

November 16, 2021

**VIA ONLINE PORTAL**

Jeff Barnes  
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City of Scottsdale  
7447 E. Indian School Road  
Scottsdale, AZ 85251

RE: 8-ZN-2021; FLW Storage

Jeff,

In response to your comment letter dated August 26, 2021, below are our responses to the specific comments and questions of your letter; also included are the revised/updated exhibits and other materials.

We also wanted to clarify our overall application, which is amended as follows:

- The requested zoning is now for C-3 (Highway Commercial), and is no longer for C-4, to allow for an “Internalized Community Storage” facility.
- Along with the rezoning, we are also requesting a Conditional Use Permit to allow for Vehicle Storage (when not adjacent to residential) in conjunction with the above rezoning.

Collectively, upon approval, the above will allow for an Internalized Community and Vehicle Storage facility.

Note that for ease in review, there is one set of documents that address both the rezoning and the Conditional Use Permit.

The comments from your letter are in noted below *italics*, with the response following each comment (in the same order as your letter):

**General Plan, Character Area, Streetscape Adopted Plan Issues**

1. *The community’s current and ratified General Plan is General Plan 2001, as responded to by the applicant in the first submittal. However, City Council recently adopted Scottsdale General Plan 2035 on June 8, 2021. Consequently, City*

*Council has called for a special election in November 2021 for the voters to consider possible ratification. If Scottsdale General Plan 2035 is ratified by the voters prior to City Council acting upon this proposal, an updated narrative that responds to the goals and policies of the Scottsdale General Plan 2035 will be required prior to scheduling any public hearing. The recent City Council adopted plan can be found at: <https://www.scottsdaleaz.gov/general-plan/general-planupdates>*

A revised Narrative has been included with the resubmittal that addresses the pending Scottsdale General Plan 2035.

2. *Please update the format of the narrative to respond to the General Plan 2001 goals and approaches. Please include the enumerated goal or approach as well as discussion as to how the proposal intends to implement the cited goal or approach.*

*EXAMPLE:*

*LAND USE*

*Goal 1: Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.*

*Bullet 1: Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.*

*Response:...*

A revised Narrative has been included with the resubmittal that addresses the goals and approaches of the Scottsdale General Plan 2001.

3. *Please update the format of the narrative to respond to the Greater Airpark Character Area Plan goals and policies. Please include the enumerated goal or policy as well as discussion as to how the proposal intends to implement the cited goal or policy. Greater Airpark Character Area Plan can be found at:*

*<https://www.scottsdaleaz.gov/planningdevelopment/long-range-planning/character-area-plans/airpark-area>*

*EXAMPLE:*

*GOAL*

*Land Use 1, Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.*

*Policy LU 1.3 Promote development intensities supportive of existing and future market needs.*

*Response:...*

A revised and reformatted Narrative has been included with the resubmittal that addresses the goals and policies of the [Scottsdale] Greater Airpark Character Area Plan.

4. *The Greater Airpark Future Land Use Map designates this area as Airpark Mixed Use (AMU) future land use designation that is described as a variety of non-residential uses, including a combination of business, office, employment, retail, institutional, and hotel uses. The General Commercial (C-4) zoning district, however, includes allowed uses that more appropriately align with Employment (EMP) future land use designation as it is described within the Greater Airpark Character Area Plan. In particular, Employment (EMP) includes an array of office, commercial, warehousing, and light industrial land uses. In conjunction with your Zoning request for the General Commercial (C-4) zoning, please submit a Non-Major General Plan Amendment to request a change from Airpark Mixed Use (AMU) to the Employment (EMP) Future Land Use designation. This request should include an updated narrative as well as graphics depicting the requested change.*

The rezoning application has been amended to indicate a request for C-3 (Highway Commercial), rather than C-4, which aligns with the land use designation of Airpark Mixed Use (AMU) of the [Scottsdale] Greater Airpark Future Land Use Map.

In addition, a Conditional Use Permit is proposed to allow for outdoor vehicular storage (when not adjacent to residential).

5. *The General Plan 2001 (Land Use Element Goal 7) and the Greater Airpark Character Area Plan (Land Use Goal 4, Policy LU 4.6; Greater Airpark Development Types Map and Examples) describe transitions between development types within the airpark area. The project site is within the Type C – Higher Scale and is adjacent to the Type A – Medium Scale. Please consider planting mature trees along the north elevations of the building to soften the transition to the public trail and the open space north of the project. With a resubmittal, please provide a response that discusses how the proposed development will blend with the existing development within a revised narrative and site plan.*

A revised Narrative, Landscape Plan and Site Plan have all been included with the resubmittal that describe and indicate how the character of the proposed develop provides an appropriate transition from Development Type 'C' of the project site to the Development Type 'A' of the adjacent areas – most notably the CAP canal and existing trail along the north – as well as to the uses to the south (existing one- to three-story commercial).

