

Target Date: Resubmittal to City – 2/3/2023

Item	Response
<p>Significant Policy Related Issues</p>	
<p>General Plan 2035 & Greater Airpark Character Area Plan (GACAP) Analysis</p>	
<p>1. Page 24 of the development plan states the development will “harvest, filter and reuse water as well via permeable pavers, storm water basins, bioswales, rain gardens and condensate harvesting seeps”. Please ensure employing such measures in the resubmittal narrative will follow the recommendations set forth in Greater Phoenix Metro Green Infrastructure Handbook. https://www.phoenix.gov/oepsite/Documents/SCN%20GI%20Handbook January %202019.pdf</p>	<p><i>Greater Phoenix Metro Green Infrastructure Handbook measures will be followed. Additional water conservations measures are being evaluated and explored with the team.</i></p>
<p>2. The General Plan 2035 Character & Design (Goal CD 4) and Circulation (Policy C 8.1) Elements as well as the Greater Airpark Character Area Plan (GACAP) Character & Design Chapter (Goal CD 2) expects contextually compatible streetscapes that enhance the design of streets and public spaces. With a resubmittal, respond to the above referenced goals and policies and confirm that the proposed Development Plan implements Segment 4 of the Scottsdale Road Streetscape Design Guidelines. https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Construction/scottsdale-road-streetscape/SRDesign.pdf</p>	<p><i>Team has revised the Scottsdale Road frontage to implement Segment 4 of the Design Guidelines including the inclusion of pocket parks at the intersection corners as identified in the guidelines.</i></p> <p><i>The Streetscape Design will comply with the Urban Streetscapes section of CD4 goal, creating a pedestrian friendly retail mixed-use development. Pavements are designed to slow traffic and facilitate project wide bicycle use. “Urban Streetscapes encourage pedestrian comfort, safety, and accessibility using decorative elements, such as arcade-covered walkways, shade, pedestrian lighting, decorative paving and street crossings, transit shelters, seating, waste receptacles, and landscaping. Urban Streetscapes strive for equality among pedestrians, bicyclists, and automobiles in the design of the public realm.”</i></p>
<p>3. The General Plan 2035 Open Space Element (Policy OS 8.8) and the GACAP Community Mobility (Goal CM 6) and Environmental Planning (Goal EP 3) Chapters discuss the importance of trees and shade as a means to enhance the pedestrian experience and reduce the heat island effect. Although the Development Plan remarks that the proposal will include 750 Trees, it does not give specifics regarding caliper or box size. With a resubmittal, please provide the tree sizes proposed, noting that large, mature tree canopies would be of benefit to the community. Finally, include the percentage of mature trees to</p>	<p><i>Resubmittal includes box size and caliper size of proposed street trees. In general, the landscape will exceed minimum standards, providing a minimum 50% mature canopy trees (3” caliper) throughout, and 75% mature canopy trees on all pedestrian streets.</i></p>

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verify the proposal meets or exceeds the Zoning Ordinance minimum requirements set forth in Section 10.501.B.	
