

SCOTTSDALE AIRPORT ADVISORY COMMISSION MEETING NOTICE AND AGENDA



Wednesday, May 20, 2020
5:00 p.m.
Scottsdale Airport Aviation Business Center
Stearman/Thunderbird Meeting Room
15000 N. Airport Drive, Second floor
Scottsdale, AZ



AIRPORT ADVISORY COMMISSION

Larry Bernosky, Chair
John Berry, Vice-Chair
Brad Berry
John Celigoy

Liz Kaplan
Cory Little
Charles McDermott

Until further notice, meetings will be held electronically and remotely. While physical facilities are not open to the public, meetings are televised on Cox Cable Channel 11 and streamed online at ScottsdaleAZ.gov (search "live stream") to allow the public to listen/view the meeting in progress.

Only written comments submitted electronically are being accepted. To be considered, please submit your written Public Comment on an agenda item at least one hour before the meeting's scheduled time to the following link:

<https://www.scottsdaleaz.gov/boards/airport-advisory-commission/public-comment>

Airport Advisory Commission

Meeting will be held electronically and remotely.

Call to Order

Roll Call

Approval of Minutes

Regular Meeting: February 19, 2020

REGULAR AGENDA

ITEM 1

1. Discussion and Possible Action for a Recommendation to the Planning Commission and City Council regarding cases 7-GP-2019 and 19-ZN-2019 for a Non-Major General Plan Amendment and zoning amendments to allow for the development of a mixed-use development containing residential and non-residential uses at 8501 E. Raintree Drive. Contact: Brad Carr, AICP, Planning & Development Area Manager, 480-312-7713, bcarr@scottsdaleaz.gov

Adjournment

 Persons with a disability may request a reasonable accommodation by contacting Airport Administration (480-312-2321). Requests should be made 24 hours in advance or as early as possible to allow time to arrange accommodation. For TTY Users, the Arizona Relay Service (1-800-367-8939) may contact the Aviation Department (480-312-2321).



COMMISSION INFORMATION REPORT
APPROVAL OF MINUTES

Meeting Date: 05/20/20

Contact: Gary P. Mascaro,
Aviation Director

Phone: (480) 312-7735

ACTION

Approval of Minutes – Regular Meeting
February 19, 2020

Attachment(s): 1. Draft of minutes of the February 19, 2020 Regular Meeting

Action taken:



**SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING**

**Scottsdale Airport Aviation Business Center
Stearman/Thunderbird Meeting Room
Second floor 15000 N. Airport Drive
Scottsdale, AZ
Wednesday, February 19, 2020**

DRAFT MINUTES

PRESENT: Larry Bernosky, Chair
John Berry, Vice Chair
Brad Berry
John Celigoy
Liz Kaplan
Cory Little

STAFF: Gary Mascaro, Aviation Director
Sarah Ferrara, Aviation Planning & Outreach Coordinator
Carmen Williams, Aviation Finance & Administration Manager
Chris Read, Assistant Aviation Director - Operations

GUESTS: John Calhoun, Fresh Aircraft Sales, LLC
Taylor Reynolds, Project Coordination Liaison

CALL TO ORDER

Chair Bernosky called the meeting to order at 5:00 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

PLEDGE OF ALLEGIANCE

Chair Bernosky led the meeting in the pledge of allegiance.

AVIATION DIRECTOR'S REPORT

Gary Mascaro, Aviation Director, reported that City Council appointed the replacement for Commissioner Maxwell. Mr. Charles McDermott plans to be at the Commission's upcoming meeting in March.

Mr. Mascaro provided an update on the success of Barrett-Jackson and Phoenix Management Waste Open. Approximately 50,000 to 70,000 gallons more fuel was pumped than expected. Final numbers will be reported when available.

1. Regular Meeting: November 20, 2019

Chair Bernosky called for approval of the minutes.

COMMISSIONER JOHN BERRY MADE A MOTION TO APPROVE THE REGULAR MEETING MINUTES OF JANUARY 15, 2020 AS PRESENTED. COMMISSIONER JOHN CELIGOY SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR BERNOSKY, COMMISSIONERS BRAD BERRY, JOHN BERRY, CELIGOY, KAPLAN AND LITTLE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

PUBLIC COMMENTS

There were no public comments.

REGULAR AGENDA ITEMS 1 - 13

1. Election of Vice Chair Office

Mr. Mascaro discussed Mr. Maxwell's resignation. In accordance with the Bylaws, Vice Chair Bernosky assumes the Chair position and an election is called for a replacement Vice Chair.

COMMISSIONER CELIGOY MADE A MOTION TO NOMINATE JOHN BERRY AS VICE CHAIR. COMMISSIONER CORY LITTLE SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR BERNOSKY, COMMISSIONERS BRAD BERRY, JOHN BERRY, CELIGOY, KAPLAN AND LITTLE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for Fresh Aircraft Sales, LLC, to Conduct Aircraft Sales Services at the Scottsdale Airpark

Carmen Williams, Aviation Finance & Administration Manager, stated that the applicant has leased office space at the Airpark. They have met the requirements of the aeronautical business permit and submitted the proper documentation. John Calhoun, Fresh Aircraft Sales, LLC, was present to answer any questions. In response to a Commissioner question, Mr. Calhoun stated

that their main focus is piston aircraft. The main business focus is aircraft refurbishment. The refurbishment process occurs in Las Cruces.

VICE CHAIR JOHN BERRY MADE A MOTION TO APPROVE THE AERONAUTICAL BUSINESS PERMIT. COMMISSIONER LITTLE SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR BERNOSKY, VICE CHAIR JOHN BERRY, COMMISSIONERS BRAD BERRY, CELIGOY, KAPLAN AND LITTLE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. Discussion and Possible Action Regarding the Scottsdale General Plan Update and Citizen Review Committee Appointment

Taylor Reynolds, Project Coordination Liaison, reviewed the 2035 General Plan update process and timeline moving forward. The General Plan is a goal and policy document, legally mandated and serves as framework for more specific planning documents within the City. The document is effective for ten years and required to be updated in that time frame. Previous adoption occurred in 2001 with ratification by public vote in 2002.

In 2011, an update was attempted utilizing a 19-member working group and extensive public outreach. It added state statute required elements and was subsequently adopted by City Council in 2011. Unfortunately, it failed at the public vote in 2012. An additional attempt was tried between 2012 and 2014 via the 2035 General Plan update. This update retained much of the content from the 2011 and 2001 processes. City Council appointed a 25-member task force, however the document did not proceed through the public hearing process. The current process has consisted of data collection and analysis. Work is ongoing with internal staff to review the 2035 document. Next steps include work by the City Citizen Review Committee from March through December of this year to review the 2035 document and possibly make edits before taking it through the State statute required adoption process and ratification by vote next year.

Mr. Reynolds explained the reasoning behind using the 2035 document as a foundation for renewed efforts. It is a heavily vetted document, which retained content from 2001 and 2011. It was the subject of extensive public outreach. The City Review Committee follows the successful 2001 and 2011 General Plan working group processes. The Committee is comprised of board and commission members who will revise the 2035 draft based on discussions at the meetings during the course of the hear. The roles of appointed committee members and timeline process were reviewed.

Chair Bernosky cited the failure of passage by voters and asked about any adjustments made to the Plan since that time. Mr. Taylor stated there have not been significant changes. They have moved forward with the 2035 plan, which retains much of the contents of the 2001 and 2011 plans. The measure was on the ballot as a special election and there was a small voter turnout. This year, the expectation is for significantly increased participation, considering that 2020 is a major election year.

Commissioner Kaplan asked why the measure stalled in 2014. Mr. Reynolds stated that it got caught up in the bonding issue the City was addressing at the time.

