

PLANNING COMMISSION REPORT



Meeting Date: May 27, 2020
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

**TCC - Raintree
7-GP-2019 & 19-ZN-2019**

Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map to change the land use designation from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on +/- 3.4 acres of an overall +/-9.6-acre site located at 8501 E. Raintree Drive.
2. A recommendation to City Council regarding a request by owner for a zoning district map amendment from Planned Community, Industrial Park (P-C I-1) zoning to Planned Community, Planned Airpark Core Development - Airpark Mixed Use, Planned Shared Development overlay (P-C PCP-AMU PSD) zoning for +/- 6.24 acres of the site and to Planned Community, Planned Airpark Core Development - Airpark Mixed Use Residential, Planned Shared Development overlay (P-C PCP-AMU-R PSD) zoning for +/- 3.4 acres of the site, with a Development Plan that includes Bonus Development Standards for floor area ratio (FAR) and building height in exchange for Special Public Improvements, on an overall +/- 9.64-acre site located at 8501 E. Raintree Drive.

Goal/Purpose of Request

The applicant's proposal is for the development of the partially vacant site for a mixed-use development that includes up to 195 multi-family dwelling units, 178,000 square feet of office space, and associated vehicle parking. The office portion is currently under construction.

Key Items for Consideration

- Allows for residential uses on the subject site on southside of East Raintree Drive
- Proximity of proposed Airpark Mixed Use-Residential designation to Scottsdale Airport and other Airpark Mixed Use-Residential designated properties
- Potential increase of workforce housing in the Airpark area
- Investment of an underutilized/vacant Airpark property
- Pedestrians crossing E. Raintree Drive at mid-block is a potential concern

- Increase in floor area of 109,673 additional square feet and 7 additional feet in building height in exchange for Special Public Improvements

OWNER

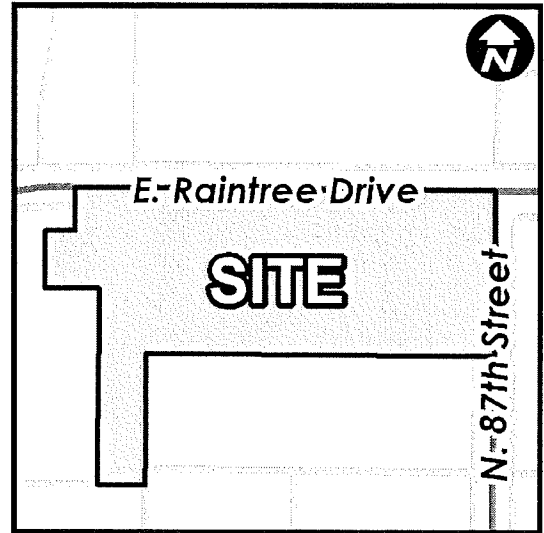
PR III/Crow Raintree Office, LLC
(602) 285-3138

APPLICANT CONTACT

John Berry
Berry Riddell LLC
480-385-2853

LOCATION

8501 E. Raintree Drive



BACKGROUND

General Plan

The 2001 General Plan Conceptual Land Use Map designates the property as Mixed Use Neighborhoods, Regional Use Overlay, within a designated Growth Area, as well as being within the Greater Airpark Character Area. The Mixed-Use Neighborhoods category encourages access to multiple modes of transportation, major regional access and services, human scale development, and may be non-residential in nature near the Scottsdale Airport. The Regional Use Overlay category provides flexibility for land uses when it can be demonstrated that new land uses serve a regional market. The Growth Areas Element approaches growth management from a perspective of identifying those areas of the community that are most appropriate for development focus.

Character Area Plan

The Greater Airpark Character Area Plan specifies the site as Airpark Mixed Use (AMU), Type C Development Type. The AMU category is appropriate for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional and hotel uses. Type C Development represents medium to higher-scale development which supports pedestrian activity.

Zoning

The site is currently zoned Planned Community (P-C), with comparable Industrial Park (I-1) land uses and development standards. The I-1 zoning district is intended to provide for light manufacturing, aeronautical, light industrial, office and supportive uses to sustain and enhance major employment opportunities. The development standards are intended to provide development flexibility consistent with the sensitive design principles, and appropriate transition in areas adjacent to residential districts.

Context

The subject property is located at the southwest corner of East Raintree Drive and North 87th Street, extending approximately 900 feet west along E. Raintree Drive. Surrounding developments are predominately commercial in nature, providing a variety of retail, service, and restaurant uses. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Retail uses, zoned Central Business (C-2) district, designated Mixed-Use Neighborhoods, Regional Use District in the 2001 General Plan, and Airpark Mixed-Use (AMU) in the GACAP.
- South: Office, zoned Industrial Park (I-1) Planned Community (PCD) district, designated Employment, Regional Use District in the 2001 General Plan, and Employment (EMP) in the GACAP.
- East: Office, zoned Central Business (C-2) Planned Community (PCD) district, designated Mixed-Use Neighborhoods, Regional Use District in the 2001 General Plan, and Airpark Mixed-Use (AMU) in the GACAP.
- West: Office, zoned Industrial Park (I-1) Planned Community District (PCD) district, designated Mixed-Use Neighborhoods, Regional Use District in the 2001 General Plan, and Airpark Mixed-Use (AMU) in the GACAP.

Other Related Policies, References:

- Scottsdale General Plan 2001, as amended
- 2010 Greater Airpark Character Area Plan, as amended
- Zoning Ordinance
- 2-DA-2019: associated development agreement to memorialize proposed Bonus Development Standards for additional height and floor area, and shared development standards as part of proposed Planned Shared Development
- 128-ZN-1984: zoning approval and subsequent amendments that established P-C zoning on the subject site (Northsight PCD) – subsequent amendments: 18-ZN-1986, 103-ZN-1987, 58-ZN-1988, 14-ZN-1991
- 83-SA-2019: design approval for office building on site

APPLICANT’S PROPOSAL

Development Information

The development proposal includes a maximum of 195 multi-family dwelling units and approximately 178,000 square feet of office space on the overall site. The office building on the site is currently under construction and developed under the I-1 zoning currently on the site.

- Existing Use: Mix of vacant land and office building (office under construction)
- Proposed Use: Mixed-use development (office and multi-family residential)
- Buildings/Description: 5-story multi-family residential building and 3-story office building
- Parcel Size: 9.64 gross acres / 8.24 net acres / 359,137 net square feet

- Building Height Allowed: 52 feet (existing P-C I-1 zoning)
- Building Height Allowed: 62 feet (proposed P-C PCP zoning)
- Building Height Proposed: 69 feet, including rooftop appurtenances (achieved through bonus)
- Open Space Required: 100,558 square feet (28% of net lot area)
- Open Space Provided: 132,040 square feet (72,178 office site / 59,862 residential site)
- Floor Area Allowed: 287,310 square feet (0.8 FAR)
- Floor Area Proposed: 396,983 square feet (1.11 FAR, achieved through bonus)
- Density Allowed: Determined by Development Plan
- Density Proposed: 20.23 dwelling units/acre (195 units for entire 9.64-acre site)
- Office Parking: 596 spaces required; 872 spaces provided
- Residential Parking: 265 spaces required; 276 spaces provided

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

The 2001 General Plan Conceptual Land Use Map designates the property as Mixed Use Neighborhoods, Regional Use Overlay, within a designated Growth Area.

The General Plan Land Use Element describes the Mixed-Use Neighborhoods land use designation as areas with strong access to multiple modes of transportation and major regional access and services and have a focus on human scale development. These areas could accommodate higher density housing combined with complementary office or retail uses or mixed-use structures with residential above commercial or office.

Accordingly, the proposal conforms to the General Plan description of Mixed-Use Neighborhoods, maintaining non-residential uses on site with the addition of complementary residential use. Consequently, no change in the General Plan land use designation is required.

Furthermore, the subject site falls within a General Plan designated Growth Area, locations in the city that may accommodate future growth through transportation system and infrastructure improvements. These improvements are utilized to support a planned concentration of a variety of uses such as residential, office, commercial, tourism, and industrial. Growth Areas are intended to discourage sprawl by focusing new development into targeted areas that are most appropriate for integrating open spaces, natural resources, accommodating a variety of land uses, and oriented to multi-modal activity. The applicant proposes to redevelop an underutilized, partially vacant commercial property to help sustain the balance of land uses and continue to serve a growing and diverse community while tying into existing infrastructure systems.

Greater Airpark Character Area Plan

The subject site is located within the boundary delineated in the Greater Airpark Character Area Plan (GACAP), adopted in October 2010. The subject site is designated Airpark Mixed-Use (AMU).

The applicants request is to amend the Greater Airpark Character Area Plan Conceptual Land Use Map for 3.40 acres of the total 9.64-acre site to Airpark Mixed-Use Residential (AMU-R).

Airpark Mixed Use areas are appropriate for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional, and hotel uses. Developments in AMU areas are usually pedestrian-oriented and have access to multiple modes of transportation. The applicant's request for AMU-R is to accommodate the proposed multi-family development that is part of the mixed-uses proposed for the site. Developments in AMU-R areas are expected to be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour and include adequate sound attenuation.

The applicant proposes to redevelop the subject site, located outside of the 55 DNL line, in an area appropriate for residential land uses. The applicant states that the development will provide, "noise attenuation and fair disclosure to its residents" as well as "dedicate an aviation easement in conformance with the City's requirements."

The GACAP Conceptual Development Type Map designates the property in the Type C development type. Type C development represents medium to higher scale development which supports pedestrian activity in the Greater Airpark. Furthermore, Type C designations are encouraged in areas with access to multiple modes of transportation and served by regional transportation networks (i.e. freeways or transit corridors). Other approaches include encouraging redevelopment of areas that support a balance of land use relationships and alternative modes of transportation that reduce automobile reliance and encouraging mixed-use developments that incorporate residential, shopping and work environments and place strong emphasis on non-vehicular connectivity. For this location of the city, local Valley Metro Bus Route 170 along East Raintree Drive, and further west, the city's Mustang Trolley Route along North Northsight Boulevard serve the site.

Policy Implications (General Plan & Greater Airpark Character Area Plan)

The subject site is currently vacant land and situated adjacent to the Vanguard campus, the City's second largest employer, according to Maricopa Association of Governments, as well as near a collection of vacant retail spaces (north of Raintree Boulevard), which have experienced a high vacancy rate over the last decade. The applicant states that, "New multifamily housing will also provide additional customer base and an economic benefit for nearby businesses, some of which have struggled; bringing rooftops to this area will continue to bolster retail and service-related businesses." With new residential development being integrated into the mix of surrounding office and retail land uses, development of this underutilized, vacant site will add to and support the local and regional economic base generating additional revenue for the City.

Consequently, the following goals and policies contained in the City of Scottsdale General Plan 2001, support the applicant's proposal:

Land Use Element

- Lang Use Goal 4, Policy 1 and Policy 4 – Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic abase needed to secure resources to support the community.

- Land Use Goal 9 – Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.
- Land Use Goal 9, Policy 4 - Encourage compact mixed-use, pedestrian oriented development patterns, at urban densities, that limit the demand for parking and unnecessary automobile trips and support alternative modes of mobility.

Housing Element

- Housing Goal 4 – Encourage housing development that provides for “live, work and play” relationships as a way to reduce traffic congestion encourage economic expansion and increase overall quality of life for our residents.
- Housing Goal 4, Policy 7 - Explore opportunities for new or redeveloped housing to serve the employment base.

Furthermore, the following policies in the Greater Airpark Character Area Plan are implemented by this proposal:

Land Use Chapter

- Goal LU1, Policy LU 1.2, Encourage a mix of land uses that promote a sense of community and economic efficiency, such as incorporating residential intended for the area’s workforce, where appropriate.
- Goal LU1, Policy LU 1.4, Encourage the redevelopment of underutilized land to more productive uses.
- Goal LU6, Policy 6.5, In accordance with the Airport’s Part 150 Noise Compatibility Study, require aviation easements and fair disclosure statement for all new and redevelopment projects in the Greater Airpark.

Neighborhoods and Housing Chapter

- Goal NH2, Policy NH 2.2, Encourage a variety of urban dwelling types and mixed-use development that are compatible with and support the aviation and employment uses of the Greater Airpark.
- Goal NH3, Policy NH 3.1, Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark’s identity as an employment center.
- Goal NH3, Policy NH 3.2, Encourage residential in AMU-R areas to reduce traffic congestion, improve air quality, and provide workforce housing opportunities where:
 - Dwellings will not be adjacent to industrial uses that could conflict with residential uses; and
 - Dwellings will not lie within the 55 DNL contour (or higher).
- Goal NH3, Policy NH 3.3, Support the integration of workforce housing and a diversity of dwelling types within the Greater Airpark.

During the two-year public outreach process (2008-2010) for the Greater Airpark Character Area Plan, the business community, in particular, expressed support for more residential in the area. Businesses, particularly small to medium-size businesses, cited frustrations with keeping entry to mid-level staff employed because of long and costly commutes their employees have to endure.

Many larger companies mentioned that younger professionals, whom they are trying to attract, prefer urban-style living environments close to work.

Land Use Impact Model

In December 2018, Long Range Planning Services contracted with Applied Economics to produce a land use impact model to estimate the socioeconomic, development, and fiscal impacts associated with a change from one General Plan land use designation to another over a 20-year time period (in this instance, 2019-2038). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to estimate how much value a project adds (or does not add) over time – or Net Present Value (NPV).

In this instance, the model provided a general assessment of the subject site comparing the existing “vacant commercial office” 20-year outlook with the proposed “commercial office and mixed use development” 20-year outlook on the entire 9.64 +/- acre site in the Central Sub-Area of the City. The model shows a negative NPV of \$291,484 for the existing “commercial office and vacant land” over 20 years. Similarly, the proposed “commercial office and urban residential” on the 9.64 +/- acre site shows a positive NPV of \$154,413 over the same time period. Although the model results in a difference of \$445,897 over a 20-year time period, it is important to note that the resulting positive NPV noted by the model illustrates a change marginal loss in its tax base for the existing commercial office whereas with the addition of a mixed use development the property restores its tax base through a community that will generate an increase in on-site sales tax, property tax, and rental tax. The full results of the Land Use Impact Model assessment are located in the case file.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

Although the surrounding area is primarily comprised of retail and employment uses, the proposed residential use would allow for implementation of the goals of the Greater Airpark Character Area Plan, which promotes a mixture of land uses in the Airpark area, including residential. In addition, the proposed multi-family land use would be located adjacent to existing retail and employment uses nearby and could encourage more pedestrian circulation in the area and a reduction in overall vehicle trips, while introducing workforce housing near several large employment sites. The applicant is intending to provide several enhancements to the existing pedestrian circulation of the area to encourage an increase in pedestrian circulation of the area.

Airport Vicinity

The site is located approximately 4,000 feet southeast of the runway for the Scottsdale Airport. This location is entirely outside of the boundaries of the projected 2025 airport noise contours. Additionally, the site is located within the AC-1 area of the Airport Influence Zones, which allows for residential uses but requires additional steps to be taken by the property owner for disclosure to future tenants. The property owner has agreed to these requirements. The project was heard by the Airport Advisory Commission on May 20, 2020.

Planned Community District Findings

Before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.
 - The applicant has submitted an associated Non-Major General Plan Amendment to ensure the proposed uses on the site are in harmony with the Greater Airpark Character Area Plan and the General Plan. Please refer to the analysis of that Amendment provided within this report. The proposed development proposal and associated Development Plan have been coordinated through various city departments to ensure compatibility with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
 - The applicant has provided a detailed traffic analysis as a part of the development proposal. The city's Transportation Department has reviewed that analysis and has concluded that the existing streets are suitable and adequate to serve the proposed uses and the anticipated traffic generated by those uses. Please refer to the transportation analysis provided within this report.
- C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:
 1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgement of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - The original establishment of this Planned Community (P-C) district in 1984, the Northsight PCD, included a public park location (Northsight Park). In addition, the local school district has been notified of the proposed development and has provided confirmation of adequate facilities to serve the additional residents.
 2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
 - There are no industrial or research uses proposed with this application.
 3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding area.

- The proposed amendment to the Northsight PCD will allow for additional residential units in the area to support existing retail and employment uses that surround the site and are located in close proximity in the greater area. The proposed development is in harmony with the existing context of development.

Bonus Development Standards

To encourage inclusion of broader public benefits and provide flexibility in planning, an application for the PCP district may request bonuses for an increase in floor area ratio (FAR) and/or building height. An increase in FAR and/or building height is considered against the applicant's proposal for special public improvements. The applicant is requesting to utilize this provision to allow an overall gross floor area increase of 109,673 square feet and an increase in the building height of 7 feet to a maximum of 69 feet. In exchange for the increased gross floor area and building height, the applicant will be contributing \$1,536,361 (2021 dollars) to special public improvements, as required by the bonus provisions of the PCP zoning district. The applicant is proposing to satisfy the special public improvements requirement with contributions to the Greater Airpark Special Public Improvement Trust Fund.

Planned Shared Development Overlay

The purpose of the Planned Shared Development Overlay (PSD) zoning district is to provide the opportunity for application of development standards to a property as defined by its perimeter, rather than applying the standards to the individual lots, tracts, and parcels within the boundaries of the perimeter. The PSD zoning district allows the City Council to grant amended development standards for the purpose of sharing development standards between the lots, tracts, and parcels within the boundaries of the District. Although the site is currently one parcel, the applicant is requesting to utilize the PSD zoning district to accommodate future subdividing of the site. The applicant's request to apply the PSD overlay to the site is to allow for the sharing of building floor area, open space and density across the future parcels that make up the Development Plan area. This will allow the proposed multi-family residential component of the Development Plan to share a larger portion of the FAR for the total site than other parcels in the Development Plan.

Transportation/Pedestrian Circulation

The Transportation Department has reviewed the proposed development, including access points and pedestrian circulation. The site is adjacent to two four-lane roadways in the heart of a larger commercial area. The development proposes to enhance pedestrian circulation throughout the site with new sidewalks; however, there is a concern due to the location of this residential development that there may be an increase in mid-block pedestrian crossings on both Raintree Drive and Northsight Boulevard. The only controlled crossing in the vicinity of the site is at the Raintree Drive and Northsight Boulevard intersections which is not near the main building entrance.

The approval of the zoning district change for the proposed land use will result in an estimated 2,773 trips generated per day to and from the project site. The development is estimated to generate 275 a.m. peak hour trips, and 289 p.m. peak hour trips. Currently the parcel is vacant.

With the additional site generated traffic and the proposed site access, development of the site is estimated to increase daily traffic volumes along Raintree Drive by 2,100 vehicles and on Northsight Boulevard by 700 vehicles. Northsight Boulevard has adequate capacity to handle this additional

traffic. Raintree Drive is estimated to approach its available capacity. To ease congestion along Raintree Drive, independent of this development, the City has identified a project to improve circulation with a CIP project to install a roundabout at Northsight Boulevard and Raintree Drive. There is also an ADOT traffic interchange upgrade project at 101 Freeway and Raintree Drive anticipated to be constructed within the next several fiscal years.

When taking into consideration the two localized projects, operations at the intersections in the vicinity are anticipated to operate at acceptable levels of service with the proposed development.

Transportation staff recommends that the median access on Raintree Drive that serves the site be monitored during and after the development is constructed.

Water/Sewer

The City's Water Resources Department has reviewed the applications and finds that there are adequate water and wastewater services for the proposed use.

Public Safety

This request is not anticipated to immediately impact the type and number of requested emergency and non-emergency calls for service from city police, fire and medical resources. Overall, the City's emergency and non-emergency activities are continually monitored and tracked to evaluate the effectiveness of service delivery and also to identify any potential for future public safety resource needs for the community. The nearest fire station is located at 14970 N. 78th Way.

School District Comments/Review

The applicant has notified the Scottsdale Unified School District of the proposed requests. The School District has confirmed that there are adequate facilities to accommodate the proposal.

Open Space

The proposed development is required to provide a minimum of 28% of the site to be open space. The project is providing this open space in areas around the perimeter of the site, in a large outdoor amenity area near the southern portion of the site, and within a courtyard area central to the residential portion of the site. In addition, generous open space areas have been provided at the main entrances to both buildings. Large open space areas are provided on the street frontages that align with the existing open spaces provided along E. Raintree Drive and N. 87th Street. Finally, the proposed residential development will be providing private outdoor living space adjoining each unit.

Community Involvement

Surrounding property owners within 750 feet have been notified by the City and the site has been posted with a sign. The owner's representatives notified property owners within the minimum 750 feet of the site area and beyond, and held an open house meeting on December 2, 2019. A copy of the applicant's Citizen Review Report is attached to this report. As of the writing of this report, staff has not received any direct comments regarding the proposal.

Policy Implications (Zoning District Map Amendment)

The Planned Airpark Core Development (PCP) zoning district is intended as a tool to help implement the City's goals of the Greater Airpark Character Area Plan. The PCP zoning district provides for that

purpose by allowing a mix of uses within the same district, usually within one development parcel and encouraging the redevelopment of underutilized land. Approval for the proposed zoning district map amendment would allow for the integration of the residential component of the overall mixed-use development for this site and continue to foster the overall mix of residential, office, and commercial uses in the area.

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission

The Airport Advisory Commission will review the proposal at their May 20, 2020 meeting.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission:

1. Recommend that the City Council approve a request by owner for the proposed Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map to change the land use designation from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on +/- 3.4 acres of an overall +/-9.6-acre site located at 8501 E. Raintree Drive.
2. Determine that the Planned Community District findings have been met and that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, and recommend that the City Council approve a request by owner for a zoning district map amendment from Planned Community, Industrial Park (P-C I-1) zoning to Planned Community, Planned Airpark Core Development - Airpark Mixed Use, Planned Shared Development overlay (P-C PCP-AMU PSD) zoning for +/- 6.24 acres of the site and to Planned Community, Planned Airpark Core Development - Airpark Mixed Use Residential, Planned Shared Development overlay (P-C PCP-AMU-R PSD) zoning for +/- 3.4 acres of the site, with a Development Plan that includes Bonus Development Standards for floor area ratio (FAR) and building height in exchange for Special Public Improvements, on an overall +/- 9.64-acre site located at 8501 E. Raintree Drive, per the attached stipulations.

