CITY OF SCOTTSDALE

8/18/2022

Andy Jochums
Beus Gilbert McGroder
701 N 44Th St
Phoenix, AZ 85008

RE: 94 Hundred Shea - The Village

Case Number: 3-GP-2022
Key Code: 4237C
Case Number: 8-ZN-2022
Key Code: J5900

Dear Andy Jochums:

The Planning & Development Services Division has completed the review of the above referenced development application submitted on 7/14/2022. The following **1st Review Comments** represent the review performed by our team and is intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

2035 General Plan and Shea Area Plan Significant Issues

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

1. As per application requirement No. 14 of the General Plan Amendment Development Application Checklist, a context graphic depicting the existing General Plan 2035 land use designation (Commercial) and the proposed General Plan 2035 land use designation (Mixed-Use Neighborhoods) for the subject property should have been provided within the submittal packet. With a resubmittal, provide this series of graphics, including the total gross acreage of the requested change.
2. Page 18 of the narrative states that "The property is located within an Urban Character Area of the 2035 General Plan" in response to the Character Area Criteria. Although the property is located within the Urban Character Type, the subject site is located within the Shea Area Plan. With a resubmittal, please state such, clarifying that the application's response to that Character Area Plan is provided on pages 24 through 26 of the narrative.
3. Page 24, in response to Housing Element Policy H 1.5, states that the proposed density of 219 dwelling units "is comparable with the larger area's existing apartment developments".

With a resubmittal, for clarity, please expand further on this statement, noting context area multifamily developments and their comparable densities.

4. The General Plan Land Use Element (Goal LU 2) promotes the sensitive transition and integration of land uses within the surrounding natural and built environments. The entire site is proposed as a PUD district; however, few of the submitted materials note interaction between the existing commercial complex and the proposed residential component – topics such as connectivity, open space, etc., and should be treated as a singular submittal and not just specific to the residential component. Furthermore, and as a mixed-use proposal, it is expected that the entire site, inclusive of existing commercial to the north, is fully integrated in terms of pedestrian improvements, walkways, and design. With a resubmittal, please provide narrative and graphical response that confirms transition and integration of the proposed multifamily residential and the existing retail and office site.

5. The General Plan Open Space Element (Goal OS 4 and supporting policies) seeks to protect and improve the quality of Scottsdale's natural and urban environments as defined in the quality and quantity of its open spaces. To that end, Policy OS 4.3 Bullet 1 states that Scenic Corridors should be designated along major streets where a significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized. More specifically, the General Plan identifies Shea Boulevard as a Scenic Corridor, where 100' landscaped setbacks are expected as a means to preserve views and create a sense of openness. Previous approvals (11-ZN-2002) for the subject site allowed for an 80-foot minimum, 100-foot average Scenic Corridor along Shea Boulevard – which was the standard at the time. However, since that time the community revised the standards for these roadways with case 1-GP-2004 and introduced new standards for Scenic Corridors which now includes a 100-foot minimum width for such designated areas. Although page 23 of the narrative briefly discusses the existing "open space corridor along Shea Boulevard", there doesn't appear to be information regarding the existing Scenic Corridor easements and how the Shea Boulevard edge may transition over time as a result of future development. With a resubmittal, please provide a Scenic Corridor analysis for Shea Boulevard that graphically and narratively discusses the existing conditions, including minimum and average widths. Furthermore, provide confirmation that if future development efforts occur along this edge, a 100' minimum-width Scenic Corridor will be attained via new map of dedication.

6. The McCormick Ranch Landscape Master Plan (Case 46-DR-2016) informs landscaping materials to be utilized within all landscaped areas owned and managed by the McCormick Ranch Property Owners Association. Although the subject property will not be managed by this entity or governed by the referenced document, ensuring that landscaping reinforces the character of the area is important as per both the General Plan (Character and Design Element Goal CD 5) and Shea Area Plan (Goal 1). With a resubmittal, demonstrate how this proposal will be compatible with the above referenced document, both narratively and graphically (updated Landscape Plan). To assist with the response; the noted plan can be found at: https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/46730

7. 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 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 Ordinance and Scottsdale Revise Code Significant Issues

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

Drainage:

8. Please submit revised Drainage documents addressing the following:
    a. The concept includes filling the existing retention basins and conveying the onsite flows directly to the existing storm drain. The attached approved reports and correspondence address the storage issue but no mention of filling the basin. Provide documentations to support that the existing basins are obsolete and provide excerpt from existing reports if any.
    b. The storm drain hydraulics need to evaluate the entire system. The existing basins were developed as part of the master drain plan therefore the contributing areas needs to be reviewed. The pipe capacity needs to include not only 48" pipe within the parcel but also upstream and downstream. The pipe downstream also receives flow from 92nd Street.
    c. First Flush requirements must be addressed even with a waiver.