VICE CHAIR JOHN BERRY MADE A MOTION TO APPOINT CHAIR BERNOSKY TO SERVE ON THE SCOTTSDALE GENERAL PLAN CITIZEN REVIEW COMMITTEE WITH VICE CHAIR

JOHN BERRY AS BACKUP. COMMISSIONER LITTLE SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR BERNOSKY, VICE CHAIR JOHN BERRY, COMMISSIONERS BRAD BERRY, CELIGOY, KAPLAN AND LITTLE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. Discussion and Possible Action to Recommend Adoption of Resolution No. 11695, Authorizing Construction Manager at Risk Construction Services Contract 2020-018-COS with Sun Eagle Corporation for Guaranteed Maximum Price of \$4,257,944 (GMP 1) for the Scottsdale Airport North General Aviation Executive Box Hangars

Chris Read, Assistant Aviation Director-Operations, reviewed that in June, 2019, the preconstruction services contract was brought to the Commission. The CMAR phase involved joining together the architect engineers to work together to develop the contract. The CMAR would proceed with constructability reviews and subsequently bid out to get the Guaranteed Maximum Price (GMP). This portion is Phase I, consisting of a building and seven hangars, at 2,700 square feet each. Once passed by this Commission, the resolution will go City Council for approval. In response to a Commissioner question, Mr. Read stated that although the hangars do not have foam fire suppression, they do have some fire suppression, including sprinklers and alarms. The project area map was reviewed.

Commissioner Little asked about the hangar features. Mr. Read stated that most hangars will have a small office space and restroom.

In response to a question from Commissioner Celigoy, Mr. Read stated that they are not resurfacing Kilo ramp in the summer. Most of the ramp will be torn up to accommodate the new grade of the hangars. Mr. Mascaro stated that work will move forward on Delta ramp in the summer, under Phase II via federal grant. Phase I is the first building of the seven hangars. There are five leases. Six hangars are being leased, however one entity is taking two hangars. One hangar is vacant. Staff is confident it will be filled when the fence comes up. There is a GMP ready to go for Phase II. Most leases have been executed for three years.

VICE CHAIR JOHN BERRY MADE A MOTION TO APPROVE RESOLUTION NO. 11695. COMMISSIONER LITTLE SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR BERNOSKY, VICE CHAIR JOHN BERRY, COMMISSIONERS BRAD BERRY, CELIGOY, KAPLAN AND LITTLE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. Discussion and Input Regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations and Revocations.

Carmen Williams, Aviation Finance & Administration Manager, reviewed changes, which included that addition of Fresh Aircraft and cancellation of ARIZSTAR dba Pocket Jets.

6. Discussion and Input Regarding Monthly Operations Report for January

Mr. Read reviewed based aircraft count, which currently stands at 482 compared with last year's total of 446. Operations are up 6.3 percent over last year. IFR is up 1.2 percent. There were four alerts for the period. One involved a student pilot on a first solo flight, who lost confidence

temporarily, but eventually landed safely. Incidents included fuel spill-related issues. Airport staff met with the FBO to develop a plan of control. There was one enforcement action. In terms of U.S. Customs, revenue fiscal year to date is at \$340,950, compared with \$326,230 last year. Total uses for the month were 138, compared with 146 last year and total uses for the fiscal year are 626, compared with 602 last year. There are six PPRs for the new calendar year.

In response to a question from Commissioner Little, Mr. Read stated that the pending two-year crash report on the golf course is still listed as preliminary.

7. Discussion and Input Regarding Financial Report for October and November of 2019

Ms. Williams stated that year to date revenues are just over \$2.4 million with \$1.2 million in expenses through December. For the December comparison to last year, there was \$495,000 in revenue this year, compared to a total the previous year of \$400,000. Expenses were higher this year at \$193,000 compared to \$137,000 the previous year. As of the end of December, 2019, the Aviation Fund cash balance was \$9.2 million. In terms of fuel flowage, Airport jet fuel accounted for nearly 72 percent of total fuel flowage. AVGAS accounted for 3.1 percent. Airpark fuel flowage as at 25 percent. For the month of December, totals were down slightly by 1.3 percent, but overall year to date, they are up 3.7 percent.

8. Discussion and Input Regarding Public Outreach Programs and Planning Projects

Sarah Ferrara, Aviation Planning & Outreach Coordinator, addressed NextGen. The City of Scottsdale previously hired Covington & Burlington to assist in seeking remedies for flight path issues. Earlier this month, the FAA released a statement that they were no longer going to pursue any of the changes identified in Step 2. Scottsdale's City Council extended the Covington & Burlington contract last night. With this action, there will be consideration in terms of filing a petition for review of FAA action or seeking other legal remedies.

In terms of pilot briefing and outreach, the quarterly Scottsdale Flight Schools work group meetings continue. Staff is working to increase participation at the upcoming April meeting.

Eight voluntary curfew letters were issued in January. For planning and zoning reports, there were four projects within the Airport Influence Area.

Staff has worked to get the word out regarding the Airport economic benefit analysis. Several outlets ran the accompanying article. The full report is linked in the Airport website. The new data is being integrated into the Airport's brochures and website.

Airport staff is preparing to exhibit at the NBAA Schedulers and Dispatchers show in Charlotte, North Carolina in March.

9. Administrative Report from the Aviation Director or Designee Regarding the Status of Pending Aviation-Related Items

Mr. Mascaro stated that City Council approved the Ross lease agreement. The lease to Jet Aviation of America was approved by City Council on consent agenda. The assignment is in process. Final building permits are expected this week with construction soon to follow.

Mr. Mascaro will be giving a presentation to City Council on March 3rd regarding rates and fees. If the process proceeds as expected, new rates and fees will be effective July 1st.

It is planned that the Airport will be taking the box hangars on March 3rd, with the hope that they will turn dirt the following week. This will demonstrate to those who hold leases that they will be able to move in soon.

In response to a question from Commissioner Celigoy, Mr. Mascaro stated that Jet Aviation will do a groundbreaking, followed by a milestone update. Commissioner Celigoy commented that the general aviation audience is owed an update on parking and inquired as to the timing for such an update. Mr. Mascaro stated that groundbreaking should occur on April 2nd with the construction start supposed to be at the end of this month. It would be helpful for them to begin construction and have a better idea of the timing and impacts. There are no plans to increase parking. Tenants are being asked to address their parking issues with their landlords. Commissioner Celigoy clarified that he is specifically referencing the general aviation pilot community, as opposed to tenant parking. Mr. Mascaro stated that the Airport can certainly clarify the total number of spaces and their locations.

10. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar

There were no changes or additions.

PUBLIC COMMENT

There were no public comments.

FUTURE AGENDA ITEMS

No action taken.

ADJOURNMENT

With no further business to discuss, being duly moved by Chair Bernosky and seconded by Commissioner Little the meeting adjourned at 5:42 p.m.

AYES: Chair Bernosky, Vice Chair John Berry, Commissioners Brad Berry, Celigoy, Kaplan and Little.

NAYS: None

SUBMITTED BY:

eScribers, LLC



Discussion and possible action on a recommendation to the Planning Commission and City Council of regarding cases 7-GP-2019 & 19-ZN-2019

Agenda Item No.: 1

Meeting Date: 05/20/2020

Contact: Brad Carr, AICP, LEED-AP
Planning & Development Area Manager

Phone: (480) 312-7713

ACTION

Discussion and possible action for a recommendation to the Planning Commission and City Council regarding case 7-GP-2019, a request for a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map from the Airpark Mixed Use (AMU) land use designation to the Airpark Mixed Use-Residential (AMU-R) land use designation on +/- 3.4 acres *and* case 19-ZN-2019, a request for a Zoning District Map Amendment from Planned Community District, Industrial Park (P-C I-1) zoning to Planned Community District, Planned Airpark Core Development - Airpark Mixed Use, Planned Shared Development overlay (P-C PCP-AMU PSD) zoning for +/- 6.24 acres of the site and to Planned Community District, Planned Airpark Core Development - Airpark Mixed Use Residential, Planned Shared Development overlay (P-C PCP-AMU-R PSD) zoning for +/- 3.4 acres of the site, with a Development Plan that includes Bonus Development Standards for floor area ratio (FAR) and building height in exchange for Special Public Improvements, on an overall +/- 9.64-acre site located at 8501 E. Raintree Drive.

