

January 26, 2021

Response to 2nd Review Comments

15-ZN-2015 / GREENBELT 88

General Plan:

1. (First review letter Comment #6) Please respond to Goal 1, bullet 3, of the Community Mobility Element, addressing how the proposed development, will enhance the unique character of Scottsdale through the design of the sites' frontage to both Osborn and North Hayden Roads.
 - The response states the frontage has been enhanced by widened sidewalks. To provide further and more impactful enhancements, please consider increasing the number of trees (30' to 50' on center) along Hayden Road frontage.

RESPONSE:

Agreed. Additional trees have been added along the frontage. See updated landscape plan. The plan has also been updated to indicate existing tree locations. Please note, we have only shown planting on property which the Applicant controls.

Zoning:

2. (First review letter zoning Comment #5) Please revise the floor plans for the development to include calculations for private outdoor living areas as required by Zoning Ordinance Section 5.5005.I.1.a.
 - More specific information is required (size of each patio, or typical for each unit type) to confirm the patio size is sufficient for each unit. There was only a total amount provided with regard to private outdoor living. The requirement is per unit.

RESPONSE:

The requested information has been provided. See updated Private Open Space plans provided with this resubmittal.

Circulation:

3. (First review letter Comment #19) Due to the size of the proposed redevelopment and zoning change, please provide a level 2 TIMA with evaluation of all plaza driveways and the intersection of Hayden Road and Osborn Road.
 - Right turn volumes exceed 30vph at the northern driveway and main site driveway (located approximately 515 feet south of Osborn Road) on

Hayden Road. Per DSPM 5-3.206, right-turn deceleration lanes are required at both these locations.

RESPONSE:

Much of the land which would accommodate the requested decel lanes is not owned by the Applicant and can therefore not be dedicated for decel lane(s) at the Applicants request. Additionally, and perhaps more importantly, decel lanes would require relocation of large, 69KV utility poles which run along the Hayden Road frontage. The preliminary estimated cost of such a relocation is sizeable and not commiserate with the zoning request. Perhaps more importantly, the Utility Company in questions is not interested in adjusting or relocating these poles at this time. As noted in the TIMA, the site can be served adequately without such decel lanes. Nonetheless, the site plan has been modified to include an abridged decel lane at the main entrance point off of Hayden Road.

- Remove the existing right-out only driveway on Hayden Road; this is not necessary for site access.

RESPONSE: [Todd Silver]

Again, this driveway is not owned by, or controlled by the Applicant and can therefore not be removed by the Applicant. In fact, the Applicant does not have the authority to in any way negatively impact site circulation for the adjacent out parcels. Nonetheless, the Applicant has engaged with the Property owner regarding the potential of eliminating this driveway. Such a change would require property owner agreement and agreement from tenant(s) and a modification of existing CC&Rs. Given these conditions are outside the control of the Applicant, we would like to consider this item as a preference which the Applicant will work toward, but not a condition of approval.

- Install a left-turn signal phase at Hayden Road and Osborn Road intersection to reduce left-turn movement from the site onto Hayden Road and address an existing traffic issue at the intersection.

RESPONSE:

Although this is an existing traffic issue, the Applicant is willing to participate in the installation of a new, left-turn signal phase at the intersection to create a better condition. The Applicant will fully fund - (with a reasonable cap in total cost as approved by the Streets Transportation Department) - or otherwise contribute to the installation of such improvements.

4. 1st review letter Comments 20, 21, and 25-28 related to circulation and infrastructure improvements need further discussion with staff.

#20 – Regarding a southbound right-turn decel land on Hayden

RESPONSE:

See response provided to Comment No. 3 above.

#21 – Regarding a 10ft dedication on Osborn and sidewalk improvement.

RESPONSE:

Plans have been updated to incorporate / acknowledge these requests.

#25 – Regarding reconstruction of existing driveways.

RESPONSE:

Plans have been updated to incorporate / acknowledge this request.

#26 – Regarding an east/west permitted / protected left turn phase at the intersection.

RESPONSE:

Although this is an existing traffic issue, the Applicant is willing to participate in the installation of a new, left-turn signal phase at the intersection to create a better condition. The Applicant will fully fund - (with a reasonable cap in total cost as approved by the Streets Transportation Department) - or otherwise contribute to the installation of such improvements.

#27 – Regarding the parking garage access and layout and site driveways.

