DEDADT DEDADT



Meeting Date: October 20, 2022 General Plan Element: Character and Design

General Plan Goal: Foster quality design that enhances Scottsdale as a unique

southwestern desert community.

ACTION

Scottsdale 3200 North 6-ZN-2022

Pursuant to the requirements of the Planned Block Development (PBD) overlay district, Zoning Ordinance Section 6.1304.A., the applicant is requesting a review by the Development Review Board, and subsequent recommendation to the Planning Commission, regarding the proposed Development Plan, including proposed development standards, related to a rezoning request for a six-story mixed-use development consisting of 135 multi-family dwelling units and 4,000 square feet of "flex" office space on a +/- 2.4-acre site.

SUMMARY

Staff Recommendation

Forward a recommendation of approval to the Planning Commission and City Council.

Items for Consideration

- Conformance to PBD District Criteria
- Integration of Sensitive Design Principles staff confirms
- Old Town Scottsdale Urban Design & Architectural Guidelines
- Includes request for bonus residential density (55.8 du/ac)
- Contextual compatibility to surrounding development
- Continuation of streetscape established by projects to the north
- Narrow frontage on both 71st Street and Scottsdale Road (+/- 150 feet)
- Public comment received

BACKGROUND

Location: 3202 N. Scottsdale Road

Zoning: C-3 (current); D/DMU-2 PBD DO (proposed)

Adjacent Uses

North: Five-Story multi-family development, constructed in 2019 (42-

DR-2016)

East: Single-story restaurant, constructed in 2014 (38-DR-2013)

South: Single-story commercial (vacant), originally constructed in the

1970s; rezoned in 2016 to allow for five-story mixed-use project

(13-ZN-2016; never constructed)

West: Two-story multi-family residential, constructed in the 1990s



Property Owner	Architect/Designer
Lorraine Hausmann-Ellis Family Trust	The Davis Experience
Applicant David Gulino, Land Development Services, LLC (602) 330-5252	Engineer Sustainability Engineering Group

DEVELOPMENT PROPOSAL

The Development Plan proposes a six-story mixed-use development with three levels of structured parking (two levels above grade, one level sub-grade). Access to the garage is provided off 71st Street and secondary access to a small surface parking lot is provided off Scottsdale Road. No access to the garage is proposed from Scottsdale Road. All project parking, including guest parking is provided in the garage with the exception of the small lot off Scottsdale Road, which is intended to be parking for interested residents. Site design includes a mid-block publicly accessible pedestrian connection along the south property line that runs through the site from Scottsdale Road to 71st Street. Resident amenities are elevated, proposed to be located on top of the parking garage.

Sustainability

The City of Scottsdale promotes the goal of sustainability through the incorporation of appropriate design considerations in the development of the built environment. This development proposal incorporates design elements that align with the City's goal of sustainability including compliance with the International Green Construction Code (IgCC) and architectural elements that provide shading for balconies and windows.

STAFF RECOMMENDED ACTION

Phone: 480-312-7713 Email: bcarr@scottsdaleaz.gov

Staff recommends that the Development Review Board recommend approval of the 3202 Scottsdale development proposal to Planning Commission, finding that the Planned Block Development Overlay Criteria have been met.

RESPONSIBLE DEPARTMENTS	STAFF CONTACTS				
Planning and Development Services Current Planning Services	Greg Bloemberg Project Coordination Liaison 480-312-4306 gbloemberg@S	Scottsdale AZ.gov			
APPROVED BY					
		9/21/2022			
Greg Bloemberg, Report Author	_	Date			
Bul Com		9/27/2022			
Brad Carr, AICP, LEED-AP, Planning & Development Area Manager		Date			
Development Review Board Liaison					

ATTACHMENTS

- 1. Context Aerial
- 2. Close-up Aerial
- 3. "3202 Scottsdale" Development Plan
- 4. Planned Block Development Criteria Analysis
- 5. Development Information
- 6. Community Involvement
- 7. City Notification Map





3202 N Scottsdale Road

Rezoning Application Narrative

Case #: 6-ZN-2022

1st Submittal

2nd Submittal August 10, 2022

4th Submittal October 10, 2022



Prepared for:



Prepared by: Land Development Services 5235 North Woodmere Fairway Scottsdale, AZ 85250 (602) 330-5252

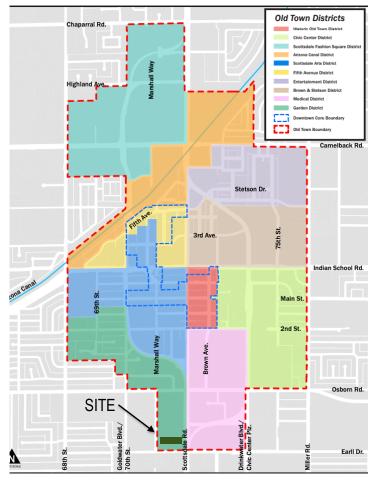


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OVERVIEW

3202 Scottsdale will be 135-unit multi-family residential community focused on providing reasonable housing choices for the local workforce. The site is within the Old Town Scottsdale Character Area and is well designed to complement the urban character of Old Town Scottsdale. The following narrative provides a detailed description and analysis of how this proposed development meets the directives of the 2035 Scottsdale General Plan, the Old Town Scottsdale Character Area Plan and the Scottsdale Sensitive Design Principles.



Old Town Districts-City of Scottsdale

PROJECT LOCATION

3202 Scottsdale is located in the Garden District of the Old Town Scottsdale Downtown overlay area at the northwest corner of Scottsdale Road and Earll Drive. The address of the subject parcel is 3202 N Scottsdale Road. The site encompasses approximately 2.4 acres and is zone C-3 commercial.



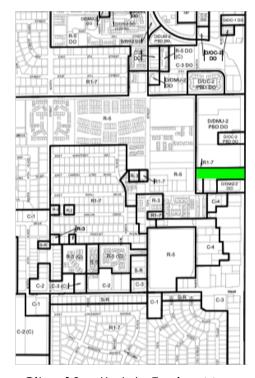
Context Aerial



Site Aerial

Surrounding Adjacent Uses

To the north is the existing multi-family project known as the Carter (D/DMU-2, DO), to the south is a vacant commercial development which was rezoned in 2016 to Downtown, Downtown Multiple Use-Type 2 Downtown Overlay (D/DMU-2, DO) through case number 16-ZN-2016, to the west is an R-5 multi-family residential community and to the east across Scottsdale Road is C-3 commercial.



City of Scottsdale Zoning Map

SITE CONDITIONS

The site is currently operating as a short-term rental Recreational Vehicle Park commonly known as the Scottsdale Trailer Corral. In recent years, the frequency of disturbances has risen. Upon acquisition of the property in the Spring of 2021, Scottsdale 3202, LLC as owner (Desert Troon Companies) reached out to the property management group and subsequently the current rental tenants to notify them of their intent to redevelop the property.

The site has historically accommodated a maximum of 48 short-term RV rentals. Tenants are not permanent residents on the property but are on month-to-month rental agreements. Regardless of the short-term nature of the current tenants, the owner has notified all of the tenants of their intent to terminate their short-term rentals sometime in the next 12-18 months and has committed to assisting them with their relocation.



Scottsdale Road Street View



71st Street View



East Entrance (Scottsdale Road)



West side (71st Street)



North Property Line

REQUEST

The subject request is for the redevelopment of an existing blighted RV park (Scottsdale Trailer Corral) located just north of the northwest corner of Scottsdale Road and Earll Drive. This new project would consist of approximately 135 residential units on a 2.42-acre parcel. This request is for a zoning district map amendment from Highway Commercial Downtown Overlay (C-3 DO) to Downtown/Downtown Multiple Use Type-2, Planned Block Development Downtown Overlay (D/DMU-2, PBD DO). This request includes proposed amended development standards to increase the building setback on the Scottsdale Road (east) 71st Street (west) sides and an increase in base density from 50 DU/AC to 55.8 DU/AC - an increase in units from 121 to 135.

ARCHITECTURE

The architectural design and character for the 3202 Scottsdale development is intended to be in keeping with that which exists within this area of Scottsdale Road in the downtown. Clean design elements and detailing along with logical and appropriate use of exterior materials, all within a contemporary aesthetic is what the development's design will strive for. Building massing has been stepped back from the Scottsdale Road and 71st Street frontages to help reduce its visual impact. The use of large balconies and architectural solar shading elements further help breakdown the building's apparent massing.

Sustainability design elements will be incorporated into the development thru the city's 'Green Building Program' where appropriate. Rainwater harvesting techniques will be implemented where appropriate and feasible. Building fenestrations will be protected from solar impact by design elements incorporated into the building architecture. Parking for the development will be within an attached below and above grade parking structure. This will minimize the visual impact of the parking and significantly reduce the heat-island effect of typical asphalt parking areas.



Perspective Elevation

PLANNED BLOCK DEVELOPMENT (PBD)

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

In keeping with the PBD purpose and requirements, a Development Plan has been established to specify parameters for site planning, architecture, and landscaping. The intent of the Development Plan is to define an established style, character, and design quality for the site, while maintaining opportunities for specific needs and a creative identity through future approvals by the Development Review Board (DRB). The Development Plan is intended to invoke a sense of quality and character to ensure compatible development with Scottsdale's Old Town urban character. As part of the Development Plan, the applicant has created a thoughtful set of Property Development Standards consistent with the Downtown Ordinance. The subject parcel is an infill site and is constrained by its narrow geometry. Despite these unique site constraints, the proposed project will comply with a majority of the property development standards of the D/DMU-Type 2 zoning district except for requests for additional density from 50 DU/AC to 55.8 DU/AC; an increase of 14 units (121 units to 135 units) and a minor adjustment to the step back plane on the north side of the building adjacent to the existing multi-family building (The Carter).

<u>Summary of Proposed Property Development Standards</u>

Site Area: 2.42 gross acres

2.11 net acres

Base Building Height: 66 feet (no amendment)

Base Maximum Density: 50 DU/AC

Proposed Maximum Density 55.8 DU/AC

Building Setbacks: Scottsdale Road – 26 feet (increase 6 feet)

71st Street – 23 feet (increase 3 feet)

North – 15 feet (no amendment)

South – 15 feet (no amendment)

Sec. 6.1304. PBD Overlay District criteria.

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

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

Not Applicable.

- 2. Criteria for a PBD Overlay District application in a Type 2 or Type 2.5 Area:
 - <u>a. Development Plan shall reflect the goals and policies of the</u> Character & Design Chapter of the Downtown Plan; and

Refer to the Character & Design section in the Old Town Scottsdale Character Area Plan analysis presented later in this narrative.

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

Refer to the Character & Design section in the Old Town Scottsdale Character Area Plan analysis presented later in this narrative.

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

The architectural character proposed for 3202 Scottsdale will be compatible with the existing architecture in the surrounding area. Setbacks and building height are not being amended from that which is allowed by the Downtown Ordinance. Requested amendments are limited to maximum allowable density (50 DU/AC to 55.8 DU/AC) and the an increase in the building setbacks on 71st Street (west side) and Scottsdale Road (east side) to 23 feet and 26 feet respectively. 3202 Scottsdale is located on the southern edge of Old Town in close proximity to the 45-acre HonorHealth Osborn medical campus and will provide workforce housing opportunities for the established and future land uses and development types in the area. The proposed development will redevelop an existing blighted and under-utilized RV park.

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

The proposed project is an infill parcel with similar land use and zoning existing on adjacent properties. This allows for a continuity of massing and stepped architecture that is compatible and transitions well with the adjacent properties – specifically the multi-family residential adjacent to the north and south of this site.

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

Not applicable.

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

The Scottsdale Road frontage will provide 4,000+/- square feet of commercial space on the ground level and quality landscape design to enhance the pedestrian experience. Architecturally, the building will invoke a modern design providing a variety of layered building elements rather than a single, large unarticulated mass.

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

In conformance with the Old Town Scottsdale Character Area Plan, the existing pedestrian linkages will be maintained and enhanced with the proposed development. Sidewalks along Scottsdale Road and 71st Street will be shaded.

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

Not applicable.

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

1. Standard criteria:

<u>a. The proposed development supports the land use elements of</u> the General Plan and the Downtown Plan.

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

- <u>2. Criteria to add land uses to Table 5.3004.D., Land Uses for Each Sub-</u>district of the Downtown District:
 - a. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.
 - <u>b. Each proposed land use is compatible with the adjacent</u> <u>development and strengthens the mix of land uses and activities in</u> the Downtown Area.
 - c. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.

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

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

This application includes a request to increase in density from 50 DU/AC to 55.8 DU/AC (14 additional units). Bonus calculations are provided below.

The following is recap of the key development considerations outlined in this narrative, which provide justifications for the requested bonus density and amended step back.

Key development considerations include, but are not limited to the following:

- Implementing architectural elements found throughout Old Town and responding to the Southwestern climate through design, massing, material selection and landscaping
- Execute a development agreement ensuring new workforce housing options to address the current shortage in workforce housing in the heart of Old Town with direct access to nearby downtown businesses such as Hotels, Restaurants, Fashion Square, Honor Health Osborn.
- Revitalizing Old Town through the redevelopment of a blighted infill parcel whose existing use is not compatible with the character of Old Town Scottsdale nor the existing adjacent multi-family uses.
- Providing ground level activity with 4,000 square feet of commercial space.
- Strengthening the economic success of Old Town through new development while supporting area businesses.
- Provide new and upgraded and improvements to adjacent utilities and infrastructure.
- Underground unsightly existing overhead utilities on the north property line.
- Contribute to the Cultural Improvement Program by either providing public art in an area accessible and visible to the public or providing a contribution into the Downtown Cultural Trust Fund.
- Enhancing pedestrian amenities and connectivity through new and improved sidewalk connections further promoting walkability.
- Focus on sustainability through design, material selection, and building methods for the well-being of both residents and the community.

SEC. 7.1200 SPECIAL IMPROVEMENT CALCULATIONS

CY = 2022

BD = Bonus Density = 14 additional units

Bonus Density Calculation

Base Density = 50 DU/AC

Proposed increase in density from 50 DU/AC (121 DU's) to 55.8 DU/AC (135 DU's)

= bonus of 14 DU's

Formula (CY -2013) CC = (BD times 10,000) times [1.035]

 $14 \times 10,000 \times [1.035 (2022 - 2013)] = $190,400 \text{ for } 2022$

Total: \$190,400

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2035 GENERAL PLAN

The General Plan is the primary tool for guiding future of the city. It contains the community's goals and policies on character and design, land use, open space and the natural environment, business and economics, community services, neighborhood vitality, transportation, and growth. It helps to shape the physical form of the city, yet also addresses other aspects, such as human services, education, protection of desert and mountain lands, arts and culture, community health, and the character of neighborhoods. The General Plan is a guide for short- and long-term decision making in order to achieve the community's vision.

In practice, there is often confusion or blurring of the distinction between the role of the General Plan and the role of the Zoning Ordinance. The General Plan is a "high altitude" policy document that guides community growth that is a broad and flexible document which changes as community needs change. The Zoning Ordinance is a legal instrument that defines permitted land uses and associated development standards such as building setbacks and building heights.

The Scottsdale General Plan 2035 contains 24 elements organized under the following chapters:

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

The following analysis identifies how this proposed Mixed-Use project serves to meet these General Plan elements.

CHARACTER & CULTURE

Character Types

Character Types describe the general pattern, form, and intensity of development. The subject property falls within the *Urban Character Type*. Urban Character Types consist of higher-density residential, non-residential, and mixed- use neighborhoods, including apartments, high-density townhouses, business and employment centers, and resorts. Development in Urban Character Types encourage interaction among people. Building forms and heights are typically taller and located in closer proximity to the streets and one another. Examples include Old Town Scottsdale, Airpark area - particularly along Scottsdale Road, the HonorHealth hospital/medical campuses on Shea Boulevard and Osborn.

Character & Design Element

CD₁

<u>DETERMINE THE APPROPRIATENESS OF ALL DEVELOPMENT IN TERMS OF COMMUNITY GOALS, SURROUNDING AREA CHARACTER, AND CONTEXT.</u>

Response:

The site is located within the D/DMU, Type 2 area of the Old Town Character Area. This allows for mid-rise development with higher intensities in a mixed-use setting. The proposal for 135 multi-family residential units will utilize the Downtown Ordinance's bonus provisions for an increase in density from 50 DU per Acre to 55.8 DU per Acre and an amended step back plane on the north side of the building. However, no increase in building height is being requested. Architectural elements will be compatible with Old Town through design, massing, material selection and landscaping.

CD 1.2

CONSIDER THE EFFECTS OF BUILDING HEIGHT, OVERALL DEVELOPMENT DENSITY, AND BUILDING ORIENTATION ON ADJACENT NEIGHBORHOOD CHARACTER, PRIVACY, AND VIEWSHEDS.

Response:

The density on the subject property is very compatible with the densities on the adjacent properties. The density calculation can be mis-leading. Density is computed on gross acreage which benefits parcels with more frontage on public streets such as the adjacent Griffin Apartments and the undeveloped L'Esperance project.

The parcel configuration, which is very long and narrow, has very limited street frontage on Scottsdale Road and 71st Street. This works against this parcel in several ways-

- Driveway locations for ingress and egress are limited.
- Onsite circulation is constrained.
- Density is calculated based on gross acreage. As a result, the density on this
 parcel with its minimal street frontage, does not benefit from gross area bonuses
 that are provided to other parcels with proportionately more gross area due to
 adjacent rights-of-way.

The following table illustrates how the density calculation is impacted on parcels with larger street frontages such as the Griffin (12-ZN-2016) and Carter (1-ZN-2014) to the North; and L'esperance (13-ZN-2016) to the South.

