

#	City Comment	2nd City Comments - 02.17.22	2nd Design Team Response
ZONING			
1		ADDRESSED	
2	The amended development standards approved under Ord. 3909 establish the maximum allowed building heights, and also define how the building height shall be measured. Please revise the building elevations to establish the appropriate benchmark for measuring building height, and clearly identify the building height measurements to the highest part of the building, and the highest part of any roof top appurtenances.	The benchmark appears to be correctly identified; however, the Azure building may be exceeding the allowed area of mechanical encroachment that is permitted by Sec. 5.3063.C. of the amended development standards (10% of the ground area covered by the building and at least 10' setback from roof edge). Provide analysis of these roof area requirements.	See sheet a-102.2.DRB - Figure 2 for mechanical encroachment analysis. Note that area of mechanical equipment encroachment is less than 10% of the ground area covered by the building. See figures 3 & 4 for view analysis showcasing how the parapet and roof hide all mechanical equipment.
3		ADDRESSED	
4	Zoning Ordinance stipulation #13 (Ord. 3909) requires that as part of this development, the owner provide specified canal bank improvements. There is reference to previous Development Review Board case 18-DR-2007, which set the standard of improvements along the canal bank, with certain portions, as specified in the stipulation, to exceed this standard. Please revise the project narrative and plans accordingly to provide the canal bank improvements. Additionally, preliminary approval of these improvements by SRP & Maricopa County Flood Control District is required prior to the Development Review Board hearing.	The proposed improvements are substantially less than what was stipulated. Additional discussion needed here.	There are several agencies involved with the Arizona Canal including SRP, Scottsdale, MCFCD, and the USACE. The City of Scottsdale has requested a widened bank on the northwest side of the Canal with substantial improvements based on the originally-approved DRB case 18-DR-2007. We have found that these original approvals are not achievable without a redesign of the canal and its associated constructed utilities which SRP / FCD will not approve. Per coordination with SRP, they will not allow any above-ground improvements within their 20' clearance requirement. Attached are their most recent comments. Zom is agreeable to providing this 20' buffer, and will not provide any trees within this clear zone. The US Army Corps of Engineers (USACE) has several drainage inlet structures within the flowline of the existing Canal side channel (one lands within the property canal frontage). Extensive design and coordination efforts have been made to avoid significant impact to these drainage structures, so as to not involve the USACE and there restrictions and review timeline (up to 2 years in some instances!). The City of Scottsdale's original stipulations would require Zom to widen the canal bank to the extent that the USACE drainage structures would need relocation. The existing condition shows that a gunnite bank is protecting the canal maintenance access path at a maximum slope, at the same time as providing free and clear access to these drainage structures. Should Zom be required to widen the bank to any extent to the northwest, these structures would be impacted and would involve coordination with the USACE to a large degree, affecting the overall project schedule by years down the road. In summary, widening the canal will result in relocating or compromising the existing drainage structures, causing negative impacts on the drainage conditions for this area and involving multiple local and federal agencies with an uncertainty of even being approved. The attached proposed Canal Improvement exhibit shows that the 20' minimum usable bank per SRP requirements is met, while providing a 10' concrete trail that continues to the north and south of the Bluesky project. This plan illustrates the minimal impact to the involved agencies (SRP, MCFCD, USACE). We would request that the City of Scottsdale be amenable to what Zom proposes for this project. We are stressing the fact that SRP must first and foremost approve this preliminary concept, who is providing the limitations to the allowable improvements within their maintenance accessway. Again, SRP/FCD has strict limitations on improvements along the canal that hinders additional improvements.
5	Zoning Ordinance stipulation #16 & 17 (Ord. 3909) require as part of the Development Review Board submittal, an analysis of the solar reflectivity of the west building elevation fronting on Scottsdale Road to address the impacts to pedestrian and vehicular traffic. Additionally, these stipulations require enhanced pedestrian amenities along this frontage and a maximum transparency of the façade of 80%. Please update the plans and provide additional information as necessary to address these stipulations.	Study not provided with submittal. Not addressed.	The study has been completed. Refer to pages 7, 8 and 9 for pedestrian analysis. Refer to pages for 10, 11 and 12 for vehicular analysis.

