

37-DR-2021 - Response
 Hazel & Azure - Camelback
 Key Code: 79P54
 First Review (R1) - Response

#	City Comment	Design Team Response
ZONING		
1	Please Note: Per Zoning Ordinance stipulation #40 (Ord. 3909), after Development Review Board review and approval of the development proposal, City Council approval is required of the final design, prior to submission of construction documents.	Acknowledged.
2	The amended development standards approved under Ord. 3909 establish the maximum allowed building heights, and also define how the building height shall be measured. Please revise the building elevations to establish the appropriate benchmark for measuring building height, and clearly identify the building height measurements to the highest part of the building, and the highest part of any roof top appurtenances.	The building elevations have been updated to show the requested benchmark and building heights.
3	Zoning Ordinance stipulation #11 (Ord. 3909) states "There shall be no parking with direct access to East Fashion Square Drive". This includes drop-off areas. The location of the drop-off area adjacent to Building A is too close the signalized intersection and will create safety issues with vehicles attempting U-turns too close to vehicles entering and exiting the site. The location of the drop-off area proposed for Building B conflicts with the garage entrance for Building A and does not provide enough room for U-turns into and out of the bay. Please relocate these drop-off areas from this drive.	Hazel drop-off has been removed. Azure drop-off has been modified to include a barrier island separating drop-off from drive lane. Per discussions with COS Traffic, team is reviewing traffic impact in this area to determine minimal stacking requirement for southbound traffic at East Fashion Square. This will inform final design at small roundabout/drop-off area and final location of driveway access to the south.
4	Zoning Ordinance stipulation #15 (Ord. 3909) requires that as part of this development, the owner provide specified canal bank improvements. There is reference to previous Development Review Board case 18-DR-2007, which set the standard of improvements along the canal bank, with certain portions, as specified in the stipulation, to exceed this standard. Please revise the project narrative and plans accordingly to provide the canal bank improvements. Additionally, preliminary approval of these improvements by SRP & Maricopa County Flood Control District is required prior to the Development Review Board hearing.	Revised plan incorporates shade trees along north side of new concrete path.
5	Zoning Ordinance stipulation #16 & 17 (Ord. 3909) require as part of the Development Review Board submittal, an analysis of the solar reflectivity of the west building elevation fronting on Scottsdale Road to address the impacts to pedestrian and vehicular traffic. Additionally, these stipulations require enhanced pedestrian amenities along this frontage and a maximum transparency of the facade of 80%. Please update the plans and provide additional information as necessary to address these stipulations.	A solar reflectivity study will be performed to analyze the impact on pedestrians and traffic. Enhanced Pedestrian Amenities include enhanced pedestrian scale linear pavers, additional width at pedestrian walkway, dense shade, shaded seating, enhanced site lighting and site furnishings. Transparency percentage of the pedestrian frontage has been added to the Elevation Sheets.
6	Zoning Ordinance stipulation #18 (Ord. 3909) requires conformance with LEED green building standards. Please update the project narrative accordingly and provide an update as to the status of the project in this process.	Project will be designing to conform with LEED green building standards.
7	Please add building setback dimensions on the site plan to confirm compliance with the amended development standards.	Building setback dimensions have been added to the site plan conforming to amended development standards.
8	For both buildings, please provide a 3-dimensional building envelop model to confirm compliance with the building setback and building envelop requirements of the amended development standards. This exhibit should also provide calculations for encroachments, in accordance with the amended development standards.	A 3-dimensional building envelope image has been added to the Architectural Site Plans, along with encroachment calculations, for clarification of conformance to the amended development standards.
9	Please submit a floor plan worksheet that identifies the private open space areas, with dimensions per Ordinance requirements and amended development standards, with the next submittal.	A typical dimension and minimum dimension note has been added to the submitted floor plan worksheet for the private open space areas.

