

**Correspondence Between
Staff and Applicant
Approval Letter**



April 11, 2018

John Berry
Berry Riddell
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

Re:
7-ZN-2017, 1-II-2017 & 3-AB-2017
Winfield Hotel & Residences

Dear John Berry,

This is to advise you that the case referenced above was approved at the April 10, 2018 City Council meeting. The ordinance and resolutions 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 480-312-2258.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bryan Cluff", with a long horizontal line extending to the right.

Bryan Cluff
Senior Planner



June 9, 2017

Michele Hammond
Berry Riddell
6750 East Camelback Road, Suite 100
Scottsdale, Arizona 85251

RE: Request to Purchase Air Rights and Subterranean Easement, 3-AB-2017, 7-ZN-2017, and 1-II-2017,
Winfield Hotel & Residences

Dear Ms. Hammond:

The Planning & Development Services Division has completed the review of the above referenced development application submitted on April 28, 2017. The following **1st Review Comments** represent the review performed by our team, and is intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

Request to Purchase Air Rights Easement and Subterranean Easement

- I. With the resubmittal of the above referenced applications, please provide a separate narrative requesting a City Council hearing to obtain a decision on the applicant's request to purchase an Air Rights Easement and Subterranean Easement for the proposed development. The narrative needs to address the purpose of the request, general location, proposed purchase price, and applicant's supporting General Plan and Downtown plan analysis specific to the request. Please be advised that the appraised approximate value of the Air Rights Easement is \$122,000, and Subterranean Easement is \$218,000.

In addition, please attached a site plan to the narrative with the location of the proposed easements identified, and an east-west cross section of the above and below ground development, grade and surface improvements and the locations of the easements.
- II. Please provide a written horizontal and vertical legal description and graphic of the Air Rights Easement. Please be advised that the vertical descriptions needs to utilize above sea level elevations.
- III. Please provide a written horizontal and vertical legal description and graphic of the Subterranean Easement. Please be advised that the vertical descriptions needs to utilize above sea level elevations.
- IV. Other than the legal description and graphics of the above referenced documents, please be advised that City Staff will draft all relevant documents for the Air Rights Easement and the Subterranean Easement.

3-AB-2017 - Winfield Hotel & Residences Abandonment

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:

- A. Please submit a revise narrative for the alley right-of-way abandonment request that includes the applicant's actual consideration for abandonment. Please be advised that the appraised approximate value of the alley abandonment is \$185,000.
- B. Each of the following utilities, Arizona Public Services (APS), Century Link, Cox Communications, and Southwest Gas are requesting the reservation/dedication of a utility easement through the area of the alley right-of-way abandonment. The reservation of this/these easement(s) and maintaining these utilities through the abandonment area appears to significantly limit the ability to place the proposed project's underground parking garage in the abandonment area. As the development is currently proposed, the applicant will need to obtain authorization from all utilities for the complete and unrestricted release/abandonment the abandonment area upon completion of their stipulations to relocate their infrastructure out of the abandonment area.

The utility companies may allow alternative solutions to the foregone requirement. Alternative solutions may include lowering the surface of the underground parking garage to a depth that would allow conduit banks to be placed above the parking garage, and below the surface of the alleyway, or placing utility conduits within, and through the parking garage. Please be advised that the alleyway surface, and related below grade infrastructure and improvements will need to withstand a gross vehicle weight of 83,000 pounds.

Due to the significance of this issue pertaining to the feasibility of the development as proposed, the submittal of the revised abandonment, zoning district map amendment, and infill incentive applications, that addresses the comments contained within this letter may not be accepted without obtaining an acceptable resolution to all utilities, and providing documentation of the resolution to staff.

Please ensure that future communication with the utility companies includes a detailed description of the proposed development through, above and below the abandonment area. i.e. the location of the underground parking structure, and building area above the existing alley right-of-way needs to be disclosed to the utility companies. Based on the information provided, staff is unsure that the utility companies have a complete understanding of scope and scale of the proposed development, and the limitations that otherwise would not be typically apparent.

If the accepted resolution of any of the utility companies includes the reservation and dedication of an easement, or easements, through the abandonment area, please provide separate legal descriptions for easement reservations and dedications.

- C. Please be advised that prior to the recordation of the alley abandonment, the applicant will likely need to receive approval of the construction documents to constructed the wastewater line and related improvements, and have received approval of the final inspection and acceptance of the improvements. The sequencing of the improvements, as approved by City Staff, to will need to ensure limited or no service outages to the impacted properties.

In addition, please be advised that the improvements will need to have received final inspection and acceptance no later than two year from the date of the City Council action to approve the abandonment request. In addition, to avoid the expiration of the City Council's approval, and the requirement to submit a new abandonment application to receive a new City Council's approval if the previous approval expires, Staff recommends separating the alley wastewater improvements from the hotel Development Review Board application and subsequent construction document design development, and permit approval process so that the wastewater improvements may be complete expeditiously.

The above requirement will likely also apply to any utility relocation required public utility companies.

- D. Please provide documentation of the Salt River Project (SRP) authorization, and any requirement necessary to obtain authorization for the abandonment of the alley abandonment area.
- E. Please submit a revised legal description of the abandonment area that addresses the markup comments included as Attachment A.
- F. As part of the City's abandonment of the alley right-of-way and right-of-way easement, the City will be reserving a public motorized access easement over the existing eighteen (18) foot wide abandonment area. Please provide a separate legal description and graphic of the eighteen (18) foot wide public motorized access easement reservation.
- G. As part of the City's abandonment of the alley right-of-way and right-of-way easement areas, the City will likely be requiring the dedication of a public motorized access easement to be dedicated over the length and width of the abandonment area, and two (2) additional feet abutting the west side of the abandonment area, for a total width of twenty (20) feet. Please provide a separate legal description and graphic of the twenty (20) foot wide public motorized access easement.
- H. Other than the legal description and graphics of the above referenced documents, please be advised that City Staff will be drafting all relevant documents for the abandonment area and the public access easement.

7-ZN-2017, and 1-II-2017 - Winfield Hotel & Residences Zoning District Map Amendment and Infill Incentive Applications.

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:

1. Please submit the school district response to the school district notification with the resubmittal (Section 1.500 of the Zoning Ordinance).

2. Please revise the application narrative to include using the Downtown the Infill Incentive District to modify the size requirements of Section 9.103.F.1. for a parking master plan from two (2) acres to 0.71 acres, if that is the intent of the proposal (Sections 1.204, 1.303 and 9.103.F.1. of the Zoning Ordinance).
3. Please revise the application narrative to include the Downtown Infill Incentive District criteria, and include a response to the each criterion (Sections 1.204 and 1.303 of the Zoning Ordinance).
4. Please submit a legislative draft of the proposed amended development standards that will be modified with the Downtown the Infill Incentive District, if that is the intent of the proposal (Sections 1.204 and 1.303 of the Zoning Ordinance).
5. In the application narrative, please correct the reference from the Art in Public Places (AIPP) to the Downtown Cultural Trust Fund (DCTF) (Section 7.1005 of the Zoning Ordinance).
6. Please revise the application narrative to emphasize the growth of the employment base with the additional jobs provided by the hotel and the potential for employees to live and work in close proximity (Goals EV 1 and 2 of the Downtown Plan, and Sections 1.204 and 1.303 of the Zoning Ordinance).
7. Please retitle the Property Development Standard as "Development Plan Development Standards" since these development plan development standards are not property development standards in accordance with the Planned Block Development Overlay. In addition, please revise these standards as follows:
 - a. Relocate the proposed building encroachment into setback standard out of Table B. setbacks, and place it in section F. Exceptions to building location, setback, prevailing setback and stepback standards. Also, please dimension the setback encroachment on the building elevation worksheet.
 - b. Provide the proposed building location standard adjacent to East 3rd Avenue. This street has been excepted out of the proposed standards.
 - c. Remove the standards of letter D. G. H. Only the development plan development standards that are specifically specified in the Planned Block Development Overlay are to be included in the Development Plan Development Standards.
 - d. The proposed stepback of section E. and exceptions to Stepback of section F. are inconsistent with proposed building design. Due to the site configuration and building design, several different stepback standards are necessary, and a location key for the specific standard will be necessary.
 - e. Verify if F.2.a. and F.2.b. are correct; they do not appear applicable for the proposed development.
 - f. Remove standards F.5., F.6., F.7., F.8., and F.10. since these standards are not applicable to the proposed development.
8. Please revise the ALTA survey to include the gross lot area of the property in square feet to the nearest hundredths place. The Gross lot area (GLA) is defined as the area of a lot including one-half (½) of all dedicated streets and alleys abutting the property (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance).
9. Please revise the site plan data to include the:

- a. Gross lot area (GLA) as indicated ALTA survey, refer to comment 34 (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance);
 - b. Gross floor area (GFA) of the building of the non-residential gross floor area (129,212 square feet pursuant to the narrative) and excluding the residential units and associated area in square feet, as defined by the zoning ordinance, to the nearest hundredths place, or next whole number (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance).
 - c. Gross Floor Area Ratio (GFAR) proposed calculations (e.g. $GFA / GLA = GFAR$) of non-residential gross floor area, which appear to be 2.34 ($[129,212 / 1.27 \text{ gross area per the site plan} * 43,560] = 2.34$);
 - d. The number of bedrooms in each residential unit type (i.e. pursuant to the parking master plan, 22 – two bedroom units, 4 – two bedroom units, etc.);
 - e. Required parking calculations for the hotel units, which is 1.25 spaces per hotel unit ($250 * 1.25 = 312.5$);
 - f. Required parking calculations residential units, which is 2 spaces for a 2 bedroom, or greater, unit ($26 \text{ unit} * 2 = 52 \text{ spaces}$);
 - g. Total parking require, which is ($312.5 + 52 = 362.5 \rightarrow 363$) spaces;
 - h. Required accessible parking calculations, which is four percent of the total parking spaces provided, which is ($392 * 0.04 = 15.68 \rightarrow 16$);
 - i. Provided number of accessible parking (please be advised that accessible parking cannot be tandem parking spaces);
 - j. Required bicycle parking spaces, which is equal to 10 percent of the total required vehicle parking ($363 * 0.10 = 36.3 \rightarrow 37$), and total provided bicycle parking spaces; and
 - k. The minimum private outdoor living space area for each unit, which is sixty (60) square feet.
 - l. The total allowed density (50 unit per gross acre) and the total provide density calculations, which is 20.74 dwelling units per acre ($26 / 1.27 = 20.47$).
10. Based on the information provided, a maximum building height (inclusive of roof top appurtenance) of 90 feet is being requested. The PBD district allows for a maximum building height (inclusive of roof top appurtenance) of 66 feet before any bonus provision is applied. Therefore, an additional 24 foot (90 – 66) bonus utilizing the provisions of Section 6.1310 and 6.1311 will need to be achieved. Based on the formulas of Table 6.1310.F., the Total Construction Cost Estimate of the public improvements for the year 2017 for the building height bonus of 24 feet is:

$$1.035^{(2017-2013)} \times (24 / 0.0001) = \$275,405.52$$

Please revise the application narrative. Also, please be advised that the bonus formulas require an inflationary addition each year until the bonus provision cost has be paid, or permitted and constructed.

11. Based on the information provided, a maximum GFAR of 2.34 is being requested. The PBD district allows for a GFAR of 1.4 before any bonus provision is applied. Therefore, a GFAR bonus of 0.94 is being necessary for the proposed development. As specified in Section 6.1308.F.2. of the Zoning Ordinance, and since the proposed development is providing more than ninety (90) percent of the total required parking, the City Council may approve the bonus GFAR based on: 1) Table 5.3008.B. Gross Floor Area Ratio Bonuses for underground parking and Table 6.1310.F. Building Height, Gross

Nonresidential Floor Area (GFA), and Dwelling Unit Rubric for Bonuses; or, 2) Based Table 6.1310.F. alone. The applicant may request either option.

- Option 1: The bonus GFAR bonus would be 0.4 for an underground parking structure in accordance with Table 5.3008.B. and 0.54 in accordance with Table 6.1310.F. (0.4 + 0.54 = 0.94). Therefore, the bonus floor area utilizing Table 6.1310.F. would be 29,820.96 square feet (sqft) (0.54 * 55,224 sqft of GLA = 29,820.96 sqft).

Utilizing the provisions of Section 6.1310 and 6.1311. Based on the formulas of Table 6.1310.F., the cost of the public improvements for the year 2017 for a GFAR bonus of 0.54 is:

$$1.035^{(2017-2013)} \times (29,820.96 / 0.1) = \$342,202.38$$

- Option 2: The bonus GFAR bonus would be 0.94 in accordance with Table 6.1310.F. Therefore, the bonus floor area utilizing Table 6.1310.F. would be 29,820.96 square feet (sqft) (0.94 * 55,224 sqft of GLA = 51910.56 sqft).

Utilizing the provisions of Section 6.1310 and 6.1311. Based on the formulas of Table 6.1310.F., the cost of the public improvements for the year 2017 for a GFAR bonus of 0.54 is:

$$1.035^{(2017-2013)} \times (51,910.56 / 0.1) = \$595,685.62$$

Please revise the application narrative accordingly. When the application narrative is revised, please utilize the GLA and gross floor area in accordance with comments 9.a., 9.b. and 9.c., and revise the calculations accordingly. Also, please be advised that the bonus formulas require an inflationary addition each year until the bonus provision cost has been paid, or permitted and constructed.

12. The application narrative does not identify specific offsite improvements and infrastructure upgrades (sidewalks, light poles, right-of-way amenities (benches, planter, etc.) or additional artwork above what would otherwise be typically required for the development and by the Planned Block Development Overlay (PBD) to achieve the special improvement bonuses. To qualify as special improvement bonus, the special improvements are not include any standard/typical cost of public improvements required for the development, standard right-of-way dedications, Zoning Ordinance requirement such as landscaping, or infrastructure requirements to service the proposed development (Section 6.1310.E.1. of the Zoning Ordinance). Please revise the application narrative to identify and provide a detailed list of specific special improvements that are above and beyond what is typically required.

An example of a special improvement bonus is to improve the east and west frontages of North Scottsdale Road right-of-way, between East 3rd Avenue and East 5th Street in conformance with the Scottsdale Road Streetscape guidelines by providing, modifying, and incorporating new sidewalk, pedestrian amenities (benches, etc.), landscaping (including shade trees), medians, intersection curb extensions ("bulb-outs") to extend the sidewalk to outer edge of the parking lane, parking stall island, and the removal of the south bound turn lane at East 3rd Avenue and replacing it with sidewalk and landscape improvements. In accordance with Section 6.1310.E. of the Zoning Ordinance, improvements adjacent to the property, such as infrastructure, landscaping, etc., that are standard requirements for the development are not be included as special improvement bonuses.

Other potential special improvement bonus options include improving East 3rd Avenue between North Scottsdale Road and North Buckboard Trail to include narrowing to the street width to allow

for upgraded pedestrian sidewalk and landscape improvements similar to the section of East 3rd Avenue between North Buckboard Trail and North Goldwater Boulevard; or, contribute a portion of the bonus funds to the Downtown Special Improvement Trust Fund (DSITF) for a Downtown wayfinding signage program, Downtown Cultural Trust Fund for Cultural Improvements Program above the amount require for the development.

Please consult staff as it pertains to proposing streetscape improvements.

13. In order to confirm the special improvement bonuses are in compliance with the Zoning Ordinance requirements, a plan and a detailed list of improvements that are above and beyond what is typically required is be provided. A professional consultant registered in the State of Arizona is to provide the Total Construction Cost Estimate of any Special Improvement (Section 6.1310.E.1. of the Zoning Ordinance). Please be advised that in accordance with Section 6.1310.E.2. of the Zoning Ordinance, a public hearing regarding the application cannot be scheduled until the Zoning Administrator in consultation with the City Engineer have accepted the property owner's Total Construction Cost Estimate for special improvements that qualify for a bonus. The Total Construction Cost Estimate or trust fund contribution is be at least: Option 1) Bonus height \$275,405.52 + Bonus GFAR \$342,202.38 = \$617,607.9; or, Option 2) Bonus height \$275,405.52 + Bonus GFAR \$595,685.62 = \$871,091.14. Please advised that the bonus contribution may change based on the comment numbers 9.a., 9.b., 9.c., and 11.
14. The improvements discussed in the application narrative for North Scottsdale Road and North Winfield Scott Plaza are not shown on the site plan. Please revise the application narrative and site plan to ensure the two documents coincide (please see comment 38). Also, the narrative includes statements that refer to improvements that are not included with the application. Such as, "...the landscape character... includes a predominately desert design...." Since this these are statements of present tense that not included in the currently submitted application, and will be addressed in future applications, i.e. DRB, please review and revise the narrative to use future tense statements present tense and future tense statements. Such as, "the landscape character *will* include desert plant material...."
15. Please revise the site plan to include the sight distance triangle at the alley intersection of the East 3rd Avenue in accordance with Figure 5.3-26 of the DSPM (Section 7.104 of the Zoning Ordinance). Please coordinate with Transportation Staff on the configuration and necessities of this figure.
16. 25-foot by 25-foot traffic safety triangle on the northeast corner of East 3rd Avenue and North Winfield Scott Plaza drawn in accordance with Figure 5.3-27 of the DSPM (Section 7.104 of the Zoning Ordinance). Please coordinate with Transportation Staff on the configuration and necessities of this figure.
17. Please revise the building elevation worksheet to show the proposed setbacks, and dimension the different exceptions/projection that are proposed in the Development Plan Development Standards (Sections 1.204, and 1.303 of the Zoning Ordinance).
18. The proposed building elevations include a building projection above the proposed maximum building height of ninety (90) feet. In accordance with the Infill Incentive District provision, the maximum building height that may be requested inclusive of the appurtenances is ninety (90) feet. Please remove the building appurtenances above ninety (90) feet, and revise the building elevations and perspectives accordingly.
19. Please provide the building height calculations on the building elevation plans to demonstrate compliance with the Zoning Ordinance. The building height is established 12 inches above the

average above sea level elevation of the top of the curb of the streets adjacent to the property, to the top of the tall appurtenance on the building (Section 3.100., Table 6.1308.B., and Table 6.1310.C.). A minimum of three (3) locations that are approximately equally spaced along North Scottsdale Road, a minimum of eight (8) locations that are approximately equally spaced along North Winfield Scott Plaza, and minimum of two (2) locations along East 3rd Avenue to calculate the average top of curb. The curb elevations is to be identified on the grading and drainage plan, or the ALTA survey with the next submittal of this application. Please be advised that the building height is measured to height of the tallest appurtenance of the building (Section 3.100 of the Zoning Ordinance).

20. Please label the bicycle parking to be in conformation with COS MAG Detail No. 2285 (Section 9.103.C and D). Please utilize a dashed or dotted line to show the locations and dimensions of bicycle parking spaces and rack design, in conformance with City of Scottsdale Standard Detail No. 2285, on the site plan (Sec. 2-1.808.B of the Design Standards & Policies Manual (DSPM)).
21. Please submit two (2) copies of the revised Parking Master Plan that address the comments in Attachment D to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.
22. Please be advised that in accordance with Section 6.1310.D.1. of the Zoning Ordinance, a draft of an acceptable development agreement for the bonus provision is to be completed prior to scheduling a City Council hearing on the development application requests.

Circulation:

23. For clarity purposes, please show and label the alley abandonment area on the site plan as "Alley Abandonment Area – Subject to a Separate Abandonment Application and City Council Approval." (Sections 1.204, and 1.303 of the Zoning Ordinance)
24. Please revise the site plan to include the twenty (20) foot wide public access easement, centered on the alley, and over the alley abandonment area that is to be dedicated (3-AB-2017, and Sections 47-10 and 47-92 of the Scottsdale Revised Code (SRC)).
25. Please revise the site plan to show and label the two (2) foot wide east alley right-of-way dedication, for a total of a 10 foot wide east alley right-of-way adjacent to the property (3-AB-2017, and Sections 47-10 and 47-92 of the SRC).
26. The alley driveway access to East 3rd Avenue need to be modified to comply with the City of Scottsdale (COS) Supplements to MAG Specifications and Details (COS MAG Detail) detail 2256-CL1 (Section 47-21 of the SRC). Please revise the site plan accordingly, and label COS MAG Detail 2256-CL1 detail number on the plans.
27. Please revise the site plan to correctly show the existing East 3rd Avenue improvements adjacent to the property (Sections 1.204. and 1.303. of the Zoning Ordinance, and Plan and Report Requirements for Development Applications (PPRDA)). The striping shown on East 3rd Avenue adjacent to the site is not shown correctly. There is a westbound left turn lane for the signalized intersection at Scottsdale Road. Also, the curb alignment on the west side of the alley is not correct. There is a parallel parking space in this location.
28. If valet service is planned to be provided, identify a valet location on site plan; this service cannot occur within City right-of-way (Section 16-564 of the SRC). Please revise all plans and graphics that provide throughout the application material to eliminate vehicle and vehicle queuing in the right-of-way.

29. Please submit three (3) copies of the revised Traffic Impact Migration Analysis include as Attachment F, and was returned under a separate cover to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.

Fire:

30. High rise development is to be supplied by at least two water mains located in different streets (Section 403.3.2 of the IBC 2015). Please ensure that the water basis of design report to addresses this requirement.
31. With the Basis of Design Report for Water, please demonstrate that the existing and proposed hydrant spacing comply with Section 507.5.1.2 (SRC Fire Ordinance 4283).

Drainage:

32. Please submit two (2) copies of the revised Drainage Report with the original red-lined copy of the report to your Project Coordinator with the rest of the resubmittal material identified in Attachment F. In addition, please address the Grading and Drainage comments include as Attachment B, and the redline copy of the report is include as Attachment G.