6	Zoning Ordinance stipulation #18 (Ord. 3909) requires conformance with LEED green building standards. Please update the project narrative accordingly and provide an update as to the status of the project in this process.	There does not appear to be any mention of LEED certification in the project narrative. Please update the narrative to discuss this part of the proposal. Additionally, please contact Anthony Floyd (antf@Scottsdaleaz.gov) regarding any LEED requirements that may impact the building design.	CRTKL has evaluated the LEED score card. The project aims to achieve 58 points, achieving LEED Silver status. Project will be submitted for LEED accreditation.
7	Please add building setback dimensions on the site plan to confirm compliance with the amended development standards.	Please provide building setback dimensions along all property lines, including the canal right-of-way and the interior property lines. Please provide additional information related to amended development standards Sec. 5.3060.III. Building Design requirements, #8, "Building Lines". This requires that a minimum of 25% of the front building face below 26' shall be at the minimum setback.	See Sheets A-101 and A-102 for all setback and property line dimensions. Refer to Sheet A-101.DRB for a Zoning envelop analysis which calls out horizontal wall lengths. See Civil drawings for any interior property lines.
8	For both buildings, please provide a 3-dimensional building envelop model to confirm compliance with the building setback and building envelop requirements of the amended development standards. This exhibit should also provide calculations for encroachments, in accordance with the amended development standards.	The 3D envelop model does not appear to have been included in the resubmittal. There are still questions regarding building envelop and setback compliance.	See Sheet A-101.DRB for Hazel Envelop Model and Sheet A-102.3.DRB for Azure Envelop Model.
9		ADDRESSED	
9a		Please update the floor plans to also show the portions of the ground floor building areas that will be devoted to commercial uses (not associated with the residential amenities or lobby areas) within each of the buildings.	See Sheets A-101 and A-102 for commercial use areas highlighted in Pink
10		ADDRESSED	
11		ADDRESSED	
12		ADDRESSED	
CIRCULATION			

13	<p>In accordance with Zoning Ordinance stipulation #27 (Ord. 3909), a pedestrian access and multi-use path with a minimum width of 8 feet is required to provide access through the site from N. Scottsdale Road to the 72nd Place alignment, and to the Arizona Canal. The location of this access point was originally planned to bisect the building closest to Scottsdale Road, providing a more direct point of access. As other projects to the east of the site have developed, the planned access alignment has changed to better align with a path that follows the Fashion Square drive alignment wrapping around the south side of the building and connecting with the already constructed public access way on the south side of the Gramercy development. Please revise the circulation plan and site plan to demonstrate how the proposed on-site pedestrian circulation will connect to existing off-site pedestrian improvements at the Gramercy site. New pedestrian connections to the existing pedestrian improvements at the Gramercy site should incorporate enhanced pavement at vehicle pathway crossings and maintain a similar width as the improvements at the Gramercy site.</p>	<p>Pedestrian crossing at 72nd Place alignment has been improved with enhanced pavement. However, portion of pedestrian sidewalk is pinched to ~ 6 feet as sidewalk rounds south side of Building A. Please provide additional sidewalk width at pinch point near garage exhaust vent.</p>	<p>The pedestrian sidewalk adjacent to the garage exhaust has been widened to 8'-0".</p>
14	<p>In accordance with Zoning Ordinance stipulation #26 (Ord. 3909) the driveway for the parcel on the southeast corner of the Scottsdale Road and Fashion Square Drive intersection is required to be realigned to be perpendicular to Fashion Square Drive. The owner shall dedicate an access easement over this realigned driveway. Please work with the adjacent property owner and update the site plan accordingly.</p>	<p>Not addressed; The intersection has moved west closer to the signalized intersection. This is not compliant with the zoning case site plan and stipulations.</p>	<p>Per coordination with the Yari property owner, an updated driveway configuration is shown that satisfies both parties.</p>
15	<p>There is an existing right-turn deceleration lane on Scottsdale Road approaching Coolidge Street (northern site driveway). The site plan and landscape plans do not show the deceleration lane. The right-turn lane is to remain in place but may be shortened as shown in the site plan for 65-ZN-1992 #7. Please revise the plans accordingly.</p>	<p>Not addressed.</p>	<p>Addressed and the updated reduced turning lane configuration is now shown.</p>
16	<p>In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), the developer is responsible for extending the southbound left-turn lane on Scottsdale Road approaching Fashion Square Drive as recommended in the traffic impact study provided with Zoning Case 65-ZN-1992 #7. Please revise the plans accordingly.</p>	<p>Not addressed.</p>	<p>In coordination with City transportation staff and traffic engineer, extending the additional turning lane is not needed. TIA report reflect this information.</p>

17	Please provide more detail on the site plan for the lane configuration at the Scottsdale Road and Fashion Square Drive intersection, especially how lanes line up across Scottsdale Road. Dual-left westbound left-turn lanes are required unless additional traffic study shows that they are not needed as determined by the Zoning Administrator (stipulation #26 (Ord. 3909)).	Not addressed.	Lane configuration has been added to the preliminary grading and drainage plan.
