

**Correspondence Between
Staff and Applicant
Approval Letter**

Kimley»»Horn

August 8, 2016

Mr. Mohammad Rahman
City of Scottsdale
Stormwater Management
3939 N. Drinkwater Blvd.
Scottsdale, AZ 85251

**Re: Scottsdale Marketplace (Crossroads), Plan Check No. 19-ZN-2002#4, 6/28/16
2nd Review Comments**

Dear Mr. Rahman:

Regarding the 2nd review comments dated June 28, 2016 for the project referenced above, please see our responses listed below.

1. The proposed swale along the east side of the proposed extension of 73rd Place should be designed to carry the combined Q_{100} (s) from drainage areas OS-1, OS-2 and from the 'half-street' of 73rd Place (for it's being a crowned road). A FlowMaster analysis of this swale must be included in the drainage report and a typical section of the swale at its maximum capacity must be shown on Improvement Plan Sheet GD5 along with its High Water Elevation (HWE) called out in the XXXX.XX ft. format. [Reference: COS DS&PM: Section 4- 1.800 & Section 4-1A]

Response: *A drainage swale is provided along the east side of 73rd Place for the Q_{100} flows generated by the eastern half-street portions of the existing and proposed portions of 73rd Place. The Q_{100} flow from the existing eastern half-street portion of 73rd Place located north of Chauncey Lane is 5.2 cfs. The Q_{100} flow from the proposed eastern half-street portion of 73rd Place located south of Chauncey Lane is 1.9 cfs. The proposed swale is a triangular channel with 3:1 maximum side slopes and will convey the 7.1 cfs (5.2+1.9) at a depth of 0.76 feet.*

The eastern bank of the proposed swale forms a berm that is at a higher elevation than the adjacent existing grade. Off-site storm water that is flowing southwesterly across the undeveloped land to the east will flow south along this berm until the termination of the proposed portion of 73rd Place. Following the termination of 73rd Place, the off-site storm water will continue to flow southwesterly and will rejoin its pre-development drainage path.

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8/16/16

The typical section for the proposed swale is shown as part of Section A and Section E on Sheet GD5, and the HWE's are provided on each section. FlowMaster Analysis is included in Appendix C of the Drainage Report.

2. The plan views of Section A-A shown on Improvement Plan Sheet GD4 does not show any proposed contours along the east swale bank. The flow will break out onto the State Land to the east, which is not allowed. Please note that the entire flow must be contained in this swale and that the side slope of this swale cannot be steeper than 3:1. Please show necessary proposed contours to demonstrate the presence of the east swale bank on Improvement Plan Sheet GD4. [Reference: COS DS&PM: Section 4-1.800 & Section 4-1A]

Response: The proposed swale is shown in more detail with additional contours and spot elevations.

3. Please add another diagonal section (namely Section E-E) through the southeast corner of the proposed development as marked up on the redline Improvement Plan Sheet GD4 in the redline drainage report. It also appears that there are no proposed contours on Improvement Plan Sheet GD4 along the east or the south swale banks as the swale turns from the south to the west direction which will lead to breaking out of the flow onto the State Land to the east and to the south instead of delivering it to its historical exit point, which is a clear violation of the storm water code and is not allowed. Please show necessary proposed contours on Improvement Plan Sheet GD4 to demonstrate the presence of the east and the south swale banks as the swale turns from the south to the west direction and until it drains out to its historical exit point. [Reference: COS DS&PM: Section 4-1 .800 & Section 4-1A]

Response: Section E has been added to Sheet GD5. Additional detail has been added to the proposed swale.

4. It isn't clear why parking spaces are shown on the proposed multi-family residence with LF88 1574.75 ft. on Improvement Plan Sheet GD2. Is this an above ground parking basement with LF88 1574.75 ft. and livable floors are on the top of it? If not, then remove this LF 88 label from the parking lot and label the LFss of the actual building. Is this building with LF88 1574.75 ft. structurally separate from the building with LF88 1572.75 ft.? Such is required for FEMA compliance and such isn't clear based on what is shown on Improvement Plan Sheet GD2. Please clearly demonstrate that these two buildings are structurally separate with individual HAG. Please add as many section Xs-Xs as necessary on these Improvement Plan sheets GD 1 through GD5 to demonstrate individual HAG for each building as well as their structural separation. Based on

the 11"x17" Natural Grade Exhibit provided in the drainage report, it appears that the entire building is a single building with a single HAG. Please verify to see if the proposed building(s) are FEMA compliant and please demonstrate such. [Reference: COS DS&PM: Section 4-1 .800, Section 4-1 .900, Section 4-1A & Section 4-1B]

Response: *The LF label noted above has been moved. The multi-family development is separated into three structurally separate buildings to allow for stepped LF elevations. The building separation line has been added and noted on the Preliminary Grading Plans and on the 11"x17" Natural Grade Exhibit. Each portion of the multi-family building has a separate HAG elevation and associated LF elevation.*

5. Add small drainage arrows in the parking place and along the driveway on Improvement Plan Sheet GD2 to demonstrate onsite runoff pattern. Please do the same on Improvement Plan Sheet GD4 to demonstrate such. Show small drainage arrows along the proposed extension of 73rd Place on Improvement Plan Sheet GD4 as well. [Reference: COS DS&PM: Section 4-1.800, Section 4- 1.900, Section 4-1A & Section 4-1B]

Response: *Drainage arrows have been added as noted.*

6. The eastern part of the parking lot which is part of Sub-watershed 6 and is located east of the historical 'hydrologic divide' cannot be graded to drain towards west to go over the historical 'hydrologic divide'. Either grade this part of the parking lot to go to 'Detention Basin OS-1' through curb opening or revise the historical 'hydrologic divide' after exchanging this area with an equal area in the west and quantify this area in the drainage report. The revised 'hydrologic divide' should be shown and be called out on all relevant exhibits in the drainage report. [Reference: COS DS&PM: Section 4-1 .800, Section 4-1 .900, Section 4-1A & Section 4-1B]

Response: *A land area exchange for the areas east and west of the hydrologic divide will be provided with the Final Drainage Report. The precise areas associated with the land area swap will depend upon the roof drainage areas and the building design, which has not yet been completed. The revised hydrologic divide line will be provided with the Final Drainage Report.*

7. Sub-watershed 75 (the closed courtyard) is located east of the historical 'hydrologic divide' and cannot be drained out to the west to go over the historical 'hydrologic divide'. Either drain this area by means of double encased pipes to 'Detention Basin B' or revise the historical 'hydrologic divide' after exchanging this area with an equal area in the west and quantify this area in the drainage report. The revised 'hydrologic divide' should be

shown and be called out on all relevant exhibits in the drainage report. [Reference: COS DS&PM: Section 4-1.800, Section 4-1.900, Section 4-1A & Section 4-1 B]

Response: *A land area exchange for the areas east and west of the hydrologic divide will be provided with the Final Drainage Report. The precise areas associated with the land area swap will depend upon the roof drainage areas and the building design, which has not yet been completed. The revised hydrologic divide line will be provided with the Final Drainage Report.*

8. Please submit a CD containing a PDF file of the complete sealed and signed Case Drainage Report in the back pocket of each copy of the Case Drainage Report. [Reference: COS DS&PM: Section 4-1.800]

Response: *Noted, CD is included with this submittal.*

If you have any further questions, please contact me at 602-216-1234 or by email at traver.jones@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Traver Jones, P.E.

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January 18, 2017

Kevin Ransil
Berry Riddell, LLC
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

Re:
19-ZN-2002#4
Chauncey Marketplace

Dear Kevin Ransil,

This is to advise you that the case referenced above was approved at the January 17, 2017 City Council meeting. The ordinance and resolution may be obtained from the City Clerk's office or city website @ <https://eservices.scottsdaleaz.gov/eServices/ClerkDocs/Default.aspx>. Please remove the red hearing sign as soon as possible. If you have any questions, please contact me at 480-312-4306.

Sincerely,

Greg Bloemberg
Senior Planner



June 30, 2016

Michele Hammond
Berry Riddell, LLC
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

RE: 19-ZN-2002#4
Scottsdale Marketplace (Crossroads)

Ms. Hammond:

The Planning & Development Services Division has completed review of the above referenced development application resubmitted on 6/9/16. The following **2nd Review Comments** represent the review performed by our team, and are intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

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:

Zoning (PSD):

1. The draft Development Agreement to accompany the PSD application was submitted on 6/28/16 and has not yet been reviewed by staff. PLEASE NOTE: This case cannot proceed to a Planning Commission hearing until a Development Agreement has been reviewed as to form and approved by the City's Legal Department. Another option would be to eliminate the PSD from this request and submit under a separate application.

