

THE OSBORN RESIDENTIAL HEALTH CARE FACILITY- RESPONSE ASSIGNMENTS – 1st Review Letter dated 1-13-2022

1-ZN-2014#2 & 17-UP-2021

Resubmittal to City: 2-25-2022

Item	Response
<p>2035 General Plan / Old Town Scottsdale Character Area Plan</p>	
<p>1. Page 11 of the narrative provides discussion related to the Downtown Core. So as to not cause confusion with where the subject site is located within Old Town, with a resubmittal remove the text regarding the Downtown Core as the subject site is not located within it.</p>	<p>Project Narrative has been updated to remove reference to Downtown Core.</p>
<p>2. The City of Scottsdale General Plan 2035 Character & Design Element categorizes the property as Urban Character Type (Character Types Map, page 40), and classified as Urban Streetscape (Policy CD 4.1, Streetscapes Map, page 42), where pedestrian orientation, comfort, and safety is encouraged within the public realm. Similarly, the Circulation Element discusses the importance of providing for pedestrian safety and comfort (Policy C 8.1). Finally, the Old Town Scottsdale Character Area Plan encourages pedestrian connectivity and comfort (Goal CD 4), thus recognizing Scottsdale Road as Pedestrian Place, where the highest levels of pedestrian use are expected to occur in Old Town. Consequently, with a resubmittal:</p> <ul style="list-style-type: none"> • Provide narrative response to the above referenced General Plan 2035 maps and policies, as well as the Old Town Scottsdale Character Area Plan, describing how the proposed zoning change, and ensuing redevelopment will provide enhanced pedestrian orientation, comfort, and safety within and through the subject site. • Please update graphic package to confirm that the new, 8-foot-wide sidewalks that are proposed along 71st Street, and Osborn and Scottsdale Roads are separated from back of curb by at least 4-feet of landscape area along Osborn and 71st Street at least 6 feet of landscape area along Scottsdale Road (DSPM Sec. 5-3.110A and B). • Please update the graphic package (Hardscape and Landscape Plans) to confirm adherence to the Scottsdale Road Streetscape Design Guidelines. • Although lighting is discussed in general for the proposal, please provide more specific discussion regarding lighting as intended for the Public Access Corridor. Such a corridor necessitates lighting emphasis to ensure safety and pedestrian comfort (DS&PM 2-1.209.E-4). 	<p>Project Narrative has been updated to address the pedestrian connectivity policies as outlined in Policy CD 4.1, Policy C 8.1 and Goal CD 4.</p> <p>Sidewalks have been updated. 8’ wide sidewalks along 71st street and Osborn are separated from back of curb by 4’ of landscape area. 8’ sidewalk along Scottsdale Road is separated from back of curb by 6’ of landscape area. Refer to site plan sheet 21.F. Hardscape and landscape plans have been updated as well.</p> <p>Scottsdale Road Street Guidelines - Site is located within the Scottsdale Road Segment 2 – Downtown. Landscape palette along Scottsdale Road incorporates Pistacia spp. providing strong continuous thread from The Carter property. The entire frontage is treated as a green space with planting areas and pedestrian activation elements including accent paving, seating, shade, and art installation.</p> <p>Soft festoon lighting is provided at the paseo per exhibit 5. Additional lighting will be supplemented as needed with soft downward lighting along the building and bollard lighting only in locations where tree canopies block overhead lighting.</p>

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<p>3. The General Plan (Character & Design Goal 4 Bullet 13 and Goal 6, Bullet 6) and the Old Town Scottsdale Character Area Plan (Character & Design Policies CD 5.3 and CD 7.2) support the provision of meaningful streetspaces and open space areas that provide visual continuity among adjacent developments, emphasizing the importance of mature trees and their placement within the built environment. Furthermore, the Old Town Scottsdale Urban Design & Architectural Guidelines (OTSUDAG) provide direction regarding the continuation of a unified and cohesive street tree appearance (Supporting guidelines 2.4 and 3.2) that is linear (Supporting guideline 2.5). With a resubmittal:</p> <ul style="list-style-type: none"> • Provide a plant palette and spacing along Osborn Road frontage to match and coordinate such established by Ten Lofts on Osborn, north of the subject site (72-DR-2004). Tree palette should include the Weeping Wattle, Palo Brea, Mexican Fan Palm, • Provide a plant palette and spacing along Scottsdale Road frontage that adheres to the Scottsdale Road Design Guidelines, matching and coordinating such established by Agave/The Carter, south of the subject site (38-DR-2015). Tree palette should include the, Desert Museum Palo Verde, Date Palm, Sweet Acacia, and Southern Live Oak. 	<p>Tree planting palette along Osborn road includes Heritage Live Oak to match and coordinate with existing Ten Wine Lofts to north. Note that tree palette does not include the 3 specified, but it is our recommendation that the Live Oak provide continuity along streetscape and an updated aesthetic appearance.</p> <p>Tree planting palette along Scottsdale Road includes Pistache to match and coordinate with The Carter to south. Note that tree palette does not include the 4 specified, but it is our recommendation that the Pistache provide continuity along streetscape and an updated aesthetic appearance.</p>
