



Correspondence Between Staff and Applicant

Approval Letter

Denial Letter



May 29, 2020

Bryan Cluff
Senior Planner
City of Scottsdale
7447 E. Indian School Rd
Scottsdale, AZ 85251

**RE: 4-GP-2019 & 14-ZN-2019
Seventh Day Adventist Rezoning**

Dear Mr. Cluff:

The following are our responses to staff's comments dated January 3, 2020 regarding Seventh-day Adventists Rezoning (Case # 4-GP-2019 & 14-ZN-2019).

2001 General Plan and Greater Airpark Character Area Analysis:

Sensitive Design Concept Plan:

1. In accordance with zoning ordinance section 7.820. and Table 7.820.A., zoning applications requesting the Planned Airpark Core (PCP) district require a Sensitive Design Concept Plan and Proposed Design Guidelines. In this case, with the site plan generalized to the level of a conceptual bubble diagram, these guidelines will be integral to ensuring future development that is compatible and complimentary to the adjacent community.

The Sensitive Design Guidelines are expected to be applied throughout the community and are structured to respond to the varying conditions and constraints inherent to individual site and contextual settings. To this end, the second submittal included a Sensitive Design Concept Plan and Proposed Guidelines. However, in that document, it suggests in its preface "The proposed development plan will *attempt* to meet the City of Scottsdale's Sensitive Design Concept Plan and proposed guidelines mentioned in the Zoning Ordinance", and concludes with, "The City's design principles are as follows with *minor amendments*".

For purposes of transparency with the public, please communicate in a resubmittal what unique constraint inherent to this site would support a future amendment to the Sensitive Design Guidelines (as amended March 2001). Please also revise the language to state "*will*" meet, rather than "*attempt to*" meet the guidelines.

Response: Revised to address this comment. The proposal *will* meet the City's Sensitive Design Guidelines.

2. Please add to the design guidelines that were submitted with the 2nd review to include additional and more specific information for the edge treatments adjacent to the single- family neighborhoods and N. Scottsdale Road. Additional detail may include but should not be limited to: Landscape palettes, typical street sections showing sidewalks, trails, & landscaping, pedestrian shading details & concepts, and lighting (reference COS lighting design guidelines).

Response: Additional design guidelines depicting staff's comments are a part of this resubmittal.

Citizen Involvement:

3. As a response to Goal 1 of the Community Involvement Element, with a resubmittal, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.

Response: Included in the resubmittal.

Zoning Ordinance and Scottsdale Revise Code Significant Issues

The following code and ordinance related issues have been identified in the second review of this application, and shall be addressed in the resubmittal of the revised application material. Addressing these items is critical to scheduling the application for public hearing, and may affect the City Staff's recommendation. Please address the following:

Zoning:

3. Comment #8 in the 1st review comment letter is regarding conversion of existing residential uses on the property (dormitories) to future density on the property. Per subsequent conversations, it may be acceptable based on ratios provided in the zoning ordinance (R4-R Section 5.904) that the existing 338 dormitories may be equivalent to approximately 240 residential dwelling units ($338 \times 0.71 = 240$). Please revise the application to include a maximum of 240 future dwelling units on the property. Please note – if approved under the current application, these units would be subject to discontinuation of the use of the existing dormitory facilities on the property and subject to future City Council approval of the site plan for any units that are within the Phase III area of the property.

Response: So noted. The Land Use Budget has been updated.

4. The exhibits submitted with the development plan as well as the engineering plans identify a future parcel line that appears to divide Phases I and II from Phase III. Please provide site data information for each parcel to confirm conformance with the development standard requirements for each parcel. If each parcel cannot stand alone a Planned Shared Development (PSD) Overlay may be necessary.

Response: No parcel lines are intended with this project. The Property owners intend to long term lease the non-school and religious campus property. Any current or future property lines will conform to the required development standard requirements.

5. The conceptual site plan includes a proposed 60' wide landscape buffer along the south and east property lines in accordance with the requirements of zoning ordinance section 5.4007. Please note – installation of the perimeter landscape buffer for the whole property will likely be required to be completed with Phase I of development and include landscape improvements up to back of the planned curb.

Response: We respectfully request to improve the perimeter landscaping with each phase. If Phase One consists of development primarily west of the existing religious and educational campus, then we would propose stipulations for perimeter landscaping in that area of the site per the approved plans. If the more industrial/hangar/office flex development north of the campus develops as Phase One, then we'd install the perimeter landscaping along that phase of development. For consideration of the landscape buffer along the campus portion of the Property, we respectfully ask that the existing wall and landscaping on Sutton be a part of the required buffer. For buffer along Miller Rd., we request that the existing oleander hedge be a

part of the landscape buffer. Also, we request that any ballfield or playfield area, including future expansion of these play areas to the east (west side of oleander hedge) be considered a part of the 60 foot buffer.

Circulation:

6. With the resubmittal, please include an update as to the status of the driveway connection through the City-owned park-n-ride facility. This access location is integral to the vehicular circulation plan as currently proposed and requires coordination between multiple government agencies, and the property owner, to allow access rights through the facility. Preliminary approval of this access point, including the key points of the agreement must be resolved prior to the zoning application moving forward to hearing.

Response: A driveway connection design is a part of this resubmittal.

Engineering:

7. Comment #14 from the 1st review comment letter was regarding Scottsdale Revised Code (SRC) 47-80, requiring undergrounding of existing and proposed overhead wire facilities within the project boundaries. There are existing overhead wire facilities within all three Phases of the proposed development. Overhead facilities within Phase I of the development shall be undergrounded with any permit issuance for new construction in Phase I. The overhead facilities within Phase II and III shall be undergrounded with any permit issuance for new construction in Phase II.

Response: So noted.

Drainage:

8. The conceptual drainage report submitted with application has been accepted with stipulations. Please Note: More detailed analysis of pre- vs post-project discharges will be required at the Development Review stage. This analysis must include actual stage-storage routing of inflow hydrographs to verify that outflow hydrographs for the post-project condition do not exceed pre-project discharges. The report will also need to address how the project will meet drainage requirements at the various stages development.

Response: So noted.

Water and Waste Water:

9. Please submit revised Water and Waste Water Design Report(s) addressing the comments identified in the redlined reports.

Response: We (Wood Patel and Tiffany & Bosco) have been in contact with Richard Sacks at the Water Dept. with regards to the BOD review. We have worked through phone calls and emails to address the City's second review comments. Revised BOD's are a part of this resubmittal.

Significant Policy Related Issues

The following policy related issues have been identified in the second review of this application. While these issues may not be critical to scheduling the application for public hearing, they may affect the City Staff's recommendation pertaining to the application and should be addressed with the resubmittal of the revised application material. Please address the following:

Site Design:

10. The first review comment letter included several comments related to typical site design standards based on the site plan that was provided with the 1st submittal. The 2nd submittal revised the site plan to a more conceptual “bubble” diagram generalizing locations of future uses and building locations. Please note that the comments previously provided are still likely applicable to the site design and will be verified during the Development Review Board submittal with each phase of development. Many of the comments from the first review letter will be included as stipulations to the zoning approval.

Response: So noted. We look forward to discussing all stipulations with City staff at that time.

11. With the next submittal, please provide a long-term disposition plan of the existing water tank structure on site, and its attached communication facilities, for Phase 2. It seems that the existing tank structure will become obsolete during the redevelopment of Phase 2, and the property may be more marketable with the removal of the tank structure. Consider installing alternative concealment options for the existing AT&T wireless facility, which is currently attached to the tank structure, such as artificial palm tree(s) and/or attaching them to the roofs of new buildings. Also, with the next submittal, please provide a plan for the removal of any equipment attached the tank structure that is no longer operable, such as equipment originally installed for Metricom with Conditional Use Permit case 13-UP-2000 (which has long since expired).

Response: Our assumption is that this comment is referring to the next submittal for Phase 2, which would be a Development Review Board submittal. At that time, we will provide the City with an update to status of the water tower and the communications facilities.

Circulation:

12. Please address the following comments related to the submitted TIMA:

a. Signalization is proposed at Scottsdale Road and the existing, northerly site driveway, approximately 665 feet south of Thunderbird Road. Based on the following information, the proposed signal is not acceptable:

(1) DSPM 5-3.123 G2b states “Traffic signals should be spaced no less than 1/2 mile on major arterials and minor arterials, with 1 mile spacing desirable.”

Response: After considerable analysis and cooperation with the City on access through the City’s park & ride facility, we will remove our request for the traffic signal at this driveway. The TIA has been updated to address this staff comment.

(2) The projected 50 percentile queue in 2024 for the northbound through movement approaching Thunderbird Road is projected to extend beyond this driveway during the AM and PM peak hours according to HCM analyses reports in Appendix G.

Response: So noted. The traffic signal request and analysis has been removed from the updated TIA. This is based on the City’s continued efforts to allow cross access through the adjacent park & ride facility.

