

January 10, 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 & 16-UP-2021; Scottsdale North Storage

Jeff,

In response to your comment letter dated December 15, 2021, below are our responses to the specific comments and questions of your letter; also included are the revised/updated exhibits and other materials. As with the previous submittal and for ease in review, there is one set of documents that address both the rezoning and the Conditional Use Permit comments. 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. *Scottsdale General Plan 2035 has been ratified by the voters. Please revise the narrative and remove the responses to the 2001 General Plan and just address the 2035 plan.*

The Project Narrative has been revised to note the ratification of the Scottsdale General Plan 2035 and to remove references to the Scottsdale General Plan 2001.

2. *In accordance with the Greater Airpark Character Area Plan (Land Use Goal 7; Character and Design Goal 2, Policy 2.1.1) E. Frank Lloyd Wright Blvd. is a signature corridor. Please revise Landscape plan to reflect additional plant material between the sidewalk and the street curb along this parcel's Frank Lloyd Write Blvd frontage.*

The Landscape Plan has been revised to include additional plant material between the sidewalk and the street curb along Frank Lloyd Wright Boulevard. The revised Landscape Plan is included with this resubmittal ("Landscape Plan #1 and #2..."). Please note that this project site has very limited frontage along Frank Lloyd Boulevard; this frontage also includes emergency/secondary access to the project.

Zoning Ordinance and Scottsdale Revise Code Significant Issues

Zoning:

3. *In addition to the garage/covered RV parking spaces at the east end of the site, there are 8 standard parking spaces (as part of the required parking spaces) that are located behind a secondary gate. It would typically be expected that those spaces (which serve the parking requirements of the storage building) be easily/practically accessible to the building they are associated to. Please revise the parking configuration to locate those eastmost 8 spaces in closer proximity to the storage building rather than to the storage garages, or provide additional clarifying information as to how operationally those 8 standard spaces support the garages/covered spaces.*

The 8 standard spaces on the east end of the site provide parking support for the intended use of the garage/covered RV parking on the east end of the site. Customers of the larger parking garage/covered RV parking on the east end more often visit their units with family's and larger groups to stow away the numerous items associated with the larger units (RV's, Trailers, Cars, Supplies), as there are more items to load in and out for these users. For example, a typical RV unit customer may load in groceries, linens, supplies, and other items prior to taking a trip (or returning from a trip) and usually have a larger number of people assisting the load in or load out. Conversely, the main storage building to the west, we typically see customers arrive by themselves or with smaller groups for unit access.

- a. *It appears there may be opportunity to swap some of the standard spaces on the east with the covered spaces on the west end, with the goal of placing all of the gated vehicle storage in a single location on the site.*

The standard spaces on the east are designed to support the typical user of the east garage/RV covered parking. Also the covered RV spaces on the east are much larger than the covered spaces on the west. This is designed to have the east covered parking spaces accommodate RV's, while covered parking spaces to the West are meant for short term, small vehicle or trailer parking. Customers of this east single garage and the larger RV covered parking spaces, when they do visit the unit, typically arrive with families and/or larger groups of people to load in our out their needed items. Conversely, the typical users of the smaller covered parking spaces to the west are expected to visit very rarely and when they do visit there is typically only one person accessing the parking space. Swapping the standard spaces on the east with the covered spaces on the west, with the goal of placing all the gated vehicle storage in a single location, would create an operational imbalance in terms of those specific customers usage of the spaces.

Circulation:

4. *Please provide documentation of an updated shared access easement agreement to this site, which corresponds to utilizing the existing driveway between APNs 215-51-001N and 215-51-001R. (The existing easement does not account for access rights to this parcel and the easement description ends 18-feet short of connecting to this site.)*
 - a. *The response letter provided with the re-submittal says that information was provided but we did not find that in the submittal documents. Documentation of access is critical to demonstrating the project configuration is viable and to this application moving forward to the Planning Commission and City Council. If that access cannot be achieved, it will significantly affect the site plan and site circulation.*

The updated shared access agreement is attached to this Project Narrative as Exhibit 'A'.

