

DEVELOPMENT REVIEW BOARD REPORT



Meeting Date: May 6, 2021
General Plan Element: *Character and Design*
General Plan Goal: *Foster quality design that enhances Scottsdale as a unique southwestern desert community.*

ACTION

**Raintree Drive
Residential
1-DR-2021**

Request approval of the site plan, landscape plan, and building elevations for a new 5-story residential development with 192 units and 218,419 square feet of building area on a +/- 3.12-acre site.

SUMMARY

Staff Recommendation

Approve, subject to the attached stipulations (Attachment #6)

Key Issues

- Provide additional solar shading for the exposed windows on the east building façade.

Items for Consideration

- Conformance with Development Review Board Criteria – staff confirms
- Integration of Sensitive Design Principles – staff confirms
- Conformance with 19-ZN-2019 for the larger development area
- No community input received as of the date of this report

BACKGROUND

Location: 8555 East Raintree Drive

Zoning: Planned Community, Planned Airpark Core Development - Airpark Mixed Use Residential, Planned Shared Development overlay (P-C PCP-AMU-R PSD)

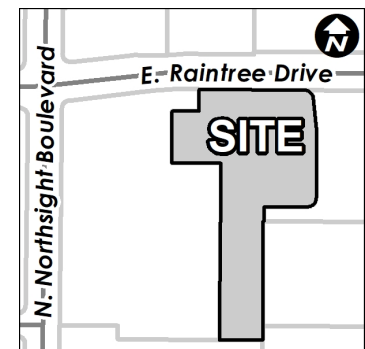
Adjacent Uses

North: Single-story retail buildings; zoned Central Business (C-2).

East: Multiple-story office building; zoned Planned Community, Planned Airpark Core Development - Airpark Mixed Use, Planned Shared Development overlay (P-C, PCP-AMU PSD).

South: Multiple-story office buildings; zoned Industrial Park, Planned Community district (I-1 PCD).

West: Multiple-story office building; zoned Industrial Park, Planned Community district (I-1 PCD).



Property Owner

PR III/Crow Raintree Residential LLC

Applicant

Ashley Nye, Trammell Crow, 480-258-9940

Architect/Designer

ESG Architecture & Design

Engineer

Wood Patel

DEVELOPMENT PROPOSAL

This proposal is for a new 5-story residential development, containing 192 units and 218,419 square feet of building area. This residential component was anticipated as part of a larger site including the office building to the west, as processed under rezoning application 19-ZN-2019. This residential project utilizes shared access points into the development and features an internal, concealed parking structure with the residential units wrapping around the outside of that parking structure.

Development Review Board Criteria

Staff confirms that the development proposal generally meets the applicable Development Review Board Criteria. For a detailed analysis of the Criteria, please see Attachment #4.

STAFF RECOMMENDED ACTION

Staff recommends that the Development Review Board approve the Raintree Drive Residential development proposal per the attached stipulations, finding that the Character and Design Element of the General Plan and Development Review Board Criteria have been met.

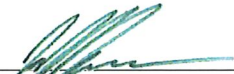
RESPONSIBLE DEPARTMENTS

Planning and Development Services
Current Planning Services

STAFF CONTACTS

Jeff Barnes
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APPROVED BY


Jeff Barnes, Report Author

4/15/2021

Date


Brad Carr, AICP, LEED-AP, Planning & Development Area Manager
Development Review Board Liaison
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4/22/2021

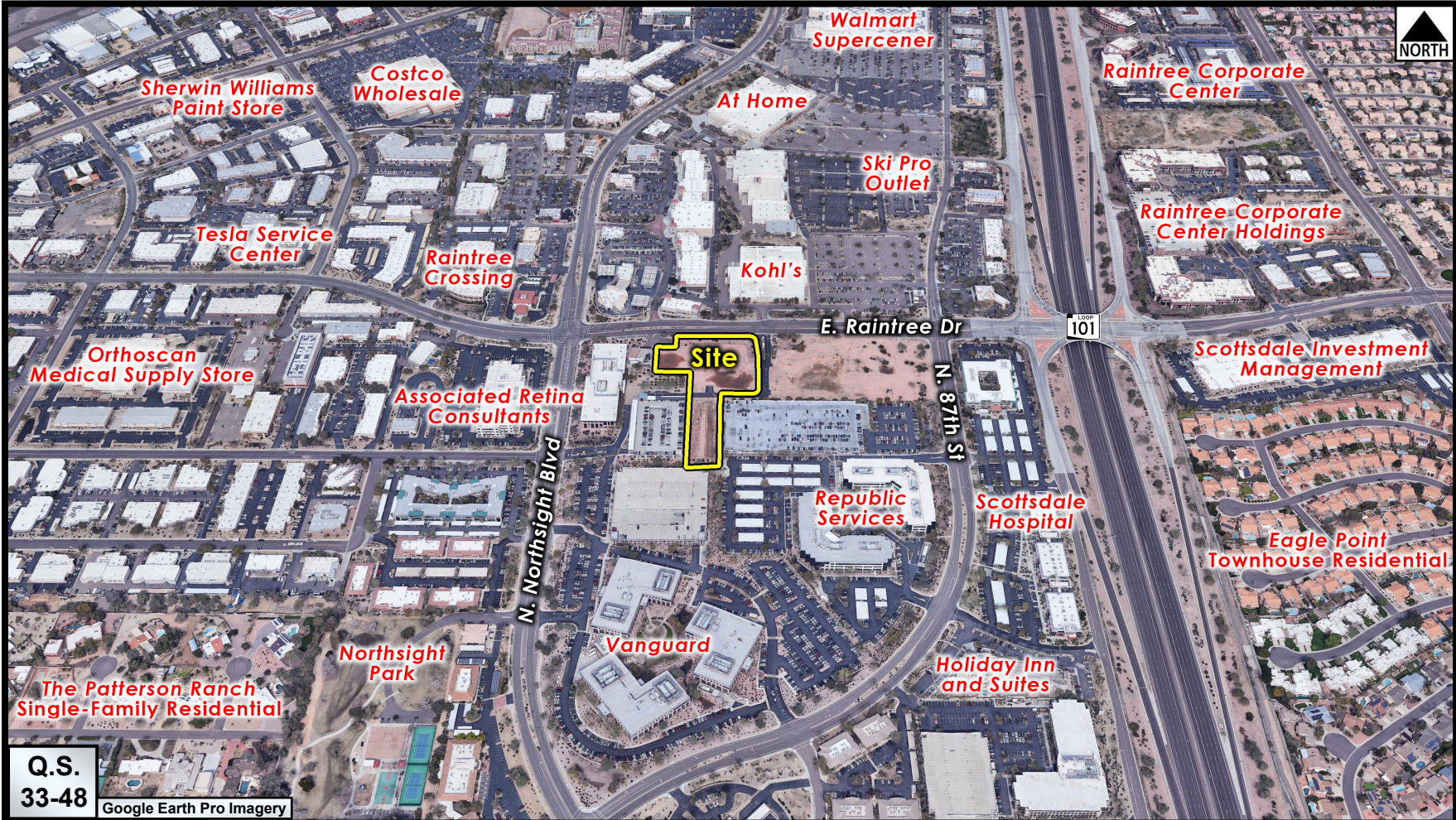
Date


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

4/22/21
Date

ATTACHMENTS

1. Context Aerial
2. Close-up Aerial
3. Applicant's Narrative
4. Development Review Board Criteria Analysis
5. Development Information
6. Stipulations / Zoning Ordinance Requirements
7. Site Plans
8. Landscape Plans
9. Building Elevations (black & white)
10. Building Elevations (color)
11. Building Sections
12. Perspectives
13. Materials and Colors Board
14. Electrical Site Plan
15. Exterior Photometrics Plan
16. Exterior Lighting Cutsheets
17. Zoning Map



Context Aerial

1-DR-2021

ATTACHMENT #1



Q.S.
33-48
Google Earth Pro Imagery

Close-up Aerial

1-DR-2021

*Raintree Residential
Development Review Board
Project Narrative*



Prepared for:

HIGH STREET
RESIDENTIAL
A SUBSIDIARY OF TRAMMELL CROW COMPANY

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

Document Outline:

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

ATTACHMENT #3

I. Property Information

Location:

- 8555 East Raintree Drive (the “Property”)

Property Size:

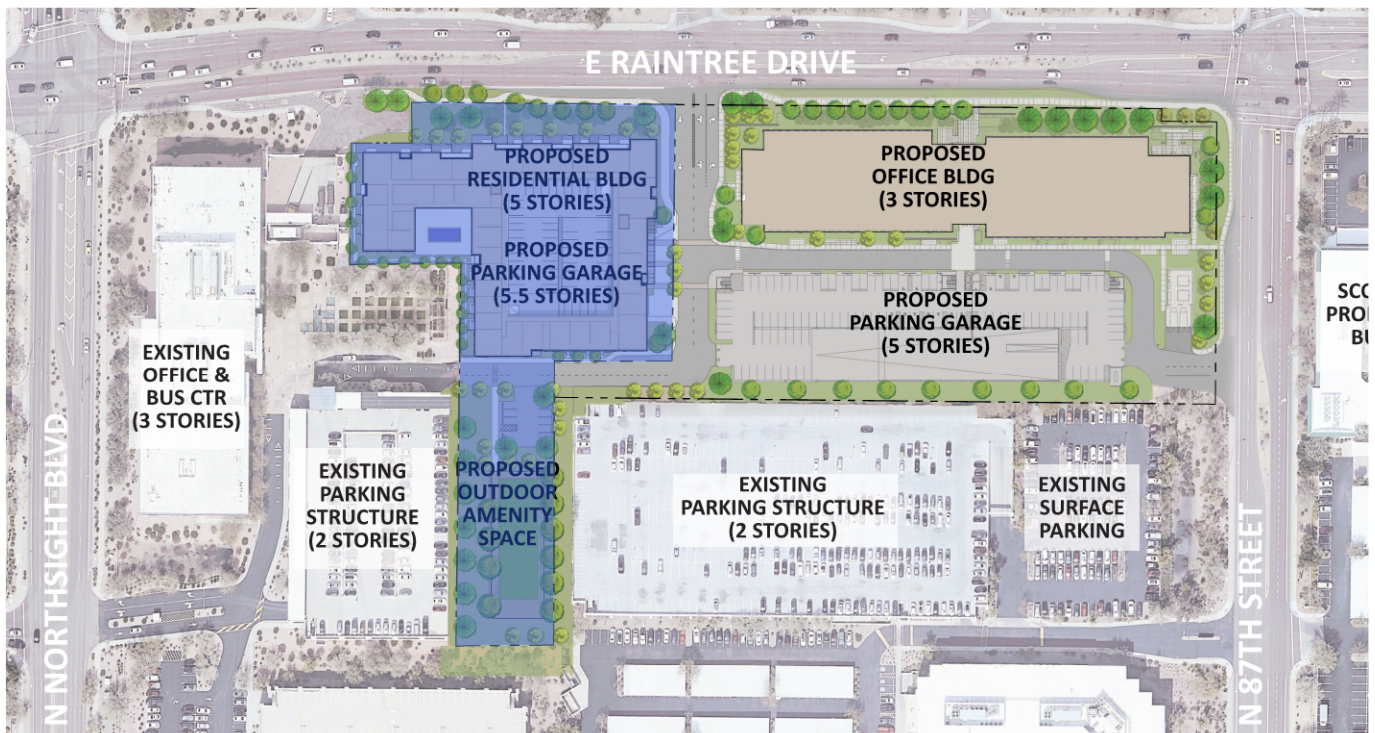
- Total Site Area: approximately 3.12+/- gross acres

II. Zoning

Current (entitled)

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

Context Aerial



Existing Site Conditions



III. Project Overview

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

Proposed Site Plan





IV. Conformance to DRB Criteria

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

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

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

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

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

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

Design details provided below:

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

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

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

Response: Not applicable.

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

Response: Not applicable.

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

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

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



V. Conformance to Greater Airpark Character Area Plan

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

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

GACAP Definition (emphasis added):

Airpark Mixed Use Residential areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the AMU-R areas should be pedestrian-oriented have access to multiple modes of transportation and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the areas south of the Central Arizona

Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing [emphasis added].

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

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

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

➤ **Land Use**

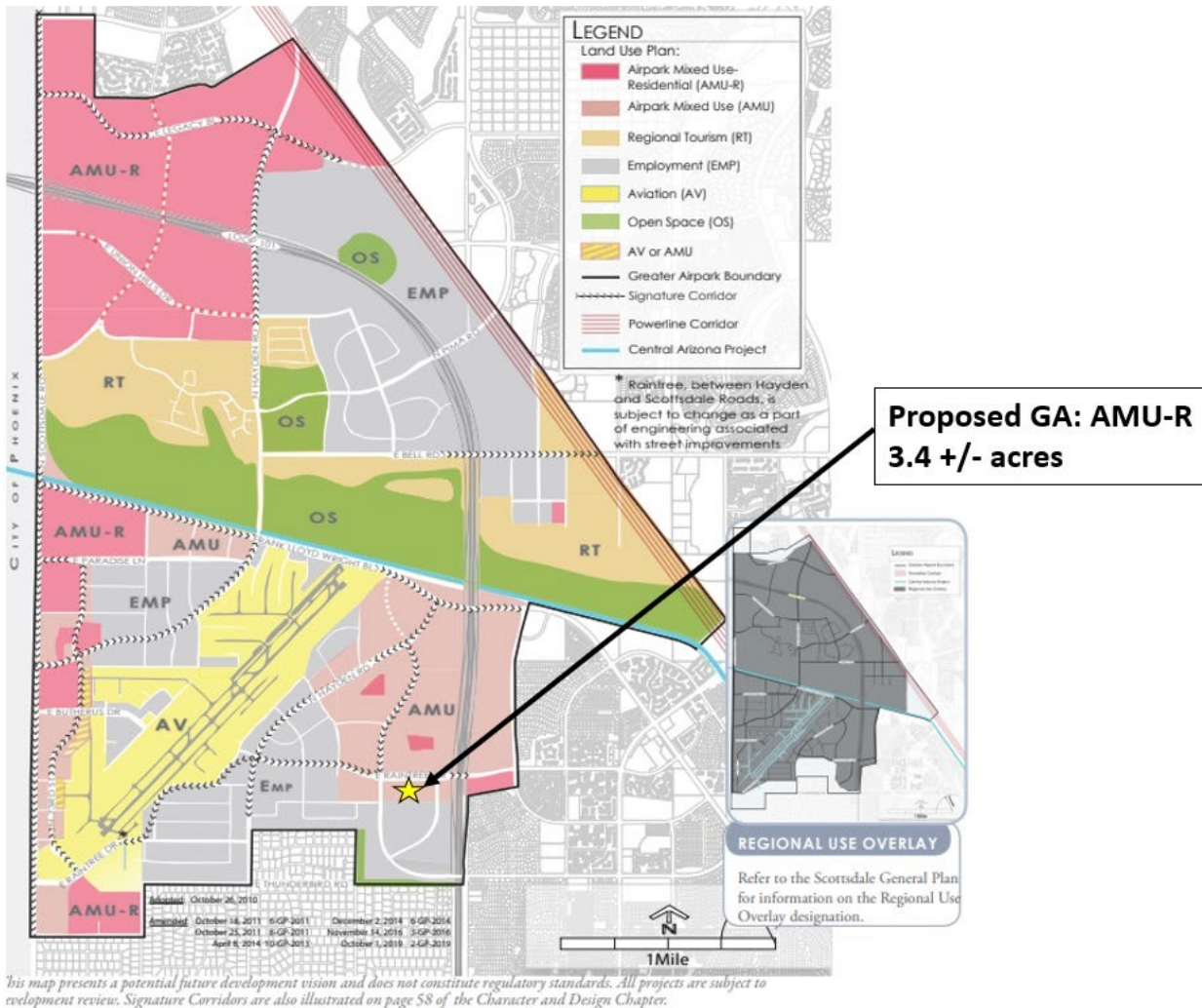
Goal LU 1

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

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

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

Greater Airpark Land Use Map
(GACAP Page 11)



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

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

Goal LU 4

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

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

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

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

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

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

Goal LU 5

Encourage Greater Airpark development flexibility.