(3) Preliminary analysis for signalization at this location was suggested when cross- access through the transit center was not considered an option. Since cross- access through the transit center is now being pursued, it is not necessary to make an exception to

the above standards.

Response: So noted. The traffic signal request and analysis has been removed from the updated TIA. This is based on the City's continued efforts to allow cross access through the adjacent park & ride facility.

- b. The TIMA recommends changing the existing, southerly site driveway, approximately 330 feet south of the northerly driveway and 325 feet north of Sutton Drive, from a right-in/right-out access driveway to add left-in access. An exhibit within the application (and not in the TIMA) further depicts the driveway with full access. DSPM 5-3.123 F1a states "Full median openings should occur at not less than 1/4 mile intervals (1320 feet) on major arterial streets. Partial median openings, which allow only left turns off the major street, are acceptable at 1/8 mile spacing (660 feet)". Please revise the TIMA and associated documents to remove the proposed median modification at this driveway.

Response: The revised TIA provides for the current full access at the northern driveway and right-in/right-out access for the southern driveway on Scottsdale Rd. This is based on the City's continued efforts to allow cross access through the adjacent park & ride facility.

- c. Other modifications depicted in the development plan exhibits include a possible median on Thunderbird Road at Access A and addition of median and modifications to Sutton Drive at Driveway D. For Thunderbird Road at Access A, it may be possible and it is recommended to consider restriping to provide a full lane width left-turn refuge should a median be installed. For Sutton Drive at Access D, an acceleration lane/merge condition is not acceptable, and 16 feet of pavement is required adjacent to a median for fire department access.

Response: So noted. We look forward to the final design of these driveways to occur at each phase of development. The initial driveway design on Redfield Rd/Thunderbird Rd. for driveway Access A will be striping. As for Access D on Sutton, the TIA will remove any reference to an acceleration lane for vehicles exiting the site westbound.

- d. If signalization of Driveway B or access change at Driveway C is proposed, a separate analysis should be provided that models conditions without proposed improvements and include justification for proposed exception(s) to Scottsdale's standards.

Response: So noted. The traffic signal request and analysis has been removed from the updated TIA.

- e. With the proposed cross access through the transit center driveway at 73rd Street, a right turn deceleration lane appears to be warranted on the eastbound approach. Please verify traffic volumes and confirm.

Response: So noted. The updated TIA has looked at this condition and does not recommend a deceleration lane.

- f. Trip distribution percentages in Table 4 changed, but do not add to 100% and does not match Figure 5. Volumes in Figure 6 appear to correlate to the percentages in Figure 5. Distribution will likely be influenced on whether or not the proposed signal is allowed.

Response: So noted. The traffic signal request and analysis has been removed from the updated TIA.

g. Analysis:

- (4) Signal progression – Please address the following comments regarding progression analysis results:
 - (a) The analysis appears to only be Scottsdale Road between Thunderbird Road and Access B. If signalization is proposed for Access B, the progression analysis extents should include signals beyond Access B.
 - (b) The time-space diagrams were not found in the Appendix as the TIMA states.
 - (c) If offsets are modified that affect other coordinated corridors (Cactus Road), a grid progression analysis should be provided. Review of the provided TIMA could not determine if such changes were analyzed due to the above.
 - (d) Please provide better labeling for the 2 sections of Table 7 (i.e. existing offsets and timing signalization, with signalization, etc.). It would be helpful to note changes to offsets, if any.
- (5) Projected Site Traffic, Total Traffic, Intersection Capacity Analyses, etc. – The projected total traffic volumes do not appear to match the volumes used in the analyses provided in the appendices. The traffic volumes in the analyses appear to heavily utilize Driveway B and avoid the cross access to the existing 73rd Street signal. Verify traffic volumes in figures and in analyses. Verify levels-of- service tables with provided analysis results.
- (6) Signal Warrant Analysis – A right turn reduction factor is expected for the provided signal warrant assessment. Also, please modify wording to indicate expected conditions were evaluated. Warrant(s) need to be met with counted volumes prior to signalization.

Response: So noted. The traffic signal request and analysis has been removed from the updated TIA. This is based on the City’s continued efforts to allow cross access through the adjacent park & ride facility.

Technical Corrections

The following technical ordinance or policy related corrections have been identified in the second review of the project. While these items are not as critical to scheduling the case for public hearing, they will likely affect a decision on the final plans submittal (construction and improvement documents) and should be addressed as soon as possible. Correcting these items before the hearing may also help clarify questions regarding these plans. Please address the following:

Site:

13. Please update the conceptual site plan and any other documents as applicable to more specifically call out “building height” on the notes that are in reference to building height.

Response: The conceptual site plan has been updated, however, the building height is not specifically called out on this plan. There is a specific ‘Building Heights ‘plan as part of the resubmittal as well as other plans that call out the heights.

14. Please update the conceptual site plan to include the proposed/requested density.

Response: We are not proposing to add residential density above and beyond the removal of the old dilapidated homes and the construction of more efficient homes for teachers and administrators. That modification does not affect the density on the property. The Conceptual Site Plan identifies the removal of the old, existing homes and identifies the potential for 18 new homes in a new location. That is all the residential being proposed at this time. The land use budget demonstrates the number of residential units allowed as a result of the overall rezoning proposal.

15. Rather than the submitted open space plan that shows all areas outside of the development bubbles as open space, please update the conceptual site plan to include the minimum amount of square feet/acreage of open space that will be required in each phase of development, and identify specific areas of the site that must be preserved as open space areas.

Response: We added the open space per zoning district required in the legend on the open space plan. Other than the designated buffers along the residential zoned properties to the south and east along Sutton and Miller Roads, we are not designating any specific areas on the open space plan as the conceptual land use plan, per staff's direction, is a conceptual plan and open space locations are not yet determined.

16. Please revise the site plan to identify a sidewalk along N. Scottsdale Road with a minimum width of 8', in accordance with the Design Standards & Policies Manual.

Response: Revised and noted on the plans.

17. The land use budget provided in the second submittal is not consistent with the project narrative or Phasing Plan. Based on prior discussion, the Phasing Plan should be modified to reflect "Residential Phase 2" as "Residential Phase 3", limited to 215 units. In addition, please provide additional notation (asterisk) for "Residential Phase 3" to include language that does not allow construction of these dwelling units until use of the existing dormitories on campus are discontinued, and shall require City Council approval of the site plan.

Response: Land Use budget has been revised to address this comment.

TIMA:

18. Please review the TIMA for clarity in statements. Some statements may infer things that are not intended. Consider the following:
- a. Page 1 (and elsewhere) does the intersection capacity analysis results of projected mitigated conditions also include cycle length changes (if any) and/or offset changes (if any)? Since these items are discussed in various parts, it is difficult to determine what is recommended and if the analysis of mitigated conditions includes all the recommendations.
 - b. Page 2 (and elsewhere) states that "the City of Scottsdale has indicated that this intersection cannot be signalized..." whereas the same statement is not included regarding Access B.
 - c. Page 2 (and elsewhere) states that the interim scenario of the traffic signal warrant analysis considered the offices at half occupancy – does the occupancy of the industrial uses matter?
 - d. Page 2 (and elsewhere) states that the "City of Scottsdale does not require the mitigation

of intersections with LOS E.” This is not a true, stand-alone statement. Please review DSPM 5-1.801.

Response: The TIMA has been updated to address this comment.

19. Please provide segment average daily traffic volumes generated by the site per typical TIMA requirements.

Response: The TIMA has been updated to address this comment.

We separately submitted to Dan Worth the proposed driveway connection designs to the Park and Ride Facility. We respectfully request that you follow up with him on this issue. We are happy to sit back down and complete the necessary agreements to ensure this cross access occurs. If you have any questions regarding this resubmittal and the responses, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Kurt Jones", written in a cursive style.

Kurt Jones, AICP



1/3/20

Kurt Jones
William Lally
2525 E. Camelback Road Seventh
Phoenix, AZ 85016

RE: 4-GP-2019 & 14-ZN-2019
Seventh Day Adventist Rezoning

Dear Mr. Jones:

The Planning & Development Services Division has completed the review of the above referenced development application submitted on 11/27/19. The following **2nd Review Comments** represent the review performed by our team, and is intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

2001 General Plan and Greater Airpark Character Area Analysis:

Sensitive Design Concept Plan:

1. In accordance with zoning ordinance section 7.820. and Table 7.820.A., zoning applications requesting the Planned Airpark Core (PCP) district require a Sensitive Design Concept Plan and Proposed Design Guidelines. In this case, with the site plan generalized to the level of a conceptual bubble diagram, these guidelines will be integral to ensuring future development that is compatible and complimentary to the adjacent community.