4. The General Plan 2035 Arts, Culture & Creative Community Element as well as the GACAP Aviation (Policy A 4.2), Economic Vitality (Policy EV 3.7), and Character & Design (Policies CD 1.1 and 2.2) Chapters remark on the importance of public art as a cultural and place-making amenity. The first submittal states that public art will be included throughout the development, most notably the “Central Park”. With a resubmittal, please provide a Cultural Amenities Plan, noting locations and scale of the features that will be provided throughout the development; upon resubmittal, please note all locations that are to be publicly accessible.	<i>Resubmittal includes new sheet A115 “Cultural Amenities Plan” with requested information noted.</i>
5. Both the General Plan 2035 (Character & Design Element Goal CD 4, Land Use Element Policy LU 4.2, and Circulation Element Goal C 8) and GACAP (Airpark Mixed Use-Residential definition, Type C Development Type definition, Community Mobility Chapter Goal CM 6 and Policy CD 2.3) discuss the importance of pedestrian connections to and within development – particularly mixed-use developments similar to that being proposed. With a resubmittal, please respond to the noted policies from both documents, providing a Pedestrian Circulation Plan within the “03 Master Plan” portion of the Development Plan. The Pedestrian Circulation Plan should note all pathways (internal and external to the site), including the consideration of connection points through the larger building masses, and minimum sidewalk/pathway widths.	<i>Resubmittal includes new sheet A117 “Pedestrian Circulation Plan” that includes all information requested by staff.</i>
6. The GACAP (Policy LU 6.4) discusses enhancing the compatibility of residential uses with existing industrial uses to ensure that residential areas adjacent to industrial uses are not in conflict. With a resubmittal, please respond to this policy, noting the techniques that will be utilized as a means to promote compatibility between the proposed residential on the eastern portion of the subject site with the existing industrial uses east of the subject site, across North Dial Boulevard.	<i>Ground level uses are limited and will have the benefit of an enhanced streetscape/planting plan. Upper level volumes are set back for reduced impact and open spaces are generally organized against the eastern edge of the property. This limits direct eastern orientation of units and promotes north/south unit layouts. Building plans on sheet A110 and A110.1, sections on sheet A129, and elevations on sheet A123 support and illustrate this strategy. Furthermore, all glazing for residential units will be enhanced acoustic glazing for noise mitigation.</i>
7. The Scottsdale General Plan 2035 discusses the importance of the Scottsdale Airport at length. Goal 7 of the Land Use Element expects that the city should “Protect the viability of the Scottsdale Airport by encouraging compatible land	<i>Goals and policies revised to address 2035 GP Goal 7, Policy LU 7.1 and GACAP Goal A2, Policy A2.1 and A2.2. Conical surface map included with resubmittal.</i>

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<p>uses and development types in the surrounding area”. To this end, Policy LU 7.1 expects that the city “Maintain and follow the Airport Part 150 Noise Compatibility Program. Noise contours and other related information must be disclosed to all potential residents and businesses according to the Airport Influence Area and Noise Contour Maps”. Furthermore, the Greater Airpark Character Area Plan (GACAP), has an entire Aviation Element solely dedicated to ensuring that the land uses developed around the Airport promote a safe, environmentally responsible, and financially self-sustaining airport (Goal A2) – critical to this part of our community. One of those Goals include supporting the Airports Part 150 Noise Compatibility Program (Policy A2.1 and A2.2) – further reinforced by the General Plan Land Use Goal and Policy mentioned above. With a resubmittal, please respond to the goals and policies above, describing the measures that will be taken to ensure that the development of residential units will not adversely impact the operations of Scottsdale Airport as well as more detail regarding sound attenuation.</p>	
<p>8. The General Plan Circulation Element and the GACAP Community Mobility Chapter both speak to the importance of supporting mobility choices that serve the local community. Valley Metro Bus Route 72 traverses Scottsdale Road northbound and subsequently has a bus stop that fronts the subject site. Although page 64 of the Development Plan notes that the existing bus stop – which is currently a signed stop, without shelter – will be “improved with the redevelopment of the site”, no detail as to what improvements will be afforded by this proposal. To convey that this location is indeed neighborhood-serving, with a resubmittal, please confirm the addition of a sheltered bus stop that responds to both the Scottsdale Road Streetscape Design Guideline standards and the architectural context of the proposed development.</p>	<p><i>All plan sheets have modified linework to show the bus bay pullout and full shelter per City of Scottsdale DSPM and Streetscape Guidelines. The bus stop is also noted and called out on sheet A110 Site Plan and A118 Vehicular Circulation.</i></p>
<p>9. Page 1 of the Citizen Review and Neighborhood Involvement Report incorrectly states that the subject site is located at the southwest corner of Scottsdale Road and Gold Dust – whereas the location is the southeast corner of Scottsdale Road and Paradise Lane. With a resubmittal, ensure the content within the reporting addresses the correct project site.</p>	<p><i>Updated Outreach Report included with resubmittal.</i></p>
<p>10. If further outreach has been conducted since the original submittal, and as a response to Goal CI 1 of the Community Involvement Element as well as Policy LU 3.5 of the Land Use Element, with a resubmittal, please provide an updated</p>	<p><i>Updated Outreach Report included with resubmittal.</i></p>

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Citizen Involvement Report that describes the key issues that have been identified through the public involvement process and how the forthcoming resubmittal has responded to such items.	