RESPONSIBLE DEPARTMENT

Planning and Development Services


Current Planning Services

STAFF CONTACTS

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APPROVED BY



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5.14.2020
Date



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5.15.2020
Date




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5/15/2020
Date



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5/20/20
Date

ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Stipulations
3. Additional Information
4. General Plan Land Use Map
5. Greater Airpark Character Area Conceptual Land Use Map – Existing
6. Greater Airpark Character Area Conceptual Land Use Map - Proposed
7. Existing Zoning Map
8. Proposed Zoning Map
9. TCC – Raintree Development Plan
10. Traffic Impact Summary
11. Citizen Review Report
12. City Notification Map



Q.S.
33-48

Google Earth Pro Imagery

Context Aerial

ATTACHMENT #1

19-ZN-2019



Q.S.
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Google Earth Pro Imagery

Close-up Aerial

ATTACHMENT #1A

19-ZN-2019

**Stipulations for the Zoning Application:
TCC - Raintree
Case Number: 19-ZN-2019**

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

SITE DESIGN

1. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "TCC – Raintree Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 11829 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. The Development Plan is contingent upon the fulfillment of special public improvements requirements as outlined in the associated Development Agreement. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
2. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2020-100-COS (approved by Resolution No. 11828 with the date of 7/2/2020). The property owner shall provide special public improvements in accordance with the Development Agreement, including requirements for timing of completion of special public improvement and/or equivalent payments. Proposed special public improvements are subject to the approval of the Zoning Administrator. Should the Development Agreement not become effective, or if the Developer does not comply with the terms of the Development Agreement, the bonus building height and floor area as set forth in the Development Plan shall become null and void. Any change to the Development Agreement shall be subject to City Council approval.
3. CONFORMANCE TO PLANNED SHARED DEVELOPMENT. The subdivision plat and distribution of development rights shall conform to the terms of the Development Agreement, Contract No. 2020-100-COS (approved by Resolution No. 11828 with the date of 7/2/2020). Any changes to the Development Agreement shall be subject to City Council approval.
4. MAXIMUM DWELLING UNITS/DENSITY. Maximum dwelling units shall not exceed 195 units (equivalent to 20.23 du/gross acre of the Development Plan).
5. MAXIMUM FLOOR AREA/BONUS FLOOR AREA. The maximum floor area for the Development Plan shall not exceed 396,983 square feet (the 396,983 square feet includes 109,673 square feet of bonus floor area). Any increase in the bonus floor area shall be subject to additional action and public hearings before the Planning Commission and City Council and modification of the associated Development Agreement.
6. MAXIMUM BUILDING HEIGHT/BONUS BUILDING HEIGHT. No building on the site shall exceed 69 feet in height (the 69 feet of height includes 7 feet of bonus building height), measured as provided in the applicable section of the Zoning Ordinance. Any increase in the bonus building height shall be subject to additional action and public hearings before the Planning Commission and City Council and modification of the associated Development Agreement.

7. INTEGRATED BALCONIES. With the Development Review Board submittal for the residential portion of the development project, the property owner shall submit revised project plans that more-fully architecturally integrate the balconies on the west side of the building.
8. SOLAR RESPONSE. With the Development Review Board submittal for the residential portion of the development project, the property owner shall submit revised project plans that provide additional solar shading to building fenestration along the east, south, and west sides of the building.
9. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source, except any light sources for patios and/or balconies, shall be twenty (20) feet above the adjacent finished grade.
10. OUTDOOR LIGHTING FOR PATIOS AND BALCONIES. Light sources that are utilized to illuminate patios and/or balconies that are above twenty (20) feet shall be subject to the approval of the Development Review Board.
11. ACCESS RESTRICTIONS. Access shall be provided by the existing site driveways. There shall be no new site driveway(s) access locations to E. Raintree Drive. Access to the development project shall conform to these restrictions.
12. WALLS. No walls or fences over three (3) feet in height shall be provided within thirty (30) feet of E. Raintree Drive curb line. Height shall be measured from average adjacent curb.
13. PROTECTION OF ARCHAEOLOGICAL RESOURCES. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.

AIRPORT

14. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the final plans submittal, the property owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
15. AVIGATION EASEMENT. With the Development Review Board submittal, the property owner shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording.
16. FAA DETERMINATION. With the Development Review Board Application, the property owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
17. SOUND ATTENUATION MEASURES. With the final plans submittal, the property owner shall provide sound attenuation measures that are limited to a sound transmission class of not less than 50 (45 if field tested) as provided in the International Building Code (IBC).

DEDICATIONS

18. E. RAIN TREE DRIVE RIGHT-OF-WAY DEDICATION. Prior to issuance of any permit for the development project, the property owner shall dedicate to the City of Scottsdale fee-simple right-of-way of fifty-five (55) feet for E. Raintree Drive, from N. 87th Street to the western property boundary, for a total fifty-five (55) foot wide southern half-street right-of-way width.
19. NON-MOTORIZED PUBLIC ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate to the City of Scottsdale a non-motorized public access easement shall over any portion of the public sidewalk that is located outside of the right-of-way and on private property.

INFRASTRUCTURE

20. CIRCULATION IMPROVEMENTS. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct an eight (8) foot sidewalk, separated from the back of curb, along the E. Raintree Drive frontage. The sidewalk may be placed at the back of curb at right turn deceleration lanes, adjacent to utility structures, and at intersections only.
21. WATER AND WASTEWATER IMPROVEMENTS. The property owner shall provide all water and wastewater infrastructure improvements, including any new service lines, connection, fire-hydrants, and manholes, necessary to serve the development.
22. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.
23. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for each phase and/or lot of the development project, the property owner shall complete all the infrastructure and improvements for each phase and/or lot required by the Scottsdale Revised Code and these stipulations.
24. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.

REPORTS AND STUDIES

25. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a Drainage report in accordance with the Design Standards and Policies Manual for the development project.
26. BASIS OF DESIGN REPORT (WATER). With the Development Review Board submittal, the property owner shall submit a Final Basis of Design Report for Water for the development project in accordance with the Design Standards and Policies Manual.
27. BASIS OF DESIGN REPORT (WASTEWATER). With the Development Review Board submittal, the property owner shall submit a Final Basis of Design Report for Wastewater for the development project in accordance with the Design Standards and Policies Manual.

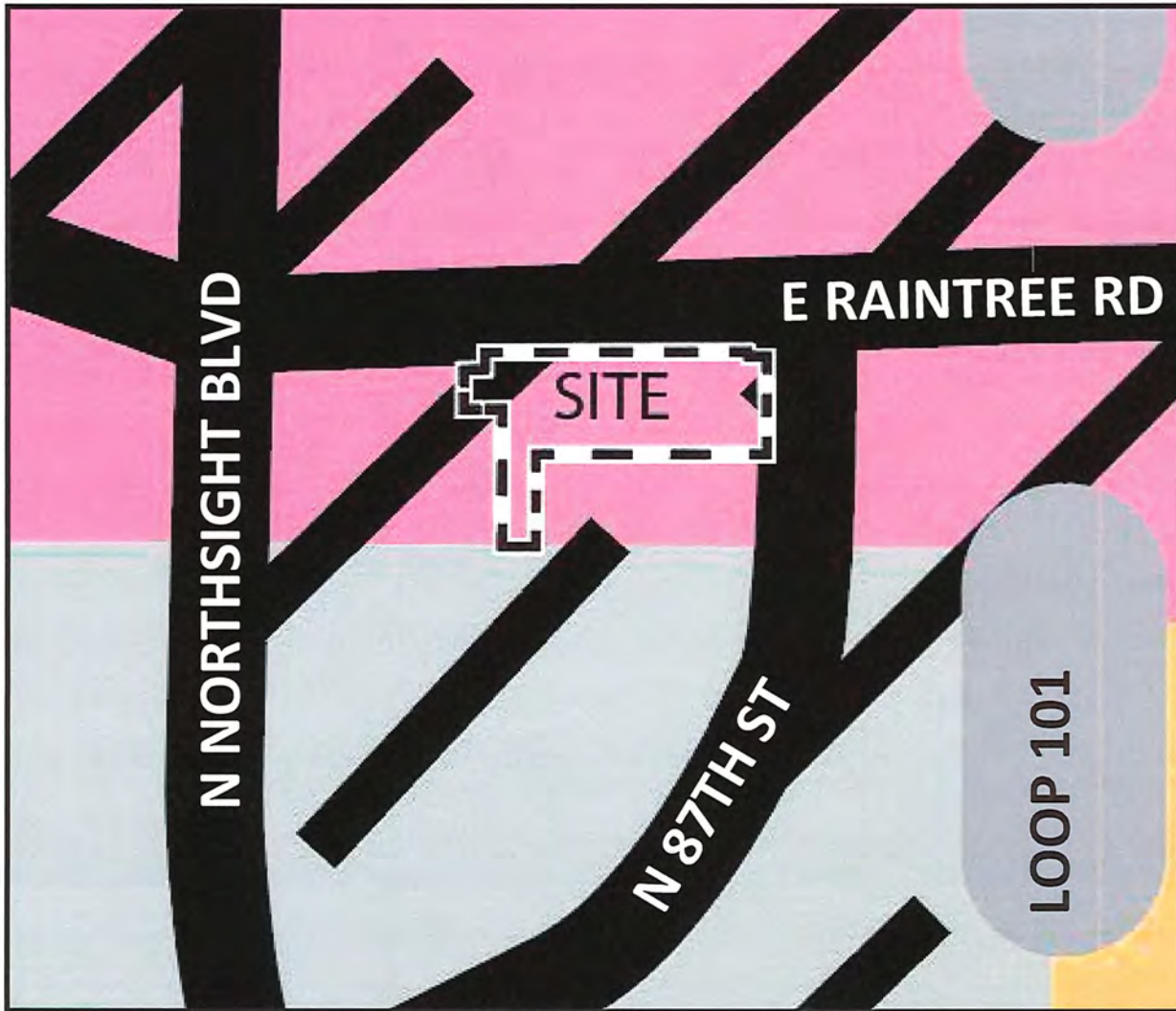
Additional Information for:

TCC - Raintree

Case: 19-ZN-2019

PLANNING/DEVELOPMENT

1. **DEVELOPMENT CONTINGENCIES** Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. pedestrian walkways internal to the site as well as pedestrian connections to existing, adjacent development sites,
 - b. the design of balconies on the west side of the building,
 - c. the location and type of solar shading provided at building fenestration along the east, south, and west sides of the building,
 - d. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - e. scenic corridors and buffered parkways,
 - f. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
3. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
4. **EASEMENTS CONVEYED BY SEPARATE INSTRUMENT.** Prior to issuance of any building permit for the development project, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the City, in conformance with the Design Standards and Policies Manual.
5. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.



Conceptual Land Use Map

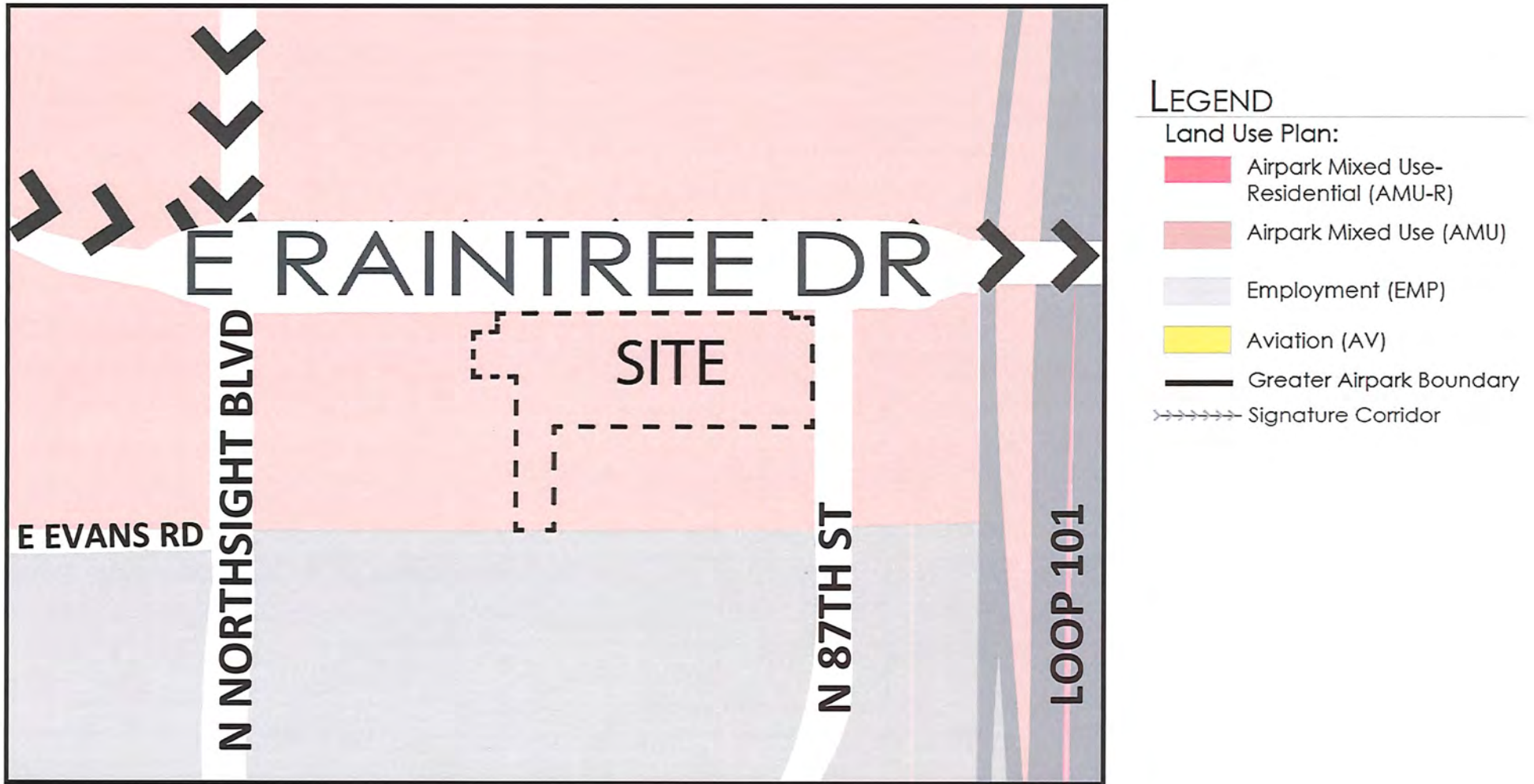
- Suburban Neighborhoods
- Mixed-Use Neighborhoods
- Employment
- Cultural/Institutional or Public Use
- Regional Use District

EXISTING GENERAL PLAN LAND USE

Development Site Acreage: +/- 9.64 acres

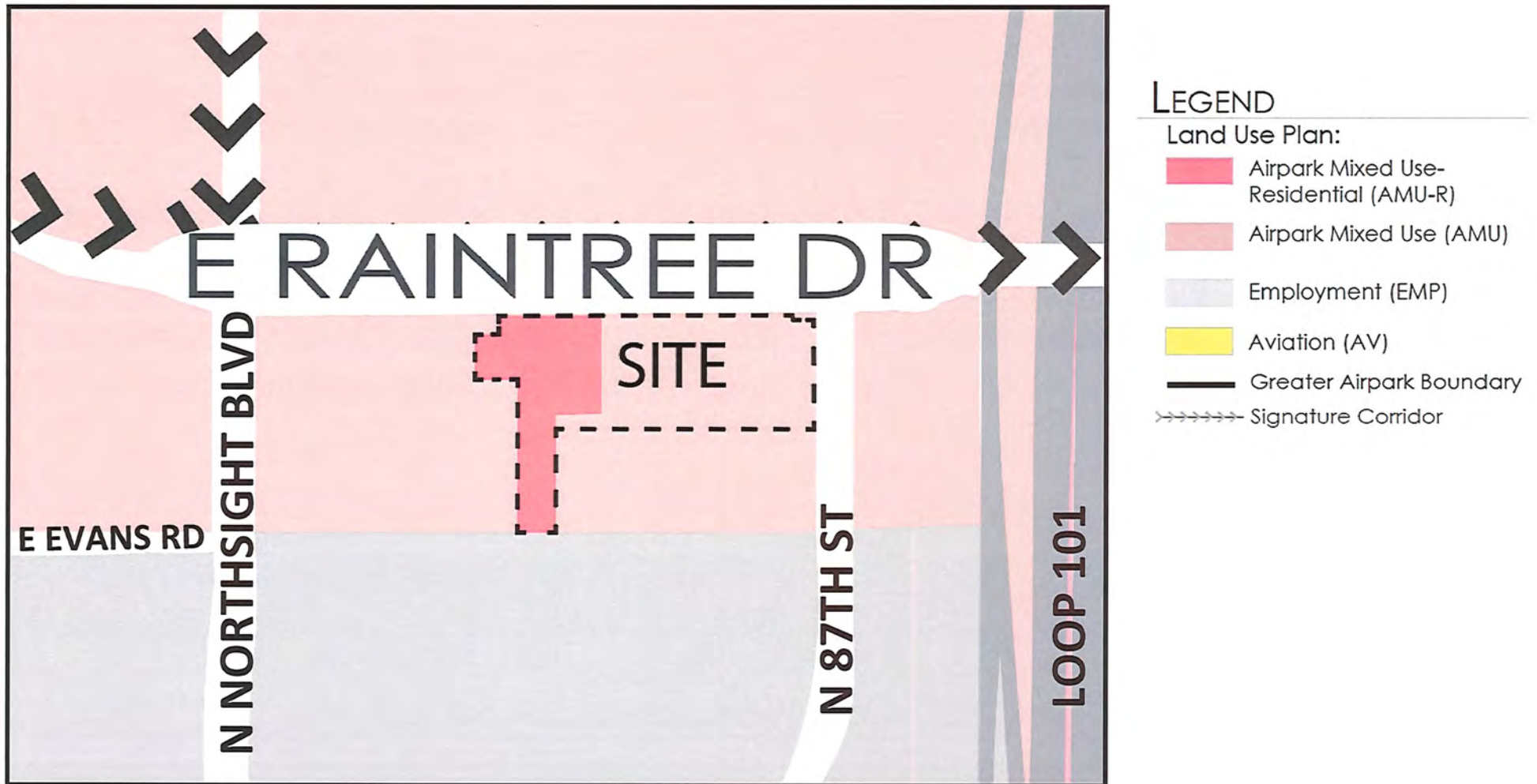
7-GP-2019 & 19-ZN-2019

ATTACHMENT #4



EXISTING GREATER AIRPARK CHARACTER AREA PLAN LAND USE

Development Site Acreage: +/- 9.64 acres



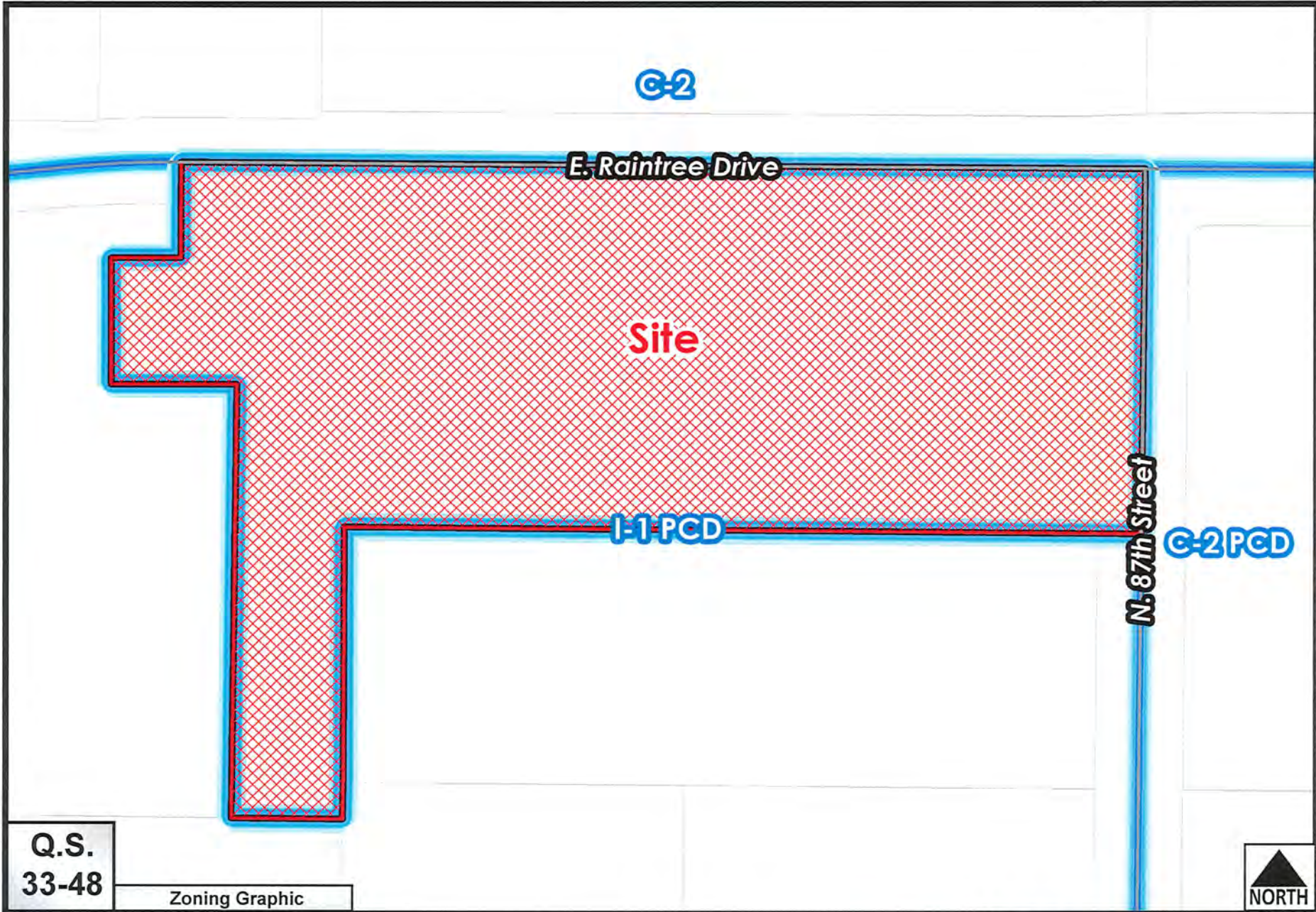
PROPOSED GREATER AIRPARK CHARACTER AREA PLAN LAND USE