PURPOSE

To provide the Airport Advisory Commission information on the proposed Non-Major General Plan Amendment and Zoning District Map Amendment for a site located within the Airport Influence Area, as it relates to the 14 CFR Part 150 Noise Compatibility Study.

KEY CONSIDERATIONS

- Proximity of proposed site to Scottsdale Airport (site is approximately 4,000 feet southeast of runway)
- Proposed site located within the AC-1 area of the Airport Influence Zones
- Entire proposed development is located outside of the 55 DNL noise contour
- Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study Land Use Measure #2, #4, and #6 are triggered
- Sec. 5-356 of the City Code permits the proposed uses with the conditions of submitting a Fair Disclosure Statement and dedication of an Avigation Easement
- Transition from primarily vacant, I-1-zoned site to a mixed-use development (office and residential uses)
- Allowed building height will increase from 52 feet to 69 feet
- 190 residential units proposed (apartments)
- As part of the approval process, the applicant will be required to conduct an FAA height analysis, and submit the response prior to any final city approvals

OTHER RELATED POLICIES, REFERENCES

- Scottsdale General Plan 2001, as amended
- 2010 Greater Airpark Character Area Plan
- 2005 Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study
- Zoning Ordinance

Attachments:

1. Vicinity Map
2. Part 150 Airport Influence Zones Map
3. Part 150 Noise Contours Map
4. TCC – Raintree Development Plan



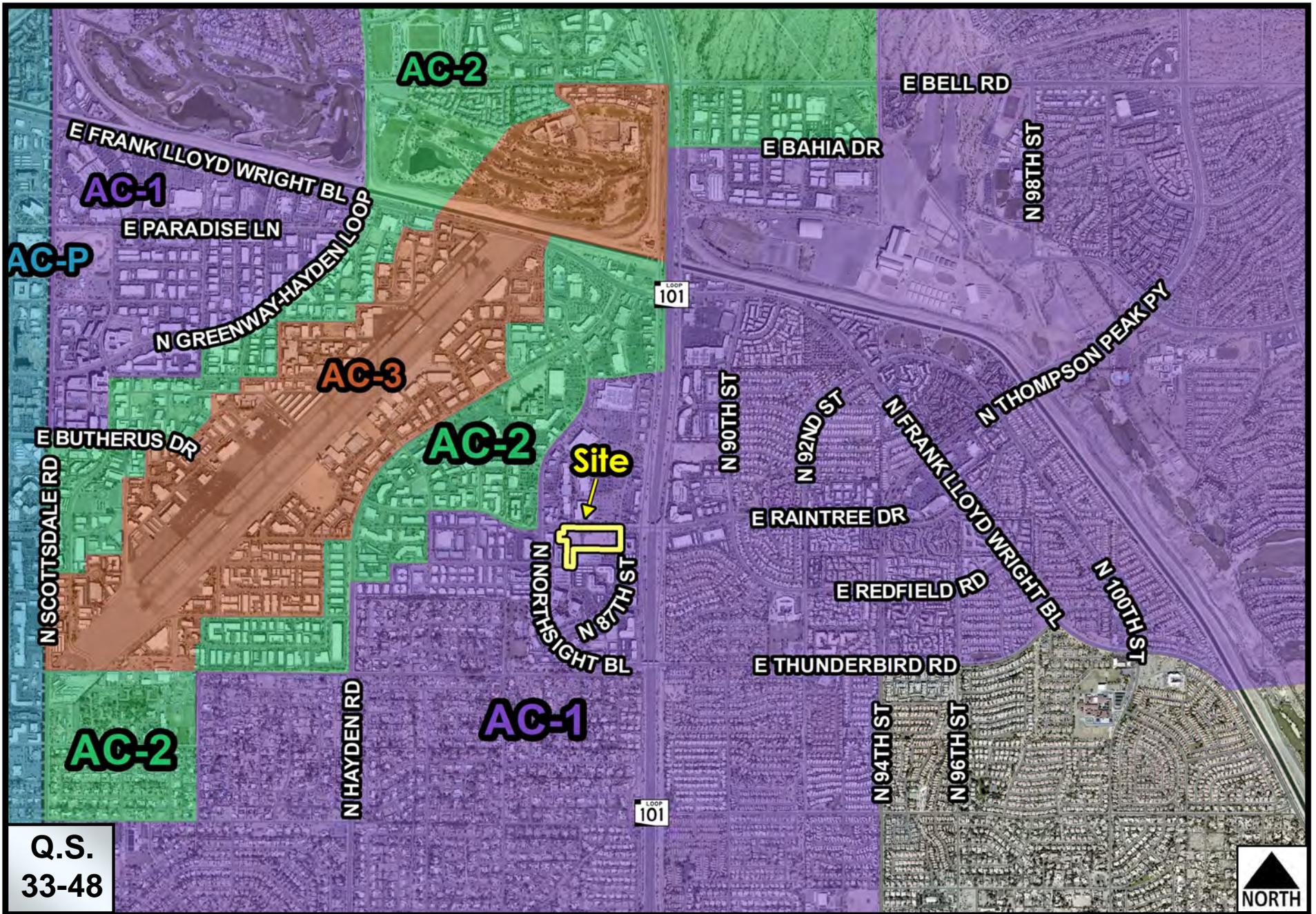
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33-48

