

# PLANNING COMMISSION REPORT



Meeting Date: November 9, 2022  
General Plan Element: *Land Use*  
General Plan Goal: *Create a sense of community through land uses*

## ACTION

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### Scottsdale 3200 North 6-ZN-2022

#### Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a zoning district map amendment from Highway Commercial (C-3) to Downtown/Downtown Multiple Use Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO), including a development plan with site-specific development standards for building location and bonus residential density (50 du/ac to 55.8 du/ac), on a +/- 2.4-acre site, located at 3202 N. Scottsdale Road.

#### Goal/Purpose of Request

The applicant seeks approval to rezone the site to allow for a mixed-use development consisting of 135 dwelling units and 4,000 square feet of “flex” office space.

#### Key Items for Consideration

- PBD Overlay District Criteria
- Significant reinvestment and revitalization in Old Town Scottsdale
- Includes request for bonus residential density (55.8 du/ac compared to 50 du/ac)
- Site abuts Old Town Boundary (N. 71<sup>st</sup> Street)
- Contextual compatibility to surrounding development
- Public pedestrian connection from N. 71<sup>st</sup> Street to N. Scottsdale Road along south property line
- Infrastructure to be upgraded as needed by developer to accommodate development intensity
- Public comment received
- Development Review Board considered this case on 10/20/2022 and recommended approval of the Development Plan with a vote of 5-0 (Board members Craig and Fakhri absent).

## **OWNER**

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Lorraine Hausmann-Ellis Family Trust  
(602) 330-5252

## **APPLICANT CONTACT**

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David Gulino  
Land Development Services, LLC  
(602) 330-5252

## **LOCATION**

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3202 N Scottsdale Rd

## **BACKGROUND**

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### **General Plan**

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

### **Old Town Scottsdale Character Area Plan**

The subject property is located within the boundary of the Old Town Scottsdale Character Area Plan (OTSCAP), a policy document that guides growth and development decisions for Scottsdale’s Old Town area. The site is designated as Downtown Multiple Use, within a Type 2 Development Type, and located within the OTSCAP designated Garden District. Multiple Use areas provide a mix of activities through the development of mutually supportive land uses. Type 2 areas support intermediate, higher scale development within Old Town. The Garden District is generally defined as an area within Old Town that includes mid-century apartments and condos, new multifamily housing, and restaurants and service-oriented businesses that serve district residents and visitors.

The subject site is adjacent to the Old Town boundary to the west, where new development and redevelopment should transition in scale, height, and intensity from the surrounding Southern Scottsdale areas.

**Zoning**

The site was annexed into the city in 1951 (Ord. No. 1) and zoned C-3. No zoning activity has occurred on the site since annexation.

**Context**

The site is located on the west side of N. Scottsdale Road approximately 150 feet north of E. Earll Drive. The site abuts a multi-family community to the west consisting of three-story buildings and single-story commercial uses to the south. To the north is a multi-family development of similar intensity and density (12-ZN-2016 and 42-DR-2016) and the site to the south has been approved for a new mixed-use development, also of similar intensity and density, that is yet to be built (13-ZN-2016).

**Adjacent Uses and Zoning**

- North: Multi-family Residential, zoned D/DMU-2 PBD DO
- South: Commercial, zoned C-3 DO and D/DMU -2 PBD DO
- East: Travel Accommodations and Restaurant, zoned C-3 DO
- West: Multi-family Residential, zoned R-5
  
- **Other Related Policies, References:**
- Scottsdale General Plan 2035
- Old Town Scottsdale Character Area Plan
- Zoning Ordinance

**APPLICANT’S PROPOSAL**

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**Development Information**

The site is presently occupied by a mobile home park, which would be demolished to make way for the proposed development. With the exception of a small surface lot off N. Scottsdale Road, all parking for the project, including guest and commercial parking, is proposed in a 3-level parking garage. Primary access to the project (and parking garage) is provided off N. 71<sup>st</sup> Street, with secondary access to the small surface lot provided off N. Scottsdale Road at the southeast corner of the site. Proposed pedestrian improvements include upgraded sidewalks along both street frontages and a public pedestrian connection through the site along the southern property line. The streetscape along N. Scottsdale Road and N. 71<sup>st</sup> Street is proposed to match the established streetscape provided by the recently constructed developments to the north.

- Existing Use: Mobile-Home Park
- Proposed Use: Mixed-Use
- Buildings/Description: One 6-story building w/ 3-level above grade parking garage
- Parcel Size: +/- 2.1 acres (net), +/- 2.4 acres (gross)
- Building Height Allowed: 66 feet + 6 feet for rooftop appurtenances (PBD)
- Building Height Proposed: 65 feet + 6 feet for rooftop appurtenances
- Parking Required: 217 spaces (180 for residential, 23 guest spaces, 14 for non-residential)

- Parking Provided: 267 spaces (includes guest parking at a rate of 1 space for every 6 units)
- Open Space Required: None required within Old Town boundary
- Open Space Provided: 28,000 square feet
- Density Allowed: 50 du/ac (121 units)
- Bonus Density Proposed: 55.8 du/ac (135 units; PBD)

## **IMPACT ANALYSIS**

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### **Land Use**

The proposed project would redevelop and revitalize a site that is mostly vacant and underutilized, while adding alternative housing options in the Old Town area close to shops, restaurants and pedestrian amenities. The applicant is seeking approval of a PBD to allow flexibility of development standards and provide a mixed-use project that will further promote the Old Town area as a 24-hour community. Presently, the site is occupied by a mobile home park. The applicant has indicated that most of the residents are “seasonal”, with very few permanent residents still living at the park on a full-time basis. Per the applicant’s narrative, residents of the park will be given 12-18 months’ notice prior to being asked to relocate.

### **PBD Criteria**

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

#### Standard Criteria

- 1. The Development Plan shall reflect the goals and policies of the Character & Design chapter of the General Plan and Old Town Character Area Plan.**
  - The Land Use Element of General Plan 2035 designates the site as Mixed-Use Neighborhoods, and the Old Town Scottsdale Character Area Plan designates the site as Downtown Multiple Use Type 2. These categories include higher density residential, office and retail uses. The proposed Zoning District Map Amendment and the associated Development Plan (Exhibit 1 to Attachment 3) conform to such and include a residential apartment and approximately 4,000 square feet of commercial space – maintaining an integrated balance of land uses (GP Goal LU 3).
  - The proposed development plan includes context appropriate land use patterns that integrate with the existing Griffin and Carter multifamily development to the north (GP Goal LU 4) and include a mixture of housing and employment options (GP Policy LU 3.2; and OTSCAP Policy LU 1.1 and Goals LU 5 and LU 6).
  - The proposed development plan is consistent with both the General Plan and the Old Town Scottsdale Character Area Plan goals and policies that pertain to land uses, scale, and intensity of the surrounding developments (GP Goal LU 2 and Policies LU 1.3 and LU 5.2; and OTSCAP Policies LU 2.1, LU 3.2).

- The proposed development will add to the concentration of a variety of uses and utilizes and upgrades existing infrastructure (GP Policy LU 3.2; and OTSCAP Policies LU 1.2 and LU 6.3).

Criteria to achieve bonus(es):

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

- In order to achieve the proposed bonus density for this development, the applicant is required to contribute a minimum of \$190,400 toward special improvements in the vicinity that are “above and beyond” those improvements normally required for the development. The applicant in this case proposes directing the funds to the Downtown Special Improvement Fund, allowing City Council to determine how the funds should be utilized.

In addition to the criteria above, the Development Review Board recommended approval of the Development Plan and development standards based on the following PBD criteria:

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

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

**Applicant Narrative:**

- The site is located on the southern edge of Old Town within the designated “Garden District”, directly adjacent to the designated “Medical District”. As such, it has a unique opportunity to serve as a convenient location for multi-family housing for the Honor Health medical campus employees. As a blighted property, redevelopment of the site will provide a greatly improved streetscape that embraces the Old Town Scottsdale Urban Design & Architectural Guidelines (OTSUDAG).
- Building massing has been stepped back from Scottsdale Road and 71<sup>st</sup> Street to help reduce visual impacts. The use of large balconies and architectural solar shading elements further help break down the building’s apparent massing.
- The streetscape will provide continuity and connectivity from, to and around the building. Design of open space elements will include sustainable, low water-use landscaping, shade trees, shade elements, hardscape, outdoor furniture and seating spaces. Primary focus is walkability and contextually appropriate building placement that caters to the pedestrian and celebrates all that Old Town has to offer.
- Landscaping will complement the existing urban context by integrating desert-lush vegetation that provides abundant shade, color, texture and form while providing a setting for the building.
- Energy efficient lighting will be utilized to provide appropriate levels for wayfinding and building accents while respecting the existing Old Town environment.

- Architectural design and character will be consistent with adjacent development. Building and site design will promote the Sensitive Design Guidelines. Sustainability design elements will be incorporated through the City's Green Building Program. Rainwater harvesting techniques will be implemented where appropriate and feasible. Building fenestrations will be protected from solar impact by design elements incorporated into the building architecture. Parking will be within an attached parking structure, thus minimizing the visual impact and significantly reduce the heat-island effect of typical asphalt parking areas.

**Staff Analysis:** From a context perspective, this development is similar in intensity to the established development pattern on this portion of the Scottsdale Road frontage. As previously mentioned, there are two multi-family developments directly north of this site that are similar in height and density, and a development plan for another mixed-use project has been approved for the site directly south at the corner of Scottsdale & Earll. The site abuts the Old Town boundary to the west along the 71st Street frontage. Transition of height and massing are critical at the Old Town boundary. Height and massing for this project are mitigated by the building design, which maintains the required stepback along the Old Town boundary to transition height away from the adjacent residential. Additionally, a strong streetscape is proposed that will effectively buffer the height and massing from the street, with mature trees proposed along the 71st Street frontage that will also provide shading for pedestrians on the street sidewalk. The method of screening parking in the garage from off-site view is something staff believes the applicant should focus on going forward. Screening that compliments the building design and provides visual interest, such as Public Art or varying materials, should be utilized since the garage is such a prominent feature of the 71st Street frontage.

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

**Applicant Narrative:** Refer to Character & Design responses in 2a above.

**Staff Analysis:** The UDAG stress the importance of coordinating new building form with the surrounding context. More intense building mass, height and activity should be located away from existing development at the Old Town Boundary. The proposed building responds favorably to this policy by maintaining the required stepback at the Old Town boundary; effectively transitioning height and massing away from the less intense residential development on the west side of N. 71<sup>st</sup> Street. Additionally, an enhanced streetscape is proposed along both streets that helps to mitigate apparent massing along the street frontage. Finally, the site abuts an existing multi-family development to the north that is similar in intensity and density to the proposed development.

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

**Applicant Narrative:** The architectural character proposed for this project will be compatible with the existing architecture in the surrounding area. Building height is not being amended from that which is allowed by the Downtown Ordinance. Requested amendments are limited to maximum allowed density (50 du/ac to 55.8 du/ac) and building location, which is proposed to be amended to allow the entire building façade along the street frontages to be

setback further from the street. The site is located on the southern edge of Old Town in close proximity to the 45-acre HonorHealth Osborn medical campus and will provide workforce housing opportunities for the established and future land uses and development types in the area.

**Staff Analysis:** The applicant's proposal maintains the standard required stepback adjacent to the Old Town boundary, which adds a human scale to the N. 71<sup>st</sup> Street frontage and provides a fluid transition of building height and massing away from less intense development on the west side of N. 71<sup>st</sup> Street. Development intensity, height and density is similar to two existing projects north of the site: Alta Osborn (56 feet in height, 57.24 du/ac) and The Carter (60 feet in height, 41 du/ac).

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

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

**Staff Analysis:** The applicant's proposal maintains the standard required stepback adjacent to the Old Town boundary, which adds a human scale to the N. 71<sup>st</sup> Street frontage and provides a fluid transition of building height and massing away from less intense development on the west side of N. 71<sup>st</sup> Street. Development intensity, height and density is similar to two existing projects north of the site: Alta Osborn (56 feet in height, 57.24 du/ac) and The Carter (60 feet in height, 41 du/ac).

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

Not applicable to this location.

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

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

**Staff Analysis:** The proposal includes replacing the existing sidewalk along N. 71<sup>st</sup> Street with a new 6-foot-wide sidewalk attached to street curb and along N. Scottsdale Road with a new 8-foot-wide sidewalk detached from street curb. The streetscape on both streets will mimic the streetscape established by the two projects to the north, which will significantly enhance the pedestrian realm and provide a more comfortable and inviting pedestrian environment. Additionally, a double row of trees along the new sidewalk on N. Scottsdale Road will provide

shading for pedestrians. Finally, a new 6-foot-wide sidewalk is proposed along the south property line that will provide a publicly accessible link between N. Scottsdale Road and N. 71<sup>st</sup> Street.

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

**Applicant Narrative:** In conformance with the Old Town Scottsdale Character Area Plan, the existing pedestrian linkages will be enhanced with the proposed development. Sidewalks along both street frontages will be shaded.

**Staff Analysis:** Overall, the pedestrian experience adjacent to and within the proposed project is enhanced, with a focus on connecting residents and the general public to the surrounding commercial and service uses. A strong streetscape with mature trees will provide a more appealing and comfortable experience for pedestrians on both streets.

### **Property Development Standards**

As part of the Development Plan, the applicant is proposing amendments to two of the property development standards of the D District. The Development Review Board considered the proposed development standards as part of their review of the Development Plan and recommended approval to the Planning Commission. The proposed development standards are as follows:

#### ***F. Building location.***

1. A building adjacent to a public street (except alleys) shall be located as follows:
  - b. In a Type 2 Area, Type 2.5 Area, or a Type 3 Area, at least twenty-five percent of the:
    - i. ~~Length of the building façade shall be located at the minimum setback;~~ and
    - ii. Length of a building façade at grade and up to a height of thirty (30) feet shall be setback at least 10 additional feet; and
    - iii. Area of building façade at grade and up to a height of thirty (30) feet shall be located at the minimum setback.

#### ***Density Maximum per acre of gross lot area (Table 6.1308.B of the PBD Overlay District):***

~~50~~ **55.8** dwelling units

### **Transportation**

A Traffic Impact and Mitigation Analysis (TIMA) was submitted for the project. Approval of the zoning district change for the proposed multi-family development will result in an estimated 1,186 trips generated per day to and from the project site. The development is estimated to generate 70 A.M. peak hour trips and 97 P.M. peak hour trips. This represents an increase of 881 daily trips over the existing mobile home park.

The westbound left-turn movement at the intersection of N. Scottsdale Road and E. Earll Drive currently operates at LOS E in the peak P.M. hour. With the addition of the proposed generated traffic, it is expected to continue operating at LOS E in 2022 and 2024 for the P.M. peak hour. All



other movements will operate at an acceptable LOS C or better during both peak hours. Transportation is requesting an in-lieu payment for future traffic signal modifications to install northbound and southbound left-turn arrows at the N. Scottsdale Road and E. Earll Drive intersection to address the poor level of service at that intersection. The applicant will be widening the sidewalks along both street frontages to match recent improvements to the north.

### **Water/Sewer**

The applicant provided Basis of Design reports for water and sewer, which have been accepted by the Water Resources Division. The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100-year Assured Water Supply and will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All infrastructure upgrades necessary to serve this project will be completed by the applicant.

### **Overhead Utility Lines**

There are goals and policies that support the burial of existing overhead utility lines; the objective being to provide a public benefit and minimize visual impact. The 2035 General Plan (Growth Areas Element Goal 1, bullet 3 and Public Services and Facilities Element Goal 3, bullets 2 and 4) and the 2010 Southern Scottsdale Character Area Plan (Public Services and Facilities Element Policy PSF 3.3) both recommend and encourage burial of existing overhead utility lines, on-site and within utility easements as part of a redevelopment project. This is also a requirement of the Scottsdale Revised Code (Section 47-80) for utility lines in the right-of-way (including alleys). A stipulation to bury overhead utility lines along the north property line from N. Scottsdale Road to 71<sup>st</sup> Street is included in this report.

### **Fire/Police**

The nearest fire station is located at 7522 E. Indian School Road, approximately three-quarters (0.75) of a mile northeast of the site, and the site is served by Police District 1, Beat 3. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process.

### **Open Space**

Though no Open Space is required for this project, the applicant proposes +/- 28,000 square feet of open space, equivalent to 30% of the net lot area. Open space will be provided at grade in a courtyard and above the parking garage. The amenity area above the parking garage will include a pool and gathering space for residents and guests.

### **School District Comments/Review**

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

### **Housing Cost**

Approval of the zoning district map amendment and development plan proposed by the applicant enables the construction of more housing and will introduce the opportunity for a mixed-use development. In conjunction with state law, staff has considered the scope of the zoning district map amendment and development plan, as well as aspects which would affect the cost of construction.

Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

### **Community Involvement**

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

## **OTHER BOARDS & COMMISSIONS**

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### **Development Review Board**

This case was considered by the Development Review Board at the 10/20/2022 hearing as a Regular Agenda item. After a presentation by staff and the applicant, one citizen spoke on the case. The speaker expressed concern about the use of the term "blight" in the applicant's narrative. The narrative indicated the request is for "redevelopment of an existing blighted RV park". The speaker believed this statement painted a poor picture of the residents of the park. The speaker also requested that residents receive as much notice as possible regarding any future need to relocate.

The Board then provided feedback. Board member Joyner expressed concerns about the proposed building height. Councilwoman Caputi asked the applicant for the rationale behind requesting an amendment to the building setback. The applicant stated the amendment would allow for greater open space to be provided along the street frontages, consistent with the projects to the north. Board member Brand stated that the proposed amendments were appropriate for the area and asked about fire department access to the site. Board member Brand also stated that special attention should be given to the east/west pedestrian connection proposed along the south property line to ensure an inviting pedestrian experience is provided. Finally, there was a brief discussion about the proposal for "workforce housing". Board member Brand stated that any such proposal should be accompanied by some sort of assurance that the "workforce housing" would be provided.

Since the DRB hearing, the applicant has made some changes to the building design. Building height has been reduced from six stories (71 feet inclusive of rooftop appurtenances) to five stories (61 feet inclusive of rooftop appurtenances). This reduction in height eliminated the need for any encroachment into the required building setback along the north property line. The applicant still seeks approval of bonus density (55.8 du/ac compared to 50 du/ac).

## STAFF RECOMMENDATION

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### Recommended Approach:

Staff recommends that the Planning Commission find that the Planned Block Development Overlay criteria have been met, and determine that the proposed zoning district map amendment is consistent with and conforms to the adopted General Plan, and make a recommendation to City Council for approval of a zoning district map amendment from Highway Commercial (C-3) to Downtown/Downtown Multiple Use Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO), including a development plan with site-specific development standards for building location and bonus residential density (50 du/ac to 55.8 du/ac), on a +/- 2.4-acre site, located at 3202 N. Scottsdale Road, per the attached stipulations.

## RESPONSIBLE DEPARTMENT

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### Planning and Development Services

Current Planning Services

## STAFF CONTACT

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Greg Bloemberg  
Project Coordination Liaison  
480-312-4306  
E-mail: [gbloemberg@ScottsdaleAZ.gov](mailto:gbloemberg@ScottsdaleAZ.gov)

## APPROVED BY

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Greg Bloemberg, Report Author

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11/1/2022

Date



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

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10/27/2022

Date



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Erin Perreault, AICP, Executive Director  
Planning, Economic Development, and Tourism  
Phone: 480-312-7093      Email: [eperreault@scottsdaleaz.gov](mailto:eperreault@scottsdaleaz.gov)

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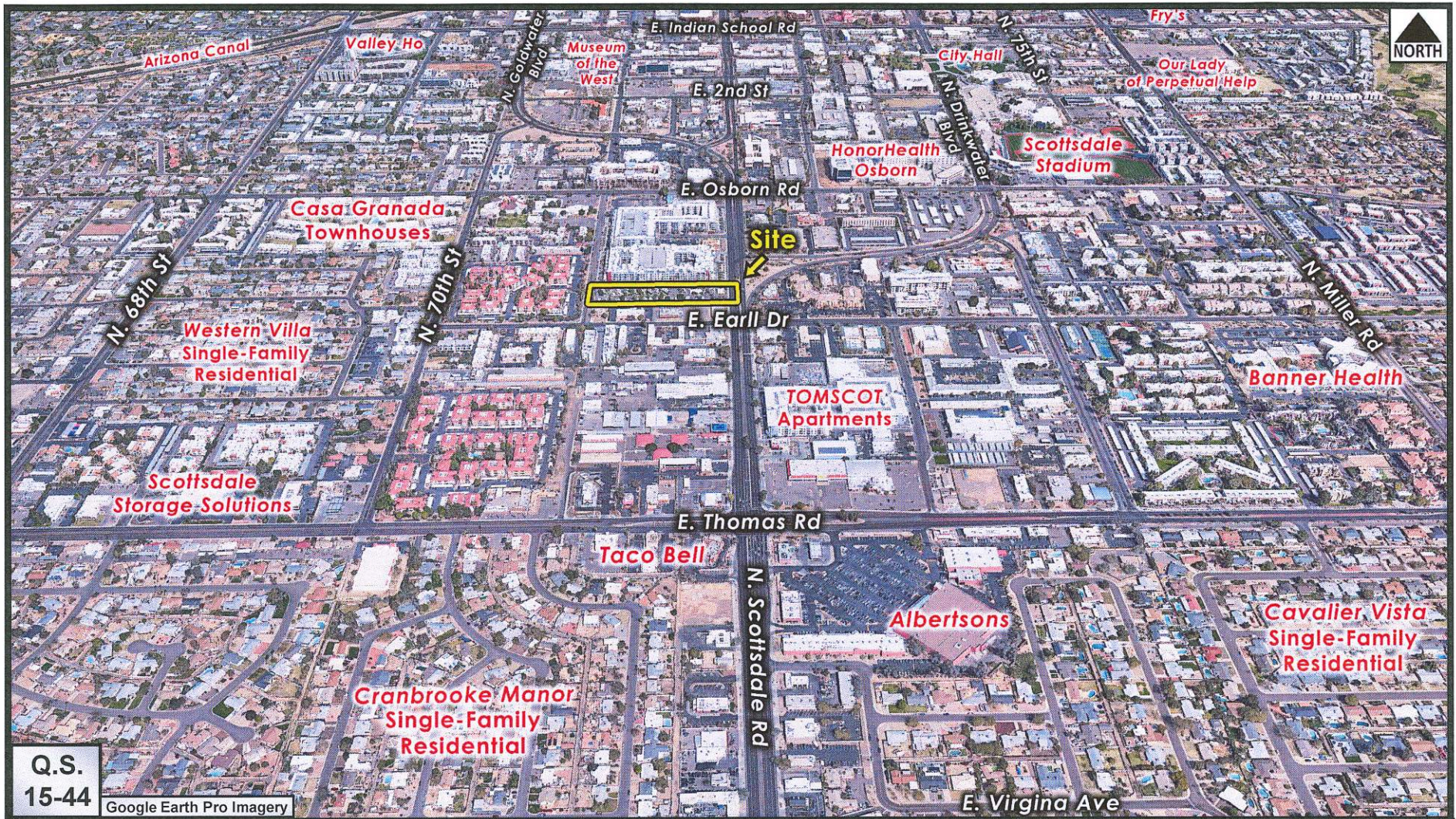
11-01-2022

Date

## ATTACHMENTS

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1. Context Aerial
- 1A. Aerial Close-Up
2. Ordinance No. 4574  
Exhibit 1: Zoning Map  
Exhibit 2: Stipulations
3. Resolution No. 12652  
Exhibit 1: Development Plan
4. Resolution No. 12653  
Exhibit 1: Contract No. 2022-185-COS
5. Additional Information
6. Old Town Character Area Plan Future Land Use Map
7. Existing Zoning Map
8. Traffic Impact Summary
9. Community Involvement
10. Correspondence
11. 10/20/2022 Development Review Board meeting minutes
12. City Notification Map



Context Aerial

6-ZN-2022



Q.S.  
15-44

Google Earth Pro Imagery

Close-up Aerial

6-ZN-2022

ORDINANCE NO. 4574

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 6-ZN-2022 FROM HIGHWAY COMMERCIAL (C-3) ZONING TO DOWNTOWN/DOWNTOWN MULTIPLE USE TYPE 2, PLANNED BLOCK DEVELOPMENT, DOWNTOWN OVERLAY (D/DMU-2 PBD DO) ZONING, INCLUDING APPROVAL OF A DEVELOPMENT PLAN WITH AMENDED DEVELOPMENT STANDARDS, INCLUDING BONUS RESIDENTIAL DENSITY (50 DU/AC TO 55.8 DU/AC) FOR A TOTAL OF 135 RESIDENTIAL UNITS, FOR A +/- 2.4-ACRE SITE LOCATED AT 3202 N. SCOTTSDALE ROAD.

WHEREAS, the Planning Commission held a hearing on November 9, 2022; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance 4574 on the cost to construct housing for sale or rent; and

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

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

a. The Development Plan reflects the goals and policies of the Character & Design Chapter of the Downtown Plan;

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

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

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

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

f. The pedestrian circulation is accessible and easy to navigate, and incorporates open space and pedestrian linkages to the public pedestrian circulation network; and

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 6-ZN-2022.

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

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by rezoning a +/-2.4-acre site located at 3202 N. Scottsdale Road and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Highway Commercial (C-3) zoning to Downtown/Downtown Multiple Use Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) zoning, and by adopting that certain document entitled "Scottsdale 3200 Development Plan" declared as public record by Resolution No. 12652 which is incorporated into this ordinance by reference as if fully set forth herein.

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

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

ATTEST:

CITY OF SCOTTSDALE, an Arizona  
municipal corporation

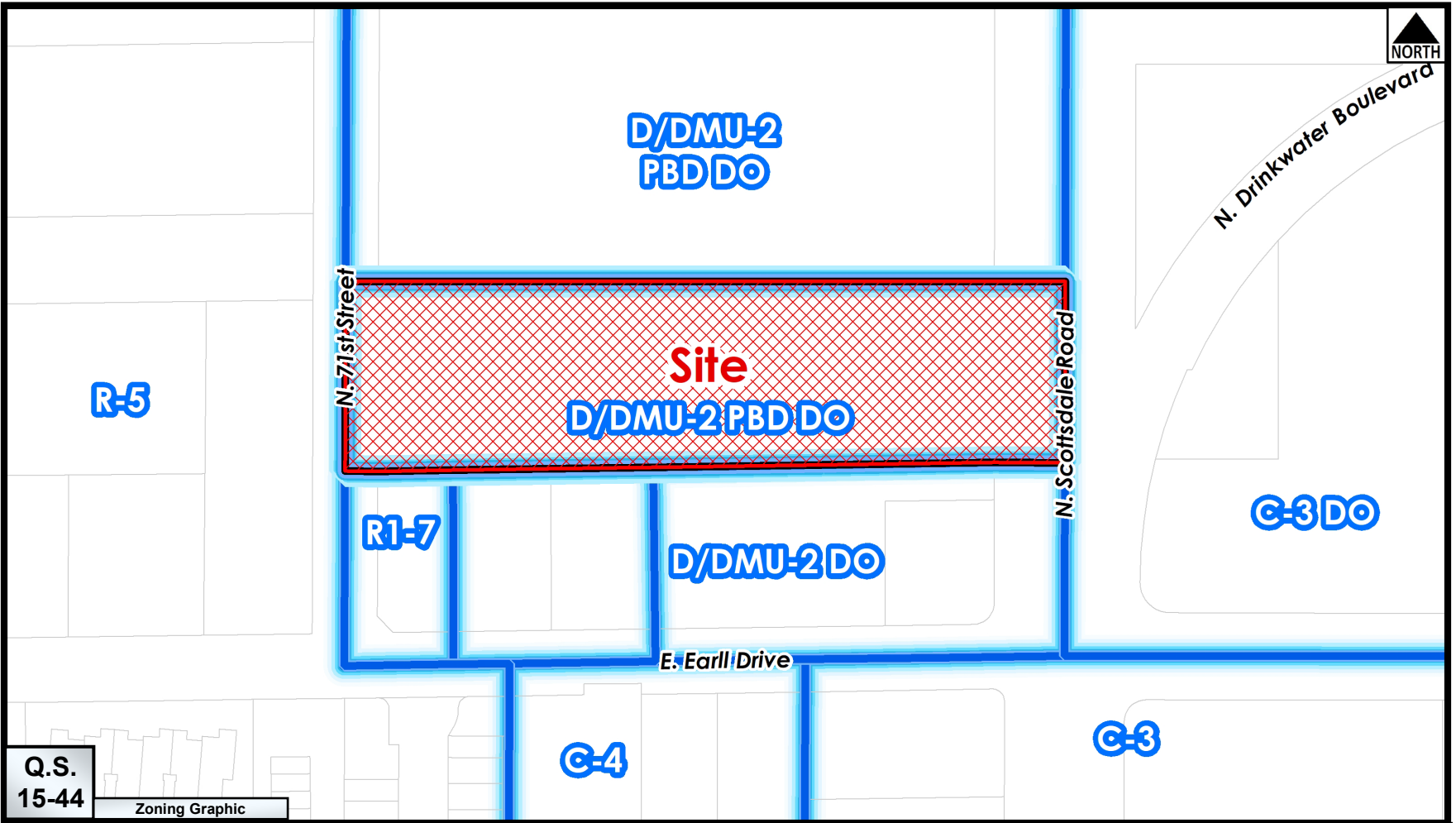
By: \_\_\_\_\_  
Ben Lane  
City Clerk

By: \_\_\_\_\_  
David D. Ortega  
Mayor

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

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





**Proposed Zoning**

Ordinance No. 4574  
Exhibit 1  
Page 1 of 1

**6-ZN-2022**

**Stipulations for the Zoning Application:  
Scottsdale 3200 North  
Case Number: 6-ZN-2022**

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 “Scottsdale 3200 Development Plan” which is on file with the City Clerk and made a public record by Resolution No. 12652 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 AMENDED DEVELOPMENT STANDARDS.** Development shall conform with the amended development standards that are included as part of the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
3. **CONFORMANCE TO DEVELOPMENT AGREEMENT.** Development shall conform with the associated Development Agreement, Contract No. 2022-185-COS (approved by Resolution No. 12653 with the date of \_\_\_\_\_). Any change to the Development Agreement shall be subject to City Council approval.
4. **BONUS DWELLING UNITS – DENSITY.** Maximum dwelling units shall not exceed 135 dwelling units (equivalent to 55.8 du/gross acre of the Development Plan), which includes 14 bonus dwelling units. Any increase in the bonus density shall be subject to additional action and public hearings before the Planning Commission and City Council and modification of the associated Development Agreement.
5. **NON-RESIDENTIAL FLOOR AREA.** A minimum of 4,000 square feet of non-residential (commercial) floor area shall be provided adjacent to the N. Scottsdale Road frontage.
6. **OVERHEAD UTILITY AND COMMUNICATION LINES.** Existing overhead utility and communication lines along the north property line shall be buried. Specifically, the four utility poles between N. Scottsdale Road and N. 71<sup>st</sup> Street shall be removed and any new or relocated utility lines shall be placed underground.
7. **INTERNATIONAL GREEN CONSTRUCTION CODE (IgCC).** Final construction plans shall demonstrate compliance with the IgCC.
8. **PEDESTRIAN CONNECTION.** A minimum six-foot wide east/west pedestrian connection shall be provided along the south property line to connect pedestrians from N. Scottsdale Road to N. 71<sup>st</sup>

Street. The connection shall include pedestrian scale lighting, i.e. wall mounted sconces or bollards along the length of the connection.

9. 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.
10. REFUSE. Project development refuse provisions shall comply with Refuse Plan by Davis and dated 9-15-2022.

### **DEDICATIONS**

11. RIGHT-OF-WAY DEDICATIONS. Prior to issuance of any permits for the project (excluding demolition), the property owner shall make the following fee-simple right-of-way dedications to the City of Scottsdale:
  - a. N. SCOTTSDALE ROAD. 10-foot dedication, to replace the 10-foot wide Highway Easement indicated on the ALTA Survey, for a total half-street of 65 feet.
12. PUBLIC NON-MOTORIZED ACCESS EASEMENT (PNMAE). Prior to issuance of any permits for the project (excluding demolition), the property owner shall dedicate a PNMAE over any portion of the street sidewalks that encroach onto the project site, and over the new six-foot east/west pedestrian connection along the south property line. The easement over the new pedestrian connection shall be dedicated from the property line at N. Scottsdale Road to the property line at N. 71<sup>st</sup> Street.

### **INFRASTRUCTURE**

13. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.
14. 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.
15. TRAFFIC SIGNAL IMPROVEMENTS. Prior to issuance of any permits for the project (excluding demolition), the property owner shall pay an In-Lieu contribution of \$50,000 toward traffic signal modifications at the N. Scottsdale Road and E. Earll Drive intersection for left-turn arrow installation.
16. CIRCULATION IMPROVEMENTS. Prior to issuance of any permits for the project (excluding demolition), the property owner shall submit and obtain approval of construction plans to construct the following infrastructure improvements:
  - a. N. SCOTTSDALE ROAD.
    1. New eight-foot-wide sidewalk, separated from back of street curb by a minimum five-foot wide landscape area, along entire property frontage.
    2. Site driveway consistent in design with the COS CL-1 driveway standard, wing design.

3. Existing curb cuts to be replaced with curb, gutter and sidewalk to match the rest of the frontage.
- b. N. 71<sup>ST</sup> STREET.
  1. New six-foot wide sidewalk, attached to street curb, continuous over site driveways.
  2. Site driveways for both access points into garage consistent in design with the COS CL-1 driveway standard, wing design.
  3. Existing curb cuts to be replaced with curb, gutter and sidewalk to match the rest of the frontage.

### **REPORTS AND STUDIES**

17. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a final drainage report in accordance with the Design Standards and Policies Manual for the development project. In the final drainage report, the property owner/civil engineer shall address the following:

Section 3.1: The first paragraph references the LIBWS and states that no offsite flows affect the site however, the LIBWS output, shown in Figure 2, shows that offsite flows affect the site. Explain and correlate with the wall discussion presented in the subsequent paragraph.