<p>4. Both the General Plan (Arts, Culture, and Creative Community Element Goal ACC 3 and Growth Areas Element Goal GA 3) and the Old Town Scottsdale Character Area Plan (Character & Design Policies CD 5.5 and CD 9.4; and the Arts & Culture Chapter) discuss the importance of public art within the downtown that is accessible and integrated into the urban form. Although the first submittal narrative briefly discusses integrated Public Art onsite (Page 10) – the intended location(s) of such have not been identified. With a resubmittal, provide location details on a Public Art Plan – public art should be viewable from the right-of-way and in a location that is publicly accessible.</p>	<p>The public art is intended to be provided on site but will be determined during the DRB process, at a later date.</p>
<p>5. Goal 1 of the Community Involvement Element discusses the importance of ongoing community involvement. If further outreach has been conducted since the original submittal, with a resubmittal, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.</p>	<p>Revised Citizen Involvement Report is included with the resubmittal.</p>
<p>Zoning</p> <p>6. The submitted application includes a request for bonus building height. With the resubmittal, please submit an application for Development Agreement (DA) and provide a draft development agreement detailing the terms of the</p>	<p>A Draft Development Agreement is underway.</p>

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<p>special improvement requirements for the requested bonus building height.</p> <p>7. The Planed Block Development (PBD) overlay allows for a maximum of six (6) additional feet of height for rooftop appurtenances that cover less than 20% of the rooftop area. The proposed Property Development Standards note that maximum height is 74 feet. However, it appears that maximum building height is at a lower height that may meet the maximum 66 base height requirements, with only appurtenances reaching above the 66-foot height. This may eliminate the need for an amendment to maximum building height. Please review the maximum building height allowances and revise the proposed Property Development Standards as needed.</p>	<p>The maximum requested building height is 74-feet including mechanical equipment. The request 8-foot of bonus height is accurate.</p>
<p>8. Please revise the site plan to dimension the proposed building setbacks and identify the required minimum building setbacks in accordance with the amended development standards that were established for the existing PBD (1-ZN-2014). Please note, the building setbacks are measured from the back of curb along street frontages.</p>	<p>20' minimum setback required and provided along 71st street and Scottsdale Road has been identified both on plan and under project data and setbacks. Refer to sheet 21.F. Refer to comment 9 response for prevailing setback response along Osborn Road.</p>
<p>9. Please revise the site plan, or provide a separate plan, to identify and calculate the prevailing setback for the proposed building along the Osborn Road frontage. This frontage is longer than 200 feet and is therefore subject to the prevailing setback requirement in accordance with the amended development standards that were established for the existing PBD (1-ZN-2014).</p>	<p>Proposed building setback has been highlighted with a red outline and noted on site plan. Area and frontage used in prevailing setback calculation have been indicated on site plan. Prevailing setback calculations have been indicated under project data & setbacks. Refer to sheet 21.F.</p>
<p>10. To demonstrate compliance with the building setback and stepback requirements in accordance with the amended development standards that were established for the existing PBD (1-ZN-2014), please make the following updates:</p> <ul style="list-style-type: none"> • Add the curb line to the building elevations • Adjust the building setback and stepback plane to be measured from the back of curb • Add the property line and stepback plane to the building sections plan • Add a building section for the 71st Street frontage • Provide dimensions for any encroachments into the setback or stepback planes 	<p>Back of curb line has been added to elevations on Osborn Road, Scottsdale Road and 71st street sides. Building setback and stepback plane are measured from back of curb. Back of curb line and stepback plane have been added to building sections. New section has been added for 71st street frontage. Dimensions have been provided to indicate any encroachments. Refer to sheets 21J and 21V.</p>

