

**EXHIBIT B: Comments Received with Staff Responses**

TX16-01: Minor Text Amendment to Subdivision Code

#	Comment	Section	Accepted/ Declined	Staff Comment
1st Reading: 30 Day Public Comment Period				
1	The above section states that a preliminary plat for a PAD may be extended if the development is in compliance with all current applicable codes. There may be amended development standards approved as part of the PAD which may not be in compliance with current codes, how will that be addressed?	Section 14-4-5 (D)(4), p. 4.11	Declined	Any applicable PAD's that describe ROW improvement deviations will be reviewed on a case by case basis.
2	The last sentence has a typo and should strike out the "three" and redline in a "four" since the slopes are being changed from a 3:1 slope to a 4:1 slope	Section 14-6-4 (B)(4)	Accepted	None
3	Cul-de-Sacs are being expanded from 45' to 50' which contributes to urban heat island issues. It would be nice to try to keep a community character to cul-de-sacs and not provide vast amounts of asphalt. The maximum length is also referenced to the 2012 International Fire Code and it would be more convenient if it was specified in this section as opposed to being cross referenced. The City Engineer should also allow for exceptions based on restrictive boundary dimensions as this does have an impact on the project site as well as adjacent sites.	Section 14-6-8 (C), p. 6.17	Declined	Cul-de-sacs are to be designed with a radius of 50 feet to the back of curb. This is to accommodate the turning radius of the City Fire Department's equipment. The possibility of including a landscaped island within the middle of the cul-de-sac, effectively converting it to a traffic circle, is being investigated by the Fire Department's staff. The reference to the 2012 International Fire Code is intended to eliminate the possibility of the subdivision ordinance not being up to date with any future revisions to the Fire Code. Exceptions will not be granted to this requirement for restrictive boundary dimensions; applicants are encouraged to exercise creative and innovative design solutions to such conditions.
4	How did the City arrive at a 74' median width?	Section 14-6-8 Figure 6	N/A	Parkway standard is based on the Arizona Parkway design guidelines prepared for Maricopa County Department of Transportation. The typical section for a six lane parkway indicates a 74' median. The section was adapted within the 200 ROW to better address non-motorized needs, but the median width and right of way remain consistent with the design guideline.
5	I don't like the minimum pavement thicknesses, specifically on local streets. I think it should read that the pavement thicknesses will conform with the soils report recommendation. I would push for 2.5" on 6" as the min.	Section 14-6-8 Table 4	Decline	The minimum structural sections are being updated to reflect the current industry standards of mix design, standard lift thickness and life cycle costs. A review of comparable local municipal standards was conducted and the findings showed that the updated structural sections are in conformance with accepted norms. The City's experiences with previously constructed pavements show premature pavement failures that result in unacceptable costs of maintenance to the City and residents.

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6	Street lights could have a dark sky type design with minimums, and then another that says a professionally designed lighting plans showing that a certain minimum lumen can be meet.	Section 14-6-15	Accepted	Dark sky standard statement added including full shielded standards. Minimum lumens on ROW will be further analyzed when the city conducts a major overhaul revision to the subdivision code.
7	Add Fiber Optic Communication Network to list of improvements	Section 14-7-2, p. 7.1	Accepted	Added F
8	5th line, typo "hereon" (the e is missing), instead of heron	Section 14-4-6 (F)(7), p. 4.17	Accepted	None
9	Should that be Zoning Code, instead of Ordinance?	Section 14-6-2 (A), p. 6.1	Accepted	None
10	Should that be adverse effects, rather than affects?	Section 14-6-3 (B)(1), p. 6.2	Accepted	None
11	"all-weather" should be hyphenated	Section 14-6-4 (C)(4), p. 6.6	Accepted	None
12	There should be a slash - "and/or"	Sec. 14-6-4 (D)(2), 6.8	Accepted	None
13	"cannot" should be one word, not two	Section 14-6-5 (E)(2)(c), p. 6.14	Accepted	
14	There should be a "." after Engineer, fix the spacing after the comma	Section 14-6-10 (A), p. 6.35	Accepted	None
15	"apart" should be one word, there should be a comma after "necessary" (line 1) and "addition" (line 3)	Section 14-6-12(C), p. 6.36	Accepted	None
16	Line 3, there should be a comma after "available"	Section 14-6-13 (A), p. 6.36	Accepted	None
17	Line 3, it should be "than", not then	Section 14-6-14 (G), p. 6.37	Accepted	None
18	Should that be reworded? It sounds redundant with "for underground utilities" in there twice, also there should be a comma after "easement".	Section 14-6-14 (H)(2), p. 6.38	Accepted	None
19	The same as above with regard to redundant wording	Section 14-6-16 (F), p. 6.40	Accepted	None
20	Add if applicable to Certificate of Assured Water Supply plat block. Subdivisions at 6 or more are required assured water supply, per state statute.	Section 14-4-6 (F)(4), p. 4.16	Accepted	None
21	Improvement Requirements – the submittal requirements need updated.	Section 14-7-3	Accepted	Remove outdated submittal requirements such as paper and PMT submittal.
22	Please consider language that is more flexible; specifically . . . “compliance with ALL current . . . “. There may be circumstances that even staff agrees is not necessary. Consider adding substantial and deleting all to the added language; “. . . substantial compliance with current . . .”	Section 14-4-5 (D)(4), p. 4.11	Declined	This was not included as the intent to achieve all applicable standards. If for some reason a certain standard cannot be met because of some unusual circumstance a deviation request can be granted through the process by City Council (refer to Sec. 14-2-6 Modificaitons).
23	Structural Section – Minimum standards in Table 4 for local and collector streets are not realistic for all applications. Why do all three residential categories have the same standard? Not all local roads necessitate a 3 on 8 cross section as a minimum; a rural estate subdivision with a hand full of lots for example. The collector cross section is hardly a minimum. It should be established based on traffic and soil conditions and therefore not all collector roads warrant an arterial road cross section! You have the ability to deny the minimum and a reduced cross section may be acceptable for some situations!	Section 14-6-8 Street Design, Table 4	Declined	The minimum structural sections are being updated to reflect the current industry standards of mix design, standard lift thickness and life cycle costs. A review of comparable local municipal standards was conducted and the findings showed that the updated structural sections are in conformance with accepted norms. The City’s experiences with previously constructed pavements show premature pavement failures that result in unacceptable costs of maintenance to the City and residents.
24	Wall/Fence Requirements – Consider amending 1.(e.) in regards to the offset and/or undulating requirement every 2nd lot. That is a lot of pillars for a small lot subdivision!	Section 14-6-5 E, p.6.13	Declined	This comment will be considered for review as part of the city's major text amendment of the code that is scheduled for Summer 2017.

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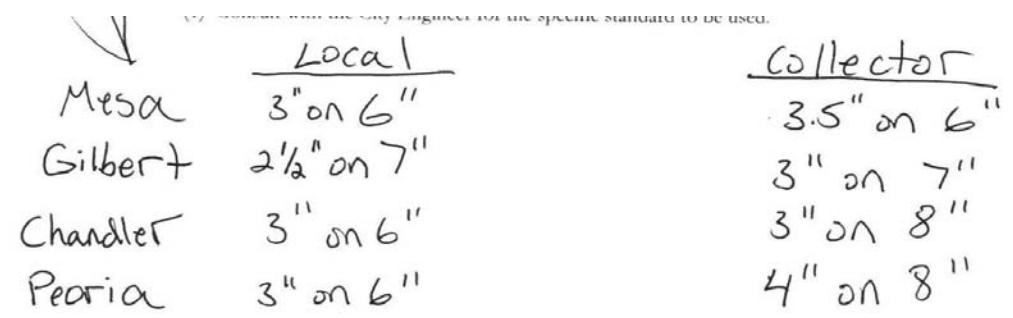
25	Requires two points of access for a 5 lot rural residential subdivision. Not sure what the Fire Code requires, but allowing so many lots before a 2nd access is required is common.	Section 14-6-6, p. 6.14	Declined	This comment will be considered for review as part of the city's major text amendment of the code that is scheduled for Summer 2017.															
26	Definitions, 58, Lot Width – I think the example lots are switched.	Section 14-1-6 (58), p. 1.6	Declined	This comment will be considered for review as part of the city's major text amendment of the code that is scheduled for Summer 2017.															
2nd Reading: 15 Day Public Comment Period																			
27	I was looking at the text amendment again today and just noticed the collector pavement section of 5" on 10". That is crazy for a collector, that's almost a freeway section. That is a very excessive section for a residential collector. The engineering certainly does not call out for this excessive of a section for the minimal spec. I don't believe the other major municipalities have that thick of section either. You guys might want to look at that one. - Shane Graser	Sec. 14-6-8 (table 4), p. 6.21	Declined	The collector structural road section thickness is already in code which is not being revised at this time. Public Works Engineering Department is not recommending any changes to the existing structural standard for collector streets.															
28	Street sections from various municipalities:   <p>The handwritten table shows the following data:</p> <table border="1"> <thead> <tr> <th></th> <th>Local</th> <th>Collector</th> </tr> </thead> <tbody> <tr> <td>Mesa</td> <td>3" on 6"</td> <td>3.5" on 6"</td> </tr> <tr> <td>Gilbert</td> <td>2 1/2" on 7"</td> <td>3" on 7"</td> </tr> <tr> <td>Chandler</td> <td>3" on 6"</td> <td>3" on 8"</td> </tr> <tr> <td>Peoria</td> <td>3" on 6"</td> <td>4" on 8"</td> </tr> </tbody> </table>		Local	Collector	Mesa	3" on 6"	3.5" on 6"	Gilbert	2 1/2" on 7"	3" on 7"	Chandler	3" on 6"	3" on 8"	Peoria	3" on 6"	4" on 8"	Sec. 14-6-8 (table 4), p. 6.21	Declined	Comparable structural street section analysis was done and found to be comparable to other communities such as Glendale, Surprise, and Goodyear.
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29	Major concern is with Design Standards, Section 14-6-8, Street Design, Paragraph J – Structural Section (i.e. Table 4). Our review of comparable local municipalities standards (including Gilbert, Mesa and Chandler) showed the proposed City of Maricopa Structural Sections, not to be in conformance with accepted norms, but to be over designed, placing a substantial additional cost burden on the developer/homebuilder, and essentially on the home buyer. Based on construction cost estimates provided by contractors, the additional cost to construct the new proposed sections versus the Geotechnical Engineers recommended design sections (typical) result in additional cost of over \$2,500/finished lot.	Sec. 14-6-8 (table 4), p. 6.21	Declined	Comparable structural street section analysis was done and found to be comparable to other communities such as Glendale, Surprise, and Goodyear.															

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30	<p>The Staff response to previous submitted comments on the subject (i.e. Minimum Street Structural Sections) states "the City's experience with previously constructed pavements show premature pavement failures result in unacceptable costs of maintenance to the City and residents". We do not agree with this statement as sufficient support that increasing pavement sections in and of itself will improve pavement life due a number of other factors. Soil is arguably the most critical component of the transportation system, since most construction is dependent upon project soil properties and characteristics. The characterization and evaluation of soil is critical to the performance of pavement structures. Pavement performance is also highly dependent on construction methods and quality control at the time of placement. Pavement life is dependent on traffic volumes and loading (i.e. No/low volume leads to rapid deterioration due lack of compaction, while overweight vehicles can lead to reduction of air voids/bleeding, sub grade and base failure/cracking, etc). Improper drainage (such as standing water or subgrade infiltration due groundwater or seepage) can also lead to sub grade and base course and pavement failures, regardless of thickness of the structural section. We therefore request that site specific Geotechnical Engineer's recommendations, especially relating to site specific soil conditions, and meeting all minimum industry standard specifications, be utilized for all roadway structural section design and construction.</p>	Sec. 14-6-8 (table 4), p. 6.21	Declined	Geotechnical Engineer's recommendation will be considered only if it requires a thicker pavement section. Staff is hesitant to accepting anything less than proposed due to recent observations of existing roadways in the city.
31	<p>We appreciate the addition of language in the second draft related to surface treatments and preservative seal.</p>		N/A	None
32	<p>Suggest Table 4 be renumbered Table 3 to follow Paragraph J (versus having Table 3 – ROW Widths which corresponds to Paragraph L ahead of the Table corresponding to preceding paragraphs i.e. J and K).</p>		Accepted	Revised as suggested.
33	<p>Appreciate addition of reference to asphalt and mix design specifications (i.e. EVAC).</p>		N/A	None
34	<p>It is unclear as to what is being required/recommended by the note "3 foot buffer proposed" next to the bike lanes in relation to roadway cross sections - Figures 6 through 9 Is it that the bike lanes should be 9 feet wide or an additional stripe, 3 feet off the outside bike lane stripe? Please clarify.</p>		Accepted	An additional three (3) foot strip is proposed next to the bike lane as additional buffer area between vehicular traffic and the bike lane.
35	<p>The City required mandatory use of Ductile Iron Pipe in place of PVC for water lines on the latest of our subdivisions processed through the City. Are material specifications such as related to water lines clearly defined such as in the Fire Department Code or other City Codified Manual?. (i.e. - same question applies to materials for all sanitary sewer, drainage, irrigation/landscape, street lights, fiber/communications, etc).</p>		N/A	Material specifications for outside agencies of the city such as utilities shall refer to the specific standards of the utility company.