Traffic Analysis:

5. *Please provide a revised TIMA with the resubmittal, addressing the following:*
 - a. *On Page 11, please remove the reference to the Town of Gilbert.*
 - b. *On Page 13, please note in the description of existing roadway conditions the existing phasing characteristics at the signalized intersections (protected, permissive, overlap, etc.).*

The TIMA has been revised to remove the reference to the "Town of Gilbert" on Page 11, and the existing phasing characteristics at signalized intersections have been added/revised in the attached TIMA (page 13).

Drainage:

6. *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 with a revised Grading & Drainage Plan is included with this resubmittal.

Water and Wastewater:

7. *Please submit revised Water and Wastewater Design Reports with the rest of the resubmittal material identified in Attachment A.*
 - a. *Please provide more detail regarding where the sewer is connected into the public system.*
 - b. *Please show and identify that a 20-foot-wide easement will be provided over any portion of public waterline within private property.*

Revised Water and Wastewater Reports are included with this resubmittal.

Significant Policy Related Issues

Site Design:

8. *In order to improve readability of proposed improvements, please provide site plan detailing at a larger scale for those areas of the site near road frontages (Frank Lloyd Wright Blvd. & Pima Road). In addition, please show any existing roadway improvements (curb, gutter, sidewalk, etc.) on plans. (Zoning Ordinance, Sec. 1.305.A.)*

A larger scale version of the Site Plan (“Site Details #3...”) has been prepared and included with the resubmittal to add for improved readability and greater detail.

9. *To maintain a consistent streetscape, please revise the project plans to provide a similar site improvement 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.*

As noted previously, the Project Site has very limited frontage along Frank Lloyd Wright – there are no buildings (only covered parking spaces) within the frontage area. Additionally, this portion of the Project Site is triangular in shape and decreases in depth as you go west.

- a. *This proposal includes a 6-foot-tall wall and gate along the Frank Lloyd Wright frontage within that improvement setback area. If those enclosure elements cannot be relocated farther back from the street frontage, please consider alternative materials or combinations (such as wrought iron) to allow for more visual openness along the Frank Lloyd Wright frontage.*

As noted on the exhibit entitled “Site Details #1...,” – both in color and black & white – wrought iron is now being provided for the gates / fencing along the Frank Lloyd Wright frontage).

10. *The site configuration anticipates covered parking spaces at the west end of the site, within the easement dedicated under recorded document 10/0622548. Please take into consideration that the easement rights and physical utilities located within that easement may affect the placement of parking canopy structures as anticipated and that the gating and enclosure of that area will require written consent by the applicable utility providers for ensured maintenance access rights, at time of construction document submittal.*

Thoughtful consideration of the east end covered parking (especially the footings placement) is ongoing. We understand modifications may be needed during the process.

Circulation:

11. *In accordance with DSPM 2-1.310, please update the Site Plan to show and account for a 6-footwide accessible pedestrian route from the main entry of the development to Frank Lloyd Wright.*
 - a. *Per DSPM 2-1.303, the drive aisle is required a minimum width of 24-feet. The 6-foot sidewalk must be able to be provided separately outside of that drive aisle.*

Understood. See revised Site Plan for details on provided 6-foot wide accessible pedestrian route from the main entry to the edge of our property line. The unique nature of the Project Site, being located north of Frank Lloyd Wright Boulevard with private property owners between our parcel and Frank Lloyd Wright Boulevard, prohibits our ability to provide a pedestrian route from the main entry all the way through private property, not owned by us, to Frank Lloyd Wright. Should the private properties that act as a barrier between our Project Site and Frank Lloyd Wright Boulevard seek redevelopment in the future, the linking of our parcel to Frank Lloyd Wright Boulevard would be more easily facilitated by connecting the pedestrian route we plan to construct all the way to the edge of our property line.

Landscape Design:

12. *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 Blvd. & Pima Road). In addition, please show any existing roadway improvements (curb, gutter, sidewalk, etc.) on plans. (Zoning Ordinance, Sec. 1.305.A.)*

The revised Landscape Plan now utilizes a larger scale (which now requires two (2) sheets to cover the entire site: "Landscape Plan #1..." and "Landscape Plan

#2..."). These are both included with the resubmittal. Also, existing roadway improvements are shown on plans.

Building Elevation Design:

13. *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*

Understood, please refer to revised sheet "Elevation #1...", where the elevations now indicate that the false window penetrations have been removed from the building façade.

Summary:

In summary, we believe that this resubmittal addresses all comments regarding this rezoning and Conditional Use Permit requests, 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