Drainage:

2. The proposed swale along the east side of the proposed 73rd Place extension should be designed to carry the combined Q100 from drainage areas OS-1, OS-2 and the "half-street" of 73rd Place. A FlowMaster analysis of this swale must be included in the drainage report, and a typical section of the swale at its maximum capacity must be shown on Sheet GD5 of the Grading & Drainage Plan; along with the High Water Elevation (HWE) called out in the XXXX.XX ft. format. Please revise Drainage Report and supporting plans accordingly. Refer to Sections 4-1A and 4-1.800 of the DSPM.
3. The plan view of Section A-A shown on Sheet GD4 of the Grading & Drainage Plan does not show any proposed contours along the east swale bank. The flow will break out onto the State land to the

east, which is not permitted. Please note that the entire flow must be contained in this swale, and that the side slope of this swale cannot be steeper than 3:1. Please show necessary proposed contours to demonstrate the presence of the east swale bank on Sheet GD4. Refer to Sections 4-1A and 4-1.800 of the DSPM.

4. Please add another diagonal section (specifically Section E-E) through the southeast corner of the proposed development as marked up on the redline copy of Sheet GD4 in the redline drainage report. It also appears there are no proposed contours on Sheet GD4 along the east or south swale banks as the swale turns from the south to the west; which will lead to breaking out of flow onto the State land to the east and south instead of delivering flow to its historical exit point, which is not permitted. Please show the necessary proposed contours on Sheet GD4 to demonstrate the presence of the east and south swale banks as the swale turns from the south to the west until it drains out to its historical exit point. Refer to Sections 4-1A and 4-1.800 of the DSPM.
5. It is unclear why the parking area for the proposed multi-family residential is shown with a LF₈₈ of 1574.75 on Sheet GD2. Is this an above-ground parking basement with a LF₈₈ of 1574.75 with livable floors on top of it?? If not, then please remove the LF₈₈ label from the parking area and label the LF₈₈ for the actual building. Is the building with the LF₈₈ 1574.75 structurally separated from the building with the LF₈₈ 1572.75?? This is required for FEMA compliance and it is unclear that this is the case, based on what is shown on Sheet GD2. Please clearly demonstrate that these two buildings are structurally separate, with individual HAG. Also, please add as many sections as necessary on Sheets GD1 thru GD5 to demonstrate individual HAG for each building, as well as their structural separation. Based on the 11 X 17 Natural Grade Exhibit, it appears there is a single building with a single HAG. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.
6. Please revise Sheets GD2 and GD4 to include small drainage arrows in the parking places and along the driveway to demonstrate the on-site runoff pattern. Also show small drainage arrows along the proposed 73rd Place extension on Sheet GD4.
7. The eastern portion of the parking lot which is part of sub-watershed 6 and is located east of the historical Hydrologic Divide (HD) cannot be graded to drain west over the HD. Either grade this part of the parking lot to drain into Detention Basin "OS-1" through a curb opening or revise the HD after exchanging with an equal area to the west and quantify this area in the drainage report. The revised HD should be shown on all relevant exhibits. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.
8. Sub-watershed 75 (the enclosed courtyard) is located east of the HD and cannot be drained to the west to go over the HD. Either drain this area by means of double encased pipes to Detention Basin "B" or revise the HD after exchanging this area with an equal area to the west and quantify this area in the drainage report. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.

Significant Policy Related Issues

The following policy related issues have been identified in the first review of this application. Even though some of 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:

Circulation:

9. As proposed with the resubmittal, the solution for refuse collection for the residential is not consistent with the City's design guidelines. Any alternative design requires approval from Solid Waste. It is not ideal for service vehicles to have to reverse onto a street (73rd Place) after refuse has been collected. Please consider relocating the refuse collection area to the east end of the parking area north of the residential building. This would allow service vehicles to maneuver safely and exit the property without having to reverse onto a street. Refer to Scottsdale Supplement to MAG Details 2146-1 and 2147-1.

Considerations

The following considerations have been identified in the first review of this application. While these considerations are not critical to scheduling the application for public hearing, they may improve the quality and may reduce the delays in obtaining a decision regarding the proposed development. Please consider addressing the following:

Circulation:

10. Please consider moving the cross-access connection to the parcel to the south from the westernmost drive aisle to the central drive aisle. This was the original intent behind the 1st review comment.
11. Please reconsider moving the central east-west drive aisle to the southern edge of the site. As proposed, the drive aisle is too close to the northbound left-turn lanes at the intersection of Scottsdale & Chauncey. Vehicles exiting the site will have to cross three lanes in a straight line to get to the turning lanes safely if they want to turn left onto Chauncey or do a U-turn.
12. Please confirm it is your intent to shorten the median island on Chauncey, west of 73rd Place, to provide increased left-turn storage into the driveway on Chauncey. The adjustment is not indicated on the 2nd review site plan.

Please resubmit the revised application requirements and additional 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 a decision regarding the application may be made, or if additional modifications, corrections, or additional information is necessary.

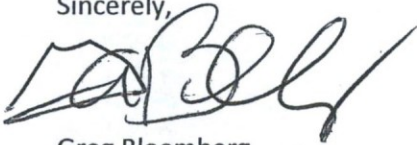
PLEASE CALL 480-312-7000 TO SCHEDULE A RESUBMITTAL MEETING WITH ME PRIOR TO YOUR PLANNED RESUBMITTAL DATE. DO NOT DROP OFF ANY RESUBMITTAL MATERIAL WITHOUT A SCHEDULED MEETING. THIS WILL HELP MAKE SURE I'M AVAILABLE TO REVIEW YOUR RESUBMITTAL AND PREVENT ANY UNNECESSARY DELAYS. RESUBMITTAL MATERIAL THAT IS DROPPED OFF MAY NOT BE ACCEPTED AND RETURN TO THE APPLICANT.

The Planning & Development Services Division has had this application in review for 44 Staff Review Days since the application was determined to be administratively complete.

These 2nd **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 480-312-4306 or at gblouemberg@ScottsdaleAZ.gov.

Sincerely,



Greg Bloemberg
Senior Planner

cc: case file

**ATTACHMENT A
Resubmittal Checklist**

Case Number: 19-ZN-2002#4

Please provide the following documents, in the quantities indicated, with the resubmittal (all plans larger than 8 ½ x11 shall be folded):

One copy: COVER LETTER – Respond to all the issues identified in the first review comment letter.

Site Plan:

3 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Other Supplemental Materials:

Completed draft Development Agreement approved as to form by City's Legal Department

Technical Reports:

2 copies of Revised Drainage Report w/ CD:

Resubmit the revised Drainage Reports, Water and Waste Water Report and/or Storm Water Waiver application to your Project Coordinator with any prior City mark-up documents.

BERRY RIDDELL & ROSENSTEEL

Michele Hammond
Principal Planner
mh@brrlawaz.com
480-385-2753

June 8, 2016

Greg Bloemberg, Senior Planner
Planning Department
7447 E. Indian School Road, Suite 100
Scottsdale, Arizona 85251

RE: 19-ZN-2002#4
Scottsdale Marketplace – 1st Review Response Letter

Greg:

Please see the comments below in response to the 1st review comment letter issued on May 12, 2016.

Zoning:

1. As of completion of this review, the Planned Shared Development (PSD) district has not been approved by City Council. The PSD Text Amendment is scheduled to be considered by City Council on 5/17/16. Until it is approved, this case cannot proceed to hearings; unless the PSD request is eliminated from the narrative and the north/south property line running through the middle of the site is eliminated from the plans.

Response: The Planned Shared Development Text Amendment (7-TA-2014) was approved by City Council on 5/17/16. As a result, the PSD request remains in the narrative.

2. The amended development standards proposed in the Project Narrative include a request to increase the amount of residential units for the PRC district in the Land Use Budget for the Crossroads PCD. The Land Use Budget is overseen by the Arizona State Land Department (ASLD); as such, they must consent to this part of your request. Please provide written consent from the ASLD (contact Mark Edelman) for an amendment to the Land Use Budget.

Response: The State allocated an allotment of 8.96 du/ac for the 170 acres within the Crossroads East land Use Budget. For this site, the units provided from the State Land Use Budget on 12.26 acres would be 110 units. An amended development standard to the ASLD Land Use Budget has been authorized by ASLD to increase the Land Use Budget for this parcel from 1,524 units to 1,715 units (additional 191 units). On March 31, 2016, Mark Edelman from ASLD, authorized our zoning submittal and amended development standards, wherein we requested the additional 191 units. See attached letter.

3. Stipulation #3.2.D.1 of case 19-ZN-2002 requires a minimum separation of 600 feet between access points on Scottsdale Road. Please confirm compliance. NOTE: This stipulation also requires a 1-foot Vehicular Non-Access Easement (VNAE) on Scottsdale Road except at approved driveway entrances. This will likely be stipulated.