Due to the severely-constrained long (~ $\frac{1}{3}$  of a mile) and narrow (~90-feet) shape of the project site, our efforts have been to “break-up” the building mass and essentially “hide” the proposed buildings behind existing commercial uses. These narrow constraints limit the project design options as the need for an adequate aisleway, landscaping, and building footprint are less than ideal. We have taken great lengths to “maximize” the buffer and have been able to move the building as far away from the northern property line as allows.

There is also a major sewer force main along the northern portion of the project site which significantly limits landscape plant material types due to potential root issues.

In addition, to be able to adequately provide parking, onsite circulation and access to the proposed use – and that access is from the south – the buildings are placed towards the northern portion of the project site. Because of this, there is insufficient room to plant mature trees along the north.

6. *In accordance with Greater Airpark Character Area Plan (Land Use Goal 7; Character and Design Goal 2, Policy 2.1.1) E. Frank Lloyd Wright Boulevard is a signature corridor. With a resubmittal, please provide a response that discusses how the proposed development will enhance the Frank Lloyd Wright Boulevard frontage for this site within a revised narrative and landscape plan showing the improved frontage. The Greater Airpark Character Area Plan (Community Mobility Goal 7, Policy CM 7.1) encourages design that promotes access to those walking, cycling, or taking public transit, particularly along Signature Corridors. With a resubmittal, please provide a response that discusses how the proposed development will enhance sidewalk connections from the neighboring sites and the Frank Lloyd Wright Boulevard frontage within a revised narrative and site plan.*

The project site has limited frontage along Frank Lloyd Wright Boulevard (approximately 450-feet), which is constrained and angled such that its usefulness is limited; a gated access point is proposed at this location. A Narrative has been included with the resubmittal that indicates how the character of the proposed landscaping blends with, and matches, the character of the existing hardscape.

As noted above, the revised Narrative, Site Plan and Landscape Plan have been provided to indicate how the proposed development reflects and enhances the character of the area.

Public transit, pedestrian access and bicycle access are all provided through existing facilities along Frank Lloyd Wright Boulevard. This type of access to the proposed development is restricted due to controlled access (gates, keycards, etc.).

Additionally, there is pedestrian and bicycle access along the north-side of the project site via an existing trail along the CAP canal.

Finally, we note that the primary method of access to the proposed development is via vehicle.

7. *If further outreach has been conducted since the original submittal, please provide an updated Citizen Involvement Report.*

The Citizen Involvement Report has been updated to indicate any outreach that has occurred since the initial submittal.

### **Zoning Ordinance and Scottsdale Revise Code Significant Issues**

#### **Zoning:**

8. *The represented site boundary and the existing R1-35 zoning district boundary do not align. The O-S rezoning action of 9-ZN-2009 left R1-35 zoning remaining on this site south of the north boundary of the 20-foot-wide Sewer Easement (granted by 10/0622548). If that area is not also included in the scope of the current rezoning request, this site will be required to still adhere to a 50-foot-wide setback (per Sec. 5.1604.D.2 of the Zoning Ordinance) along the entire northern boundary of the represented parcel, where the proposed C-4 zoning would be abutting the remaining strip of R1-35 zoning. Please look into working with the owner of the remaining northern portion of R1-35 zoned area (BOR?) to include that area for rezoning in your application scope or update the site layout to account for the required setback.*

Per an email from Jeff Barnes, dated September 16, 2021, the zoning for the property to the north has been confirmed as O-S (Open Space); therefore, the setback requirement is 0-feet, not 50-feet. The site plan has been revised to reflect this setback requirement.

Additionally, the requested zoning is now C-3 (Highway Commercial), along with a Conditional Use Permit.

9. *The accessible parking calculations provided on the site plan identify 2 spaces, but Sec. 9.105.B.4 of the Zoning Ordinance specifies 4% of the provided parking (56 spaces), which results 3 spaces. Please update the site plan to account for the minimum 4% requirement based on the final provided number of spaces.*

The site plan has been revised to reflect a total of 2 handicapped-accessible parking spaces (4% of the required 39 parking spaces).

10. *The parking calculations identified on the site plan show the gross floor area to include the basement level and the RV garages, which are generally not part of the definition of Gross Floor Area. Recalculating the parking to include the office space, but exclude garages and basement space, the minimum parking appears to result 37 spaces.*

Parking has been clarified and recalculated to indicate a total of 39 parking spaces; both the site plan and the narrative have been updated accordingly.

- a. *There are larger covered parking spaces represented on the plan. If these are intended to be rented as vehicular storage spaces, they'll need to be excluded from the provided parking calculations (towards achieving the parking requirement). Please update the plans to clarify and differentiate the parking areas accordingly.*

The site plan has been revised to clarify parking areas and vehicular storage spaces.

