

City of Scottsdale DRB Project Application Narrative

Scottsdale Gold Standard Building

The new Scottsdale Gold Standard building is located at 15465 N Hayden Road (APN 215-52-107) north of the N 83rd Street intersection and south of the roundabout at N 84th Street intersection. The 45,712 sf parcel ("Lot 1B") was recently subdivided at the beginning of 2022 (11-MD-2021). Adjacent parcels include The Home Depot to the northeast, kind of the Core Scottsdale Apartments to the south (a portion of Lot 1A from 11-MD-2021 is between the project and the apartments; the project parcel does not actually abut the apartments' parcel), a vacant parcel to the southwest, and a U-Haul facility and the Go AZ Motorcycle dealership across Hayden to the north. Please see Appendix D for photos of the neighboring structures.

The approximately 14,000 sf building will contain multiple uses: office space for a gold bullion and coin business, a recording studio, a fine cigar humidor retail space, a gallery displaying World War II memorabilia and artefacts, a small whiskey bar, with an attached garage and an outdoor covered patio.

The calculations of building areas for parking purposes and for occupancy purposes are included in Appendix A

A.1. Design and theme of the project – consistency with the design and character components of the applicable guidelines, development standards, DSPM, master plans, Character Area Plan, and General Plan

The design character of the building is a contemporary interpretation evocative of the optimism of late 1930's Art Deco and wartime expediency of WWII military buildings. The typology borrows from aircraft hangars that housed the developer's relative's B-17 Flying Fortress that he flew in the early 1940s. They would often be large metal-shrouded structures anchored by decorated vertical towers at one end.

Please refer to the reference images in Appendix B.

The strongest references to these design precedents are kept to building massing, scale, and materials, however on the south side opposite the street, the design language of the entrance to the gold bullion and coin business is more directly Art Deco in order that it may be very clearly distinguished from the entrance to the gallery and whiskey bar, which is on the same side of the building.

The north side (facing Hayden Road) of the building is composed of several horizontally oriented rectangular masses stepped in and out from each other. The prominent feature of the façade is a trio of large sliding doors that enable the interior to be opened up like an aircraft hangar to display the contents inside and transform the interior into that of a large covered porch. Another advantage is the generous cross-breezes that will provide large amounts of ventilation. The sliding doors make use of lightweight translucent Kalwall panels to bring diffused, natural light to the interior. The cladding of the central mass is made up of mill-finish aluminum panels to 10' above the ground, with fluted painted metal siding up to a flat paneled "crown" above the top-floor windows, forming a pleasing tripartite façade. Flanking

masses are clad in two colors of stucco coordinated with the two stucco colors of the Core Scottsdale Apartments buildings to the south (see Appendix C), and the stucco colors are separated by a band by silver-painted (not reflective) Pac-Clad “Cityscape” metal trim. Windows are set back to the interior of the wall and made up of anodized bronze aluminum storefront window systems, with grids to bring a human scale to the building.

On the south side (facing the parking lot), the verticality and stucco cladding of the Art Deco tower of the gold bullion and coin business provides a contrasting anchor to the horizontal massing of the east side of the building. At 10’ above the sidewalk, a bronze-colored shade canopy protects the building entrances and creates a strong horizontal datum. Below this datum, exposed-fastener mill-finish aluminum panels create a strong base. Above, fluted metal panels clad the walls and extend upward to the fenestration at the top level. In this way, the same tripartite façade is developed, and under the top floor windows, pop-outs extend down to the canopy to provide textural and visual relief to the façade. The windows and doors are also anodized bronze storefront aluminum, with the exception of the windows at the west side tower, which will be brass-clad. The tower will feature three decorative medallions and a marquee-like (in its shape and location) canopy over the entry doors.

The west side façade is made up of multiple masses clad in stucco and provides a transition between the street side and parking side facades.

The east side façade is largely unseen, as it faces the back side of The Home Depot to the east. On this side is the garage entrance, one of the exit stair towers, back-of-house service entrance, and a large louvered area for the pair of dual outside-air HVAC units on the equipment mezzanine level. This side also provides a visual transition between the street side and parking side facades.

The gallery will display WWII artefacts, particularly relating to the B-17 Flying Fortress, which can be quite substantial in size. There are large sliding doors topped with translucent Kalwall panels (opening is 45’ wide by 20’ high) on the north side (street-facing side) that can slide open to provide tremendous ventilation and create a hangar-like openness for the interior of the gallery.

Following is a synopsis of consistency with the 2018 DSPM Sections.

2-1.202.D Terrain

- There are some existing trees within the buffered setback easement on the street side of the parcel. There are two mesquite trees and six palo verde trees. Four of the palo verde trees and both mesquite trees are quite close to the buried stormwater line on the west side of the parcel, and we would like to remove the mesquite and palo verde trees and replace them with other desert-friendly trees in the buffered setback easement. Currently the landscape design shows these trees as remaining-in-place.
- There is not a significant change in grade levels, no natural site features, and no major vistas or view corridors.
- There will be no retaining walls required for the development.

2-1.203.A Buffering for Adjacent Uses

- While the parcel is not immediately adjacent to a residential use (the Core Scottsdale apartments to the south), we have incorporated some buffering strategies:
- Refuse container is located internally on the site and oriented to the interior
- The outdoor patio is located a significant distance away from the apartment building and will be screened by planters.
- The Scottsdale Gold Standard building is a lower height than the apartment buildings.
- Trees are located in the available planting spaces in the parking lot islands between the new building and the existing apartments.

2-1.204 Airpark Development

- The owner will comply with the FAA requirements and SRC Chapter 5.
- We have submitted the Airport Vicinity Development Short Form and completed an FAA height analysis, which is included in the DRB submittal.

2-1.205 Site Design Standards

- There is an existing CMU wall on the east property line between the parcel and The Home Depot. The wall is already stuccoed on both sides, and it will be painted to match the new building on the Lot 1B side.
- All mechanical units will be placed in the mid-level section of the building, which is open to the exterior air by a large louvered wall on the east side. In this way, they will be fully screened from view.
- Any equipment placed on the exterior will be screened by a wall that matches the building.
- Ground-mounted equipment will be screened by a wall at least 12" taller than the height of the equipment.

2-1.206 Utility Cabinets, Transformers, and Pedestals

- Traffic Safety Triangles will be kept clear of utility cabinets, transformers, and pedestals.
- Presently there is a larger APS transformer located in about the middle of the north property line; this transformer will remain in this location, as it is more than 100' from any intersections or driveways.
- The pedestrian sidewalk is between the curb and the transformer, and there is approximately 3' between the transformer and the edge of the sidewalk.

2-1.207 Service Entrance Sections

The building electrical SES is located in a cabinet on the street side of the building, and it is screened by a sliding metal panel that matches the building.

2-1.208 Citywide Exterior Lighting Guidelines

- All luminaires will be recessed or shielded so the light source is not directly visible from the property line.
- No luminaire will exceed 24,000 lumens.
- Exterior lighted bollards, which are located at the patio on the parking lot side at the building entrances, will have non-reflective exterior louvers that are positioned to screen the light source from view and will meet the requirements for cutoff.
- No exterior luminaire, including the parking lot lighting, will be mounted higher than 20'.
- All exterior light poles, including bollards, will be a dark bronze color.
- Parking lot lighting poles and bases are not placed in the two foot parking stall overhang or in a parking stall.
- Landscape luminaires will incorporate light shields, including extension shields when directed upwards, and will be aimed away from adjacent property lines.
- All exterior luminaires will have a color temperature of 3000K or less.
- All landscape luminaires' illumination sources will have a total initial lumens of not greater than 1200 lumens.

2-1.209 Outdoor Ambient Lighting Zones

- The project is located in the E-4 Urban Pedestrian Activity Ambient Lighting Zone.
- The existing adjacent ambient light use is The Home Depot, which utilizes the lighting design generally seen for retail centers and back-of-house security. The Home Depot's illumination level is greater than is planned for this project. Consideration has been given to the apartment buildings to the south, even if they are not immediately adjacent to the parcel.
- While there will be some lighting that provides a wash of the building, the majority of it is located on the street side and thus screened from view to the apartments to the south. Such lighting is intended to express the massing and shape of the building without creating a spotlight on the overall structure. Most exterior lighting will be focused on building entrances, walkways, and the outdoor covered patio.
- Transitions from well-lit to unlit areas will be gradual, not harsh.
- The lighting sources will, in general, not be visible from off the property.

2-1.210 Building Design Standards

- Any exposed exterior conduits and raceways will be painted to match the adjacent exterior section of the building.

- No exterior roof ladders will be visible to the public or an off-site location. On the east side of the building, we are planning for a service walkway and stairs leading from the top floor to the roof of the garage, and it is hidden behind the metal-clad wing wall on the east side of the building. While not a roof ladder, it will not be visible from the street, The Home Depot, or the Lot 1A parcel (the three adjacent sides). Do we need to provide any additional screening besides the wing wall? If so, which parts of the service walkway and stair do we need to screen (walk surface, railing, steps)?
- Most of the building roof will make use of roof drains that are internal to the building. There will be two gutters and downspouts in a dull silver / aluminum color to match other metal cladding parts of the building, and these are located on the west side of the building. There will be some scuppers passing through the garage roof parapets, and they will also be in the same dull silver / aluminum color. The discharge outlets of all these systems will be designed to direct water away from the building and its foundation, in order to minimize staining and erosion.