Response: We request an amendment to stipulation 3.2.D.1. to allow for 300' separation between access points along Scottsdale Road (incidentally, this is similar to what was approved in the Berge case to the north, 19-ZN-2002#3). The 600' separation arose from initial planning concepts to the PRC when broad assumptions were made as to how the acreage could be developed. This parcel is only 550' in width, so by definition, the site could not have access at all to Scottsdale Road under the current stipulation, which was not the intent. The 300' point will provide right-in, right-out only movement with no median break. Per the

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reviewer comment, the 1-foot Vehicular Non-Access Easement (VNAE) is now shown on the site plan, except at the approved driveway entrance.

4. Per Section 5.2604.C.2 of the Crossroads PRC district, a portion of the development, equal to at least one percent (1%) of the net site area, shall be set aside as a courtyard to provide a setting for the development. Buildings shall enclose the courtyard and a minimum of 3 buildings shall open onto the courtyard. Please revise the Open Space Plan to demonstrate compliance with this requirement. Indicate courtyard area graphically and provide supporting calculations. One possible solution would be to create a larger courtyard setting at the end of the central drive aisle. This would allow the buildings to remain essentially where they are proposed; otherwise, it may be necessary to re-site the building locations in order to achieve the intimate courtyard setting intended by the requirement. Another option would be to relocate the driveway off Scottsdale Road to the southern edge of the site and align it with the east west drive aisle. With this adjustment, the area currently being used as a central drive aisle could be converted to a courtyard to provide a stronger pedestrian-oriented setting for the buildings.

Response: The Open Space Plan has been revised to show the required courtyard at the end of the central promenade drive aisle with the three buildings surrounding it. An additional exhibit has been created to show the courtyard concept in more detail. The total size of the proposed courtyard is 8,838 square feet for a total of 2.1% of the net site area versus the required 4,189 square feet (1%).

5. When amended development standards are proposed, particularly additional building height, Section 5.2102.C requires justification demonstrating that the modifications will “produce a living environment.....and life-style quality superior to that produced by the existing standards. Please consider integrating some or all of the following into the project design to strengthen the justification for amended development standards:

- Open space above and beyond what is required for the project
- Providing setbacks for buildings in excess of 60 feet. This would be consistent with the amended standards approved for the project to the north.
- Public Art (See also Comment #39 under “Considerations”)
- The inclusion of private outdoor living space (balconies, patios) as part of the residential component. This is not a requirement of the Crossroads PRC district, so adding this to the development could strengthen your justification.

Response: Additional justification has been added to the Project Narrative (see Section VI. PCD Amended Development Standards).

6. Please revise the plans to indicate a Scenic Corridor along Scottsdale Road with a minimum width of 50 feet and an average width of 60 feet. Refer to Stipulation 3.1.H of case 19-ZN-2002.

Response: The site plan and landscape plans have been updated to clearly show the 60' average width. Note: This project maintains the Scenic Corridor at a consistent 60'-0" width, so that is the minimum, maximum and average width.

Site Design:

7. Please revise the site plan to include all applicable Crossroads PRC development standards, including allowed/proposed floor area ratio and building height. NOTE: per Section 5.2604.F.1.b, buildings in excess of 36 feet in height are required to be setback from perimeter property lines a minimum of two feet for every foot of building height. Please confirm compliance on the site plan, or include in your request for amended development standards, with supportive justifications.

Response: The site plan has been updated to include the allowed/proposed floor area ratio and building

height. An additional exhibit has been included with the submittal that shows compliance with the setback requirements.

Floor Plans

8. Please provide floor plans for all levels of the parking garage, with dimensional information and notations, demonstrating compliance with Section 9.106.A of the Zoning Ordinance.

Response: Floor plans for the parking garage have been provided that include dimensional information. The plans comply with Section 9.106.A of the Zoning Ordinance.

Fire:

9. Please revise the site plan to address the following:
- Demonstrate minimum drive aisle width of 24 feet (Fire Ordinance 4045, 503.2.1)
 - Indicate Key switch/pre-emption sensor for any gated access points (Fire Ordinance 4045, 503.6.1)
 - Demonstrate existing and proposed fire hydrant spacing (Fire Ordinance 4045, 503.5.1)
 - Designate drive aisles proposed to fire lanes (Fire Ordinance 4045, 503.3)
 - Demonstrate FDC meets spacing requirements (Fire Ordinance 4045, 912)

Response: The site plan has been revised to reflect the above requested items.

Drainage:

10. As indicated in the 11 X 17 exhibit from the approved drainage report for Crossroads South Pads (PC #482-15-1), the pre-development natural grade exists along the "then proposed" Chauncey Lane as of July of 2011. The construction of Chauncey Lane occurred sometime in 2012 and altered pre-development contours. The Natural Grade Exhibit prepared in the proposed drainage report shows survey contours from 10/17/14, which is subsequent to the construction of Chauncey Lane, and may not represent the correct pre-development natural grade; especially immediately south of Chauncey Lane where significant cut and fill might have taken place. Please utilize both survey topo. From July of 2011 and 10/17/14 to create a seamless, accurate pre-development natural grade exhibit; and add an appropriate note on this exhibit. This is critical for determination of HAG(s) for the buildings located close to the north property line. Refer to Sections 37-25, 37-28 and 37-43 of the Storm Water Ordinance, and Sections 4-1.800 of the DSPM.

Response: To our knowledge, based on aerial research, the 10/17/14 surveyed topography represents "natural grade" adjacent to where the proposed buildings are shown. The construction of Chauncey Lane did not encroach onto this State Land parcel in the areas where HAG's are being established for the proposed buildings. The construction of the channel along the east side of Scottsdale Road was a disturbance to natural grade; however, this disturbance did not impact the establishment of the natural grade for purposes of determining the HAG of the proposed buildings.

11. The 50 cfs wash mentioned above needs to enter and exit the project site at its historical wash course location, regardless of the wash size. It would appear the 73rd Place crowned roadway is cutting off this wash and is sending all floodwater to the south onto State land, which is a violation of the storm water code. The floodwater along this wash course must be intercepted east of the proposed 73rd Place at its historical entrance location. It should then be routed through the project site and drained at its historical exit location after making sure that the pre-development wash hydraulics is presumed before the wash exits the site. Refer to Section 37-43.b of the Storm Water Ordinance, and Section 4-1.800 of the DSPM.

Response: Only the very apex of the 50 cfs wash will be impacted by the proposed site and construction of 73rd Place. The roadway of 73rd Place will be design and constructed to allow storm water from the north to enter the newly established apex after construction. The updated drainage report shows how we intend to accomplish this.

Water and Waste Water:

12. Please clarify if it is the developer's intent to file a payback agreement on the 73rd Place water line, or if it is being installed at the sole cost of the developer. Refer to Section 49-215 of the Scottsdale Revised Code.

Response: The 73rd Place water line will be installed to connect the southernmost fire hydrant for the project. The developer will file a payback agreement for this installation.

Airport:

13. PLEASE NOTE: This request will require a recommendation from the Airport Advisory Commission (AAC) prior to the case proceeding to Planning Commission. Staff will coordinate with Airport staff on an AAC hearing date once comments have been sufficiently addressed. Refer to Chapter 5 of the Scottsdale Revised Code (Aviation).

Response: Acknowledged.

Site Design:

14. Please revise the site plan (and landscape plan) to include a centrally located pedestrian connection that will eventually connect this project to the parcel to the south. Refer to Policy CM 6.1 and 6.2 of the Greater Airpark Character Area Plan.

Response: The site plan and landscape plan have been updated to show a centrally located pedestrian connection.

15. Please revise the site plan (and landscape plan) to indicate the 8-foot wide equestrian trail separated from the main street sidewalk, consistent with the existing condition on the north side of Chauncey Blvd. Refer to the Scenic Corridor Design Guidelines and Section 8-3.201.B of the DSPM. Recommend dedicating a Non-Motorized Public Access Easement over the entire width of the Scenic Corridor, so the trail can be sited accordingly.

Response: The site plan and landscape plan have been revised to indicate the 8-foot wide multi-use trail separated from the sidewalk.

16. Please revise the site plan to clarify how refuse collection will be provided for the residential portion of the project. Refer to Section 2-1.704 of the DSPM.

Response: The site plan has been revised to show the trash collection location on the east side of the residential building.

17. Please revise the site plan (and landscape plan) to indicate if the courtyard on 73rd Place is proposed to be enclosed by a barrier. This area should remain open and accessible to the street in order to engage the street frontage and prevent the project from "turning its back" on future development on the east side of 73rd Place. Refer to the Plan and Report Requirements for Development Applications.

