

August 20, 2021

PROJECT NARRATIVE ADDENDUM

Maravilla Scottsdale Phase 3 - Senior Living Community

Case Number: 80-DR-2006#3

Key Code: 168Z3

Response to City Review Comments Dated July 22, 2012

Zoning:

- 1. Please update the project narrative to identify how many of the 406 assistant living units, independent living units, and casita units were constructed with the first two phases, and how many of each are proposed with this Phase Three project.***

#1 RESPONSE + Reference Overall Project Site Plan Exhibit - DRB Sheet #24

Unit Breakdown - by Phase and by Building Type

Existing Phase 2 - Total of 217 Units

Lodge Building has 178 Units

Casita A Bldgs. (3) have 39 Units (13 Units each)

Final Phase 3 - Total of 193 Units (THIS PROJECT)

Lodge Bldg. Addition has 146 Units

Casita A Bldg. (1) has 13 Units

Casita B Bldg. (1) has 15 Units

Casita C Bldg. (1) has 19 Units

A Project Total of 410 Residential Living Units

- 2. The proposed open space plan identifies 56,849 square feet less of open space being provided than the previously approved open space plan. Please update project narrative to provide an update to the proposed provided open space square-footage, and what replaced that area.***

#2 RESPONSE + Reference Open Space Plan Exhibit - DRB Sheet #27

In the original approved site plan there was no 'connection' of the east and west resident drives. As Phase 3 was initiated it became apparent that connecting the east and west drives, and paving the connection, had multiple benefits; creation of two-way 'loop' circulation (versus dead end drives), additional parking and better service and life safety access with no impact on previously documented and approved building locations, pedestrian circulation or landscaping (other than additional parking). Extension of the east drive to align with the existing fire lane did slightly modify the open space for Phase 3.

Open Space Summary:

	<u>Phase 2 (Existing)</u>	<u>Phase 3 (New)</u>	<u>Total</u>
Minimum	208,843 SF	129,727 SF	338,570 SF
Provided	209,081 SF	178,138 SF	387,219 SF

NOTES:

1. Open Space exceeds minimum requirements for Phase 2 Existing, Phase 3 New and Site Total.
2. Open Space excludes roadways, parking, and parking landscape (15%).
3. ***Previously approved parking plans identified 398 parking spaces required and 478 parking spaces provided. Please update the parking plan to provide the same parking data table. Please provide the calculations for ADA and bicycle parking as well.***

#3 RESPONSE + Reference Parking - Traffic Site Plan - DRB Sheet #35

Parking Summary including ADA stalls, Bicycle Spaces, and Traffic sign locations has been added to Modified Parking - Traffic Site Plan.

4. ***Please update the elevations to provide leaders identifying the location of colors and materials identified in Attachment's "B" and "C."***

#4 RESPONSE + Reference Revised Colored Elevations - DRB Sheet #30.0 through DRB Sheet #39.13.

The Material and Color Exhibits that Staff provided (Attachment B and Attachment C) in reply to our DRB submittal are not applicable - they are old color board and paint color drawdowns that were for a 'green' scheme that was not used, not relevant to Phase 3.

The color and material exhibits we submitted for Phase 3 are accurate - **and match the existing project.** To clarify, we have added a Color Legend to the DRB Colored Elevation Exhibits.

Water and Wastewater:

5. ***Please submit the revised Water and Wastewater Design Reports to your Project Coordinator with the rest of the resubmittal material identified in Attachment A. Please update the Basis of Design reports to address the following comments:***
 - a. ***Provide a fire flow test that is less than one year old (DSPM Section 6-1.202),***
 - b. ***Update the Water Exhibit map to identify the correct pipe size for critical pipes in the model. Please check and revise model,***
 - c. ***The fire flow test provided with the report identifies static pressure of 100 PSI at elevation 1550. Update the modeling data to be consistent with the provided pressures,***
 - d. ***The water demand calculations are not consistent with the provided wastewater report, which includes: the fitness center, restaurant, commercial/retail/office space, and proposed 380 dwelling units.***

#5 RESPONSE

- a. A new fire test has been performed that is less than one year.
- b. The water may you are referring to is from the old approved Water BOD which was attached for reference. The new model does not include these offsite pipes.
- c. We have revised the water model and the pressures look better.
- d. We have reviewed the existing & proposed building data with the Architect and have updated the Water & Sewer BOD's to be consistent.