2-1.211 Sustainable Site & Building Design

- For heat island mitigation, we are incorporating overhangs on the south side of the building, including a large trellis over the patio, and vegetated ground cover and trees throughout the open space of the parcel. A misting system will be installed at the south canopy and trellis, and while the system requires the use of water, the mist is highly effective in arid climates at absorbing ambient heat that would otherwise contribute to the heat island effect.
- The building is oriented with the broad side largely north-south, rotated to about the 11 o'clock position in order to accommodate the unusual lot shape while responding to solar cycles and the programmatic requirements.
- The primary entrances to the building are located on the south side and are shaded by attached overhangs. The north side of the building also features large sliding doors that may be opened so that the gallery space and cigar / whiskey bar will function as a large covered outdoor space and take advantage of cross breezes for cooling and ventilation.
- Glazing surfaces are set to the interior edge of the wall, and ample tree plantings are located particularly on the northwest side to screen the western sun.
- Glazing will be Low-emissivity with Solarban 60 Solargray films on dual-pane insulated units. Glare-inducing reflective films will not be utilized.
- The irrigation system will have an integrated smart controller that can suspend irrigation activities during rainfall.
- Irrigation zones are grouped by plant needs, which are fairly similar for the whole property, as drought-tolerant plants predominate.
- Bicycle parking spaces are provided in two locations: a public rack located in the parking lot, and eight secure racks for employee use that are located within the northwest building courtyard.
- Building materials will be primarily heavy-gauge and light-gauge steel, and also steel cladding, which makes use of recycled content in their production. The steel cladding uses a

Kynar-500 finish, which is extremely durable and has a minimum 30-year warranty, which greatly reduces the need for repainting.

- Paints, adhesives, and flooring will be low-VOC.
- No highly reflective or polished materials will be used on the building's west, south, or east side of the building or next to pedestrian walkways, next to streets, or facing nearby buildings.

2-1.300 On-Site Circulation & Parking Area Design

The entrance drive can comfortably accommodate a stack of five vehicles (allotting 24' for each vehicle) waiting to exit the parcel.

2-1.303 Emergency Access and Fire Lanes

- Fire lane signage will comply with COS Standard Details, Series 2300, and posted in per COS Standard Detail 2365.
- Fire lanes are two-way and are 24 feet wide.
- Fire lane surfaces are asphalt suitable for all-weather use, with a minimum loading design of 83,000 lbs gross vehicle weight.
- Turns in the fire lane are 49' at the outside edge and an additional 6' (55') for the aerial bucket clearance per Figure 2-1.4 Fire Lane Dimensions in the 2018 DSPM.
- The parcel (Lot 1B) shares a blanket cross-access easement with Lot 1A to the west, and the intention is to construct a shared driveway along the west and south property line. This shared driveway will also link to the fire access easement for the Core Scottsdale Apartments. The shared driveway will provide the turnaround for the fire apparatus. There is a short dead-end parking aisle on the northeast side of the parcel, but the length of the aisle is less than 300 feet (the building is sprinklered).

2-1.305 Parking Areas

- Parking spaces and drive aisles are designed in accordance with Article IX of the Zoning Ordinance.
- Using the Mixed-Use Commercial Center parking calculations, we have calculated the number of spaces required to be 46 spaces, with a reduction by two spaces (per 9.104.C.2.b) due to the provision of eight secure bicycle racks, to a total of 44 spaces required to be provided. Using the regular parking calculations, we calculate that 52 spaces are required, with the same 2-space reduction (per 9.104.C.2.b), yielding a total required number of parking spaces at 50. The design provides for 55 parking spaces (which includes two in the garage).
- Three accessible parking spaces are provided, in accordance with Article IX of the Zoning Ordinance (4% of total required parking spaces shall be accessible): $0.04 \times 45 = 1.8$, rounded to two accessible spaces required (per Mixed-Use Commercial Center calculations) or $0.04 \times 51 = 2.04$, rounded to three accessible spaces required. If the provision of two accessible

spaces is acceptable, we would like to reduce the number of accessible spaces in order to provide more landscape screening on the south side between the building and the apartments to the south.

- Landscaped areas are incorporated into the parking lot islands. Plant selections include single-trunk trees with canopies 10' or higher, and heat-tolerant, "less mess" plant material. Please see the landscape plans for more information.
- The majority of the parking does not use dead-end parking aisles, but there is a dead-end parking aisle on the northeast side of the property. This dead-end aisle is less than 300 feet (the building is sprinklered); it is approximately 120 feet long, with a 5' extension at the end for turning around, in accordance with Figure 2-1.6 Dead-End Parking Aisle Detail in the 2018 DSPM.
- The parking surface will be asphaltic pavement with concrete curbs.

2-1.306 Corridors & Streetscapes

- The property is located within the Hayden Road buffered setback section. Lot split stipulations for Lot 1B required an average 40' setback from the curb line, with a minimum distance of 35' (refer to 11-MD-2021). The placement of the building on the site has been designed in accordance with those stipulations.
- No walls are located within the buffered setback.
- All landscape materials are desert and semi-arid. Please see the landscape plans for more details.

2-1.307 Garages and Carports

- There are two parking spaces on either side of the garage walls, and these spaces are enlarged by two feet to a total of eleven feet each in width.
- The unobstructed width of the garage at 22' complies with Figure 2-1.7.B Garage and Carport Parking Width. The garage is also 39' deep, which also complies with Figure 2-1.7.D for Tandem parking in the garage.

2-1.308 Bicycle Parking Facilities

- Bicycle parking facilities (racks) are provided at the rate required in Article IX of the Zoning Ordinance. We have six bicycle parking spots provided in the surface parking lot, and eight secured bicycle parking spots within the ground level courtyard on the west side of the building.
- The bicycle parking spaces in the surface parking lot are near the business entrances for patrons' use, and the secure bicycle parking spaces in the west courtyard are near a separate entrance for employees.
- The location of the bicycle parking spots and staging areas are not located in a place that interferes with sidewalks and pedestrian access to the building.

- The bicycle parking racks will be U-shaped per COS MAG Detail 2285 and painted to coordinate with the building and landscaping.

2-1.309 Refuse Collection

- The design of the refuse enclosure will comply with COS MAG Details 2146-1, 2146-2, 2147-1, and 2147-2.
- The whiskey bar will serve coffee and pre-packaged snacks and as such, will provide a grease trap to intercept liquid fats such as creamer. The bar will not, however, serve prepared food, such that a separate grease containment area will not be required.
- The location of the refuse enclosure is centrally located on the parcel and faces the interior. It is less than 100' (92') from the building service exit. It is not near a drainage basin or located between the street and the building or at the end of a dead-end parking aisle.
- The approach pad to the refuse enclosure has an entirely unobstructed vertical clearance and does not require the truck to "backtrack" or to back up more than 35 feet.
- The path of travel for the refuse truck accommodates a minimum turning radius of 45 feet and a vehicle length of 40 feet.
- The approach pad and enclosure are level, with a maximum 2% slope.
- Because the enclosure's location has a high degree of visual prominence on this parcel, we would like to incorporate decorative gates across the front of the enclosure. These gates will be designed to accommodate full ADA access.
- The height of the walls of the enclosure will be 12" taller than the height of the refuse container.
- Per Table 2-1.311.B, the number of required refuse enclosures in a non-residential development without recycling is 1 enclosure for each 20,000 sf of building space (or portion thereof). The building is less than 20,000 sf (14,792 sf), therefore a single enclosure is required and provided.
- Refuse containers will comply with Chapter 24 of the Scottsdale Revised Code and will not have casters.
- There will be no compactors for this development.

2-1.310 Pedestrian Access Route to Streets

- The pedestrian access route to the abutting public street (Hayden Road) is made by a six-foot-wide concrete sidewalk on the west side of the parcel.
- The pedestrian access route is located on the east side of the shared entrance drive that is along the west property line of the parcel.
- There is also an existing five-foot-wide pedestrian access easement (DOC 2014-0303673) on the east property line of the parcel that connects to the apartments to the south. This easement is left unobstructed by new plantings, and the parking spaces abutting this easement are 18' so that vehicle overhangs do not obstruct the easement, either. The back

side of the refuse enclosure is also kept back from the easement to avoid obstructions and enhance safety.

- The developer will increase the width of the public sidewalk at the north corner to eight feet, in accordance with the lot division stipulations (11-MD-2021).