	Gross Acreage	Net Acreage	Allowable Unit Count	Proposed Unit Count	Additional Units	Gross Density (DU/Ac)	Net Density (DU/Ac)
Carter	5.26	4.53	263	363	100	69.0	80.1
Griffin	4.84	4.13	242	277	35	57.2	67.1
3202 Scottsdale	2.42	2.13	121	135	29	55.8	70.4
L'Esperance	1.54	1.23	77	77	0	50.0	62.6

In addition, to give context to the true density of the properties a mix of the unit should be taken into consideration. For instance, 100 3-bedroom units are not the same as 100 1-bedroom units and this has a significant bearing on the number of residents within any given project. The following table provides density data relative to the number bedrooms (residents) on the adjacent properties.

	Gross Acreage	Net Acreage	1 bdrm	2 bdrm	3 bdrm	1 bdrm Equivalent	Gross Density (Bdrm/Ac)	Net Density (Bdrm/Ac)
Carter	5.26	4.53	234	129	0	492	93.5	108.6
Griffin	4.84	4.13	171	92	11	388	80.2	93.9
3202 Scottsdale	2.42	2.13	100	50	0	200	82.6	93.9
L'Esperance	1.54	1.23	32	43	2	124	80.5	100.8

When taking these factors into consideration, the proposed density for the 3202 Scottdale project is commensurate with the adjacent projects and provides a good transition between existing densities. If 3202 Scottsdale was to build at density of 50DU/AC, but all Three- bedroom units, we could effectively have 300 bedrooms (Residents). The proposed mix has approximately 30% of that count.

The building massing and architecture proposed is compatible with the surrounding character.

CD 2

DEVELOP, MAINTAIN, AND REFINE CHARACTER AREAS AND CHARACTER AREA PLANS TO FOSTER QUALITY DEVELOPMENT AND CONSISTENT CHARACTER AND CONTEXT WITHIN VARIOUS AREAS OF THE COMMUNITY.

Response:

The proposed development complies with the Old Town Scottsdale Character Area Plan by bringing redevelopment that is contextually appropriate.

CD3

FOSTER QUALITY DESIGN THAT ENHANCES SCOTTSDALE AS A UNIQUE SOUTHWESTERN DESERT AND TOURISM COMMUNITY THROUGH DEVELOPMENT REVIEW PROCESSES.

Response:

As noted above with the key development considerations, the proposed architectural character, and site layout will be compatible with the Old Town urban context. The building architecture will utilize stepped building forms, building massing will be mitigated with a combination of recessed and cantilevered elements.

CD₄

ENHANCE THE DESIGN OF STREETS AND PUBLIC SPACES TO IMPROVE SCOTTSDALE'S VISUAL QUALITY, EXPERIENCE, SONORAN DESERT CONTEXT, AND SOCIAL LIFE.

Response:

The current improvements on the property encroach into the Scottsdale Road right-ofway. The proposed site plan for this project removes this existing encroachment. Enhanced streetscape landscaping has been detailed in the revised conceptual Landscape Plan.

CD₅

PROMOTE THE VALUE AND VISUAL SIGNIFICANCE LANDSCAPING HAS ON THE CHARACTER OF THE COMMUNITY.

Response:

The proposed landscaping character will include a variety of arid environment appropriate plants that will provide year-round color, shade, and texture for the site as is illustrated

CD 6

MINIMIZE LIGHT AND NOISE POLLUTION.

Response:

Lighting will be designed in a manner that is respectful of the surrounding Old Town context while maintaining safety for residents and visitors. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading along street frontages in keeping with the Old Town setting.

Land Use Element

LU₃

MAINTAIN A BALANCE OF LAND USES TO SUPPORT A HIGH QUALITY OF LIFE.

Response:

This project will provide a local housing opportunity for the downtown Scottsdale Workforce which include medical, hospitality and service personnel.

Arts, Culture & Creative Community Element

ACC 3.4

INTEGRATE PUBLIC ART AT VARIOUS SCALES INTO THE BUILT ENVIRONMENT CITYWIDE.

Response:

This project has limited exposure relative to public art. As a result, there will be an in-lieu fee provided commensurate with ordinance regulations.

Environmental Planning Element

EP 1

PROTECT AND ENHANCE SCOTTSDALE'S HUMAN AND SONORAN DESERT HABITATS.

Response:

The subject property was developed in the late 1950's to early 1960's and has been operating as an RV park. The existing landscape palette primarily consists of mature non-indigenous trees and shrubs. These non-indigenous plants will be replaced with new native and arid-adapted plant material.

EP 3

PARTICIPATE IN LOCAL AND REGIONAL EFFORTS TO IMPROVE AIR QUALITY.

Response:

The project will provide housing opportunities for nearby medical, hospitality and service employment centers thus allowing more commuters to walk and bike to work.

EP 5

ENCOURAGE ENVIRONMENTALLY SOUND GREEN BUILDINGS AND LOW-IMPACT SITE PLANS THAT SUPPORT SUSTAINABLE DESERT LIVING.

Response:

To promote sustainable building techniques, materials, and systems, the project deploys a variety of strategies that maximize energy efficiency and reduce potentially harmful environmental impacts such as orientating the building to minimize the east and west facing facades to reduce solar heat gain from direct sun exposure. In addition, broad overhangs via extended terraces and balconies will be provided to further protection along the south façade to provides further protection from heat gain from the sun. Exterior walls will be insulated to meet International Green Construction Code standards including additional insulative finishing systems that will clad the building.

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EP 7

IDENTIFY AND REDUCE HEAT ISLANDS.

Response:

Removal of existing asphalt driveways and parking lot contributes to reduction of heat island effects.

Conservation Element

CONSV 4

CONSERVE WATER AND ENCOURAGE THE REUSE OF WASTEWATER.

Response:

Landscape irrigation will be accomplished using a drip system and smart controllers to conserve water use

Energy Element

E2

REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ENERGY EFFICIENCY.

Response:

To promote sustainable building techniques, materials, and systems, the project deploys a variety of strategies that maximize energy efficiency and reduce potentially harmful environmental impacts. Prefabricated screen systems at the parking garage and at all exterior guardrails will reduce direct exposure while still maintaining a visual connection to the public realm surrounding the site. Energy efficient lighting fixtures and appliances in compliance with the <u>IgCC</u> will be specified throughout to reduce unnecessary energy use and resource consumption.

E3

PROMOTE BUILDING AND SITE DESIGNS THAT MAXIMIZE ENERGY EFFICIENCY.

Response:

The building is orienting to minimize east and west facing facades which will reduce unwanted solar heat gain from direct exposure year-round. Moreover, positioning broad overhangs via extended terraces and balconies will provide further protection along the wide spanning South façade. This will protect from intense heat gain during the summer months when the sun is at its highest angles while providing opportunities for natural warming during the cooler winter months when exposure from the sun's lower angle can help reduce the need for active heating systems.

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COLLABORATION & ENGAGEMENT

Community Involvement Element

CI 1

<u>SEEK EARLY AND ONGOING COMMUNITY INVOLVEMENT THROUGH BROAD PUBLIC INPUT IN PROJECT AND POLICY-MAKING DISCUSSIONS.</u>

Response:

Public participation and community outreach has been an important part of the rezoning process. Technical Solutions began neighborhood outreach early in the process and maintains ongoing dialogue with the community and stakeholders. Feedback from the open house held on May 19, 2022, is shared with City Staff and memorialized in the Public Participation plan submitted with the zoning application.

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COMMUNITY WELL-BEING

Healthy Community Element

HC4

ENSURE SCOTTSDALE IS A WELCOMING CITY THAT IS SUPPORTIVE AND INCLUSIVE OF ALL PEOPLE.

Response:

Providing a variety of housing options that address the needs of multiple demographics contributes to a strong economic base. This proposal will meet the growing need for workforce living accommodations which will contribute to the long-term economic prosperity of the surrounding area.

Housing Element

Н1

<u>SUPPORT DIVERSE, SAFE, RESOURCE-EFFICIENT, AND HIGH-QUALITY HOUSING</u> OPTIONS.

Response:

Old Town Scottsdale and surrounding area have a growing need for workforce housing options. This proposal will meet the growing need for workforce living accommodations which will contribute to the long-term economic prosperity of the surrounding area.

H2

PROVIDE A VARIETY OF HOUSING OPTIONS THAT MEET THE SOCIOECONOMIC NEEDS OF PEOPLE WHO LIVE AND WORK IN SCOTTSDALE.

Response:

Providing a variety of housing options that address the needs of multiple demographics contributes to a strong economic base. Old Town Scottsdale and surrounding area have a growing need for workforce housing options. This proposal will meet the growing need for workforce living accommodations which will contribute to the long-term economic prosperity of the surrounding area. This project will add to the diversification of the local economy thus supporting sustainability in Scottsdale's economic future as the city continues to mature.

Safety Element

S1

WORK TO PREVENT HAZARDS AND REDUCE PHYSICAL RISKS THROUGHOUT SCOTTSDALE.

Response:

The property has been marginally maintained and is blighted. It is currently operating as a short-term stay RV park. Redevelopment will eliminate this situation.

S7

MAINTAIN SCOTTSDALE AS A SAFE COMMUNITY THROUGH CRIME PREVENTION.

Response:

The property is currently in a blighted condition and attracts criminal behavior. This project will eliminate this situation.

CONNECTIVITY

Circulation Element

C1

<u>DESIGN AND IMPROVE TRANSPORTATION CORRIDORS TO SAFELY AND EFFICIENTLY MOVE</u> PEOPLE AND GOODS.

Response:

The Property is located on the west side of Scottsdale Road just north of Earll Drive. There are 2 commercial buildings that encroach into the Scottsdale Road right-of-way. This encroachment was grandfathered as pre-existing conditions when Scottsdale Road was widened in the 1980's. This project will remove these encroachments and correct this situation.

C2

REDUCE THE NUMBER, LENGTH, AND FREQUENCY OF AUTOMOBILE TRIPS TO IMPROVE AIR QUALITY, REDUCE TRAFFIC CONGESTION, AND ENHANCE QUALITY OF LIFE AND THE ENVIRONMENT.

Response:

The Property is well-situated for local workforce housing. As such it would provide people who work in downtown Scottsdale to take advantage of the local Trolly transit system and promote commuting by walking and/or biking.

Bicycling Element

B2

<u>PROVIDE CONVENIENT AND COMFORTABLE BICYCLE FACILITIES TO ENCOURAGE</u> BICYCLING.

Response:

The property will provide a bicycle storage facility. This facility will be located as identified on the 1st floor parking plan near 71st Street.

REVITALIZATION

Neighborhood Preservation & Revitalization Element

NPR 1

PRESERVE AND ENHANCE THE CHARACTER, IDENTITY, AND QUALITY OF SCOTTSDALE'S DIVERSE NEIGHBORHOODS.

Response:

Redevelopment and revitalization of the site for a new multi-family residential community brings a wide range of amenities including, but not limited to, ground level commercial space, enhanced landscape and hardscape, shade, improved pedestrian connectivity and vibrant architecture. As a result of the site constraints and given its infill nature, this application includes a request

A minor amendment of the step back plane on the north side of the site adjacent to the existing Carter multi-family community.

NPR 3

PROVIDE FOR THE SAFETY AND SECURITY OF SCOTTSDALE'S NEIGHBORHOODS.

Response:

The property is currently in a blighted condition and attracts criminal behavior. The proposed redevelopment of the site will eliminate this situation and improve the safety and security of the surrounding neighborhoods.

Conservation, Rehabilitation, & Redevelopment Element

CRR 1

<u>SUPPORT HIGH-QUALITY, CONTEXT-APPROPRIATE REDEVELOPMENT, REHABILITATION, AND CONSERVATION TO PROMOTE LONG-TERM NEIGHBORHOOD STABILITY.</u>

Response:

The redevelopment of this property as a mixed-use multi-family residential use will replace the blighted RV trailer park that exists today. The design of this aging infill development site will compliment surrounding architecture through the use of appropriate building massing, materials, color and detailing while respecting the Southwestern climate.

CRR 2

SUSTAIN LONG-TERM ECONOMIC WELL-BEING THROUGH REDEVELOPMENT, REHABILITATION, AND CONSERVATION.

Response:

The revitalizing and redevelopment of blighted properties is critical to the continued economic vitality of the community. Adding additional workforce housing options in Old Town is essential for the continuing economic growth and sustainability of Scottsdale.

Growth Areas Element

GA 4.2

FOCUS INFRASTRUCTURE IMPROVEMENT AND EXPANSION IN GROWTH AND ACTIVITY AREAS.

Response:

The proposed development will underground the overhead utilities along the north property line and remove the associated poles.

GA₅

RECOGNIZE AND BUILD ON THE CHARACTER AND DIVERSITY OF SCOTTSDALE'S VARIOUS GROWTH AND ACTIVITY AREAS.

Response:

The proposed development is contextually appropriate with respect to land use and physical improvements including massing, architecture, materials, landscape, hardscape, and lighting. The synergy of uses between the proposed multi-family residential and existing adjacent commercial and medical uses will bolster the economic vitality of the area by providing housing options for the local workforce. The redevelopment and revitalization of an under-utilized infill site in Old Town is key to promoting land use and economic sustainability.

Cost of Development Element

COD₁

AS PERMITTED BY STATE LAW, REQUIRE DEVELOPMENT TO PAY ITS FAIR SHARE OF THE COST OF PUBLIC SERVICE NEEDS IT GENERATES.

Response:

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

COD 2

PROMOTE DEVELOPMENT TIMING GUIDED BY THE ADEQUACY OF EXISTING AND/OR EXPANDABLE INFRASTRUCTURE, SERVICES, AND FACILITIES.

Response:

Consistent with City requirements, this zoning application includes water and sewer basis of design reports as well as a traffic impact analysis to ensure adequate infrastructure and transportation systems are in place to serve the proposed use.

INNOVATION & PROSPERITY

Economic Vitality Element

EV 1

FOSTER SCOTTSDALE'S RESILIENCY TO ECONOMIC CHANGE THROUGH SUPPORT OF OUR CORE INDUSTRIES (E.G., TOURISM, HEALTHCARE, BIO/LIFE SCIENCES, ADVANCED BUSINESS SERVICES), ASSETS, REGIONAL COMPETITIVENESS, AND ECONOMIC DIVERSITY.

Response:

Providing a variety of housing options that address the needs of multiple demographics contributes to a strong economic base. Old Town Scottsdale and surrounding area have a growing need for housing options that are available for the employees of the adjacent medical and commercial uses.

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OLD TOWN SCOTTSDALE CHARACTER AREA PLAN

The Downtown Multiple Use Type 2 category supports a variety of major employment and service uses including, but not limited to, multiple story residential, office, commercial retail, and support services consistent with the intensity of uses which are typically found in Old Town Scottsdale. Additionally, revitalizing and redeveloping older properties is a critical part of the economic vitality of the community as it matures. Thus, the proposed redevelopment of this site is essential for the continuing economic growth and sustainability of the city as a whole and area small businesses.

The D/DMU-2 PBD DO zoning district is consistent with the General Plan and Old Town Plan land use designation for the Property. The Old Town Plan's goals and policies which relate specifically to the proposed Development Plan for the Property are

LAND USE

GOAL LU 1:

identified as follows:

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

Response:

The 3202 Scottsdale development (**3202**) will further strengthen Old Town's urban environment and mixed-use character by integrating a multi-family workforce housing option into the downtown core with well-established commercial, medical, cultural, and employment land uses.

GOAL LU 2:

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

Response:

Implementing the purpose of the PBD overlay, the zoning request will allow for redevelopment and revitalization of the Property, integrating desirable workforce housing options. Due to site constraints and given its infill nature, the proposed request includes an amendment to the density from 50 DU/AC to 55.8 DU/AC and a minor modification to the step back plane on the north side of the building. No amendment is being requested to the building height.

Chaparral Ret. One-writtown Development Pypes Type 1 Type 2 Type 2 Type 2 Type 3 Okt Town Development Pypes Type 3 Type 3 Type 3 Okt Town Development Pypes Type 2 Type 2 Type 2 Type 2 Type 2 Type 2 Type 3 Okt Town Development Pypes Type 3 Okt Town Development Pypes Type 3 Type 4 Type 3 Type 4 Type 3 Type 3 Type 4 Type 5 Type 3 Type 4 Type 5 T

Old Town Future Land Use Map

Source: Old Town Scottsdale Character Area Plan

Policy 4.4:

TO ASSIST THE COMMUNITY IN ACHIEVING THE OLD TOWN VISION AS ESTABLISHED BY THIS PLAN, THE PROVISION OF PUBLIC AMENITIES AND BENEFITS SHOULD BE PROVIDED WHEN DEVELOPMENT BONUSES SUCH AS INCREASED FLOOR AREA, GREATER DENSITY, GREATER HEIGHT, TRANSFER OF DEVELOPMENT RIGHTS, AND/OR STREET/ALLEY ABANDONMENT, ARE BEING CONSIDERED.

Response:

The trend in this area has been to move towards the" Luxury" market with larger units and a higher percentage of multi-bedroom units. 3202 Scottsdale is planning a project focusing on the needs in the marketplace. Specifically smaller, well-appointed units, focusing on mostly one-bedroom units, with some two-bedroom and efficiency options available. Given the average unit size in the area is 900 SF to 1000 SF, our smaller unit size and configurations would allow for rents approximately 20%-25% lower at market rent figures. If 3202 Scottsdale was to build at density of 50DU/AC, but all Three-bedroom units, we could effectively have 300 bedrooms (Residents). The proposed mix has approximately 30% of that count.

GOAL LU 5:

PROMOTE DIVERSITY IN OLD TOWN HOUSING OPTIONS.