The Sensitive Design Guidelines are expected to be applied throughout the community and are structured to respond to the varying conditions and constraints inherent to individual site and contextual settings. To this end, the second submittal included a Sensitive Design Concept Plan and Proposed Guidelines. However, in that document, it suggests in its preface "The proposed development plan will *attempt* to meet the City of Scottsdale's Sensitive Design Concept Plan and proposed guidelines mentioned in the Zoning Ordinance", and concludes with, "The City's design principles are as follows with *minor amendments*".

For purposes of transparency with the public, please communicate in a resubmittal what unique constraint inherent to this site would support a future amendment to the Sensitive Design Guidelines (as amended March 2001). Please also revise the language to state "*will*" meet, rather than "*attempt to*" meet the guidelines.

2. Please add to the design guidelines that were submitted with the 2nd review to include additional and more specific information for the edge treatments adjacent to the single-family neighborhoods and N. Scottsdale Road. Additional detail may include but should not

be limited to: Landscape palettes, typical street sections showing sidewalks, trails, & landscaping, pedestrian shading details & concepts, and lighting (reference COS lighting design guidelines).

Citizen Involvement:

3. As a response to Goal 1 of the Community Involvement Element, with a resubmittal, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.

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Zoning:

3. Comment #8 in the 1st review comment letter is regarding conversion of existing residential uses on the property (dormitories) to future density on the property. Per subsequent conversations, it may be acceptable based on ratios provided in the zoning ordinance (R4-R Section 5.904) that the existing 338 dormitories may be equivalent to approximately 240 residential dwelling units ($338 \times 0.71 = 240$). Please revise the application to include a maximum of 240 future dwelling units on the property. Please note – if approved under the current application, these units would be subject to discontinuation of the use of the existing dormitory facilities on the property and subject to future City Council approval of the site plan for any units that are within the Phase III area of the property.
4. The exhibits submitted with the development plan as well as the engineering plans identify a future parcel line that appears to divide Phases I and II from Phase III. Please provide site data information for each parcel to confirm conformance with the development standard requirements for each parcel. If each parcel cannot stand alone a Planned Shared Development (PSD) Overlay may be necessary.
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Circulation:

6. With the resubmittal, please include an update as to the status of the driveway connection through the City-owned park-n-ride facility. This access location is integral to the vehicular circulation plan as currently proposed and requires coordination between multiple government agencies, and the property owner, to allow access rights through the facility. Preliminary approval of this access point, including the key points of the agreement must be resolved prior to the zoning application moving forward to hearing.

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within the project boundaries. There are existing overhead wire facilities within all three Phases of the proposed development. Overhead facilities within Phase I of the development shall be undergrounded with any permit issuance for new construction in Phase I. The overhead facilities within Phase II and III shall be undergrounded with any permit issuance for new construction in Phase II.

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9. Please submit revised Water and Waste Water Design Report(s) addressing the comments identified in the redlined reports.

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 - c. Other modifications depicted in the development plan exhibits include a possible median on Thunderbird Road at Access A and addition of median and modifications to Sutton Drive at Driveway D. For Thunderbird Road at Access A, it may be possible and it is recommended to consider restriping to provide a full lane width left-turn refuge should a median be installed. For Sutton Drive at Access D, an acceleration lane/merge condition is not acceptable, and 16 feet of pavement is required adjacent to a median for fire department access.
 - d. If signalization of Driveway B or access change at Driveway C is proposed, a separate analysis should be provided that models conditions without proposed improvements and include justification for proposed exception(s) to Scottsdale’s standards.
 - e. With the proposed cross access through the transit center driveway at 73rd Street, a right turn deceleration lane appears to be warranted on the eastbound approach. Please verify traffic volumes and confirm.
 - f. Trip distribution percentages in Table 4 changed, but do not add to 100% and does not match Figure 5. Volumes in Figure 6 appear to correlate to the percentages in Figure 5. Distribution will likely be influenced on whether or not the proposed signal is allowed.
 - g. Analysis:
 - (4) Signal progression – Please address the following comments regarding progression analysis results:
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Technical Corrections

The following technical ordinance or policy related corrections have been identified in the second review of the project. While these items are not as critical to scheduling the case for public hearing, they will likely affect a decision on the final plans submittal (construction and improvement documents) and should be addressed as soon as possible. Correcting these items before the hearing may also help clarify questions regarding these plans. Please address the following:

Site:

- 13. Please update the conceptual site plan and any other documents as applicable to more specifically call out “building height” on the notes that are in reference to building height.
- 14. Please update the conceptual site plan to include the proposed/requested density.
- 15. Rather than the submitted open space plan that shows all areas outside of the development bubbles as open space, please update the conceptual site plan to include the minimum amount of square feet/acreage of open space that will be required in each phase of development, and identify specific areas of the site that must be preserved as open space areas.
- 16. Please revise the site plan to identify a sidewalk along N. Scottsdale Road with a minimum width of 8’, in accordance with the Design Standards & Policies Manual.
- 17. The land use budget provided in the second submittal is not consistent with the project narrative or Phasing Plan. Based on prior discussion, the Phasing Plan should be modified to reflect “Residential Phase 2” as “Residential Phase 3”, limited to 215 units. In addition, please provide additional notation (asterisk) for “Residential Phase 3” to include language that does not allow construction of these dwelling units until use of the existing dormitories on campus are discontinued, and shall require City Council approval of the site plan.

TIMA:

18. Please review the TIMA for clarity in statements. Some statements may infer things that are not intended. Consider the following:
- a. Page 1 (and elsewhere) does the intersection capacity analysis results of projected mitigated conditions also include cycle length changes (if any) and/or offset changes (if any)? Since these items are discussed in various parts, it is difficult to determine what is recommended and if the analysis of mitigated conditions includes all the recommendations.
 - b. Page 2 (and elsewhere) states that “the City of Scottsdale has indicated that this intersection cannot be signalized...” whereas the same statement is not included regarding Access B.
 - c. Page 2 (and elsewhere) states that the interim scenario of the traffic signal warrant analysis considered the offices at half occupancy – does the occupancy of the industrial uses matter?
 - d. Page 2 (and elsewhere) states that the “City of Scottsdale does not require the mitigation of intersections with LOS E.” This is not a true, stand-alone statement. Please review DSPM 5-1.801.
19. Please provide segment average daily traffic volumes generated by the site per typical TIMA requirements.

Please resubmit the revised application requirements and additional/supplemental information identified in Attachment A, Resubmittal Checklist, and a written summary response addressing the comments/corrections identified above as soon as possible for further review. The City will then review the revisions to determine if the application is to be scheduled for a hearing date, or if additional modifications, corrections, or additional/supplemental information is necessary.

PLEASE CALL 480-312-7000 TO SCHEDULE A RESUBMITTAL MEETING WITH ME PRIOR TO YOUR PLANNED RESUBMITTAL DATE. DO NOT DROP OFF ANY RESUBMITTAL MATERIAL WITHOUT A SCHEDULED MEETING. THIS WILL HELP MAKE SURE I’M AVAILABLE TO REVIEW YOUR RESUBMITTAL AND PREVENT ANY UNNECESSARY DELAYS. RESUBMITTAL MATERIAL THAT IS DROPPED OFF MAY NOT BE ACCEPTED AND RETURN TO THE APPLICANT.

In an effort to get this General Plan Amendment and Zoning District Map Amendment request to a Planning Commission hearing, please submit the revised material identified in Attachment A as soon as possible.

These **2nd Review Comments** are valid for a period of 180 days from the date on this letter. The Zoning Administrator may consider an application withdrawn if a revised submittal has not been received within 180 days of the date of this letter (Section 1.305. of the Zoning Ordinance).

If you have any questions, or need further assistance please contact me at 480-312-2258 or at bcluff@ScottsdaleAZ.gov.

Sincerely,



Bryan Cluff
Senior Planner

**ATTACHMENT A
Resubmittal Checklist**

Case Number: **4-GP-2019 & 14-ZN-2019**

Please provide the following documents, in the quantities indicated, with the resubmittal (all plans larger than 8 ½ x11 shall be folded):

- One copy: COVER LETTER – Respond to all the issues identified in the first review comment letter.
- One copy: Revised Narrative for Project
- One copy: Revised Traffic Impact Mitigation Analysis (TIMA)

Site Plan:

_____ 1 _____ 24" x 36" _____ 11" x 17" _____ 8 ½" x 11"

Design Guidelines:

_____ 24" x 36" _____ 11" x 17" _____ 1 _____ 8 ½" x 11"

Technical Reports: Please provide one (1) digital copy of each report requested

- 1 copies of Revised Water Design Report:
- 1 copies of Revised Waste Water Design Report:

Resubmit the revised Drainage Reports, Water and Waste Water Report and/or Storm Water Waiver application to your Project Coordinator with any prior City mark-up documents.