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

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

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

Policy LU 5.2 Greater Airpark public amenities and benefits should be provided by the private sector when development bonuses, such as increased floor area, greater intensity, greater height, development standard flexibility, and/or street abandonment are considered. Potential public amenities and benefits may include, but are not limited to: New/expanded open space areas, transit and/or other mobility enhancements, including bicycle and pedestrian amenities, workforce housing...{relevant benefits listed}

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

Goal LU 7

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

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

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

Goal LU 8

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

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

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

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

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

➤ **Neighborhood & Housing**

Goal NH.2

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

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

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

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

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

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

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

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

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

Goal NH 3

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

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

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

Policy NH 3.2

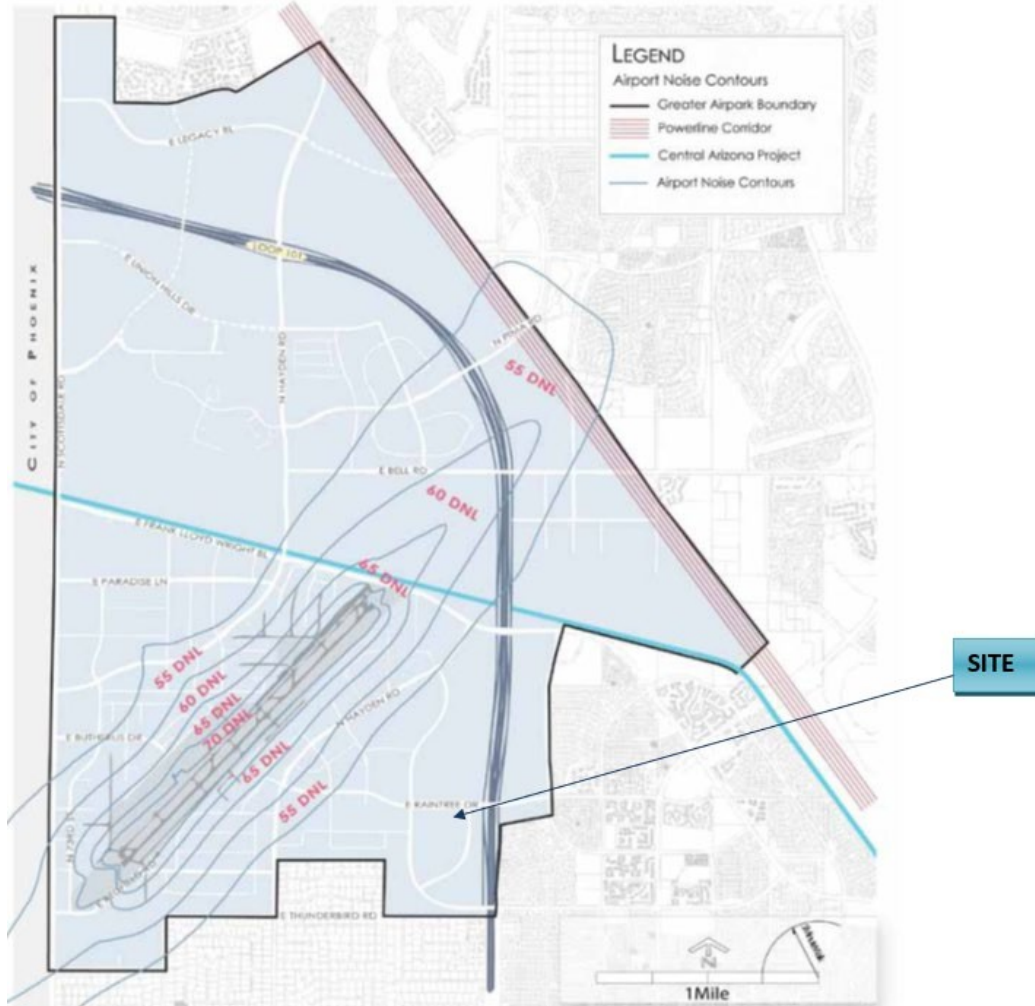
Incorporate residential into Airpark Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

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

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

Scottsdale Airport Noise Contours -2009
(GACAP Page 30)

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



➤ **Community Mobility**

Goal CM 4

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

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

Response: Northsight (to the west) and Raintree (to the north) are both designated as Signature Corridors. Together with the Loop 101, the streets provide a framework for pedestrian and

bicycle connections in the immediate area. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between buildings and other land adjoining/nearby land uses. The development will build upon the network of sidewalks that tie in and around the commercial and residential buildings to the existing retail to the north (see Pedestrian Circulation Plan and Landscape Plan). Bike racks will be provided on site for the residential community and office development per the City's requirements.

Goal CM 6

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

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

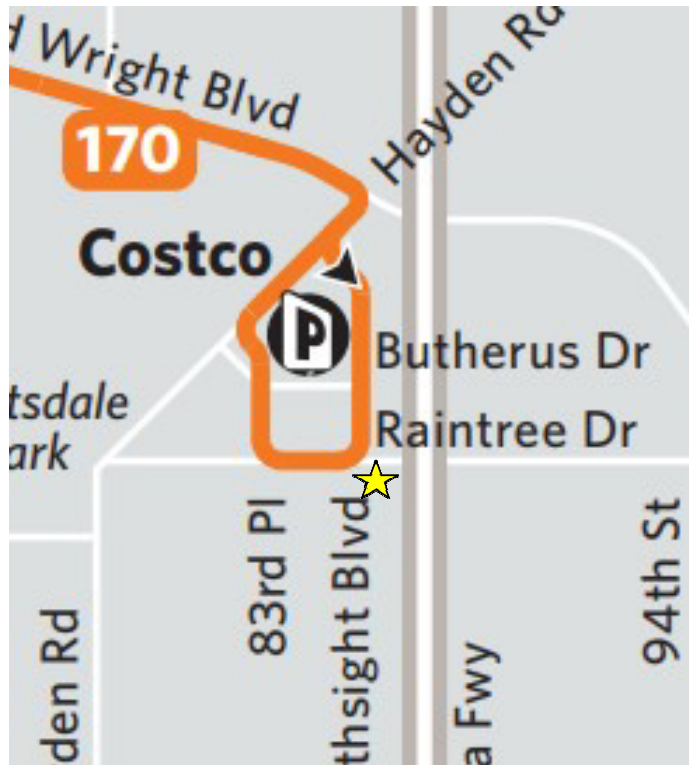
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Goal CM 7

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

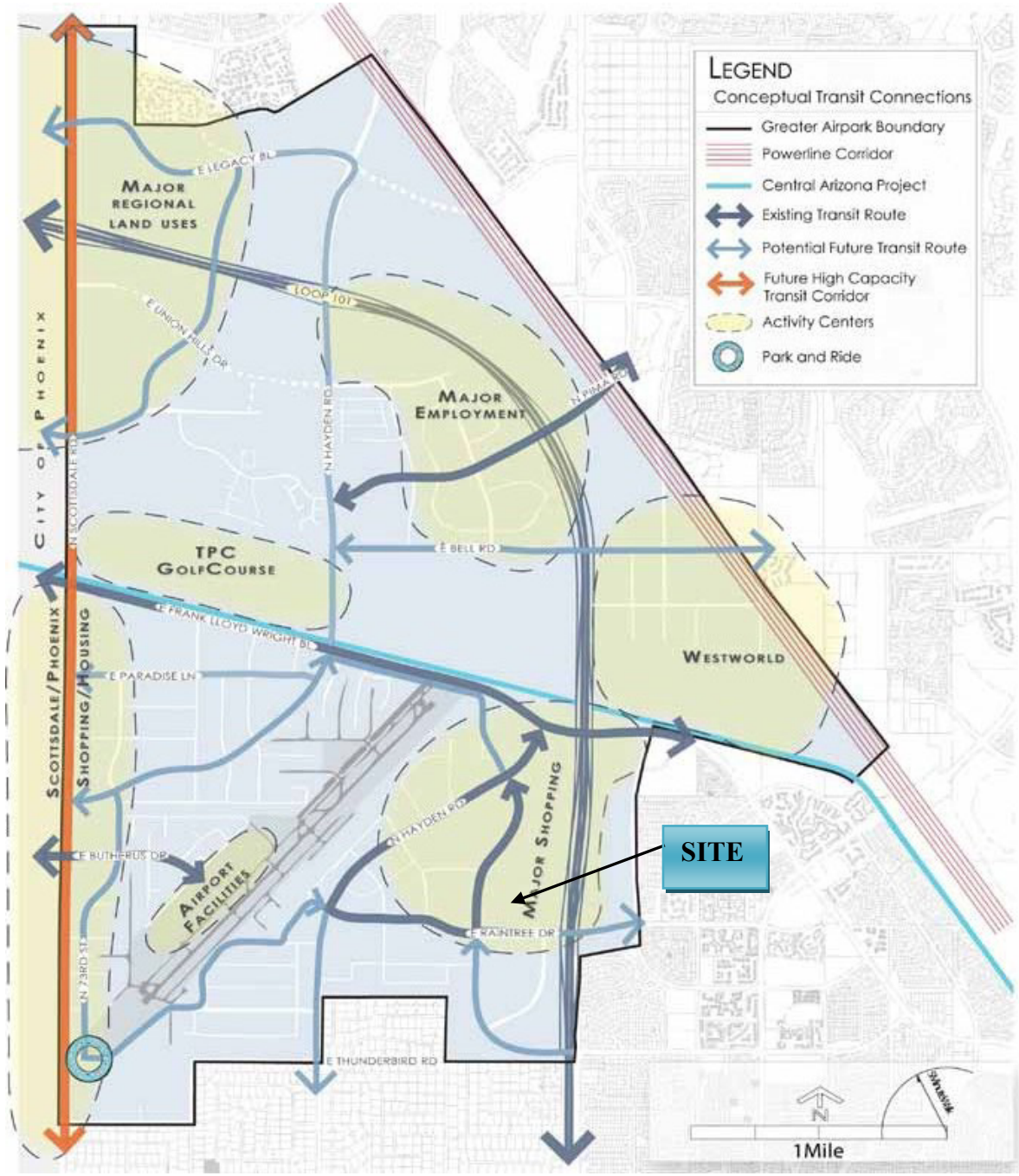
Policy CM 7.2 Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.

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



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

Greater Airpark Transit Connections
(GACAP Page 34)



➤ **Economic Vitality**

Goal EV 1

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

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

Response: A mixed-use residential and office development on an underutilized vacant property will generate significant building permit fees and revenue for the City of Scottsdale. New residents and employees in the Airpark area will increase retail sales and sales tax revenue for the City. The integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses. Residents and employees require services, goods, food, and entertainment and draw from local businesses and resources. By creating a walkable environment that already has abundant retail and service opportunities nearby, a land use balance will be created which will strengthen the City's long-term economic stability.

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

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

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

➤ **Environmental Planning**

Goal EP 1

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

Policy EP 1.3 Promote landscape design and irrigation methods that contribute to water and energy conservation.

Response: The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments including. Low water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling. Low voltage landscape lighting will be used throughout

the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

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

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

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

Goal EP 4

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

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

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

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

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

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

Response: To further elaborate on the statements above, the buildings been designed in a manner to respond to the Sonoran Desert climate through the use of passive solar shading,

inset/projected balconies, landscaping, recessed windows (south), articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of the Sonoran Desert while providing an attractive resort-like setting for the buildings (proposed and existing).

➤ **Character & Design**

Goal CD 1

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

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

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

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

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

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

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

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

I. Planned Airpark Core Development (PCP)

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

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

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

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

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

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

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

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

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

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

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

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

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

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



VI. Conformance to Scottsdale Sensitive Design Principles

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

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

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

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

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

space amenity south of the residential building.

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

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

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

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

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

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

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

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

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

Response: The proposed development will incorporate design elements that respect human-scale, providing shade and shelter through building, site and landscape design.

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

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

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

Response: The proposed development will utilize a variety of desert appropriate textures and building finishes, incorporate architectural elements that provide solar shading/recesses and overhangs, and celebrate the Southwest climate by creating outdoor spaces and amenities.

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

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

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

Response: Context appropriate, mature arid-region plant materials will be utilized with the development and enhancement of the Property. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement (see landscape plans) and well as repurposing of existing native species where applicable.

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

Response: The proposed development will maintain a low water-use plant palette (see landscape plan and renderings). As noted above, context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern found in the Airpark.

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

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

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

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



VII. Conformance to General Plan

Character & Design:

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

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

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

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

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

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

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

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

-Bullet 5: Promote development that respects and enhances the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.

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

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

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

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

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

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

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

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

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

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

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

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

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

Land Use:

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

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

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

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

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

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

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

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

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

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

the needs of the community.

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

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

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

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

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

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

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

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

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

Growth Areas:

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

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

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



- **Growth Areas Map**

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

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

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

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

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

Community Mobility:

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

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

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

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

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

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

Goal 5: Relieve traffic congestion.

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

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

DEVELOPMENT REVIEW BOARD CRITERIA ANALYSIS

Per Section 1.904. of the Zoning Ordinance, in considering any application for development, the Development Review Board shall be guided by the following criteria:

1. The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.
 - *The applicant states the project will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, Greater Airpark Character Area Plan and General Plan. They also state that the proposal is consistent with the General Plan Land Use Map designation, which identifies the Property as Airpark Mixed Use-Residential. The Airpark Mixed Use-Residential category supports a variety of land uses including, but not limited to, personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential consistent with the intensity of uses which are typically found in the area. Further, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures and grows. This development of a currently vacant parcel exemplifies this revitalization component by integrating residential development with nearby access to retail, entertainment, employment centers, and major transportation corridors.*
 - *Staff finds that this project is consistent with the applicable development standards and design guidelines as well as the stipulations of the associated zoning case.*
2. The architectural character, landscaping and site design of the proposed development shall:
 - a. Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;
 - b. Avoid excessive variety and monotonous repetition;
 - c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;
 - d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and
 - e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.
 - *The applicant states that the Airpark Mixed Use-Residential classification allows for higher intensities in a mixed-use setting to encourage an urban lifestyle and appropriate balance of land uses with a rich pedestrian environment. The new residential development will revitalize of an underutilized vacant site. The materials, massing and architecture are inspired by the desert vernacular and modern urban context that surrounds the site. The use of building materials is integrated to provide movement and visual interest creating relief, depth and shade, which helps to reduce the overall scale and mass of the building. Overhangs and balconies are utilized to provide solar relief to window glazing and shaded outdoor spaces. Each side of the project is unified and expressive towards the overall theme while still providing a dynamic four-side architectural experience. Each façade provides balance and movement, helping to accentuate appearance and offering a vibrant, visually interesting building character.*

Mature desert landscaping, materials and pocket park will enhance the pedestrian and user experience and soften the surfaces by incorporating natural shading elements. These elements help to delineate pathways providing a unique blend of texture and filtered light to soften the

outdoor space. The landscape character will incorporate trees and shrubs that will flourish in their unique urban environment while complementing the architecture and responding to specific microclimatic conditions.

Onsite parking is provided via structured parking garage. Guest parking is provided at the outdoor amenity space on the south side building. All onsite utilities, trash, recycle and delivery services are contained on-site and are designed to minimize the public's interaction with those services which helps to enhance the urban experience.