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<p>11. It appears some of the proposed covered canopies along the street frontages encroach into the city right-of-way. Please note, review and approval of a Permission for Private Improvements in the Right of Way will be required for any building encroachments.</p>	<p>Canopy on Scottsdale Road side is a shade canopy to promote pedestrian activity. This will be removable for future city improvements. Comment noted regarding Permission for Private improvement.</p>
<p>12. Please revise the proposed development standards to use the existing amended development standards that were established for the existing PBD as the starting point. Although the narrative states the only amendment is for building height, there are other inconsistencies between the existing and the proposed standards.</p>	<p>The Agave Property Development Standards from case 1-ZN-2014 have been used as the baseline for the proposed Amended Development Standards – updated version included with resubmittal. The only amendments are to remove the references to the Olive Garden site and the request for 8-ft in additional building height.</p>
<p>13. The proposed methodology for calculation of density for the residential health care facility is not consistent with the zoning ordinance requirements or common practice, as it uses the total land area for calculation of the specialized units and then the total land area again for calculation of the independent living units. Additionally, the assisted living units are included within the “specialized care” block of units for density and parking requirements. Please provide details regarding the 3 levels of care that are proposed to be provided within the development to help distinguish between minimal, and specialized care. Please revise the density calculation to calculate each type of unit against a separate land area, either by prorating the land area based on the percentage of unit type, or by land area associated with the portion of site occupied by each type of unit. Based on the proposed unit mix this will result in the proposal exceeding the allowed density for residential health care, per the Conditional Use Permit criteria in Section 1.403.P.</p>	<p>2/14 Mtg with City. As discussed with City Staff, the density calculations have been prepared in accordance with other residential health care facilities in Scottsdale and based on the use permit criteria: Minimal 50 units/acre and Specialized 100 beds/acre on the total site area. The combination of both minimal and specialized ensures a continuum of care for the residents with shared amenities on site.</p> <p>Recent examples include the Ina Levine JCC (case 20-ZN-2020) and Megerdichian Residential (case 25-ZN-2018/19-UP-2018)</p> <p>Further, the layout and configuration comment below (#14) provide justification for the proposed residential health care use with both minimal and specialized levels of care; independent and assisted/memory care respectively. This is not age-restricted multifamily. The entire facility will be licensed with the state.</p>
<p>14. The layout and configuration of the independent living portion of the project conveys the appearance of an age-restricted multi-family residential community as opposed to a residential healthcare facility. The project narrative provides no mention of on-site care or the licensing of the facility as residential healthcare by the State. There is not enough multi-family density remaining within the development plan to accommodate the additional dwelling units. Please revise the project plans and project narrative to provide more detailed support for this proposal operating as a Residential Healthcare Facility, or alternatively reduce the number of independent living units to comply with the remaining dwelling unit</p>	<p>The project operates as a residential healthcare facility. Memory care is provided with nurse stations, medical room, and its own separate activity and community dining space to keep residents safe from wandering. Assisted living residents require assistance with daily activities of living and are provided shared community space and wellness support along with the independent living residents. Community spaces provided include community dining and great room, fitness, library, music, theater and game room to promote resident health and wellness as depicted on the floor plan.</p>

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capacity of the development plan.	Project Narrative updated to expand on range of residential health care services (HC 3).
