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**Marked Agendas  
Approved Minutes  
Approved Reports**

# DEVELOPMENT REVIEW BOARD REPORT



Meeting Date: October 15, 2015 Item No. 4  
General Plan Element: *Community Mobility*  
General Plan Goal: *Optimize the mobility of people, goods, and information for the expected buildout of the city.*

## **ACTION**

### **Raintree Drive Extension 4-DR-2015**

**Location:** E. Raintree Drive from Loop 101 Freeway to N. Scottsdale Road

**Request:** Request approval of site plans, landscape plans, and design details for the Raintree Drive Extension, from Scottsdale Road to the Loop 101 Freeway, providing a direct connection between the freeway and Scottsdale Road.

## **OWNER**

City of Scottsdale  
Capital Project Management

## **ENGINEER**

AECOM  
2325 E. Camelback Road, Ste. 200  
Phoenix, AZ 85016

## **APPLICANT CONTACT**

Alison Tymkiw  
City of Scottsdale  
Capital Project Management  
480-312-3481

## **BACKGROUND**

### **Zoning**

The proposed roadway improvements extend through multiple zoning districts including Central Business (C-2) District, Highway Commercial (C-3) District, General Commercial (C-4) District, Commercial Office (C-O) District, Industrial Park (I-1) District, and Resort/Townhouse Residential (R-4R) District.

### **Context**

The proposed roadway improvements are located within the southeast half of the Greater Airpark Area and extend along the existing Raintree Drive alignment from the Loop 101 Freeway to N. 78<sup>th</sup> Way, then along E. Acoma Drive, N. 76<sup>th</sup> Place, and E. Redfield Road to N. Scottsdale Road.

Action Taken \_\_\_\_\_

**STAFF RECOMMENDATION**

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**Recommended Approach:**

Staff recommends that the Development Review Board approve Raintree Drive Extension, including the location of public art as set forth in Section 1.905.C., per the attached stipulations, finding that the provisions of the General Plan policies and goals and the Development Review Criteria have been met.

**RESPONSIBLE DEPARTMENTS**

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**Planning and Development Services**

Current Planning Services

**Public Works**

Capital Project Management

**STAFF CONTACT**

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Bryan Cluff

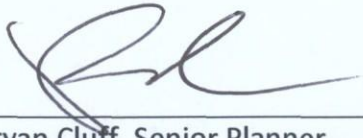
Planner

480-312-2258

E-mail: [bcluff@ScottsdaleAZ.gov](mailto:bcluff@ScottsdaleAZ.gov)


**APPROVED BY**

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Bryan Cluff, Senior Planner  
Report Author

9/30/15  
Date

 for

Steve Venker, Development Review Board Coordinator  
Phone: 480-312-2831 E-mail: [svenker@ScottsdaleAZ.gov](mailto:svenker@ScottsdaleAZ.gov)

9/30/2015  
Date



Randy Grant, Director  
Planning and Development Services  
480-312-2664, [rgrant@scottsdaleaz.gov](mailto:rgrant@scottsdaleaz.gov)

10/1/15  
Date

**ATTACHMENTS**

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- A. Stipulations
- 1. Applicant's Narrative
- 2. Context Aerial
- 2A. Close-Up Aerial
- 3. Zoning Map
- 4. Conceptual Site Plan
- 5. Typical Design Details
- 6. Community Involvement

**Stipulations for the  
Development Review Board Application:  
Raintree Drive Extension  
Case Number: 4-DR-2015**

These stipulations are intended to protect the public health, safety, welfare, and the City of Scottsdale.

**APPLICABLE DOCUMENTS AND PLANS:**

1. Except as required by the Scottsdale Revised Code, the Design Standards and Policies Manual (DSPM), and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
  - a. The location and configuration of all site improvements shall be in general conformance with the plans and details submitted by AECOM and City of Scottsdale Capital Project Management, with a city staff date of 8/24/15.
  - b. Landscape improvements, including quantity, size, and location shall be in general conformance with the preliminary landscape plan submitted by J2 Engineering and Environmental Design, with a city staff date of 2/17/15 and the typical design concepts plan submitted by AECOM and City of Scottsdale Capital Project Management, with city staff date of 8/24/15.

**SITE DESIGN:**

**DRB Stipulations**

2. With the final plans submittal, the design of the roadway improvements shall be optimized, where possible, to reduce the impacts on adjacent private properties with regard to zoning ordinance requirements.
3. In areas where the proposed street improvements require the removal of existing parking screen walls, the applicant shall relocate and/or reconstruct these walls in conformance with the requirements of Zoning Ordinance Article IX.
4. With the final plans submittal, the applicant shall clearly demonstrate compliance with the minimum drive widths and turning radii requirements for emergency and service vehicles as determined by the Fire Department.
5. With the final plans submittal, the applicant shall revise the proposed design of the cul-de-sac modification on E. Acoma Drive so that the entrance leg of the cul-de-sac aligns with the existing driveway on the south side of the street.

**LANDSCAPE DESIGN:**

**Ordinance**

- A. With the final plan submittal, the applicant shall update the landscape plans so that all unimproved areas within the scope of the project are landscaped in accordance with the requirements of Zoning Ordinance Article X.

**DRB Stipulations**

6. Prior to the issuance of a building permit, the owner shall submit landscape improvement plans that demonstrate how the salvaged vegetation from the site will be incorporated into the design of the landscape improvements.
7. Prior to the issuance of a building permit, the owner shall submit landscape improvement plans that require the utilization of the City of Scottsdale's Supplement to MAG Standard Specifications for the landscape and irrigation improvements within the public right-of-way median(s).
8. With the final plan submittal, the applicant shall update the landscape palette and/or adjust planting locations so that plant species with thorns, spikes, and/or cacti be installed with a minimum four (4) foot wide buffer from any walkways or parking areas.

**AIRPORT:**

**DRB Stipulations**

9. Prior to permit issuance, the applicant shall provide documentation of FAA approval for all proposed improvements that are located within the Runway Protection Zone (RPZ) at the south end of the runway.
10. With the final plans submittal, the applicant shall update the plans to show installation of a replacement traffic signal upon removal of the existing signal on E. Redfield Road at the Seventh Day Adventist taxilane crossing.

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 76<sup>th</sup> 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 Airport 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