Google Earth Pro Imagery

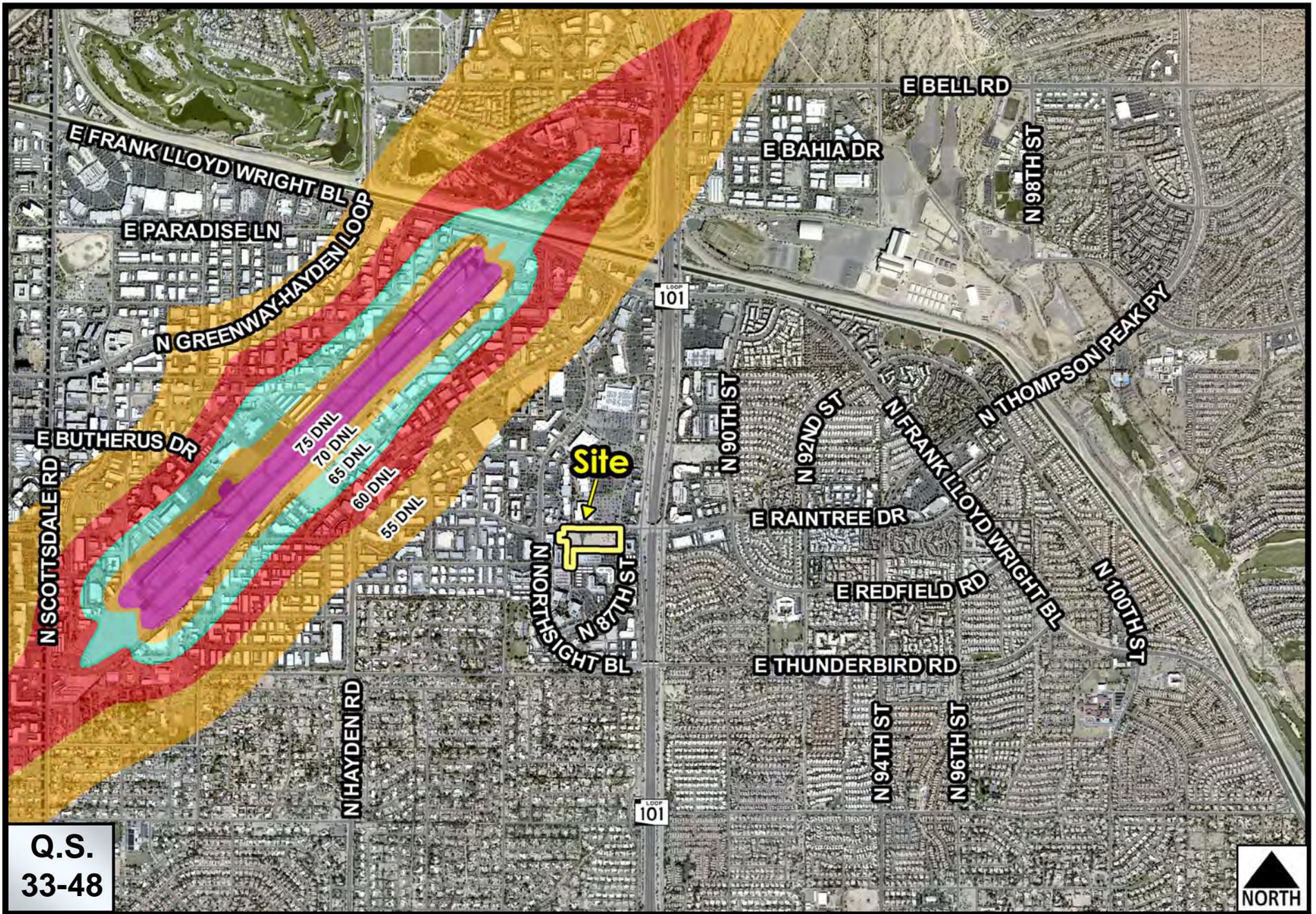
Context Aerial

ATTACHMENT #1

19-ZN-2019



Airport Overlay Zones



Airport 2025 Noise Contours

ATTACHMENT #3

19-ZN-2019

TCC - RAINTREE DEVELOPMENT PLAN

Raintree Drive Residential
8501 E Raintree Drive
Scottsdale, AZ 85260



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 f 612.339.5382
www.esgarch.com

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

Signature _____

Typed or Printed Name _____

License # Date _____

NOT FOR CONSTRUCTION

REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/4/2019

REVISIONS
No. Description Date

REZONING APPLICATION 3/4/20

RE-SUBMITTAL

219514

PROJECT NUMBER

ESG

DRAWN BY

ESG

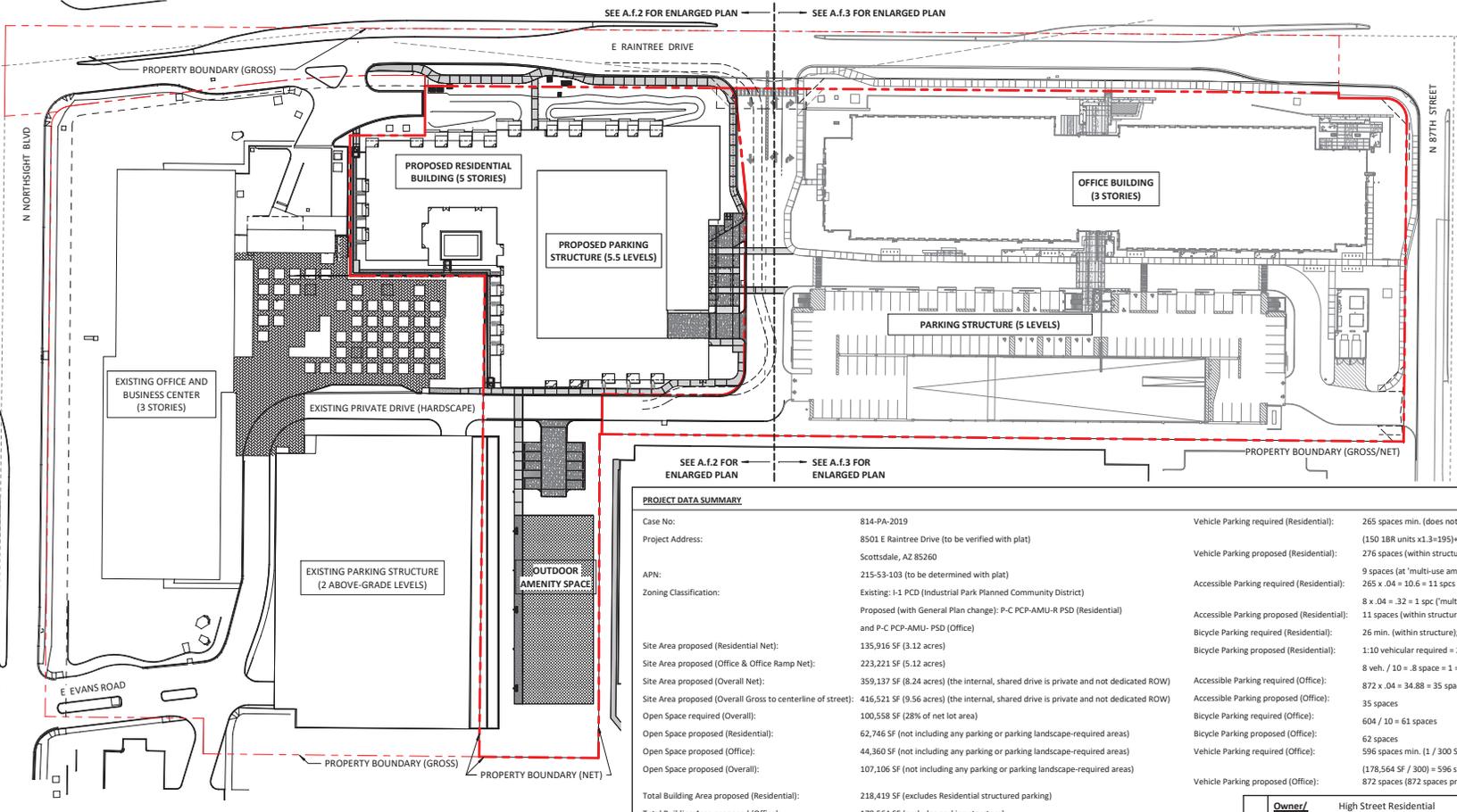
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KEY PLAN