- a. Section 4.4: In the Vr equation, reference the weighted Cw calculations presented in the appendix.
- b. Section 4.6: The delta flows at CP 5 and CP 6 are misleading. Revise the table and only show the concentration points leaving the site, and add a corresponding title to the table.
- c. Section 5.1: The following comment was generated with the 1<sup>st</sup> review cycle:

*“City requirement is to set the lowest floor elevation a minimum of 14 inches above the highest adjacent grade when the plans are not sealed by a civil engineer. When sealed, the engineer can select an elevation that they consider safe from flooding for up to the 100-year flow, and add the corresponding standard certification block on the G&D plans.”*

While the comment was acknowledged, the paragraph was not updated. Revise the paragraph to properly reflect city requirements.

18. WATER/WASTEWATER. With the Development Review Board submittal, the property owner shall submit final Basis of Design (BOD) reports for water and wastewater in accordance with the Design Standards & Policies Manual for the development project. In the final wastewater BOD, the property owner/civil engineer shall address the following:
- a. Pool backwash flows shall be routed to the N. 71<sup>st</sup> Street sewer. Other proposed flows are to be routed to the N. Scottsdale Road sewer.
  - b. Two new coated manholes with drop service connections shall be installed on N. 71<sup>st</sup> Street and N. Scottsdale Road respectively.
  - c. Segments of six-inch and eight-inch ACP water main in both streets impacted by the new sewer service connections or manholes shall be realigned and/or replaced with DIP as necessary.

- d. Slight exceedance of sewer capacity w/ existing pool backwash in Scottsdale Road is accepted as shown in the report.
- e. For the DRB utility plan, cap any unused sewer service line at the property line. Remove and unused water services back to the main. If there is a tee connection on the main, remove the tee and replace with spool piece.

RESOLUTION NO. 12652

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "SCOTTSDALE 3200 DEVELOPMENT PLAN".

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

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

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

Section 1. That certain document entitled "Scottsdale 3200 Development Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

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

CITY OF SCOTTSDALE, an  
Arizona municipal corporation

ATTEST:

By: \_\_\_\_\_  
Ben Lane, City Clerk

By: \_\_\_\_\_  
David D. Ortega, Mayor

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

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

# 3202 N Scottsdale Road

## Rezoning Application Narrative

Case #: 6-ZN-2022

1<sup>st</sup> Submittal

2<sup>nd</sup> Submittal August 10, 2022

4<sup>th</sup> Submittal October 10, 2022



Prepared for:



DESERT TROON COMPANIES

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



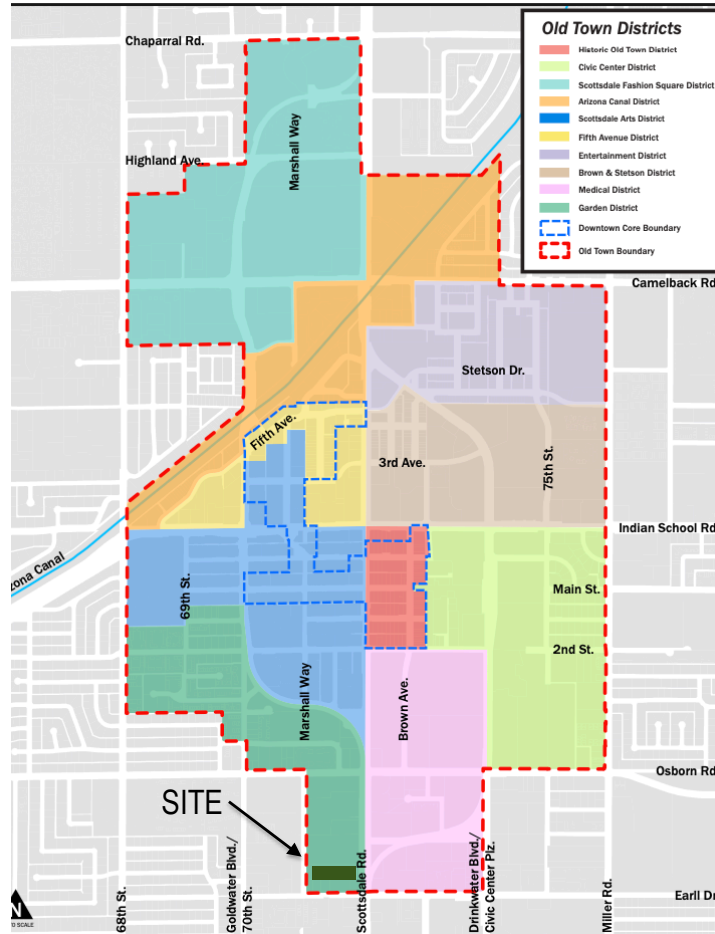
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# OVERVIEW

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



Old Town Districts-City of Scottsdale

# PROJECT LOCATION

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



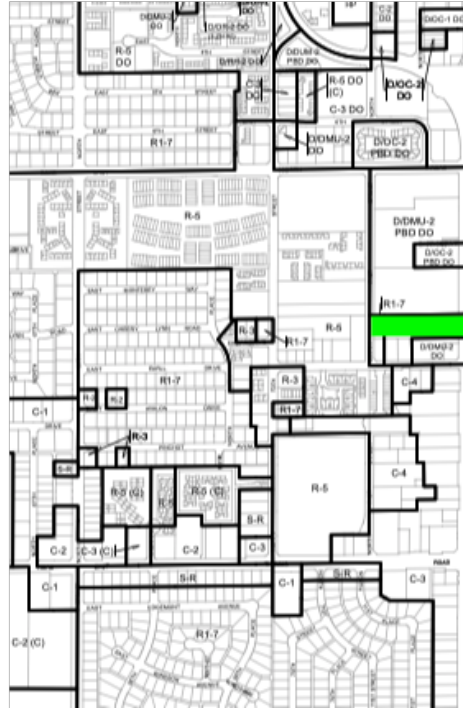
Context Aerial



Site Aerial

## Surrounding Adjacent Uses

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



City of Scottsdale Zoning Map

## **SITE CONDITIONS**

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

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



Scottsdale Road Street View



71<sup>st</sup> Street View



East Entrance (Scottsdale Road)



West side (71<sup>st</sup> Street)



North Property Line

## **REQUEST**

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

## ARCHITECTURE

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

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



Perspective Elevation

## PLANNED BLOCK DEVELOPMENT (PBD)

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

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

### **Summary of Proposed Property Development Standards**

Site Area:	2.42 gross acres
	2.11 net acres
Base Building Height:	66 feet (no amendment)
Base Maximum Density:	50 DU/AC
Proposed Maximum Density	55.8 DU/AC
Building Setbacks:	Scottsdale Road – 26 feet (increase 6 feet)
	71 <sup>st</sup> Street – 23 feet (increase 3 feet)
	North – 15 feet (no amendment)
	South – 15 feet (no amendment)



**Sec. 6.1304. PBD Overlay District criteria.**

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

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

Not Applicable.

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

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

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

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

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

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

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

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

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

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

Not applicable.

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

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

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

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

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

Not applicable.

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

**1. Standard criteria:**

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

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

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

**a. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.**

**b. Each proposed land use is compatible with the adjacent development and strengthens the mix of land uses and activities in the Downtown Area.**

**c. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.**

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

**3. Criteria to achieve bonus(es):**

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

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

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

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

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

## SEC. 7.1200 SPECIAL IMPROVEMENT CALCULATIONS

CY = 2022

BD = Bonus Density = 14 additional units

### **Bonus Density Calculation**

Base Density = 50 DU/AC

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

= bonus of 14 DU's

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

14 x 10,000 x [1.035 (2022 – 2013)] = \$190,400 for 2022

**Total: \$190,400**

## 2035 GENERAL PLAN

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

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

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

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

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

## CHARACTER & CULTURE

### Character Types

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

### Character & Design Element

#### CD 1

#### **DETERMINE THE APPROPRIATENESS OF ALL DEVELOPMENT IN TERMS OF COMMUNITY GOALS, SURROUNDING AREA CHARACTER, AND CONTEXT.**

Response:

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

#### CD 1.2

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

Response:

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

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

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

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

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

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

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

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

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



**CD 2**

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

Response:

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

**CD 3**

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

Response:

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

**CD 4**

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

Response:

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

**CD 5**

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

Response:

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

**CD 6**

**MINIMIZE LIGHT AND NOISE POLLUTION.**

Response:

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

## Land Use Element

### **LU 3**

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

Response:

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

## Arts, Culture & Creative Community Element

### **ACC 3.4**

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

Response:

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

## Environmental Planning Element

### **EP 1**

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

Response:

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

### **EP 3**

#### **PARTICIPATE IN LOCAL AND REGIONAL EFFORTS TO IMPROVE AIR QUALITY.**

Response:

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

### **EP 5**

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

Response:

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

**EP 7**

**IDENTIFY AND REDUCE HEAT ISLANDS.**

Response:

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

**Conservation Element**

**CONSV 4**

**CONSERVE WATER AND ENCOURAGE THE REUSE OF WASTEWATER.**

Response:

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

**Energy Element**

**E2**

**REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ENERGY EFFICIENCY.**

Response:

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

**E3**

**PROMOTE BUILDING AND SITE DESIGNS THAT MAXIMIZE ENERGY EFFICIENCY.**

Response:

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

## COLLABORATION & ENGAGEMENT

### Community Involvement Element

#### CI 1

#### **SEEK EARLY AND ONGOING COMMUNITY INVOLVEMENT THROUGH BROAD PUBLIC INPUT IN PROJECT AND POLICY-MAKING DISCUSSIONS.**

#### Response:

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

# COMMUNITY WELL-BEING

## Healthy Community Element

### HC4

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

Response:

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

## Housing Element

### H1

#### **SUPPORT DIVERSE, SAFE, RESOURCE-EFFICIENT, AND HIGH-QUALITY HOUSING OPTIONS.**

Response:

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

### H2

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

Response:

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

## Safety Element

### S1

#### **WORK TO PREVENT HAZARDS AND REDUCE PHYSICAL RISKS THROUGHOUT SCOTTSDALE.**

Response:

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

**S7**

**MAINTAIN SCOTTSDALE AS A SAFE COMMUNITY THROUGH CRIME PREVENTION.**

Response:

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

## CONNECTIVITY

### Circulation Element

#### C1

#### **DESIGN AND IMPROVE TRANSPORTATION CORRIDORS TO SAFELY AND EFFICIENTLY MOVE PEOPLE AND GOODS.**

Response:

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

#### C2

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

Response:

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

### Bicycling Element

#### B2

#### **PROVIDE CONVENIENT AND COMFORTABLE BICYCLE FACILITIES TO ENCOURAGE BICYCLING.**

Response:

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

## REVITALIZATION

### Neighborhood Preservation & Revitalization Element

#### **NPR 1**

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

Response:

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

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

#### **NPR 3**

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

Response:

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

### Conservation, Rehabilitation, & Redevelopment Element

#### **CRR 1**

#### **SUPPORT HIGH-QUALITY, CONTEXT-APPROPRIATE REDEVELOPMENT, REHABILITATION, AND CONSERVATION TO PROMOTE LONG-TERM NEIGHBORHOOD STABILITY.**

Response:

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

#### **CRR 2**

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

Response:

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



## Growth Areas Element

### **GA 4.2**

#### **FOCUS INFRASTRUCTURE IMPROVEMENT AND EXPANSION IN GROWTH AND ACTIVITY AREAS.**

Response:

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

### **GA 5**

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

Response:

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

## Cost of Development Element

### **COD 1**

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

Response:

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

### **COD 2**

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

Response:

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

# INNOVATION & PROSPERITY

## Economic Vitality Element

### EV 1

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

Response:

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

## OLD TOWN SCOTTSDALE CHARACTER AREA PLAN

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

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

### **LAND USE**

#### **GOAL LU 1:**

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

Response:

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

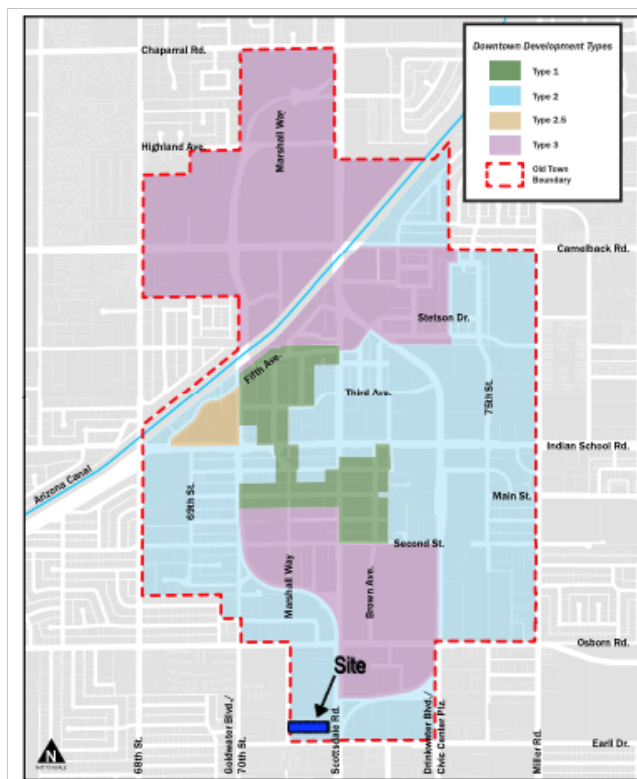
#### **GOAL LU 2:**

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

Response:

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

## Old Town Future Land Use Map



Source: Old Town Scottsdale Character Area Plan

### **Policy 4.4:**

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

Response:

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

**GOAL LU 5:**  
**PROMOTE DIVERSITY IN OLD TOWN HOUSING OPTIONS.**

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

**GOAL LU 6:**  
**ENCOURAGE A MIX OF LAND USES TO SUPPORT A WALKABLE AND SUSTAINABLE DOWNTOWN.**

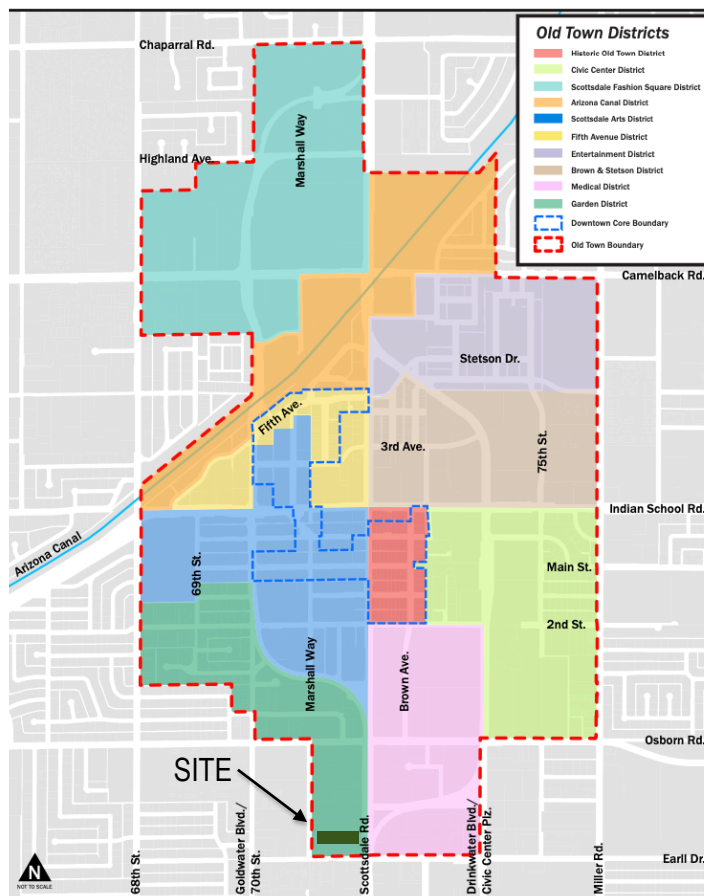
Response:  
**3202** is located on a blighted and under-utilized parcel which is currently operating as an RV park with 2 aging commercial buildings that encroach into the Scottsdale Road right-of-way at the southern end of Old Town. Nearby is the 45-acre HonorHealth Osborn medical campus, which makes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

**CHARACTER & DESIGN**

**GOAL CD 1:**  
**STRENGTHEN AND ENHANCE OLD TOWN DISTRICT CHARACTER WITH CONTEXTUALLY COMPATIBLE DEVELOPMENT.**

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

## Old Town Districts Map



Source: Old Town Scottsdale Character Area Plan

### GOAL CD 2:

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

Response:

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

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

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

**GOAL CD 6**  
**CREATE SAFE, COMFORTABLE, AND INTERESTING STREET SPACES.**

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

**GOAL CD 7**  
**INCORPORATE A REGIONAL LANDSCAPE PALETTE THAT COMPLEMENTS THE URBAN AND PEDESTRIAN CHARACTER OF OLD TOWN.**

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

**GOAL CD 8**  
**INTEGRALLY DESIGN LIGHTING INTO THE BUILT ENVIRONMENT**

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

**GOAL CD 9**  
**IMPLEMENT HIGH QUALITY URBAN AND ARCHITECTURAL DESIGN IN OLD TOWN.**

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

**GOAL CD 10**  
**INCORPORATE SUSTAINABLE BUILDING PRACTICES IN OLD TOWN DEVELOPMENT.**

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

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

**GOAL CD 11**

**INFRASTRUCTURE DESIGN SHOULD POSITIVELY CONTRIBUTE TO OLD TOWN IDENTITY.**

Response:

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

**MOBILITY**

**POLICY 1.4**

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

Response:

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



## **ECONOMIC VITALITY**

### **GOAL EV 1**

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

Response:

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

### **GOAL EV 2**

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

Response:

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

## INTERNATIONAL GREEN BUILDING CODE

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

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

## SCOTTSDALE SENSITIVE DESIGN PRINCIPLES

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

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

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

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

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

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

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

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

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

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

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

**6) 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.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Sec. 5.3006. Property development standards.**

**A. Prior Development Types.**

1. Properties zoned Type 1.5 before December 31, 2012. Changes to properties zoned Type 1.5 after December 31, 2012 shall comply with the regulations of the Type 2 development type.
2. Properties zoned Downtown Medical - Type 2 and Downtown Regional Use - Type 2 before May 22, 2018. Changes to properties zoned Downtown Medical - Type 2 and Downtown Regional Use - Type 2 after May 22, 2018 shall comply with the regulations of the Type 3 development type.

**B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximum.**

1. Density and GFAR maximum are shown in Table 5.3006.B.
2. The building height maximum is shown in Table 5.3006.B., except as provided in Subsection 5.3006.B.3.
3. The additional height regulations of Article VII. shall not apply.

<b>Table 5.3006.B. Density, Gross Floor Area Ratio (GFAR), and Building Height Maximums</b>				
Development Type	Building Height Maximum <sup>(1)</sup>	GFAR Maximum without Bonus(es)	GFAR Maximum with Bonus(es) <sup>(2)</sup>	Density Maximum (per acre of gross lot area)
Type 1 within Historic Old Town District	40 feet	1.3	2.0	50 dwelling units
Type 1 outside of the Historic Old Town District	48 feet	1.3	2.0	50 dwelling units
Type 2 and Type 2.5	66 feet	1.3	2.0	<del>55.85</del> 50 dwelling units
Type 3	84 feet	1.3	2.0	50 dwelling units
<b>Notes:</b> 1. Inclusive of all roof top appurtenances. 2. See Table 5.3008.B.				

**C. Setbacks from public streets, except alleys.**

1. The minimum setback from public streets (except alleys) is shown in Table 5.3006.C. The setback is measured from the back of curb.

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

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

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

D. *Setbacks from major intersections.*

1. On each corner of an intersection designated as an Old Town Major Intersection in the Downtown Plan, the property owner shall provide at least 2,500 square feet of open space at grade and up to a height of 30 feet. The open space shall be located within 70 feet of the intersection of the property lines at the corner. Those major intersections include:

- a. East Camelback Road and North Goldwater Boulevard.
- b. East Camelback Road and North Scottsdale Road.
- c. East Indian School Road and North Goldwater Boulevard.
- d. East Indian School Road and North Drinkwater Boulevard.
- e. East Second Street and North Goldwater Boulevard.
- f. East Second Street and North Drinkwater Boulevard.

E. *Setbacks from Single-family Residential districts shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.*

1. The minimum setback is:

- a. Ten feet from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.
- b. Ten feet from an alley that abuts a property zoned with a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, measured from the center of the alley.
- c. Exception. The setback from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District, shall not apply to properties abutting the Arizona Canal.

2. Walls and fences up to a height of eight (8) feet are allowed on the property line, or within the required setback above, if the wall or fence is at least ten (10) feet from the center of an alley.

F. *Building location.*

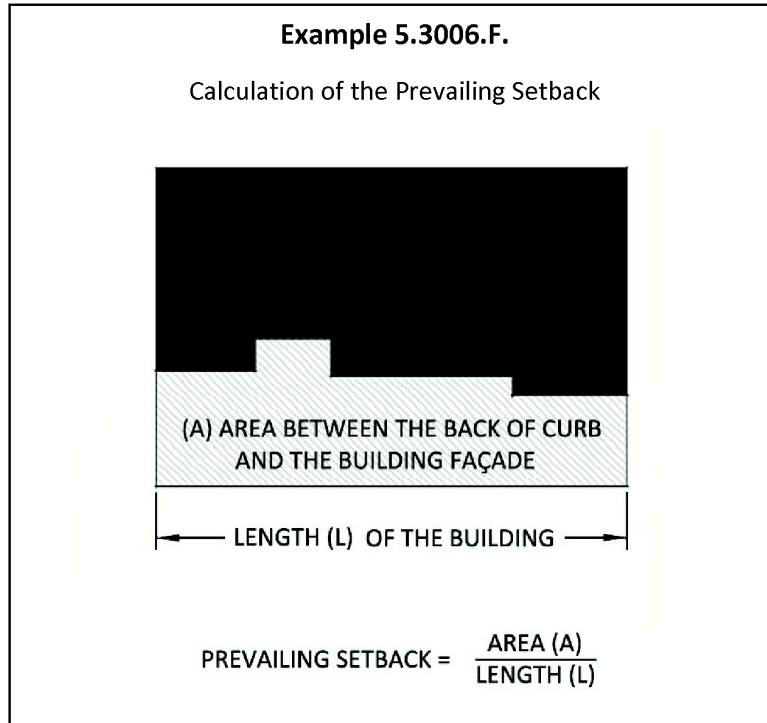
1. A building adjacent to a public street (except alleys) shall be located as follows:

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

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

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





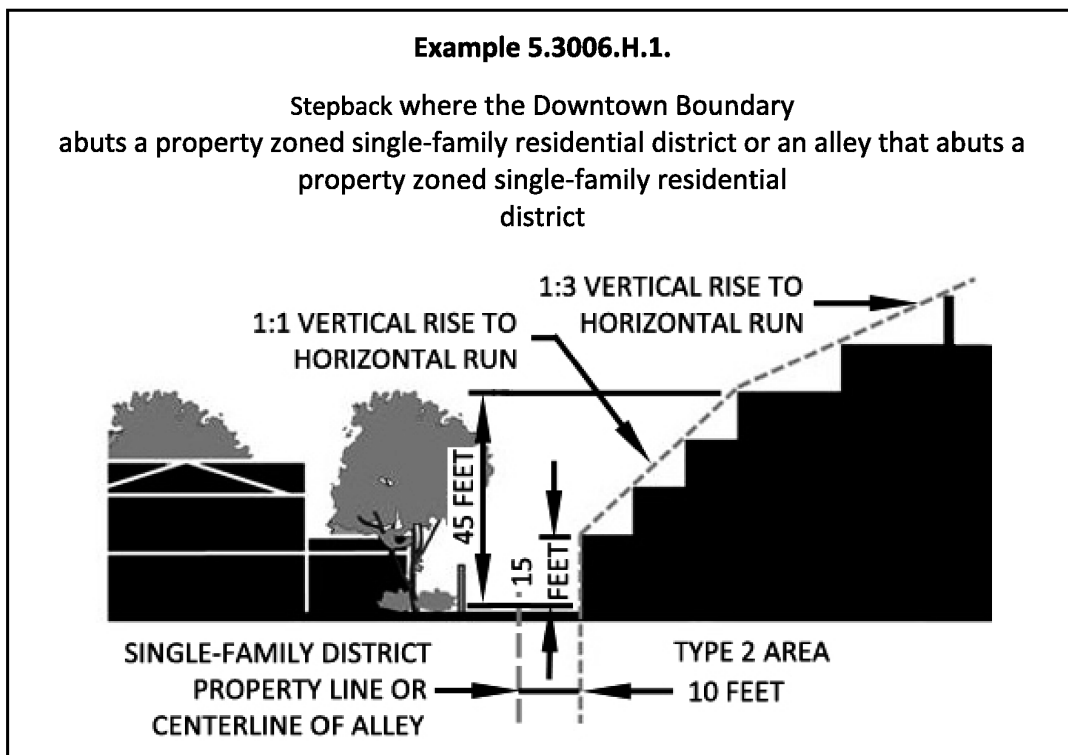
G. *Private outdoor living space.*

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

H. *Stepbacks.*

1. Property in a Type 1 Area: The stepback plane shall incline at a ratio of 1:1 beginning thirty (30) feet:
  - a. Above the minimum setback from the public street (except alleys),
  - b. Above the rear property line, and
  - c. Above the property line abutting an alley.
2. Property in a Type 2 Area, a Type 2.5 Area, or a Type 3 Area adjacent to or abutting a Type 1 Area:
  - a. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys), where the public street abuts a Type 1 Area.
  - b. The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above a property line that abuts (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
  - c. The stepback plane shall incline in conformance with the applicable requirements of this section for property lines that do not abut (i) a Type 1 Area, or (ii) an alley that abuts a Type 1 Area.
3. Property in a Type 2 Area or a Type 2.5 Area not described above: The stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines, to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1

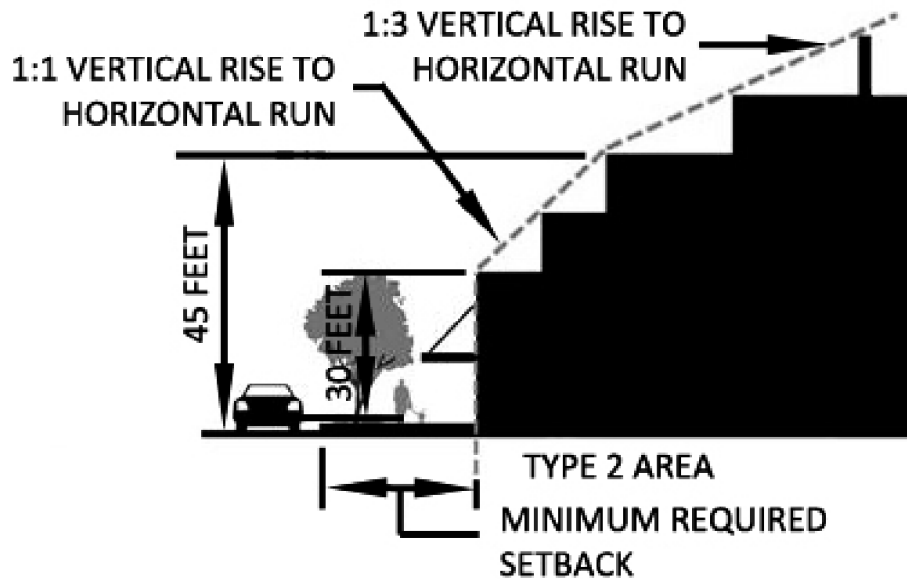
4. Property in a Type 3 Area not described above: The stepback plane shall incline at a ratio of 2:1, beginning forty-five (45) feet above (i) the minimum setback from the public street (except alleys), and (ii) all other property lines.
5. Downtown Boundary—additional requirements for property in a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



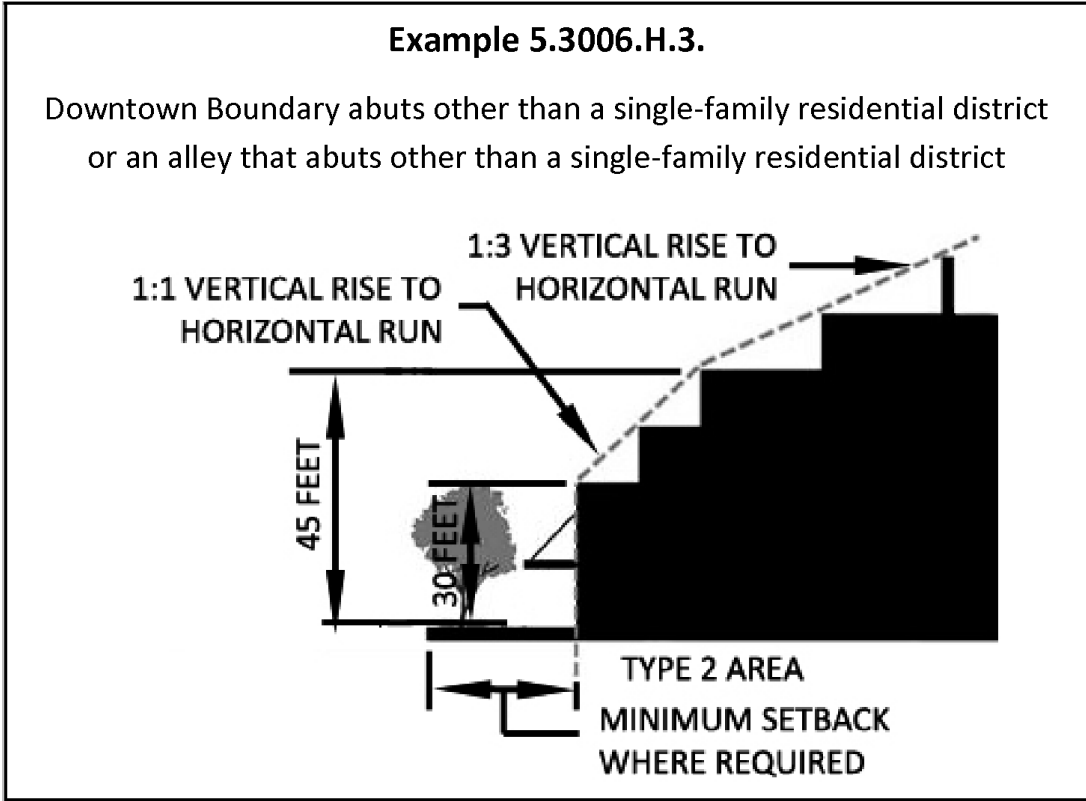
- b. Where the Downtown Boundary abuts a public street (except alleys), the stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys) to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of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

### Example 5.3006.H.2.

Stepback where the Downtown Boundary abuts a public street



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



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

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

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J. *Shaded sidewalks.*

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

K. *Signs.*

1. The provisions of Article VIII. shall apply.

L. *Off-street parking.*

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

M. *Landscaping.*

1. The provisions of Article X. shall apply.

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

**Sec. 6.1308. Property development standards.**

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

<b>Table 6.1308.B. Building Height, Gross Floor Area Ratio (GFAR), Density Maximums without bonuses</b>			
<b>Development Type</b>	<b>Building Height Maximum<sup>(1)</sup></b>	<b>GFAR Maximum</b>	<b>Density Maximum per acre of gross lot area</b>
Type 1 within Historic Old Town District	40 feet	1.4	50 dwelling units
Type 1 outside of the Historic Old Town District	48 feet	1.4	50 dwelling units
Type 2 and Type 2.5	66 feet	1.4	<del>50</del> 55.8 dwelling units
Type 3	84 feet	1.4	50 dwelling units
<p>Note:</p> <ul style="list-style-type: none"> <li>1. Excludes rooftop appurtenances.               <ul style="list-style-type: none"> <li>a. Maximum height for rooftop appurtenances: 6 feet.</li> <li>b. Maximum coverage for rooftop appurtenances: 20% of the rooftop.</li> <li>c. Minimum setback for rooftop appurtenances: 15 feet from all sides of the building.</li> </ul> </li> </ul>			

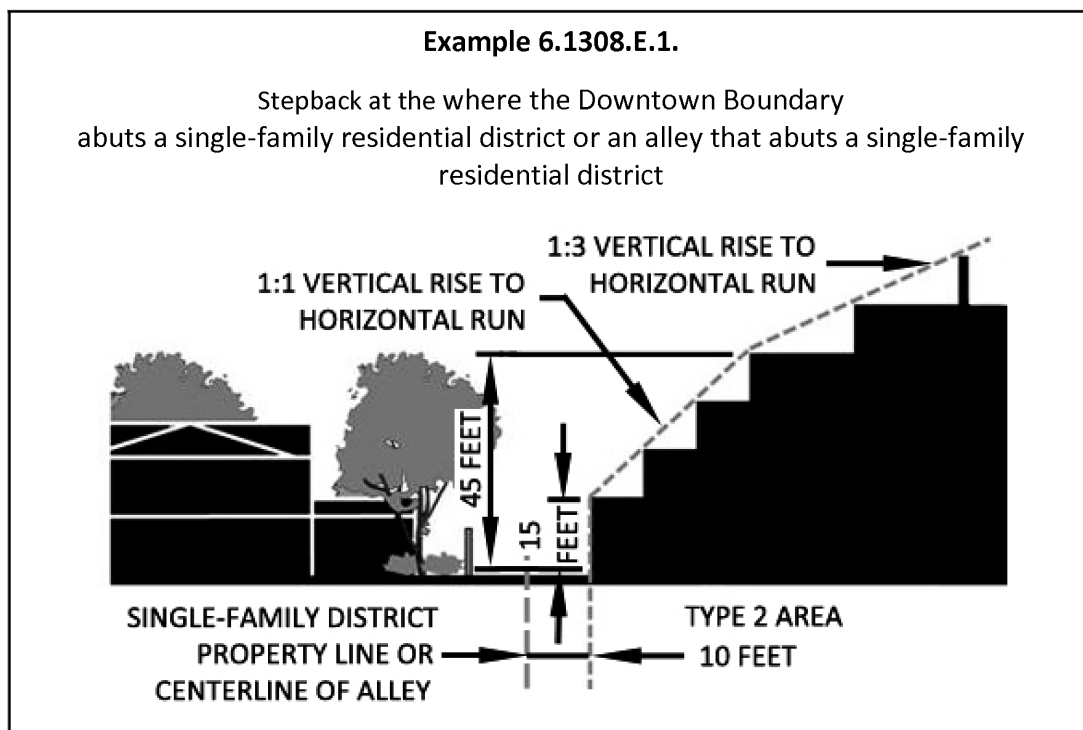
- C. *Private outdoor living space.*
  - 1. All dwelling units shall include private outdoor living space located beside the dwelling unit.
  - 2. Each private outdoor living space shall be at least six (6) feet deep and sixty (60) square feet in area.