Response: The courtyard on 73rd Place is open to the street. The area is noted as Common Open Space on the Open Space Plan and will serve as both a storm water retention area and as a dog park amenity for the residents. The basin/dog park will have a 5'-0" fence around it, but the rest of the site will be open and the landscape/hardscape designs will connect the overall courtyard to the street. The site, landscape and open space plans have all been updated to reflect this design.

18. Please revise the site plan to include all requirements indicated in the Plan and Report Requirements for Development Applications. There may be additional comments after staff has had the opportunity to

review the revised site plan. Please add the following:

- Existing and proposed zoning district
- Revise the abbreviation for the Planned Community (P-C) District so that it is consistent with the abbreviation in Section 4.100.D of the Zoning Ordinance
- Vicinity map
- Zoning districts of all adjacent parcels
- Gross and net parcel area (in site data)
- Required/provided bicycle parking for both the commercial and residential uses
- Required/provided open space
- Residential unit count based on the number of bedrooms (so staff can confirm parking)
- Allowed/proposed density
- Allowed/provided floor area ratio
- Number of consecutive vehicle parking spaces in each row
- Parcel dimensions
- Distance between each building
- Setbacks from all property lines to buildings
- Location, with pavement types, of all internal sidewalks
- Distance from centerline of Scottsdale Road to the street curb
- Location of above-ground utility equipment
- Location of street lights and traffic signals

Response: The above list of items have been added to the site plan.

19. Notes on the site plan appear to be 6-point font size or less. Please revise notes so they are minimum 12-point font size. Refer to the Plan and Report Requirements for Development Applications.

Response: The notes are 12-point font when printed at full size. The notes have been enlarged to make them easier to read when printed at half size.

20. Notes on the site plan indicate that bicycle parking will be provided on "unit balconies and patios". This is not consistent with the ordinance requirement. Bicycle parking must be publicly accessible. Please revise the site plan to indicate the proposed location and number of bicycle parking spaces for the residential component. NOTE: Bicycle parking should be located near the leasing office and/or business center.

Response: The site plan has been revised to clarify the amount and locations of the bicycle parking spaces. Bicycle parking has been provided near the residential leasing office as well as within bicycle storage rooms inside the parking garage.

21. Please utilize a dashed line to show the location of bicycle parking, and confirm rack design will be consistent with the COS Supplement to MAG Standard Detail #2285. NOTE: Detail #2285 requires 6.5 feet X 9 feet of site area. Also refer to Section 2-1.808.B of the DSPM.

Response: The site plan has been updated to correctly show the bicycle parking complying with Detail #2285.

Fire:

22. Please revise the site plan to demonstrate commercial turning radii (25' inner, 49' outer, 55' bucket swing). Refer to Section 2-1.802 of the DSPM. Also indicate the location of the Fire Riser room for all buildings. Refer to Section 6-1.504 of the DSPM.

Response: The commercial turning radii and fire riser rooms for all buildings have been added to the site

plan.

Drainage:

23. Please revise Section 2.2 of the Case Drainage Report (CDR) to include Plan Check #'s 1442-15 and 2519-12 in parentheses where the offsite Q_{100} of 317 cfs has been mentioned. Refer to Section 4-1.800 of the DSPM.

Response: The plan check numbers have been added to the Case Drainage Report.

24. No hydrologic analyses are included in the CDR to support the onsite 28 cfs and 17 cfs on either side of the historical Hydrologic Divide, which is mentioned in Section 2.1 of the CDR. Please revise the CDR to include hydrologic analyses, utilizing the FCDMC DDMSW program; or by using manual Rational Method calculations. Please note that these onsite peak flows are not the 100-year, 2-hour storm event as mentioned in Section 2.1 of the CDR. Please verify and correct. Refer to Section 4-1.800 of the DSPM.

Response: The requested analysis has been included in the revised CDR.

25. Please show a sufficient number of small drainage arrows on each Drainage Area (DA-5 through DA-OS4) so that the proposed onsite runoff pattern can be followed, and can be verified against the historical Hydrologic Divide. It is not clear how DA-75 will be drained into Basin D. Also note that no storm drain pipes are permitted under a structure (building). However, if the building is a "D-shaped" building with a yard area completely open to the sky, and there is no way to modify the proposed building footprint to avoid such a condition, then dual storm pipes with specialized casing is allowed where one pipe has more flow carrying capacity than what is required. If that is the case, this must be clarified in the CDR, as well as on Figure 4: SITE BASIN DELINEATION. Refer to Sections 4-1.800 and 4-1.900 of the DSPM.

Response: Drainage arrows have been added (DA-5 through DA-OS4) as requested. DA-75 (courtyard) is shown to drain from the courtyard to west via under the mail room in NW corner of courtyard. The drainage will flow through storm pipes under the structure, but will not be below directly below living units.

26. Currently a 50 cfs wash exists on the proposed project site. Although a 50 cfs wash located in the "50 cfs layer" on our LIS system may not actually be a 50 cfs wash based on hydrologic analysis, the watershed boundary for this particular wash goes further upstream beyond the onsite sub-watershed boundary for the east watershed (east of the Hydrologic Divide). As such, the onsite Q_{100} of 17 cfs for the east watershed is incorrect. Please revisit the watershed delineation and redo the hydrology. Refer to Section 4-1.800 of the DSPM.

Response: The CDR has been updated to include the addition delineation and flow.

Circulation:

27. Per Section 5-3.201 of the DSPM, there should be a minimum separation of 500 feet between the on-site driveway on Scottsdale Road and Chauncey Lane. Please relocate main entrance off Scottsdale Road to the southern edge of the site, so that it aligns with the east-west drive aisle that runs parallel to the site. Also refer to Comment #3.

Response: See response to comment #3 above.

28. Please revise the site plan to indicate a minimum six-foot wide sidewalk on 73rd Place. Refer to Sections 47-21 and 47-22 of the Scottsdale Revised Code, Chapter 7 of the 2008 Transportation Master Plan and Section 5-3.100 of the DSPM.

Response: The site plan has been revised to show the six-foot wide sidewalk on 73rd Place.

29. Please revise the site plan to indicate both a 10-foot wide paved path and an 8-foot wide equestrian trail along the Scottsdale Road frontage within the limits of the Scenic Corridor. Refer to Sections 5-7.100 and 5-7.101 of the DSPM, and the Scenic Corridor Design Guidelines.

Response: Careful consideration has been given to the treatment of the scenic corridor. Through the use of scale, variety and movement in elevations, we believe the scenic corridor is best left open and natural. As opposed to a flat, minimally landscaped dead zone, we proposed to have the 10' sidewalk detached from the street curb, then an open channel will descend downward and then raise back up with the 8' multi-use trail at a different elevation on the opposite side, supported by natural stone rip rap and landscaping, with a westernized fence rail for horse safety. This treatment will create a visually interesting streetscape with movement and visual relief that will enhance the streetscape of Scottsdale Road. The flat, non-descript corridor treatment, north of this parcel, was driven for the demand of automobile sales. A much more visually interesting execution was done across the street in the City of Phoenix, where the drainage channel was left open with stone features and turf. The 10-foot wide paved path and 8-foot wide multiuse path are both shown along Scottsdale Road.

30. Please revise the site plan (and landscape plan) to show the 10-foot wide sidewalk detached from the street curb on Scottsdale Road and Chauncey Lane a minimum of four feet (eight feet is preferred). Sidewalk near the roundabout should also be separated from back of curb to discourage pedestrians from using the center island to cross. Refer to Chapter 7, Section 8 of the 2008 Transportation Master Plan and Section 5-8.300 of the DSPM.

Response: The Site Plan has been updated accordingly.

31. Please revise the site plan to show the pedestrian connection from the project to the street at the northeast corner of the site aligning with the pedestrian crossing provided at the roundabout. Refer to Section 5-3.400 of the DSPM.

Response: The Site Plan has been updated accordingly.

32. Please revise the site plan to include bike ramps at the roundabout in the eastbound direction along Chauncey Lane, and in the southbound direction along 73rd Place. Refer to Section 5-3.400 of the DSPM.

Response: The Site Plan has been updated accordingly.

33. Please revise the site plan to confirm the Chauncey Lane driveway entrance will be designed to be consistent with the CH-2 type driveway. Refer to City of Scottsdale Supplement to MAG Standard Detail #2257.

Response: The Site Plan has been updated accordingly.

34. Please revise the site plan to indicate a future Cross-Access Easement where the north/south drive aisle is proposed to connect to the property to the south. Refer to Section 5-3.201 of the DSPM.

Response: The site plan has been updated to show the north/south drive aisle connection on the western portion of the site that will allow for a future drive connection to the property to the south.