Zoning	
11. It appears the proposed project will be developed in multiple phases. If so, please provide a Development Master Plan in accordance with the requirements of Zoning Ordinance Section 7.830. as required by Section 5.4003.C.	<i>Master Plan requirements are being met with Development Plan booklet and supporting reports (water, sewer, drainage, TIMA). Phasing Plan included with resubmittal – Sheet A114.</i>
12. In accordance with Zoning Ordinance Section 5.4008.H., a development agreement is required if Special Improvements are proposed with the use of the bonus provisions. Please provide a development agreement which meets the requirements of this section.	<i>A Development Agreement has been drafted and will be uploaded by separate application.</i>
13. The proposed application includes a request to include the Planned Shared Development (PSD) overlay district on the subject parcel. Please revise the project narrative to demonstrate compliance with the requirements of the PSD overlay (Zoning Ordinance Section 6.1400., including any proposal for transfer of development rights. Please provide an accompanying development agreement in accordance with the requirements of Zoning Ordinance Section 6.1406.C.1.	<i>A Development Agreement has been drafted and will be uploaded by separate application.</i>
14. The Planned Airpark Core Development (PCP) District Use Table (Table 5.4006.A.) notates that dwelling units are limited to a maximum of 50 percent of the ground floor building area of the Development Plan. With a resubmittal, provide confirmation (graphic and narrative) that the proposal will meet the development standard across the full development plan area.	<i>Resubmittal Sheet A110.1 “Ground Level Site Plan” has been modified to show residential vs non-residential uses in a color coded format with area calculations that meet the development standard criteria.</i>
15. Please provide bicycle parking space racks per City of Scottsdale Zoning Ordinance Article IX. – Parking and Loading Requirements, Sec. 9.103. – Parking requirements and show on site plan. Bicycle racks to be located near front entrances of the restaurant, office, and hotel locations ((6) spaces, (3) racks should be sufficient for each building site location). Bicycle racks can blend with the architectural context of development. Please contact the Transportation Department to ensure functionality of racks and dimension of placement prior to installation or utilize City of Scottsdale Standard Detail #2285.	<i>Resubmittal Sheet A118 Vehicular Circulation Plan has added bicycle parking locations to the site plan and legend to comply with city standards and staff comments.</i>
Engineering	
16. SRC: Provide an infrastructure phasing plan that addresses the sequencing of city staff required public improvements, or all improvements will be required at time of first permit (public infrastructure = water, sewer, streets, fire + refuse	<i>Acknowledged and updated with resubmittal.</i>

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<p>circulation, and access, bus bays, shelters, sidewalks, signals, streetlights, etc.). Additionally, please make sure to account for required looping of water lines, no circulating drive aisle dead ends, continuous sidewalks, refuse servicing, etc., when determining appropriate phasing limits or the infrastructure required to be provided within each phase.</p>	
<p>17. SRC 48: PLATTING.</p> <p>a. Please update SUBDIVISION PLAN to identify Block G’s frontage to a public street. Additionally, more visibly illustrate the proposed parcel’s boundaries; if proposed to be malleable, add a note unto subdivision plan that any modifications to proposed parcel lines will be in accordance with existing code provisions at time of zoning approval.</p> <p>b. Infrastructure, serving multiple parcels, will need to be contained within its appropriate easements. Site development design to respect their associated limitations (i.e., no drainage or dry utilities within WSFs). Add note to SUBDIVISION PLAN stating conceptual site and building designs, + intensity, will be modified to accommodate city required, and provide city compliant, infrastructure design and easements accordingly.</p>	<p><i>Subdivision Plan included with resubmittal.</i></p> <p><i>Acknowledged.</i></p>
<p>18. SRC 48-3 + 4: Platting will be required for new parcel creation prior to permit issuance. Easement dedications, via plat or MOD, will be required for any public infrastructure running through private parcels. Easements in conflict with proposed development will need to be abandoned via MOR. Please acknowledge accordingly.</p>	<p><i>Acknowledged.</i></p>