Raintree Drive Residential

OVERALL SITE PLAN

A.f.1



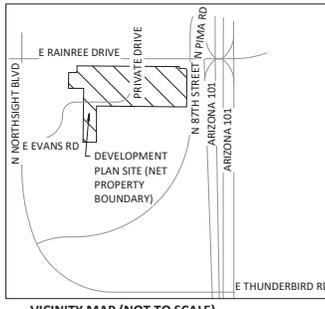
PROJECT DATA SUMMARY

Case No:	814-PA-2019
Project Address:	8501 E Raintree Drive (to be verified with plat) Scottsdale, AZ 85260
APN:	215-53-103 (to be determined with plat)
Zoning Classification:	Existing: I-1 PCD (Industrial Park Planned Community District) Proposed (with General Plan change): P-C PCP-AMU-R PSD (Residential) and P-C PCP-AMU- PSD (Office)
Site Area proposed (Residential Net):	135,916 SF (3.12 acres)
Site Area proposed (Office & Office Ramp Net):	223,221 SF (5.12 acres)
Site Area proposed (Overall Net):	359,137 SF (8.24 acres) (the internal, shared drive is private and not dedicated ROW)
Site Area proposed (Overall Gross to centerline of street):	416,521 SF (9.56 acres) (the internal, shared drive is private and not dedicated ROW)
Open Space required (Overall):	100,558 SF (28% of net lot area)
Open Space proposed (Residential):	62,746 SF (not including any parking or parking landscape-required areas)
Open Space proposed (Office):	44,360 SF (not including any parking or parking landscape-required areas)
Open Space proposed (Overall):	107,106 SF (not including any parking or parking landscape-required areas)
Total Building Area proposed (Residential):	218,419 SF (excludes Residential structured parking)
Total Building Area proposed (Office):	178,564 SF (excludes parking structure)
GFAR allowed (Overall Net site area):	0.8 (for the Development Plan); option for buy-up w/ max. 2.0 under bonus provisions
GFAR proposed (Overall Net site area):	1.11 (excludes Residential + Office structured parking)
Total Units proposed:	190 units 1 Bedroom: 150 units (79%) 2 Bedroom: 36 units (19%) 3 Bedroom: 4 units (2%)
Ground Level allowed (Overall):	Dwelling use limited to a maximum of 50% of the ground floor bldg area of the Development Plan Office use limited to a maximum of 50% of the ground floor bldg area of the Development Plan
Ground Level proposed:	Overall Development Plan Ground Level (without parking ramps): 101,853 s.f. Residential: 30,055 s.f. (30%) Support uses (lobby, fitness, amenity, restrooms, storage): 23,358 s.f. (22%) Office: 48,440 s.f. (48%)
Stepbacks required:	1:1 beginning 38 ft above setback line / only relevant along Raintree Drive and 87th Street
Stepbacks proposed:	no encroachments
Building Height allowed (Overall Site):	62' maximum (including all rooftop appurtenances); 104' max under bonus provisions
Building Height proposed (Residential):	5.5 floors (64'-2" to top of overrun roof parapet) plus rooftop appurtenances = maximum 69'-0"
Building Height proposed (Office):	3 floors (50'-8" to top of roof parapet) plus rooftop appurtenances = 60'-2" total

Vehicle Parking required (Residential):	265 spaces min. (does not include accessible) (150 1BR units x1.3+195)+(36 2BR+ units x1.7+62)+(4 3BR units x1.9+8) =265
Vehicle Parking proposed (Residential):	276 spaces (within structure; includes accessible spaces)
Accessible Parking required (Residential):	9 spaces (at "multi-use amenity" space; includes accessible spaces)
Accessible Parking proposed (Residential):	265 x .04 = 10.6 = 11 spcs (w/in structure)
Bicycle Parking required (Residential):	8 x .04 = .32 = 1 spc ("multi-use amenity" spc)
Bicycle Parking proposed (Residential):	11 spaces (within structure) + 1 space (at "multi-use amenity" space)
Accessible Parking required (Office):	26 min. (within structure); 2 min. (at "multi-use amenity" space)
Accessible Parking proposed (Office):	1:10 vehicular required = 265 veh. / 10 = 26.5 = 27 spaces (w/in structure)
Bicycle Parking required (Office):	8 veh. / 10 = .8 space = 1 = 2 as a min. req'd (at "multi-use amenity" spc)
Bicycle Parking proposed (Office):	872 x .04 = 34.88 = 35 spaces
Vehicle Parking required (Office):	35 spaces
Vehicle Parking proposed (Office):	604 / 10 = 61 spaces
	62 spaces
	596 spaces min. (1 / 300 SF min.)
	(178,564 SF / 300) = 596 spaces
	872 spaces (872 spaces provided)

PROJECT TEAM	Owner/ Developer:	High Street Residential 2575 East Camelback, Suite 400 Phoenix, AZ 85016 Ph: 602-222-4000 Fx: 602-285-3141
	Legal:	Berry Riddell LLC 6750 East Camelback, Suite 100 Scottsdale, AZ 85251 Ph: 480-385-2727 Fx: 480-385-2757
	Architect:	(RESIDENTIAL) Elness Swenson Graham Architects, Inc. 500 Washington Ave. South, Suite 1080 Minneapolis, MN 55415 Ph: 612-339-5508 Fx: 612-339-5382
		(OFFICE, OFFICE RAMP) RSP Architects, Ltd. 502 S College Ave Ste 203 Tempe, AZ 85281 Ph: 480-889-2000
	Civil Engineer:	Wood Patel 2051 W Northern Ave #100 Phoenix, AZ 85021 Ph: 602-335-8500 Fx: 602-335-8580
	Landscape Architect:	(RESIDENTIAL) Norris Design 901 East Madison Street Phoenix, AZ 85004 Ph: 602-254-9600
		(OFFICE, OFFICE RAMP) Trueform Landscape Arch. Studio 2009 N 7th Street, Ste F Phoenix, AZ 85006 Ph: 480-382-4244
	Electrical Engineer:	(RESIDENTIAL) TBD
		(OFFICE, OFFICE RAMP) MSA Engineering Consultants 7878 N 16th Street, Ste 140 Phoenix, AZ 85020 Ph: 602-943-8424

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



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

5/7/2020 2:13:58 PM

Project Narrative/Development Plan

Non-Major General Plan Amendment

&

Rezoning for

Trammell Crow Company - Raintree

Mixed-Use Development

7-GP-2019 and 19-ZN-2019



Prepared by:

Berry Riddell, LLC

John V. Berry, Esq.

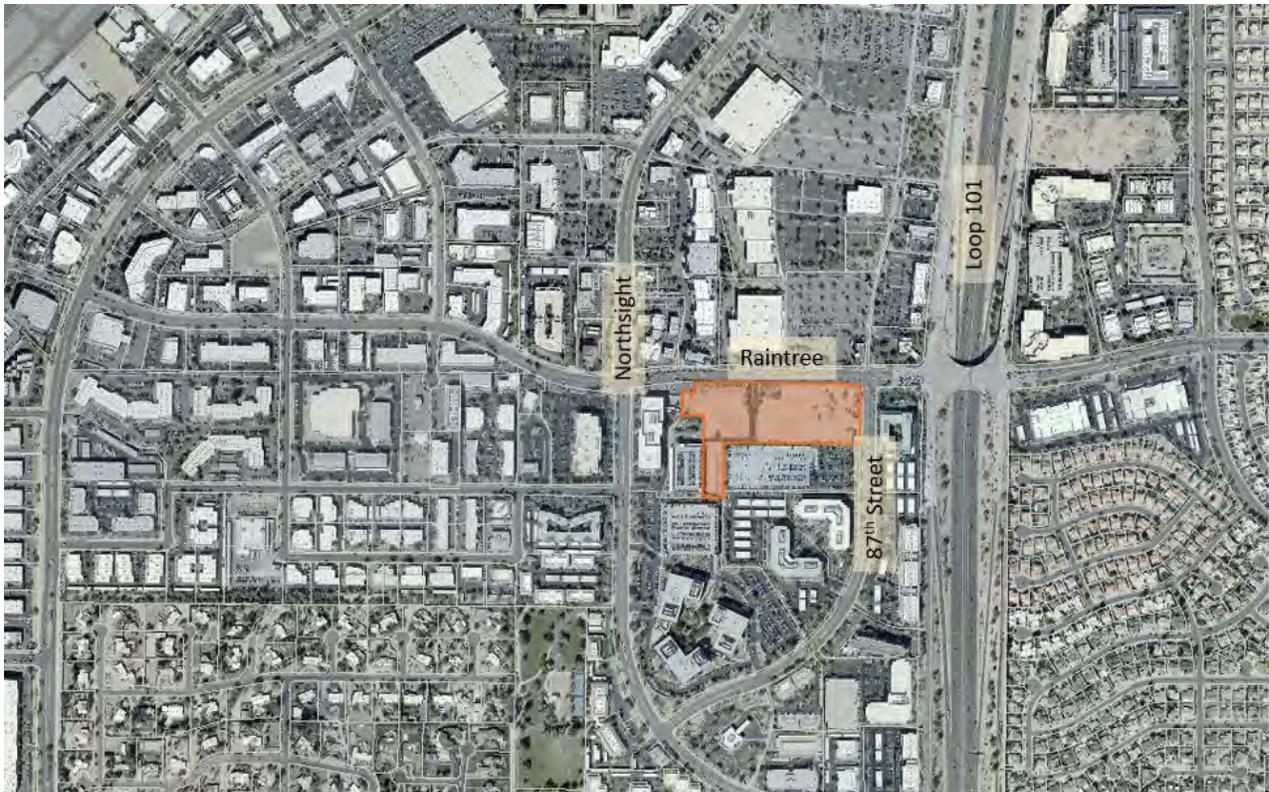
Michele Hammond, Principal Planner

6750 E. Camelback Road, Suite 100
Scottsdale, AZ 85251

I. Purpose of Request

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

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



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

II. City of Scottsdale General Plan 2001

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

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

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

2001 General Plan Land Use Map



Six Guiding Principles

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

❖ *Enhance Neighborhoods*

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

Strategies:

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

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

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

❖ *Support Economic Vitality*

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

Strategies:

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

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

❖ *Value Scottsdale's Unique Lifestyle & Character*

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

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

Strategies:

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

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

2001 General Plan Goals & Policies

❖ *Character & Design:*

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

- Bullet 2: Enrich the lives of all Scottsdale citizens by promoting safe, attractive, and context compatible development.*
- Bullet 4: Ensure that all development is a part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together. The following general character types are found in our community:*

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

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

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

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

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

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

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

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

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

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

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

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

❖ **Land Use:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

❖ **Growth Areas:**

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

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

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



● **Growth Areas Map**

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

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

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

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

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

❖ ***Community Mobility:***

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

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

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

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

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

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

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

Goal 5: *Relieve traffic congestion.*

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

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

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

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

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

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

❖ ***Community Involvement:***

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

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

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

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

❖ **Housing:**

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

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

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

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

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

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

❖ **Preservation and Environmental Planning:**

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

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

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

-Bullet 5: *Use low impact building materials.*

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

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

III. Greater Airpark Character Area Plan

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

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

GACAP Definition (emphasis added):

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

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

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

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

➤ **Land Use**

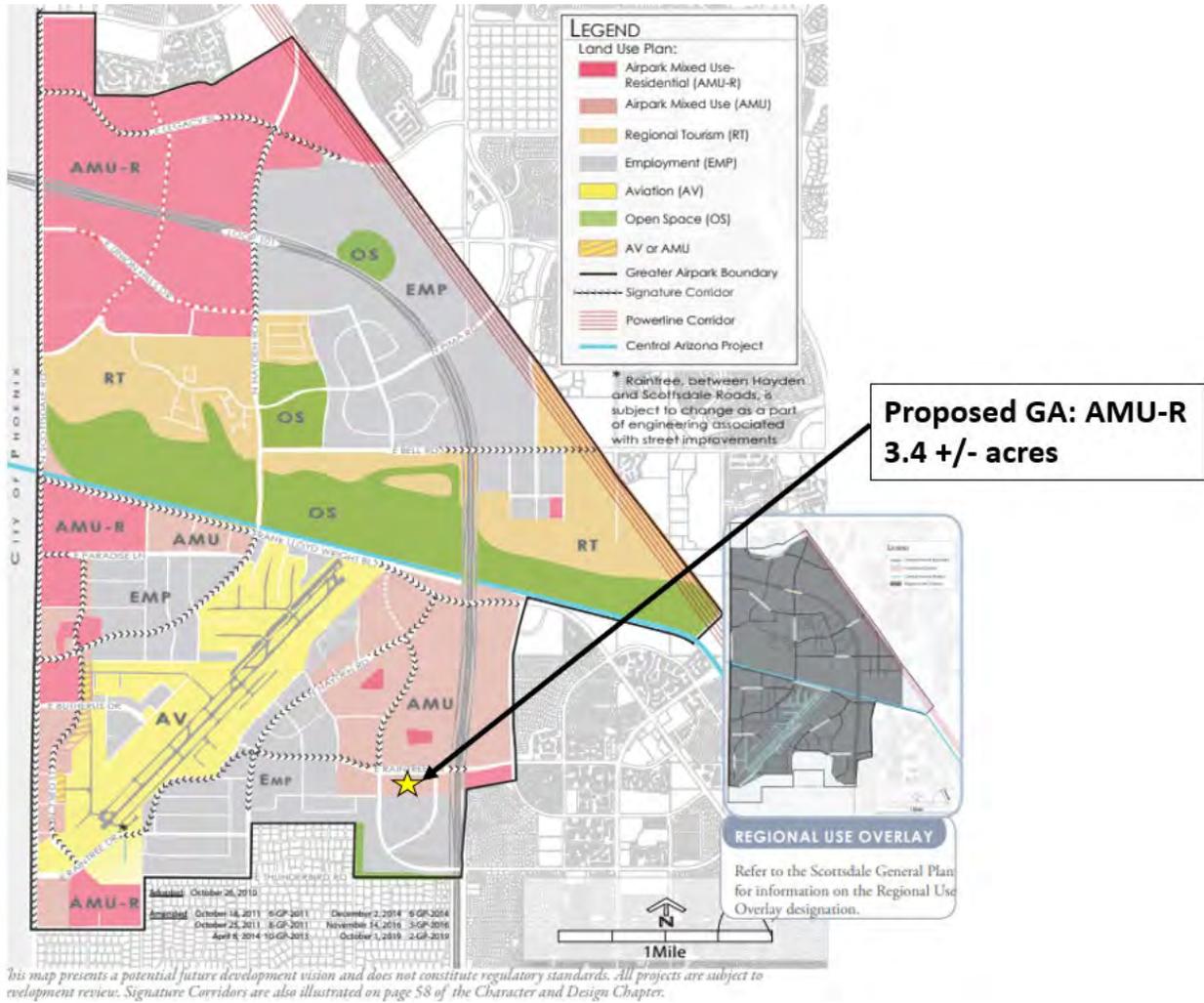
Goal LU 1

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

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

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

Greater Airpark Land Use Map
(GACAP Page 11)



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

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

Goal LU 4

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

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

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

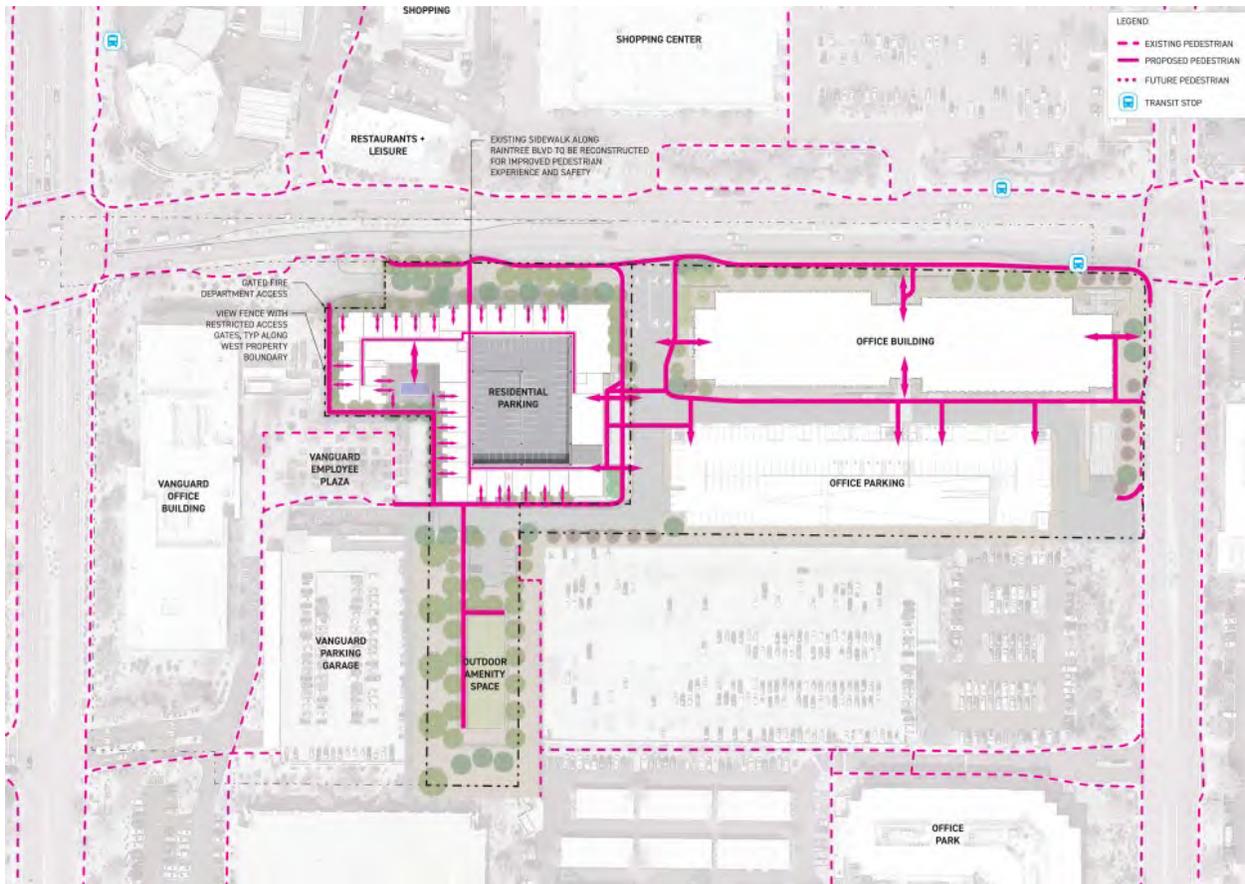
Response: Trammell Crow Company intends to utilize 69+/- feet including mechanical (62 feet is base height) of the 104 feet in height available in the PCP bonus provisions to create a unique five-story residential community with Southwestern contemporary elevations complementary to the character of the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