Water and Waste Water:

33. Please submit three (3) copies of the revised Water and Waste Water Basis of Design Report(s) with the original red-lined copy of the report to your Project Coordinator with the rest of the resubmittal material identified in Attachment F. In addition, please revise the Water and Waste Water Basis of Design Report(s) to address the comments contained in Attachment C.

Other:

34. Please revise the ALTA survey to include the gross lot area of the site as defined by the 3.100 of the Zoning Ordinance. This area is necessary to ensure the Gross Floor Area Ratio and density of the property is calculated correctly (Section 3.100 of the Zoning Ordinance).
35. Please submit an addendum to the Citizen Involvement Report that addresses any additional outreach effort and communication with the public (Section 1.305.C. of the Zoning Ordinance).
36. Please revise the refuse location entry to the northeast corner of the building in accordance with the meeting between staff and the applicant on May 18, 2017 (Sections 24-3 and 24-19 of the SRC, and Section 2-1.804 of the DSPM). Please revise the North Winfield Scott Plaza improvements and the building elevations to reflect this change. The driveway entrance is to be provide in accordance with COS MAG Detail 2256-CL1, which out the taper, and curb line is to connect to the exist sidewalk "bulb out" on the southeast corner of North Winfield Scott Plaza and East 4th Street.
37. The application perspectives and color site plan/ context aerial indicate parking lot improvements on the Brooks Building, Inc. property on the northeast corner of North Scottsdale Road and East 3rd Avenue. Please remove all indications of improvements on other properties that are not included as part of the application (Sections 1.204 and 1.303 of the Zoning Ordinance).

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:

Site Design:

38. Please revise the site plan with a site design adjacent to North Scottsdale Road in accordance Scottsdale Road Design Guidelines (SRSDG) Downtown Urban Design and Architectural Guidelines (DUDAG), and Scottsdale Commercial Design Guidelines (SCDG) to have a pedestrian-oriented setback area. The setback area is to be designed as pedestrian plaza that incorporates the sidewalks separated from the curb with landscape areas that buffers pedestrians from vehicles and provide shade protections with a tree canopies, and site furnishings, such as pedestrian benches, raised planters, etc. (Sections A9, and B2 of DUDAG), SCDG – Site Components and Landscape 4, Section 5-3.105 of the DSPM, Figure 4 of the 2016 Transportation Master Plan). The unobstructed width of the sidewalk adjacent to North Scottsdale Road is to be ten (10) feet wide (SRSDG – Page 5 bullet 11). In addition, please provide a perspective or vignette of the North Scottsdale Road frontage of building and conceptual streetscape improvements to illustrate the proposed conceptual improvements. Please be advised that the perspective submitted with the first review illustrate landscape and hardscape improvements that are not shown on the site plan.
39. Please revise the site design adjacent to East 3rd Avenue and North Winfield Scott Plaza in accordance with the DUDAG and SCDG as a pedestrian-oriented setback area. The setback area is to be designed as pedestrian plaza that incorporates the base planting at the base building with, sidewalks with an unobstructed width of eight (8) feet, and landscape areas that provide shade protections with a tree canopies, and site furnishings, such as pedestrian benches, raised planters, etc. (Sections A9, and B2 of DUDAG, SCDG – Site Components and Landscape 4, Section 5-8.101.3. of the Zoning Ordinance). Examples in the Downtown Area that may be useful as successful implementation references of the above guidelines pertaining to pedestrian, sidewalk and landscape improvements between the street and the building include the developments at: the northeast corner of North Wells Fargo and East Stetson Drive; the northeast corner of Civic Center Plaza and East Stetson Drive; northeast and northwest corner of East Shoeman Lane and North Buckboard Trail; and, the northeast and northwest corner of East Shoeman Lane and North Buckboard Trail. In addition, please provide a separate perspective or vignette of the East 3rd Avenue and North Winfield Scott Plaza frontage of building and conceptual streetscape improvements to illustrate the proposed conceptual improvements.
40. Due to the proposed site design and minimal site area that does not contain structures, the site design does not seem to accommodate sufficient room for public utilities and the associated cabinets and transformers for the proposed development. Wherever possible, utility cabinets need to be placed underground or integrated into the site and the architectural design of the development, screened, and are not be located within sight triangles associated with driveways and road intersections, and the setback areas that obstruct the pedestrian improvements (Section 7.105. of the Zoning Ordinance and Sections 2-1.401.1. and 2-1.807. of the DSPM).

Building Elevation Design:

41. To assist in minimizing the apparent scale and bulk of the building, please setback the top two floor of the north elevation adjacent to the northern most property line to be consistent with the top two floors of the south elevation adjacent to East 3rd Avenue (Section B1 of DUDAG).

Circulation:

42. Please revise the Traffic Impact Mitigation Analysis to address the comment included as Attachment E.
43. Due the existing left turn lane and location to the adjacent intersections, vehicles will not be able to make a left turns into the alley, or U-turns, from East 3rd Avenue into the site entrance. Please revise the site plan and TIMA to incorporate mitigation techniques to prevent left turns and U-turns

and/or other methodologies to prevented/control these movements (Section 5-1.806 of the DSPM). Solution may include, but not limited to redirecting traffic to access the development through the alley from East 4th Avenue or a raised median or revised striping, in addition to other acceptable mitigating improvements.

44. Incorporate a raised pedestrian crossing at alley or other enhanced pedestrian crossing to make pedestrians more visible to drivers as they cross the alley (Section 5-8.300. of the DSPM).
45. The sidewalk ramp at the northeast corner of East 3rd Avenue and North Winfield Scott Plaza need to be modified to conform with COS MAG Detail #2234 (Section 5-3.119.F. of the DSPM and Section 47-21 of the SRC)).

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:

Site Design:

46. Please show and label the proposed horizontal location of the Air Rights Easement and Subterrain Easement revised the site plan.

Circulation:

47. Please provide a separate detail analysis demonstrating sufficient turning movement from the egress ramp to the alley. Based on the proposed site plan, it does not appear that cars have sufficient room turn onto the alley from the egress ramp. The egress grade landing may need to enlarged/lengthened.

Development Review Board Application Advisory:

The following items have been identified in the first review of this application. While these considerations are not critical to scheduling the Zoning District Map Amendment application for public hearing, please address the following advisory comments with the future application for the Development Review Board:

48. Please be advised that underground parking layout does not incorporate accessible parking. In accordance with Section 9.105.B.4. of the Zoning Ordinance and 2010 ADA Standards for Accessible Design, accessible parking is to be provided. Accessible Parking spaces will need to have a width of eleven (11) feet wide, a five foot wide access aisle, and vertical clearance of ninety-eight (98) inches from the garage entrance to, and including, parking stalls. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.
49. Please be advised that underground parking space layout of the standard parking spaces will need to have minimum unobstructed width of nine (9) feet, and are not to include the building support columns, etc. (Section 9.106.A.1.a.i.(1) of the Zoning Ordinance). Please be advised that this may affect column placement. The plans submitted with the Zoning District Map Amendment application do not appear to address this requirement. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.
50. Please be advised that the underground parking space layout of the standard parking spaces adjacent to walls need to have minimum unobstructed width of eleven (11) feet, and are not to include the building support columns, walls etc. (Section 9.106.A.1.a.i. of the Zoning Ordinance).

Please be advised that this may affect parking layout and column placement. The plans submitted with the Zoning District Map Amendment application do not appear to address this requirement. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.

51. The proposal appears to provide for consideration of human scale and pedestrian comfort in all areas where the project fronts a public street and also in the reception area. With the Development Review Board application, please provide additional information that incorporates articulated features, changes in building and hardscape material, landscaping, or other features that create visual interest human scale pedestrian comfort and shade (Policy CD 1.5 of the Downtown Plan).
52. With the Development Review Board application, please incorporate high quality design and materials, and minimizing the use of EIFS at grade (Goal CD 8 and Policy CD 8.4 of the Downtown Plan).
53. With the Development Review Board application, please provide refined details of the building entrance, valet drop off and pick-up, and the site design that addresses the exterior arrival of guest (bell and concierge operations, etc.) and pedestrian experience. Please ensure the drop off and pick-up location at the entrance to the parking garage near the alley has sufficient room for valet and any other operations (Goal CD 8 and Policy CD 8.4 and DUDAG A4 and A5).
54. With the Development Review Board application, please provide plans that provided additional detail that demonstrate compliance with the SRSDG and DUDAG as it pertain to landscape, hardscape, and pedestrian amenities adjacent to North Scottsdale Road. Prior to producing refined designs of materials and landscape plants, please schedule a meeting with staff to discuss the implementation of the SRSDG and DUDAG. Currently, the City has consultants looking in to concepts for Scottsdale Road.
55. With the Development Review Board application, please demonstrate the Fire Department Connection meets spacing requirements (Fire Ord. 4283, Section 912 and Interpretation and Amendments 8.17.2.4.6.1)
56. With the Development Review Board application, please provide additional information and details regarding the methodology that will be utilized to:
 - a. delineate the garage entry lane from the alley entry; and
 - b. show that drivers leaving the garage will be able to see vehicles traveling north in the alley.

Technical Corrections

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

Site:

57. Please be advised that prior to the issuance of any building permit for the hotel, other than the wastewater line modification to accommodate the alley right-of-way abandonment, the property owner will need to obtain approval of a final subdivision plat that combines the property as one lot.

Other:

58. Please be advised that prior to the acceptance of improvements, the owner is to underground all electric and communication lines installed in the right of way or alley (Section 47-80 of the SRC).
59. Please be advised that prior to the acceptance of improvements, the owner is to remove all water and sewer services not being used (Sections 6-1.416.13. and 7-1.409 of the DSPM).
60. Please be advised that prior to the acceptance of improvements, the owner will be required to mill and pave the entire width and length of the alley, and the half streets of East 3rd Avenue and North Winfield Scott Plaza that abutt the property.
61. Please be advised that prior to the acceptance of improvements, the owner remove all existing driveways that will no longer be utilized, and construct new curb gutter and pavements in of the driveways to be removed.
62. With the Development Review Board application, the owner demonstrate compliance with the following:
 - a. Show and label the location of the fire command center on the Site Plan (Section 403.4.6IBC 2015);
 - b. Show and label the location of the standby and emergency power on the Site Plan (Section 403.4.8IBC 2015); and
 - c. The Location of Fire Riser room (Section 6-1.504(1) of the DSPM)
63. With the Construction Document submittal for the building, the owner is to submit a Hazardous Materials Management Plan (HMMP), Fire & Life Safety Report, and Owners Information Certificate.
64. With the construction document submittal for the building, the owner is to demonstrate that unground parking structure below the alley and street will support 83,000 pounds of Gross Vehicle Weight.
65. Please be advised that prior to the issuance of a building permit for the building, the property owner shall receive approval of a final plat to replat the property as one lot.

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

The Planning & Development Services Division has had this application in review for twenty-nine (29) Staff Review Days since the application was determined to be administratively complete.

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

If you have any questions, or need further assistance please contact me at 480-312-4218 or at dsymer@ScottsdaleAZ.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Symer', with a long horizontal flourish extending to the right.

Dan Symer, AICP
Senior Planner

cc: David Slattery
7301 East 3rd Avenue, #205
Scottsdale, Arizona 85251

Exhibit A
Legal Description
Alley Abandonment

That portion of the alley in the final plat of Winfield Scott Plaza, city of Scottsdale, county of Maricopa, state of Arizona, recorded in Book 66 of maps, page 3 in the office of the County Recorder of said county described as follows:

The alley adjoining lots 5, 6, 7, 14, 15, and 16 in said final plat.

That portion of the perpetual easement and right of way being part of lots 14, 15, and 16 in the final plat of Winfield Scott Plaza, city of Scottsdale, county of Maricopa, state of Arizona, recorded in Book 66 of maps, page 3 in the office of the County Recorder of said county described as follows:

The perpetual easement and right of way described in docket 13358, page 03 recorded in said County Recorder's office.

Except that portion of lots 17, 18, 19, and 20 of said final plat.

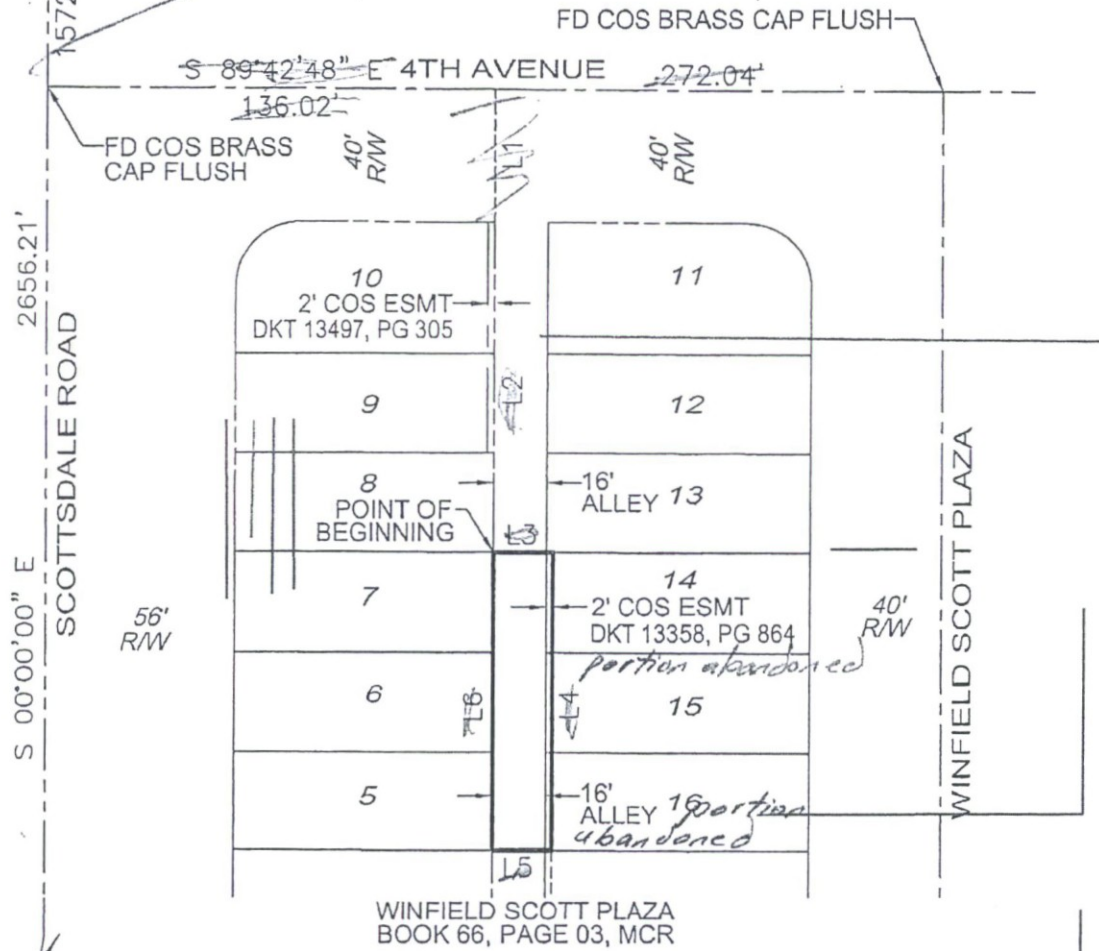


Land Survey Review By: Dwayne Haught Phone: (480) 312-2723 e-mail: dhaught@scottsdaleaz.gov Review Cycle: <u>1</u> Date: <u>06/06/2017</u>
--

EXHIBIT "B"
~~18~~ 18' ALLEY ABANDONMENT

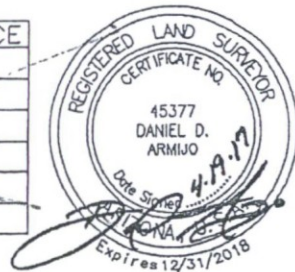
W 1/4 CORNER
 SECTION 23
 T2N, R4E
 FD MC BCHH
 POINT OF COMMENCEMENT

LEGEND
 COS ESMT = CITY OF SCOTTSDALE
 EASEMENT



SW CORNER
 SECTION 23
 T2N, R4E
 FD COS BCHH

LINE	BEARING	DISTANCE
L1	S 00°00'01" W	40.00'
L2	S 00°00'01" W	100.06'
L3	S 89°44'57" E	18.00'
L4	S 00°00'01" W	90.04'
L5	N 89°46'48" W	18.00'
L6	N 00°00'01" E	90.05'



AW LAND SURVEYING, LLC

P.O. BOX 2170, CHANDLER, AZ 85244
 (480) 244-7630 (480) 243-4287

DRAWN BY: DDA CHECKED BY: DDA DATE: 04/19/17 JOB NO.: 17-014

SHEET NO. 2 OF 2

ATTACHMENT B

Grading and Drainage Comments

1. Please provide the latest aerial map of the project site on an 11"X17" color map in the drainage report. Please draw polygons over the existing buildings footprints, paved areas, Decomposed Granite (DG) areas, landscape areas, etc. and label them on this map using appropriate symbols/legends. Please create a table on this map and enlist the total area under each land-use category both in square feet and in acres. Please calculate the 'Existing Condition' area-weighted average Runoff Coefficient ('C') for the entire site using appropriate 'C' value for pavement, DG, landscape, etc. [Reference: COS DSPM: Section 4-1.800; Section 4-1A and Section 4-1B]
2. Please draw polygons over the proposed buildings footprints, paved areas, landscape areas, etc. on an 11"X17" black & white or color CONCEPTUAL GRADING AND DRAINAGE PLAN to be included in the drainage report. Please create a table on this map and enlist the total area under each land-use category both in sq.ft. and in acres. Please calculate the 'Proposed Condition' area-weighted average Runoff Coefficient ('C') for the entire site using appropriate 'C' value for each land-use category. [Reference: COS DSPM: Section 4-1.800; Section 4-1A and Section 4-1B]
3. Please calculate stormwater storage volume requirement using $V = \Delta CRA$ equation based on the pre- vs. post-development area-weighted 'C' values found from addressing Comment #2 & Comment #3. If it turns out that the stormwater storage volume is not required or it is insignificant (negligible), then such should be stated out in the drainage report as a criterion of not requiring providing onsite stormwater storage for this project site. However, if the volume requirement turns out to be significant, then onsite stormwater detention/retention basins must be provided. [Reference: COS DSPM: Section 4-1.402, Section 4-1.800]
4. In the event onsite stormwater detention/ retention basins are required, the City requires that all stormwater basins must be drained out within 36 hours. That's why the City prefers detention basins over retention basins which can be drained out to existing storm drain systems by means of bleed off pipes. However, in the absence of existing storm drain systems in the vicinity area or to have challenge with achieving gravity flow into the existing storm drain systems, retention basins are allowed as long as the Engineer states in the Case Drainage Report that a Geotechnical Report showing the results of the percolation test of the subsurface soil using the dual-ring infiltrometer will be provided as a part of the Final Drainage Report submittal. The Engineer must also state in the Case Drainage Report that dual-chamber dry wells may have to be installed if the percolation test results fail to demonstrate complete emptying through natural percolations within 36 hours. [Reference: COS DSPM: Section 4-1.402 & Section 4-1.800]
5. Please quantify the area of disturbance for the redevelopment on the folded 24"X36" Conceptual Grading and Drainage Plan as well as in the Case Drainage Report. In the event the area of disturbance for the redevelopment is > 0.9 acres, The "First Flush" (the first ½ inch of rainfall) must be retained onsite by means of surface detention/ retention basins to meet the ADEQ water quality requirements. [Reference: COS DSPM: Section 4-1.300]
6. Approximate Drainage Easement (D.E.) dedication limits around all onsite surface retention/detention basins must be shown and be called out on the folded 24"X36" Conceptual Grading and Drainage Plan for the "First Flush" retention/detention basins and/or around the onsite stormwater detention/ retention basins that are required as a part of stormwater storage requirement. [Reference: COS DSPM: Section 4-1.700 and Section 4-1.900]

7. Any disturbed area ≥ 1.0 acres requires a Notice of Intent (NOI) Certification from the ADEQ prior to construction. In the event the area of disturbance for the redevelopment is > 0.9 acres, please add a section in the Case Drainage Report having a meaningful title (e.g. ADEQ Water Quality Requirements) and state in that section that an NOI will be submitted to ADEQ and an approved NOI Certification from ADEQ with an AZCON number will be provide to the City during the Improvement Plans submittal. [*Reference: COS DSPM: Section 4-1.300*]

ATTACHMENT C

Water and Wastewater Comments

Significant Policy Related Issues – Wastewater Basis of Design:

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:

1. Please revise the Basis of Design report for Wastewater to address the following comments:
 - a. The d/D is limited to 0.65 for sewer pipes twelve (12) inches and less. Please make this modification throughout Wastewater Basis of Design report (Section 7-1.404 of the DSPM).
 - b. The proposed service line connection exceeds the allowable drop of a maximum of one (1) pipe diameter (Section 7-1.405 of the DSPM). Either incorporate a drop connection, or increase the service line slope, or deepen service line if possible.
 - c. Please revise Basis of Design report to include the hotel/resort flow rates of 380 gallons per day (gpd), per room (Section 7-1.403 of the DSPM). Special exceptions to the flow rates are not allowed.

Technical Corrections – Wastewater Basis of Design:

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

2. Please revise the Basis of Design report for Wastewater to address the following comments:
 - a. Sections 5.3 of the Basis of Design Report specific to East 3rd Avenue and East 4th Avenue wastewater slopes appear to be inaccurate. Please verify this information and update the Basis of Design Report. In addition, please refer to the comments with the Basis of Design Report pertaining this comment.
 - b. Please physically verify with a survey all onsite and offsite pipe inverts entering/leaving MHs and top of MH for system designated for modeling and update the Basis of Design Report and related document. City staff may verify offsite inverts independently; but, to ensure the accuracy of the report and design assumptions, the engineer should independently the inverts as part of their due-diligence.
 - c. Please revise Table 2 Basis of Design Report to include the source of this information is. This information needs to be confirmed with flow monitoring.
 - d. The demand indicated in Table 4 exceeds the flow capacity of the single sewer segment analyzed. Please revise the Basis of Design Report to incorporate modeling for all potentially impacted segments. In addition, existing flows need to be added to the developments projected flows.
 - e. Please revise Section 6.1 of the Basis of Design Report to utilize the correct flow rates. The report indicates that the flow rate is 380 gpd per square foot, it should be 380gpd per room.