D. *Setbacks.*

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

E. *Stepbacks.*

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

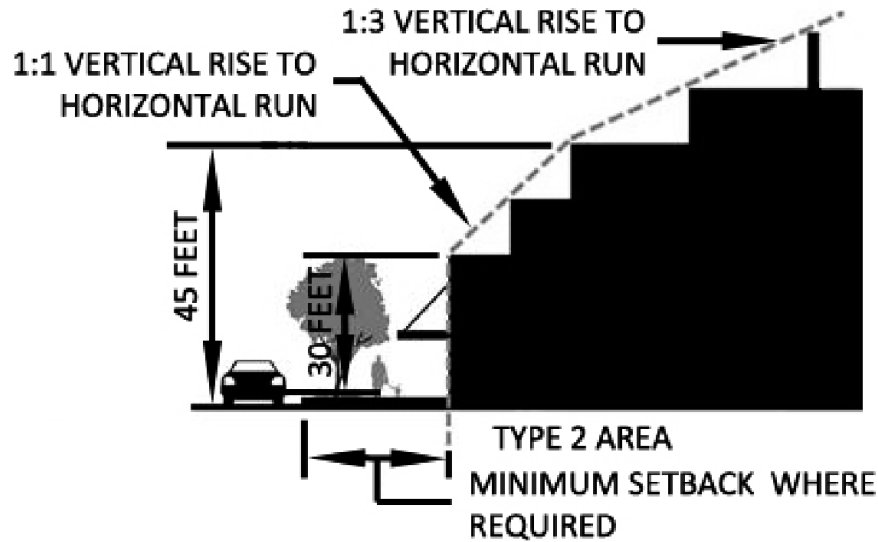


- b. Where the Downtown Boundary abuts a public street, the stepback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street (except alleys) to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 1:3.



**Example 6.1308.E.2.**

Stepback where the Downtown Boundary abuts a street or abuts a zoning district other than a single-family residential district



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

- 
1. Building locations and setbacks, including exceptions to setbacks and setbacks, shall conform to the Development Plan.

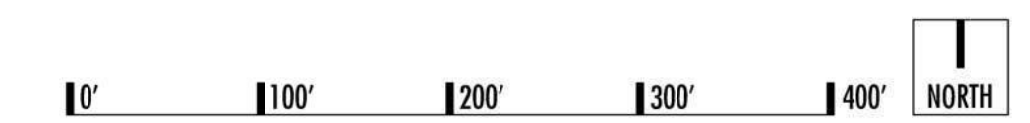
(Ord. No. 3987, § 1(Res. No. 8948, § 1(Exh. A, § 22), 11-14-12; Ord. No. 4241, § 1, 3-29-16; Ord. No. 4355, § 1(Res. No. 11190, § 4, Exh. A), 7-2-18)



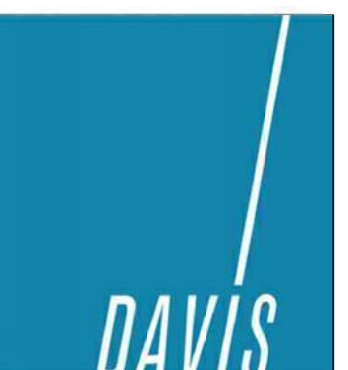
Imagery Date: 12/2/2019 33°29'05.21" N 111°55'37.47" W elev 1245 ft

# 3202 SCOTTSDALE- Scottsdale, Arizona

## Context Aerial



[21137] 07-22-22





### Project Data

<b>Site Area:</b>	2.11 acres net (91,855 sf) 2.42 acres gross (105,370 sf)
<b>Residential Area:</b>	146,300sf gross (115,350sf leasable)
<b>Total Units:</b>	135 units 126 1-bedroom 9 2-bedroom
<b>Density:</b>	55.79 / acre gross
<b>Flex Office Area:</b>	4,000sf
<b>Parking Required:</b>	217 spaces 1-br: 1.3 per unit (126 x 1.3 = 164 spaces) 2-br: 1.7 per unit (9 x 1.7 = 16 spaces) Guest: 1/6 per unit (135 / 6 = 23 spaces) Flex/Office: 1/300 sf (4,000sf / 300 sf = 14 spaces)
<b>Parking Provided:</b>	268 spaces

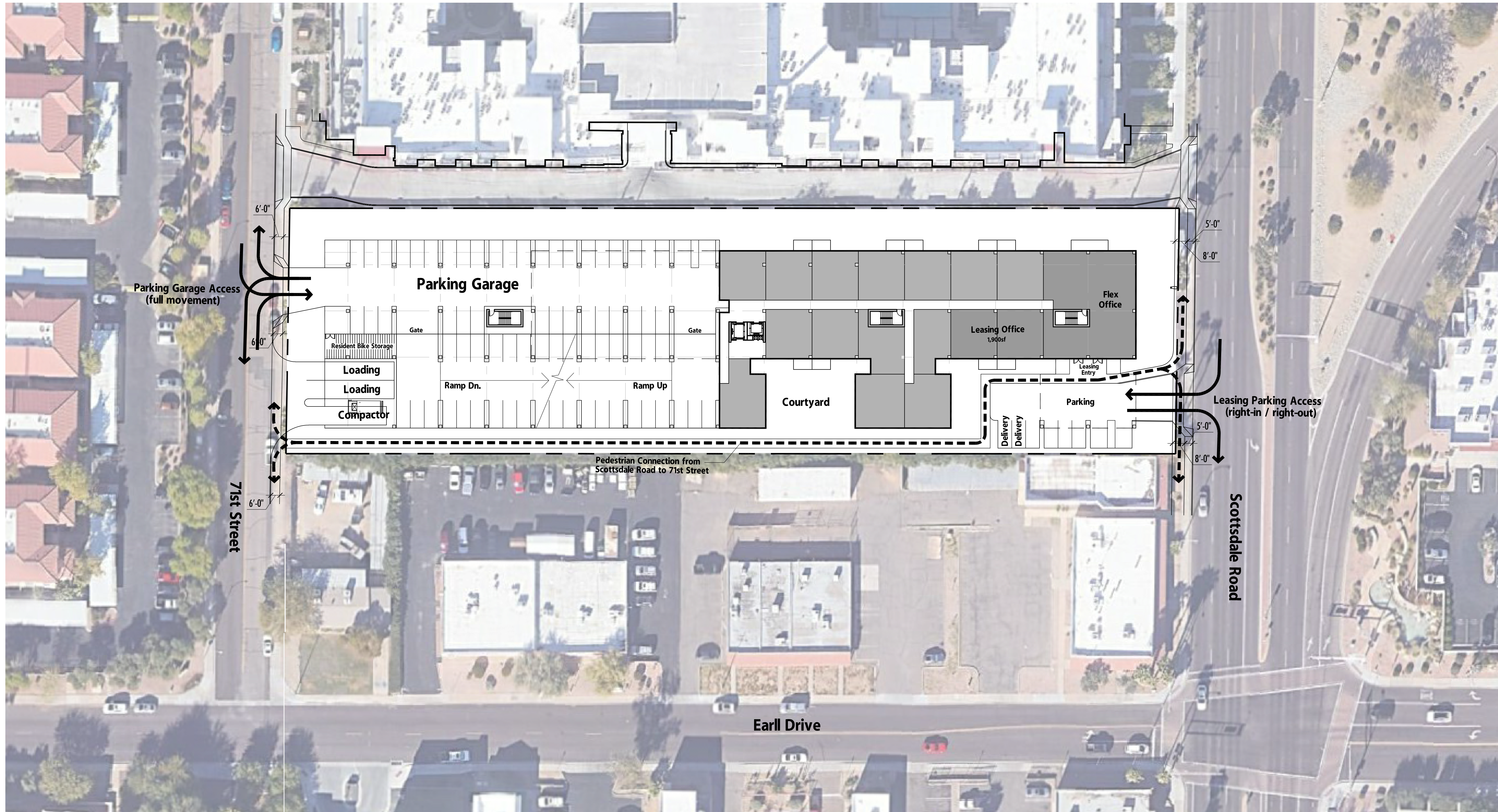
Note: Existing overhead utility lines along north property line will be buried as part of this development. This project design will be based on the MCDOT benchmark system and in accordance with the FEMA Benchmark Maintenance criteria.

## Site Plan

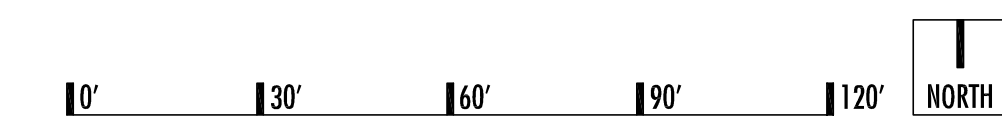
3202 SCOTTSDALE- Scottsdale, Arizona

21137- 10-25-22





# Pedestrian and Vehicular Circulation

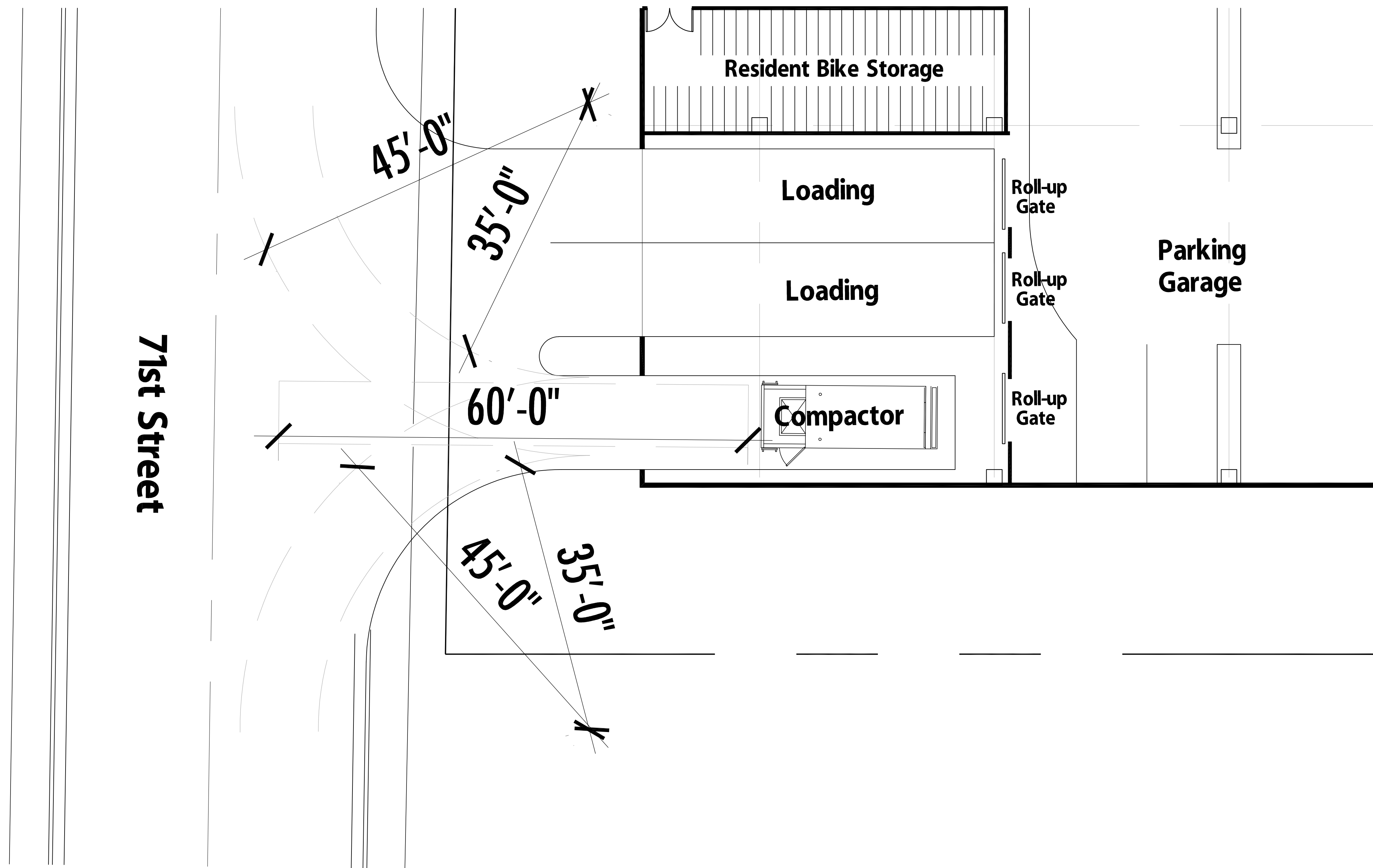


3202 SCOTTSDALE- Scottsdale, Arizona

[21137] 10-17-22

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### Refuse/Recycle Capacity

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

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

## Refuse Plan

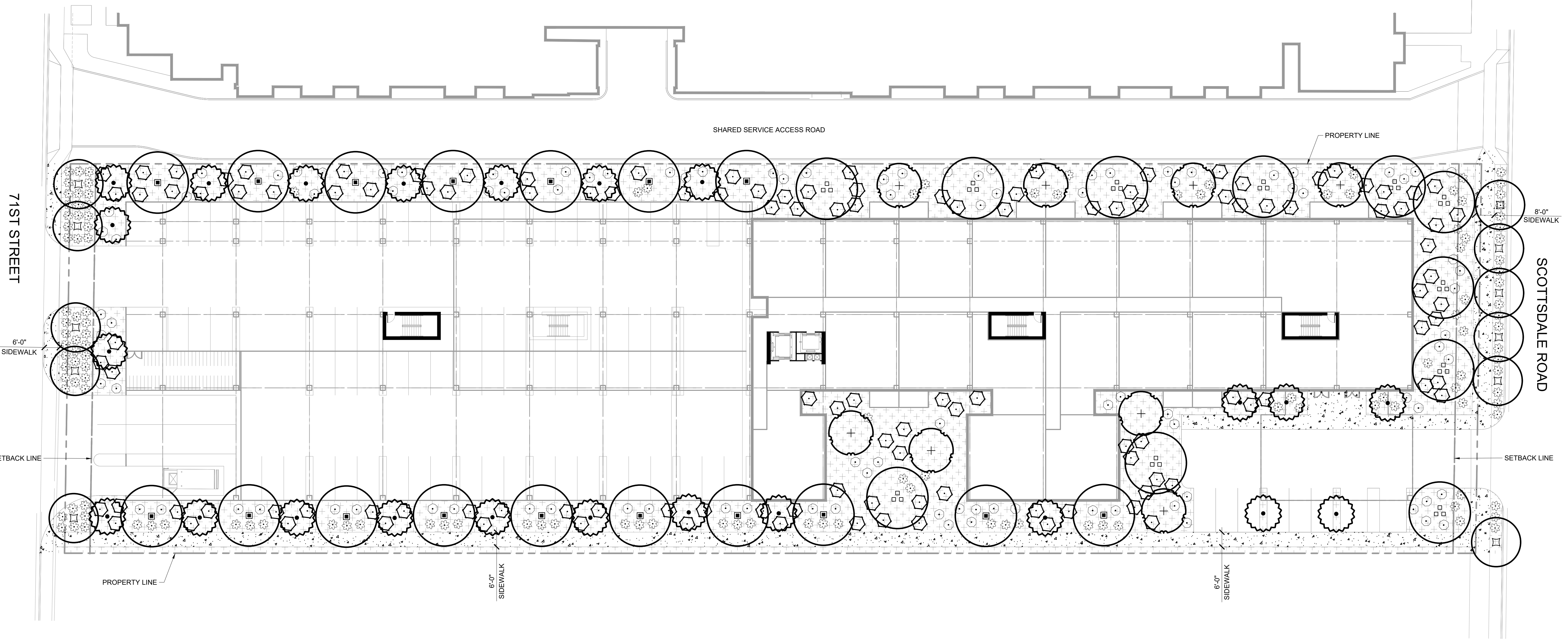


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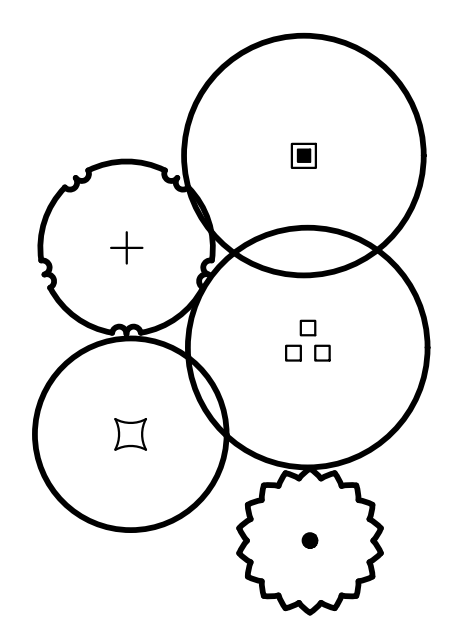


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**LANDSCAPE MATERIAL SCHEDULE**



TREES ITEM	SIZE	QTY.	COMMENTS
<i>Acacia stenophylla</i> SHOESTRING ACACIA	24" BOX	17	
<i>Chilopsis linearis</i> 'Lucretia Hamilton' TM LUCRETIA HAMILTON DESERT WILLOW	24" BOX	8	
<i>Parkinsonia praecox</i> PALO BREA	24" BOX	11	
<i>Pistacia X 'Red Push'</i> RED PUSH PISTACHE	24" BOX	11	
<i>Sophora secundiflora</i> 'Silver Peso' SILVER PESA TEXAS MOUNTAIN LAUREL	24" BOX	23	

SHRUBS & ACCENTS ITEM	SIZE	QTY.	COMMENTS
<i>Asclepias subulata</i> DESERT MILKWEED	5 GAL.	5	
<i>Agave x 'Blue Flame'</i> BLUE FLAME AGAVE	5 GAL.	5	
<i>Agave ocahui</i> OCAHUI AGAVE	5 GAL.	5	
<i>Agave victoriae-reginae</i> QUEEN VICTORIA AGAVE	5 GAL.	5	
<i>Aloe striata</i> CORAL ALOE	5 GAL.	5	
<i>Aloe x 'Blue Elf'</i> BLUE ELF ALOE	5 GAL.	5	
<i>Dasyliion wheeleri</i> DESERT SPOON	5 GAL.	5	
<i>Echinocactus grusonii</i> GOLDEN BARREL CACTUS	5 GAL.	5	
<i>Euphorbia antisyphilitica</i> CANDELLILLA	5 GAL.	5	
<i>Euphorbia rigida</i> GOPHER PLANT	5 GAL.	5	
<i>Lophocereus schottii montrose</i> TOTEM POLE CACTUS	5 GAL.	5	
<i>Muhlenbergia capillans</i> REGAL MIST MUHLY	5 GAL.	5	
<i>Muhlenbergia lindheimeri 'Autumn Glow' TM</i> LINDHEIMER'S MUHLY	5 GAL.	5	
<i>Nassella tenuissima 'Pony Tails'</i> MEXICAN FEATHERGRASS	5 GAL.	5	
<i>Opuntia coccinifera 'Ellisiana'</i> HARDY SPINELESS PRICKLY PEAR	5 GAL.	5	
<i>Pedicularis macrocarpus</i> LADY'S SLIPPER	5 GAL.	5	
<i>Yucca elata</i> SOAP TREE YUCCA	5 GAL.	5	

GROUNDCOVERS ITEM	SIZE	QTY.	COMMENTS
<i>Bougainvillea x 'Oo-La-La'</i> OO-LA-LA BOUGAINVILLEA	1 GAL.	1	
<i>Dalea capitata</i> SIERRA GOLD	1 GAL.	1	
<i>Eremophila glabra 'Mingenew Gold'</i> EMU BUSH	1 GAL.	1	
<i>Lantana montevidensis</i> PURPLE TRAILING LANTANA	1 GAL.	1	
<i>Lantana c. 'New Gold'</i> NEW GOLD LANTANA	1 GAL.	1	
<i>Penstemon parryi</i> PARRY'S PENSTEMON	1 GAL.	1	
<i>Portulacaria afra minima</i> DWARF ELEPHANT FOOD	1 GAL.	1	
<i>Rosmarinus officinalis 'Prostratus'</i> PROSTRATE ROSEMARY	1 GAL.	1	

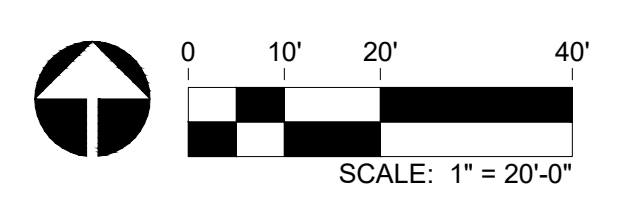
MISCELLANEOUS ITEM
DECOMPOSED GRANITE
CONCRETE SIDEWALK

Copyright RVI

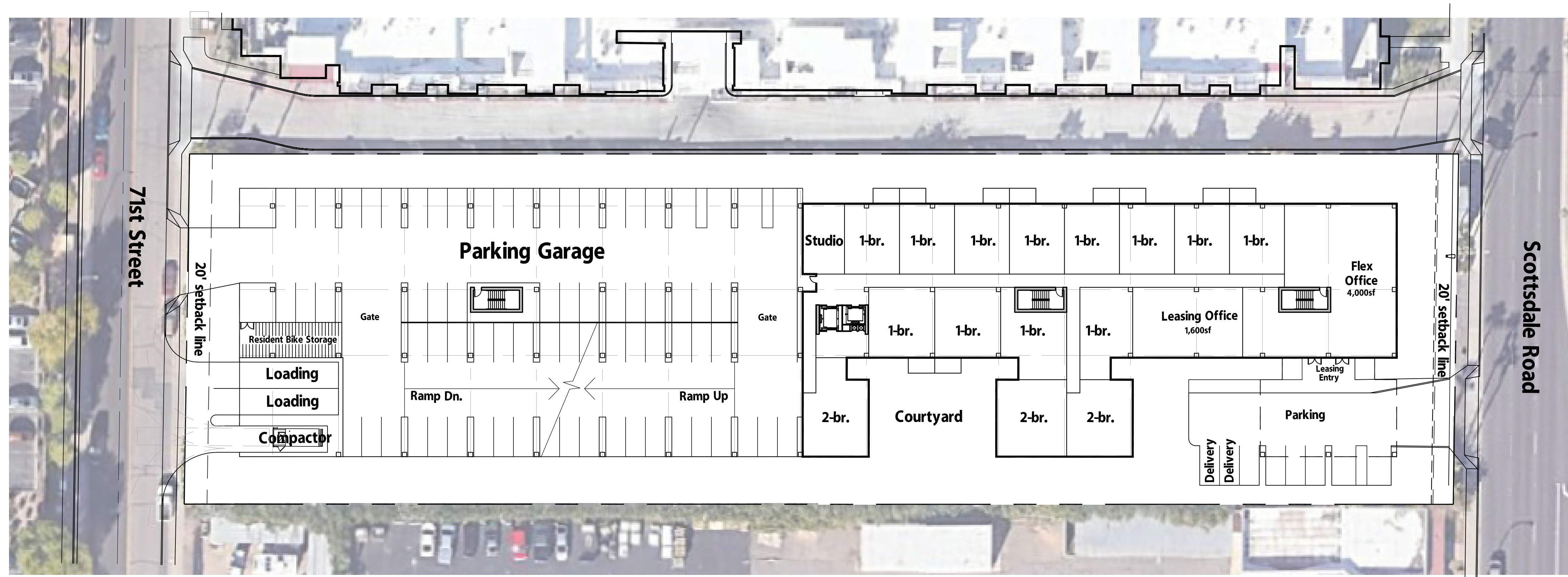


**3202 SCOTTSDALE • LANDSCAPE PLAN**

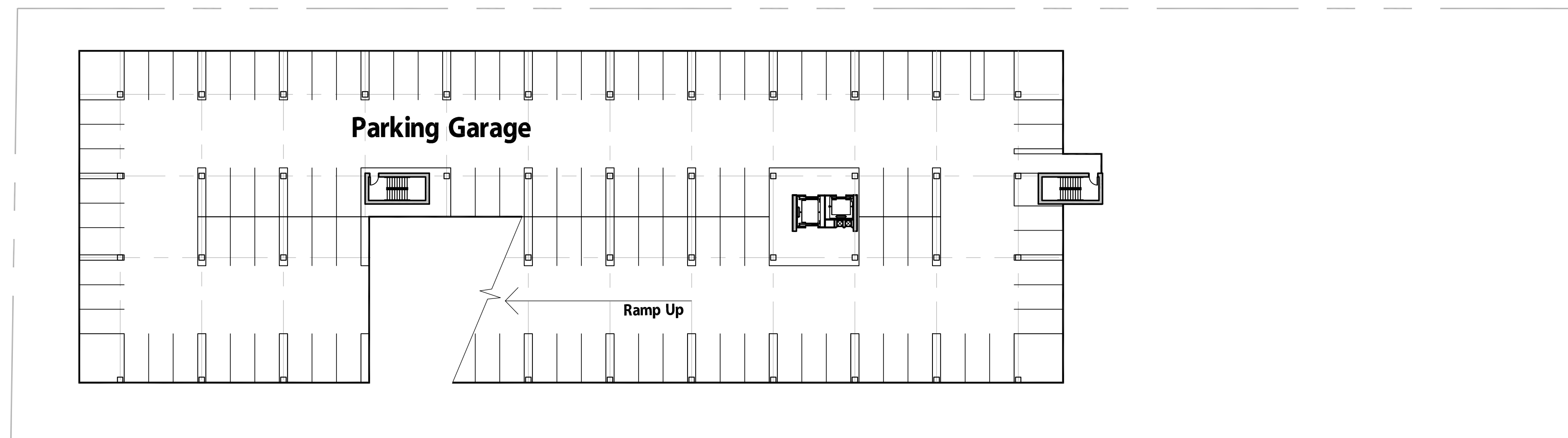
SCOTTSDALE, ARIZONA  
 JULY 20, 2022  
 # 21004322



For illustrative purposes only. Subject to change without notice.