18	In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), please construct a minimum 10-foot-wide clear sidewalk along the Scottsdale Road site frontage; identify the width on the site plan. This sidewalk should be separated from back of curb where possible and should be greater than 10 feet in width in areas where it is not feasible to separate from the curb. There appear to be discrepancies between the site plan, landscape plan, and civil plans, specifically regarding the deceleration lane and sidewalk location. Please Note: Stipulation 26, A18 require these improvements to match the sidewalk improvements on the west side of Scottsdale Road, adjacent to Fashion Square. This includes compliance with the Scottsdale Road Streetscape Design Guidelines.	This has been addressed with regard to sidewalk width, however, the site plan and landscape plan do not show the decel lane which may have impacts on the sidewalk location and width. Additionally, it does not appear that the hardscape elements of the Scottsdale Road Streetscape Design Guidelines have been implemented.	Deceleration lane, and hardscape elements required by Scottsdale Road Streetscape Design Guidelines, have been implemented into the revised plans. A minimum 10'-0" pedestrian sidewalk is still provided along the entirety of the Scottsdale Rd frontage and is separated from the curb (and decel lane) by a planting strip along entire length. Lithocrete paving bands have been incorporated to align with and accentuate Date Palm plantings at the north & south corners of Building A's Scottsdale Road frontage.
18a		The Scottsdale Road Streetscape Design Guidelines indicate the use of certain tree species to create a continuous thread along the signature street. Staff is suggesting the use of the Desert Museum Palo Verde as the main street tree along Scottsdale Road and used with date palms as shown on the landscape plans. The Guidelines also suggest the use of other species as legacy or accent trees, such as Sweet Acacia, Chinese Pistache and Mulga Acacia. Please revise the landscape plans to include the trees suggested by the Guidelines along Scottsdale Road.	Per Staff comments, Desert Museum Palo Verdes have been incorporated at the Fashion Square entry to the project, as these areas have the necessary landscape strip width to support a healthy, sustainable branching structure of this tree species. Along the Scottsdale Rd streetscape, Live Oaks have been planted to more adequately provide long term shade support and avoid future conflicts of branches conflicting with pedestrian ways and the degradation of Palo Verde trees due to improper pruning. In addition, the Live Oaks specified along the Scottsdale Rd frontage have been upsized to 72" boxes to immediately achieve proper canopy clearances and shade coverage of pedestrian walkways. Please refer to landscape plans for specified height & width of Oaks to support this.
18b		The Scottsdale Road Streetscape Design Guidelines indicate the use of accent pavement along the Scottsdale Road frontage through the use of Lithocrete paving, similar to that provided at other locations along Scottsdale Road. Additional paving accents through sandblast, waterblast, and broom finish treatments also should be provided. Please revise the hardscape plans to incorporate accent paving per the Guidelines.	Accent paving has been incorporated per the Scottsdale Road Streetscape Design Guidelines. Lithocrete banding has been incorporated at Date Palm groves located at the north and south corners of the Scottsdale Rd streetscape frontage.