Engineering:

6. ***Please provide State Land lease agreement governing project development area (SRC Chapter 48). Please also provide the following:***
 - a. ***An exhibit overlaying existing access easements over proposed drive aisles. If proposed drive aisles do not line up with existing and existing blanket easements, and are not granted within lease agreement, please redesign project to align with existing rights else no further action required, and***
 - b. ***Property lines will not be an issue if properly covered under state lease agreement (same lease terms across all parcels, lease etc.) as the State is the underlying fee owner. Building permit considerations may need to be further addressed during project permitting.***

#6 RESPONSE + Reference the Easement Site Plan Exhibit - Civil Engineering Sheet #6A

State Land Lease Agreement documents are provided with Resubmittal.

- a. Easement Exhibit is provided.
- b. Lease terms are consistent for all parcels.

Comment of Note:

It is important to acknowledge that the entire Maravilla project including the pending final phase build-out has been DRB approved since 2007-2008. No units, uses, density, design or scope of the project has been altered or changed since the entire project received DRB Approval and all but Buildings B and C were fully permitted by the building department. Nothing has changed relative to the leasehold, ownership of said leasehold, site, etc. Existing buildings are built across parcel / "property" lines as all parcels are within the same land lease.

Policy Related Issues

The following policy related issues have been identified in the first review of this application. Even though some of 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:

Engineering:

7. ***Please provide a refuse plan addressing the following requirements (DSPM Section 2-1-303):***
 - a. ***One (1) refuse enclosure required per every twenty (20) units, or 20,000 square-feet of building space,***
 - b. ***Provide refuse enclosures less than 100 feet from the building the container is serving. This requirement may be waived if providing concierge refuse service to each unit and building. Refuse plan will need to include language addressing this request,***
 - c. ***Refuse location demonstrating compliance with the following:***
Update approach pad so that the refuse truck route, to and from the public street, has a

minimum unobstructed vertical clearance of thirteen (13) feet and six (6) inches (fourteen 14 feet recommended), and an 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,

- i. Provide a refuse location that is easily accessible for collection, and does not require the refuse truck to "backtrack;"*
 - ii. Provide a maximum 100 feet distance for building service exit to refuse,*
 - iii. Update site plan so that collection vehicles do not back up more than thirty-five (35) feet; or,*
 - iv. That path of travel for the refuse truck accommodates a minimum vehicle of turning radius of 45 feet, and vehicle length of 40 feet; and*
 - v. Refuse shall not be placed at the end of a dead-end aisle.*
- d. Compactors may be used to reduce the number of refuse enclosures required. Compactor, and its location, be required to be included in refuse plan, should this option be selected, and demonstrated to comply with the following:*
- i. Please provide the type of refuse container or compactor,*
 - ii. Capacity – Provide the calculation on the project site plan referencing the compactor capacity conversion equating to the city's requirement: one (1) enclosure for every twenty (20) units - with no recycling; or two (2) enclosures for every thirty (30) units - with recycling. Although recycling is not a requirement, it has been determined to be an amenity to city residents are looking for in this type of development.*
- iii. Location:*
- 1. For both horizontal and vertical compactors:*
 - a. 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,*
 - b. Demonstrate path of travel for refuse truck accommodates a minimum vehicle turning radius of 45', and vehicle length of 40 feet, and*
 - c. Non-self-contained compactors will require a grease interceptor with drain placed in compactor enclosure.*
 - 2. For horizontal compactors:*
 - a. 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, and*
 - b. 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.*

#7 RESPONSE + Reference the Refuse Site Plan Exhibit - DRB Sheet #25

Two (2) 30 cubic yard trash compactors are existing within the project and are located in the Service Yard. All trash is collected via EV cart by staff in multiple 2 cubic yard trash receptacles located throughout the project and transported to the compactors. All refuse is removed by private vendor at minimum of once per week; interval of pickup can vary (increase) based on demand.

