

Responses to City comments on October 18, 2023, are shown below in red:

8/10/2023

Michele Hammond
6750 E. Camelback Rd Suite 100
Scottsdale, AZ 85251

RE: **6-ZN-2023 and 2-GP-2023**

Sundown Commons

6C395 and 95S87

Dear Michele Hammond,

Planning & Development Services has completed review of the above referenced development application. The following comments represent issues or deficiencies identified by the review team and are intended to provide you with guidance for compliance with city codes, policies, and guidelines.

Significant Zoning Ordinance or Scottsdale Revise Code Issues

The following code and ordinance related issues have been identified and must be addressed with the resubmittal. Addressing these items is critical to determining the application for public hearing and may affect staff's recommendation. Please address the following:

Long Range Planning, Ben Moriarity, 480-312-2636, bmoriarity@scottsdaleaz.gov:

1. The City of Scottsdale General Plan 2035 Character & Design Element categorizes the property as Urban Character Type (Character Types Map, page 40), and classified as Urban Streetscape (Policy CD 4.1, Streetscapes Map, page 42), where pedestrian orientation, comfort, and safety is encouraged within the public realm. Consequently, with a resubmittal update the graphic package to confirm a new, 8-foot-wide sidewalk along E. Shea Blvd, separated from back of curb by at least 4-feet of landscape area (DSPM Sec. 5-3.110A and B). landscaped areas between the pedestrian and roadway should include canopy trees to ensure a shaded pedestrian environment.

Team Response: Sidewalk has been replaced with an 8' detached sidewalk and 4 ft. landscape strip along Shea Blvd at the eastern portion of the housing site. The sidewalk needs to remain attached at the remainder of the site due to the existing power lines and deceleration lane condition. A detached sidewalk would push the trees into the power line clearances.

2. General Plan 2035 (Goal CD 4) encourages streetscapes that provide continuity for the pedestrians across different developments along the same street. Please consider incorporating the "Acacia Aneura", Mulga or the "Prosopis Seedless Hybrid" AZT Mesquite into the Shea Blvd streetscape to

coordinate with the coffee shop landscape plan, established on the northeast corner of E. Shea Blvd. and N 70th Street (30-DR-2020).

Team Response: (1) Row of Mulga trees have been added along Shea Blvd. The Mulga Trees match the trees installed in front of Black Rock. Mulga trees are also an approved tree for planting under APS power Lines.

3. The purpose of the PUD zoning district is to promote the goals and policies of the General Plan, Character Area Plans (if applicable – and to which there are none for this site), and design guidelines in areas of the city that are designated by the General Plan to be in a development pattern of either horizontal or vertical design. Within this district uses are encouraged to be provided with intensities and densities that promote a mix of day and nighttime activities. Please further describe within the narrative how the mix of uses will be integrated and what modifications will be made to the retail center, including design, physical, and pedestrian integration considerations.

Team Response: Narrative has been updated. See page 25 for additional language under C1.

4. Please note Planning Commission and City Council have had recent dialogue concerning precedent setting four story buildings along Shea Blvd. and have expressed concern with any proposal that might seek additional height in the general area of the proposed development ([SEE 10/26/2022 Planning Commission meeting](#)). The General Plan (Goal GA 1.5) encourages the incorporation of context-appropriate transitions between higher-intensity development and adjacent neighborhoods in order to minimize impacts. With a resubmittal, please **consider integrating upper-level building stepbacks to reduce building height**, massing, and to further transition away from East Shea Blvd. and to match existing development patterns.

Team Response: The building has been modified to step back the fourth floor massing 180' +/- from Shea Blvd so that the 4th floor is not visible from Shea. The building face has also been moved north, further stepped back from Shea Blvd and is now 40' +/- from the property line. Narrative has also been revised - see page 32 under GA1.

5. The first submittal narrative describes a bike station; however, no such station is shown graphically. The narrative further remarks that non-residents will also have the use of the bike station. With a resubmittal please clarify in the narrative how the bike station will implement goals of the General Plan Bicycling Element, how non-residents might use this bike station and graphically identify the proposed facility on the site plan and bicycle circulation plan so as to communicate the stated community benefit.

Team Response: Bike repair station is noted on Technical Site Plan A.21.fb at NW corner of residential site. The Narrative mentions the proposed bike repair station in several places.

6. With a resubmittal, as a response to Goal CI 1 of the Community Involvement Element as well as Policy LU 3.5 of the Land Use Element, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.

Team Response: Updated Outreach Report included with the resubmittal.

Current Planning, Katie Posler, 480-312-2703, kposler@scottsdaleaz.gov:

7. Please **remove the two southeast parcels from the project scope and improvements as those parcels are owned by the City**. The applicant will need to purchase these properties (and include them in the General Plan and Zoning case boundaries) or remove from the scope of the applications.

If the applicant wishes to pursue purchasing the properties, please work with the Real Estate department and update all submittal documents to list the true scope of the cases – boundaries, net lot area, gross lot area, APNs, addresses, vicinity maps, parking, etc.

