

**ARTISAN SCOTTSDALE - RESPONSE ASSIGNMENTS – 1st Review Letter dated 5-21-2021**

**3-ZN-2021**

*Target Date: Resubmittal to City – June 23rd*

Item	Response
<b>Zoning Ordinance and Scottsdale Revise Code Significant Issues</b>	
<b>General Plan / Old Town Scottsdale Character Area Plan</b>	
<p>1. With a resubmittal, please provide a Zoning Map exhibit that outlines which parcels within the overall development plan will be seeking Downtown Multiple Use-Type 2 and which parcels will be seeking Downtown Core-Type 1 zoning. In review of the parcels and the development plan, Parcel 130-12-047A – which includes portions of the South Building – are within the Type 1 boundary. Please provide updated discussion and exhibits that confirm that the South Building will meet Downtown Type 1 development standards as well as provide an Old Town Future Land Use Map and Downtown Development Types Map exhibit that notates the development plan boundary in relation to the Downtown Core / Type 1 areas as depicted on each map.</p>	<p>As confirmed with City Staff, a Development Types Map showing Type1/Type2 differentiation is included with the revised project narrative.</p> <p>Also, zoning request for D/DC-1 PBD DO will include parcel 130-12-047A.</p>
<p>2. Page 27 of the narrative correctly notates the Marshall Way Open Space within the Public Spaces and Connectivity Master Plan; however, the graphic itself is not the final version that is within the adopted Old Town Scottsdale Character Area Plan. With a resubmittal, please update the graphic to ensure it aligns with the adopted Plan. In addition, please delineate the subject property area with a boundary vs. a symbol to locate the property.</p>	<p>Public Spaces and Connectivity Master Plan has been updated per the graphic shown in the Old Town Scottsdale Character Area Plan.</p>
<p>3. Both the General Plan (Character &amp; Design Element Goal 5 and Growth Areas Element Goal 6) and the Old Town Scottsdale Character Area Plan (Character &amp; Design Policies CD 5.5 and CD 9.4; and the Arts &amp; 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 discusses integrated Public Art onsite – and potentially at two locations along North Marshall Boulevard – the specific locations have not been identified with any of the first submittal documents, nor any detail as to what the art pieces will be.</p>	<p>The developer intends to commission a local artist (s) to prepare significant outdoor pieces that will complement and enhance the overall character of this portion of the Scottsdale Arts District. The intent is to reinforce the importance of this immediate area as a gateway into and around the Scottsdale Arts District. Per the Site Plan (Exhibit 21F.1), we have tentatively identified two locations for public art. One installation is to be located within a planter at the north Artisan Plaza (at the southwest intersection of E. Indian School Road and N. Marshall Way) and the other installation is to be located at the south Artisan Plaza (at the northwest intersection of N. Marshall Way and E. 1<sup>ST</sup> Avenue). We envision both pieces to be vertical in nature so that they can be experienced from many different vantage points. We look</p>

Item	Response
<p>Specific to the southwest corner of Indian School Road, and in review of the other corners of this intersection that have existing public art (One-Eyed Jack and Horseshoe Falls), it is recommended that future public art be placed, at minimum, 30' from the intersection curb. When conceptualizing and locating public art for this project, consider how the art contributes or complements its public setting and its relationship to other public art.</p> <p>Horseshoe Falls attempts to create a strong link between areas of the Downtown Core north and south of Indian School. One Eyed Jack provides a similar gateway to the Marshall Way galleries. With a resubmittal, provide specific 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>forward to collaborating with the Scottsdale Arts Council on the review and approval process once the project moves ahead.</p>
<p>4. The General Plan (Character &amp; Design Goal 4 Bullet 13 and Goal 6, Bullet 6) and the Old Town Scottsdale Character Area Plan (Character &amp; Design Policies CD 5.3 and CD 7.2) support the provision of meaningful streetspaces and open space areas, providing 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 &amp; 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). Although page 12 of the narrative states that “existing mature trees will be retained”, the submitted Landscape Plan indicates the replacement of the existing sissoo trees along the site’s Indian School Road and Marshall Way frontages with Chinese Elm trees. Historically, the “<i>Dalbergia Sissoo</i>” tree has been utilized predominantly along Indian School Road, from the western Old Town Boundary, east to 75<sup>th</sup> Street, as well as along Marshall Way. Furthermore, Article X of the Zoning Ordinance states that “in the Downtown Area, to remove a mature tree, the property owner shall submit a mature tree plan” (Sec. 10.200.D), further noting the importance of mature trees within Old Town. With a resubmittal,</p>	<p>Reasonable efforts will be made to preserve the existing Sissoo’s in place as represented in the resubmittal. During construction if existing trees are damaged, a 36” box replacement of the same species will be installed.</p>