Water and Wastewater:

9. Please submit revised Water and Wastewater Design Report(s), addressing the document redlines and the following:

    WATER:
    a. Hydrant flow test is from 2020. Needs be to updated. DSPM 6-1.202.
    b. Identify pressure at the highest finished floor at the worst case location (Scenario 3) DSPM 6-1.202.G.6.c.ii.
    c. Scenario 4: Demonstrate minimum domestic service pressure of 50 psi can be maintained at the highest proposed finished floor elevation for the worst hydraulic case domestic demand node. DSPM 6-1.202.G.6.d.
    d. Correct all four modeling tables to be consistent with the demands calculated in Section E of the Water BOD per DSPM 6-1.202 and 6-1.406. Include tables showing velocities per DSPM 6-1.202.H.3.
    e. A vault is required for the 3" meters. DSPM 6-1.416.
    f. Show all easements. DSPM 6-1.402.B.
    g. Water lines shall not be located within 10-feet of a building or retaining wall without providing additional protection per DSPM 6-1.402.
    h. Water meters are to be accessible to city workers and be located as close as possible to the water main. DSPM 6-1.416.G.
    i. Show how the FDC/riser is connected to the distribution loop (fire line) DSPM 6-1.504. Include backflow preventer. DSPM 6-1.417.
    j. Water service lines shall be continuous from the main to the meter with no bends or joints. DSPM 6-1-416.J.

SEWER:

k. Onsite sewer is discharging to private sewer. Comply with requirements of SRC Sec. 49-118.
l. Correct demand calculations per dwelling unit counts, commercial square footage and pool demands. DSPM 7-1.403.
m. Need site/utility plan. DSPM 7-1.201.

Significant Policy Related Issues

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

Site Design:

10. The submittal appears to be missing the Pedestrian Offsite Plan (A1.6.1) that was part of the prior case documents and showed the pedestrian routes through the overall development and the proposed pedestrian connection to be created at the north end of the site connecting to the development to the west. Please provide that information with the resubmittal.

11. Please provide loading and unloading areas in the site configuration, per DSPM. 2-1.305.F, with minimum length of 45-feet and width of 12-feet, in accordance with below tables. Please update the site plan(s) accordingly. Alleys, fire lanes, and adjacent streets shall not be used for loading and unloading.

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.

NON-RESIDENTIAL OFF-STREET LOADING & UNLOADING AREAS

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**

* 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.

** Plus, any additional loading areas required by the DRB.

12. Please revise the Refuse Plan, per DSPM 2-1.309 and the following (please contact Eliana Hayes at 480-312-2757 should you have specific questions):

A. Refuse truck will not use enhanced pedestrian pathway as it does not constitute an acceptable vehicular pathway for refuse truck purposes. Please update design so that the refuse truck can circulate through site as follows:
    a. Through a traditional vehicular corridor;
    b. In a location that does not require the refuse truck to "backtrack";
    c. So that collection vehicles do not back up more than thirty-five (35) feet; or,
    d. So that path of travel for the refuse truck accommodates a minimum vehicle of turning radius of 45 feet, and vehicle length of 40 feet.

B. Refuse Compactors: The Solid Waste Management Director, or designee may approve refuse compactors as an alternative to refuse or recycling containers as follows:

e. Rear Loaded Non-Residential, Mixed-Use, and Multi-Family Residential Compactor Container Positioning (rear loaded non-vertical compactors only allowable)

(1) Design the location of the refuse or recycling compactor container and loading and maneuvering area so that the container and refuse truck does not obstruct any portion of designated fire lane or an emergency and service vehicle access lane during loading, unloading, and placement of the container.

(2) 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.

(3) The vertical clearances are subject to modification based on container size, location and positioning as determined by the Sanitation Director, or designee.

(4) Place the refuse compactor container 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.

(5) Provide a refuse compactor container approach area that has a minimum width of fourteen (14) feet and length of sixty (60) feet in front of the container. The length of the approach is subject to modification based on the enclosure location, drainage, and positioning concerns. The approach length and width are subject to modification based on container size, location and positioning as determined by the Sanitation Director, or designee.

(6) Provide the refuse compactor container approach and storage areas with a maximum continuous slope of two (2) percent.