Response:

The redevelopment of this site from a blighted and under-utilized property to a multi-family residential community promotes the OTSCAP goals and policies given the surrounding context and well-established mixed-use setting of Old Town. The proposed multi-family residences will provide new housing options for the local workforce serving downtown businesses.

GOAL LU 6:

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

Response:

3202 is located on a blighted and under-utilized parcel which is currently operating as an RV park with 2 aging commercial buildings that encroach into the Scottsdale Road right-of-way at the southern end of Old Town. Nearby is the 45-acre HonorHealth Osborn medical campus, which makes it ideally situated for multi-family workforce residential housing. The location of this site will lend itself to several modes of commuting and transportation such as pedestrian, bicycle, transit and city trolley since it is located in close proximity to numerous medical, restaurants, retail, employment, and cultural opportunities.

CHARACTER & DESIGN

GOAL CD 1:

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

Response:

3202 is located on the southern edge of Old Town within the Garden District and directly adjacent to the Medical District (see Old Town Districts Map below). As such it has a unique opportunity to serve as a convenient location for multi-family housing for the HonorHealth medical campus employees. As a blighted property, the redevelopment of the site will provide a greatly improved streetscape design that will embrace the Old Town Scottsdale Urban Design & Architectural Guidelines.

Chaparral Rd. | Chaparral Rd.

Old Town Districts Map

Source: Old Town Scottsdale Character Area Plan

GOAL CD 2: <u>DEVELOPMENT SHOULD SENSITIVELY TRANSITION IN SCALE, HEIGHT, AND INTENSITY AT THE OLD TOWN PLAN BOUNDARY AND BETWEEN ADJOINING URBAN NEIGHBORHOODS OF DIFFERING DEVELOPMENT TYPES.</u>

Response:

(Also see CD 1.2 page 18) The density on the subject property is very compatible with the densities on the adjacent properties. The density calculation can be mis-leading. Density is computed on gross acreage which benefits parcels with more frontage on public streets such as the Griffin Apartments (aka Carter) and the undeveloped L'Esperance. The subject parcel has very limited street frontage on Scottsdale Road and 71st Street. As a result, the density calculation yields an artificially high figure. In addition, the density calculation does not consider the bedroom count of each unit. 100 3-bedroom units are not the same as 100 1-bedroom units.

The more important factor is that the building massing and architecture proposed is compatible with the surrounding character which this project accomplishes. The

building massing is stepped back from the Scottsdale Road and 71st Street frontages to help reduce its visual impact. The use of large balconies and architectural solar shading elements further help breakdown the building's apparent massing.

GOAL CD 6

CREATE SAFE, COMFORTABLE, AND INTERESTING STREET SPACES.

Response:

The streetscape will provide continuity and connectivity from, to and around the building. The design of open space elements will include sustainable, low water use landscape improvements, shade trees, shade elements, hardscape, outdoor furniture and seating spaces. The primary focus of the site design is walkability and contextually appropriate building placement that caters to the pedestrian and celebrates all that Old Town has to offer. The site is located less than one mile from the Indian Bend Wash greenbelt system.

GOAL CD 7

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

Response:

The landscape palette will complement the existing urban context by integrating desert-lush vegetation that provides an abundance of shade, color, texture and form while providing a setting for the proposed building.

GOAL CD 8

INTEGRALLY DESIGN LIGHTING INTO THE BUILT ENVIRONMENT

Response:

Energy efficient lighting will be utilized to provide appropriate levels for wayfinding and building accent while respecting the existing Old Town environment and Scottsdale's lighting standards and lighting levels.

GOAL CD 9

IMPLEMENT HIGH QUALITY URBAN AND ARCHITECTURAL DESIGN IN OLD TOWN.

Response:

The architectural design and character for the **3202** development will keep with that which exists within this area of Scottsdale Road in the downtown. The building and site design will promote the Scottsdale Sensitive Design Principles and embrace the Old Town Scottsdale Urban Design & Architectural Guidelines as outlined in the sections below.

GOAL CD 10

INCORPORATE SUSTAINABLE BUILDING PRACTICES IN OLD TOWN DEVELOPMENT.

Response:

Sustainability design elements will be incorporated into the development thru the city's 'Green Building Program' where appropriate. Rainwater harvesting techniques will be

implemented where appropriate and feasible. Building fenestrations will be protected from solar impact by design elements incorporated into the building architecture. Parking for the development will be within an attached parking structure. This will minimize the visual impact of the parking and significantly reduce the heat-island effect of typical asphalt parking areas.

GOAL CD 11

INFRASTRUCTURE DESIGN SHOULD POSITIVELY CONTRIBUTE TO OLD TOWN IDENITY.

Response:

Infrastructure improvements will improve the current condition and pedestrian experience in the area. Visual impacts of required above ground mechanical will minimized by screening from view through the use of decorative walls and/or landscaping buffers or other appropriate screening methods.

MOBILTY

POLICY 1.4

ACCOMMODATE THE MOVEMENT OF FREIGHT GOODS AND

SERVICES, TRUCK DELIVERY ACCESS AND OPERATIONS, SOLID WASTE COLLECTION,
AND EMERGENCY RESPONSE VEHICLES ON PRIVATE DEVELOPMENT SITES, AND OUT
OF THE PUBLIC RIGHT-OF-WAY, WHERE POSSIBLE.

Response:

Loading areas will be along 71st street as identified on the 1st floor plans. The off-street operations and emergency response vehicle area are at the main building entrance off of Scottsdale Road.

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ECONOMIC VITALITY

GOAL EV 1

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

Response:

The D/DMU-Type 2 subdistrict supports a variety of land uses including, but not limited to, multiple story residential, office, hotel, retail shops, and restaurants. Additionally, revitalizing, and redeveloping properties is a critical part of the economic vitality of the community as it matures. Integrating additional multi-family residential housing options in Old Town is essential for the continuing economic growth and sustainability of Scottsdale. The **3202** development will provide housing for people who work in and around Old Town Scottsdale.

GOAL EV 2

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

Response:

The 3202 Scottsdale development will bring approximately 135 new multi-family residential units to Old Town. The PBD overlay requested with this zoning application will allow for reinvestment in Old Town that will provide additional stimulus to the economic tax base as well as expanded housing opportunities.

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INTERNATIONAL GREEN BUILDING CODE

To promote sustainable building techniques, materials, and systems, the project deploys a variety of strategies that maximize energy efficiency and reduce potentially harmful environmental impacts.

- Orienting the building along the long, narrow site to minimize East and West facing facades will reduce unwanted solar heat gain from direct exposure yearround.
- Positioning broad overhangs via extended terraces and balconies will provide further protection along the wide spanning South façade thus providing protection from intense heat gain during the summer months when the sun is at its highest angles while providing opportunities for natural warming during the cooler winter months when exposure from the sun's lower angle can help reduce the need for active heating systems.
- Prefabricated screen systems at the parking garage and at all exterior guardrails will reduce direct exposure while still maintaining a visual connection to the public realm surrounding the site.
- Exterior walls will be insulated to meet International Green Construction Code standards. Additional insulative value and wall thickness will be provided by the Exterior Insulation Finishing Systems (EIFS) that will clad a majority of the building envelope. As shown in the Exterior Elevations and 3D Perspectives, the building will be finished with light earth tones in compliance with the OTSUDAG to promote solar reflectivity and reduce the urban heat island effect.
- Flat roofs will be insulated to <u>IgCC</u> standards and painted white to promote solar reflectivity and reduce the urban heat island effect. The expanse of broad flat roof plains will also provide opportunities for Photovoltaic arrays to be positioned within the upper roof parapet and optimally angled to maximize solar energy absorption year-round.
- Energy efficient lighting fixtures and appliances in compliance with the <u>IgCC</u> will be specified throughout to reduce unnecessary energy use and resource consumption.
- Drought tolerant plants will be planted throughout the site to reduce water consumption. Furthermore, pervious pavers and gravel will be deployed as exterior ground cover/surface finishes alongside strategically positioned bioswales to promote water permeance and drainage to help reduce the burden on the city's stormwater management systems.

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SCOTTSDALE SENSITIVE DESIGN PRINCIPLES

Scottsdale's design principles are enforced so new development reflects and enhances the unique climate, topography, vegetation, and historical elements of the area and the overall city. These elements are considered amenities that uphold the quality of design and sustain the Scottsdale community.

1) <u>The design character of any area should be enhanced and strengthened by new</u> development.

The architectural design and character for the 3202 Scottsdale development is intended to be in keeping with that which exists within this area of Scottsdale Road in the downtown. Clean design elements and detailing along with logical and appropriate use of exterior materials, all within a contemporary aesthetic is what the development's design will strive for. Building massing has been stepped back from the Scottsdale Road and 71st Street frontages to help reduce its visual impact. The use of large balconies and architectural solar shading elements further help breakdown the building's apparent massing.

2) <u>Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features such as:</u>

The setting of 3202 Scottsdale is urban in character and does not have natural features such as washes and natural area open space.

3) <u>Development should be sensitive to existing topography and landscaping. A design should respond to the unique terrain of the site by blending with the natural shape and texture of the land while minimizing disturbances to the natural environment.</u>

This Property is an Old Town redevelopment site located on a relatively flat blighted RV Park on a parcel of land that is predominately asphalt.

4) <u>Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.</u>

The proposed redevelopment will include desert appropriate landscaping. Additional landscaping and increased open space areas will contribute to the Old Town habitat and improved air quality.

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.

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Pedestrian circulation along the streetscape is an important feature of this Old Town project, as numerous medical, retail, residential, recreational, and cultural uses are within walking distance.

6) <u>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.</u>

3202 Scottsdale is well situated for multi-family development because it is located within walking distance to a range of supporting land uses including state of art medical care at HonorHealth and supporting medical offices throughout Old Town and Southern Scottsdale. Developing residential in Old Town with established transportation options (trolley/bus, foot, bicycle) reduces the number and distance of automobile trips and improves air quality, thereby enhancing the quality of life for the entire community.

7) <u>Development should show consideration for the pedestrian by providing landscaping</u> and shading elements as well as inviting access connections to adjacent developments.

The proposed building will incorporate design elements that provide shade and shelter through building form, site, and landscape design.

8) Buildings should be designed with logical hierarchy of masses.

The building will consist of clean design elements and detailing along with logical and appropriate use of exterior materials, all within a contemporary aesthetic is what the development's design will strive for. Building massing has been stepped back from the Scottsdale Road and 71st Street frontages to help reduce its visual impact. The use of large balconies and architectural solar shading elements further help breakdown the building's apparent massing.

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

The proposed building will utilize a variety of textures and building finishes that are compatible with the Desert Environment. It will incorporate architectural elements that provide solar relief and deep overhangs.

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

Sustainability design elements will be incorporated into the development thru the city's 'Green Building Program' where appropriate. Rainwater harvesting techniques will be implemented where appropriate and feasible. Building fenestrations will be protected from solar impact by design elements incorporated into the building architecture. Parking for the development will be within an attached below and above grade parking structure. This will minimize the visual impact of the parking and significantly reduce the heat-island effect of typical asphalt parking areas.

11) <u>Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.</u>

Landscaping shall utilize context appropriate arid-region plant materials. The desert-lush character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement.

12) <u>Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.</u>

The landscape palette will include low-water use plant materials. Rainwater harvesting techniques will be implemented where appropriate and feasible.

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

Lighting will be designed in a manner that is sensitive to the surrounding areas while still maintaining a safe environment for wayfinding. Natural light will be encouraged within the project.

14) <u>Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.</u>

Project signage will be contextually appropriate and processed through separate submittals for approval and permitting

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Sec. 5.3006. Property development standards.

- A. Prior Development Types.
 - 1. Properties zoned Type 1.5 before December 31, 2012. Changes to properties zoned Type 1.5 after December 31, 2012 shall comply with the regulations of the Type 2 development type.
 - 2. Properties zoned Downtown Medical Type 2 and Downtown Regional Use Type 2 before May 22, 2018. Changes to properties zoned Downtown Medical Type 2 and Downtown Regional Use Type 2 after May 22, 2018 shall comply with the regulations of the Type 3 development type.
- B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximum.
 - 1. Density and GFAR maximum are shown in Table 5.3006.B.
 - 2. The building height maximum is shown in Table 5.3006.B., except as provided in Subsection 5.3006.B.3.
 - 3. The additional height regulations of Article VII. shall not apply.

Table 5.3006.B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximums				
Development Type	Building Height Maximum ⁽¹⁾	GFAR Maximum without Bonus(es)	GFAR Maximum with Bonus(es) ⁽²⁾	Density Maximum (per acre of gross lot area)
Type 1 within Historic Old Town District	40 feet	1.3	2.0	50 dwelling units
Type 1 outside of the Historic Old Town District	48 feet	1.3	2.0	50 dwelling units
Type 2 and Type 2.5	66 feet	1.3	2.0	55.850 dwelling units
Type 3	84 feet	1.3	2.0	50 dwelling units

Notes:

- 1. Inclusive of all roof top appurtenances.
- 2. See Table 5.3008.B.
- C. Setbacks from public streets, except alleys.
 - 1. The minimum setback from public streets (except alleys) is shown in Table 5.3006.C. The setback is measured from the back of curb.

Table 5.3006.C.		
Minimum Setback for Buildings Adjacent to Public Streets, except alleys		
Street	Minimum	
	Building Setback	
North Drinkwater Boulevard and North Goldwater Boulevard	30 feet	

East Indian School Road	30 feet
East Camelback Road	40 feet
North Scottsdale Road in Type 3 Area	40 feet
North Scottsdale Road in Type 1, Type 2 or Type 2.5 Areas	20 feet
All other public streets and public street segments in the Type 1 Area	14 feet
All other public streets and public street segments in the Type 2 or Type 2.5 Areas	20 feet
Note: See the Downtown Plan Urban Design & Architectural Guidelines for locations of the public streets and setbacks above.	

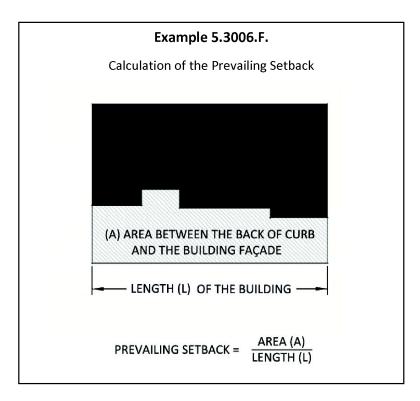
2. The adjustment of front yard requirements in Article VII. does not apply.

- D. Setbacks from major intersections.
 - On each corner of an intersection designated as an Old Town Major Intersection in the Downtown Plan, the property owner shall provide at least 2,500 square feet of open space at grade and up to a height of 30 feet. The open space shall be located within 70 feet of the intersection of the property lines at the corner. Those major intersections include:
 - a. East Camelback Road and North Goldwater Boulevard.
 - b. East Camelback Road and North Scottsdale Road.
 - c. East Indian School Road and North Goldwater Boulevard.
 - d. East Indian School Road and North Drinkwater Boulevard.
 - e. East Second Street and North Goldwater Boulevard.
 - f. East Second Street and North Drinkwater Boulevard.
- E. Setbacks from Single-family Residential districts shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.
 - 1. The minimum setback is:
 - a. Ten feet from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.
 - b. Ten feet from an alley that abuts a property zoned with a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, measured from the center of the alley.
 - c. Exception. The setback from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, shall not apply to properties abutting the Arizona Canal.
 - 2. Walls and fences up to a height of eight (8) feet are allowed on the property line, or within the required setback above, if the wall or fence is at least ten (10) feet from the center of an alley.
- F. Building location.
 - A building adjacent to a public street (except alleys) shall be located as follows:

- a. In a Type 1 Area, at least fifty (50) percent of the:
 - i. Length of the building façade shall be located at the minimum setback; and
 - ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
- b. In a Type 2 Area, a Type 2.5 Area, or a Type 3 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be located at the minimum setback;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
- 2. In a Type 2 Area, a Type 2.5 Area, or a Type 3 Area, a building with a building façade length of two hundred (200) feet or more shall be located to achieve a prevailing setback shown in Table 5.3006.F. The building façades on a corner lot are calculated separately, and not added together.

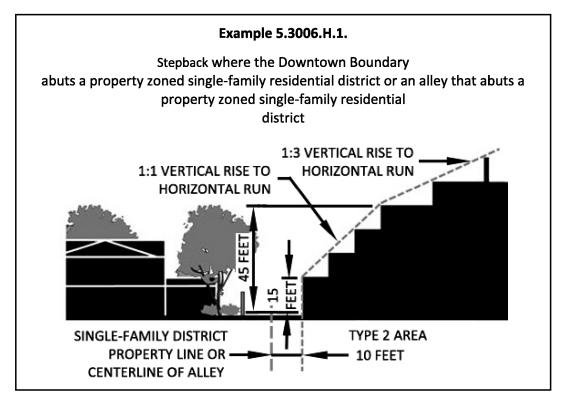
Table 5.3006.F. Prevailing Setbacks for Buildings Adjacent to a Public Street (except alleys)		
Street	Prevailing Setback	
North Drinkwater Boulevard and North Goldwater Boulevard	Between 35 and 45 Feet	
East Camelback Road	Between 45 and 60 Feet	
North Scottsdale Road north of the Arizona Canal	Between 45 and 60 Feet	
All other public street and public street segments	Between 25 and 35 Feet	

3. The prevailing setback is equal to the area between the back of curb and the building façade, divided by the length of the building, as shown in Example 5.3006.F.