<p>19. SRC Ch 48: Covenant to construct and assurances for public infrastructure will be required prior to final plat recordation. Dollar value will be based on city costs to complete infrastructure. Please acknowledge accordingly.</p>	<p><i>Acknowledged. Offsite sewer construction estimate provided.</i></p>
<p>Airport</p>	
<p>20. This project is seeking an increased zoning density for residential/noise sensitive use, within the airport influence area, and as such, this project should be presented to the Airport Advisory Commission. This project falls within the AC-1 and so by the Scottsdale Revised Code, Aviation, Chapter 5 will also require the completion of the Airport Short Form to include the following to be submitted with final plan submittal:</p>	<p><i>Acknowledged.</i></p>
<p>21. Per Sec. 5-354 – height analysis – The owner of construction equipment to be located within the twenty-thousand-foot radius of the Scottsdale Airport, that</p>	<p><i>Acknowledged. To be provided with Final Plan submittal.</i></p>

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penetrates the 100:1 slope from the nearest point of the runway shall submit to the FAA the appropriate forms for FAA review. See FAA Form 7460-1. If the construction equipment is in violation of 14 CFR Part 77, the owner shall immediately remove the construction equipment as directed by the Aviation Director.	
22. With the resubmittal, please provide a copy of the FAA approval/results of the FAA Form 7460-1 for the height of the proposed buildings.	<i>Short Form and Notice Criteria Tool Completed with 1st Submittal and included with the 2nd submittal as well.</i>
23. Sec. 5-355. – Fair disclosure requirements. a. As recommended by the FAA Part 150 Noise Compatibility Study, each owner of property located in the areas labeled AC-1, AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall make fair disclosure to each purchaser. If a development is subject to Covenants, Conditions, and Restrictions (CC&Rs), the owner shall include the disclosure in the CC.	<i>Acknowledged.</i>
24. Sec. 5-357. - Avigation easement requirement. a. Before final plan approval for any new development, the owner of a new development in the areas labeled AC-1 (for noise-sensitive uses only, except hotels, motels, resorts, and hospitals), AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall grant the city, and record, an avigation easement satisfactory to the city attorney's office.	<i>Acknowledged.</i>
Drainage	
25. Please submit a revised Drainage Report with the rest of the resubmittal material identified in Attachment A. Redlined reports are available for download via the case file exchange.	<i>Drainage redlines were not included in report. SEG is working directly with stormwater to address comments.</i>
Water and Wastewater	
26. Please submit a revised Water and Wastewater Design Report(s) with the rest of the resubmittal material identified in Attachment A. Redlined reports are available for download via the case file exchange.	<i>Updated Water and Wastewater Reports included with the resubmittal</i>
Significant Policy Related Issues / Site Design	
27. Please provide a pedestrian circulation exhibit to be added to the development plan. This exhibit should identify all the public and private primary pedestrian routes through and around the development. Include sidewalk widths for all typical locations.	<i>Resubmittal sheet A117 "Pedestrian Circulation Plan" has been added with proposed sidewalks widths notated.</i>

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28. To create greater emphasis at the corners of the project along N. Dial Boulevard, please revise the project plans to create an open space area at the intersections of Paradise Lane/Dial Boulevard and Tierra Buena Lane/Dial Boulevard.	<i>All site plan graphics and landscape plans have been graphically modified and notated to show the addition of corner open space at the mentioned locations.</i>																
29. To assist in review of the provided Transition Plan, please provide additional cross-sections at other areas on the northern and southern portions of the site on the Transition Plan.	<i>Resubmittal sheets A120.1 and A120.2 "Transitions Plan" have been added to graphically illustrate the northern and southern project borders.</i>																