**Site Plan / First Floor**  
16 units / 81 spaces



**Below-Grade Parking**  
102 spaces

3202 SCOTTSDALE- Scottsdale, Arizona



[21137] 10-3-22



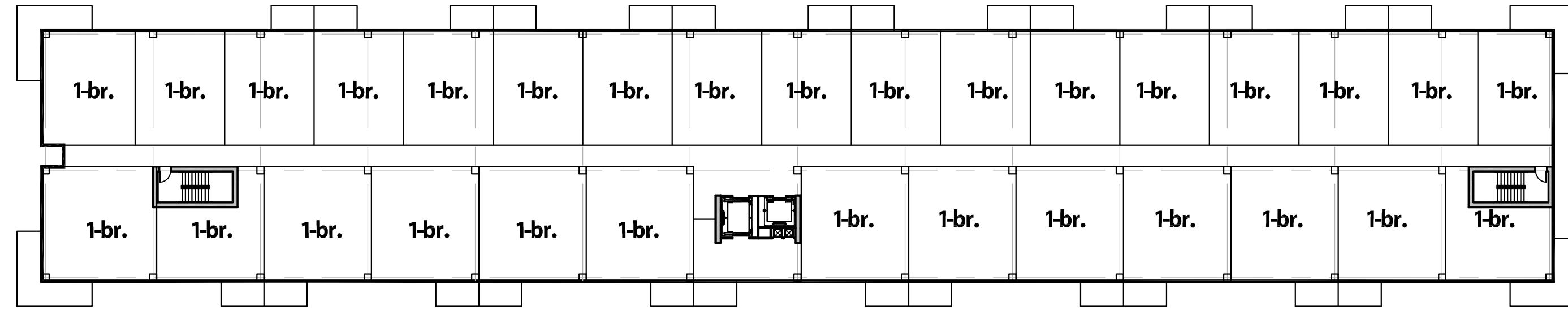




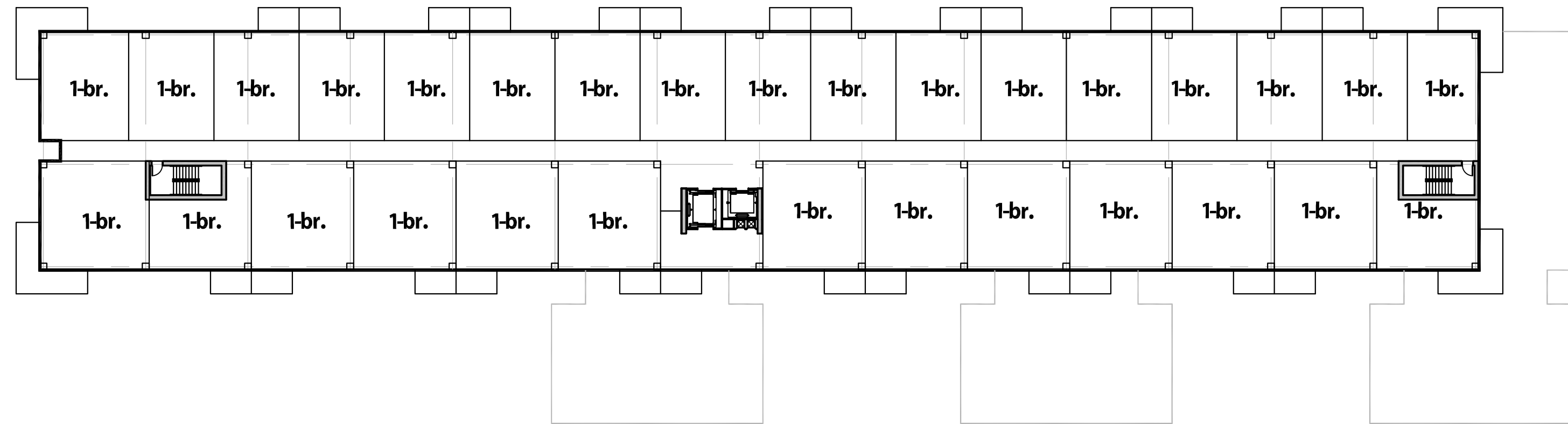
**Third Floor**  
35 units



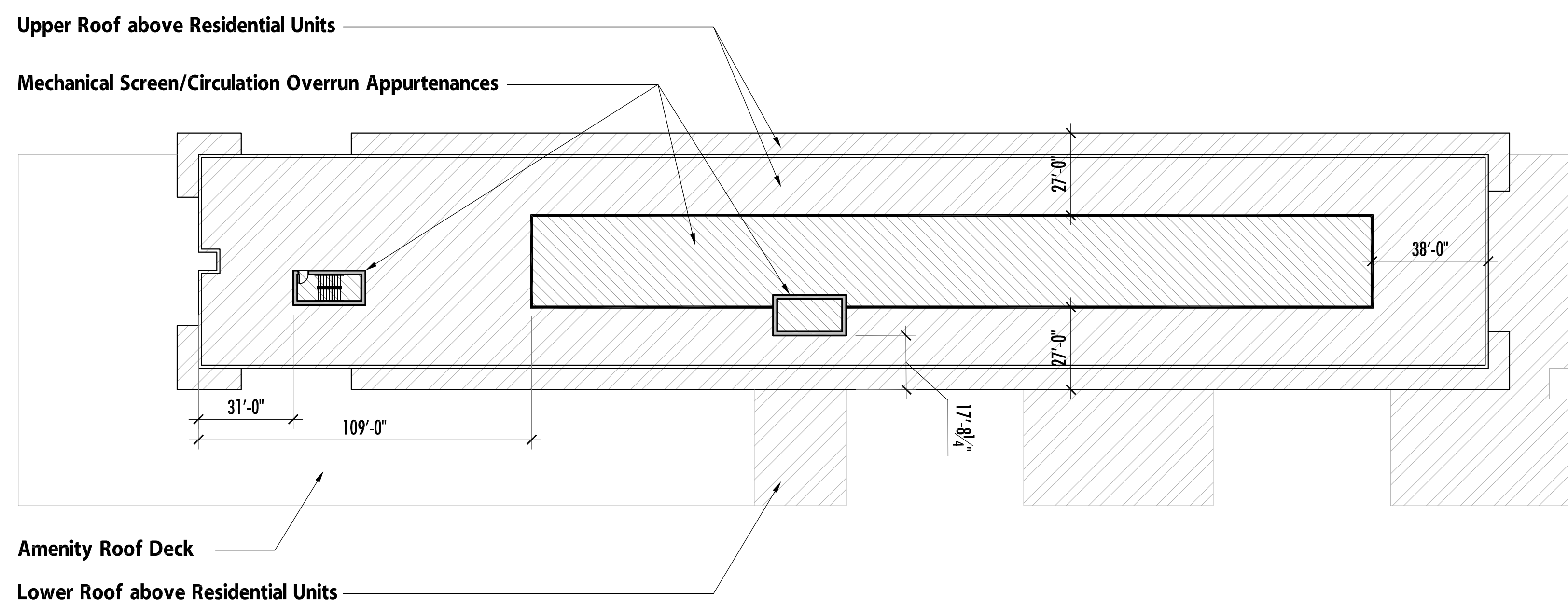
**Second Floor**  
24 units / 85 spaces



**Fifth Floor**  
30 units



**Fourth Floor**  
30 units



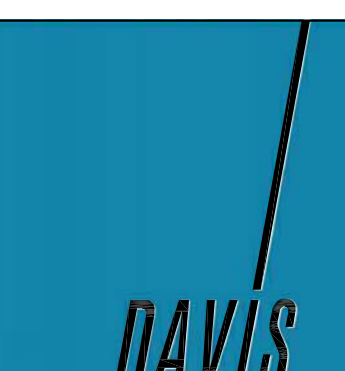
**Overall Roof Area:**   
**43,320 sf**

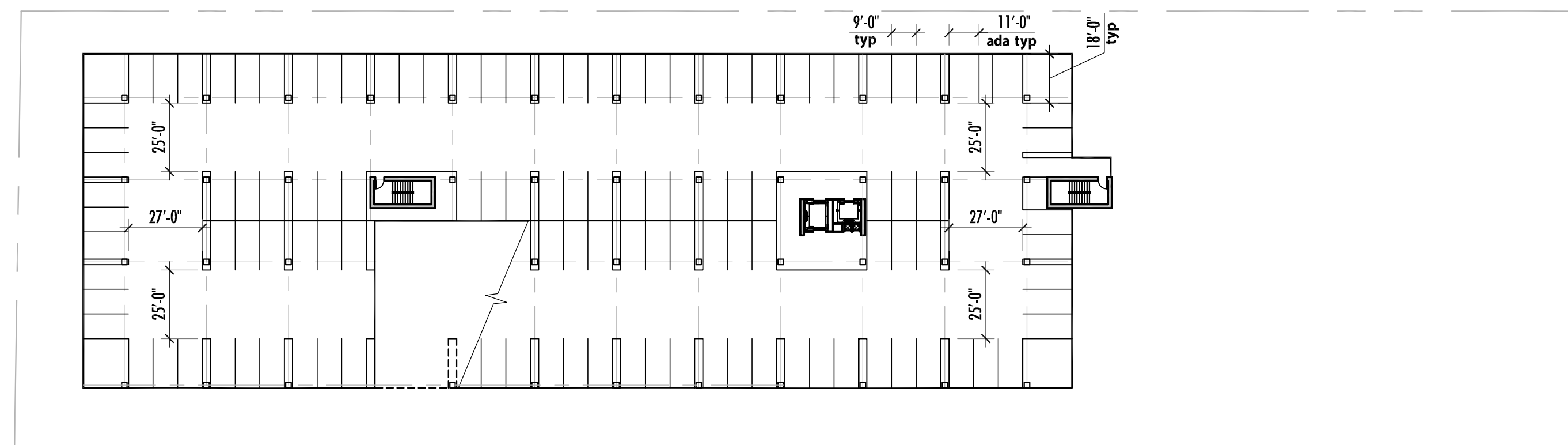
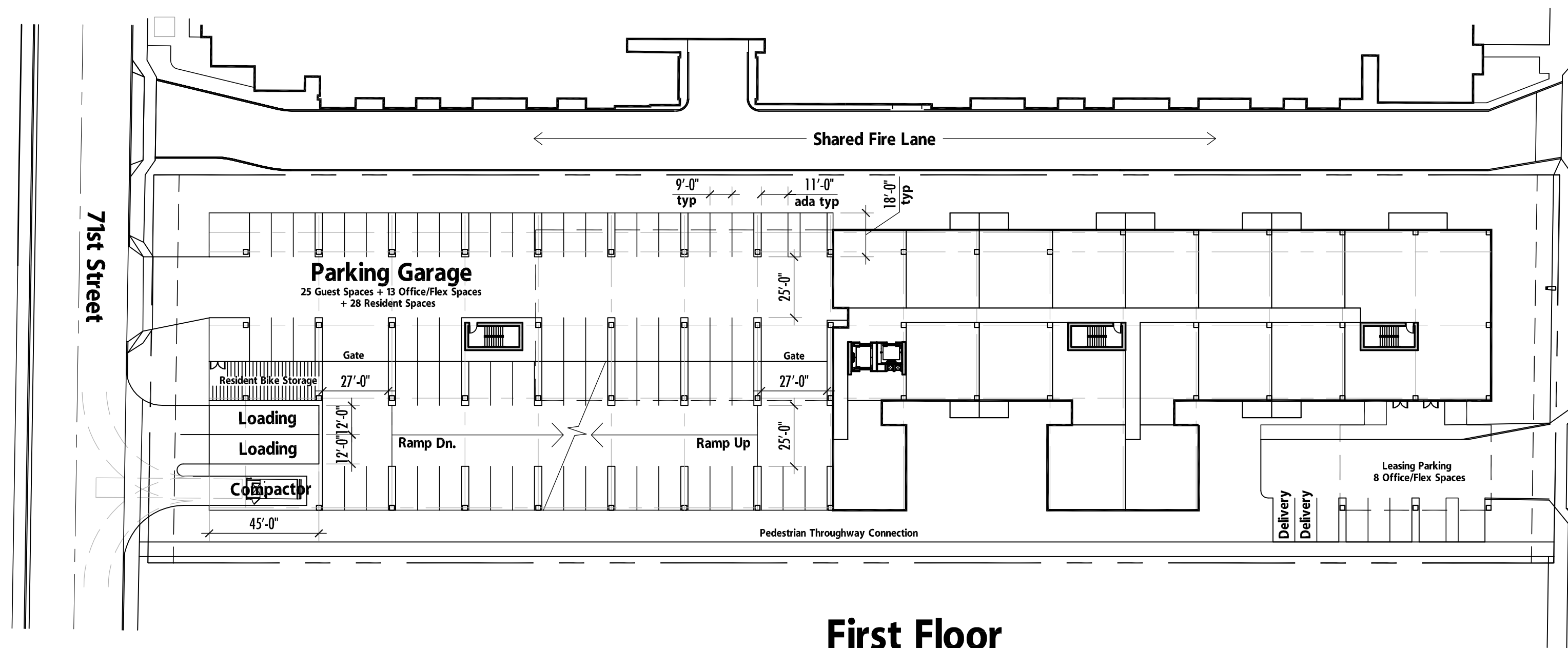
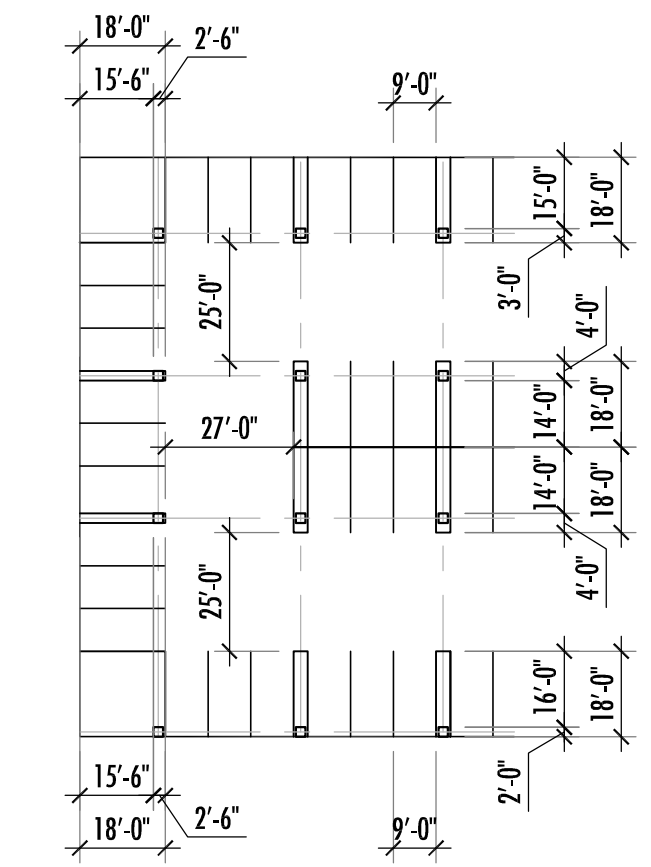
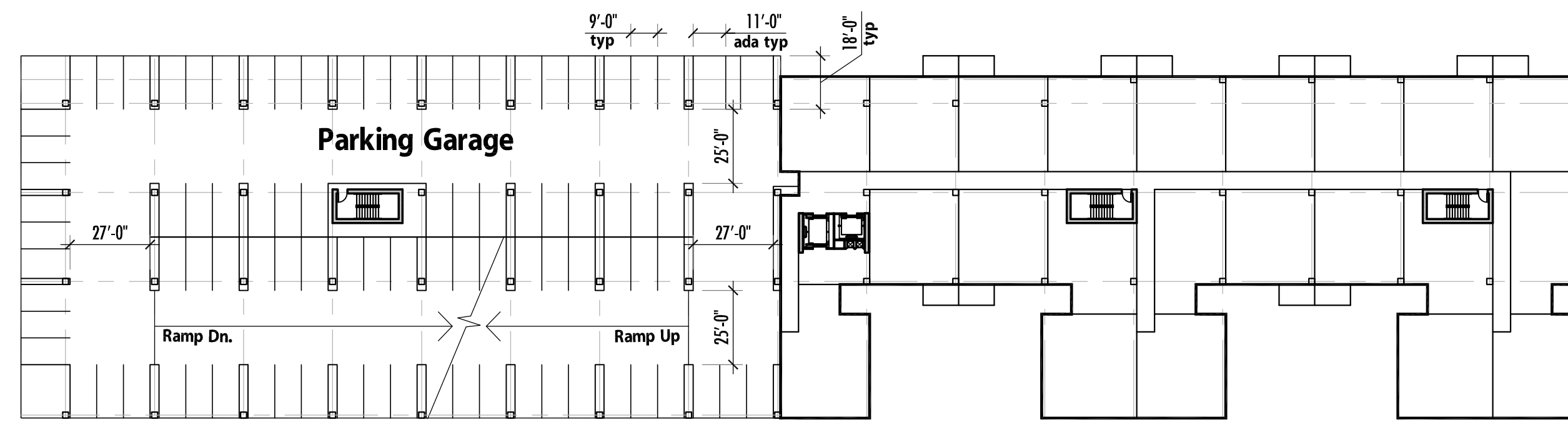
**Appurtenances Area:**   
**8,740 sf (20%)**

### Roof Plan



21137- 10-9-22





## Parking Plan

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

**Parking Provided:** 290 spaces  
**Resident Bike Storage:** 53 spaces



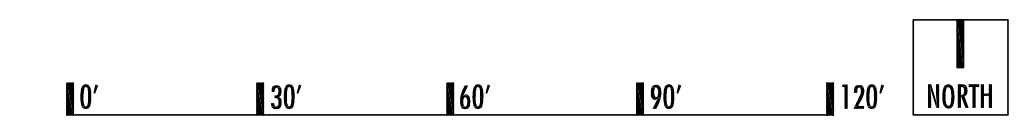
3202 SCOTTSDALE- Scottsdale, Arizona

[21137] 07-22-22



## Building Height Transition Plan

3202 SCOTTSDALE- Scottsdale, Arizona



21137- 10-9-22



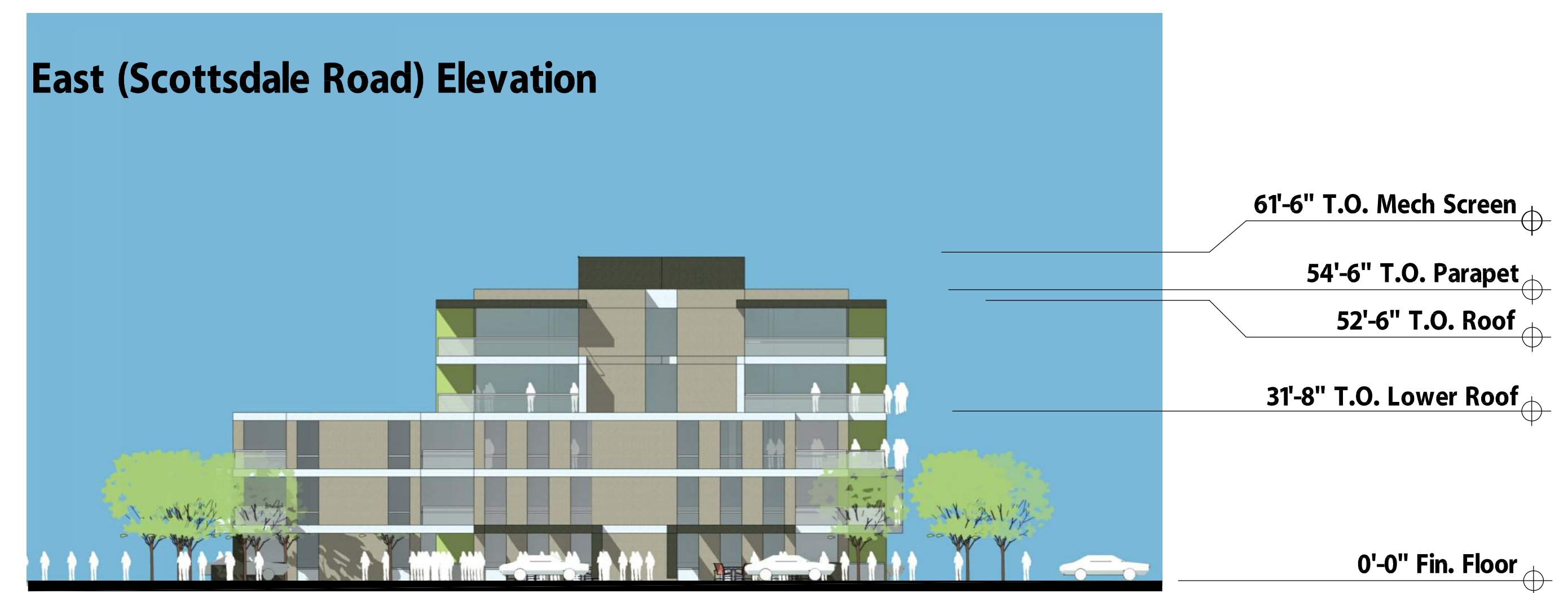
**North Elevation**



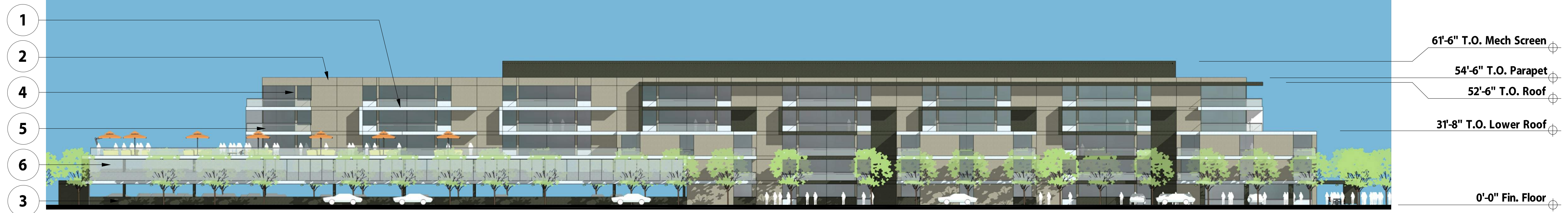
**West (71st Street) Elevation**



**East (Scottsdale Road) Elevation**

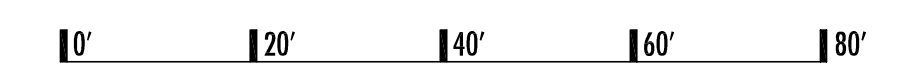


**South Elevation**



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

**Building Elevations**



21137- 10-25-22



**3202 SCOTTSDALE- Scottsdale, Arizona**



## 3202 SCOTTSDALE- Scottsdale, Arizona

[21137] 9-15-22

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3202 SCOTTSDALE- Scottsdale, Arizona

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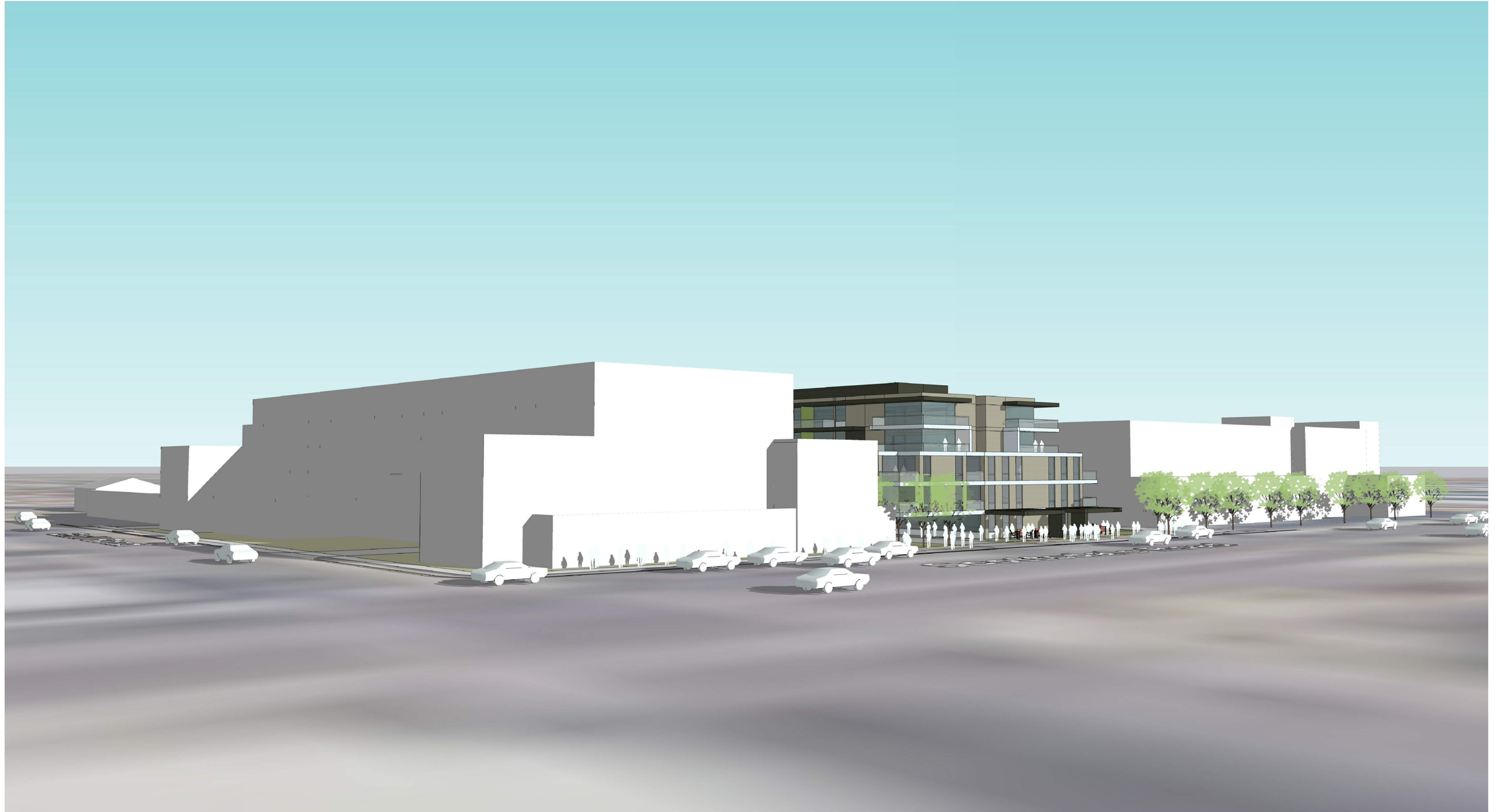


## 3202 SCOTTSDALE- Scottsdale, Arizona

[21137] 9-15-22

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## 3202 SCOTTSDALE- Scottsdale, Arizona

[21137] 9-15-22

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East Elevation

3202 SCOTTSDALE- Scottsdale, Arizona

Stepback Exhibit

0' 8' 16' 24' 32'

21137- 10-6-22





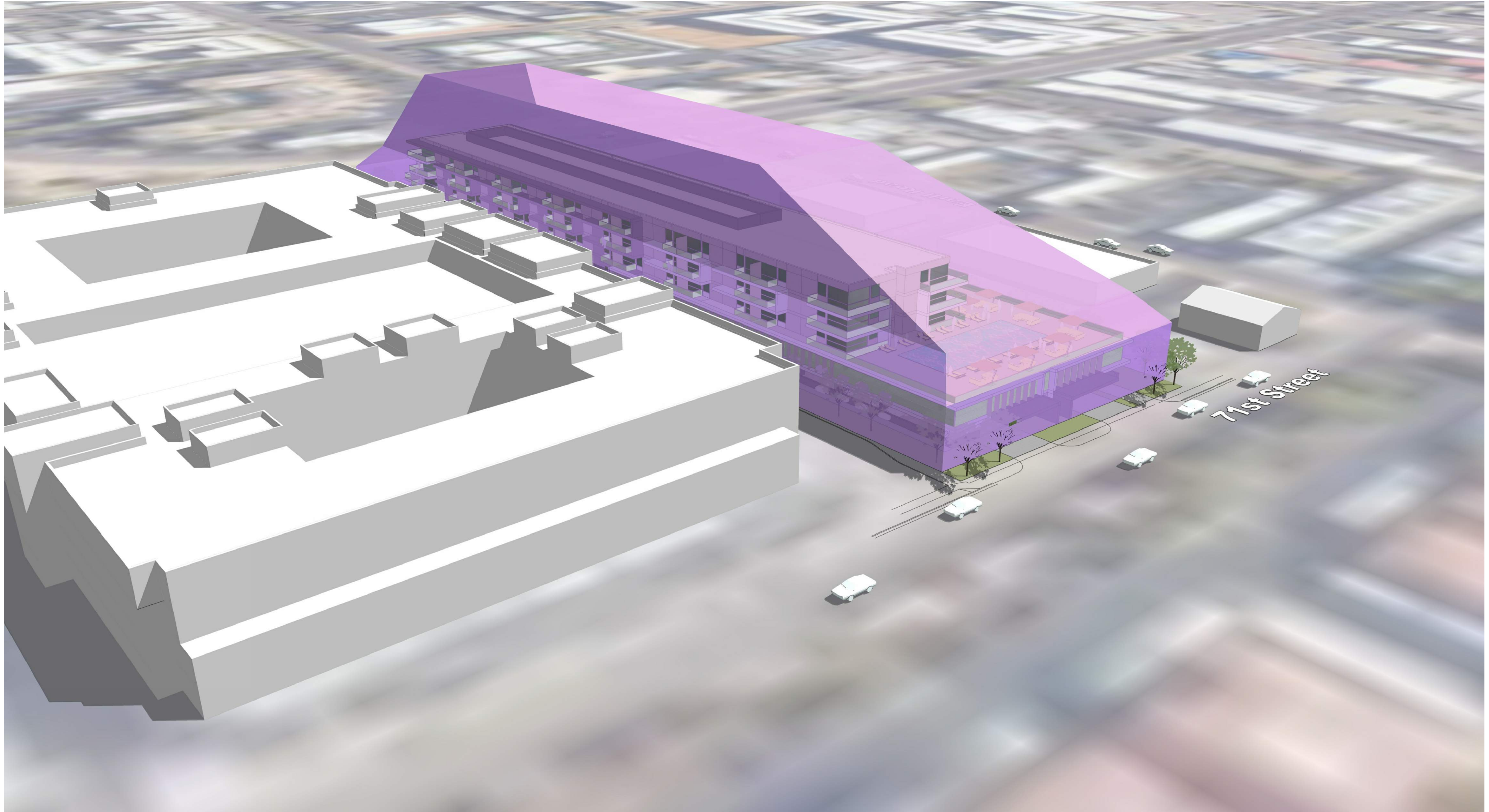
## Stepback Exhibit

3202 SCOTTSDALE- Scottsdale, Arizona

21137- 10-6-22

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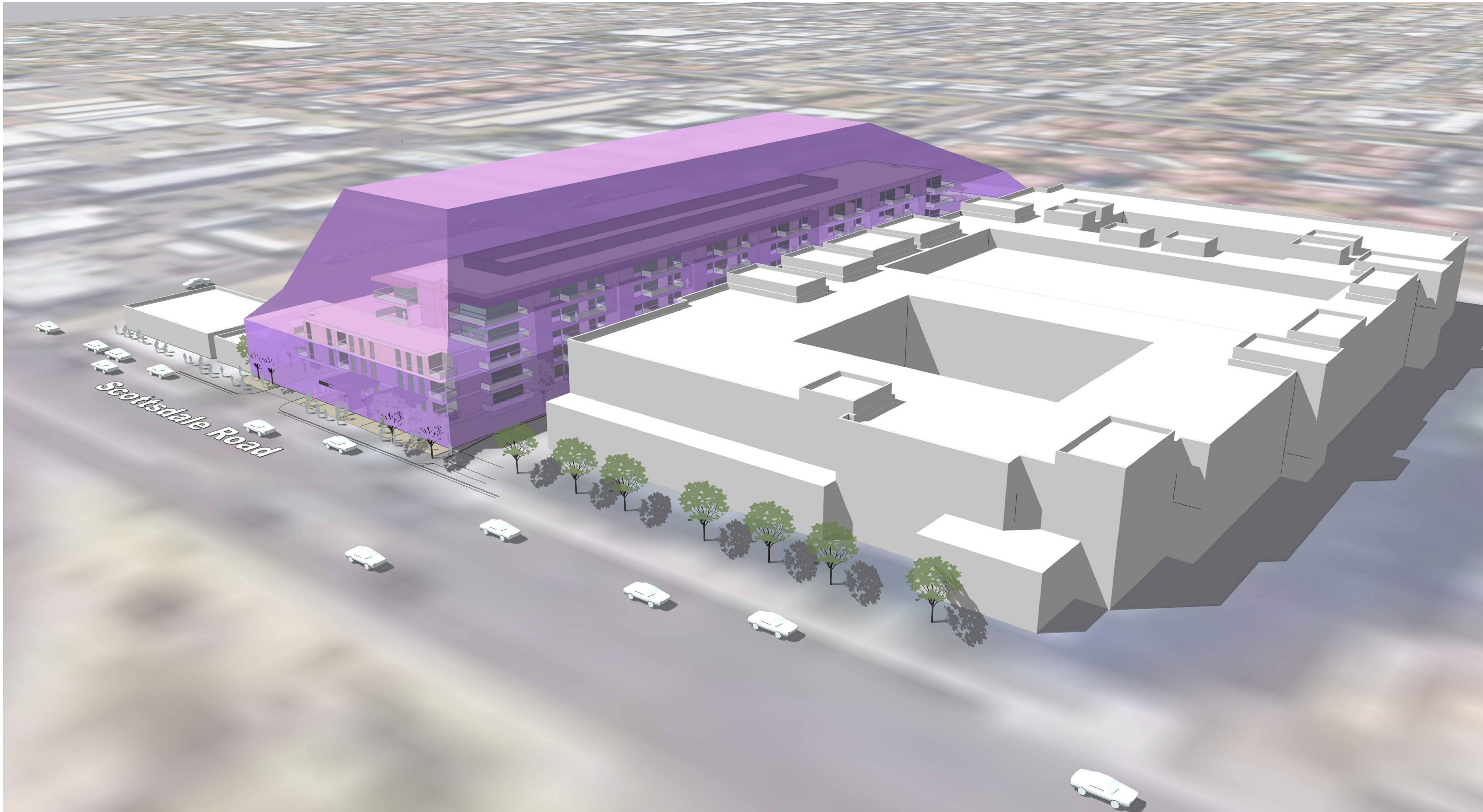
3202 SCOTTSDALE- Scottsdale, Arizona

Stepback Exhibit

21137- 10-6-22

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3202 SCOTTSDALE- Scottsdale, Arizona

Stepback Exhibit

21137- 10-6-22

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RESOLUTION NO. 12653

A RESOLUTION OF THE CITY OF SCOTTSDALE, ARIZONA, AUTHORIZING THE MAYOR TO EXECUTE DEVELOPMENT AGREEMENT NO. 2022-185-COS FOR PROPERTY LOCATED AT 3202 N. SCOTTSDALE ROAD.

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

WHEREAS, it is in the best interest of the City and owner to enter into Development Agreement No. 2022-185-COS for a development located at 3202 N. Scottsdale Road; and

WHEREAS, Development Agreement No. 2022-185-COS is consistent with the portions of the City's general plan applicable to the property on the date this Agreement is executed.

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

Section 1. That the Mayor is authorized and directed to execute Development Agreement No. 2022-185-COS after it has been executed by all other parties.

Section 2. That the City Clerk is hereby directed to record Development Agreement No. 2022-185-COS with the Maricopa County Recorder within ten (10) days of its execution by all parties.

Section 3. The City Council hereby authorizes the City Manager or his designee to execute any other documents and take such other actions as are necessary to carry out the intent of this Resolution and Contract No. 2022-185-COS.

PASSED AND ADOPTED by the Council of Scottsdale this \_\_\_\_ day of \_\_\_\_\_, 2022.

ATTEST:

CITY OF SCOTTSDALE, an Arizona  
municipal corporation

By: \_\_\_\_\_  
Ben Lane, City Clerk

By: \_\_\_\_\_  
David D. Ortega, Mayor

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

By: \_\_\_\_\_  
Sherry R. Scott, City Attorney  
By: Eric Anderson, Senior Assistant City Attorney

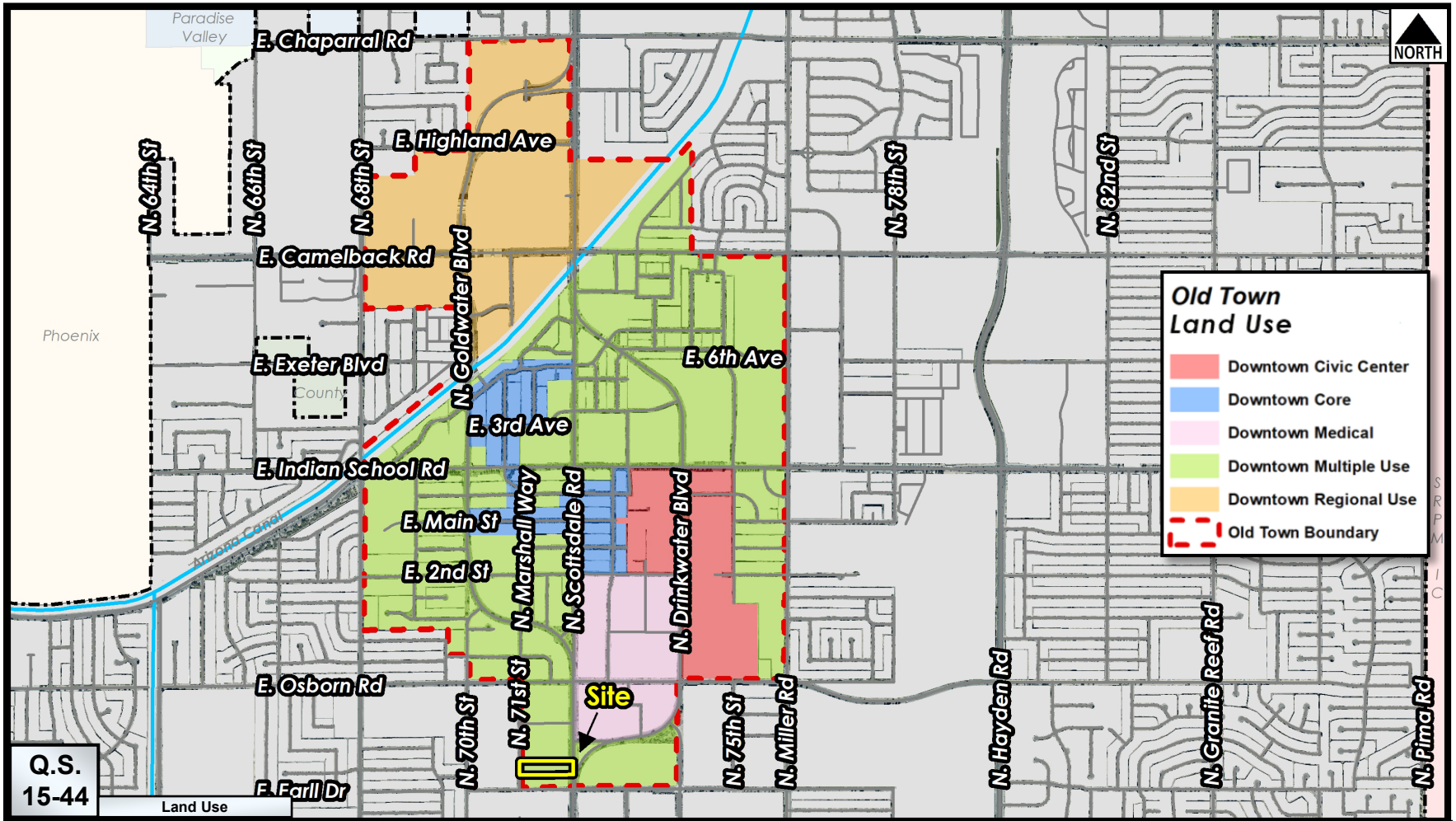
EXHIBIT 1  
Contract No.  
2022-185-COS  
(Placeholder)



**Additional Information for:**  
**Scottsdale 3200 North**  
**Case: 6-ZN-2022**

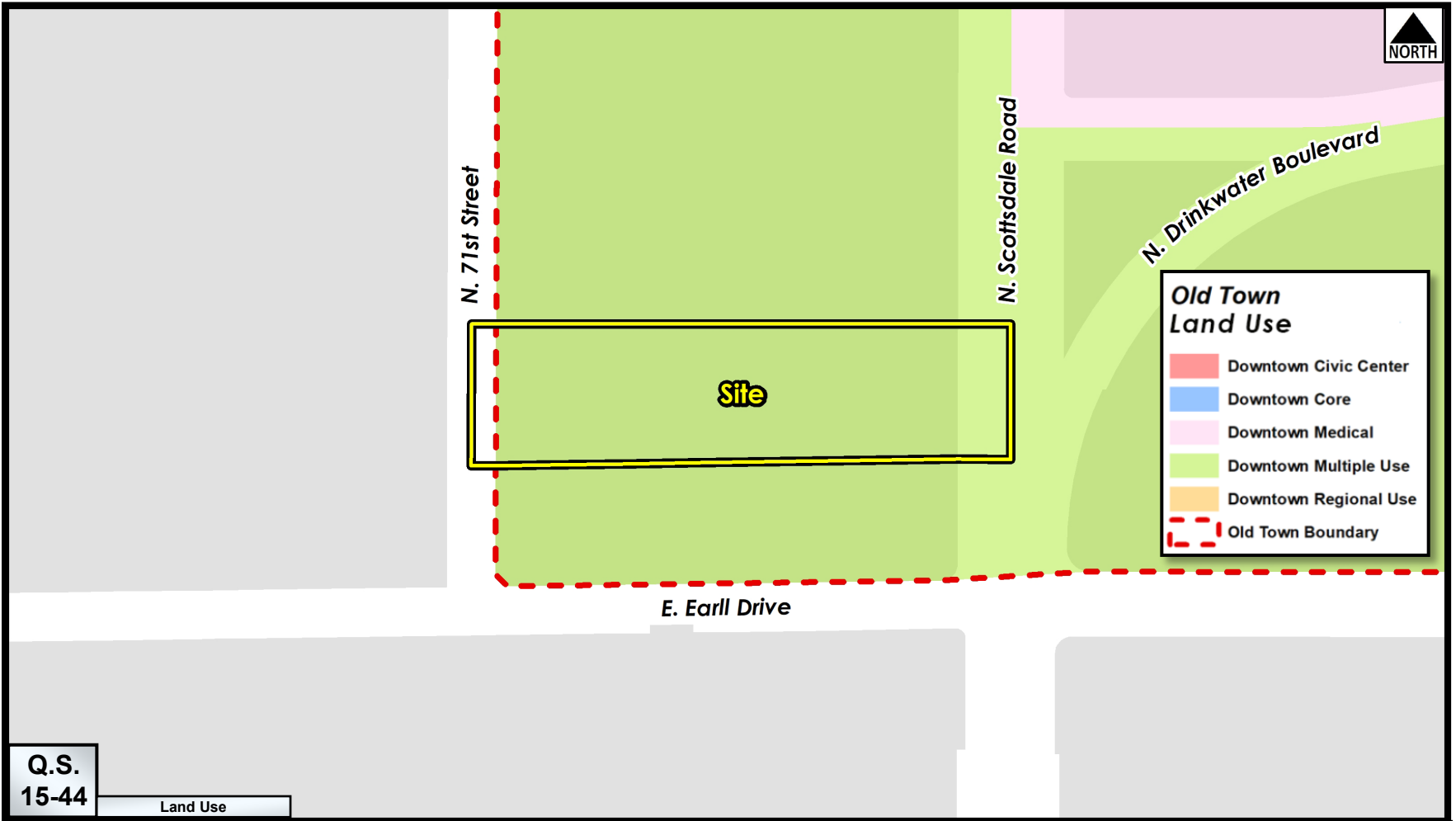
**PLANNING/DEVELOPMENT**

1. **DEVELOPMENT CONTINGENCIES** Each element of this zoning case—including density/intensity, 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. Design articulation on the north side of the building,
  - b. Screening solutions to conceal parking within the garage from off-site view,
  - c. wall design,
  - d. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use, and
  - e. 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 DEDICATED BY PLAT.** The owner shall dedicate to the city on the final plat, all easements necessary to serve the site, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
5. **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.
6. **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.