- *Staff finds that the architecture and site design integrate well with the context of the surrounding developed area. Identified as part of the staff review and included as a recommended stipulation of approval is that the east building elevations include large sections of exposed windows that are lacking in solar shading. Although there are many balcony elements included to break up massing and which create shading through their recessed configuration, there are many windows on the east elevation that staff feels will receive significant direct sun exposure and would benefit from the addition of shading elements to achieve the intent of the City's shading guidelines.*
3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be designed as to promote safety and convenience.
- *The applicant states that the proposed request integrates residential units near a range of retail, service and office uses contributing towards the balance of land uses with an inviting pedestrian environment. The project is located along Raintree Drive, a major east-west arterial roadway with immediate access to public transportation and the Loop 101. This site is ideally situated in a setting that offers all the ingredients for a successful age-targeted residential development in a mixed-use setting. Successful revitalization and redevelopment focus on a lively pedestrian presence with mixed-use development and quality, pedestrian-level design and linkages. The proposed improvements combined with well-placed shade trees and/or structures will create a more comfortable and inviting pedestrian space along the perimeter of the site.*
 - *Staff finds that this project integrates with the existing development around it including the use of shared vehicular and pedestrian access routes. The project also incorporates outdoor pedestrian level activity space. Identified with the staff review were concerns that this high-density residential land use is located across from a large retail center to the north and City park to the southwest, which may encourage mid-block pedestrian crossings on both E. Raintree Drive and N. Northsight Boulevard. This application does not include proposal of any pedestrian crossing facilities to address this potential pedestrian safety issue and relies on the idea the pedestrians will travel farther to the intersection to cross on their way to any of those destinations.*
4. If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.
- *Staff finds that the design incorporates internal mechanical room areas and rooftop appurtenances that are designed to blend with the appearance of the rest of the building.*
5. Within the Downtown Area, building and site design shall:
- a. Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;
 - b. Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;

- c. Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details, and recessing fenestrations;
 - d. Reflect the design features and materials of the urban neighborhoods in which the development is located; and
 - e. Incorporate enhanced design and aesthetics of building mass, height, materials and intensity with transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.
 - *This criterion is not applicable.*
6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:
- a. Accessibility to the public;
 - b. Location near pedestrian circulation routes consistent with existing or future development or natural features;
 - c. Location near the primary pedestrian or vehicular entrance of a development;
 - d. Location in conformance with Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and
 - e. Location in conformance to standards for public safety.
 - *This criterion is not applicable.*

DEVELOPMENT INFORMATION

Zoning History

The site was rezoned in June of 2020 to Planned Community, Planned Airpark Core Development - Airpark Mixed Use – Residential, Planned Shared Development overlay (PC, PCP-AMU-R PSD), by case 19-ZN-2019, anticipating this residential development proposal along with the recently constructed office development to the east.

Community Involvement

With the submittal of the application, staff and the applicant notified all property owners within 750 feet of the site. As of the publishing of this report, staff has not received any community input regarding the application.

Context

This site is located along the south side of E. Raintree Drive, east of N. Northsight Boulevard and west of the Loop 101 freeway. This site shares existing vehicular access points with the surrounding development projects.

Project Data

- Existing Use: Vacant
- Proposed Use: Multiple-family Residential
- Parcel Size: 148,416 square feet / 3.41 acres (gross)
135,916 square feet / 3.12 acres (net)
- Residential Building Area: 218,419 square feet
- Building Height Allowed: 69 feet (inclusive of rooftop appurtenances)
- Building Height Proposed: 65 feet 10 inches (inclusive of rooftop appurtenances)
- Parking Required: 265 spaces
- Parking Provided: 275 spaces
- Combined Open Space Required (residential and office parcels): 100,558 square feet / 2.31 acres
- Combined Open Space Provided: (residential and office parcels): 107,106 square feet / 2.46 acres
- Number of Dwelling Units Proposed: 192 units

**Stipulations for the
Development Review Board Application:
Raintree Drive Residential
Case Number: 1-DR-2021**

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

APPLICABLE DOCUMENTS AND PLANS:

1. Except as required by the Scottsdale Revised Code (SRC), the Design Standards and Policies Manual (DSPM), and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
 - a. Architectural elements, including dimensions, materials, form, color, and texture shall be constructed to be consistent with the building elevations submitted by ESG Architecture and Design, with a city staff date of 3/9/2021.
 - b. The location and configuration of all site improvements shall be consistent with the site plan submitted by ESG Architecture and Design, with a city staff date of 3/9/2021.
 - c. Landscape improvements, including quantity, size, and location shall be installed to be consistent with the preliminary landscape plan submitted by Norris Design, with a city staff date of 3/9/2021.
 - d. The case drainage report submitted by Wood Patel and accepted in concept by the Stormwater Management Department of the Planning and Development Services.
 - e. The water and sewer basis of design report submitted by Wood Patel and accepted by the Water Resources Department.

RELEVANT CASES:

Ordinance

- A. At the time of review, the applicable Zoning case for the subject site was 19-ZN-2019.

ARCHAEOLOGICAL RESOURCES:

Ordinance

- B. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Section 46-134 - Discoveries of archaeological resources during construction.

ARCHITECTURAL DESIGN:

DRB Stipulations

2. All exterior window glazing shall be recessed a minimum of fifty (50) percent of the wall depth, including glass windows within any tower/clerestory elements. The amount or recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal, the developer shall provide head, jamb and sill details clearly showing the amount of recess for all window types.

3. All exterior doors shall be recessed a minimum of thirty (30) percent of the wall depth, the amount of recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal the developer shall provide head, jamb and sill details clearly showing the amount of recess for all door types.
4. *With the construction document submittal, the building elevations shall be revised to provide additional shading for the exposed windows on the east façade of the building, to address Stipulations #8 and #9 of zoning approval 19-ZN-2019, which noted additional solar shading of windows and integration of balconies.*

SITE DESIGN:

Ordinance

- C. ACCESS RESTRICTIONS. Access shall be provided by the existing site driveways. There shall be no new site driveway(s) access locations to E. Raintree Drive. Access to the development project shall conform to these restrictions.

DRB Stipulations

5. Prior to issuance of any building permit for the development project, the property owner shall submit plans and receive approval to construct all refuse related infrastructure in conformance with DR approved refuse plan.

EXTRIOR LIGHTING:

Ordinance

- D. All exterior luminaires mounted eight (8) feet or higher above finished grade, shall be directed downward.
- E. Any exterior luminaire with a total initial lumen output of greater than 3050 lumens shall be directed downward and comply with the Illuminating Engineering Society of North America (IES) requirements for full cutoff.

DRB Stipulations

6. All exterior luminaires shall meet all IES requirements for full cutoff, and shall be aimed downward and away from property line except for sign and landscape lighting.
7. Incorporate the following parking lot and site lighting into the project's design:
 - a. The maintained average horizontal luminance level, at grade on the site, shall not exceed 2 foot-candles. All exterior luminaires shall be included in this calculation.
 - b. The maintained maximum horizontal luminance level, at grade on the site, shall not exceed 8 foot-candles. All exterior luminaires shall be included in this calculation.
 - c. The initial vertical luminance at 6-foot above grade, along the entire property line shall not exceed 0.8 foot-candles. All exterior luminaires shall be included in this calculation.
 - d. The total lumen per luminaire shall not exceed 24,000 lumens.
 - e. All exterior lighting shall have a Kelvin temperature of 3000 or less.
 - f. All fixtures and associated hardware, including poles, shall be flat black or dark bronze.

AIRPORT:

DRB Stipulations

8. With the construction document submittal, the property owner shall submit an FAA FORM 7460-1 to the FAA for any proposed structures, appurtenances and/or individual construction cranes that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed on the FAA form 7460-1 submittal. The property owner shall provide Aviation staff a copy of the FAA determination letter prior to building permit issuance.

STREET DEDICATIONS:

Ordinance

- F. RAINTREE DRIVE RIGHT-OF-WAY DEDICATION. Prior to issuance of any permit for the development project, the property owner shall dedicate to the City of Scottsdale fee-simple right-of-way of fifty-five (55) feet for E. Raintree Drive, from N. 87th Street to the western property boundary, for a total fifty-five (55) foot wide southern half-street right-of-way width.

STREET INFRASTRUCTURE:

Ordinance

- G. All street infrastructure improvements shall be constructed in accordance with this City of Scottsdale (COS) Supplement to MAG Specifications and Details, and the Design Standards and Policies Manual.
- H. 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 an eight (8) foot sidewalk, separated from the back of curb, along the E. Raintree Drive frontage. The sidewalk may be placed at the back of curb at right turn deceleration lanes, adjacent to utility structures, and at intersections only.

DRB Stipulations

9. All curb ramps for public and pedestrian sidewalks that intersect public and private streets, or driveways that intersect public and private streets, shall have truncated domes that are colored to match OSHA Safety Yellow, FED-STD-595C, 13591.

WATER AND WASTEWATER:

Ordinance

- I. WATER AND WASTEWATER IMPROVEMENTS. The property owner shall provide all water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and manholes, necessary to serve the development.

DRAINAGE AND FLOOD CONTROL:

DRB Stipulations

10. With the civil construction document submittal, the property owner shall submit a final drainage report that demonstrates consistency with the DSPM and the case drainage report accepted in concept by the Stormwater Manager or designee.

EASEMENTS DEDICATIONS:

DRB Stipulations

11. Prior to the issuance of any building permit for the development project, the property owner shall dedicate the following easements to the City of Scottsdale on a final plat or map of dedication:
 - a. A sight distance easement, in conformance with figures 5.3-26 and 5.3-27 of Section 5.3 of the DSPM, where a sight distance triangle(s) cross on to the property.
 - b. A continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain any portion of the public sidewalk in locations where the sidewalk crosses on to the lot.

Raintree Drive Residential
8501 E Raintree Drive
Scottsdale, AZ 85260



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Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Arizona

Signature _____
Typed or Printed Name _____

License # _____ Date _____

NOT FOR CONSTRUCTION

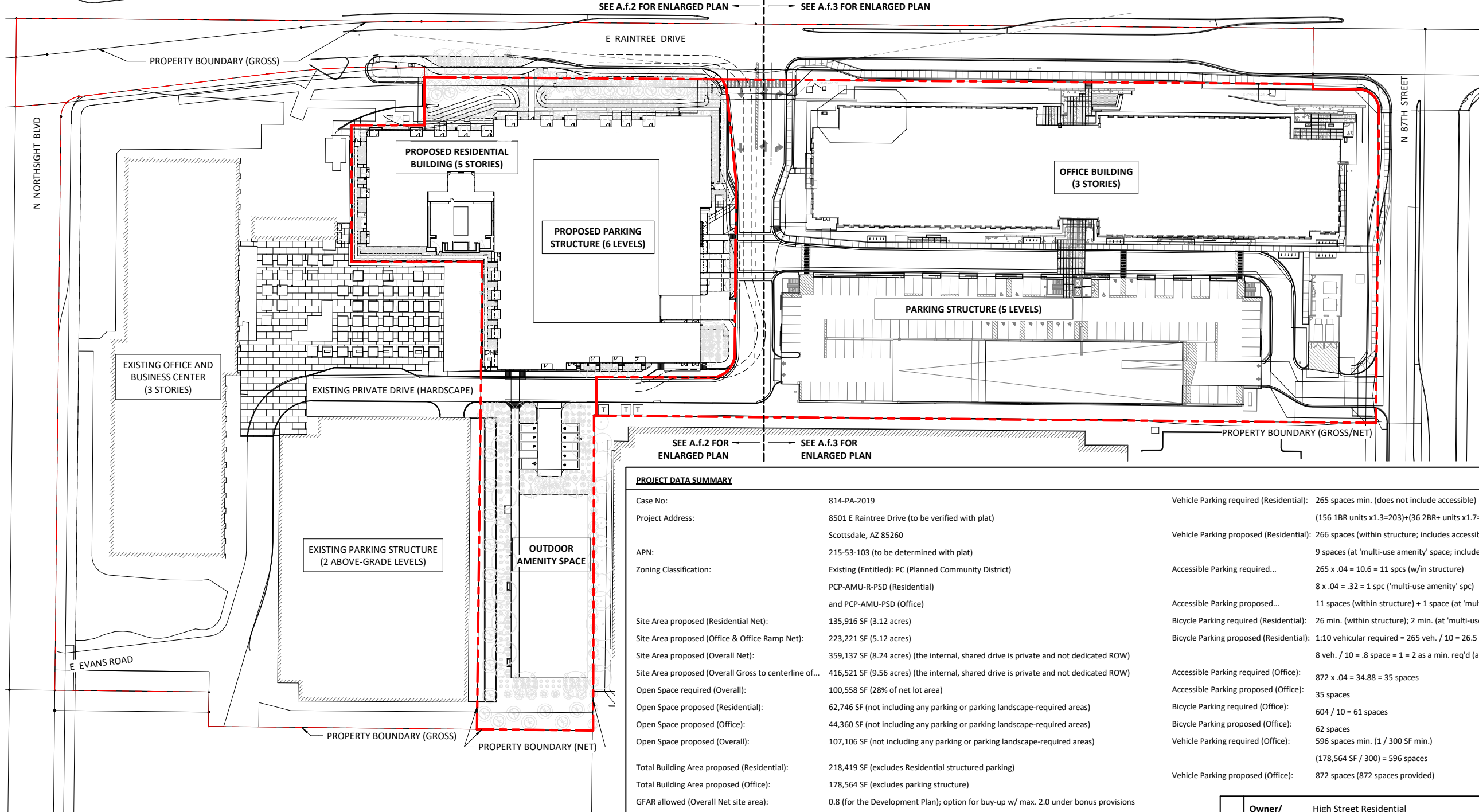
DRB SUBMITTAL
03/05/2021

ORIGINAL ISSUE: 12/4/2019
REVISIONS
No. Description Date
REZONING APPLICATION 3/4/20
RE-SUBMITTAL

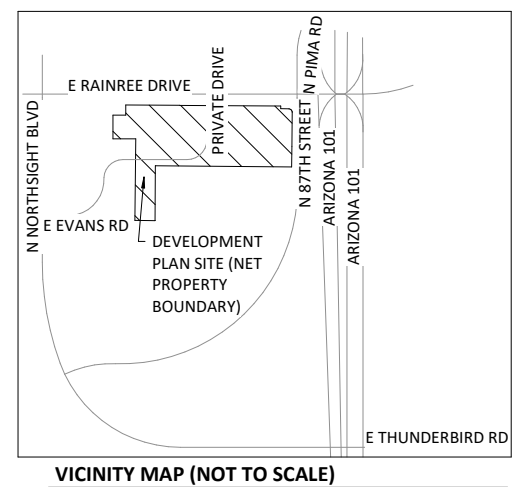
219514
PROJECT NUMBER
ESG DRAWN BY ESG CHECKED BY

KEY PLAN
Raintree Drive Residential

OVERALL SITE PLAN
A.f.1



1 OVERALL SITE PLAN
A.f.1 1" = 50'-0"



VICINITY MAP (NOT TO SCALE)



NOTE: SITE AREA, OPEN SPACE, GFAR AND SETBACKS SUBJECT TO CHANGE DUE TO PENDING REVIEW/APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.