(7) Incorporate a concrete approach slab (minimum thirty (30) feet long) and refuse compactor container storage area concrete slab (minimum four (4) feet longer than the container) that are, at a minimum, in compliance with the concrete slab requirements of the COS MAG Details for a refuse enclosure. The property owner and their designers are responsible for determine when a greater capacity concrete slab and structural design is required and shall modify the design indicated in the COS MAG Details to accommodate the design of the building, refuse truck, refuse compactor container, etc.

13. Please update the Site Plan to show and identify a minimum 6-foot width accessible pedestrian route from the main entry of the development to each abutting public/private street that provides a pedestrian sidewalk/multi-use trail, per DSPM 2-1.310.

14. Please make sure project design is based on the McDOT benchmark system and in accordance with the FEMA Benchmark Maintenance criteria, per DSPM 3-1.701.I. Please update submittal documents accordingly.

Building Elevation Design:

15. Per the Zoning Ordinance definition of Building Height (Sec. 3.100), the provided building height is "measured from a point of reference elevation established 12 inches above the average elevation at the top of the curb of the street or streets adjacent to the property". The information indicated on Site Sections, Sheet A1.4, does not appear to be taking the Shea Boulevard site frontage into account and is instead referencing the use of relative grades of just the residential portion of the site. Please revise the drawings to clearly identify building height will be in compliance as measured from the correct point of reference.
16. Please provide colored perspective(s) of the east and west project elevations. These will help visually clarify that sufficient window recess and shading are being accounted for with the conceptual design.

Technical Corrections

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

Narrative:

17. The provided narrative identifies a Preferred Employer discount program to supplement the idea of this development establishing housing options for employees working in the surrounding area. Please look at providing more elaboration on how this type of operational program would be carried out and what documented assurances may be able to be put in place as part of this zoning application to ensure the identified program will be executed as represented.

Traffic Study:

18. Please revise the Traffic Study to address the following:
    a. General – Ironwood Lane should be Ironwood Drive
    b. Figure 4 – the "proposed site" callout differs from the site plan and other figures.
    c. Page 8 and Figure 5 – the description of the eastbound approach to the driveway does not match the figure
    d. Please limit trip generation comparison to the 0.35 FAR scenario. Assumption of potential 0.80 FAR is not supportable. Staff recommends that the site would be assumed to be 50/50 general office and medical office for comparison scenarios.
    e. Page 20 – description of AM peak hour percentage change does not match table.
    f. Page 21 - Text describes that approximately 20% of outbound traffic would go through the existing office complex(es) to reach Ironwood Drive/Driveway E to continue south. Based on Figure 7, it does not appear that this is the case. Consider including graphic of enlarged site plan and surrounding area to show expected

routes to and from the proposed 9400 site through existing developments. What route are trips entering exiting at Driveway B/Becker Lane expected to take? Staff would not support use of the drive aisle located on the eastern edge of the parcel north of the proposed site as a primary access route. The circulation plan submitted in the package shows connection to adjacent parcel to the west (Ironwood 92), but this is not addressed in the report.

g. What will be the mechanism to restrict the southern access into the existing office complex? This access is labeled as an "EXIT ONLY" but it appears trips were assigned to enter here.

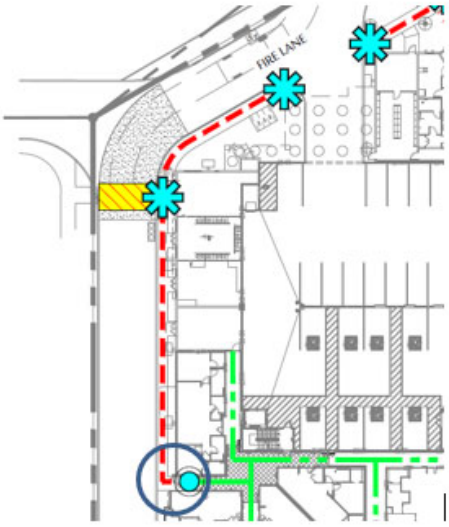
Circulation:

19. The internal connection through the development project site, to and from Shea Boulevard appears to have design issues. The route width narrows to 16-feet and has limited sight distance. Please address this and any proposed changes that would correct those existing design deficiencies.

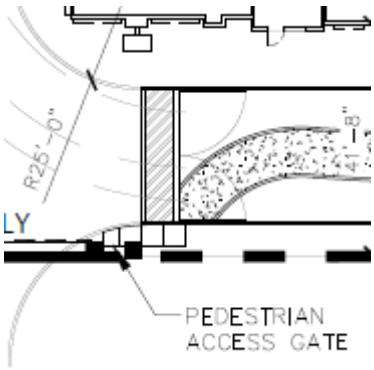
20. The narrative discusses a likely vehicular connection to 92nd Street through the adjacent Ironwood/Caliber property to the west, but the site plan does not show how or where this will occur. Please revise the site plan to identify that intended connection location(s) for a more comprehensive understanding of how that interconnectivity will lay out.