Item	Response
<p>please update the Landscape Plan to include and retain the “<i>Dalbergia Sissoo</i>” tree along both Indian School and Marshall Way frontage, ensuring that the proposal continues to complement the landscape character of this roadway.</p>	
<p>5. Marshall Way is a primary pedestrian corridor and at this location is categorized as a “Pedestrian Place” within the Old Town Scottsdale Character Area Plan. These areas embrace and engage the pedestrian realm with wide awnings, walkways, trees and arcades. With a resubmittal, respond to the Pedestrian Place designation, and consider amending the site plan along Marshall Way to respond to such, incorporating covered or cantilever walkways and storefronts that engage the street level.</p>	<p>Because of the unique configuration of the site and the curving of Marshall Way, it is not feasible to shade public sidewalks with building overhangs. Street trees will adequately shade public sidewalks and generous awnings at the building entries will partially shade public plaza space.</p>
<p>6. The first submittal narrative states on page 31 that the “visibility of above ground mechanical will <i>likely</i> be minimized by utilizing ground vaults, where feasible, and/or screened from view using decorative walls and/or landscaping buffers or other appropriate screening methods”. The subject site is within a 2001 General Plan-designated, Growth Area. As such, please respond to General Plan Growth Areas Element Goal 1, bullet 3 as well as Old Town Scottsdale Character Area Plan Public Character &amp; Design policy CD 11.3 regarding the undergrounding of utilities. With a resubmittal, provide narrative and graphical confirmation that all onsite utilities will be undergrounded with the development of this site, including power lines within the alley and overhead light poles along 1<sup>st</sup> Avenue.</p>	<p>With respect to CD 11 and visibility of above ground mechanical, the term “likely” was removed from the project narrative. Additionally, on site overhead utility lines will be placed underground consistent with city code requirements including power lines within the alley and overhead light poles along 1<sup>st</sup> Avenue.</p> <p>Growth Area Goal 1, Bullet 3 previously addressed.</p>
<p>7. The Old Town Scottsdale Character Area Plan (Policy CD 1.4) includes the provision to protect prominent historic resources and promote innovative new development that respectfully coexists with the character and context of these historic assets. The proposed development is near the El Adobe Apartments, 7037 and 7041 East First Avenue, that is listed on the Scottsdale Historic Register. The buildings are constructed of adobe bricks. In the past, construction of new developments in Old Town Scottsdale have resulted in ground vibrations that have caused damage to adobe structures. Please provide information regarding construction methods and techniques that will be</p>	<p>Owner plans to utilize Arizona Monitoring Services during construction to monitor ground vibrations. Arizona Monitoring Services has experience vibration monitoring in a wide variety of environments including near historically significant and archeological sites. Their services include monitoring heavy construction equipment for use in excavation and rock hammering. Monitoring vibrations will allow the general contractor to modify construction methods as needed if the vibration level gets beyond a level deemed safe to nearby structures and utilities.</p>