<p>15. Stipulation 9.D. from 1-ZN-2014 requires dedication of a 15-foot-wide Non-Motorized Public Access easement connecting N. Scottsdale Road to N. 71st Street. Additionally, stipulation</p> <p>9.E. requires a 50' x 60' Public Plaza easement. These easements are intended to supplement the existing corridor and be in addition to what was constructed with Site 1. The site plan, open space plan, and landscape plans do not clearly depict these dimensional areas, and it appears much of these required spaces are under portions of the Site 2 building. Please revise the plans to clearly show these areas, with dimensions. If these public open space areas are planned to be underneath the building overhang, please provide evidence that supports how this will be a better open space area and a greater public benefit being covered by building area as opposed to an open corridor. Please keep in mind the existing building to the south is 60+ feet tall and likely already shades this area of the site most of the year.</p>	100' x 60' Public Plaza Easement and 30' Non Motorized Public Access Easement connecting N. Scottsdale Road to N. 71st Street has been indicated along with dimensioning on 21.F.
<p>16. Please submit a floor plan worksheet that identifies the private open space areas, with square footages, and dimension with the next submittal.</p>	<p>Project is a residential healthcare facility and private open space areas are not required by ordinance. However, we are proposing large outdoor living spaces. Please see plans for typical dimensions.</p> <p>On levels 2,3 and 6 the patios average 40 SF. On levels 4 & 5 the patios range between 80 – 100 SF.</p>
Circulation	
<p>17. Please revise the site plan to clearly show construction of a minimum 8-foot-wide sidewalk along the Scottsdale Road and Osborn Road site frontages. Sidewalk should be separated from back of curb where possible. Do not use “enhanced paving” (called out on landscape plan) within the required sidewalk width or within city right-of-way. DSPM Sec. 5-3.110; Scottsdale Revised Code 47-36 - Street Improvements.</p>	<p>Sidewalks have been updated. 8' wide sidewalks along 71st street and Osborn are separated from back of curb by 4' of landscape area. 8' sidewalk along Scottsdale Road is separated from back of curb by 6' of landscape area. Refer to site plan sheet 21.F.</p> <p>All paving within R.O.W. is proposed to be Acid etch finish, natural gray color concrete except at intersection corners and within Paseo.</p>
<p>18. Please revise the site plan to clearly show construction of a minimum 6-foot-wide sidewalk along 71st Street site frontage. Sidewalk should be separated from back of curb where possible. Do not use “enhanced paving” within the required sidewalk width or within the city right-of-way. DSPM Sec.</p>	Sidewalks have been updated. 8' wide sidewalks along 71st street and Osborn are separated from back of curb by 4' of landscape area. 8' sidewalk along Scottsdale Road is separated from back of curb by 6' of

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5-3.110; Scottsdale Revised Code 47-36 - Street Improvements.	<p>landscape area. Refer to site plan sheet 21.F.</p> <p>All paving within R.O.W. is proposed to be Acid etch finish, natural gray color concrete except at intersection corners and within Paseo.</p>
19. Please revise the site to use and alley/service driveway type for the service access proposed on 71st Street, instead of a CH curb return driveway as shown on the landscape plan.	Driveway has been updated in site plan sheet 21.F
20. Please revise the site plan to provide bicycle parking spaces per City of Scottsdale Zoning Ordinance Article IX. – Parking and Loading Requirements, Sec. 9.103. - Parking requirements. Bicycle racks shall be located near front entrance of restaurant.	Bicycle parking has been added, adjacent to the site entry on Osborn Road. Calculations for bicycle parking have been added as well. Refer to sheet 21.F
Engineering	
<p>21. In accordance with SRC 47, please acknowledge the following construction restrictions:</p> <p>A. MARSHALLING + STORAGE YARD. City ROWs, including alleys, may not be used for marshalling or storage yards without the approval of the city’s transportation department and payment of associated fee through the application and approval of the Marshalling + Storage yard permit. City approval is not guaranteed.</p> <p>B. Any soil nails or tie back construction systems, protruding past property lines:</p> <p>a. May not do so into privately owned parcels.</p> <p>b. May not be steel.</p> <p>c. Will require ownership execution of a city private improvement in the ROW prior to permit issuance.</p>	Comment noted. Construction restrictions will be upheld.