21. Please provide additional clarification on how the "exit only" vehicular gate at the southwestern corner of the site is intended to be used. Will there be any imposed time constraints, or is it intended to be available at all hours?

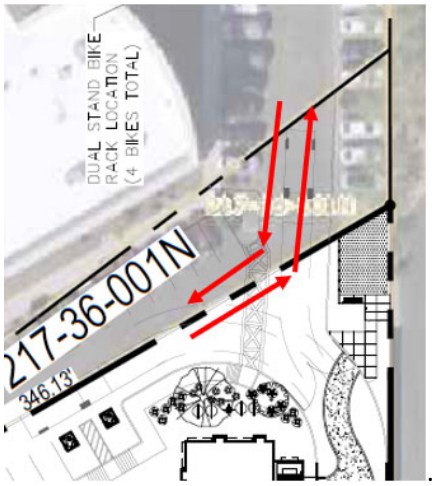
22. The "public" sidewalk on the west side dead-ends into the private pedestrian facility. This appears to miss an opportunity to include a continuation on of the public component to the other access points identified further south.



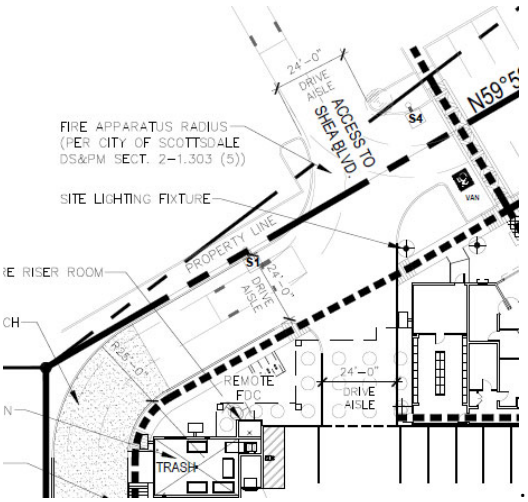
23. Please provide more detail for the pedestrian connection from the fire lane path to the existing sidewalk to the south on the Ironwood Medical Office property. The fire lane gate seems to be blocking the connection and the pathway shown does not appear to connect to the existing southern improvements.



24. The intersection at the east side of the site, joining the residential to the existing commercial, creates a complicated interaction between the main traffic flow and the pedestrian crossing. Please evaluate a revised configuration that addresses the functionality of that area.



25. The skews and offsets in travel lanes for the garage entrance and main access aisle design appear to create turning conflicts and sight distance issues. Please evaluate a revised configuration that addresses these design concerns.



26. The following stipulations of previous cases 6-GP-2019 & 16-ZN-2019 should continue to be accounted for with the current application. Please ensure your proposal accounts for and includes the following stipulated parameters:

    a. PUBLIC ACCESS EASEMENT. The city reserves the existing blanket public access easement over all existing and proposed pedestrian and vehicle access ways within the development project. Prior to any permit issuance for new construction, the owner shall dedicate to the City a minimum twenty-six (26) foot-wide continuous Public Access Easement along and abutting the west property line of the residential development, with a minimum twenty-four (24) foot wide continuous Public Access Easement continuing through the property to the E. Shea Boulevard entry drive.

    b. RESTRICTED ACCESS TO SOUTH. Vehicular access to/from the south shall be restricted to exit only. There shall be no construction access to/from the south.

    c. SHARED FIRE LANE. At such time that shared access is provided to 92nd Street to the west, the shared fire lane on the west side as shown on the Development Plan shall not include walls or fences on either side of this fire lane.

    d. TRAFFIC SIGNAL PARTICIPATION. At such time that shared access is provided to 92nd Street to the west, the property owner shall participate in half of the construction cost of any warranted traffic signal at the 92nd Street and Cochise Drive intersection.

    e. CROSS ACCESS EASEMENT. Prior to issuance of any permit for the development project, the property owner shall dedicate cross access easements, across and to the benefit of all parcels contained within development project.

    f. EMERGENCY AND SERVICE VEHICLE ACCESS EASEMENT. Prior to any permit issuance for new construction of the development project, the owner shall dedicate to the City a continuous Emergency and Service Vehicle Access Easement over the portions of the development project designated as Fire Lanes. The final surface treatment of the fire lanes shall be subject to approval by the City of Scottsdale Fire Marshall, or designee.