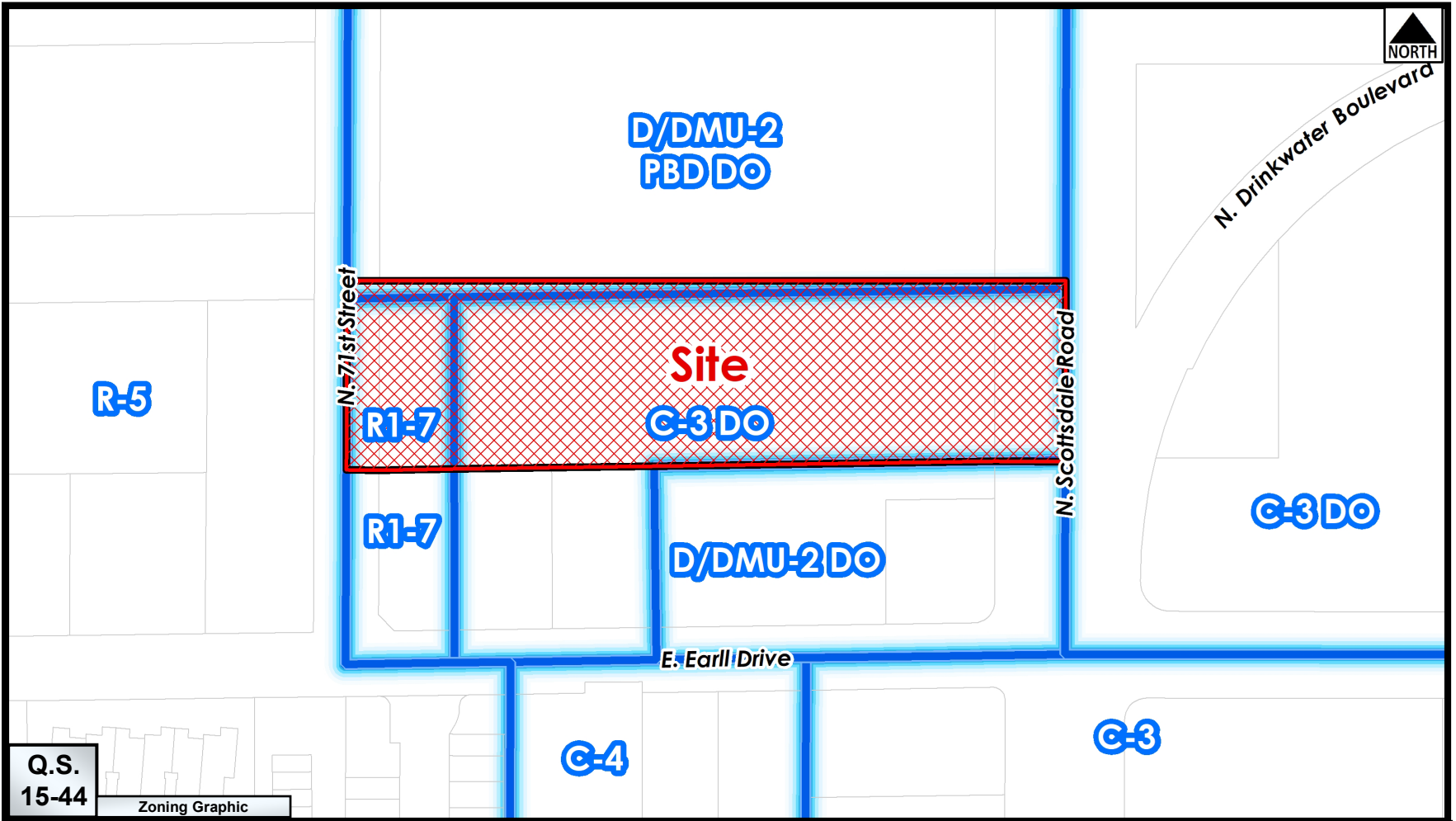
Old Town Land Use

6-ZN-2022



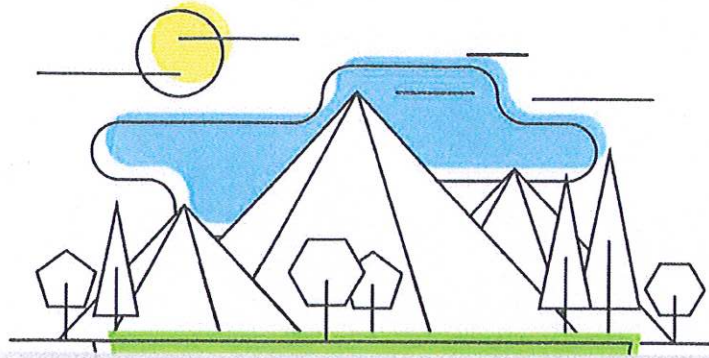
Old Town Land Use (Zoomed)

6-ZN-2022



**Existing Zoning**

**6-ZN-2022**



# SUMMIT

LAND MANAGEMENT

**3202 NORTH SCOTTSDALE ROAD  
Scottsdale, Arizona**

**Abbreviated Traffic Impact Analysis REVISED**

**September 2022**

---

**Prepared for:**  
3202 Scottsdale, LLC

**For Submittal to:**  
CITY OF SCOTTSDALE

**Prepared by:** Paul E. Basha, PE, PTOE  
Kayla Bertoldo

Office: 480.505.3931  
pbasha@summittlandmgmt.com



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SUMMIT LAND MANAGEMENT  
7144 E Stetson Drive Suite 300  
Scottsdale Arizona 85251

**ATTACHMENT #8**

## ***Executive Summary***

### ***Introduction***

The 3202 Scottsdale, LLC is planning the development of 150 apartments and 4,000 square feet of commercial north of the northeast corner of the intersection of Scottsdale Road and Earll Drive.

### ***Results***

The proposed 3202 Scottsdale development of 150 apartments and 4,000 square feet of commercial is anticipated to generate an additional; as a total of both directions; 1,314 daily; 79 morning peak hourly; and 109 evening peak hourly vehicles.

During the evening peak hour with adjusted 2022 existing traffic volumes, the Earll Drive westbound left-turn at Scottsdale Road experiences level-of-service "E" by calculation.

Northbound and southbound left-turn arrows are not justified.

### ***Recommendations without 3202 Scottsdale***

During the evening peak hour, the City of Scottsdale should observe and measure the delay for westbound left-turning vehicles on Earll Drive at Scottsdale Road to determine if the east-west green indication needs to be lengthened.

### ***Recommendations with 3202 Scottsdale***

No improvements beyond access and turn lanes at the 3202 Scottsdale property are justified or necessary.

## Introduction

The 3202 Scottsdale, LLC is planning the development of 150 apartments and 4,000 square feet of commercial north of the northwest corner of the intersection of Scottsdale Road and Earll Drive. The commercial development is anticipated to be either a retail business or an athletic club.

The location of the 3202 Scottsdale proposed development is depicted in **Figure 1**.

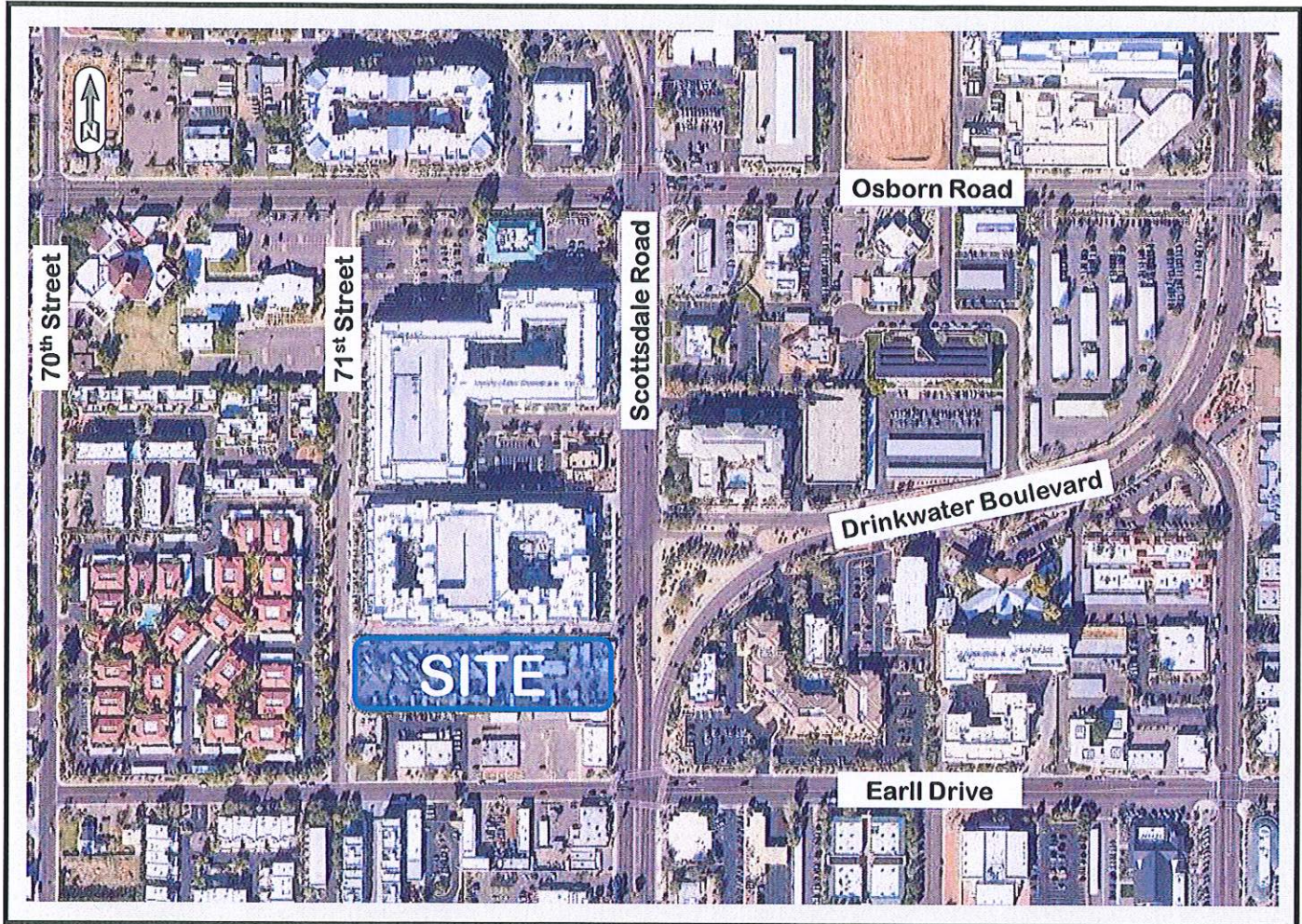


Figure 1: General Vicinity Map with Aerial Photograph

## Surrounding Transportation System

Figure 2 provides a street map of the general vicinity. The dominant resident access to the 3202 North Scottsdale Road property will be 71<sup>st</sup> Street. The Scottsdale Road access will only be utilized for prospective tenants and perhaps guests and deliveries.

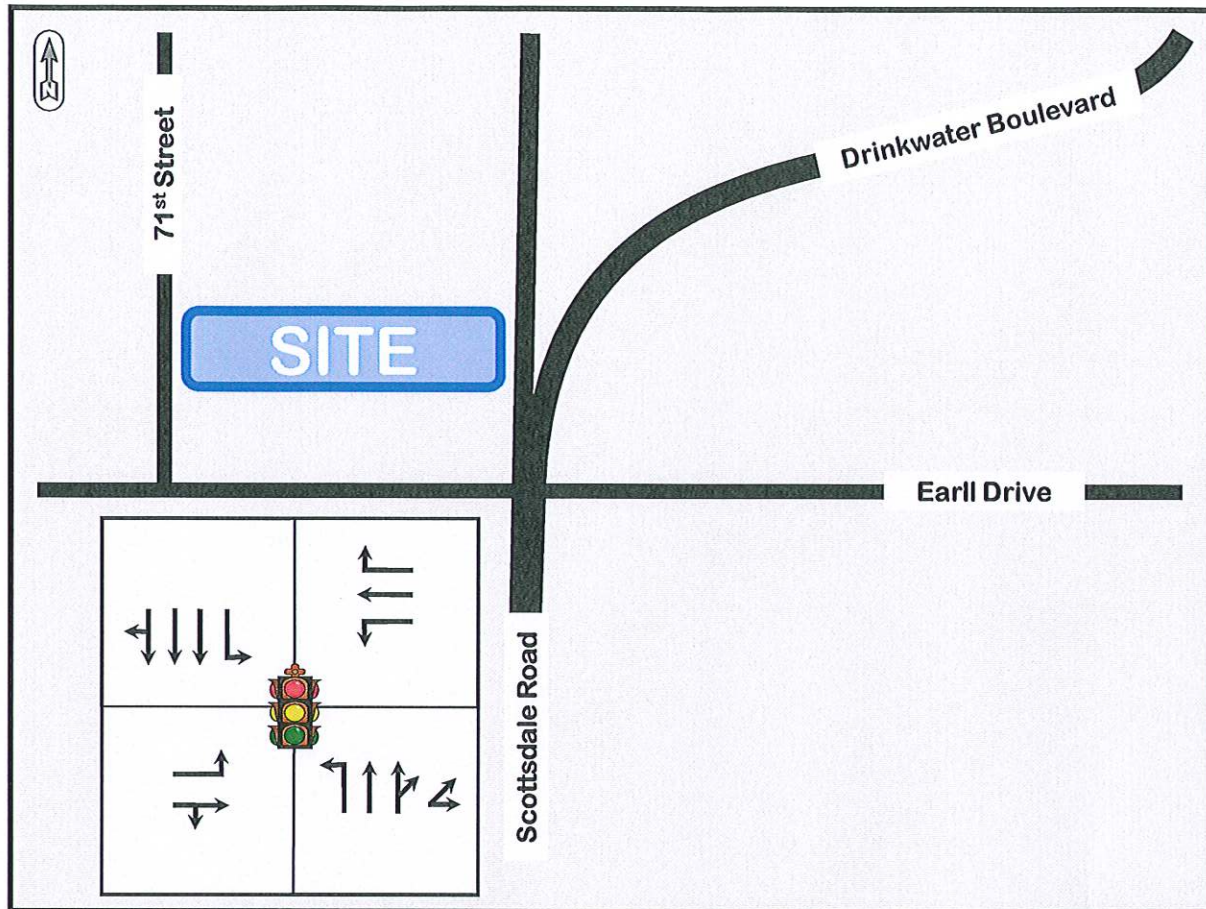


Figure 2: General Vicinity Streets and Intersection Lane Configurations

### Scope of Study

Seven (7) purposes exist for this analysis:

- Evaluate historic collision experience at the Scottsdale / Earll intersection.
- Evaluate existing traffic operation at the Scottsdale / Earll intersection.
- Estimate and evaluate future ambient 2024 traffic volumes.
- Estimate new traffic generated by the proposed 3202 Scottsdale.
- Distribute and assign new traffic to the Scottsdale / Earll intersection.
- Evaluate 2024 with 3202 Scottsdale traffic conditions at the Scottsdale / Earll intersection.
- Determine need for modified traffic control at the Scottsdale / Earll intersection.

### Collision Analysis

Arizona Department of Transportation collision data for the Scottsdale / Earll intersection were analyzed for calendar years 2015 through 2020. The Arizona Department of Transportation has not yet released the 2021 collision data.

Appendix A provides the complete collision data.



**Table 1** summarizes the collision data for calendar years 2015 to 2020 at the Scottsdale / Earll intersection. The dominant collision type – as is common for urban signalized intersections – is rear-end. Left-Turn-Angle and Angle collisions are respectively the second and third highest.

**Table 1: Collision Manner History Summary: Scottsdale / Earll for 2015 through 2020**

	ANGLE	REAR-END	SINGLE VEHICLE	LEFT-TURN HEAD-ON	LEFT-TURN ANGLE	LEFT-TURN OTHER	SIDE-SWIPE SAME	SIDE-SWIPE OPPOSITE	HEAD-ON	OTHER	TOTAL
2015	1	4	0	1	1	1	1	1	0	0	10
2016	1	11	1	0	3	0	3	0	0	0	19
2017	4	2	0	2	5	1	2	0	0	0	16
2018	4	5	0	2	2	1	2	0	2	0	18
2019	3	5	1	1	5	1	1	0	0	0	17
2020	6	3	1	1	5	0	1	0	0	0	17
TOTAL	19	30	3	7	21	4	10	1	2	0	97
PORTION	20%	31%	3%	7%	22%	4%	10%	1%	2%	0%	100%

**Table 2** summarizes the travel directions of the vehicles involved in each collision during calendar years 2015 – 2020 at the intersection of Scottsdale / Earll. Collision travel direction is not reported for every collision in the Arizona Department of Transportation data. The largest number of collisions is both northbound vehicles and both southbound vehicles, followed by northbound and eastbound, then northbound and westbound vehicles.

**Table 2: Collision Travel Direction: Scottsdale / Earll for 2015 through 2020**

	2015	2016	2017	2018	2019	2020	TOTAL	PORTION
Northbound Only	0	0	0	0	0	1	1	1%
Southbound Only	0	0	0	0	1	0	1	1%
Eastbound Only	0	1	0	0	0	0	1	1%
Westbound Only	0	0	0	0	0	0	0	0%
Northbound and Northbound	3	4	1	5	4	3	20	21%
Southbound and Southbound	1	10	3	3	2	1	20	21%
Eastbound and Eastbound	0	0	0	0	0	0	0	0%
Westbound and Westbound	0	0	0	1	1	0	2	2%
Northbound and Eastbound	1	1	3	1	3	6	15	16%
Northbound and Westbound	0	1	4	4	1	3	13	14%
Southbound and Eastbound	1	1	0	1	0	1	4	4%
Southbound and Westbound	2	1	2	1	4	0	10	11%
Northbound and Southbound	1	0	1	1	1	2	6	6%
Eastbound and Westbound	0	0	1	1	0	0	2	2%
TOTAL	9	19	15	18	17	17	95	100%

Of the 3 angle and left-turn-angle collisions that occurred in 2015, 1 involved a northbound vehicle and 2 involved a southbound vehicle.

Of the 6 angle and left-turn-angle collisions that occurred in 2016, 3 involved a northbound vehicle and 3 involved a southbound vehicle.

Of the 9 angle and left-turn-angle collisions that occurred in 2017, 8 involved a northbound vehicle and 1 involved a southbound vehicle. Additionally, the left-turn-other collision involved a southbound vehicle.

Of the 6 angle and left-turn-angle collisions that occurred in 2018, 4 involved a northbound vehicle and 2 involved a southbound vehicle. Another collision occurred in 2018 involving a northbound through vehicle and a left-turning westbound vehicle that was classified as a head-on collision.

Of the 8 angle and left-turn-angle collisions that occurred in 2019, 4 involved a northbound vehicle and 4 involved a southbound vehicle.

Of the 11 angle and left-turn-angle collisions that occurred in 2020, 10 involved a northbound vehicle and 1 involved a southbound vehicle.

**Table 3** summarizes the worst injury severities in each collision for calendar years 2015 to 2020 at the Scottsdale / Earll intersection. Collision injury severity is not reported for every collision in the Arizona Department of Transportation data.

One collision in six (6) years involved suspected serious injuries, and occurred in 2016. This was a rear-end collision involving two (2) southbound vehicles. The driver of the second vehicle was cited for "speed too fast for conditions."

**Table 3: Collision Injury Severity: Scottsdale / Earll for 2015 through 2020**

SEVERITY	NUMBER	PORTION
No Injury	28	61%
Possible Injury	5	11%
Suspected Minor Injury	12	26%
Suspected Serious Injury	1	2%
Fatal Injury	0	0%
Unknown	0	0%
Not Reported	0	0%
TOTAL	46	100%

Left-turn-head-on collisions on Scottsdale Road were a stated concern of City of Scottsdale Transportation and Streets at the Scottsdale / Earll intersection. The one left-turn-head-on collision in 2015 involved a southbound left-turning vehicle and a northbound through vehicle. The driver of the southbound left-turning vehicle was cited for "Failure to Yield the Right-of-way". No left-turn-head-on collisions occurred in 2016.

In 2017, one (1) of two (2) left-turn-head-on collisions involved a southbound through vehicle and a northbound left-turning vehicle. The driver of the southbound through vehicle was cited for "Disregarded Traffic Signal." The driver of the northbound left-turning vehicle was cited for "Failure to Yield the Right-of-way." The other left-turn-head-on collision that occurred in 2017 involved a westbound left-turning vehicle and an eastbound through vehicle. The driver of the westbound left-turning vehicle was cited for "Failure to Stop for Red Signal."

In 2018, one (1) of two (2) left-turn-head-on collisions involved a southbound left-turning vehicle and a northbound through vehicle. The driver of the southbound through vehicle was cited for "Failure to Stop for Red Signal." The other left-turn-head-on collision that occurred in 2018 involved a westbound left-turning vehicle and an eastbound through vehicle. The driver of the westbound left-turning vehicle was cited for "Improper Turn."

In 2019, the one (1) left-turn-head-on collision involved a southbound left-turning vehicle and a northbound through vehicle. The driver of the southbound through vehicle was cited for "Failure to Stop for Red Signal."

In 2020, the one (1) left-turn-head-on collision involved a southbound left-turning vehicle and a northbound through vehicle. The driver of the southbound through vehicle was cited for "Failure to Stop for Red Signal."

### Existing Traffic Volumes

Traffic counts for the Scottsdale / Earll intersection were obtained on 19 July 2022. The City of Scottsdale 2020 Traffic Volume and Collision Report suggests that July traffic counts in Scottsdale are an estimated 93% less than average. Therefore, the 2022 Scottsdale / Earll traffic counts for individual movements were divided by 0.93.

Appendix B provides the turning movement counts for 24 hours in 15-minute increments. Figure 3 provides the existing approach and departure volumes for the day.

The morning peak 60-minute period occurred from 11:30 AM to 12:30 PM. The evening peak 60-minute period occurred between 4:30 PM and 5:30 PM.

Figure 3 provides the existing adjusted approach and departure volumes for the day. Figure 4 and Figure 5 respectively provide the existing approach and departure volumes, and the turning volumes for the morning peak hour. Figure 6 and Figure 7 respectively provide the existing approach and departure volumes, and the turning volumes for the evening peak hour. Figure 8 through Figure 12 provide similar volumes for the adjusted existing 2022 counts.