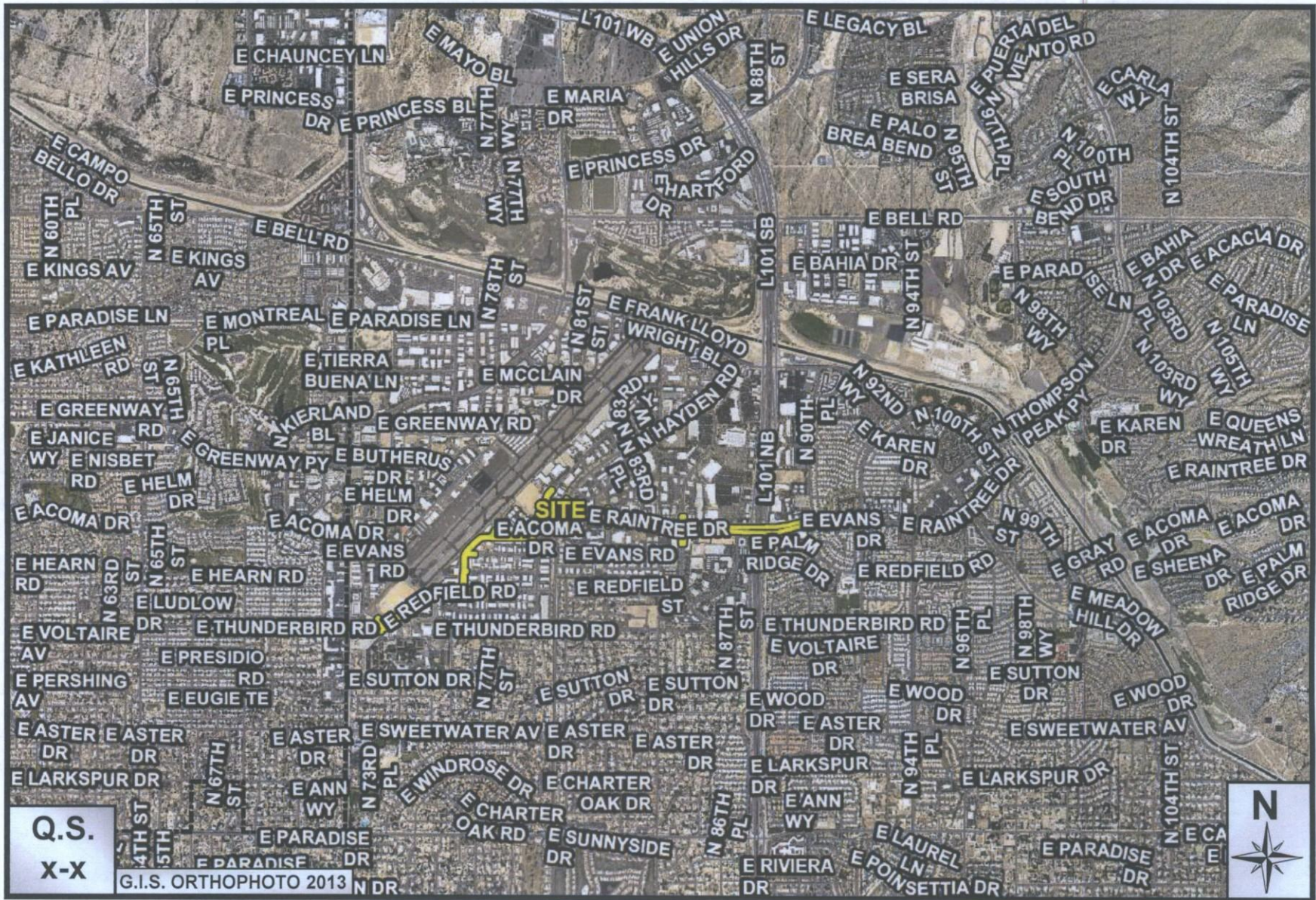
Eight bus bays will be constructed along the preferred Raintree Drive corridor to accommodate existing Valley Metro Route 81 (Hayden/McClintock) and Route 511 (Tempe/Scottsdale Airpark Express), and future transit routes. Existing bus bays and locations were retained where possible. Additional bus bays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