35. Please revise the site plan to show a more direct pedestrian connection to the intersection of Scottsdale & Chauncey. Refer to Chapter 7 of the 2008 Transportation Master Plan.

Response: The site plan has been updated to show a more direct pedestrian connection to the Scottsdale Road & Chauncey Lane intersection.

Site Design:

36. Please consider shifting the location of Buildings A and B so they are closer to the Scenic Corridor, consistent with the project to the north. This could be accomplished by eliminating one row of parking between the commercial buildings and the Scenic Corridor.

Response: We have focused great attention on a proper street scene along the scenic corridor and Scottsdale Road. After looking at numerous planning alternatives, we believe that embracing and opening up to Scottsdale Road, but with physical and visual relief, is the best planning route to take. As opposed to examples such as the new commercial center at Pinnacle Peak and Scottsdale Road, where retail development turns its back to Scottsdale Road, this development offers exciting restaurant and entertainment concepts that will attract people to explore the site by the mere presence of seeing people dining, shopping and walking on the site. This is not a strip center concept. To the contrary, it is an active lifestyle concept, that is adjusting for the speed and noise of Scottsdale Road, but with appropriate relief through elevation and movement in the open scenic corridor and entry driveway to the grand promenade. These examples are seen at Kierland and Artesia to name two. The alternative where the backs of buildings face Scottsdale Road, result in back of house trash rooms, utility closets and smoking areas for employees that are devoid of an understanding of what happens in those buildings. Often times, faux window boxes are made on the elevations, to break up the large uninteresting blank walls. We believe that our design is the best choice for an enhanced Scottsdale Road, scenic corridor and successful project.

37. Please consider relocating the vehicular drop-off from the west side of the residential building to the north side, so that it will be adjacent to the access drive on Chauncey Lane; and so there will be an active land use at the vehicular entry to the site. Refer to Policy CD1.1 of the GACAP.

Response: This concept had been studied before submitting the original zoning application. The key feature of the development is the grand promenade. We anticipate most vehicular traffic will see and experience this promenade while driving by the site. We believe it's important to have a terminus to the promenade and a gathering spot at the very end. We purposefully placed the residential office center at this location, as it will create the strongest visual and pedestrian connection. By relocating the office center to the corner, the promenade loses a great deal of focus, and importantly, would create an vehicular obstacle for that traffic entering the property from north bound Scottsdale Road to Chauncey Lane turning right into the property. The mix of heavy traffic and the kinds of functions, such as drop off, delivery and residential tours make the current location ideal.

38. Policy CD 1.1 of the Greater Airpark Character Area Plan (GACAP) states "Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability". The commercial component of this project consists of buildings surrounded by parking, and the residential building is in excess of 500 feet in length at its longest point; much larger than a small city block. Please consider smaller buildings, and/or consider providing pedestrian and/or vehicular access through the residential to 73rd Place.

Response: The mixed-use nature of the project with four separate buildings, achieves the desired results. Although the residential building is one piece, it is visually broken up with dramatic variations in elevation depths that go from 64' on the east, 94' on the north and 105 on the south. These dramatic variations create visual relief and break up building masses, which is the intent of the GACAP. Additionally, we've created open space and connectivity that has been directed to the outside of these buildings. Communal gathering spots, large stooped patios, courtyards within building undulations and a dog park, are evidence of the walkability and connectivity of the site. To increase circulation through the site to the adjoining sites to the east and south, we have created additional sidewalk connectivity.

39. Though not required in this zoning district, please consider adding a Public Art component to this project.

The integration of Public Art would help to create a greater sense of place, as well as strengthen the character envisioned for this site. This may also strengthen the justification for amended development standards, specifically the increase in height from 60 feet to 75 feet.

Response: We are considering a focal point to the terminus of promenade at the leasing center to either include a visual shaded structure, wall or fountain. We will explore this concept further as we begin the DRB design details.

40. Please indicate the location of freestanding and wall-mounted external light fixtures on the site plan. Refer to the Plan and Report Requirements for Development Applications.

Response: The freestanding and wall-mounted external light fixtures have been added to the site plan.

41. Please revise the site plan so there will be no walls located within the Scenic Corridor.

Response: There are no walls in the scenic corridor, just natural stone rip rap surfaces and fencing to provide screening from vehicle lights.

42. Perimeter and site walls should be constructed with 6 or 8-inch wide concrete or masonry blocks, 8-inch wide brick, stone, concrete or similar solid and durable material to match the building. Stucco and paint the surface to match the buildings unless they are split-faced, grid or similar decorative types of block. Grade breaks shall be located at the top of the wall at piers or corners wherever possible. Include varied setbacks, alignments and/or heights and/or piers or buttresses for walls in excess of 200 feet in length. Refer to Section 2-1.401.5 of the DSPM.

Response: This project does not have perimeter or site walls. Masonry patio walls will be made of block in a stacked bond configuration similar to our project, The Moderne.

43. All exterior mechanical, utility and communication equipment shall be screened by the parapet or wall that matches the architectural characteristics, color and finish of the buildings. Please confirm compliance. Refer to Section 2-1.401.1 of the DSPM.

Response: The parapet wall on the roof will comply with the requirements. The parapet wall will be an average height of 39" that will be a minimum of 6" above the mechanical equipment on the roof. An additional exhibit has been included with this submittal that shows how the mechanical equipment is hidden below the parapet. The parapet wall will be a continuation of the same material and color as the rest of the building exterior.

Circulation

44. Please consider shortening the median island along Chauncey Lane, west of 73rd Place to increase the westbound left-turn storage into the driveway on Chauncey Lane.

Response: The Chauncey Lane driveway aligns with the existing driveway to the north. At least 100-ft of storage is provided for left-turn storage to this site. The traffic study does not recommend any modification to the median.

Building Elevation Design

45. Please provide building elevations that comply with the Plan and Report Requirements for Development Applications. There may be additional comments once staff has the opportunity to review the revised plans.

Response: The building elevations submitted comply with the requirements.

46. Notes on the building elevations appear to be 6-point font size or less. Please revise notes so they are a minimum of 12-point font size. Refer to the Plan and Report Requirements for Development Applications.

Response: The notes are 12-point font when printed at full size. The notes have been enlarged to make them easier to read when printed at half size.

47. Please provide building elevations that are black line drawings without gray tones so that all copies of the building elevations will be readable. Please refer to the Development Review Board Application Checklist and the Plan and Report Requirements for Development Applications.

Response: The building elevations have been revised to comply and are black line drawings without gray tones.

48. Please provide notation regarding the locations for materials and colors on the building elevations. Keynote all materials and colors to the building elevations and provide a material/color legend. Refer to the Development Review Board Application Checklist and the Plan and Report Requirements for Development Applications.

Response: The building elevations have been revised to provide a legend with all materials and colors and these have been key noted on the elevations to show their locations.

49. Please provide section drawings of the proposed exterior shade devices. Provide information that describes the shadow/shade that will be accomplished by the proposed shade devices, given the vertical dimension of the wall opening. All shade devices should be designed so that the shade material has a density of at least 75% in order to maximize the effectiveness of the shade device. Refer to Sensitive Design Principle #9 and the following link: <http://www.scottsdaleaz.gov/design/shading>

Response: This building has been designed with many features along the building elevation to counter the effects of solar exposure. These features are detailed in the attached building shading exhibit. Specifically, the building features extensive amounts of vertical and horizontal design components (aka "cantilevers" "bumpouts", "overhangs", etc.) that extend out up to 7'0" beyond the building face. As seen on the exhibit and building elevations, these design components provide shading to nearby windows and doors throughout the solar cycle, including during hard to protect low angle early morning/late afternoon times. Additionally, the building incorporates shadow boxes that project out from the façade in the contrasting white color, which offers excellent shading throughout the day.

50. Several windows on the east south and west sides of the building appear to be unprotected from solar exposure and heat gain. Please provide exterior shade devices for these windows and/or provide illustrations that demonstrate how proposed roof overhangs, canopies and other design elements provide shade for these windows. Refer to Sensitive Design Principle #9 and Guidelines 6, 10 and 17 in the Architecture Section of the Scottsdale Design Guidelines for Office Development.

Response: See Response #49 and the attached shading exhibit for details on the shading provided. Similar to the previously approved Borgata DRB case, the percentage of windows that have direct overhead covering is above 65%. Windows without direct overhead coverings receive shading benefits from adjacent shading features throughout the solar cycle. In addition, the glass for windows and doors will be low-E glass and the window/door will be set back into the frame as shown on the exhibit to further provide protection from solar exposure.

51. Please provide information and details related to screening devices that will be utilized to screen any mechanical equipment. Please refer to Sections 1.904.A and 7.105 of the Zoning Ordinance.