Development Site Acreage: +/- 9.64 acres

Area of Change Acreage: +/- 3.4 acres

7-GP-2019 & 19-ZN-2019

ATTACHMENT #6



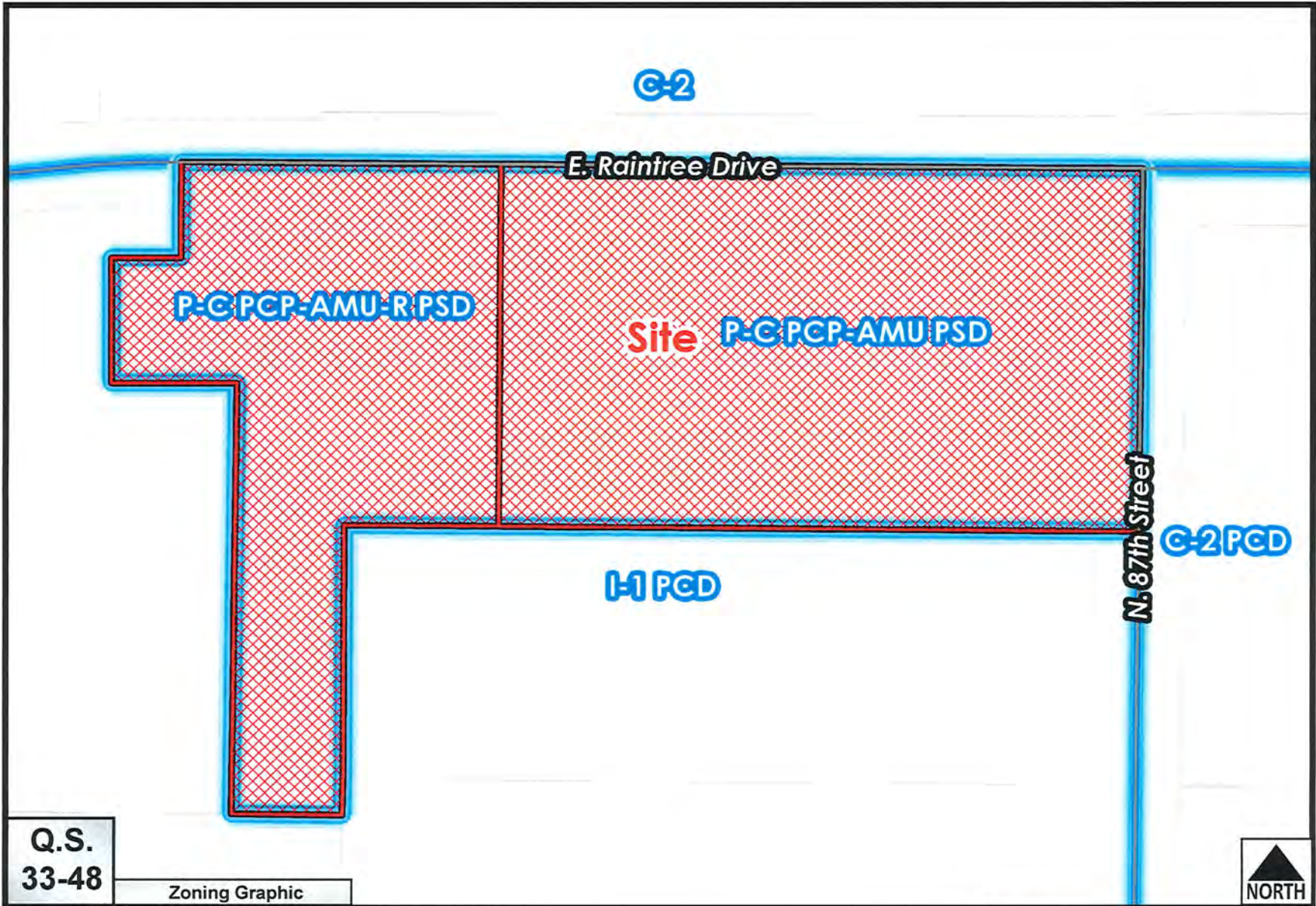
Q.S.
33-48

Zoning Graphic

Existing Zoning

ATTACHMENT #7

19-ZN-2019



Q.S.
33-48

Zoning Graphic



Proposed Zoning

ATTACHMENT #8

19-ZN-2019

TCC - RAINTREE DEVELOPMENT PLAN

Project Narrative/Development Plan

Non-Major General Plan Amendment

&

Rezoning for

Trammell Crow Company - Raintree

Mixed-Use Development

7-GP-2019 and 19-ZN-2019



Prepared by:

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6750 E. Camelback Road, Suite 100

Scottsdale, AZ 85251

I. Purpose of Request

The subject 9.64+/- gross acre (8.24+/- net) vacant property is located at the southwest corner of Raintree Drive & 87th Street (the “Property”) as identified below. The request includes a non-major General Plan Amendment from Airpark Mixed Use (AMU) to Airpark Mixed Use - Residential (AMU-R) on the western 3.40 +/- acres of the Property. The request also includes a rezoning from Planned Community District, Industrial Park (I-1 PCD) to Planned Community District, Planned Airpark Core - Airpark Mixed Use Residential with Planned Shared District overlay (P-C PCP-AMU-R PSD) on the 3.40+/- acres. The balance of the 6.24+/- acres includes a request from Planned Community District, Industrial Park (I-1 PCD) to Planned Community District, Planned Airpark Core - Airpark Mixed Use with Planned Shared District overlay (P-C PCP-AMU PSD). Trammell Crow Company intends to develop the 3.40+/- acre site with a residential community consisting of 190+/- units and 69+/- feet in height. The balance of the Property (6.24+/- acres) is approved for an office development (case 83-SA-2019, TCC -Raintree Office Building), which is currently under construction.

The 9.64+/- gross acre Property is located immediately north of the Vanguard campus. Given the location and surrounding context, the proposed office-residential mixed-use concept will provide a market appropriate land use mix adding to and supporting the local and regional economic base by generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service-related business in the Scottsdale Airpark.



Trammell Crow Company will integrate residences close to existing and proposed jobs in the Scottsdale Airpark, a significant employment center with more than 57,000 employees and approximately 40 million square feet of commercial space (*AZBigMedia.com, January 2019*). New multifamily housing will also provide additional customer base and an economic benefit for nearby businesses, some of which have struggled; bringing rooftops to this area will continue to bolster retail and service-related businesses.

II. City of Scottsdale General Plan 2001

The proposed development requires a non-major amendment to the General Plan Land Use Map designation in the Greater Airpark Character Area Plan (“GACAP”) to accommodate the request for PCD PCP-AMU-R PSD zoning on the 3.40+/- acre residential parcel. The proposal is supportive of the desired values defined in the General Plan, which include those goals for the Character & Design, Land Use, and Growth Areas as outlined below. Additional analysis regarding the GACAP is provided in section III below.

The requested GPA is a non-major amendment based on the criteria established in the 2001 General Plan (pages 20-23):

- 1) Change in Land Use Category: Currently designated as Mixed Use Neighborhoods and no change is proposed with this GPA request.
- 2) Area of Change Criteria: The GPA site area of 3.40+/- acres is less than 10 acres, which is below the property size threshold in Planning Zone B.
- 3) Character Area Criteria: The site is located within the GACAP and is currently designated as AMU (Airpark Mixed Use). The GPA request from AMU to AMU-R (Airpark Mixed Use -Residential) to allow for residential land uses on the 3.40+/- acre portion of the site does not trigger a Major GPA.
- 4) Water/Wastewater Infrastructure Criteria: Based on the water and wastewater studies provided with the application, the proposed development of the site will not impose increased demand triggering an upsize of the existing infrastructure systems.

2001 General Plan Land Use Map



Six Guiding Principles

The following principles from the CityShape 2020 Comprehensive Report are relevant to the proposed request.

❖ *Enhance Neighborhoods*

Scottsdale's residential and commercial neighborhoods are a major defining element of this community. The quality of our experience as a Scottsdale citizen is expressed first and foremost in the individual neighborhoods where we live, work, and play. Scottsdale is committed to maintaining and enhancing our existing and future neighborhoods. Development, revitalization, and redevelopment decisions, including zoning and infrastructure planning, must meet the needs of our neighborhoods in the context of broader community goals.

Strategies:

- *Integrate public safety into the design of neighborhoods and their community facilities and amenities*
- *Address neighborhood edges, especially adjacent to major streets and areas of commercial development*
- *Encourage the blending of new and existing neighborhoods*

- *Identify mature neighborhoods that may benefit from revitalization and / or redevelopment and pursue reinvestment through public projects, private and individual initiatives, and other incentives*

Response: The overall concept is to create a mixed-use residential/office synergy within close proximity to abundant, established retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base, which surrounds the Property. The Property is ideal for residential development with regional access. The development provides safe pedestrian connectivity and compatible landscape/hardscape design elements between the commercial office development and residential community so that the two land uses function as a synergistic mixed-use development.

❖ *Support Economic Vitality*

The strength of Scottsdale's economy has enabled the city to provide a high level of service to its residents at a relatively low cost through tourism and sales tax subsidies. In order to maintain its economic advantage, it is important to foster a balanced economic development program. We are committed to the goal of supporting our existing strengths by targeting new opportunities which can diversify our economic base; providing for the fiscal health of the city; and forming partnerships with the community which strengthen our ability to meet this goal.

Strategies:

- *Encourage opportunities for existing businesses to grow and prosper*
- *Target new economic activities and job opportunities that are compatible with Scottsdale's lifestyle, such as medical and research; especially those that are non-polluting and use advanced technologies that support telecommuting and alternative transportation modes*
- *Ensure that there are adequate opportunities for future commercial and business activities throughout the community*
- *Encourage a variety of housing types and densities in new development if they foster neighborhood identity*

Response: The Property is an underutilized vacant site within a Regional Core overlay with easy access to the 101 Freeway. Being surrounded with multiple retail and large office uses, a mixed-use residential community will be very compatible and will provide housing options in the Airpark area supporting area retail and businesses. The proposed development will allow employees to live close to their jobs and walk or bike to work.

❖ *Value Scottsdale's Unique Lifestyle & Character*

Scottsdale offers a superior and desirable Sonoran Desert lifestyle for its citizens and visitors. Scottsdale's lifestyle and character embrace the beauty of our natural features including the desert, mountains, and washes; and our contributions to the physical environment such as quality residential development, distinctive commercial and employment centers, and pleasing public amenities. Ensuring a variety of living, working, and leisure opportunities is fundamental to our community. The preservation of this unique lifestyle and character will be achieved

through respect for our natural and man-made environment, while providing for the needs of our citizens.

Strategies:

- *Define a variety of character areas that are compatible with the surrounding natural and man-made area by taking advantage of existing amenities*
- *Ensure that development or redevelopment reflects the form, scale, materials, design features, and overall ambiance established in a Character Area Plan*
- *Incorporate public art into emerging and mature areas that express the dominant lifestyle or character of an area, through public and private development and redevelopment opportunities*

Response: The Property is located in the GACAP, which is discussed in more detail below in section III. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of multifamily residential in a mixed-use setting strikes an important land use balance with the employment character of the Airpark. It provides a land use balance creating a stronger, sustainable employment and service node essential to the continued success of the Airpark. The proposed development embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. Collectively, the PCP development plan, including both an approved office building and the newly proposed residential building, is designed in a cohesive manner that provides visual and physical connectivity through the architectural styles and the hardscape/landscape design.

2001 General Plan Goals & Policies

❖ *Character & Design:*

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

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

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

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

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

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

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

- Bullet 5: Promote development that respects and enhances the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.*
- Bullet 6: Promote, evaluate and maintain the Scottsdale Sensitive Design Principles that when followed will help improve and reinforce the quality of design in our community.*

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

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

- Bullet 1: Require substantial landscaping be provided as part of new development or redevelopment.*
- Bullet 3: Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.*
- Bullet 4: Discourage plant materials that contribute substantial air-borne pollen.*
- Bullet 5: Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the "urban heat island" effect.*

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

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

- Bullet 2: Encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings.*
- Bullet 3: Encourage creative and high-quality designs for outdoor lighting fixtures and standards that reflect the character of the local context.*
- Bullet 5: Allow for lighting systems that support active pedestrian uses and contribute to public safety.*

Response: Lighting will be designed in a manner that is respectful of the surrounding context while maintaining safety for future residents. Lighting designs will be commensurate with the quality architectural style proposed for the Property; low-level with no glare and intrusion on neighboring properties. Lighting will be placed in a thoughtful way to provide safe pedestrian wayfinding at night and highlight paths leading to parking areas.

❖ **Land Use:**

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

- Bullet 1: Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.*
- Bullet 2: Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within a region.*

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

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

- Bullet 2: Encourage the location of more intense mixed-use centers and regional employment cores along regional networks.*
- Bullet 6: Encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or man-made buffers are not available.*

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

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

- Bullet 1: Allow for diversity of residential uses and supporting services that provide for the needs of the community.*
- Bullet 3: Support jobs/housing balance by integrating housing, employment, and supporting infrastructure in mixed-use centers located at appropriate locations.*
- Bullet 4: Provide a variety of housing types and densities and innovative development patterns and building methods that will result in greater housing affordability.*

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

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

- Bullet 1: Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.*
- Bullet 2: Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.*
- Bullet 3: Provide balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips where environmentally and physically feasible.*
- Bullet 4: Support the physical integration of residential uses with retail uses to provide opportunities for pedestrian oriented development.*
- Bullet 8: Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.*

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

Goal 8: Encourage land use that create a sense of community among those who work, live, and play within local neighborhoods.

- Bullet 1: Promote public land uses such as parks, schools and other civic uses that act as the nucleus of neighborhoods and promote community interaction.*
- Bullet 2: Develop and reinforce links (ie: trails, paths, open space, transit and streets) within and between residential, retail, employment, recreational and other public land uses.*
- Bullet 3: Promote development patterns and standards that are consistent with the surrounding uses and reinforce the area's character.*

Response: Although the office and residential components are two separate projects, there will be pedestrian connectivity and seamless landscape/hardscape design elements between the commercial development and residential community allowing the two land uses feel like a synergistic mixed-use development and create a sense of community. Additionally, the public open space area (outdoor amenity) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with guest parking. The site is located within the Airpark employment core which has an established higher intensity of development. Mobility options include public transit (Valley Metro and Scottsdale Trolley), bicycling, walking, park-and-ride and ride share.

Goal 9: Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.

- Bullet 1: Incorporate a diverse range of residential and non-residential uses and densities within mixed-use neighborhoods.*
- Bullet 2: Promote residential uses that support the scale and function of retail, commercial and employment uses within these neighborhoods, include the use of mixed-use structures (retail or office on lower level and residential on upper levels).*
- Bullet 4: Encourage compact mixed-use, pedestrian oriented development patterns, at urban densities, that limit the demand for parking and unnecessary automobile trips, and support alternative modes of mobility.*

Response: The proposed office/residential development provides new housing in the heart of an established employment core with a multitude of transportation options. The development also promotes walkability and connectivity to nearby retail, restaurants, services and employers so

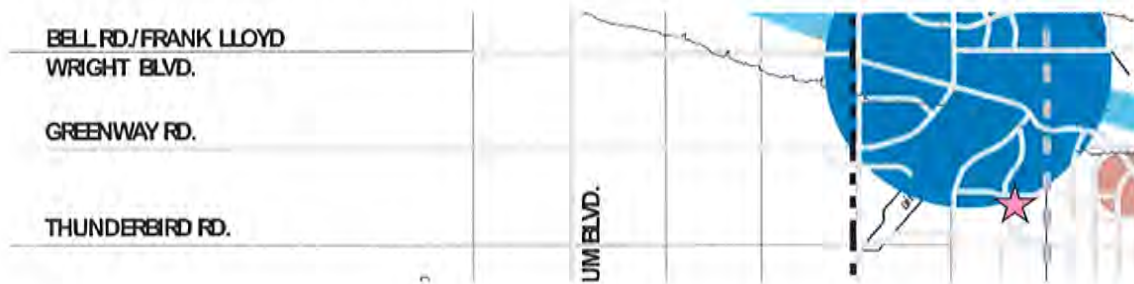
that the reliance on vehicles as a primary source of mobility is naturally reduced by the land use synergy. As noted above, the requested minor GPA will better implement the live, play, work land use philosophy in the Airpark by integrating housing options in an employment and shopping core. The site benefits from a range of multimodal transportation options including pedestrian, vehicular and public transit.

❖ **Growth Areas:**

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

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

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



● **Growth Areas Map**

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

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

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

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

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

❖ **Community Mobility:**

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

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

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

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

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

Response: The site and surrounding area is located within the Airpark employment core established with a higher intensity of development. Mobility options include public transit

(Valley Metro and Scottsdale Trolley), bicycling, walking, park-and-ride and ride share. The Property is located within close proximity to regional transportation corridors (Raintree Drive, Hayden Road, Frank Lloyd Wright Boulevard and Loop 101).

Goal 5: *Relieve traffic congestion.*

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

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

Goal 8: *Emphasize live, work and play land use relationships to optimize the use of citywide systems and reduce the strain on regional and local/neighborhood systems.*

-Bullet 1: Emphasize the relationship and balance of land uses within general areas of the city to determine if an appropriate mixture exists that will reduce the demand.

-Bullet 3: Encourage, where appropriate, mixed use developments that physically incorporate residential, shopping and work environments within one area or project and place strong emphasis on connectivity with non-motorized access (pedestrian oriented development).

Response: The non-major GPA on the western portion of the site from AMU to AMU-R will allow for residential land use in an area that is currently developed with a range of uses (business, office, employment, retail, instructional and hotel uses) further strengthening the mix of land uses in the Airpark. The integration of residential will reduce vehicle trips, promote walkability, and bolster the economic vitality of the Airpark. Although the Property is located near regional transportation systems, adding a residential land use component to the site will result in a lessened demand on the transportation network as residents can live near their workplace and supporting retail land uses.

❖ ***Community Involvement:***

Goal 1: *Seek early and ongoing involvement in project/policy-making discussions*

-Bullet 1: Maximize opportunities for early notification of proposed projects, or project/issues under consideration using signs, information display boards, web site postings, written correspondence, and other methods, as they become available.

Response: The development team held a neighborhood open house meeting and provided early notification through both written and verbal communication. A Project Under Consideration

sign was also posted on the site prior to the neighborhood open house meeting. Refer to the Citizen Review & Neighborhood Outreach Report included with the zoning application.

❖ **Housing:**

Goal 2: *Seek a variety of housing options that blend with the character of the surrounding community.*

-Bullet 3: Encourage energy efficiency via integration of the City's Green Buildings and Sustainability programs (or future programs) in new housing design.

-Bullet 5: Encourage the creation of mixed-use projects as a means to increase housing supply while promoting diversity and neighborhood vitality.

Response: Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The development will include a high solar reflective roof system, low-E glazing, low VOC adhesion materials and paints, locally produced materials, LED lighting/fixtures, low-flow plumbing fixtures and/or high efficiency water systems, a high R-value building envelop, and inset windows and shade balconies for solar heat gain reduction. Additional low impact building materials are being explored and further detail will be provided with the Development Review Board submittal. The mixed-use nature of the proposed development will promote economic vitality and neighborhood diversity by providing new housing options in the Airpark employment core contributing towards the live-work-play synergy.

Goal 3: *Seek a variety of housing options that meet the socioeconomic needs of people who live and work there.*

Response: Integrating new multifamily residential development near a range of existing employment, support services and retail brings a new facet of housing options to the Airpark further meeting the socioeconomic needs of the diverse workforce population in Scottsdale.

❖ **Preservation and Environmental Planning:**

Goal 10: *Encourage environmentally sound "green building" alternatives that support sustainable desert living.*

-Bullet 1: Incorporate healthy, resource- and energy-efficient materials and methods in design, construction, and remodeling of buildings.

-Bullet 4: Improve the energy efficiency of the building envelope, equipment and appliances.

-Bullet 5: Use low impact building materials.

Response: As noted above, sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The development will include a high solar reflective roof system, low-E glazing, low VOC adhesion materials and paints, locally produced materials, LED lighting/fixtures, low-flow plumbing fixtures and/or

high efficiency water systems, a high R-value building envelop, and inset windows and shade balconies for solar heat gain reduction. Additional low impact building materials are being explored and further detail will be provided with the Development Review Board submittal. The mixed-use nature of the proposed development will promote economic vitality and neighborhood diversity by providing new housing options in the Airpark employment core contributing towards the live-work-play synergy.

III. Greater Airpark Character Area Plan

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

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

GACAP Definition (emphasis added):

Airpark Mixed Use Residential areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the AMU-R areas should be pedestrian-oriented have access to multiple modes of transportation and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the areas south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing [emphasis added].