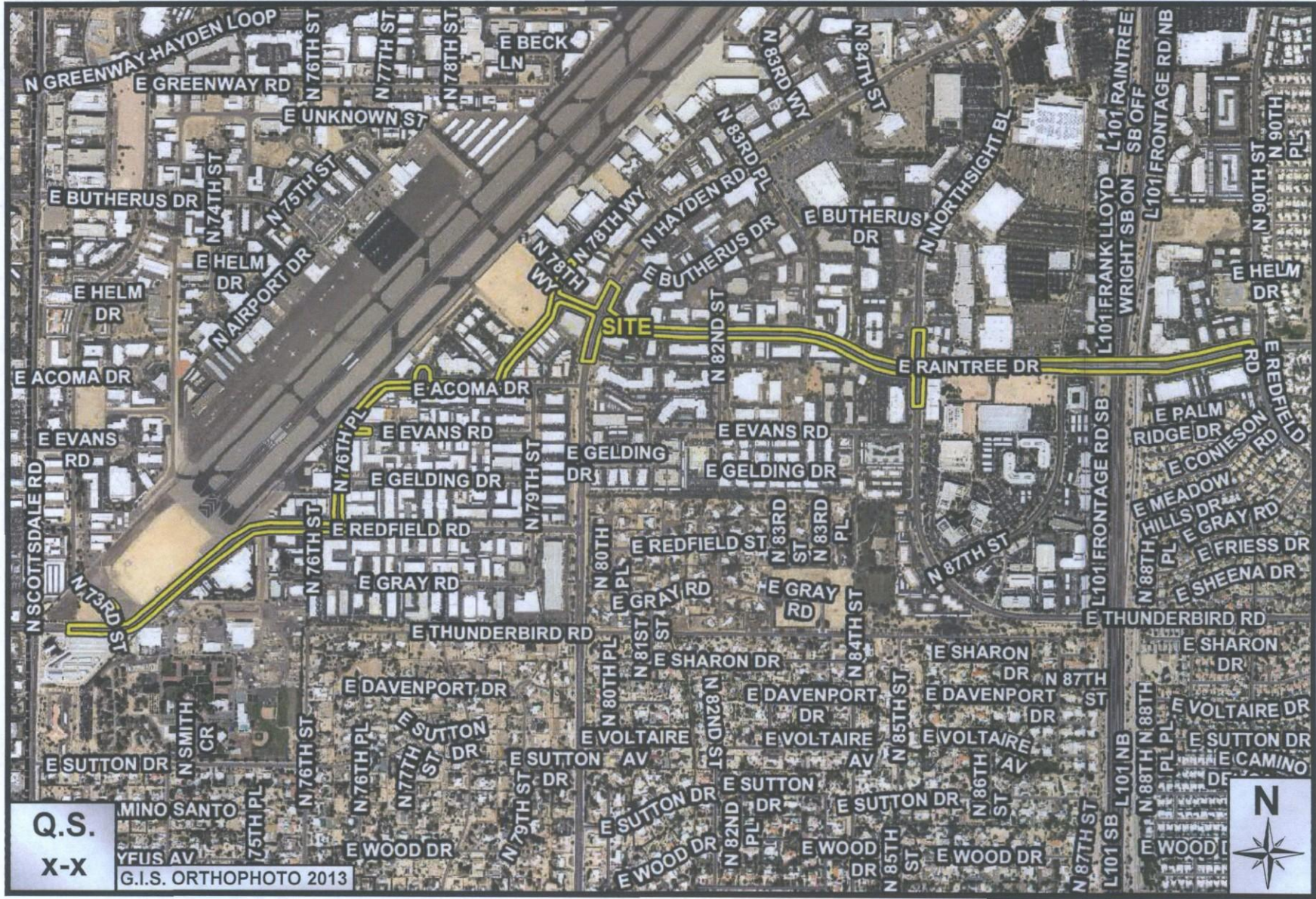


Q.S.  
X-X

G.I.S. ORTHOPHOTO 2013

# Raintree Drive Extension

4-DR-2015

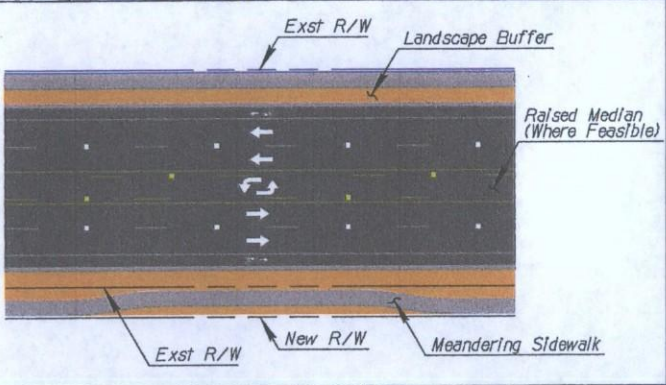
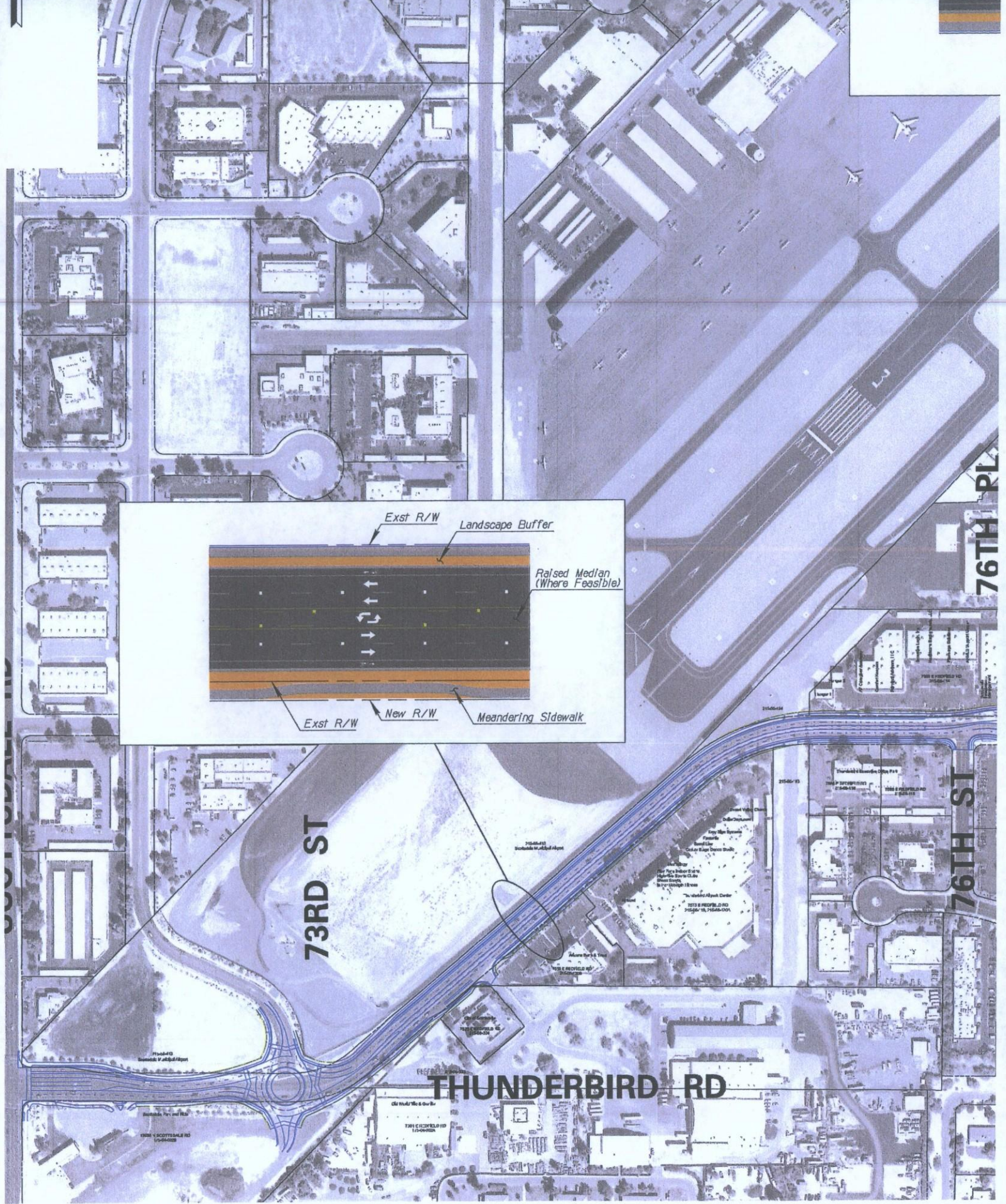


Raintree Drive Extension

4-DR-2015

ATTACHMENT #2A



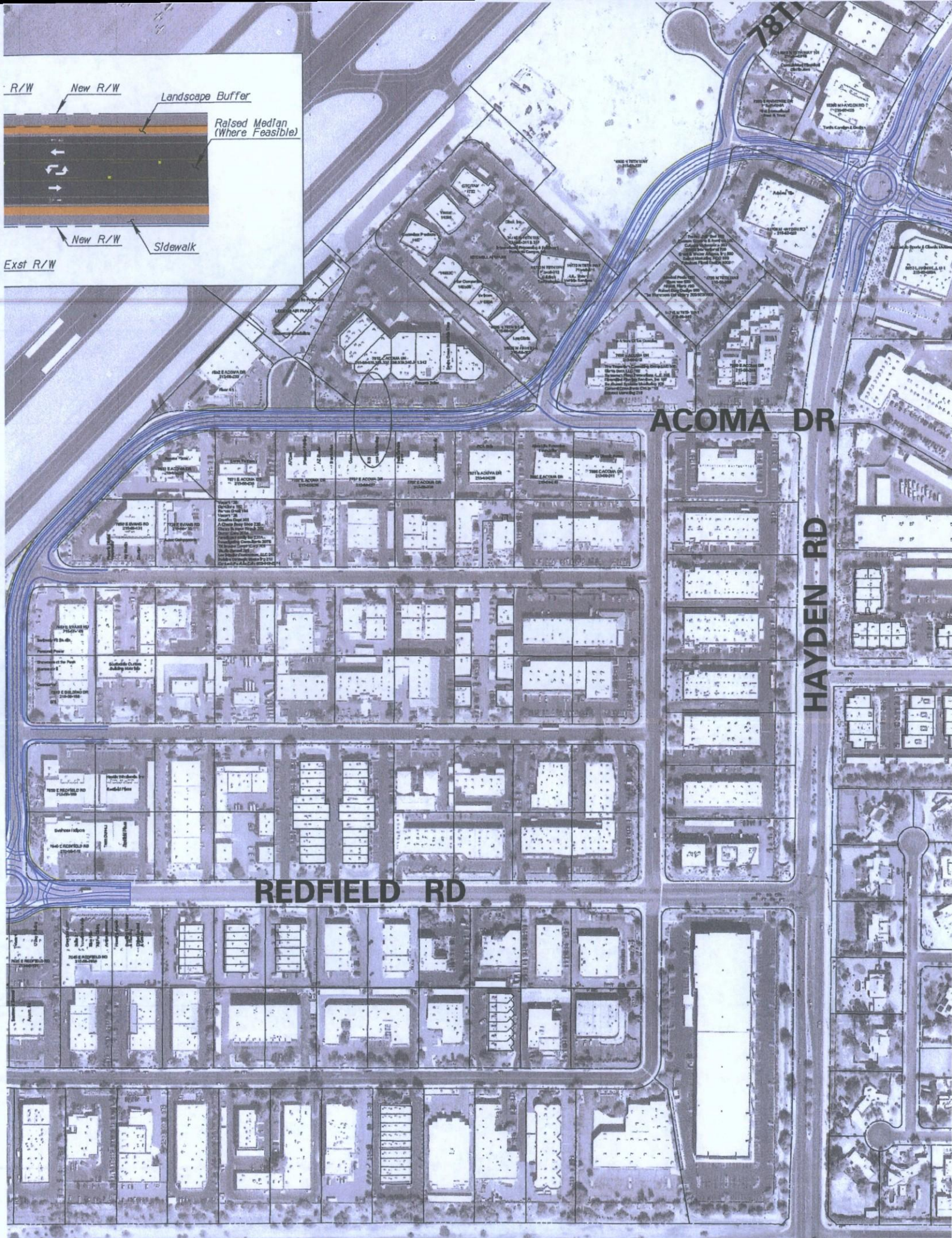
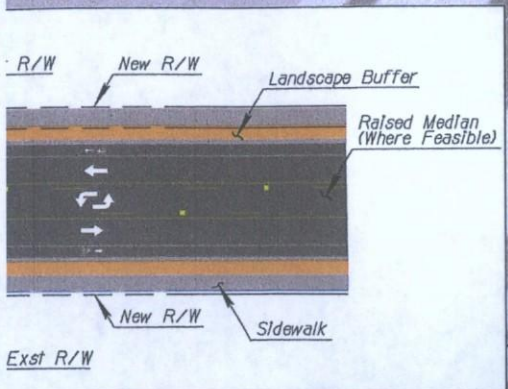