PROJECT DATA SUMMARY

Case No:	814-PA-2019	Vehicle Parking required (Residential):	265 spaces min. (does not include accessible) (156 1BR units x1.3=203)+(36 2BR+ units x1.7=62)=265
Project Address:	8501 E Raintree Drive (to be verified with plat) Scottsdale, AZ 85260	Vehicle Parking proposed (Residential):	266 spaces (within structure; includes accessible spaces) 9 spaces (at 'multi-use amenity' space; includes accessible spaces)
APN:	215-53-103 (to be determined with plat)	Accessible Parking required...	265 x .04 = 10.6 = 11 spcs (w/in structure) 8 x .04 = .32 = 1 spc ('multi-use amenity' spc)
Zoning Classification:	Existing (Entitled): PC (Planned Community District) PCP-AMU-R-PSD (Residential) and PCP-AMU-PSD (Office)	Accessible Parking proposed...	11 spaces (within structure) + 1 space (at 'multi-use amenity' space)
Site Area proposed (Residential Net):	135,916 SF (3.12 acres)	Bicycle Parking required (Residential):	26 min. (within structure); 2 min. (at 'multi-use amenity' space)
Site Area proposed (Office & Office Ramp Net):	223,221 SF (5.12 acres)	Bicycle Parking proposed (Residential):	1:10 vehicular required = 265 veh. / 10 = 26.5 = 27 spaces (w/in...) 8 veh. / 10 = .8 space = 1 = 2 as a min. req'd (at 'multi-use amenit...
Site Area proposed (Overall Net):	359,137 SF (8.24 acres) (the internal, shared drive is private and not dedicated ROW)	Accessible Parking required (Office):	872 x .04 = 34.88 = 35 spaces
Site Area proposed (Overall Gross to centerline of...):	416,521 SF (9.56 acres) (the internal, shared drive is private and not dedicated ROW)	Accessible Parking proposed (Office):	35 spaces
Open Space required (Overall):	100,558 SF (28% of net lot area)	Bicycle Parking required (Office):	604 / 10 = 61 spaces
Open Space proposed (Residential):	62,746 SF (not including any parking or parking landscape-required areas)	Bicycle Parking proposed (Office):	62 spaces
Open Space proposed (Office):	44,360 SF (not including any parking or parking landscape-required areas)	Vehicle Parking required (Office):	596 spaces min. (1 / 300 SF min.) (178,564 SF / 300) = 596 spaces
Open Space proposed (Overall):	107,106 SF (not including any parking or parking landscape-required areas)	Vehicle Parking proposed (Office):	872 spaces (872 spaces provided)
Total Building Area proposed (Residential):	218,419 SF (excludes Residential structured parking)		
Total Building Area proposed (Office):	178,564 SF (excludes parking structure)		
GFAR allowed (Overall Net site area):	0.8 (for the Development Plan); option for buy-up w/ max. 2.0 under bonus provisions		
GFAR proposed (Overall Net site area):	1.11 (excludes Residential + Office structured parking)		
Total Units proposed:	192 units 1 Bedroom: 156 units (81%) 2 Bedroom: 36 units (19%)		
Ground Level allowed (Overall):	Dwelling use limited to a maximum of 50% of the ground floor bldg area of the... Office use limited to a maximum of 50% of the ground floor bldg area of the...		
Ground Level proposed:	Overall Development Plan Ground Level (without parking ramps): 101,853 s.f. Residential: 30,055 s.f. (30%) Support uses (lobby, fitness, amenity, restrooms, storage): 23,358 s.f. (22%) Office: 48,440 s.f. (48%)		
Stepbacks required:	1:1 beginning 38 ft above setback line / only relevant along Raintree Drive and 87th...		
Stepbacks proposed:	no encroachments		
Building Height allowed (Overall Site):	62' maximum (including all rooftop appurtenances); 104' max under bonus provisions		
Building Height proposed (Residential):	5.5 floors (64'-2" to top of overrun roof parapet) plus rooftop appurtenances = maximum 69'-0"		
Building Height proposed (Office):	3 floors (50'-8" to top of roof parapet) plus rooftop appurtenances = 60'-2" total		

Vehicle Parking required (Residential):	265 spaces min. (does not include accessible) (156 1BR units x1.3=203)+(36 2BR+ units x1.7=62)=265
Vehicle Parking proposed (Residential):	266 spaces (within structure; includes accessible spaces) 9 spaces (at 'multi-use amenity' space; includes accessible spaces)
Accessible Parking required...	265 x .04 = 10.6 = 11 spcs (w/in structure) 8 x .04 = .32 = 1 spc ('multi-use amenity' spc)
Accessible Parking proposed...	11 spaces (within structure) + 1 space (at 'multi-use amenity' space)
Bicycle Parking required (Residential):	26 min. (within structure); 2 min. (at 'multi-use amenity' space)
Bicycle Parking proposed (Residential):	1:10 vehicular required = 265 veh. / 10 = 26.5 = 27 spaces (w/in...) 8 veh. / 10 = .8 space = 1 = 2 as a min. req'd (at 'multi-use amenit...
Accessible Parking required (Office):	872 x .04 = 34.88 = 35 spaces
Accessible Parking proposed (Office):	35 spaces
Bicycle Parking required (Office):	604 / 10 = 61 spaces
Bicycle Parking proposed (Office):	62 spaces
Vehicle Parking required (Office):	596 spaces min. (1 / 300 SF min.) (178,564 SF / 300) = 596 spaces
Vehicle Parking proposed (Office):	872 spaces (872 spaces provided)

PROJECT TEAM

Owner/ Developer:	High Street Residential 2575 East Camelback, Suite 400 Phoenix, AZ 85016 Ph: 602-222-4000 Fx: 602-285-3141
Legal:	Berry Riddell LLC 6750 East Camelback, Suite 100 Scottsdale, AZ 85251 Ph: 480-385-2727 Fx: 480-385-2757 (OFFICE, OFFICE RAMP) RSP Architects, Ltd. 502 S College Ave Ste 203 Tempe, AZ 85281 Ph: 480-889-2000
Architect:	(RESIDENTIAL) Elness Swenson Graham Architects, Inc. 500 Washington Ave. South, Suite 1080 Minneapolis, MN 55415 Ph: 612-339-5508 Fx: 612-339-5382
Civil Engineer:	Wood Patel 2051 W Northern Ave #100 Phoenix, AZ 85021 Ph: 602-335-8500 Fx: 602-335-8580 (OFFICE, OFFICE RAMP) Trueform Landscape Arch. Studio 2009 N 7th Street, Ste F Phoenix, AZ 85006 Ph: 480-382-4244
Landscape Architect:	(RESIDENTIAL) Norris Design 901 East Madison Street Phoenix, AZ 85034 Ph: 602-254-9600 (OFFICE, OFFICE RAMP) MSA Engineering Consultants 7878 N 16th Street, Ste 140 Phoenix, AZ 85020 Ph: 602-943-8424
Electrical Engineer:	(RESIDENTIAL) TBD



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 www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Arizona

Signature _____
 Typed or Printed Name _____
 License # _____ Date _____

NOT FOR CONSTRUCTION

DRB SUBMITTAL
 03/05/2021

ORIGINAL ISSUE: 12/4/2019

REVISIONS No.	Description	Date

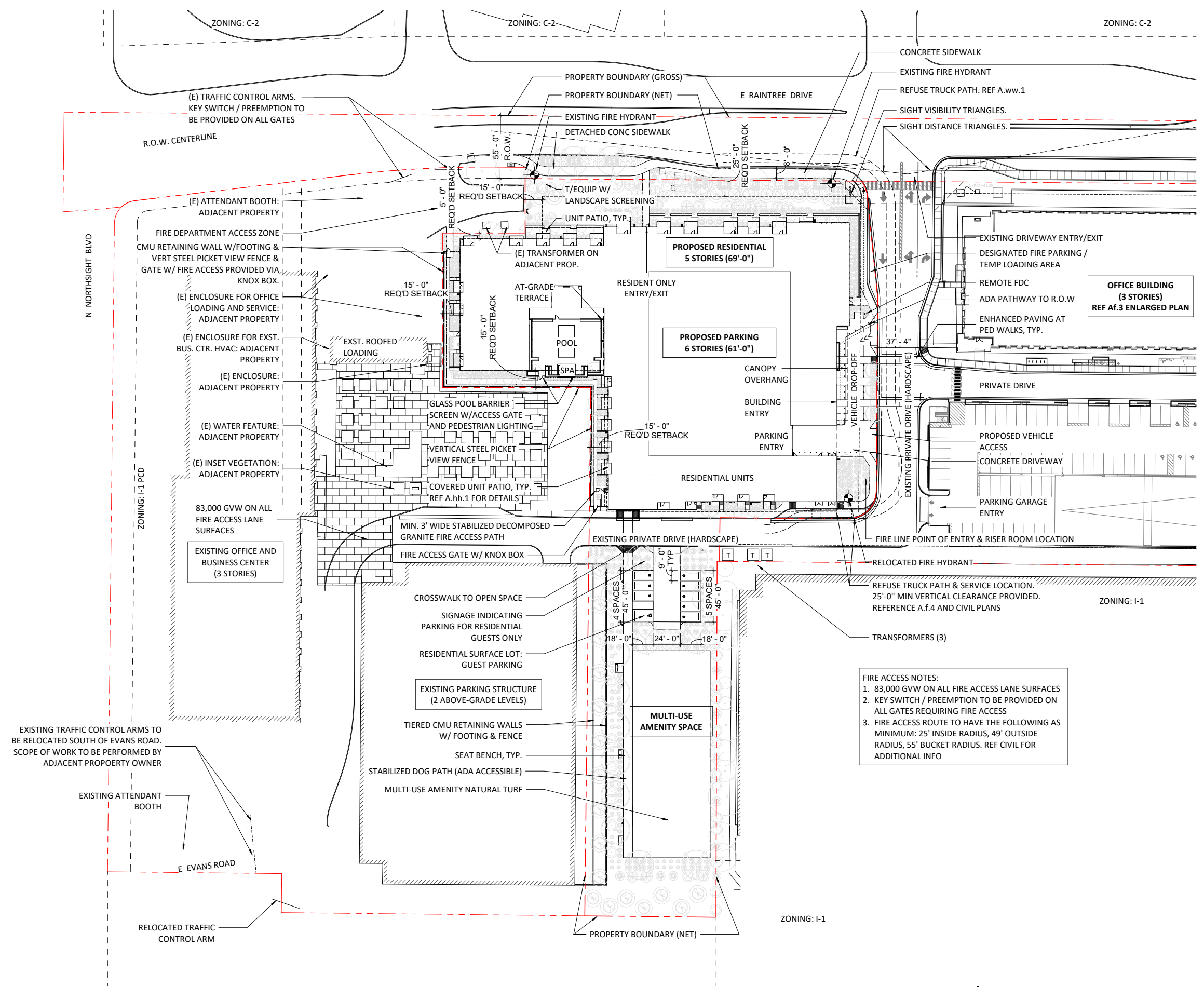
219514
 PROJECT NUMBER
 ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Raintree Drive Residential

SITE PLAN - RESIDENTIAL SIDE

A.f.2



1 SITE PLAN - RESIDENTIAL SIDE
 A.f.2 1" = 40'-0"

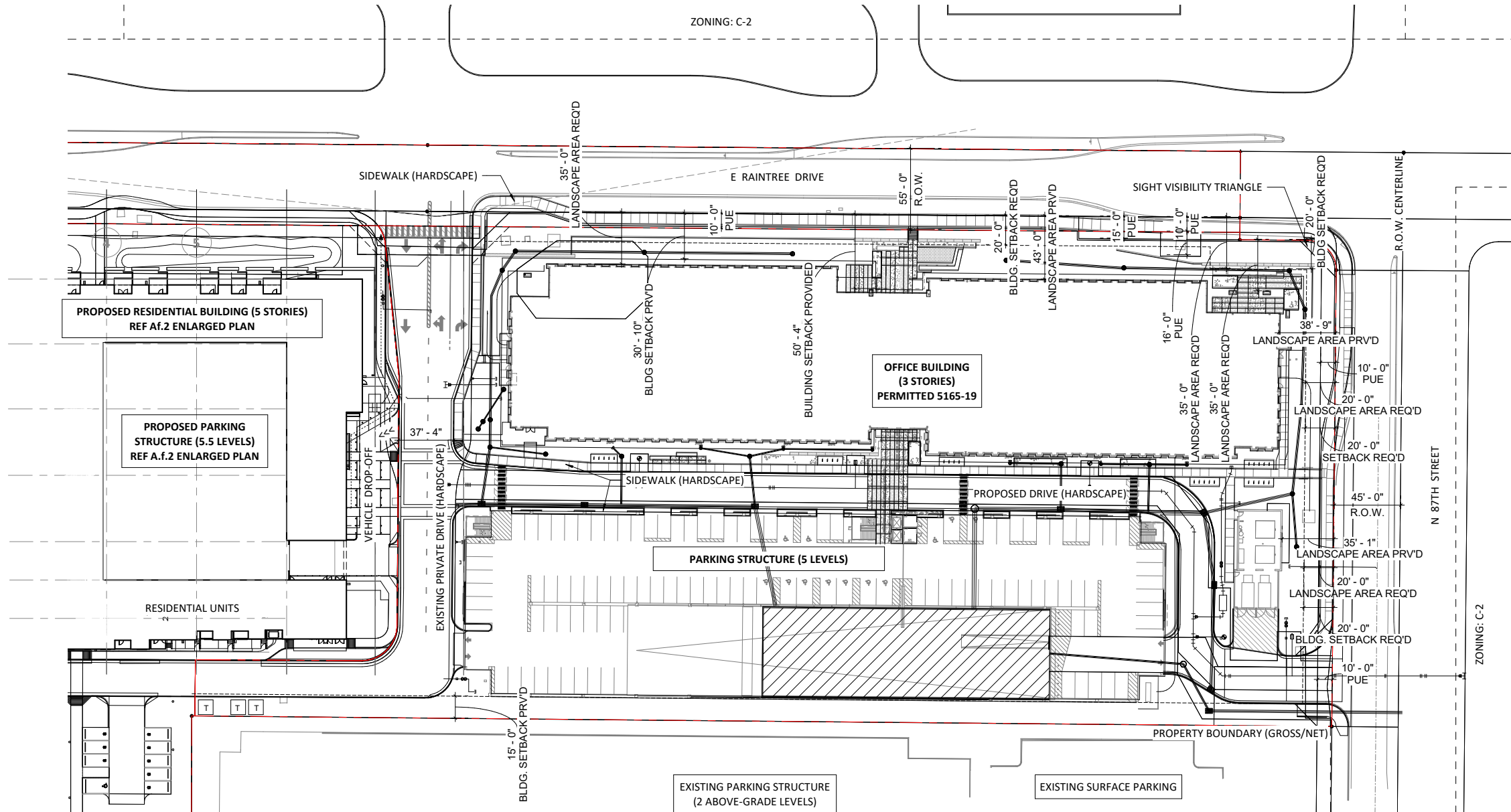
ATTACHMENT #7



NOTE: SITE AREA, OPEN SPACE, GFAR AND SETBACKS SUBJECT TO CHANGE DUE TO PENDING REVIEW/APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.

ZONING: C-2

ZONING: C-2



Raintree Drive Residential

Residential

8501 E Raintree Drive
Scottsdale, AZ 85260



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03/05/2021

ORIGINAL ISSUE: 12/4/2019

REVISIONS No.	Description	Date
REZONING APPLICATION		3/4/20
RE-SUBMITTAL		

219514
PROJECT NUMBER
ESG DRAWN BY
ESG CHECKED BY

KEY PLAN

Raintree Drive Residential

SITE PLAN - OFFICE SIDE

A.f.3

1 SITE PLAN - OFFICE SIDE
A.f.3 1" = 40'-0"

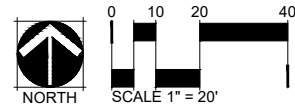
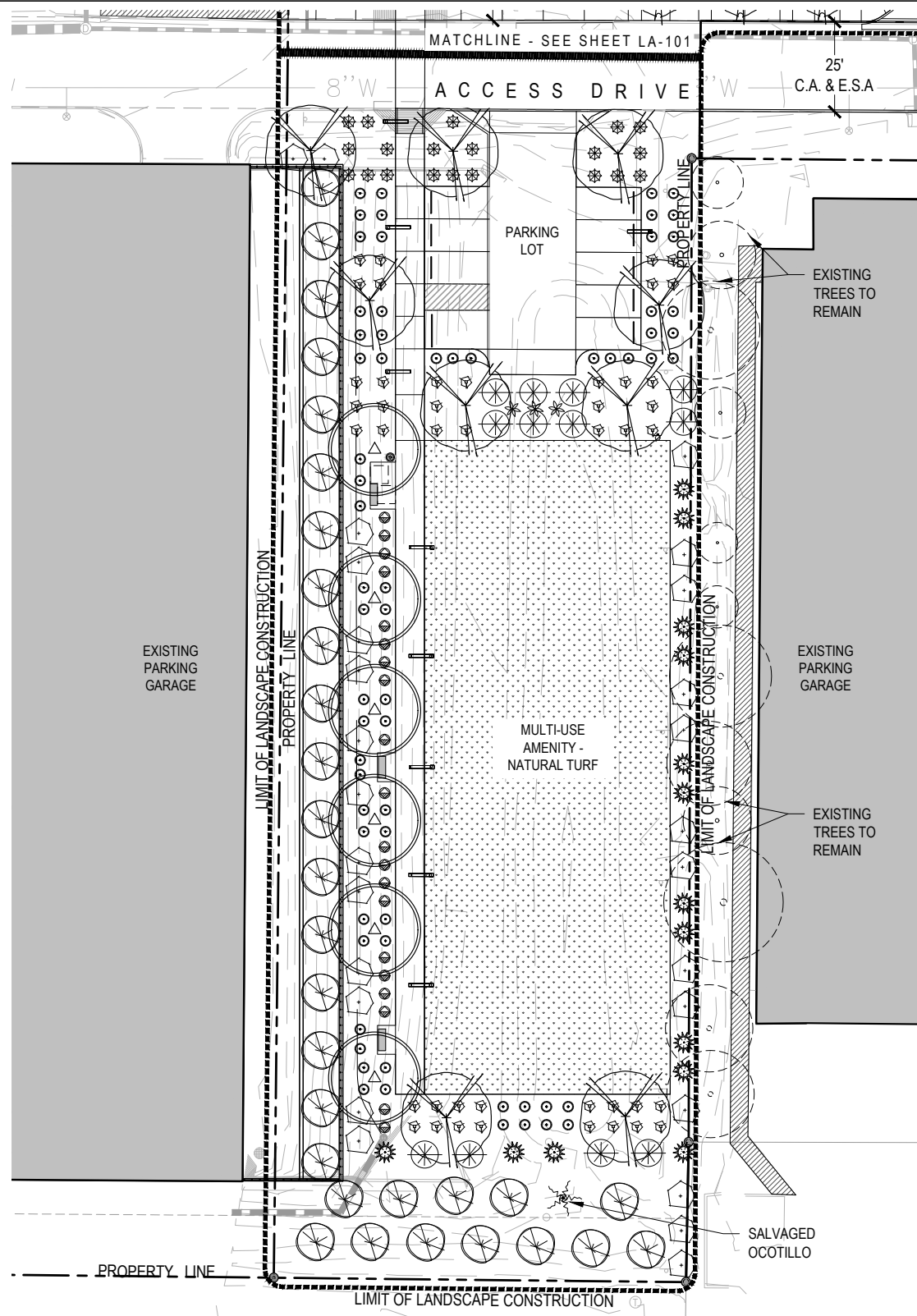
ATTACHMENT #7



NOTES:

OFFICE SITE'S SITE PLAN APPROVED WITH DRB CASE NUMBER 83-SA-2019.

