

# Northsight Residential Healthcare

## 2<sup>nd</sup> Review Responses

Case: 15-ZN-2022

Key Code: 146Z7

July 2023

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The City of Scottsdale staff reviewed the above referenced development application that was originally submitted on 12/20/2022. The 1<sup>st</sup> Review Comments (37 in total) represented issues or deficiencies identified by the review team.

The Applicant responded to the original comments with a second submittal in April 2023. The second submittal being substantially different than the original, resulted in new comments that may not have been considered with the 1<sup>st</sup> submittal. This cover letter and the [blue bullet points](#) contained within represent the applicant's response to the 2<sup>nd</sup> Review Comments.

### Significant Zoning Ordinance and Scottsdale Revise Code Issues

#### Planning:

1. Please revise the parking calculations for the specialized care portion of the facility to be based on "beds" instead of "units" in accordance with Zoning Ordinance Table 9.103.A.
  - The verbiage on the site plan data has been updated to refer to the number of specialized care beds in lieu of units as requested. The specialized care units currently proposed have (1) bed in each unit. The unit counts have been adjusted slightly from the previous submittal, which is reflected in the site plan data. ge 6: The mix of units was clarified - 60 independent living, 22 assisted living, and 61 memory care.
2. Please revise the floor plans for the memory care and assisted living portion of the building to include proposed bed locations & quantity, demonstrating compliance with the density requirements for specialized residential health care facilities, which is based on number of beds rather than units. Likewise, the unit count totals for all the memory care and assisted living shall be consistently referenced as "beds" rather than "units".
  - The furniture inside the units has been shown on the updated site plan to comply with this comment.

### Significant Policy Related Issues

#### Planning:

3. The proposed site plan creates an awkward drive aisle and asphalt area on the north side of the building which creates unnecessary asphalt and will create vehicular maneuvering conflicts in the area. Please reconfigure the proposed building location on the site to eliminate this issue by reducing the angle of the northeast leg of the building. Additionally, the middle driveway off the private drive can be eliminated, allowing parking spaces to be replaced that may be lost on the north side due to reconfiguration of the drive aisle and building location..
  - The drive on the north side of the building has been reworked along with the northeast corner of the building to accommodate the alignment of the north drive along the private drive. Removing the middle driveway off the private drive was reviewed, however we feel the flow of the traffic and access to the site will be negatively affected. After some discussion and communication with Phil Kercher, the decision was made to keep the middle drive, aligning it with the drive on the opposite side of the private drive.

#### **Transportation:**

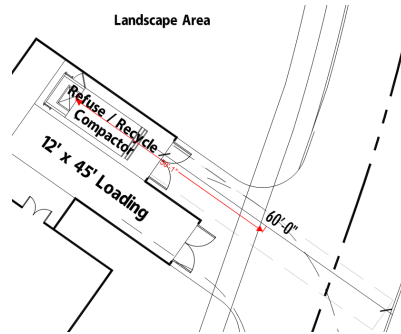
4. (Repeat Comment) All site access points on the east side of the parcel (private driveway) should be driveways consistent with CL type design – sidewalk continuous across the driveway. DSPM 5-3.200; DSPM Sec. 5-3.205.
  - After further communication with Phil Kercher, we've updated the driveways to better accommodate pedestrian crossings at the drives.
5. (Repeat Comment) There is concern regarding the difficulty of making left-turn movements at the private drive and Northsight Boulevard intersection, partially due to limited sight distance with the horizontal curve in this section. Traffic Engineering is recommending that the median opening on Northsight be modified to provide a refuge area, similar to our left-in, left-out median opens sometimes referred to a "pork chop" medians.
  - After discussion with Phil Kercher, the 'pork chop' by Mountain View Park between Hayden and the freeway was used as a reference for Northsight Blvd. The 'pork chop' along with the area of refuge is reflected on the updated site plan submitted as part of this resubmittal package.
6. (Repeat Comment) The property line along Northsight Boulevard appears to extend to the edge of pavement, lip of gutter. There is a sidewalk easement and public utility easements in the area. There are two existing right-turn lane signs and a streetlight outside of the right-of-way. The signal pole at the intersection with 87th Street also

appears to be on private property. A traffic control easement will be required for traffic control signs, streetlights, and signal pole. A 15-foot-wide easement overlapping the P.A.E. (sidewalk easement, Doc. #2003-0823477) that easement that includes the signal pole would be sufficient.