- f. Appendix I is not referenced within the Basis of Design Report. The purpose of highlight section in the report is not clear, and may not applicable.
 - g. Please revise the table of Appendix II to include titles. In addition, please identify the manhole to manhole segments as the titles. Also, please provide calculation and modeling output information for each pipe segment identified in the potentially impacted area (onsite and offsite).
3. Please revise the preliminary utility exhibit of the Basis of Design Reports to address the following comments:
- a. The utility map will need to be expanded to effectively show the required area to be modeled.
 - b. Verify and show all relevant buried infrastructure in revised plan (water, electric, etc.)
 - c. Provide a profile of the new and existing sewer lines and relevant utility crossings
 - d. MH-1 and Mh-3 and existing pipe inverts, state how these were determined, ultimately all elevations need to be physically verified with surveyor.
 - e. Service line should enter manhole MH-1 at 45-degree horizontal angle.
 - f. 3rd Avenue line: no distance & slope shown, add.
4. Hydraulic modeling:
- a. Please see the map attached to the Basis of Design Report for the system that is to be modeled.
 - b. Please revise the Basis of Design Report to include the modeling results for each manhole to manhole pipe segment as designated on the map. In addition, please provide the slope, top of manhole, inverts, d/D, Q, velocity, etc.
 - c. Please revise the Basis of Design Report to include existing flows added to the projections once they have been verified. The intent of flow monitoring is to verify the flows from the various local collection systems that will be impacted, and to facilitate modeling for capacity verification and to determine if improvements are necessary. Please ensure the flow monitoring is coordinate accordingly.

Significant Policy Related Issues – Water Basis of Design:

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:

5. Please revise the Basis of Design report for Water to address the following comments:
- a. In accordance with Section 6-1.501 DSPM, high rises require 2,500 gallons per minute (gpm) for fire flow. The International Building Code defines a high-rise as 75 vertical feet from level accessible by a fire department vehicle. Please confirm flow with fire department and state this confirmation in the final submitted BOD. Note: for modeling purposes this flow will need to be divided and applied to the respective portions for external supply fire hydrants and internal building firefighting & suppression. Please utilize the worst case hydraulic conditions to be determined/modeled. Please revise Section 4.4 of the Basis of Design Report accordingly.
 - b. Section 5.1, Table 1 of the Basis of Design Report, the normal daily operating condition flow in gpm should be used in the 50 pounds per square inch (psi) at highest supplied finished floor

modeling scenario (Section 6-1.406 of the DSPM). This flow shall be defined by the water demand table in International Plumbing Code 2015 (IPC), Appendix E. Only the restaurant gpm value was determined by Water Resources to be too low and adjusted up to 38 gpm for this modeling scenario (hotel and condo peak hour gpm values were acceptable). This modified the total gpm demands for peak hour, max day, and avg day to be used in various modeling scenarios to 321gpm, 183gpm, and 92gpm respectively. If the applicant determined and provided the exact type and number of water fixture units to be used in the development it would facilitate determination. Any applicable continuous or frequent non-domestic flows should be added to the IPC determined flow values also (HVAC, irrigation, pool, etc). Please revise the Basis of Design Report accordingly.

- c. Section 5.3 of the Basis of Design Report, the max rated design pressure for the pipe system shall be 150psi, not 120psi (Section 6-1.406 of the DSPM). The City tries to not exceed 120psi in the system i.e. normal max operating pressure. For modeling pressure/capacity curve will be per the hydrant flow test.
- d. Section 5.3 of the Basis of Design Report, the 10 feet per 1000 feet is correct per DSPM; but, this is contradicted in section 6.1 with max 10 fps. Please review and revised according the statement in section 6.1. Currently, with the proposed 4-inch service line/meter/prv/bfp the 10ft/1,000 feet requirement is exceeded in the service line. Provide calculations proving that the peak flows do not cause excessive losses in the service line and required appurtenances (excessive is more than 10 psi). If there is more than 10psi, than the amount over the 50psi modeling requirement must be added to the 50psi requirement in the respective modeling scenario, otherwise the service line may need to be increased to 6inch. Note that meter size is independently determined, 4-inch currently shown.
- e. Section 6.1 of the Basis of Design Report, all metered services are required to have a pressure regulating valve (set to significantly reduce potential for internal development damage due to variations in system pressures) (Section 6-1.407 of the DSPM). Please correct the statement that they may be required. The flow test also showed 106 psi static, there could very well be surges that exceed this at times.

Technical Corrections – Water Basis of Design:

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

6. In Section 1.1 of the Basis of Design Report, please provide the height of highest finished floor to be served that is fully or partially dependent on City providing water pressure.
7. In Section 5.2 of the Basis of Design Report, please revise the input-add demand nodes and node elevations to the list, and add the PRV to item 4. Please revise the Output-item 4 units to be in feet.
8. In Section 5.3 of the Basis of Design Report, please clarify the modeling scenarios with: 1) average day, 2) max day, 3) peak hour 4) normal daily operating conditions and 50psi at highest finished/supplied floor 5) fire flow with 30psi at all potential hydrant tees plus concurrent 15psi at highest finished/supplied floor.

9. In Section 6.1 of the Basis of Design Report, please modify this section per the related fire flow comments and clarification comments on modeling scenarios above. The hydraulic analysis should include/extend to all relevant portions of the service area and assume feasible worst case scenarios.
10. Verify and show all relevant buried infrastructure on revised plan (water, electric, etc.) on the utility plan.
11. Please provide a profile of the new and existing sewer lines and relevant utility crossings on the utility plan.

ATTACHMENT D

Parking Master Plan Comments

1. Modify the executive summary of the parking master plan to include the requirement for the conference area, which is 35 spaces (1730 square feet divided by 50 square feet = 34.6 or 35).
2. Modify the various approaches of the executive summary to include the conference facilities.
3. Modify the executive summary to acknowledge the reduction in the required parking for the conference area, which is 8.75 percent $\{(35 / ([250*1.25] + [26+2] + [1730/50] = 399.1 \text{ or } 400 \text{ space})) = 8.75\%$ reduction}. See comment 6.
4. Modify the scope of the study to include that the purpose of the study is to establish tandem parking with valet services as an alternative parking stalls design to be used for the development and to include a reduction in the total parking requirement of 8.75 percent for the conference room/meeting rooms.
5. Revise the Proposed Parking section of the plan to establish that tandem parking with valet services is an acceptable alternative parking stalls design for the proposed development. Please include supporting narrative, documentation (such as studies or proof of concept), etc. in the narrative.
6. Revise the Proposed parking section into include the supporting information to reduce the parking requirement for the conference facilities, mainly due to their size and how the hotel operation (e.g. this is not a resort and conference facility, but a business hotel). Supporting information for this approach would be necessary. Another method is to utilize a hybrid of Table 9.104.A Schedule of Shared Parking Calculations, and include a justification and supporting information that the Retail and Conference Space has similar utilization characteristics.

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.
Retail /Conference area	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Hotel	100%	65%	90%	100%	65%	80%

Using above table, the share parking calculation would be:

General Land Use Classification	Parking Required without reduction	Weekdays			Weekends		
		12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—12:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Retail /Conference area	35	0.00	35.00	28.00	0.00	35.00	21.00
Residential	52	52.00	28.60	44.20	52.00	33.80	39.00
Hotel	313	313.00	203.45	281.70	313.00	203.45	250.40
Total Required	400	365.00	267.05	353.90	365.00	272.25	310.40

Therefore, the parking required with the shared analysis would be 365 spaces.

Or, provide other narrative and supporting information for an alternative justification.

7. In the Conclusion, please revise the parking master plan to address Sections 9.104.F.6.b., 9.104.F.6.f., 9.104.F.6.j.i., 9.104.F.6.j.ii., 9.104.F.6.j.iii., 9.104.F.6.j.vi., and 9.104.F.6.j.vii.



ATTACHMENT E

REPORT REVIEW

REPORT TITLE: Winfield Hotel & Residences Traffic Impact and Mitigation Analysis

REPORT DATE: April 27, 2017

PREPARED BY: J2 Engineering and Environmental Design

CASE #: 7-ZN-2017

REVIEWED BY: Emily Appleton & Phillip Kercher

REVIEW DATE: May 8, 2017

COMMENTS:

1. **Existing Conditions** – please discuss the existing site development and estimated trip generation for the existing site. Also discuss adjacent transit routes, bike lanes and any nearby paths or trails.
2. **Collision History** – please add a section to report the collision history adjacent to the proposed development. Include analysis related to the impact, if any, of the development on collision patterns and recommendations for improvements to mitigate impacts. Recommendations, if any, need to also be summarized in the Conclusions and Recommendations section.
3. **Study Area** – please provide a figure that shows by percentage the proposed trip distribution on the roadway network. Add discussion to the report that refers to the trip distribution figure in order to validate selection of the study area. Also discuss existing transit routes and non-motorized facilities in the study area.
4. **Site Circulation and Access** – please provide a figure that depicts proposed site circulation and access to the public right-of-way for both vehicles and pedestrians. Also consider access to nearby transit routes and for bicycles to nearby bike lanes, paths and trails. The figure should clearly show proposed driveway locations (or existing driveways to remain) and other improvements that will be necessary to provide safe access for both vehicles to the larger roadway network (not just the alley) and pedestrians/cyclists to the adjoining sidewalks, paths and trails. Consider inclusion of enhanced pedestrian crossing at the alley to increase pedestrian visibility to motorists. Add associated discussion to the report. See related comment #12.
5. **Driveway Volumes** – please provide a figure showing estimated driveway volumes to and from the proposed development. This figure may be combined with the Site Circulation and Access to Public ROW figure, discussed herein, if clarity can be maintained and at the preparer's discretion.

6. **Figure 5** – reviewer noted edits to legend title as follows: Existing Peak Hour ~~Traffic~~
Volumes Levels of Service
7. **Trip Generation** – please see comments, below:
 - a. Discuss reasoning for estimating site trips based on the average trip generation rates and not by equation.
 - b. The report documents using ITE Land Use Codes (230) and (233) to estimate the vehicle trips for the residential units on the upper two floors of the proposed development. LUC (233) is a small sample size (4 studies) with the number of occupied units ranging from ~80 to 155, all significantly larger than the proposed 26 units. There may be some potential to overestimate AM and PM volumes for the site if using LUC (233), compared to other LUC's. This is at the preparer's discretion; however, some discussion may be warranted.
 - c. Compare proposed site trip generation to existing site trip generation. Discuss any differences in uses, number of trips and trip distribution patterns.
8. **Trip Distribution and Assignment** - please add discussion to validate the appropriateness of basing trip distribution solely on existing traffic patterns without consideration of anticipated origins and destinations of future customers/residents.
9. **Future Conditions** – please provide discussion/references to validate selection of 0.90 for the peak hour factor for the future condition while using 0.92 for the existing condition.
10. **Conclusions and Recommendations** – please add summary discussion regarding interface between site circulation and adjacent public transportation network. Include a list of on and off site improvements recommended to provide safe access for vehicles, bicyclists and pedestrians to public roads, paths and trails. Also include recommended safety improvements, if any.
11. **General** – include daily volumes for existing, site generated and total traffic on all figures.
12. **Vehicular Access from 3rd Street** – Left or U turn access into the site from eastbound 3rd Street appears to be in conflict with an existing left turn only lane for westbound vehicles at the signalized intersection with Scottsdale Road. Current layout suggests an eastbound driver would need to stop in the single through lane to turn left (or make a U-turn) to access the site. Also, existing striping is shown incorrectly. Please evaluate and describe how this will work without impacting existing traffic operations. See related comment #4.

**ATTACHMENT F
Resubmittal Checklist**

Case Number: **7-ZN-2017**

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 1st Review Comment Letter
- One copy: Revised CD of submittal (PDF or DWF format only)
- One copy: Separate Narrative for the Request to Purchase Air Rights Easement and Subterrain Easement
- One copy: Written horizontal and vertical legal description and graphic of the Air Rights Easement
- One copy: Written horizontal and vertical legal description and graphic of the Subterrain Easement
- One copy: Revised Narrative for Abandonment
- One copy of all of the Utility Companies, excluding the City of Scottsdale, response letters and conditions/requirement for alley abandonment that address the comment of the review letter.
- One copy: Revised legal description and graphic of the abandonment area
- One copy: Written legal description and graphic of each separate utility easement reservation
- One copy: Written legal description and graphic of each separate utility easement dedication
- One copy: Written legal description and graphic of the 18 foot wide Public Motorized Access easement of the foot existing dedication.
- One copy: Written legal description and graphic of the 20 foot wide Public Motorized Access easement dedication
- One copy: Revised Narrative for Zoning District Map Amendment and Infill Incentive Applications
- One copy: Results of Alta Survey
- Two copies of the Revised Parking Master Plan
- Three copies of the Revised Traffic Impact Mitigation Analysis (TIMA)
- Two copies of the itemized Total Construction Cost Estimate for special improvements sealed by a professional consultant registered in the State of Arizona.

Context Aerial with the proposed Site Plan superimposed

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Site Plan:

 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Elevations:

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"
B/W 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Elevation Worksheet(s):

 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Perspective(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

North Scottsdale Road vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

East 3rd Avenue vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

North Winfield Scott Plaza vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Any plan for special improvements:

B/W 3 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Any other plan that is revised or necessary to address the comments(s):

B/W 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Other Supplemental Materials:

Other color plans and/or vignettes may be required to illustrate the special improvements.

Technical Reports:

Two (2) copies of Revised Drainage Report and a one (1) CD with the drainage report containing a PDF file of the complete sealed and signed drainage report:

3 copies of Revised Water Design Report:

3 copies of Revised Waste Water Design Report:

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.



Planning and Development Services Division

7447 East Indian School Road
Scottsdale, Arizona 85251

Date: 7-28-2017
Contact Name: MICHELE HAMMOND
Firm Name: BERRY RIDDELL
Address: 6750 E. CAMELBACK RD # 100
City, State, Zip: SCOTTSDALE, AZ 85251

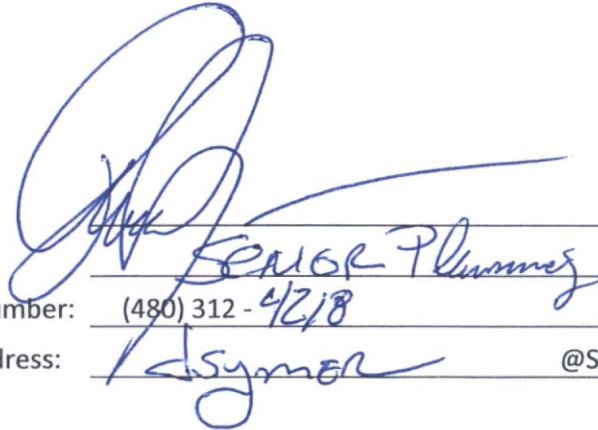
RE: Application Accepted for Review.
993 - PA - 2016 AB AND ZN

Dear MICHELE HAMMOND :

It has been determined that your Development Application for WINFIELD HOTEL + RESIDENCES has been accepted for review.

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: _____
Title: Senior Planner
Phone Number: (480) 312 - 4218
Email Address: ksymon @ScottsdaleAZ.gov

Winfield Hotel & Residences Parking Master Plan

October 3, 2016

City Review Comments

Action Codes
 A=Will Comply
 B=Designer to Evaluate
 C=City to Evaluate
 D=Disregard Comment

Comment No.	Comments	Consultant Response	Action Code																																																																																
1	<p>Please modify Approach 1 - City of Scottsdale Required Parking in accordance with Table 9.103.A. for the Travel Accommodations and Table 9.103.B. for the residential units. The analysis includes restaurant square footage in the analysis, which is incorrect. In accordance with Table 9.103.A., additional parking is not required for the restaurant use of a travel accommodation. Therefore, the parking requirements for the proposed use are:</p> <ul style="list-style-type: none"> i. Required parking calculations for the hotel units, which is 1.25 spaces per hotel unit. Therefore the requirement is 305 spaces (244*1.25= 305) ii. Required parking calculations residential units, which is 2 spaces for a 2 bedroom, or greater. Therefore the requirement is 52 spaces (26 unit *2 = 52 spaces) iii. Conference area, which is 1 space per 50 square feet (sqft). Therefore the requirement is 35 spaces (1730 sqft / 50 = 34.6 or 35 spaces) iv. The total required parking is 392 space (305 + 52 + 35 = 392) <p>Please update the Executive Summary, data analysis, and conclusions.</p>	<p>Restaurant land use was removed from Approach 1 (City Scottsdale), the data analysis, conclusions and executive summary were updated.</p>	A																																																																																
2	<p>Please revise Table 1 of the City of Scottsdale Required Parking section of the plan to be in accordance with the table below and pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations, and correct the related ordinance requirements.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>General Land Use Classification</th> <th>Rate</th> <th>Quantity</th> <th>Units</th> <th>Parking Stalls Proposed</th> </tr> </thead> <tbody> <tr> <td>Hotel</td> <td>1.25 spaces Per Room</td> <td>244</td> <td>Rooms</td> <td>305</td> </tr> <tr> <td>Condominium</td> <td>2 space Per Dwelling Unit</td> <td>85%</td> <td>100%</td> <td>52</td> </tr> <tr> <td>Conference area</td> <td>1 space Per 50 sqft</td> <td>90%</td> <td>100%</td> <td>35</td> </tr> <tr> <td colspan="4" style="text-align: center;">Total</td> <td>392</td> </tr> </tbody> </table>	General Land Use Classification	Rate	Quantity	Units	Parking Stalls Proposed	Hotel	1.25 spaces Per Room	244	Rooms	305	Condominium	2 space Per Dwelling Unit	85%	100%	52	Conference area	1 space Per 50 sqft	90%	100%	35	Total				392	<p>Table 1 updated.</p>	A																																																							
General Land Use Classification	Rate	Quantity	Units	Parking Stalls Proposed																																																																															
Hotel	1.25 spaces Per Room	244	Rooms	305																																																																															
Condominium	2 space Per Dwelling Unit	85%	100%	52																																																																															
Conference area	1 space Per 50 sqft	90%	100%	35																																																																															
Total				392																																																																															
3	<p>Please remove the restaurant calculation from Table 2 pursuant to Table 9.103.A. of the Zoning Ordinance.</p>	<p>Restaurant land use was removed.</p>	A																																																																																
4	<p>Please delete Table 3 of the City of Scottsdale Required Parking section of the plan and related discussion since it is not applicable to this development application.</p>	<p>Table 3 deleted.</p>	A																																																																																
5	<p>Please correct Table 4 and Table 5 shared use table in accordance with the following, do not include restaurant since it is not applicable to pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">General Land Use Classification</th> <th colspan="3">Weekdays</th> <th colspan="3">Weekends</th> </tr> <tr> <th>12:00 a.m. – 7:00 a.m.</th> <th>7:00 a.m. – 6:00 p.m.</th> <th>6:00 p.m. – 12:00 a.m.</th> <th>12:00 a.m. – 7:00 a.m.</th> <th>7:00 a.m. – 6:00 p.m.</th> <th>6:00 p.m. – 12:00 a.m.</th> </tr> </thead> <tbody> <tr> <td>Retail /Conference area</td> <td>0%</td> <td>100%</td> <td>80%</td> <td>0%</td> <td>100%</td> <td>60%</td> </tr> <tr> <td>Residential</td> <td>100%</td> <td>55%</td> <td>85%</td> <td>100%</td> <td>65%</td> <td>75%</td> </tr> <tr> <td>Hotel</td> <td>100%</td> <td>65%</td> <td>90%</td> <td>100%</td> <td>65%</td> <td>80%</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">General Land Use Classification</th> <th rowspan="2">Parking Required without reduction</th> <th colspan="3">Weekdays</th> <th colspan="3">Weekends</th> </tr> <tr> <th>12:00 a.m. – 7:00 a.m.</th> <th>7:00 a.m. – 6:00 p.m.</th> <th>6:00 p.m. – 12:00 a.m.</th> <th>12:00 a.m. – 7:00 a.m.</th> <th>7:00 a.m. – 6:00 p.m.</th> <th>6:00 p.m. – 12:00 a.m.</th> </tr> </thead> <tbody> <tr> <td>Retail /Conference area</td> <td>35</td> <td>0.00</td> <td>35.00</td> <td>28.00</td> <td>0.00</td> <td>35.00</td> <td>21.00</td> </tr> <tr> <td>Residential</td> <td>52</td> <td>52.00</td> <td>28.60</td> <td>44.20</td> <td>52.00</td> <td>33.80</td> <td>39.00</td> </tr> <tr> <td>Hotel</td> <td>305</td> <td>305</td> <td>167.75</td> <td>259.25</td> <td>305</td> <td>198.25</td> <td>224.75</td> </tr> <tr> <td>Total Required</td> <td>392</td> <td>357</td> <td>231.35</td> <td>331.45</td> <td>357.00</td> <td>267.05</td> <td>288.75</td> </tr> </tbody> </table> <p>Therefore, the parking required with the shared analysis would be 357 spaces.</p>	General Land Use Classification	Weekdays			Weekends			12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	Retail /Conference area	0%	100%	80%	0%	100%	60%	Residential	100%	55%	85%	100%	65%	75%	Hotel	100%	65%	90%	100%	65%	80%	General Land Use Classification	Parking Required without reduction	Weekdays			Weekends			12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	Retail /Conference area	35	0.00	35.00	28.00	0.00	35.00	21.00	Residential	52	52.00	28.60	44.20	52.00	33.80	39.00	Hotel	305	305	167.75	259.25	305	198.25	224.75	Total Required	392	357	231.35	331.45	357.00	267.05	288.75	<p>Table 4 and Table 5 updated to not include the restaurant land use.</p>	A
General Land Use Classification	Weekdays			Weekends																																																																															
	12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.																																																																													
Retail /Conference area	0%	100%	80%	0%	100%	60%																																																																													
Residential	100%	55%	85%	100%	65%	75%																																																																													
Hotel	100%	65%	90%	100%	65%	80%																																																																													
General Land Use Classification	Parking Required without reduction	Weekdays			Weekends																																																																														
		12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.	12:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 12:00 a.m.																																																																												
Retail /Conference area	35	0.00	35.00	28.00	0.00	35.00	21.00																																																																												
Residential	52	52.00	28.60	44.20	52.00	33.80	39.00																																																																												
Hotel	305	305	167.75	259.25	305	198.25	224.75																																																																												
Total Required	392	357	231.35	331.45	357.00	267.05	288.75																																																																												
6	<p>As indicated in the share use table, the total required parking would be 357 space (305 + 52 = 357). Therefore, please revise the update the Executive Summary, data analysis, and conclusions to acknowledge the reduction in the required parking for the conference area, which is 8.92 percent $\{(35 / ((244 * 1.25) + [26 * 2] + [1730 / 50] = 392 \text{ spaces})) = 8.92\%$ reduction}. Therefore, the total parking provided is 378 spaces, and the total parking required is 357 spaces, which is a surplus of 21 spaces.</p>	<p>Data analysis, conclusions and executive summary updated.</p>	A																																																																																
7	<p>Please remove Table 6 from the City of Scottsdale Parking Analysis since it is not applicable to pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations.</p>	<p>Table 6 removed.</p>	A																																																																																

