

**ARTISAN SCOTTSDALE - RESPONSE ASSIGNMENTS – 2nd Review Comments dated 7/29/2021**

**3-ZN-2021**

*Resubmittal to City – October 26, 2021*

Item	Response
<p><b>Original comments from 1<sup>st</sup> Review + Additional 7/29/2021 comments</b></p>	
<p>17. The proposed building sections do not appear to accurately depict the building setbacks required for the site along N. Marshall Way and E. 1<sup>st</sup> Avenue. Please revise the building sections so that the sections are taken perpendicular to the street line at several locations where the proposed building is closest to the street along the curved N. Marshall Way. In addition, provide building setback diagrams for E. 1<sup>st</sup> Avenue. All building setbacks should be taken from the required building setback line along each street frontage. There may be additional comments from staff after this information is received. Please refer to Zoning Ordinance, Sec. 1.305.A. &amp; 5.3006.H.  <b>Additional 7/29/2021:</b> It appears the encroachments do not meet the 50% of the length of the building segment requirement.</p>	<p><b>6/23 Response:</b> As requested, building sections have been cut to articulate the setback along Marshall Way and E. 1<sup>st</sup> Ave. Also refer to sheet 34.3, 34.4 and 34.5 for additional setback information.   <b>Updated Response:</b> See updated sections and site plan.</p>
<p>18. Please provide diagrams that demonstrate compliance with the Building Location requirements of Zoning Ordinance Sec. 5.3006.F.  <b>Additional 7/29/2021:</b> There was no exhibit provided to address this requirement from Section 5.3006. F. 1 and 2.</p>	<p><b>6/23 Response:</b> New setback diagrams were created to show the setback encroachments referencing the requirements per Ordinance Sec. 5.3.006. Refer to sheets 34.3, 34.4, and 34.5.   <b>Updated Response:</b> See additional data added to site plan that dimensions the setback conditions.</p>
<p>22. Please submit a floor plan worksheet that identifies the private outdoor living areas for each dwelling unit, with square footages and dimension, with the resubmittal. Please refer to Zoning Ordinance, Sec. 5.3006.G.  <b>Additional 7/29/2021:</b> There are several patios that do not meet the minimum depth of 6-ft.</p>	<p><b>6/23 Response:</b> A new sheet was created that identifies the private outdoor living areas with dimensions and square feet per Sec. 6.1308. - Property development standards, C. Private outdoor living spaces. Refer to sheet 21Z.1.   <b>Updated Response:</b> Required Private Outdoor Living Space and been refined throughout, see revised worksheet.</p>
<p><b>Site Design</b></p>	
<p>31. Please revise the project plans to move the location of the</p>	<p><b>6/23 Response:</b> The provided City standard streetlights will be</p>

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<p>existing, western-most streetlight on N. Indian School Road to a location that is closer to the curb, while revising the location of the sidewalk further away from the curb at the far western portion of the site.'</p> <p><b>Additional 7/29/2021:</b> Acknowledged. Staff will add a stipulation for this requirement.</p>	<p>incorporated with future DRB submittal.</p> <p><b>Updated Response:</b> <i>Acknowledged.</i></p>
<p>32. In accordance with the Design Standards &amp; Policies Manual, Section 2-1.305 F., please revise the site plan to provide loading and unloading areas on-site, minimum length of 45' and width of 12', in accordance with below tables. Alleys, fire lanes and streets shall not be used for loading and unloading.</p> <p><b>Additional 7/29/2021:</b> The proposed loading area in in the City's ROW and does not meet this requirement.</p>	<p><b>6/23 Response:</b> Please refer to the site plan sheet, 21F.1, to see the location of the loading and unloading areas on site.</p> <p><b>Updated Response:</b> <i>Per DSPM 2-1.305 F a parking space has been provided on site and shall be striped and signed as required.</i></p>
<p>33. In accordance with the Design Standards &amp; Policies Manual, Section 2-1.309, the north building is required to provide a minimum of 3 refuse enclosures. The proposed trashroom illustrated on submitted refuse plan does not appear to accommodate this. Please revise the site plan and refuse plan accordingly.</p> <p><b>Additional 7/29/2021:</b> Please provide the following additional information:</p> <ol style="list-style-type: none"> <li>Compacted waste, refuse containers.</li> <li>Provide type of compacting, vertical, with required height clearance – 24.5', in each trash room.</li> <li>Provide enlarged plans of both refuse rooms, include compactor along with required additional containers. Maximum of 2 cubic yard of compacted waste may be rolled from collection location to servicing location. Update refuse plan accordingly.</li> <li>City infrastructure, alley, streets etc, may not be used as a means to roll compacted waste across. Revise refuse solution accordingly.</li> </ol>	<p><b>6/23 Response:</b> See revised trash calculations and supported exhibit. Refer to sheet 21H.</p> <p><b>Updated Response:</b> <i>Per meeting of 9/27 with Eliana Hayes the refuse plan has been refined to maintain trash rooms and standard double enclosures per parcel with container pick-up at angled collection approach to be positioned by staff per collection schedule.</i></p>
<p>34. In accordance with the Design Standards &amp; Policies Manual, Section 2-1.310, site and building design will be required to accommodate 6' wide accessible pedestrian routes from the main entry of the development to each abutting street sidewalk. Please revise the site</p>	<p><b>6/23 Response:</b> Dimensions were added to the site plan to show that the sidewalks near the building entry are 8' for the north building and 9' for the south building. No changes were made to the widths of the sidewalks since the 1<sup>st</sup> submittal. Refer to sheet 21F.1.</p>