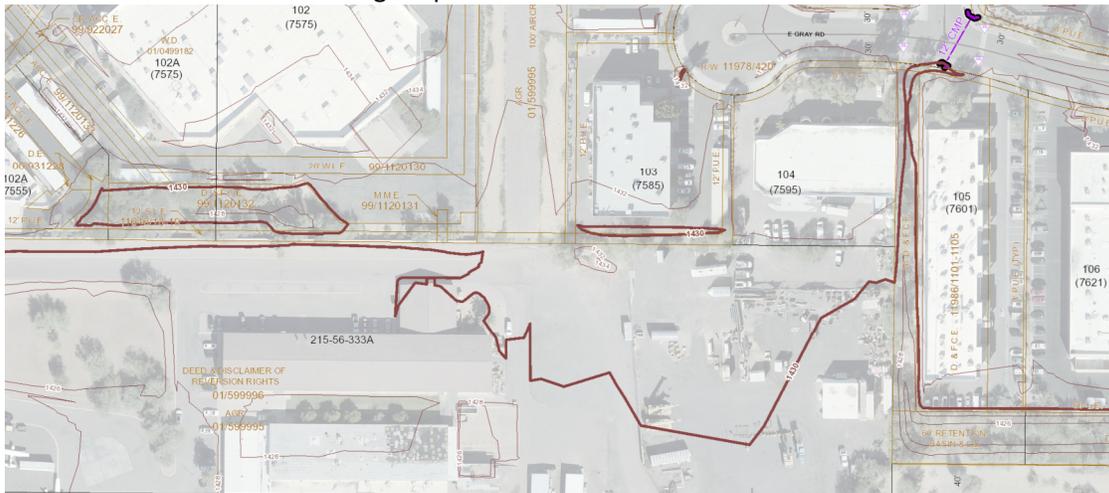
Case Review – Seventh Day Adventist Rezoning

PROJECT NAME: SEVENTH DAY ADVENTIST REZONING
LOCATION: NWC OF SCOTTSDALE ROAD AND SUTTON DRIVE
CASE NUMBER: 14-ZN-2019

The following are outstanding review comments on the case drainage report by Wood Patel sealed November 26, 2019. Our review comments reflect the preliminary drainage report submitted contained in the 14-ZN-2019 case folder. **The drainage report is approved for the purposes of the Zoning case; however the next application and final plans submittal will require the resolution of the comments.** The date of our 1st review was September 9, 2019. Our 2nd review comments, dated December 23, 2019, are provided in [blue](#).

Policy and Design Related Issues:

1. 1st Review: The Preliminary Drainage Report states that “no offsite flows appear to impact the Site.” Based on available existing topo, it appears that the northeast corner of the site is impacted by offsite flow. Address this in the drainage report.



2nd Review: This comment has only been partially addressed. The report has been revised to acknowledge offsite flow, however this offsite flow is neither quantified or addressed in the conceptual drainage design. This will need to be addressed as a stipulation to provide detailed analysis. (AOM 12/23/2019)

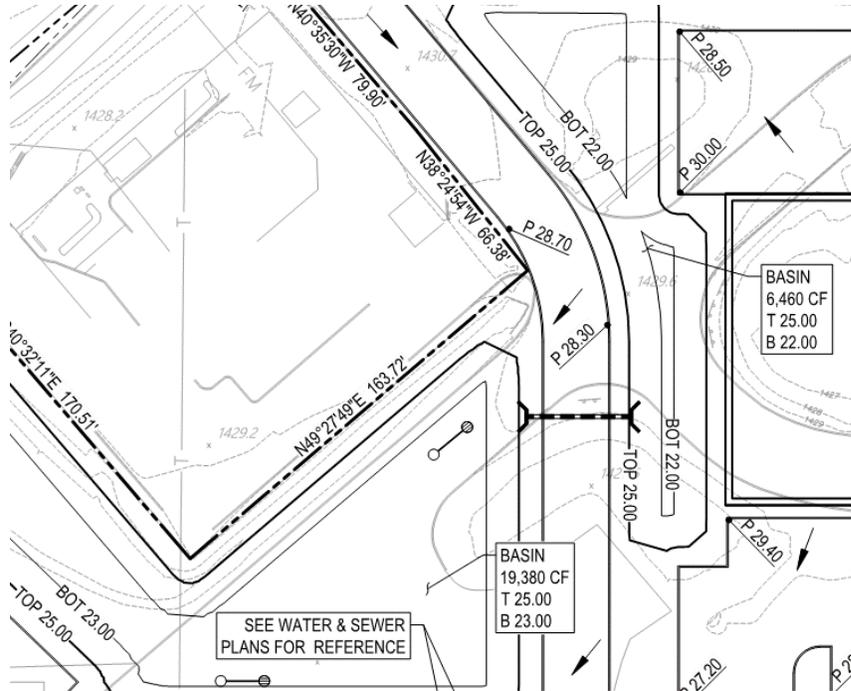
2. 1st Review: Provide a breakdown of stormwater storage calculations per basin along with an exhibit showing the tributary areas for each basin so that runoff volumes can be verified. Provide an exhibit demonstrating how various runoff coefficients were used for the areas draining to each proposed basin.

This comment has only been partially addressed. The Preliminary Drainage Map has been revised to show tributary areas to each basin; however, an exhibit showing how the runoff coefficients were calculated has not been provided. This will need to be addressed as a stipulation. (AOM 12/23/2019)

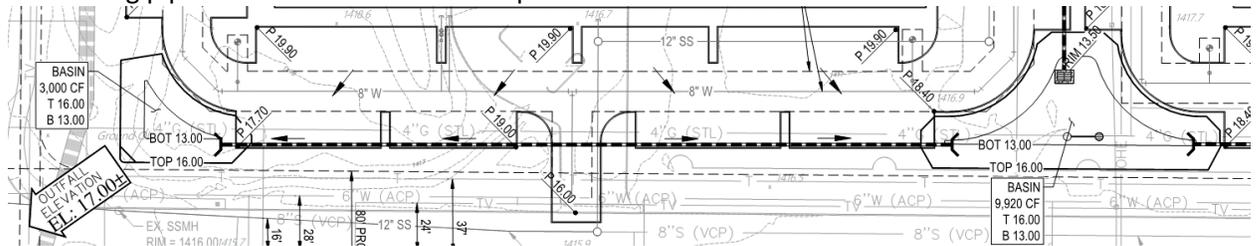
3. Provide the top and bottom elevations of the proposed underground stormwater storage tank (USST). Demonstrate how it can drain via gravity.

This comment has not been addressed. This will need to be addressed as a stipulation. (AOM 12/23/2019)

4. Some proposed stormwater basins do not have a means to drain by gravity. For example, as shown below, the basin with a bottom elevation of 23.0 has a proposed drywell; however, the basin with a lower bottom of 22.0 has no means to drain.



In the following example, the basin to the west is intended to be equalized with the basin to the east, which is to drain via drywell. However, in order to drain properly and avoid standing water, the basin to the west should have a bottom that is almost two feet higher so that the approximately 360-ft long connecting pipe will have the minimum slope of 0.5% to drain.



2nd Review: This comment has not been addressed. This will need to be addressed as a stipulation. (AOM 12/23/2019)

Technical Corrections to be resolved prior the next application or final plans submittal:

5. 1st Review: Note that the submittal of final plans must follow the City's guidelines for underground stormwater storage tanks (USSTs) as outlined in the DSPM. This includes but is not limited to the following:
- a. Documentation that the system has at least a 75-year life, including the lining and coating of the USST.
 - b. Drainage by gravity.

- c. A minimum of two access points.
 - d. Location signs at each end of the USST.
 - e. Operations and Maintenance (O&M) Manual.
 - f. Ownership Responsibility Statement, signed and notarized, acknowledging that the owner is responsible for the maintenance, repair and potential replacement of the system, for recordation by the City in the County Recorder's Office.
6. **2nd Review: Note that a more detailed analysis of pre- vs post-project discharges will be required at the Development Review stage. This analysis must include actual stage-storage routing of inflow hydrographs to verify that outflow hydrographs for the post-project condition do not exceed pre-project discharges. The report will also need to address how the project will meet drainage requirements at the various stages of the project. (AOM 12/23/2019)**

Alex Meñez, P.E., CFM
Senior Stormwater Engineer
Stormwater Management
City of Scottsdale
Phone: 480-312-7903
Fax: 480-312-9187

Seventh Day Adventist

Sensitive Design Concept Plan and Proposed Guidelines:

The proposed development plan will attempt to meet the City of Scottsdale's Sensitive Design Concept Plan and proposed guidelines mentioned in the Zoning Ordinance which including:

- a. An Open Space Plan
- b. A Landscape and Buffer Plan
- c. A Master Design Concept Plan

Compliance to include Scottsdale Sensitive Design Guidelines mentioned in the City of Scottsdale DS&PM. We shall follow the basis of all the city's design guidelines that outline Scottsdale's design and development vision, expectations, and values and incorporate all required in future submittals. Design guidelines will address the context of the site, architecture, landscape, lighting and achieving quality design. The City's design principles are as follows with minor amendments:

1. The design character of any area should be enhanced and strengthened by new development.
 - o Building design should consider the distinctive qualities and character of the surrounding context and, as appropriate, incorporate those qualities in its design.
 - o Building design should be sensitive to the evolving context of an area over time.
2. Development, through appropriate siting and orientation of buildings, should recognize the sites location near the airport runway.
3. Development should be sensitive to existing topography and landscaping.
 - o A design should respond to the unique terrain of the site by blending with the natural shape and texture of the land while minimizing disturbances to the natural environment.
4. 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

- Streetscapes should provide continuity among adjacent uses through use of cohesive landscaping, areas for decorative paving, and integrated infrastructure elements.
- 5. 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.
- 6. Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.
 - Design elements should be included to reflect a human scale, such as the use of shelter and shade for the pedestrian and a variety of building masses.
- 7. Buildings should be designed with a logical hierarchy of masses:
 - To control the visual impact of a building's height and size
 - To highlight important building volumes and features, such as the building entry.
- 8. The design of the built environment should respond to the desert environment:
 - Interior spaces should be extended into the outdoors both physically and visually when appropriate
 - Materials with colors and coarse textures associated with this region should be utilized.
 - A variety of textures and natural materials should be used to provide visual interest and richness, particularly at the pedestrian level. Materials should be used honestly and reflect their inherent qualities
 - Features such as shade structures, deep roof overhangs and recessed windows should be incorporated.
- 9. Developments should strive to incorporate sustainable and healthy building practices and products.
 - Design strategies and building techniques, which minimize environmental impact, reduce energy consumption, and endure over time, should be utilized.
- 10. Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.
 - The character of the area should be emphasized through the careful selection of planting materials in terms of scale, density, and arrangement

- The landscaping should compliment the built environment while relating to the various uses.
11. Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.
- Water, as a landscape element, should be used judiciously
 - Water features should be placed in locations with high pedestrian activity.
12. The extent and quality of lighting should be integrally designed as part of the built environment.
- A balance should occur between the ambient light levels and designated focal lighting needs.
 - Lighting should be designed to minimize glare and invasive overflow, to conserve energy, and to reflect the character of the area.
13. Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.
- Signage should be designed to be complementary to the architecture, landscaping and design theme for the site, with due consideration for visibility and legibility.

Conceptual Signage Plan:

In accordance with zoning ordinance table 7.820.A., we shall comply with all requirements mentioned in the PCP sign standards of article VII, the property owner may choose to use signs allowed in the planned regional center (PRC) district in the PCP. Signage Plan will be prepared under a separate submittal per city signage standards.

Building Sign Allowances:

- Zoning District: Category E (Includes PRC Districts)
- Maximum Sum Total Sign /Business: 1.5 Square Foot of 1 Linear Foot of the longest business front.
- Maximum Height of Sign (to top of sign): 36 Feet



Parking Plan:

Building Totals:

Total Hangar Area: 84,250 GSF

Total Number of Hangars: 6

- Total required parking shall be determined by the zoning administrator.

Total Industrial Area: 147,270 GSF

- Total Required Parking: 1 Parking Space / 500 SF of Gross Floor Area
= 147,270 / 500 = 295 Spaces

Total Office Area: 508,100 GSF

- Total Required Parking: 1 Parking Space / 300 SF of Gross Floor Area

$$= 508,100 / 300 = 1,694 \text{ Spaces}$$

Total Residential Area: 57,600 GSF

Total Number of Units: 18

- Total Required Parking: 2 Spaces / Unit
= 2 x 18 = 36 Spaces



Planning and Development Services Division
Historic Preservation Office
7447 East Indian School Road
Scottsdale, Arizona 85251

Documentation Requirements for the Seventh-day Adventist Rezoning
COS Case 14-ZN-2019
September 13, 2019

1. Pursuant to Scottsdale Revised Code Chapter 2, Article V, Division 9, Sec. 2.313(b)(4), please provide a cover letter containing the relevant information needed for us to complete our review, including the following items:
 - a. A description of the project (including all planned actions), definition of the project area of potential effects (APE), and the agency's (or applicant's in this case) efforts to identify historic properties and obtain and consider the view of affected local governments, Indian Tribes, and other interested parties. For architectural properties, indicate whether the proposed action is an addition, replacement, repair, or demolition.
 - b. An evaluation of the eligibility of those resources for inclusion in the City of Scottsdale Historic Register (SHR), the Arizona or National Register of Historic Places (A/NRHP), including a recommendation of eligibility by the applicant.
 - c. A description of the cultural and historic resources that might be impacted directly, indirectly, or cumulatively by the proposed actions. This should include a discussion of the potential impacts of the undertaking on all SHR-eligible resources and the basis for these statements.
 - d. A finding of effect by the applicant; appropriate findings are: No Historic Properties Affected; No Adverse Effect; or Adverse Effect. There can be only one finding of effect for a given undertaking/plan.
 - e. A description and evaluation of the alternatives evaluated for the project. This should include alternatives specifically designed to avoid impacts to cultural resources or historic properties. An example would be restoration or rehabilitation of an existing historic structure rather than demolition.
 - f. Requested action on the part of Scottsdale Historic Preservation Officer (e.g., concurrence with definition of the APE, concurrence on determinations of eligibility, concurrence with a finding of effect, etc.).
2. A cultural resource inventory is necessary to evaluate whether or not: a) cultural or historic resources are present in the project area; b) any identified cultural or historic resources are eligible for listing on the City of Scottsdale Historic Register (SHR); and, c) the proposed project will adversely affect any City of Scottsdale Historic Register (SHR), the Arizona or National Register of Historic Places (A/NRHP) eligible properties that are eligible for, or listed on SHR or A/NRHP.
3. Measured drawings of the existing property and building, including a site plan, floor plan(s), building elevations of all sides of the building.
4. Photographs of the existing property and building.
5. Description of construction materials, methods, and techniques that are unique to the existing property and building.

The Arizona State Historic Preservation Office (SHPO) maintains a list of qualified professional archaeologists, historians, historical architects and/or architectural historians that can prepare these documents for your organization. If you need these resources, please contact SHPO.



November 26, 2019

Bryan Cluff, Senior Planner
City of Scottsdale
7447 E. Indian School Road
Scottsdale, AZ 85281

RE: 4-GP-2019 and 14-ZN-2019 – Response to City Staff Initial Review Comments

Dear Mr. Cluff:

The following are our responses to City staff's first set of review comments for case #4-GP-2019 and 14-ZN-2019.

Zoning Ordinance and Scottsdale Revise Code Significant Issues:

The following code and ordinance related issues have been identified in the first review of this application, and shall be addressed in the resubmittal of the revised application material. Addressing these items is critical to scheduling the application for public hearing, and may affect the City Staff's recommendation. Please address the following:

2001 General Plan and Greater Airpark Character Area Analysis:

1. Upon resubmittal, please ensure the application remarks on the correct acreages intended for the proposed uses requested with respect to the designations the property is going to and from regarding the General Plan and Greater Airpark Character Area Plan Conceptual Land Use Maps. To assist in this, staff has determined the current non-major General Plan (4-GP-2019) application will be:

Requesting a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5 acres of a +/- 75 acre site, and, a non-major General Plan amendment to change the Greater Airpark Character Area Plan Future Land Use Map from +/- 23 acres of Airpark Mixed Use-Residential (AMU-R) to +/- 13-acres of Airpark Mixed Use (AMU), +/- 5 acres of Aviation (AV), and +/- 5 acres of Employment (EMP) on the same +/- 75-acre site.

As a result of the associated zoning request, please also identify the acreages associated with each respective sub-district of the Planned Airpark Core Development (PCP) zoning district of which will be implementing the Greater Airpark Character Area Plan Land use designations. To assist in this, staff has determined the current zoning district map amendment (14-ZN-2019) application will be:

Requesting a Zoning District Map Amendment from Single-family Residential (R1-35) and Industrial Park (I-1) zoning to Planned Airpark Core Development (PCP) zoning with Airpark Mixed Use Residential (AMU-R), Airpark Mixed Use (AMU), Aviation (AV) & Employment (EMP) comparable districts consistent with the Greater Airpark Character Area Plan Sub- Districts on a +/- 75-acre site.

Response: The project narrative has been updated to address the description of the request.

2. The 2001 General Plan is a policy document that establishes the long-term vision and guides the physical development in the City. The Plan encourages a high-quality, attractive community for residents, businesses and visitors alike. To this end, and as a means to serve the community more

openly and transparently, please identify each 2001 General Plan and Greater Airpark Character Area Plan Goal & Approach citations in their entirety when responding to staff's requests below. Please number all relevant goals and approaches (bullets) so they are easily identifiable.

Response: So noted.