7-ZN-2017
10/06/17

8	<p>In Approach 2, ITE Parking Generation, the analyses mixes different information and data standards (e.g. urban and suburban) to derive the weekday and Saturday. For example, information in the parking master plan for Land Use 230 use Suburban standards for weekday and urban standards for Saturday. All analysis data are to be based on suburban standards and maintain consistent data methodology. Also, the analysis is to include 85th percentile, although average may be incorporated. Please make the following changes to Approach 2 (Show all calculations in analysis) and update the Executive Summary, data analysis, and conclusions:</p> <ul style="list-style-type: none"> • Land Use 230 – Residential Condominium/Townhouse <ul style="list-style-type: none"> ○ 85th percentile: <ul style="list-style-type: none"> ▪ Weekday = 1.52 ▪ Saturday = Data not available. ▪ This would equate to 40 spaces (1.52 * 26 = 39.52) ○ Average: <ul style="list-style-type: none"> ▪ Weekday = 1.38 ▪ Saturday = Data not available. ▪ This would equate to 36 spaces (1.38 * 26 = 35.88) • Land Use 310 – Hotel <ul style="list-style-type: none"> ○ The 85th percentile: <ul style="list-style-type: none"> ▪ Weekday = 1.05 vehicles ▪ Saturday = 1.54 vehicles ▪ This would equate to: <ul style="list-style-type: none"> ○ 257 spaces (1.05*244= 256.2), and ○ 376 spaces (1.54*244=375.76) on weekends ○ Average: <ul style="list-style-type: none"> ▪ Weekday = 0.89 vehicles ▪ Saturday = 1.2. vehicles ▪ This would equate to: <ul style="list-style-type: none"> ○ 218 spaces (0.89 * 244 = 217.16) on weekdays, and ○ 293 spaces (1.2 * 244 = 292.8) on weekends • Land Use 931 – Quality Restaurant <ul style="list-style-type: none"> ○ The 85th percentile <ul style="list-style-type: none"> ▪ Weekday = 14.2 vehicles per 1,000 square feet of gross floor area ▪ Saturday = 22.7 vehicles per 1,000 square feet of gross floor area ▪ This would equate to: <ul style="list-style-type: none"> ○ 72 spaces ((5017/1000)*14.2= 71.24) on weekdays, and ○ 114 spaces ((5017/1000)*22.7 = 113.88) on weekends ○ Average: <ul style="list-style-type: none"> ▪ Weekday = 10.6 ▪ Saturday = 16.4 ▪ This would equate to: <ul style="list-style-type: none"> ○ 54 spaces ((5017/1000)*10.6= 53.18) on weekdays, and ○ 376 spaces 83 ((5017/1000)*16.4= 82.27) on weekends <p>➢ Using the 85th Percentile, and using the Residential Condominium/Townhouse weekday calculation to compute both weekday and Saturday for this use.</p> <ul style="list-style-type: none"> ○ Weekday = 369 space (40+257+72=369), which is a surplus of 9 (378-369=9) spaces ○ Weekends = 530 spaces (40+376+114=530), which is a deficiency of 152 (378-530=152) spaces <p>These calculations do not include consideration for shared use parking.</p> <p>➢ Using the ITE Averages, using the Residential Condominium/Townhouse weekday calculation to compute both weekday and Saturday for this use.</p> <ul style="list-style-type: none"> ○ Weekday = 308 space (36+218+54=308), which is a surplus of 70 (378-308=70) ○ Weekends = 412 spaces (36+293+83=412), which is a deficiency of 34 (378-412=34) spaces <p>These calculations do not include consideration for shared use parking.</p>	<p>ITE Parking calculations have been updated to include 85th percentile, suburban standards, etc. Note, the calculation for 85th percentile of Hotel Land Use, shown in reviewer's comment, has an error and should be based on 1.08 weekday rate (not 1.05) and therefore should result in 264 spaces (not 257)</p>	A
9	<p>Consider incorporating the following additional support to the justification for tandem parking: "In accordance with the Traffic Engineering Handbook, 7th Edition, "...tandem parking is important tool to encourage more... efficiency of parking" through the use of valet facilities (ITE, Pande and Wolshon (2016) John Wiley and Sons, incorporated).</p>	<p>Additional support added as recommended.</p>	A
10	<p>In the Conclusion, please revise the parking master plan to address Section 9.104.F.6.b.</p>	<p>Added circulation plan to show pedestrian and vehicular routes.</p>	



October 12, 2017

Michele Hammond
Berry Riddell
6750 East Camelback Road, Suite 100
Scottsdale, Arizona 85251

RE: Development Review Board Packet requirements for the Development Review Board hearing.

Dear Ms. Hammond:

Your case 7-ZN-2017, Winfield Hotel & Residences, is scheduled for the November 16, 2017 Development Review Board hearing. Please submit the following directly to me by 1:00 p.m. on October 19, 2017 in order to keep this hearing date:

- 1 copy of this letter (without this letter your packets will not be accepted)

-
- 11 copies on 11"x17" paper, collated and stapled into packets; and
 - 1 copy on 8 1/2"x11" paper, not stapled, of the following:

- Combined context aerial and Site Plan (color)
- Site Plan (black and white)
- Building Envelope Exhibit (black and white)
- Elevations (color)
- Elevations (black and white)
- Perspective (color)
-

-
- 11 sets of the color context photos and the associated context photo key plan.

Please contact me at 480-312-4218 or at dsymer@ScottsdaleAZ.gov to make a submittal meeting.

You may be required to make a presentation to the Development Review Board. If you choose to present your application to the Development Review Board utilizing a Power Point presentation, please submit the electronic file to your project coordinator by 1:00 p.m. on Monday, November 13, 2017. Please limit your presentation to a maximum of 10 minutes.

Thank you



Dan Symer, AICP
Senior Planner



September 22, 2017

Michele Hammond
Berry Riddell
6750 East Camelback Road, Suite 100
Scottsdale, Arizona 85251

RE: Winfield Hotel & Residences: Request to Purchase Air Rights and Subterranean Easement, 7-ZN-2017, and 1-II-2017

Dear Ms. Hammond:

The Planning & Development Services Division has completed the review of the above referenced development application submitted on August 21, 2017. The following **2nd Review Comments** represent the review performed by our team, and is intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

Request to Purchase Air Rights Easement and Subterranean Easement

- I. Please revise the written horizontal and vertical legal descriptions and graphics of the Air Rights Easement and Subterranean Easement to address the mark-up comments identified in Attachment A.

3-AB-2017 - Winfield Hotel & Residences Abandonment

Scottsdale Revise Code Significant Issues

The following code and ordinance related issues have been identified in the second 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.

1. As of September 22, 2017, the abandonment application has not been resubmitted for review. Please be advised, due to significant reliance of the alley right-of-way abandonment to achieve the proposed development, a Planning Commission hearing for the proposed Zoning District Map Amendment (7-ZN-2017, and 1-II-2017) cannot be scheduled until the abandonment application has been revised, resubmitted, and determined to be complete.

7-ZN-2017, and 1-II-2017 - Winfield Hotel & Residences Zoning District Map Amendment and Infill Incentive Applications.

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:

2. Please revise the application narrative discussion under Downtown Plan, Character and Design, Goal CD1, Policy 1.5 to emphasize that the improvement adjacent to North Scottsdale Road will be design in accordance with the Downtown Urban Design and Architectural Guidelines and the Scottsdale Road Streetscape guideline (Goal CD1, Policy 1.5 of the Downtown Plan, and Sections 1.204 and 1.303 of the Zoning Ordinance).
3. Please revise the site plan data to include the:
 - a. Gross lot area (GLA) as indicated ALTA survey, seal dated 7/27/2017, is 1.196 please revise the site plan with the correct gross lot area.
 - b. Gross Floor Area Ratio (GFAR) proposed calculations (e.g. GFA / GLA = GFAR) of non-residential gross floor area, which appear to be 2.49 ($[129,873 / (1.196 \text{ gross area per the site plan} * 43,560)] = 2.49$);
 - c. The number of bedrooms in each residential unit type (i.e. pursuant to the parking master plan, 22 – two bedroom units, 4 – two bedroom units, etc.);
 - d. Required parking calculations for the hotel units, which is 1.25 spaces per hotel unit ($244 * 1.25 = 305$);
 - e. Required parking calculations residential units, which is 2 spaces for a 2 bedroom, or greater, unit ($26 \text{ unit} * 2 = 52 \text{ spaces}$)
 - f. Total parking required, which is ($305 + 52 = 357 \rightarrow 357$) spaces;
 - g. Required accessible parking calculations, which is four percent of the total parking spaces provided, which is ($378 * 0.04 = 15.12 \rightarrow 16$)
 - h. Provided number of accessible parking (please be advised that accessible parking cannot be tandem parking spaces);
 - i. The minimum private outdoor living space area for each unit, which is sixty (60) square feet;
 - j. The total allowed density (50 unit per gross acre) and the total provide density calculations, which is 20.74 dwelling units per acre ($26 / 1.27 = 20.47$) ; and
 - k. Remove all reference to the on street parking. On street parking may not be utilized, or referred to as provided parking.
4. Please revise the application narrative in all locations with the correct gross lot area, 1.196 acres, as indicated on the ALTA survey, seal dated 7/27/2017.
5. Please be advised that the building elevations and building elevation worksheet indicates aerial encroachments over the north property line of hotel tower. Aerial encroachments

over another property owner's property are not allowed without easements, owner signing the application, and demonstrating compliance with all Building Code requirements. Please revise the building design and the associated building elevation work sheets and elevations with the aerial encroachment removed over the north line property (Section 1.304. of the Zoning Ordinance).

6. Please revise the proposed development standard as follows:
 - a. Please revise section E.3. to include 'each separate' at the end of the sentence as follows: "...is allowed for *each separate* projection:" In addition, please revise E.3.a. and E.3.b. to start with "Is" instead of "Are". Also, please revise the building elevation worksheet in accordance with the Attachment B, and include the length and area of segment that the encroachment area projecting from and each projection (6.1308.I.1 of the Zoning Ordinance).
 - b. Please incorporate into the exception to the setback and stepback, E.2.f. an encroachment provision that is eight (8) feet abutting and over the alley. This modification is to be consistent with the building elevation adjacent to the alley, and the proposed aerial encroachments.
7. In the proposed Development Standards for these applications, include the legislative changes to the standards that are proposed to be modified with the Infill Incentive District.
8. Please revise the application narrative to indicate that the bonus funds will be paid into the Downtown Infrastructure Trust Fund (DITF) for Scottsdale Road improvements. In addition, please remove any narrative discussion in the narrative regard special improvement to North Scottsdale Road, and any other street that is not consistent with bonus fund to be paid in the DITF (6.1310.E.2. of the Zoning Ordinance).
9. Please remove the proposed specialty hardscape improvements adjacent to North Scottsdale Road that are shown on the site plan and hardscape plan. Please be advised that any sidewalk improvements adjacent to the property are requirements of the development and do not qualify to be counted toward meeting the special improvement bonus provisions.
10. Please revise the hardscape plan to change that accent pavers in the alley right-of-way to be stamped asphalt in accordance with the City of Scottsdale (COS) Supplements to MAG Specifications and Details (Section 47-21 of the Scottsdale Revised City Code (SRC)). Pavers in the vehicle travel lane are not permitted. Alternative stamped asphalt layout and color designs maybe approved. In addition, please be advised that the public sidewalks with accent pavers shall be constructed to the City of Scottsdale (COS) Supplements to MAG Specifications and Details (COS MAG DETAIL) Detail 2237. Also, please be advised that vehicle drive across sidewalks, including the accessible sidewalk bypass, shall be concrete per COS MAG Detail 2256-CL1. Please revise the site plan and hardscape plan accordingly.
11. Please revise the building elevation worksheet to include dimension of the different exceptions/projection that are proposed beyond the stepback (Sections 1.204, and 1.303 of the Zoning Ordinance).
12. Please provide the building height calculations on the building elevation plans to demonstrate compliance with the Zoning Ordinance. The building height is established 12 inches above the average above sea level elevation of the top of the curb of the streets adjacent to the property, to the top of the tall appurtenance on the building (Section 3.100.,

Table 6.1308.B., and Table 6.1310.C.). A minimum of three (3) locations that are approximately equally spaced along North Scottsdale Road, a minimum of eight (8) locations that are approximately equally spaced along North Winfield Scott Plaza, and minimum of two (2) locations along East 3rd Avenue to calculate the average top of curb. The curb elevations is to be identified on the grading and drainage plan, or the ALTA survey with the next submittal of this application. Please be advised that the building height is measured to height of the tallest appurtenance of the building (Section 3.100 of the Zoning Ordinance).

13. Please submit two (2) copies of the revised Parking Master Plan that address the comments in Attachment C to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.
14. Please be advised that in accordance with Section 6.1310.D.1. of the Zoning Ordinance, a draft of an acceptable development agreement for the bonus provision is to be completed prior to scheduling a City Council hearing on the development application requests.
15. Please be advised that the bonus calculation totals change yearly until requirements are satisfied. The narrative may need to be amended to reflect the annual adjustment based on the date of the City Council hearing for this application.

Circulation:

16. Please revise the site plan to include the twenty (20) foot wide public access easement, centered on the alley, and over the alley abandonment area that is to be dedicated (3-AB-2017, and Sections 47-10 and 47-92 of the Scottsdale Revised Code (SRC)).
17. Please revise the site plan to show and label the two (2) foot wide east alley right-of-way dedication, for a total of a 10 foot wide east alley right-of-way adjacent to the property (3-AB-2017, and Sections 47-10 and 47-92 of the SRC). Also, please remove the alley setback reference from the site plan.
18. Please submit three (3) copies of the revised Traffic Impact Migration Analysis include as Attachment D, and was returned under a separate cover to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.

Fire:

19. High rise development is to be supplied by at least two water mains located in different streets (Section 403.3.2 of the IBC 2015). Please revise the Water Basis of Design report to addresses this requirement.
20. Please revise the Water Basis of Design report to demonstrate that the existing and proposed hydrant spacing comply with Section 507.5.1.2 (SRC Fire Ordinance 4283).

Drainage:

21. Please submit two (2) copies of the revised Drainage Report with the original red-lined copy of the report to your Project Coordinator with the rest of the resubmittal material identified in Attachment E. In addition, please address the Grading and Drainage comments include as Attachment F.

Water and Waste Water:

22. Please refer to the first review letter for staff comment that are to be addressed with the Development Review Board application.

Other:

23. Please revise the refuse location entry to the northeast corner of the building in accordance with the meeting between staff and the applicant on May 18, 2017 (Sections 24-3 and 24-19 of the SRC, and Section 2-1.804 of the DSPM). Please revise the North Winfield Scott Plaza improvements and the building elevations to reflect this change. The driveway entrance is to be provide in accordance with COS MAG Detail 2256-CL1, which out the taper, and curb line is to connect to the exist sidewalk "bulb out" on the southeast corner of North Winfield Scott Plaza and East 4th Street.

Significant Policy Related Issues

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

Building Elevation Design:

24. To assist in minimizing the apparent scale and bulk of the building, please setback the top two floor of the north elevation adjacent to the northern most property line to be consistent with the top two floors of the south elevation adjacent to East 3rd Avenue (Section B1 of DUDAG).

Circulation:

25. Due the existing left turn lane and location to the adjacent intersections, vehicles will not be able to make a left turns into the alley, or U-turns, from East 3rd Avenue into the site entrance. Please revise the site plan and TIMA to incorporate mitigation techniques to prevent left turns and U-turns and/or other methodologies to prevented/control these movements (Section 5-1.806 of the DSPM). Solution may include, but not limited to redirecting traffic to access the development through the alley from East 4th Avenue or a raised median or revised striping, in addition to other acceptable mitigating improvements.
26. Please revise the site plan to include the label of the eight (8) foot wide unobstructed sidewalk adjacent to East 3rd Avenue and North Winfield Scott Plaza frontage, and the ten (10) foot wide unobstructed sidewalk adjacent North Scottsdale Road. Please be advised that public non-motorized access easement will need to be dedicated over sidewalk areas that cross on to the property.
27. Due to the proposed site design and minimal site area that does not contain structures, the site design does not seem to accommodate sufficient room for public utilities and the associated cabinets and transformers for the proposed development. Wherever possible, utility cabinets need to be placed underground or integrated into the site and the architectural design of the development, screened, and are not be located within sight triangles associated with driveways and road intersections, and the setback areas that obstruct the pedestrian improvements (Section 7.105. of the Zoning Ordinance and Sections 2-1.401.1. and 2-1.807. of the DSPM). Public utilities and the associated cabinets and transformers for the proposed development shall not be placed in the right-of-way parking or street.

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:

Site Design:

28. Please show and label the proposed horizontal location of the Air Rights Easement and Subterrain Easement revised the site plan.

Circulation:

29. Please provide a separate detail analysis demonstrating sufficient turning movement from the egress ramp to the alley. Based on the proposed site plan, it does not appear that cars have sufficient room turn onto the alley from the egress ramp. The egress grade landing may need to be enlarged/lengthened.

Development Review Board Application Advisory:

The following items have been identified in the first review of this application. While these considerations are not critical to scheduling the Zoning District Map Amendment application for public hearing, please address the following advisory comments with the future application for the Development Review Board:

30. Please refer to the first review letter for staff comments that are to be addressed with the Development Review Board application.

Technical Corrections

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

31. Please refer to the first review letter for staff comments that are to be addressed with the Development Review Board application.

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

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.

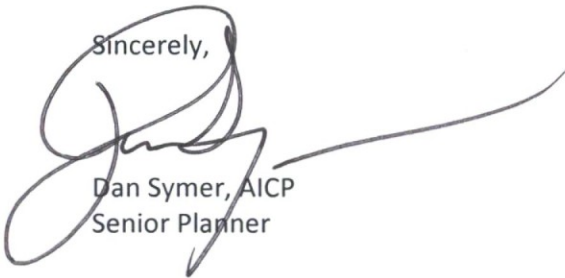
In an effort to get this Zoning District Map Amendments and In-fill Incentive District, and the related abandonment application, request to a Development Review Board and Planning Commission hearing, please submit the revised material identified in Attachment F as soon as possible.

The Planning & Development Services Division has had this application in review for fifty three (53) Staff Review Days since the application was determined to have the minimal information to be reviewed.

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 480-312-4218 or at dsymer@ScottsdaleAZ.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Symer', with a long horizontal flourish extending to the right.

Dan Symer, AICP
Senior Planner

cc: David Slattery
7301 East 3rd Avenue, #205
Scottsdale, Arizona 85251

PLANNING REVIEW
BY DAN SYMER
480-312-4218
dsymer@scottsdaleaz.gov

Land Survey Review By:
Dwayne Haught
Phone: (480) 312-2723
e-mail: dhaught@scottsdaleaz.gov
Review Cycle: 1 Date: 09/21/2017

EXHIBIT A

LEGAL DESCRIPTION

Parcel A "Hotel Overhang"
~~Air Rights Easement~~

A defined aerial space for building purposes over and above portions alley adjoining Lots 12, 13, 17, 18, 19, and 20, of Winfield Scott Plaza plat, in the city of Scottsdale, county of Maricopa, state of Arizona, recorded in Book 66 of maps in page 3 in the office of the County Recorder of said county described as follows:

~~A cube of air space above an area of land, being a portion of the alley, Lots 12, 13, 17, 18, 19 and 20 shown on the final plat of Winfield Scott Plaza, recorded in Book 66 of maps, Page 3, Maricopa County Records, lying within the southwest quarter of Section 23, Township 2 North, Range 4 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:~~

The east half of the alley adjoining Lots 12, 13, 17, 18, 19 and 20 in said final plat.

Together with:

The west 2 feet of Lots 17, 18, 19 and 20 in said final plat.