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<p>plan to illustrate these pedestrian connections.  <b>Additional 7/29/2021:</b> It appears there is still no sidewalk connection the south building to 1<sup>st</sup> Avenue. How will the retail space be accessed from the streets?</p>	<p><b>Updated Response:</b> <i>The site plan has been revised to provide a recessed entry access from 1<sup>st</sup> Ave. as requested and a pedestrian access to 1<sup>st</sup> Ave is provided as a result.</i></p>
<p>35. In accordance with the Design Standards &amp; Policies Manual, Section 3-1.701, please revise the site plan and grading &amp; drainage plan to show the alley to be repaved along property frontage to include positive drainage along alley.  <b>Additional 7/29/2021:</b> address regarding alley dedications and improvements</p>	<p><b>6/23 Response:</b> G&amp;D plan updated.   <b>Updated Response:</b> <i>20-ft alley dedication accommodated with updated site plan.</i></p>
<p>36. In accordance with the Design Standards &amp; Policies Manual, Section 3-1.701, please revise the site plan to show reconstruction of the alley connection with the street (Marshall Way) to create an ADA accessible pedestrian crossing.  <b>Additional 7/29/2021:</b> address regarding alley dedications and improvements.</p>	<p><b>6/23 Response:</b> An ADA ramp is not anticipated in this location however the sidewalk and alley will be constructed in a way to provide an ADA accessible pedestrian crossing.   <b>Updated Response:</b> <i>See refined circulation exhibit 21U.</i></p>
<p><b>Circulation</b></p>	
<p>41. Requirements for commercial alley width is 20 feet, in accordance with the Design Standards &amp; Policies Manual, Section 5-3.800. Please provide a minimum 10-foot alley right-of-way dedication (half-street) along all alleys adjacent to the site.  <b>Additional 7/29/2021:</b> address regarding alley dedications and improvements.</p>	<p><b>6/23 Response:</b> We are proposing that the alley remain as currently dedicated.   <b>Updated Response: MH email Phil 9/17:</b> <i>Per meeting with Phil Kercher on 9/17 the alley widths have been included as proposed on the Site Plan and the building has been adjusted to accommodate.,20' alley shown with resubmittal package.</i></p>
<p>44. Please revise the site plan to relocate the parking structure entrance so that it is accessed from 1<sup>st</sup> Avenue instead of the alley; the alley entrance on Marshall Way is too close to Indian School Road and will may get blocked by queued vehicles. In addition to conflicts at the Marshall Way driveway, the existing configuration will be difficult for vehicles to make a U-turn into the structure entrance, if entering from 1<sup>st</sup> Avenue. The proposed design also creates a conflict of vehicle exiting the parking structure and vehicles on the one-way surface drive.  <b>Additional 7/29/2021:</b> address regarding garage access points.</p>	<p><b>6/23 Response:</b> The team has analyzed the suggested parking ramp relocation and based on feedback from surrounding neighbors/property owners the current parking structure access will remain the same.   <b>Updated Response:</b> <i>Entry to the site and parking garage has been revised to be accessed from 1<sup>st</sup> Avenue. See updated site plan.</i></p>

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<b>TIMA</b>	
46. Please revise the TIMA to include analysis of the Indian School Road and Marshall Way intersection to verify a potential need for permissive-protected phasing installation of east-west Indian School Road movement.	<p><b>6/23 Response:</b> TIMA updated to include analysis</p> <p><b>Updated Response:</b> <i>TIMA updated.</i></p>
47. Please revise the TIMA to remove the trip generation of potential development under the existing zoning. The assumptions made in this section cannot be verified and may be unreasonable since they have not been approved for development. Instead, the information from the development that was on the property historically may be used as a comparison.	<p><b>6/23 Response:</b> The existing site is zoned for C-2 which allows for development of this vacant parcel. The potential build-out trip generation shows a possible build-out under the existing zoning.</p> <p><b>Updated Response:</b> <i>TIMA updated.</i></p>
48. Please consider inclusion of The Kimsey traffic into background traffic for all analysis.	<p><b>6/23 Response:</b> Included in analysis</p> <p><b>Updated Response:</b> <i>TIMA updated.</i></p>
49. With the existing narrow alley sections to the west, the proposed alley access to Goldwater Boulevard is not supported. Please provide measures to direct all traffic east from alleyway, towards Marshall Way.	<p><b>6/23 Response:</b> Under evaluation</p> <p><b>Updated Response:</b> TIMA updated.</p>

**Other:** All Development Agreement Exhibits have been sent to the City Attorney. Initial comments received from City Attorney and revisions underway.