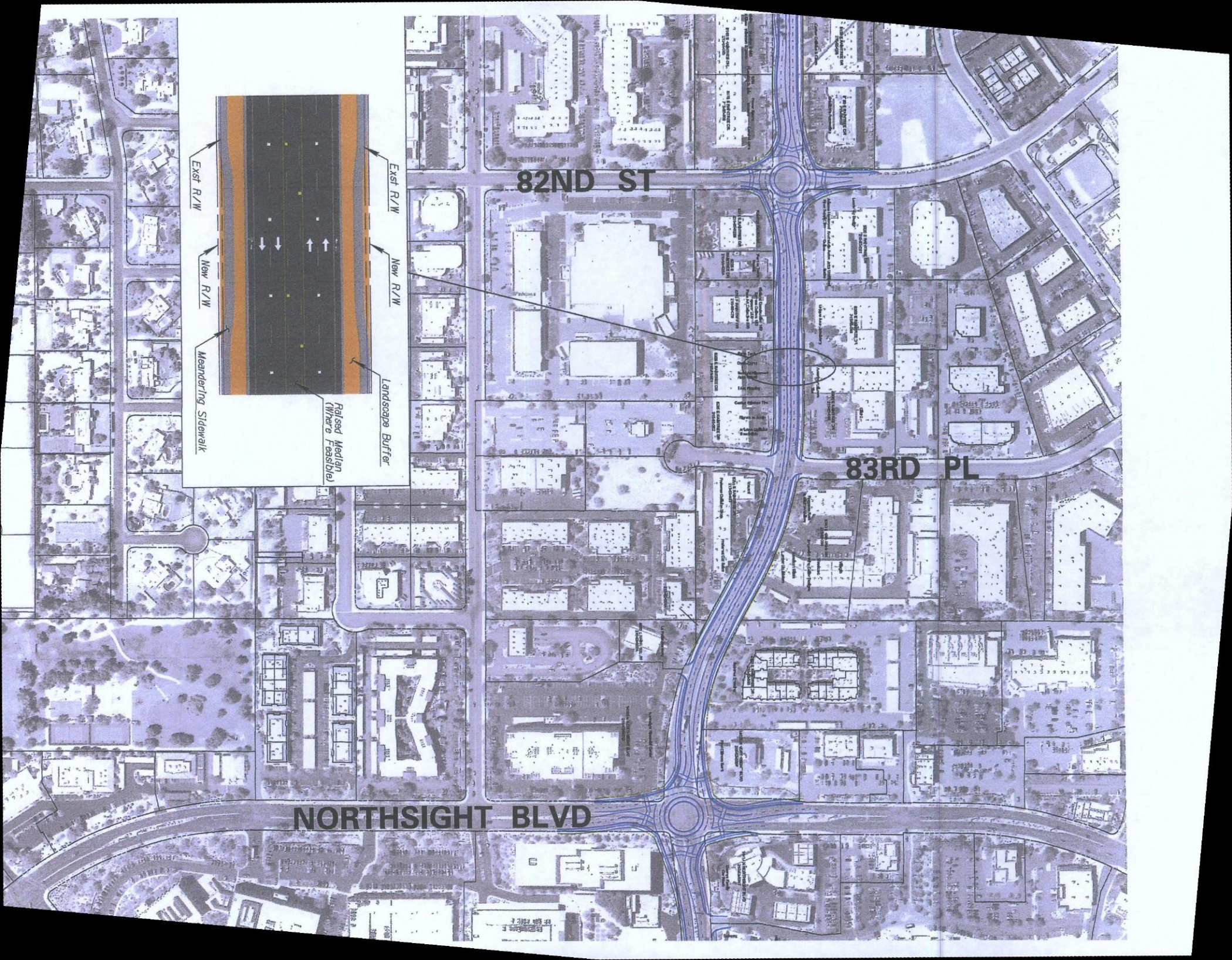
73RD ST

76TH RD

76TH ST

THUNDERBIRD RD

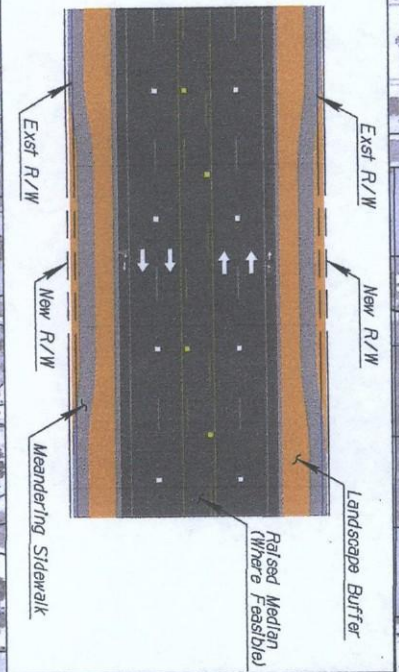




82ND ST

83RD PL

NORTHSIGHT BLVD



Note: SR 101L Interchange  
Still Under Evaluation

FREE DR

87TH ST

SR 101L

90TH ST





# RAINTREE DRIVE EXTENSION PEDESTRIAN AND LANDSCAPE IMPROVEMENTS



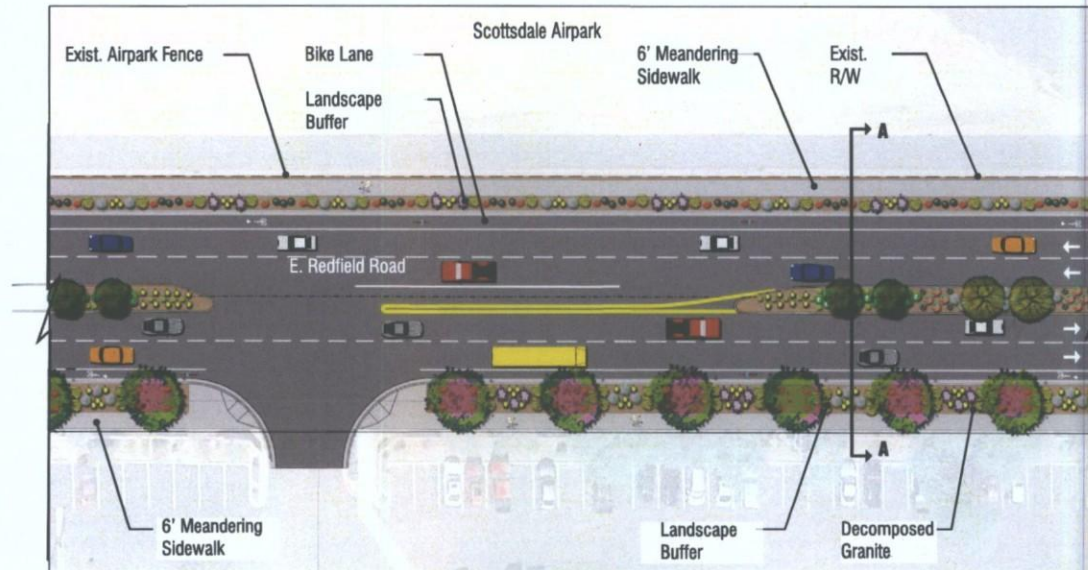
Scottsdale Road to Loop 101 Freeway

September 2013

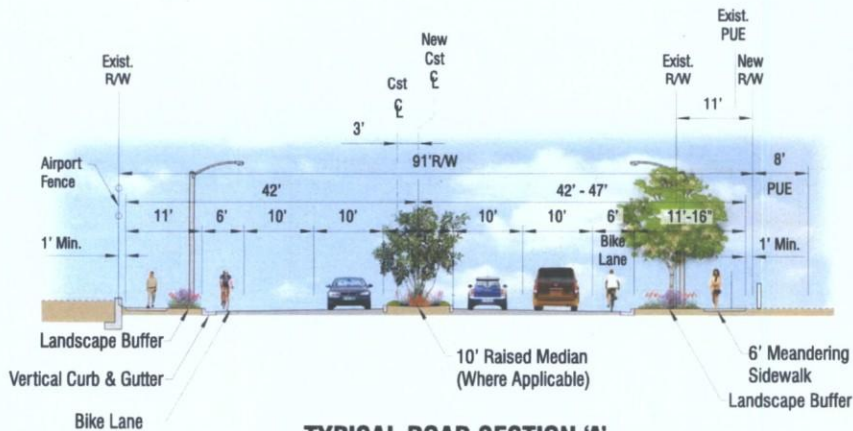


4-DR-2015

ATTACHMENT #5



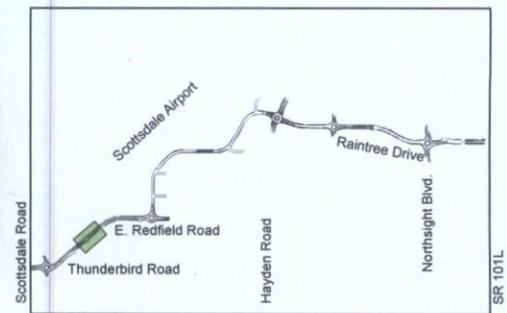
**PLAN VIEW**  
not to scale



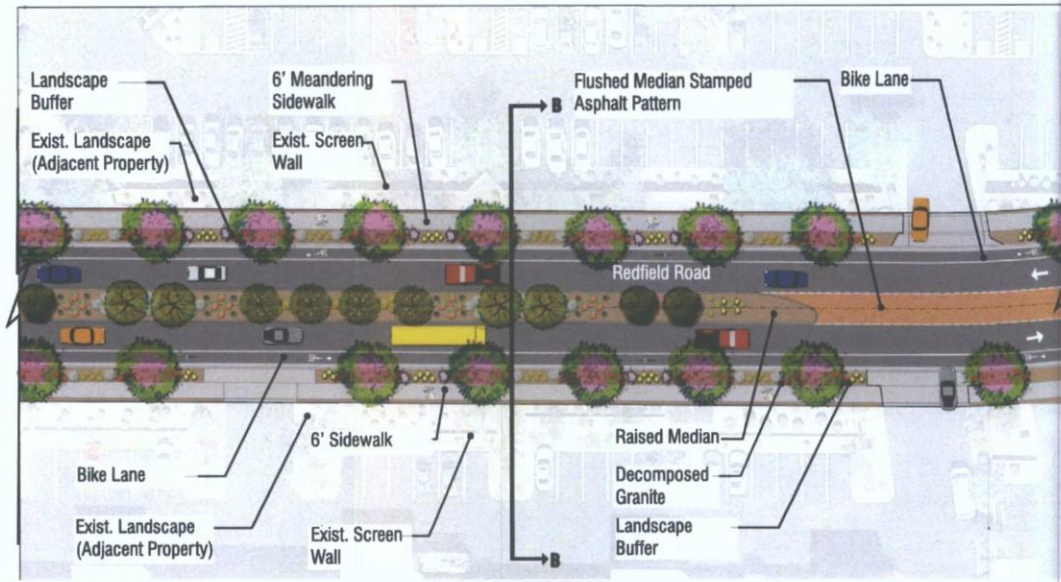