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

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

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

➤ **Land Use**

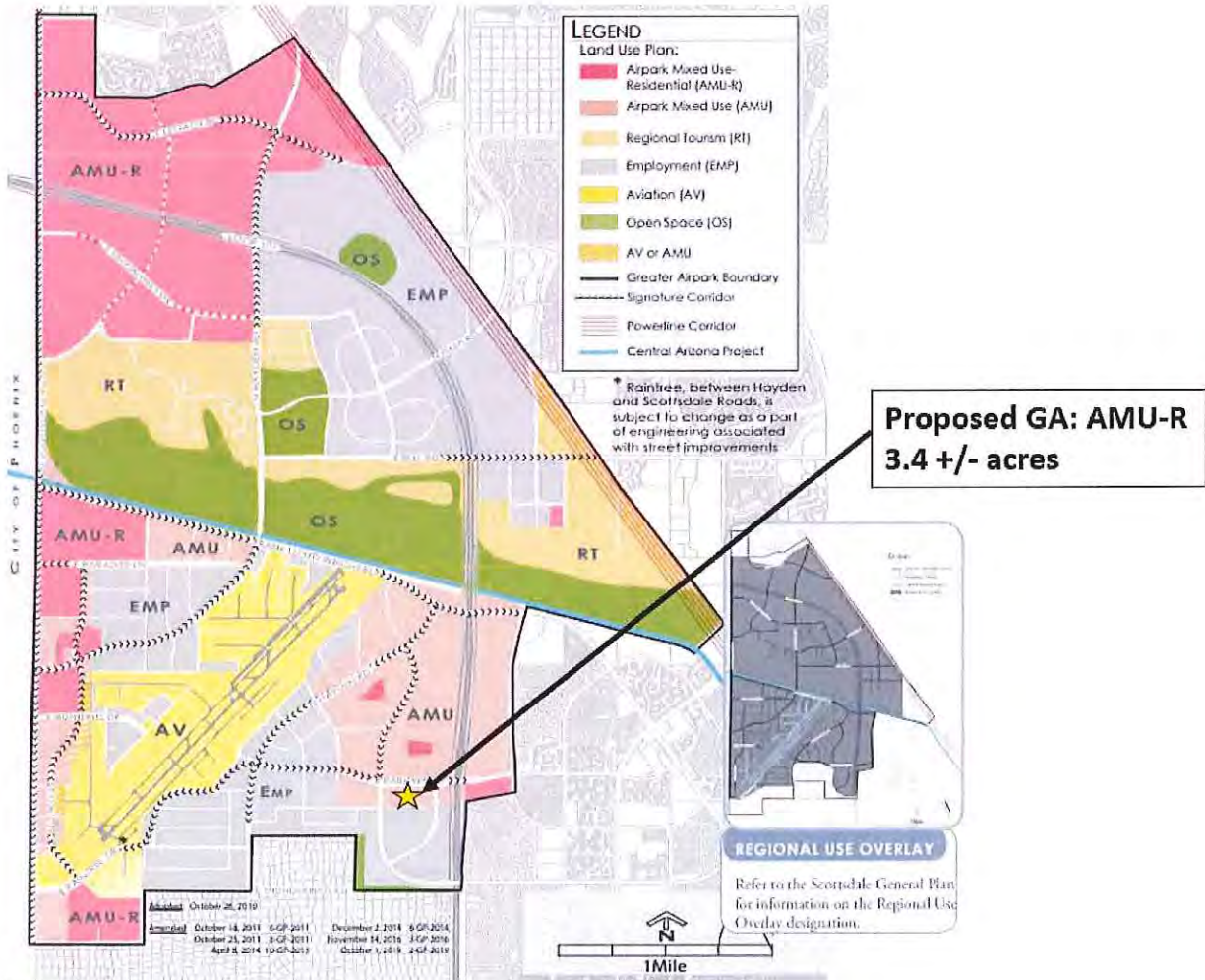
Goal LU 1

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

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

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

Greater Airpark Land Use Map
(GACAP Page 11)



This map presents a potential future development vision and does not constitute regulatory standards. All projects are subject to redevelopment review. Signature Corridors are also illustrated on page 58 of the Character and Design Chapter.

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

Response: The Airpark is predominately an employment core area; the City's largest employment core. Integrating the proposed multifamily land use in a mixed-use setting will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. The mix of residential units will include 1, 2 and 3-bedroom units with rentable square footage ranging from 800 s.f. to 1,400 s.f. Rental rates have not been determined and will be based on market rates and unit size/location after construction is completed.

Goal LU 4

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

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

Policy LU 4.6 Transitions between development types should incorporate a blending in context of each development type, and integrate the characteristics between them through appropriate site and building design.

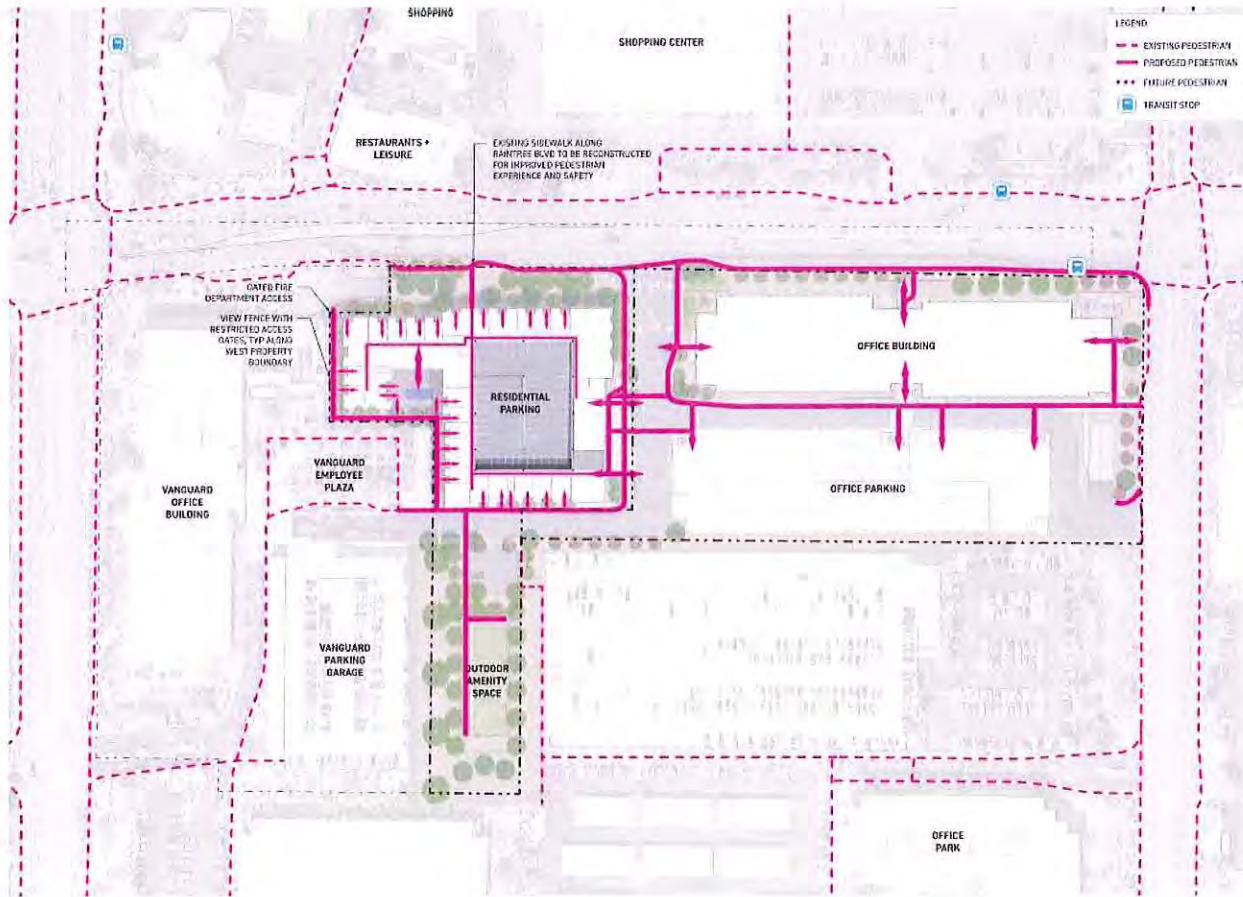
Response: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the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

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

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

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

Pedestrian Circulation



Goal LU 5

Encourage Greater Airpark development flexibility.

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

Response: As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing I-1 PCD zoning with respect to the residential portion of this development. In addition, the remaining commercial property will utilize the PCP district as well; however, the building design for the office component is approved by the City. The PCP zoning will allow the applicant to create a unique, mixed-use residential community and office development for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

Policy LU 5.2 Greater Airpark public amenities and benefits should be provided by the private sector when development bonuses, such as increased floor area, greater intensity, greater height, development standard flexibility, and/or street abandonment are

considered. Potential public amenities and benefits may include, but are not limited to: New/expanded open space areas, transit and/or other mobility enhancements, including bicycle and pedestrian amenities, workforce housing...{relevant benefits listed}

Response: The proposed development is providing a bonus contribution for increased FAR (from 0.8 to 1.11; increase of 0.31) and height (from 62 feet to 69 feet; increase of 7 feet) in the amount of \$1,536,361 based on calendar year 2021, which will be allocate to the City per the Special Improvement Ordinance. The PCP development also offers approximately 29.8% overall open space (28% required), a centralized amenity space, enhanced pedestrian linkages as well as new housing opportunities to serve the Airpark employment core.

Goal LU 7

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

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

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

Goal LU 8

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

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

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

Policy LU 8.3 Promote public/private partnership in the design of development plans that provide functional urban open spaces, such as plazas and pocket parks, within and between projects.

Response: This project promotes the value of usable open space on several levels. The proposed residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space over the required 28% (this calculation excludes parking lot landscaping and private outdoor open space). The overall 9.64+/- PCP development is proposing approximately 29.8% +/- open space (107,000 s.f.). On-site open space includes amenities, private outdoor living spaces, perimeter landscape buffers, and meaningful perimeter open space to create privacy and a visual oasis for the residents/employees and an attractive setting for the buildings. Additionally, the open space area (outdoor amenity south of the residential building) will be programed with usable passive recreation amenities including turf, seating, shade and picnic areas along with guest parking.

➤ Neighborhood & Housing

Goal NH 2

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

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

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

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

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

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

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

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

Response: The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The pool amenity area will include a range of outdoor amenities including a pool, spa, cabana, seating areas, fire pit, and bbq to create resort-like outdoor living

spaces for residents to gather and relax. The site has a network on sidewalks that tie to the existing commercial office network. See Pedestrian Circulation Plan and Landscape Plan for more details on connectivity.

Goal NH 3

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

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

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

Policy NH 3.2

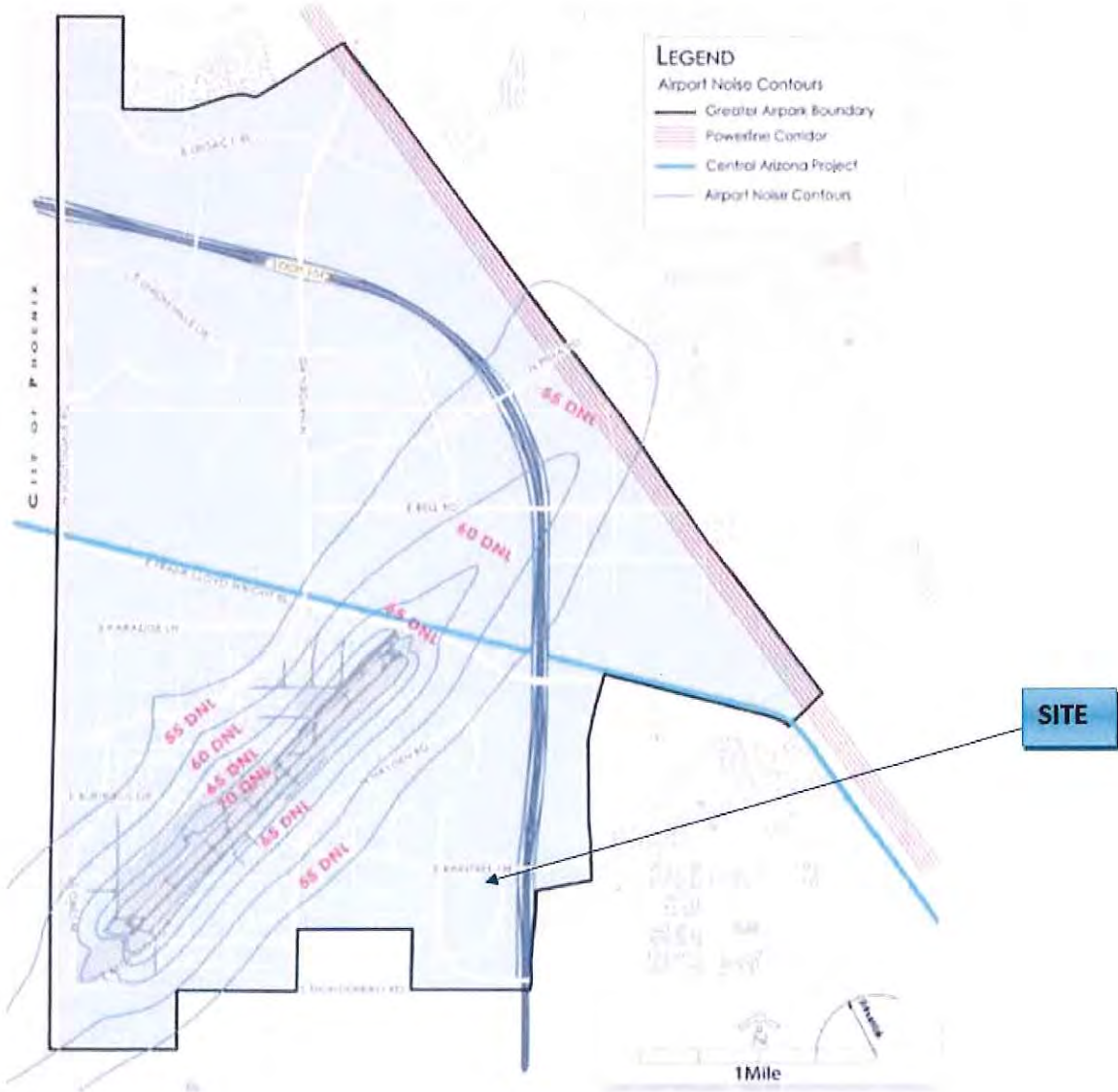
Incorporate residential into Airpark Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:

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

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

Scottsdale Airport Noise Contours -2009
(GACAP Page 30)

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



➤ Community Mobility

Goal CM 4

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

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

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

Goal CM 6

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

Policy CM 6.1 Provide mid-block pedestrian and bicycle connections throughout the Greater Airpark.

Response: See the Pedestrian & Vehicular Circulation Plan for pedestrian and bicycle connection. Although there are numerous connection points between uses within the proposed development plan, access across Raintree Drive is provided at controlled intersections for safety reasons. Modifying the General Plan to AMU-R to allow for residential development on a portion of the site, and within the established Airpark employment core, will create improved pedestrian mobility through the interaction of land uses; ie: residents can live and work in same area promoting walkability and reducing reliance on vehicle transportation.

Policy CM 6.2 Support an attractive, safe and engaging pedestrian and bicyclist environment for all users.

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

-and-

Goal CM 7

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

Policy CM 7.1 Incorporate site design features that promote more access to those walking, cycling or taking public transit, such as ground-floor retail and parking located in the rear of buildings, particularly along Signature Corridors and within Airpark Mixed Use Future Land Use Areas.

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

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The Greater Airpark Transit Connections Map (see below) designates this Property as a "major shopping" area with nearby "transit route" classifications (Northsight, Raintree, Loop 101). Valley Metro bus and Scottsdale Trolley's routes both provide transit service near the site. The parking spaces identified near the open space amenity will be allocated and signed for residential guests and park users. The adjacent office building will have ample excess parking and will provide its own guest spaces.



➤ **Economic Vitality**

Goal EV 1

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

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

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

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

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

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

➤ **Environmental Planning**

Goal EP 1

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

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

Policy EP 1.4 Promote solar and alternative energy development standards in building and site design.

Policy EP 1.9 Integrate into building design the practice of passive solar elements and the use of renewable energy generation systems, such as solar and rainwater harvesting.

Response: The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments including. The project is specifically design to help reduce water demand by using native or native-adapted landscape material, filter and reduce stormwater runoff by providing bioswales and rainwater runoff areas, reduce heat island effects by reducing the use of pavement and using light colored pavement and/or pervious pavement, and increase outdoor recreation opportunities by providing an urban pocket park. Turf areas will be limited to interior areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling. Low voltage landscape lighting will be used throughout the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The development will include a high solar reflective roof system, low-E glazing, low VOC adhesion materials and paints, locally produced materials, LED lighting/fixtures, low-flow plumbing fixtures and/or high efficiency water systems, a high R-value building envelop, and inset windows and shade balconies for solar heat gain reduction. The mixed-use nature of the proposed development will promote economic vitality and neighborhood diversity by providing new housing options in the Airpark employment core contributing towards the live-work-play synergy.

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

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

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

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

Goal EP 4

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

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

Response: Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area. Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The development will include a high solar reflective roof system, low-E glazing, low VOC adhesion materials and paints, locally produced materials, LED lighting/fixtures, low-flow plumbing fixtures and/or high efficiency water systems, a high R-value building envelop, and inset windows and shade balconies for solar heat gain reduction. Additional low impact building materials are being explored and further detail will be provided with the Development Review Board submittal.

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

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

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

Response: To further elaborate on the statements above, the buildings been designed in a manner to respond to the Sonoran Desert climate through the use of passive solar shading, inset/projected balconies, landscaping, recessed windows (south), articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of the Sonoran Desert while providing an attractive resort-like setting for the buildings (proposed and existing).

➤ **Character & Design**

Goal CD 1

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

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

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

The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact

and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.

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

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

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

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

Policy CD 1.3 Encourage a variety of building shapes and heights that are appropriate in each Future Land Use Area in order to promote visual interest in the Greater Airpark and to promote the overall character of the specific Future Land Use Area within which they are located.

Response: A variety of building shapes and heights are provided in the architectural design. The residential building has been designed in a manner that provides appropriate massing and sensitivity to the pedestrian. Architectural detailing and materials may include, but are not limited to concrete panel, stucco, glazing and metal balcony rails selected to uphold the unique character and context of the Sonoran Desert. The façade plane undulates in and out to bring relief to the elevation surface creating shade and shadow.

Goal CD 2

Create vibrant Signature Corridors (See Signature Corridors Map, pg 58) in the Greater Airpark to provide a distinct identity and design theme in the area.

Policy CD 2.1 Establish a unified streetscape for identified Signature Corridors with unique imagery for each corridor.

Policy CD 2.18 Raintree Signature Corridor. The Raintree Signature Corridor, as the grand entrance to the Greater Airpark, should integrate elements of flight and corporate sophistication into building, landscape and site designs. Building frontages should be oriented to activate the street. Intersections and gateways in this area should include interpretive elements that discuss the Airport, as well as modern technology.

Response: The office component of the proposed zoning boundary is approved and is currently under construction (approved under the existing I-1 zoning designation, case 83-SA-2019). The architecture provides a modern vibrant design at the gateway intersection of 87th Street and Raintree Drive. The residential building provides four-sided architecture that complements the existing streetscape while bringing new building typology to the Raintree Signature Corridor. The design activates the street frontage significantly more than the existing office buildings along this Corridor, offering direct street access from the ground level units and improved sidewalk connectivity. Each ground floor unit incorporates direct exterior access to a private outdoor patio, and in almost all cases direct access to the enhanced pedestrian circulation network on and around the site. These ground floor entries are delineated by raised concrete patios, low site walls, gates and landscape screening.

Policy CD 2.2 Signature Corridor streetscapes should provide continuity among adjacent uses through a comprehensive landscape design, including decorative paving, street furniture, public art, and integrated infrastructure improvements.

Policy CD 2.4 Incorporate multi-modal access along Signature Corridors.

Response: The proposed mixed-use development will improve the Raintree Signature Corridor by providing landscape/hardscape continuity and pedestrian synergy. These elements are currently lacking with the existing vacant parcel and surrounding office uses on the south side of Raintree, which predominately have parking in front of the buildings with an insignificant ground level pedestrian experience. The proposed development will include residential patios with direct access to the sidewalk on Raintree, ground level access from the office building to the sidewalk on Raintree and numerous new sidewalks including detached sidewalks to improve the pedestrian experience and safety. The site benefits from a range of multimodal transportation options including pedestrian, vehicular and public transit. The Property is near the Raintree/Loop 101 interchange and close to several arterial roads all of which provide regional access. Additionally, the Property is close to public transit routes that provide direct access to many parts of the east valley. The Scottsdale Trolley system (Mustang Route) runs from Northside and Hayden to Mustang Library extending to Via Linda and Frank Lloyd Wright. The project also aims to reduce energy consumption by live-work-play walkability to adjacent amenities, promoting the use of bicycles, encouraging ride-share with drop-off/pick-up locations and having electric vehicle charging stations.

Current Streetscape



Proposed Streetscape



IV. PCD Findings

Per Section 5.2104 of the Zoning Ordinance, before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of surrounding areas.

Response: A request for a non-major GPA has been submitted in conjunction with this rezoning request. Integrating the proposed mixed-use development will provide additional housing opportunities for the residents of Scottsdale in an established employment and service core area. The area is lacking new multifamily housing opportunities given the desirable location and multimodal connectivity. The location of the Property not only provides an

opportunity for housing in the Airpark Core, but also connectivity to the surrounding retail, restaurants, and employment that will enhance the overall sustainability of the area. The development promotes an integrated, sustainable character for the area contributing towards the live, work, play goals identified in the General Plan.

B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.

Response: A TIMA is provided with the application submittal including a specific traffic analysis which reflects a reduction in trip generation from the existing office use. The Property is near the Raintree/Loop 101 interchange and close to several arterial roads all of which provide regional access. Additionally, the Property is close to public transit routes that provide direct access to many parts of the east valley. The Scottsdale Trolley system (Mustang Route) runs from Northside and Hayden to Mustang Library extending to Via Linda and Frank Lloyd Wright.