2-1.312 Pedestrian Circulation Within a Development

- The primary pedestrian circulation route connecting the adjacent street, the building entrances, and the parking lot is the six-foot-wide concrete sidewalk on the west side of the parcel and the 18' deep concrete patio on the south side of the building, where the building entrances are located.
- The primary pedestrian circulation route is accessible.
- A secondary pedestrian route connects the main building entrances and the service entrances to the dead-end parking aisle.
- The minimum width of the secondary pedestrian route is four feet.
- An incidental pedestrian route connects the service entrance on the east side to the refuse enclosure. The unobstructed minimum width of this incidental pedestrian route is 45 inches.
- Another incidental pedestrian route connects the primary pedestrian route on the west side to the service courtyard on the building's west side. The unobstructed width of this incidental pedestrian route is 10 feet.

2-1.401 Detention Basins

- There is a detention basin located in the north section of the front open space. The area of the detention basin is less than 50% of the total front open space. Please see the civil engineering plans for a calculation exhibit.
- The design of the detention basin includes a depth no greater than three feet, width-to-length ratio not greater than 1:10, and side slopes of no more than 4:1 run to rise. The contours of the basin are rounded to achieve a gradual slope transition.
- The plant materials in the basin include: Dwarf Olive, Red Yucca, and Dwarf Oleander on the periphery, Langman's Sage, Live Oak, and Ironwood on the sides, and Cassia, Bird of Paradise, Hybrid Mesquite, and Creosote Bush on the bottom of the basin.

2-1.501 Landscape Design Standards

- Plant selection is intended to adhere to the Arizona Department of Water Resources Low Water Use / Drought Tolerant plant list.

- The maximum natural height of any landscaping materials (aloe vera) in a traffic safety triangle will be no greater than 18 inches. Trees will have a minimum canopy height of eight feet above the curb elevation.
- Trees will be placed at least seven feet back from any underground public water or sewer lines, power line conduits, or drainage pipes within a dedicated drainage easement.
- Decomposed granite used as a ground cover will be installed a minimum 2 inches in depth.
- Installed trees' mature canopies will not overhang vehicular lanes, cross property boundaries, or block monument or tower signs.
- No thorny shrubs or cacti are proposed in this landscape design.
- No plants are located in the two-foot overhang at the head of a parking stall.
- No installed city-maintained trees will be located within ten feet of an existing sign or light pole (there is an existing streetlight near the existing APS transformer approximately midway across the Hayden Road property line).

2-1.502 Irrigation

- Irrigation will be provided to all landscaped areas.
- Backflow prevention devices will be completely screened with a cage painted to coordinate with the building and/or landscaping.
- No water features will be connected to the irrigation system.

4-1.201 Stormwater Storage

- On the north side of the property, there will be a retention basin.
- In the south-center of the property, there will be a proposed underground detention chamber system (StormTech), drained within 36 hours by a combination of direct percolation and a drywell.
- A future bleed-off may be constructed to the existing pump system located on the Core Scottsdale apartments parcel, which was sized to accommodate the flows from the Lot 1B parcel in addition to the apartments' parcel.
- Please see the included civil engineering drainage report and related documentation for more information.

4-1.202 Underground Stormwater Storage Policy

- The development project is located within a commercial development.
- The development has a community maintenance organization with the Lot 1A parcel (see 11-MD-2021).
- The proposed underground detention system will be encompassed by a drainage easement that will be dedicated at the time of final design.

5-1.101 Traffic Impact Analysis Category 1

Per the trip generation report prepared by the traffic engineer, the proposed development generates less than 100 vehicle trips per hour in the peak periods. Please see the included Traffic Study documentation related to the Traffic Signal Warrant Analysis required per the Lot 1B stipulations (11-MD-2021).

5-1.902 On-Site Planning Principles

- The access drive to the development is a right-in / right-out shared driveway located on the property line between the subject development property (Lot 1B) and the adjacent parcel (Lot 1A), connecting to Hayden Road east of The Home Depot's entrance drive (refer to 11-MD-2021). The first developer to construct will install the full width of the shared access drive.
- Both Lot 1B and Lot 1A have a blanket cross-access agreement benefitting both parcels. It is not yet known how the Lot 1A internal circulation will be laid out and which additional access points will be available to the subject development on Lot 1B.
- The shared access drive can comfortably accommodate up to five queueing vehicles (allowing 24' for each vehicle) waiting to exit the property. The greatest number of trips out of the development, as determined by the trip generation analysis, is 24 at the PM peak hour.
- Internal traffic circulation takes the general form of a loop connecting to the shared access drive and connects the building entry, parking areas, service areas, and pick-up / drop-off points. There is a single dead-end aisle on the northeast side of the parcel with turnaround provisions at its end per Figure 2-1.6 in the 2018 DSPM.
- Service and delivery vehicles will share the same circulation path as the emergency vehicle circulation. Nearly all delivery vehicles will be Garda-style armored vehicles or short (24') box trucks.
- Parking facilities for bicycles are provided in two locations: six spaces in the surface parking lot, and eight secure parking spaces in the building courtyard on the west side.

5-8.200 Sidewalk Width and Pedestrian Access Routes

- Pedestrian travel ways are visually and functionally separate from vehicle travel ways, elevated above the vehicle travel surface and constructed of a different material: driving surfaces will be asphaltic, and pedestrian travel surfaces will be concrete.
- The pedestrian access route that connects the public right-of-way to the pedestrian arrival locations in the development will be 6-foot-wide concrete sidewalks.
- The sidewalks will not have bumpy or textured surfaces, cracks or indents greater than 1/4".
- The sidewalks will be hard, stable, slip-resistant, and sloped no more than 1:12.
- The development is in an urban area.
- The vehicular surfaces will be charcoal in color (asphalt), the landscaping ground cover will be tan in color (decomposed granite), and the sidewalks will be warm gray in color (concrete), providing visual contrast between the distinct surfaces.

6-1.200 Water Design Reports

- Per the lot division stipulations (refer to 11-MD-2021), civil engineering has prepared a preliminary Basis of Design Report for Water and Wastewater.
- There is an existing 8" DIP public water line loop that passes through the property and loops through the Core Scottsdale Apartments to the south, and an existing 12" ACP public water main located in Hayden Road.
- The 8" DIP water loop will be utilized for the development. A portion of the loop will be relocated to make room for a building on the parcel.
- The daily water demand for the development is calculated based on the COS 2018 DSPM Figure 6-1.2.
- There are two existing 8" public sewer mains running in parallel in Hayden Road, and the south sewer main is constructed of PVC and enters the property at the northeast corner and extends south to the Core Scottsdale Apartments in a public sewer easement.
- A new 6" building sewer service will be constructed to discharge to the existing 8" PVC sewer line on the east side of the property.

6-1.502 Hydrant Locations

- The fire hydrants are existing along the Hayden Street right-of-way. There is one hydrant at the shared access drive entrance on the parcel.
- No new fire hydrants are proposed for this development.
- No point on the property is greater than 700' from the fire hydrant.
- A fire hydrant flow test was conducted in accordance with the Lot 1B stipulations of 11-MD-2021. The test observed a flow rate at a residual pressure of 30 psi at 5332 gpm, which is greater than the minimum requirement of 3,000 gpm (per IFC Table B105.1).

6-1.504 Fire and Building Sprinkler Lines

- Civil engineering Basis of Design analysis has determined that the existing and proposed water distribution system has adequate capacity to meet the development's fire flow demands in accordance with the 2018 DSPM and IFC requirements.
- The development will have separate domestic and fire services for water.
- The fire riser will be located on the west side of the building in the west side courtyard (accessible by Knox Box) to facilitate practical construction due to the proximity of the relocated portion of the 8" DIP water line to the west side of the parcel. Please see the civil engineering plans for more information.
- The fire system will include a city-approved backflow prevention device.

6-1.507 Fire Department Connection

- A fire department connection, if needed, will be located according to the fire department's direction.

- Pavement markings for Fire Department sprinkler system connections, as applicable, will be provided per COS Standard Detail 2363.

7-1.201 Wastewater Preliminary Basis of Design Reports

Civil Engineering has prepared a preliminary wastewater Basis of Design report in accordance with the Lot 1B stipulations (refer to 11-MD-2021).

7-1.411 Grease, Oil, and Sand Interceptors

- The garage will have a small residential-scale car wash facility (nothing like a commercial car wash; more like a hose / low-pressure washer and handheld buffing appliances), so floor drains will include oil and sand interceptors.
- The whiskey bar will also serve coffee, and a grease interceptor will be installed for fatty liquids such as creamers.
- Tank sizes, placement, and design will be according to the 2018 DSPM and current plumbing code.