30. In addition to updated commentary in the Project Narrative, please revise the project plans to incorporate the Scottsdale Road Streetscape Design Guidelines, including a Secondary Green Spot at the intersections of E. Tierra Buena/N. Scottsdale Road and E. Paradise Lane/N. Scottsdale Road.	<i>All site plan graphics and landscape plans have been graphically modified and notated to show the addition of corner open space at the mentioned locations.</i>																
Significant Policy Related Issues / Building Elevation Design																	
31. Due to the massing and proximity to the adjacent street, please revise the project plans to provide additional design emphasis to the street-facing elevation of the proposed parking structure along E. Tierra Buena Lane.	<i>Resubmittal sheet A123 Elevations has made building design changes to enhance south facing façade of Block F to better screen the parking use of building F2.</i>																
32. Please revise the project plans to provide additional building articulation for buildings in Block C, Block D and Block E along the site's street frontages.	<i>Resubmittal sheets A110.1 Ground Level Plan and A123 Elevations have made building design changes to enhance the ground level streetscape on Blocks C, D, and E along Dial Blvd.</i>																
Engineering																	
33. DSPM. 2-1.305 F. Provide loading and unloading areas, minimum length of 45' and width of 12', in accordance with below tables, update site plan accordingly. Alleys, fire lanes and streets shall not be used for loading and unloading.	<i>Loading areas per city standard have been defined in the enlarged details and legend, and have been located on the site plan on resubmittal sheet A118 Vehicular Circulation Plan</i>																
<table border="1"> <thead> <tr> <th colspan="2" data-bbox="100 1110 831 1143">MULTI-FAMILY OFF-STREET LOADING & UNLOADING AREAS</th> </tr> <tr> <th data-bbox="100 1143 443 1175">NO. OF DWELLING UNITS</th> <th data-bbox="443 1143 831 1175">NO. OF LOADING & UNLOADING AREAS</th> </tr> </thead> <tbody> <tr> <td data-bbox="100 1175 443 1208">0-50</td> <td data-bbox="443 1175 831 1208">1*</td> </tr> <tr> <td data-bbox="100 1208 443 1240">51 - 150</td> <td data-bbox="443 1208 831 1240">1</td> </tr> <tr> <td data-bbox="100 1240 443 1273">151 - 450</td> <td data-bbox="443 1240 831 1273">2</td> </tr> <tr> <td data-bbox="100 1273 443 1305">OVER 450</td> <td data-bbox="443 1273 831 1305">3**</td> </tr> <tr> <td colspan="2" data-bbox="100 1305 831 1354">* The DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.</td> </tr> <tr> <td colspan="2" data-bbox="100 1354 831 1375">** Plus, any additional loading areas required by the DRB.</td> </tr> </tbody> </table>		MULTI-FAMILY OFF-STREET LOADING & UNLOADING AREAS		NO. OF DWELLING UNITS	NO. OF LOADING & UNLOADING AREAS	0-50	1*	51 - 150	1	151 - 450	2	OVER 450	3**	* The DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.		** Plus, any additional loading areas required by the DRB.	
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<p style="text-align: center;">NON-RESIDENTIAL OFF-STREET LOADING & UNLOADING AREAS</p> <table border="0"> <tr> <td style="text-align: left;">GROSS FLOOR AREA (FT²)</td> <td style="text-align: left;">NO. OF LOADING & UNLOADING AREAS</td> </tr> <tr> <td>LESS THAN 30,000</td> <td>1*</td> </tr> <tr> <td>30,001 TO 100,000</td> <td>1</td> </tr> <tr> <td>100,001 TO 200,000</td> <td>2</td> </tr> <tr> <td>OVER 200,000</td> <td>3**</td> </tr> </table> <p>* For each 10,000 square feet of gross floor area of a development project, the DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.</p> <p>** Plus, any additional loading areas required by the DRB.</p>	GROSS FLOOR AREA (FT ²)	NO. OF LOADING & UNLOADING AREAS	LESS THAN 30,000	1*	30,001 TO 100,000	1	100,001 TO 200,000	2	OVER 200,000	3**	
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<p>34. DSPM 2-1.309 REFUSE COLLECTION: Update refuse plan to address the following:</p> <ul style="list-style-type: none"> a. The proposed refuse solution will only work if the project is being zoned with a planned development type designation and associated sharing of facilities DA requirements. If not, please delete blue dots from refuse plan and instead add green dots, trash compactor locations to each block. b. If planned development, add note define how trash from each refuse service area is to be taken to trash compactor location. Add a blue dot detail. Once we review this information, the city may determine the currently proposed refuse solution non-feasible for