Response: See Response to Comment #43 for more details. The parapet wall on the roof will screen the mechanical equipment on the roof. An additional exhibit has been included with this submittal that shows how mechanical equipment is hidden below the parapet.

52. Please provide information and details related to roof drainage. Refer to Section 7.105 of the Zoning Ordinance.

Response: The roof drainage is handled by a series of roof drains that flow into internal pipes that flow into the storm system. See attached exhibit showing an example section of the roof drainage.

53. Please indicate locations for all building mounted light fixtures on the building elevations. Refer to the Plan and Report Requirements for Development Applications.

Response: The building mounted lighting fixtures are shown on all building elevations.

54. In order to improve readability, please add number notations (0.0, +1.5, -0.5) that indicate the differences between planer surfaces, or utilize thicker and thinner lines to indicate portions of buildings that are nearer or farther from view.

Response: The requested number notations have been added to the planer surfaces.

Landscape Design

55. Please revise the landscape plan to indicate additional groundcover and/or shrubs in the Scenic Corridor, consistent with Segment 5 of the Scottsdale Road Streetscape Design Guidelines. This can be accomplished without compromising the sub-grade culvert.

Response: Additional groundcover and shrubs have been added in the Scenic Corridor that are consistent with the Scottsdale Road Streetscape Design Guidelines (Segment 5).

56. Notes on the landscape plan appear to be 6-point font size or less. Please revise notes so they are minimum 12-point font size. Refer to the Plan and Report Requirements for Development Applications.

Response: The notes are 12-point font when printed at 24"x36". The notes have been enlarged to make them easier to read when printed at half size.

57. Please show the locations of building mounted and freestanding light fixtures, street lights and traffic signals on the landscape plan. Refer to the Plan and Report Requirements for Development Applications.

Response: The landscape plan has been updated to identify light fixtures, street lights, and traffic signals.

58. Please indicate the location of above ground utility equipment and vaults. Refer to the Plan and Report Requirements for Development Applications, and Section 2-1.401 of the DSPM.

Response: The above ground utility services have been identified on the drawings.

59. Please utilize a dashed line to indicate the sight visibility triangles on the landscape plan. Refer to the Plan and Report Requirements for Development Applications, and Section 5-3.119 of the DSPM.

Response: Site visibility triangles have been added to the landscape plan.

60. Please verify that the plant species that are listed under the plant inventory match the Tree Selection

and Shrub/Groundcover/Accent Selections that are indicated in the Scottsdale Road Streetscape Design Guidelines. Click on the following link for additional information:
<http://www.scottsdaleaz.gov/construction/scottsdalerd/streetscape>

Response: All plant species in the plant inventory are consistent with the Scottsdale Road Streetscape Design Guidelines (Segment 5). Additional plant species from the Segment 5 approved list have been added to the plant list to increase the variety of plants available. Those additional plant species are noted on the plant inventory with an asterisk (*) for clarity.

Site:

61. Page 2 of the Project Narrative indicates angled parking will be provided along the central east/west drive aisle; however the site plan indicates parallel parking spaces. Please revise the site plan and/or the narrative to clarify intent.

Response: The Project Narrative has been revised to state "parallel" parking consistent with the site plan.

62. Please revise the site plan to eliminate all landscape symbols. Refer to the Plan and Report Requirements for Development Applications.

Response: The site plan has been revised to eliminate all landscape symbols.

63. The site plan incorrectly identifies a parking requirement of 1:300 for mixed use developments. The correct ratio is 1:325 (excluding residential), per Table 9.103.A of the Zoning Ordinance. Please revise calculations accordingly.

Response: The site plan has been revised to show the correct 1:325 ratio (excluding residential).

Landscaping:

64. The landscape plan indicates a "dog park" in the frontage open space along 73rd Place. Please note, barriers cannot exceed three feet in height in required frontage open space. Refer to Section 5.1004.G.1 of the Zoning Ordinance and indicate if a barrier is proposed on the landscape plan.

Response: The dog park has been relocated and combined with the retention basin area to the south of the garage entrance off of 73rd Place. The Open Space Plan has been updated to reflect that this area is Common Open Space. Fences are allowed in Common Open Space areas.

Airport:

65. PLEASE NOTE: the following will be required prior to submittal of final plans, as per Chapter 5 (Aviation) of the Scottsdale Revised Code:

- Response from FAA regarding height analysis
- Noise disclosure in a form satisfactory to Airport staff
- Dedication documentation for an Avigation Easement over the entire project site

Response: Acknowledged. FAA response, noise disclosure and Avigation Easement will be provided with the final plan submittal per the City Code, Chapter 5.

Circulation:

66. PLEASE NOTE: Prior to submittal of final improvement plans, a signing and pavement marking plan for all 3 streets must be submitted to the Transportation Division for review and approval.

Response: Acknowledged. A signage and pavement marking plan will be submitted prior to submittal of final improvement plans.

67. PLEASE NOTE: With the final plans submittal, staff will be expecting a traffic signal modification plan to add permitted-protected phasing for northbound and southbound left-turns at Scottsdale and Chauncey; as well as a median modification plan to increase the southbound and westbound left- turn storage at Scottsdale and Chauncey, consistent with the recommendations from the submitted traffic study.

Response: Acknowledged. A traffic signal modification plan will be submitted with the final improvement plans.

68. Please revise the site plan to show a continuation of the sidewalk on the west side of the Chauncey Lane driveway into the site to the residential. Refer to Section 2-1.708 of the DSPM.

Response: The Site plan has been revised to show a sidewalk connection on the west side of the Chauncey Lane driveway that allows for pedestrian access to the residential building.

Water/Waste Water:

69. The preliminary BOD's are acceptable for both the Zoning and Development Review Board applications. Final BOD's addressing the following comments must be accepted by the Water Resources Division prior to submittal of final improvement plans:

- Easements cannot cross under or within designated parking spaces. Please shift or provide bullnose accordingly. All meters and fire hydrants must be within public easements. Refer to Chapter 6 of the DSPM.
- Water lines within a 20-foot wide easement can be six feet off one edge allowing for 14 feet of use for maintenance vehicles.
- Show building FDC's within 200 feet of a fire hydrant. Refer to the COS amendments to the 2012 IFC.
- Fire hydrants should be located near driveway entrances.
- Show potential locations for grease interceptor(s). Refer to Section 7-1.411 of the DSPM.
- The public water line crossing under the drainage way at Scottsdale Road shall be designed in accordance with Section 6-1.414 of the DSPM.

Response: Understood. Revised BOD's will accompany the DRB package or follow shortly thereafter before improvement plans are submitted.

If you have any questions regarding the responses above please feel free to contact me.

Sincerely,

Michele Hammond
Principal Planner

BERRY RIDDELL

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August 16, 2016

Greg Bloemberg
Senior Planner
Planning Department
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RE: 19-ZN-2002#4
Scottsdale Marketplace – 2nd Review Response Letter

Greg:

Please see the comments below in response to the 2nd review comment letter issued on June 30, 2016.

Zoning (PSD):

1. The draft Development Agreement to accompany the PSD application was submitted on 6/28/16 and has not yet been reviewed by staff. PLEASE NOTE: This case cannot proceed to a Planning Commission hearing until a Development Agreement has been reviewed as to form and approved by the City's Legal Department. Another option would be to eliminate the PSD from this request and submit under a separate application.

Response: The PSD application is currently under review by the City Attorney and the applicant has been recently advised by staff to move forward with this zoning case resubmittal.

2. The proposed swale along the east side of the proposed 73rd Place extension should be designed to carry the combined Q100 from drainage areas OS-1, OS-2 and the "half-street" of 73rd Place. A FlowMaster analysis of this swale must be included in the drainage report, and a typical section of the swale at its maximum capacity must be shown on Sheet GD5 of the Grading & Drainage Plan; along with the High Water Elevation (HWE) called out in the XXXX.XX ft. format. Please revise Drainage Report and supporting plans accordingly. Refer to Sections 4-1A and 4-1.800 of the DSPM.

Response: A drainage swale is provided along the east side of 73rd Place for the Q100 flows generated by the eastern half-street portions of the existing and proposed portions of 73rd Place. The Q100 flow from the existing eastern half-street portion of 73rd Place located north of Chauncey Lane is 5.2 cfs. The Q100 flow from the proposed eastern half-street portion of 73rd Place located south of Chauncey Lane is 1.9 cfs. The proposed swale is a triangular channel with 3:1 maximum side slopes and will convey the 7.1 cfs (5.2+1.9) at a depth of 0.76 feet.

The eastern bank of the proposed swale forms a berm that is at a higher elevation than the adjacent existing grade. Off-site storm water that is flowing southwesterly across the undeveloped land to the east will flow south along this berm until the termination of the proposed portion of 73rd Place. Following the termination of 73rd Place, the off-site storm water will continue to flow southwesterly and will rejoin its pre-development drainage path.