**TYPICAL ROAD SECTION 'A'**  
E. Redfield Rd (East of 73rd Street along Airport Fence)  
not to scale



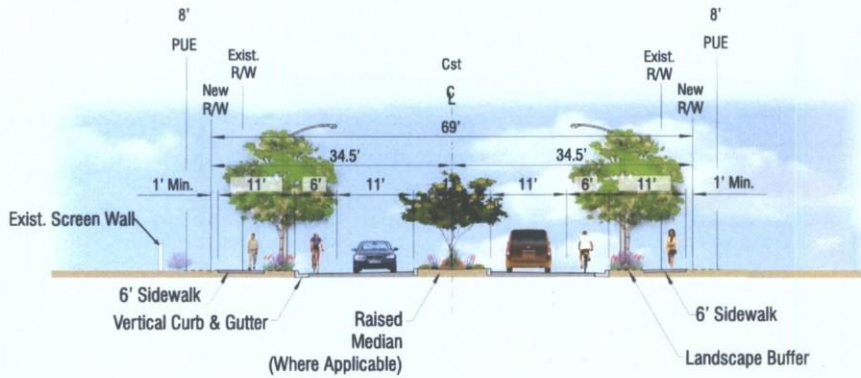
**PERSPECTIVE**  
View Looking Northeast  
not to scale



**Raintree Drive Extension Alignment**  
not to scale



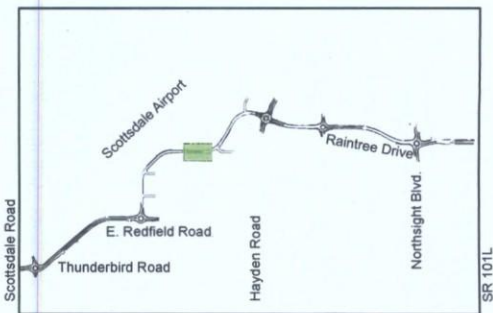
**PLAN VIEW**  
not to scale



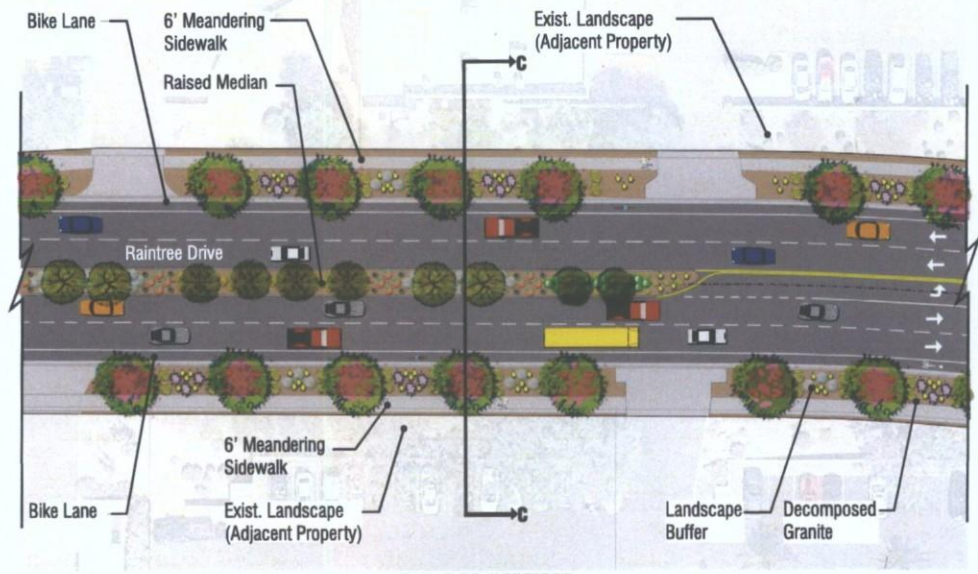
**TYPICAL ROAD SECTION 'B'**  
Redfield Road (76th Place to Raintree Drive/Hayden Road)  
not to scale



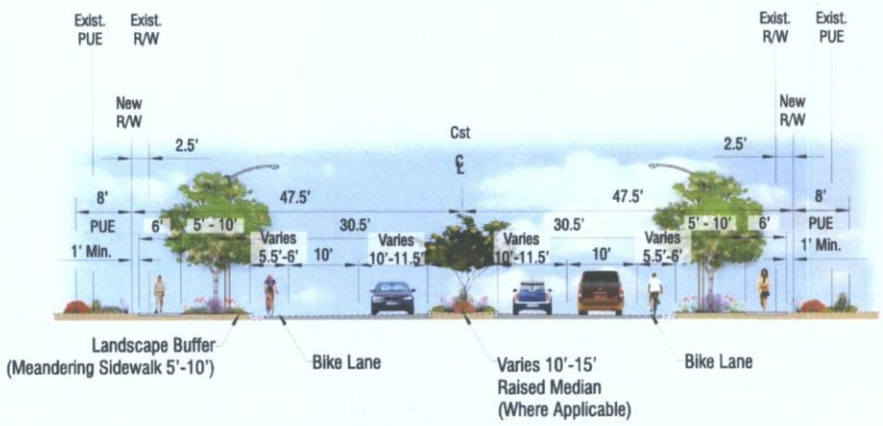
**PERSPECTIVE**  
View Looking Northeast  
not to scale



