by applicant to continue application to a date to be determined.

Request for approval of a new color palette for the exterior of an existing vehicle repair business on a +/- 1.08-acre site located at 2301 N. Scottsdale Road, with Highway Commercial (C-3) zoning.

Staff contact is Omar Smailbegovic, 480-312-3087

Applicant contact is George Guilford, 480-606-6161

BOARD MEMBER JOYNER MOVED TO CONTINUE 50-DR-2021 TO A DATE TO BE DETERMINED, 2ND BY VICE MAYOR CAPUTI. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS GUSHGARI, JOYNER, FAKIH AND BRAND WITH A VOTE OF SIX (6) TO ZERO (0).

CONSENT AGENDA

4. 15-DR-2021 & 6-WM-2021 (Renegade Clubhouse)

Request for approval of a site plan, landscape plan, and building elevations, as well as a Wash Modification, for the construction of a new golf club house, and associated amenities, to replace the existing Renegade Golf Course clubhouse on a +/- 20-acre site located at 38580 N. Desert Mountain Parkway, with Open Space, Environmentally Sensitive Lands (O-S/ESL) zoning.

Staff Contact is Jesus Murillo, 480-312-7849

Applicant contact is Todd Bruen, 602-680-8412

5. 6-PP-2021 (26 Oaks)

Request for approval of a Preliminary Plat for a new 26-lot residential subdivision and associated site improvements on a +/- 3.7-acre site located at 2340 & 2322 N. Hayden Road, with Townhouse Residential (R-4) zoning.

Staff Contact is Jeff Barnes, 480-312-2376

Applicant contact is Chris Brown, 602-478-0662

BOARD MEMBER GUSHGARI MOVED TO APPROVE 15-DR-2021, 6-WM-2021 AND 6-PP-2021, 2ND BY BOARD MEMBER JOYNER. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS GUSHGARI, JOYNER, FAKIH AND BRAND WITH A VOTE OF SIX (6) TO ZERO (0).

REGULA AGENDA

6. 16-DR-2021 (Scottsdale & Mountain View)

Request for approval of modifications to an existing 3-story building and associated site improvements for a conversion from hotel to multi-family residential on a +/- 4.5-acre site located at 9880 N. Scottsdale Road, with Multiple-family Residential (R-5) zoning.

Staff contact is Jeff Barnes, 480-312-2376

Applicant contact is David Zeff, 602-396-5135

MOTION BY COMMISSIONER ERTEL MOVED TO APPROVE 16-DR-2021, 2ND BY BOARD MEMBER GUSHGARI. THE MOTION PASSED IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS GUSHGARI, JOYNER AND BRAND WITH A VOTE OF FIVE (5) TO ZERO (0), WITH BOARD MEMBER FAKIH RECUSING.

7. 39-DR-2021 (Scottsdale Civic Center Plaza)
Request for approval of a site plan, landscape plan, structure elevations, and relocations/adjustments to Public Art pieces corresponding to overall updates to the City of Scottsdale's Civic Center Plaza area on a +/- 12-acre site located at 7333 E. Scottsdale Mall, with Downtown Civic Center - Type 2, Planned Block Development, Downtown Overlay (D/DCC-2 PBD DO) zoning.
Staff Contact is Jeff Barnes, 480-312-2376
Applicant contact is Elaine Mercado, 480-312-7985
VICE MAYOR CAPUTI MOVED TO APPROVE 39-DR-2021, 2ND BY BOARD MEMBER FAKIH. THE MOTION PASSED IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS JOYNER, FAKIH AND BRAND WITH A VOTE OF FIVE (5) TO ONE (1), WITH BOARD MEMBER GUSHGARI DISSENTING.

8. 3-ZN-2021 (Artisan Scottsdale)
Pursuant to the requirements of the Planned Block Development (PBD) overlay district, Zoning Ordinance Section 6.1304.A., the Development Review Board shall provide a recommendation to the Planning Commission regarding the proposed Development Plan, including proposed site development standards, for a zoning district map amendment from Central Business, Downtown Overlay (C-2 DO) district to Downtown/Downtown Multiple Use Type-2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) and Downtown/Downtown Core Type-1, Planned Block Development, Downtown Overlay (D/DC-1 PBD DO) for approximately 83 dwelling units and approximately 5,000 square feet of commercial floor area on a +/- 1.92-acre site located at 7017-7041 E. Indian School Road.
Staff Contact is Bryan Cluff, 480-312-2258
Applicant contact is John Berry, 480-385-2727
VICE MAYOR CAPUTI MOVED TO RECOMMENDED APPROVAL OF 3-ZN-2021 TO THE PLANNING COMMISSION, 2ND BY BOARD MEMBER JOYNER. THE MOTION PASSED IN FAVOR BY VICE MAYOR CAPUTI, COMMISSIONER ERTEL, BOARD MEMBERS GUSHGARI, JOYNER, AND BRAND WITH A VOTE OF FIVE (5) TO ZERO (0), WITH BOARD MEMBER FAKIH RECUSING.

