
**Application
Narrative
Cash Transmittal
Pre-Application
Pre-App Narrative
Pre-App Cash Transmittal
Project Data Sheet**

August 24, 2015

**City of Scottsdale
DRB Re-Submittal – Project Narrative**

RE: Raintree Drive Extension

Project Overview

The City of Scottsdale is constructing this project, the Raintree Drive Extension, from the Thunderbird Road/Scottsdale Road intersection to State Route (SR) 101L as a result of several transportation planning studies that have occurred in the Scottsdale Airpark area to address transportation and access issues. The Scottsdale Airpark is the preeminent employment center in Scottsdale and the third largest in the Phoenix metropolitan area. Access to and around the Airpark area was listed as a critical component in the City of Scottsdale Transportation Master Plan, which was adopted by the Scottsdale City Council in 2008. Because of the alignment of the airport runway, the CAP canal, the SR 101L freeway, and existing neighborhoods, the typical street grid pattern in the Airpark area is not continuous. Currently, Raintree Drive only extends as far west as Hayden Road and requires a series of turns throughout the Airpark business area to navigate between SR 101L and Scottsdale Road – creating confusion to the traveling public. The Raintree Drive Extension project will provide a direct connection between the Scottsdale Road/Thunderbird Road intersection and SR 101L around the south side of the runway, specifically seeking to simplify the route from Hayden Road to Scottsdale Road to relieve some of the traffic congestion currently experienced on Frank Lloyd Wright Boulevard.

The proposed corridor is generally five lanes wide, with 76th Place to Hayden Road maintaining a three-lane section. Raised or painted medians, bike lanes, detached sidewalks and landscape buffers are recommended throughout the corridor. Raised medians and meandering sidewalks will be accommodated where right-of-way and access conditions allow.

Five intersections are recommended to be converted to roundabout intersection controls:

- Thunderbird Road/73rd Street
- Redfield Road/76th Place
- Raintree Drive/Hayden Road
- Raintree Drive/82nd Street
- Raintree Drive/Northsight Boulevard

The newly constructed features outside of the roadway improvements consists of; sidewalk, sidewalk ramps, driveways, utility relocations, street lighting, roundabouts, drainage, landscaping, irrigation, pavement striping, and public art.

Landscape & Irrigation

The new landscape improvements will feature a 'Structured Southwest Xeric' theme. This theme emphasizes transparency in the planting design with the existing surrounding landscape treatments that is developed around a more structured pattern approach reflected in the geometric structure and

rhythm of the plant material, hardscape and aesthetic elements that includes the integration of Public Art to enhance the theme. The planting design theme has a notion of repetition as a device to organize and guide travelers between the Pima 101 Freeway west to Scottsdale Road.

The selected trees, shrubs, groundcovers and accents are all listed on the Arizona Department of Water Resources low water use drought tolerant plant list and are in compliance with the City's DS&PM standards with specific attention to the Greater Airpark Character Area Plan. The plant material is a diverse collection of intermediate desert adapted plants with a selected mixture of subtropical plants characterized by dense foliage, varied textures, forms and rich vibrant colors. A solar powered automatic irrigation system will provide efficient and measured drip irrigation to the newly landscape rights-of-way, roundabouts, and median areas.

The landscape will function as an Urban Ecosystem incorporating sustainable principles such as relocating site salvaged native plants back into the new landscape areas, introducing water harvesting techniques providing supplemental water back into the landscape (bio swales, and rainwater collection gardens), placement of local inert materials within the landscape areas (decomposed granite, angular rip rap, and site salvaged boulders), providing accent lighting, bus shelters and signage wayfinding lighting throughout the Raintree Extension corridor.

Hardscape Aesthetic Elements within the corridor will be integrated with the landscape and will include the placement of custom benches, low screen walls, and accent pavement with the integration of Public Art at strategic areas and points of interest along the corridor. When possible, the design will introduce protective refuge areas for pedestrian & bike travelers with benches and trash receptacles.

Public Art

The artwork for the Raintree Corridor Extension project seeks to create a new cohesive identity for this important commercial corridor adjacent to the Scottsdale Airport. The artwork seeks to merge the beauty and change inherent in the light of the desert with the more modern, technological, and streamlined realities of this commercial area. To this end, gradient, change, light, and linearity have been used as guiding principles in the development of the artwork and associated landscaping.