Item	Response
utilized to minimize ground vibrations and potential damage to these adobe structures	
8. The Old Town Scottsdale Character Area Plan (Policy M 1.4) encourages the accommodation of the movement of freight goods and services, truck delivery access and operations, and emergency response vehicles on private development sites, and out of the public right-of- way where possible. Please identify on the site plan and describe in the narrative where loading and unloading will occur on the project site.	Loading and unloading have been identified on site. A keynote was added to the site plan.
9. The Zoning Ordinance (Sec. 6.1306.A.2) requires all PBD requests to comply with the International Green Construction Code. With a resubmittal, provide a description of the planned green building techniques that will be employed when this site is constructed within a revised narrative, demonstrating that compliance with IGCC. Please also address the Preservation and Environment Planning chapter of the General Plan, Goal 4, regarding reducing energy consumption and promoting energy conservation.	Project will comply with IGCC requirements. Goal 4 has been added to the project narrative.
10. The Old Town Scottsdale Urban Design & Architectural Guidelines include a primary guideline to minimize the visual and physical impacts of building service areas (Primary Guideline 9). The site plan shows several refuse enclosures along Marshall Way at the alley entrance. This location is highly visible terminus for Marshall Way, is disruptive to the pedestrians moving north/south along the street and inconsistent with the cited Design Guideline. With a resubmittal, relocate refuse containers or provide additional screening to ensure guideline conformance.	The refuse enclosure located within the alley has been redesigned to include a slide gate system that will match the materials of the building to minimize the visual impact. Refer to the Refuse plan, 21H.
11. If further outreach has been conducted since the original submittal, and as a response to Goal 1 of the Community Involvement Element, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.	Updated Citizen Involvement Report included with resubmittal.

Item	Response
<b>Zoning</b>	
12. If it is the intent of the applicant to rezone portions of the site that are not currently owned by the applicant, consent must be received by those portions not owned/authorized by the applicant, including city-owned right-of-way. (Zoning Ordinance, Sec. 1.304.).	We respectfully request the City's consent. Development and Sale Agreement draft included with the resubmittal.
13. The zoning application includes a request for the Planned Block Development overlay, however a Development Agreement application has not been filed. Prior to any resubmittal on this application, please submit a Development Agreement (DA) application with a proposed draft of the development agreement for review.	Acknowledged. Development and Sale Agreement drafted and included with resubmittal.
14. The residential density calculations proposed with the submitted development plan appear to be based on a gross lot area that includes City owned parcels and rights-of-way that are adjacent to City owned parcels, some of which areas have never been dedicated for public purposes. Please note: Use of these parcel areas within the density calculation for the proposed development is contingent upon the closing of a Development & Sale Agreement between the City and the property owner, which has not yet been initiated, and subsequent right-of-way dedications as necessary to complete the gross lot areas. Otherwise, the proposed density may exceed 50 dwelling units per acre.	City parcels to be acquired by the developer. See Development and Sale Agreement.
15. The submitted development plan proposes a below grade parking structure that extends across the city-owned alleyway, however, does not propose any mechanism for private access and construction of private improvements within the right-of-way area. Please provide a response that addresses how the owner intends to accomplish these improvements within the City's right-of-way.	See Development and Sale Agreement included with resubmittal. Document also sent to the City Attorney on 6/14.
16. In accordance with SRC 47-80, undergrounding of existing and any proposed wire facilities along and within project boundaries is required. Please revise the site plan accordingly to note these improvements	The site plan has been updated graphically and a note was added that states these improvements. See sheet 21F.1.
17. The proposed building sections do not appear to accurately depict the building stepbacks 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	As requested, building sections have been cut to articulate the stepback along Marshall Way and E. 1 <sup>st</sup> Ave. Also refer to sheet 34.3, 34.4 and 34.5 for additional stepback information.