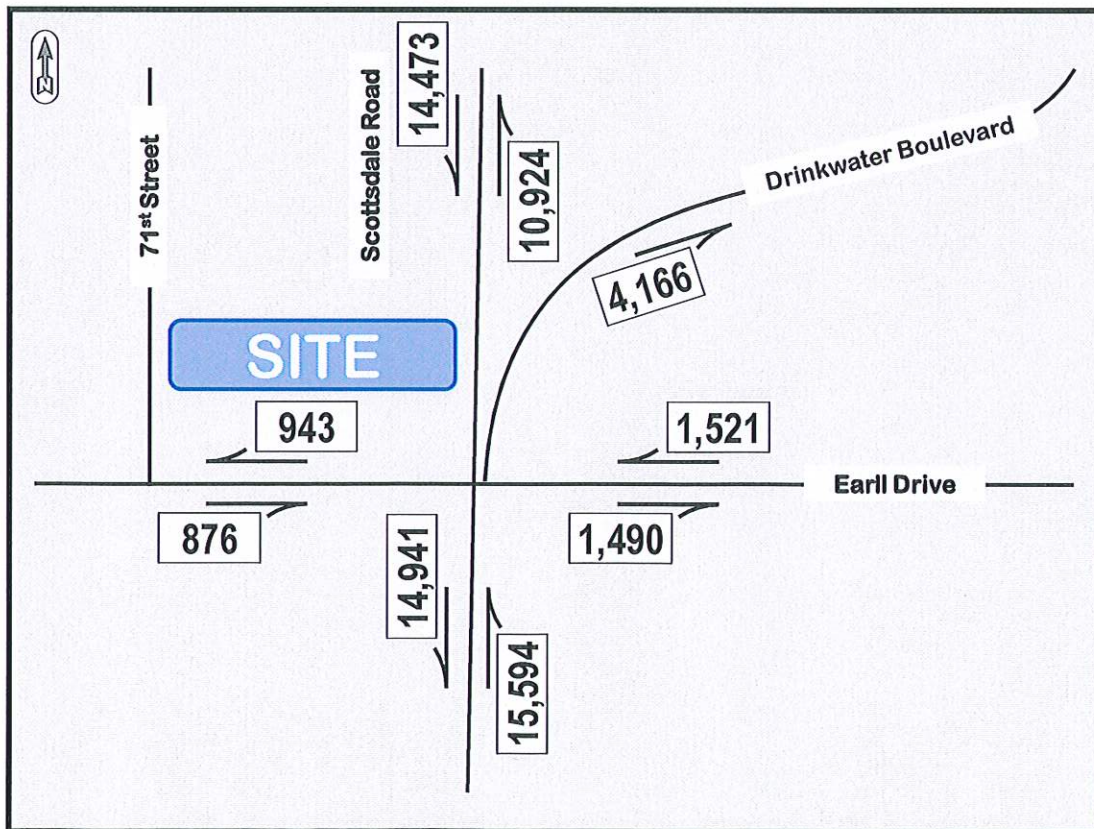


Figure 3: Existing Count 2022 Day Approach and Departure Volumes

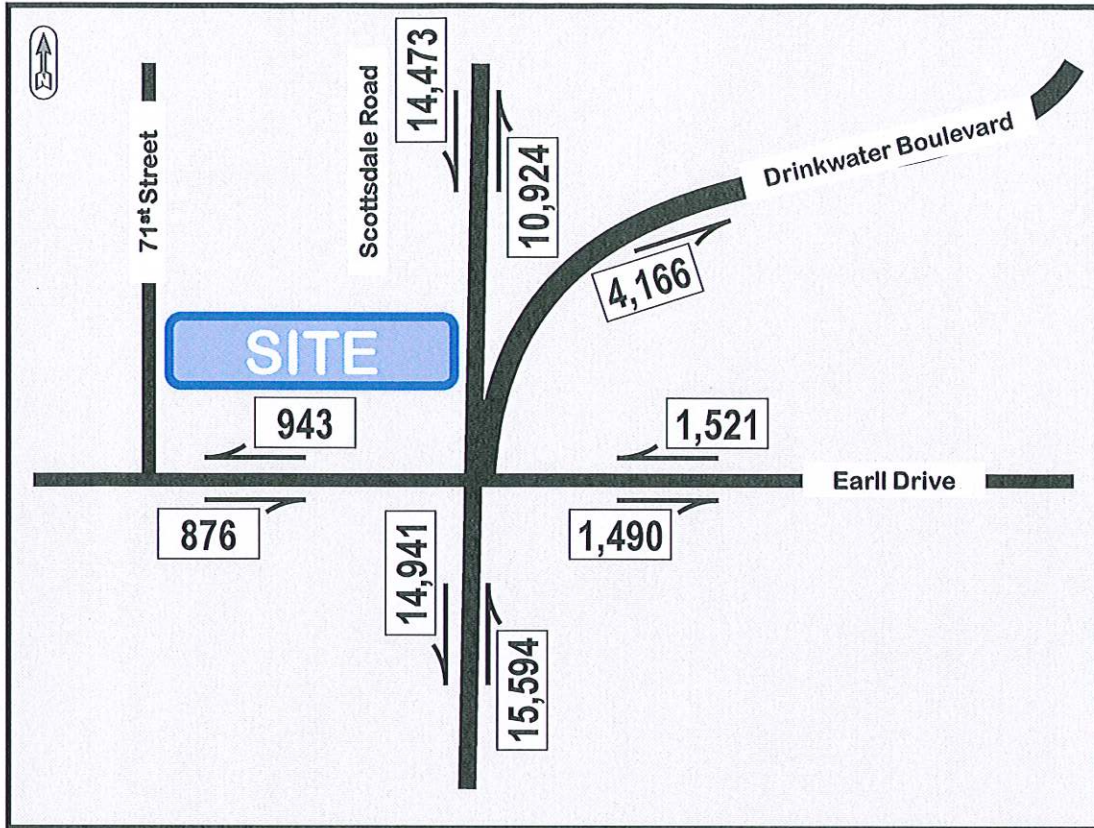


Figure 3: Existing Count 2022 Day Approach and Departure Volumes

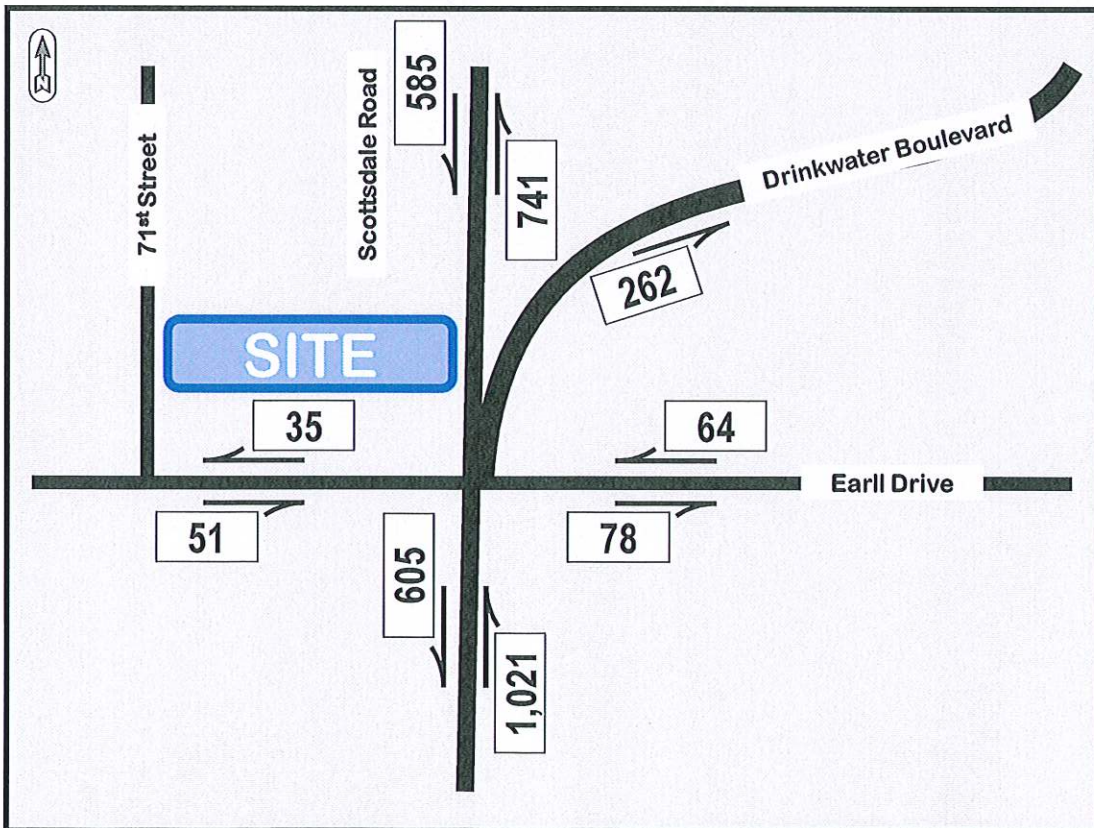


Figure 4: Existing Count 2022 AM Peak Hour Approach and Departure Volumes

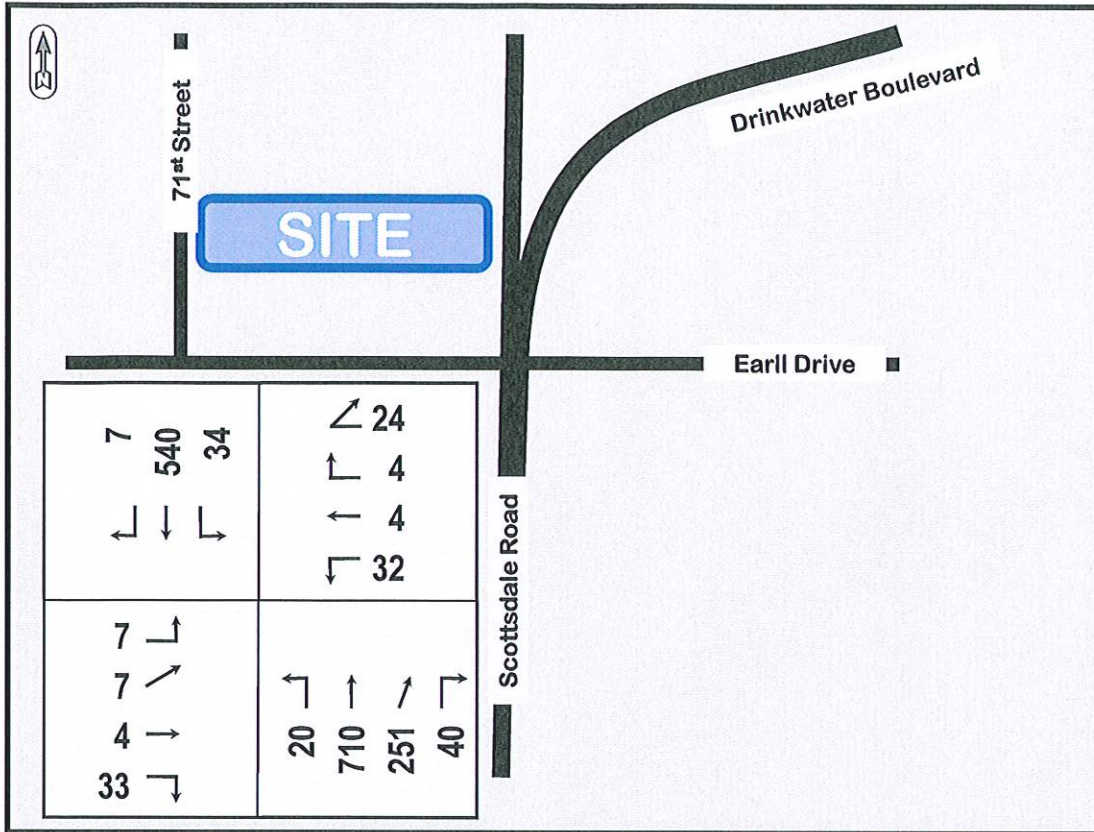


Figure 5: Existing Count 2022 AM Peak Hour Turning Volumes

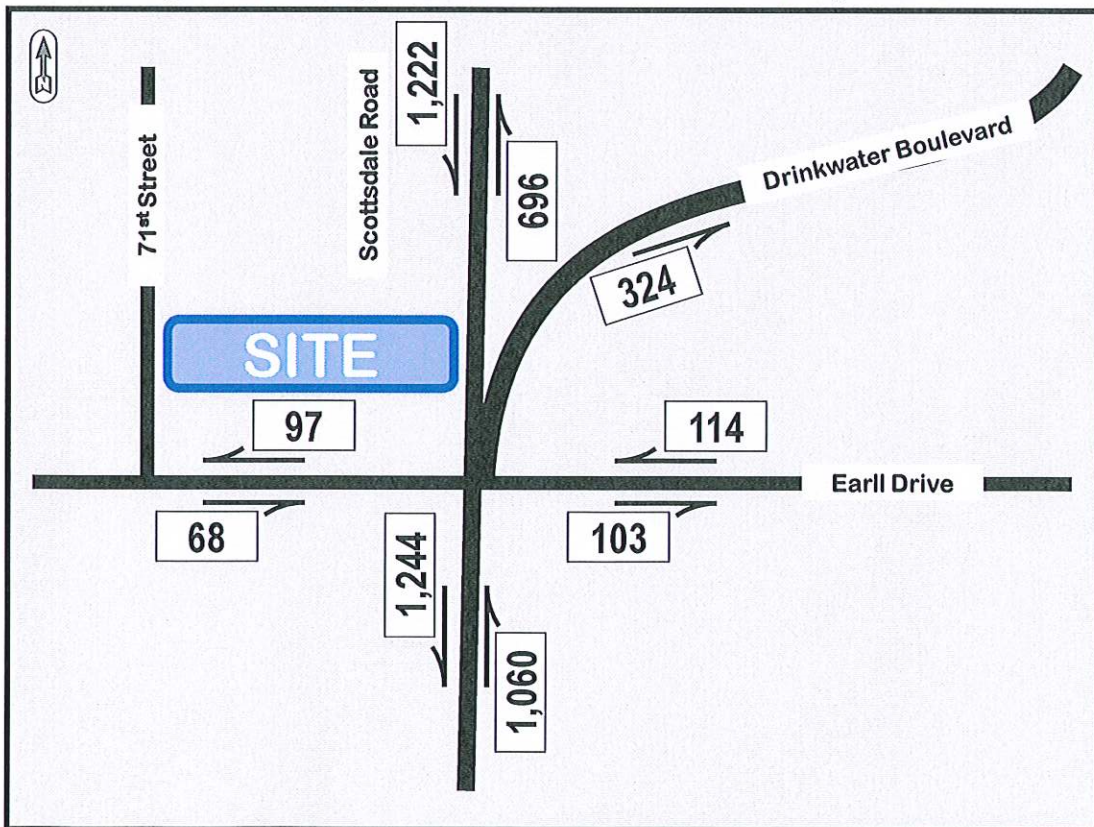


Figure 6: Existing Count 2022 PM Peak Hour Approach and Departure Volumes

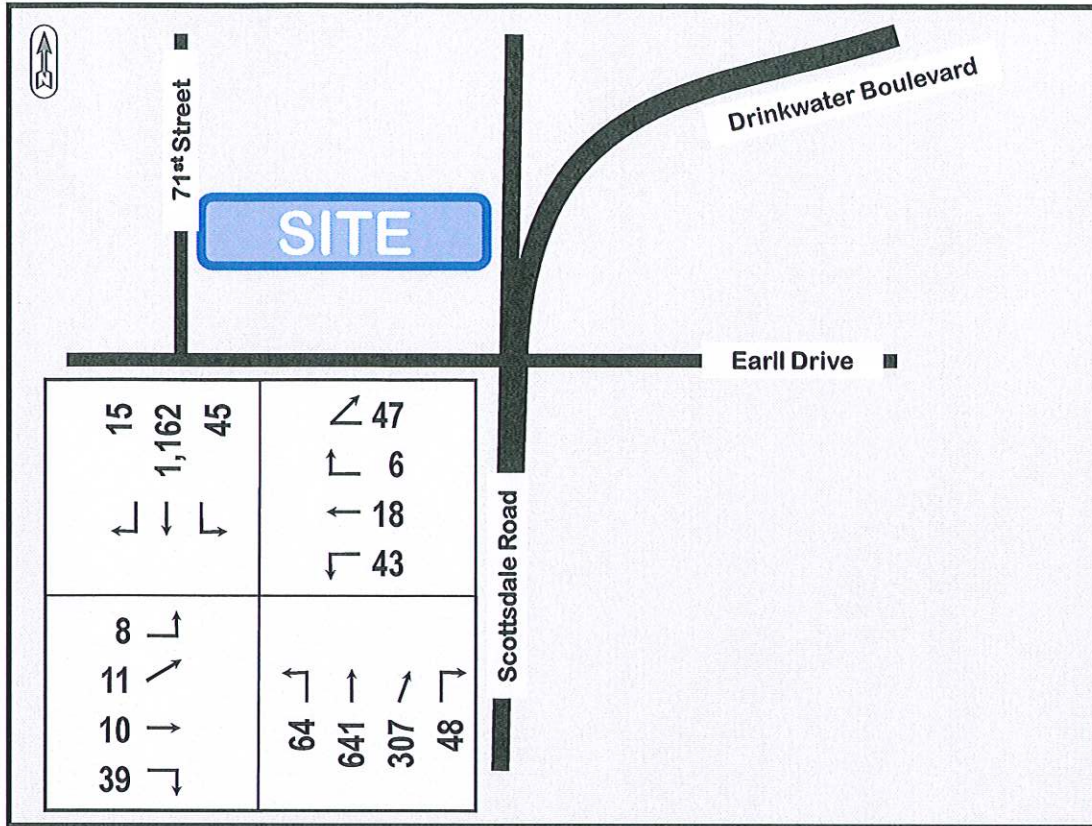


Figure 7: Existing Count 2022 PM Peak Hour Turning Volumes

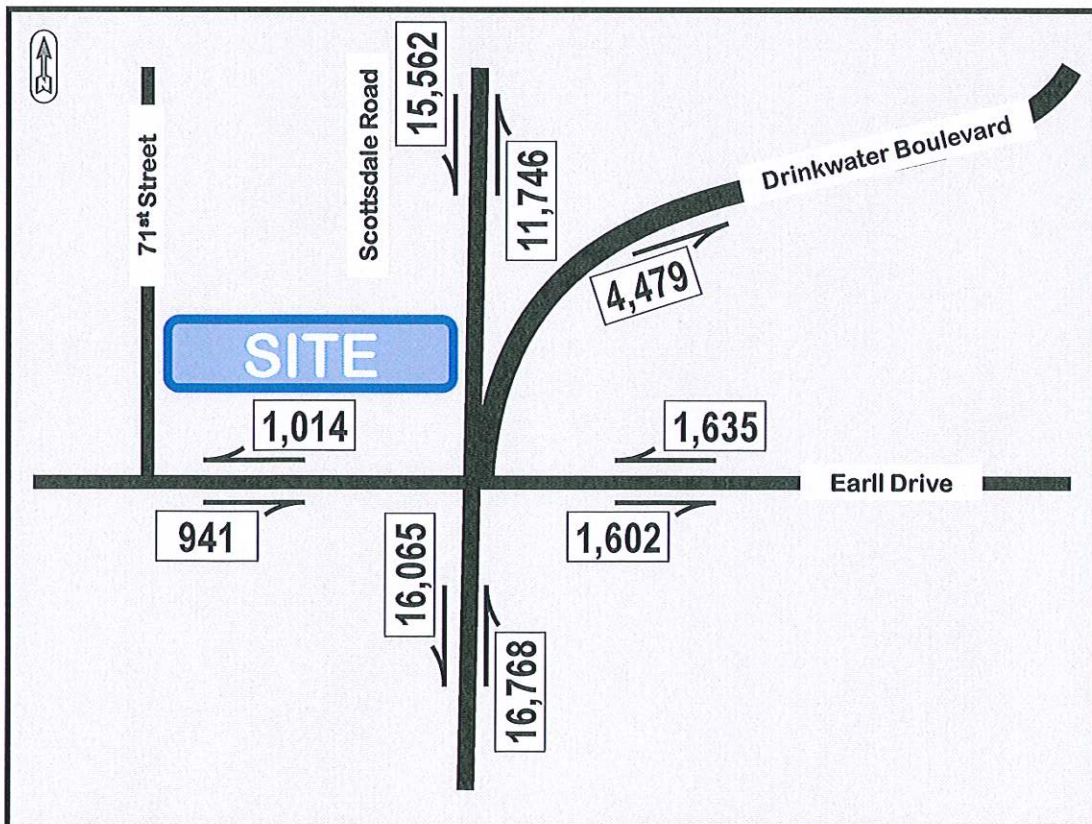


Figure 8: 2022 Adjusted Day Approach and Departure Volumes

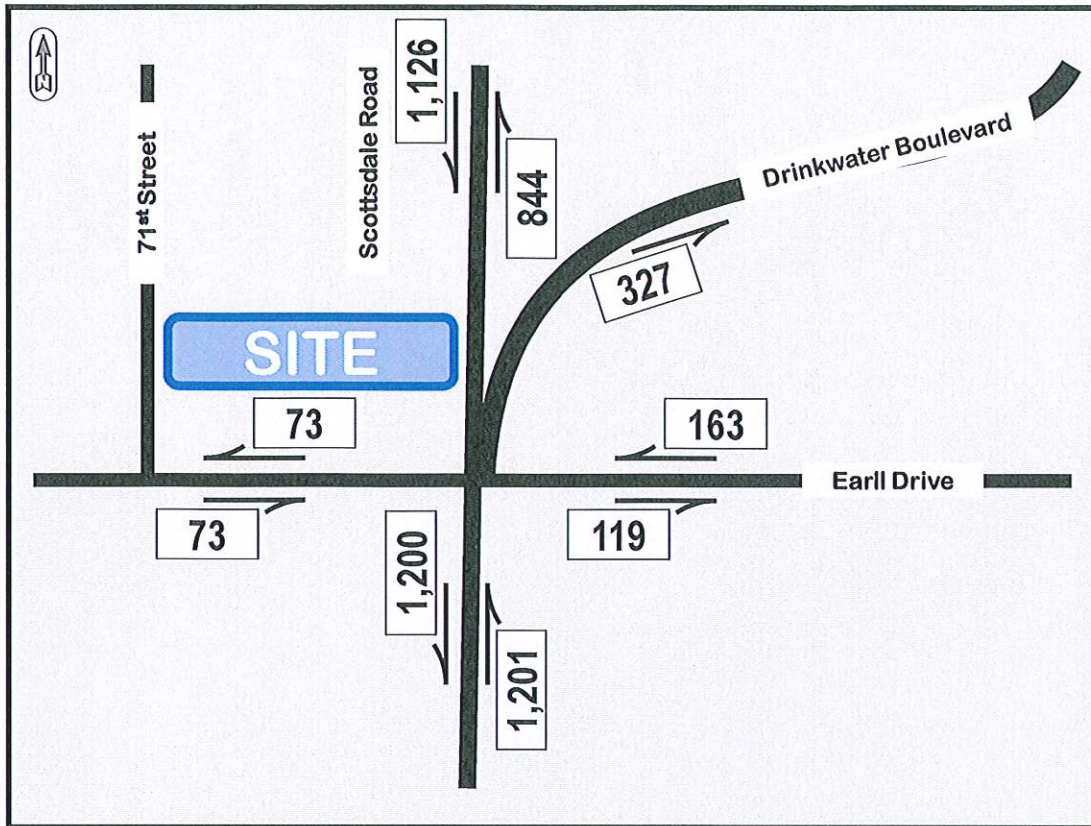


Figure 9: 2022 Adjusted AM Peak Hour Approach and Departure Volumes

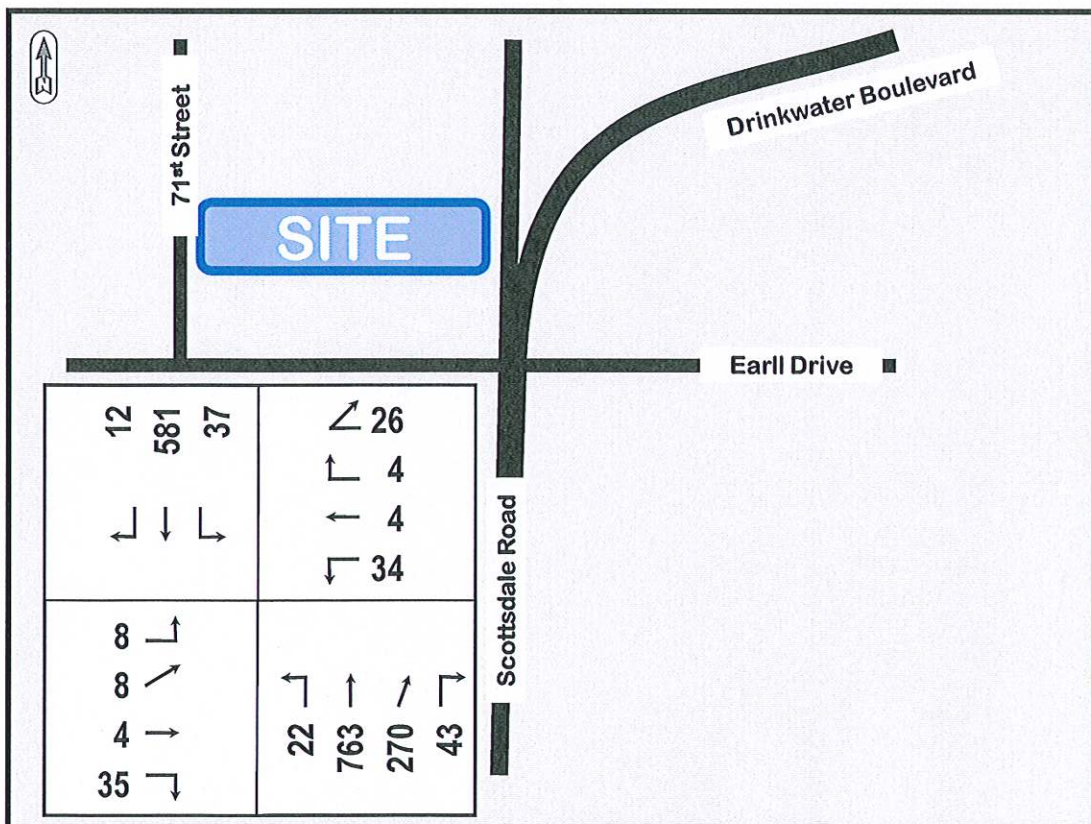


Figure 10: 2022 Adjusted AM Peak Hour Turning Volumes

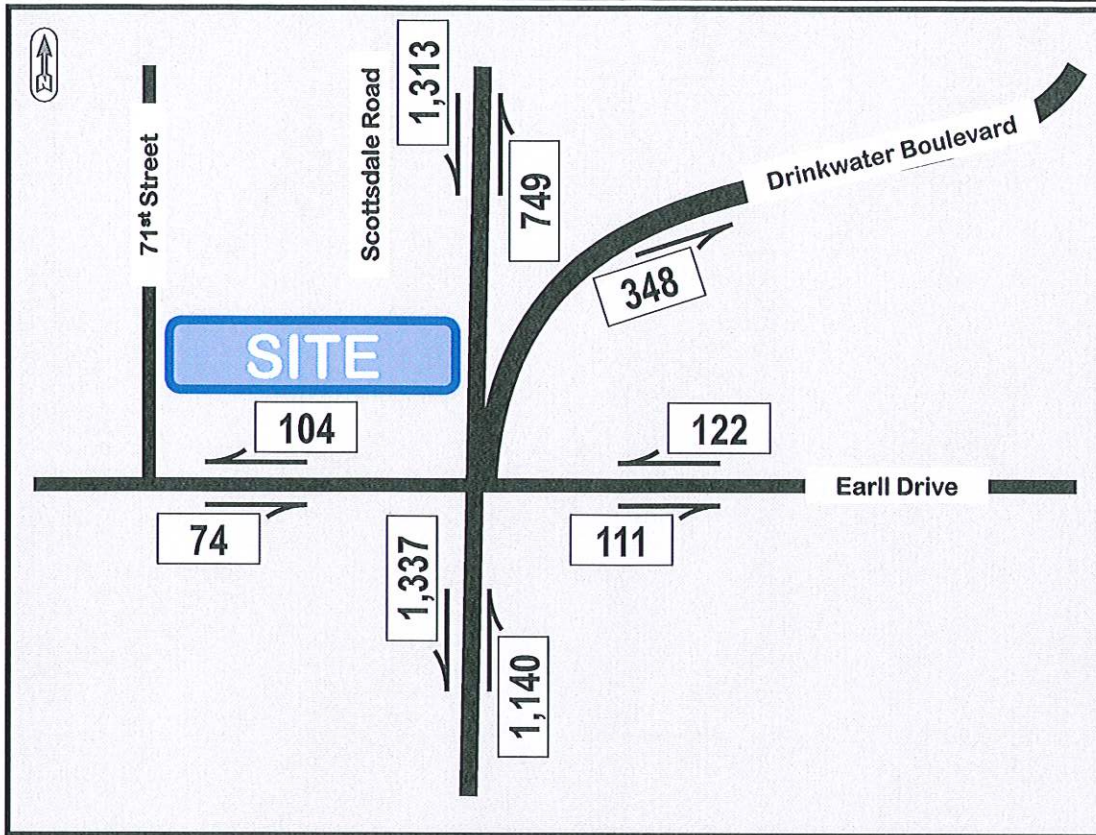


Figure 11: 2022 Adjusted PM Peak Hour Approach and Departure Volumes

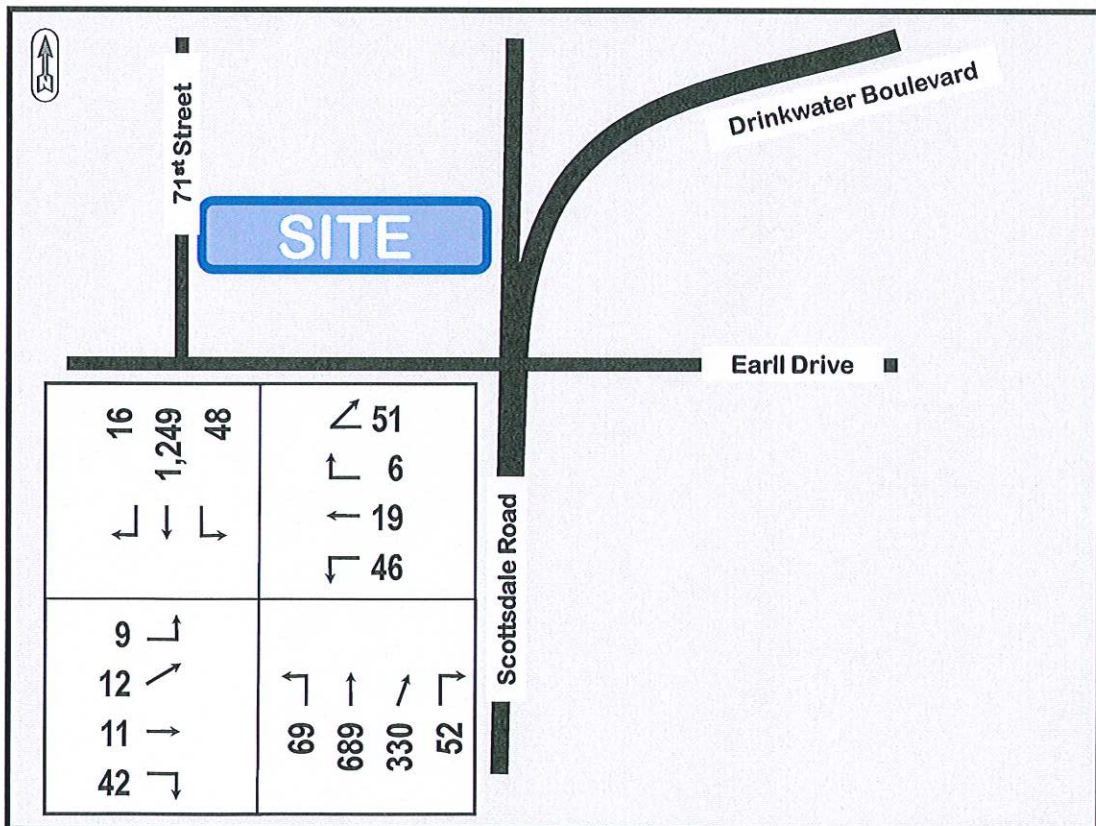


Figure 12: 2022 Adjusted PM Peak Hour Turning Volumes



### Ambient 2024 Traffic Volume

The 3202 Scottsdale apartments are anticipated to be occupied in 2024. The City of Scottsdale estimates that traffic volumes will increase 3% exponentially annually. Therefore, each turning movement was increased by 1.03<sup>2</sup>. **Figure 13** through **Figure 17** respectively provide the day approach and departure volumes, the morning approach and departure volumes, the morning turning movement volumes, the evening approach and departure volumes, and the evening turning movement volumes