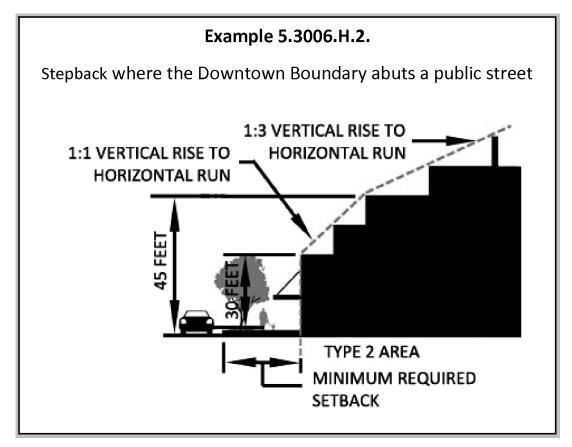


- G. Private outdoor living space.
 - 1. All dwelling units shall include private outdoor living space located beside the dwelling unit.
 - 2. Each private outdoor living space shall be at least six (6) feet deep and sixty (60) square feet in area.
- H. Stepbacks.
 - 1. Property in a Type 1 Area: The stepback plane shall incline at a ratio of 1:1 beginning thirty (30) feet:
 - a. Above the minimum setback from the public street (except alleys),
 - b. Above the rear property line, and
 - c. Above the property line abutting an alley.
 - 2. Property in a Type 2 Area, a Type 2.5 Area, or a Type 3 Area adjacent to or abutting a Type 1 Area:
 - a. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys), where the public street abuts a Type 1 Area.
 - b. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above a property line that abuts (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
 - c. The stepback plane shall incline in conformance with the applicable requirements of this section for property lines that do not abut (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
 - 3. Property in a Type 2 Area or a Type 2.5 Area not described above: The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines, to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1

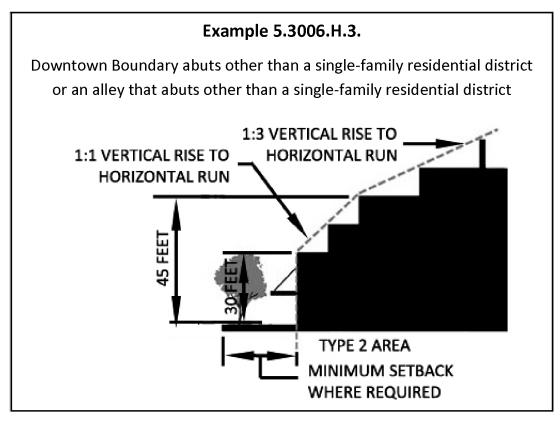
- 4. Property in a Type 3 Area not described above: The stepback plane shall incline at a ratio of 2:1, beginning forty-five (45) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines.
- 5. Downtown Boundary—additional requirements for property in a Type 2 Area, a Type 2.5 Area, or a Type 3 Area:
 - a. Where the Downtown Boundary abuts a single-family residential district or an alley that abuts a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District:
 - i. The setback shall be 10 feet from the single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, or the centerline of the alley.
 - ii. The stepback plane shall incline at a ratio of 1:1, beginning fifteen (15) feet above the setback line to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



b. Where the Downtown Boundary abuts a public street (except alleys), the stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys) to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



- c. Where the Downtown Boundary does not abut a single-family residential district or an alley that abuts a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District:
 - i. The setback shall be ten (10) feet from the centerline of the alley.
 - ii. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the setback line from the alley and thirty (30) feet above all other property lines to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



- 6. If there is a conflict at the intersection of the stepback planes, the more gradual slope controls.
- 1. Exceptions to building location, setback, prevailing setback and stepback standards.
 - As outlined in Subsections 5.3006.I.2 through 5.3006.I.4. below, and except as provided in Subsection 5.3006.I.9. below, certain exceptions to building location, setback and stepback standards are allowed if the Development Review Board finds the exceptions conform to:
 - a. The Downtown Plan and Downtown Plan Urban Design & Architectural Guidelines; and
 - b. The sight distance requirements of the Design Standards and Policy Manual.
 - 2. Subject to design approval by the Development Review Board, the following exceptions to building location, setback and stepback standards are allowed:
 - a. A maximum of five (5) feet for cornices, eaves, parapets and fireplaces.
 - b. A maximum of seven (7) feet for canopies and other covers over sidewalks, balconies and terraces
 - c. Balcony walls and railings with a maximum inside height of forty-five (45) inches.
 - d. Uncovered balconies, uncovered terraces and patios at and below grade.
 - e. Covered sidewalks and uncovered terraces directly above a sidewalk.
 - 3. Subject to design approval by the Development Review Board, in a Type 2 Area, a Type 2.5 Area, or a Type 3 Area, a maximum fifteen (15) feet exception to stepback and setback standards above the first floor (not specified in I.2. above), is allowed for projections that:

- a. Are less than fifty (50) percent of the length of the segment of the building façade where the projections occur; and
- b. Are less than thirty-three (33) percent of the surface area of the segment of the building façade where the projections occur.
- 4. Subject to design approval by the Development Review Board, an exception to the stepback standard is allowed for stairwells and elevator shafts.
- 5. The minimum setback from public streets (except alleys) shall be equal to the average prevailing setback of all buildings on the same frontage if forty (40) percent or more of the existing buildings on the frontage are closer to the curb than the requirement of Table 5.3006.C.
- 6. The prevailing setback of a building with a building façade length of two hundred (200) feet or more shall be between five (5) feet and fifteen (15) feet greater than the average of the prevailing setbacks of all existing buildings on the same frontage, if forty (40) percent or more of the existing buildings on the frontage are nearer the curb than the requirement in Table 5.3006.F.
- 7. The minimum setback from public street (except alleys) shall be equal to the average prevailing setback of all buildings on the same frontage, but in a Type 2 Area, a Type 2.5 Area, or a Type 3 Area, not less than sixteen (16) feet.
- 8. The prevailing setback of a building with a building façade length of two hundred (200) feet or more shall be between five (5) feet and fifteen (15) feet greater than the minimum setback.
- 9. Exceptions to setback or stepback standards are not allowed:
 - a. To cross a property line; however, exceptions that encroach into the public street may be allowed, subject to the Scottsdale Revised Code.
 - b. On the side or rear, where the property line abuts a single-family residential district or an alley that abuts a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District; however, a maximum five (5) feet exception to the stepback standard is allowed for stairwells, and elevator shafts, mechanical equipment and related screening, chimneys, parapets, and ridges of sloped roofs. This requirement does not apply to properties abutting the Arizona Canal.
 - c. To increase the building height maximum.
- 10. Where the building location requirements in Subsection 5.3006.F.1. above can not be met due to the location of the street line, the following shall apply:
 - a. In a Type 1 Area, at least fifty (50) percent of the:
 - i. Length of the building façade shall be located at the street line; and
 - ii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.
 - b. In a Type 2 Area, a Type 2.5 Area, or a Type 3 Area, at least twenty-five (25) percent of the:
 - i. Length of the building façade shall be shall be located at the street line;
 - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be set back at least ten (10) additional feet; and
 - iii. Area of the building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.

J. Shaded sidewalks.

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

K. Signs.

1. The provisions of Article VIII. shall apply.

L. Off-street parking.

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

M. Landscaping.

The provisions of Article X. shall apply.

(Ord. No. 3987, § 1(Res. No. 8948, § 1(Exh. A, § 18), 11-14-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 6—9), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 115—118), 5-6-14; Ord. No. 4355, § 1(Res. No. 11190, § 2, Exh. A), 7-2-18)

Sec. 6.1308. Property development standards.

- A. The property development standards of the PBD Overlay District shall control over the property development standards of the Downtown District.
- B. Maximums for building height, GFAR and density, without bonuses, are shown on Table 6.1308.B.
 - The Development Plan shall identify the building heights for each property within the PBD Overlay
 District. If the building height is not identified, the maximum building height for that property shall be
 the building height maximum set forth in Table 6.1308.B. for the applicable Downtown District
 development type.
 - 2. The Development Plan shall identify the GFAR for each property within the PBD Overlay District. If the GFAR is not identified in the Development Plan, the maximum GFAR for a property shall be 1.4.
 - 3. The Development Plan shall identify the density for each property within the PBD Overlay District. If the density is not identified in the Development Plan, the maximum density for that property shall be fifty (50) dwelling units per acre of gross lot area.

Table 6.1308.B. Building Height, Gross Floor Area Ratio (GFAR), Density Maximums without bonuses			
Development Type	Building Height Maximum ⁽¹⁾	GFAR Maximum	Density Maximum per acre of gross lot area
Type 1 within Historic Old Town District	40 feet	1.4	50 dwelling units
Type 1 outside of the Historic Old Town District	48 feet	1.4	50 dwelling units
Type 2 and Type 2.5	66 feet	1.4	55.850 dwelling units
Type 3	84 feet	1.4	50 dwelling units

Note:

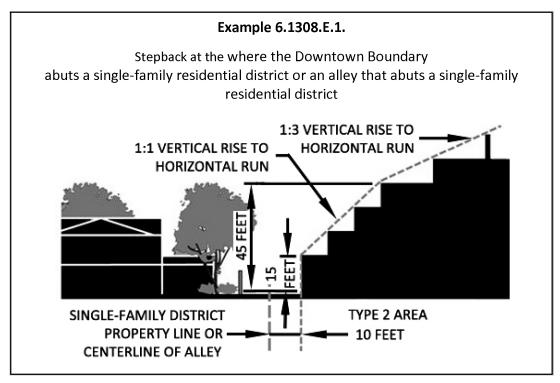
- 1. Excludes rooftop appurtenances.
- a. Maximum height for rooftop appurtenances: 6 feet.
- b. Maximum coverage for rooftop appurtenances: 20% of the rooftop.
- c. Minimum setback for rooftop appurtenances: 15 feet from all sides of the building.
- C. Private outdoor living space.
 - 1. All dwelling units shall include private outdoor living space located beside the dwelling unit.
 - 2. Each private outdoor living space shall be at least six (6) feet deep and sixty (60) square feet in area.

D. Setbacks.

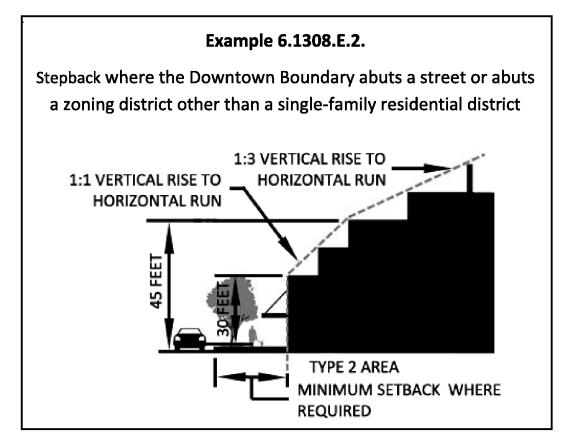
1. All buildings shall be set back in accordance with the approved Development Plan.

E. Stepbacks.

- 1. All building stepbacks shall be in accordance with the approved Development Plan; and
- 2. Downtown Boundary—Additional requirements for property in a Type 2, a Type 2.5, or Type 3 Area:
 - a. Where the Downtown Boundary abuts a single-family residential district or an alley that abuts a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District:
 - i. The setback shall be ten (10) feet from the single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, or the centerline of the alley.
 - ii. The stepback plane shall incline at a ratio of 1:1, beginning fifteen (15) feet above the setback line to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



b. Where the Downtown Boundary abuts a public street, the stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys) to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



- c. Where the Downtown Boundary does not abut a single-family residential district or does not abut an alley that abuts a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District:
 - i. The setback shall be ten (10) feet from the centerline of the alley.
 - ii. The stepback plane shall Incline at a ratio of 1:1, beginning thirty (30) feet above the setback line from the alley and thirty (30) feet above all other property lines to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.
- 3. If there is a conflict at the intersection of the stepback planes, the more gradual slope controls.
- F. Signs.
 - 1. The provisions of Article VIII shall apply.
- G. Off-street parking.
 - 1. The provisions of the Downtown District shall apply.
- H. Landscaping.
 - 1. The provisions of Article X shall apply.
- I. Additional requirements.

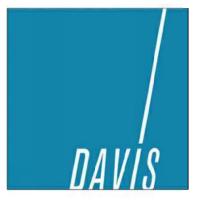
1.	Building locations and stepbacks, including exceptions to setbacks and stepbacks, shall conform to the Development Plan.
	3987, § 1(Res. No. 8948, § 1(Exh. A, § 22), 11-14-12; Ord. No. 4241, § 1, 3-29-16; Ord. No. 4355, § 1(Res. , § 4, Exh. A), 7-2-18)



Context Aerial

0' 100' 200' 300' 400' NORTH

[21137] 07-22-22

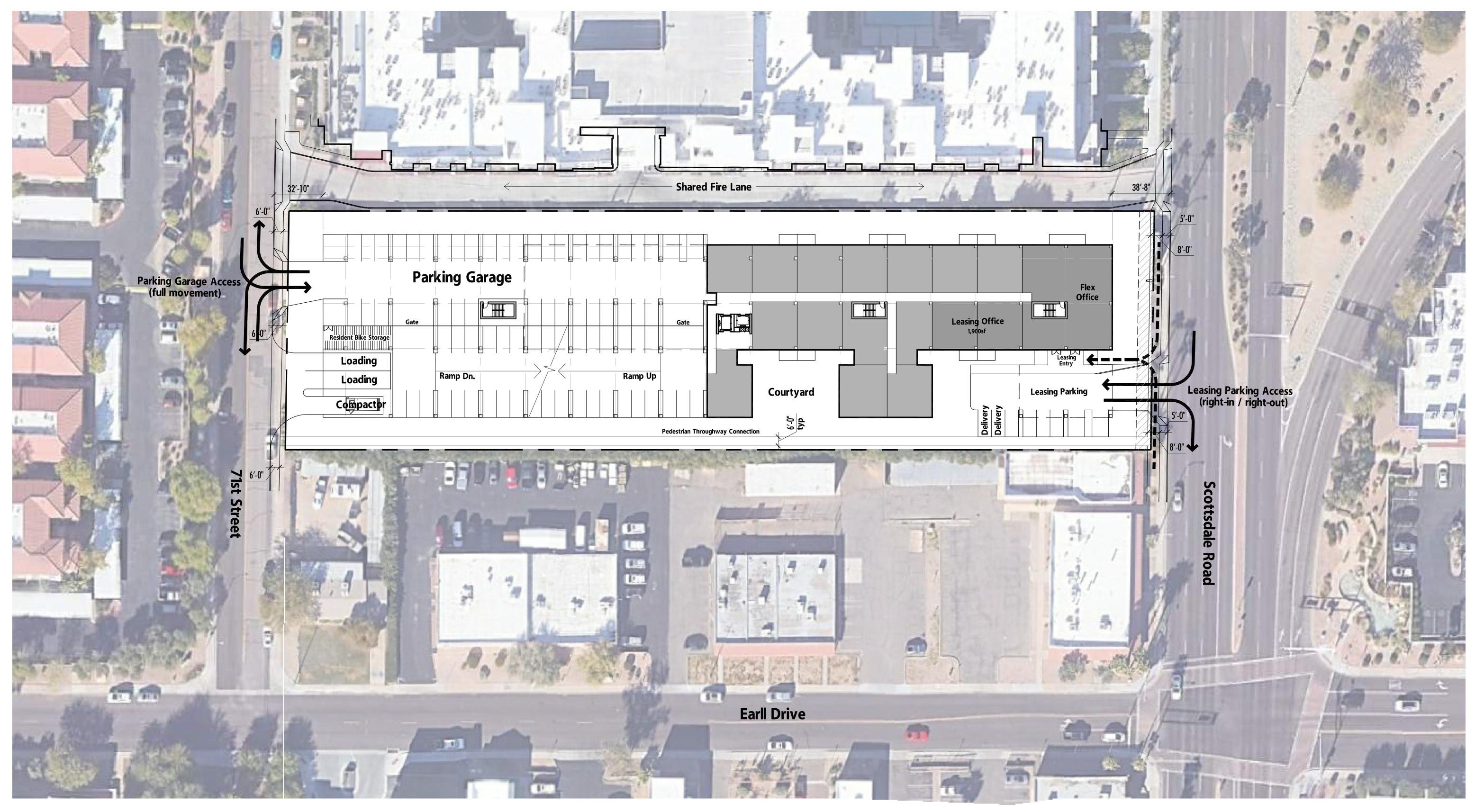




benchmark system and in accordance with the FEMA Benchmark Maintenance criteria.