**Raintree Drive Extension Alignment**  
not to scale



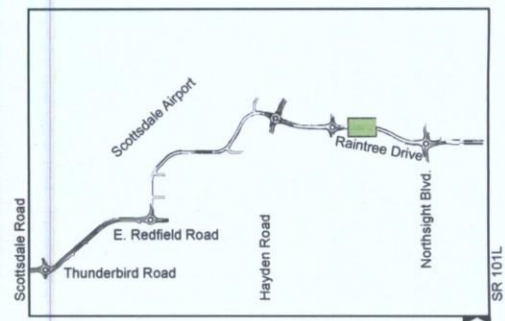
**PLAN VIEW**  
not to scale



**TYPICAL ROAD SECTION 'C'**  
Raintree Dr (Hayden Rd to 87th St)  
not to scale



**PERSPECTIVE**  
View Looking Northeast  
not to scale



**Raintree Drive Extension Alignment**  
not to scale

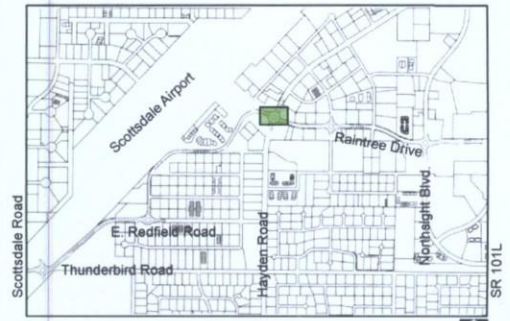




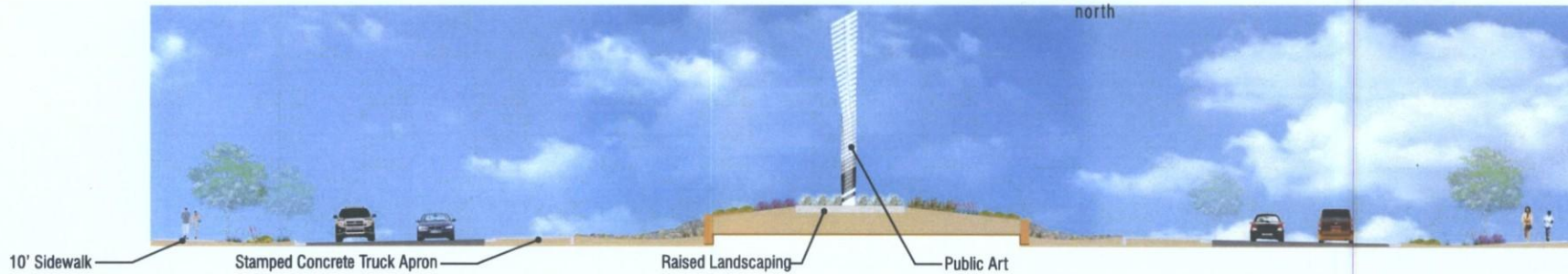
**PLAN VIEW**  
not to scale



north



**Raintree Drive Extension Alignment**  
not to scale



**ROUNDBOUT CROSS-SECTION**  
Intersection of Raintree Drive and Hayden Road  
not to scale



north



AECOM



## RAINTREE DRIVE EXTENSION STREETSCAPE

Roundabout Perspective

September 2013



### "Structured Southwest Xeric" Landscape Theme Narrative

The new landscape design character of the proposed improvements within the Raintree Drive Extension project limits has a "Structured Southwest Xeric" theme emphasizing transparency in the planting design which takes on a structured pattern approach with a combination of plant material, hardscape & aesthetic elements, and the integration of public art. The landscape plantings will reflect a formal planting design—with a noticeable geometric structure and rhythm. There will be a fundamental notion of repetition as a device to organize the plant material and selected adjacent open spaces creating a cohesive and visually interesting planting design framework throughout the Raintree Drive Extension corridor. The primary street tree is the Catalpa (*Chitalpa x tashkentensis* 'Pink Dawn'). The Chitalpa tree will frame the Raintree Drive Extension corridor and be planted in the landscape buffers adjacent to the roadway. The Chitalpa tree will be supported with secondary trees, shrubs, groundcovers and accent plants native to Arizona's intermediate desert and a selected mixture of subtropical plants characterized by dense greenery and rich, vibrant color. All plant material is listed on the Arizona Department of Water Resources low water use, drought tolerant plant list and is in compliance with the City's Design Guidelines with specific attention to the Greater Airport Character Area Plan. These plant selections also serve as a helpful piece of a functional urban ecosystem. The landscape planting areas will be finished with a natural topping of decomposed granite (two inches minimum depth) and supported by an automatic drip irrigation system. Sustainability principles will be integrated in the landscape design reflected in the use of relocated salvaged native plants, water harvesting principles, selective use of decomposed granite, angular crushed rock and surface select boulders used as ground plane surfacing materials in planting buffers, swales, and berms. In addition, the use of photovoltaic electrical power for accent lighting, transit shelter lighting and wayfinding signage will be incorporated into the landscape and roadway improvements.

### PLANT LEGEND

TREES	SYMBOL	BOTANICAL NAME	COMMON NAME
		<i>Caesalpinia cocalaco</i>	Thornless Cocalaco
		<i>Chitalpa tashkentensis</i> 'Pink Dawn'	Pink Dawn Chitalpa
		<i>Olea europaea</i> 'Swan Hill'	Swan Hill Olive
		<i>Olea tesota</i> - salvaged	Ironwood Tree
		<i>Oliveya tesota</i>	Ironwood Tree
		<i>Pistacia x</i> 'Red Push'	Red Push Pistache
		<i>Sophora secundiflora</i> 'Silver Sierra'	Silver Texas Mountain Laurel
		<i>Sophora secundiflora</i> 'Silver Sierra'	Silver Texas Mountain Laurel
SHRUBS & GROUNDCOVERS			
		<i>Balleya multiradiata</i>	Desert Marigold
		<i>Calliandra eriophylla</i>	Native Fairy Duster
		<i>Callistemon citrinus</i> 'Little John'	Little John Bottle Brush
		<i>Convolvulus cneorum</i>	Bush Morning Glory
		<i>Dalea capitata</i> 'Sierra Gold'	Sierra Gold Dalea
		<i>Dalea greggii</i>	Trailing Indigo Bush
		<i>Eremophila glabra</i> ssp. 'Winter Blaze'	Winter Blaze Carnosa
		<i>Larrea tridentata</i>	Crocosota Bush
		<i>Leucophyllum zygophyllum</i> 'Cimarron'	Cimarron Sage
		<i>Ruellia brittoniana</i> 'Rosa'	Rosa Dwarf Ruellia
		<i>Ruellia peninsularis</i>	Desert Ruellia
		<i>Senna covesii</i>	Desert Senna
		<i>Tecoma hybrid</i> 'Solar Flare'	Solar Flare Esperanza
ACCENTS			
		<i>Agave desmettiana</i>	Smooth Agave
		<i>Agave havardiana</i>	Harvard Agave
		<i>Agave parryi</i>	Parry's Agave
		<i>Agave vilmoriniana</i>	Octopus Agave
		<i>Aloe 'Blue Elf'</i>	Blue Elf Aloe
		<i>Carnegiea gigantea</i>	Saguaro
		<i>Carnegiea gigantea</i> - salvaged	Saguaro
		<i>Dasylirion wheeleri</i>	Desert Spoon
		<i>Echinocactus grusonii</i>	Golden Barrel Cactus
		<i>Euphorbia antisiphilitica</i>	Candelilla
		<i>Fouquieria splendens</i> - salvaged	Occotillo
		<i>Fouquieria splendens</i>	Occotillo
		<i>Hesperaloe parviflora</i> 'Brakalights'	Brakalights Hesperaloe
		<i>Opuntia violacea</i> var. 'Santa Rita'	Purple Prickly Pear
		<i>Penstemon parryi</i>	Parry's Penstemon
		<i>Penstemon superbus</i>	Firecracker Penstemon
		<i>Yucca pallida</i>	Pale Leaf Yucca
		<i>Yucca recurvifolia</i>	Pendulous Yucca