11-1.100 Overview of Fire Protection

- In terms of occupancy, the building contains 5986 gsf on the ground floor (gallery, bar, some office, retail, garage), 2316 gsf on the intermediate floor (mechanical enclosure (842 gsf) and recording studio level (1474 gsf)), and 5938 gsf (office) on the top floor. Total occupied area of the building is 14,240 gsf. Please refer to Exhibit A.
- The building will be constructed of heavy-gauge and light-gauge steel, with steel and stucco cladding and composite steel pan decks supported by open-web steel bar joists and a commercial TPO roofing.
- Built-in fire protection will include fire sprinklers, fire alarms, and other systems required by the Fire Department.
- Occupancy types include: Office and Recording Studio (B), Whiskey Bar (A-2), Gallery (A-3), and Retail (M).
- The construction type is V-B sprinklered. The maximum allowable height per the 2018 IBC is 60', and 3 stories for type B, 2 stories for type M occupancies, 2 stories for type A-2 occupancies, and 2 stories for type A-3 occupancies. The type B occupancy is on 3 stories. The type M, A-2, and A-3 occupancies are on the ground floor (1 story).
- The maximum allowable areas per the 2018 IRC are 27,000 sf for types B and M, and 18,000 sf for types A-2 and A-3. The entire gross building area at 14,240 gsf is less than the most stringent allowable area.
- The preliminary calculated occupant load is 54.3 occupants for the top floor, 17.5 occupants for the intermediate floor, and 115.7 occupants for the ground floor, with a total of 187.5 (rounded to 188) occupant load.
- A 1-hour fire separation assembly is required between B & A occupancies. The retail humidor (occupancy M) is ancillary (2018 IBC 508.2) to the gallery and whiskey bar (both

type A occupancies) and no separation is required between those occupancies. The retail humidior area is less than 10% of the ground floor that it occupies (2018 IBC 508.2.3): $344.7 \text{ gsf for the retail humidior (type M) space and } 5986 \text{ gsf for the ground floor, } 344.7 / 5986 = 0.058$ or approximately 6%.

- The building is accessible by fire trucks with parking aisles on the east and south sides, and the shared access drive on the west side. Hayden Road is on the north side of the building.
- Site access is available from Hayden Road by the shared access drive that is centered on the west property line. This shared access drive also provides access to the Core Scottsdale Apartments to the south. There is, in addition, a blanket access agreement with the adjacent parcel Lot 1A (refer to 11-MD-2021) that will provide a future connection to the intersection of N 84th Street and Hayden Road.
- The Fire Lane will be the main parking lot emergency vehicle circulation path (refer to architectural site plan) and will be striped and signed according to the 2018 DSPM.

11-1.900 High Rise Considerations

Radio amplification testing for emergency surfaces is required in buildings exceeding 35 feet above grade. The new building will be 38' high, but the highest floor level is 25' high. We are unclear whether the "35 feet" is referring to the highest occupied floor level or simply the height of the building, including the roof parapets and any appurtenances. Please inform the applicant whether the radio amplification testing is required for this development.

12-1.200 Accessible Facilities on Private Property

At least one accessible pedestrian route will be provided to each accessible building entrance from accessible parking spaces, public streets and sidewalks, and from public transportation stops. Please see the architectural site plans and civil site plans for more information.

12-1.201 Building Entrances

Entrances to and exits from the building will have concrete landings at the same elevation as the finished floors, with a maximum 2% slope in all directions.

12-1.202 Walking Surfaces

All pedestrian walking surfaces will be concrete and will contrast visually from landscaping areas and vehicular areas. The accessible pedestrian surfaces will limit vertical changes in elevation to between $\frac{1}{4}$ " and $\frac{1}{2}$ ", which will also be beveled, and any horizontal offsets will be no more than a $\frac{1}{2}$ " gap.

12-1.203 Curb Ramp Design On-Site

Within the on-site pedestrian accessible routes, curb ramps will conform to the COS supplements to the MAG specifications and details and also ADA standards.

12-1.204 Detectable Warning Surfaces On-Site

Detectable warning surfaces will not be used.

12-1.205 Driveway Access to Public and Private Streets

The shared access driveway located on the west property line has existing curbing and accessible ramps at the driveway crossing. The curbing extends a short distance past the property line, though no paving currently exists beyond the concrete driveway entrance in the right-of-way. The rest of the shared access driveway will be installed by the developer. No additional crossing facilities are required for this driveway.

12-1.206 Accessible Parking Spaces

- Accessible parking spaces (three provided, two or three are required, depending on how parking spaces are calculated) will comply with ADA standards and Article IX of the COS Zoning Ordinance.
- Accessible parking spaces will include signage in accordance with the COS Supplements to the MAG specifications and details and to the ADA standards, per Standard Detail 2124.
- The outdoor accessible parking spaces' configuration is based on Figure 12-1.1 of the 2018 COS DSPM. The spaces are 11' wide and 18' deep, with an adjacent 5' wide 4" striped access aisle (24" diagonal pattern) the full length of the parking space, painted yellow, against a 6" vertical curb cut with a curb ramp (1:12 maximum slope) leading to the raised concrete sidewalk.
- 5' x 5' international accessibility symbols will be provided in each space.
- The slope of the parking space and access aisle will not exceed 2% slope in any direction.
- The curb ramps will be installed in the sidewalk and designed per COS standards.
- Striping between parking stalls will be a white 4" stroke the entire depth of the parking stall.
- The bottom of accessible parking signage will be 60" minimum above the parking surface.
- One sign per accessible stall will be installed at the head of each stall beyond any vehicle overhang.
- Signs and posts will not encroach into or reduce the accessible route width.
- Where accessible routes pass in front of parked vehicles, the sidewalk will be 4' minimum width beyond vehicle bumpers (the 2' overhang).
- Wheel stops, curbs with landscaping, and curbs with sidewalks are utilized in the design to prevent the reduction of the accessible route width to less than 4'.

A.2 Architectural character, landscape design, site design shall:

A.2.a Promote desirable relationship of structures to one another, to open spaces and topography, both on the site and the surrounding neighborhood

- Topography of the site and surrounding area is nearly flat; the elevation of the site is at 1492.6 in the northeast corner, 1491.2 in the west corner, and 1488.5 on the south side. The slopes are very slight: 0.5% across the north (street) side, 1.3% across the east side, and 1.2% across the west side.
- Stucco colors are drawn from the neighboring Core Scottsdale Apartments buildings, with remaining architectural elements in neutral metal colors (mill finish or bronze-anodized aluminum / silver (not shiny and reflective)).
- Building height is comparable to nearby structures and does not exceed 38' above the Lowest Floor Elevation (LF88 = 1491.77).
- Building location on the parcel creates separation and open space from the apartments to the south and establishes a street-side presence while maintaining the pedestrian realm in the Buffered Setback Easement, which is a minimum 35' and average 40' from the street curb (refer to 11-MD-2021).

A.2.b Avoid excessive variety and monotonous repetition

Project programmatic requirements are varied, and the architectural challenge is to unify them into a single cohesive manner. Given elements: Scottsdale airpark location, display of WW2 memorabilia and artefacts, a gold bullion and historic coin business, cigar retail, and whiskey bar, adjacency to other tall structures (30' in height and higher). Design themes are drawn from American 1930s late Art Deco commercial buildings and aircraft hangar typologies, intermixed with some design aesthetic seen in WW2 expediency. There are several period hangars with Art Deco motifs combined with large hangar spaces (please see Appendix B for some examples).

The street side of the building contains no business entrances. All business entrances are on the parking lot side. The gold bullion and coin business (office) entrance is anchored by an Art Deco section containing that business's functions, attached to the main mass of the overall building. The two sections are characteristically differentiated enough so that patrons will clearly understand which entrance to visit after arriving: the opulence of Art Deco for the bullion and coin business, wartime expediency for the gallery and whiskey bar.

A.2.c Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment (see Sensitive Design Principles)

- Native and arid environment-tolerant plantings.
- Low reflectivity of materials
- Desert color palette
- Shade provisions at entrances
- A large quantity of ventilation via large operable openings in the gallery and bar space
- Energy-efficient dual outside air system for HVAC

- Heat-reflective TPO roofing.
- Discharge of stormwater into detention basin and in-ground percolation chambers.
- Steel (heavy-gauge and light-gauge) structure and cladding with high recycled content.

A.2.d Conform to recommendations and guidelines of ESL (N/A)

The subject property is not located in an Environmentally Sensitive Lands Overlay area.

A.2.e Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback, or architectural details, in the Historic Property Overlay District (N/A)

The property is not located within the Historic Property Overlay District.

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

- Off-street parking facilities are provided via a surface parking lot paved in asphalt, along with two spaces available to business employees located within a covered garage located on the northeast side of the building. The off-street outdoor parking lot contains 55 parking spaces, of which two spaces are contained in the enclosed garage for employee parking, and three accessible spaces in the surface parking.
- The parking lot is screened by a 3' site wall on the north side of the property and the existing 6' site wall on the east side of the property.
- Ingress / egress is provided primarily by a right-in, right-out driveway entrance at the western point of the parcel. The parcel line goes down the center of this driveway, which is shared with the Lot 1A parcel. The first developer to build will pave the whole width of the roadway per the lot split stipulations.
- It is unknown what internal circulation is planned for Lot 1A, but it is understood that the two parcels share a blanket common access easement in order to facilitate internal circulation and ingress / egress movements.
- When Lot 1A is developed, it is likely that the subject parcel will be able to navigate through Lot 1A in some manner to access the intersection at 84th Street and Hayden Road. Currently, there is no access to that intersection from Lot 1B.
- The shared entrance driveway and internal circulation through Lot 1A will maintain emergency vehicle access to the Core Scottsdale Apartments.
- Internal traffic circulation makes use of a general loop around parking islands on the south side of the parcel, and there is a short section of parking on the northeast side of the parcel that utilizes a dedicated 3-point turn-around space [provide DSPM reference].
- Refuse is collected in a bin stored in an enclosure on the east side of the property and is accessed head-on from the main drive aisle, with a minimum of 38' clearance in front of the enclosure. The enclosure will have decorative gates to screen the refuse bin.