[21137] 9-15-22

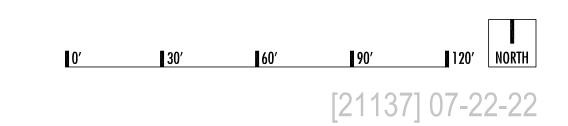


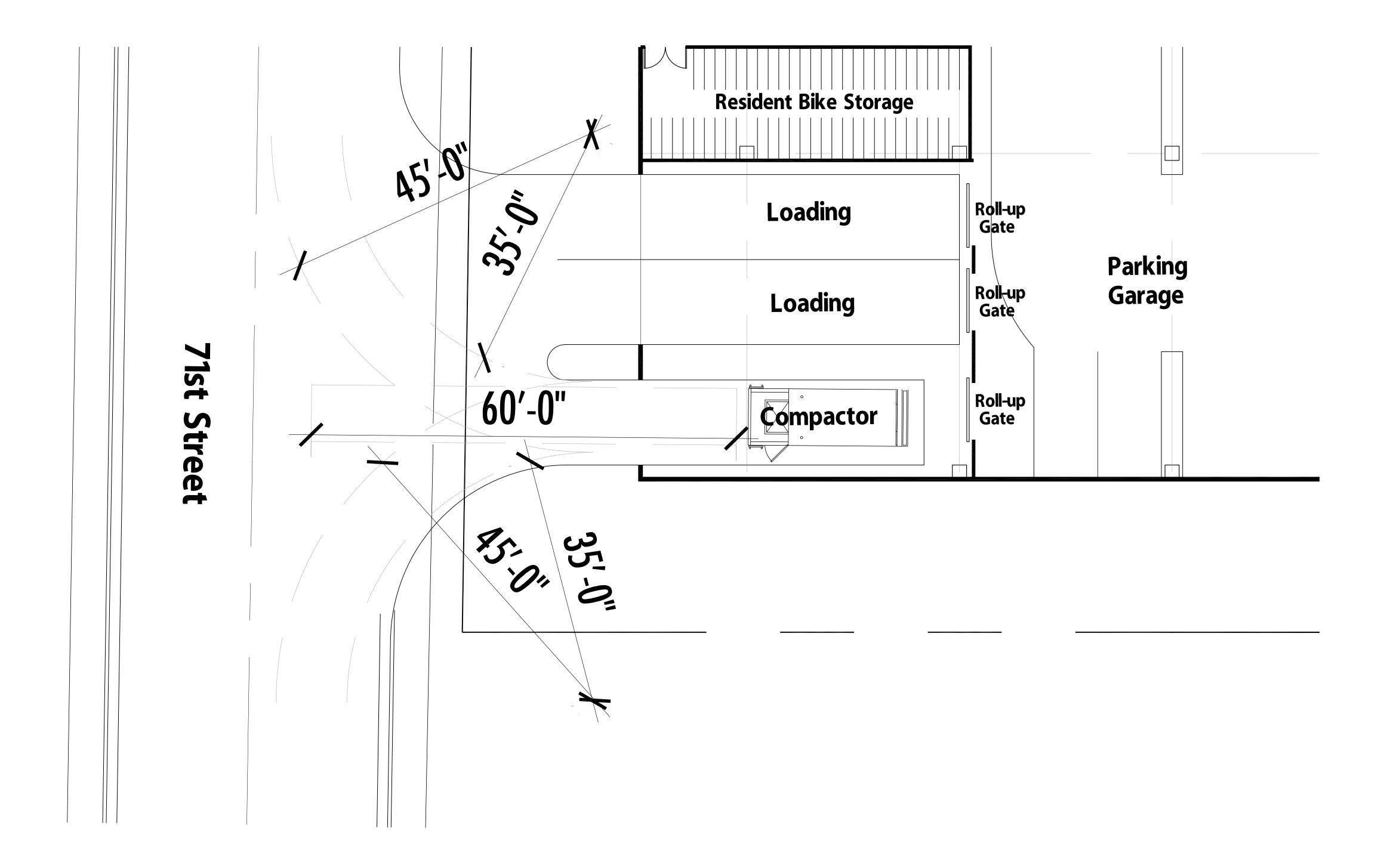


Vehicular Access

Pedestrian Access ---→

Pedestrian and Vehicular Circulation





Refuse/Recycle Capacity

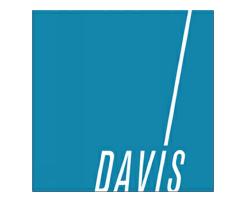
170 Units / 30 Units x 2 Enclosures with Recycling = 11.33 Enclosures 11.33 Enclosures x 6 yards per enclosure = 68 Yards 68 yards x 4:1 C.O.S. Compaction Ratio = 17 Yards

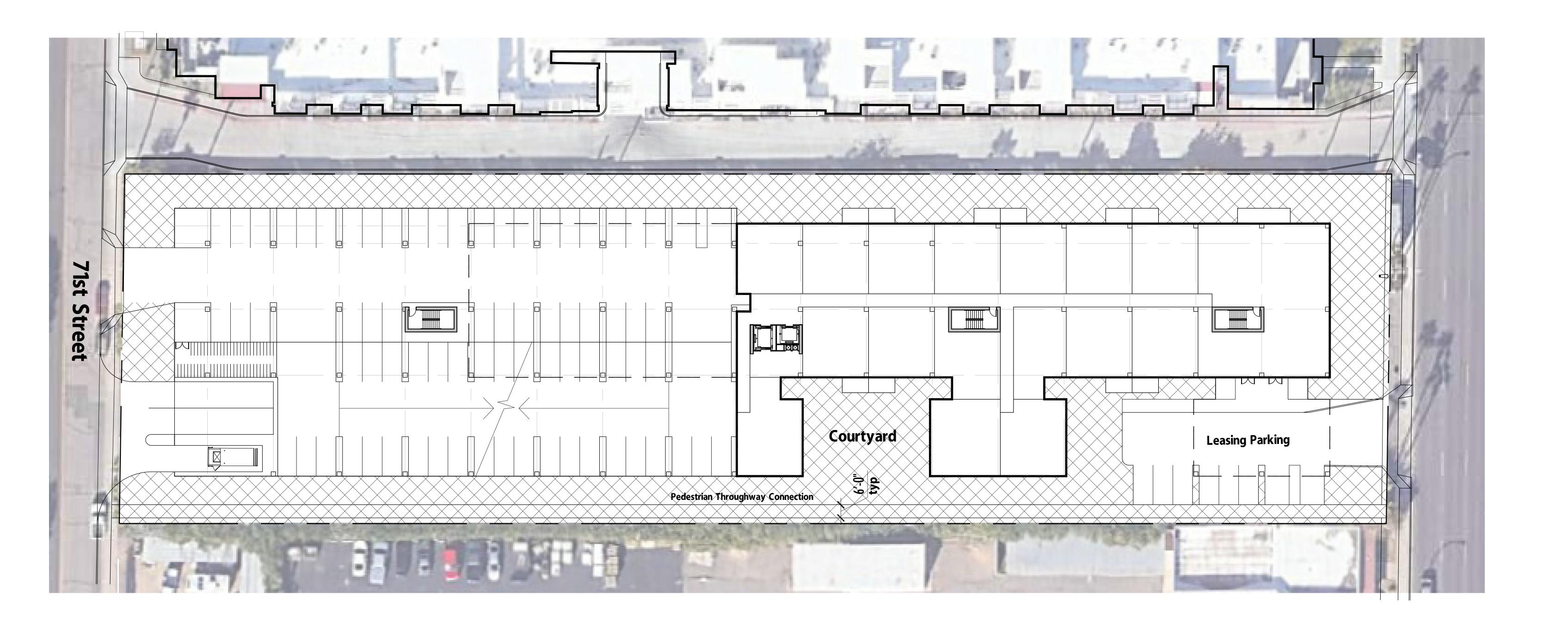
Compactor Type: MARATHON RJ-250SC (20YD) duel refuse / recycle (or similar).

Refuse Plan



[21137] 9-15-22





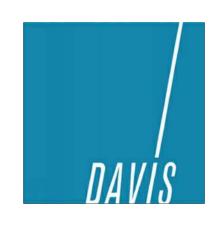
Total Open Space: 28,000sf (30.5% net site)

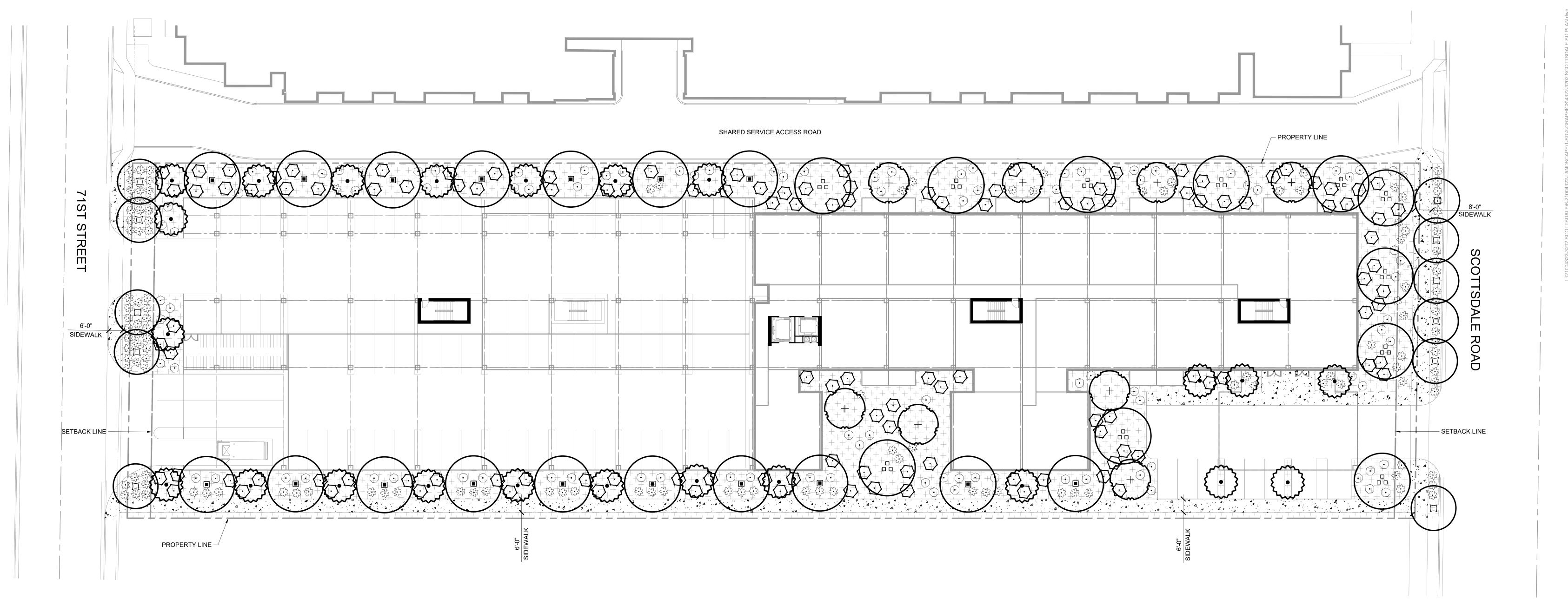
Open Space Area

Open Space Site Plan

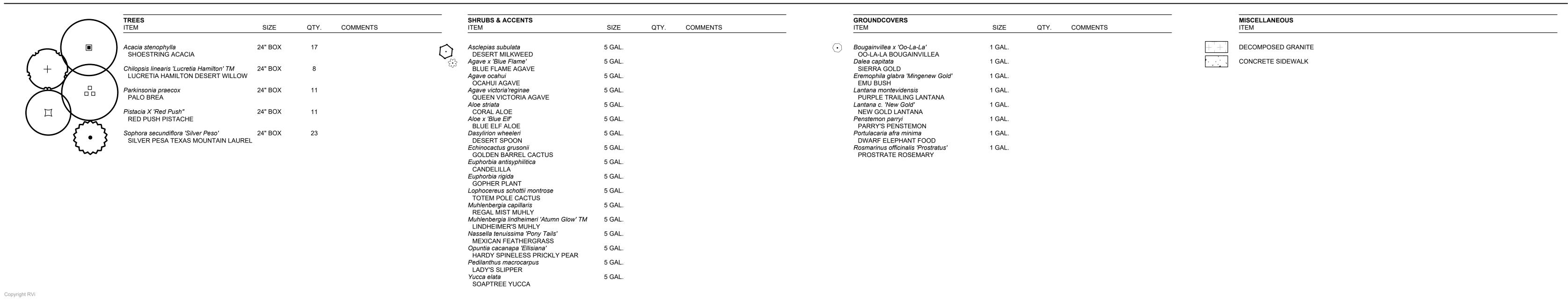
0' 20' 40' 60' 80' NORTH

[21137] 07-22-22





LANDSCAPE MATERIAL SCHEDULE





3202 SCOTTSDALE • LANDSCAPE PLAN

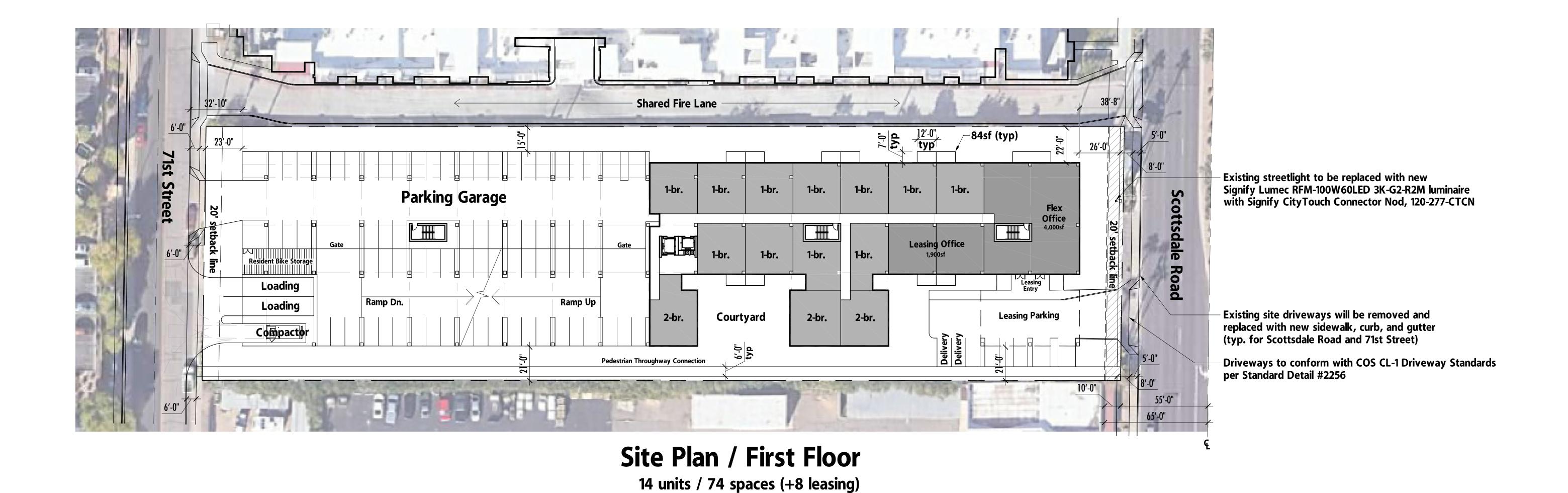
SCOTTSDALE, ARIZONA

JULY 20, 2022

21004322



For Illustrative purposes only. Subject to change without notice.