Water and Wastewater	
22. Please submit the revised Water and Wastewater Design Report(s) with the with the rest of the resubmittal material identified in Attachment A. A copy of the redlined water and wastewater reports and comments are available through the internet file exchange for this case.	Revised reports are included with the resubmittal.
Significant Policy Related Issues	
The following policy related issues have been identified in the first review of this application. While these issues may not be critical to scheduling the application for public hearing, they may affect the City Staff’s recommendation pertaining to the application and should be addressed with the resubmittal of	

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the revised application material. Please address the following:	
Site Design	
23. Please revise the project plans to enhance the pedestrian experience along the E. Osborn Road frontage by limiting the number of driveways (Old Town Urban Design & Architectural Guidelines Goal 1.5) and bring the building closer to the street to create a consistent street edge and continuity of street spaces (Goal 2.1 and 2.2).	2/14 Mtg with City. Driveway has been revised to eliminate one site entry point along Osborn Road. Enhanced Plaza with seating and raised planters has been provided north of the building at original driveway location. There is a single right in – right out entry point along Osborn Road.
24. Building setbacks along N. Scottsdale Road and N. 71st Street should reflect the context of new developments located south of the site, which have increased setbacks along both Scottsdale Road and 71st Street. Please revise the project plans to adjust building setbacks accordingly.	20' minimum setback required and provided along 71st street and Scottsdale Road has been identified both on plan and under project data and setbacks. Refer to sheet 21.F.
25. The Scottsdale Road Streetscape Design Guidelines identify most intersections in the Old Town areas as “Green Spots”. Green Spots generally include enhanced pedestrian and landscape amenities, as well as specialized pavement. Please revise the project plans to incorporate the design objectives promoted in the Guidelines at the intersection of N. Scottsdale Road and E. Osborn Road, as well as along the N. Scottsdale Road frontage.	Enhanced paving and public art anticipated at Green Spot locations. Additional seating and landscape spaces also included at Scottsdale Road / Osborn Road intersection. Paseo at south of site provides additional pedestrian activation, including seating, water feature, festoon lighting, and trees along Scottsdale Road frontage.
26. The OTSUDAG suggest that building areas located adjacent to public walkways should have active uses and building transparency located at the ground level adjacent to the public walkway. The building design and layout of spaces places dead space adjacent to the proposed pedestrian paseo located on the south side of the site. Please revise the project plans to create further enhancements and activation for the pedestrian realm along the paseo.	2/14 Mtg with City. Central and eastern portions of the garage wall have been updated with infill trellis/screening elements to create more transparency. Wall mounted trellis element continues along western portions of garage for continuity. Landscape, trees, paving and water features have been added for further enhancements along Paseo. Soft festoon string lighting along the entire paseo and seating on the east side of the Paseo near the intersection of Scottsdale Road further enhances and activates the Paseo. Rendering of Paseo looking from the Scottsdale Road side into Paseo has been added. Also, South elevation has been updated to indicate Trellis elements.