SITE AREA, OPEN SPACE, GFAR AND SETBACKS SUBJECT TO CHANGE DUE TO PENDING REVIEW/APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.



OPEN SPACE SCHEDULE (RESIDENTIAL)

FRONT OPEN SPACE ± 12,258 S.F. TOTAL
NON FRONT OPEN SPACE ± 47,582 S.F. TOTAL
TOTAL OPEN SPACE (EXCLUDING PARKING LANDSCAPE & ROW) ± 59,840 S.F. TOTAL

PARKING LOT LANDSCAPING
± 945 S.F. TOTAL
RIGHT-OF-WAY OPEN SPACE
± 4,215 S.F. TOTAL

NOTES:
1. SEE SITE PLAN FOR OVERALL (RESIDENTIAL AND OFFICE) OPEN SPACE REQUIRED/PROVIDED CALCULATIONS.

NOTES:
1. ALL LANDSCAPE MATERIAL WITHIN SIGHT VISIBILITY TRIANGLES SHALL BE MAINTAINED TO NOT EXCEED 24" IN HEIGHT AT MATURITY, WITHIN SVTS. ALL TREES WITHIN THE SVT ARE NOT TO EXCEED 1' IN ITS GREATEST CROSS-SECTIONAL DIMENSION BETWEEN A HEIGHT OF 3' AND A HEIGHT OF 10' ABOVE THE GRADE.
*2. RUSSELLIA EQUISETIFORMIS IS NOT ON THE AZDWR LIST AND WILL NOT BE INCLUDED IN MINIMUM PLANT COVERAGE REQUIREMENTS.
3. THORNY TREES, SHRUBS, AND CACTI SHALL BE PLANTED SO THAT THEIR MATURE SIZE/CANOPY WILL BE AT LEAST 4 FEET AWAY FROM ANY WALKWAYS OR PARKING AREA CURBING.

PLANT SCHEDULE

SYM.	BOTANICAL NAME COMMON NAME	SIZE/ TYPE	CALIPER HT & W	QTY
TREES				
	<i>Acacia aneura</i> Mulga	15 GAL SINGLE	.75" CAL 5' X 2'	3
	<i>Chilopsis linearis</i> 'Art's Seedless' Art's Seedless Desert Willow	24" BOX MULTI	1.5" CAL 7' X 4'	25
	<i>Parkinsonia microphylla</i> Foothill Palo Verde	15 GAL MULTI	.75" CAL 3' X 3'	12
	<i>Parkinsonia praecox</i> Palo Brea	15 GAL MULTI	.75" CAL 5' X 3'	3
	<i>Ulmus parvifolia</i> Chinese Elm	48" BOX SINGLE	3" CAL	6
SHRUBS				
	<i>Dodonaea viscosa</i> Hop Bush	5 GAL.		43
	<i>Eremophila hygrophana</i> Blue Bells	5 GAL.		7
	<i>Leucophyllum X 'Convent'</i> Convent Texas Ranger	5 GAL.		40
	<i>Ruellia brittoniana</i> Mexican Petunia	5 GAL.		87
	<i>Ruellia brittoniana</i> 'Katie' Dwarf Katie Ruellia	5 GAL.		7
	<i>Ruellia peninsularis</i> Baja Ruellia	5 GAL.		10
	<i>Russelia equisetiformis</i> * Coral Fountain Grass	5 GAL.		82
ACCENTS				
	<i>Agave americana</i> Century Agave	15 GAL.		3
	<i>Aloe barbadensis</i> Aloe Vera	5 GAL.		54
	<i>Asclepias subulata</i> Desert Milkweed	5 GAL.		86
	<i>Dasyliirion quadrangulatum</i> Toothless Desert Spoon	5 GAL.		10
	<i>Echinocactus grusonii</i> Golden Barrel Cactus	15 GAL.		20
	<i>Euphorbia tirucalli</i> Firesticks	5 GAL.		10
	<i>Fouquieria splendens</i> Ocotillo	SALV. TAG #2		1
	<i>Hesperaloe funifera</i> Giant Hesperaloe	15 GAL.		29
	<i>Hesperaloe parviflora</i> 'Perpa' Brakelights Yucca	5 GAL.		23
	<i>Lophocereus schottii</i> Totem Pole Cactus	15 GAL.		6
	<i>Muhlenbergia capillaris</i> 'White Cloud' White Cloud Muhly	5 GAL.		61
	<i>Muhlenbergia rigens</i> Deer Grass	5 GAL.		47
	<i>Pedilanthus bracteatus</i> Tall Slipper Plant	5 GAL.		69
	<i>Portulacaria afra</i> Elephant Food	5 GAL.		10
GROUNDCOVERS AND VINES				
	<i>Acacia redolens</i> 'Low Boy' Trailing Acacia	1 GAL.		44
	<i>Eremophila glabra</i> 'Mingenew Gold' Outback Sunnise Emu	1 GAL.		48
	<i>Lantana montevidensis</i> Purple Trailing Lantana	1 GAL.		10
	<i>Lantana x 'New Gold'</i> New Gold Lantana	1 GAL.		33
	<i>Setcreasea pallida</i> Purple Heart	1 GAL.		22
	<i>Bougainvillea</i> 'La Jolla' La Jolla Bougainvillea	5 GAL.	STAKED	61
TURF				
	HYBRID BERMUDA MIDIRON SOD			12,307 SF

NORRIS DESIGN
Planning | Landscaping | Architecture | Consulting
901 East Madison Street
Phoenix, AZ 85034
P 602.254.9600
www.norris-design.com

RAINTREE - RESIDENTIAL
E Raintree Drive and N Northsite Blvd
Scottsdale, AZ

OWNER:
HIGH STREET RESIDENTIAL
2575 E CAMELBACK ROAD
SUITE 400, PHOENIX, AZ 85016
1 (602)222-4000

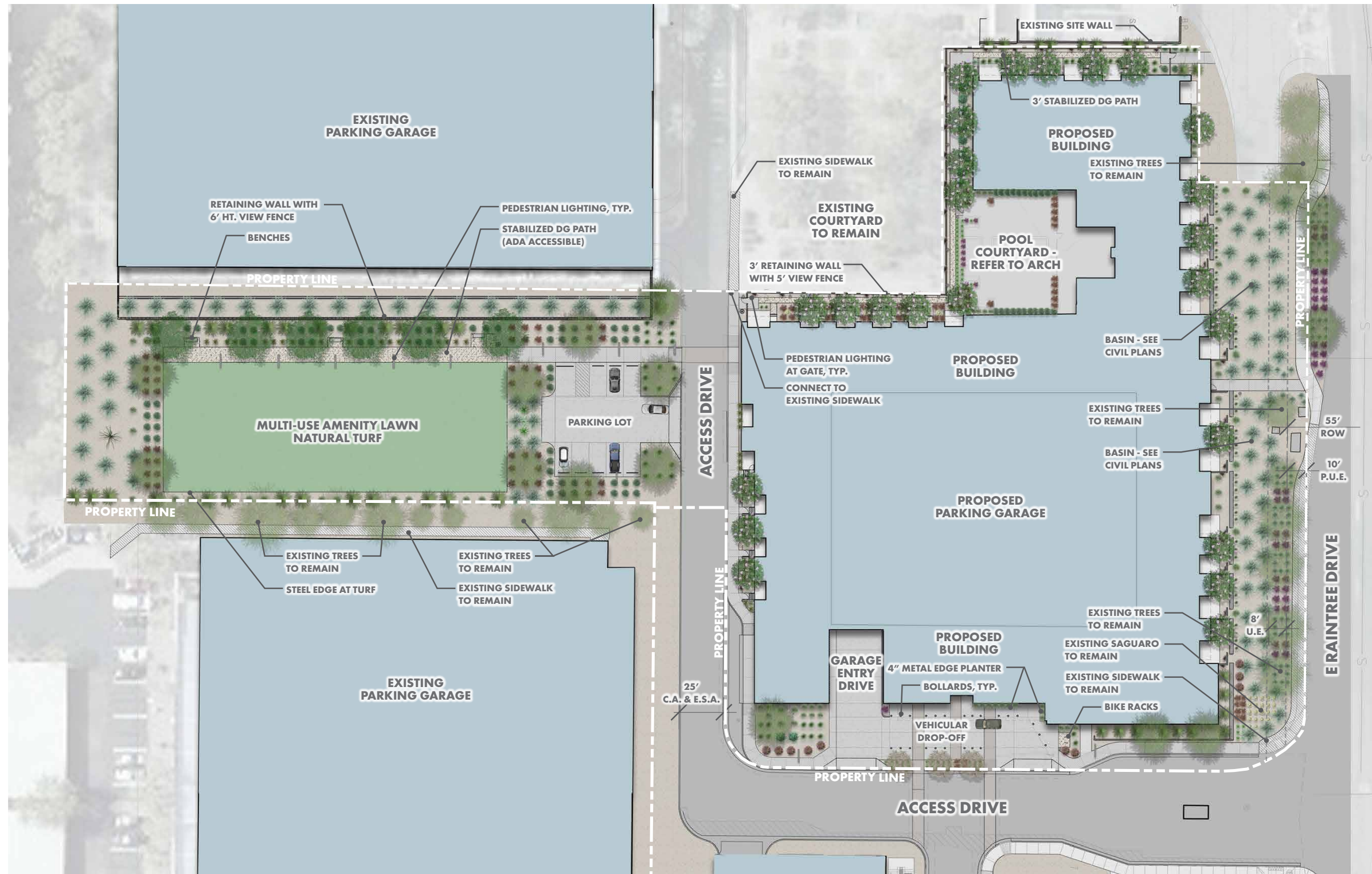


NOT FOR CONSTRUCTION

DATE:
01/07/2021 DRB
SUBMITTAL
03/05/2021 DRB
RESUBMITTAL

SHEET TITLE:
LANDSCAPE PLAN

CHECKED BY:
DRAWN BY:
ME
GM, CR



RAINTREE - RESIDENTIAL
 E Raintree Drive and N Northsite Blvd
 Scottsdale, AZ

OWNER:
 HIGH STREET RESIDENTIAL
 2575 E CAMELBACK ROAD
 SUITE 400, PHOENIX, AZ 85016
 1 (602)222-4000



NOT FOR CONSTRUCTION

DATE:
 01/07/2021 DRB
 SUBMITTAL
 03/05/2021 DRB
 RESUBMITTAL

SHEET TITLE:
 ILLUSTRATIVE
 LANDSCAPE PLAN

LA-303

CHECKED BY: ME
 DRAWN BY: CM, CR

ATTACHMENT #8



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
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www.esgarch.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Arizona