Parking Garage

Below-Grade Parking
129 spaces

Residential Units

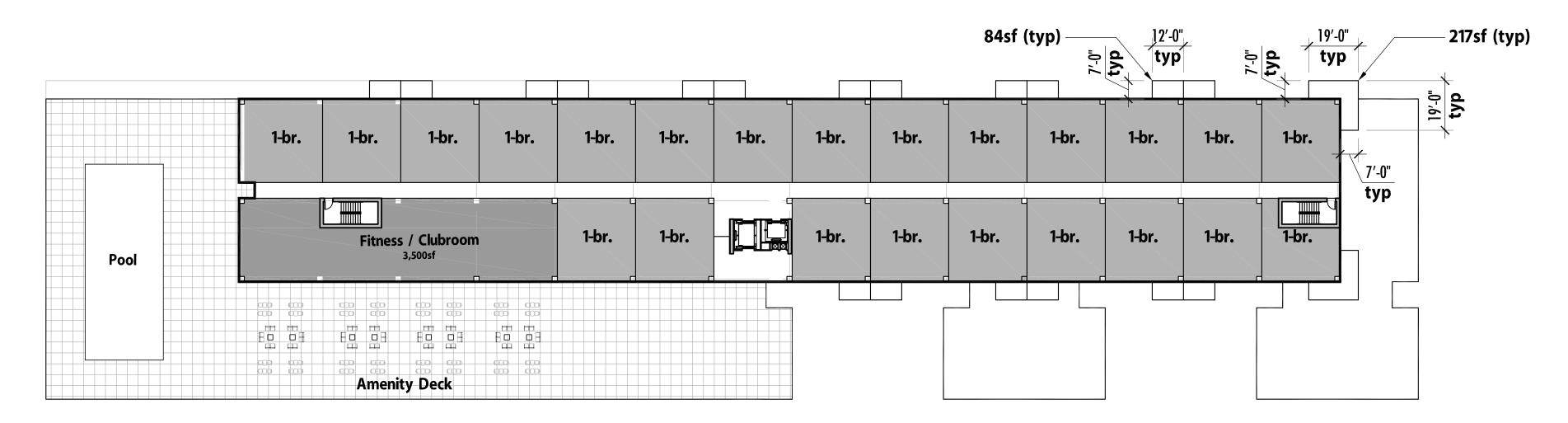
Leasing / Flex Office

Floor Plans / Floor Plans Worksheet

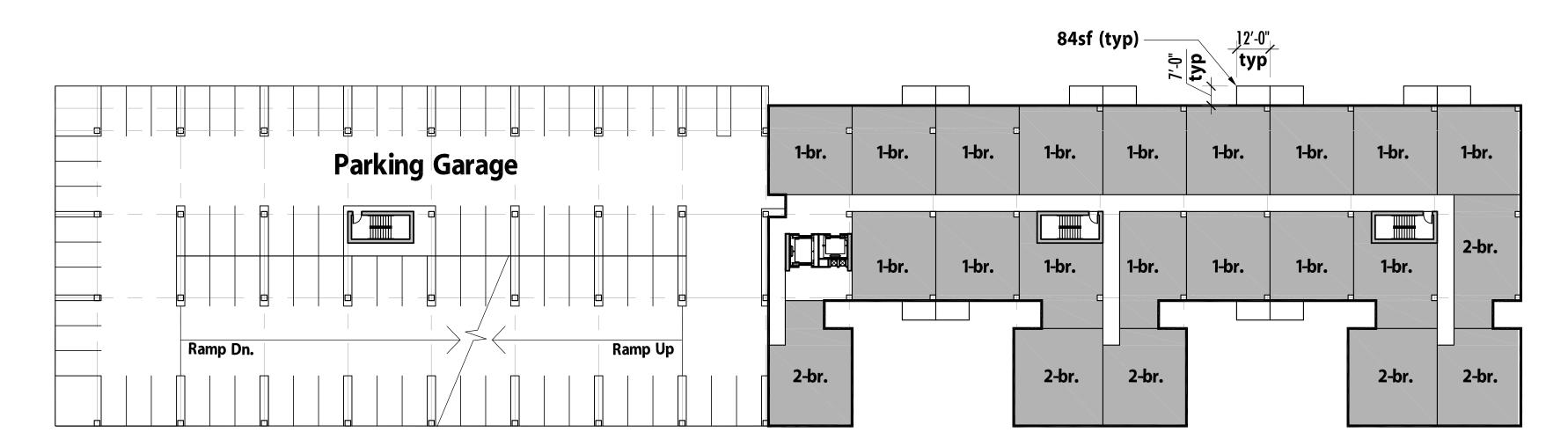
0' 30' 60' 90' 120' NO

[21137] 07-22-22





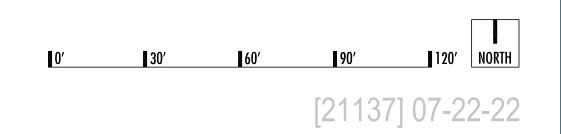
Third Floor
23 units

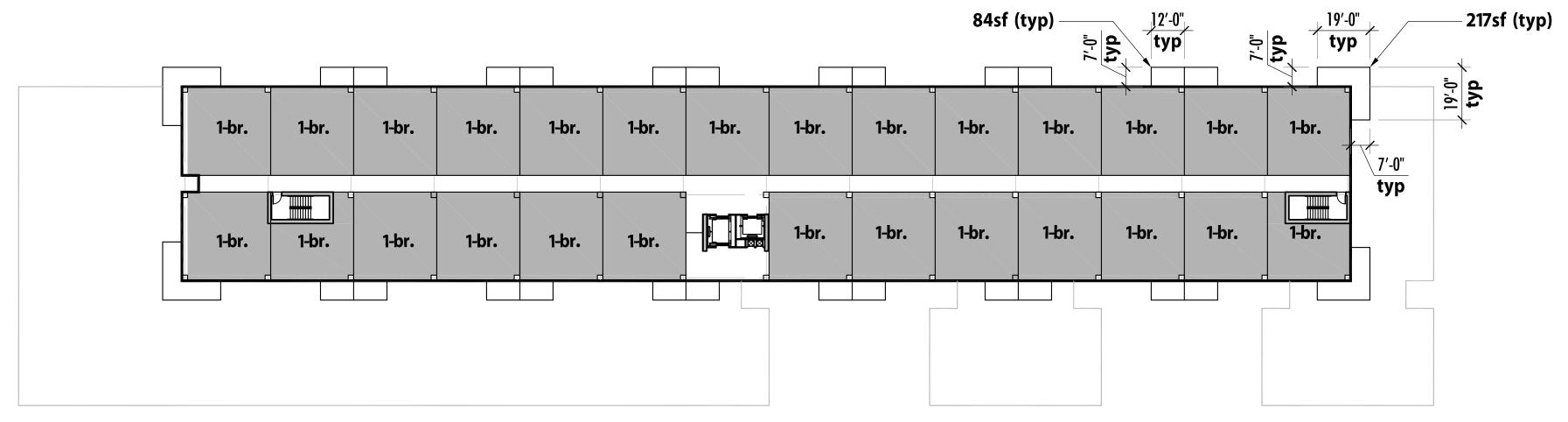


Second Floor 22 units / 79 spaces

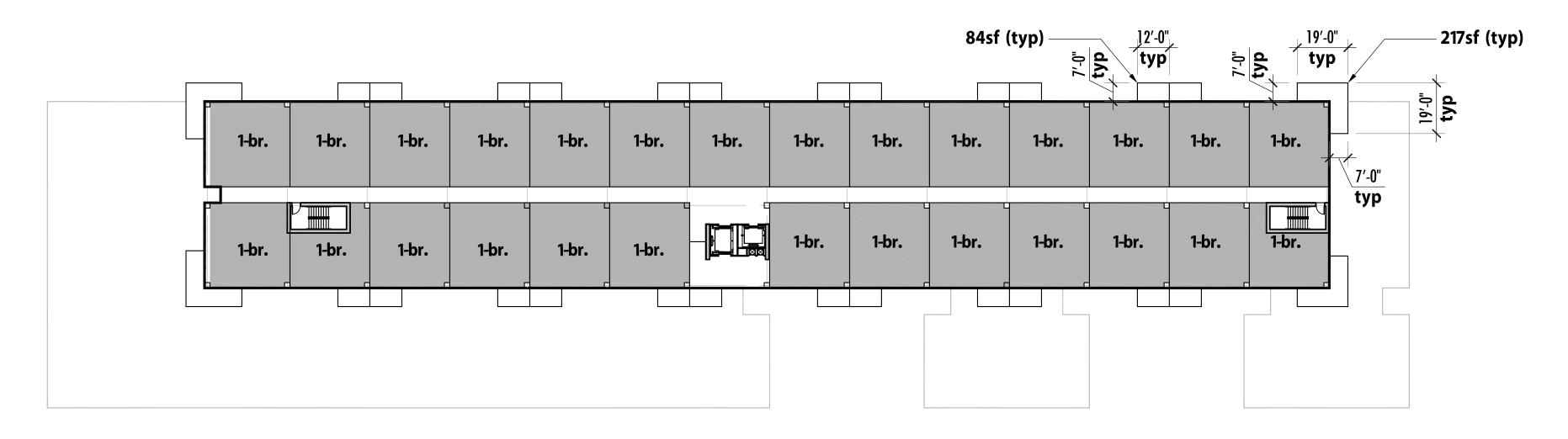
Residential Units	
Fitness / Clubroom	

Floor Plans / Floor Plans Worksheet





Fifth Floor
27 units

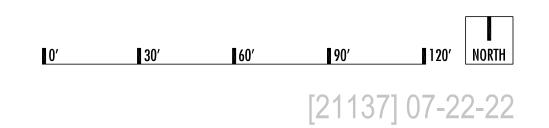


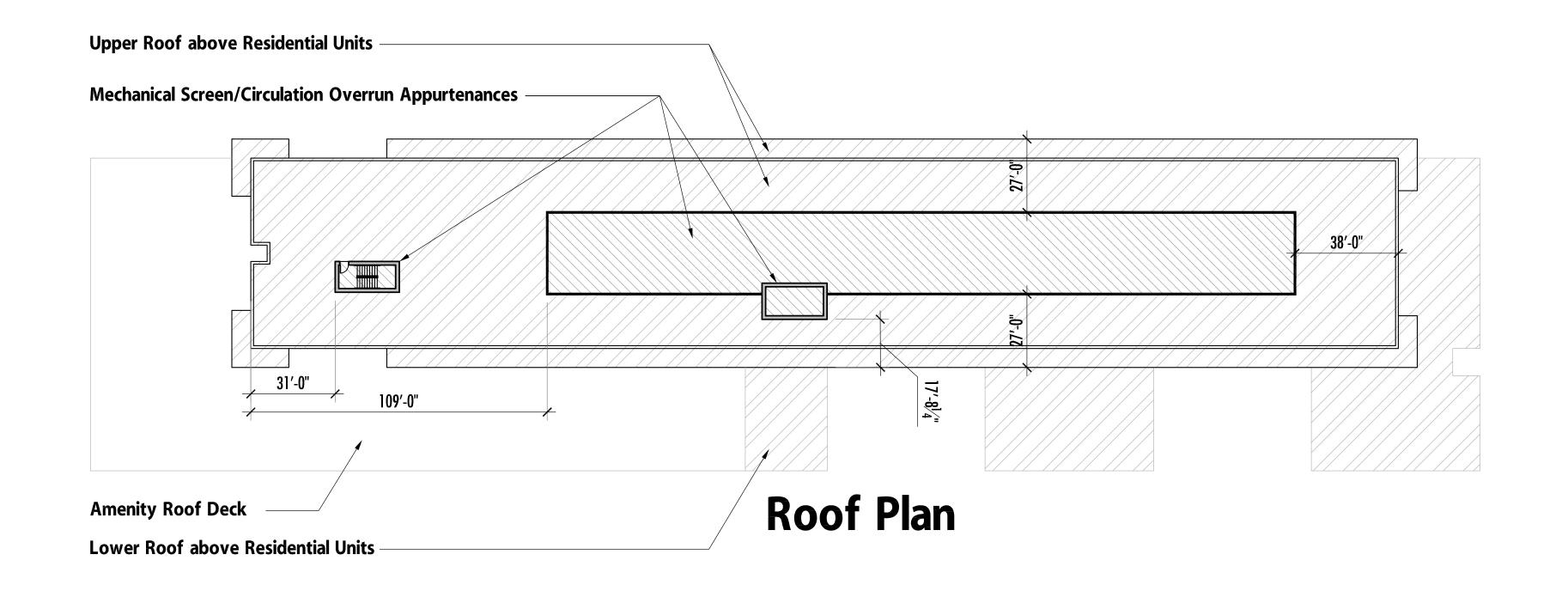
Fourth Floor
27 units

Residential Units	

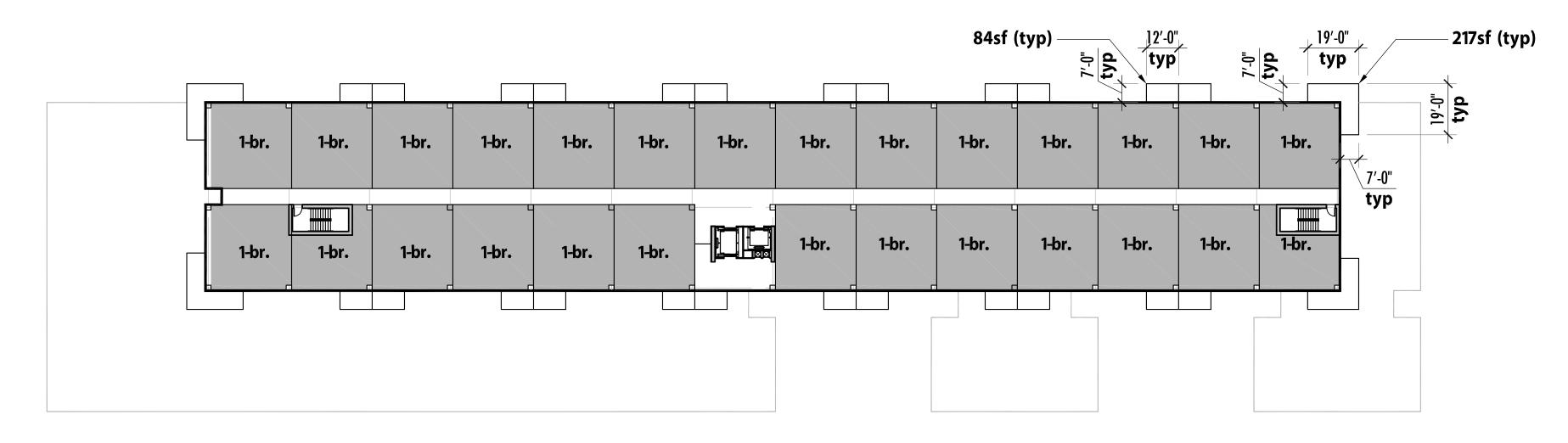
Fitness / Clubroom

Floor Plans / Floor Plans Worksheet





Overall Roof Area: 43,320 sf **Appurtenances Area:** 8,740 sf (20%)