10	Please correctly provide the total allowable square feet of water intensive plant material (any non-ADWR-PHX plant) in accordance with the City of Scottsdale's Revised Code 49-241 – 49-252, and the total provided water intensive plant material.	Note has been added to plan.
11	Please revise the conceptual landscape plan so that it includes summary data indicating the landscape area (in square feet) of on-site, right-of-way, and parking lot landscaping, in compliance with Zoning Ordinance Section 10.200. Please refer to Zoning Ordinance Section 1.305.A.	Summary has been added to plan.
12	Please revise the landscape plan so that the landscape legend includes quantity of the proposed plants, in compliance with Zoning Ordinance Section 10.200.	Quantities have been added to plan.
CIRCULATION		

13 In accordance with Zoning Ordinance stipulation #27 (Ord. 3909), a pedestrian access and multi-use path with a minimum width of 8 feet is required to provide access through the site from N. Scottsdale Road to the 72nd Place alignment, and to the Arizona Canal. The location of this access point was originally planned to bisect the building closest to Scottsdale Road, providing a more direct point of access. As other projects to the east of the site have developed, the planned access alignment has changed to better align with a path that follows the Fashion Square drive alignment wrapping around the south side of the building and connecting with the already constructed public access way on the south side of the Gramercy development. Please revise the circulation plan and site plan to demonstrate how the proposed on-site pedestrian circulation will connect to existing off-site pedestrian improvements at the Gramercy site. New pedestrian connections to the existing pedestrian improvements at the Gramercy site should incorporate enhanced pavement at vehicle pathway crossings and maintain a similar width as the improvements at the Gramercy site.

The pedestrian connection from Scottsdale Road now takes place at East Fashion Square. As shown on the Circulation Plan, this pedestrian connection to the Arizona Canal has been greatly improved through the incorporation of a street table with enhanced pavement across East Fashion Square, connecting to a pedestrian paseo to the AZ Canal Trail, along the west property line in front of Building B. As such, pedestrians will no longer be required to go around Building B to connect to the Gramercy access way, although that option will still exist. The new pedestrian paseo is non-vehicular, is approximately 26 feet wide and is further enhanced with integrated public art as part of the project's dedicated Percentage for the Arts program and is intended to serve as a major pedestrian connection from all areas north and west to the regional Arizona canal Trail System. In addition, enhanced pedestrian scale pavement has been added across East Fashion Square to connect the Gramercy development to the pedestrian sidewalks at Building A. The incorporation of the street table and pedestrian scale enhanced pavement is intended to slow vehicular traffic through is area and allow pedestrians to have clear hierarchy.

14 In accordance with Zoning Ordinance stipulation #26 (Ord. 3909) the driveway for the parcel on the southeast corner of the Scottsdale Road and Fashion Square Drive intersection is required to be realigned to be perpendicular to Fashion Square Drive. The owner shall dedicate an access easement over this realigned driveway. Please work with the adjacent property owner and update the site plan accordingly.

Per discussions with COS Traffic, team is reviewing traffic impact in this area to determine minimal stacking requirement for southbound traffic at East Fashion Square. This will inform final design at small roundabout/drop-off area and final location of driveway access to the south.

15 There is an existing right-turn deceleration lane on Scottsdale Road approaching Coolidge Street (northern site driveway). The site plan and landscape plans do not show the deceleration lane. The right-turn lane is to remain in place but may be shortened as shown in the site plan for 65-ZN-1992 #7. Please revise the plans accordingly.

Per the call with Traffic, the deceleration lane must stay, but can be the minimum length allowed. A study is currently being completed to understand the minimum deceleration lane sizes to update the plan.

16 In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), the developer is responsible for extending the southbound left-turn lane on Scottsdale Road approaching Fashion Square Drive as recommended in the traffic impact study provided with Zoning Case 65-ZN-1992 #7. Please revise the plans accordingly.

Per the call with Traffic, the southbound deceleration lane can be kept as it is if the updated traffic analysis proved the extension is not needed. The updated analysis is being performed.

17 Please provide more detail on the site plan for the lane configuration at the Scottsdale Road and Fashion Square Drive intersection, especially how lanes line up across Scottsdale Road. Dual-left westbound left-turn lanes are required unless additional traffic study shows that they are not needed as determined by the Zoning Administrator (stipulation #26 (Ord. 3909)).

More details have been added to the site plan. An updated traffic analysis is included which evaluates the turn lanes from E Fashion Square Drive to southbound Scottsdale Road.

18	<p>In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), please construct a minimum 10-foot wide clear sidewalk along the Scottsdale Road site frontage; identify the width on the site plan. This sidewalk should be separated from back of curb where possible and should be greater than 10 feet in width in areas where it is not feasible to separate from the curb. There appear to be discrepancies between the site plan, landscape plan, and civil plans, specifically regarding the deceleration lane and sidewalk location. Please Note: Stipulation 26, A18 require these improvements to match the sidewalk improvements on the west side of Scottsdale Road, adjacent to Fashion Square. This includes compliance with the Scottsdale Road Streetscape Design Guidelines.</p>	<p>The plan will be revised to show the 10' wide clear sidewalk along Scottsdale Road once the deceleration lane is added back into the Site Plan.</p>
19	<p>In accordance with Zoning Ordinance stipulation #26 (Ord. 3909), the owner shall obtain, provide, and record perpetual cross access easements at the Fashion Square Drive intersection east leg through coordination with the property owner to the south for a minimum of 140 feet east of the western property line. Please revise the site plan to show this easement.</p>	<p>Per call with Traffic, further traffic study is being performed to determine stacking depth requirements and where the perpendicular intersection with the property to the south needs to occur. A study is currently being completed for a follow-up review with Traffic.</p>
20	<p>bicycle parking spaces and rack design shall be in conformance with City of Scottsdale Standard Detail No. 2285, unless otherwise approved in writing by the City of Scottsdale's Transportation Department. Please revise the site plan to provide the 'Required' and 'Provided' bike parking calculations and the bike rack locations in accordance with section 9.106.C.2.b of the Zoning Ordinance. The bicycle parking spaces shall be located on private property, not within the City's right-of-way.</p>	<p>Bike racks along Scottsdale Road frontage to be relocated onto private property. Requirements and quantities added to Site Plan.</p>
DRAINAGE		
21	<p>The drainage review has not yet been completed and will be sent to the applicant team directly from the Stormwater Management reviewer once the review has been completed.</p>	<p>City to provide comments</p>
WATER AND WASTEWATER		
22	<p>Redlined reports for the water and wastewater BOD's are available on the internet file exchange for this case. Please submit the revised Water and Wastewater Design Report(s) with the rest of the resubmittal material identified in Attachment A either as a hard copy or on a CD/DVD.</p>	<p>Water and Wastewater BOD comments have been addressed and responded to. Responses by Atwell are provided on the original reports. Please refer to separate water and sewer BOD reports, and original comments with responses.</p>
SIGNIFICANT POLICY RELATED ISSUES		
SITE DESIGN		
23	<p>The amended development standards allow encroachments into the building setback area at grade for canopies and other structural shade features for pedestrians along public sidewalks. Additionally, the City's Old Town Urban Design and Architectural Guidelines, Zoning Ordinance, and Old Town Plan all encourage shaded sidewalk uses architectural/structural shading. Please revise plans and building elevations to provide shade over the public sidewalk along N. Scottsdale Road. The shade structures could be attached to the building and/or a separate detached shade structure similar to the structure recently installed on the property directly south of the subject site.</p>	<p>The Design team prefers landscape shade and integrated bioswales to freestanding shade structures and believes this approach is more aligned with current Green Streetscape standards, as well as other streetscapes along Scottsdale Road including the streetscape frontage across Scottsdale Road at Fashion Square. The current design provides significant shade through the use of mature trees along entire street frontage. This works in unison with the ground cover landscape and hardscape plan to create a lush landscaped feeling along the street frontage. See updated landscape plans. This pedestrian area will also be shaded during the first part of the day by the building itself.</p>
24	<p>Please identify the location of all above ground utility equipment on the site plan. Utility equipment should be located so that it does not conflict with pedestrian amenities, resident amenities, landscape features, and/or on-site circulation. This may require coordination with the utility providers on more appropriate locations and paint colors to mitigate the visual impacts of those equipment on the site.</p>	<p>A note has been added to the Site Plan to show that the existing above-ground electric utility will be abandoned.</p>
LANDSCAPE DESIGN		

25	<p>Avoid conflicts between the size of mature trees and light fixtures. Shift either the location of trees or the location of light fixtures so that there is at least twenty (20) feet between tree trunks and light fixtures. Please refer to Scottsdale Sensitive Design Principle 13.</p>	<p>East Fashion Square is a private street and is not required to have CCS standard street lights. The specified fixtures (Bega 84065 "Symmetric") are pedestrian height and are intended to provide pedestrian level illumination on the sidewalk only. The light source on these fixtures is approximately 13 feet above FG and directed entirely downward, (see cutsheet). The street trees are single trunk Heritage Live Oaks which are planted 30 feet OC. These trees rarely achieve 30 foot width in Arizona and if they do, the canopy would be well above the height of the fixtures. Based on the pedestrian height of the fixtures and the type of street trees, the current layout is entirely appropriate and there is no conflict between the lights and the trees.</p>
BUILDING ELEVATION DESIGN		
26	<p>The City's design guidelines promote the use of muted earth tones in building colors and materials. Large sections of the buildings utilize cool gray colors that conflict with the guidelines. Please revise the project plans and material boards to meet the design guidelines.</p>	<p>The cool gray has been adjusted to warmer tones to more closely relate to the color palette referred to in the Design Guidelines.</p>
27	<p>Please revise the project plans to incorporate additional building setbacks for the Azure building along the building's frontage with the Arizona Canal, in accordance with the City's Downtown Urban Design and Architectural Guidelines.</p>	<p>A step-back study is currently being performed to modify the top level to achieve the requested refinement to the Canal-facing elevation.</p>
28	<p>The City's design guidelines promote appropriate environmental response to the unique climate of the desert southwest. The building designs leave large portions of glazing on the south, east, and west sides of the buildings without solar shading. Please revise the project plans to incorporate appropriate solar responses that for these exposures.</p>	<p>The project incorporates a number of solar responses including the use of large overhangs, recessed windows and sunken patios. A study is currently being performed to evaluate the need for additional shading devices. Refer to added sheets for clarification.</p>
29	<p>The landscape plan indicates the use of decorative block to screen utility and other features on the site. The decorative block is described as a "white" color. The City's design guidelines promote the use of muted earth tones for paints and other materials. Please revise the project plans to meet the guidelines.</p>	<p>Decorative block screen wall has been redesigned to utilize a muted earth tone CMU block.</p>
30	<p>Please provide window sections that indicate that all exterior window glazing will be recessed a minimum of fifty (50) percent of the wall thickness, including glass curtain walls/windows within any tower/clerestory elements. Please demonstrate the amount of recess by providing dimensions from the face of the exterior wall to face of glazing, exclusive of external detailing. Please refer to the Scottsdale Sensitive Design Principle 9 and OTSUDAG.</p>	<p>Window and door sections have been added. See Elevation details sheets for more information</p>
31	<p>Please provide door sections that indicate that all exterior doors will be recessed a minimum of thirty (30) percent of the wall thickness. Please demonstrate the amount of recess by providing dimensions from the face of the exterior wall to the face of the door frame or panel, exclusive of external detailing. Please refer to the Scottsdale Sensitive Design Principle 9 and OTSUDAG.</p>	<p>Window and door sections have been added. See Elevation details sheets for more information</p>
32	<p>Please provide section drawings of the proposed exterior shade devices. Please provide information that describes the shadow/shade that will be accomplished by the proposed shade devices, given the vertical dimensions of the wall opening. All shade devices should be designed so that the shade material has a density of 75%, or greater, in order to maximize the effectiveness of the shade devices. Please refer to Scottsdale Sensitive Design Principle 9. Please refer to the following internet link: http://www.scottsdaleaz.gov/design/Shading.</p>	<p>A significant number of the windows/glazing on the east, south, and west facades. A study is currently being performed to evaluate the need for additional shading devices.</p>
33	<p>Please Indicate the locations of all building mounted lighting fixtures on the building elevation drawings. Please refer to the Plan & Report Requirements for Development Applications. (Zoning Ordinance, Sec. 1.305.A.).</p>	<p>Building mounted lighting locations are currently being finalized and will be shown on the elevations.</p>

34	<p>Please indicate and illustrate the location of the electrical service entrance section of electrical meters and service panels for each unit. Service entrance sections (SES) or electrical meters and service panels shall be incorporated into the design of the building, either in a separate utility room, or the face of the SES shall be flush with the building face. An SES that is incorporated into the building, with the face of the SES flush with the building, shall not be located on the side of a building that is adjacent to a public right-of-way, roadway easement, or private streets. Please refer to the Scottsdale Design Standards and Policies Manual, Section 2-1.402.</p>	Building SES is located inside the main electrical rooms and has been added to the Site Plan.
LIGHTING DESIGN		
35	<p>Please provide additional information regarding the Well Lights and Directional Up lights that are on the proposed lighting plans. Please note, in accordance with zoning ordinance section 7.600. any light fixture with more than 1600 lumens must be shielded, and any fixture greater than 3050 lumens must be shielded and directed downward.</p>	Current submittal meets all requirements and included locations of all proposed well lights and directional lights, including cutsheets.
36	<p>Please provide additional detail and specify the location and mounting methods for the proposed strip light fixture. If used, this fixture must be shielded from view, so the light source is not visible, in accordance with the City's lighting design guidelines.</p>	Design provides fully shielded cut off as required. FLOOR will provide additional detail/information for resubmittal.
37	<p>Please provide lighting photometric plans for all exterior lighting to confirm compliance with the average and maximum lighting levels per the City of Scottsdale Lighting Design Guidelines.</p>	Lighting photometrics have been added to the Site Plan.
TIMA		
38	<p>The submitted study utilizes outdated land use not included in more recent versions of the Trip Generation Manual. Please review the most recent edition for an alternative land use, in accordance with the DSPM Section 5-1.502.</p>	ITE trip generation updated to 11th Edition.
39	<p>On Page 22 of the study – Please provide left and right turn lane warrants and queuing analysis at the existing and proposed study intersections, in accordance with DSPM Section 5-3.206.</p> <p>a. Technical:</p>	Turn lane and queue sections added to report.
	(1) Remove DRAFT label/watermark from sealed study.	Report updated.
	(2) Page 1 – Fashion Drive should read Fashion Square Drive.	Report updated.
	(3) Page 9 – Identify Section 0	Report updated.
	(4) Page 9 – Please consistently identify Fashion Square Drive (roadway) to avoid confusion with similarly named locations (i.e. Fashion Square Mall).	Report updated.
	(5) Page 11 – Provide discussion of pedestrian connectivity. Will this site be accessible from the Arizona Canal path?	Additional commentary added.
	(6) Page 24 – Analyze the westbound approach at Fashion Square Drive/Scottsdale Road as a left-turn lane and a shared through/right-turn lane for the Year 2023 Build Capacity Analysis. Note that previous stipulations required dual westbound left-turn lanes.	Geometry of interseciton updated.
	(7) Page 31 – Monitor and adjust signal timing is a maintenance activity and shall not be included in the TIMA. Please provide mitigation analysis to identify impact of protected/permissive left-turn phasing at the intersection of Fashion Square Drive/Scottsdale Road for eastbound and westbound traffic. Will existing southbound left-turn lane provide sufficient storage in the build condition? Extension of southbound left-turn lane was previously stipulated.	Report updated.
ENGINEERING		

40	<p>DSPM. 2-1.305 F. Provide loading and unloading areas, minimum length of 45' and width of 12', in accordance with below tables, update site plan accordingly. Alleys, fire lanes and streets shall not be used for loading and unloading.</p>	<p>Loading and unloading areas have been added to the Refuse Plans.</p>
41	<p>DSPM 2-1.309: Update case plans to comply with following refuse requirements: a. Building A</p>	
	<p>(1) 60' horizontal clearance in front of horizontal compactor</p>	<p>60' horizontal clearances in front of compactors has been added to the Refuse Plans.</p>
	<p>(2) Add East Coolidge northern curb line and call out truck turning template into and out of horizontal compactor locations with 40' long truck and 45' turning radius.</p>	<p>The referenced truck and turning radius has been revised for each compactor on the Refuse Plans.</p>
	<p>(3) Make and model of compactors used for site design.</p>	<p>The compactor models have been shown on the Refuse Plans.</p>
	<p>(4) 25' vertical clearance @ compactor + truck servicing location.</p>	<p>The 25' vertical clearance is no longer required as the strategy for both buildings is an elevated compactor with removal service by a third-party waste removal company.</p>
	<p>(5) Compactor capacity calculations accommodating 1 commercial container per 20 units and 1 container per 20, 000SF of commercial/retail/office.</p>	<p>The proposed compactor capacity has been determined to be sufficient by the third party waste removal company.</p>
	<p>(6) Is recycle being provided? If so, please further define.</p>	<p>Yes. Owner will provide locations for residents to take recycled material. Owner will collect and remove to Level 1 and coordinate removal with a Recycling Collection company as part of the building operation. CRTKL will show the strategy on the plans.</p>
	<p>(7) Provide refuse plan for SE building, per all DSPM requirements. b. Building B</p>	<p>A Refuse Plan has been provided for Building B.</p>
	<p>(8) Maximum number of vertical compactor containers allowed is (4) – containers. Revise refuse from vertical to horizontal compactor meeting DSPM requirements.</p>	<p>Building B has changed to a horizontal compactor refuse strategy. Refer to revised Refuse Plan for Building B.</p>
	<p>(9) Compactor capacity calculations accommodating 1 commercial container per 20 units and 1 container per 20, 000SF of commercial/retail/office.</p>	<p>The proposed compactor capacity has been determined to be sufficient by the third party waste removal company.</p>
	<p>(10) Is recycle being provided? If so, please further define.</p>	<p>Yes. Owner will provide locations for residents to take recycled material. Owner will collect and remove to Level 1 and coordinate removal with a Recycling Collection company as part of the building operation. CRTKL will show the strategy on the plans.</p>
42	<p>DSPM 5: Manholes may not be placed in curbs or sidewalks. Adjust stormwater design accordingly and update civil plan accordingly.</p>	<p>Manhole has been replaced with a drain inlet and will avoid encroachment on the sidewalk.</p>
43	<p>DSPM 5-3.123 D.: Update site plan with required site distance triangles meeting the requirements of these intersection sight distance requirements and:</p>	<p>View triangles have been added to the Site Plan.</p>
FIRE		
44	<p>Please show access roads extending to within 300' of all portions of the building (Fire Ord 4283 503.1.1).</p>	<p>Dimensions have been added to the Site Plan to show conformance with the 300' extension requirement.</p>
45	<p>Please demonstrate minimum drive width of 24' (Fire Ord 4283 503.2.1).</p>	<p>The minimum 24' drive width has been shown on the Site Plan.</p>
46	<p>Please Note "Unobstructed vertical clearance minimum 13'6" (Fire Ord. 4283, 503.2.1)" on site plan.</p>	<p>A note has been added to the Site Plan.</p>
47	<p>Please designate Fire Lanes for all Commercial / Multi-Family (24' min.) (Fire Ord. 4283, 503.3).</p>	<p>Fire lanes are shown on Site Plan Sheets A-101 and A-102.</p>

48	Please Note on site plan "Key switch/pre-emption sensor" required for commercial/Multi-family/Gated communities (Fire Ord. 4283, 503.6.1).	A note has been added to the Site Plan.
49	Please demonstrate Hydrant spacing, existing and proposed (Fire Ord. 4283, 507.5.1.2).	Hydrant spacing maintains a maximum 530' to the existing two hydrants. One proposed hydrant is on the southern face of Building A, near the retail access driveway. One existing hydrant is at the northwest corner of Building A, and the 2nd existing is on the east side of Building A within the private drive Fashion Square. Proposed hydrant spacing complies per Ordinance 4283, Section 507.5.1.2.
50	Please demonstrate the location of the Fire Department Connection (Fire Ord. 4283, 912).	Fire Department Connections have been shown on the Site Plan sheets.
51	Please show divided entrances and drive thru by pass lanes be 20' wide min. (DS&PM 2-1.303(2)).	A dimension has been added to the Site Plan sheet to verify the 20' wide minimum.
52	Please Note on site plan "fire lane surface will support 83,000 lbs. GVW to include any bridge/culvert crossing (DS&PM, 2-1.303(3))".	A note has been added to the Site Plan.
53	Please demonstrate COMMERCIAL turning radii (25' inner/49' Outside /55' Bucket Swing) (DS&PM 2-1.303(5)).	The requested radii have been added to the Site Plans.
54	Please provide turn-around for emergency vehicles at end of dead-end over 300' (DS&PM 2-1.303(8)).	No turn-around is required as the fire lane is less than 300' in length. The fire lane length is dimensioned on the Site Plan.
55	Please demonstrate the location of the Fire Riser room (DS&PM 6-1.504(1)).	Fire Riser room locations have been shown on the Site Plans.
TECHNICAL CORRECTIONS SITE		
56	Please revise the site plan to label and dimension all easements on plan.	Site Plan has been revised to show the requested easement information.
57	Please revise the site plan and Circulation Plan to label all sidewalk widths. SRC 48: The following existing easements are in conflict with the proposed development. Please provide explanation regarding each conflict as to how the conflict will be addressed, either through release of easements and/or relocation of improvements:	Site Plan has been revised to show the sidewalk requested sidewalk width information.
58		

a. 15' Public Trail Easement: south of 24', Coolidge Street, Emergency and Services Access Easement.

15' public trail easement to remain.

b. 25' Sight Distance Easement: SE corner of Coolidge + Scottsdale Road

25' Sight Distance Easement to remain.

c. 25' Sight Distance Easement: NE corner of Fashion Square + Scottsdale Road

25' Sight Distance Easement to remain.

d. 13' Public Non-motorized Easement: East of Scottsdale Road ROW, south side of project

13' Public Non-Motorized Access Easement to be revised with a reduced width, currently is being coordinated with City of Scottsdale.

e. 5.5' Public Non-motorized Easement: Running on a diagonal at SE corner of project, north of Fashion Square

5.5' Public Non-Motorized Access Easement to be abandoned within the Bluesky property boundary.

f. Emergency and Services Access Easement encompassing Fashion Square, southside of Fashion Square easement

Emergency and Services Access Easement to be revised to match the new Fashion Square alignment.

g. 6' Public Non-motorized Easement: NE corner of proposed building, south of Fashion Square

6' Public Non-Motorized Access Easement to be abandoned within the Bluesky property boundary.

BUILDING ELEVATIONS

59 For purposes of confirming compliance with the building envelop requirements, please add the property lines to the building elevations and confirm the building stepback plane is starting at the property lines on the sides and rear of the building and at the back of curb along public streets.

Property lines have been added to the elevations.

OTHER:

60 The project narrative states the development includes 536 units; however, the site plan identifies 532. Please revise the documents accordingly to address this discrepancy.

The Narrative and Site Plan have been updated to reflect a total of 532 units.

61 Please revise the open space plan to identify open space areas that are open to the public separate from open space areas that are private.

Open space plans have been updated to show the public and private areas separately.

62 Please revise the language in the project narrative to include the proposed roof top appurtenances when referencing the "Topped Out" building height.

The Narrative has been updated to include both the maximum building height (128'-0") and the maximum height of appurtenances (133'-4").