Signature _____
Typed or Printed Name _____
License # _____ Date _____

NOT FOR CONSTRUCTION

DRB SUBMITTAL
03/05/2021

ORIGINAL ISSUE: 12/4/2019

REVISIONS No.	Description	Date

219514
PROJECT NUMBER
ESG ESG
DRAWN BY CHECKED BY

KEY PLAN

Raintree Drive Residential

ELEVATIONS - LINE DRAWINGS

A.t.2

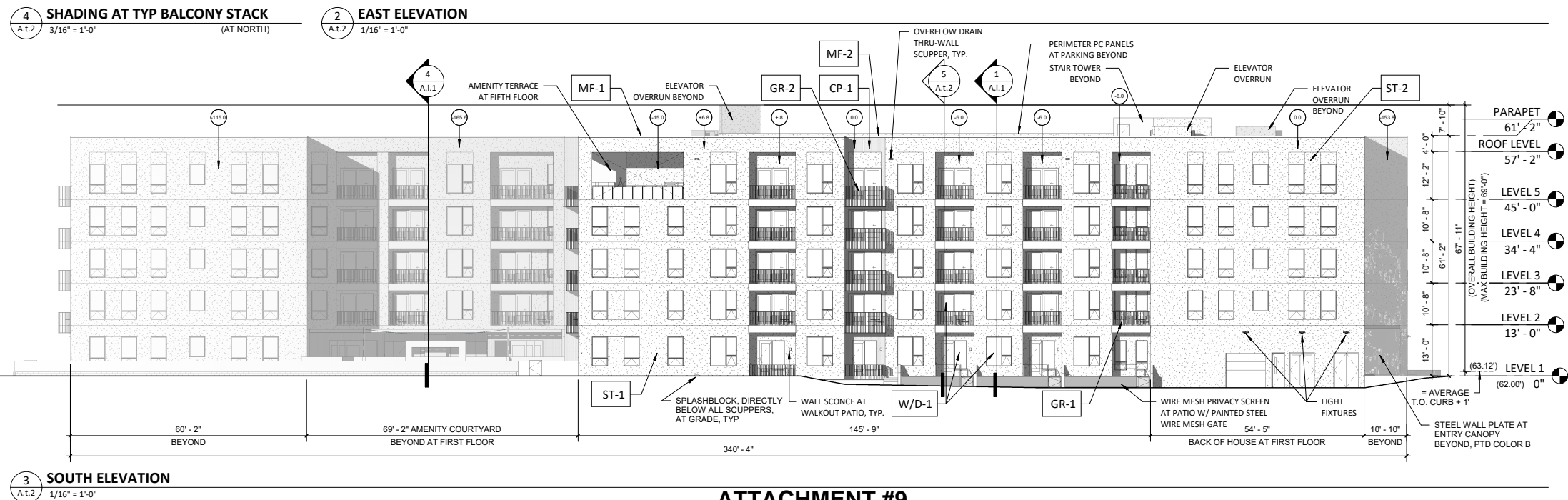
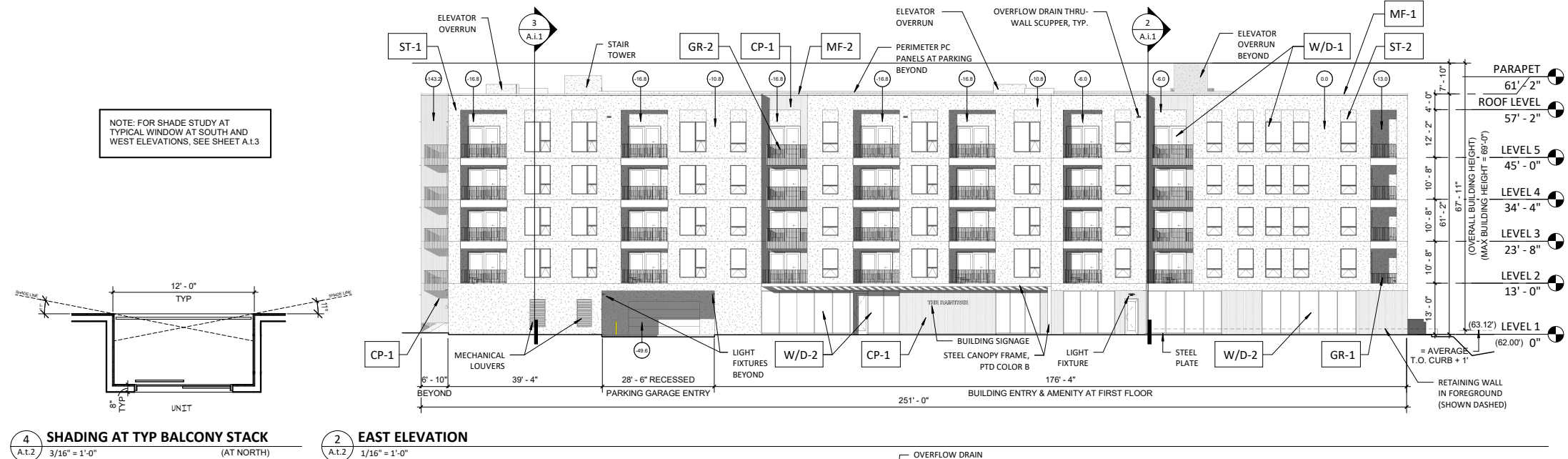
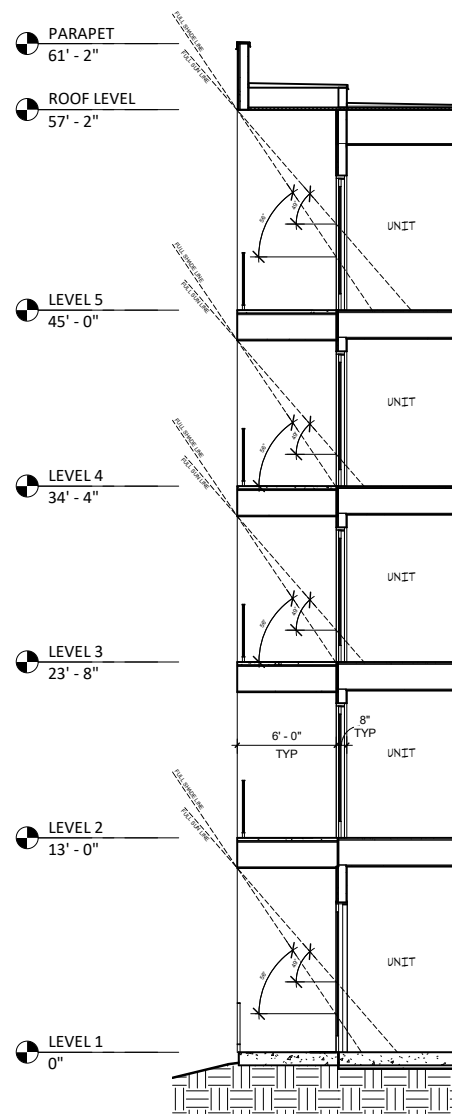
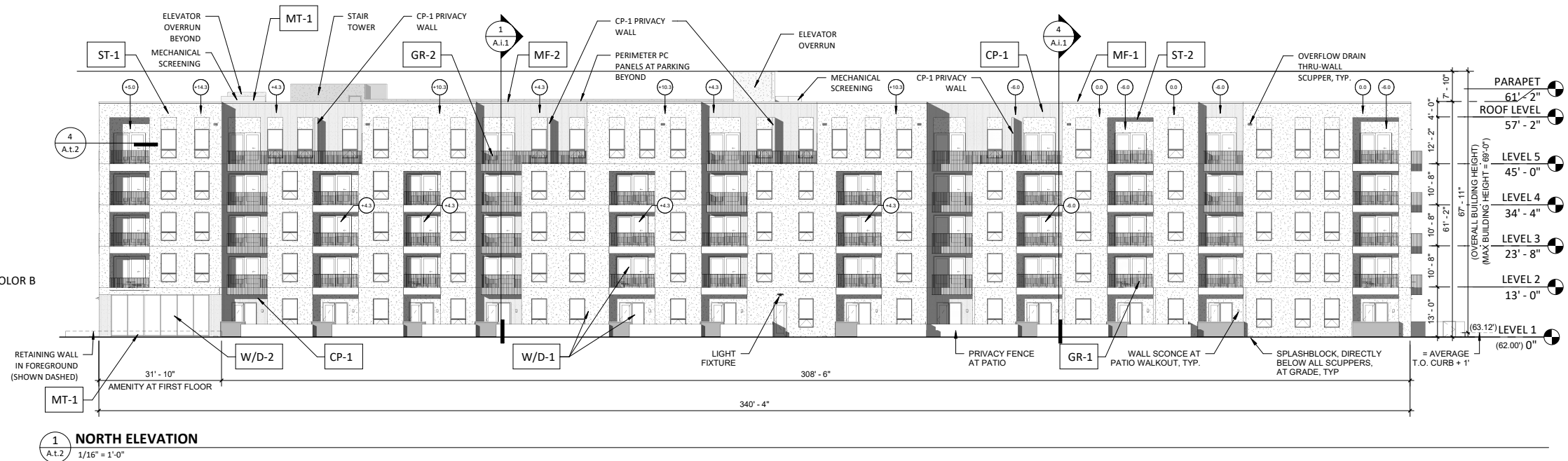
RAINTREE APARTMENTS

MATERIALS

- ST-1 STUCCO - COLOR A
- ST-2 STUCCO - COLOR B
- CP-1 CONCRETE-LOOK WALL PANEL
- GR-1 STEEL GUARDRAIL - COLOR A
- GR-2 STEEL GUARDRAIL - COLOR B
- MT-1 METAL FLUSH PANEL - COLOR A
- MF-1 METAL FLASHING - COLOR A
- MF-2 METAL FLASHING - COLOR B
- W/D-1 WINDOW (w/ Sun Shade Device) / DOORS - COLOR B
- W/D-2 ALUMINUM STOREFRONT - COLOR B

COLOR A: WARM WHITE
COLOR B: DARK BRONZE

NOTE: NUMBER NOTATIONS (A.1.1, ETC.) INDICATE DIFFERENCES BETWEEN PLANER SURFACES.





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License # _____ Date _____

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No.	Description	Date

219514
PROJECT NUMBER
Author _____ Checker _____
DRAWN BY _____ CHECKED BY _____

KEY PLAN

Raintree Drive Residential

ELEVATIONS - LINE DRAWINGS

A.t.4

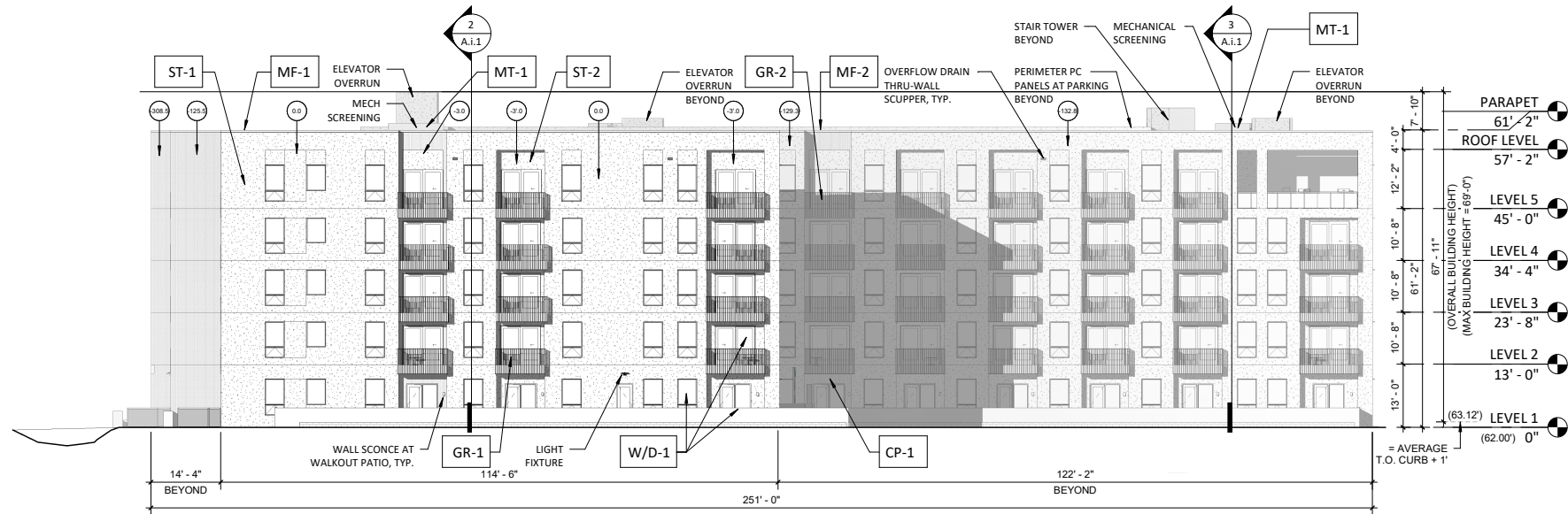
RAINTREE APARTMENTS

MATERIALS

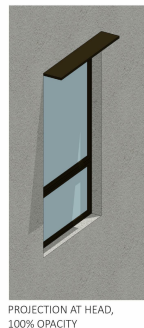
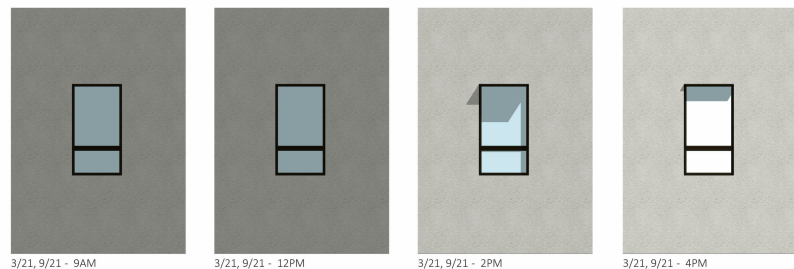
- ST-1 STUCCO - COLOR A
- ST-2 STUCCO - COLOR B
- CP-1 CONCRETE-LOOK WALL PANEL
- GR-1 STEEL GUARDRAIL - COLOR A
- GR-2 STEEL GUARDRAIL - COLOR B
- MT-1 METAL FLUSH PANEL - COLOR A
- MF-1 METAL FLASHING - COLOR A
- MF-2 METAL FLASHING - COLOR B
- W/D-1 WINDOW (w/ Sun Shade Device) / DOORS - COLOR B
- W/D-2 ALUMINUM STOREFRONT - COLOR B

COLOR A: WARM WHITE
COLOR B: DARK BRONZE

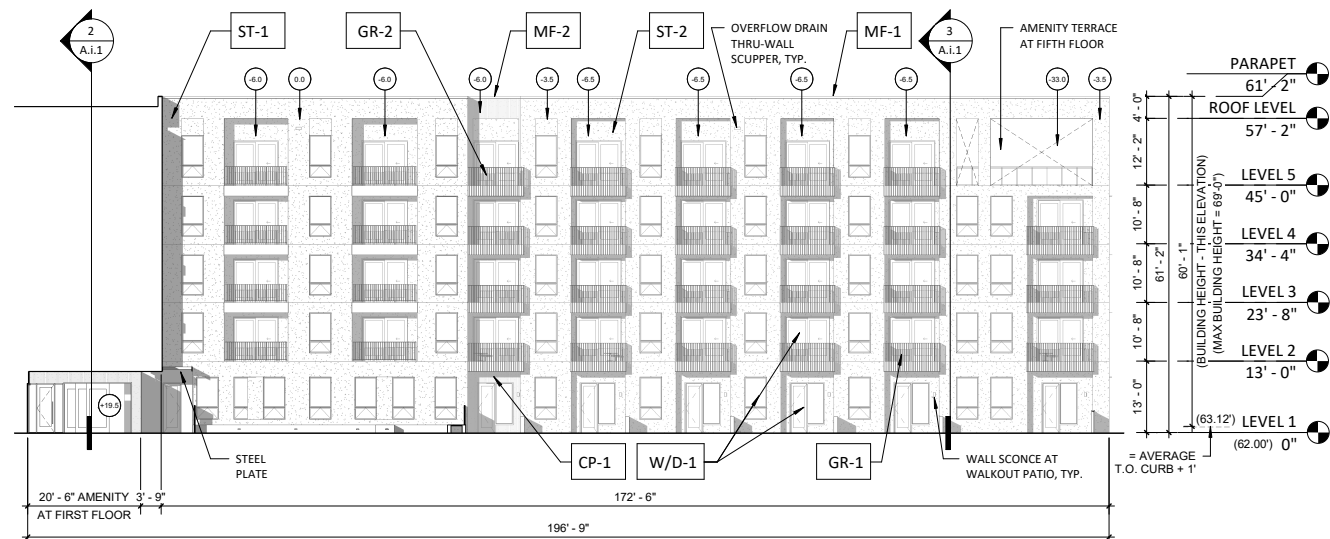
NOTE: NUMBER NOTATIONS (A.1.1, ETC.) INDICATE DIFFERENCES BETWEEN PLANER SURFACES.



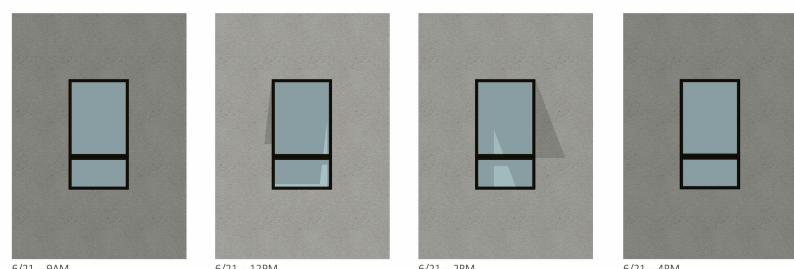
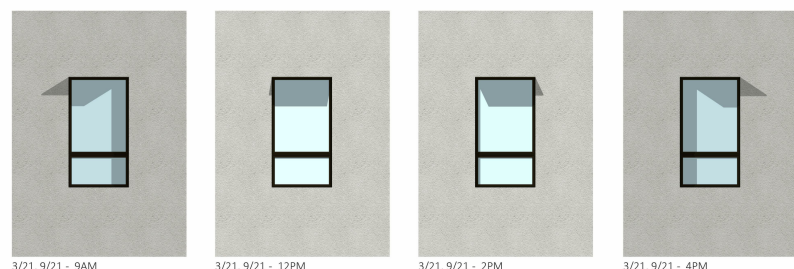
1 WEST ELEVATION
A.t.4 1/16" = 1'-0"



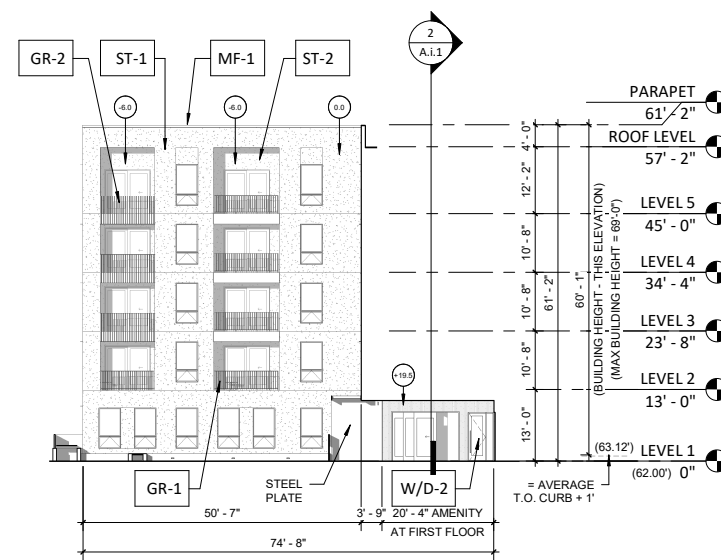
6 SHADE STUDY AT TYPICAL WINDOW (AT WEST)
A.t.4 1/4" = 1'-0"



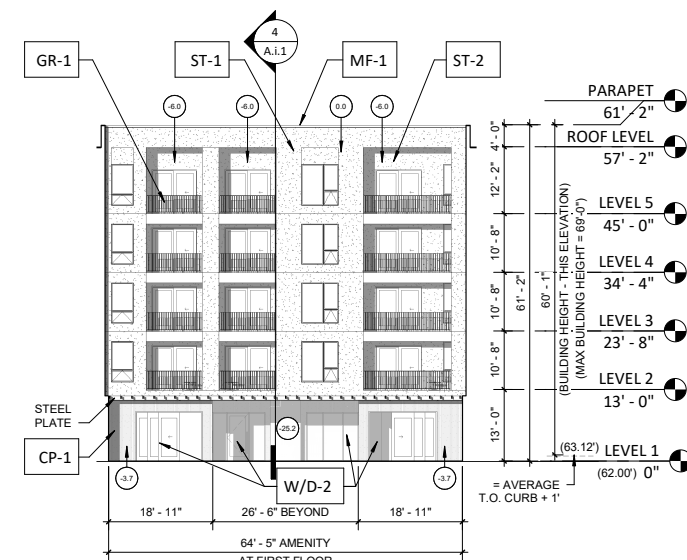
2 COURTYARD EAST ELEVATION
A.t.4 1/16" = 1'-0"