C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.

Response: The school district has been notified and the area schools have adequate facilities to serve the additional residents.

2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

Response: Not applicable.

3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

Response: Being surrounded with multiple retail and large office uses, a mixed-use residential community will be very compatible and will provide housing options in the Airpark area supporting area retail and businesses. The proposed development will allow employees to live

close to their jobs and walk or bike to work. The overall design is intended to function seamlessly together as well as integrate with the surrounding mix of land uses.

V. Planned Airpark Core Development (PCP)

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

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

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

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

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

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

Response: The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter and through of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of

people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. Additionally, the proposed residential use results in a significant decrease in daily vehicle trips as compared to the existing industrial/office zoning.

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

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

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

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

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

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

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

Bonus Formula

The applicant intends to utilize the bonus provision for floor area ratio (FAR) and building height by applying the formula provided in Section 5.4008. Bonus Provisions and 7.1200 Special

Public Improvements. Application of the formula is outlined below based on 2021 calendar year.

- CC= Contribution cost
- BSF = Gross square footage of bonus floor area
- BH = Feet of bonus building height
- CY = Calendar year
- FAR = Floor Area Ratio

Bonus for Increased FAR

Base FAR Allowed: 8.24 net acres (359,137 s.f.) x 0.8 = 287,310 s.f.
FAR Proposed (Residential & Commercial combined): 396,983 or 1.11
Bonus FAR Requested: 109,673 s.f. or 0.31 FAR
Bonus Floor Area Contribution: CC = (BSF times 10) times (1.035^(CY-2013))

$$CC = (109,673 \times 10) \text{ or } 1,096,730 * 1.035^{(8)}$$

CC = \$1,444,184

Bonus for Increased Building Height

Base Building Height Allowed: 62 feet (including mechanical appurtenances)
Building Height Proposed: 69 feet (including mechanical appurtenances)
Bonus Building Height: 7 feet
Building Height CC = (BH times 10,000) times (1.035^(CY-2013))

$$CC = (7 \times 10,000) \text{ or } 70,000 * 1.035^{(8)}$$

CC = \$92,177

*Based on 2021 calendar year for permit issuance.

Total CC = \$1,536,361

Based on the application of the formula, the developer will gain an additional 109,673 s.f. of gross building area and 7 feet of building height by providing \$1,536,361 of additional special improvements. A development agreement will be provided to the City memorializing the bonus and the developer is currently determining how the bonus payment will be allocated.

VI. Scottsdale Sensitive Design Principles

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

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

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

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

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

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

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

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

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

Ironwood, Palo Verde, Mesquite, Chinese Elm and Desert Willow trees.

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

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

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

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

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

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

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

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

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

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

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

Response: Sustainable strategies and green building techniques that minimize environmental impact and reduce energy consumption, will be emphasized. The development will include a high solar reflective roof system, low-E glazing, low VOC adhesion materials and paints, locally produced materials, LED lighting/fixtures, low-flow plumbing fixtures and/or high efficiency water systems, a high R-value building envelop, and inset windows and shade balconies for solar heat gain reduction. Additional low impact building materials are being explored and further detail will be provided with the Development Review Board submittal. The mixed-use nature of the proposed development will promote economic vitality and neighborhood diversity by providing new housing options in the Airpark employment core contributing towards the live-work-play synergy.

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

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

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

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

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

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

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

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

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

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

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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 1/4/2019

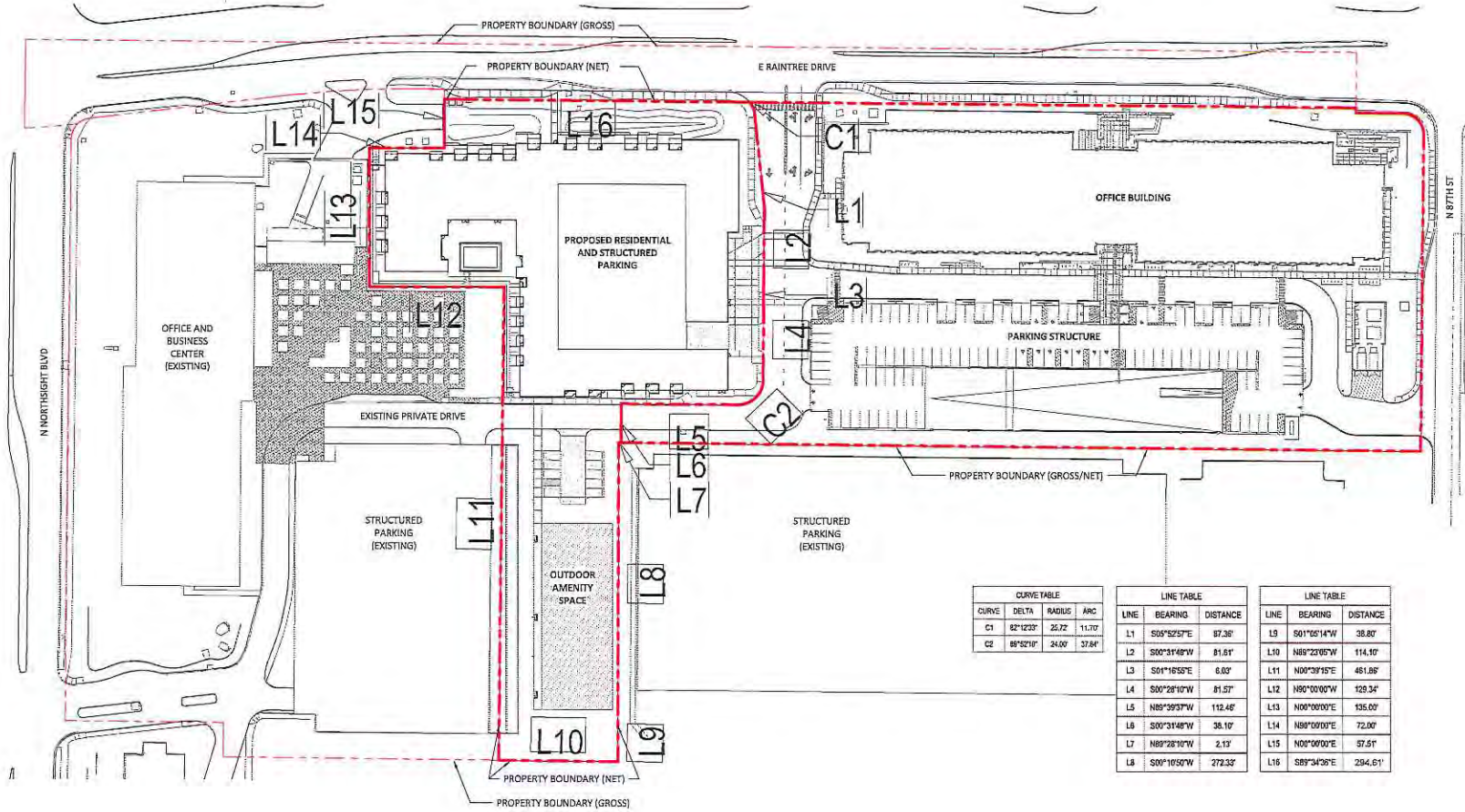
REVISIONS
No. Description Date
REZONING APPLICATION 3/4/20
RE-SUBMITTAL

219514
PROJECT NUMBER
ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Raintree Drive Residential

DIMENSIONED BOUNDARY PLAN
A.d.1

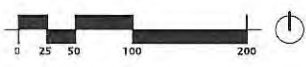


CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	82°12'03"	25.72'	11.70'
C2	88°52'10"	24.00'	27.84'

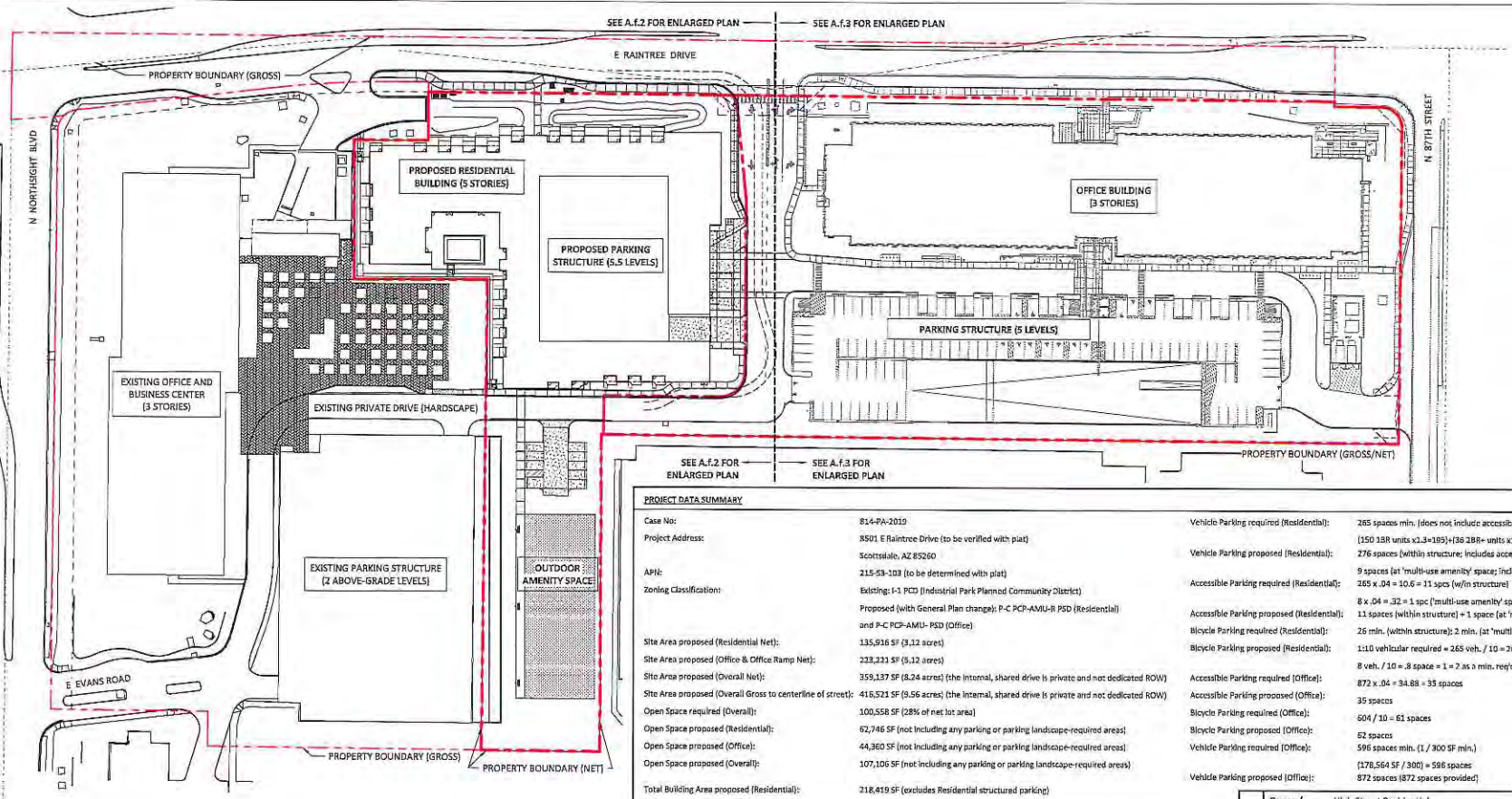
LINE TABLE		
LINE	BEARING	DISTANCE
L1	S05°52'57"E	67.36'
L2	S00°31'48"W	81.61'
L3	S01°16'55"E	6.00'
L4	S00°28'10"W	81.57'
L5	N89°39'37"W	112.48'
L6	S00°31'48"W	38.10'
L7	N89°28'10"W	2.17'
L8	S00°10'59"W	272.33'

LINE TABLE		
LINE	BEARING	DISTANCE
L9	S01°05'14"W	38.80'
L10	N89°22'05"W	114.10'
L11	N00°39'15"E	481.86'
L12	N90°00'00"W	129.34'
L13	N00°00'00"E	135.00'
L14	N89°00'00"E	72.00'
L15	N00°00'00"E	57.57'
L16	S89°34'36"E	294.61'

DIMENSIONED BOUNDARY PLAN
1" = 50'-0"



NOTE: INTERNAL LOT LINES ARE SUBJECT TO CHANGE DUE TO PENDING REVIEW/APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.



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

Signature: _____
Typed or Printed Name: _____

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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2023
REVISIONS:
No. Description Date
REZONING APPLICATION 3/4/20
RE-SUBMITTAL

219514
PROJECT NUMBER
ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Raintree Drive Residential

OVERALL SITE PLAN

A.f.1

PROJECT DATA SUMMARY

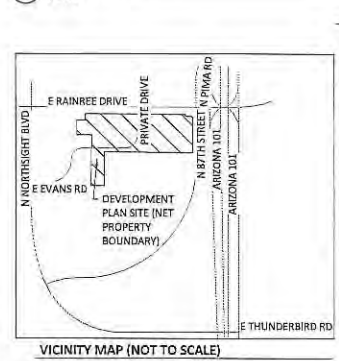
Case No:	814-PA-2019	Vehicle Parking required (Residential):	285 spaces min. (does not include accessible)
Project Address:	8501 E Raintree Drive (to be verified with plat) Scottsdale, AZ 85260	Vehicle Parking proposed (Residential):	(150 1BR units x 1.3 + 185) + (36 2BR+ units x 1.7 + 42) + (4 3BR units x 1.9 + 8) + 265 276 spaces (within structure; includes accessible spaces)
APL:	215-53-103 (to be determined with plat)	Accessible Parking required (Residential):	9 spaces (at "multi-use amenity" space; includes accessible spaces) 285 x .04 = 10.6 = 11 spcs (w/in structure)
Zoning Classification:	Existing: I-1 PCD (Industrial Park Planned Community District) Proposed (with General Plan change): P-C PCP-AMU-R PSD (Residential) and P-C PCP-AMU- PSD (Office)	Accessible Parking proposed (Residential):	8 x .04 = .32 = 1 spc (multi-use amenity) spc 11 spaces (within structure) + 1 space (at "multi-use amenity" space)
Site Area proposed (Residential Net):	135,936 SF (3.12 acres)	Bicycle Parking required (Residential):	25 min. (within structure); 2 min. (at "multi-use amenity" space)
Site Area proposed (Office & Office Ramp Net):	223,211 SF (5.12 acres)	Bicycle Parking proposed (Residential):	110 vehicular required = 265 veh. / 10 = 26.5 = 27 spaces (w/in structure)
Site Area proposed (Overall Net):	359,137 SF (8.24 acres) (the internal, shared drive is private and not dedicated ROW)	Accessible Parking required (Office):	8 veh. / 10 = .8 space = 1 = 2 as a min. req'd (at "multi-use amenity" spc)
Site Area proposed (Overall Gross to centerline of street):	416,521 SF (9.56 acres) (the internal, shared drive is private and not dedicated ROW)	Accessible Parking proposed (Office):	872 x .04 = 34.88 = 35 spaces
Open Space required (Overall):	100,558 SF (28% of net lot area)	Bicycle Parking required (Office):	35 spaces
Open Space proposed (Residential):	62,746 SF (not including any parking or parking landscape-required areas)	Bicycle Parking proposed (Office):	604 / 10 = 61 spaces
Open Space proposed (Office):	44,360 SF (not including any parking or parking landscape-required areas)	Vehicle Parking required (Office):	62 spaces
Open Space proposed (Overall):	107,106 SF (not including any parking or parking landscape-required areas)	Vehicle Parking proposed (Office):	596 spaces min. (1 / 300 SF min.) (178,564 SF / 300) = 596 spaces
Total Building Area proposed (Residential):	218,419 SF (excludes Residential structured parking)	Vehicle Parking proposed (Office):	872 spaces (872 spaces provided)
Total Building Area proposed (Office):	178,564 SF (excludes parking structure)		
GFAR allowed (Overall Net site area):	0.8 (for the Development Plan); option for buy-up w/ max. 2.0 under bonus provisions		
GFAR proposed (Overall Net site area):	1.11 (excludes Residential + Office structured parking)		

Total Units proposed:	190 units: 1 Bedroom: 150 units (79%) 2 Bedroom: 36 units (19%) 3 Bedroom: 4 units (2%)
Ground Level allowed (Overall):	Dwelling use limited to a maximum of 50% of the ground floor bldg area of the Development Plan
Ground Level proposed:	Office use limited to a maximum of 50% of the ground floor bldg area of the Development Plan Overall Development Plan Ground Level (without parking ramps): 101,853 s.f. Residential: 30,055 s.f. (30%) Support uses (lobby, fitness, amenity, restrooms, storage): 23,858 s.f. (22%) Office: 48,440 s.f. (48%)
Setbacks required:	11' beginning 38' above setback line / only relevant along Raintree Drive and 87th Street; no encroachments
Setbacks proposed:	62' maximum (including all rooftop appurtenances); 104' max under bonus provisions
Building Height allowed (Overall Site):	5.5 floors (64'-3" to top of overrun roof parapet) plus rooftop appurtenances = maximum 89'-0"
Building Height proposed (Residential):	3 floors (50'-8" to top of roof parapet) plus rooftop appurtenances = 60'-2" total

PROJECT TEAM

Owner/Developer:	High Street Residential 2575 East Camelback, Suite 400 Phoenix, AZ 85016 Ph: 602-222-4000 Fx: 602-285-3141	Legal:	Berry Riddell LLC 6750 East Camelback, Suite 100 Scottsdale, AZ 85251 Ph: 480-385-2727 Fx: 480-385-2757
Architect:	(RESIDENTIAL) Elness Swenson Graham Architects, Inc. 500 Washington Ave. South, Suite 1080 Minneapolis, MN 55415 Ph: 612-339-5508 Fx: 612-339-5382	(OFFICE, OFFICE RAMP) RSP Architects, Ltd. 502 S College Ave Ste 203 Tempe, AZ 85281 Ph: 480-889-2000	
Civil Engineer:	Wood Patel 2051 W Northern Ave #100 Phoenix, AZ 85021 Ph: 602-395-8500 Fx: 602-395-8580		
Landscape Architect:	(RESIDENTIAL) Norris Design 901 East Madison Street Phoenix, AZ 85034 Ph: 602-254-9600	(OFFICE, OFFICE RAMP) Trueform Landscape Arch. Studio 2008 N 7th Street, Ste F Phoenix, AZ 85006 Ph: 480-382-4244	
Electrical Engineer:	(RESIDENTIAL) TBD	(OFFICE, OFFICE RAMP) MSA Engineering Consultants 7878 N 18th Street, Ste 140 Phoenix, AZ 85020 Ph: 602-943-8424	

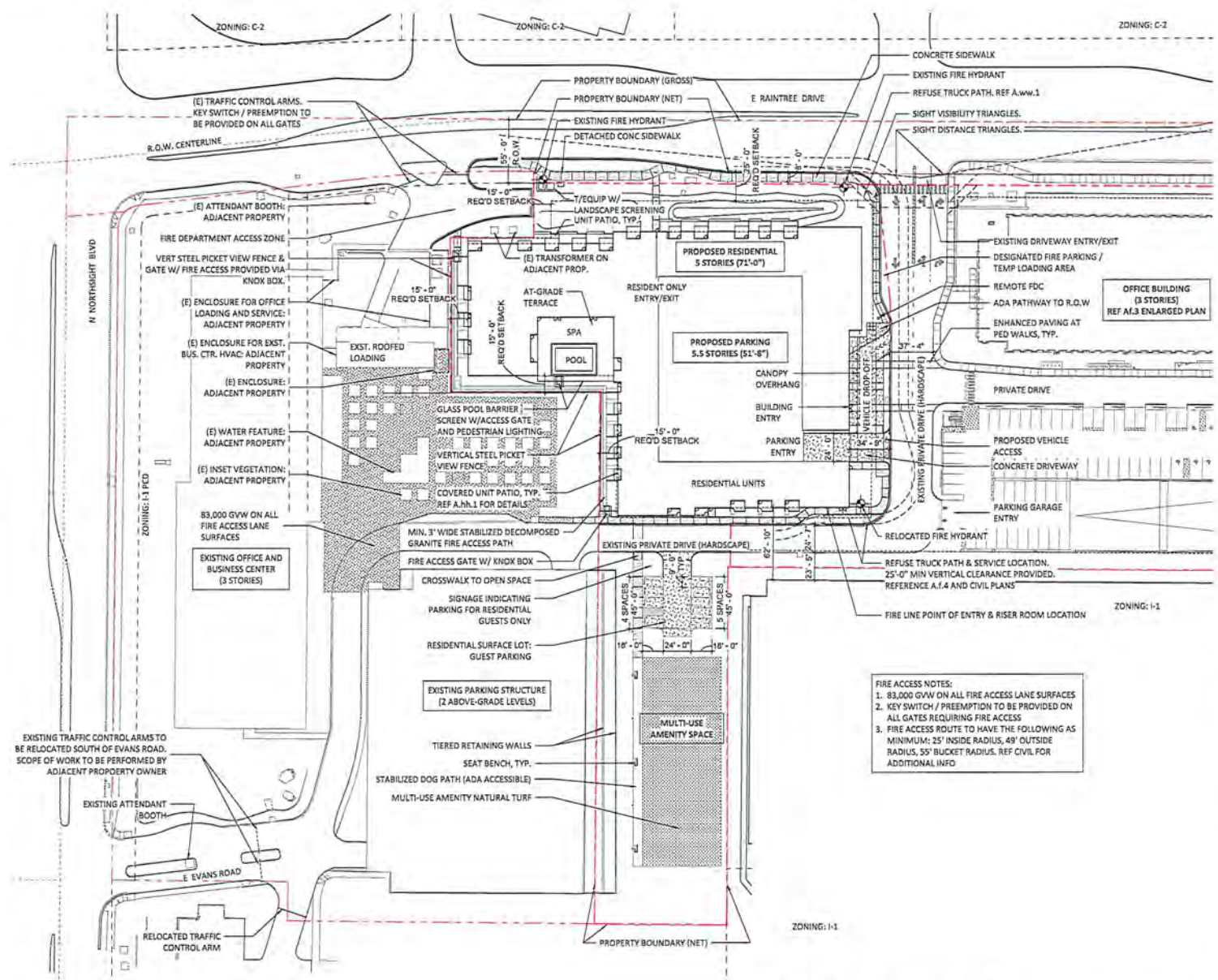
OVERALL SITE PLAN
2" = 50'-0"



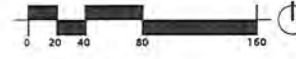
NOTE: SITE AREA, OPEN SPACE, GFAR AND SETBACKS SUBJECT TO CHANGE DUE TO PENDING REVIEW/APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.