If the subject parcels are purchased, strongly consider revising the site plan to relocate the pickleball courts to be in a more internal location to the site, as opposed to abutting E. Shea Boulevard, a major arterial street (or swap the pickleball and dog run locations). The pickleball courts are surrounded by hardscape and there may be a more appropriate landscaped setting elsewhere on site.

Team Response: Per discussions with Erin Perreault, Planning Director and the City Manager, the pickle ball court will remain as shown on the City owned parcels, and the owner will maintain them. The owner will not purchase the City owned Land.

8. In accordance with **SRC 47-80**, please **underground the existing and any proposed wire facilities along** and within project boundaries. Please also include the powerline portions adjacent to the Black Rock Coffee and commercial tenant building in the southwest corner and Starbucks in the southeast corner. Please revise the site plan and narrative accordingly to note these improvements.

Team Response: The lines are 69 KVA which exceeds the 12.5 KVA per Sec. 47-80 (a). Additionally, per subsection d, undergrounding these lines/facilities is not practicable.

9. Within the development plan, please explain the PSD zoning request. Was this to cover the standards shared over the city parcels? Are there plans to split the larger subject parcel further? Please submit the required PSD materials (Development Agreement, Plat, etc) and explain the request. Staff can provide the appropriate checklists if not provided already.

Team Response: The PSD zoning request was done to share parking uses and open space between commercial and residential. The team is currently preparing a Development Agreement for the PSD zoning, which will be submitted separately.

10. Please revise the building elevations to **reduce the height of the mansard roof element to comply with the 48' height limit per code** (this will mean reducing the overall building height and potentially unit count). This roof element wraps the entire building façade and encloses 100% of the roof area behind it, exceeding the maximum 30% roof coverage allowed by the PUD zoning district.

Team Response: The building height has been modified to meet requirements.

On the revised color elevations, due to the above comment, please identify projections beyond the allowed building height with labels and code sections.

Team Response: This information has been added to color elevations.

11. In accordance with the PUD approvals required and DRB considerations, please revise the project plans and narrative to further address item (4):

The DP promotes connectivity between adjacent and abutting parcels, and provides open spaces that are visible at the public right-of-way and useful to the development.

Pedestrian connections: Please increase the pedestrian connections to the existing shopping center, include a new detached 8' wide sidewalk along E. Shea Boulevard, along the subject site and adjacent southwest parcels, (echoing comment #1 above), and replace the 6' wide sidewalk along N. 70th Street and E. Saguaro Drive with a new 8' wide sidewalk.

Team Response: A new 8' sidewalk is shown along Shea Blvd has been revised to be detached where possible at the eastern side of the residential site but is limited and not possible to detach

the western half of the site due to the location of the existing power lines and deceleration lane condition. Existing photos have been added to show the existing conditions.

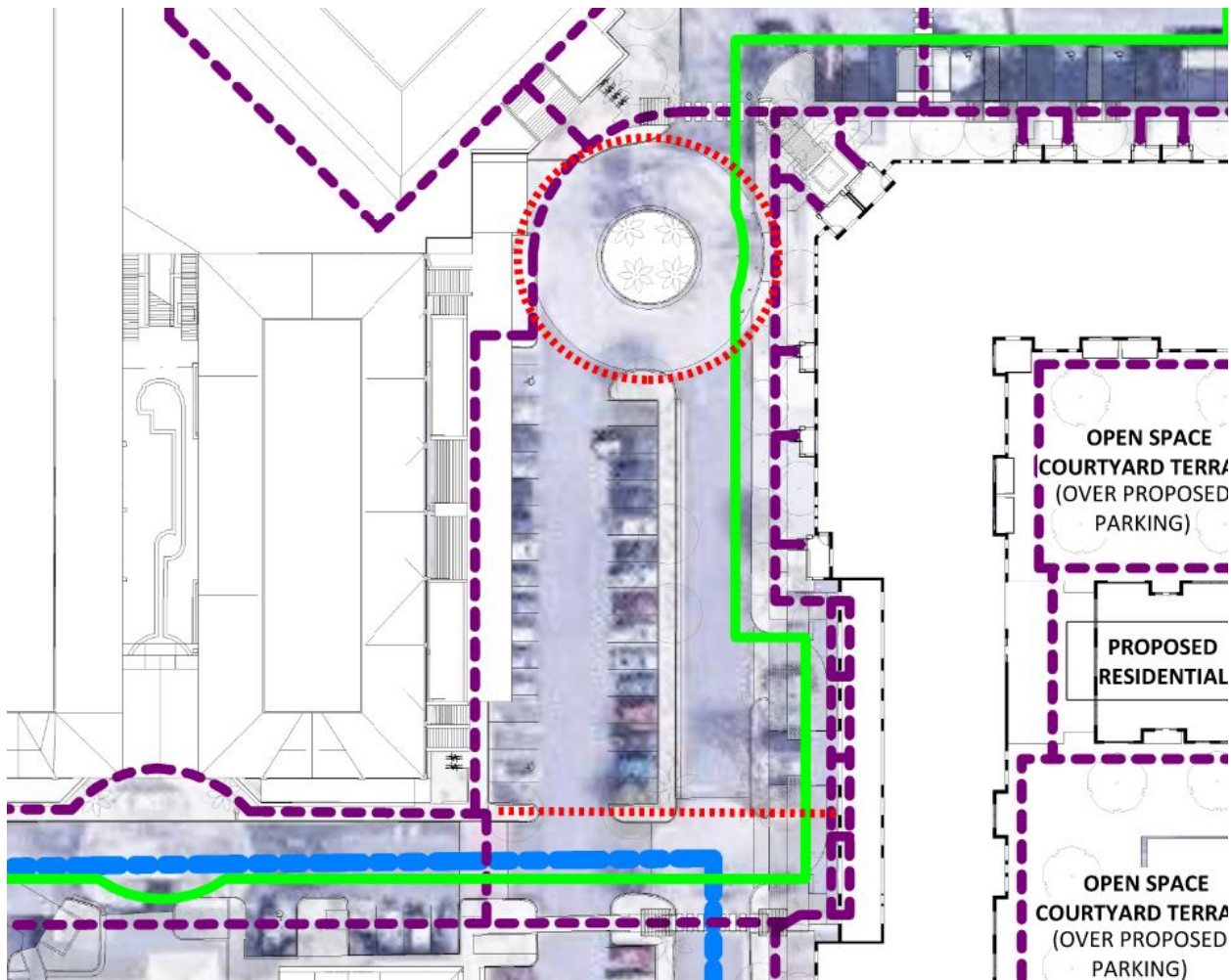
The existing sidewalks at 70th Street and E. Saguaro Drive cannot be widened to 8' due to existing grade conditions and buried utility boxes, light and transformer locations that would conflict with the wider sidewalk.