19	In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), the owner shall obtain, provide, and record perpetual cross access easements at the Fashion Square Drive intersection east leg through coordination with the property owner to the south for a minimum of 140 feet east of the western property line. Please revise the site plan to show this easement.	Not addressed.	An updated easement has been added to the preliminary grading and drainage plan, and will be dedicated with the Final Plat.
20	DRAINAGE	ADDRESSED	

21	<p>The drainage review has not yet been completed and will be sent to the applicant team directly from the Stormwater Management reviewer once the review has been completed.</p>	<p>Please see the drainage report on the internet file exchange. Additionally, there is an effective LOMR based on a fairly recent study for this area which established AH flood zone along the canal for some of the project site. The current proposal is to revise the existing LOMR to remove the AH flood zone from the project site by means of submitting a CLOMR as has been stated in this preliminary drainage report. However, there has not been submission of a CLOMR study to the City for review. Without reviewing the said CLOMR, the scope of the current project cannot be verified. Please formally submit the CLOMR to the City for review before moving forward with this project. Do not resubmit the preliminary G&D plans or the drainage report without submitting the CLOMR first.</p>	<p>A CLOMR application for this project has been approved by the City of Scottsdale, and is approved by FEMA.</p>
WATER AND WASTEWATER			
22	<p>Redlined reports for the water and wastewater BOD's are available on the internet file exchange for this case. Please submit the revised Water and Wastewater Design Report(s) with the rest of the resubmittal material identified in Attachment A either as a hard copy or on a CD/DVD.</p>	<p>Please see the redlined water and wastewater design reports in the internet file exchange.</p>	<p>Noted - please see the attached response in separate document.</p>
SIGNIFICANT POLICY RELATED ISSUES			
SITE DESIGN			
23	<p>The amended development standards allow encroachments into the building setback area at grade for canopies and other structural shade features for pedestrians along public sidewalks. Additionally, the City's Old Town Urban Design and Architectural Guidelines, Zoning Ordinance, and Old Town</p> <p>Plan all encourage shaded sidewalk uses architectural/structural shading. Please revise plans and building elevations to provide shade over the public sidewalk along N. Scottsdale Road. The shade structures could be attached to the building and/or a separate detached shade structure similar to the structure recently installed on the property directly south of the subject site.</p>	<p>Staff believes structural shade in combination with landscaping is the best solution. There does not appear to be any physical constraints that would prevent building canopies or a detached shade structure along the Scottsdale Road frontage. This may be identified as a key issue in the Development Review Board staff report.</p>	<p>Per the solar reflectivity and shading study by LOISO+UBBELOHD – see attached exhibit – most critical strategies to address shade, glare and heat gain are being addressed by architectural features already incorporated into the façade – such as recessed openings – and the trees proposed along the sidewalk. Additional horizontal shading devices would only protect the pedestrian from direct midday sun and would minimal impact to pedestrian comfort along Scottsdale Road. Reference page 6 of the solar reflectivity study. In addition to provide enhanced shading at the pedestrian level, the specified trees serve to reduce the heat gain and cooling effect for the building's western facade.</p>
24		ADDRESSED	
LANDSCAPE DESIGN			
25		ADDRESSED	
BUILDING ELEVATION DESIGN			
26	<p>The City's design guidelines promote the use of muted earth tones in building colors and materials. Large sections of the buildings utilize cool gray colors that conflict with the guidelines. Please revise the project plans and material boards to meet the design guidelines.</p>	<p>Not Addressed.</p>	<p>SEE SHEETS A-200 FOR MATERIAL SELECTION FOR HAZEL (BLDG A) - Note that Web grey is no longer being used - changed to Porpoise - a warmer brown tone (Noted as PCP-02) SEE SHEET A-250 FOR MATERIAL SELECTION FOR AZURE (BLDG B)</p>