The artwork's "canvas" is contained within the five individual roundabouts along Raintree Drive, located at 73rd Street, Redfield Road, Hayden Road, 82nd Street, and Northsight Boulevard. At four of the five roundabouts, the central island will feature a 50-foot diameter angled and landscaped surface. This circular landscaped feature will vary in elevation, sloping from 5.5 feet down to two feet, and will contain a linear and banded grouping of various desert plantings. For instance, a band of barrel cacti on a grid will be placed next to a band of yuccas, next to a band of ocotillos. This banding allows for a collage of natural color through the selected plant palette; in essence, using native desert plantings like paint within a tilted circular canvas. 6-inch to 8-inch native desert rip-rap will be used as a "natural" 15-foot buffer between the angled landscape surface and the truck apron.

The selected plant palettes will vary slightly from roundabout to roundabout, shifting from a simpler organization and smaller palette at the outermost roundabouts at 73rd Street and Northsight Boulevard, to an expanding palette and more intricate collage at Redfield Road and 82nd Street. This shifting from the outside roundabout inward culminates at an iconic sculpture at the Raintree Drive/Hayden Road roundabout. From the ground up, the landscaping is, again, collaged, but this

time across a rounded earth-form. At its top, a 52-foot high sculpture rises, defining an iconic community beacon for the new Raintree Drive corridor.

Based on a geometric progression from a circle to a hexagon to a triangle, the vertical sculpture transforms from a curved, smooth base to an angled and geometrically sharp top. The sliced, layered, and shifting form appears to rise up out of the ground in order to engage the desert sky. The clouds, the blue sky, and the red/orange sunrise and sunset become integral elements mixed within its pure white surface that invite sharp lined shadows to texture the sculpture's surface as the sun moves from the east to the west. By night, the use of uplighting will highlight the shadowed and white layers on the exterior, while LED lighting at the interior casts a glow of color that slowly paces through the color spectrum. The effect during the day and night is an iconic sculpture that engages the light of the desert and becomes a memorable identifier for the signature Raintree Drive corridor.

Other Project Elements

Multimodal Accommodations:

The preferred corridor concept is planned to include on-street bike lanes and detached sidewalks for the entire length of the corridor (varying widths depending on right-of-way availability, as presented in the typical section discussion). However, on-street bike lanes are not provided within the roundabouts. Instead, the roundabouts will include wider sidewalks (8-foot) to accommodate bicyclists and pedestrians. Where feasible meandering sidewalks will be constructed.

The proposed roundabout improvements will provide for:

- Bike exit ramps and entrance ramps between the wider sidewalk and on-street bike lane
- Bicyclists to proceed through the roundabout in the travel lanes, or exit the roadway and utilize the sidewalk and crosswalks
- Crosswalks perpendicular to the curb line
- Crosswalks located one car length back from the yield line
- Median refuge islands, allowing pedestrians to cross only one direction of traffic at a time

Eight bus bays will be constructed along the preferred Raintree Drive corridor to accommodate existing Valley Metro Route 81 (Hayden/McClintock) and Route 511 (Tempe/Scottsdale Airpark Express), and future transit routes. Existing bus bays and locations were retained where possible. Additional bus bays were added along portions of the proposed newly-designated Raintree Drive corridor.

Intersection Improvements:

Two signalized intersections will be maintained along the corridor: Raintree Drive/Scottsdale Road and Raintree Drive/90th Street. The Raintree Drive/Scottsdale Road intersection has intersection turn-lane improvements recommended to improve traffic operations in both the AM and PM peak hours. Five intersections are being converted from signalized intersections to roundabouts.

These intersections will contain the following features that are specific to modern roundabouts:

- Priority to traffic in roundabout
- Entering vehicles must yield to traffic in the roundabout
- Approaches are designed to encourage reduced speeds
- Channelization provides positive guidance to motorists
- Ability to introduce landscaping/public art within the central island
- Truck apron and roundabout design accommodates large design vehicles

With the construction of the roundabout intersections, existing traffic signals and signal equipment will be removed and salvaged. Additionally, to support efficient traffic operations throughout the corridor, it was determined that signals and equipment will also be removed at two other intersections: Raintree Drive/Airport Taxiway and Raintree Drive/76th Street. Raintree Drive/Airport Taxiway no longer meets signal warrant criteria. Raintree Drive/76th Street is within the functional intersection area of the Raintree Drive/Redfield Road roundabout and will be converted to right-in, right-out access.