Also, the existing grades at Saguaro and 70th slope down and toward the parking garage wall, which has openings that are required for garage ventilation per building code. Increasing the width of the sidewalk would require raising up the existing grades, which would affect and reduce the required openings in the garage wall. Therefore, the site plan shows the existing walks to remain as existing on Saguaro and 70th.

Existing photos showing these conditions have been added to Sheet A.21.jb.

Please label the sidewalks as proposed on the site plan. Please see the proposed shopping center connections below in red and incorporate into the project plans.

Team Response: Additional pedestrian connections to the shopping center have been added.



Open Space: Please revise the open space plan to **remove the two interior courtyard spaces within the residential building from counting towards the provided common open space.** These areas are typically only accessible to the residents and not the general public. **Please increase the width of the open space/pedestrian corridor along the west façade of the proposed residential building and/or enhance courtyards within the existing commercial shopping center,** such as additional shade elements, canopies, etc, (echoing comment #3 above).

Team Response:

- **The applicant's previous projects in the City of Scottsdale have included interior courtyards in the calculations of provided open space. These courtyards are meaningful, open space provided on the project site. The applicant intends to treat this project in the same manner and proposes to include courtyards as part of the project's provided open space.**
- **Additional trees have been added. Refer to landscape plan.**

12. Please revise the landscape plan to add plants and trees to any existing vacant parking lot landscape islands within the shopping center or any streetscapes (Shea, 70th, Saguaro) that need additional vegetation coverage. There shall be no more than 7' of vacant landscape area per code.

Team Response: Additional Landscaping has been provided.

13. Please revise the open space plan to not count gross provided open space (open space within the ROW) towards the total provided open space for the site. Only open space within the **net lot area** should be included in the total provided open space numbers.

Team Response: Open space plan has been modified to exclude the area outside of net lot area.

14. Please update the open space plan to list the required and provided parking lot landscaping and landscape islands per code. The plan currently only lists the provided parking lot landscaping.

At least fifteen (15) percent of any parking lot shall be landscape areas. This is in addition to any open space requirement.

Team Response: Required and provided parking lot landscaping has been added.

15. The multi-family guest parking requirement should fall under the "proposed residential" column as it is necessitated by that proposed land use, please address.

Team Response: Agreed that the guest parking is required as part of the residential requirement. The required guest parking number has been relocated to the residential column; however, the proposed amount shows up with a note in the existing commercial column and overall, within the proposal overall lot column. The requirement for guest parking is met with excess parking on the adjacent commercial site.

16. Please revise the parking plan to identify the total number of surface parking spaces at the end of each parking aisle – for the existing commercial portion of the site as well. Since this area is within the scope of the zoning case, it needs to be identified and meet code requirements for width and length. Please identify.

Team Response: Parking stall number notes have been added to overall parking plan (A.21.sa) and site plan (A.21.fb). Typical parking stalls have been dimensioned on the overall parking plan and Technical Site Plan.