5/2/2023 3:16 PM



1 SITE PLAN - RESIDENTIAL SIDE
1" = 40'-0"



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

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Signature: _____
Typed or Printed Name: _____
Licenses # Date: _____

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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2018

REVISIONS	No.	Description	Date
REZONING APPLICATION	3/4/20		
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PROJECT NUMBER
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KEY PLAN

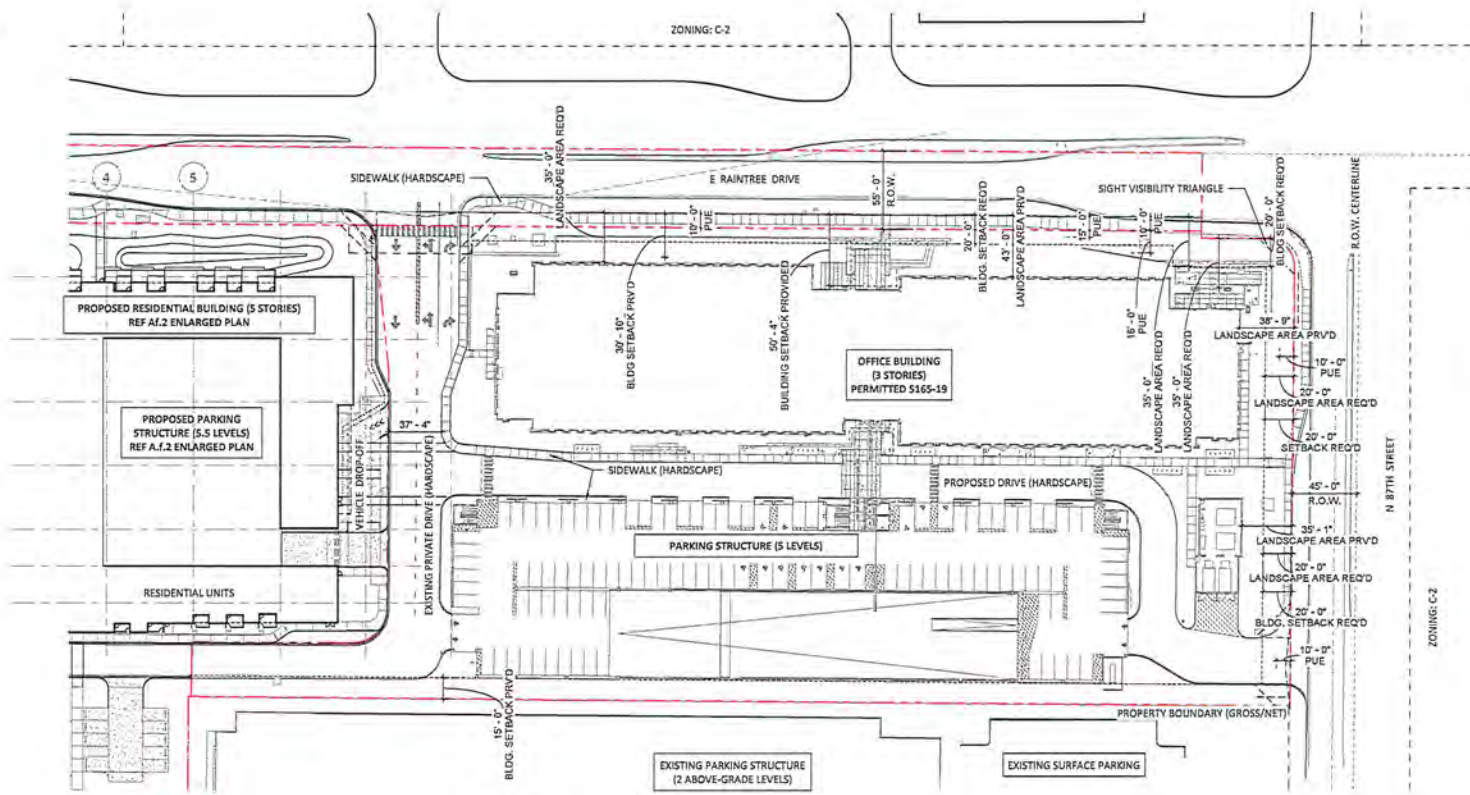
Raintree Drive Residential

SITE PLAN - RESIDENTIAL SIDE

A.f.2

ZONING: C-2

ZONING: C-2



Raintree Drive Residential
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RSP
esg
 ARCHITECTURE & DESIGN

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 Type of Firm's Name: _____
 License #: _____ Date: _____

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REVISIONS	No.	Description	Date
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RE-SUBMITTAL			

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KEY PLAN

Raintree Drive Residential

SITE PLAN - OFFICE SIDE
A.f.3

1 SITE PLAN - OFFICE SIDE
 1" = 40'



NOTES:
 OFFICE SITE'S SITE PLAN APPROVED WITH DRB CASE NUMBER R3-SA-2019.
 SITE AREA, OPEN SPACE, GFAR AND SETBACKS SUBJECT TO CHANGE DUE TO PENDING REVIEW/ APPROVAL OF THE PROJECT'S SUBDIVISION PLAT THROUGH CITY OF SCOTTSDALE.



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Signature _____

Typed or Printed Name _____

License # Date _____

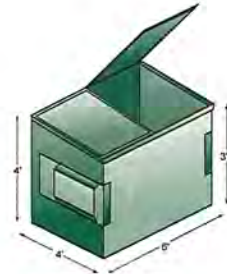
NOT FOR CONSTRUCTION

GENERAL NOTES:

PROJECT WILL COMPLY WITH THE CITY OF SCOTTSDALE, AZ, SRC, SEC. 24-33.

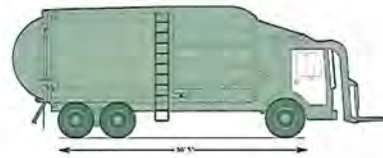
COMPACTOR CAPACITY = 1 STD CONT / 20 UNITS
 150 UNITS / 30 = 5 STD CONTAINERS
 10 STD REFUSE CONTAINERS TO BE PROVIDED.

SPECIFIC COMPACTOR PROVIDED BY OTHERS - TYPICAL MODEL: WASTEQUIP C-33X-APT APARTMENT COMPACTOR



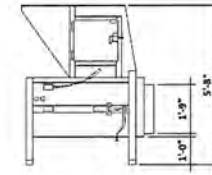
3 YARD TRASH / RECYCLING BIN

3 TRASH - DUMPSTER
 1/8" = 1'-0"

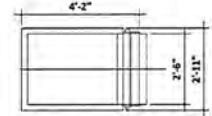


STANDARD COMMERCIAL FRONT END LOADING TRUCK

4 TRASH - COMMERCIAL REFUSE TRUCK
 1/8" = 1'-0"

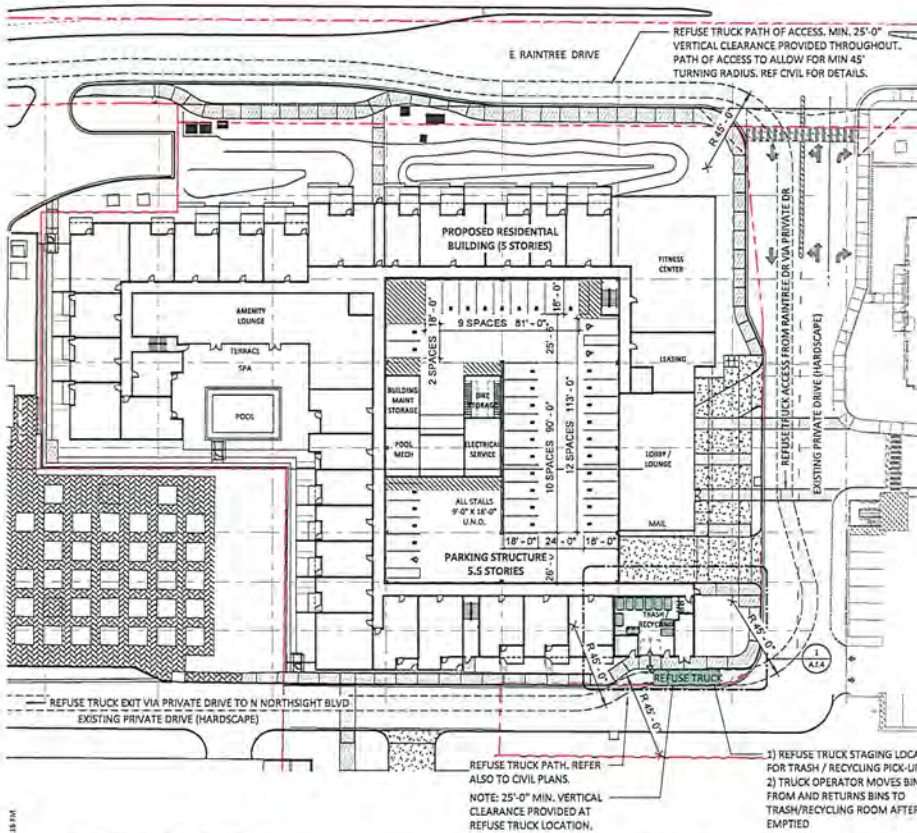


ELEVATION VIEW

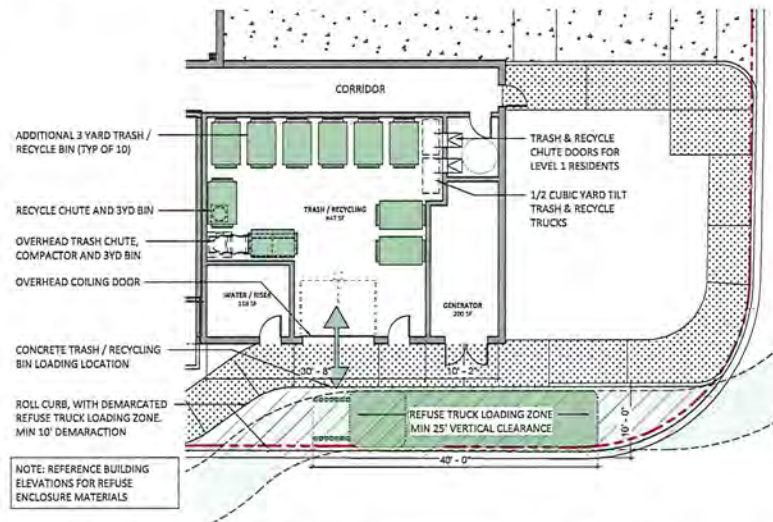


PLAN VIEW

3 TRASH - COMPACTOR
 1/2" = 1'-0"



2 SITE PLAN - TRASH COLLECTION
 1/4" = 30'-0"



1 ENLARGED FLOOR PLAN - TRASH / RECYCLING ROOM
 1/8" = 1'-0"



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2019

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

219514
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 ESG
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 CHECKED BY

KEY PLAN

Raintree Drive Residential

LEVEL 1 PLAN DETAILS

A.f.4

Raintree Drive
Residential
8501 E Raintree Drive
Scottsdale, AZ 85260



esg
ARCHITECTURE & DESIGN

100 Washington Avenue South, Suite 1000
Mesa, AZ 85204, PH 480.113
p 412.279.2000 | f 412.279.2082
www.esgarch.com

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Signature _____

Typed or Printed Name _____

License # _____ Date _____

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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 03/04/20

REVISIONS No.	Description	Date
REZONING APPLICATION		3/4/20
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219514
PROJECT NUMBER
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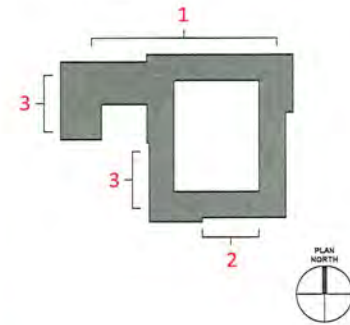
KEY PLAN

Raintree Drive Residential

DETAILS
A.h.h.1

10-24-2019 3:10:02PM

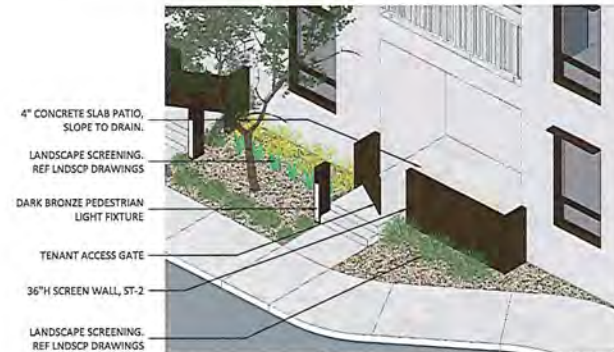
BUILDING KEY



- DECOMPOSED GRANITE ROCK PATHWAY
- 4" CONCRETE SLAB PATIO, SLOPE TO DRAIN.
- LANDSCAPE SCREENING, REF LANDSCP DRAWINGS
- 36"H SCREEN WALL, ST-2
- ACCESS CONTROLLED VIEW FENCE

PATIO AXON - WEST

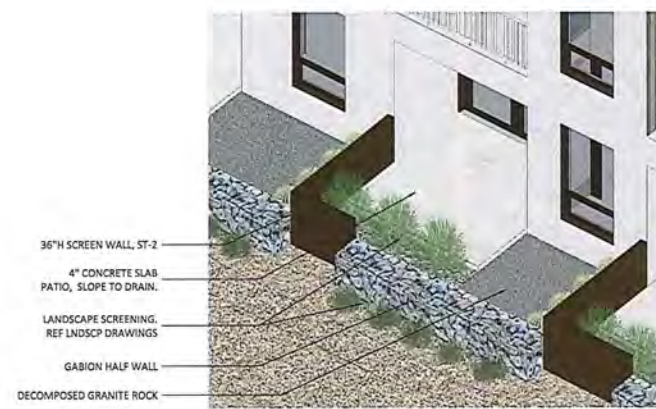
3



- 4" CONCRETE SLAB PATIO, SLOPE TO DRAIN.
- LANDSCAPE SCREENING, REF LANDSCP DRAWINGS
- DARK BRONZE PEDESTRIAN LIGHT FIXTURE
- TENANT ACCESS GATE
- 36"H SCREEN WALL, ST-2
- LANDSCAPE SCREENING, REF LANDSCP DRAWINGS

PATIO AXON - SOUTH

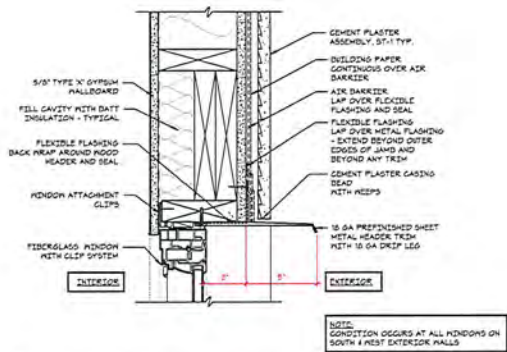
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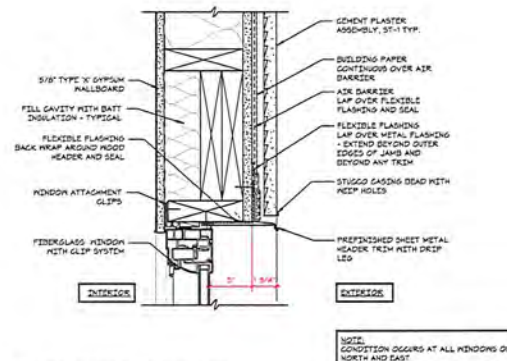
- 36"H SCREEN WALL, ST-2
- 4" CONCRETE SLAB PATIO, SLOPE TO DRAIN.
- LANDSCAPE SCREENING, REF LANDSCP DRAWINGS
- GABION HALF WALL
- DECOMPOSED GRANITE ROCK

PATIO AXON - NORTH

1

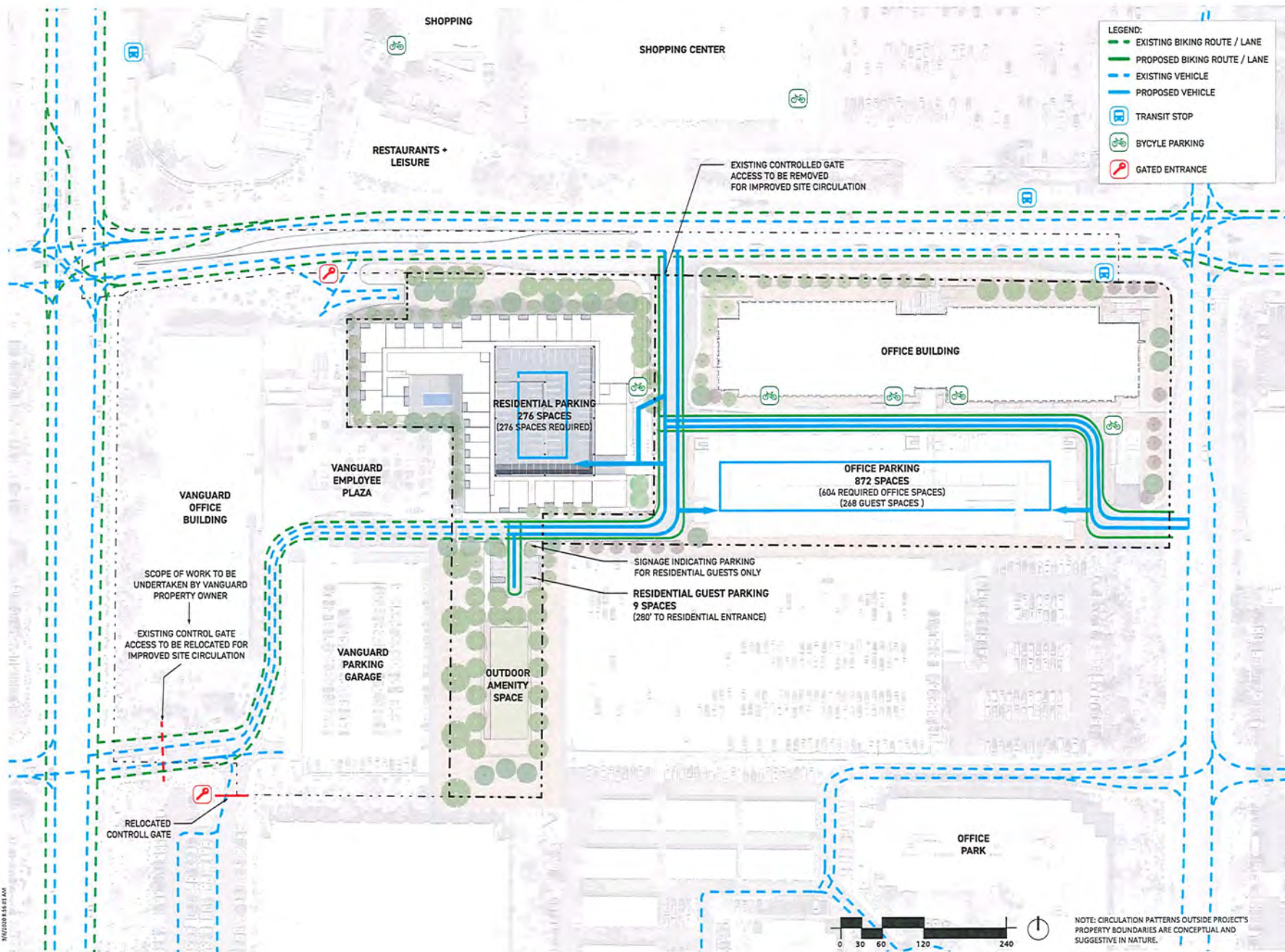


5 TYP. FIBERGLASS WINDOW HEAD W/INTEGRATED SOLAR SHADE
A.H.H.1 3'-10"



4 TYP. FIBERGLASS WINDOW HEAD
A.H.H.1 3'-10"

3/16/2020 8:58:24 AM



- LEGEND:**
- EXISTING BIKING ROUTE / LANE
 - PROPOSED BIKING ROUTE / LANE
 - EXISTING VEHICLE
 - PROPOSED VEHICLE
 - TRANSIT STOP
 - BICYCLE PARKING
 - GATED ENTRANCE

Raintree Drive Residential
 8501 E Raintree Drive
 Scottsdale, AZ 85260



500 Washington Avenue South, Suite 1000
 Minneapolis, MN 55415
 612.291.5091 | 612.291.5282
 www.esgarch.com

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

NOT FOR CONSTRUCTION

REZONING APP SUBMITTAL

ORIGINAL ISSUE:	12/4/2019	
REVISIONS	No.	Description
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219514
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KEY PLAN