- The whiskey bar will also serve coffee, and a grease trap will be provided within the building drain system.
- Pedestrian ways are connected to the public sidewalk on Hayden via a sidewalk along the southwest side of the property. The accessible path is similarly connected to the public sidewalk by concrete patios going around the building to the business entrances and exits.
- The covered patio on the parking lot side of the building will have a low fence as required for businesses serving alcohol on a patio, and the fence will enable pedestrian movement around the enclosed area.

A.4 Mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design

- All mechanical equipment is enclosed in internal closets and a dedicated equipment mezzanine, which provides screening and a more efficient HVAC system by keeping heat exchangers within a shaded, cooler space.
- A flagpole was shown in an earlier design but has since been removed from the design.
- The water service pipe / fire riser with Fire Access Control Panel is screened within a courtyard space in the streetside west corner of the building; emergency services will have access to this courtyard via approved signage and a Knox Box.
- The electrical SES cabinet is located in a recess space in the facade on the street side and fully screened by a sliding metal panel.
- The gas service meter is located by the garage on the northeast side of the building and screened by the same site wall that provides screening for the parking lot.
- Please refer to architectural plans for more information.

A.5 Within Downtown Area (N/A)

The subject property is not located in the City of Scottsdale's Downtown Area

A.6 The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program (N/A)

























The subject property is not located in the City of Scottsdale's Downtown District, which is subject to the Cultural Improvements Program / Art in Private Development Program.







Appendix A

Area Calculations

Area Calculations for Occupancy

























OCCUPANT LOADS PER FLOOR

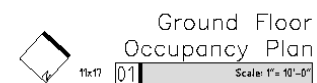
Ground Floor Occupants					
			Business 1/100 gsf	722.6+128.8=851.4	8.5 occupants
			Exhibit Gallery (Assembly) 1/30 net	2153.3	71.8 occupants
			Bar (Assembly Concentrated, chairs only) 1/7 net	101.6	14.5 occupants
			Kitchens, Commercial 1/200 gsf	470.2	2.4 occupants
			Parking Garages 1/200 gsf	1094.6	5.5 occupants
			Locker Rooms 1/50 gsf	120.6+123.3=243.9	4.9 occupants
			Accessory Storage Areas, Mech Rooms 1/300 gsf	349.9+283.1+92.5=725.5	2.4 occupants
			Mercantile 1/60 gsf	344.7	5.7 occupants
Total Ground Floor Occupants:					115.7 occupants

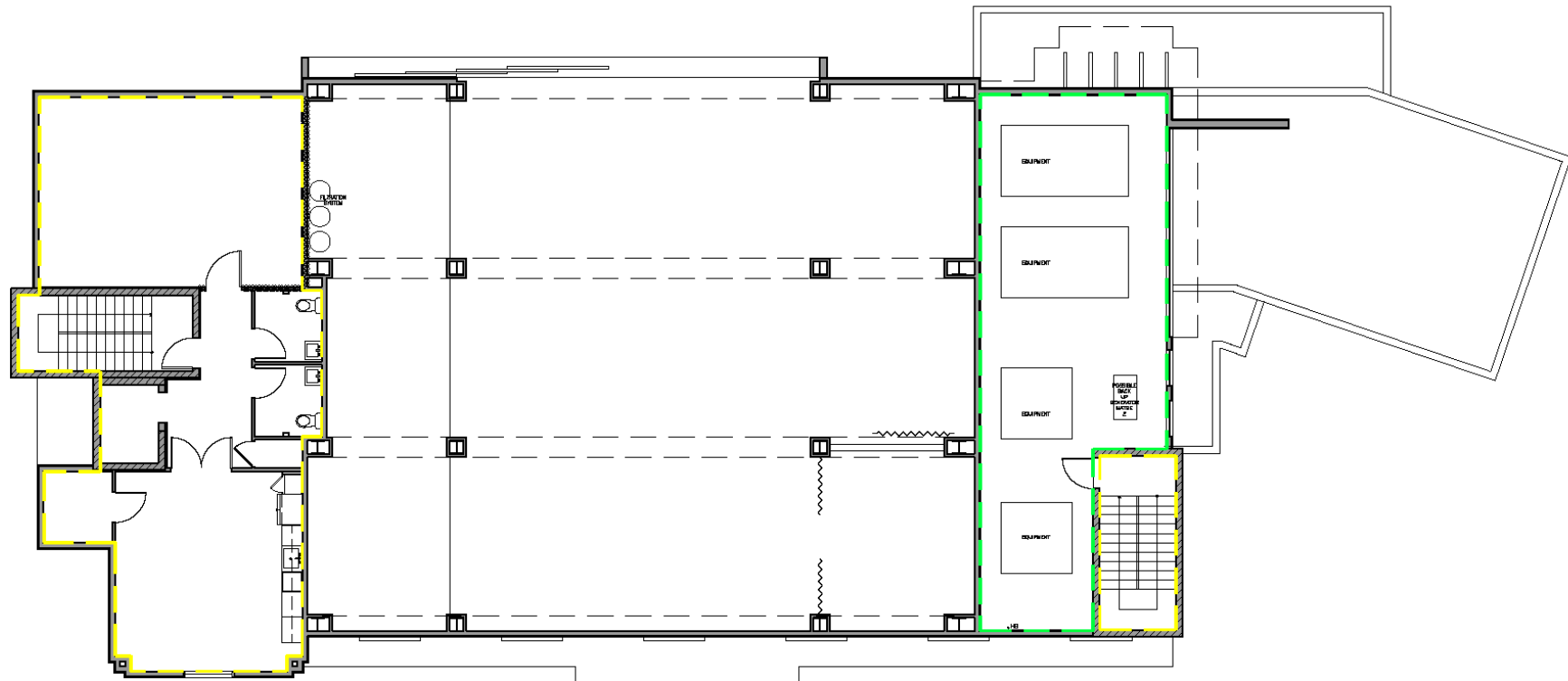
<u>Intermediate Floor Occupants</u>					
			Business 1/100 gsf	1344.9+128.8=1473.7	14.7 occupants
			Accessory Storage Areas, Mech Rooms 1/300 gsf	841.5	2.8 occupants
Total Intermediate Floor Occupants:					17.5 occupants

Top Floor Occupants					
<div><div></div><div></div><div></div></div>		Business 1/100 gsf	5178.3		51.8 occupants
<div><div></div><div></div><div></div></div>		Accessory Storage Areas, Mech Rooms 1/300 gsf	759.6		2.5 occupants
Total Top Floor Occupants:					54.3 occupants