5 SHADE STUDY AT TYPICAL WINDOW (AT SOUTH)
A.t.4 1/4" = 1'-0"



4 COURTYARD WEST ELEVATION
A.t.4 1/16" = 1'-0"



3 COURTYARD SOUTH ELEVATION
A.t.4 1/16" = 1'-0"



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KEY PLAN

Raintree Drive Residential

ELEVATIONS - COLOR

A.t.1



1 NORTH ELEVATION
 A.t.1 1/16" = 1'-0"



2 EAST ELEVATION
 A.t.1 1/16" = 1'-0"



3 SOUTH ELEVATION
 A.t.1 1/16" = 1'-0"

Raintree Drive Residential

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No.	Description	Date

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KEY PLAN

Raintree Drive Residential

ELEVATIONS - COLOR

A.t.3



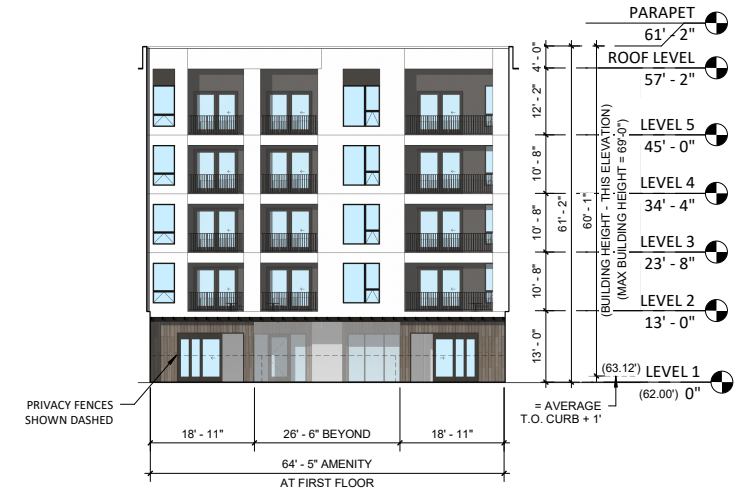
1 WEST ELEVATION
A.t.3 1/16" = 1'-0"



2 COURTYARD EAST ELEVATION
A.t.3 1/16" = 1'-0"



4 COURTYARD WEST ELEVATION
A.t.3 1/16" = 1'-0"



3 COURTYARD SOUTH ELEVATION
A.t.3 1/16" = 1'-0"

ATTACHMENT #10



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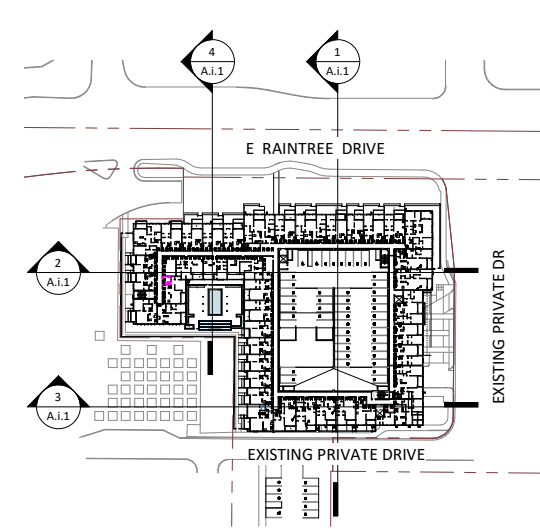
219514
 PROJECT NUMBER
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KEY PLAN

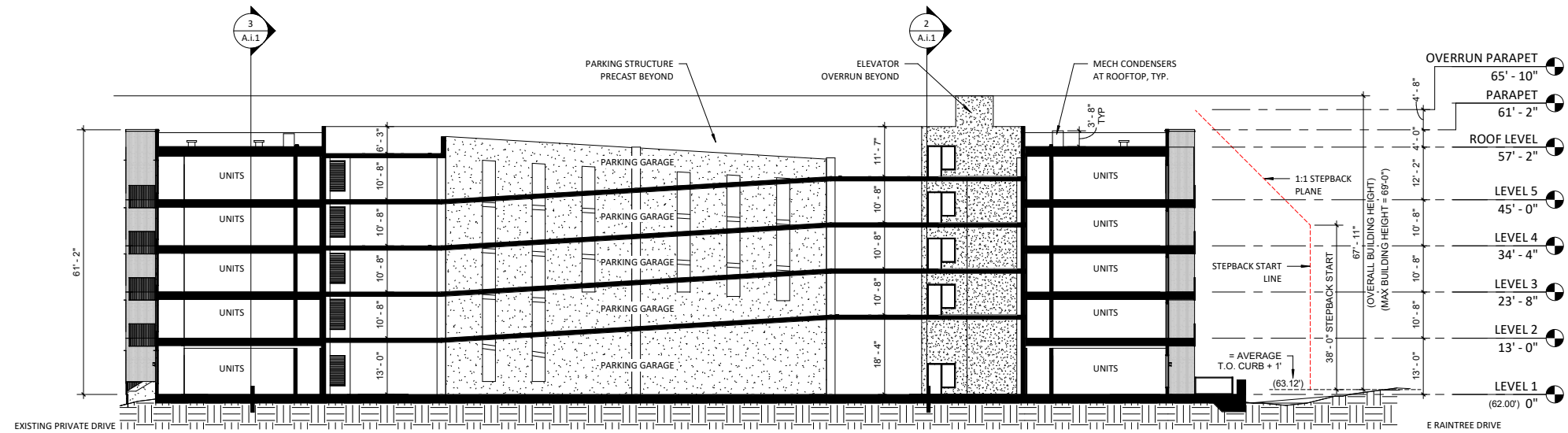
Raintree Drive Residential

SITE CROSS SECTIONS

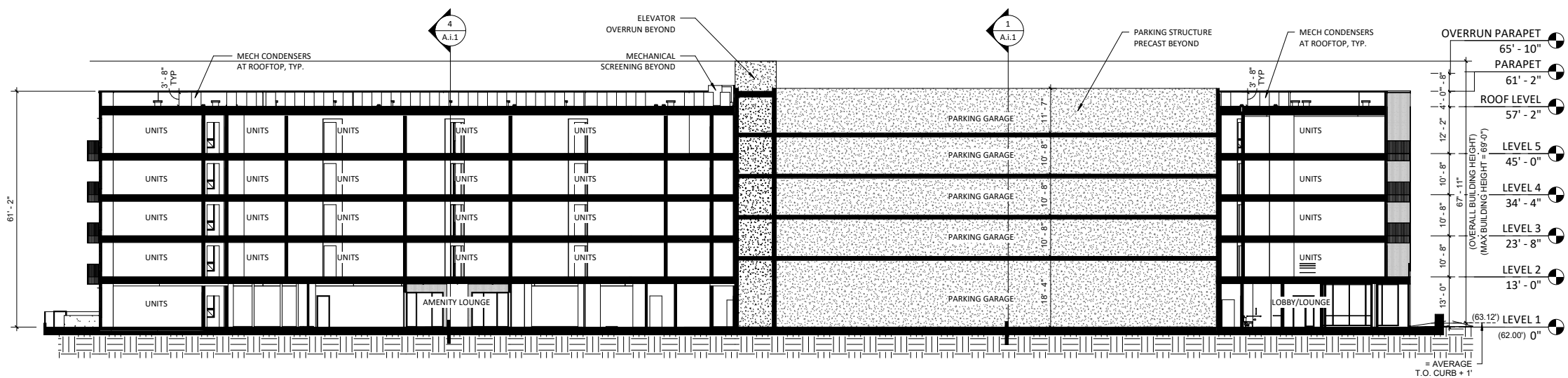
A.i.1



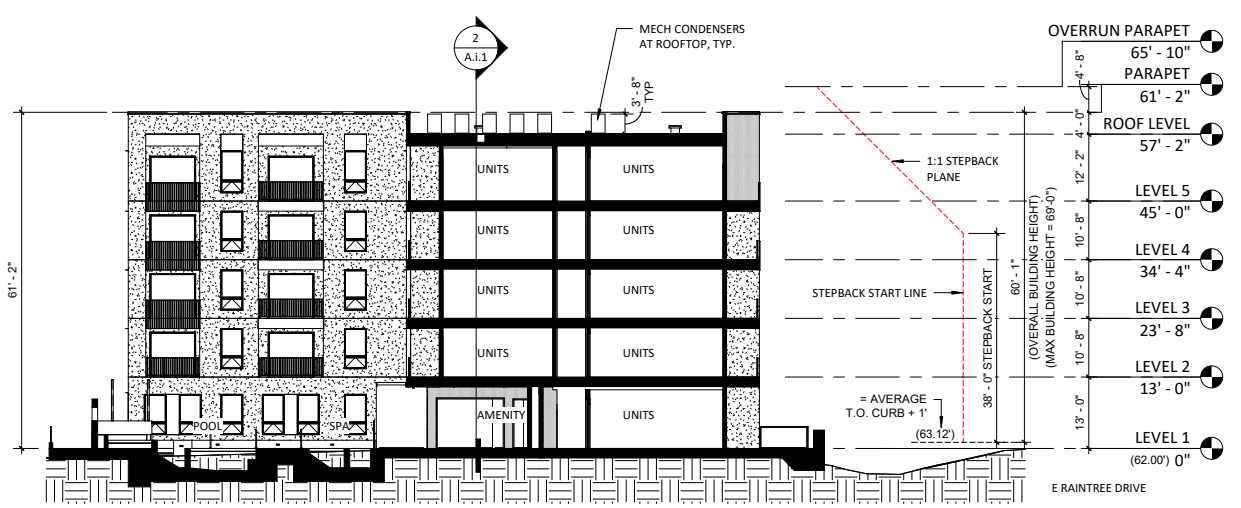
KEY PLAN (NOT TO SCALE)



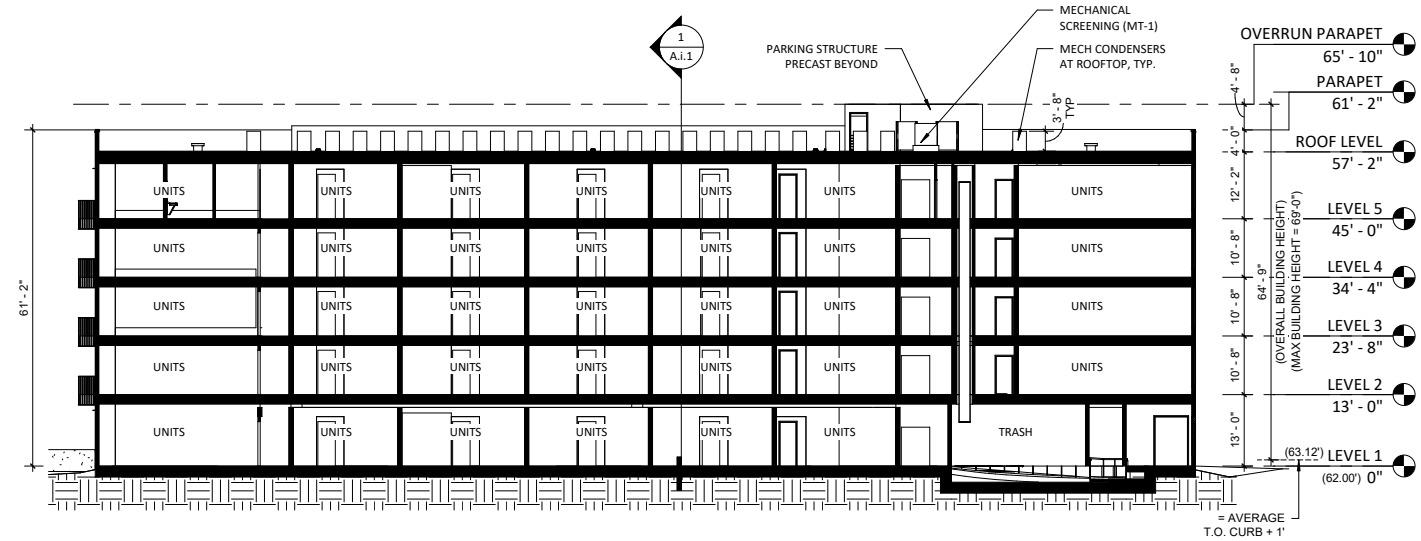
1 SECTION 01
 A.i.1 1/16" = 1'-0"



2 SECTION 02
 A.i.1 1/16" = 1'-0"



4 SECTION 04
 A.i.1 1/16" = 1'-0"



3 SECTION 03
 A.i.1 1/16" = 1'-0"

3/5/2021 12:04:13 PM



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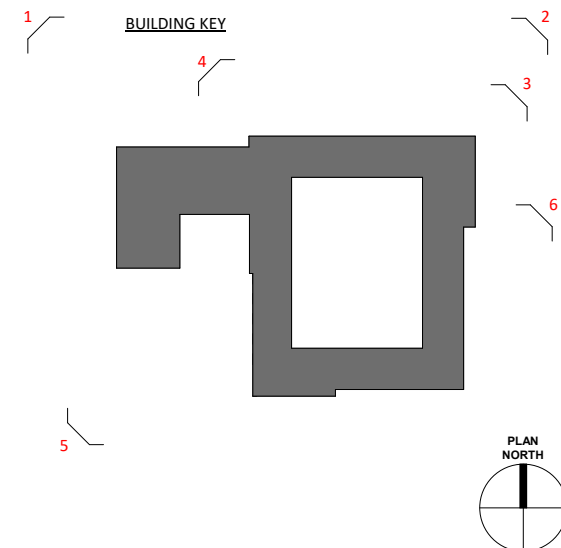


4 NW VIEW FROM RAIN TREE DRIVE



3 NE VIEW FROM RAIN TREE DRIVE

ATTACHMENT #12



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KEY PLAN

Raintree Drive Residential

PERSPECTIVES
A.v.2



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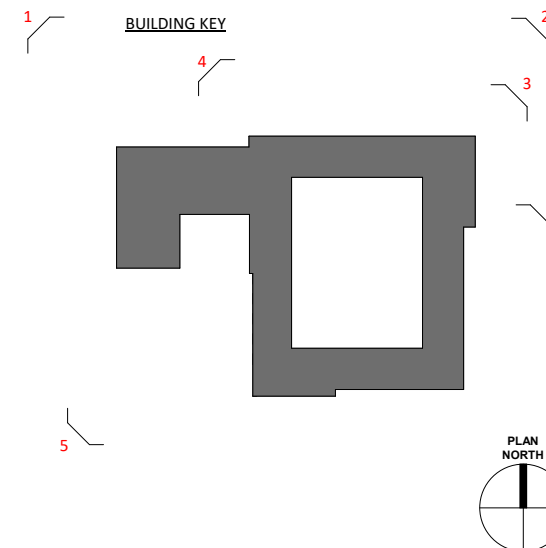
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6 VIEW FROM RESIDENTIAL ENTRY