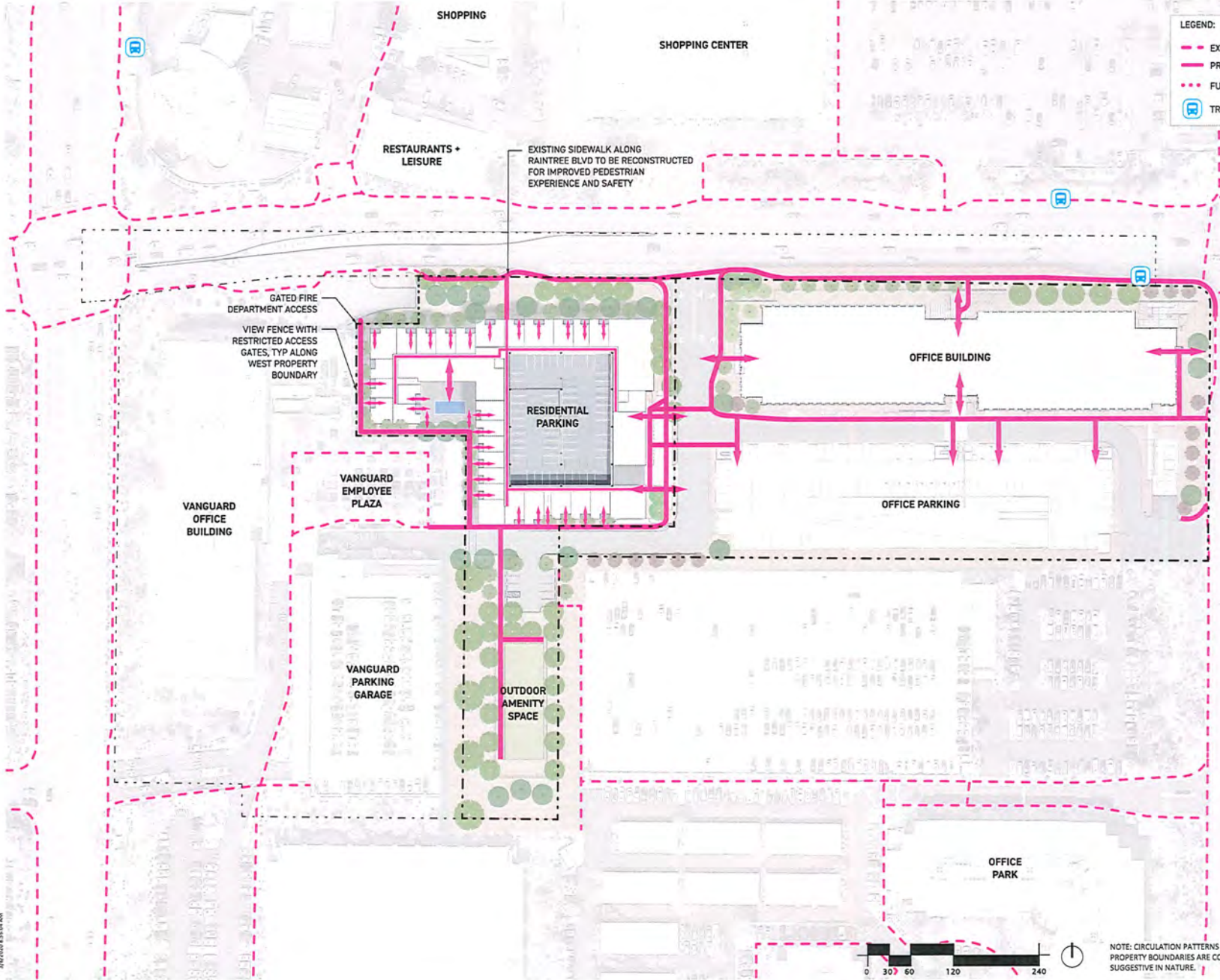
Raintree Drive Residential

VEHICULAR + BICYCLE CIRCULATION PLAN
A.s.1



NOTE: CIRCULATION PATTERNS OUTSIDE PROJECT'S PROPERTY BOUNDARIES ARE CONCEPTUAL AND SUGGESTIVE IN NATURE.

R/2020 05 05 04 AM



EXISTING SIDEWALK ALONG RAIN TREE BLVD TO BE RECONSTRUCTED FOR IMPROVED PEDESTRIAN EXPERIENCE AND SAFETY

- LEGEND:
- EXISTING PEDESTRIAN
 - PROPOSED PEDESTRIAN
 - ... FUTURE PEDESTRIAN
 - 🚶 TRANSIT STOP

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Signature _____
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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 02/19/20

REVISIONS No.	Description	Date
REZONING APPLICATION		3/4/20
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KEY PLAN

Raintree Drive Residential

PEDESTRIAN CIRCULATION PLAN

A.s.2

NOTE: CIRCULATION PATTERNS OUTSIDE PROJECT'S PROPERTY BOUNDARIES ARE CONCEPTUAL AND SUGGESTIVE IN NATURE.



SITE PLAN
SCALE: 1" = 30' - 0"

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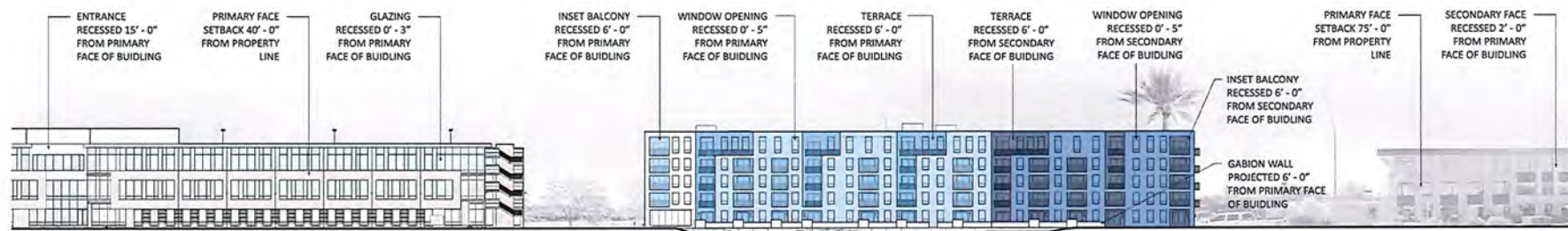


- RECESS KEY:**
- - 16' - 4"
 - - 10' - 4"
 - - 6' - 0"
 - ± 0' - 0"
 - + 6' - 0"

REZONING APP SUBMITTAL

ORIGINAL ISSUE: 02/18/20

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



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KEY PLAN

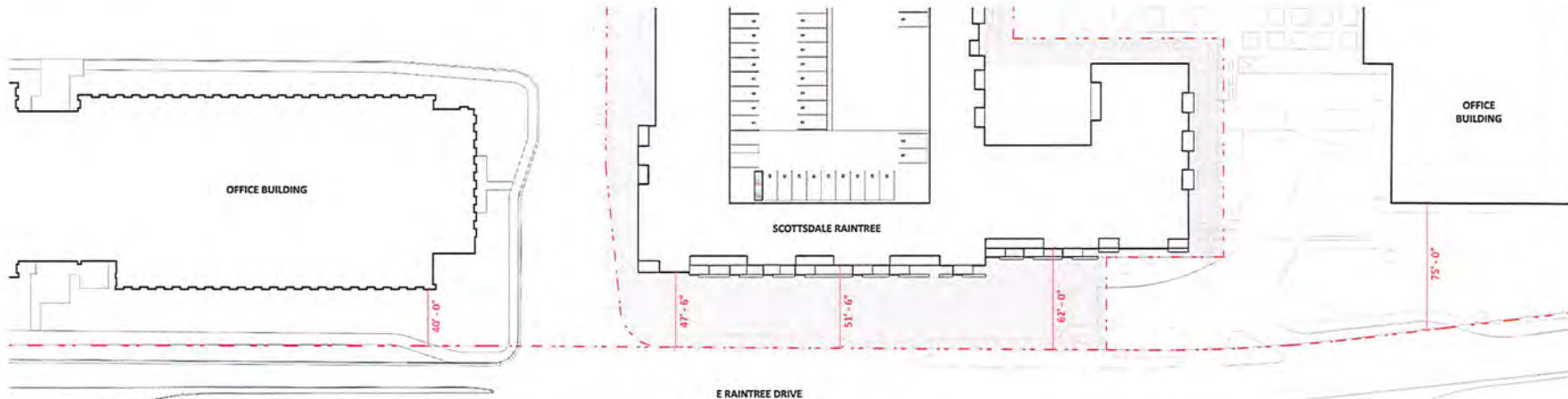
Raintree Drive Residential

ELEVATION SETBACK + RECESS DIAGRAM

A.s.3

18/07/2018 11:09 AM
ELEVATION - NORTH
SCALE: 1" = 30' - 0"

PROJECTED FACE OF BUILDING PRIMARY FACE OF BUILDING SECONDARY FACE OF BUILDING
SETBACK 47' - 6" SETBACK 51' - 6" SETBACK 62' - 0"



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License # _____

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SITE PLAN
SCALE: 1" = 30' - 0"



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 02/10/20

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

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

KEY PLAN

Raintree Drive Residential

ELEVATION MATERIAL DIAGRAM

A.s.4

19-274-2019
3/10/2020



ELEVATION - NORTH
SCALE: 1" = 30' - 0"

PROJECTED FACE OF BUILDING PRIMARY FACE OF BUILDING SECONDARY FACE OF BUILDING
SETBACK 47' - 6" SETBACK 51' - 6" SETBACK 62' - 0"

19-274-2019 03/10/2020



7 NORTH ELEVATION
A1.1 1/16" = 1'-0"



6 SOUTH ELEVATION
A1.1 1/16" = 1'-0"



5 EAST ELEVATION
A1.1 1/16" = 1'-0"



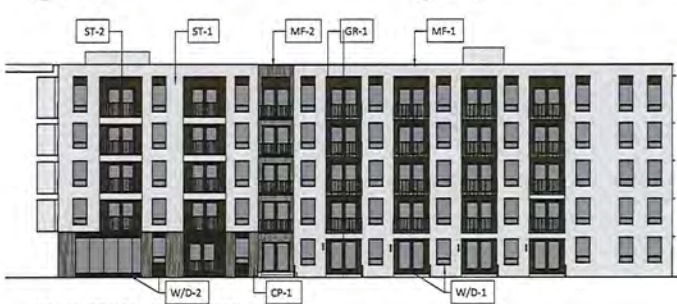
4 WEST ELEVATION
A1.1 1/16" = 1'-0"



3 COURTYARD SOUTH ELEVATION
A1.1 1/16" = 1'-0"



2 COURTYARD WEST ELEVATION
A1.1 1/16" = 1'-0"



1 COURTYARD EAST ELEVATION
A1.1 1/16" = 1'-0"

- RAINTREE APARTMENTS**
- MATERIALS**
- ST-1 STUCCO - COLOR A
 - ST-2 STUCCO - COLOR B
 - CP-1 CONCRETE WALL PANEL
 - GR-1 STEEL GUARDRAIL - COLOR A
 - GR-2 STEEL GUARDRAIL - COLOR B
 - MT-1 METAL ACCENT PANEL
 - MF-1 METAL FLASHING - COLOR A
 - MF-2 METAL FLASHING - COLOR B
 - W/D-1 WINDOW/DOORS - COLOR B
 - W/D-2 ALUMINUM STOREFRONT - COLOR B
- COLOR A: WARM WHITE
COLOR B: DARK BRONZE

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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2019

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RE-ZONING APPLICATION	3/4/20		
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ESG
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KEY PLAN

Raintree Drive Residential

ELEVATIONS - COLOR
A.t.1

19-2N-2019
3/10/2020

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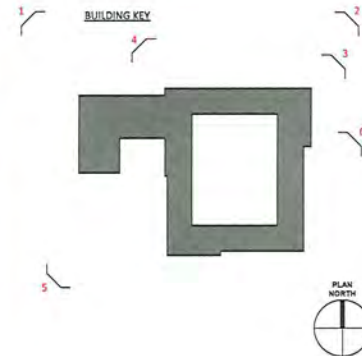
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2 NE VIEW FROM RAINTREE DRIVE



1 NW AERIAL VIEW FROM RAINTREE DRIVE



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2019

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

219514

PROJECT NUMBER
ESG ESG
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KEY PLAN

Raintree Drive Residential

PERSPECTIVES

A.v.1

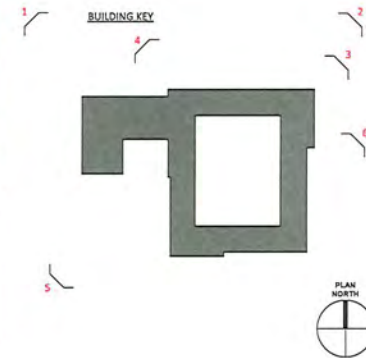
19-2N-2019
3/10/2020



4 NW VIEW FROM RAINTREE DRIVE



3 NE VIEW FROM RAINTREE DRIVE



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REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/04/19

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

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

KEY PLAN

Raintree Drive Residential

PERSPECTIVES

A.v.2

19-2N-2019
3/10/2020

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Signature _____

Type or Printed Name _____

License # _____ Date _____

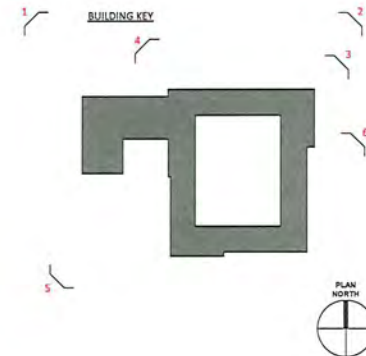
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6 VIEW FROM RESIDENTIAL ENTRY



5 SW VIEW FROM PRIVATE DRIVE



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/04/19

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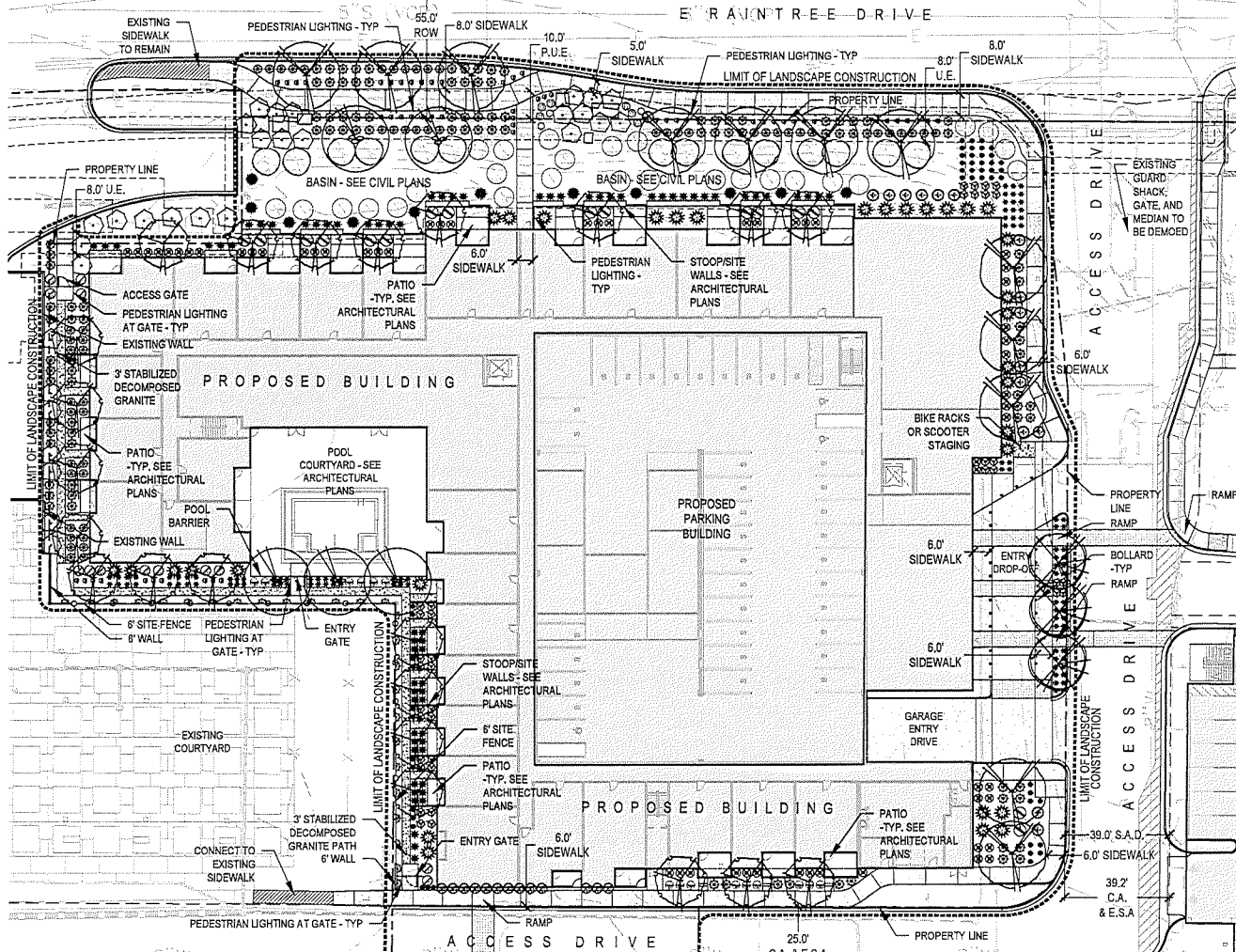
KEY PLAN

Raintree Drive Residential

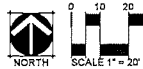
PERSPECTIVES

A.v.3

19-2N-2019
3/10/2020



LANDSCAPE PLAN



PAVING SCHEDULE

	TYPE 1 - CONCRETE FINISH: BROOM FINISH COLOR: STANDARD GRAY TYPE: VEHICULAR RATED PER MAG DETAIL 250
	TYPE 2 - CONCRETE FINISH: SALT FINISH COLOR: STANDARD GRAY TYPE: PEDESTRIAN RATED PER MAG DETAIL 230

TYPE 3 - CONCRETE
FINISH: TBD
COLOR: INTEGRAL COLOR
TYPE: VEHICULAR RATED

NOTES:
1. CONTRACTOR TO PROVIDE SAMPLES OF ALL PAVERS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

TOPDRESS SCHEDULE

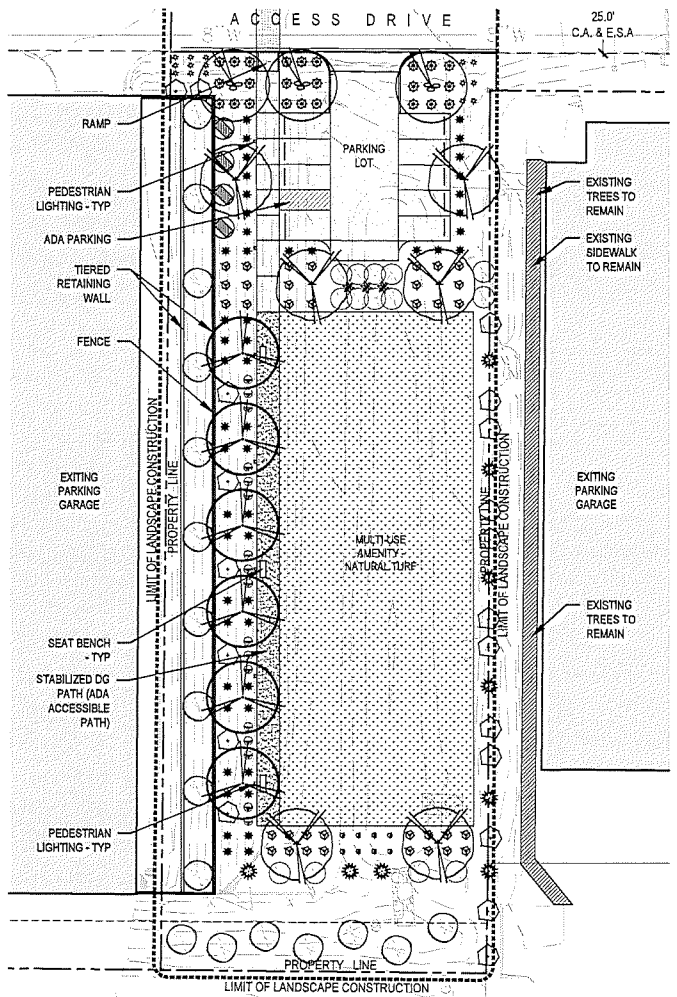
	TYPE 1 - DECOMPOSED GRANITE ALL LANDSCAPE AREAS
	TYPE 2 - STABILIZED DECOMPOSED GRANITE

NOTES:
1. CONTRACTOR TO PROVIDE SAMPLES OF ALL TOPDRESS MATERIALS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

PLANT SCHEDULE

SYM.	BOTANICAL NAME COMMON NAME	SIZE	CALIPER HT & W	QTY
TREES				
	<i>Chilopsis linearis</i> Desert Willow			22
	<i>Olneya tesota</i> Ironwood			3
	<i>Parkinsonia x 'Desert Museum'</i> Desert Museum Palo Verde			18
	<i>Prosopis x 'Phoenix'</i> Thornless Mesquite			8
	<i>Ulmus parvifolia</i> Chinese Elm			6
SHRUBS				
	<i>Dodonaea viscosa</i> Hop Bush	5 GAL.		50
	<i>Encelia tinctoria</i> Brittlebush	5 GAL.		6
	<i>Eremophila hygrophana</i> Blue Bell	5 GAL.		3
	<i>Eriocameria laticifolia</i> Turpseline Bush	5 GAL.		64
	<i>Justicia californica</i> Chuparrosa	5 GAL.		16
	<i>Ruellia peninsularis</i> Baja Ruellia	5 GAL.		26
	<i>Russaelia equisetiformis</i> Coral Fountain Grass	5 GAL.		71
	<i>Tecoma capensis</i> Cape Honeysuckle	5 GAL.		4
ACCENTS				
	<i>Agave americana</i> Century Agave	15 GAL.		3
	<i>Agave parryi truncata</i> Artichoke Agave	5 GAL.		
	<i>Aloe barbadensis</i> Aloe Vera	5 GAL.		94
	<i>Asclepias subulata</i> Desert Milkweed	5 GAL.		55
	<i>Dasylirotum quadrangulum</i> Toothless Desert Spoon	5 GAL.		11
	<i>Echinocactus grusonii</i> Golden Barrel Cactus	15 GAL.		49
	<i>Hesperaloe funifera</i> Giant Hesperaloe	15 GAL.		41
	<i>Hesperaloe parviflora 'Perla'</i> Bravehearts Yucca	5 GAL.		7
	<i>Hesperaloe parviflora 'Yellow'</i> Yellow Yucca	5 GAL.		15
	<i>Muhlenbergia capillaris</i> White Cloud	5 GAL.		120
	<i>Muhlenbergia rigens</i> Deer Grass	5 GAL.		133
	<i>Opuntia santa-rita Tubac</i> Santa Rita Tubac Prickly Pear	15 GAL.		
	<i>Pedilanthus bracteatus</i> Tall Slipper Plant	15 GAL.		57
GROUNDCOVERS AND VINES				
	<i>Acacia redolens 'Low Boy'</i> Trailing Acacia	5 GAL.		31
	<i>Eremophila glabra</i> 'Mingenew Gold' Outback Sunrise Emu	5 GAL.		41
	<i>Lantana montevidensis</i> Purple Trailing Lantana	5 GAL.		16
	<i>Lantana x 'New Gold'</i> New Gold Lantana	5 GAL.		32
	<i>Setcreasea pallida</i> Purple Heart	5 GAL.		
	<i>Rosa banksiae</i> Lady Banks' rose	5 GAL.		26

NOTES:
1. ALL LANDSCAPE MATERIAL WITHIN SIGHT VISIBILITY TRIANGLES SHALL BE MAINTAINED TO NOT EXCEED 24" IN HEIGHT AT MATURITY, WITHIN SVTS. ALL TREES WITHIN THE SVT ARE NOT TO EXCEED 1' IN ITS GREATEST CROSS-SECTIONAL DIMENSION BETWEEN A HEIGHT OF 3' AND A HEIGHT OF 10' ABOVE THE GRADE.