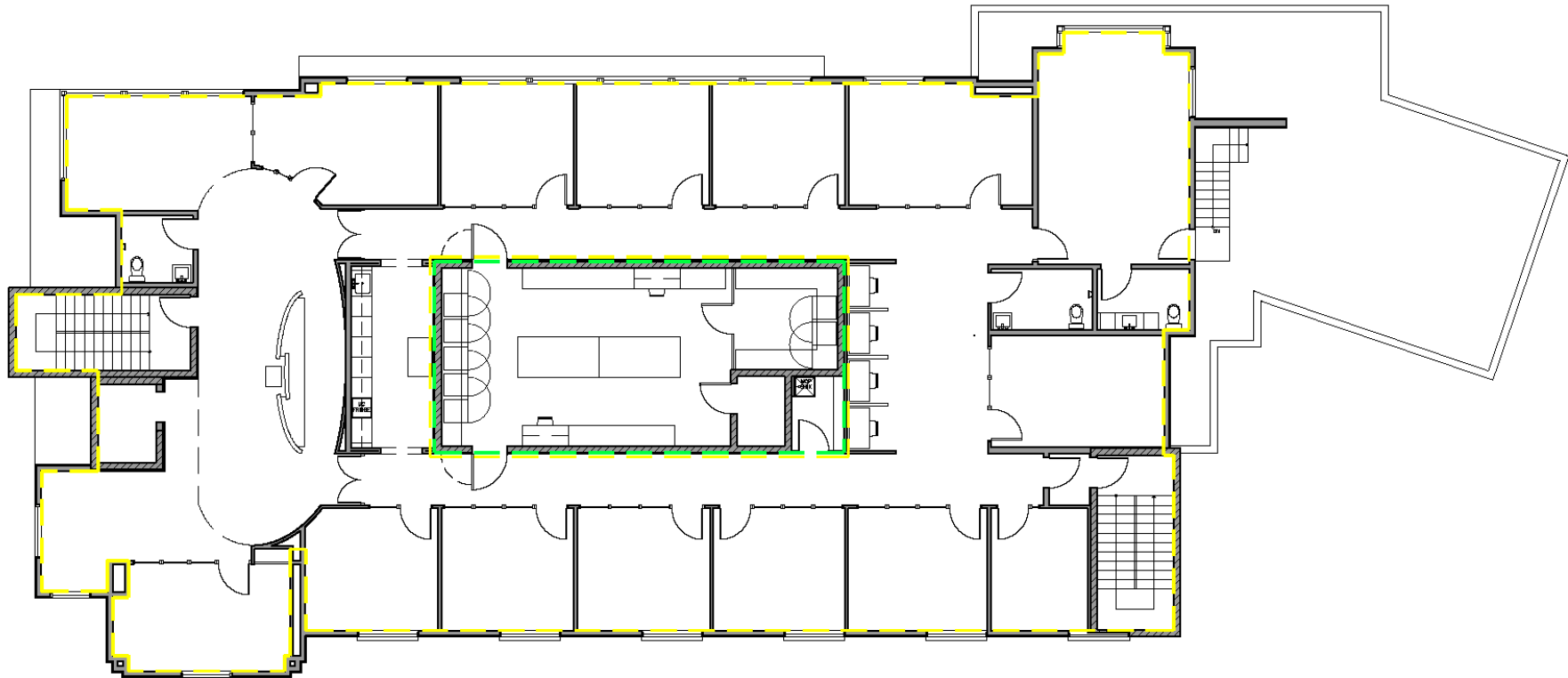
OCCUPANT LOADS FOR ENTIRE BUILDING

Total Occupants					
			Business 1/100 gsf	8.5+14.7+51.8=75	75 occupants
			Exhibit Gallery (Assembly) 1/30 net		71.8 occupants
			Bar (Assembly Concentrated, chairs only) 1/7 net		14.5 occupants
			Kitchens, Commercial 1/200 gsf		2.4 occupants
			Parking Garages 1/200 gsf		5.5 occupants
			Locker Rooms 1/50 gsf		4.9 occupants
			Accessory Storage Areas, Mech Rooms 1/300 gsf	2.4+2.8+2.5=7.7	7.7 occupants
			Mercantile 1/60 gsf		5.7 occupants
Total Occupants:					187.5 occupants





- Occupants Legend**
- Business 1/100 gsf
 - Exhibit Gallery (Assembly) 1/30 net
 - Bar (Assembly Concentrated, chairs only) 1/7 net
 - Kitchens, Commercial 1/200 gsf
 - Parking Garages 1/200 gsf
 - Locker Rooms 1/50 gsf
 - Accessory Storage Areas, Mech Rooms 1/300 gsf
 - Mercantile 1/60 gsf



Occupants Legend

- Business 1/100 gsf
- Exhibit Gallery (Assembly) 1/30 net
- Bar (Assembly Concentrated, chairs only) 1/7 net
- Kitchens, Commercial 1/200 gsf
- Parking Garages 1/200 gsf
- Locker Rooms 1/50 gsf
- Accessory Storage Areas, Mech Rooms 1/300 gsf
- Mercantile 1/60 gsf



11x17

01

Top Floor
Occupancy Plan

Scale: 1"=10'-0"

Area Calculations for Parking Provisions

MIXED USE COMMERCIAL CENTERS PARKING CALCS

TOTAL BUILDING

<u>USE TYPE</u>		<u>GSF</u>
■ ■	BAR	1,315.9 sf 560.3 sf (PATIO)
■ ■	GALLERY	3,143.5 sf
■ ■	OFFICE	6,857.4 sf
■ ■	RECORDING STUDIO	1,316.1 sf
■ ■	RETAIL	374.7 sf
TOTAL GSF		13,007.6 sf + 560.3 sf(PATIO)
PARKING RATIO		1/300 (BLDG) + 1/200* (PATIO)
PARKING REQUIRED:		43.36 + 1.80 = 45.16
PARKING REDUCTION: (9.104.C.2.b)		
ADDITIONAL 8 SECURE BIKE PARKING SPACES		
IN ADDITION TO REQUIRED BIKE PARKING:		
2 PARKING SPACE REDUCTION		
TOTAL PARKING WITH REDUCTION (45.16 - 2)		= 43.16
REQUIRED TOTAL PARKING WITH REDUCTION		= 44
*EXCLUDE THE FIRST 200 SF OF PATIO SPACE		

Mixed-use commercial center is a development that contains only nonresidential uses, consisting of a minimum of 10,000 square feet of gross floor area and a minimum of five nonresidential uses.

Mixed-use commercial centers parking:
In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.

One (1) space per three hundred (300) square feet of gross floor area.

REGULAR PARKING CALCS

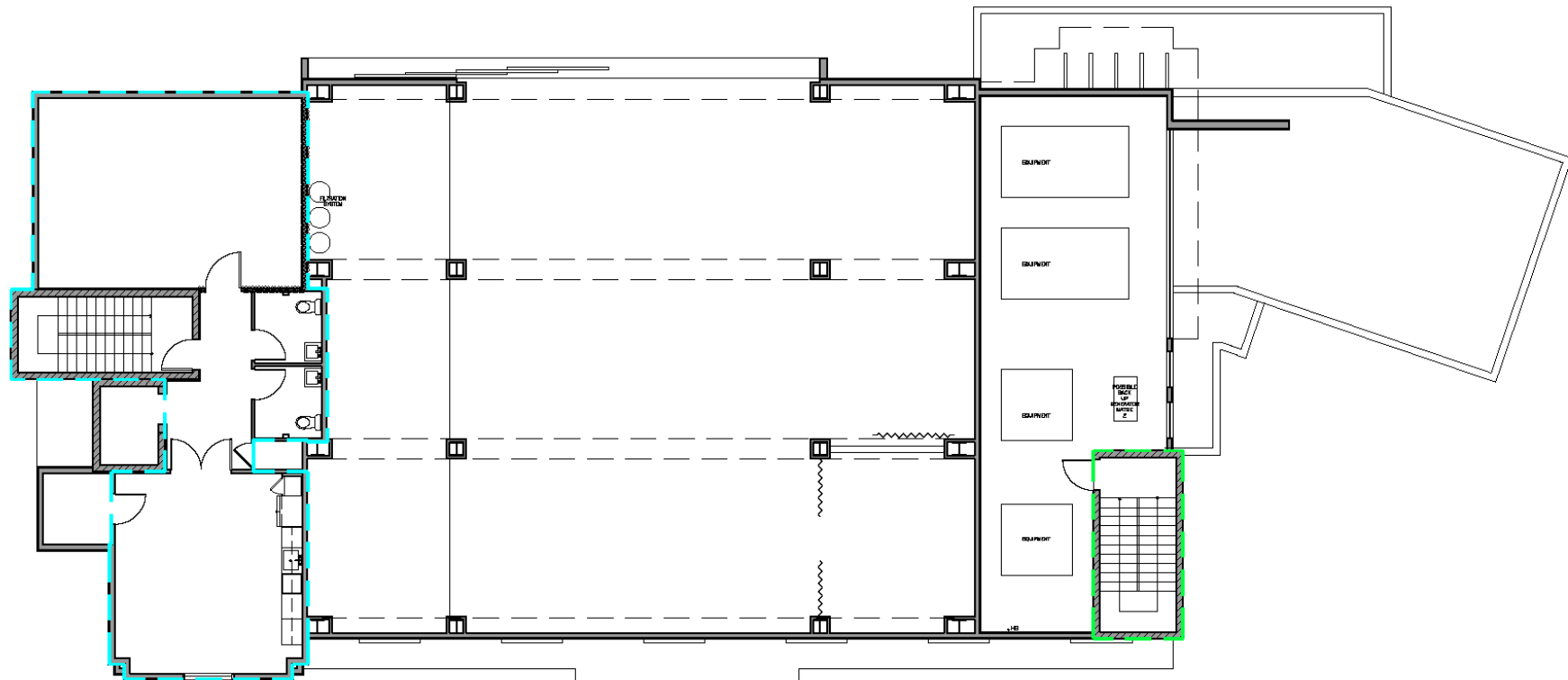
GENERAL BUILDING

	USE TYPE	RATIO	GFA	SPACES
■ ■	BAR	1/80	1,315.9 sf	16.45
		1/200 PATIO*	560.3 sf	1.80
■ ■	GALLERY	1/500	6,857.4 sf	6.29
■ ■	OFFICE	1/300	6,857.4 sf	22.86
■ ■	RECORDING STUDIO	1/500	1,316.1 sf	2.63
■ ■	RETAIL	1/250	374.7 sf	1.50
	TOTAL REQUIRED			51.53

PARKING REDUCTION: (9.104.C.2.b)
 ADDITIONAL 8 SECURE BIKE PARKING SPACES
 IN ADDITION TO REQUIRED BIKE PARKING:
 2 PARKING SPACE REDUCTION

