



**SCOTTSDALE DEVELOPMENT REVIEW BOARD
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA**

THURSDAY, MARCH 5, 2009

STUDY SESSION MINUTES

PRESENT: Ron McCullagh, Vice Mayor
Michael Edwards, Vice Chairman
Michael Schmitt, Planning Commission Member
Jeremy Jones, Board Member (left at 1:15 p.m.)
David Ortega, Design Member
Eric Gerster, Development Member

ABSENT: David Brantner, Development Member

STAFF: Steve Venker
Joe Padilla
David Reichert
Don Hadder
Keith Niederer
Meredith Tessier
Brad Carr
Jesus Murillo

CALL TO ORDER

Vice Mayor McCullagh called the Development Review Board study session to order at 12:28 p.m.

ROLL CALL

A formal roll call was conducted confirming members present as stated above.

ADMINISTRATIVE REPORT

Mr. Venker noted a minor correction on page three of the staff report for 84-DR-2008; the City Council vote was six to one, not five to two as was indicated.

Information has been added to the memorandum concerning the Verizon PHO case.

A citizen letter stating concerns about the 71-DR-2008, NewPath Networks, facility was provided to the Board.

Mr. Venker reviewed the revised stipulations to be included with item five, Ranch Gate & 128th.

Staff Approvals

1. Verizon PHO Desert, 110-DR-2008

It was the consensus of the Board that the staff could move forward with approval.

Review of March 5, 2009 DRB meeting agenda items

CONSENT AGENDA

64-DR-2008	NewPath networks (H139-01) E. Pine Valley Rd. and N. 100 th St
71-DR-2008	NewPath Networks (H248-02) E. Thunderbird Rd. & N. 97 th Pl
11-PP-2008	Ranch Gate & 128 th
84-DR-2008	Charles Miller Square

Study Session Item

2. Comerica Bank, 17-DR-2008

Board Member Jones recused himself from the discussion.

Mr. Epstein reviewed the proposal, noting that extensive discussions between staff and the Applicant have resulted in revised elevations being presented. Based on the requirements of the General Plan and the trends in the area, staff encouraged shifting the building closer to the street with the parking located towards the west and north. The development presents an opportunity to promote the economic well-being of the City at a critical location while promoting redevelopment.

Mr. Bradley Lancaster specified changes that were made to the site plan in response to staff concerns. He explained that one feature of all Comerica Bank locations is front access parking. Front access is important for convenience of the customer as well as security. He felt that considerable strides had been

made to move the building closer to Scottsdale Road and McDowell while maintaining the characteristics important to the Comerica brand.

In response to concerns expressed by Vice-Chairman Edwards about the vehicular circulation, Mr. Lancaster explained that a raised pork chop island separated the northern entrance; one of the three lanes was intended as a pass-through lane, which would prevent any head-on situations.

Vice-Chairman Edwards noted agreement with staff's parking recommendations; he was opposed to front parking. The current proposed configuration would present a problem for drivers wishing to exit when parking was not available; five feet is not ample room to turn around.

Board Member Ortega stressed the importance of having a visible entry near the corner with clear separation of vehicle and pedestrian areas. He felt that the drive-through should be attached because remote tellers can confuse customers.

Mr. Epstein explained that the setbacks along McDowell were at the 25-foot line and along Scottsdale Road an additional ten feet is provided. It was recommended that the Applicant reorient the building so the tower element would face the southwest corner, which would orient the entrance towards the parking bays.

Board Member Ortega noted that his preference would be to stack the parking in the rear of the building with the nine spaces in the front. Landscaping will screen the parking areas while allowing the tower entry area to be prominent.

Mr. Lancaster noted that the center would be LEED certified and the first parking spaces would be reserved for alternative fuel vehicles.

Commissioner Schmitt opined that the building orientation was illogical because the prototypical floor plan would not functionally work for the site. He agreed that parking on the south side was problematic because there was no turn-around area provided; customers would be required to back out of the area if no parking was available.

Rotating the building would provide double-load parking on the west and leave adequate area for drive-through queue spaces while allowing the driveway to function more clearly as an inbound and outbound drive. Orienting the entrance tower towards the corner would make it more functional and convenient.

Board Member Gerster agreed that the building should be rotated and that the parking configuration would make maneuverability difficult.

In response to a question by Board Member Gerster, Mr. Epstein explained that the driveways were located at the minimum distances from the corner on both Scottsdale Road and McDowell based on current traffic conditions.

Vice Mayor McCullagh stressed the importance of expecting the same design standards for development in all areas of the City.

The study session of the Development Review Board recessed at 1:07 p.m. to conduct the regular meeting and reconvened at 1:14 p.m.

In response to a question by Mr. Lancaster regarding building orientation, Vice Mayor McCullagh recalled the Board recommendations were substantially consistent with the recommendations of staff. The plan should be rotated towards the corner with the pedestrian entrance situated towards the parking area. Mr. Lancaster restated the importance of the building elements to the Comerica brand.

Board Member Ortega reiterated his views on orienting the drive to the north where it would be less visible and moving the entrance tower to the southwest. He commented that the glass located above the shading element was unnecessary and was too much in the desert environment.

Vice-Chairman Edwards suggested that flipping the building so the entry was on the southwest would provide room for 15 spaces along the western side, room for more landscaping, and would eliminate the dead-end parking area.

Commissioner Schmitt observed that whether the building is flipped or rotated the relationship between the corner and tower element would have the same strong presence.

3. Pinnacle Peak Resort (Capella), 14-ZN-2008

Board Member Ortega noted a conflict and recused himself from the discussion.

Mr. Hadder presented the site plan, zoning map, and general land use plan. He noted that concern has focused primarily on height and lighting issues associated with the five large resort units on the southwest side of the resort. Board comments regarding the site plan will be forwarded to the Planning Commission and City Council.

Mr. Randy Grant from G&G Consulting addressed the Board. Highlights of his presentation included a brief overview of the site plan and zoning for the two parcels, one of which requires site plan approval. He noted that understanding the phasing of the conceptual site plan is difficult because it is stipulated to the zoning case.

With input from the Parks Department and the Transportation Department, a parking garage is being designed that will accommodate the parking currently along 102nd Way. The application provides an opportunity for addressing neighborhood concerns about overflow parking and the traffic impact.

An effort is being made to design the residential units to have a relationship with the neighboring community and in response to their concerns. He noted that the DH units along Jomax were oriented away from the state land parcel in anticipation of commercial development.

Mr. Mo Stein, HKS architect, discussed the unique, quality aspects of the high-end resort. The desert landscape is being respected through architecture and planning.

In response to a question by Commissioner Schmitt, Mr. Grant explained that access to the garage will be off of the driveway ramp at the north end. A commitment was made to replace the existing street parking; an abundance of parking is not required because the park is unable to accommodate additional use. Mr. Stein explained that guests will be provided shuttle service to move through the resort and as an additional amenity their automobiles will be brought to their unit from the main resort parking lot upon request. Common areas are intended for private, secluded use by guests.

Commissioner Schmitt commented that the approach to the site plan and the way the uses have been organized in relation to the site are well thought out and sensitive to the viewsheds.

In response to a question by Vice-Chairman Edwards, Mr. Stein explained that the café is an amenity of the resort not necessarily to be marketed to the community. Dining will be indoors in the evenings but will be restricted to the patio during the day in order to service the park patrons. Deck landscaping will be designed to make the café fit as part of the natural slope of the site.

Vice-Chairman Edwards stressed the importance of being mindful of the appearance of the maintenance building when approaching from the east side. Mr. Stein noted that the structure will be single-story and in character with the adjacent commercial buildings.

Board Member Gerster opined that the development will be great infill and work well with the neighborhood. He commented that the public roadway and parking need to be designed in a way that will make park users comfortable with the park access.

In response to a question by Vice Mayor McCullagh, Mr. Grant explained that the parking spaces belong to the park; development of the parking area will require an easement.

Vice Mayor McCullagh opined that even with the parking service provided by the resort, the guests staying in the casitas will utilize the parking area below the café for their parking needs. It is unrealistic to think that casita guests will check their cars consistently. Mr. Stein argued that most of their guests would consider the ability to have their cars brought to them a desirable amenity. Mr. Stein noted that the residential homes would have private internal garages.

Vice Mayor McCullagh noted his support for the project as proposed.

4. Palmeraie, 108-DR-2008

Continued.

ADJOURNMENT

With no further business to discuss, the study session of the Development Review Board adjourned at 2:27 p.m.

Respectfully submitted,
A/V Tronics, Inc. DBA AVTranz.