27 units

Sixth Floor

Residential Units Fitness / Clubroom

Floor Plans / Floor Plans Worksheet



[21137] 07-22-22

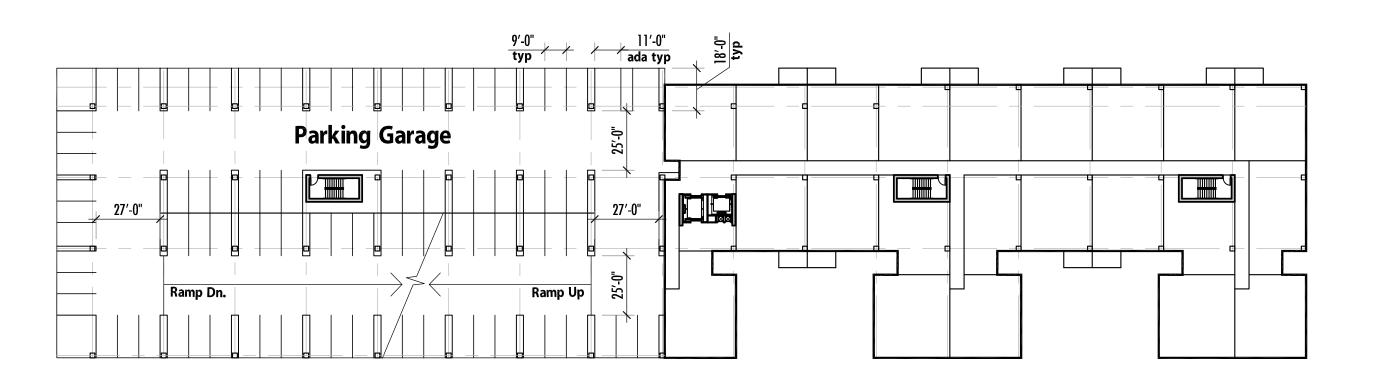


Building Height Transition Plan

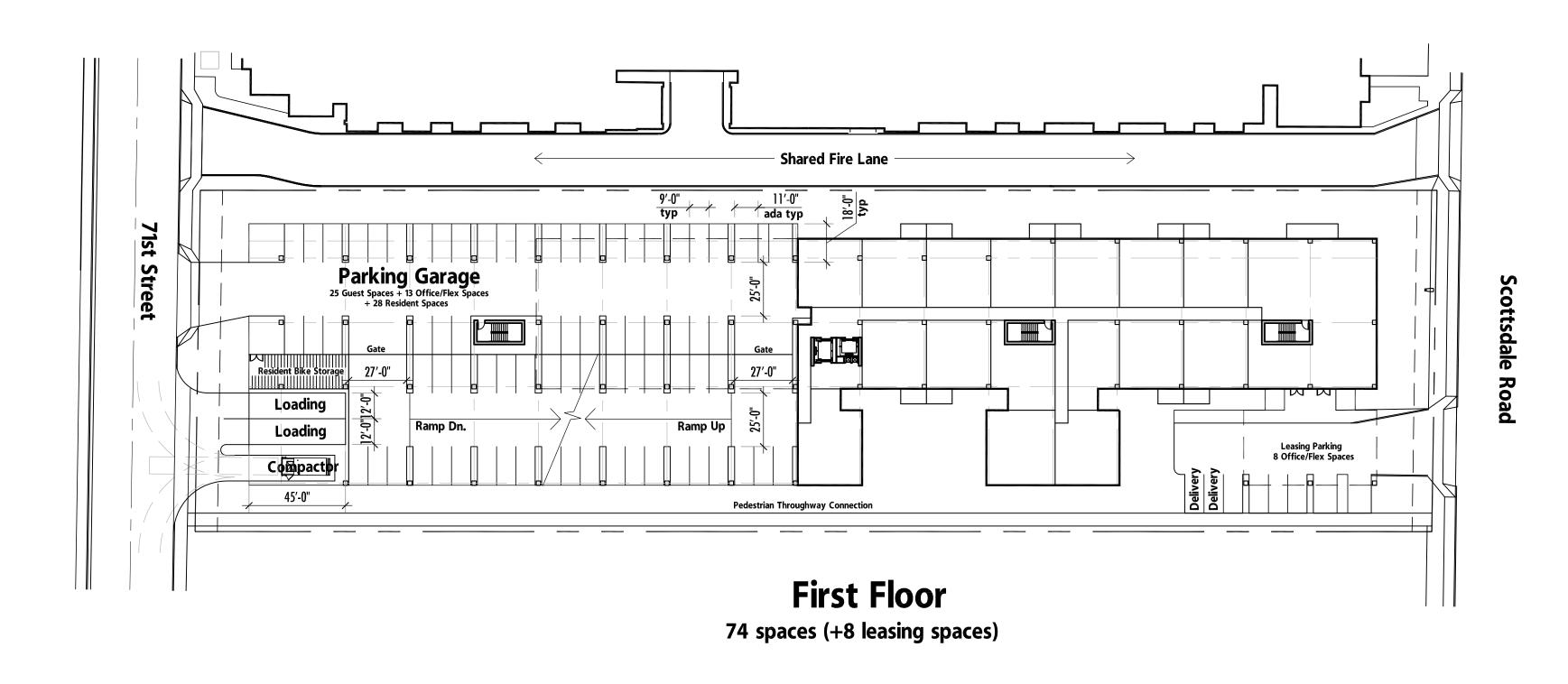
0' 30' 60' 90' 120' NORTH

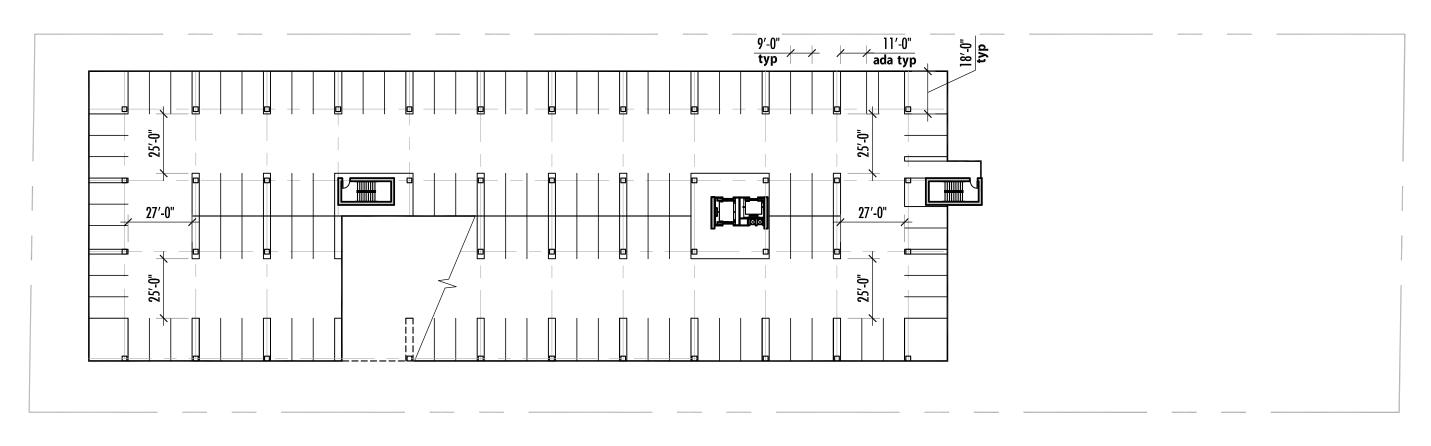
[21137] 07-22-22



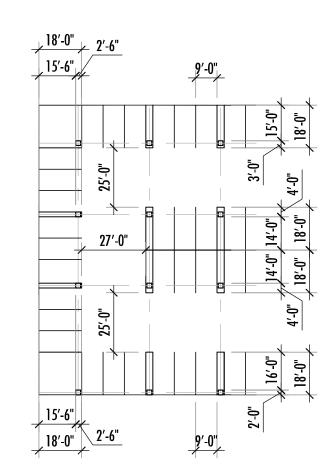


Second Floor 79 spaces





Below-Grade Parking 129 spaces



Typical Parking Obstructions Detail

Parking Plan

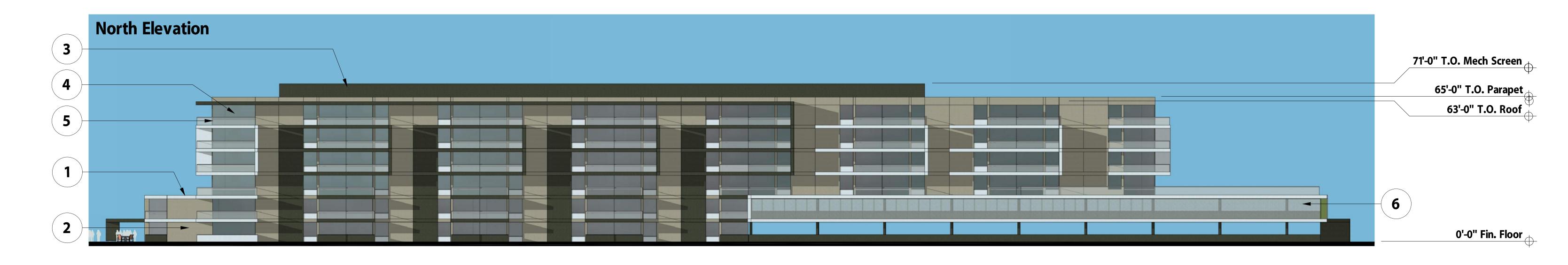
Total Parking Required: 240 spaces
136 1-bedroom x 1.3 = 177 spaces
14 2-bedroom x 1.7 = 24 spaces
150 / 6 units guest parking = 25 spaces
4000sf / 300sf flex office = 14 spaces

Parking Provided: 290 spaces Resident Bike Storage: 53 spaces

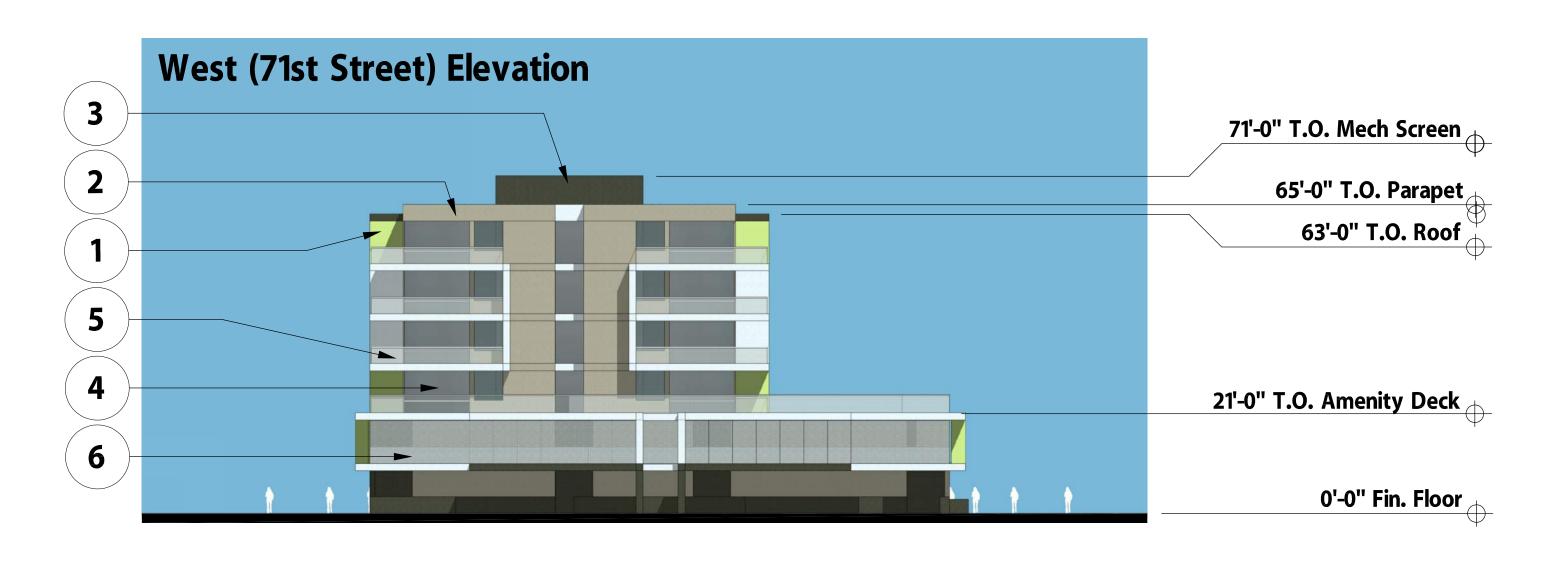














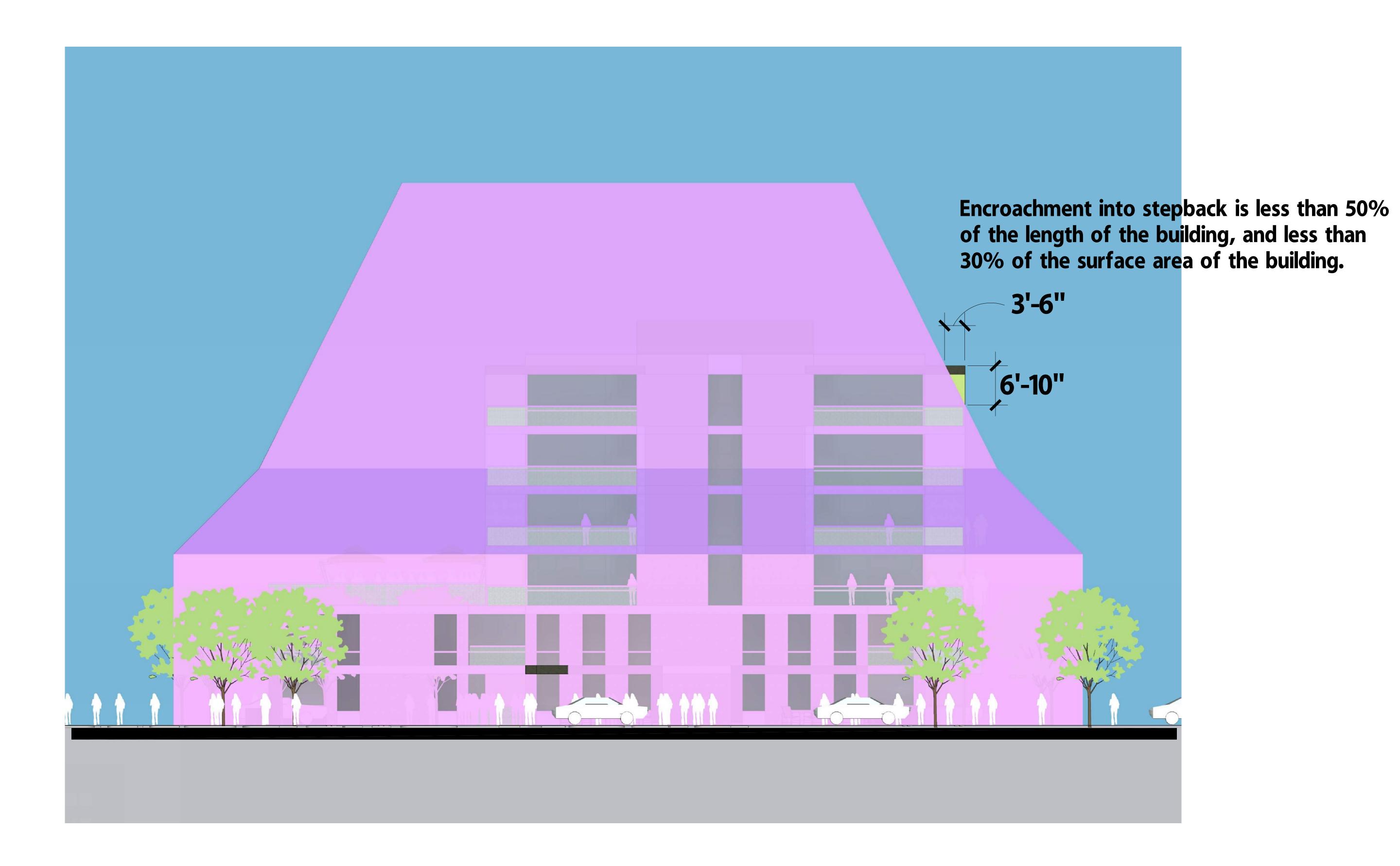
- 1 EIFS 01 White Finish
- 4 GLAZING 01 1" Insulated Glazing w/ Black Aluminum Frame
- 2 EIFS 02- Beige Finish
- 5 SCREEN 01 Perforated Guardrail Mesh w/ Black Aluminum Frame
- 3 EIFS 03- Brown Finish
- 6 SCREEN 02 Perforated Parking Garage Screen

Building Elevations

Or 120' 140' 160' 180'

[21137] 9-15-22

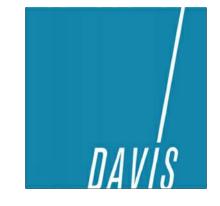




Stepback Exhibit

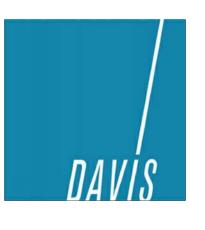
0' 8' 16' 24'

21137- 10-6-22



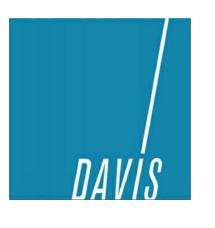


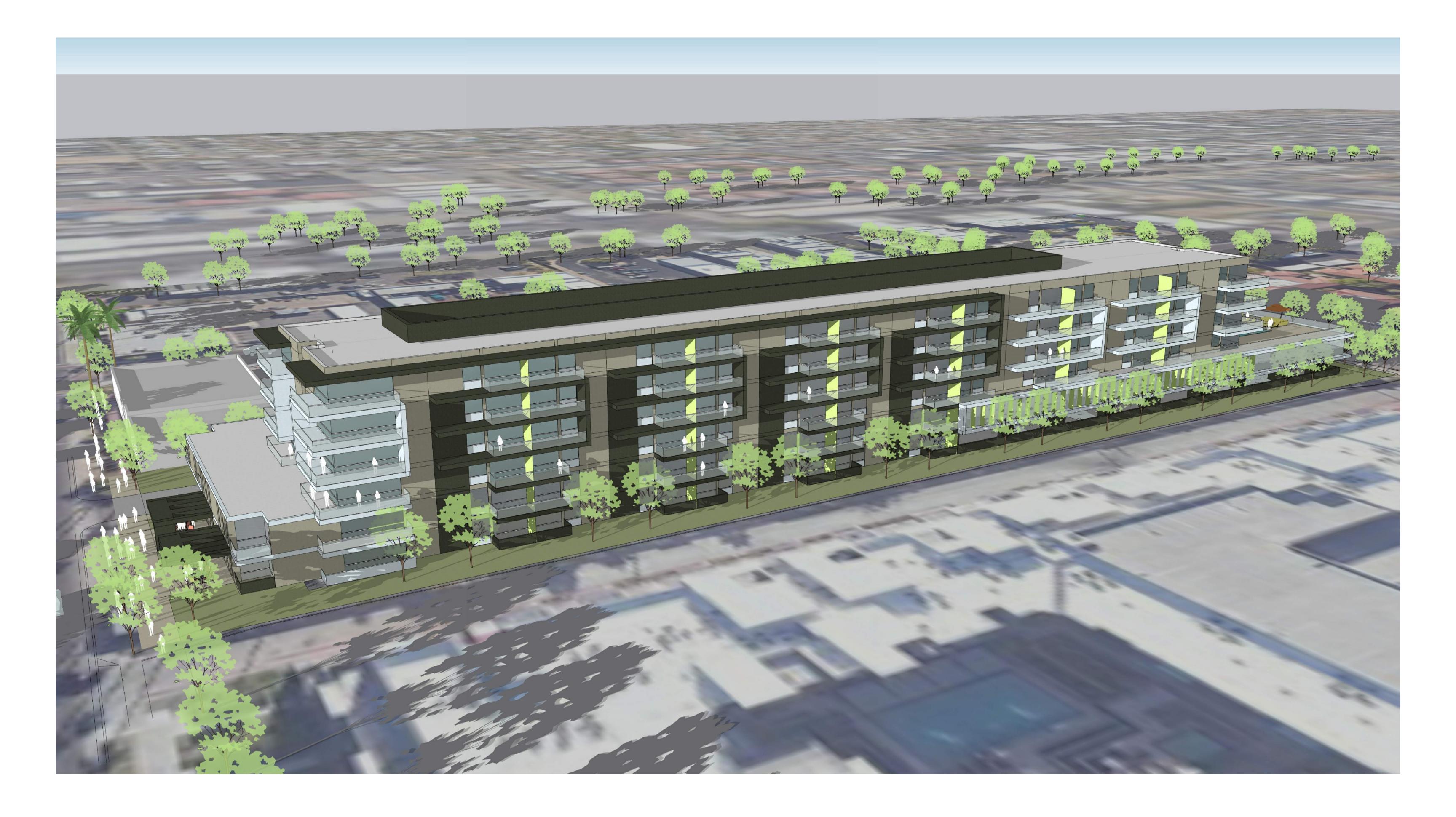
Stepback Exhibit

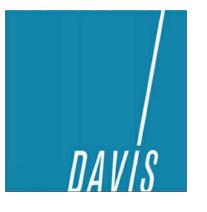




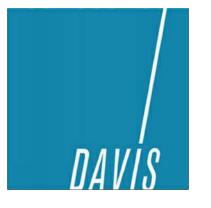
Stepback Exhibit



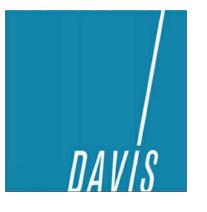












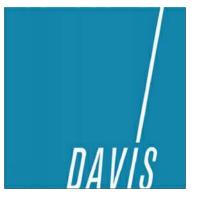
















PLANNED BLOCK DEVELOPMENT OVERLAY DISTRICT CRITERIA ANALYSIS

Pursuant to Section 6.1304 of the Zoning Ordinance, before the first Planning Commission hearing on a PBD Overlay District application the Development Review Board shall make a recommendation to the Planning Commission regarding the Development Plan based on the following Criteria.

- 2. Criteria for a PBD Overlay District application in a Type 2 Area or Type 2.5 Area:
 - a. The Development Plan shall reflect the goals and policies of the Character & Design Chapter of the Downtown Plan.

Applicant Narrative:

- The site is located on the southern edge of Old Town within the designated "Garden District", directly adjacent to the designated "Medical District". As such, it has a unique opportunity to serve as a convenient location for multi-family housing for the Honor Health medical campus employees. As a blighted property, redevelopment of the site will provide a greatly improved streetscape that embraces the Old Town Scottsdale Urban Design & Architectural Guidelines (OTSUDAG).
- Building massing has been stepped back from Scottsdale Road and 71st Street to help reduce visual impacts. The use of large balconies and architectural solar shading elements further help break down the building's apparent massing.
- The streetscape will provide continuity and connectivity from, to and around the building.
 Design of open space elements will include sustainable, low water-use landscaping, shade
 trees, shade elements, hardscape, outdoor furniture and seating spaces. Primary focus is
 walkability and contextually appropriate building placement that caters to the pedestrian
 and celebrates all that Old Town has to offer.
- Landscaping will complement the existing urban context by integrating desert-lush vegetation that provides abundant shade, color, texture and form while providing a setting for the building.
- Energy efficient lighting will be utilized to provide appropriate levels for wayfinding and building accents while respecting the existing Old Town environment.
- Architectural design and character will be consistent with adjacent development. Building
 and site design will promote the Sensitive Design Guidelines. Sustainability design
 elements will be incorporated through the City's Green Building Program. Rainwater
 harvesting techniques will be implemented where appropriate and feasible. Building
 fenestrations will be protected from solar impact by design elements incorporated into
 the building architecture. Parking will be within an attached parking structure, thus
 minimizing the visual impact and significantly reduce the heat-island effect of typical
 asphalt parking areas.