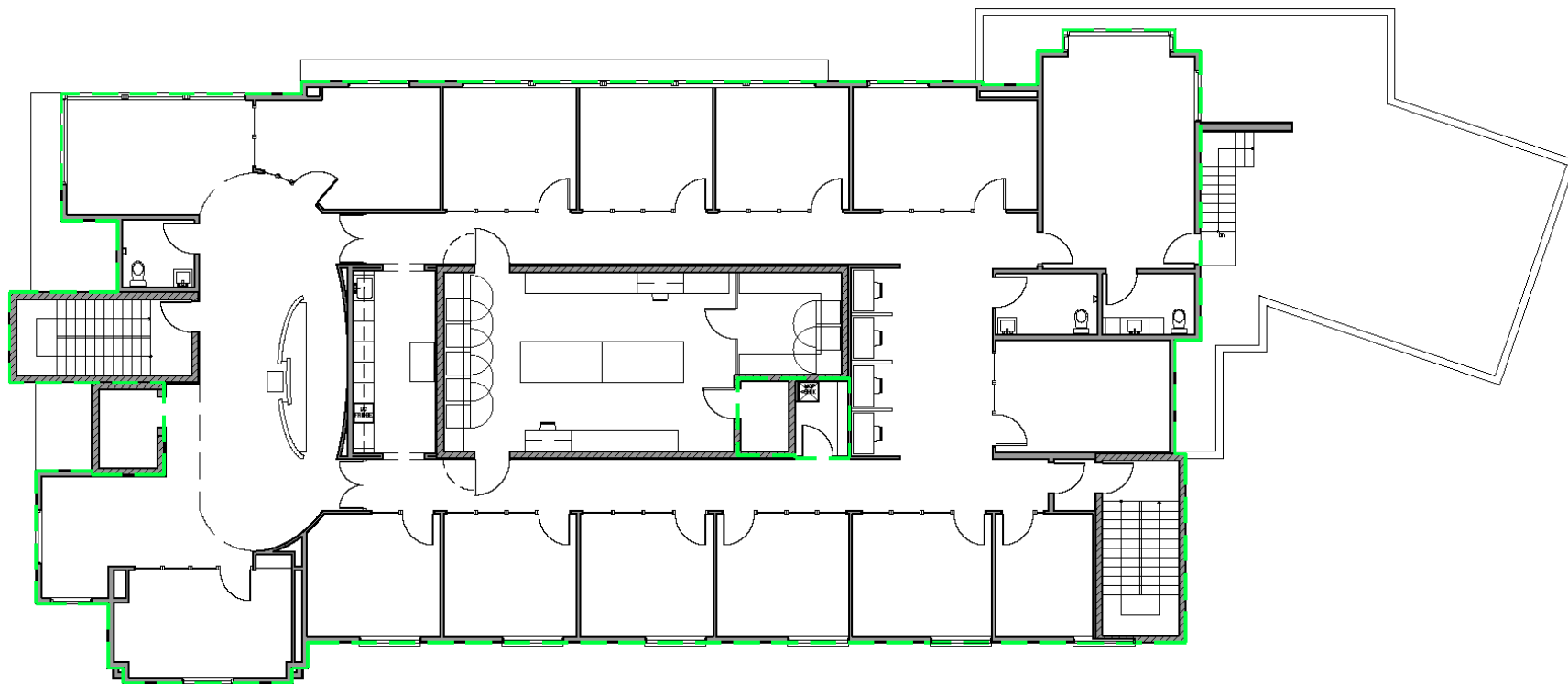
TOTAL PARKING WITH REDUCTION (51.53 - 2) = 49.53
 REQUIRED TOTAL PARKING WITH REDUCTION = 50

*EXCLUDE THE FIRST 200 SF OF PATIO SPACE



Parking Areas		
Bar	1/80 gsf (1/200 patio*)	
Gallery	1/500 gsf	
Office	1/300 gsf	
Recording Studio	1/500 gsf	
Retail	1/250 gsf	

*exclude the first 200 sf of patio space

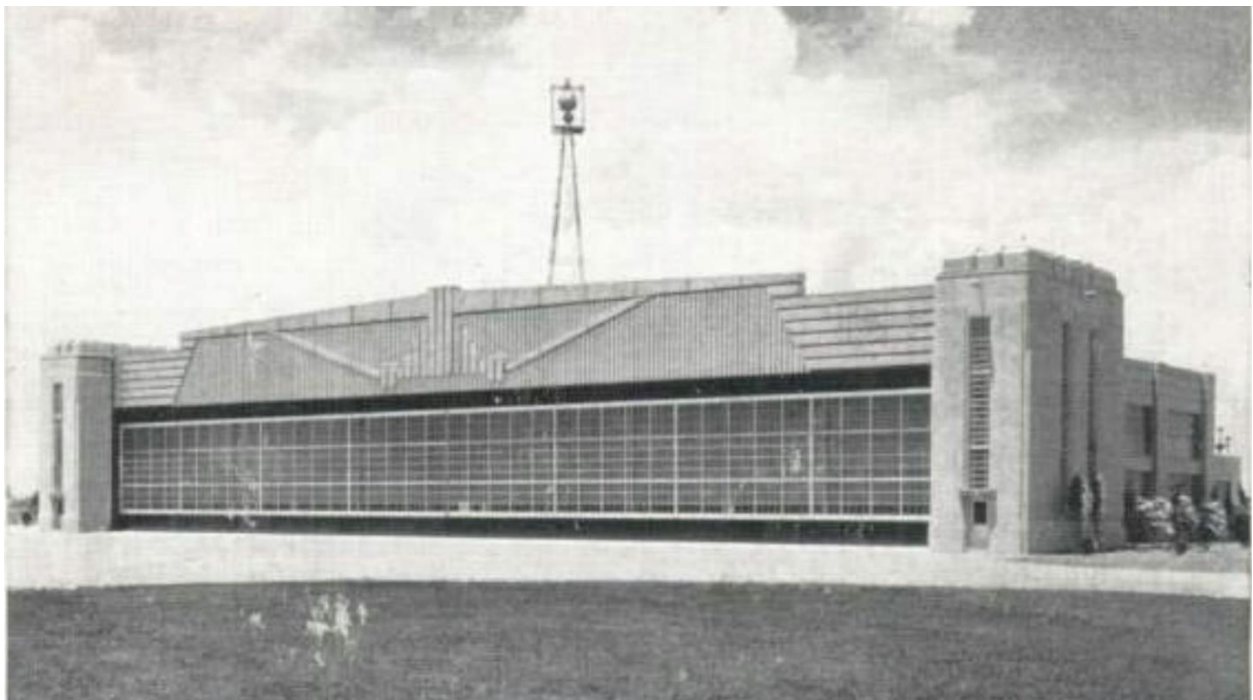


Parking Areas	
Bar	1/80 gsf (1/200 patio*)
Gallery	1/500 gsf
Office	1/300 gsf
Recording Studio	1/500 gsf
Retail	1/250 gsf

*exclude the first 200 sf of patio space

Appendix B

Reference Images



Late 1930s hangar design with large sliding doors and Art Deco tower element



Early 1940s hangar design with large sliding doors and vertically fluted metal cladding



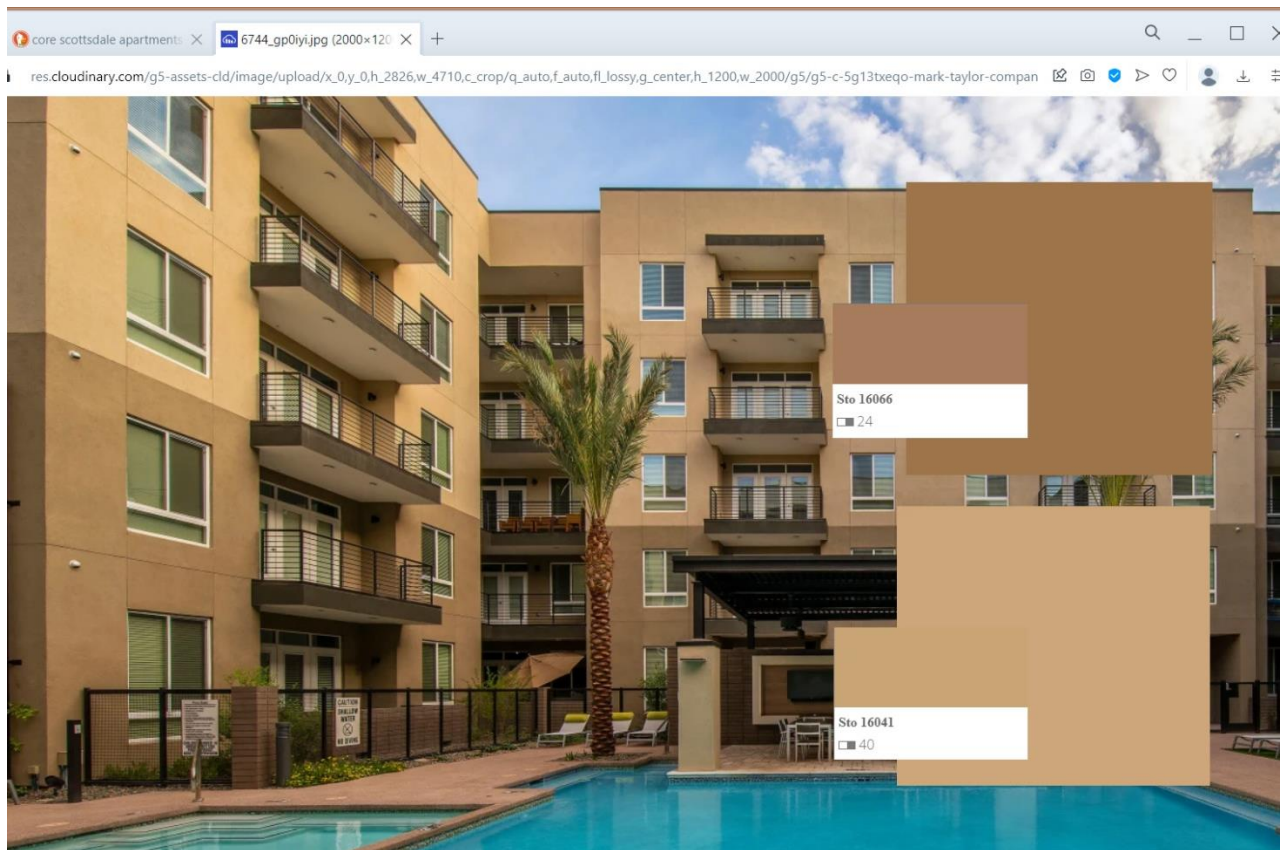
1930s / 1940s American Art Deco showing vertical elements bisected by shade canopies at entrances, roughly 1/3 up the facade