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

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

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

Pedstrian Circulation



Goal LU 5

Encourage Greater Airpark development flexibility.

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

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

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

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

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

Goal LU 7

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

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

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

Goal LU 8

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

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

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

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

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

➤ Neighborhood & Housing

Goal NH 2

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

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

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

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

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

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

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

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

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

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

Goal NH 3

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

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

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

Policy NH 3.2

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

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

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

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

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

Goal CM 6

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

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

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

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

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

-and-

Goal CM 7

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

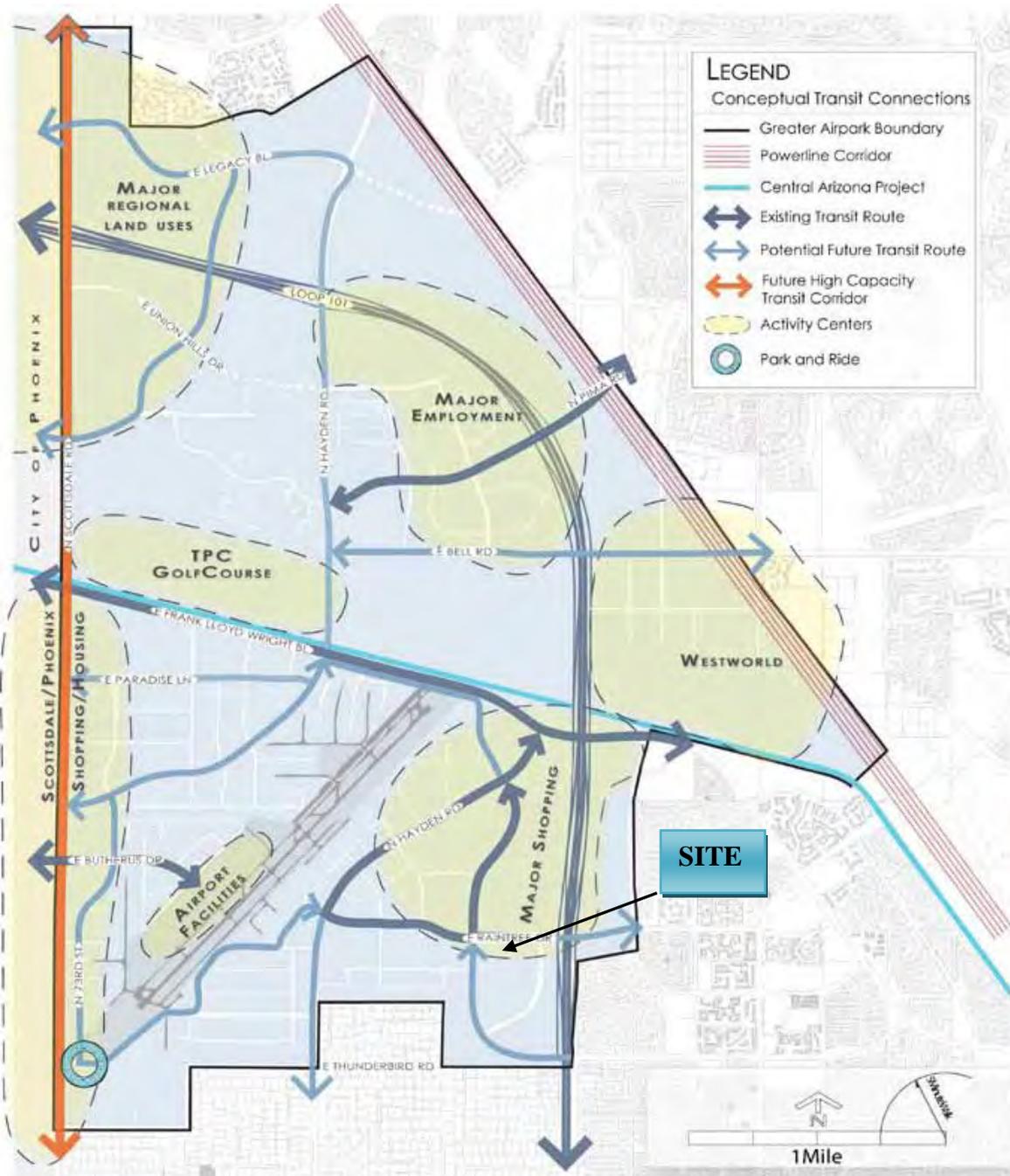
Policy CM 7.1 Incorporate site design features that promote more access to those walking, cycling or taking public transit, such as ground-floor retail and parking located in the rear of buildings, particularly along Signature Corridors and within Airpark Mixed Use Future Land Use Areas.

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

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



Greater Airpark Transit Connections
(GACAP Page 34)



➤ **Economic Vitality**

Goal EV 1

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

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

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

Goal EV 2

Maintain and strengthen established economic engines in the Greater Airpark.

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

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

➤ **Environmental Planning**

Goal EP 1

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

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

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

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

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

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

Goal EP 3

Reduce the Urban Heat Island effect in the Greater Airpark.

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

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

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

Goal EP 4

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

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

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

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

-and-

Goal EP 5

Improve water conservation efforts and encourage the reuse of graywater.

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

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

➤ **Character & Design**

Goal CD 1

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

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

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

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

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

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

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

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

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

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

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

Goal CD 2

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

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

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

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

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

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

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

Current Streetscape



Proposed Streetscape



IV. PCD Findings

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

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

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

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

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

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

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

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

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

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

Response: Not applicable.

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

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

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

V. Planned Airpark Core Development (PCP)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bonus Formula

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

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

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

Bonus for Increased FAR

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

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

CC = \$1,444,184

Bonus for Increased Building Height

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

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

CC = \$92,177

*Based on 2021calendar year for permit issuance.