17. Please add a row in the parking data to list total ADA spaces required and total ADA spaces provided per code.

Team Response: Agreed. The parking table has been revised to indicate clearly required and provided.

18. Please revise the parking plan and metrics worksheet to account for the required and provided parking on lots 2 and 3. Those lots currently depend on the commercial shopping center for shared parking. It needs to be clear that shared parking is still accessible to those parcels and the subject zoning site and overall center meet parking requirements.

Team Response: Refer to overall parking plan (A.21.sa) and site plan (A.21.fb) for the added parking metrics for existing lots 2 (Black Rock Coffee) and 3 (Arizona Bread Co/Fitness4Home), which meet overall parking needs on their own sites.

19. Please relocate proposed bicycle parking location(s) to be within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians consistent with ZO Sec. 9.103.C.1. Additionally, please relocate bicycle parking outside city ROW.

Team Response: Bike parking has been moved for convenience and out of city ROW.

20. Please clearly identify on the parking metrics plan and parking floor plans, the location of the provided surface bicycle parking (for the existing commercial portion and new residential portion) and structure bicycle parking - the number of racks and total provided bike spaces.

Team Response: Parking metrics have been updated for additional information.

Please revise parking to demonstrate that an equal amount of accessible covered parking spaces is provided, per ZO Sec. 9.105.I-M. Be advised, the ratio between non-accessible covered vs. uncovered parking spaces should be equal to the amount of accessible covered vs. uncovered parking spaces.

Team Response: The applicant is providing 4% minimum accessible parking, in both surface and covered parking. Refer to updated Site Plan parking data table.

21. Please relocate the proposed accessible parking stalls so that they are located near the shortest route to the accessible building entrance used by the public, per ZO Sec. 9.105.E.

Team Response: The parking stalls at the residential are equally distributed in parking areas on the east and west sides. Accessible stalls are located as close to entries as possible.

Transportation, Phil Kercher, 480-312-7645, pkcher@scottsdaleaz.gov:

22. Staff has significant concerns about the relationship of this proposed multi-family building to the existing alley on the east side of the site. The alley provides access and parking for the small commercial buildings along 71st Place. Those businesses should not be subjected to the traffic from the multi-family development. The multi-family building is being rezoned as mixed use with the shopping center; therefore, the impacts from the multi-family development should be shared with the remainder of the center. There is an existing site driveway with deceleration lane that should be the primary access for the multi-family traffic westbound on Shea Boulevard.

Team Response: The garage entry has been moved to the west side. Alley width has been updated to 24'.

23. Please relocate the residential building garage entrance to the west side of the building. The alley intersection on Shea Boulevard is not designed to handle this increase in traffic. Deemphasize the use of the alley by relocating the proposed parking accessed from the alley or provide an internal connection from the main parking area to this parking field.

Team Response: The garage entry has been moved to the west side. Alley width has been updated to 24'.

24. There is also a lot of traffic congestion at the 71st Place and Shea Boulevard intersection due to the existing Starbucks. The multi-family traffic should be directed toward 70th Street for access to Shea Boulevard, not allowed to add to the congestion at 71st Place.

Team Response: The garage entry has been moved to the west side. Alley width has been updated to 24'.

25. There should be an emphasis on good pedestrian connections to the shopping center and to the restaurants and shops to the east.

Team Response: Several pedestrian connections are provided between residential and existing commercial. Additional pedestrian connections on the west side have been added from the residential site to the commercial businesses. The east side is not a high traffic area and it is not preferred to provide additional connections from units to the sidewalk for security reasons on that side so as to not encourage the public to walk up to those units.

26. Please dedicate 45 feet of fee title right-of-way along 71st Place. ALTA shows a portion of this as easement. Scottsdale Revised Code Sec. 47-10. Please update the site plan accordingly.

Team Response: This project has no improvements/impacts to 71st Place or the lots immediately west. Improvements are west of the alley only.

27. Please dedicate existing roadway easement over the right-turn deceleration lane as fee title right-of-way. Scottsdale Revised Code Sec. 47-10. Please update the site plan accordingly.

Team Response: Existing right-turn deceleration lane falls within existing 65' ROW.

28. Please dedicate 30 feet of fee title right-of-way along Sahuaro Drive. ALTA shows this as easement. Scottsdale Revised Code Sec. 47-10. Please update the site plan accordingly.

Team Response: 30' ROW is shown in plans.

Fire, Doug Wilson, 480-312-2507, dowilson@scottsdaleaz.gov:

29. Additional fire hydrants are necessary to cover the project on the North and East sides. Fire hydrant spacing is 700 feet on center for commercial/multi-family (Ord 507.5.1.2). No point along fire department access roadways shall be further than 350 ft from a hydrant. Please revise the plans accordingly.

Team Response: Acknowledged. A hydrant has been added on the North side near the western driveway.