3. Page 7 of the first submittal states, "This minor amendment does not impact any dwelling unit, population and/or employment densities; public infrastructure and facilities demand; transportation networks; and the physical environment", and further remarks on Page 12, "This Property is unique as the City's GACAP future land use plan has a majority of the property designated for AMU-R. This allows for residential uses from Thunderbird Road on the northwest portion to the southeast corner of the Property". As a preface to the following comment, please note that the dwelling units permitted that currently exist, do so as an existing non-conforming use. Consequently, the possible future request for multifamily residential will increase the dwelling unit density to the overall site.

As with all applications for redevelopment, when requests are made to change zoning entitlements, review for conformance with City Ordinances – as well as applicable plans, and policies – take place to ensure the goals and vision for an area is maintained over time. Consequently, Scottsdale's Council-adopted Airport Noise Compatibility Part 150 study recommends that Scottsdale maintain compatible development within the identified noise contours (55, 60, 65, 70, 75 DNL). In addition, the City Council adopted Greater Airpark Character Area Plan, Policy NH 3.2 encourages no noise sensitive development within the 55 DNL and greater. Although the first submittal generally notes where future residential may develop as a result of the AMU-R designation, no specific location or density has been identified within the development plan. With a resubmittal, please identify locations – both graphically and narratively – where possible residential uses could be developed consistent with the above referenced plan and policies supported by appropriate buffering conditions to adjacent development and existing neighborhoods.

Response: The resubmittal contains a land use budget that demonstrates the location and number of residential units proposed within the reduced AMU-R portions of the Property. We have removed any GACAP land use designation and existing residential zoning from any noise contour of 60 DNL and higher. The proposal regulates the residential, which is long range future plan of the Property, to the southeast portion of the Property along the existing single family residential neighborhoods to the south and east. As we have discussed in several meetings with City staff, there is no development plan for the residential. We will work with staff on stipulations that deal with future site planning, aviation easements and sound attenuation measures for any future residential development.

4. Goal 1, Policy NH 1.2 of the Neighborhoods and Housing Chapters of the Greater Airpark Character Area Plan promotes adequate residential and commercial property maintenance practices are implemented to maintain the quality of existing neighborhoods. To this end, the response provided in the first submittal states that the purpose of this proposal is to "minimize and maintain the same streetscape along Sutton and Miller Roads". Upon resubmittal, please expand on this thought both graphically to show the intention for design and narratively to explain the intentions of design.

Response: The Transitions Plan demonstrates lower building heights along Sutton and Miller Roads. The AMU-R zoned portion of the Property has lowered the building heights proposed for the interior from 60 to 50 feet and within 300' of the centerline of both roadways the height has been lowered from 42 feet to 30 feet. The 30 feet matches the maximum height allowed for the adjacent single-family residential neighborhoods to the south and east. Furthermore, the main goal of this entire

application is to create airport compatible uses along the north and west to preserve the religious and educational campus, which maintains the existing streetscape along both roadway frontages.

5. As a response to Goal 1 of the Community Involvement Element, with a resubmittal, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.
 - a. The public participation plan submitted with the first review, Attachment 1 – Notification Letter, references an attached graphic that was not provided in the first submittal; please do ensure all attachments are included upon resubmittal.

Response: A Revised Citizen Involvement Report is a part of this submittal.

Zoning:

6. In accordance with zoning ordinance section 5.4007.D.4.i., a minimum building setback of 60 feet is required on all side and rear property boundaries adjacent to a single-family residential zoning district. Per zoning ordinance section 3.100. Yard, Front – The front yard of a commercial corner lot is the yard adjacent to the major street. Therefore, Scottsdale Road is the front of the subject site, making E. Sutton Drive and N. Miller Road a side and rear yard, respectively. Please revise the “Proposed Building Heights and Buffer” plan to increase the “Landscape Buffer” along Sutton Drive and Miller Road to be a minimum of 60 feet.

Response: The revised submittal addresses this comments.

7. The proposed “Land Use Plan” includes a list of land uses “...allowed in the PCP zoning district, but not on the Seventh Day Adventist property...”. Please note: The City is unable to remove allowed land uses from a property that are typically permitted within the zoning district. Please remove this land use limiting note from the plan. If the property owner would like to restrict land uses, this may be done through private deed restriction.

Response: A private deed restriction has been created to restrict the uses listed on the site plan. That deed restriction will be recorded upon approval of the zoning case.

8. Although there is not any information on the submitted plans, and the narrative is not specific, it appears the owner may be suggesting that the existing dormitory facilities (300+/-) associated with the school on the property may be redeveloped in the future as some type of other residential use. The established use of the property (private school with overnight housing of students) is a specified land use, which is currently legally nonconforming in the R1-35 district due to the overnight housing. This land use is specific and distinct from a typical privately owned or rented “dwelling” unit as defined by the Zoning Ordinance. Therefore, the existing dormitory facility does not directly translate to a dwelling unit entitlement. Please clarify the intent of the language in the project narrative, which states “The land use budget requests that future redevelopment of the AMU-R portion of the property within the 55 DNL line can include a commensurate density.” There was not a “land use budget” included with the application submittal.

Response: The revised submittal addresses this comment. After several meetings with City staff, we have established a correlation of existing dormitory, teacher and staff housing and the number of allowed residential dwellings proposed. Per the City’s zoning ordinance residential dwelling unit conversion formula’s, the proposed residential is commensurate for number of dwelling units per acre. A land use budget is included in the resubmittal.

9. Based on the plans that are included in the development plan, it does not appear that there will be any future development within the southeast quadrant of the property. There is also language in the project narrative which states “The development plan includes leaving the open spaces and ball fields of the educational campus...”. This appears to be inconsistent with other language in the project narrative, which suggests there may be long term future redevelopment in this quadrant of the plan. Please revise the development plan to clearly state the current and future intentions for this area of the site.

Response: The narrative is clear in several sections that the reason for this development proposal is to preserve the religious and educational campus. The long-term plan of this proposal is to lease the west and north portions of the development plan to maintain the campus setting which includes the ballfields and open play areas.

10. Please revise the site data on the proposed site plan to include tabulation of the proposed Floor Area Ratio and dwelling unit density, in accordance with zoning ordinance section 5.4007.

Response: The revised submittal addresses this comment.

11. In accordance with zoning ordinance Table 7.820.A., with a resubmittal please provide the following required master plan documents for developments in the PCP district, that were not included in the current submittal:

- a. Transitions Plan
- b. Parking Plan
- c. Sensitive Design Concept Plan and Proposed Guidelines
- d. Conceptual Signage Plan

Response: These plans are a part of the resubmittal.

12. Please revise the project narrative to include a response regarding how the proposed zoning district map amendment will be consistent with the Greater Airpark Character Area Plan, Character and Design Chapter: Goal CD1 - Policies 1.1, 1.2, 1.3 and 1.4; Goal CD2 - Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7; Goal CD3 - Policies 3.1, 3.2, 3.3 and 3.4.

Response: The revised project narrative addresses this comment.

Circulation:

13. Please revise the site plan to improve Miller Road along the site frontage to the Local Residential Rural/ESL Character with Trails cross section – min. 20 feet of pavement with ribbon curb. DSPM Fig. 5-3.18. DSPM Sec. 5-3.100; Scottsdale Revised Code Sec. 47-21 and 47-22.

Response: The revised bubble plan does not address this level of detail. Please provide a stipulation related to this requirement.

Engineering:

14. Please revise the site plan to show undergrounding of existing and proposed overhead wire facilities within project boundaries, and note on site plan accordingly, in accordance with Scottsdale Revised Code (SRC) 47-80.

Response: Our request, after several meetings with City staff, is to require the undergrounding of any overhead wire facilities during the approval of any development outside of Phase 1. We will draft a stipulation to address this issue.

15. Please revise the site plan so all residential lots shall have frontage on and access to a public or private street, in accordance with SRC 48-7.

Response: The residential dwelling units planned for the smaller campus footprint are proposed to front on a private roadway within the campus.

16. Please revise the site plan to show off-site transportation, stormwater, and water resources improvements along property frontages to existing supporting infrastructure, with associated dedications, in accordance with SRC 48-7, 47-10, and 49-219. Extension of sewer along 76th to Thunderbird will be required.

Response: We respectfully request a stipulation to this effect. The resubmittal will include a bubble/conceptual land use plan for the Property. This level of detail is typically required at the DRB or final improvement plan level. During the pre-app and with our initial submittal, we identified the site can drain accordingly with the new land uses, the supporting infrastructure was either already on site or along the sites roadway frontages.

17. Please Note: Future parceling within project boundaries will require the formation of a property owner's association to manage and take financial responsibility of existing private sewer within project boundaries or confirmation that private sewer serving proposed parcels can meet public sewer standards and Water Resources agrees to take on system as public or provide new connections to public system complying with city standards, in accordance with SRC 48 and 49-118.

Response: The current property owner is the AZCCSDA. The future owners will remain the AZCCSDA and will lease the land to developers, thereby not parceling within the project boundaries.