27. Please identify the location of all above ground utility equipment on the site plan. Utility equipment should be located so that it does not conflict with pedestrian amenities, resident amenities, landscape features, and/or on-site circulation. This may require coordination with	Utility equipment is located on the south side of the site. Sheet note 30 has been added to identify utility equipment on site plan sheet 21.F. Location does not conflict with amenities, landscape features or on-site

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<p>the utility providers on more appropriate locations and paint colors to mitigate the visual impacts of those equipment on the site. Please refer to the location and screening of above ground utility equipment provided on adjacent developments to the south of the site as reference.</p>	<p>circulation.</p>																
<p>28. There are 3 existing streetlights along the Osborn Road frontage. The eastern most two lights will need to be replaced with the current applicable standard. Please note on the site plan that these fixtures will be replaced, and also relocated as necessary to accommodate the proposed development. The western most streetlight, near the corner of 71st Street contains a small cell tower on the pole. This fixture should remain in place if possible. If relocation is needed for the proposed site improvements, the developer shall coordinate with the cell provider for relocation as necessary and shall be responsible for any associated costs.</p>	<p>Keynotes 10 and 25 added to sheet notes and site plan to address comments.</p>																
Engineering																	
<p>29. DSPM. 2-1.305 F. Provide loading and unloading areas, minimum length of 45' and width of 12', in accordance with below tables, update site plan accordingly. Alleys, fire lanes and streets shall not be used for loading and unloading.</p> <table border="1" data-bbox="142 846 936 1153"> <thead> <tr> <th colspan="2" data-bbox="142 846 936 889">MULTI-FAMILY OFF-STREET LOADING & UNLOADING AREAS</th> </tr> <tr> <th data-bbox="142 889 520 927">NO. OF DWELLING UNITS</th> <th data-bbox="520 889 936 927">NO. OF LOADING & UNLOADING AREAS</th> </tr> </thead> <tbody> <tr> <td data-bbox="142 927 520 959">0 -50</td> <td data-bbox="520 927 936 959">1*</td> </tr> <tr> <td data-bbox="142 959 520 992">51 - 150</td> <td data-bbox="520 959 936 992">1</td> </tr> <tr> <td data-bbox="142 992 520 1024">151 - 450</td> <td data-bbox="520 992 936 1024">2</td> </tr> <tr> <td data-bbox="142 1024 520 1057">OVER 450</td> <td data-bbox="520 1024 936 1057">3**</td> </tr> <tr> <td colspan="2" data-bbox="142 1057 936 1130"> <p>* The DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.</p> </td> </tr> <tr> <td colspan="2" data-bbox="142 1130 936 1153"> <p>** Plus, any additional loading areas required by the DRB.</p> </td> </tr> </tbody> </table>	MULTI-FAMILY OFF-STREET LOADING & UNLOADING AREAS		NO. OF DWELLING UNITS	NO. OF LOADING & UNLOADING AREAS	0 -50	1*	51 - 150	1	151 - 450	2	OVER 450	3**	<p>* The DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.</p>		<p>** Plus, any additional loading areas required by the DRB.</p>		<p>This is a residential healthcare facility with 247 units. 2 loading areas 45' x 12' and a third loading area 13' x 18' has been provided. Sheet notes 7 and 8 have been added to 21F and 21S.</p>
MULTI-FAMILY OFF-STREET LOADING & UNLOADING AREAS																	
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<p style="text-align: center;">NON-RESIDENTIAL OFF-STREET LOADING & UNLOADING AREAS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">GROSS FLOOR AREA (FT²)</th> <th style="text-align: left;">NO. OF LOADING & UNLOADING AREAS</th> </tr> </thead> <tbody> <tr> <td>LESS THAN 30,000</td> <td>1*</td> </tr> <tr> <td>30,001 TO 100,000</td> <td>1</td> </tr> <tr> <td>100,001 TO 200,000</td> <td>2</td> </tr> <tr> <td>OVER 200,000</td> <td>3**</td> </tr> </tbody> </table> <p>* For each 10,000 square feet of gross floor area of a development project, the DRB may approve designating one on-lot parking space for loading and unloading that is 10 feet wide by 18 feet long. Designated spaces shall be signed and striped as loading and unloading areas.</p> <p>** Plus, any additional loading areas required by the DRB.</p>	GROSS FLOOR AREA (FT ²)	NO. OF LOADING & UNLOADING AREAS	LESS THAN 30,000	1*	30,001 TO 100,000	1	100,001 TO 200,000	2	OVER 200,000	3**	
GROSS FLOOR AREA (FT ²)	NO. OF LOADING & UNLOADING AREAS										