Airport, Sarah Ferrara, 480-312-8482, sferrara@scottsdaleaz.gov:

30. This project falls within the Airport Influence Area, AC-1, and since the project proposes new zoning to include residential component (noise sensitive use – not already entitled to with current zoning) **requires that the project be presented to the Airport Advisory Commission.**

Team Response: Acknowledged.

Real Estate, Wendy Hardy, 480-312-7066, whardy@scottsdaleaz.gov:

31. Proposed site plan appears to show improvements, including a sports court, parking and landscaping, being made off site. Applicant shall request their title company to provide a chain of title and document title history for parcels 175-42-136F and 175-42-136R. Chain of title search should go back a minimum of 50 years.

Team Response: These are City owned parcels. See Item 7. Per discussions with Erin Perreault, Planning Director and the City Manager, the pickleball courts will be reduced to one and remain on the City owned parcels, and the owner will maintain. The owner will not purchase the City owned Land.

Significant Policy Issues

The following policy related issues have been identified. Though these issues may not be as critical to determining the application for public hearing, they may affect staff's recommendation and should be addressed with the resubmittal. Please address the following:

Current Planning, Katie Posler, 480-312-2703, kposler@scottsdaleaz.gov:

32. Was the applicant able to notify City staff of the open house held prior to submittal? We could not find record of a notice and want to confirm public notification best practices as it is a discussion point in future Planning Commission and City Council reports, thank you.

Team Response: We discussed the outreach efforts with City Staff and all requirements have been met. The City's Planning Department is included in the notice mailing for all new projects.

33. Additionally, staff has received some concerns from citizens regarding the location of the open house signage for this case and its visibility along the street. Based on these two items (#33 and #34), it may be wise to consider holding another open house to allow for public comments/input.

Team Response: The posting location was discussed with City Staff when one citizen inquired about it. Posting was done per the City's requirements.

34. Please incorporate architectural shading/eyebrows over windows.

Team Response: Shading/eyebrows have been provided at windows. Refer to sheet A.21.vb

35. Please incorporate the use of the same stone material found on the existing commercial buildings into the proposed residential building to provide cohesive architecture between the sites. (See case 30-DR-2020 for an example of how the stone was incorporated at the new Black Rock Coffee site.)

Team Response: A similar stone material found on the existing commercial buildings is proposed for the residential building.

36. Please indicate and illustrate the location of the electrical service entrance section or electrical meters and service panels for each unit. Service entrance sections (SES) or electrical meters and service panels shall be incorporated into the design of the building, either in a separate utility room, or the face of the SES shall be flush with the building face.

Team Response: SES room has been added to east side of Leve 1 building plan.

Design Review, Brad Carr, 480-312-7713, bcarr@scottsdaleaz.gov

37. Please revise the project plans to provide additional building articulation in wall planes along the building's east and west sides.

Team Response: The 4th floor has been pulled back substantially, which breaks down the building mass and articulation and provides a deeper setback.

38. Ground floor units along the west side of the building include connections from patios to adjacent sidewalk, but ground floor units along east side of building do not. Please revise the project plans to include pedestrian connections from ground floor units to adjacent sidewalks.

Team Response: The east side is not a high traffic area and ownership is concerned that adding sidewalk connections to units on this side (adjacent to the alley) will pose a security risk by encouraging the public to walk up to those units.

39. Existing curb locations and landscape planters at intersections of internal driveway may need to be modified to accommodate turning radii.

Team Response: Site plan has been modified to show compliance.

Transportation, Phil Kercher, 480-312-7645, pkercher@scottsdaleaz.gov:

40. Please dedicate safety triangles at all driveway and street intersections along the site frontages. DSPM 5-3.123; Fig. 5-3.27. Please update the site plan accordingly.

Team Response: Safety triangles have been added.

41. Two loading areas are required per DSPM Sec. 2-1.305, but the site plan only shows one location. Please address.

Team Response: Two loading areas are provided. There is a loading zone noted on the west side at the residential entry in addition to the loading zone shown on the east.

Drainage, Jennifer Lynch, 480-312-7903, jlynch@scottsdaleaz.gov:

42. It is the policy of City of Scottsdale to not allow development or significant landscaping (trees, large cacti) within drainage easements. Any proposed landscaping within a drainage easement will be reviewed very closely.

Team Response: Site plan (A.21.fb) shows a 7' offset dimensioned per previous Pre-Application discussion with David Gue at the City. Section profiles have been added to show this condition.

Engineering, David Gue, 480-312-2540, dgue@scottsdaleaz.gov:

43. Per DSPM Chapter 2: Provide a refuse plan for the entire site. Provide square footages for all existing and proposed buildings, show the location and size of all refuse enclosures, existing and proposed.

Show the buildings remaining have adequate refuse capacity on site. Include all buildings except the Black Rock Coffee site. The original site included Shea Blvd., 70th Street, Saguaro Drive and the alleyway to the east. Black Rock Coffee has been removed because it is now a standalone site.

Team Response: An existing trash needs table has been added to the refuse plan (A.21.h).

44. 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.