18. Please Note: Future parceling within project boundaries will require analysis for acceptability of parceling to include but not limited to access, public and private, water and sewer infrastructure, refuse service routes, and easements etc., in accordance with SRC 48. Please Note: If each of the existing or future parcels do not meet all development standards as a standalone parcel, a Planned Shared Development (PSD) overlay may be necessary. This would need to be included as part of the zoning district map amendment.

Response: The current property owner is the AZCCSDA. The future owners will remain the AZCCSDA and will lease the land to developers, thereby not parceling within the project boundaries. A PSD overlay is not necessary at this time.

Drainage:

19. Please submit a revised Drainage Report with the rest of the resubmittal material identified in Attachment A. The redlined drainage report is attached to this letter.

Response: The initial drainage report identified how drainage for a conceptual site plan layout can work. Modifying that drainage report with intricate and revised calculations is unnecessary at this level of planning. This request is a minor amendment to the General Plan and rezoning to zoning districts reflected in the City's Greater Airpark Character Area Plan. This is a planning and zoning request, not a site plan request typical of a DRB request. The updated site plan is a more conceptual bubble plan of placement of land uses, access points and site limitations for surrounding land uses. A revised preliminary drainage report is attached to this resubmittal. The revised report identifies

drainage sub-basins and the corresponding required and proposed retention volumes. The drainage report will further be revised at the time of DRB submittal addressing the remainder of City staff's red lines to the drainage report.

Water and Waste Water:

20. Please submit a revised Water and Wastewater Design Reports with the resubmittal materials identified in Attachment A. The redlined water and wastewater design reports are attached to this letter.

Response: Revised water and wastewater design reports are a part of this resubmittal.

Airport:

21. The Scottsdale City Council-adopted Airport Noise Compatibility Part 150 study recommends that Scottsdale should maintain compatible development within the identified noise contours (55 & 60 DNL). Additionally, the City Council adopted Greater Airpark Character Area also encourages no noise sensitive development within the 55DNL and greater. As such, the City of Scottsdale strongly discourages residential or other noise-sensitive land uses not consistent with these plans, especially within the 55 and 60 DNL, to protect the airport's environs. This project is located less than a half mile from the approach and departure end of the runway. Staff will not likely support any new residential uses within the 60DNL and will likely strongly discourage new residential uses within the 55DNL.

Response: See responses to number 3 and 4 of this response letter. After several meetings of explaining the school's history of housing students, teachers and staff, a logical formula of allowed residential units are being proposed for the significantly reduced AMU-R portion of the Property. Although residential will be proposed in the 55 DNL area, any future residential as outlined in the land use budget will meet the City's comments below in #22 a-d. The existing religious and school campus and the potential for future residential is a logical transitional land use from the airport to the industrial and office building to the existing adjacent single-family residential neighborhoods.

22. Please note the following Airport related stipulations that will be included with any zoning approvals:
- a. Fair disclosure notice (Sec. 5-355) – Each owner of property shall make fair disclosure to each purchaser. If development is subject to Covenants, Conditions and Restrictions, the owner shall include the disclosure in CC&Rs;
 - b. Avigation easement (Sec. 5-357) – Owner shall grant the city and record an avigation easement;
 - c. Height analysis (Sec 5-354) – Owner of new development shall conduct height analysis and submit completed forms from height analysis with final plans for any new structures;
 - d. Noise attenuation measures (Sec 5-356) – Noise sensitive land use in AC-2 requires sound insulation to reduce interior to exterior noise levels by at least 25db for the noise-sensitive use (5-358).
 - e. These cases will be scheduled for Airport Advisory Commission prior to Planning Commission and City Council, in accordance with SRC Chapter 5.

Response: We agree to these stipulations being added to the rezoning case as it relates to any residential proposed on the Property.

Historic Preservation:

23. Please provide a report regarding the documentation of the existing buildings and evaluation of the cultural resource eligibility of the existing buildings and associated site improvements on the Thunderbird Adventist Academy campus (APN 175-04-002A, 215-56-193A and 215-56-333A). Please refer to SRC Chapter 2, Article V, Division 9, Sec. 2.313(b)(4).

Response: We have met with the City's historic preservation officer regarding this provision. We are currently working on this document.

Please also refer to the attached Documentation Requirements for the Seventh-day Adventist Rezoning.

Significant Policy Related Issues

The following policy related issues have been identified in the first review of this application. While these issues may not be critical to scheduling the application for public hearing, they may affect the City Staff's recommendation pertaining to the application and should be addressed with the resubmittal of the revised application material. Please address the following:

Site Design:

24. In accordance with DSPM Section 2-1.310, please update the site plan with a 6-foot-wide accessible pedestrian route from the main entry of the development to each abutting public street.

Response: See revised pedestrian circulation plan and bubble plan.

25. In accordance with DSPM Section 5-3.107 and 5-3.110, Local Residential roads to service any single-family residential lots must include dedication and construction of one travel lane (both directions) and a minimum 6-foot-wide sidewalk. Please update the site plan accordingly, to include 46' ROW dedication and 14-foot-wide travel lane inclusive of rolled curb.

Response: See revised pedestrian circulation plan and bubble plan for sidewalk delineation. Since the site plan is more of a bubble plan, details such as outlined in this comment can be stipulated as part of the rezoning case.

26. In accordance with DSPM Section 7-1.412, please provide a 6-foot minimum wide wastewater facilities easement along northern project boundary for required maintenance and building separation from existing public sewer line.

Response: This staff comment can be in the form of a stipulation.

Circulation:

27. Please revise the site plan to show construction of a northbound right-turn deceleration lane at the southern site driveway on Scottsdale Road. DSPM Sec 5-3.206.

Response: Please see revised site/bubble plan.

28. Please revise the site plan to show construction of a minimum 6-foot sidewalk on the north side of Sutton Drive from Scottsdale Road to Miller Road, including sidewalk ramps at driveway and street intersections. DSPM Sec. 5-3.110.

Response: The revised bubble plan addresses comment.

29. Please revise the site plan to show construction of a minimum 6-foot wide trail on the north side of Sutton Drive from Scottsdale Road to Miller Road. DSPM Sec. 8-3.200, Trail Classifications, 8-3.203. The trail may be adjacent to the above-mentioned sidewalk.

Response: The revised bubble plan addresses comment.

30. Please revise the site plan to show construction of a minimum 8-foot wide trail on the west side of Miller Road from Sutton Drive Road to Thunderbird Road. DSPM Sec. 8-3.200, Trail Classifications, 8-3.203.

Response: The revised bubble plan addresses comment.

31. Please revise the site plan to show replacement of the existing site driveway on Sutton Drive with a modified CH-1 driveway, COS Standard Detail #2257. The driveway shall be curved to discourage left-out and right-in movements, with the intent to discourage traffic from using E. Sutton Drive east of the site driveway, in accordance with previous discussions. DSPM 5-3.200; DSPM Sec. 5-3.205; COS Standard Detail Drawings - 2015 Revision.

Response: An access detail plan is a part of the resubmittal and addresses this comment.

32. Please revise the site plan to show dedication of a one-foot-wide vehicular non-access easement along the N. 76th Street frontage. DSPM Sec. 5-3.203.

The revised bubble plan addresses comment.

33. Please revise the site plan to show dedication of a one-foot-wide vehicular non-access easement along the N. Scottsdale Road and E. Sutton Drive frontages except at approved driveway locations. DSPM Sec. 5-3.203.

Response: The revised bubble plan addresses comment.

Technical Corrections

The following technical ordinance or policy related corrections have been identified in the first review of the project. While these items are not as critical to scheduling the case for public hearing, they will likely affect a decision on the final plans submittal (construction and improvement documents) and should be addressed as soon as possible. Correcting these items before the hearing may also help clarify questions regarding these plans. Please address the following:

Site Design:

34. Page 27 of the submittal remarks that the project is oriented into three (3) phases while the Phasing Plan only shows two (2) – please ensure the documents correctly reference each other upon resubmittal. Please provide clarification on the proposed phasing.

a. Phasing plan describes removal of older homes where office, phase 1, is proposed – but construction of units occur only in phase 3.

Response: See response below for staff comments #34 through 37.

35. In accordance with DSPM Section 2-1.303., all 2-way drive aisles shall have a minimum width of 24 feet. Please update the site plan accordingly.

36. In accordance with DSPM Section 2-1.309, regarding overall project refuse: Please provide a project refuse plan accommodating and acknowledging the following:

a. Non-Residential, Mixed-Use, and Multi-Family Residential Refuse and Recycling Enclosure Location and Design, locate and position the enclosure(s), update site plan accordingly:

(1) Approach pad so that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of thirteen (13) feet six (6) inches (fourteen 14 feet is recommended), and unobstructed minimum vertical clearance above the approach pad and refuse enclosure of twenty-five (25) feet (The vertical clearances are subject to modification based on enclosure container size, location and positioning as determined by the Sanitation Director, or designee.)