**Median Pavers**  
Color: Mojave Blend, Patter: Random, MFG: Ackerstone



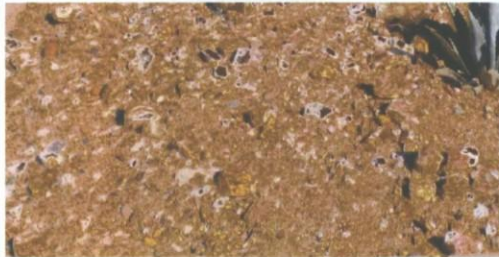
**Decomposed Granite**  
Color: Desert Gold



**Custom Seatwall with cast-in-place cap and aesthetic exterior treatment**



**Colored Concrete Pavement**



**3\" Granite Rubble**  
Color: Express Brown



**Custom Seatwalls and Art Plinths with cast-in-place cap and aesthetic exterior treatment**



**6\"-18\" Rip Rap**  
Color: Express Brown



**Granite Boulders**  
Color: Salvaged On-site Boulders



**Textured Concrete Retaining Wall at Secondary Roundabout**





Need help? 480-312-3111



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Home / City Construction Projects / Raintree Drive Extension / Public Outreach

## Public Outreach

### PUBLIC MEETINGS

#### Public Meeting #2

Wednesday, September 25, noon  
Jewish Community Center  
12701 N. Scottsdale Rd, Scottsdale

View the [public meeting presentation](#).

Let us know what you think about the Public Art designed to enhance this corridor via [Speak Up Scottsdale](#), the city's online public engagement tool.

#### Transportation Commission Meeting #1

Thursday, May 16, 6 p.m.  
Scottsdale City Hall Kiva (Where the City Council meets)  
3939 N. Drinkwater Blvd., Scottsdale

#### Public Meeting #1

Thursday, May 9, 2013  
11:30 a.m. and 5:30 p.m.  
Scottsdale Airport Lobby  
15000 N. Airport Drive, Scottsdale

View the [public meeting presentation](#).

### EMAIL UPDATES

Send us your email address to keep up-to-date with the project. We will send you project newsletters and public meeting notices electronically.

[Click here to send us your e-mail address to receive e-mail updates.](#)

### PROJECT LINKS

- [PROJECT OVERVIEW](#)
- [PUBLIC OUTREACH](#)
- [TENTATIVE PROJECT SCHEDULE](#)
- [LOCATION MAP](#)
- [CONTACT INFORMATION](#)

### RELATED LINKS

- [TRAFFIC & TRANSIT](#)
- [TRANSPORTATION MASTER PLAN](#)
- [DRAFT NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN](#)
- [TRANSPORTATION DEPARTMENT](#)



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**ATTACHMENT #6**



# PUBLIC MEETING

*Our Future in Progress*

## Come Learn About Plans for the Extension of Raintree Drive from the Loop 101 Freeway to Scottsdale Road

The Raintree Drive-Extension Project will provide a direct connection between the SR 101L Freeway and Scottsdale Road. This extension will simplify the route from Hayden Road to Scottsdale Road and help to relieve some of the traffic congestion currently experienced on Frank Lloyd Wright Boulevard.

Come learn more about this project, view initial recommendations for this travel corridor and meet the public artist on Thursday, May 9 at the Scottsdale Airpark Lobby, 15000 N. Airport Road. The same information will be provided at 11:30 a.m. and again at 5:30 p.m.

The City of Scottsdale is currently redesigning this segment of roadway and preparing recommendations regarding number of travel lanes, raised medians, major intersections (roundabout, traffic signal or side street stop control), minor side street lane configurations, safety considerations, driveway access, landscape and streetscape concepts, public art, drainage improvements, and right of way needs. Join us at one of the upcoming public meetings and let us know what you think.

### Public Meetings

Thursday, May 9, 2013  
11:30 a.m. and 5:30 p.m.  
Scottsdale Airport Lobby  
15000 N. Airport Drive,  
Scottsdale

Both presentations will cover the same information.

### Project Background

The Scottsdale Airpark is a major employment center within Scottsdale, and the network of roadways, circulation and access is critical to the businesses and industry of the Airpark. The City of Scottsdale has completed several studies to address some of the transportation and access issues currently hindering drivers. The Raintree Drive Extension project is one component of Scottsdale's Airpark Area Circulation Study which seeks to improve mobility in and around the Airpark.

### Public Art

At this meeting you will have the opportunity to share your vision with the artist and help guide the design of the public art component. Phillip K. Smith III is a regional artist from the area of Palm Springs, CA. His work seeks to merge the purity found in geometry with the organic quality of nature using light, space and form to create site-specific work.

### Project Schedule

The project will be constructed in phases, with construction funding available in fiscal years 2014 to 2017. Ultimate phasing and implementation will be determined based on funding availability and the recommendations of the Transportation Commission and Scottsdale City Council.

**Project Website:** [www.ScottsdaleAZ.gov/Construction/Raintree](http://www.ScottsdaleAZ.gov/Construction/Raintree)

**Questions:** For additional information please contact City of Scottsdale Project Manager Alison Tymkiw at (480) 312-3481 or [ATymkiw@ScottsdaleAZ.gov](mailto:ATymkiw@ScottsdaleAZ.gov).



# PUBLIC MEETING

*Our Future in Progress*

## Come Learn About Plans for the Extension of Raintree Drive from the Loop 101 Freeway to Scottsdale Road

The Raintree Drive Extension Project will provide a direct connection between the SR 101 Freeway and Scottsdale Road. This extension will simplify the route from Hayden Road to Scottsdale Road and help to relieve some of the traffic congestion currently experienced on Frank Lloyd Wright Boulevard.

### Public Meeting

Wednesday, September 25  
Noon  
Jewish Community Center  
Classrooms 216 & 217  
12701 N. Scottsdale Rd.

Come learn more about this project, view recommendations for this travel corridor and meet the public artist at noon on Wednesday, September 25 at the Jewish Community Center, 12701 N. Scottsdale Rd.

The City of Scottsdale is currently redesigning this segment of roadway and preparing recommendations regarding number of travel lanes, raised medians, major intersections (roundabout, traffic signal or side street stop control), minor side street lane configurations, safety considerations, driveway access, landscape and streetscape concepts, public art, drainage improvements, and right of way needs. Join us at the upcoming public meeting and let us know what you think.

### Project Background

The Scottsdale Airpark is a major employment center within Scottsdale, and the network of roadways, circulation and access is critical to the businesses and industry of the Airpark. The City of Scottsdale is working to address some of the transportation and access issues currently hindering drivers. The Raintree Drive Extension project is one component of Scottsdale's

Airpark Area Circulation Study which seeks to improve mobility in and around the Airpark.