project and require trash compactor dots within each block. c. Add a green dot within the boundaries of proposed Phase 1. d. Add a typ. Refuse, green dot, detail to include a horizontal compactor, associated dimensioning and required vertical and horizontal clearances. If proposed refuse solution is approved, 1 overall green dot, the green dot detail will need to account for 70 cubic yards of compacted trash. e. Will there be any recycling provided to project? If so, add a 'doting' solution for it. f. Add note, stating that conceptual site and building designs + intensity will be modified to accommodate city required, and provide city compliant, refuse design. g. If planned development, add a note stating that each phase preceding Block F, current green dot location, will provide its own trash compactor refuse solution. h. Update plan to account for required restaurant grease 	<p><i>All comments have been addressed and picked up on the revised sheet A112 Refuse Plan. Notes have been added below the legend to ensure functioning refuse service during all phases of buildout.</i></p>										

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<p>containers.</p> <p>i. Applicant to note, updated refuse plan, per provided comments, still needs to be reviewed for approval. Another review cycle, post next submittal, will be required should refuse plan not be updated per staff comments or if updated but not approved</p>	
<p>35. DSPM 3-1.701, I: BENCHMARKS: Please make sure to use the McDOT benchmark system and in accordance with the FEMA Benchmark Maintenance criteria. Please update submittal accordingly.</p>	<p><i>Acknowledged and addressed.</i></p>
<p>Circulation</p>	
<p>36. Since the proposed development is planned to be subdivided and will likely include multiple property owners in the future, the internal access drives for the development shall be dedicated tracts rather than easements. Please acknowledge this requirement and add the street tracts to the conceptual subdivision plan.</p>	<p><i>Street tracts have been added to sheet A111 Subdivision Plan.</i></p>
<p>37. In accordance with Design Standards & Policies Manual Section 5-6.103, please revise the site plan to show construction of a new closed bus bay at the northeast corner of Scottsdale Road at Tierra Buena. The taper of bus bay should begin just past the curb ramp at the northeast corner. Standard detail 2266-1 – Bus Bay Type A. If the shelter extends outside of the ROW, a bus stop easement will need to be dedicated.</p>	<p><i>All plan sheets have modified linework to show the bus bay pullout and full shelter per City of Scottsdale DSPM and Streetscape Guidelines. The bus stop is also noted and called out on sheet A110 Site Plan and A118 Vehicular Circulation.</i></p>
<p>38. Please revise the site plan to show construction of a new transit shelter with amenities at existing signed location on north Scottsdale Road Approximately 215’ north of E. Tierra Buena Lane. The new transit shelter on Scottsdale Road shall be designed in conformance with the standards in the Scottsdale Road Streetscape guidelines. COS Standard Detail #2264 1-11. Art panel for shelter shall be Segment 4 – Central Corridor “Dry Wash.”</p>	<p><i>All plan sheets have modified linework to show the bus bay pullout and full shelter per City of Scottsdale DSPM and Streetscape Guidelines. The bus stop is also noted and called out on sheet A110 Site Plan and A118 Vehicular Circulation.</i></p>
<p>39. In accordance with Design Standards & Policies Manual Section 5-3.100, please revise the site plan to provide min. 8-foot-wide sidewalks separated from the back of curb along the Paradise Lane, Dial Boulevard, and Tierra Buena site frontage. DSPM Sec. 5-3.100 – Minor Collectors/Residential; Scottsdale Revised Code 47-36 – Street Improvements. Show sidewalks on pedestrian circulation plan.</p>	<p><i>Resubmittal Sheet A117 Pedestrian Circulation Plan has been modified to include descriptions of sidewalk typology in the legend and correctly shown on the site plan per Scottsdale DSPM</i></p>
<p>40. Please provide a separate pedestrian circulation plan that identifies pedestrian connections from the external streets to the on-site buildings.</p>	<p><i>Connections from external streets to on site buildings are illustrated on Resubmittal Sheet A117 Pedestrian Circulation Plan</i></p>