Total CC = \$1,536,361

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

VI. Scottsdale Sensitive Design Principles

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

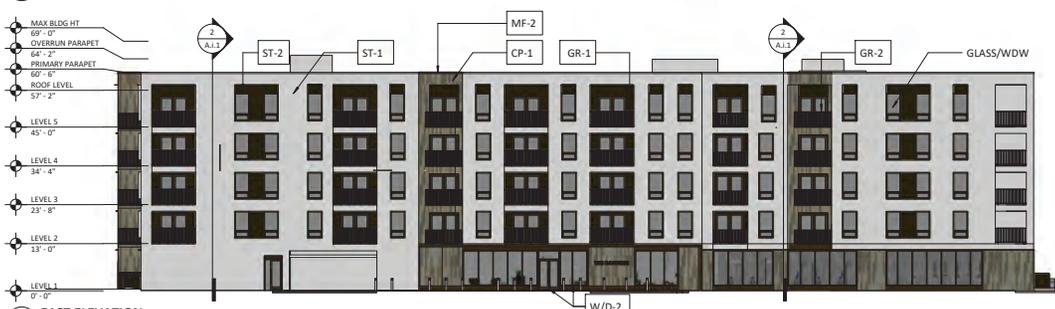
Response: Project identification will be contextually appropriate and processed under a separate approval and permit process.



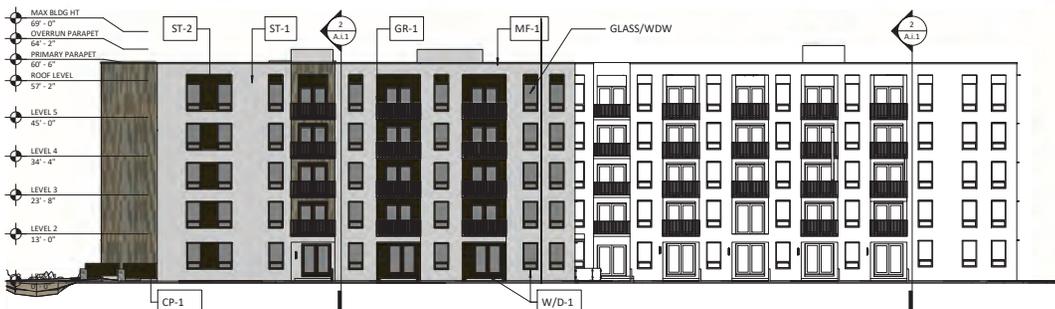
7 NORTH ELEVATION
A.1.1 1/16" = 1'-0"



6 SOUTH ELEVATION
A.1.1 1/16" = 1'-0"



5 EAST ELEVATION
A.1.1 1/16" = 1'-0"



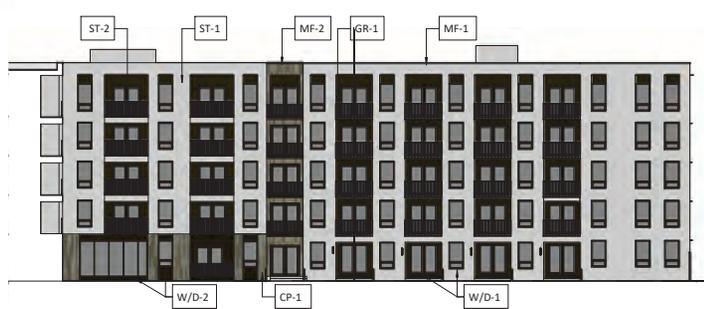
4 WEST ELEVATION
A.1.1 1/16" = 1'-0"



3 COURTYARD SOUTH ELEVATION
A.1.1 1/16" = 1'-0"



2 COURTYARD WEST ELEVATION
A.1.1 1/16" = 1'-0"



1 COURTYARD EAST ELEVATION
A.1.1 1/16" = 1'-0"

RAINTREE APARTMENTS

MATERIALS

- ST-1 STUCCO - COLOR A
- ST-2 STUCCO - COLOR B
- CP-1 CONCRETE WALL PANEL
- GR-1 STEEL GUARDRAIL - COLOR A
- GR-2 STEEL GUARDRAIL - COLOR B
- MT-1 METAL ACCENT PANEL
- MF-1 METAL FLASHING - COLOR A
- MF-2 METAL FLASHING - COLOR B
- W/D-1 WINDOW/DOORS - COLOR B
- W/D-2 ALUMINUM STOREFRONT - COLOR B

COLOR A: WARM WHITE
COLOR B: DARK BRONZE

Raintree Drive Residential
8501 E Raintree Drive
Scottsdale, AZ 85260



350 Washington Avenue South, Suite 1000
Minneapolis, MN 55415
P 612.339.6508 F 612.339.5322
www.esgarch.com

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

Signature _____

Typed or Printed Name _____

License # Date _____

NOT FOR CONSTRUCTION

REZONING APP SUBMITTAL

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

219514
PROJECT NUMBER
ESG ESG
DRAWN BY CHECKED BY

KEY PLAN

Raintree Drive Residential

ELEVATIONS - COLOR

A.t.1

Raintree Drive Residential
 8501 E Raintree Drive
 Scottsdale, AZ 85260



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Signature _____

Typed or Printed Name _____

License # _____ Date _____

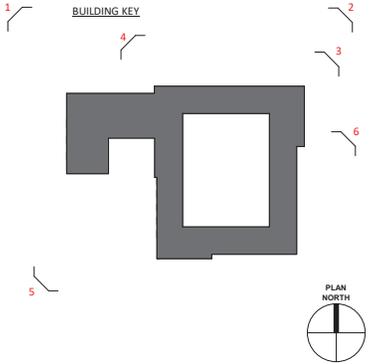
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2 NE VIEW FROM RAINTREE DRIVE



1 NW AERIAL VIEW FROM RAINTREE DRIVE



REZONING APP SUBMITTAL

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REZONING APPLICATION		3/4/20
RE-SUBMITTAL		

219514
 PROJECT NUMBER
 ESG DRAWN BY ESG CHECKED BY

KEY PLAN

Raintree Drive Residential

PERSPECTIVES
A.v.1

Raintree Drive Residential
 8501 E Raintree Drive
 Scottsdale, AZ 85260



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Signature _____

Typed or Printed Name _____

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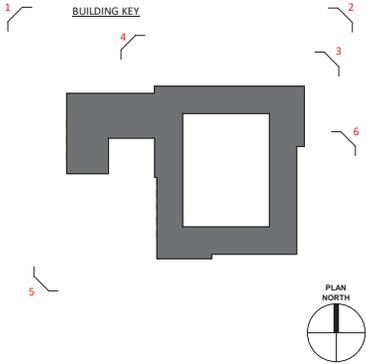
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4 NW VIEW FROM RAIN TREE DRIVE



3 NE VIEW FROM RAIN TREE DRIVE



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/04/19

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

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

KEY PLAN

Raintree Drive Residential

PERSPECTIVES

A.v.2

Raintree Drive Residential
 8501 E Raintree Drive
 Scottsdale, AZ 85260



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Signature _____

Typed or Printed Name _____

License # _____ Date _____

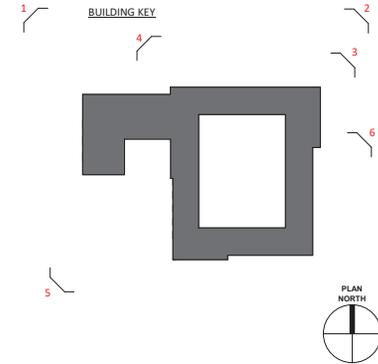
NOT FOR CONSTRUCTION



6 VIEW FROM RESIDENTIAL ENTRY



5 SW VIEW FROM PRIVATE DRIVE



REZONING APP SUBMITTAL

ORIGINAL ISSUE: 12/04/19

REVISIONS

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

219514

PROJECT NUMBER

Author _____

Checkered by _____

DRAWN BY _____

CHECKED BY _____

KEY PLAN

Raintree Drive Residential

PERSPECTIVES

A.v.3

19-ZN-2019
 3/10/2020