LANDSCAPE PLAN



PAVING SCHEDULE

- TYPE 1 - CONCRETE
FINISH: BROOM FINISH
COLOR: STANDARD GRAY
TYPE: VEHICULAR RATED
PER MAG DETAIL 250
- TYPE 2 - CONCRETE
FINISH: SALT FINISH
COLOR: STANDARD GRAY
TYPE: PEDESTRIAN RATED
PER MAG DETAIL 230
- TYPE 3 - CONCRETE
FINISH: TBD
COLOR: INTEGRAL COLOR
TYPE: VEHICULAR RATED

NOTES:

1. CONTRACTOR TO PROVIDE SAMPLES OF ALL PAVERS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
2. CONTRACTOR TO PROVIDE 5'x5' MOCKUP OF ALL PAVING MATERIALS AND FINISHES FOR REVIEW AND APPROVAL BY OWNER AND LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.

TOPDRESS SCHEDULE

- TYPE 1 - DECOMPOSED GRANITE
ALL LANDSCAPE AREAS
- TYPE 2 - STABILIZED DECOMPOSED GRANITE

NOTES:

1. CONTRACTOR TO PROVIDE SAMPLES OF ALL TOPDRESS MATERIALS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.





PLANT SCHEDULE

SYM.	BOTANICAL NAME COMMON NAME	SIZE	CALIPER HT & W	QTY
TREES				
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	<i>Olneya tesota</i> Ironwood			3
	<i>Parkinsonia x 'Desert Museum'</i> Desert Museum Palo Verde			18
	<i>Prosopis x 'Phoenix'</i> Thornless Mesquite			8
	<i>Ulmus parvifolia</i> Chinese Elm			6
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	<i>Encelia farinosa</i> Brittlebush	5 GAL.		6
	<i>Eremophila hygrophana</i> Blue Bell	5 GAL.		3
	<i>Ericameria laricifolia</i> Turpentine Bush	5 GAL.		64
	<i>Justicia californica</i> Chuparrosa	5 GAL.		16
	<i>Ruellia peninsularis</i> Baja Ruellia	5 GAL.		26
	<i>Ruellia equisetiformis</i> Coral Fountain Grass	5 GAL.		71
	<i>Tecoma capensis</i> Cape Honeysuckle	5 GAL.		4
ACCENTS				
	<i>Agave americana</i> Century Agave	15 GAL.		3
	<i>Agave parryi truncata</i> Artichoke Agave	5 GAL.		
	<i>Aloe barbadensis</i> Aloe Vera	5 GAL.		94
	<i>Asclepias subulata</i> Toothless Desert Spoon	5 GAL.		55
	<i>Dasyliroton quadrangulatum</i> Toothless Desert Spoon	5 GAL.		11
	<i>Echinocactus grusonii</i> Golden Barrel Cactus	15 GAL.		49
	<i>Hesperaloe funifera</i> Giant Hesperaloe	15 GAL.		41
	<i>Hesperaloe parviflora 'Perla'</i> Brakelights Yucca	5 GAL.		7
	<i>Hesperaloe parviflora 'Yellow'</i> Yellow Yucca	5 GAL.		15
	<i>Muhlenbergia capillaris</i> 'White Cloud' White Cloud Muhly	5 GAL.		120
	<i>Muhlenbergia rigens</i> Deer Grass	5 GAL.		133
	<i>Opuntia santa-rita Tubac</i> Santa Rita Tubac Prickly Pear	15 GAL.		
	<i>Pedicularis bracteatus</i> Tall Slipper Plant	15 GAL.		57
GROUNDCOVERS AND VINES				
	<i>Acacia redolens 'Low Boy'</i> Trailing Acacia	5 GAL.		31
	<i>Eremophila glabra</i> 'Mingenew Gold' Outback Sunrise Emu	5 GAL.		41
	<i>Lantana montevidensis</i> Purple Trailing Lantana	5 GAL.		16
	<i>Lantana x 'New Gold'</i> New Gold Lantana	5 GAL.		32
	<i>Setcreasea pallida</i> Purple Heart	5 GAL.		
	<i>Rosa banksiae</i> Lady Banks' rose	5 GAL.		26

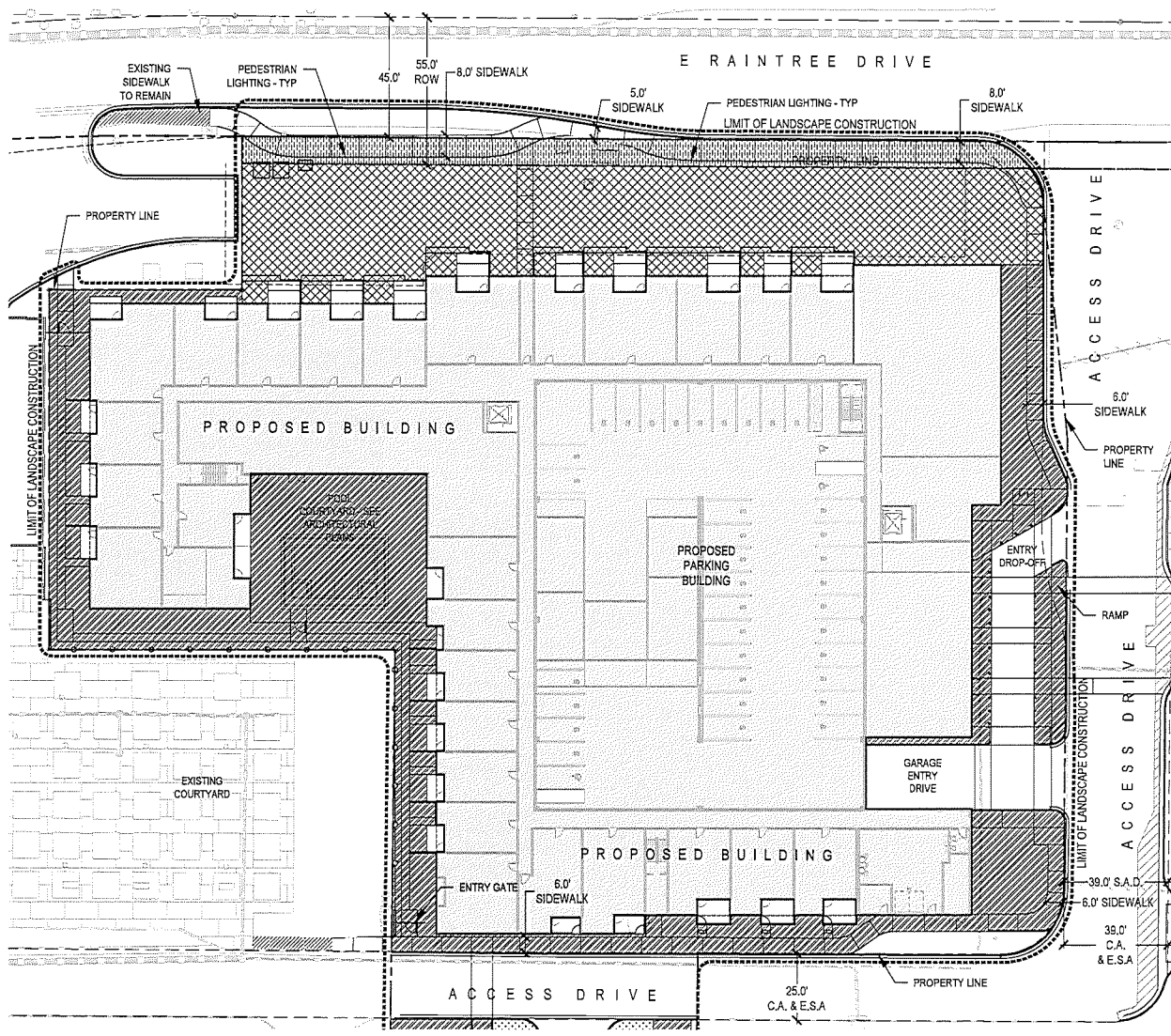
NOTES:

1. ALL LANDSCAPE MATERIAL WITHIN SIGHT VISIBILITY TRIANGLES SHALL BE MAINTAINED TO NOT EXCEED 24" IN HEIGHT AT MATURITY, WITHIN SVTS. ALL TREES WITHIN THE SVT ARE NOT TO EXCEED 1" IN ITS GREATEST CROSS-SECTIONAL DIMENSION BETWEEN A HEIGHT OF 3' AND A HEIGHT OF 10' ABOVE THE GRADE.

OPEN SPACE SCHEDULE (RESIDENTIAL)

-  FRONT OPEN SPACE
± 11,839 S.F. TOTAL
-  NON FRONT OPEN SPACE
± 48,023 S.F. TOTAL
-  RIGHT-OF-WAY OPEN SPACE
± 2,884 S.F. TOTAL
- TOTAL OPEN SPACE (EXCLUDING PARKING LANDSCAPE)
± 62,746 S.F. TOTAL
-  PARKING LOT LANDSCAPING
± 945 S.F. TOTAL

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



OPEN SPACE PLAN

CHECKED BY: WE
 DRAWN BY: TB CR



NOT FOR CONSTRUCTION

DATE

 12/4/2019 REZONING

 APP. SUBMITTAL

 3/4/2019 REZONING

 APP. RESUBMITTAL

SHEET TITLE

 OPEN SPACE





 PLAN

LA-202

 19-2N-2019

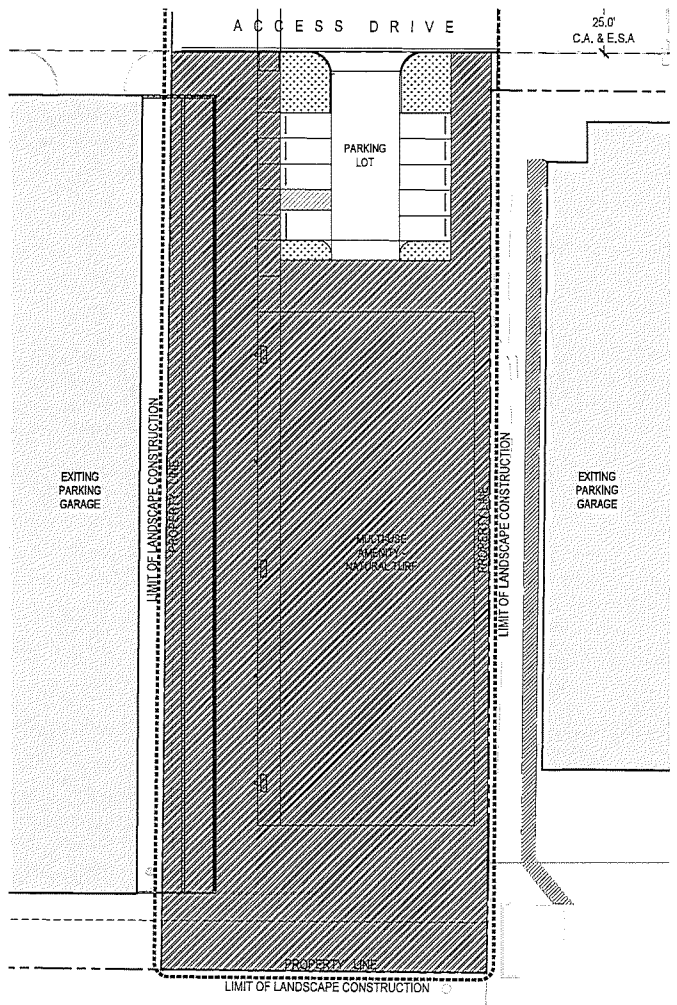
 5/13/2020

OPEN SPACE SCHEDULE (RESIDENTIAL)

	FRONT OPEN SPACE
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	PARKING LOT LANDSCAPING
	± 945 S.F. TOTAL

NOTES:

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



OPEN SPACE PLAN



CHECKED BY: ME

 DRAWN BY: IB, CR



1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by High Street Residential to complete a Traffic Impact & Mitigation Analysis for the proposed Raintree Multi-Family development. The development is located at on the southwest corner of Raintree Drive and 87th Street in Scottsdale, Arizona. The objective of this Traffic Impact & Mitigation Analysis is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

The proposed site will be comprised of a total of 190 residential units, of which, there will be 150 one-bedroom, 36 two-bedroom, and four three-bedroom units. Additionally, approximately 178,564 square feet (SF) of office space will be located on the east half of the proposed site.

1.2. EXECUTIVE SUMMARY

This report presents the analyses and the results of a traffic study prepared for the proposed Raintree Multi-Family development that will be located on the southwest corner of Raintree Drive and 87th Street. The proposed development will be comprised of a 190-unit multi-family residential development and approximately 178,564 square feet (SF) of office space.

This Traffic Impact and Mitigation Analysis includes:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip Generation for the proposed development
- Most recent 3-year collision history
- Level of service analysis for the opening year (2022) weekday AM and PM peak hours
 - 2022 Build

The following are the six (6) intersections included in this study:

- Raintree Drive and Northsight Boulevard (1)
- Raintree Drive and Driveway A (2)
- Raintree Drive and 87th Street (3)
- Raintree Drive and Northbound/Southbound Pima Frontage Road (4)
- Northsight Boulevard and Evans Road/Driveway B (5)
- 87th Street and Driveway C (6)

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analysis were completed for the five (5) existing study intersections. The results of the capacity analyses reveal the following locations with an existing level of service (LOS) E or F:





Raintree Drive and Northsight Boulevard (1) – Signalized

- EB through AM peak hour operates at LOS E
- EB right AM peak hour operates at LOS E
- WB through PM peak hour operates at LOS E
- WB right PM peak hour operates at LOS E
- NB through AM and PM peak hours operate at LOS E
- NB right AM and PM peak hours operate at LOS E
- SB left AM and PM peak hours operate at LOS E and LOS F, respectively
- SB through AM peak hour operate at LOS E
- SB right AM and PM peak hours operate at LOS E
- Overall intersection PM peak hour operates at LOS E

Raintree Drive and Driveway A (2) – Unsignalized

- NB left PM peak hour operates at LOS E
- SB left PM peak hour operates at LOS F

Raintree Drive and 87th Street (3) – Signalized

- NB left AM peak hour operates at LOS E
- NB right PM peak hour operates at LOS E

Raintree Drive and Northbound/Southbound Pima Frontage Road (4) – Signalized

- WB right AM and PM peak hours operate at LOS F and LOS E, respectively
- NB left AM peak hour operates at LOS E
- SB left PM peak hour operates at LOS E
- SB through PM peak hour operates at LOS E
- SB right AM peak hour operates at LOS F

Raintree Drive and Evans Road/Driveway B (5) – Unsignalized

- EB left PM peak hour operates at LOS F

Trip Generation

The proposed development is anticipated to generate 2,773 weekday daily trips with 275 and 289 vehicles during the AM and PM peak hours, respectively.

Future Conditions - Year 2022

The opening year (2022) analysis was completed with the build out (build) of the proposed development. An annual growth rate of 1.0% was applied to the existing traffic volumes to create the future background traffic volumes for year 2022.





Capacity analyses were completed for both the AM and PM peak hours for year 2022, with the build out of the proposed Raintree Multi-Family development. The results of the year 2022 capacity analyses reveal that all study area intersections operate with movements at a LOS D or better, with the exception of:

Raintree Drive and Driveway A (2) – Unsignalized

- NB left AM and PM peak hours operate at LOS E and F, respectively
- SB left AM and PM peak hours operate at LOS F

Raintree Drive and Evans Road/Driveway B (5) – Unsignalized

- EB left AM and PM peak hours operate at LOS E and LOS F, respectively

Delays at stop-controlled intersections in urban areas during peak hours are not uncommon. Typically, drivers will opt to make these turn movements at signalized intersections.

Raintree Drive Extension Design Concept Report

In June 2014, a Raintree Drive Extension Design Concept Report (DCR) was prepared for the City of Scottsdale. The DCR analyzed the segment between Thunderbird Road/Scottsdale Road to SR 101L and focused on addressing transportation and access issues. This DCR ultimately recommended a preferred configuration for the Raintree corridor.

The recommendation included the construction of a roundabout at the intersection of Raintree Drive and Northsight Boulevard (1). In addition, several configurations of the two intersections, Raintree Drive and 87th Street (3), and Raintree Drive and Northbound/Southbound Pima Frontage Road (4) were evaluated. While multiple alternatives have been provided for this interchange, it is anticipated the existing Single Point Urban Interchange (SPUI) will be modified to a Tight Diamond Interchange (TDI).

As part of the DCR, year 2030 conditions were analyzed. This analysis results in the intersection operating at acceptable LOS during the AM and PM peak hours. Acknowledging the comprehensive efforts of the DCR including meticulous modeling efforts, in traffic software such as RODEL and Vissim, the difference in the approach volumes shown in the DCR for year 2030 along with the year 2022 build traffic volumes for the proposed Raintree Multi-Family development were calculated.



Traffic Volume Comparison

Intersection	DCR - YEAR 2030 VOLUMES		YEAR 2022 BUILD VOLUMES		AM PEAK HOUR DIFFERENCE	PM PEAK HOUR DIFFERENCE
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR		
Raintree Drive and Northsight Boulevard (1)						
Eastbound Approach Volume	650	1,030	649	1,008	0.2%	2.1%
Westbound Approach Volume	1,200	950	1,250	1,243	-4.2%	-30.8%
Northbound Approach Volume	210	760	291	747	-38.6%	1.7%
Southbound Approach Volume	230	530	404	630	-75.7%	-18.9%
Raintree Drive and 87th Street (3)						
Eastbound Approach Volume	590	1,570	672	1,588	-13.9%	-1.1%
Westbound Approach Volume	1,990	1,230	2,018	1,356	-1.4%	-10.2%
Northbound Approach Volume	90	670	121	610	-34.4%	9.0%
Southbound Approach Volume	220	260	302	300	-37.3%	-15.4%
Raintree Drive and Southbound Pima Frontage Road (7)						
Raintree Drive and Northbound Pima Frontage Road (8)						
Eastbound Approach Volume	570	2,170	754	1,991	-32.3%	8.2%
Westbound Approach Volume	1,490	1,140	1,156	1,142	22.4%	-0.2%
Northbound Approach Volume	1,330	1,190	1,130	863	15.0%	27.5%
Southbound Approach Volume	1,330	1,230	1,311	1,079	1.4%	12.3%

Recommendations

The following are the recommended improvements to be constructed with the build out of the proposed Raintree Multi-Family development.

87th Street and Driveway B (6)

- Buildout of right-in and right-out access, including southbound right turn deceleration lane.

As with any new development and potential change in traffic patterns, the following is recommended:

- **Monitor and Adjust Signal Timing**
Monitor traffic patterns in the area and if necessary, adjust nearby signal timing





CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT
TCC Raintree Residential
March 2, 2020

Overview

This Citizen Review Report is being performed in association with a request for a minor General Plan Amendment from AMU to AMU-R of a 3.4+/- acre site and a Zoning District Map Amendment to rezone from I-1 PCD to PCP-AMU-R PSD/PCP-AMU PSD of a larger 9.64+/- acre site located at the southwest corner of Raintree Drive and 87th Street. The proposed project would result in a mixed-use project consisting of a residential community and a previously approved office development. 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 and one-on-one meetings since **October of 2019**. Members of the outreach team have continued to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

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 requirements as specified in the Citizen Review Checklist. This notification contained information about the

ATTACHMENT #11

project, as well as contact information. 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 December 2, 2019 at the Scottsdale Airport for those who wished to learn more about the project. The location and time were posted on the Early Notification Sign. No one, other than the development team, attended the Open House. However, the outreach team will continue to be available to respond to any neighbors who have questions or comments. To date, the outreach team has not received any further questions or concerns on this case.

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 matter. 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

City Notifications – Mailing List Selection Map TCC Raintree



Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Nextdoor.com
- City Website-Projects in the hearing process

Pulled Labels
December 13, 2019

Map Legend:



Site Boundary



Properties within 750-foot

Postcards: 105

**19-ZN-2019 &
7-GP-2019**