Lighting Improvements:

New street lights will be added along the Raintree Drive Extension within the project limits to supplement the existing street lights.

Bus Shelters:

There will be newly constructed bus shelters within the project limits. All newly constructed bus shelters will utilize the approved City of Scottsdale bus shelters.

August 26th, 2013

Raintree Extension Design Concept Report

Landscape and Irrigation Narrative

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The selected trees, shrubs, groundcovers and accents are all listed on the Arizona Department of Water Resources low water use drought tolerant plant list and are in compliance with the City's DS&PM standards with specific attention to the Greater Airpark Character Area Plan. The plant material is a diverse collection of intermediate desert adapted plants with a selected mixture of subtropical plants characterized by dense foliage, varied textures, forms and rich vibrant colors. A solar powered automatic irrigation system will provide efficient and measured drip irrigation to the newly landscape rights-of-way, roundabouts, and median areas.

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4-DR-2015
2/17/2015



Development Application

Development Application Type:
Please check the appropriate box of the Type(s) of Application(s) you are requesting

Zoning	Development Review	Signs
<input type="checkbox"/> Text Amendment (TA)	<input checked="" type="checkbox"/> Development Review (Major) (DR)	<input type="checkbox"/> Master Sign Program (MS)
<input type="checkbox"/> Rezoning (ZN)	<input type="checkbox"/> Development Review (Minor) (SA)	<input type="checkbox"/> Community Sign District (MS)
<input type="checkbox"/> In-fill Incentive (II)	<input type="checkbox"/> Wash Modification (WM)	Other:
<input type="checkbox"/> Conditional Use Permit (UP)	<input type="checkbox"/> Historic Property (HP)	<input type="checkbox"/> Annexation/De-annexation (AN)
Exemptions to the Zoning Ordinance	Land Divisions (PP)	<input type="checkbox"/> General Plan Amendment (GP)
<input type="checkbox"/> Hardship Exemption (HE)	<input type="checkbox"/> Subdivisions	<input type="checkbox"/> In-Lieu Parking (IP)
<input type="checkbox"/> Special Exception (SX)	<input type="checkbox"/> Condominium Conversion	<input type="checkbox"/> Abandonment (AB)
<input type="checkbox"/> Variance (BA)	<input type="checkbox"/> Perimeter Exceptions	Other Application Type Not Listed
<input type="checkbox"/> Minor Amendment (MA)	<input type="checkbox"/> Plat Correction/Revision	<input type="checkbox"/>

Project Name: Raintree Drive Extension Project

Property's Address: Raintree Drive from Scottsdale Road to Loop 101 Freeway

Property's Current Zoning District Designation: Commercial/Industrial

The property owner shall designate an agent/applicant for the Development Application. This person shall be the owner's contact for the City regarding this Development Application. The agent/applicant shall be responsible for communicating all City information to the owner and the owner application team.

Owner: Alison Tymkiw	Agent/Applicant: Alison Tymkiw
Company: City of Scottsdale	Company: City of Scottsdale
Address: 7447 E. Indian School Road, Suite 205	Address:
Phone: 480-312-3481 Fax: 480-312-7971	Phone: Fax:
E-mail: atymkiw@scottsdaleaz.gov	E-mail:
Designer:	Engineer: Kate Bondy
Company:	Company: AECOM
Address:	Address: 2325 E. Camelback Rd, Suite 200
Phone: Fax:	Phone: 602-337-2603 Fax:
E-mail:	E-mail: kate.bondy@aecom.com

Please indicate in the checkbox below the requested review methodology (please see the descriptions on page 2).

- This is not required for the following Development Application types: AN, AB, BA, II, GP, TA, PE and ZN. These applications¹ will be reviewed in a format similar to the Enhanced Application Review methodology.

Enhanced Application Review: I hereby authorize the City of Scottsdale to review this application utilizing the Enhanced Application Review methodology.

Standard Application Review: I hereby authorize the City of Scottsdale to review this application utilizing the Standard Application Review methodology.