27	<p>Please revise the project plans to incorporate additional building setbacks for the Azure building along the building's frontage with the Arizona Canal, in accordance with the City's Downtown Urban Design and Architectural Guidelines.</p>	<p>Not Addressed.</p>	<p>The last level of Azure has been stepped back to respond as requested. SEE SHEET A-102.DRB FIGURES 1 AND 3 FOR ADDITIONAL SETBACK NOTED.</p>

28	The City's design guidelines promote appropriate environmental response to the unique climate of the desert southwest. The building designs leave large portions of glazing on the south, east, and west sides of the buildings without solar shading. Please revise the project plans to incorporate appropriate solar responses that for these exposures.	Not Addressed.	SEE SHEET A-102.3.DRB FOR SHADOW STUDY SHOWCASING HOW THE BUILDING DESIGN MEETS THE REQUIREMENTS OUTLINED IN Figure 10 - Exposure to Sunlight & Heat Gain OF THE OLD TOWN SCOTTSDALE URBAN DESIGN AND ARCHITECTURAL GUIDELINES
29		ADDRESSED	
30		ADDRESSED	
31		ADDRESSED	
32	Please provide section drawings of the proposed exterior shade devices. Please provide information that describes the shadow/shade that will be accomplished by the proposed shade devices, given the vertical dimensions of the wall opening. All shade devices should be designed so that the shade material has a density of 75%, or greater, in order to maximize the effectiveness of the shade devices. Please refer to Scottsdale Sensitive Design Principle 9. Please refer to the following internet link: http://www.scottsdaleaz.gov/design/Shading .	Not addressed.	SEE SHEET A-102.3.DRB FOR SHADOW STUDY SHOWCASING HOW THE BUILDING DESIGN MEETS THE REQUIREMENTS OUTLINED IN Figure 10 - Exposure to Sunlight & Heat Gain OF THE OLD TOWN SCOTTSDALE URBAN DESIGN AND ARCHITECTURAL GUIDELINES
33	Please Indicate the locations of all building mounted lighting fixtures on the building elevation drawings. Please refer to the Plan & Report Requirements for Development Applications. (Zoning Ordinance, Sec. 1.305.A.).	Not addressed.	Lighting is noted in the elevations. SEE ELEVATION SHEETS EXTERIOR LIGHTING DESIGN AND LIGHTING FIXTURE LOCATION
34		ADDRESSED	
	LIGHTING DESIGN		
35		ADDRESSED	
36	Please provide additional detail and specify the location and mounting methods for the proposed strip light fixture. If used, this fixture must be shielded from view, so the light source is not visible, in accordance with the City's lighting design guidelines.		Lighting is noted in the elevations. SEE ELEVATION SHEETS EXTERIOR LIGHTING DESIGN AND LIGHTING FIXTURE LOCATION
37	Please provide lighting photometric plans for all exterior lighting to confirm compliance with the average and maximum lighting levels per the City of Scottsdale Lighting Design Guidelines.	Please add a data summary table to the photometric plans that specifies the maximum and maintained average lighting levels over the exterior of the site.	SEE SHEET A-100.1 FOR SITE PHOTOMETRIC CALCULATIONS
	TIMA		
38		ADDRESSED	

39	On Page 22 of the study – Please provide left and right turn lane warrants and queuing analysis at the existing and proposed study intersections, in accordance with DSPM Section 5-3.206. a. Technical:	Page 20 – Use of ITE LUC 230 is not supported. ITE indicates that this Low-Rise type land use should be utilized for “two or three floors of residential living” above the commercial area. Site details indicate floors in excess of three for both buildings. Due to the limited data available for similar land uses LUC 231 and LUC 232, neither is recommended for use in this report. Please revise trip generation to utilize LUC 221 (Multifamily Housing Mid-Rise) and LUC 822 (Strip Retail Plaza <40k), or with the appropriate expected individual retail land uses. Update unit counts/building size to match updated site plan.	Study has been updated
	(2) Page 1 – Fashion Drive should read Fashion Square Drive.	Page 1 - Fashion Drive should read Fashion Square Drive	Updated
39a		Page 5 - "north site"	Updated
39b		Page 7 – Figure 2 – Site plan does not match the one provided in the Appendix. Unit counts do not match. Appendix site plan shows removal of northbound right-turn lane at Coolidge Street. This turn lane shall not be removed.	Stie plan has been updated
39c		Page 9, 11 & 12 – update 2018 report values to 2020 values previously provided.	