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41. Please revise the site plan to align the northern site driveway on Dial Boulevard with the existing driveway on the east side of the street or be offset a minimum distance of 125 feet. The driveways are offset in the wrong direction creating left-turn conflicts. DSPM Sec. 5-3.201.	<i>The northern driveway intersecting Dial Blvd. has been shifted to align with the mid-point between the two driveways on the east side of Dial Blvd as suggested by city staff in a follow up meeting. Shown on all submitted plans.</i>
42. Extend the second eastbound travel lane on Paradise Lane from Scottsdale Road to the eastern site driveway, creating a right-turn lane at the driveway. This will eliminate some transition conflicts at both site driveways. Dedicate a minimum of 10 additional feet, 40 feet minimum, along the Paradise Lane frontage from Scottsdale Road to the eastern site driveway to accommodate the additional street width.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
43. Construct an eastbound right-turn lane on Paradise Lane at Dial Boulevard or extend the 2nd eastbound lane to Dial Boulevard to function as a right-turn lane.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
44. Extend the raised median on Paradise Lane at Scottsdale Road to provide a minimum 150 feet of storage or longer if recommended in the approved traffic impact study. The raised median shall be extended a minimum of 50 feet to the east to prohibit northbound left-turn movements at the western site driveway.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
45. Modify the existing pavement marking on Dial Boulevard at Monte Cristo to make the southbound approach a two-way left-turn lane, not a southbound left-turn lane. The existing layout does not allow northbound left turns at the proposed site driveway.	<i>The northern driveway intersecting Dial Blvd. has been shifted to align with the mid-point between the two driveways on the east side of Dial Blvd as suggested by city staff in a follow up meeting. Shown on all submitted plans.</i>
46. Provide a preliminary design for the Tierra Buena Land and Scottsdale Road intersection to accommodate the proposed traffic signal. Include the pavement marking and lane line lengths for all legs of the intersection. Applicant will be responsible for adding pavement marking to the west leg, located in the City of Phoenix.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
47. Extend the left-turn lane on Tierra Buena Lane to provide a minimum 150 feet of storage or longer if recommended in the approved traffic impact study.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
48. Dedicate a minimum 10-foot-wide Public Non-Motorized Access Easement along the Paradise Lane, Dial Boulevard, and Tierra Buena Lane site frontages to accommodate the wider sidewalk requirement and separation from back of curb.	<i>Easement is accommodated for in design and will be dedicated with final plans.</i>
49. Provide an enhanced pedestrian crossing at the eastern site driveway intersection with Paradise Lane to accommodate pedestrian crossings to the	<i>Enhanced pedestrian crossing is shown on all site plans and illustrated on the landscape plans as well. Symbology and</i>

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retail center on the north side. The crossing shall be a Pedestrian Hybrid Beacon or Rapid Rectangular Flashing Beacon with a ladder style crosswalk.	<i>notation has also been added to sheet A117 Pedestrian Circulation Plan</i>
50. Provide a pedestrian circulation plan for the site and include pedestrian connections from the site buildings directly to the adjacent street intersections to discourage mid-block crossings.	<i>Connections from external streets to on site buildings are illustrated on Resubmittal Sheet A117 Pedestrian Circulation Plan</i>
51. Remove the driveway median at the main site driveway on Scottsdale Road from the public right-of-way.	<i>Suggested roadway and curb geometry has been modified graphically on all site plan submittal sheets per this comment. See sheet A110 Site Plan.</i>
52. Provide a clear light of sight for vehicles exiting the garage to see the oncoming vehicles. Verify that the proposed landscape does not create picket fence effect and cause sight distance concerns at any of the driveways.	<i>External driveways illustrate visibility triangles on sheet A110 Site Plan. All internal driveways and building vehicular entrances will maintain site visibility triangles as required by Scottsdale DSPM.</i>
TIMA	