A Refuse Site Plan was updated to show location of the two (2) compactors in the Phase 2 Service Yard. All Phase 3 Trash Enclosures are shown as well as EV cart pick up locations for unit specific trash receptacles.

- 8. *Please update project site plan with required site distance triangles meeting the requirements of these intersection sight distance requirements and reconcile design as needed (DSPM Section 5-3.123.D).***

#8 RESPONSE

DSPM states under Section 5-3 D "Internal driveway intersections on private property are excluded from these requirements".

Further, DSPM Section 5-3.123.D indicates that Traffic Safety triangles are to be located per Figure 5.3-27. This Figure shows two legs of the Triangle are to be placed over the "Right-of-way" property lines. There are no Right-of-way lines within the Phase 3 submittal boundary, so Traffic Safety triangles cannot be placed.

- 9. *Final Basis of Design Reports must be reviewed and accepted by the Water Resources Department prior to approval by the DRB. Update BODs accordingly (DSPM Section 6-1.202 and 7-1.201).***

#9 RESPONSE

Understood, in process.

Drainage Review:

- 10. *Please submit the revised Drainage Report to your Project Coordinator with the rest of the resubmittal material identified in Attachment A. Please update the case drainage report to address the following comments:***

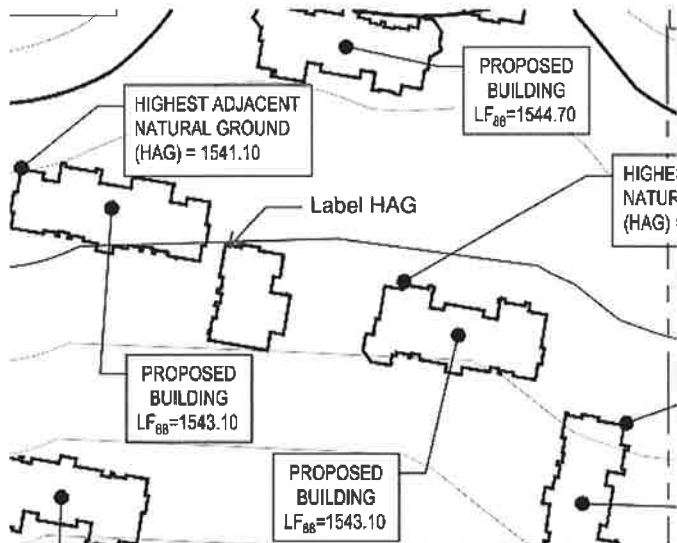
- a. *Label the highest and lowest adjacent natural grades (HAG and LAG) for each building on the improvement plans,***
- b. *Label the offsite flows entering and leaving the site on the improvement plans, and***
- c. *Please provide FEMA FIRM block and lowest floor certification statement on cover sheet.***

#10 RESPONSE + Reference Civil Engineering Documents as Noted

- a. Highest and lowest adjacent grade (HAG and LAG) for each building have been included on the preliminary improvement plans - Reference Sheets C3-C6**
- b. Offsite flows entering the site have been included on the preliminary improvement plans - Reference Sheets C4 & C7.**
- c. The FEMA FIRM block has been included on the cover sheet of the preliminary plan. The lowest floor certification statement will be included on the final improvement plan - Reference Sheet C1.**

11. Please address the following comments on the Lowest Floor exhibit provided in the drainage report, provided as Exhibit 4:

a. The exhibit does not show the HAG for proposed Casita "B,"



b. The exhibit should also be updated to show the LAG for each building, and

c. Please explain why contour numbers for 1531.75, 1541.75, and 1551.75 are provided in bold, and why are they are identified on the exhibit.