Staff Analysis: From a context perspective, this development is similar in intensity to the established development pattern on this portion of the Scottsdale Road frontage. As previously mentioned, there are two multi-family developments directly north of this site that are similar in height and density, and a development plan for another mixed-use project has been approved for the site directly south at the corner of Scottsdale & Earll. The site abuts the Old Town boundary to the west along the 71st Street frontage. Transition of height and massing are critical at the Old Town boundary. Height and massing for this project are

mitigated by the building design, which maintains the required stepback along the Old Town boundary to transition height away from the adjacent residential. Additionally, a strong streetscape is proposed that will effectively buffer the height and massing from the street, with two rows of mature trees proposed along the 71st Street frontage that will also provide shading for pedestrians on the street sidewalk. The method of screening parking in the garage from off-site view is something staff believes the applicant should focus on going forward. Screening that compliments the building design and provides visual interest, such as Public Art or varying materials, should be utilized since the garage is such a prominent feature of the 71st Street frontage.

b. The site development standards and building form shall be in conformance with the Downtown Plan Urban Design & Architectural Guidelines (UDAG).

Applicant Narrative: Refer to Character & Design responses in 2a on the previous page.

Staff Analysis: The OTSUDAG stress the importance of coordinating new building form with the surrounding context. More intense building mass, height and activity should be located away from existing development at the Old Town Boundary. The proposed building responds favorably to this policy by maintaining the required stepback at the Old Town boundary; effectively transitioning height and massing away from the less intense residential development on the west side of 71st Street.

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

<u>Applicant Narrative</u>: The proposed architectural character will be compatible with the existing architecture in the surrounding area. Setbacks and height are not being amended from what is allowed by the Downtown Ordinance. Requested amendments are limited to maximum allowed density and building stepbacks. The site is located at the southern edge of Old Town in close proximity to the Honor Health campus and will provide workforce housing opportunities for the established and future land uses and developments in the area.

Staff Analysis: The applicant's proposal maintains the standard required stepback adjacent to the Old Town boundary, which adds a pedestrian scale to the 71st Street frontage and provides a fluid transition of building height and massing away from less intense development on the east side of 71st Street.

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

Applicant Narrative: The proposal is for an infill project with similar land use and zoning to adjacent properties. This allows for a continuity of massing and stepped architecture that is compatible and transitions well with adjacent properties; specifically the multi-family residential abutting the project site to the north and south.

Staff Analysis: The applicant's proposal maintains the standard required stepback adjacent to the Old Town boundary, which adds a pedestrian scale along the 71st Street frontage and provides a fluid transition of building height and massing away from less intense development on the east side of Miller.

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

Not applicable to this location.

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

<u>Applicant Narrative</u>: The Scottsdale Road frontage will provide 4,000+ square feet of commercial space at the ground level and quality landscaping to enhance the pedestrian experience. Architecturally, the building will invoke a modern design providing a variety of layered building elements rather than a single, large unarticulated mass.

Staff Analysis: The proposal includes replacing the existing sidewalk along 71st Street with a new six-foot wide sidewalk attached to street curb, and replacing the existing sidewalk on Scottsdale Road with a new eight-foot wide sidewalk detached from street curb on along Scottsdale Road; to match existing improvements to the north. Additionally, a new six-foot wide sidewalk is proposed along the south property line to provide a public pedestrian connection between Scottsdale Road and 71st Street. Finally, a double row of trees along the 71st Street frontage will provide shading for pedestrians, and landscaping and hardscape improvements will be provided along Scottsdale Road to match the Scottsdale Road Streetscape Design Guidelines.

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

<u>Applicant Narrative</u>: In conformance with the Old Town Scottsdale Character Area Plan, the existing network of pedestrian linkages will be celebrated and enhanced with the proposed development. Sidewalks along both street frontages will be shaded by trees.

Staff Analysis: Overall, the pedestrian experience adjacent to and within the proposed project is significantly enhanced, with new sidewalks provided on both street frontages and an internal sidewalk on-site that will provide a public link from Scottsdale Road to 71st Street. A strong streetscape with mature trees will provide a more appealing and comfortable experience for pedestrians on both streets.

Property Development Standards

The Development Review Board shall review any proposed amendments to the property development standards included in the Development Plan and provide a recommendation to the Planning Commission and City Council. The applicant is requesting amendments to the standard Downtown (D) District development standards as part of the proposed PBD request. The proposed amendments are as follows:

F. Building location.

- 1. A building adjacent to a public street (except alleys) shall be located as follows:
 - b. In a Type 2 Area, Type 2.5 Area, or a Type 3 Area, at least twenty-five percent of the:
 - i. Length of the building façade shall be located at the minimum setback; and

Scottsdale Development Review Board Report | Case No. 6-ZN-2022

- ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be setback at least 10 additional feet; and
- iii. Area of building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.

Density Maximum per acre of gross lot area (Table 6.1308.B of the PBD Overlay District): 50 62 dwelling units

DEVELOPMENT INFORMATION

Zoning History

The site was annexed into the City in 1965 (Ord. #273) and assigned C-3 zoning. There has been no zoning activity on the site since annexation.

Community Involvement

With the submittal of the application, staff notified all property owners within 750 feet of the site. In addition, the applicant has been in communication with property owners surrounding the site. Per the applicant's Citizen Review & Neighborhood Involvement Report, the outreach team has been communicating with neighboring property owners, businesses and community members by telephone, one-on-one meetings and door-to-door outreach since April of this year. The team visited over 175 surrounding residences and businesses to get feedback and response was generally favorable. Numerous signatures of support were collected. Additionally, an Open House was held on 5/19/22. Per the report, four people attended with questions about building height, rental rates, housing needs in the area and construction timing. As of the date of this report, staff has received one written comment related to this proposal.

Context

Located on the west side of Scottsdale Road, approximately 150 feet north of Earll Drive, the site is situated in an area with a diverse mixed of uses and development intensity. Directly north of the site are two large multi-family projects, each six stories in height, constructed within the last few years. The parcel south of the project site, at the intersection of Scottsdale & Earll, is approved for a five-story mixed-use project though the project is yet to be constructed. Lower scale two-story residential is located west of the site on the other side of 71st Street.

Project Data

• Existing Use: Mobile Home Park (mostly vacant)

Proposed Use: Mixed-Use

• Parcel Size: 105,370 square feet / 2.42 acres (gross)

91,855 square feet / 2.11 acres (net)

Residential Building Area: 166,000 square feet
 Commercial Building Area: 4,000 square feet
 Total Building Area (excluding garage): 170,000 square feet

Gross Floor Area Ratio Allowed:
 1.3 (136,981 square feet; non-residential only)

• Gross Floor Area Ratio Provided: 0.03 (4,000 square feet)

Building Height Allowed: 66 feet + 6 feet for rooftop appurtenances (72 feet)
 Building Height Proposed: 65 feet + 6 feet for rooftop appurtenances (71 feet)
 Parking Required: 217 spaces (180 spaces for residential, 23 guest spaces,

14 commercial spaces)

• Parking Provided: 267 spaces

Open Space Required: N/A

Open Space Provided: 28,000 square feet

• Number of Dwelling Units Allowed: 120 units

Number of Dwelling Units Proposed: 135 units (PBD bonus)
 Density Allowed: 50 dwelling units per acre

Density Proposed: 55.8 dwelling units per acre (PBD bonus)



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT 3202 Scottsdale Road

May 23, 2022

Overview

This Citizen Review Report is being performed in association with a request for a Zoning District Map Amendment from C-3 DO to D/DMU-2, PBD DO on an approximately 2.42+/- acre site located north of the northwest corner of Scottsdale Road and Earll Drive. The proposed project would result in a new residential development consisting of approximately 150 residential units. This Citizen Review Report will be updated throughout the process.

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

Community Involvement

The outreach team has been communicating with neighboring property owners, businesses, and community members by telephone, one-on-one meetings, and door-to-door outreach since <u>April 2022</u>. The outreach team visited **over 175 surrounding residences and businesses** to get their feedback on the project. A majority of this feedback was favorable to this proposal and numerous signatures of support were collected during those visits.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification **EXCEEDED** the City's 750' radius mailing requirements as

ATTACHMENT #6

specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information for the development team. This contact person will continue to provide, as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on May 19, 2022 for those who wished to learn more about the project. The site and time was posted with the Early Notification Sign prior to the Open House.

<u>4 interested people</u> attended the Open House (see attached sign-in sheets). Attendees were all supportive of the project. Questions arose regarding height, rental rates, housing needs in the area, and construction timing. These questions were all answered by the development team to the best of their ability. In addition, two residents reached out by phone with questions regarding the project, prior to the Open House.

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

Attachments:

Notification Letter Notification List Affidavit of Posting Sign-in Sheets



May 6, 2022

Notice of Neighborhood Meeting

Dear Neighbor:

We are pleased to inform you of an upcoming request (488-PA-2021) by Desert Troon Companies to redevelop the currently existing RV Park located just north of the northwest corner of Scottsdale Road and Earll Drive. This new project would consist of approximately 150 residential units on the 2.42+/- acre parcel. This request is for a zoning district map amendment from Highway Commercial Downtown Overlay (C-3 DO) to Downtown/Downtown Multiple Use Type-2, Planned Block Development Downtown Overlay (D/DMU-2, PBD DO). This request includes proposed amended development standards for the building step-back plane on the north side and an increase in base density from 50 DU/Ac to 72 DU/Ac.

You are invited to attend a come and go open house to discuss this revitalization proposal. The open house will be held on **Thursday**, **May 19**, **2022** from **5 p.m. to 6 p.m.** at the **Courtyard by Marriott Hotel**, located at **3311 N. Scottsdale Road**, in Scottsdale.

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or <u>info@technicalsolutionsaz.com</u>. The City of Scottsdale Project Coordinator for the project is Greg Bloemberg, who can be reached at 480-312-4306 or <u>gbloemberg@ScottsdaleAZ.gov</u>.

Thank you.

Sincerely,

Susan Bitter Smith

President

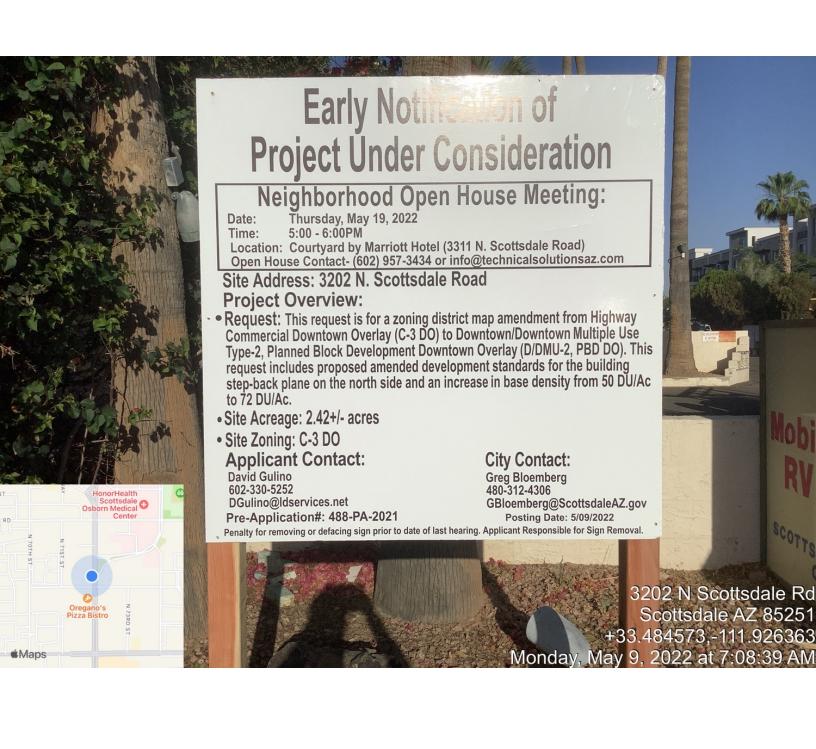


Affidavit of Posting

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Project Under Consid	eration Sign (White)	□ Public Hearing Notice Sign (Red)
Case Number:	488-PA-2021	
Project Name:		
Location:	3202 N. Scottsdale Re	oad
Site Posting Date:		05/09/22
Applicant Name:	Technical Solutions	
Sign Company Name: Phone Number:		ite Signs 85-3031
Applicant Signature		ne Project Manager for the case as listed above. 05/09/22 Date
Return completed origina 14 days after your applica		ures to the Current Planning Office no later than
Acknowledged before me	MARYBETH CONRAD Notary Public - Arizona Maricopa County Commission # 591461 Comm. Expires Oct 25, 2024	Notary Public My commission expires: 10.25.24

City of Scottsdale -- Current Planning Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 + Phone: 480-312-7000 + Fax: 480-312-7088



3202 N. Scottsdale Road Neighborhood Meeting Sign-In Sheet Thursday, May 19, 2022

Email	7.62				
Phone 48 45	250-975				
City, State & Zip	Loth Dalve M2 - 520-975-2802				
Street Address City, State & Zip Phone Ema	3863 E MAN ST.				
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First Name Last	DAT JAMET				

3202 N. Scottsdale Road Neighborhood Meeting Sign-In Sheet Thursday, May 19, 2022

		Street Address		Phone	Email
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From: <u>Jacque D</u>

To: <u>Info@technicalsolutionsaz.com</u>; <u>Bloemberg, Greg</u>; <u>City Council</u>

Subject: RE: 488-PA-2021 Desert Troon Project at 3202 E. Scottsdale

Date: Tuesday, May 31, 2022 8:39:16 AM

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

Dear Susan, Greg, Honorable Mayor and Council Members,

I hope this email finds you well.

I was unable to attend the meeting on May 19th to discuss the revitalization project by Desert Troon Companies at the existing RV Park, that is yards from my condominium complex at 7047 E Earll Dr, Scottsdale, AZ 85251.

My concerns, besides another high density development, with mediocre design or architectural significance, is the impact during and after this project and build.

Having lived here as numerous projects have been built in the last 4-5 years between Scottsdale Road to 70th Street and Thomas Road to Osborn (and surrounding projects), my questions are;

- 1. Where will the subcontractors be parking when the project is being built?
- 2. Where will the tenants be parking once the project is completed and occupied?
- 3. When will the speeding down Earll, 70th and 71st be enforced or a solution to slow speeding be installed?

The contractors and their subs, park up and down the streets, we can't see out of egress/driveways and on the corners at stop signs, to see traffic coming from both directions making it dangerous.

Will No Parking Signs, temporary and permanent, be placed and enforced so people can safely exit driveways and not have their ability to see oncoming traffic impaired or blocked?

There is already not enough parking for the tenants and residents of communities in the area with the apartments and condos, and then they park on the streets; where will the residences of this project be parking?

Due to the increased density of multi-family and residential units, Earll Drive and those streets are more trafficked and are being used as cut throughs because of increased traffic on the main streets, surrounding street projects and construction.

The amount of traffic on Earll between 70th and Scottsdale (also on 70th and 71st, Thomas to Osborn) and the cars routinely speeding, has significantly increased in the past (4) four years and if the past is any indication of the impact the project will have, will also become worse. What solutions and actions are being considered and will be executed? Will speed enforcement by Scottsdale PD and/or speed bumps be considered to decrease the speeding on these streets now and in the future?

The workers historically have left trash, take breaks on our property, and make noise early in the morning, besides the parking issue up and down the streets.

How will the City direct and manage the Developer, their Project Managers and their

subs to not be a nuisance and problem to residents that will be the most impacted?

Thank you for your answer and solutions to these issues in advance.

Best,

Jacque

Jacque Duhame 480-703-6477

From: NoReply
To: Projectinput

Subject:CASE-ZN-2022 Scottsdale 3200 NorthDate:Saturday, September 24, 2022 4:19:42 PM



Scottsdale Road and Earll Drive already very crowded with multiple buildings. As usual my concern is the long-term drought with limited water availability. I also fear the rents (if these are apartments) will be high and thus unaffordable over \$1000./month), views of Camelback Mountain will be blocked, etc. -- sent by Carolyn Kinville (case# 6-ZN-2022)





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From: Ruenger, Jeffrey
To: Bloemberg, Greg

 Subject:
 RE: 6-ZN-2022 SCOTTSDALE 3200 NORTH

 Date:
 Monday, June 06, 2022 9:20:26 AM

cdavis5361@gmail.com

From: NoReply < NoReply@Scottsdaleaz.gov>

Sent: Saturday, June 4, 2022 8:31 AM

To: Projectinput <Projectinput@Scottsdaleaz.gov> **Subject:** 6-ZN-2022 SCOTTSDALE 3200 NORTH

City of Scottsdale

Too dense - please do not approve rezoning to increase number of units . Too tall. What kind of help is being provided to help current residents relocate and keep the same quality to their lives after the disruption of being tossed out of their homes? -- sent by Cathy Davis (case# 6-ZN-2022)

City Notifications – Mailing List Selection Map

Scottsdale 3200 North



Additional Notifications:

Labels Pulled May 26, 2022

Interested Parties List Adjacent HOA's P&Z E-Newsletter Facebook

Nextdoor.com

City Website-Projects in the hearing process

Map Legend:

Site Boundary



Properties within 750-feet

Postcards: 275

6-ZN-2022