1930s / 1940s American Art Deco showing vertical elements created by stucco texture and gridded fenestration to provide visual contrast

Appendix C

Stucco Colors Reference



STO stucco colors referenced from neighboring apartment building

STO 16066 (LRV 24) for the darker base

STO 16041 (LRV 40) for the lighter upper portions

Appendix D

Neighboring Structures



Core Apartments – portion closest to project



Core Apartments – main entrance south of project



Vacant Lot (Lot 1A of 1-MD-2021) to the south



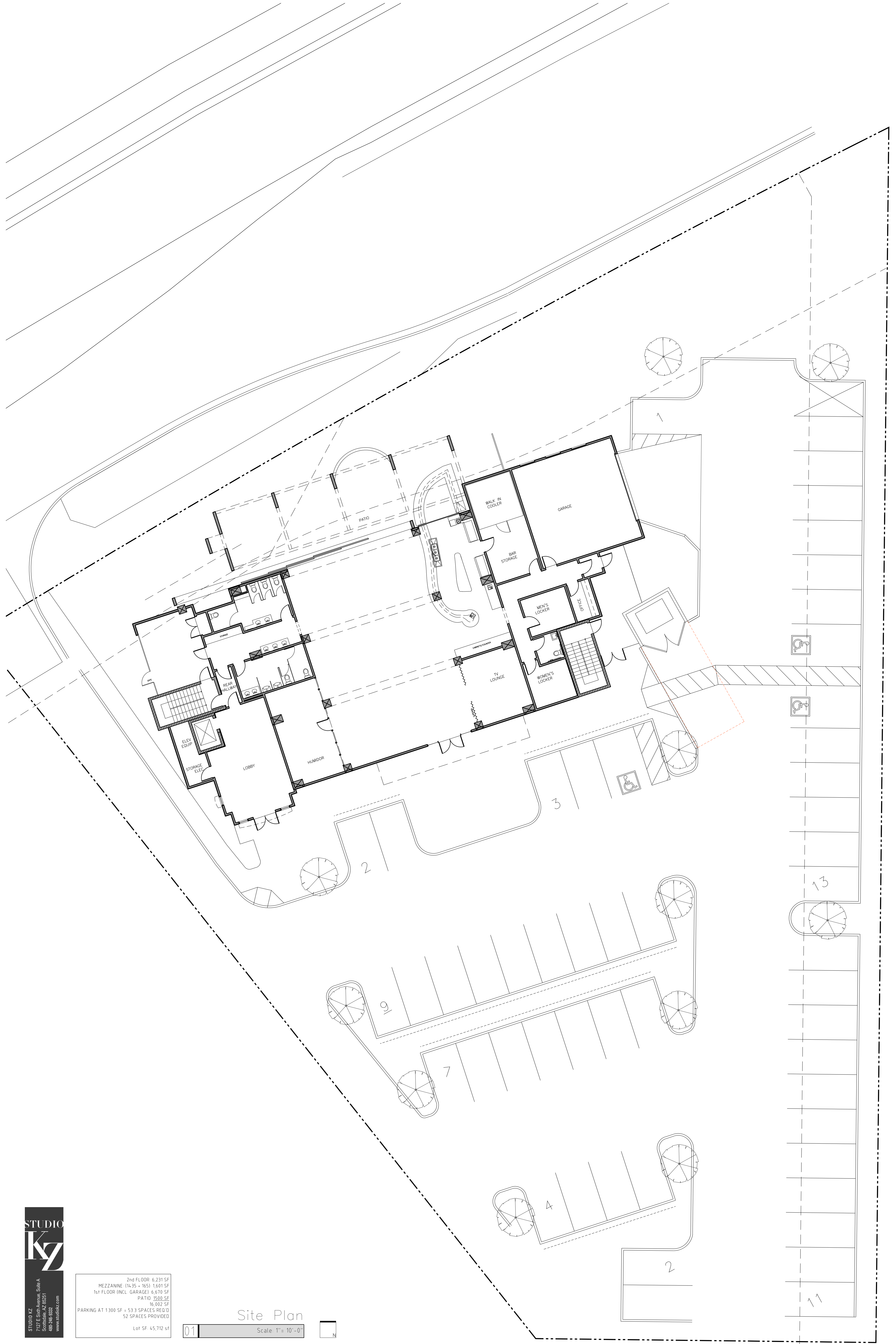
Home Depot – side entrance adjacent to the project on the north side

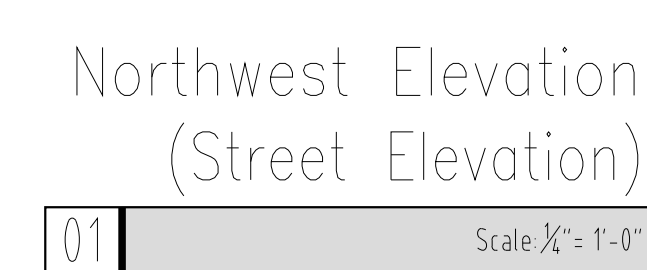


GoAZ Motorcycle across N Hayden Road from the project



U-Haul facility across N Hayden Road from the project







Southwest Elevation
Scale: X' = 1" = 0"



Northeast Elevation
(Home Depot Elevation)
Scale: X' = 1" = 0"

MATERIALS:

- A. Standard Dark Bronze Arcadia storefront windows and doors with Vitro Architectural glass in Solarban 60 (2) Solargray + clear
- B. Flurapon Lily Gold Arcadia storefront windows and doors with Vitro Architectural glass in Solarban 60 (2) Solargray + clear
- C. Metal aluminum panel
- D. Pac-Clad M-36 panel w/ exposed fasteners in Kynar 500 clyscope color
- E. Pac-Clad flat steel panel w/ exposed fasteners in Kynar 500 clyscope
- F. STD fine sand finish in color 16041
- G. STD fine sand finish in color 16066
- H. Metal trim band in Kynar 500 clyscope color
- I. Pac-clad snap-on standing seam roof panel in Kynar 500 clyscope color
- J. Coppy commercial garage door, Model 2003 in gray
- K. Kiewit FSP face sheet in white for exterior and interior panel w/ Aluminum #75 grids in shoji pattern

ELEVATION KEYNOTES:

- 1. Finish grade
- 2. Exterior door, see schedule
- 3. Kiewit panel in steel frame sliding door, see schedule
- 4. Head track
- 5. Gate, see schedule
- 6. Garage door, see schedule
- 7. Storefront window, see schedule
- 8. Steel metal panel siding system w/ exposed fasteners, color 160
- 9. Aluminum panel w/ exposed fasteners, exposed fasteners, color 160
- 10. Synthetic stucco system, color 160
- 11. Not used
- 12. CES Panel
- 13. Decorative steel brackets
- 14. Steel catwalk and stairs
- 15. Light fixture, see electrical plans
- 16. Stucco column cladding four-finished to replicate concrete
- 17. Canopy
- 18. Operable lower canopy
- 19. Mail system
- 20. "Bird" window w/ interior access panel
- 21. Gully
- 22. Box front
- 23. Steel column, see structural
- 24. Stucco column cladding four-finished to replicate concrete
- 25. Roofing system
- 26. Steel wall
- 27. Steel catwalk and stairs
- 28. Decorative vent