Fire:

11. *Please include a note on site plan identifying "Key switch/pre-emption sensor required for gates" per Fire Ord. 4283 Sec. 503.6.1.*

A note has been added to the Site Plan as stated above.

12. *Please update the plans to identify the location of the FDC and that the FDC meets spacing requirements of Fire Ord. 4283 Sec. 912.*

The Site Plan has been revised to identify the location of FDC's per the above comment.

13. *Please update the plans to provide a new fire hydrant within the site, as indicated on the marked-up site plan, in accordance with Fire Ord. 4283 Sec. 507.5.1.2.*

The site plan has been revised per the above comment.

14. *Please revise the plans to demonstrate the location of the Fire Riser Room, per DSPM 6-1.504.*

The site plan has been revised to indicate the location of the Fire Riser Room.

15. *Please revise the site plan to demonstrate both left and right turns with fire apparatus turning radii (25-foot inside, 49-foot outside, and 55-foot bucket swing) per DSPM 2-1.303.B.5.*
  - a. *Please include the commercial turn-around dimensions per DSPM Fig. 2-1.5.*

The site plan has been revised per the above comments to demonstrate left and right turns, as well as the commercial turn-around dimensions.

**Drainage:**

16. *Please submit a revised Drainage Report and Grading & Drainage plan, with the rest of the resubmittal material identified in Attachment A.*

A revised Drainage Report and a revised Grading & Drainage Plan have been provided with this resubmittal.

**Water and Wastewater:**

17. *Please submit revised Water and Wastewater Design Reports with the rest of the resubmittal material identified in Attachment A.*

Revised Water and Wastewater Design Reports are included with the resubmittal.

18. *Please include a Hydrant flow test with the resubmittal.*

A hydrant flow test is included with the resubmittal.

**Significant Policy Related Issues**

**Site Design:**

19. *The building concept is configured anticipating exterior access storage units along the span of the south building face. That portion of the building directly abuts the under 30-foot-wide drive aisle through the site. If vehicles park outside of those units to load/unload, only about 20-feet (or less) of clearance is left in that drive aisle for maneuvering through the site. Please evaluate the emergency and general vehicular circulations impacts of the orientation of access to those units and revise the site configuration accordingly.*

The Site Plan and related materials and details have been revised to address onsite circulation, loading areas and maneuverability. Access through the proposed development, including that needed by emergency vehicles, is maintained during loading operations

20. *In order to improve readability of proposed improvements, please provide enlarged site plan sections detailing at a larger scale those areas of the site near road frontages (Frank Lloyd Wright Blvd. and the Frontage Road). In addition, please show any existing roadway improvements (curb, gutter, sidewalk, etc.) on plans.*

The Site Plan has been revised, and site plan section provided, to better indicate details of the proposed development and related improvements.

21. *To maintain a consistent streetscape, please revise the project plans to provide a similar site improvements setback to that provided on other properties along the north side of Frank Lloyd Wright Blvd in this area, which range from 30 to 40-feet from the property line.*

The project site has a very limited frontage along Frank Lloyd Wright Boulevard; the bulk of the project site is located “behind” the existing commercial uses. Where feasible, the Frank Lloyd Wright Boulevard frontage has been enhanced as depicted on the revised Site Plan and Landscape Plan.

#### Landscape Design:

22. *In order to improve readability of proposed improvements, please provide landscape plan detailing at a larger scale for those areas of the site near road frontages (Frank Lloyd Wright Boulevard and the Frontage Road). In addition, please show any existing roadway improvements (curb, gutter, sidewalk, etc.) on plans.*

The Landscape Plans have been revised to provide better detail and to also provide site sections (where appropriate), as well as to address existing roadway improvements.

#### Building Elevation Design:

23. *Please revise the plans to provide the building height calculations based on the provisions within Sec. 3.100 of the Zoning Ordinance, measuring from a point established by the average top of curb plus 12-inches.*

Plans have been revised to provide building height as calculated above.

24. *The City's Self-Storage Facilities Design Guidelines direct building design to the reduction of apparent building size and mass through varying the height of the building and avoiding long or continuous blank wall planes and monotonous wall treatments. Please revise the building design to meet the Design Guidelines intent.*

Building elevations have been revised to reflect the intent of the City of Scottsdale's Self-Storage Facilities Design Guidelines.

25. *The City's Self-Storage Facilities Design Guidelines discourage the use of false windows that do not provide actual penetrations to the interior of the building. Please revise the building design to meet the Design Guidelines intent.*

The faux windows are utilizing 1" insulated architectural spandrel panels to create articulated embellishments, these design elements along the building elevations have been added to break up the façade and create additional architectural interests, and not mimic false windows.