3. The plan view of Section A-A shown on Sheet GD4 of the Grading & Drainage Plan does not show any proposed contours along the east swale bank. The flow will break out onto the State land to the east, which

is not permitted. Please note that the entire flow must be contained in this swale, and that the side slope of this swale cannot be steeper than 3:1. Please show necessary proposed contours to demonstrate the presence of the east swale bank on Sheet GD4. Refer to Sections 4-1A and 4-1.800 of the DSPM.

Response: *The proposed swale is shown in more detail with additional contours and spot elevations.*

4. Please add another diagonal section (specifically Section E-E) through the southeast corner of the proposed development as marked up on the redline copy of Sheet GD4 in the redline drainage report. It also appears there are no proposed contours on Sheet GD4 along the east or south swale banks as the swale turns from the south to the west; which will lead to breaking out of flow onto the State land to the east and south instead of delivering flow to its historical exit point, which is not permitted. Please show the necessary proposed contours on Sheet GD4 to demonstrate the presence of the east and south swale banks as the swale turns from the south to the west until it drains out to its historical exit point. Refer to Sections 4-1A and 4-1.800 of the DSPM.

Response: *Section E has been added to Sheet GD5. Additional detail has been added to the proposed swale.*

5. It is unclear why the parking area for the proposed multi-family residential is shown with a LF₈₈ of 1574.75 on Sheet GD2. Is this an above-ground parking basement with a LF₈₈ of 1574.75 with livable floors on top of it?? If not, then please remove the LF₈₈ label from the parking area and label the LF₈₈ for the actual building. Is the building with the LF₈₈ 1574.75 structurally separated from the building with the LF₈₈ 1572.75?? This is required for FEMA compliance and it is unclear that this is the case, based on what is shown on Sheet GD2. Please clearly demonstrate that these two buildings are structurally separate, with individual HAG. Also, please add as many sections as necessary on Sheets GD1 thru GD5 to demonstrate individual HAG for each building, as well as their structural separation. Based on the 11 X 17 Natural Grade Exhibit, it appears there is a single building with a single HAG. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.

Response: *The LF label noted above has been moved. The multi-family development is separated into three structurally separate buildings to allow for stepped LF elevations. The building separation line has been added and noted on the Preliminary Grading Plans and on the 11"x17" Natural Grade Exhibit. Each portion of the multi-family building has a separate HAG elevation and associated LF elevation.*

6. Please revise Sheets GD2 and GD4 to include small drainage arrows in the parking places and along the driveway to demonstrate the on-site runoff pattern. Also show small drainage arrows along the proposed 73rd Place extension on Sheet GD4.

Response: *Drainage arrows have been added as noted.*

7. The eastern portion of the parking lot which is part of sub-watershed 6 and is located east of the historical Hydrologic Divide (HD) cannot be graded to drain west over the HD. Either grade this part of the parking lot to drain into Detention Basin "OS-1" through a curb opening or revise the HD after exchanging with an equal area to the west and quantify this area in the drainage report. The revised HD should be shown on all relevant exhibits. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.

Response: *A land area exchange for the areas east and west of the hydrologic divide will be provided with the Final Drainage Report. The precise areas associated with the land area swap will depend upon the roof drainage areas and the building design, which has not yet been completed. The revised hydrologic divide line will be provided with the Final Drainage Report.*

8. Sub-watershed 75 (the enclosed courtyard) is located east of the HD and cannot be drained to the west to go over the HD. Either drain this area by means of double encased pipes to Detention Basin "B" or revise the

HD after exchanging this area with an equal area to the west and quantify this area in the drainage report. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.

Response: *A land area exchange for the areas east and west of the hydrologic divide will be provided with the Final Drainage Report. The precise areas associated with the land area swap will depend upon the roof drainage areas and the building design, which has not yet been completed. The revised hydrologic divide line will be provided with the Final Drainage Report.*

9. As proposed with the resubmittal, the solution for refuse collection for the residential is not consistent with the City's design guidelines. Any alternative design requires approval from Solid Waste. It is not ideal for service vehicles to have to reverse onto a street (73rd Place) after refuse has been collected. Please consider relocating the refuse collection area to the east end of the parking area north of the residential building. This would allow service vehicles to maneuver safely and exit the property without having to reverse onto a street. Refer to Scottsdale Supplement to MAG Details 2146-1 and 2147-1. Additionally, please indicate how refuse is to be collected from the individual units. Are there going to be trash chutes in the lobby?? Will maintenance collect the refuse and deliver it to the main collection area?? Please clarify.

Response: *The project will be serviced by a trash valet service that will collect resident refuse from each residence and conveyed by the valet service to the primary trash room. Residents can also take their refuse to the trash rooms located on each floor and convey their trash via the chute situated above the main trash room. All refuse on site is then collected in 3-yard containers via a compactor in the trash room located in the eastern part of the building. The trash containers are then emptied on an as-needed basis by a private refuse contractor. Please note, the trash room is enclosed within the building, so MAG Details 2146-1 and 2147-1 for exterior stand-alone single and double refuse enclosures do not apply in this situation.*

10. Please consider moving the cross-access connection to the parcel to the south from the westernmost drive aisle to the central drive aisle. This was the original intent behind the 1st review comment.

Response: *The cross-access connection with the parcel to the south was placed at the westernmost drive aisle to best accommodate the flow of vehicle traffic between the parcels while avoiding the active pedestrian core located to the east. The design intent of the site is such that visitors and residents are encouraged to park around the outer edges of the site and walk to the stores, plaza and residences. All of which are located along the central east-west drive aisle and the central north-south drive aisle. Discouraging vehicle traffic in the central north-south drive aisle allows for less vehicle congestion, as well as better pedestrian safety and an overall better use of the site. Additionally, the State of Arizona Land Department has indicated that the parcel to the south will be one of the last parcels in Crossroads East to be developed.*

11. Please reconsider moving the central east-west drive aisle to the southern edge of the site. As proposed, the drive aisle is too close to the northbound left-turn lanes at the intersection of Scottsdale & Chauncey. Vehicles exiting the site will have to cross three lanes in a straight line to get to the turning lanes safely if they want to turn left onto Chauncey or do a U-turn.

Response: *The success of this mixed-use project is dependent on the planned central east-west drive aisle being in the center of the site. The drive aisle has been designed to be the inviting core of the mixed-use project providing a means to control vehicle traffic, while encourage pedestrian use. The intended design only allows for limited vehicle usage/parking along the central drive aisle, which then encourages visitors and residents to park vehicles around the outer edges of the site and walk throughout the central core of the project where businesses are located. Moving the main drive aisle to the southern edge of the site would dramatically alter the internal vehicle traffic flow, parking layout and overall building interactions. It would encourage a larger, more open parking lot on the southern edge of the project that would push the retail buildings to the northern part of the site and discourage the mixed-use, pedestrian-friendly designs of the*

current site plan.

Additionally, the current site plan has a driveway access point on the northern edge of the site that allows visitors to turn west onto Chauncey Lane and come to a traffic light controlled intersection where they can then go southbound on Scottsdale Road. We believe that this current design is a safer means to convey vehicle traffic southbound than to realign the central east-west drive aisle to the southern edge of the site and then encourage traffic to cross northbound traffic at an uncontrolled intersection and perform a U-turn.

12. Please confirm it is your intent to shorten the median island on Chauncey, west of 73rd Place, to provide increased left-turn storage into the driveway on Chauncey. The adjustment is not indicated on the 2nd review site plan.

Response: *Correct. It is the intent to shorten the median island on Chauncey Lane west of 73rd Place. The site plan has been revised to reflect this.*

If you have any questions regarding the responses above please feel free to contact me.

Sincerely,

Michele Hammond
Principal Planner



June 30, 2016

Michele Hammond
Berry Riddell, LLC
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

RE: 19-ZN-2002#4
Scottsdale Marketplace (Crossroads)

Ms. Hammond:

The Planning & Development Services Division has completed review of the above referenced development application resubmitted on 6/9/16. The following **2nd Review Comments** represent the review performed by our team, and are intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

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:

Zoning (PSD):

1. The draft Development Agreement to accompany the PSD application was submitted on 6/28/16 and has not yet been reviewed by staff. PLEASE NOTE: This case cannot proceed to a Planning Commission hearing until a Development Agreement has been reviewed as to form and approved by the City's Legal Department. Another option would be to eliminate the PSD from this request and submit under a separate application.