53. Update the site plan to reflect southbound left-turn lane with 150' storage and 100' reverse curve at the driveway along Scottsdale Road. The median shall be design and signed such that left out is not allowed.	<i>Site plan updated.</i>
54. The west driveway along Paradise Lane shall be signed as right in right out only and median along Paradise Lane shall be modified per the comment under Transportation above.	<i>Median along Paradise Lane extended.</i>
55. Page 30, Text states that the proposed trip generation from the previous La Via TIMA was used but the appendix sheets show that the "Existing C-4 Zoning" values from the old report were utilized, not what was being proposed by La Via. The last table on Page 4 of Appendix H is what should be used for the comparison used in Table 7 of this report, recalculated using ITE 11 values. Both comparisons are irrelevant to this application and will not be reviewed by TE staff and recommend deleting it from TIMA. Please also provide a trip generation comparison for the existing CrackerJax site.	<i>Text updated and reference to La Via was removed. Comparison to the prior development was added to Appendix G.</i>
56. Please re-evaluate distribution at driveways along Paradise Lane or provide justification.	<i>Distribution along Paradise Lane was updated.</i>
57. Page 34 Figure 8, Intersection 3 is missing a leading zero for AM peak for the westbound right-turn movement.	<i>Figure 3 was corrected.</i>
58. Page 56, COS speed data on Dial Boulevard and Paradise Lane shows an 85th Percentile speed over 35MPH, the study shows an excess of 5,000 vpd on the street and at least 30 right-turning vehicles per hour at west driveway along	<i>Eastbound right turn lanes are provided at the two site driveways along Paradise Lane via the eastbound through drop lane. Eastbound right turn lane is provided at the intersection of</i>

Item	Response
<p>Paradise Lane, both driveways along Dial Boulevard B, D, and E. While east driveway along Paradise Lane Driveway C only shows a maximum of 26 vph, see previous comment. Right-turn deceleration lanes will be required at these intersections. This site expects to almost double the eastbound right-turning volume at the intersection of Dial Blvd/Paradise Ln. A right-turn deceleration lane should also be constructed at this intersection. Alternatively, the second eastbound through lane should be extended to a right-turn drop lane at the intersection with Dial Blvd.</p>	<p><i>Dial Boulevard and Paradise Lane (9). Coordinated with COS and right turn lanes along Dial Boulevard are no longer requested or required.</i></p>
<p>59. Page 58, the posted speed limit on Greenway-Hayden is 40MPH. However, photo enforcement data suggests that the 85th Percentile exceeds 40MPH. Please revise analysis with the reduced warrant threshold.</p>	<p><i>Signal warrant updated.</i></p>
<p>60. Page 60, please include turn lane recommendations and lengths in this section. Please re-evaluate these lengths under the proposed signalized condition at Scottsdale Road/Tierra Buena Lane.</p>	<p><i>Table 13 was updated to include recommended turn length.</i></p>
<p>Considerations / Special Improvements</p>	
<p>61. The proposed development plan includes the use of bonus provisions for building height and floor area ratio, however, does not provide any consideration as to what special improvements may be proposed with the use of the bonus funds. As part of the required special improvements for the proposed height please consider burying the existing above ground powerlines which run along Scottsdale Road from Thunderbird to Frank Lloyd Wright.</p>	<p><i>We support the burying of the existing underground powerlines and helping to maintain City's water conservation goals, but recognized the City Council decides how the bonus funds are spent.</i></p>
<p>Technical Corrections / Other</p>	
<p>62. Please provide higher resolution exhibits within the development plan for the Stepback Exhibit (Sheet 84) and the Solar Analysis (Sheet 88). Additionally, the Solar Analysis should have darker shadows. Currently these exhibits are not legible.</p>	<p><i>Exhibits adjusted.</i></p>
<p>63. Please revise the building elevation sheets in the development plan to call out the proposed building heights.</p>	<p><i>All building heights called out on revised submittal sheet A123 Elevations</i></p>
<p>64. Please revise the parking tabulations or provide a separate exhibit that identifies where the provided parking for each building is located.</p>	<p><i>Please see new submittal Sheet A110.2 Parking Plan for parking numbers and locations per block and per use.</i></p>