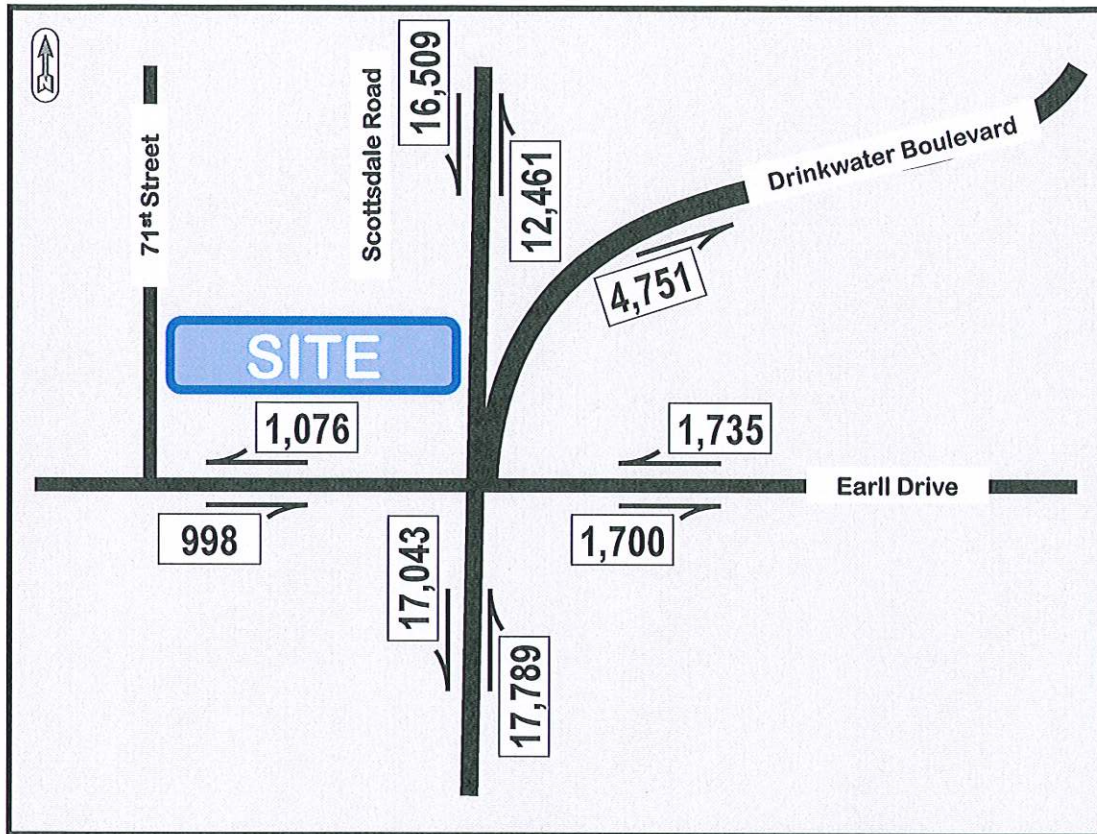


Figure 13: 2024 Day Approach and Departure Volumes

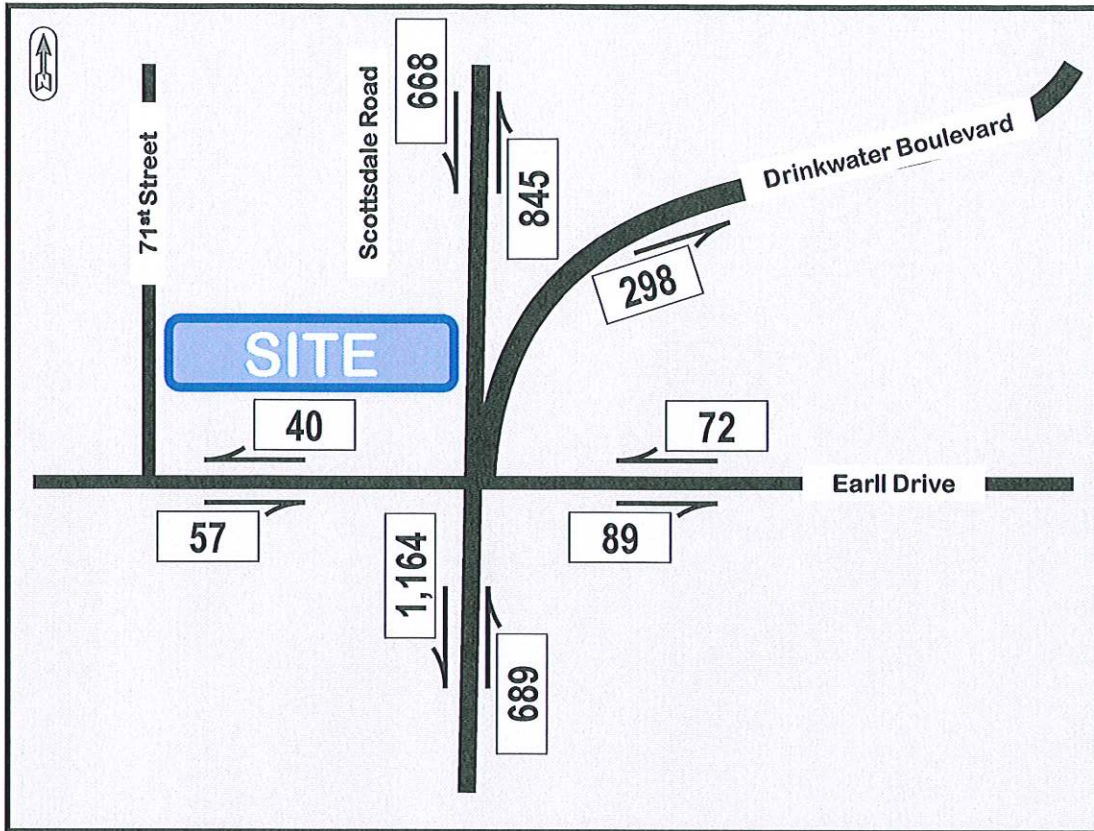


Figure 14: 2024 AM Peak Hour Approach and Departure Volumes

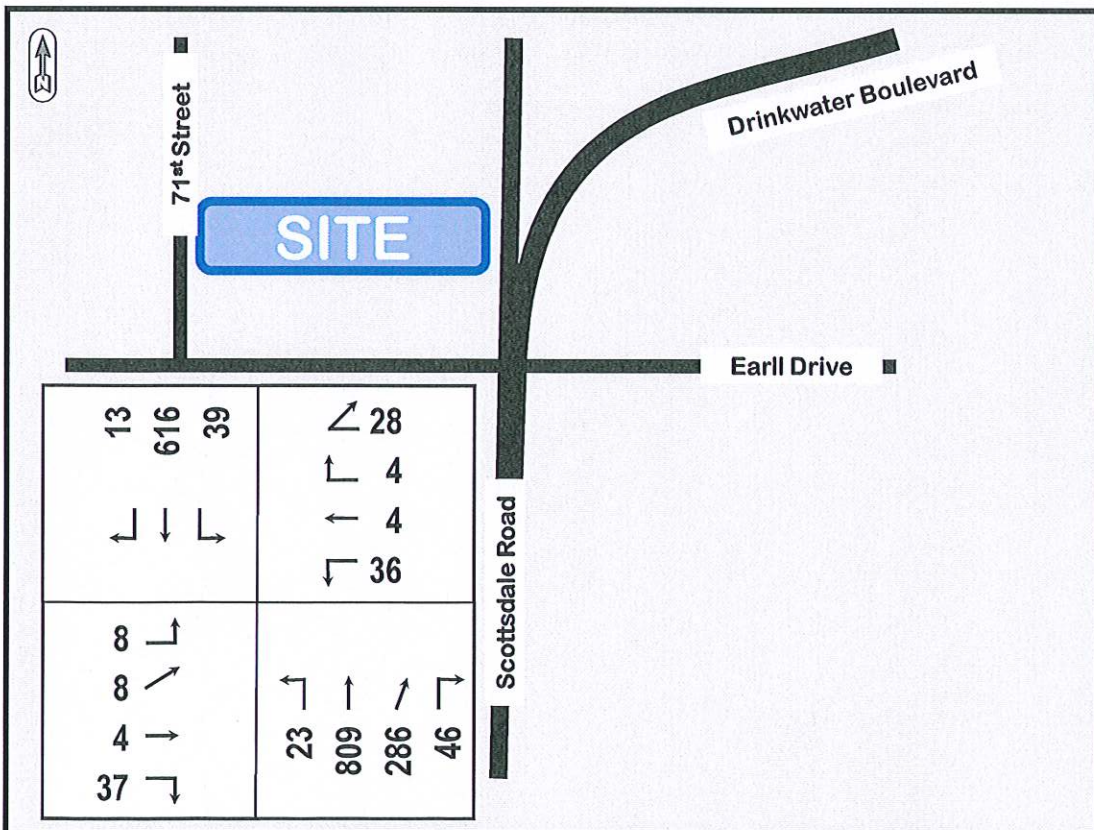


Figure 15: 2024 AM Peak Hour Turning Movement Volumes

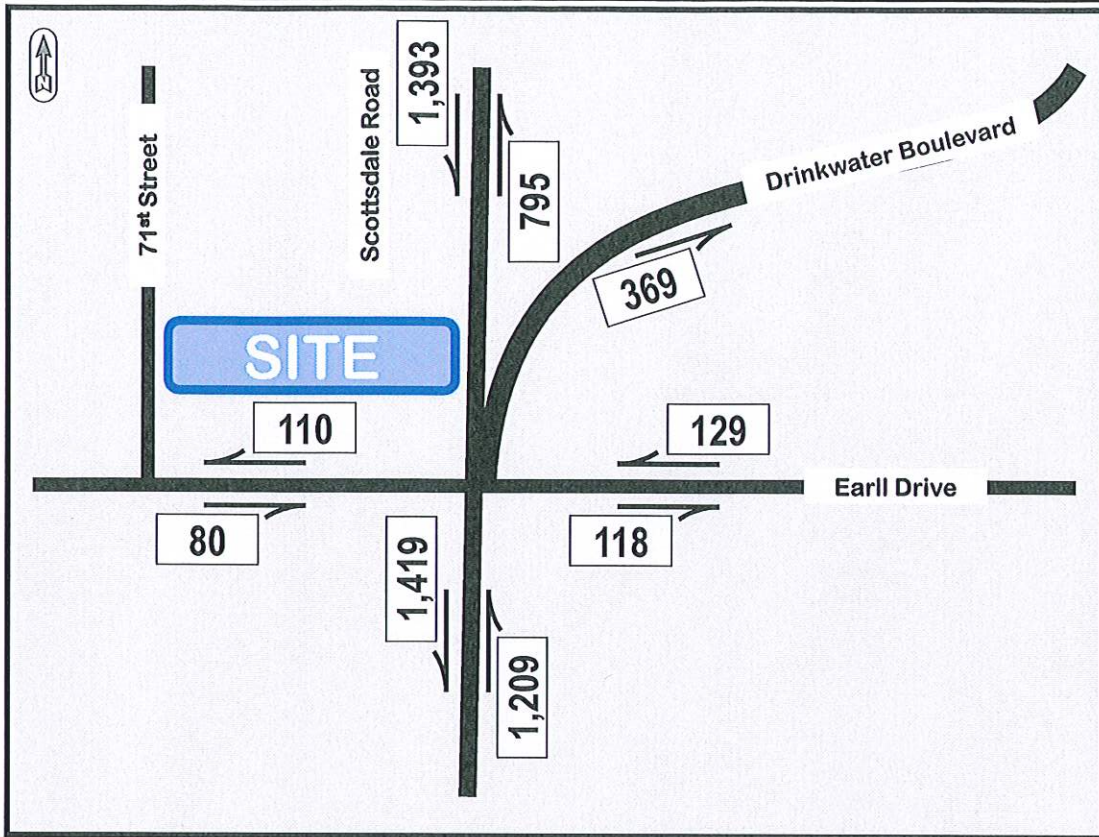


Figure 16: 2024 PM Peak Hour Approach and Departure Volumes

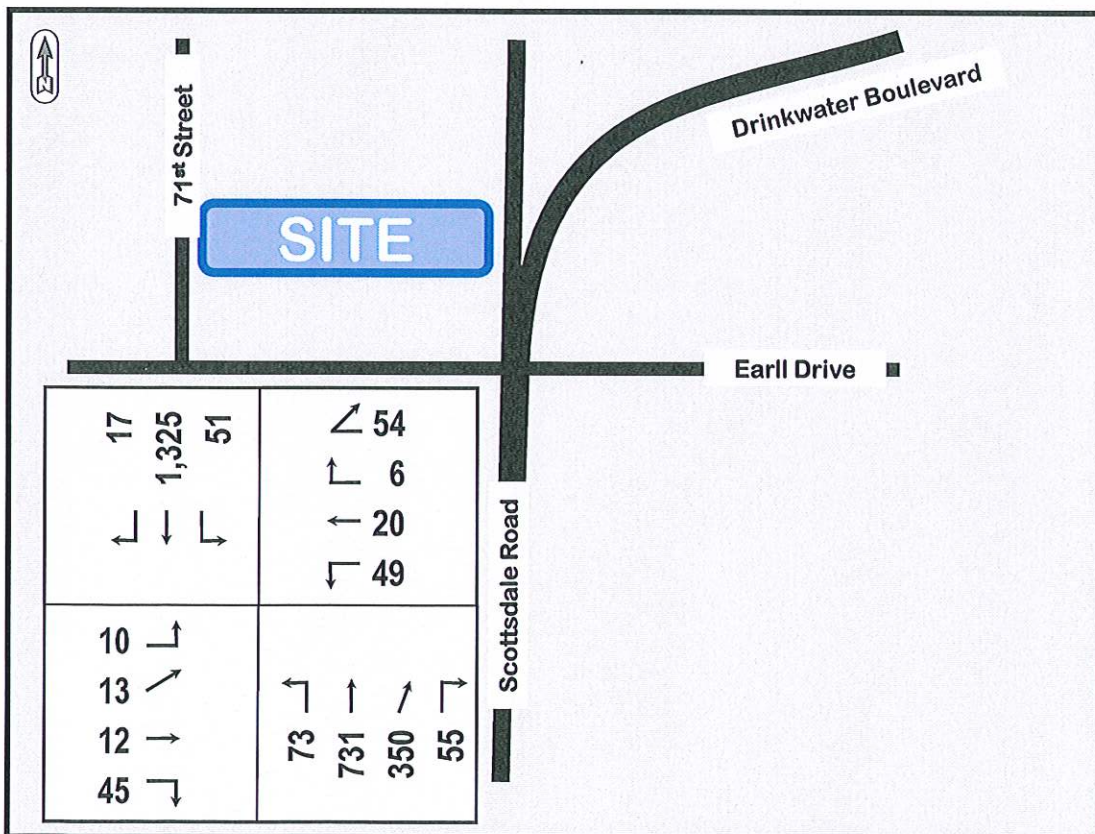


Figure 17: 2024 PM Peak Hour Turning Movement Volumes

### ***Proposed 3202 Scottsdale Estimated Trip Generation***

The estimated trip generation for the 3202 Scottsdale property was determined through the procedures and data contained within the Institute of Transportation Engineers *Trip Generation Manual, 11<sup>th</sup> Edition*, published in 2021. This document provides traffic volume data from existing developments throughout the United States and Canada, from 1980 through 2020, that can be utilized to estimate trips from proposed developments. The traffic data are provided for 179 land use categories separated into 10 major land use categories. The estimated traffic volume is dependent upon independent variables defined by the characteristics and size of each land use category. Data are typically provided for five (5) weekday time periods and four (4) weekend time periods.

As the proposed building will consist of eight (8) floors, the Multifamily Mid-rise (221) land use code was utilized.

**Table 5** provides the summary of the estimated trip generation for the proposed apartments on the 3202 Scottsdale Road property. **Attachment C** provides the complete trip generation calculations.

**Table 5: Estimated Trip Generation for Proposed 150 Apartment Homes**

	ENTERING	EXITING	TOTAL
<b><i>WEEKDAY DAILY</i></b>	458	458	916
AM PEAK HOUR STREET	16	47	63
AM PEAK HOUR GENERATOR	17	47	64
PM PEAK HOUR STREET	47	29	76
PM PEAK HOUR GENERATOR	49	32	81
<b><i>SATURDAY DAILY</i></b>	460	460	920
PEAK HOUR GENERATOR	36	42	78
<b><i>SUNDAY DAILY</i></b>	353	353	706
PEAK HOUR GENERATOR	43	26	69

The developer is also considering a 4,000-square-foot retail or athletic club building for the property. The *Trip Generation Manual, 11<sup>th</sup> Edition*, has three (3) categories for Retail (Shopping Center): Shopping Center 820 (more than 150,000 square feet), Shopping Plaza 821 (between 150,000 and 40,000 square feet), Strip Retail Plaza 822 (less than 40,000 square feet). Also, the Shopping Plaza, code 821, has two categories with and without supermarket. The category without supermarket was selected for this analysis.

**Table 6** summarizes the results for only the retail. **Table 7** summarizes the results for the apartments plus the retail.

**Table 6: Estimated Trip Generation for Potential 4,000-Square-Foot Retail**

	ENTERING	EXITING	TOTAL
<b>WEEKDAY DAILY</b>	135	135	270
AM PEAK HOUR STREET	4	3	7
AM PEAK HOUR GENERATOR	11	11	22
PM PEAK HOUR STREET	10	11	21
PM PEAK HOUR GENERATOR	89	76	165
<b>SATURDAY DAILY</b>	162*	162*	324*
PEAK HOUR GENERATOR	13	12	25
<b>SUNDAY DAILY</b>	86*	85*	171*
PEAK HOUR GENERATOR	9*	10*	19*

(\* Trip generation for code 821: between 150,000 and 40,000 square feet; as trip generation rates for these time periods are unavailable for code 822: less than 40,000 square feet. All other trip generation is for code 822: gross floor area less than 40,000 square feet.)

**Table 7: Estimated Trip Generation for Proposed Apartments Plus Retail**

	ENTERING	EXITING	TOTAL
<b>WEEKDAY DAILY</b>	593	593	1,186
AM PEAK HOUR STREET	20	50	70
AM PEAK HOUR GENERATOR	28	58	86
PM PEAK HOUR STREET	57	40	97
PM PEAK HOUR GENERATOR	138	108	246
<b>SATURDAY DAILY</b>	622*	622*	1,244*
PEAK HOUR GENERATOR	49	54	103
<b>SUNDAY DAILY</b>	439*	438*	877*
PEAK HOUR GENERATOR	52*	36*	88*

(\* Trip generation for code 821: between 150,000 and 40,000 square feet; as trip generation rates for these time periods are unavailable for code 822: less than 40,000 square feet. All other trip generation is for code 822: gross floor area less than 40,000 square feet.)

The developer is also considering a 4,000-square-foot athletic club in lieu of the retail building for the property. The *Trip Generation Manual, 11<sup>th</sup> Edition*, has two potential land use categories: Health Fitness Club 492, and Athletic Club 493. For this analysis, the Athletic Club was selected as it results in larger trip generation.

**Table 8** summarizes the results for only the athletic club, while **Table 9** summarizes the results for the apartments plus the athletic club.

**Table 8: Estimated Trip Generation for Potential 4,000-Square-Foot Athletic Club**

	ENTERING	EXITING	TOTAL
<b>WEEKDAY DAILY</b>	NA	NA	NA
AM PEAK HOUR STREET	8	5	13
AM PEAK HOUR GENERATOR	8	6	14
PM PEAK HOUR STREET	16	9	25
PM PEAK HOUR GENERATOR	16	9	25
<b>SATURDAY DAILY</b>	NA	NA	NA
PEAK HOUR GENERATOR	17	17	34
<b>SUNDAY DAILY</b>	NA	NA	NA
PEAK HOUR GENERATOR	NA	NA	NA

**Table 9: Estimated Trip Generation for Proposed Apartments Plus Athletic Club**

	ENTERING	EXITING	TOTAL
<b>WEEKDAY DAILY</b>	458	458	916
AM PEAK HOUR STREET	24	52	76
AM PEAK HOUR GENERATOR	25	53	78
PM PEAK HOUR STREET	63	38	101
PM PEAK HOUR GENERATOR	65	41	106
<b>SATURDAY DAILY</b>	460	460	920
PEAK HOUR GENERATOR	53	59	112
<b>SUNDAY DAILY</b>	353	353	706
PEAK HOUR GENERATOR	43	26	69

### ***Proposed 3202 Scottsdale Estimated Traffic Assignment***

**Figure 18** provides the assumed trip distribution at the 3202 Scottsdale accesses. The primary access will be 71<sup>st</sup> Street, and the Scottsdale Road access prohibits left-turns-in and left-turns-out. This access will only be used for potential residents who are viewing the property, or potentially guests or deliveries. The estimated trip generation for the entire site as provided in **Table 9** were assigned to the Scottsdale / Earll intersection. **Figure 19** through **Figure 23** provide the 3202 Scottsdale traffic volumes respectively for the day approach and departure, morning peak hour approach and departure, morning peak hour turning movements, evening peak hour approach and departure, and evening peak hour turning movements.



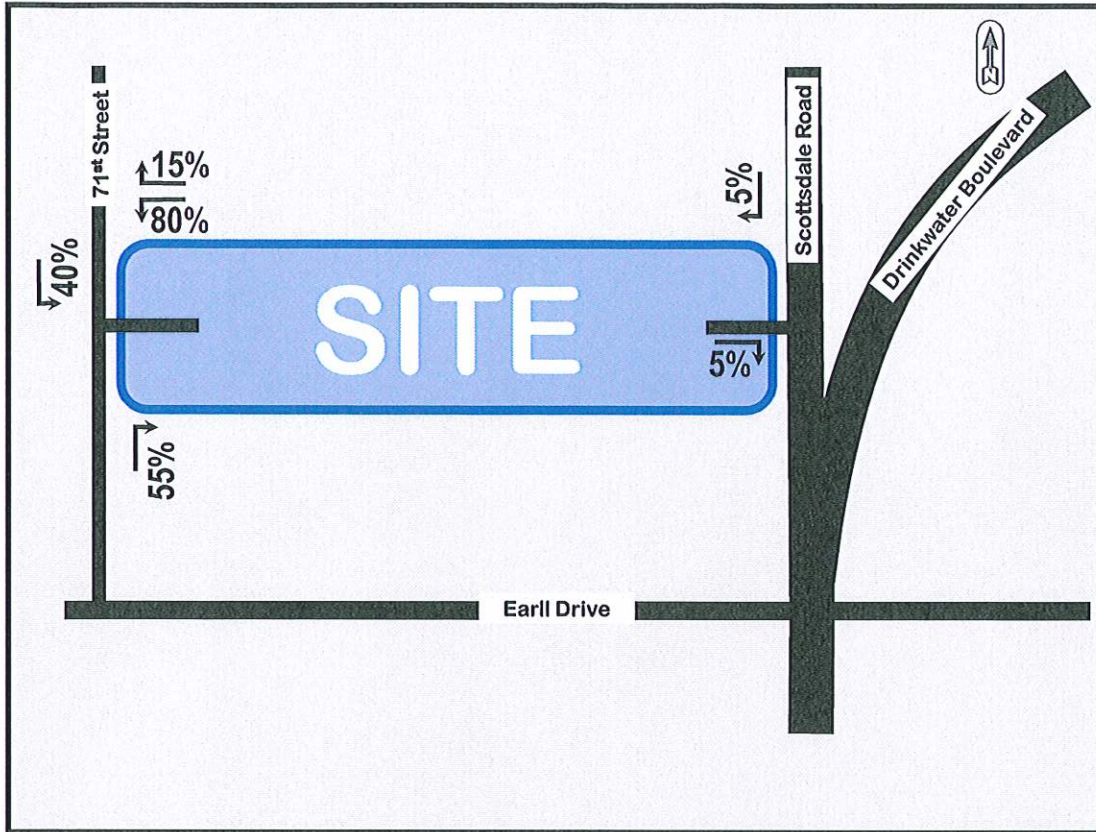


Figure 18: 3202 Scottsdale Access Trip Distribution

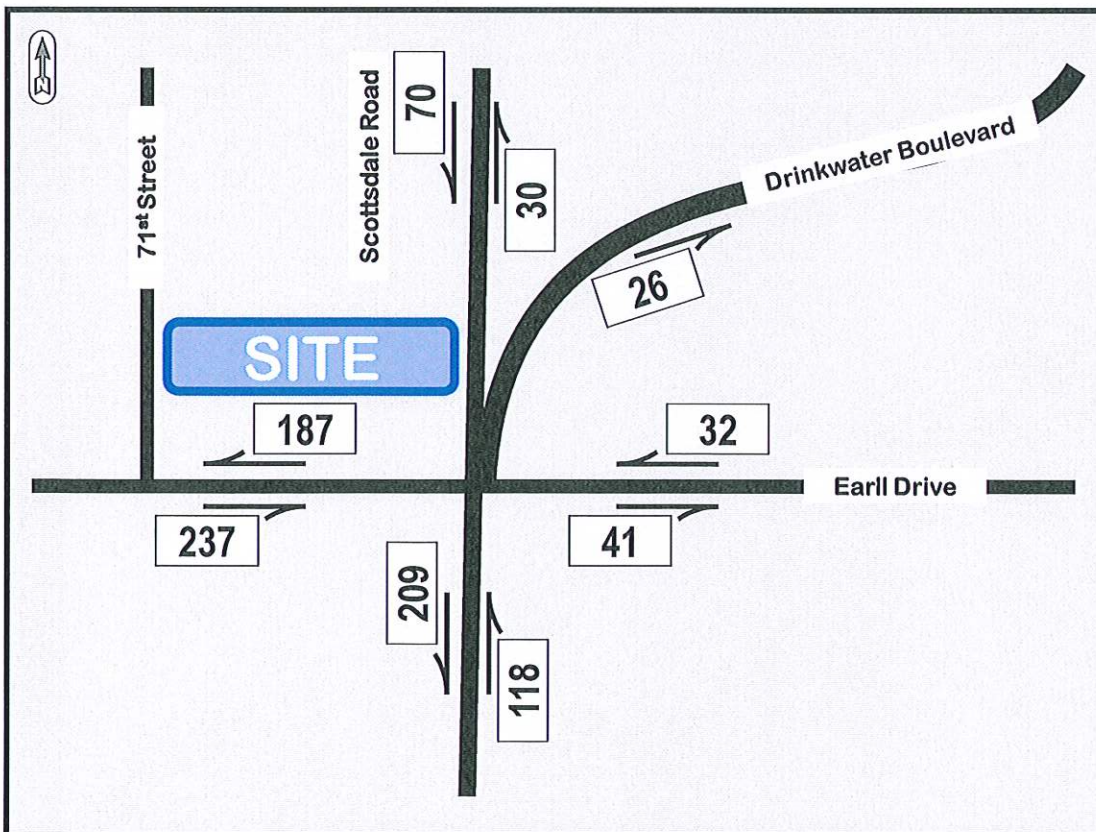


Figure 19: 3202 Scottsdale Approach and Departure Volumes Day

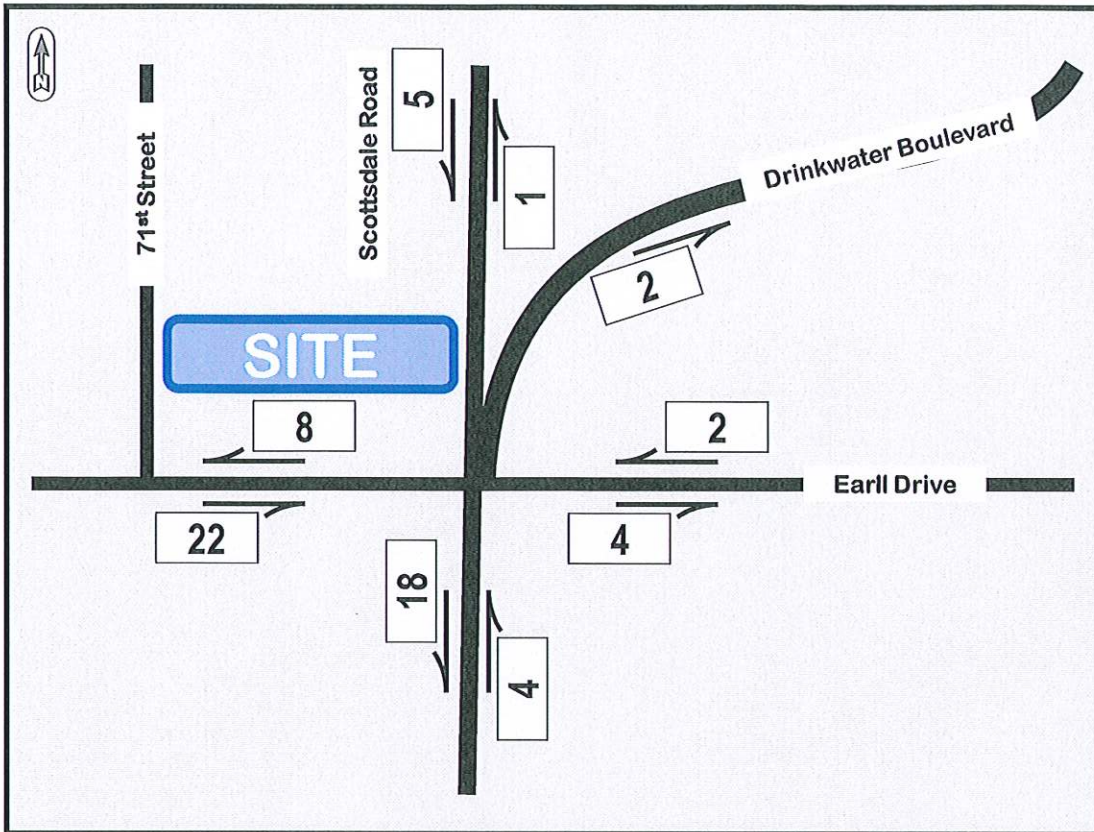


Figure 20: 3202 Scottsdale Approach and Departure Volumes Morning Peak Hour

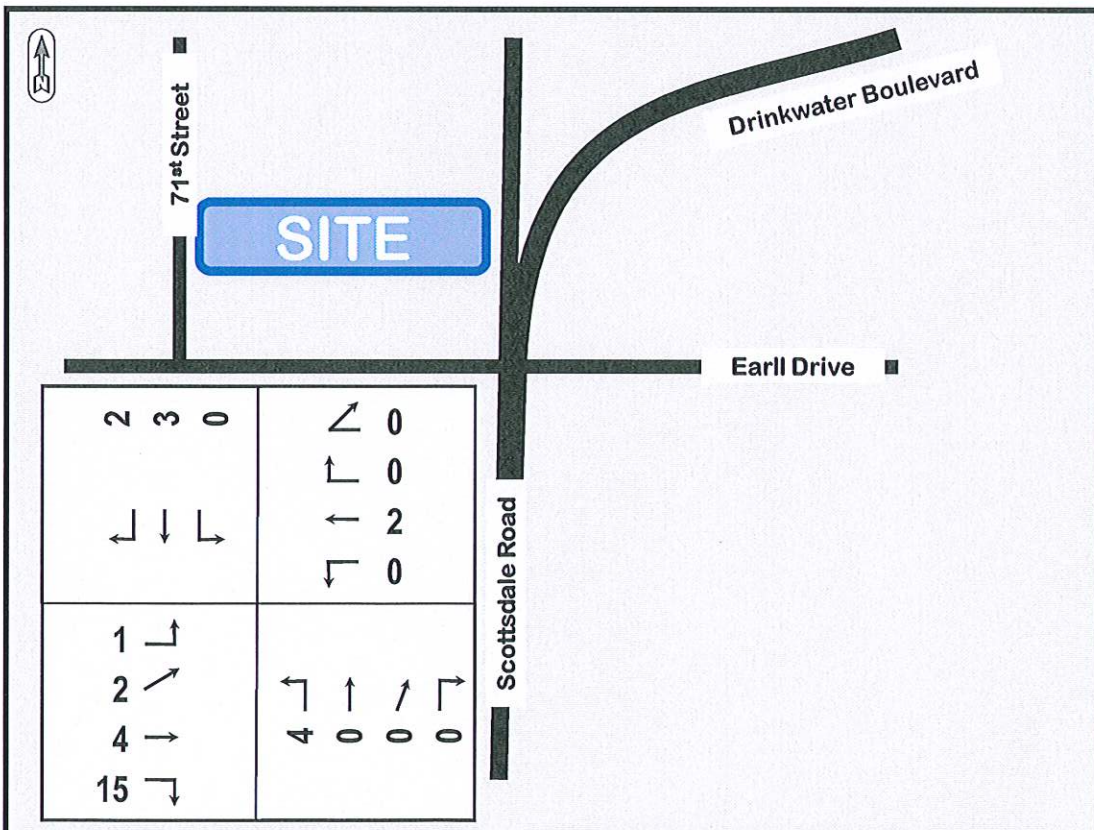


Figure 21: 3202 Scottsdale Turning Volumes Morning Peak Hour

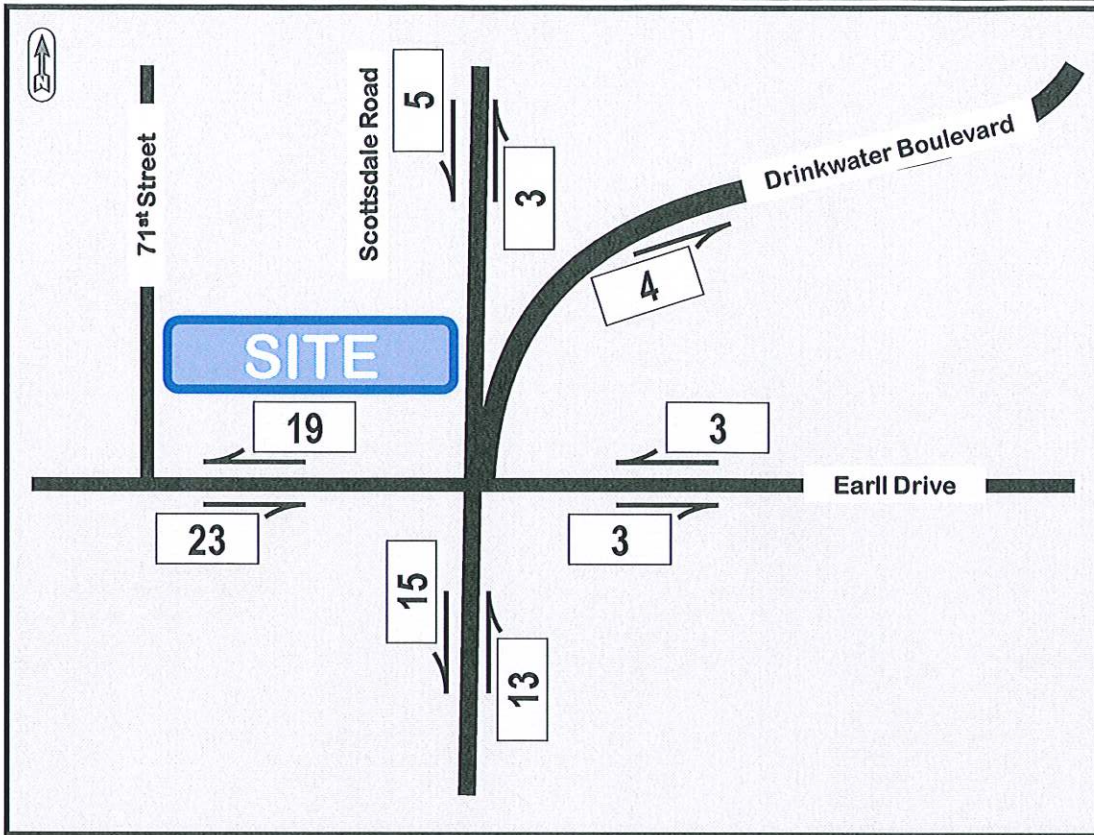


Figure 22: 3202 Scottsdale Approach and Departure Volumes Evening Peak Hour

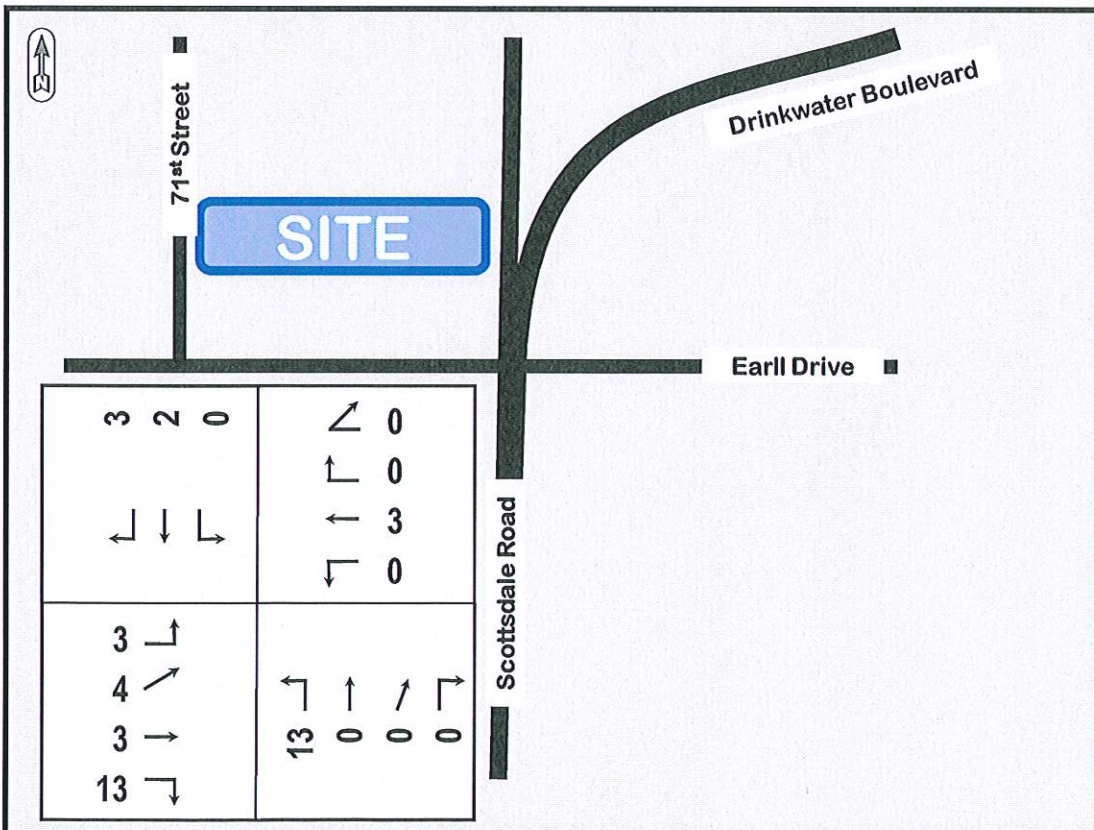


Figure 23: 3202 Scottsdale Turning Volumes Evening Peak Hour

The 2024 traffic volumes plus the 3202 Scottsdale traffic volumes are provided in **Figure 24** through **Figure 28** for the day approach and departure, morning peak hour approach and departure, morning peak hour turning movements, evening peak hour approach and departure, and evening peak hour turning movements.