~~Said easement containing 1781.5 Square feet more or less, which is contained within a horizontal plane of which is above an elevation of 1281.00 feet NAVD 88 (16 feet above finish floor elevation) and below an elevation of 1339.00 feet NAVD 88 (74 feet above finish floor elevation).~~

A defined aerial space for building purposes over and above portions of the easement and right of way, in the city of Scottsdale, county of Maricopa, state of Arizona, recorded in Docket 13358, pages 864-865 in the office of the County Recorder of said county described as follows:

The lower vertical plane of said defined aerial space shall be at 16 feet above the finish floor elevation (elevation 1281.00 feet NAVD 88) and the upper vertical plane of said defined aerial space shall be at 74 feet above the finish floor elevation (1339.00 feet NAVD 88).



P.O. Box 2170, Chandler, AZ 85244
Daniel D. Armijo, RLS (480) 244-7630
Brian D. Warren, LSIT (480) 243-4287



August 14, 2017
AWLS #17-014

10 point minimum text size required for all information on each exhibit

ATTACHMENT A

7-ZN-2017
08/21/17

EXHIBIT "B"
~~AIR RIGHTS EASEMENT~~
 Defined Aerial Space

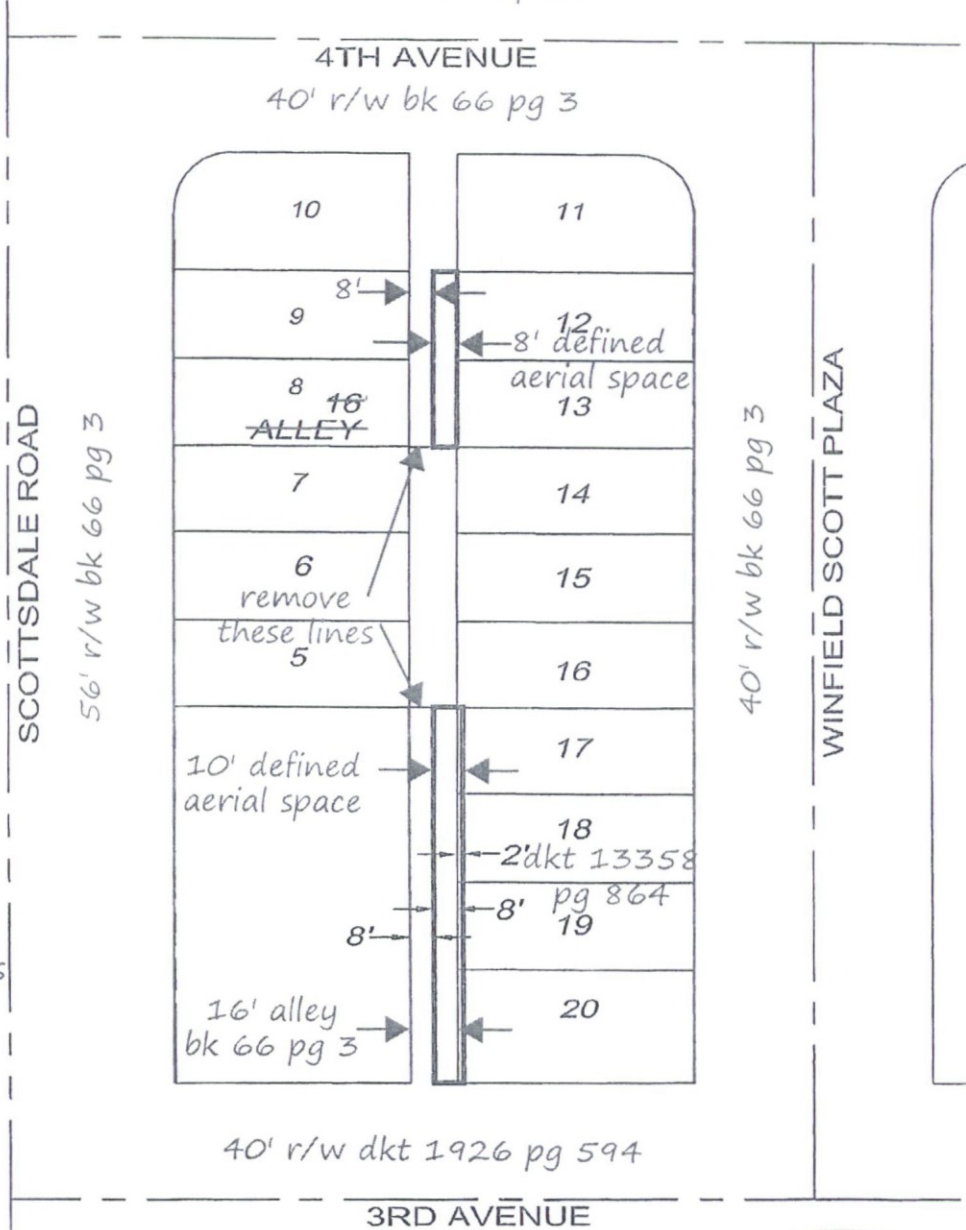
uvl

 defined
 58' aerial
 space

 lvl

 16'

 ff



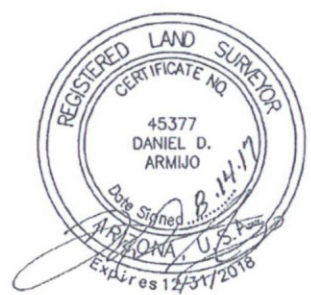
use solid line
 type to define
 boundary lines

use dashed line
 type to defined
 aerial space lines

the defined aerial space
 have a lower vertical
 plane of 16' above the
 finish floor and the upper
 vertical plane of 74'
 above the finish floor



P.O. BOX 2170, CHANDLER, AZ 85244
 (480) 244-7630 (480) 243-4287



PLANNING REVIEW
BY DAN SYMER
480-312-4218
dsymer@scottsdaleaz.gov

EXHIBIT A

LEGAL DESCRIPTION

Garage Easement Area
~~Subterranean Easement~~

A defined **Garage Easement Area** for parking garage purposes over and under a portion of North Winfield Scott Plaza adjoining Lots 12, 13, 14, 15, 16, 17, 18, 19, and 20, of Winfield Scott Plaza plat, in the city of Scottsdale, county of Maricopa, state of Arizona, recorded in Book 66 of maps in page 3 in the office of the County Recorder of said county described as follows:

~~A cube of subsurface space below an area of land, being a portion of Winfield Scott Plaza shown on the final plat of Winfield Scott Plaza, recorded in Book 66 of maps, Page 3, Maricopa County Records, lying within the southwest quarter of Section 23, Township 2 North, Range 4 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:~~

The west 19 feet of Winfield Scott Plaza adjoining Lots 12, 13, 14, 15, 16, 17, 18, 19 and 20 ^{of} said ~~final~~ plat.

~~Said easement containing 5,324.9 Square feet more or less, which is contained within a horizontal plane of which is below an elevation of 1264.00 feet NAVD 88 (1 foot below finish floor elevation) and above an elevation of 1217.00 feet NAVD 88 (48 feet below finish floor elevation).~~

The upper vertical plane of said defined subterranean space shall be at 1 foot below the finish floor elevation (elevation 1264.00 feet NAVD 88) and the lower vertical plane of said defined subterranean space shall be at 48 feet below the finish floor elevation (1217.00 feet NAVD 88).



P.O. Box 2170, Chandler, AZ 85244
Daniel D. Armijo, RLS (480) 244-7630
Brian D. Warren, LSIT (480) 243-4287



August 14, 2017
AWLS #17-014

10 point minimum text size required for all information on each exhibit

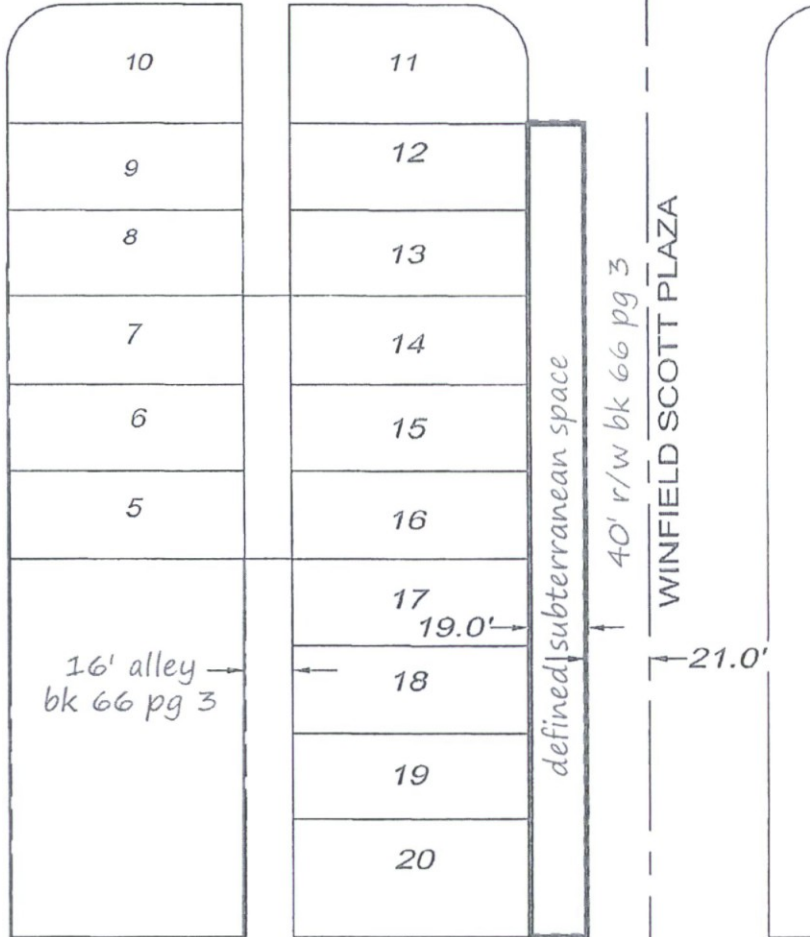
EXHIBIT "B"
 SUBTERRAIN EASEMENT
 Defined Subterranean Space

4TH AVENUE
 40' r/w bk 66 pg 3

ff
 uvp
 1'
 defined
 47' subterranean
 space
 lvp

SCOTTSDALE ROAD

56' r/w bk 66 pg 3



40' r/w bk 66 pg 3

WINFIELD SCOTT PLAZA

use solid line
 type to define
 boundary lines

use dashed line
 type to defined
 aerial space lines

16' alley
 bk 66 pg 3

defined subterranean space

21.0'

40' r/w dkt 1926 pg 594

3RD AVENUE

the defined subterranean
 space has an upper
 vertical plane of 1' below
 the finish floor and a
 lower vertical plane of
 48' below the finish floor



P.O. BOX 2170, CHANDLER, AZ 85244
 (480) 244-7630 (480) 243-4287



DRAWN BY: DDA CHECKED BY: DDA DATE: 08/14/17 JOB NO.: 17-014

SHEET NO. 2 OF 2

ATTACHMENT C

Parking Master Plan Comments

1. Please modify Approach 1 – City of Scottsdale Required Parking in accordance with Table 9.103.A. for the Travel Accommodations and Table 9.103.B. for the residential units. The analysis includes restaurant square footage in the analysis, which is incorrect. In accordance with Table 9.103.A., additional parking is not required for the restaurant use of a travel accommodation. Therefore, the parking requirements for the proposed use are:
 - i. Required parking calculations for the hotel units, which is 1.25 spaces per hotel unit. Therefore the requirement is 305 spaces ($244 * 1.25 = 305$)
 - ii. Required parking calculations residential units, which is 2 spaces for a 2 bedroom, or greater. Therefore the requirement is 52 spaces ($26 \text{ unit} * 2 = 52 \text{ spaces}$)
 - iii. Conference area, which is 1 space per 50 square feet (sqft). Therefore the requirement is 35 spaces ($1730 \text{ sqft} / 50 = 34.6$ or 35 spaces)
 - iv. The total required parking is 392 space ($305 + 52 + 35 = 392$)

Please update the Executive Summary, data analysis, and conclusions.
2. Please revise Table 1 of the City of Scottsdale Required Parking section of the plan to be in accordance with the table below and pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations, and correct the related ordinance requirements.

General Land Use Classification	Rate		Quantity	Units	Parking Stalls Proposed
Hotel	1.25 spaces	Per Room	244	Rooms	305
Condominium	2 space	Per Dwelling Unit	85%	100%	52
Conference area	1 space	Per 50 sqft	90%	100%	35
Total					392

3. Please remove the restaurant calculation from Table 2 pursuant to Table 9.103.A. of the Zoning Ordinance.
4. Please delete Table 3 of the City of Scottsdale Required Parking section of the plan and related discussion since it is not applicable to this development application.
5. Please correct Table 4 and Table 5 shared use table in accordance with the following, do not include restaurant since is not applicable to pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations:

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Retail /Conference area	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Hotel	100%	65%	90%	100%	65%	80%

General Land Use Classification	Parking Required without reduction	Weekdays			Weekends		
		12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—12:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Retail /Conference area	35	0.00	35.00	28.00	0.00	35.00	21.00
Residential	52	52.00	28.60	44.20	52.00	33.80	39.00
Hotel	305	305	167.75	259.25	305	198.25	228.75
Total Required	392	357	231.35	331.45	357.00	267.05	288.75

Therefore, the parking required with the shared analysis would be 357 spaces.

6. As indicated in the share use table, the total required parking would be 357 space (305 + 52 = 357). Therefore, please revise the update the Executive Summary, data analysis, and conclusions to acknowledge the reduction in the required parking for the conference area, which is 8.92 percent $\{(35 / ([244 * 1.25] + [26 + 2] + [1730 / 50]) = 392 \text{ spaces})\} = 8.92\%$ reduction}. Therefore, the total parking provided is 378 spaces, and the total parking required is 357 spaces, which is a surplus of 21 spaces.
7. Please remove Table 6 from the City of Scottsdale Parking Analysis since is not applicable to pursuant to Table 9.103.A. of the Zoning Ordinance for a Travel Accommodations.
8. In Approach 2, ITE Parking Generation, the analyses mixes different information and data standards (e.g. urban and suburban) to derive the weekday and Saturday. For example, information in the parking master plan for Land Use 230 use Suburban standards for weekday and Urban standards for Saturday. All analysis data are to be based on suburban standards and maintain consistent data methodology. Also, the analysis is to include 85th percentile, although average may be incorporated. Please make the following changes to Approach 2 (Show all Calculation in analysis) and update the Executive Summary, data analysis, and conclusions:
 - Land Use 230 – Residential Condominium/Townhouse

- 85th percentile:
 - Weekday = 1.52
 - Saturday = Data not available.
 - This would equate to 40 spaces ($1.52 * 26 = 39.52$)
 - Average:
 - Weekday = 1.38
 - Saturday = Data not available.
 - This would equate to 36 spaces ($1.38 * 26 = 35.88$)
 - Land Use 310 – Hotel
 - The 85th percentile:
 - Weekday = 1.05 vehicles
 - Saturday = 1.54 vehicles
 - This would equate to:
 - 257 spaces ($1.05 * 244 = 256.2$), and
 - 376 spaces ($1.54 * 244 = 375.76$) on weekends
 - Average:
 - Weekday = 0.89 vehicles
 - Saturday = 1.2 vehicles
 - This would equate to:
 - 218 spaces ($0.89 * 244 = 217.16$) on weekdays, and
 - 293 spaces ($1.2 * 244 = 292.8$) on weekends
 - Land Use 931 – Quality Restaurant
 - The 85th percentile
 - Weekday = 14.2 vehicles per 1,000 square feet of gross floor area
 - Saturday = 22.7 vehicles per 1,000 square feet of gross floor area
 - This would equate to:
 - 72 spaces ($(5017/1000) * 14.2 = 71.24$) on weekdays, and
 - 114 spaces ($(5017/1000) * 22.7 = 113.88$) on weekends
 - Average:
 - Weekday = 10.6
 - Saturday = 16.4.
 - This would equate to:
 - 54 spaces ($(5017/1000) * 10.6 = 53.18$) on weekdays, and
 - 376 spaces 83 ($(5017/1000) * 16.4 = 82.27$) on weekends
- Using the 85th Percentile, and using the Residential Condominium/Townhouse weekday calculation to compute both weekday and Saturday for this use.
- Weekday = 369 space ($40 + 257 + 72 = 369$), which is a surplus of 9 ($378 - 369 = 9$) spaces
 - Weekends = 530 spaces ($40 + 376 + 114 = 530$), which is a deficiency of 152 ($378 - 530 = -152$) spaces

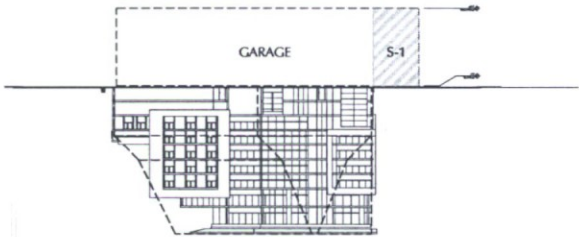
These calculations do not include consideration for shared use parking.

- Using the ITE Averages, using the Residential Condominium/Townhouse weekday calculation to compute both weekday and Saturday for this use.
- Weekday = 308 space ($36 + 218 + 54 = 308$), which is a surplus of 70 ($378 - 308 = 70$) spaces

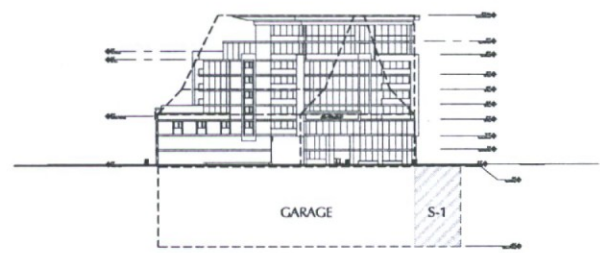
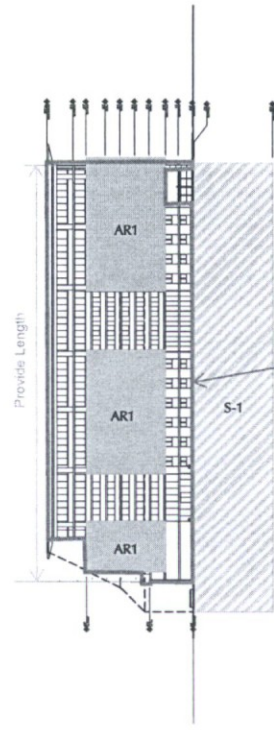
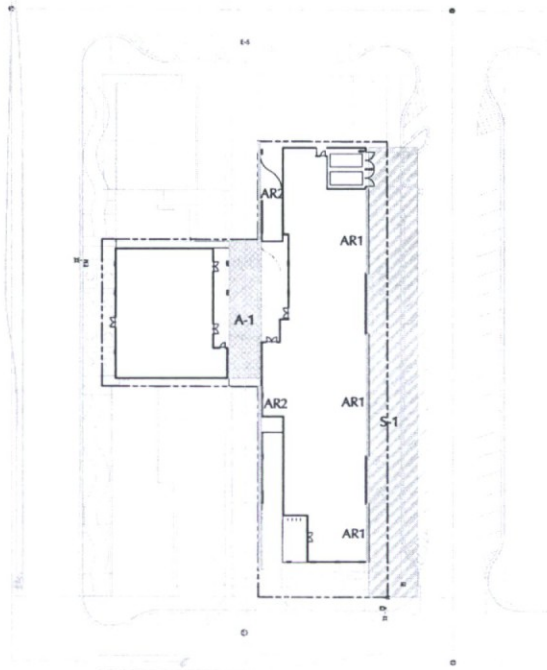
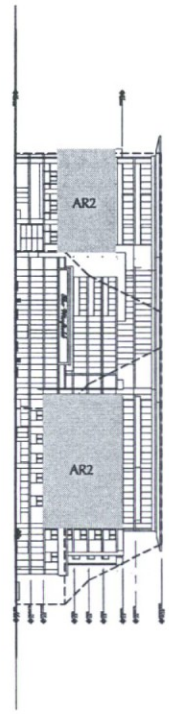
- Weekends = 412 spaces (36+293+83=412), which is a deficiency of 34 (378-412=34) spaces

These calculations do not include consideration for shared use parking.

9. Consider incorporating the following additional support to the justification for tandem parking:
“In accordance with the Traffic Engineering Handbook, 7th Edition, “...tandem parking is important tool to encourage more... efficiency of parking” through the use of valet facilities (ITE, Pande and Wolshon (2016) John Wiley & Sons, Incorporated).
10. In the Conclusion, please revise the parking master plan to address Section 9.104.F.6.b.



ENCROACHMENT LEGEND
 AR1 AIR RIGHT ENCROACHMENT AREA 15% OF AIR RIGHT EASEMENT, BEGINNING 16'-0" ABOVE GRADE UP TO 74'-0"
 AR2 AIR RIGHT ENCROACHMENT AREA 4% OF AIR RIGHT EASEMENT, BEGINNING 16'-0" ABOVE GRADE UP TO 74'-0"
 S-1 15% OF SUBTERRANEAN EASEMENT, BEGINNING 1'-0" BELOW GRADE DOWN TO -48'-0"
 A-1 15% OF ALLEY ABANDONMENT AREA



ATTACHMENT B



AIR RIGHT EASEMENT WORKSHEET
 Scale: 1/16" = 1'-0"
 171620 - 2018-01-17



Winfield Hotel and Residences - Scottsdale, Arizona



REPORT REVIEW

REPORT TITLE: Winfield Hotel & Residences Traffic Impact and Mitigation Analysis

REPORT DATE: August 21, 2017

PREPARED BY: J2 Engineering and Environmental Design

CASE #: 7-ZN-2017

REVIEWED BY: Emily Appleton & Phillip Kercher

REVIEW DATE: September 11, 2017 (2nd Review)

Note: If a comment from the first review was addressed, it was noted and removed. Partially addressed comments have been revised to delete the portion that was addressed with underlined clarifying information added to assist in successfully addressing the missing information.