5 SW VIEW FROM PRIVATE DRIVE



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03/05/2021

ORIGINAL ISSUE: 12/04/19

No.	Description	Date

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KEY PLAN

Raintree Drive Residential

PERSPECTIVES
A.v.3

Raintree Drive

Residential

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Scottsdale, AZ 85260



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ORIGINAL ISSUE: 01/04/21

REVISIONS
No. Description Date

219514
PROJECT NUMBER
Author Author
DRAWN BY CHECKED BY

KEY PLAN

Raintree Drive Residential

MATERIAL PALLETTE

A.t.5

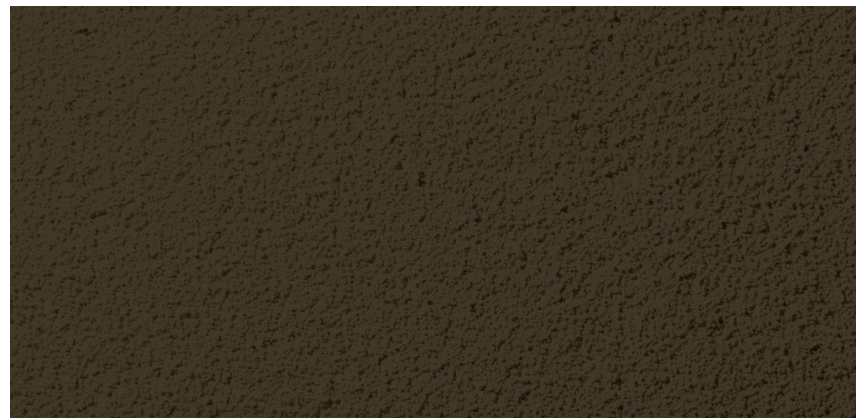
MATERIALS

- ST-1 STUCCO - COLOR A
- ST-2 STUCCO - COLOR B
- CP-1 CONCRETE-LOOK WALL PANEL
- GR-1 STEEL GUARDRAIL - COLOR A
- GR-2 STEEL GUARDRAIL - COLOR B
- MT-1 METAL FLUSH PANEL - COLOR A
- MF-1 METAL FLASHING - COLOR A
- MF-2 METAL FLASHING - COLOR B
- W/D-1 WINDOW (w/ Sun Shade Device) / DOORS -COLOR B
- W/D-2 ALUMINUM STOREFRONT -COLOR B

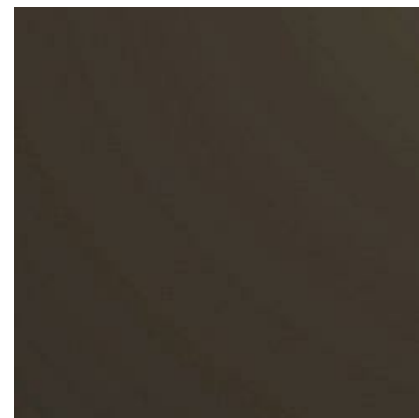
COLOR A: WARM WHITE 7628 - WINDFRESH WHITE - LRV: 69
COLOR B: DARK BRONZE SW6076 - TURKISH COFFEE - LRV: 5



CP-1 CONCRETE-LOOK WALL PANEL
PRODUCT: OKO SKIN WALL PANEL, OR EQUAL
COLOR: TI01 - TERRA BLEND
Terra Matt - LRV: 10
Terra Ferro - LRV: 16
Terra Ferro Light - LRV: 21



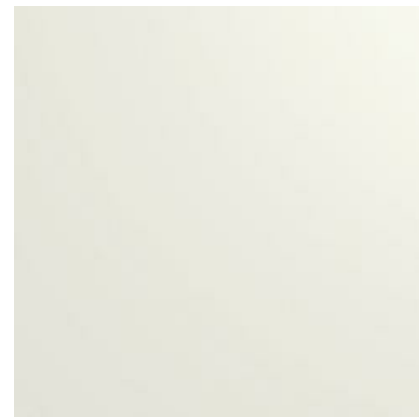
ST-2 STUCCO - BRONZE (COLOR B)
PRODUCT: STO STOLIT (TEXTURE: FREEFORM), OR EQUAL
COLOR B: SHERWIN WILLIAMS SW6076 - TURKISH COFFEE - LRV: 5



GR-2 PAINTED STEEL GUARDRAIL ASSEMBLY (COLOR B)
MF-2 BREAK METAL FLASHING (COLOR B)
W/D-1 ALUMINUM-FRAMED WINDOW, RESIDENTIAL - DARK BRONZE
W/D-2 ALUMINUM-FRAMED WINDOW, LEVEL 1 - DARK BRONZE
COLOR B: SHERWIN WILLIAMS SW6076 - TURKISH COFFEE - LRV: 5



ST-1 STUCCO - WARM WHITE (COLOR A)
PRODUCT: STO STOLIT (TEXTURE: FREEFORM), OR EQUAL
COLOR A: SHERWIN WILLIAMS 7628 - WINDFRESH WHITE - LRV: 69

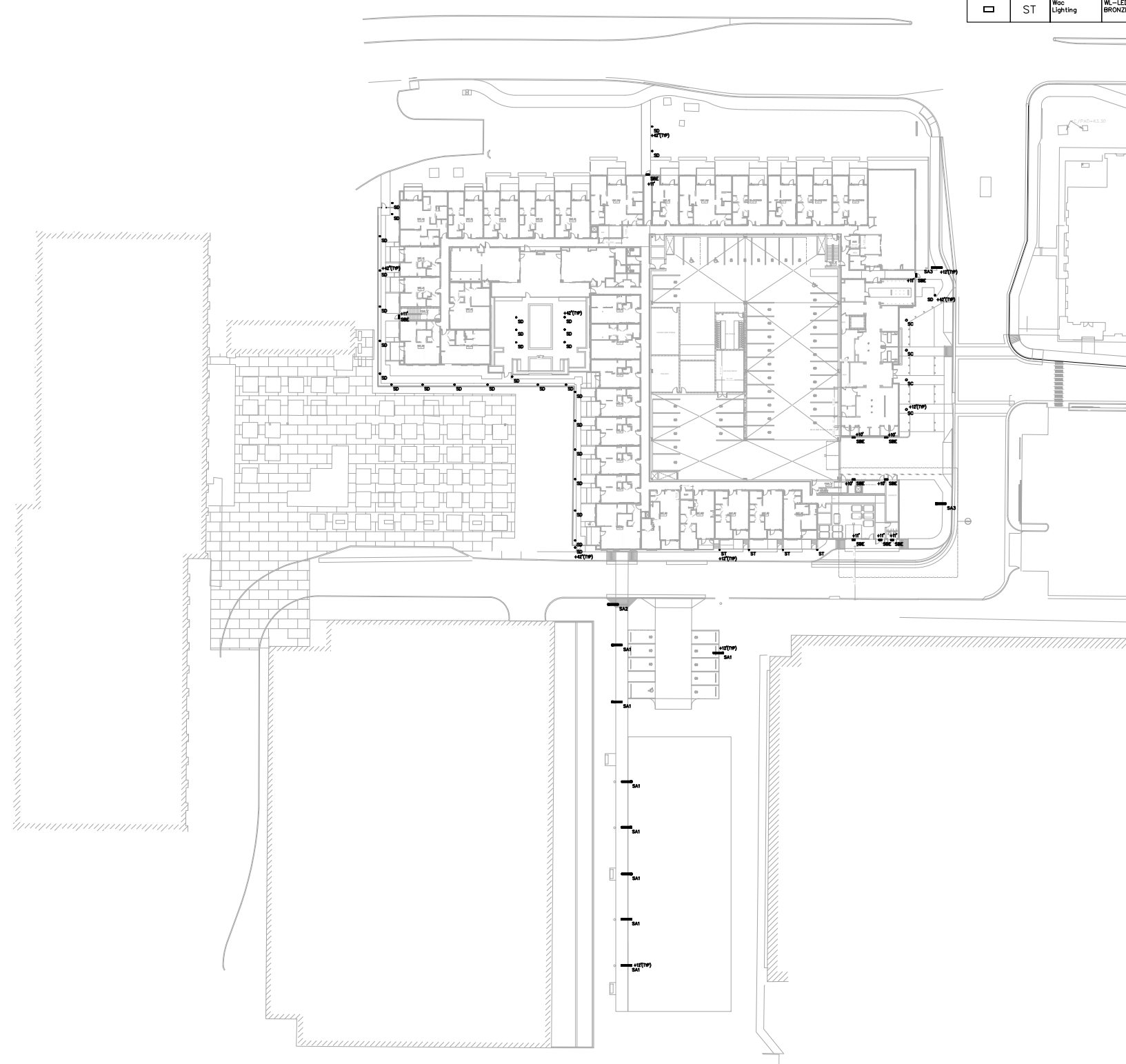


GR-1 PAINTED STEEL GUARDRAIL ASSEMBLY (COLOR A)
MF-1 BREAK METAL FLASHING (COLOR A)
MT-1 FLUSH METAL PANEL (COLOR A), METAL SALES TL-17 WALL PANEL, OR EQUAL
COLOR A: SHERWIN WILLIAMS 7628 - WINDFRESH WHITE - LRV: 69



MATERIAL RENDERING AT RAINTREE DR, PRIVATE DR.

Symbol	Label	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Notes
⏏	SA1	Lumenpulse	BLDS-SD-120/277-CSL-560-30K-CRI 80-4. BRONZE.	Lumenblade LED pedestrian scale 12' pole		1	3277	0.95	55	
⏏	SA2	Lumenpulse	BLDS-SD-120/277-CSL-560-30K-CRI 80-5S. BRONZE.	Lumenblade LED pedestrian scale 12' pole		1	4040	0.95	55	
⏏	SA3	Lumenpulse	BLDS-SD-120/277-CSL-560-30K-CRI 80-2. BRONZE.	Lumenblade		1	2520	1	55	
⏏	SBE	Lithonia Lighting	WPX1 LED P1 30K Mixed E4WH DDBXD. DARK BRONZE.	WPX1 LED wallpack 1500lm 3000K color temperature 120-277 Volts		1	1537	0.95	11.49	
⦶	ALW		C4SM R N W 10 98 30 51 DB. DARK BRONZE.	SURFACE MOUNT WET LOCATION CYLINDER	3000K LED	1	965	0.95	6.6	
⦶	SC	Selux Corporation	IBL 3.5 2020MU 30 BRONZE 120 DM	LED LIGHTED BOLLARD	3000K LED	1	798	0.95	14.1	
⦶	SD									
⦶	ST	Wac Lighting	WL-LED100 C BZ. BRONZE FINISH.	LED STEP LIGHT. +12" A.F.F.	3000K LED	1	68	0.95	3.5	



ATTACHMENT #14

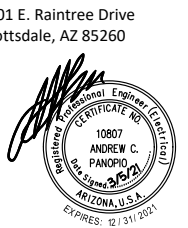
ELECTRICAL SITE LIGHTING PLAN

SCALE: 1" = 40'-0"



Raintree Drive Residential

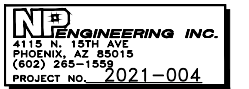
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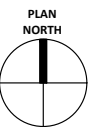
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03/05/2021

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JR RP
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KEY PLAN



Tempe Market Station

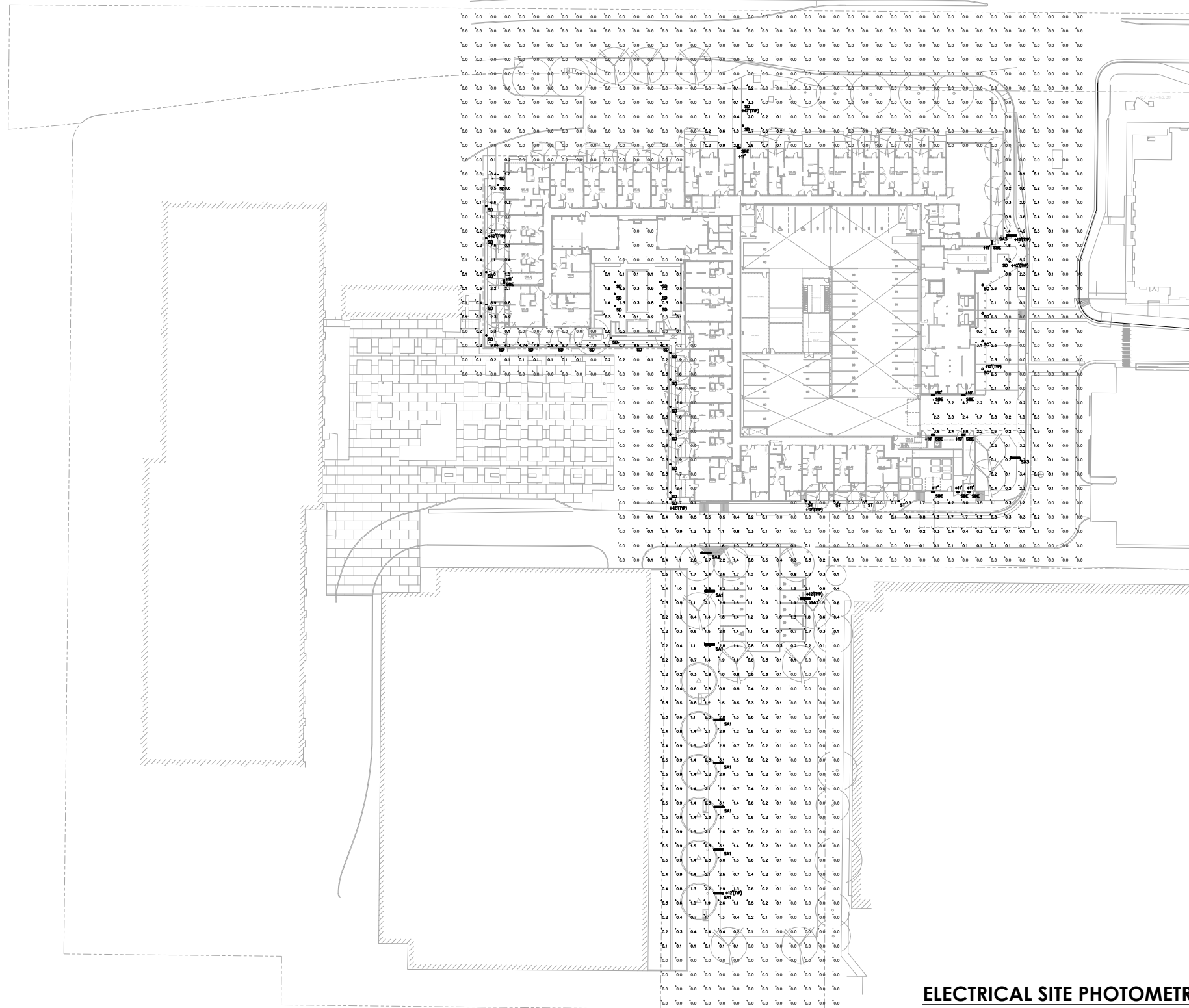
ELECTRICAL SITE LIGHTING PLAN

A.x.0

1-DR-2020
3/9/2021

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Notes
⌋	SA1	8	Lumenpulse	BLDS-SD-120/277- CSL-560-30K-CRI 80-4. BRONZE.	Lumenblade LED pedestrian scale 12" pole		1	3277	0.95	55	
⌋	SA2	1	Lumenpulse	BLDS-SD-120/277- CSL-560-30K-CRI 80-55. BRONZE.	Lumenblade LED pedestrian scale 12" pole		1	4040	0.95	55	
⌋	SA3	2	Lumenpulse	BLDS-SD-120/277- CSL-560-30K-CRI 80-2. BRONZE.	Lumenblade		1	2520	1	55	
▭	SBE	10	Lithonia Lighting	WPX1 LED P1 30K Midhi E4WH DDBXD. 120-277 Volts DARK BRONZE.	WPX1 LED wallpack 1500lm 3000K color temperature 120-277 Volts		1	1537	0.95	11.49	
○	SC	4	ALW	C4SM R N W 10 98 30 51 DB. DARK BRONZE.	SURFACE MOUNT WET LOCATION CYLINDER	3000K LED	1	965	0.95	6.6	
○	SD	30	Selux Corporation	IBL 3.5 2090MJ 30 BRONZE 120 DM	LED LIGHTED BOLLARD	3000K LED	1	798	0.95	14.1	
▭	ST	4	Wac Lighting	WL-LED100 C BZ. BRONZE FINISH.	LED STEP LIGHT. +12" A.F.F.	3000K LED	1	68	0.95	3.5	

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
FC ON SITE AT GRADE	+	0.4 fc	9.9 fc	0.0 fc	N/A	N/A



ELECTRICAL SITE PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"



ATTACHMENT #15

Raintree Drive Residential

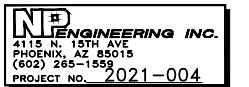
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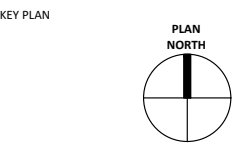


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Tempe Market Station

ELECTRICAL SITE
PHOTOMETRIC PLAN

A.x.1

1-DR-2020
3/9/2021



Zoning Aerial

1-DR-2021

ATTACHMENT #17