Team Response: Plans are compliant. 2 loading zones are required and 2 were provided in the previous submittal that meet the length and width requirements.

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.	

45. DSPM 2-1.309: REFUSE:

d. **Refuse Compactors:** The Solid Waste Management Director, or designee may approve refuse compactors as an alternative to refuse or recycling containers which may include an alternative ratio of refuse or recycling enclosures specified in Table 2-1.311. B.

Team Response: The current design meets these requirements with the proposed work on the residential lot.

Rear Loaded Non-Residential, Mixed-Use, and Multi-Family Residential Compactor Container Positioning

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.
46. 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.

Team Response: Refuse compactor is inside the building that meets the minimum requirements, and an exterior storage area slab is concrete.

47. DSPM 3-1.701: Alley to be repaved along property frontage to include positive drainage along alley. Update site plan accordingly.

Team Response: Alley repaving limits will be included during final design.

48. DSPM 3-1.701: Alley connection to street is to be reconstructed with project to create an ADA accessible pedestrian crossing and provide positive drainage. Update site plan accordingly.

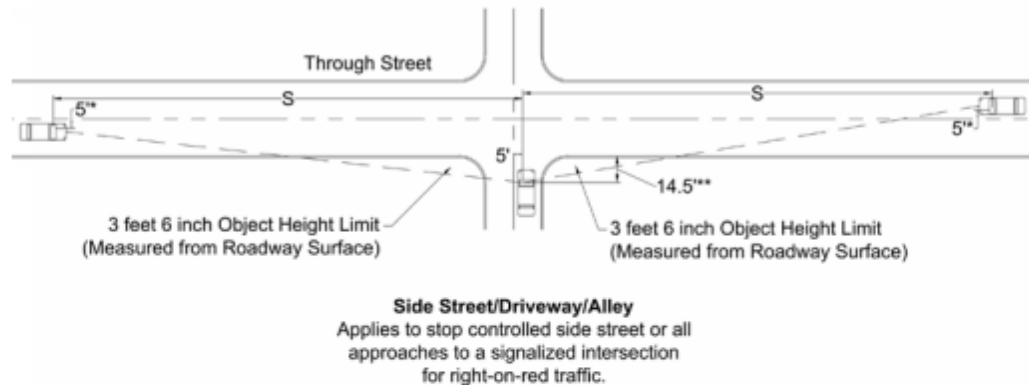
Team Response: Alley connection to street will be reconstruction and ADA ramp crossing will be including during final design.

49. DSPM 5-2.616: Construction work in the alley shall be coordinated with solid waste. Disruption to service routes shall be mitigated by applicant. Add note to site plan accordingly.

Team Response: Note has been added to the civil site plan.

50. DSPM 5-3.123 D.: Update site plan with required site distance triangles meeting the requirements of these intersection sight distance requirements and:

Team Response: Site triangles have been added to meet the requirements.



* 5 feet measured to nearest lane line or centerline.

** 14.5 feet measured from face-of-curb or edge-of-travel way.

S = Intersection sight distance in feet on driver's left and right for right turns, left turns and through traffic.

(See AASHTO Geometric Design of Highways and Streets for additional sight distance requirements)

(See, Appendix 5-3B for distance S)

FIGURE 5-3.26 INTERSECTION DEPARTURE SIGHT DISTANCE REQUIREMENTS

51. DSPM 5-3.204: Update site plan with CL type city driveway on local streets or CH driveways on collector or arterial streets. Refer to city's standard detail drawings (2200 series) for driveway details.

Team Response: Site plan has been updated for driveways as indicated.

52. DSPM 5-8.205: All non-ADA compliant pedestrian ramps abutting project are to be reconstructed by project. Update site plan accordingly.

Team Response: Site plan has been updated for pedestrian ramps as noted.

53. DSPM 6-1.202 + 7-1.201: Final Basis of Design Reports must be reviewed and accepted by the Water Resources Department prior to approval by the DRB. Update BODs accordingly.

Team Response: Final Basis of Design Reports have been updated.

54. DSPM 6-1.402:

- A. Water lines in commercial, multi-family and industrial developments should be located under driveway areas within a 20-foot wide water line easement. The easement shall not extend under parking areas or allow the encroachment of any permanent structures for maintenance purposes. In developments where other dry utilities, or private sewers are to occupy the same driveway, Plan Review may accept a 12- or 16-foot wide water line easement provided an adjacent public utility or access easement provides for a minimum 20-foot overall width. Dry utilities and private sewers will not be allowed to run parallel within the easement.

Team Response: Water easements updated to 20 ft overall width.

Technical Issues

The following technical corrections have been identified. Though these items may not be critical to scheduling the case for public hearing, they may affect a decision on the construction plan submittal and should be addressed as soon as possible. Please address the following:

Design Review, Brad Carr, 480-312-7713, bcarr@scottsdaleaz.gov:

55. Site cross-section for east side of site does not appear to show alley, property boundary, building setback, and building stepback requirements accurately. Please revise graphics.