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<p>30. DSPM 2-1.309: Refuse capacity provided is enough, as calculated on refuse plan, however please note, the maximum number of containers allowed on a project is 4 and the maximum compacted capacity per container is also 4. Additionally, a project may not be serviced from city ROW (truck stopped and dumping waste within city street). Please redesign refuse plan accordingly while being mindful of the following additional requirements:</p> <ol style="list-style-type: none"> a. Compactor make and model used to design site. b. For both horizontal + vertical compactors: Place the refuse compactor container and approach pad so that the refuse truck route to and from the public street has a minimum unobstructed vertical clearance of thirteen (13) feet six (6) inches (fourteen 14 feet is recommended), and unobstructed minimum vertical clearance above the concrete approach slab and refuse compactor container storage area concrete slab of twenty-five (25) feet. c. For horizontal compactors: Place the refuse compactor in a location that does not require the bin to be maneuvered or relocated from the bin's storage location to be loaded on to the refuse truck. d. For horizontal compactors: Provide a compactor container approach area that has a minimum width of fourteen (14) feet and length of sixty (60) feet in front of the container. e. For both horizontal + vertical compactors: Demonstrate path of travel for refuse truck accommodates a minimum vehicle turning radius of 	<p>Refuse plan and calculations have been updated. Refer to sheet 21H. In place of providing 4, 4 cu yard containers, a compactor 15cu yard capacity+ 6 recycle containers have been provided. Clearance requirements for compactor container approach area of 60' x 14' have been provided. Path of travel for refuse truck has also been added to the refuse plan. Additionally, compactor model and an elevation sketch to indicate 25' vertical clearance at compact container and approach area are indicated. Site distance triangles are indicated on site plan sheet 21F.</p>										

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<p>45', and vehicle length of 40'.</p> <p>f. For both horizontal + vertical compactors: Non-self contained compactors will require a grease interceptor with drain placed in compactor enclosure.</p> <p>g. For both horizontal + vertical compactors: Do not place the enclosure(s) at the end of a dead-end parking aisle.</p>	
<p>31. DSPM 5-8.205: All non-ADA compliant pedestrian ramps abutting project are to be reconstructed by project. Update site plan accordingly.</p>	<p>Noted, will comply.</p>
<p>Landscape Design</p>	
<p>32. Please revise the project plans to include landscape areas between ground-level units and patios and adjacent public sidewalks. Please refer to similar locations located south of the subject site along N. 71st Street for design reference and OTSUDAG Figure 5.</p>	<p>Landscape areas are provided between ground-level units/attached patio and adjacent public sidewalk. Note that plant material located within paseo area with heavy shade are shade-tolerant varieties.</p>
<p>Building Elevation Design</p>	
<p>33. Please revise the elevation plan(s) to include dimensions on each building elevation from the finished floor to the top of each level of the building's parapets. Level 07 building height does not appear to be labeled on the building elevations.</p>	<p>Landscape areas are provided between ground-level units/attached patio and adjacent public sidewalk. Note that plant material located within paseo area with heavy shade are shade-tolerant varieties.</p>
<p>34. Portions of the building's east, south and west elevations appear to have limited shading of exterior glazing. The City's OTSUDAG and Sensitive Design Principles promote the use of context-appropriate architectural solutions to address solar exposure of exterior glazing and patio areas. Please revise the project plans to incorporate additional shading features at these building facades.</p>	<p>Louvered canopies have been added at windows that are not inset, typical at south elevation. The east and west elevations have building canopies and vertical fins along the south edge of each aperture to provide solar shading.</p>
<p>Traffic Study</p>	
<p>35. Page 11 – Please update collision rates provided in the 2020 Traffic Volume and Collision Rate Data report provided (DSPM 5-1.102).</p>	<p>Collision rates were updated.</p>
<p>36. Page 13 – No COVID-19 adjustment factor necessary. Due to time of counts, please apply seasonal adjustment factor (DSPM 5-1.505).</p>	<p>COVID-19 adjustments factor removed.</p>
<p>Circulation</p>	
<p>37. Please revise the site plan to show dedication of a 25-foot radius</p>	<p>25' right of way has been indicated and plan has been adjusted. Refer</p>

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right-of-way at the intersection of Scottsdale Road and Osborn Road. DSPM Sec. 5-3.123	to site plan sheet 21F.