COMMENTS:

1. Addressed – comment removed.
2. **Collision History/Safety** —Include analysis related to the impact, if any, of the development on collision patterns and recommendations for improvements to mitigate impacts of any identified deficiencies. Recommendations for on or off site improvements, if any, need to also be summarized in the Conclusions and Recommendations section. If the engineer who will seal the report concludes the proposed development will create no changes to potential collision patterns, nor result in deficiencies that necessitate on or off site improvements, please add discussion outlining this analysis. Specifically address how the introduction of U-turns to access the development along 3rd Avenue, vehicle access zone with pedestrian use in the alley, and increased use of Winfield Scot Plaza will not require mitigation. If the engineer concludes there may be changes to potential collision patterns or deficiencies which would necessitate on or off site improvements, also include discussion specifically related to how the proposed improvements are anticipated to mitigate for these impacts. Refer to DSPM 5-1.800, 5-1.803, 5-1.805 & 5-1.806.
3. **Study Area** – please provide a figure that shows by percentage the proposed trip distribution on the roadway network. Figure provided, but doesn't show distribution to and from site access points – need additional information. PLEASE UPDATE FIGURE. Example enclosed for reference. Add discussion to the report that refers to the trip distribution figure in order to validate selection of the study area extents. Not

provided – no discussion of “influence area” to determine extent of study area – use guidelines for Category 2 as a starting point. Then use engineering judgement supported by updated distribution/assignment figure requested herein and defined “influence area” to delineate extent of study area. Refer to DSPM 5-1.200, 5-1.300 and 5-1.701.

4. **Site Circulation and Access** – please provide a figure that depicts proposed access to the public right-of-way for pedestrians. Figure provided and shows vehicular circulation and access, but pedestrian routes are only partially shown – need to indicate pedestrian access points for the development. The figure should clearly show improvements that will be necessary to provide safe and convenient access for pedestrians/cyclists to the adjoining sidewalks, paths and trails. Consider inclusion of enhanced pedestrian crossing at the alley to increase pedestrian visibility to motorists. Add associated discussion to the report. See related comment #12 and #2. See DSPM 5-1.1000 for additional guidance (all subsections with particular attention to 5-1.1002.E).
5. Addressed – comment removed.
6. Addressed – comment removed.
7. **Trip Generation** – please see comments, below:
 - a. Discuss reasoning for estimating site trips based on the average trip generation rates and not by equation. Follow guidance in DSPM 5-1.603 or discuss why another method is preferable.
 - b. Addressed – comment removed.
 - c. Addressed – comment removed.
8. **Trip Distribution and Assignment** - please add discussion to validate the appropriateness of basing trip distribution solely on existing traffic patterns without consideration of anticipated origins and destinations of future customers/residents. Insufficient discussion; refer to DSPM 5-1.701 and 5-1.702. See related comment #3.
9. **Future Conditions** – please provide discussion/references to validate selection of 0.90 for the peak hour factor for the future condition while using 0.92 for the existing condition. Not provided – see DSPM 5-1.804 for City of Scottsdale default values. Minimal impact to analysis.
10. **Conclusions and Recommendations** – Include a list of on and off site improvements recommended to provide safe access for vehicles, bicyclists and pedestrians to public roads, paths and trails. Also include recommended safety improvements, if any, resulting from the collision analysis. The recommendations need to be specific, referencing conceptual drawings as necessary, and note who is responsible for implementation. With the introduction of additional traffic along Winfield Scot Plaza, consider adequacy of the pavement condition. Include improvement recommendations that may result from addressing comment #12. Refer to DSPM 5-1.900 (and all subsections).
11. Addressed – comment removed.
12. **Vehicular Access from 3rd Street** - Please evaluate and describe how this will work without impacting existing traffic operations. The distribution needs to show the estimated number of U-turning vehicles with discussion, analysis and recommendations related minimizing the impact. Consideration of alternatives, to include consideration of a roundabout configuration at the intersection of Winfield Scott Plaza & 3rd Avenue, should be added. See related comment #4. See also DSPM 5-1.806 for guidance regarding other possible alternatives.

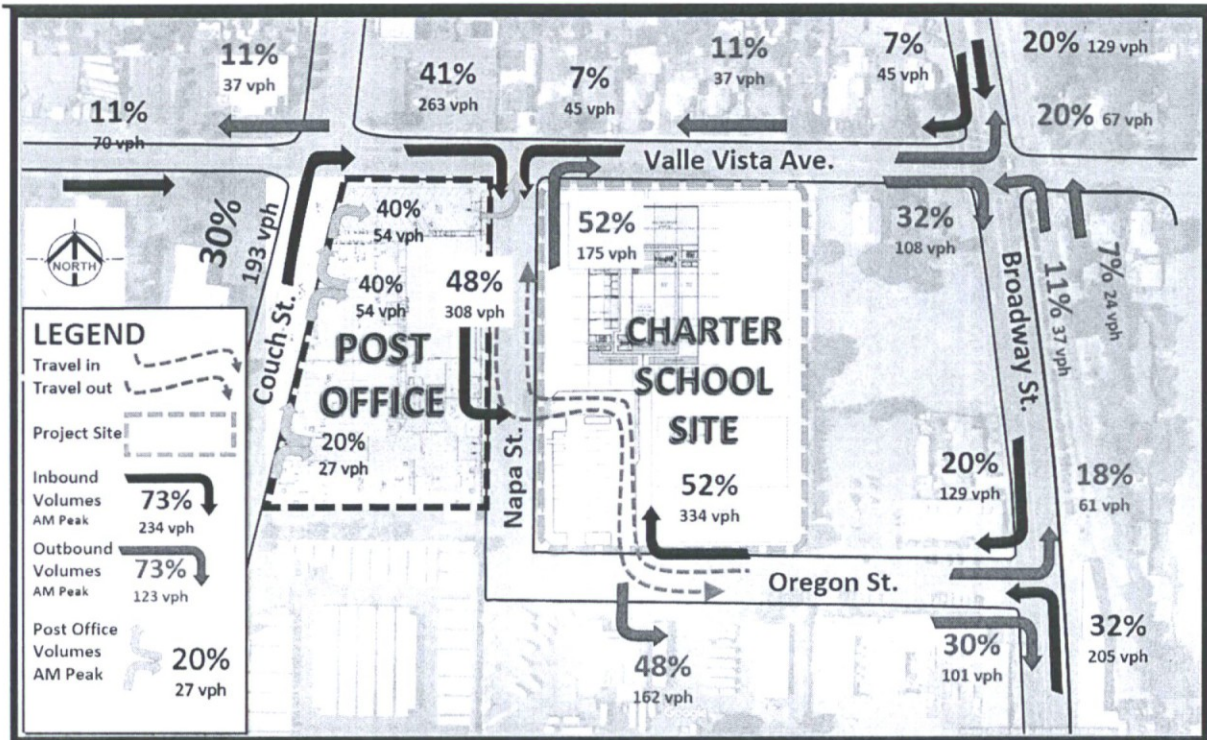


Figure 3.8 – Charter School Project Traffic, Unconstrained Free-flow Trip Distribution, AM Peak Hour Phase 1 & 2 Totals

ATTACHMENT E
Grading and Drainage Comments

1. Please submit the Drainage Report in two (2) copies. Please submit a CD with the drainage report containing a PDF file of the complete sealed and signed drainage report (*Reference: COS DS&PM: Section 4-1.800 & Section 4-1A*).
2. The Engineer must show the complete layout of the proposed stormwater storage basin including labeling the bottom and top elevations of the basin on the Preliminary G&D plan. The Engineer must also include a table in the Case Drainage Report showing the elevation-area-volume relationships and the cumulative volume calculation (*Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800*). The location of the underground stormwater storage tank has not been shown on the DAM exhibit in Appendix II) as has been asserted in Section 4.5 of the drainage report.

It has been stated in Section 4.5 of the drainage report that DA-1 will be collected by building MEP and piped through the building to a detention structure located under the garage, which is located in DA-2. Although reference has been made to the DAM exhibit provided in Appendix II, the DAM exhibit does not show or call out anything about retentions.

Please note that the City does not allow any underground stormwater storage tank within or under a permanent structure (i.e. a building). The underground stormwater storage tank must be located in a parking lot area which must be an open space. A Drainage Easement (D.E.) must be dedicated around the footprint of the underground stormwater storage tank plus a 5.0' offset/buffer on all four (4) sides. A 12.0' wide vehicular Access Easement (A.E.) must also be provided to the D.E. from the nearest public Right of Way (R.O.W).

Also, the underground stormwater storage tank must be drained out by means of a dual chamber drywell and not by using pumps.

The Engineer must provide a Preliminary G&D plan in the drainage report showing all the details as was requested in the 1st cycle. It is preferred that the G&D plan be provided on a folded 24"X36" full size plan in a pocket in the drainage report for clarity instead of providing it on an 11"X17" plan.

3. The Engineer must include 'drain time' calculation in the Case Drainage to demonstrate that the proposed stormwater storage basin will be drained out within 36 hours. If the draining out of the basin will be by means of a drywell or by means of natural percolation, a statement must be made in support of providing a Geotechnical Report if warranted during the Improvement Plan submittal and/or during the construction of the project as appropriate (*Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800*). The Engineer must calculate the volume of the underground stormwater storage tank and must perform drain time calculation in order to determine the number of dry wells required.

ATTACHMENT F
Resubmittal Checklist

Case Number: **7-ZN-2017**

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.
- One copy: Revised CD of all revised plans (PDF format only)
- One copy: Revised CD of the revised Grading and Drainage Plan and Report (PDF format only)
- One copy: Revised CD of the revised Water and Waste Water Basis of Design Report (PDF format only)
- One copy: Revised Narrative for Project
- One copy: Results of Alta Survey
- Three copies of the Revised Traffic Impact Mitigation Analysis (TIMA)

- Context Aerial with the proposed Site Plan superimposed

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

- Site Plan:

 8 24" x 36" 1 11" x 17" 1 8 ½" x 11"

- Hardscape Plan:

 1 24" x 36" 1 11" x 17" 8 ½" x 11"

- Elevations:

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"
B/W 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

- Elevation Worksheet(s):

 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

- Any other plan that is revised or necessary to address the comments(s):

B/W 1 24" x 36" 11" x 17" 8 ½" x 11"

Technical Reports:

- 2 copies of Revised Parking Master Plan:
- 2 copies of Revised Drainage Report:
- 3 copies of Revised Water Design Report:
- 3 copies of Revised Waste Water Design Report:

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.

Other Supplemental Materials:

August 18, 2017

Dan Symer
Senior Planner
City of Scottsdale – Planning Department
7447 E. Indian School, Suite 100
Scottsdale, AZ 85251

***RE: Request to Purchase Air Rights and Subterranean Easement, 3-AB-2017, 7-ZN-2017, and 1-II-2017,
Winfield Hotel & Residences***

Dear Dan:

Please see the applicant responses below to the 1st Review Letter dated June 9, 2017.

Request to Purchase Air Rights Easement and Subterranean Easement

- I. With the resubmittal of the above referenced applications, please provide a separate narrative requesting a City Council hearing to obtain a decision on the applicant's request to purchase an Air Rights Easement and Subterranean Easement for the proposed development. The narrative needs to address the purpose of the request, general location, proposed purchase price, and applicant's supporting General Plan and Downtown plan analysis specific to the request. Please be advised that the appraised approximate value of the Air Rights Easement is \$122,000, and Subterranean Easement is \$218,000.

Response: Additional narrative provided. Note that the appraisal amounts are still under review with City Staff.

In addition, please attached a site plan to the narrative with the location of the proposed easements identified, and an east-west cross section of the above and below ground development, grade and surface improvements and the locations of the easements.

Response: Exhibit included with Air Rights/Subterranean Rights narrative.

- II. Please provide a written horizontal and vertical legal description and graphic of the Air Rights Easement. Please be advised that the vertical descriptions needs to utilize above sea level elevations.

Response: Air Rights Easement included with this submittal.

- III. Please provide a written horizontal and vertical legal description and graphic of the Subterranean Easement. Please be advised that the vertical descriptions needs to utilize above sea level elevations.

Response: Subterranean Easement included with this submittal.

- IV. Other than the legal description and graphics of the above referenced documents, please be advised that City Staff will draft all relevant documents for the Air Rights Easement and the Subterranean Easement.

Response: Noted

3-AB-2017 - Winfield Hotel & Residences Abandonment

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:

- A. Please submit a revised narrative for the alley right-of-way abandonment request that includes the applicant's actual consideration for abandonment. Please be advised that the appraised approximate value of the alley abandonment is \$185,000.

Response: Alley abandonment narrative has been revised. The appraisal amount is still being discussed with City Staff.

- B. Each of the following utilities, Arizona Public Services (APS), Century Link, Cox Communications, and Southwest Gas are requesting the reservation/dedication of a utility easement through the area of the alley right-of-way abandonment. The reservation of this/these easement(s) and maintaining these utilities through the abandonment area appears to significantly limit the ability to place the proposed project's underground parking garage in the abandonment area. As the development is currently proposed, the applicant will need to obtain authorization from all utilities for the complete and unrestricted release/abandonment of the abandonment area upon completion of their stipulations to relocate their infrastructure out of the abandonment area.

The utility companies may allow alternative solutions to the foregoing requirement. Alternative solutions may include lowering the surface of the underground parking garage to a depth that would allow conduit banks to be placed above the parking garage, and below the surface of the alleyway, or placing utility conduits within, and through the parking garage. Please be advised that the alleyway surface, and related below grade infrastructure and improvements will need to withstand a gross vehicle weight of 83,000 pounds.

Due to the significance of this issue pertaining to the feasibility of the development as proposed, the submittal of the revised abandonment, zoning district map amendment, and infill incentive applications, that addresses the comments contained within this letter may not be accepted without obtaining an acceptable resolution to all utilities, and providing documentation of the resolution to staff.

Please ensure that future communication with the utility companies includes a detailed description of the proposed development through, above and below the abandonment area. i.e. the location of the underground parking structure, and building area above the existing alley right-of-way needs to be disclosed to the utility companies. Based on the information provided, staff is unsure that the utility companies have a complete understanding of scope and scale of the proposed development, and the limitations that otherwise would not be typically apparent.

If the accepted resolution of any of the utility companies includes the reservation and dedication of an easement, or easements, through the abandonment area, please provide separate legal descriptions for easement reservations and dedications.

Response: Follow-up utility coordination regarding the abandonment, air rights, and subterranean rights was sent on 8/14 which included revised legal descriptions, floor plans, and site plan. Will Serve letters were sent to all utility companies in July.

- C. Please be advised that prior to the recordation of the alley abandonment, the applicant will likely need to receive approval of the construction documents to constructed the wastewater line and related improvements, and have received approval of the final inspection and acceptance of the improvements. The sequencing of the improvements, as approved by City Staff, to will need to ensure limited or no service outages to the impacted properties.

In addition, please be advised that the improvements will need to have received final inspection and acceptance no later than two year from the date of the City Council action to approve the abandonment request. In addition, to avoid the expiration of the City Council's approval, and the requirement to submit a new abandonment application to receive a new City Council's approval if the previous approval expires, Staff recommends separating the alley wastewater improvements from the hotel Development Review Board application and subsequent construction document design development, and permit approval process so that the wastewater improvements may be complete expeditiously.

The above requirement will likely also apply to any utility relocation required public utility companies.

Response: Acknowledged.

- D. Please provide documentation of the Salt River Project (SRP) authorization, and any requirement necessary to obtain authorization for the abandonment of the alley abandonment area.

Response: As noted above, follow-up utility coordination was regarding the abandonment, air rights, and subterranean rights was sent on 8/14 which included legal descriptions, floor plans, and site plan. Will Serve letters were sent to all utility companies in July. Correspondence with the various utility companies will be ongoing.

- E. Please submit a revised legal description of the abandonment area that addresses the markup comments included as Attachment A.

Response: Revised abandonment legal description addressing markup comments included with this submittal.

- F. As part of the City's abandonment of the alley right-of-way and right-of-way easement, the City will be reserving a public motorized access easement over the existing eighteen (18) foot wide abandonment area. Please provide a separate legal description and graphic of the eighteen (18) foot wide public motorized access easement reservation.

Response: 18' Public Motorized Access Easement document provided with submittal.

- G. As part of the City's abandonment of the alley right-of-way and right-of-way easement areas, the City will likely be requiring the dedication of a public motorized access easement to be dedicated over the length and width of the abandonment area, and two (2) additional feet abutting the west side of the abandonment area, for a total width of twenty (20) feet. Please provide a separate legal description and graphic of the twenty (20) foot wide public motorized access easement.

Response: 20' Public Motorized Access Easement document provided with submittal

- H. Other than the legal description and graphics of the above referenced documents, please be advised that City Staff will be drafting all relevant documents for the abandonment area and the public access easement.

Response: Acknowledged.

7-ZN-2017, and 1-II-2017 - Winfield Hotel & Residences Zoning District Map Amendment and Infill Incentive Applications.

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:

1. Please submit the school district response to the school district notification with the resubmittal (Section 1.500 of the Zoning Ordinance).

Response: A copy of the school district form is provided with the resubmittal. We have attempted numerous times to obtain a response from the school district. We will continue to reach out.

2. Please revise the application narrative to include using the Downtown the Infill Incentive District to modify the size requirements of Section 9.103.F.1. for a parking master plan from two (2) acres to 0.71 acres, if that is the intent of the proposal (Sections 1.204, 1.303 and 9.103.F.1. of the Zoning Ordinance).

Response: The narrative has been revised accordingly (Project Overview section). Note the Zoning Ordinance section that relates to the parking master plan minimum property size is 9.104. F. 1.

3. Please revise the application narrative to include the Downtown Infill Incentive District criteria, and include a response to the each criterion (Sections 1.204 and 1.303 of the Zoning Ordinance).

Response: The narrative has been revised accordingly to include the Downtown Infill Incentive District goals and objectives.

4. Please submit a legislative draft of the proposed amended development standards that will be modified with the Downtown the Infill Incentive District, if that is the intent of the proposal (Sections 1.204 and 1.303 of the Zoning Ordinance).

Response: A legislative draft is included with the resubmittal as part of the Development Standards. The amended development standards include building height up to 90'.

5. In the application narrative, please correct the reference from the Art in Public Places (AIPP) to the Downtown Cultural Trust Fund (DCTF) (Section 7.1005 of the Zoning Ordinance).

Response: The reference of the DCTF has been corrected in the narrative.

6. Please revise the application narrative to emphasize the growth of the employment base with the additional jobs provided by the hotel and the potential for employees to live and work in close proximity (Goals EV 1 and 2 of the Downtown Plan, and Sections 1.204 and 1.303 of the Zoning Ordinance).

Response: The narrative has been revised to emphasize the growth of employment base per the comments above (see EV 1 and 2).

7. Please retitle the Property Development Standard as “Development Plan Development Standards” since these development plan development standards are not property development standards in accordance with the Planned Block Development Overlay. In addition, please revise these standards as follows:
 - a. Relocate the proposed building encroachment into setback standard out of Table B. setbacks, and place it in section F. Exceptions to building location, setback, prevailing setback and stepback standards. Also, please dimension the setback encroachment on the building elevation worksheet.

Response: The label has been revised to Development Plan – Development Standards. The building encroachment of 5' has been moved to the Exceptions section.

- b. Provide the proposed building location standard adjacent to East 3rd Avenue. This street has been excepted out of the proposed standards.

Response: The 3rd Avenue is setback at 30'+, which is further than the minimum 20'. The requirement for 25% at the setback line is not achievable along 3rd Avenue due to its short frontage.

- c. Remove the standards of letter D. G. H. Only the development plan development standards that are specifically specified in the Planned Block Development Overlay are to be included in the Development Plan Development Standards.

Response: These standards have been removed and note that Stepbacks has be relabeled “D” and the following standards are adjusted accordingly.

- d. The proposed setback of section E. and exceptions to Stepback of section F. are inconsistent with proposed building design. Due to the site configuration and building design, several different setback standards are necessary, and a location key for the specific standard will be necessary.

Response: See Stepback Encroachment Worksheet. The development standards have been revised (stepbacks now under section D.). The setback standard reads as follows: Property in the Downtown Multiple Use - Type 2 Areas along Scottsdale Road and 3rd Avenue only: The setback plane shall incline at a ratio of 1:1, beginning thirty (30) feet above the minimum setback from the public street to forty-five (45) feet; and beginning at forty-five (45) feet, incline at a ratio of 2:1. There shall be no setback plane required along Winfield Scott Plaza, the alley and the north property line. If there is a conflict at the intersection of the setback planes, the less gradual slope controls.

- e. Verify if F.2.a. and F.2.b. are correct; they do not appear applicable for the proposed development.

Response: Now under section E. We have elected to keep these standards in the Development Standards as the final design will be refined with the DRB application and these exceptions may become applicable.

- f. Remove standards F.5., F.6., F.7., F.8., and F.10. since these standards are not applicable to the proposed development.

Response: These standards have been removed.

8. Please revise the ALTA survey to include the gross lot area of the property in square feet to the nearest hundredths place. The Gross lot area (GLA) is defined as the area of a lot including one-half (½) of all dedicated streets and alleys abutting the property (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance).

Response: Revised ALTA included with submittal.