39d		Page 34 – Report identifies alternate signal timing at the intersection of Fashion Square Drive/Scottsdale Road to reduce westbound left-turn queue. Please provide LOS with proposed timing and further mitigation discussion.	Updated
ENGINEERING			
40		ADDRESSED	
41		ADDRESSED	
42	DSPM 5: Manholes may not be placed in curbs or sidewalks. Adjust stormwater design accordingly and update civil plan accordingly.	Not addressed.	Storm drain manholes have been moved into the street.
43	DSPM 5-3.123 D.: Update site plan with required site distance triangles meeting the requirements of these intersection sight distance requirements and:	There is a conflict between this and the proposed building. Please mitigate by revising building layout.	CRTKL confirmed the visibility triangles on SHEET A-101
FIRE			
44		ADDRESSED	
45		ADDRESSED	
46		ADDRESSED	
47		ADDRESSED	
48		ADDRESSED	
49		ADDRESSED	
50	Please demonstrate the location of the Fire Department Connection (Fire Ord. 4283, 912).	Not addressed.	SEE SHEET A-101 AND A-102 FOR FDC CONNECTION LOCATIONS.
51		ADDRESSED	
52		ADDRESSED	
53		ADDRESSED	
54		ADDRESSED	
55	Please demonstrate the location of the Fire Riser room (DS&PM 6-1.504(1)).	Not addressed.	SEE SHEET A-101 AND A-102 FOR FIRE RISER ROOM LOCATION
TECHNICAL CORRECTIONS			

	SITE		
56	Please revise the site plan to label and dimension all easements on plan.		Completed. Easements have been added.
57		ADDRESSED	
58	SRC 48: The following existing easements are in conflict with the proposed development. Please provide explanation regarding each conflict as to how the conflict will be addressed, either through release of easements and/or relocation of improvements:	Not addressed	
	a. 15' Public Trail Easement: south of 24', Coolidge Street, Emergency and Services Access Easement.		15' PTE to be revised to 10' PTE. Refer to updated plan. Changes will be submitted with the Final Plat.
	b. 25' Sight Distance Easement: SE corner of Coolidge + Scottsdale Road		25' SDE to remain.
	c. 25' Sight Distance Easement: NE corner of Fashion Square + Scottsdale Road		25' SDE to remain.
	d. 13' Public Non-motorized Easement: East of Scottsdale Road ROW, south side of project		13' PNME to remain. See updated plan for label.
	e. 5.5' Public Non-motorized Easement: Running on a diagonal at SE corner of project, north of Fashion Square		5.5' PNME to be removed by Final Plat.
	f. Emergency and Services Access Easement encompassing Fashion Square, southside of Fashion Square easement		ESAE to be partially abandoned by separate instrument.
	g. 6' Public Non-motorized Easement: NE corner of proposed building, south of Fashion Square		6' PNMAE to be removed by Final Plat.
	BUILDING ELEVATIONS		
59	For purposes of confirming compliance with the building envelop requirements, please add the property lines to the building elevations and confirm the building stepback plane is starting at the property lines on the sides and rear of the building and at the back of curb along public streets.	The property lines have been added to the elevations but the building stepback plane is not shown. Please add to confirm compliance.	SEE SHEET A-204.DRB & FOR ELEVATION SHOWING STEPBACK PLAN AND SHEETA-101.DRB & FOR A 3D REPRESENTATION OF THE STEPBACKS
	OTHER:		
60		ADDRESSED	
61		ADDRESSED	
62		ADDRESSED	
62a		The plans show 5-foot sidewalk along north side of building and along Coolidge. This needs to be a minimum of 6 feet. Need clearly defined public access sidewalk separate from modular pavers shown along south side of building.	The Coolidge sidewalk width has been increased to 6'-0".
62b		Show the existing 13-foot wide public non-motorized access easement along the Scottsdale Road site frontage on the site plans. Zoning Case 65-ZN-1992 #7.	PNMAE is now shown on civil drawings.
62c		Show the existing safety triangles at the Scottsdale Road intersections with Coolidge Street and Fashion Square Drive on the site plans. Only sight distance are shown currently.	Existing safety triangles are shown at both of these intersections.