Item	Response
<p>proposed building is closest to the street along the curved N. Marshall Way. In addition, provide building stepback diagrams for E. 1<sup>st</sup> Avenue. All building stepbacks 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.</p>	
<p>18. Please provide diagrams that demonstrate compliance with the Building Location requirements of Zoning Ordinance Sec. 5.3006.F.</p>	<p>New stepback diagrams were created to show the stepback encroachments referencing the requirements per Ordinance Sec. 5.3.006. Refer to sheets 34.3, 34.4, and 34.5.</p>
<p>19. Please revise the elevation plan(s) to include dimensions on each building elevation from the finished floor to the top of the ridge tile or to the top of any roof top apparatus parapet. Please refer to Zoning Ordinance, Sec. 1.305.A.</p>	<p>The elevation sheets were updated to include the dimensions of the rooftop apparatus parapets. Referencing Table 6.1308.B.</p>
<p>20. Open space located within city-owned right-of-way cannot be counted towards the provided open space calculation for the site. Please revise the project plans to only account for open space provided on private property. Please refer to Zoning Ordinance, Sec. 1.305.A.</p>	<p>Graphic revised.</p>
<p>21. Please provide dimensioned site and floor plans to show each level of the parking garage and parking stalls are in compliance with the vertical and horizontal encroachment clearance of the Zoning Ordinance, Sec. 9.106.A.</p>	<p>New sheets were created to show the accessible vertical clearance and the parking floor plans were updated with dimensions, per Sec. 9.105. - Mobility impaired accessible spaces, F. Standards and O. Vertical Clearance. Refer to sheets 34.1 and 34.2.</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.</p>	<p>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.</p>
<p>23. Please revise the parking calculations for the proposed development to be in conformance with the recently updated parking ordinance (Ord. 4500 &amp; Reso. 12141)</p>	<p>The parking calculations for the proposed development were updated to follow the City Council's approved ratios on 05/18/21, per Table 9.103.A. Schedule of Parking Requirements for Dwellings, multiple family. Refer to sheet 21S.0.</p>
<p>24. Please provide additional information and details regarding the community amenities (pool, fountains, required private open space, etc) with the next submittal. Please refer to Zoning Ordinance, Sec. 1.305.A.</p>	<p>Required private outdoor living space requirements will be provided with each unit. In addition to the public plaza spaces, The Artisan Scottsdale will offer a ground floor "gathering space" which is design for informal impromptu get togethers. There will also be roof top garden for residents. The</p>



Item	Response
	<p>first level will have access to the front desk, management office, nearby elevator lobbies, stairs, and underground parking.</p> <p>Site improvements that include shade trees, shrubs, and seat-walls, will create a comfortable microclimate for the pedestrian encouraging the use of sidewalks within the existing Old Town context.</p>
<p>25. Please revise the site plan and building elevations to provide more structural shaded sidewalks over the public sidewalks along the streets, in accordance with Zoning Ordinance Section 5.3006.J. and the Old Town Urban Design &amp; Architectural Guidelines. Recent examples of projects that integrated structural shade elements successfully are the Renaissance Plaza development at the northeast corner of Scottsdale Road &amp; Camelback Road, and The Kimsey on Indian School road, northeast of the subject site.</p>	<p>The ground level benefits from well-designed building overhangs (see perspectives). Due to the unique site configuration, there are physical limitations on the installation of structural shade devices over sidewalks. In keeping with the streetscape in the area, tree canopies will provide a comfortable shaded pedestrian experience for residents and patrons. The public plaza spaces will have ample shade trees as well.</p>
<p>26. Please Note: In accordance with SRC 48-3 + 4, platting will be required for new parcel creation prior to permit issuance. Easement dedications, via plat or map of dedication, will be required for any public infrastructure running through private parcels. Easements in conflict with proposed development will need to be abandoned prior to, or with final plat recordation. Please acknowledge these requirements with your resubmittal.</p>	<p>Acknowledged.</p>
<p><b>Fire</b></p>	
<p>27. Please Note: A fire hydrant is required to be added on south side of Indian School adjacent to project. (Ord 507.5.1.2).</p>	<p>Acknowledged.</p>
<p><b>Drainage</b></p>	
<p>28. Please submit a revised Drainage Report with the rest of the resubmittal material identified in Attachment A. Please see the redlined report in the internet files exchange portal.</p>	<p>See updated report.</p>
<p><b>Water and Waste Water</b></p>	
<p>29. The submitted wastewater Basis of Design Report has been approved as noted, with stipulations. Please see the approved report and stipulations in the internet files exchange portal.</p>	<p>Acknowledged.</p>
<p>30. Please submit a revised Water Design Report with the resubmittal material identified in Attachment A, in response to the redlined report and comments in the internet files exchange portal.</p>	<p>See updated report.</p>