9. Please revise the site plan data to include the:
 - a. Gross lot area (GLA) as indicated ALTA survey, refer to comment 34 (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance);
 - b. Gross floor area (GFA) of the building of the non-residential gross floor area (129,212 square feet pursuant to the narrative) and excluding the residential units and associated area in square feet, as defined by the zoning ordinance, to the nearest hundredths place, or next whole number (Sections 1.204, 1.303 and 3.100 of the Zoning Ordinance).
 - c. Gross Floor Area Ratio (GFAR) proposed calculations (e.g. $GFA / GLA = GFAR$) of non-residential gross floor area, which appear to be 2.34 ($[129,212 / 1.27 \text{ gross area per the site plan} * 43,560] = 2.34$);
 - d. The number of bedrooms in each residential unit type (i.e. pursuant to the parking master plan, 22 – two bedroom units, 4 – two bedroom units, etc.);

- e. Required parking calculations for the hotel units, which is 1.25 spaces per hotel unit (250*1.25= 312.5);
- f. Required parking calculations residential units, which is 2 spaces for a 2 bedroom, or greater, unit (26 unit *2 = 52 spaces);
- g. Total parking required, which is (312.5 + 52 = 362.5 → 363) spaces;
- h. Required accessible parking calculations, which is four percent of the total parking spaces provided, which is (392 * 0.04 = 15.68 → 16)
- i. Provided number of accessible parking (please be advised that accessible parking cannot be tandem parking spaces);
- j. Required bicycle parking spaces, which is equal to 10 percent of the total required vehicle parking (363 * 0.10 = 36.3 → 37), and total provided bicycle parking spaces; and
- k. The minimum private outdoor living space area for each unit, which is sixty (60) square feet.
- l. The total allowed density (50 unit per gross acre) and the total provide density calculations, which is 20.74 dwelling units per acre (26 / 1.27 = 20.47).

Response: All site data has been updated on site plan data information per the requirements as noted. Calculations were adjusted to match the site, building and arrangement adjustments based on feedback from the City of Scottsdale.

10. Based on the information provided, a maximum building height (inclusive of roof top appurtenance) of 90 feet is being requested. The PBD district allows for a maximum building height (inclusive of roof top appurtenance) of 66 feet before any bonus provision is applied. Therefore, an additional 24 foot (90 – 66) bonus utilizing the provisions of Section 6.1310 and 6.1311 will need to be achieved. Based on the formulas of Table 6.1310.F., the Total Construction Cost Estimate of the public improvements for the year 2017 for the building height bonus of 24 feet is:

$$1.035^{(2017-2013)} \times (24 / 0.0001) = \$275,405.52$$

Please revise the application narrative. Also, please be advised that the bonus formulas require an inflationary addition each year until the bonus provision cost has be paid, or permitted and constructed.

Response: Acknowledged and application narrative has been revised.

11. Based on the information provided, a maximum GFAR of 2.34 is being requested. The PBD district allows for a GFAR of 1.4 before any bonus provision is applied. Therefore, a GFAR bonus of 0.94 is being necessary for the proposed development. As specified in Section 6.1308.F.2. of the Zoning Ordinance, and since the proposed development is providing more than ninety (90) percent of the total required parking, the City Council may approve the bonus GFAR based on: 1) Table 5.3008.B. Gross Floor Area Ratio Bonuses for underground parking and Table 6.1310.F. Building Height, Gross Nonresidential Floor Area (GFA), and Dwelling Unit Rubric for Bonuses; or, 2) Based Table 6.1310.F. alone. The applicant may request either option.

- **Option 1: The bonus GFAR bonus would be 0.4 for an underground parking structure in accordance with Table 5.3008.B. and 0.54 in accordance with Table 6.1310.F. (0.4 + 0.54 = 0.94). Therefore, the bonus floor area utilizing Table 6.1310.F. would be 29,820.96 square feet (sqft) (0.54 * 55,224 sqft of GLA = 29,820.96 sqft).**

Utilizing the provisions of Section 6.1310 and 6.1311. Based on the formulas of Table 6.1310.F., the cost of the public improvements for the year 2017 for a GFAR bonus of 0.54 is:

$$1.035^{(2017-2013)} \times (29,820.96 / 0.1) = \$342,202.38$$

- Option 2: The bonus GFAR bonus would be 0.94 in accordance with Table 6.1310.F. Therefore, the bonus floor area utilizing Table 6.1310.F. would be 29,820.96 square feet (sqft) (0.94 * 55,224 sqft of GLA = 51910.56 sqft).

Utilizing the provisions of Section 6.1310 and 6.1311. Based on the formulas of Table 6.1310.F., the cost of the public improvements for the year 2017 for a GFAR bonus of 0.54 is:

$$1.035^{(2017-2013)} \times (51,910.56 / 0.1) = \$595,685.62$$

Please revise the application narrative accordingly. When the application narrative is revised, please utilize the GLA and gross floor area in accordance with comments 9.a., 9.b. and 9.c., and revise the calculations accordingly. Also, please be advised that the bonus formulas require an inflationary addition each year until the bonus provision cost has been paid, or permitted and constructed.

Response: The developer will be utilizing Option 1. The project narrative has been updated accordingly utilizing the updated proposed GFAR of 2.35 or 129,873 SF (non- residential). These funds will be allocated towards the proposed Scottsdale Road streetscape improvements (see below).

12. The application narrative does not identify specific offsite improvements and infrastructure upgrades (sidewalks, light poles, right-of-way amenities (benches, planter, etc.) or additional artwork above what would otherwise be typically required for the development and by the Planned Block Development Overlay (PBD) to achieve the special improvement bonuses. To qualify as special improvement bonus, the special improvements do not include any standard/typical cost of public improvements required for the development, standard right-of-way dedications, Zoning Ordinance requirements such as landscaping, or infrastructure requirements to service the proposed development (Section 6.1310.E.1. of the Zoning Ordinance). Please revise the application narrative to identify and provide a detailed list of specific special improvements that are above and beyond what is typically required.

An example of a special improvement bonus is to improve the east and west frontages of North Scottsdale Road right-of-way, between East 3rd Avenue and East 5th Street in conformance with the Scottsdale Road Streetscape guidelines by providing, modifying, and incorporating new sidewalk, pedestrian amenities (benches, etc.), landscaping (including shade trees), medians, intersection curb extensions (“bulb-outs”) to extend the sidewalk to outer edge of the parking lane, parking stall island, and the removal of the south bound turn lane at East 3rd Avenue and replacing it with sidewalk and landscape improvements. In accordance with Section 6.1310.E. of the Zoning Ordinance, improvements adjacent to the property, such as infrastructure, landscaping, etc., that are standard requirements for the development are not included as special improvement bonuses.

Other potential special improvement bonus options include improving East 3rd Avenue between North Scottsdale Road and North Buckboard Trail to include narrowing to the street width to allow for upgraded pedestrian sidewalk and landscape improvements similar to the section of East 3rd Avenue between North Buckboard Trail and North Goldwater Boulevard; or, contribute a portion of

the bonus funds to the Downtown Special Improvement Trust Fund (DSITF) for a Downtown wayfinding signage program, Downtown Cultural Trust Fund for Cultural Improvements Program above the amount require for the development.

Please consult staff as it pertains to proposing streetscape improvements.

Response: City Staff has given direction to focus on the Scottsdale Road streetscape improvements. Other improvements include updating street frontages along 3rd Avenue and 4th Avenue respectively. Please refer to the cost estimate and quantity take-off worksheet included for respective right-of-way improvements.

13. In order to confirm the special improvement bonuses are in compliance with the Zoning Ordinance requirements, a plan and a detailed list of improvements that are above and beyond what is typically required is be provided. A professional consultant registered in the State of Arizona is to provide the Total Construction Cost Estimate of any Special Improvement (Section 6.1310.E.1. of the Zoning Ordinance). Please be advised that in accordance with Section 6.1310.E.2. of the Zoning Ordinance, a public hearing regarding the application cannot be scheduled until the Zoning Administrator in consultation with the City Engineer have accepted the property owner's Total Construction Cost Estimate for special improvements that qualify for a bonus. The Total Construction Cost Estimate or trust fund contribution is be at least: **Option 1) Bonus height \$275,405.52 + Bonus GFAR \$342,202.38 = \$617,607.9**; or, Option 2) Bonus height \$275,405.52 + Bonus GFAR \$595,685.62 = \$871,091.14. Please advised that the bonus contribution may change based on the comment numbers 9.a., 9.b., 9.c., and 11.

Response: The narrative has been revised based on Option 1. Note that the current proposed GFAR is 2.35 or 129,873 SF. Total: \$625,045

14. The improvements discussed in the application narrative for North Scottsdale Road and North Winfield Scott Plaza are not shown on the site plan. Please revise the application narrative and site plan to ensure the two documents coincide (please see comment 38). Also, the narrative includes statements that refer to improvements that are not included with the application. Such as, "...the landscape character... includes a predominately desert design...." Since this these are statements of present tense that not included in the currently submitted application, and will be addressed in future applications, i.e. DRB, please review and revise the narrative to use future tense statements present tense and future tense statements. Such as, "the landscape character *will* include desert plant material...."

Response: The narrative has been revised to address the statements above to include verbiage such as: "the landscape character will include predominately desert design..." "the landscape language will include vegetative patterns..." and "with the DRB submittal." Please refer to the site plan, hardscape plan and updated renderings which demonstrate the design intent and compliance with intended plant palette, design theme and desired improvements. Landscape plans will be submitted with the DRB application.

15. Please revise the site plan to include the sight distance triangle at the alley intersection of the East 3rd Avenue in accordance with Figure 5.3-26 of the DSPM (Section 7.104 of the Zoning Ordinance). Please coordinate with Transportation Staff on the configuration and necessities of this figure.

Response: Site plan revised to show designated sight distance limitation areas as per DSPM requirements.

16. 25-foot by 25-foot traffic safety triangle on the northeast corner of East 3rd Avenue and North Winfield Scott Plaza drawn in accordance with Figure 5.3-27 of the DSPM (Section 7.104 of the Zoning Ordinance). Please coordinate with Transportation Staff on the configuration and necessities of this figure.

Response: Intersection TST included on adjusted site plan.

17. Please revise the building elevation worksheet to show the proposed stepbacks, and dimension the different exceptions/projection that are proposed in the Development Plan Development Standards (Sections 1.204, and 1.303 of the Zoning Ordinance).

Response: Please refer to update plans and worksheets for adjustments where appropriate to comply with City requirements. North property boundary is not conducive of more restrictive stepback requirements due to site constraints and functional architectural aesthetic design intent.

18. The proposed building elevations include a building projection above the proposed maximum building height of ninety (90) feet. In accordance with the Infill Incentive District provision, the maximum building height that may be requested inclusive of the appurtenances is ninety (90) feet. Please remove the building appurtenances above ninety (90) feet, and revise the building elevations and perspectives accordingly.

Response: Elevations, renderings and plans updated to reflect limitation requirements accordingly.

19. Please provide the building height calculations on the building elevation plans to demonstrate compliance with the Zoning Ordinance. The building height is established 12 inches above the average above sea level elevation of the top of the curb of the streets adjacent to the property, to the top of the tall appurtenance on the building (Section 3.100., Table 6.1308.B., and Table 6.1310.C.). A minimum of three (3) locations that are approximately equally spaced along North Scottsdale Road, a minimum of eight (8) locations that are approximately equally spaced along North Winfield Scott Plaza, and minimum of two (2) locations along East 3rd Avenue to calculate the average top of curb. The curb elevations is to be identified on the grading and drainage plan, or the ALTA survey with the next submittal of this application. Please be advised that the building height is measured to height of the tallest appurtenance of the building (Section 3.100 of the Zoning Ordinance).

Response: Elevations, renderings and plans updated to reflect limitation requirements. Curb elevations are provided on the ALTA Survey.

20. Please label the bicycle parking to be in conformation with COS MAG Detail No. 2285 (Section 9.103.C and D). Please utilize a dashed or dotted line to show the locations and dimensions of bicycle parking spaces and rack design, in conformance with City of Scottsdale Standard Detail No. 2285, on the site plan (Sec. 2-1.808.B of the Design Standards & Policies Manual (DSPM)).

Response: Bicycle parking labeled at respective locations – spaces provided for public and private bicycle parking.

21. Please submit two (2) copies of the revised Parking Master Plan that address the comments in Attachment D to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.

Response: Revised Parking Master Plan provided with resubmittal.

22. Please be advised that in accordance with Section 6.1310.D.1. of the Zoning Ordinance, a draft of an acceptable development agreement for the bonus provision is to be completed prior to scheduling a City Council hearing on the development application requests.

Response: Acknowledged.

Circulation:

23. For clarity purposes, please show and label the alley abandonment area on the site plan as “Alley Abandonment Area – Subject to a Separate Abandonment Application and City Council Approval.” (Sections 1.204, and 1.303 of the Zoning Ordinance)

Response: Alley abandonment area shown and labeled on site plan as requested.

24. Please revise the site plan to include the twenty (20) foot wide public access easement, centered on the alley, and over the alley abandonment area that is to be dedicated (3-AB-2017, and Sections 47-10 and 47-92 of the Scottsdale Revised Code (SRC)).

Response: Corrected Alley width shown on site plan.

25. Please revise the site plan to show and label the two (2) foot wide east alley right-of-way dedication, for a total of a 10 foot wide east alley right-of-way adjacent to the property (3-AB-2017, and Sections 47-10 and 47-92 of the SRC).

Response: Correct Alley width (20 feet) reflected on site plan.

26. The alley driveway access to East 3rd Avenue need to be modified to comply with the City of Scottsdale (COS) Supplements to MAG Specifications and Details (COS MAG Detail) detail 2256-CL1 (Section 47-21 of the SRC). Please revise the site plan accordingly, and label COS MAG Detail 2256-CL1 detail number on the plans.

Response: New and Replacement driveways reference note added to site plan.

27. Please revise the site plan to correctly show the existing East 3rd Avenue improvements adjacent to the property (Sections 1.204. and 1.303. of the Zoning Ordinance, and Plan and Report Requirements for Development Applications (PPRDA)). The striping shown on East 3rd Avenue adjacent to the site is not shown correctly. There is a westbound left turn lane for the signalized

intersection at Scottsdale Road. Also, the curb alignment on the west side of the alley is not correct. There is a parallel parking space in this location.

Response: The site plan has been revised to correctly show the existing 3rd Ave improvements and striping. Also see traffic study.

28. If valet service is planned to be provided, identify a valet location on site plan; this service cannot occur within City right-of-way (Section 16-564 of the SRC). Please revise all plans and graphics that provide throughout the application material to eliminate vehicle and vehicle queuing in the right-of-way.

Response: Site plan revised – valet will be internal to the site. Also see traffic study.

29. Please submit three (3) copies of the revised Traffic Impact Migration Analysis include as Attachment F, and was returned under a separate cover to your Project Coordinator with the rest of the resubmittal material identified in Attachment F.

Response: Revised TIMA provided with the resubmittal.

Fire:

30. High rise development is to be supplied by at least two water mains located in different streets (Section 403.3.2 of the IBC 2015). Please ensure that the water basis of design report to addresses this requirement.

Response: Water and Wastewater BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

31. With the Basis of Design Report for Water, please demonstrate that the existing and proposed hydrant spacing comply with Section 507.5.1.2 (SRC Fire Ordinance 4283).

Response: Water BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

Drainage:

32. Please submit two (2) copies of the revised Drainage Report with the original red-lined copy of the report to your Project Coordinator with the rest of the resubmittal material identified in Attachment F. In addition, please address the Grading and Drainage comments include as Attachment B.

Water and Waste Water:

33. Please submit three (3) copies of the revised Water and Waste Water Basis of Design Report(s) with the original red-lined copy of the report to your Project Coordinator with the rest of the resubmittal material identified in Attachment F. In addition, please revise the Water and Waste Water Basis of Design Report(s) to address the comments contained in Attachment C.

Response: Water and Wastewater BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

Other:

34. Please revise the ALTA survey to include the gross lot area of the site as defined by the 3.100 of the Zoning Ordinance. This area is necessary to ensure the Gross Floor Area Ratio and density of the property is calculated correctly (Section 3.100 of the Zoning Ordinance).

Response: Revised ALTA included with submittal.

35. Please submit an addendum to the Citizen Involvement Report that addresses any additional outreach effort and communication with the public (Section 1.305.C. of the Zoning Ordinance).

Response: A revised Citizen Involvement Report is included with the resubmittal.

36. Please revise the refuse location entry to the northeast corner of the building in accordance with the meeting between staff and the applicant on May 18, 2017 (Sections 24-3 and 24-19 of the SRC, and Section 2-1.804 of the DSPM). Please revise the North Winfield Scott Plaza improvements and the building elevations to reflect this change. The driveway entrance is to be provide in accordance with COS MAG Detail 2256-CL1, which out the taper, and curb line is to connect to the exist sidewalk "bulb out" on the southeast corner of North Winfield Scott Plaza and East 4th Street.

Response: Refuse location revised per discussion with traffic, engineering and planning.

37. The application perspectives and color site plan/ context aerial indicate parking lot improvements on the Brooks Building, Inc. property on the northeast corner of North Scottsdale Road and East 3rd Avenue. Please remove all indications of improvements on other properties that are not included as part of the application (Sections 1.204 and 1.303 of the Zoning Ordinance).

Response: Site Context updated to reflect latest site plan.

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:

Site Design:

38. Please revise the site plan with a site design adjacent to North Scottsdale Road in accordance Scottsdale Road Design Guidelines (SRSDG) Downtown Urban Design and Architectural Guidelines (DUDAG), and Scottsdale Commercial Design Guidelines (SCDG) to have a pedestrian-oriented setback area. The setback area is to be designed as pedestrian plaza that incorporates the sidewalks separated from the curb with landscape areas that buffers pedestrians from vehicles and provide shade protections with a tree canopies, and site furnishings, such as pedestrian benches, raised planters, etc. (Sections A9, and B2 of DUDAG), SCDG – Site Components and Landscape 4, Section 5-3.105 of the DSPM, Figure 4 of the 2016 Transportation Master Plan). The unobstructed width of the sidewalk adjacent to North Scottsdale Road is to be ten (10) feet wide (SRSDG – Page 5 bullet 11). In addition, please provide a perspective or vignette of the North Scottsdale Road frontage of building and conceptual streetscape improvements to illustrate the proposed conceptual improvements.

Please be advised that the perspective submitted with the first review illustrate landscape and hardscape improvements that are not shown on the site plan.

Response: Site hardscape plan included to reflect proposed improvements along all street frontages. Please refer to right-of-way quantities and cost estimates per discussion with planning staff. The Scottsdale Road streetscape improvements are proposed to include new curb and gutter, new hardscape/sidewalks, mature street trees and landscaping, seating, updated ADA/pedestrian access, and street/bollard lighting. The current scope of work includes the east side of Scottsdale Road from 3rd Avenue to 4th Avenue as well as improvements along both 3rd and 4th. The scope will also include median improvements. This information is included in the project narrative.

39. Please revise the site design adjacent to East 3rd Avenue and North Winfield Scott Plaza in accordance with the DUDAG and SCDG as a pedestrian-oriented setback area. The setback area is to be designed as pedestrian plaza that incorporates the base planting at the base building with, sidewalks with an unobstructed width of eight (8) feet, and landscape areas that provide shade protections with a tree canopies, and site furnishings, such as pedestrian benches, raised planters, etc. (Sections A9, and B2 of DUDAG, SCDG – Site Components and Landscape 4, Section 5-8.101.3. of the Zoning Ordinance). Examples in the Downtown Area that may be useful as successful implementation references of the above guidelines pertaining to pedestrian, sidewalk and landscape improvements between the street and the building include the developments at: the northeast corner of North Wells Fargo and East Stetson Drive; the northeast corner of Civic Center Plaza and East Stetson Drive; northeast and northwest corner of East Shoeman Lane and North Buckboard Trail; and, the northeast and northwest corner of East Shoeman Lane and North Buckboard Trail. In addition, please provide a separate perspective or vignette of the East 3rd Avenue and North Winfield Scott Plaza frontage of building and conceptual streetscape improvements to illustrate the proposed conceptual improvements.

Response: Please refer to previous response.

40. Due to the proposed site design and minimal site area that does not contain structures, the site design does not seem to accommodate sufficient room for public utilities and the associated cabinets and transformers for the proposed development. Wherever possible, utility cabinets need to be placed underground or integrated into the site and the architectural design of the development, screened, and are not be located within sight triangles associated with driveways and road intersections, and the setback areas that obstruct the pedestrian improvements (Section 7.105. of the Zoning Ordinance and Sections 2-1.401.1. and 2-1.807. of the DSPM).

Response: Acknowledged and utilities will be thoughtfully integrated with the site design.

Building Elevation Design:

41. To assist in minimizing the apparent scale and bulk of the building, please setback the top two floor of the north elevation adjacent to the northern most property line to be consistent with the top two floors of the south elevation adjacent to East 3rd Avenue (Section B1 of DUDAG).

Response: Stepback for top two condo levels adjusted to reflect adjusted layout and placement in relation to setback requirements - refer to elevations, plans and section provided.

Circulation:

42. Please revise the Traffic Impact Mitigation Analysis to address the comment included as Attachment E.

Response: TIMA has been revised.

43. Due the existing left turn lane and location to the adjacent intersections, vehicles will not be able to make a left turns into the alley, or U-turns, from East 3rd Avenue into the site entrance. Please revise the site plan and TIMA to incorporate mitigation techniques to prevent left turns and U-turns and/or other methodologies to prevented/control these movements (Section 5-1.806 of the DSPM). Solution may include, but not limited to redirecting traffic to access the development through the alley from East 4th Avenue or a raised median or revised striping, in addition to other acceptable mitigating improvements.

Response: Based on correspondence with City Staff, the Site Plan and TIMA have been updated to address the above concerns while still leaving the project entrance as design and submitted with the original layout. Also see hardscape & circulation plan.

44. Incorporate a raised pedestrian crossing at alley or other enhanced pedestrian crossing to make pedestrians more visible to drivers as they cross the alley (Section 5-8.300. of the DSPM).