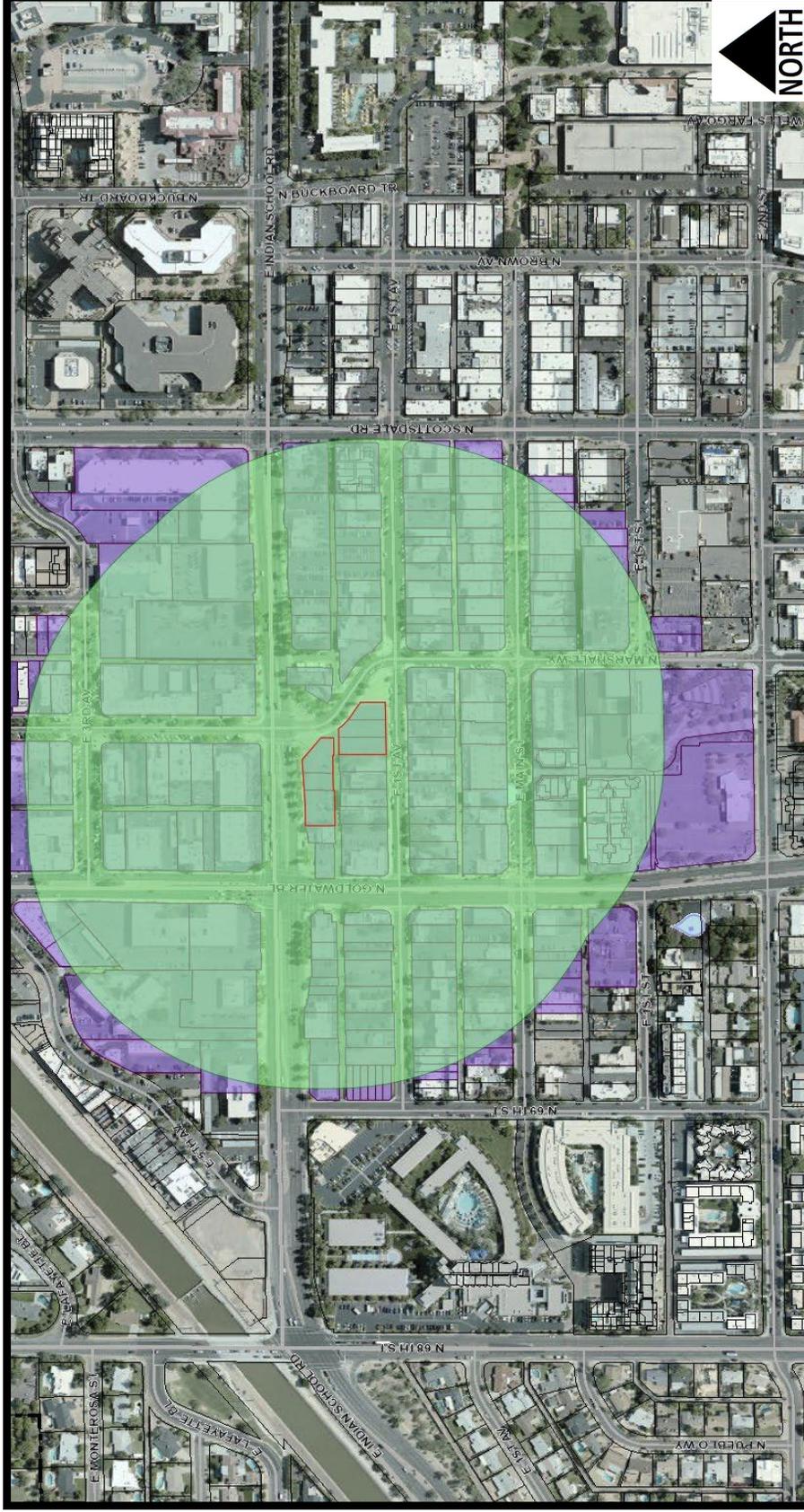
NON-ACTION ITEMS

9. 33-DR-2021 (Gentry on the Green)
Request for preliminary review and feedback regarding architectural character for the Gentry on the Green Phase I development proposal, which includes two new 4-story buildings totaling 582 dwelling units and approximately 7,300 square feet of commercial space, on a +/- 14.7-acre site located at 7979 E. Camelback Road, with Planned Unit Development, Planned Shared Development (PUD PSD) zoning.
Staff contact is Bryan Cluff, 480-312-2258
Applicant contact is Mike Edwards, 480-938-3125

With no further business to discuss, the regular meeting of the Development Review Board adjourned at 3:18 PM.

City Notifications – Mailing List Selection Map

Artisan Scottsdale

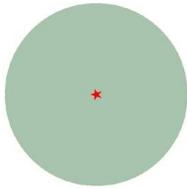


Additional Notifications:

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

Labels Pulled
March 30, 2021

Map Legend:

-  Site Boundary
-  Properties within 750-foot

Postcards: 139

3-ZN-2021