(2) In a location that is easily accessible for collection, and does not require the refuse truck to “backtrack”;

(3) A maximum 100 feet distance for building service exit to refuse enclosure;

(4) So that collection vehicles do not back up more than thirty-five (35) feet; or,

(5) So that path of travel for the refuse truck accommodates a minimum vehicle of turning radius of 45 feet, and vehicle length of 40 feet.

b. Design the refuse enclosure(s) and approach pad to be level, with a maximum of a two (2) percent slope. Do not place the enclosure(s) at the end of a dead-end parking aisle.

c. Required Number of Non-Residential, Mixed-Use, and Multi-Family Residential Refuse and Recycling Enclosures. Update site plan accordingly:

(6) Non-Residential, Mixed-Use, and Multi-Family Residential developments shall provide 1 commercial refuse container per every 20 residential/hotel/condo units or 20,000 square feet of office/retail. Each site/restaurant shall have its own refuse enclosure + each restaurant shall provide a grease containment area in refuse enclosure in accordance with the city’s standard detail. Non-Residential, Mixed-Use, and Multi-Family Residential developments are encouraged to incorporate recycling of reusable refuse material with in the design of a building.

d. Compactors may be used as an alternative to refuse or recycling containers. To determine adequacy + site location of compactors, if proposed, please provide the following on a refuse plan, compactor:

(7) Type

(8) Capacity - State on site plan compactor capacity conversion equating to the city’s required 1 enclosure for every 20 units with no recycling or 2 enclosures for every 30 units with recycling. Although recycling is not a requirement, it has been determined to be an amenity city residents are looking for in this type of development.

(9) Location

i. For both horizontal and vertical compactors: Place the refuse compactor container and approach pad so that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of thirteen (13) feet six (6) inches (fourteen 14 feet is recommended), and unobstructed minimum vertical clearance above the concrete approach slab and refuse compactor container storage area concrete slab of twenty-five (25) feet.

ii. For horizontal compactors: Place the refuse compactor in a location that does not require the bin to be maneuvered or relocated from the bin’s storage location to be loaded on to the refuse truck.

iii. For horizontal compactors: Provide a compactor container approach area that has a minimum width of fourteen (14) feet and length of sixty (60) feet in front of the container.

- iv. For both horizontal and vertical compactors: Demonstrate path of travel for refuse truck accommodates a minimum vehicle turning radius of 45', and vehicle length of 40'.
 - v. For both horizontal and vertical compactors: Non-self-contained compactors will require a grease interceptor with drain placed in compactor enclosure.
37. In accordance with DSPM Section 2-1.309, regarding refuse for the townhome portion of the project:
- a. Residential Refuse pick-up will not be able to be provided with proposed townhome configuration, with four (4) townhomes on a dead-end drive. Please revise the plan to provide location for a commercial refuse container, specifically for townhomes, or redesign townhome configuration per provisions of DSPM 2-1.309 provided below:
 - (1) DSPM 2-1.309 G. Single-family Residential Refuse and Recycling
 - i. Design dedicated storage areas for refuse and recycling containers that are screened from view from the adjacent street, and not within enclosed livable areas.
 - ii. Design development so that the refuse and recycling containers have a location that accessible for service.
 - iii. Design residential development so that the refuse and recycling containers collection does not occur on private driveways, hammerhead streets, or d

Response: Since staff comments # 34 through 37 pertain to details not yet established with the rezoning site plan, we request a stipulation that addresses conformance to the city's DS&PM as to site details.

TIMA:

38. Please address the following comments with a revised TIMA:
- a. Volumes: Sizeable seasonal factors were applied to existing traffic volumes based on a traffic count in July 2019 (off-peak) and November 2018 and the same intersection. Please confirm if the seasonal factor and/or consider if it is more reasonable to calculate separate factors for minor roads/turning movements versus through movements/major roads.

Response: Please see Appendix A in the revised TIMA for a response to this comment.
 - b. Trip Generation: Based on previous discussion and information in the project narrative, there may be the potential to include upwards of 300 dwelling units as dorm rooms for the campus which the TIMA does not address. Please confirm proposed land uses and/or options for the site.

Response: Please see Appendix A in the revised TIMA for a response to this comment.
 - c. Trip Distribution: A higher percentage of trips generated by the site are expected to be to/from north of the study area limits via Scottsdale Road. Please review the distribution percentages via Sweetwater Avenue (perhaps too high for a minor collector?) and Cactus Road to/from the east (perhaps too low?).

Response: Please see Appendix A in the revised TIMA for a response to this comment.
 - d. Analysis:
 - i. Signal progression – The TIMA did not include a progression analysis which was required. This is particularly desired due to the spacing of the proposed signal. In addition, recommendations at two (2) of the study intersections included changing the cycle length (Scottsdale/Thunderbird to 110 seconds, Scottsdale/Cactus to 145 seconds)

Response: Please see Appendix A in the revised TIMA for a response to this comment.
 - ii. Queues – The southbound left turn movement had a projected queue of 350'-375' per Table 7 which is not acceptable with a proposed turn lane length of 105'.

Response: Please see Appendix A in the revised TIMA for a response to this comment.

- iii. Background/Existing conditions – Although the four-legged intersection B currently exists and appears to have had traffic counts, it was not included in the existing or background analysis.
Response: Please see Appendix A in the revised TIMA for a response to this comment.
- iv. Trip generation comparison – we require a trip generation comparison to existing land uses (when applicable) for all traffic studies categories.
Response: Please see Appendix A in the revised TIMA for a response to this comment.

Utilities:

- 39. In accordance with DSPM 6-1.419, public water lines located outside of a public right of way or street tract must be placed in a minimum 20 feet wide easement.
Horizontally, a minimum of 6 feet is required between the water line and the edge of easement.
 - a. The easement will be free of obstructions, shall not be in a fenced area, and shall be accessible always to city service equipment such as trucks and backhoes.
 - b. Easements outside of paved areas shall have a 10 feet wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened paths shall consist of native soil compacted to 95% to a depth of 1 foot.
 - c. Revegetation within the easement shall consist of low growing shrubs.

Response: So noted.

- 40. In accordance with DSPM 7-1.412, all public sanitary sewer (SS) lines located outside the public right of way must be placed within a minimum 20 feet wide easement/tract {sewer lines servicing multiple parcels shall be public}:
 - a. SS line easements, located outside of paved areas, shall have a 10 feet wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened paths shall consist of native soil compacted to 95% to a depth of 1 foot.
 - b. The SS lines shall be located a minimum of 6 feet from the edge of the easement.
 - c. The easement will be accessible from a public right of way, will be free of obstructions and will be accessible always to city service equipment.
 - d. Any revegetation within the easement will consist of low growing shrubs. Trees may be located along the edge of the easement but not within 7 feet of the SS line as measured to the trunk of the tree.
 - e. No building sewers serving buildings outside of its own may run underneath a building. Redesign private sewer system accordingly. Provide as-builts of existing private sewer system.

Response: So noted.

Circulation:

- 41. Please revise the site plan to extend the existing southbound left-turn storage at the northern site driveway on Scottsdale Road to provide a minimum 175 feet of queuing area.
Response: Please provide a stipulation to this particular issue to be implemented with Phase 1 or the first DRB submittal.
- 42. Please revise the site plan to modify Thunderbird Road at the site driveway through pavement marking and pavement widening as necessary to provide a “pork chop” design with a left-turn lane and refuge area.

Response: See access driveway plan.

43. Please revise the site plan to show an internal driveway connection to the site driveway on Thunderbird Road with the Phase 1 portion of development.

Response: The revised bubble plan shows access to Thunderbird Road via cross access through the Park & Ride facility as well as access to the existing driveway on Redfield Road.

44. Please revise the site plan so the internal parking lot layout does not include “Y” intersections. The main drive connecting the Scottsdale Road driveway and the Thunderbird Road driveway shall not have parking spaces located on either side.

Response: The revised bubble plan eliminates the details of the internal site driveways until the DRB site plan review process.

45. Please revise the site plan to provide new landscaping in the Scottsdale Road median along the site frontage, consistent with the Scottsdale Road streetscape approved designs.

Response: Please provide a stipulation pertaining to this issue in order to address at the time of a Phase 1 site plan submittal for DRB review and approval.

46. In accordance with DSPM Section 5-3.201, please revise the site plan to provide cross access and emergency services access easement over all driveways.

Response: This staff comment pertains to details not yet established with the rezoning site plan, we request a stipulation that addresses conformance to the city’s DS&PM as to site details.

47. In accordance with DSPM Section 5-3.800, please revise the site plan to provide the minimum right-of-way for a residential cul-de-sac of 50 feet.

Response: The cul-de-sac has been removed from this proposal.

If you have any questions regarding this resubmittal, please contact me (602) 452-2729 or by email at kajones@tblaw.com. Our goal is to be scheduled for hearings with this resubmittal.

Sincerely,



Kurt Jones, AICP