Traffic Analysis:

26. *Please identify number of rear-end collisions by direction and provide discussion of traffic control needs, transportation system management, or other mitigation measures in relation to the additional traffic expected for this site. (DSPM 5-1.700 & 5-3.123).*

The Traffic Impact Mitigation Analysis (TIMA) has been modified to provide and discuss rear-end accident information, and to provide possible mitigation measures.

27. *Please use the provided signal timings at Northsight/FLW and Hayden/FLW. (DSPM 5-1.703).*

The Traffic Impact Mitigation Analysis (TIMA) has been modified to provide signal timings at the indicated intersections.

28. *Please note existing phasing characteristics at the signalized intersections (protected, permissive, overlap, etc.).*

The Traffic Impact Mitigation Analysis (TIMA) has been modified to note phasing characteristics at signalized intersections.

29. *The trip generation of the potential development under existing zoning section uses and densities cannot be verified by reviewer. The expectations from trip*

*comparisons are to compare existing conditions with proposed development. Please address the comparison accordingly.*

The Traffic Impact Mitigation Analysis (TIMA) has been modified accordingly.

30. *Please modify the curb at proposed "Access B" to be configured for Right-Out only traffic. If intended for use as a Fire access, mountable curb will be required and modification of the existing median along Frank Lloyd Wright Blvd to provide mountable curb will also be required.*

The curb at proposed "Access 'B'" has been modified accordingly.

31. *Please ensure there is adequate space for vehicle queuing at "Access B". Currently, it appears there is no offset from the exit point of the driveway and the proposed gated exit.*

Adequate space for vehicle queuing at "Access 'B'", exit only, has been provided.

32. *Please provide mitigation discussion for existing and proposed intersections and intersection movements operating at an inadequate LOS. Utilize mitigation analysis if any deficiencies are found for existing signal timings.*

The revised Traffic Impact Mitigation Analysis (TIMA) addresses Levels Of Service and mitigation analysis of any deficiencies.

Circulation:

33. *Please revise the gated exit-only access to comply with DSPM Figure 2-1.3. Exit only emergency access may require modifications to create a mountable median in Frank Lloyd Wright Boulevard to accommodate fire access.*

The Site Plan has been revised to indicate compliance with City of Scottsdale requirements.

34. *Please provide additional documentation of shared access to this site using the existing driveway between APNs 215-51-001N and 215-51-001R. The existing easement does not appear to account for access rights to this parcel and ends 18-foot short of connecting to this site.*

Evidence for use of the shared access to the site is provided with this resubmittal.

35. *It is unclear on the site plan and in the narrative where loading/unloading will occur. There is no turnaround provided at either end of the site, so it is unclear how vehicles that would utilize a storage facility would load/unload and maneuver the site once entering the gate to either the RV storage area to the east or the self-storage units to the west. Please revise the documents to clarify and elaborate on the operational functionality as it is anticipated with the proposed configuration.*

Loading areas are indicated on the Site Plan, and described in the Narrative. In addition, there is an appropriately-designed fire truck “hammerhead” on the eastern portion of the project site, and an exit only access on the western portion of the project site (along the very limited Frank Lloyd Wright Boulevard frontage).

36. *A future 10-foot shared use path is planned within the “trail easement” located along the northern boundary of project site. The “trail easement” is located between the CAP fence and the proposed north boundary of this site. This proposal doesn’t appear to impact the dedicated trail easement, but the easement and trail/path location should be correctly reflected on this site plan for context and consistency.*

The Site Plan has been modified to indicate the location of the “trail easement.”

37. *In accordance with DSPM 2-1.310, please update the site plan to provide a minimum 6-footwide accessible pedestrian route from the main entry of the development to the public sidewalk along Frank Lloyd Wright Boulevard.*

There are no opportunities to provide such an accessible route, as there is no existing offsite sidewalk along the extension of Hayden Road (i.e. on other properties) that can be used for such a connection between the project site and Frank Lloyd Wright Boulevard.

38. *In accordance with DSPM 2-1.303, please update the site plan to identify a minimum 24-foot-wide drive aisle that is independent from the 6-foot pedestrian route identified above.*

The Site Plan has been revised to indicate the drive aisle as noted above.

39. *Please update the site plan to show and identify site distance triangles in accordance with DSPM 5-3.123 D.*

The Site Plan has been revised to indicate site distance triangles as required by the City of Scottsdale.

### **Technical Corrections**

Other:

40. *In accordance with SRC Ch.48, a plat will need to be processed through the appropriate City process to create the represented parcel configuration per city code requirements. Final plat recordation will be required prior to any permit issuance.*

Noted and understood.

Summary:

In summary, we believe that this resubmittal addresses all comments regarding this rezoning request (and the requested Conditional Use Permit), and that after this review it should be ready for scheduling through the public hearing / rezoning process.

Please let us know the anticipated preliminary hearing schedule, and/or if you have additional comments or need additional information.

Thanks again for all of your, and the City's, assistance on this project.

Greg Loper