#11 RESPONSE + Reference Civil Engineering Documents as Noted

- a. The HAG for Casita B has been included on the Lowest Floor Exhibit - Reference Exhibit 5 - Sheet 1.
- b. The LAG for w each building has been included on the Lowest Floor Exhibit - Reference Exhibit 5 - Sheet 1 and Sheet 2.
- c. The contours for the 1531.75, 1541.71, and 1551.75 are provided in bold because they are the interpolated contours from the 1964 Currys Corner Contour Map - Reference Exhibit 5 - Sheet 1.

12. The provided FLO-2D exhibit was illegible (see below). Please update the Basis of Design report to provide a better copy:

#12 RESPONSE + Reference Civil Engineering Documents as Noted

We are not sure why this exhibit was not legible in your copy of the report. Perhaps the file was corrupt when saving down for DRB submittal. In any case, if the resubmittal copy is still not legible, please contact us and we can email you a copy - Reference Exhibit 6.

Circulation:

- 13. Please update the project site plan, and associated case materials, to update all internal sidewalks to be minimum six (6) feet in width, unless there are site constraints, then five (5) feet may be provided (DSPM Sections 2-1.808 and 2-1.310). Please provide documentation for the proposed 5-foot sidewalks.**

#13 RESPONSE

All internal sidewalks are a minimum of six (6) feet in width and are so drawn and noted on the documents.

- 14. Please update the project site plan, and associated case materials, to provide Internal parking aisles to be a minimum 24 feet in width, excluding any curb and gutter (Zoning Ordinance Section 9.106).**

#14 RESPONSE

Matching the existing site improvements, all Phase 3 internal parking aisles / drives are 24 feet in width - from face of vertical curb to face of vertical curb or from face of vertical curb to edge of rolled curb.

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 plan 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:

Fire:

- 15. Please acknowledge agreement to the following stipulation that will be provided for this application with the final draft of the Development Review Board report:**
- a. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet and vertical clearance of not less than 14 feet. (Ordinance Section 503.2.1),**
 - b. Key switch/pre-emption sensor required for security gates (Ordinance Section 503.6.1),**
 - c. Fire hydrant spacing (1,200 feet SFR – 700 feet commercial/multi-family) (Ordinance Section 507.5.1.2),**
 - d. Fire Department Connection (Ordinance Section 912),**
 - e. Interior Fire Riser Locations (I's & A's 8.16.1.1.7.2),**
 - f. Fire Department Connection Location (I's & A's 8.17.2.4.6.1), and**
 - g. Backflow Prevention Location (I's & A's 8.17.4.5.1).**

#15 RESPONSE + Reference DRB Sheet #24.2.

A new "DRB FIRE PROTECTION SITE PLAN" has been added to locate items a through g above.

Circulation:

- 16. Please update the project site plan, and associated case materials, to verify that minimum sight distance is available at the Cottage Terrace intersection with E. Princess Boulevard.***

#16 RESPONSE

The Cottage Terrace and E. Princess Boulevard intersection, located 475 feet north of the subject project and not connected to the Maravilla site, exists and has so for over 20 years. Maravilla has no control over the intersection as it is not on land that Maravilla holds the lease for. All improvements at the intersection - landscaping, low site walls and signage were installed and constructed by others, all with appropriate City reviews and approval(s).

- 17. Please update the project site plan, and associated case materials, to provide a traffic analysis to verify that side street stop control is satisfactory for the existing traffic, including the addition of the traffic from this third phase of the Maravilla project.***

#17 RESPONSE

In our July 27th staff meeting we requested clarification of what ‘...side street stop control...’ refers to and how, specifically, we are to respond to this request as - factually - (and as noted previously in this response) the entire Maravilla project in its current built and pending final phase build-out has been approved since 2007-2008.

No units, uses, density, site layout or scope of the project has been altered or changed (other than the minor interior roadway extension / connection and the concurrent addition of some parking) since the entire project received DRB Approval and all but Buildings B and C were fully permitted by the building department. Nothing has changed or occurred to impact Maravilla Traffic generation since its previous, total project approval.