- The easements required have been noted and will be addressed and provided. The sidewalk easement along the private drive will be adjusted as well.
7. (Repeat Comment) Please revise the site plan to call out removals of the existing site driveways, replace with curb, gutter, and sidewalk to match existing improvements.
- A note is included on the site plan where the existing drive is to be removed and replaced with curb, gutter and sidewalk to match the existing improvements as requested.
8. (Repeat Comment) Please remove the existing medians in the driveway along the east side of the parcel. The pavement widths (14 feet) do not meet current standards for Fire trucks and Solid Waste trucks. Please also see Fire Department comments below.
- The removal of the medians is reflected on the updated site plan as part of this resubmittal package.
9. (Repeat Comment) Please align the proposed site driveway with the existing driveway on the east side of the private drive.
- After discussing with Phil Kercher, the north and middle drives off the private drive have been aligned with the opposite drives. This is reflected on the updated site plan as part of this resubmittal package.

#### **Civil Engineering:**

10. Please review the CORRENG file with comments from engineering staff related to the new refuse design and address the following refuse related comments (DSPM Sec. 2-1.309):
- a. Specify type, location, capacity of each compactor. Refuse truck will pick up from compactor directly. Compactor placement shall be shown in conformance with these DSPM requirements.
  - b. Add truck turning template into and out of compactor locations.
  - c. Required 60' horizontal clearance may not be provided within streets or shared drive aisles, as currently proposed. Please update project to push compactor further interior within site; design currently deficient 10':



- d. Confirm 25' vertical clearance provided at compactor or compactor to be placed on raised platform, equal to the elevation of servicing truck bed.
  - The refuse plan has been updated to reflect the comments shown on the redlines, including the specific model and size of the proposed compactor, the compaction ratio when recycle is not used, and the turning radii into the compactor and enclosure.

## Attachment A

### Exhibits:

The following information, plans, & files have been updated and submitted digitally in PDF format.

- [Comment Response Letter](#) – This Document
- [21.aa Roof.pdf](#) – Updated to coordinated with the revision at the NE corner of the building. Extra exit staircase was removed, and the adjacent unit rotated to facilitate aligning the north drive.
- [21.f Site Plan.pdf](#) – The drive on the north side of the building has been updated to eliminate excess asphalt and align the northern most drive at the private drive. The trash enclosure area has been updated to incorporate one large compactor in lieu of two small compactors. The center drive has been adjusted to align with the drive across the private drive. The pedestrian path to Northsight Blvd. has been updated to reflect ramps due to grade changes. The medians in the private drive have been removed. The pork chop in Northsight Blvd. has been added along with the refuge area as requested by the traffic reviewer.
- [21.h Refuse Plan.pdf](#) – Updated the refuse calculations. To the correct number of units, the 3:1 compaction ratio mentioned in the comments now includes the size and model number of the proposed compactor. The plan has been updated at the NE corner to coordinate with the other plans.

The compactor area and enclosure have been updated to reflect one larger 15 cubic yard compactor, to include the turning radii and dimensions from the centerline of the drive aisle.

- [21.i Open Space Plan.pdf](#) – Updated to coordinate with the site plan.
- [21.n Landscape Plan \(Color\).pdf](#) – Updated to coordinate with the site plan.
- [21.n Landscape Plan \(Black and White\) .pdf](#) – Updated to coordinate with the site plan.
- [21.g Prelim Hard Scape Plan.pdf](#) – Updated to coordinate with the site plan.
- [21.r Transition Plan.pdf](#) – Updated to coordinate with the site plan.
- [21.s Parking Plan.pdf](#) – Updated to coordinate with the site plan.
- [21.u Circulation Plan.pdf](#) – Updated to coordinate with the site plan.
- [21.y First Floor.pdf](#) – Updated to show the revision at the NE corner of the building. Extra exit staircase was removed, and the adjacent unit rotated to facilitate aligning the north drive. Furniture inside the units has been shown in response to comment #2.
- [21.y Second Floor.pdf](#) – Updated to reflect the revision noted on the 1st floor along with displacing some of the common area spaces with units that stacked over the footprint of the units below. Furniture inside the units has been shown in response to comment #2.
- [21.y Third Floor.pdf](#) - Updated to reflect the revision noted on the 1st and 2nd floors along with displacing some of the common area spaces with units that stack over the footprint of the units below. Furniture inside the units has been shown in response to comment #2.