

Castro, Lorraine

From: Kercher, Phillip
Sent: Wednesday, July 29, 2020 1:48 PM
To: Moriarity, Ben
Cc: Guntupalli, Kiran; Smith, David R
Subject: RE: 556-PA-2020 Meridian Art Lofts

Ben: Updated list of comments based upon pre-app discussion. Phil

- As we have discussed previously, 18 parking spaces for 16 dwelling units is not enough. This site is not near any public parking lots, and there is limited on-street parking.
- They need to identify an area for loading and unloading of delivery vehicles and moving trucks on site. This activity is not allowed in alleys and public streets. This requirement is outlined in DSPM Sec. 2-1.305 and the Zoning Ordinance Sec. 9.201. See size requirement below.
- There appears to be a catch basin on Bishop Lane in the area where the site driveway is proposed.
- They need to provide some separation from their garage entrance on the alley to the edge of the alley to provide adequate sight distance for vehicle leaving the garage. A minimum of 5 feet should be provided.
- If they are intended to use the alley for site access the paved alley width should be at 24 feet wide. This will require additional alley dedication and improvement over the existing condition and due to some encroachment by the building to the west.
- Identify an ADA conforming sidewalk connection from the building entrance to Bishop Lane with minimum width of 6 feet.
- Widen the sidewalk along the Goldwater Boulevard frontage to a minimum 8 foot width; exceptions may be made around tree grates.
- Widen the sidewalk along Bishop Lane to a minimum 6 foot width.
- The location of the refuse enclosure will need approval from Solid Waste/Development Engineering. If this location is approved, access to the refuse enclosure needs to be wider to provide a safe accessway for the Solid Waste truck.
- There is an existing refuse container on the site that is in conflict with the site building.
- The "new on-street parking space" identified on the site is not allowed. See photo below.
- The streetlight on Goldwater cannot be relocated away from the intersection without adding additional lighting.
- The landscaping shown along Goldwater Boulevard, which consists of closely spaced trees, will create a "picket fence" effect and not provide adequate sight distance.

Phil

3. Design loading and unloading area(s) are to have minimum length of forty-five (45) feet long to accommodate a thirty (30) foot long single-unit truck and fifteen (15) truck loading and unloading areas. Smaller loading areas may be approved in accordance with Tables 2-1.307. F.1. and 2-1.307. F.2. Large condominium (condo) and mixed-use developments, and non-residential development should provide off-street loading and unloading area(s) designed to accommodate a sixty-five (65) foot long semi-trunk with a fifteen (15) truck loading and unloading areas.
4. Design the minimum width of a loading and unloading area(s) to be twelve (12) feet wide, and to have a vertical clearance of thirteen (13) feet six (6) inches, although vehicle clearance of fourteen (14) feet inches is recommended.
5. Design the loading and unloading area(s) so that entire length and width of the loading area does not obstruct driveways and parking areas or create traffic conflicts. Loading area shall be not included number of a development's provided parking.
6. Loading and unloading area(s) within a multi-story building shall have direct access into the internal circulation system and elevator(s).