    g. FIRE LANE. With the Development Review Board submittal, the property owner shall provide a minimum twenty-four (24) foot fire lane shall surround the residential building with a minimum twenty-four (24) foot wide surface area on the north and west side, and at the fire staging areas on the south and east sides. The surface area width along the south and east sides shall be reduced to a minimum of sixteen (16) feet and maximum of twenty (20) feet outside of the fire staging areas to accommodate a minimum of four (4) feet and a maximum of six (6) feet for landscaping (no trees), subject to approval by the City of Scottsdale Fire Marshall.

    h. STREETLIGHT POLES. All existing lighting fixtures on streetlights adjacent to the property's street frontage shall be replaced.

    i. PEDESTRIAN IMPROVEMENTS. With the Development Review Board submittal, the property owner shall provide plans showing pedestrian improvements through the property providing new pedestrian cross access at the northwest corner of the property as shown on the Development Plan. All pedestrian walkways shall be a minimum of six (6) feet wide and ADA accessible, to the extent possible.

(1) The new opening in the wall along the northwest property line shall be a minimum twelve feet wide.

(2) The existing thirty-four (34) foot wide driveway/loading zoning shall be reduced to a minimum of twenty (20) foot fire lane, curbing, minimum six (6) foot wide walkway, and landscaping, subject to approval by the City of Scottsdale Fire Marshall.

j. PEDESTRIAN CROSSINGS: All new pedestrian crossings at driveways within the development project shall be enhanced pavement treatment and/or raised, subject to Development Review Board approval.

k. SITE ACCESS. Access to the site via the existing public access easements shall not be restricted or blocked by the property owner or building tenants on the site unless the easement is released or modified by the City of Scottsdale.

l. CONSTRUCTION ACCESS. Construction access shall not be routed through adjacent properties utilizing existing public access easements; construction access shall only be through the site to Shea Boulevard.

m. INTERNAL PARKING AISLES. All existing and proposed internal parking aisles shall be a minimum of 24 feet in width (excluding any curb and gutter); parking aisles that are less than 24 feet in width shall be designated as one-way travel.

Civil Improvements and Platting:

27. Please acknowledge that no soil nails or tie back construction systems, may protrude past project property lines, per SRC Ch.47.

28. Per the land division code SRC Ch.48, please be advised and acknowledge, the following:

A. Platting is the only city method for modifying parcel boundaries. Project's proposed zoning boundary is, today, comprised of 3 parcels – APNs 217-36-001M, 217-36-001N, 217-36-001P. These 3 lots originate from one platted parent parcel, MCR 630-20. The city has no record of a plat, or any other form of city approval, having created the now 3 parcels. Platting of all 3 parcels (to establish parcels' boundaries) will be required prior to permit issuance.

B. Through the required plat, APN 217-36-001N will need to be assembled into one of the 2 larger parcels.

C. Through the required plat, blanket easements, having been dedicated via same parent parcel creating plat - MCR 630-20, may be modified to better reflect and coincide with physical improvements.

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

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

The Planning & Development Services Division has had this application in review for 26 Staff Review Days since the application was determined to have the minimal information to be reviewed.

These **1st Review Comments** are valid for a period of 180 days from the date on this letter. The Zoning Administrator may consider an application withdrawn if a revised submittal has not been received within 180 days of the date of this letter (Section 1.305. of the Zoning Ordinance).

If you have any questions, or need further assistance please contact me at 480-312-2376 or at jbarnes@ScottsdaleAZ.gov.

Sincerely,

Jeff Barnes
Senior Planner

ATTACHMENT A
Resubmittal Checklist

Case Number: 3-GP-2022
Key Code: 4237C
Case Number: 8-ZN-2022
Key Code: J5900

Please follow the plan and document submittal requirements below. **All files shall be uploaded in PDF format.** Provide one (1) full-size copy of each required plan document file. Application forms and other written documents or reports should be formatted to 8.5 x 11.

A digital submittal Key Code is required to upload your documents. Files should be uploaded **individually** and in **order** of how they are listed on this checklist.

Submit digitally at: https://eservices.scottsdaleaz.gov/bldgresources/Cases/DigitalLogin

Digital submittals shall include one copy of each identified below.

☒ Response Letter – Responding to the issues identified in this Review Comment Letter
☒ Revised Narrative/Development Plan:
☒ Revised Traffic Study:
☒ Site Plan:
☒ Open Space Plan:
☒ Elevations:
☒ Perspective(s)
☒ Landscape Plan:
☒ Pedestrian and Vehicular Circulation Plan:

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

- ☒ Revised Drainage Report:
- ☒ Revised Storm Water Waiver:
- ☒ Revised Water Design Report:
- ☒ Revised Wastewater Design Report: