Section 4.2 clarifies the overview nature of the Master Reports and a note that master reports are conceptual and that future requirement for more detailed reports submitted with subdivision and site plan applications. A reference to Section 4.2 - Infrastructure Master Reports is added.

Section 4.1 C. is revised. Reference to applicability of General Engineering Standards is included in the development agreement. As development proceeds the current standards for utilities must be followed at the time of development. The life of the development will have many new technologies and standard revisions. The standards included in the Master Plan amend the Land Development Code and General Engineering Standards rather than replace. If a standard is not included in the Master Plan then the City Code and GES apply. The Master Plan and General Development Standards provide a menu of options to apply when development occurs within the Property. The site plan may include standards not included in the Master Plan and the development agreement regarding an issue, then the document that more specifically address the issue shall control. The City Manager would have the authority to assign reviews as appropriate for each department to guarantee competency and consistency. The word "two" is replaced with "three" as requested. Two of the lines run parallel and were incorrectly counted as one. Thank you for pointing this out.

This section is removed from the Master Plan. The Community Council is a private entity the responsible for the establishment, implementation and enforcement of community-wide standards, improvements and directories. This entity typically oversees both residential and nonresidential Risk as well as lending efforts to build social values within the community.

Section 4 is revised. The term is included in process and procedure that is used in the development agreement. As a result it is removed.

The section is removed. Refer to the development agreement for process availability.

This section is removed. Refer to the development agreement for process availability.

The word "may" is replaced with "shall" as requested. "If necessary" allows the City to determine which master reports require updates on a project by project basis. As redevelopment occurs, only select reports may need updating and not all reports to be updated. As advancements in water conservation technology and techniques are made, development within the Property will seek to incorporate such elements deemed appropriate when they become a viable option. The specific technique or technology is unknown at this time. The Master Report shall be developed, if necessary. The backbone waterline system and the development agreement regarding an issue, then the document that more specifically address the issue shall control. The section is removed. The backbone waterline system and the development agreement regarding an issue, then the document that more specifically address the issue shall control. Section 4 is revised and this section is removed. Section 4.5 is revised and this section is removed. Section 4.5 is revised and this section is removed. The City Manager would have the authority to assign reviews as appropriate for each department to guarantee competency and consistency.

The word "two" is replaced with "three" as requested. Two of the lines run parallel and were incorrectly counted as one. Thank you for pointing this out.

The backbone waterline system and the development agreement regarding an issue, then the document that more specifically address the issue shall control. The section is removed.

The section is removed. Refer to the development agreement for process availability.
4.5 B stating, "Ownership, operations, and maintenance responsibilities, whether a public or private system, will be determined prior to the system being installed."

**Future System, should one become available.** Text is added to Section 15 1 Master Plan.

**Standard wastewater demand criteria are used to develop the Master Wastewater Report.** Logical wastewater consumption alternatives anticipate advancements in techniques and technology to reduce future wastewater requirements. The Master Plan and Master Reports may be amended when approved by the City to allow such advancements to be incorporated.

**This section refers to MP Section 11 and the MDP, but adds further concepts related to placement and use of retention facilities and underground storage systems in the Natural Drainage System. Only one method is identified for each method as it may conflict with the volumes of Section 11 and the MDP. In addition, if we removed Section 11.5.3 and use the other two sections contain the specifics.**

**Section 4.8 is removed from the Master Plan and incorporated into the Development Agreement as requested by the City.** The site plan approval process is seconded in order to address water allocation.

**Site plan and submission plan applications will be processed as development, and subject to the development agreement.** In Section 4.8D of MP Section 11.5.3 (as revised) describes the foundation adjacent to the pond is placed in place for the main system and other related to the pond in the main system plan is approached. However, as part of a master plan, the City defines a pump that must be properly designed for the specific planned system.

**City uses the Site plan process for water allocation and water and sewer connectivity.** More than City Engineer to review and approve. However, as a part of a master plan, the City defines a pump that must be properly designed for the specific planned system.

**Required information for Site plan Review. 3. Include utilities and utility information required for site plan review.**

**Site plan and submission plan applications will be processed as development, and subject to the development agreement.** In Section 4.8D of MP Section 11.5.3 (as revised) describes the foundation adjacent to the pond is placed in place for the main system and other related to the pond in the main system plan is approached. However, as part of a master plan, the City defines a pump that must be properly designed for the specific planned system.

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Section 7.6 E. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.


Section 7.6 G. is guidance text and does not specify deviations from City standards. We respectfully request to keep Section 7.6 G. as is. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.

Section 7.6 I. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.

Section 7.6 M. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.

The Master Plan seeks to strike a balance of infratructure and development to accommodate a vision on not one ideal source. The standards are put in place to ensure the long-term value of the City's infrastructure and facilities. Recognizing community and regional standards, text as guidance and reference remains. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.

Standards proposed are based on city vehicle turning maneuvers, the GES, and the City's Engineering Standards. Text as guidance and reference remains. Section 4.1 C. is revised. References to the applicability of the Land Development Code and General Engineering Standards is included in the DA. The GES is the standard if not otherwise specified in the MP/DA.

First Paragraph, Second sentence, "They are designed to create great neighborhoods and drive traffic to the core to support the retail components of an economic engine to support the activity of the City." Modify to add the statement "and move regional traffic efficiently through the core area.

First Paragraph, Second sentence, "They are designed to create great neighborhoods and drive traffic to the core to support the retail components of an economic engine to support the activity of the City." Modify to add the statement "and move regional traffic efficiently through the core area.

First Paragraph, Second sentence, "They are designed to create great neighborhoods and drive traffic to the core to support the retail components of an economic engine to support the activity of the City." Modify to add the statement "and move regional traffic efficiently through the core area.

The CYMPO 2040 Regional Transportation Plan shows SR89 being a six lane facility and regional growth in the coming years will require expansion of SR89A, SR89A/Pioneer Parkway intersections. The master plan appears to show structures close to the existing right of way for many of these roads and intersections. To ensure the future expansion of these regional facilities can occur a larger setback from the property line will be required. Modify the report and land uses and setbacks to include this change.

New access points will negatively impact the safety and capacity of any regional route. To maximize the safety and capacity, the new access points should be limited as much as possible through traffic movements should be preserved whenever alternative access is available. Planting trees near the street creates a maintenance problem in the future. As the trees grow the root system will lift sections of the curb, gutter and roadway forcing the removal of the tree and the repair to the assets affected. Narrow streets also affect the ability to do road maintenance and plow snow.
Cul-de-sac design concepts are based on trash and fire truck turning radii guidelines. A legend is added to Exhibit 8.31 to illustrate where trash collection is not provided. This includes areas designed like plaza spaces. The required clear zones and turning radii are incorporated into the plaza design.

The City does the ability to modify in a Master Plan. Limited review for specific applications may be requested with site plan and subdivision applications. Proper spacing may be determined at a time of overall. Likely to be negotiated with the City by different requests to install it.

The City does not have the ability to modify in a Master Plan. Detailed review for specific applications will be reviewed with site plan and subdivision applications. Proper spacing may be determined at a time of overall. Likely to be negotiated with the City by different requests to install it.

The width of a Travel Lane on a District Street is eleven feet. The inside Travel Lane width can be reduced to ten and one-half feet when adjacent to another Drive Lane and a raise shall be accommodated. Section 8.6.14, and 15 are revised. Per discussions with City staff, arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional/GES design standards. Further clarifies the roadways that shall follow local jurisdictional typical cross section design. The Master Plan proposes a minimum 8’ multi-use path on one side and 6’ path on the other within a minimum 25’ zone behind back of curb. We respectfully request to propose sidewalks as described in the Master Plan that meet or exceed City standards.
follow local jurisdictional/GES design standards. Section 8.4 B.2. further clarifies the roadways that shall follow local jurisdictional design standards. Modifications to include bike lanes on these streets would be at the City's discretion.

City General ... foot multi-use path is required along one side of a District Street as depicted on Exhibit 8.41 – Pedestrian and Bicycle Circulation and Exhibit 8.42 – Typical Pedestrian and Bicycle Path.

Section 8.10 D. requires the eight (8) foot path. A six (6) foot path is required along the other side of the street. We respectfully request Planning staff to make a determination as requested by Engineering staff. We respectfully request Planning staff to make a determination as requested by Engineering staff. Landforms often dictate development patterns. Landforms in the Bottleneck District include rolling hills and defined washes. If developed in a rural character roadways alignments will be based on landforms following contours and minimizing wash crossings. Such is the hill, such crossings would not be allowed and/or if the LDC needs to be modified. We respectfully request a deviation to the LDC as permitted by SPC zoning to permit longer cul-de-sacs with turn-arounds provided at least every 1,200 feet.

Section 8.5 A.2. is revised to be consistent with measurement dimensions and labeling type above mentioned.

Section 8.5 B.10 This section can remain, but modify the second sentence to include "as directed by the City, details are depicted on" See attached redline exhibits.

We respectfully request Planning staff to make a determination as requested by Engineering staff. Hammerheads and turn-arounds are regulated by LDC 7.4.3.C and requested by Engineering staff. Landforms often dictate development patterns. Landforms in the Bottleneck District include rolling hills and defined washes. If developed in a rural character roadways alignments will be based on landforms following contours and minimizing wash crossings. Such is the hill, such crossings would not be allowed and/or if the LDC needs to be modified. We respectfully request a deviation to the LDC as permitted by SPC zoning to permit 15' x 15' corner setbacks in LUG GU at driveway to driveway intersections.
The Master Plan is proposing a menu of options. Design concepts deviate from the standards when...  

Auto-turn analysis will be provided as required by the City to demonstrate adequate maneuvering. The cul-de-sac design needs to meet the current City guidelines. Subdivision plat and Site Plans...  

The option with the note, “This Option Not Required” is...  

These exhibits shall provide lane widths that adhere to our...  

The use of these for a solid waste collection vehicle depends on the entire layout of the community. Blanket approvals will not work for this item. 

The Master Plan Administrator can prove through site specific...  

Shall be simplified so that lane width measurements are consistent with how the City’s adopted roadway typical sections are shown on our standard plans. Do not use separate gutter sections...  

Two lane district streets shall use vertical curb and gutter as the standard curb type. Further clarification of the roadways...  

Two-way service alleys shall be a 20’ minimum section. This is a conceptual exhibit based on a conceptual Master Plan...  

Two-lane district streets shall use vertical curb and gutter as the standard curb type. Consideration of rolled curb or ribbon type for median islands shall be through the variance process. 

Four lane district streets shall use vertical curb and gutter as the standard curb type. 

See line 57. 

Territory in simplified to travel lane only (from lane as illustrated). The travel lane equals 10’ pavement. 

Section 8.4 B.2. further clarifies the roadways that shall follow local jurisdictional/GES design standards. 

Neighborhood streets shall use rolled or vertical curb and gutter as the standard curb type. 

Four lane district streets shall use vertical curb and gutter as the standard curb type. See line 57. 

See line 77. 

Include bus stop considerations, sample pull-outs, etc. See line 77 and 88. 

Two lane district streets shall use vertical curb and gutter as the standard curb type. 

Include bus stop considerations, sample pull-outs, etc. See line 57. 

General streets are depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. The city may require the...  

See line 77. 

See line 77. 

Additional width is provided for on-street parking and bicycle lane options as depicted on Exhibit 8.6- On-street Parking and Bicycle Lane Options – Details. 

See line 77. 

See line 77. 

See line 77. 

See line 77.
95 1 Master Plan 06/27/17
Arterial streets shall use vertical curb and gutter as the standard curb type. See line 89.

96 1 Master Plan 06/27/17
Neighborhood streets shall use rolled or vertical curb and gutter as the standard curb type. See line 57 and 90.

97 1 Master Plan 06/27/17
Two lane district streets shall use vertical or rolled curb and gutter as the standard curb type. See line 57 and 91.

98 1 Master Plan 06/27/17
Four lane district streets shall use vertical curb and gutter as the standard curb type. Consideration of rolled curb or ribbon type for median islands shall be through the variance process. See line 57 and 92.

99 1 Master Plan 06/27/17
Entry way exhibits shall meet the minimum roadway setback, lane width, median and u-turn to gate distances and widths included in Prescott Std. Plan 610Q. See line 93.

100 1 Master Plan 06/27/17
Many of the comments in the Variance List Section apply to Section 11 Text. Update Section 11 as necessary. Thank you. See “Variance List” responses.

101 2 Master Plan 06/27/17

102 2 Master Plan 06/27/17
Master plan does not permit modifications to the City's Minimum water and wastewater standards. Water and wastewater reports must be developed; engineering plans must be developed, if for any reason, minimum standards cannot be adhered to then applicant to request variance to City minimum standards for water and wastewater. “……..private to City or City to private…….” Response—vague not enough information, Provide detail.

103 3 Master Plan 06/27/17
“Introduction for modifications to the City's water and wastewater standards; water and wastewater reports must be developed; engineering plans must be developed, if for any reason, minimum standards cannot be adhered to then applicant to request variance to City minimum standards for water and wastewater. “……..private to City or City to private…….” Response—vague not enough information, Provide detail.

104 1 Master Plan 06/27/17
The goal is to create a viable living community with viable opportunities for water and wastewater delivery, disposal and collection management while maintaining necessary minimum standards. City operated systems will be designed to meet City standards as amended by this Master Plan. Text is added to 12.2 A. for clarity.

105 3 Master Plan 06/27/17
“As further described in section 4.1.C, these water and wastewater general development standards apply to and control development on the property.” Revise 4.1.C, to require the adherence to standards at the time of the development. Section 4.1 C is revised to amend the GES rather than replace or supersede. Applicability of the LDC and GES is removed from the Master Plan and located in a development agreement as requested by the City.

106 1 Master Plan 06/27/17
The goal is to create a viable living community with viable opportunities for water and wastewater delivery, disposal and collection management while maintaining necessary minimum standards. To allow for a seamless transition from private to City or City to private during the design and construction phases the following requirements are to be followed: 1. The water and wastewater system design shall be prepared from the viewpoint of design to meet city standards if it is to be a City operated system. 2. The master plan for design and construction of the water and wastewater general development standards apply to and control development on the property in the future.” Response—vague not enough information, Provide detail.

107 3 Master Plan 06/27/17
The goal is to create a viable living community with viable opportunities for water and wastewater delivery, disposal and collection management while maintaining necessary minimum standards. To allow for a seamless transition from private to City or City to private during the design and construction phases the following requirements are to be followed: 1. The water and wastewater system design shall be prepared from the viewpoint of design to meet city standards if it is to be a City operated system. 2. The master plan for design and construction of the water and wastewater general development standards apply to and control development on the property in the future.” Response—vague not enough information, Provide detail.
term planning for the Property parallel lines may be practical. Text…some areas may require future parallel lines for service. wastewater master reports for the property..“ Where are these reports that are mentions and referenced throughout this Master Plan?

"Master facility design and constructed by the city through its capital improvement program," The CIP improvements will occur when projects are ready to upgrade facilities. The city is responsible for maintaining the facilities for the public benefit. The city standard and water and wastewater master reports for the property may be amended with the approval of the Master Plan Administrator and Public Works Utilities. Revised as requested.

The developer is required to install all on-site improvement necessary to provide water service for domestic and firefighting purposes and wastewater service in accordance with approved master reports. The city may require updates to the Master Reports as described in Section 4.5 (revised to 4.2). The text is added to Section 4.5 (revised to 5.2) and includes systems may be classified in phases. The plan approach is informed by the Fire Department and allows for the phased delivery of services to the community. The city standard and water and wastewater services to a site or subdivision. Reference to proximity to buildings is removed. The text is revised to "Water mains shall typically not be located within ten (10) feet of a building or retaining wall." This general statement cannot be used as there are too many variables that effect the placement of water mains.

The developer is required to install all off-site improvements necessary to provide water service for domestic and firefighting purposes and wastewater service for the system may be installed in phases, to allow for large projects to occur as the need arises. Text is revised to remove duplicate language already in the section. The conceptual water and wastewater main line/trunk systems are depicted on Exhibit 12.2 – Conceptual Water Main Line / Transmission System and Exhibit 12.3 – Conceptual Wastewater Main Line / Transmission System and Exhibit 12.3 – Conceptual Water Main Line / Transmission System and Exhibit 12.3 – Conceptual Wastewater Main Line / Transmission System will be modified as may be required to meet the development and city needs through the Master Plan. The text as amended is to clarify that the exhibits will be amended with the approval of the Master Plan Administrator and Public Works Utilities.
Water mains may cross and re-cross a street centerline especially when roadway alignments are curvilinear but will not be required under a roadway. This can be illustrated where there is available space to maintain traffic access.

We respectfully request to propose water main alignments with specific site plans and subdivision plans to the city. The revised section is confusing, where are you proposing to install the sewer mains? Typically, they are installed under the streets and roadways.

The section is stricken based on previously received city comments.

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The roadway design has considered existing, future, and non-site related traffic. A limited number of lanes have been specified for planning purposes. The report does not include an operational analysis of any of the conceptual (proposed) intersections and proposed locations. Free-flow movement is not encouraged in an attempt to create a balanced system for pedestrians, bicyclists, and vehicles. Traffic circles are a deterrent to pedestrian and commercial viability.

To determine if an intersection at this spacing will operate at an acceptable level of service in conjunction with the existing traffic interchange south at SR89A and Roundabout at Perkins Drive on SR89 a detailed intersection analysis will be required.

Specific cross-sections required will be determined by phase or site specific traffic impact analysis provided by the developer.
The referenced Location Map is not provided, only a vicinity map.  The same method is used for the water and wastewater master location map.  (CAR) Wastewater Report (8/14/17)

The Introduction is revised to include overview text similar to the Master Plan and clarity to amend the report as required by the City to allow for subdivision and site plan applications.

The project was annexed; please correct to "property."  The property was owned by the City on behalf of the property owner.  The text is moved to the first paragraph of the Introduction.

This discussion was removed from the report.

The City's Water and Wastewater Division has entered into and any CD projects are funded through user charges for services rendered to recovery funds and any CD projects are funded through user charges for services rendered to recovery funds and any CD projects are funded through user charges for services rendered to recovery funds.  If the existing capacity is exceeded, then the City will take additional steps to be able to obtain construction permits or complete the development.  If the existing capacity is exceeded, then the City will take additional steps to be able to obtain construction permits or complete the development.  This discussion was removed from the report.

The project was annexed; please correct to "property."  The property was owned by the City on behalf of the property owner.  The text is moved to the first paragraph of the Introduction.

The project was annexed; please correct to "property."  The property was owned by the City on behalf of the property owner.  The text is moved to the first paragraph of the Introduction.
If they will replace, then all changes and clarification identified should be made if deemed mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.

The text is revised to include residential/commercial/flip as requested.

Paragraph of text is revised. See line 194.

Paragraph of text is revised. See line 194.

Paragraph of text is revised. See line 194.

Paragraph of text is revised. See line 194.

The sewer is listed near James Lane within the Wastewater Report (8/14/17) changed to James Lane (W of SR 89) for clarity since there will be no connection to this main. Revised as requested.

Paragraph of text is revised. See line 194.

Paragraph of text is revised. See line 194.

Paragraph of text is revised. See line 194.

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The City of Prescott identified that the Airport Trunk Main scheduled to be upgraded within five years based on the City of Prescott 2017 Capital Budget.

The Airport Trunk Main is scheduled to be upgraded within five years based on the City of Prescott 2017 Capital Budget. Revised as requested.

The sentence was added to note this sewer is near James Lane within the Wastewater Report (8/14/17). Revised as requested.

The text is revised to include residential/commercial/flip as requested.

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<tr>
<td>200</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 1: Conceptual Wastewater Plan</td>
<td>09/14/17</td>
<td>Show and label the Perkins Drive/Clubhouse sewer main as this is discussed in the report.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>201</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 1: Conceptual Wastewater Plan</td>
<td>09/14/17</td>
<td>Show and label the existing 30&quot; main through Walden Ranch and the existing 48&quot; main under SR 89A.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>202</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 1: Conceptual Wastewater Plan</td>
<td>09/14/17</td>
<td>Label existing sewer main sizes.</td>
<td>CAR</td>
<td>Provided as requested.</td>
</tr>
<tr>
<td>203</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 2</td>
<td>09/14/17</td>
<td>Show and label the existing 30&quot; sewer through Walden Ranch and the existing 48&quot; main under SR 89A.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>204</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 2</td>
<td>09/14/17</td>
<td>Show and label the existing 30&quot; sewer through Walden Ranch and the existing 48&quot; main under SR 89A.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>205</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 2</td>
<td>09/14/17</td>
<td>Show and label the existing 30&quot; sewer through Walden Ranch and the existing 48&quot; main under SR 89A.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>206</td>
<td>Master Reporter Report</td>
<td>BC</td>
<td>Exhibit 2</td>
<td>09/14/17</td>
<td>Show and label the existing 30&quot; sewer through Walden Ranch and the existing 48&quot; main under SR 89A.</td>
<td>CAR</td>
<td>Revised as requested.</td>
</tr>
<tr>
<td>207</td>
<td>Master Reporter Report</td>
<td>SS</td>
<td>Service Sewer Report document to discuss the then an</td>
<td>09/14/17</td>
<td>The introduction and conclusion are revised to include text stating the overview concept of the report to guide infrastructure design and that the report shall be amended to include more detailed analysis for specific new wind and subdivision.</td>
<td>CAR</td>
<td>Provided as requested.</td>
</tr>
</tbody>
</table>

Additional labels added as requested.
The beginning of the second paragraph should be part of the revised introduction.

Pressure zone 110 will be supplied by storage tanks and the zone 110 intermediate pump station will supply domestic and fire flows to zone 110. The water system has tanks not reservoirs.

The 1st sentence - This states that the upper Zone 12 elevation is 5060, but the next paragraph identifies the break between Zones 12 and 110 as 5070. Please clarify.

The basis of design report completed by Carollo Engineers identifies a new upper elevation of the airport zone (SAME) at 5070. This elevation was a planning elevation and should not be considered to meet operational conditions.

There are no mentions of commercial fire flow demands in the last paragraph of the sections that could be as high as 3000 GPM.

If they will replace, then all changes and clarification identified should be made if deemed as mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.

If all major primary distribution mains are a minimum of 12”, why does the exhibit show a major length of 8”? Please review and revise. (M)

The model evaluates the required transmission mains to supply a minimum of 1,500 gpm fire flow with a 20 psi residual pressure at the upper elevations based on the conceptual land use plan. It must be noted, however, that higher fire flows based on actual development are to be evaluated. This zone 12 intermediate pump station will split the zones, but the WAAUA identifies this as 5060. See comment above and clarify. (M)

This loop is within pressure Zone 12, and will be completed based on the needs of private development.

If they will replace, then all changes and clarification identified should be made if deemed as mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.

Updated to 5,090 throughout the report

The 3rd bullet point identifies a ground elevation of 5070 at the time of the revision, but the 1st bullet point identifies the elevation as 5060. Information is not consistent. It has not been determined when this loop is completed. Add note: “This connection was to be completed by 2020. (M)   (2) The 1st bullet point, regarding connection of the north and south Airport loops, states “it has not been determined when this loop is required”. Add note: “This connection was to be completed by 2020. (M)

The basis of design report completed by Carollo Engineers identifies a new upper elevation of the airport zone (SAME) at 5070. This elevation was a high level planning elevation and should not be considered to meet operational conditions.

Last para. – Revise per Section 1.2 comment above.  “The model evaluates the required transmission mains to supply a minimum of 1,500 gpm fire flow with a 20 psi residual pressure at the upper elevations based on the conceptual land use plan. It must be noted, however, that higher fire flows based on actual development are to be evaluated. This zone 12 intermediate pump station will supply domestic and fire flows to zone 110. The water system has tanks not reservoirs.”

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Last para. – Revise per Section 1.2 comment above.  “The model evaluates the required transmission mains to supply a minimum of 1,500 gpm fire flow with a 20 psi residual pressure at the upper elevations based on the conceptual land use plan. It must be noted, however, that higher fire flows based on actual development are to be evaluated. This zone 12 intermediate pump station will supply domestic and fire flows to zone 110. The water system has tanks not reservoirs.”

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"Development within the Bottleneck and currently Willow Creek Districts will require the intermediate storage and transmission mains to supply a minimum of 1,500 gpm fire flow with a 20 psi residual pressure at the upper elevations noted in the report (page 19). This will assure the City has the adequate supply to meet the fire flow needs as well as other elevated locations noted in the development process. In addition, the pump station must have a minimum 2,000 gpm fire capacity as identified in the discussion section.

"Provide water service area symbol in the legends (CAR).

"Show and identify the City's 18" and 36" transmission mains. (M)

"If they will replace, then all changes and clarification identified should be made if deemed as mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.

"Provide land use area symbols and volumes for both max day and max day + fire flow scenarios. (typical for all analysis and tables) (M)

"Show and identify the future 2-48" interconnection mains between the Chino transmission lines and the intermediate booster station site. See attached 90% plans. (M)

"Full size exhibit in pocket folder.

"Redlines requested. No redlines or attachments provided by the City.

"Land use lists within the table at least one 7/31/17. Please request the retains the fact sheets, etc. (M)

"Provide a Pipe Label Exhibit, with flow directions, velocities, and volumes for both max day and max day + fire flow scenarios. (Typical for all analysis and tables) (M)

"Pipe labels added to exhibit.

"Pipe labels added to exhibit.

"Pipe labels added to exhibit.

"Pipe labels added to exhibit.

"Pipe labels added to exhibit. (added per comment 255)

"Pipe labels added to exhibit.
<table>
<thead>
<tr>
<th>Line</th>
<th>Comment/Change</th>
<th>Clarification</th>
<th>Response</th>
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<tr>
<td>204 1</td>
<td>Water Master</td>
<td>Show the City's existing 18&quot; and 36&quot; Transmission mains and the interconnection to the 12&quot; main north of this site.</td>
<td>revised</td>
</tr>
<tr>
<td>204 2</td>
<td>Water Master</td>
<td>Note that the existing 12&quot; main from Chino is valved off north of this site and is not used on a transmission main.</td>
<td>CAV</td>
</tr>
<tr>
<td>204 3</td>
<td>Water Master</td>
<td>Show and label the future 12&quot; interconnects between the Intermediate pump station and the existing transmission mains.</td>
<td>revised</td>
</tr>
<tr>
<td>204 4</td>
<td>Water Master</td>
<td>In the southwest portion of the Egger district two (2) mains are shown in green indicating that they are not within the project area. However, some of these lines should be included in the project in order to provide redundant and/or backup water supply.</td>
<td>revised</td>
</tr>
<tr>
<td>204 5</td>
<td>Water Master</td>
<td>Service location of Airport well #2 in the current parcel and extend the length of existing 12&quot; main to the south boundary of this parcel.</td>
<td>revised</td>
</tr>
<tr>
<td>204 6</td>
<td>Water Master</td>
<td>Service existing line along Super Road and east of SR 89 from 12&quot; shown to 8&quot; as indicated.</td>
<td>revised</td>
</tr>
<tr>
<td>204 7</td>
<td>Water Master</td>
<td>Add Airport 12&quot; south loop from AW #2 to Ruger Road as indicated, including 12&quot; connection at MacCurdy.</td>
<td>revised</td>
</tr>
<tr>
<td>204 8</td>
<td>Water Master</td>
<td>Add 12&quot; main connecting 25.56 to the 8&quot; along Larry Road to 28 A.</td>
<td>revised</td>
</tr>
<tr>
<td>204 9</td>
<td>Water Master</td>
<td>Add the 12&quot; mains south of 89 to Chino and to the main Walden Ranch portion. Show the future connection.</td>
<td>revised to 12&quot;</td>
</tr>
<tr>
<td>204 10</td>
<td>Water Master</td>
<td>There is an existing 12&quot; stub to the east of Willow Creek Road which will be extended to the Intermediate tank site and pump station. The 13&quot; shown in this alignment should be considered for possible connection to this main and upgraded.</td>
<td>revised</td>
</tr>
<tr>
<td>204 11</td>
<td>Water Master</td>
<td>A 12&quot; main is shown extending westward from Amargosa Creek Road and ending in a dead end without connecting to the proposed main to the west. This main should be connected to provide backup supply.</td>
<td>revised</td>
</tr>
<tr>
<td>204 12</td>
<td>Water Master</td>
<td>Closely review the Down brush line from Emmaus Parkway road to connect to that shown in the exhibit. Label the zones.</td>
<td>revised</td>
</tr>
<tr>
<td>204 13</td>
<td>Water Master</td>
<td>A 12&quot; main is shown growing within the southwest portion of the City, expanding northward to Long Lake Road. The line is shown switched to, and ending in a dead end without connecting to 12&quot; main within the area. This line is shown such that it would be appropriate to move to the west and connect to existing mains.</td>
<td>revised</td>
</tr>
</tbody>
</table>

**Note:**
- The changes and clarifications identified should be made if deemed as mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.
- Revised to show 12".
As discussed in comment resolution meeting on 9/20/17, the City to work with developer to prepare site plans and layout for the development. They will replace, then will change and clarification of possible modifications to the 9/30/17 Review Document Commenter Section Sub Plan, crosses the City's Intermediate Tank and Booster Station changes and clarification identified should be made if deemed as mandatory (M) or conditionally allowed with restrictions or revisions (CAR) noted.

We did not include this discussion due to the references to the other sections which discuss the same existing infrastructure. Changes to this report may also be interested in some sort of agreement where we design, bid and oversee construction of this pump station and have the City and developer work in the long term.

We need to have an "Offsite" improvements Section and move the Capital Improvements section to a subsection of "Existing System" The existing capital improvement projects are the Intermediate booster pump station and tanks, also Airport W-5. Other than that, all the other projects listed will need to be covered by the Developer.

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Pressure line was modeled utilizing a tank with an elevation of 5090, but this tank is imaginary and for modeling purposes only. The Zone 11b was modeled using a tank with an elevation of 5090. Pressure Zone was modeled utilizing a tank with an elevation of 5385, but this tank is imaginary and for modeling purposes only. Zone 110 is going to receive water utilizing the Zone 11b storage method. We need to have an "Offsite" improvements Section and move the Capital Improvements section to a subsection of "Existing System" The existing capital improvement projects are the Intermediate booster pump station and tanks, also Airport W-5. Other than that, all the other projects listed will need to be covered by the Developer.

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291 Variance List MD 7 OK Thank you. Combination is okay, but must define what they mean by "very similar grading..."

293 Variance List MD 9 OK Thank you. Match GES grading standards and federal, state and county standards to address drainage and safety standards.

296 Variance List MD 12 OK Thank you. Must define how to manage basin if they want to. "Preliminary" is incorrect.

300 Variance List MD 15 OK Thank you. "The City may agree, but is not automatically obligated, to accept ownership or maintenance of a stormwater storage basin."

304 Variance List MD 21 OK Removed (as previously noted).

310 Variance List MD 26 OK What is the point of providing a map if all areas are to be simplified? What shows changes for the property owner? If they are required to submit a map to get the GES zoning, then another and more involved process to submit to the city to demand more clarification on this.

315 Variance List MD 31 OK Thank you. Increased burden is understood. City is willing to permit decentralized basin concepts...but need clarification on what they envision a "stormwater management" in the context of this section.

316 Variance List MD 32 OK Thank you. Increased burden is understood. City is willing to permit decentralized basin concepts by "...provision for stormwater management. Section 11.2 B requires a drainage report with development."
<table>
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<th>Commentor</th>
<th>Revision</th>
<th>Page</th>
<th>Comment/Change</th>
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<tr>
<td>320</td>
<td>Section 4</td>
<td>VPC</td>
<td>1</td>
<td>1</td>
<td>Variance List MK 35</td>
<td>All dry wells to be registered with ADEQ as required by A.R.S 49-332.</td>
<td>Added text to require proper justification and analysis along with City approval.</td>
<td>Thank you.</td>
<td>11-9</td>
<td>L.C.</td>
<td>E.2</td>
<td>E.8</td>
<td>E.4</td>
<td>E.2</td>
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<td>Variance List MD 38</td>
<td>Delete. All stormwater quality requirements must also meet City Code Title 16.</td>
<td>Text is revised. The word “unless” is removed. The intent is that first flush for numerous properties may be coordinated.</td>
<td>Thank you.</td>
<td>11-7</td>
<td>L.C.</td>
<td>E.2</td>
<td>E.8</td>
<td>E.4</td>
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<td>OK, already allowed. Thank you.</td>
<td>OK, already allowed. Thank you.</td>
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<td>OK, already allowed. Thank you.</td>
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<td>OK, already allowed. Thank you.</td>
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<td>OK, already allowed. Thank you.</td>
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Drainage concepts for aesthetic integration (often found in urban setting)

Urban character and rural character will dramatically contrast. Urban character is typically based on highly efficient use of space and built forms often incorporating walls and plaza spaces to store stormwater. Conversely, rural character often has a wide open feel with naturalistic shaping and planting.

Please clarify. This seems contradictory to the aesthetic and environmental goals expressed elsewhere.

Text is revised to include permissible and require temporary barriers installed for safety reasons, they must be fully functional and permeable. Added text including developed and conveyed areas are not adversely affected as required.

All such facilities must be privately maintained. Thank you. Maintenance responsibilities in tracts and easements are assumed private unless a separate maintenance agreement is made.

OK. It is generally allowed already as long as detention requirements are otherwise met. Revised as requested. Added text includes scuppers or other capture devices and to remove flow from roadway for traffic safety.

OK Thank you. Revised as requested. Added text to clarify includes "under controlled conditions with reasonable protection of flooding for all structures adjacent to the ROW". See line 70. See responses in Master Plan and Master Reports relative to this variance.

OK Thank you. Revised as requested. Based on GES or actual design requirements. See responses in Master Plan and Master Reports relative to this variance. No. The City will welcome a discussion for modification to this variance.

See responses in Master Plan and Master Reports relative to this variance. No. The City is required to provide City services to property annexed into the City. Delete exception No. 1 and No. 2 from Paragraph B. The developer will absolutely construct all facilities that need to be upsized because of this development.

Section 4.7.1.B and 5.5.2.H regarding the installation of facilities along the entire length of frontage. Parallel mains shall not be allowed. The requirements of GES 4.3 includes text to clarify intent.

Already reviewed by applicant.

Access to property. The requirements of GES 4.3.6 and 4.3.7 are intended to pertain all access to property. The intent is to ensure that all access is for private vehicles and not for public use. The requirements are necessary to ensure that access is provided for all vehicles and not just with a vehicle going in one direction rather than using a cut-through with a vehicle going the other direction. Revised as requested. Added text includes pumpers or other engine devices and to remove flow from roadway for traffic safety.

New grading shall not be allowed. The requirements of GES 4.3.6 and 4.3.7 are intended to pertain all access to property. The intent is to ensure that all access is for private vehicles and not for public use. The requirements are necessary to ensure that access is provided for all vehicles and not just with a vehicle going in one direction rather than using a cut-through with a vehicle going the other direction.

Some paragraphs are not correct. We believe the City has the authority to require the installation of facilities using the current design of roadway.

Section 5.5.2.H. With this definition we interpret 4.7.1.B. and 5.5.2.H. to mean 89, Pioneer Parkway, Willow Creek Road, and Deep Well Ranch Road as they exist today. Additionally, any new subdivision parcel would also require mains along the entire frontage. This is contradictory to the requests proposed in this Master Plan.

No. Each panel within the development will comply with Section 7.1.8 and 7.5.2.9 regarding the installation of facilities using the current design of roadway.

4.7.1.B. Such service will necessarily require all facilities that have to be installed because of this development.

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4.3.6. Such service will necessarily require all facilities that have to be installed because of this development.

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