Drainage:

2. The proposed swale along the east side of the proposed 73rd Place extension should be designed to carry the combined Q100 from drainage areas OS-1, OS-2 and the "half-street" of 73rd Place. A FlowMaster analysis of this swale must be included in the drainage report, and a typical section of the swale at its maximum capacity must be shown on Sheet GD5 of the Grading & Drainage Plan; along with the High Water Elevation (HWE) called out in the XXXX.XX ft. format. Please revise Drainage Report and supporting plans accordingly. Refer to Sections 4-1A and 4-1.800 of the DSPM.
3. The plan view of Section A-A shown on Sheet GD4 of the Grading & Drainage Plan does not show any proposed contours along the east swale bank. The flow will break out onto the State land to the

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8/16/16

east, which is not permitted. Please note that the entire flow must be contained in this swale, and that the side slope of this swale cannot be steeper than 3:1. Please show necessary proposed contours to demonstrate the presence of the east swale bank on Sheet GD4. Refer to Sections 4-1A and 4-1.800 of the DSPM.

4. Please add another diagonal section (specifically Section E-E) through the southeast corner of the proposed development as marked up on the redline copy of Sheet GD4 in the redline drainage report. It also appears there are no proposed contours on Sheet GD4 along the east or south swale banks as the swale turns from the south to the west; which will lead to breaking out of flow onto the State land to the east and south instead of delivering flow to its historical exit point, which is not permitted. Please show the necessary proposed contours on Sheet GD4 to demonstrate the presence of the east and south swale banks as the swale turns from the south to the west until it drains out to its historical exit point. Refer to Sections 4-1A and 4-1.800 of the DSPM.
5. It is unclear why the parking area for the proposed multi-family residential is shown with a LF_{88} of 1574.75 on Sheet GD2. Is this an above-ground parking basement with a LF_{88} of 1574.75 with livable floors on top of it?? If not, then please remove the LF_{88} label from the parking area and label the LF_{88} for the actual building. Is the building with the LF_{88} 1574.75 structurally separated from the building with the LF_{88} 1572.75?? This is required for FEMA compliance and it is unclear that this is the case, based on what is shown on Sheet GD2. Please clearly demonstrate that these two buildings are structurally separate, with individual HAG. Also, please add as many sections as necessary on Sheets GD1 thru GD5 to demonstrate individual HAG for each building, as well as their structural separation. Based on the 11 X 17 Natural Grade Exhibit, it appears there is a single building with a single HAG. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.
6. Please revise Sheets GD2 and GD4 to include small drainage arrows in the parking places and along the driveway to demonstrate the on-site runoff pattern. Also show small drainage arrows along the proposed 73rd Place extension on Sheet GD4.
7. The eastern portion of the parking lot which is part of sub-watershed 6 and is located east of the historical Hydrologic Divide (HD) cannot be graded to drain west over the HD. Either grade this part of the parking lot to drain into Detention Basin "OS-1" through a curb opening or revise the HD after exchanging with an equal area to the west and quantify this area in the drainage report. The revised HD should be shown on all relevant exhibits. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.
8. Sub-watershed 75 (the enclosed courtyard) is located east of the HD and cannot be drained to the west to go over the HD. Either drain this area by means of double encased pipes to Detention Basin "B" or revise the HD after exchanging this area with an equal area to the west and quantify this area in the drainage report. Refer to Sections 4-1A, 4-1B, 4-1.800 and 4-1.900 of the DSPM.

Significant Policy Related Issues

The following policy related issues have been identified in the first review of this application. Even though some of 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:

Circulation:

9. As proposed with the resubmittal, the solution for refuse collection for the residential is not consistent with the City's design guidelines. Any alternative design requires approval from Solid Waste. It is not ideal for service vehicles to have to reverse onto a street (73rd Place) after refuse has been collected. Please consider relocating the refuse collection area to the east end of the parking area north of the residential building. This would allow service vehicles to maneuver safely and exit the property without having to reverse onto a street. Refer to Scottsdale Supplement to MAG Details 2146-1 and 2147-1. Additionally, please indicate how refuse is to be collected from the individual units. Are there going to be trash chutes in the lobby?? Will maintenance collect the refuse and deliver it to the main collection area?? Please clarify.

Considerations

The following considerations have been identified in the first review of this application. While these considerations are not critical to scheduling the application for public hearing, they may improve the quality and may reduce the delays in obtaining a decision regarding the proposed development. Please consider addressing the following:

Circulation:

10. Please consider moving the cross-access connection to the parcel to the south from the westernmost drive aisle to the central drive aisle. This was the original intent behind the 1st review comment.
11. Please reconsider moving the central east-west drive aisle to the southern edge of the site. As proposed, the drive aisle is too close to the northbound left-turn lanes at the intersection of Scottsdale & Chauncey. Vehicles exiting the site will have to cross three lanes in a straight line to get to the turning lanes safely if they want to turn left onto Chauncey or do a U-turn.
12. Please confirm it is your intent to shorten the median island on Chauncey, west of 73rd Place, to provide increased left-turn storage into the driveway on Chauncey. The adjustment is not indicated on the 2nd review site plan.

Please resubmit the revised application requirements and additional 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 a decision regarding the application may be made, or if additional modifications, corrections, or additional information is necessary.

PLEASE CALL 480-312-7000 TO SCHEDULE A RESUBMITTAL MEETING WITH ME PRIOR TO YOUR PLANNED RESUBMITTAL DATE. DO NOT DROP OFF ANY RESUBMITTAL MATERIAL WITHOUT A SCHEDULED MEETING. THIS WILL HELP MAKE SURE I'M AVAILABLE TO REVIEW YOUR RESUBMITTAL AND PREVENT ANY UNNECESSARY DELAYS. RESUBMITTAL MATERIAL THAT IS DROPPED OFF MAY NOT BE ACCEPTED AND RETURN TO THE APPLICANT.

The Planning & Development Services Division has had this application in review for 44 Staff Review Days since the application was determined to be administratively complete.

These 2nd **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 480-312-4306 or at gbloemberg@ScottsdaleAZ.gov.

Sincerely,


Greg Bloemberg
Senior Planner

cc: case file

**ATTACHMENT A
Resubmittal Checklist**

Case Number: 19-ZN-2002#4

Please provide the following documents, in the quantities indicated, with the resubmittal (all plans larger than 8 ½ x11 shall be folded):

One copy: COVER LETTER – Respond to all the issues identified in the first review comment letter.

Site Plan:

3 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Other Supplemental Materials:

Completed draft Development Agreement approved as to form by City's Legal Department

Technical Reports:

2 copies of Revised Drainage Report w/ CD:

Resubmit the revised Drainage Reports, Water and Waste Water Report and/or Storm Water Waiver application to your Project Coordinator with any prior City mark-up documents.

**19-ZN-2002#4
8/16/16**



**Community & Economic Development Division
Planning, Neighborhood & Transportation**

7447 East Indian School Road
Scottsdale, Arizona 85251

Date:

4/1/16

Contact Name:

KEVIN RAMSIL / JOHN BERRY

Firm name:

JLB PARTNERS

Address:

City, State Zip:

19-ZN-2002#4

4/1/16

RE: Application Accepted for Review.

1138 - PA- 2015

Dear

Mr. RAMSIL / John BERRY:

ZONING

It has been determined that your Development Application for _____
has been accepted for review.

1138 PA 2015

Upon completion of the Staff's review of the application material, I will inform you in writing or electronically either: 1) the steps necessary to submit additional information or corrections; 2) the date that your Development Application will be scheduled for a public hearing or, 3) City Staff will issue a written or electronic determination pertaining to this application. If you have any questions, or need further assistance please contact me.

Sincerely,

Name:

LORRAINE CASTRO

Title:

PLANNING SPECIALIST

Phone number:

480 312 7620

Email address:

lcastro@scottsdaleaz.gov



Planning and Development Services Division

7447 East Indian School Road
Scottsdale, Arizona 85251

September 29, 2016

Michele Hammond
Berry Riddell, LLC
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

RE: Determination of a Planning Commission hearing

Ms. Hammond:

Your Development Application 19-ZN-2002#4, Chauncey Marketplace, is scheduled to be considered by the Planning Commission at the 10/26/16 hearing.

You may be required to make a presentation to the Planning Commission. If you choose to present your application to the Planning Commission utilizing a Power Point presentation, please submit the electronic file to your project coordinator by 1:00 p.m. on Monday, 10/24/16. Please limit your presentation to a maximum of 10 minutes.

A subsequent letter with your site post requirements will be sent shortly after the required text has been verified. Typically, this is approximately twenty-one (21) days before a hearing date.

The Planning and Development Services Division has had this application in review for 66 Staff Review Days.

Regards,

Greg Bloemberg
Senior Planner

cc: Kevin Ransil
JLB Partners, LLC
9237 E. Via de Ventura #215
Scottsdale, Az. 85258