Response: Elevated pedestrian area provided in Alley for improved visibility and traffic control

45. The sidewalk ramp at the northeast corner of East 3rd Avenue and North Winfield Scott Plaza need to be modified to conform with COS MAG Detail #2234 (Section 5-3.119.F. of the DSPM and Section 47-21 of the SRC)).

Response: All corner ramps adjacent to 3rd Avenue and Winfield Scott will be updated to comply with current COS accessibility standards during improvements as required.

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:

Site Design:

46. Please show and label the proposed horizontal location of the Air Rights Easement and Subterranean Easement revised the site plan.

Response: Locations of Air Rights and Subterranean Easement is indicated on plans and included section. See Air Right/Easement Worksheet and Air Rights/Subterranean Rights Easement & Abandonment Graphic.

Circulation:

47. Please provide a separate detail analysis demonstrating sufficient turning movement from the egress ramp to the alley. Based on the proposed site plan, it does not appear that cars have sufficient room turn onto the alley from the egress ramp. The egress grade landing may need to be enlarged/lengthened.

Response: Egress ramp adjusted per discussions with traffic and planning. Exit moved south to allow for additional exit run. See site plan.

Development Review Board Application Advisory:

The following items have been identified in the first review of this application. While these considerations are not critical to scheduling the Zoning District Map Amendment application for public hearing, please address the following advisory comments with the future application for the Development Review Board:

48. Please be advised that underground parking layout does not incorporate accessible parking. In accordance with Section 9.105.B.4. of the Zoning Ordinance and 2010 ADA Standards for Accessible Design, accessible parking is to be provided. Accessible Parking spaces will need to have a width of eleven (11) feet wide, a five foot wide access aisle, and vertical clearance of ninety-eight (98) inches from the garage entrance to, and including, parking stalls. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.

Response: ADA parking included into adjusted layout for each level respectively.

49. Please be advised that underground parking space layout of the standard parking spaces will need to have minimum unobstructed width of nine (9) feet, and are not to include the building support columns, etc. (Section 9.106.A.1.a.i.(1) of the Zoning Ordinance). Please be advised that this may affect column placement. The plans submitted with the Zoning District Map Amendment application do not appear to address this requirement. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.

Response: Adjusted parking layout and required clearances provided in adjusted parking garage layout / plans as requested.

50. Please be advised that the underground parking space layout of the standard parking spaces adjacent to walls need to have minimum unobstructed width of eleven (11) feet, and are not to include the building support columns, walls etc. (Section 9.106.A.1.a.i. of the Zoning Ordinance). Please be advised that this may affect parking layout and column placement. The plans submitted with the Zoning District Map Amendment application do not appear to address this requirement. With the Development Review Board Application, the property owner will need to demonstrate compliance with this requirement.

Response: See previous response.

51. The proposal appears to provide for consideration of human scale and pedestrian comfort in all areas where the project fronts a public street and also in the reception area. With the Development

Review Board application, please provide additional information that incorporates articulated features, changes in building and hardscape material, landscaping, or other features that create visual interest human scale pedestrian comfort and shade (Policy CD 1.5 of the Downtown Plan).

Response: Acknowledged.

52. With the Development Review Board application, please incorporate high quality design and materials, and minimizing the use of EIFS at grade (Goal CD 8 and Policy CD 8.4 of the Downtown Plan).

Response: Acknowledged.

53. With the Development Review Board application, please provide refined details of the building entrance, valet drop off and pick-up, and the site design that addresses the exterior arrival of guest (bell and concierge operations, etc.) and pedestrian experience. Please ensure the drop off and pick-up location at the entrance to the parking garage near the alley has sufficient room for valet and any other operations (Goal CD 8 and Policy CD 8.4 and DUDAG A4 and A5).

Response: Acknowledged.

54. With the Development Review Board application, please provide plans that provided additional detail that demonstrate compliance with the SRSDG and DUDAG as it pertain to landscape, hardscape, and pedestrian amenities adjacent to North Scottsdale Road. Prior to producing refined designs of materials and landscape plants, please schedule a meeting with staff to discuss the implementation of the SRSDG and DUDAG. Currently, the City has consultants looking in to concepts for Scottsdale Road.

Response: Acknowledged.

55. With the Development Review Board application, please demonstrate the Fire Department Connection meets spacing requirements (Fire Ord. 4283, Section 912 and Interpretation and Amendments 8.17.2.4.6.1)

Response: Acknowledged.

56. With the Development Review Board application, please provide additional information and details regarding the methodology that will be utilized to:

- a. delineate the garage entry lane from the alley entry; and
- b. show that drivers leaving the garage will be able to see vehicles traveling north in the alley.

Response: Acknowledged.

Technical Corrections

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

Response: The development team has reviewed the below comments and acknowledges the requirements for the DRB submittal.

#57 through #65

Site:

57. Please be advised that prior to the issuance of any building permit for the hotel, other than the wastewater line modification to accommodate the alley right-of-way abandonment, the property owner will need to obtain approval of a final subdivision plat that combines the property as one lot.

Other:

58. Please be advised that prior to the acceptance of improvements, the owner is to underground all electric and communication lines installed in the right of way or alley (Section 47-80 of the SRC).
59. Please be advised that prior to the acceptance of improvements, the owner is to remove all water and sewer services not being used (Sections 6-1.416.13. and 7-1.409 of the DSPM).
60. Please be advised that prior to the acceptance of improvements, the owner will be required to mill and pave the entire width and length of the alley, and the half streets of East 3rd Avenue and North Winfield Scott Plaza that abutt the property.
61. Please be advised that prior to the acceptance of improvements, the owner remove all existing driveways that will no longer be utilized, and construct new curb gutter and pavements in of the driveways to be removed.
62. With the Development Review Board application, the owner demonstrate compliance with the following:
 - a. Show and label the location of the fire command center on the Site Plan (Section 403.4.6IBC 2015);
 - b. Show and label the location of the standby and emergency power on the Site Plan (Section 403.4.8IBC 2015); and
 - c. The Location of Fire Riser room (Section 6-1.504(1) of the DSPM)
63. With the Construction Document submittal for the building, the owner is to submit a Hazardous Materials Management Plan (HMMP), Fire & Life Safety Report, and Owners Information Certificate.
64. With the construction document submittal for the building, the owner is to demonstrate that unground parking structure below the alley and street will support 83,000 pounds of Gross Vehicle Weight.

65. Please be advised that prior to the issuance of a building permit for the building, the property owner shall receive approval of a final plat to replat the property as one lot.

Sincerely,

A handwritten signature in cursive script that reads "Michele Hammond".

Michele Hammond
Principal Planner
Berry Riddell, LLC

ATTACHMENT B

Grading and Drainage Comments (REVISED 6/14/2017)

1. Please submit the Drainage Report in two (2) copies. Please submit a CD with the drainage report containing a PDF file of the complete sealed and signed drainage report (Reference: COS DS&PM: Section 4-1.800 & Section 4-1A).

Response: Report and CD provided with this resubmittal.

2. The Engineer has assumed a 6" depth of water over the parking area to calculate the volume. While the City typically allows a maximum of a 6" depth of water over a parking lot based on the latest version of the DS&PM, it is fairly safe to assume that not all existing old developments were regulated to that standard. Therefore, based on the ALTA survey, the Engineer needs to find out the lowest elevation in the existing parking lot, especially near by the existing dry well. The Engineer also needs to find out the highest elevation of the top of the vertical curb around the entire existing parking lot. The depth between the lowest elevation in the existing parking lot and the highest elevation of the top of the vertical curb around the parking lot should be used to calculate the existing stormwater storage volume (Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800).

Response: Existing storage volume revised, RE: 3.2.

3. The Engineer must state in the Case Drainage Report if the existing drywell will be demolished or if the proposed stormwater storage basin will be connected to the existing drywell (Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800).

Response: RE: 4.1 for revised description.

4. The Engineer must show the complete layout of the proposed stormwater storage basin including labeling the bottom and top elevations of the basin on the Preliminary G&D plan. The Engineer must also include a table in the Case Drainage Report showing the elevation area-volume relationships and the cumulative volume calculation (Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800).

Response: Open retention no longer proposed. RE: revised 4.5 for update.

5. The Engineer must include 'drain time' calculation in the Case Drainage to demonstrate that the proposed stormwater storage basin will be drained out within 36 hours. If the draining out of the basin will be by means of a drywell or by means of natural percolation, a statement must be made in support of providing a Geotechnical Report if warranted during the Improvement Plan submittal and/or during the construction of the project as appropriate (Reference: COS DS&PM: Section 4-1.402 & Section 4-1.800).

Response: Discharge will be pump, 36-hour restriction specified in report.

6. Any disturbed area ≥ 1.0 acres requires a Notice of Intent (NOI) Certification from the ADEQ prior to construction. In the event the area of disturbance for the redevelopment is > 0.9 acres, please add a section in the Case Drainage Report having a meaningful title (e.g. ADEQ Water Quality Requirements) and state in that section that an NOI will be submitted to ADEQ and an approved NOI Certification from ADEQ with an AZCON number will be provide to the City during the Improvement Plans submittal (Reference: COS DS&PM: Section 4- 1.300).

Response: RE: Section 4.6 added.

7. Please provide the latest aerial map of the project site on an 11"X17" color map in the drainage report. Please draw polygons over the existing buildings footprints, paved areas, Decomposed Granite (DG) areas, landscape areas, etc. and label them on this map using appropriate

symbols/legends. Please create a table on this map and enlist the total area under each land-use category both in square feet and in acres. Please calculate the 'Existing Condition' area-weighted average Runoff Coefficient ('C') for the entire site using appropriate 'C' value for pavement, DG, landscape, etc. [Reference: COS DSPM: Section 4-1.800; Section 4-1A and Section 4-18]

Response: RE: Exhibit A.

ATTACHMENT C

Water and Wastewater Comments

Significant Policy Related Issues – Wastewater Basis of Design:

Wastewater BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

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:

1. Please revise the Basis of Design report for Wastewater to address the following comments:
 - a. The d/D is limited to 0.65 for sewer pipes twelve (12) inches and less. Please make this modification throughout Wastewater Basis of Design report (Section 7-1.404 of the DSPM).
 - b. The proposed service line connection exceeds the allowable drop of a maximum of one (1) pipe diameter (Section 7-1.405 of the DSPM). Either incorporate a drop connection, or increase the service line slope, or deepen service line if possible.
 - c. Please revise Basis of Design report to include the hotel/resort flow rates of 380 gallons per day (gpd), per room (Section 7-1.403 of the DSPM). Special exceptions to the flow rates are not allowed.

Technical Corrections – Wastewater Basis of Design:

Wastewater BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

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

2. Please revise the Basis of Design report for Wastewater to address the following comments:
 - a. Sections 5.3 of the Basis of Design Report specific to East 3rd Avenue and East 4th Avenue wastewater slopes appear to be inaccurate. Please verify this information and update the Basis of Design Report. In addition, please refer to the comments with the Basis of Design Report pertaining this comment.
 - b. Please physically verify with a survey all onsite and offsite pipe inverts entering/leaving MHs and top of MH for system designated for modeling and update the Basis of Design Report and related document. City staff may verify offsite inverts independently; but, to ensure the accuracy of the report and design assumptions, the engineer should independently the inverts as part of their due-diligence.
 - c. Please revise Table 2 Basis of Design Report to include the source of this information is. This information needs to be confirmed with flow monitoring.
 - d. The demand indicated in Table 4 exceeds the flow capacity of the single sewer segment analyzed. Please revise the Basis of Design Report to incorporate modeling for all potentially impacted segments. In addition, existing flows need to be added to the developments projected flows.

- e. Please revise Section 6.1 of the Basis of Design Report to utilize the correct flow rates. The report indicates that the flow rate is 380 gpd per square foot, it should be 380gpd per room.
 - f. Appendix I is not referenced within the Basis of Design Report. The purpose of highlight section in the report is not clear, and may not applicable.
 - g. Please revise the table of Appendix II to include titles. In addition, please Identify the manhole to manhole segments as the titles. Also, please provide calculation and modeling output information for each pipe segment identified in the potentially impacted area (onsite and offsite).
3. Please revise the preliminary utility exhibit of the Basis of Design Reports to address the following comments:
- a. The utility map will need to be expanded to effectively show the required area to be modeled.
 - b. Verify and show all relevant buried infrastructure in revised plan (water, electric, etc.)
 - c. Provide a profile of the new and existing sewer lines and relevant utility crossings
 - d. MH-1 and Mh-3 and existing pipe inverts, state how these were determined, ultimately all elevations need to be physically verified with surveyor.
 - e. Service line should enter manhole MH-1 at 45-degree horizontal angle.
 - f. 3rd Avenue line: no distance & slope shown, add.
4. Hydraulic modeling:
- a. Please see the map attached to the Basis of Design Report for the system that is to be modeled.
 - b. Please revise the Basis of Design Report to include the modeling results for each manhole to manhole pipe segment as designated on the map. In addition, please provide the slope, top of manhole, inverts, d/D, Q, velocity, etc.
 - c. Please revise the Basis of Design Report to include existing flows added to the projections once they have been verified. The intent of flow monitoring is to verify the flows from the various local collection systems that will be impacted, and to facilitate modeling for capacity verification and to determine if improvements are necessary. Please ensure the flow monitoring is coordinate accordingly.

Significant Policy Related Issues – Water Basis of Design:

Water BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

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:

5. Please revise the Basis of Design report for Water to address the following comments:
- a. In accordance with Section 6-1.501 DSPM, high rises require 2,500 gallons per minute (gpm) for fire flow. The International Building Code defines a high-rise as 75 vertical feet from level accessible by a fire department vehicle. Please confirm flow with fire department and state this confirmation in the final submitted BOD. Note: for modeling purposes this flow will need to be divided and applied to the respective portions for external supply fire hydrants and internal

building firefighting & suppression. Please utilize the worst case hydraulic conditions to be determined/modeled. Please revise Section 4.4 of the Basis of Design Report accordingly.

- b. Section 5.1, Table 1 of the Basis of Design Report, the normal daily operating condition flow in gpm should be used in the 50 pounds per square inch (psi) at highest supplied finished floor modeling scenario (Section 6-1.406 of the DSPM). This flow shall be defined by the water demand table in International Plumbing Code 2015 (IPC), Appendix E. Only the restaurant gpm value was determined by Water Resources to be too low and adjusted up to 38 gpm for this modeling scenario (hotel and condo peak hour gpm values were acceptable). This modified the total gpm demands for peak hour, max day, and avg day to be used in various modeling scenarios to 321gpm, 183gpm, and 92gpm respectively. If the applicant determined and provided the exact type and number of water fixture units to be used in the development it would facilitate determination. Any applicable continuous or frequent non-domestic flows should be added to the IPC determined flow values also (HVAC, irrigation, pool, etc). Please revise the Basis of Design Report accordingly.
- c. Section 5.3 of the Basis of Design Report, the max rated design pressure for the pipe system shall be 150psi, not 120psi (Section 6-1.406 of the DSPM). The City tries to not exceed 120psi in the system i.e. normal max operating pressure. For modeling pressure/capacity curve will be per the hydrant flow test.
- d. Section 5.3 of the Basis of Design Report, the 10 feet per 1000 feet is correct per DSPM; but, this is contradicted in section 6.1 with max 10 fps. Please review and revised according the statement in section 6.1. Currently, with the proposed 4-inch service line/meter/prv/bfp the 10ft/1,000 feet requirement is exceeded in the service line. Provide calculations proving that the peak flows do not cause excessive losses in the service line and required appurtenances (excessive is more than 10 psi). If there is more than 10psi, than the amount over the 50psi modeling requirement must be added to the 50psi requirement in the respective modeling scenario, otherwise the service line may need to be increased to 6inch. Note that meter size is independently determined, 4-inch currently shown.
- e. Section 6.1 of the Basis of Design Report, all metered services are required to have a pressure regulating valve (set to significantly reduce potential for internal development damage due to variations in system pressures) (Section 6-1.407 of the DSPM). Please correct the statement that they may be required. The flow test also showed 106 psi static, there could very well be surges that exceed this at times.

Technical Corrections – Water Basis of Design:

Water BOD Report approved as noted for Zoning. Will submit with corrections for DR review.

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

6. In Section 1.1 of the Basis of Design Report, please provide the height of highest finished floor to be served that is fully or partially dependent on City providing water pressure.

7. In Section 5.2 of the Basis of Design Report, please revise the input-add demand nodes and node elevations to the list, and add the PRV to item 4. Please revise the Output-item 4 units to be in feet.
8. In Section 5.3 of the Basis of Design Report, please clarify the modeling scenarios with: 1) average day, 2) max day, 3) peak hour 4) normal daily operating conditions and 50psi at highest finished/supplied floor 5) fire flow with 30psi at all potential hydrant tees plus concurrent 15psi at highest finished/supplied floor.
9. In Section 6.1 of the Basis of Design Report, please modify this section per the related fire flow comments and clarification comments on modeling scenarios above. The hydraulic analysis should include/extend to all relevant portions of the service area and assume feasible worst case scenarios.
10. Verify and show all relevant buried infrastructure on revised plan (water, electric, etc.) on the utility plan.
11. Please provide a profile of the new and existing sewer lines and relevant utility crossings on the utility plan.

ATTACHMENT D

Parking Master Plan Comments

See revised Parking Master Plan

1. Modify the executive summary of the parking master plan to include the requirement for the conference area, which is 35 spaces (1730 square feet divided by 50 square feet = 34.6 or 35).
2. Modify the various approaches of the executive summary to include the conference facilities.
3. Modify the executive summary to acknowledge the reduction in the required parking for the conference area, which is 8.75 percent $\{(35 / ([250*1.25] + [26+2] + [1730/50] = 399.1 \text{ or } 400 \text{ space})) = 8.75\%$ reduction}. See comment 6.
4. Modify the scope of the study to include that the purpose of the study is to establish tandem parking with valet services as an alternative parking stalls design to be used for the development and to include a reduction in the total parking requirement of 8.75 percent for the conference room/meeting rooms.
5. Revise the Proposed Parking section of the plan to establish that tandem parking with valet services is an acceptable alternative parking stalls design for the proposed development. Please include supporting narrative, documentation (such as studies or proof of concept), etc. in the narrative.
6. Revise the Proposed parking section into include the supporting information to reduce the parking requirement for the conference facilities, mainly due to their size and how the hotel operation (e.g. this is not a resort and conference facility, but a business hotel). Supporting information for this approach would be necessary. Another method is to utilize a hybrid of Table 9.104.A Schedule of Shared Parking Calculations, and include a justification and supporting information that the Retail and Conference Space has similar utilization characteristics.

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.
Retail /Conference area	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Hotel	100%	65%	90%	100%	65%	80%

Using above table, the share parking calculation would be:

General Land Use Classification	Parking Required without reduction	Weekdays			Weekends		
		12:00 a.m.—7:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.	12:00 a.m.—12:00 a.m.	7:00 a.m.—6:00 p.m.	6:00 p.m.—12:00 a.m.
Retail /Conference area	35	0.00	35.00	28.00	0.00	35.00	21.00
Residential	52	52.00	28.60	44.20	52.00	33.80	39.00
Hotel	313	313.00	203.45	281.70	313.00	203.45	250.40
Total Required	400	365.00	267.05	353.90	365.00	272.25	310.40

Therefore, the parking required with the shared analysis would be 365 spaces.

Or, provide other narrative and supporting information for an alternative justification.

7. In the Conclusion, please revise the parking master plan to address Sections 9.104.F.6.b., 9.104.F.6.f., 9.104.F.6.j.i., 9.104.F.6.j.ii. , 9.104.F.6.j.iii., 9.104.F.6.j.vi., and 9.104.F.6.j.vii.

**ATTACHMENT F
Resubmittal Checklist**

Case Number: **7-ZN-2017**

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 1st Review Comment Letter
- One copy: Revised CD of submittal (PDF or DWF format only)
- One copy: Separate Narrative for the Request to Purchase Air Rights Easement and Subterrain Easement
- One copy: Written horizontal and vertical legal description and graphic of the Air Rights Easement
- One copy: Written horizontal and vertical legal description and graphic of the Subterrain Easement
- One copy: Revised Narrative for Abandonment
- One copy of all of the Utility Companies, excluding the City of Scottsdale, response letters and conditions/requirement for alley abandonment that address the comment of the review letter.
- One copy: Revised legal description and graphic of the abandonment area
- One copy: Written legal description and graphic of each separate utility easement reservation
- One copy: Written legal description and graphic of each separate utility easement dedication
- One copy: Written legal description and graphic of the 18 foot wide Public Motorized Access easement of the foot existing dedication.
- One copy: Written legal description and graphic of the 20 foot wide Public Motorized Access easement dedication
- One copy: Revised Narrative for Zoning District Map Amendment and Infill Incentive Applications
- One copy: Results of Alta Survey
- Two copies of the Revised Parking Master Plan
- Three copies of the Revised Traffic Impact Mitigation Analysis (TIMA)
- Two copies of the itemized Total Construction Cost Estimate for special improvements sealed by a professional consultant registered in the State of Arizona.

Context Aerial with the proposed Site Plan superimposed

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Site Plan:

 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Elevations:

Color 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"
B/W 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Elevation Worksheet(s):

 1 24" x 36" 1 11" x 17" 1 8 ½" x 11"

Perspective(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

North Scottsdale Road vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

East 3rd Avenue vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

North Winfield Scott Plaza vignette(s):

Color 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Any plan for special improvements:

B/W 3 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Any other plan that is revised or necessary to address the comments(s):

B/W 1 24" x 36" 1 11" x 17" 1 8 1/2" x 11"

Other Supplemental Materials:

Other color plans and/or vignettes may be required to illustrate the special improvements.

Technical Reports:

Two (2) copies of Revised Drainage Report and a one (1) CD with the drainage report containing a PDF file of the complete sealed and signed drainage report:

3 copies of Revised Water Design Report:

3 copies of Revised Waste Water Design Report:

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.