Alison Tymkiw
Owner Signature

Alison Tymkiw
Agent/Applicant Signature

Official Use Only

Submittal Date:

Development Application No.:

Planning, Neighborhood & Transportation

7447 East Indian School Road Suite 105, Scottsdale, Arizona 85251 Phone: 480-312-7000 Fax: 480-312-7088

City of Scottsdale's Website: www.scottsdaleaz.gov



Development Application

Review Methodologies

Review Methodologies

The City of Scottsdale maintains a business and resident friendly approach to new development and improvements to existing developments. In order to provide for flexibility in the review of Development Applications, and Applications for Permitting, the City of Scottsdale provides two methodologies from which an owner or agent may choose to have the City process the application. The methodologies are:

1. Enhanced Application Review Methodology

Within the parameters of the Regulatory Bill-of-Rights of the Arizona Revised Statutes, the Enhanced Application Review method is intended to increase the likelihood that the applicant will obtain an earlier favorable written decision or recommendation upon completion of the city's reviews. To accomplish this objective, the Enhanced Application Review allows:

- the applicant and City staff to maintain open and frequent communication (written, electronic, telephone, meeting, etc.) during the application review;
- City staff and the applicant to collaboratively work together regarding an application; and
- City staff to make requests for additional information and the applicant to submit revisions to address code, ordinance, or policy deficiencies in an expeditious manner.

Generally, the on-going communication and the collaborative work environment will allow the review of an application to be expedited within the published Staff Review Time frames.

2. Standard Application Review Methodology:

Under the Standard Application Review, the application is processed in accordance with the Regulatory Bill-of-Rights of the Arizona Revised Statutes. These provisions significantly minimize the applicant's ability to collaboratively work with City Staff to resolve application code, ordinance, or policy deficiencies during the review of an application. After the completion the city's review, a written approval or denial, recommendation of approval or denial, or a written request for additional information will be provided.

The City is not required to provide an applicant the opportunity to resolve application deficiencies, and staff is not permitted to discuss or request additional information that may otherwise resolve a deficiency during the time the City has the application. Since the applicant's ability to collaboratively work with Staff's to resolve deficiencies is limited, the total Staff Review Time and the likelihood of a written denial, or recommendation of denial is significantly increased.

In addition to the information above, please review the Development Application, and/or the Application for Permitting flow charts. These flow charts provide a step-by-step graphic representation of the application processes for the associated review methodologies.

Note:

1. Please see the Current Planning Services and Long Range Planning Services Substantive Policy Statements and Staff Review Timeframes for Development Applications, number III.

Planning, Neighborhood & Transportation

7447 East Indian School Road Suite 105, Scottsdale, Arizona 85251 Phone: 480-312-7000 Fax: 480-312-7088

City of Scottsdale's Website: www.scottsdaleaz.gov



City of Scottsdale Cash Transmittal

100519

100519
 00737267
 02/17/15 PLH-1STOP
 KWHEELER HPDC600552
 2/17/2015 1:36 PM
 \$0.00

Received From :

City of Scottsdale
 7447 E INDIAN SCHOOL RD STE 205
 SCOTTSDALE, AZ 85251
 23481

Bill To :

City of Scottsdale
 7447 E INDIAN SCHOOL RD STE 205
 SCOTTSDALE, AZ 85251
 23481

Reference # 626-PA-2013**Issued Date** 2/17/2015**Address** E RAINTREE DR/N HAYDEN RD ()**Paid Date** 2/17/2015**Subdivision****Payment Type** CASH**Marketing Name****Lot Number****Cost Center** SA01A**MCR****County** No**Metes/Bounds** No**APN****Gross Lot Area** 0**Water Zone****Owner Information****NAOS Lot Area** 0**Water Type**

City of Scottsdale
 7447 E INDIAN SCHOOL RD STE 205
 SCOTTSDALE, AZ 85251
 23481

Net Lot Area 0**Sewer Type****Number of Units** 1**Meter Size****Density****QS**

Code	Description	Additional	Qty	Amount	Account Number
3165	DEVELOP REVIEW APPLICATION		1	\$1,515.00	100-21300-44221
9610	CIP COS PERMITS AND FEES		1	(\$1,515.00)	410-SA01A-56043

SIGNED BY ALISON TYMKIW ON 2/17/2015

4-DR-2015
 2/17/2015

Total Amount

\$0.00

(When a credit card is used as payment I agree to pay the above total amount according to the Card Issuer Agreement.)