Team Response: Detail has been updated to include more detail. The stepback plane is taken from the street (71st).

56. Please revise the site plan to include property dimensions.

Team Response: Site dimensions are shown on dimensioned boundary plan (A.21.d) for clarity and per previous submittals. No additional action required at this time.

Current Planning, Katie Posler, 480-312-2703, kposler@scottsdaleaz.gov:

57. Please revise the color elevations so that west and east elevation are clear and crisp, they appear somewhat blurry.

Team Response: Elevations have been updated.

58. Please provide paint color names and LRV (if known at this stage).

Team Response: Paint colors and LRV have been added.

59. Please bold the net lot area and gross lot area boundary on plans.

Team Response: Site plan has been updated.

60. Please accurately identify the net and gross boundary on the color site plan.

Team Response: Information has been added.

61. Please provide a separate setback exhibit to graphically and mathematically show that the proposed minimum average setback number is being met along all frontages.

Team Response: Information has been added to a Setbacks plan.

62. Please enhance the color site plan exhibit to show the height, number of stories, and sf of each existing commercial and proposed residential building on site.

Team Response: Information has been added.

63. Please update the plan set to correctly identify the SF of all the commercial buildings within this application. There appears to be conflicting information on the technical requirements site plan page and parking page. (207,000 SF vs 79,200 SF)

Team Response: Existing building SFs have been included with this resubmittal. The 207,000 SF for Commercial Use FAR previously included non-enclosed existing commercial plaza spaces, so the plaza SF has been removed so that all the existing commercial SF data matches. The 79,200 SF is existing commercial use SF (from case# 30-DR-2020).

64. The surface parking for the residential portion is only totaling to 37 spaces – please update the parking site data or explain listed numbers.

Team Response: Parking site data is provided. Via parking agreement on the City parcel, the applicant is counting 11 spaces toward the residential site's use – 41 total spaces of surface parking.

65. The site plan provides 7 surface ADA spaces for the residential portion. Please update parking metrics table to reflect the correct amount (the table currently lists 3 spaces).

Team Response: Parking site data has been updated with a 'provided' row to clarify.

66. Please revise all project plans to call out the half street dimensions of ROW along all street and alley frontages.

Team Response: Information has been added to the site plan.

67. There appears to be some conflicts with the building, easements (specifically utility easements), and existing utility line locations according to our mapping system. Please revise the building location to not conflict or **note how this conflict will be resolved satisfactory to the engineering and water resource group**. Some easements are noted on the site plan to be "abandoned" but have not been according to the ALTA survey, please reflect the accurate status of the easement and remove conflicts.

Team Response: Easements will be abandoned as part of improvement plans.

68. There appears to be a roadway easement along the south boundary of the project (in orange on the site plan). Please note to be abandoned (if supported by the transportation department) or revise the site plan to remove conflicts.

Team Response: Road easement shown in ALTA is located at the NEC of 70th Street and Shea Blvd. Not shown in the plans/not part of this project.

69. Please clearly show the minimum setback and minimum average setback, even through buildings/improvements, on the site plan. The dashed line disappears in some locations on the north boundary.

Team Response: Site plan has been updated, and a Setbacks plan has been added to clarify. There is a use aspect to the minimum-required setbacks (commercial/retail use vs. residential use).

70. Please show the setback dimensions (and associated blue lines) correctly on the site plan adjacent to the residential floor area on the north portion of the site abutting E Saguaro Drive, it doesn't appear to match the 25' and 30' dimensions.

Team Response: Site plan has been updated, and a Setbacks plan has been added to clarify. There is a use aspect to the minimum-required setbacks (commercial/retail use vs. residential use).

71. Please revise the site plan to show new ADA ramps where new pedestrian crossings are proposed within the shopping center.

Team Response: Site plan has been updated to show new ADA ramps.

72. Please identify the location of site walls and typical height on the site plan.

Team Response: Site walls are shown and noted on updated plans.

73. There are trees proposed within the 50' Drainage Easement along the eastern boundary. How feasible is it that these trees (species and location) will be able to be planted within the Drainage

Easement and over an existing culvert? Staff wants to confirm this is a realistic goal/landscape setting that is being presented, thank you.

Team Response: Site plan (A.21.fb) shows a 7' offset dimensioned per previous Pre-Application discussion with David Gue at the City. Section profiles have been added to show this condition.

Street Lights, Keith Niederer, 480-312-2953, kniederer@scottsdaleaz.gov:

74. With the final plans submittal, submit a streetlighting plan showing the installation a new 32-foot-tall galvanized streetlight pole per City of Scottsdale Standard Detail 2171-1. Also, install a 8-foot by 8-foot high rise luminaire arm per City of Scottsdale Standard Detail 2171-2. (This will be a future case stipulation.)

Team Response: Site and street lighting plan will be provided with final plans. No additional action required at this time.

