



9/19/2024

The Bishop
7125 E. 2nd St.
Pre-app: 814-pa-2023

To: City of Scottsdale Design Review:

As requested in our dialogue with the City's design review team, we are following up with a memo detailing our approach to item 63 on our City Design Review comments letter pertaining to providing an on-site loading zone.

DSPM 2-1.305.F.1 notes that "it is recommended that new and redevelopment of multi-family developments incorporate loading and unloading areas". Table 2-1.307.F.1 continues to say that "the DRB may approve designating one on-lot parking space for loading and unloading that is 10' wide by 18' long." Section 2-1.305.F.1 is attached at the end of this memo for your reference and convenience.

Given that the loading zones are a recommendation, not a strict ordinance, and that the DSPM allows for DRB discretion, we are proposing the following solution for the loading/unloading zone at our or proposed re-development at Bishop Ln. and 2nd St.

Proposal:

We feel the alternative solution offered by the DSPM of allocated one 18'x10' parking space for loading makes sense for this development given its scale and character. In addition to this option provided by the DSPM, we will also allocate two back-up loading zones. As needed, we will allocate one lane from one of our two 2-lane driveways as a back-up loading zone. A 30' x 12' area that is completely on our property is outlined on the site plan. Also, we have an additional 30' x 12' loading zone called out at the end of our parking garage drive aisle; this zone is out of the way and still provides adequate clearance on all sides.

Between these three loading zones, we feel we meet the needs of our site and the spirit of the DSPM.



Development Context as it pertains to parking:

From a design, use, and ownership perspective, this development is more akin to single-family attached than traditional multi-family. There will only be 17 residences for the entire building, all with their own private ground level entry, stairwell, elevator, and garage. 12 of the 17 garages have 40' deep tandem garages, which can also serve a loading/unloading role. The development plan is for condo residences with less turnover than a traditional multi-family apartment complex. Given the intent, use, and size of the development, we feel the quantity of loading spaces supplied is sufficient to serve our residents.

Please let us know if you have any questions or need any further information from us.

END

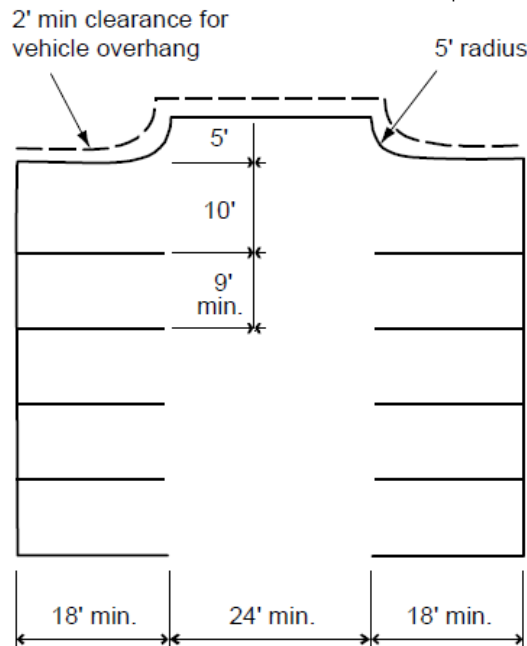


FIGURE 2-1.6 DEAD-END PARKING AISLE DETAIL

F. Off-street Loading Areas

In accordance with Zoning Ordinance, all new development shall provide loading and unloading areas for moving and deliveries approved by the DRB.

1. It is recommended that new and redevelopment of multi-family developments incorporate loading and unloading areas for multi-family and mixed-use development in accordance with Table 2-1.507. F.1. Alleys, fire lanes and streets shall not be used for loading and unloading.

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**
* 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.	
** Plus, any additional loading areas required by the DRB.	

TABLE 2-1.307. F.1.

The DRB, may approve an alternative to the quantity specified in Table 2-1.303. F.1. when it is demonstrated that the proposed alternative provides adequate loading and unloading area within reasonable and convenient distance to all units.

2. Loading and unloading areas for non-residential use vary based on the use of the building. Incorporate in to the design of a development sufficient space to accommodate the number of trucks that will be loading, unloading or stored at