RESPONSE:

The southern garage access point remains in place to allow thru traffic from the north entry. The driveway has been modified to allow room for a control arm to restrict traffic entering the south access point. A median designed with geometry to allow exit traffic full movement, but deter entry traffic from the southern Hayden Road access point has been added. We believe that these two modifications will sufficiently deter traffic from using the southern driveway on Hayden as a primary entry point to the project. Maintaining two exist points from

the garage is crucial. Having a dead-end garage behind retail will not function for both patrons and the service access vehicles for the shops. It would force all stores to be loaded from the front doors in the Hayden Road parking field. For a garage servicing a 300 unit residential development, that includes public parking for commercial, to have a single point of vehicular entry seems like it would create a pinch point during peak hours.

#28 – Regarding a request for a public access easement on Osborn

RESPONSE:

Plans have been updated to incorporate / acknowledge this request.

Site Design:

5. (First review letter Comment #13) Please revise the site plan to provide construction of a minimum 6-foot wide sidewalk along at least one side of all approved site driveways, in accordance with the Design Standards & Policies Manual Section 2.1-310. The sidewalk connections along the driveway shall connect with minimum 6-foot wide sidewalks that lead to the each of the main building entries within the development.
 - Please add dimensions to the pedestrian walkways to confirm a width of 6 feet.
 - The circulation plan indicates a pedestrian connection along the north side of the Carl's Jr. building that connects to Hayden. Please confirm this connection can be made through the out parcel, in-lieu of providing a connection along the northern driveway.
 - The circulation plan indicates a pedestrian path along the southern property line of the project, however, this is not reflected on the site plan or landscape plan. Please update the site plan and landscape plan to show the improvements for this connection, including dimensions.
 - The conceptual landscape plan shows a pedestrian sidewalk connecting to Osborn from the courtyard area. Please update the site plan to also show this connection and add dimensions (minimum 6').

RESPONSE:

Plans have been updated to identify and confirm a minimum 6 foot width for pedestrian walkways. The project provides a pedestrian connection along the north side of Carl's Jr but cannot compel this owner to continue the path to Hayden. To make up for this, a pedestrian path along the south side of Carl's Jr is incorporated (on the Applicants property) which fully connects to Hayden. Plans have been updated to incorporate a pedestrian pathway along the southern property line connecting to Hayden and to show a pedestrian connection from the courtyard area to Osborn Road. .

6. (First review Comment #14) Please revise the site plan to widen the sidewalk along the Osborn Road frontage to a minimum of 10 feet, or reconstruct the 8-foot wide sidewalk to be separated from the back of curb wherever possible, in accordance with the Design Standards & Policies Manual Sections 5-3.110 and 5-3.110B.
- The applicant response says the sidewalk has been widened, however this is not reflected on the site plan or landscape plan.

RESPONSE:

The site plan and landscape plans have been updated with 10 ft sidewalk as called out on the plans

Landscape:

7. (First review letter Comment #23) Areas of parking lot landscaping on the site are, from a practical standpoint, too small to successfully sustain landscape growth long term. Please revise the project plans to increase the size of landscape planters on the site to ensure long term viability of vegetation in those areas, in accordance with the Scottsdale Sensitive Design Principles & Commercial Design Guidelines). Base plantings around taller buildings should be robust.\

RESPONSE:

Parking lot landscaping has been updated to meet City standards and to sustain long term landscape growth. This includes ensuring a minimum of 7 feet interior curb dimension. See update site plan and landscape plans. In addition, trees have been added along the parking area fronting the retail building adjacent to the parking structure.

8. Regarding the refuse plan for the proposed development, in accordance with the DS&PM Section 2-1.309. Please provide additional information addressing the following:
- Locate and position enclosure(s) servicing the new restaurant buildings such that a maximum of 100 feet distance for building service exit to refuse is maintained.
 - The existing Carl Jr.s refuse enclosure is being removed with proposed modifications to existing parking lot. Update site plan with a new refuse enclosure, with grease containment area, to service Carl Jrs.
 - All updated commercial enclosures are to meet the following:
 - i. 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

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

iii. A maximum 100 feet distance for building service exit to refuse enclosure;

iv. So that collection vehicles do not back up more than thirty-five (35) feet;

or,

v. 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

RESPONSE:

The site plan has been updated with a new refuse enclosure between the existing Carl's Jr and the new Building 2 Retail. All enclosure have been updated to meet the required approach, unobstructed vertical clearance and distance requirements.