Long Range Planning, Ben Moriarity, 480-312-2636, bmoriarity@scottsdaleaz.gov:

75. The main entry appears to unload into the main drive aisle of complex – where do future residents park? Where do new residents load/unload their furniture? Seems like the main entry would make more sense near the traffic circle that acts as main entrance to the remaining commercial center.

Team Response: Loading zones provided on east and west sides of residential building. Guest parking will enter the garage that will be open during normal business hours.

76. Please provide an exhibit graphically depicting the proposed amendments to the PUD District and the associated development standards as warranted by the current proposal.

Team Response: Refer to A.21.jb for the exhibits graphically depicting the areas (building, wall, and roof elements of the existing commercial buildings on the north side) that deviate from the PUD ordinance's building envelope requirement. The other PUD amendment is adding in the word 'minimum' for average setbacks as provided in the written proposed amendments to the PUD ordinance.

Transportation, Phil Kercher, 480-312-7645, pkercher@scottsdaleaz.gov:

77. Please dedicate cross access easements over the internal shared drives and site driveways to allow access to the two exception parcels in the southwest corner of the site.

Team Response: Agreed. This will be shown on MOD. No action required at this time.

78. Please revise the site plan to show bike parking and a bike repair station.

Team Response: Site plan and parking data (A.21.fb) and overall parking plan (A.21.sa) show surface bike parking for both residential and the existing commercial site. The bike repair station is shown on the same plans (north side).

Traffic Impact & Mitigation Analysis (TIMA), Parker Murphy, 480-312-7802, pmurphy@scottsdaleaz.gov:

79. Page 11, 2022 TV+C report is not released. Please reference the correct 2020 version (updated June 2022) **Team Response: 2022 Traffic Volume & Collision Report was released in September 2023. Will revise report to reference the latest report.**

80. Bi-directional counts should appear on volume figures throughout report.

Team Response: Understood.

81. All WB right turns assigned at southeastern access. This is ~120 ft from 71st Pl, no right turn bay, but right turn bay at middle access point... Site circulation should be revised to utilize center access point as main entrance. **Team Response: Understood.**

82. Signal timing adjustments are part of regular maintenance operations. Specific adjustments should be identified in the report to increase to LOS D or better. **Team Response: Understood.**

83. Page 12, "12 angel" crashes. **Team Response: Text updated.**

Water Resources, Richard Sacks, 480-312-5673, rsacks@scottsdaleaz.gov:

84. Please see the attached BOD mark ups and address accordingly.

Team Response: BOD's updated.

85. Please revise the site plan to reflect larger easements for water and sewer lines.

Team Response: Larger easements for water and sewer lines shown in plans.

Fire, Doug Wilson, 480-312-2507, dowilson@scottsdaleaz.gov:

86. Cross Access Easements must be re-dedicated.

Team Response: Understood.

Airport, Sarah Ferrara, 480-312-8482, sferrara@scottsdaleaz.gov:

Additionally per Chapter 5, Scottsdale Revised Code, Aviation requires the following to also be submitted prior to final plan submittal:

Team Response: Agrees with items 87- 89. No action required at this time.

87. Section 5-354 – Height Analysis -- The owner of new development (and natural growth and construction equipment associated with new development), to be located within the twenty-thousand-foot radius of the Scottsdale Airport, that 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. Before final plan approval, the owner shall submit the FAA response to FAA Form 7460-1.

88. Section 5-355 – Fair Disclosure -- 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&Rs.

89. Section 5-357 – Avigation Easement -- 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, shown on Figure 1, Airport Influence Area, shall grant the city, and record, an avigation easement satisfactory to the city attorney's office.

Please submit the revised application requirements and supplemental information identified in Attachment A. Once reviewed, staff will determine if the application is ready to be determined for a hearing, or if additional information is needed.

The Zoning Administrator may consider an application withdrawn if a resubmittal 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, contact case reviewer identified below.

Regards,
Katie Posler
Senior Planner

ATTACHMENT A
Resubmittal Checklist

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

Cases: 6-ZN-2023 and 2-GP-2023

Key Codes:6C395 and 95S87

All files shall be uploaded in PDF format. Application forms and other written documents or reports should be formatted to 8.5 x 11, and plans should be formatted to 11 X 17.

- Comment Response Letter – Provide responses to the issues identified in this letter
- Summary of modifications made resulting from Public Input and staff comments
- Project Narrative/Development Plan
- Development Agreement & Plat for PSD request (Separate case reviews)
- Legislative Draft of Proposed Amended Development Standards
- Traffic Impact Mitigation Analysis (TIMA)
- Basis of Design Report (water)
- Basis of Design Report (sewer)
- Drainage Report
- Grading & Drainage Plan
- Site Plan
- Technical Site Plan
- Open Space Plan
- Landscape Plan
- Refuse Plan
- Circulation Plan
- Color Building Elevations
- Building Cross Sections
- Perspectives
- Floor Plan worksheets
- Roof Plan
- Parking Metrics Plan
- Parking Floor Plans