38. Please revise the site plan to use CL driveway standard for the main site driveways on Osborn Road and 71st Street, not curb return driveways as shown; COS Std. Detail #2256. DSPM 5-3.200; DSPM Sec. 5-3.205.	Main site driveways have been updated to CL driveway standard. Refer to sheet 21F.
39. Please revise the site plan to show dedication of safety triangle easements at all site driveways. DSPM 5-3.123; Fig. 5-3.27.	Safety triangle easements have been indicated at all site driveways. Refer to site plan sheet 21F.
40. Please revise the site plan to provide dimensions for the move-in / loading space in the garage and verify that it conforms to the requirements of DSPM Sec. 2-1.305.	Site plan has been updated with dimensions for loading areas per 2-1.305. Refer to sheet 21.F
Technical Corrections	
The following technical ordinance or policy related corrections have been identified in the first review of the project. While these items are not as critical to scheduling the case for public hearing, they will likely affect a decision on the final plans submittal (construction and improvement documents) and should be addressed as soon as possible. Correcting these items before the hearing may also help clarify questions regarding these plans. Please address the following:	
Site	
41. Please revise the stated zoning district on the site plan to include the Planned Block Development (PBD) and Downtown Overlay (DO) designations that currently exist on the property, in accordance with the Plan & Report Requirements for Development Applications.	Zoning has been updated to D/DMU- Type 2 PBD DO on project data. Refer to sheet 21.F
42. Please revise the site plan to include dimensions for all of the sidewalks in and around the property, and clearly call out what is new and existing to remain, in accordance with the Plan & Report Requirements for Development Applications.	Dimensions have been added to all sidewalks. Sheet notes 28 and 29 have been added to notate the sidewalks. Refer to site plan sheet 21.F
43. Do not install safety bollards in the city right-of-way – Note 6.6 on the landscape plan.	Bollards removed from east end of Paseo along Scottsdale Road R.O.W. Bollards to remain at trash/service drive at west side.
44. Provide detail regarding the proposed enhance paving called out. This should not be located within the City right-of-way. The curb ramps are not shown correctly.	All paving within R.O.W. is proposed to be Acid etch finish, natural gray color concrete except at intersection corners and within Paseo. Concrete pavers proposed at intersection corners.

Item	Response
45. Remove the crosswalks shown at the intersection of Osborn Road and 71st Street from the landscape plan.	Street crosswalks removed from landscape plans.
46. Clearly delineate the one-way ingress and egress from the site driveways on Osborn Road; show pavement marking that indicate the direction of travel.	Driveway has been revised to eliminate one site entry point along Osborn Road. There is a single right in – right out entry point along Osborn Road as indicated on site plan 21F. Additionally, right in – right out vehicular circulation at Osborn Road revised entry is indicated on sheet 21.U
47. On Scottsdale Road the building is adjacent to the public right-of-way and doors to open into the right-of-way. Move building back or recess doors so doors swing on private property.	Doors have been recessed so they do not encroach on right-of-way. Refer to sheet 21.F.
Traffic Study	
48. Page 8 – correct spelling errors “lane sin”	Corrected.
49. Page 19 – 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. Potential land use should not be discussed unless based on previously approved site plans.	Understood.
50. Page 20 – LUC 826 Specialty Retail Center is not included in the most recent ITE Trip Generation Manual 11th Edition. Please identify similar or specific tenant land use.	Justification provided within the report.
51. Page 20 – Unless “Fine Dining” tenant is established as part of the development of this site, Staff do not support the use of LUC 931 for the proposed site. Please use, LUC 932 (High Turnover Sit Down Restaurant).	Justification provided within the report.
52. Page 23 – Figure 6 Trip Distribution – AM trips in from the south along Scottsdale Road are likely closer to 50%. PM Trips in from the north along Scottsdale Road are likely closer to 50%. Please revise trip distribution or provide justification of values.	Trip distribution updated.
53. Page 32 – Investigate potential mitigation measures for movements operating at inadequate LOS regardless of site impact.	Mitigation section added to the report