Item	Response
<b>Significant Policy Related Issues</b>	
<b>Site Design</b>	
31. Please revise the project plans to move the location of the 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.	The provided City standard streetlights will be incorporated with future DRB submittal.
32. In accordance with the Design Standards & 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.	Please refer to the site plan sheet, 21F.1, to see the location of the loading and unloading areas on site.
33. In accordance with the Design Standards & 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.	See revised trash calculations and supported exhibit. Refer to sheet 21H.
34. In accordance with the Design Standards & 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 plan to illustrate these pedestrian connections.	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.
35. In accordance with the Design Standards & Policies Manual, Section 3-1.701, please revise the site plan and grading & drainage plan to show the alley to be repaved along property frontage to include positive drainage along alley.	G&D plan updated.
36. In accordance with the Design Standards & 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.	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.
37. In accordance with the Design Standards & Policies Manual, Section 5-2.616, construction work in the alley shall be coordinated with solid waste. Disruption to service routes shall be mitigated by applicant. Add	Note was added to the site plan. Refer to sheet 21F.1.



Item	Response
note to site plan accordingly.	
38. In accordance with the Design Standards & Policies Manual, Section 5-3.123 D., all buildings and structures will be required to adhere to site distance triangle requirements. Please revise the site plan to show these easements.	G&D plan updated.
39. In accordance with the Design Standards & Policies Manual, Section 5-8.205, all non-ADA compliant pedestrian ramps abutting project are to be reconstructed with the redevelopment of the site. Please acknowledge this requirement with the resubmittal, or through notation on the site plan.	Added notation on the plans acknowledge this request.
<b>Street Lighting</b>	
<p>40. In accordance with the requirements of the Design Standards &amp; Policies Manual, please update the site plan to show the following street light related improvements:</p> <ul style="list-style-type: none"> <li>a. Remove galvanized street light pole number SS1670830 along Marshall Way.</li> <li>b. Install a new luminaire on street light pole SS1657619 along Indian School Road. Specify fixture GE ERLH_14C330 or Signify Lumec RFM-100W60LED3K-G2- R2M.</li> <li>c. Remove galvanized streetlight poles SS534615 and SS297 along 1<sup>st</sup> Avenue.</li> <li>d. Install 2 new 25-foot-tall street light poles along 1<sup>st</sup> Avenue in the locations circled in blue on aerial photo below. New pole and luminaire shall match what was installed along Marshall Way. See the lighting specs available for download on the internet file exchange.</li> <li>e. Remove streetlight poles circled in red on aerial photo below.</li> </ul>	The noted light poles have been identified on the civil G&D plan.

Item	Response
<b>Circulation</b>	
41. Requirements for commercial alley width is 20 feet, in accordance with the Design Standards & 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.	We are proposing that the alley remain as currently dedicated.
42. Please revise the site driveway on 1 <sup>st</sup> Avenue to be designed in conformance with COS CL-1 Driveway standard detail #2256, in accordance with the Design Standards & Policies Manual, Sections DSPM 5-3.200 and 5-3.205.	Acknowledged.
43. Please increase the width of the existing 6-foot sidewalk along the Indian School Road frontage to a minimum of 8 feet, in accordance with the Design Standards & Policies Manual, Section 5-3.110.	The width of the sidewalk is proposed to be 10', as shown in the 1 <sup>st</sup> submittal, dimensioned on the Hardscape Plan, sheet 21Q. Dimensions were added to the site plan. Refer to sheet 21.F.1.
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.	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.
45. With exception of creating an ADA accessible crossing, the existing alley driveway on Marshall Way should remain as existing, with the alley aligning with the driveway. Reconfigure the drive aisle within the alley to remove the jog in the alley across the parking structure entrance and one-way surface drive and provide better delineation of the alley extension across this area.	See response above.
<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.	TIMA updated to include analysis
47. Please revise the TIMA to remove the trip generation of potential development under the existing zoning. The assumptions made in this	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

Item	Response
<p>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>	<p>build-out under the existing zoning.</p>
<p>48. Please consider inclusion of The Kimsey traffic into background traffic for all analysis.</p>	<p>Included in analysis</p>
<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>	<p>Under evaluation</p>