TO HAVE WATER METER SET - CALL 480-312-5650 AND REFER TO TRANSMITTAL # 100519

Scottsdale Airport Vicinity Development Guidelines and Checklist and Declaration (Short Form)

Name of Development: <u>Raintree Drive Extension, Scottsdale Road to Hayden Road</u>
Development Pre-Application Number: <u>026-PA-2013</u>
Site Address/APN:
Maximum Elevation Height of Building + Appurtenances: <u>Not yet determined, future design pending.</u>
Latitude and Longitude of Highest Elevation Point: <u>Not yet determined, future design pending.</u>
Contact Name and Phone Number:

PROJECT REVIEW ANALYSIS DESCRIPTION (short form)

This information pertains to object height, land use compatibility, aviation easements, aircraft noise and overflight disclosure and is in addition to other City Codes (building, fire, zoning). **Please review and complete EACH SECTION of this Short Form Declaration and submit it along with your development application.**

Part I. Height Analysis

Applicants must conduct an analysis for all projects within 20,000 feet of Scottsdale Airport to determine if a 100:1 slope (100 ft. horizontally for 1 ft. vertically) is penetrated by proposed structures, appurtenances, or construction equipment and/or cranes. If structures, appurtenances, or construction equipment penetrate the 100:1 slope area from the airport, then the project applicant must complete an Federal Aviation Administration (FAA) form 7460-1 and submit it to FAA unless exemptions apply. Please allow approximately 30 days for FAA to review your project. An analysis and submission of form 7460-1 can be completed at the following website <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and click on the "Notice Criteria Tool" on the left side. Accurate coordinates and site elevation will be needed to complete this analysis. Applicants are encouraged to file their 7460-1 electronically at the above referenced website.

Check ONLY one declaration below:

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | 1. Based on the height analysis of my proposed development, I declare structures or construction crane(s) DO NOT penetrate the airspace above the 100:1 slope from Scottsdale Airport's Runway. I attached a copy of the analysis to this form. |
| <input checked="" type="checkbox"/> | 2. Based on the height analysis of my proposed development structures or construction crane(s) DO penetrate the airspace above the 100:1 slope from Scottsdale Airport's Runway. I completed the required FAA form 7460-1 and submitted it to the FAA with latitude and longitudes points of the highest point of each proposed structure, including appurtenances. I attached a copy of the completed FAA documents to this form. I will also provide a copy of FAA's response and determination to the Aviation Director prior to final plan approval. <i>(see attached)</i> |

Part II. Aircraft Noise and Overflight Disclosure

I have reviewed the traffic pattern airspace map and executive summaries for the adopted Scottsdale Airport Master Plan and 14 C.F.R. Part 150 Noise Compatibility Study, as part of the due diligence to determine any future impacts on my development by proposed airport growth or operational changes. These documents are available on <http://www.scottsdaleaz.gov/airport/Part150> or by calling the airport at 480-312-2321. In accordance with the Airport Influence Area and Noise Overlay Zone and the Airport Overlay Zone Matrix for Scottsdale Airport (see attached), I understand the following may be true for my development and will provide the City of Scottsdale all appropriate documentation as applicable below:

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | Incorporate the Airport Disclosure For Development Around Scottsdale Airport language into the CC & R's or other procedural documents for my development. |
| <input checked="" type="checkbox"/> | An Avigation Easement to the City of Scottsdale for recording. Download this document at http://www.scottsdaleaz.gov/bldgresources/forms/dedications.asp and must be completed prior to final plan approval. |

The information provided for this project is certified to be true and correct. Staff will review the proposed development and all attached documents required by this form. All information shall be submitted and complete prior to approval by the City.

Alison Symhina
2/13/15

Signature of Applicant
Date

Questions pertaining to this form or content required for airport review of proposed projects should be directed to Scottsdale Airport staff at (480) 312-2321.

Attachments: 1. Scottsdale Airport Vicinity Map FAA Notice

2. Airport Influence Area and Noise Overlay Zones

3. Airport Overlay Zone Matrix

4. Scottsdale Airport Traffic Pattern Airspace

5. Sample Airport Disclosure Notice

6. Avigation Easement

Revised May 2012
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Explanation for Part 1. Box #2

Please note the airspace will be penetrated by light poles, signs, construction equipment and an art piece. However, submittal to FAA will need to take place when the design is further. We do not have the latitudes/longitudes/or elevations to provide at this time.