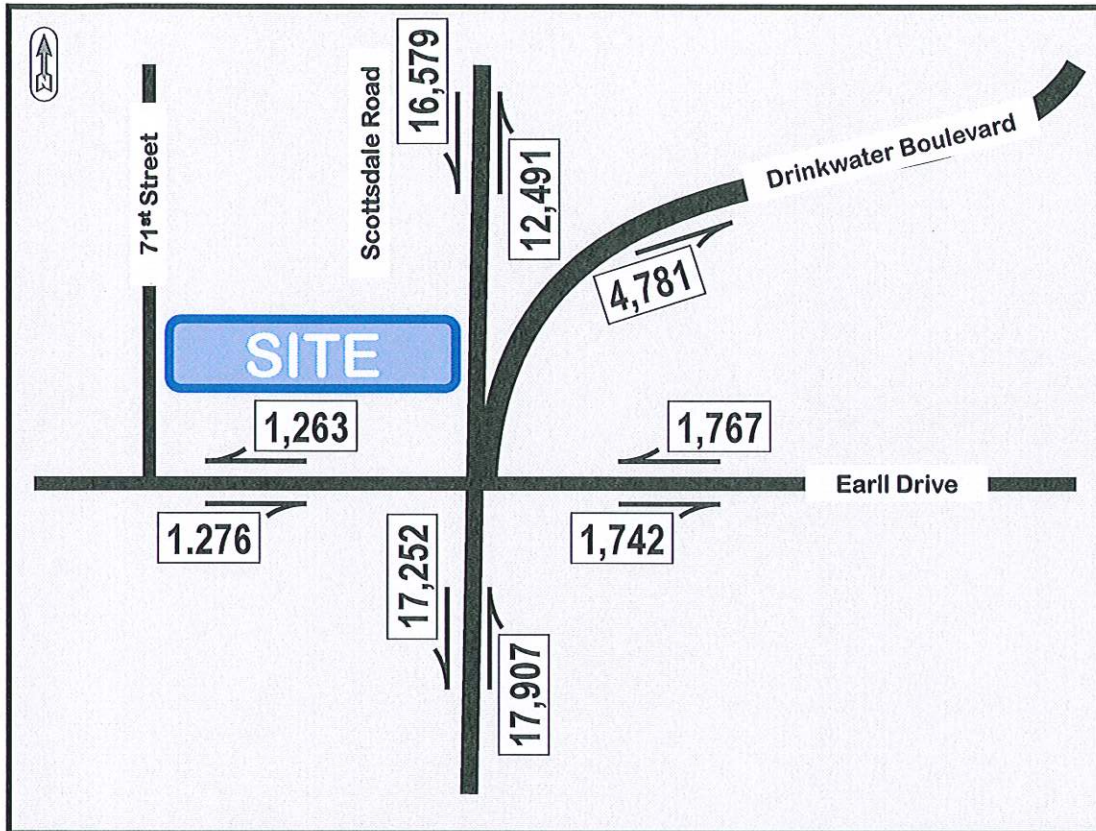


Figure 24: 2024 with 3202 Scottsdale Approach and Departure Volumes Day

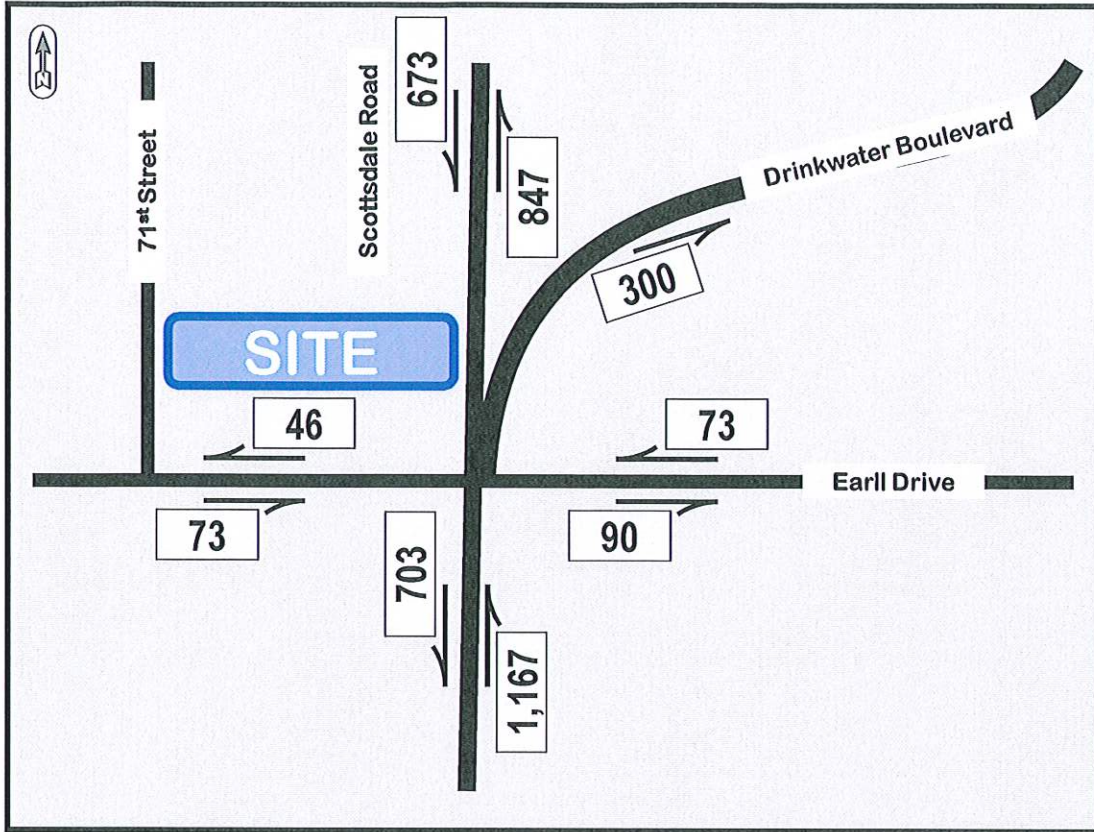


Figure 25: 2024 with 3202 Scottsdale Approach and Departure Volumes AM Peak

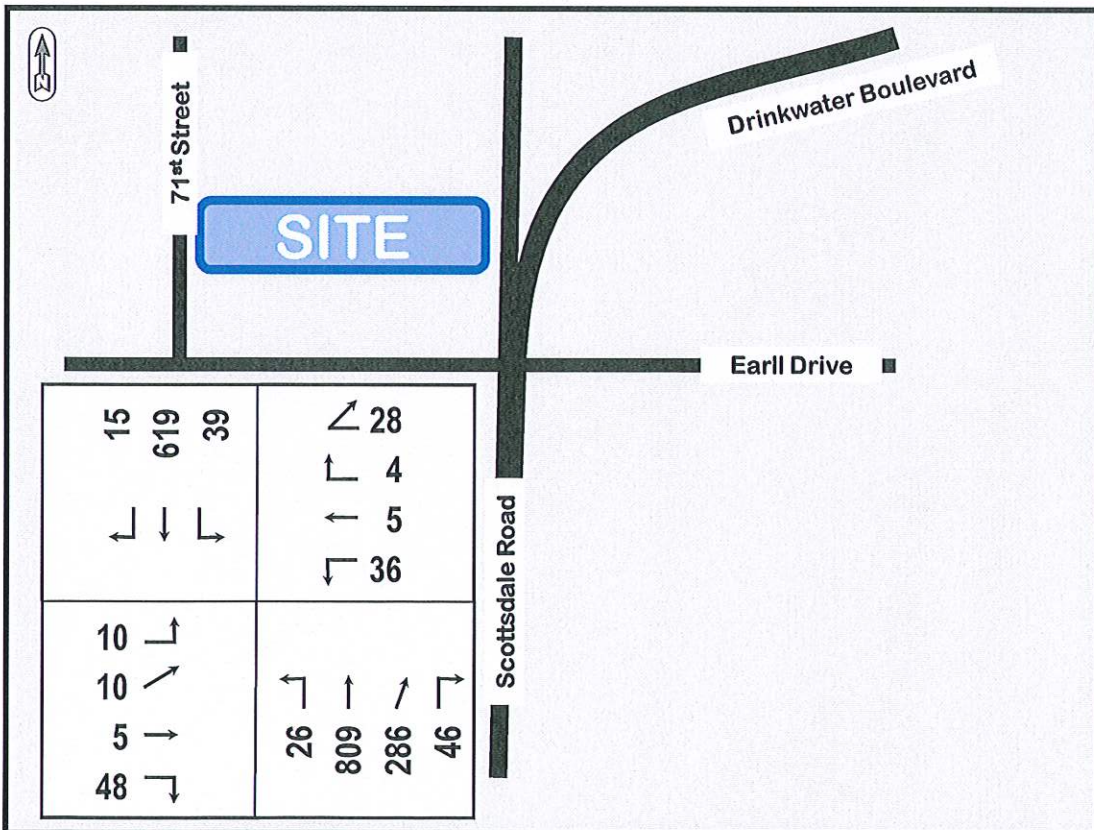


Figure 26: 2024 with 3202 Scottsdale Turning Movement Volumes AM Peak Hour

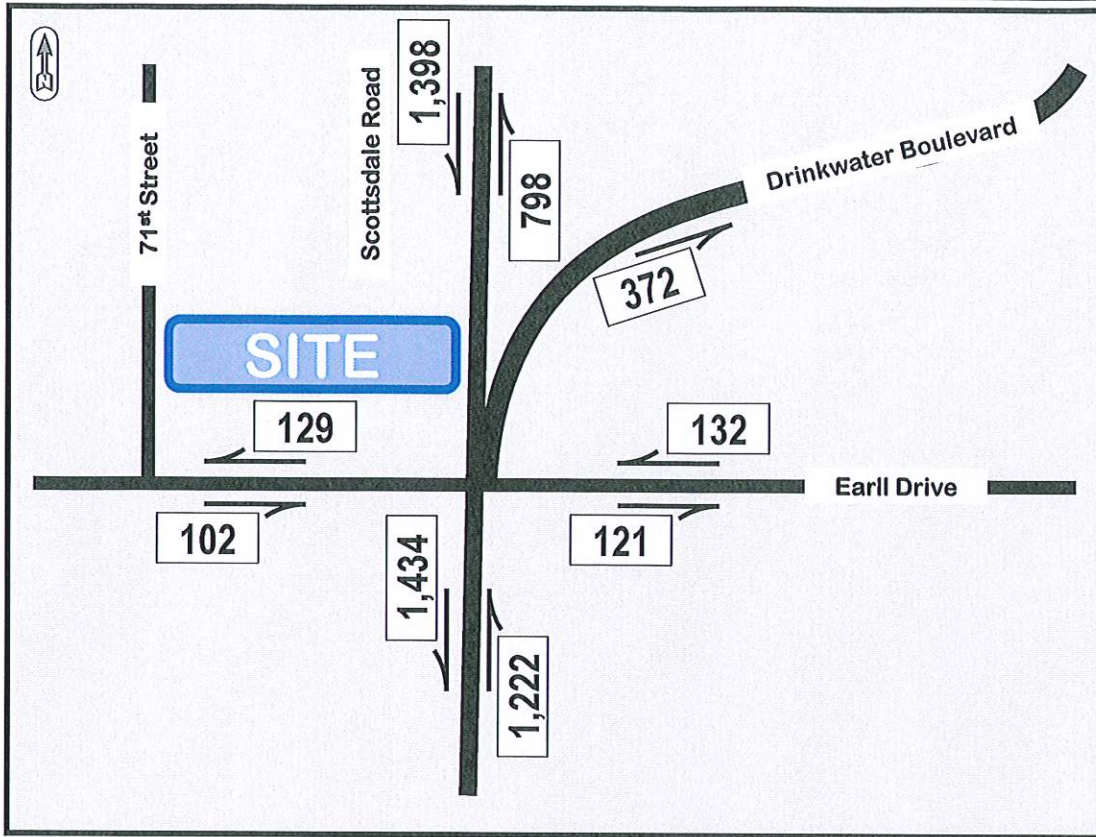


Figure 27: 2024 with 3202 Scottsdale Approach and Departure Volumes PM Peak

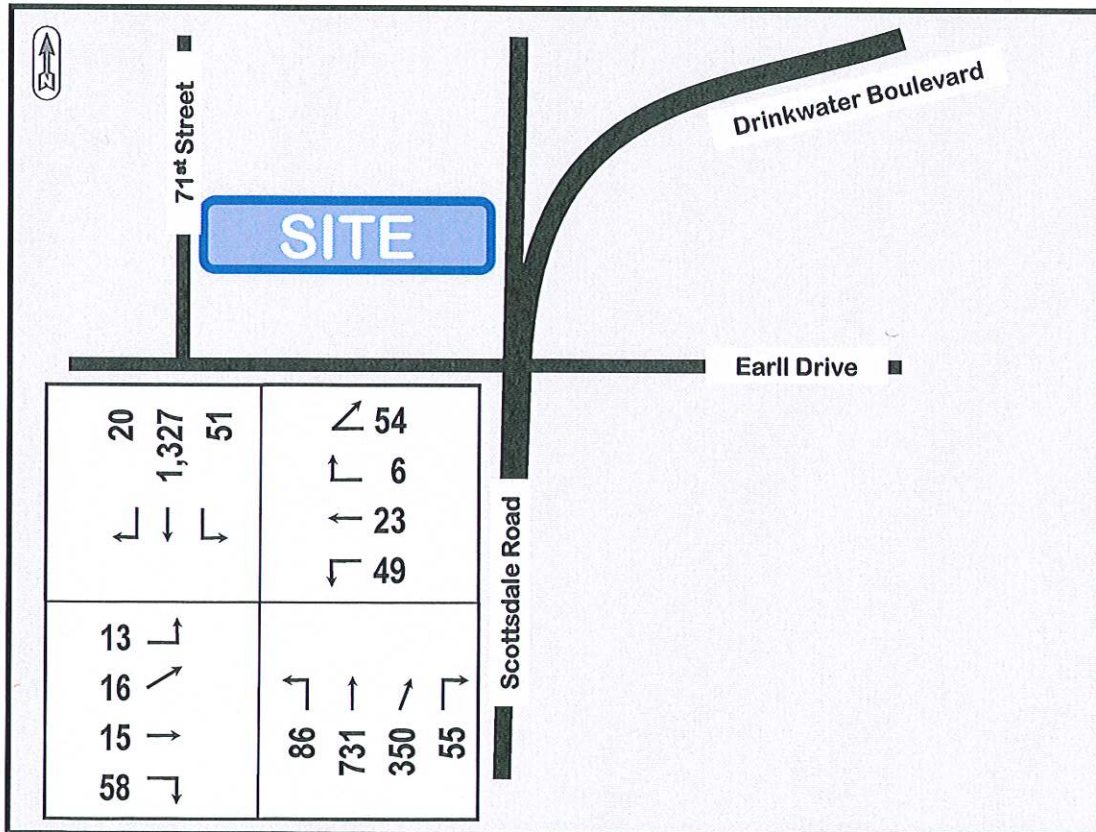


Figure 28: 2024 with 3202 Scottsdale Turning Movement Volumes PM Peak Hour

**Table 12: LOS – without and with 3202 Scottsdale – PM Peak Hour**

	ADJUSTED 2022		2022 WITH SITE		AMBIENT 2024		2024 WITH SITE	
	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Intersection	8.8	A	9.6	A	9.4	A	10.4	B
Northbound	4.8	A	5.3	A	5.4	A	6.1	A
Left	11.7	B	14.8	B	15.8	B	21.2	C
Through	5.5	A	5.8	A	6.0	A	6.4	A
Right	1.3	A	1.3	A	1.3	A	1.4	A
Southbound	5.6	A	5.8	A	6.1	A	6.4	A
Left	1.3	A	1.3	A	6.6	A	6.9	A
Through	5.9	A	6.2	A	6.0	A	6.4	A
Right	5.5	A	5.8	A	6.0	A	6.4	A
Eastbound	26.4	C	30.0	C	29.1	C	32.6	C
Left	35.0	D	35.2	D	34.8	C	34.8	C
Through	25.2	C	29.2	C	28.3	C	32.3	C
Right	25.2	C	29.2	C	28.3	C	32.3	C
Westbound	44.9	D	47.0	D	45.4	D	48.3	D
Left	56.1	E	60.2	E	56.9	E	62.3	E
Through	35.3	D	35.2	D	35.0	D	34.8	C
Right	27.0	C	26.7	C	27.0	C	26.7	C

### Left-Turn Arrow Analysis

City of Scottsdale Transportation and Streets has criteria for determining conditions that warrant left-turn arrows. These criteria are provided in **Table 13**.

**Table 13: City of Scottsdale Left-Turn Arrow Criteria**

- **Peak hour traffic volume:** One (1) hour of left turn and opposing through volumes surpass respective threshold volumes listed in **Table 3** below.

**Table 3 – Peak Hour Volume Thresholds for Left Turn Phasing**

Peak Left Turn Volume Exceeds	Peak Hour Opposing Volume Exceeds	
	1 lane	2 or more lanes
75	800	1000
100	750	900
150	600	800
200	500	650
300	400	550
400	200	350

- **Peak hour delay:** An intersection capacity analysis determines that left turn phasing is needed to provide a minimal level of service (LOS) of "D" for a specific movement or the entire intersection.
  - Note: Judgement should be exercised in this decision process. Although protected and permitted phasing may greatly enhance the level of service for a left turn movement, it may greatly diminish the level of service for the entire intersection and installation may not be desirable based on this warrant.
- **Collision experience:** there are five (5) or more accidents in a given approach during a 12-month period that may have been prevented by left turn phasing.

Local conditions may be an overriding factor as to whether or not left turn phasing is appropriate.

These criteria were utilized to determine if left-turn arrows were warranted at the Scottsdale / Earl intersection. The evening peak hour had the largest left-turn volume. The criteria were analyzed for only the adjusted existing 2022 traffic volumes, for the adjusted 2022 volumes with 3202 Scottsdale, only the 2024 traffic volumes, and 2024 traffic volumes with 3202 Scottsdale. The traffic volume results are provided respectively in **Table 14**, **Table 15**, **Table 16**, and **Table 17**.

**Table 14: Left-Turn Arrow Peak Hour Volume Criteria Analysis – Adjusted Existing 2022 Volume**

<u>LEFT-TURN DIRECTION</u>	<u>LEFT-TURN VOLUME</u>	<u>OPPOSING VOLUME</u>
Eastbound .....	21 .....	76
Westbound .....	46 .....	32
Northbound .....	69 .....	1,265
Southbound .....	48 .....	1,071



**Table 15: Left-Turn Arrow Peak Hour Volume Analysis – 2022 With 3202 Scottsdale Volume**

<u>LEFT-TURN DIRECTION</u>	<u>LEFT-TURN VOLUME</u>	<u>OPPOSING VOLUME</u>
Eastbound .....	27 .....	79
Westbound .....	46 .....	41
Northbound .....	82 .....	1,270
Southbound .....	48 .....	1,071

**Table 16: Left-Turn Arrow Peak Hour Volume Criteria Analysis – 2024 Volume**

<u>LEFT-TURN DIRECTION</u>	<u>LEFT-TURN VOLUME</u>	<u>OPPOSING VOLUME</u>
Eastbound .....	23 .....	80
Westbound .....	49 .....	35
Northbound .....	73 .....	1,342
Southbound .....	51 .....	1,136

**Table 17: Left-Turn Arrow Peak Hour Volume Analysis – 2024 With 3202 Scottsdale Volume**

<u>LEFT-TURN DIRECTION</u>	<u>LEFT-TURN VOLUME</u>	<u>OPPOSING VOLUME</u>
Eastbound .....	29 .....	83
Westbound .....	49 .....	44
Northbound .....	86 .....	1,347
Southbound .....	51 .....	1,136

The existing adjusted 2022 northbound left-turn traffic volumes are six (6) left-turning vehicles less than satisfying the peak hour traffic volume criteria. The ambient 2024 northbound left-turn traffic volumes are two (2) left-turning vehicles less than satisfying the peak hour traffic volume criteria. With the 3202 Scottsdale development and the existing 2022 volumes, the northbound left-turn volumes are seven (7) vehicles greater than the criteria. With the 3202 Scottsdale development and the ambient 2024 volumes, the northbound left-turn volumes are eleven (11) vehicles greater than the criteria.

However, as indicated in **Table 11** and **Table 12**, the level-of-service for the northbound left-turn is “A” for both 2022 and 2024 without and with the 3202 Scottsdale development. Therefore, the peak hour delay criterion is not satisfied for the northbound left-turn arrow.

Additionally, on Tuesday, 26 July 2022, the intersection was observed from approximately 5:00 to 5:30 PM. During this time period, numerous vehicles accomplished the northbound left-turn. On one (1) occasion, four left-turning vehicles were in the left-turn lane. On two (2) occasions, three (3) turning vehicles were in the left-turn lane. The left-turn queue never extended outside the left-turn lane. All left-turning vehicles arrived on a green light and accomplished the turn on the same green light. No left-turning vehicles experienced a red light.

Also, as indicated in the collision discussion above, the maximum number of left-turn-head-on collisions involving northbound and southbound vehicles in one (1) year was one (1) collision. Therefore, the annual collision experience criterion is not satisfied for the northbound left-turn arrow.

As indicated in **Table 11** and **Table 12**, the level-of-service for the westbound left-turn is “E” for both 2022 and 2024 without and with the 3202 Scottsdale development. A left-turn arrow is necessary for a conflict between left-turning vehicles and opposing through and right-turning vehicles. The calculated westbound left-turn delay at level-of-service “E” is not caused by opposing eastbound through and right-turning traffic. The westbound left-turn poor level-of-service appears to be caused by short east-west green signal indications, as the north-south level-of-service is “A”, “B”, or “C”.

However, the calculated delay for westbound left-turning vehicles may be a function of the delay calculation, and may not be representative of the actual experienced delay. The City of Scottsdale should observe and measure the delay for westbound left-turning vehicles to determine if the east-west green indication needs to be lengthened.



## CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

3202 Scottsdale Road

May 23, 2022

### Overview

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

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

### Community Involvement

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

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

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

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

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

**Attachments:**

Notification Letter  
Notification List  
Affidavit of Posting  
Sign-in Sheets



May 6, 2022

### Notice of Neighborhood Meeting

Dear Neighbor:

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

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

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or [info@technicalolutionsaz.com](mailto:info@technicalolutionsaz.com). The City of Scottsdale Project Coordinator for the project is Greg Bloemberg, who can be reached at 480-312-4306 or [gbloemberg@ScottsdaleAZ.gov](mailto:gbloemberg@ScottsdaleAZ.gov).

Thank you.

Sincerely,

Susan Bitter Smith  
President



# Affidavit of Posting

**Required: Signed, Notarized originals.**

Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White)

Public Hearing Notice Sign (Red)

Case Number: 488-PA-2021

Project Name: \_\_\_\_\_

Location: 3202 N. Scottsdale Road

Site Posting Date: 05/09/22

Applicant Name: Technical Solutions

Sign Company Name: Dynamite Signs

Phone Number: 480-585-3031

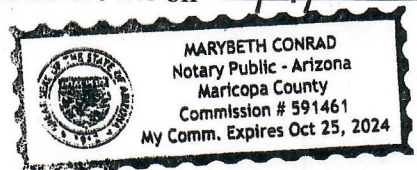
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Meghan Huggott  
Applicant Signature

05/09/22  
Date

**Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.**

Acknowledged before me on 5/9/22



Marybeth Conrad  
Notary Public

My commission expires: 10-25-24

## City of Scottsdale -- Current Planning Division

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

# Early Notification of Project Under Consideration

## Neighborhood Open House Meeting:

Date: Thursday, May 19, 2022  
Time: 5:00 - 6:00PM  
Location: Courtyard by Marriott Hotel (3311 N. Scottsdale Road)  
Open House Contact- (602) 957-3434 or info@technicalolutionsaz.com

Site Address: 3202 N. Scottsdale Road

### Project Overview:

- Request: This request is for a zoning district map amendment from Highway Commercial Downtown Overlay (C-3 DO) to Downtown/Downtown Multiple Use Type-2, Planned Block Development Downtown Overlay (D/DMU-2, PBD DO). This request includes proposed amended development standards for the building step-back plane on the north side and an increase in base density from 50 DU/Ac to 72 DU/Ac.
- Site Acreage: 2.42+/- acres
- Site Zoning: C-3 DO

### Applicant Contact:

David Gulino  
602-330-5252  
DGulino@ldservices.net  
Pre-Application#: 488-PA-2021

### City Contact:

Greg Bloemberg  
480-312-4306  
GBloemberg@ScottsdaleAZ.gov  
Posting Date: 5/09/2022

Penalty for removing or defacing sign prior to date of last hearing. Applicant Responsible for Sign Removal.



3202 N Scottsdale Rd  
Scottsdale AZ 85251

+33.484573,-111.926363

Monday, May 9, 2022 at 7:08:39 AM







**From:** [Jacque D](#)  
**To:** [Info@technicalolutionsaz.com](mailto:Info@technicalolutionsaz.com); [Bloemberg, Greg](#); [City Council](#)  
**Subject:** RE: 488-PA-2021 Desert Troon Project at 3202 E. Scottsdale  
**Date:** Tuesday, May 31, 2022 8:39:16 AM

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

Dear Susan, Greg, Honorable Mayor and Council Members,

I hope this email finds you well.

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

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

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

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

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

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

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

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

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

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

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

**ATTACHMENT #10**

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

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

Best,

Jacque

Jacque Duhamel  
480-703-6477

**From:** [NoReply](#)  
**To:** [Projectinput](#)  
**Subject:** CASE-ZN-2022 Scottsdale 3200 North  
**Date:** Saturday, September 24, 2022 4:19:42 PM

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

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**From:** [Ruenger, Jeffrey](#)  
**To:** [Bloemberg, Greg](#)  
**Subject:** RE: 6-ZN-2022 SCOTTSDALE 3200 NORTH  
**Date:** Monday, June 06, 2022 9:20:26 AM

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cdavis5361@gmail.com

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**From:** NoReply <NoReply@Scottsdaleaz.gov>  
**Sent:** Saturday, June 4, 2022 8:31 AM  
**To:** Projectinput <Projectinput@Scottsdaleaz.gov>  
**Subject:** 6-ZN-2022 SCOTTSDALE 3200 NORTH

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



**SCOTTSDALE DEVELOPMENT REVIEW BOARD  
KIVA-CITY HALL  
3939 DRINKWATER BOULEVARD  
SCOTTSDALE, ARIZONA  
Thursday, October 20, 2022**

**\*DRAFT SUMMARIZED MEETING MINUTES\***

**PRESENT:** Tammy Caputi, Councilwoman / Chair  
Christian Serena Planning Commissioner  
Shakir Gushgari, Design Member  
Michal Ann Joyner, Development Member  
Jeff Brand, Design Member

**ABSENT:** Doug Craig, Vice Chair / Design Member  
Ali Fakhri, Development Member

**STAFF:** Brad Carr  
Joe Padilla  
Mark Kertis  
Jeff Barnes  
Greg Bloemberg  
Caitlyn Gulsvig

**CALL TO ORDER**

Councilwoman Caputi called the meeting of the Development Review Board to order at 1:02 PM.

**ROLL CALL**

A formal roll call was conducted confirming members present as stated above.

**PUBLIC COMMENT – NON-AGENDIZED ITEMS**

Public Comment time is reserved for citizens to comment on non-agendized items that are within the Development Review Board's jurisdiction. No official Development Review Board action can be taken on the items.

**NO SPOKEN OR WRITTEN PUBLIC COMMENT RECEIVED AT HEARING FOR NON-AGENDIZED ITEMS.**

**ADMINISTRATIVE REPORT**

1. Identify supplemental information, if any, related to October 20, 2022 Development Review Board agenda items, and other correspondence.

\* Note: These are summary action minutes only. A complete copy of the meeting audio/video is available on the Development Review Board website at:  
[http://scottsdale.granicus.com/ViewPublisher.php?view\\_id=36](http://scottsdale.granicus.com/ViewPublisher.php?view_id=36)

## MINUTES

2. Approval of the October 6, 2022 Development Review Board Meeting Minutes.  
**BOARD MEMBER BRAND MOVED TO APPROVE THE OCTOBER 6, 2022 DEVELOPMENT REVIEW BOARD REGULAR MEETING MINUTES AS PRESENTED, 2ND BY COUNCILWOMAN CAPUTI. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY COUNCILWOMAN CAPUTI, COMMISSIONER SERENA, BOARD MEMBERS GUSHGARI, JOYNER, AND BRAND WITH A VOTE OF FIVE (5) TO ZERO (0).**

## CONSENT AGENDA

3. 5-PP-2022 (Fiesta Ranch)  
Request for approval of a Preliminary Plat for a 227-lot residential subdivision with amended development standards on a +/- 273-acre site located on the south side of E. Rio Verde Drive, east of 136<sup>th</sup> Street (13701 E. Rio Verde Drive), with Planned Community District, Environmentally Sensitive Lands (PCD ESL) zoning with comparable zoning of Single-family Residential (R1-43 and R1-18) and Open Space (OS).  
Staff Contact is Jeff Barnes, 480-312-2376  
Applicant Contact is Alex Stedman, 480-994-0994  
**COMMISSIONER SERENA MOVED TO APPROVE CASE 5-PP-2022, 2ND BY BOARD MEMBER JOYNER. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY COUNCILWOMAN CAPUTI, COMMISSIONER SERENA, BOARD MEMBERS GUSHGARI, JOYNER, AND BRAND WITH A VOTE OF FIVE (5) TO ZERO (0).**
4. 48-DR-2007#3 (Troon Golf Villas)  
Request for approval of a new 31-unit resort villas project on a +/- 2.6-acre site located at 10200 E. Dynamite Boulevard, with Resort/Townhouse Residential, Environmentally Sensitive Lands (Hillside District) (R-4R ESL (HD)) & Hillside Conservation Environmentally Sensitive Lands (HC ESL) zoning.  
Staff Contact is Jeff Barnes, 480-312-2376  
Applicant Contact is Maurita Harris, 480-477-1111  
**CASE MOVED TO THE REGULAR AGENDA. BOARD MEMBER GUSHGARI MOVED TO APPROVE CASE 48-DR-2007#3, 2ND BY COMMISSIONER SERENA. THE MOTION PASSED IN FAVOR BY COUNCILWOMAN CAPUTI, COMMISSIONER SERENA, BOARD MEMBERS GUSHGARI AND BRAND WITH A VOTE OF FOUR (4) TO ONE (1), WITH BOARD MEMBER JOYNER DISSENTING.**

## PUBLIC COMMENT CARD: RUDY FISCHER

## REGULAR AGENDA

5. 18-DR-2022 (Sprouts at Papago Marketplace)  
Request for approval of a new 23,453 square foot grocery store and associated three-level parking garage on a +/- 4-acre site located at 1490 N. Scottsdale Road, with Planned Community District, Planned Regional Center, Planned Shared Development (P-C PRC PSD) zoning.  
Staff Contact is Greg Bloemberg, 480-312-4306  
Applicant Contact is Seth Good (480) 949-6800

**COUNCILWOMAN CAPUTI MOVED TO APPROVE CASE 18-DR-2022, 2ND BY BOARD MEMBER JOYNER. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY COUNCILWOMAN CAPUTI, COMMISSIONER SERENA, BOARD MEMBERS GUSHGARI AND JOYNER WITH A VOTE OF FOUR (4) TO ZERO (0), WITH BOARD MEMBER BRAND RECUSING.**

6. 6-ZN-2022 (Scottsdale 3200 North)

Pursuant to the requirements of the Planned Block Development (PBD) overlay district, Zoning Ordinance Section 6.1304.A., the applicant is requesting a review by the Development Review Board, and subsequent recommendation to the Planning Commission, regarding the proposed Development Plan, including proposed development standards, related to a zoning district map amendment from Highway Commercial (C-3) zoning to Downtown/Downtown Multiple Use Type 2, Planned Block Development, Downtown Overlay (D/DMU-2 PBD DO) zoning for a six-story mixed-use development consisting of 135 multi-family units and 4,000 square feet of "flex" office space on +/- 2.4-acre site located at 3202 N. Scottsdale Road.

Staff Contact is Greg Bloemberg, 480-312-4306

Applicant Contact is David Gulino, (602) 330-5252

**BOARD MEMBER GUSHGARI MOVED TO FORWARD A RECOMMENDATION OF APPROVAL TO THE PLANNING COMMISSION FOR CASE 6-ZN-2022, 2ND BY BOARD MEMBER BRAND. THE MOTION PASSED UNANIMOUSLY IN FAVOR BY COUNCILWOMAN CAPUTI, COMMISSIONER SERENA, BOARD MEMBERS GUSHGARI, JOYNER, AND BRAND WITH A VOTE OF FIVE (5) TO ZERO (0).**

**PUBLIC COMMENT CARD:**  
**DARRELL BLOMBERG**

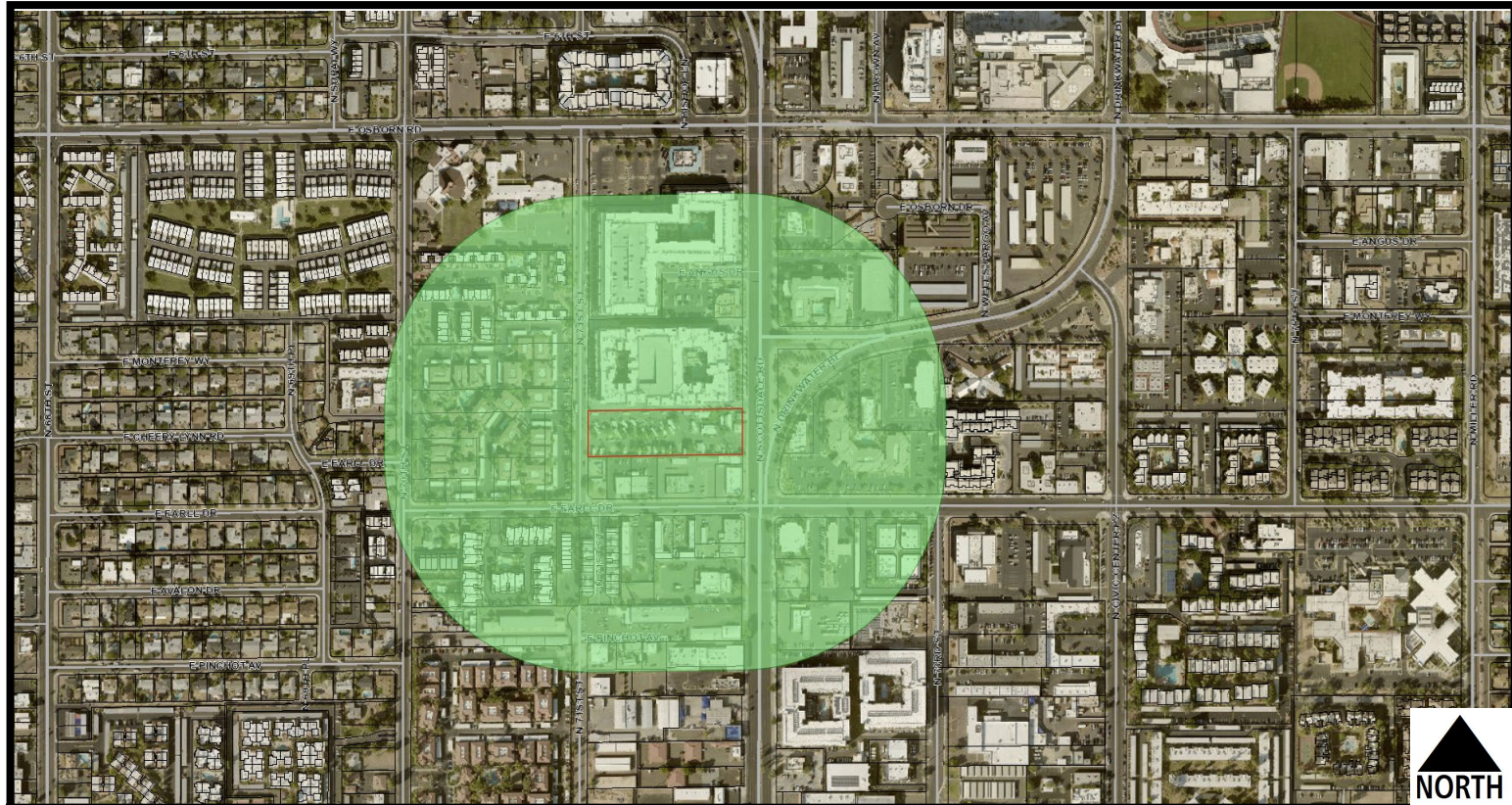
**ADJOURNMENT**

With no further business to discuss, the regular meeting of the Development Review Board adjourned at 2:29 PM.



# City Notifications – Mailing List Selection Map

## Scottsdale 3200 North


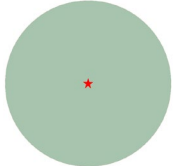


### Additional Notifications:

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

Labels Pulled  
May 26, 2022

### Map Legend:

-  Site Boundary
-  Properties within 750-feet

Postcards: 275

**6-ZN-2022**