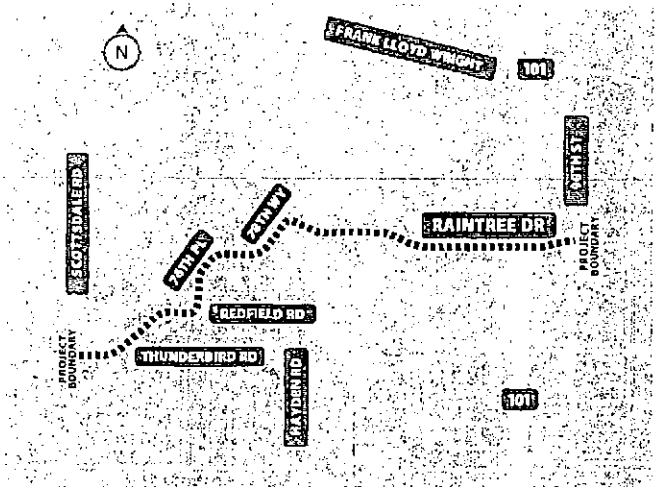
### Public Art

At this meeting the public art team will unveil the concept they have developed specifically for this corridor based on feedback they received at the last public meeting. This is your chance to let them know what you think before their concepts are finalized.

Phillip K. Smith III is a regional artist from the area of Palm Springs, CA. His work seeks to merge the purity found in geometry with the organic quality of nature using light, space and form to create site-specific work.

### Project Schedule

The project will be constructed in phases, with construction funding available beginning in fiscal year 2014. Ultimate phasing and implementation will be determined based on funding availability and the recommendations of the Transportation Commission and Scottsdale City Council.



**Project Website:** [www.ScottsdaleAZ.gov/Construction/Raintree](http://www.ScottsdaleAZ.gov/Construction/Raintree)

**Questions:** For additional information please contact City of Scottsdale Project Manager Alison Tymkiw at (480) 312-3481 or [ATymkiw@ScottsdaleAZ.gov](mailto:ATymkiw@ScottsdaleAZ.gov).



Map

Traffic

# Raintree Drive Extension Design Concept Report Public Involvement Summary

June 2013

Prepared by

**HC** | InfraConsult

6900 E. Camelback Road, Ste. 800

Scottsdale, AZ 85251

In cooperation with



City of Scottsdale

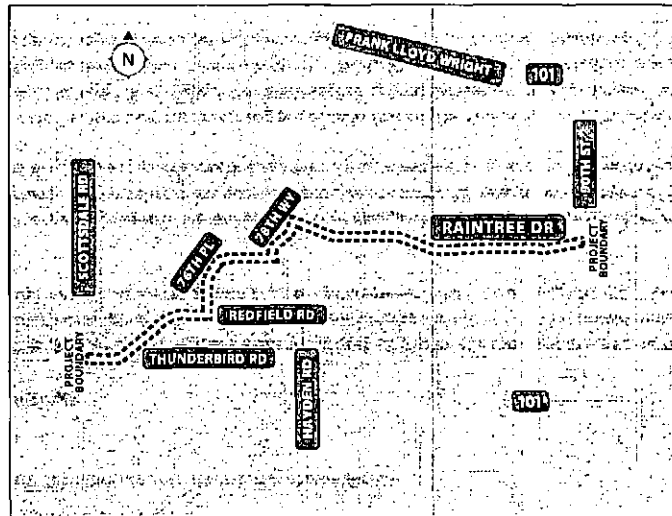
## 1. Project Overview

The Scottsdale Airpark is the preeminent employment center in Scottsdale and the third largest in the Phoenix metropolitan area after Sky Harbor Airport and downtown Phoenix. The network of roadways, circulation, and access is critical to the businesses and industry of the Airpark. As the area has grown, demands on the transportation network have significantly increased. The City of Scottsdale (City) has completed several studies to address current and future transportation and access issues resulting from the increased demand on the network. The Raintree Drive Extension is one of the priority projects to come out of those studies.

The Raintree Drive Extension was identified to provide a direct connection between the State Route (SR) 101L Freeway and Scottsdale Road. This extension will simplify the route from Hayden Road to Scottsdale Road and help to relieve some of the traffic congestion currently experienced on Frank Lloyd Wright Boulevard. This project includes the preparation of a Design Concept Report and 30 percent plans for Raintree Drive Extension from SR 101L to Scottsdale Road.

The project's western boundary is Scottsdale and Thunderbird roads. The project's alignment will generally follow (west to east) Thunderbird Road–Redfield Road–76th Place–Acoma Drive–78th Way–Raintree Drive. The project's eastern boundary is Raintree Drive at the SR 101L traffic interchange. When construction is completed, the length of the corridor will be designated as Raintree Drive (see Figure 1).

Figure 1. Project Boundary



The Raintree Drive Extension was included in the Maricopa Association of Governments (MAG) Regional Transportation Plan, funded by Proposition 400 regional transportation sales tax funds. The project will be funded from the City Capital Improvement Projects Airpark Area Access Projects, Phase 1 with eligible expenses reimbursed through MAG's Arterial Life Cycle Program (ALCP). The fiscal year 2012 ALCP, approved June 27, 2012, includes Raintree Drive Extension as four distinct design and construction projects, shown in Table 1.

Table 1. Raintree Drive Extension – Construction Project Sequencing

Construction Project	Design	Construction
Redfield Rd/76th Pl–Raintree Dr/Hayden Rd	Fall 2013–Summer 2014	Summer 2014–Fall 2015
Thunderbird Rd/Scottsdale Rd–Redfield Rd/76th Pl	Summer 2014–Summer 2015	Summer 2015–Fall 2016
Raintree Dr/Hayden Rd–SR 101L/Raintree Dr	Summer 2015–Summer 2016	Summer 2016–Fall 2017
Raintree Dr at SR 101L	Summer 2016–Summer 2017	Summer 2017–Fall 2018

Ultimate phasing and implementation will be determined based on the recommendations of the Design Concept Report and funding availability. All four projects within the corridor are funded through Regional Area Road Funds, which does not include federal funds.

## 2. Public Involvement

In accordance with the Public Involvement Plan prepared for this project, communication and outreach activities were implemented to actively seek input from stakeholders (those affected by and/or with an interest in the project). The goals of the project are to incorporate that input into the decision-making process; to inform the community about the project's progress; and to assure that the project meets the needs of the community.

In order to develop initial goals and objectives for the program, a preliminary list of issues or concerns was identified. The list below summarizes some of the issues and concerns identified through previous outreach efforts and based on experience from similar projects. The activities described in this report were implemented to address each of these issues.

- Overall public interest in simplifying traffic route from SR 101L to Scottsdale Road for helping alleviate current traffic congestion on Frank Lloyd Wright Boulevard
- Funding options
- Length of time for construction (potential for disruption to public commute)
- Possible impacts to businesses during construction
- Possible impacts to emergency vehicle and school bus routes during construction
- Landscaping and public art associated with project

Table 2. Public Questions and Responses

Public Question/Comment	Response
<b>Alternatives</b>	
What was the major difference between the proposed alternative and the others that are no longer being considered?	The project team is proposing the recommended alternative because it is the least disruptive to driving public and businesses and the least costly, since less new right-of-way is needed.
<b>Construction</b>	
My business is located near Hayden and SR 101L. We had a difficult time surviving the construction when SR 101L was constructed. In fact, our business was down 20-30 percent because customers couldn't get to us.	The actual construction dates and timeframe for each segment is not known at this time. When they are determined, this information will be communicated to you and the City will work with your business to ensure that access is maintained for you, your employees, and your customers. The City will also provide business access signs so that customers know where to drive to access your business parking lot. In general, the corridor will maintain the existing four lanes (two in each direction). The major project improvements will be primarily concentrated at roadway intersections.
I have been watching construction of the roundabout near the Harley Davidson. Construction seems to be taking forever. I was wondering if it will ever be completed.	That construction is not a part of this project; however, your comment is noted in the project record.
We have a property in east Tempe. When SR 101L was constructed, it was a nightmare. They didn't seem to care about our business.	That construction is not a part of this project; however, your comment is noted in the project record. The City will communicate with each business when the actual construction dates and timeframe for this project are known. During construction, every effort will be made to ensure that business access is maintained for you, your employees, and your customers. The City will also provide business access signs so that customers know where to drive to access your business parking lot.
The City has been changing the waterline at Hayden and Northside Boulevard. Would that be done as a part of this project as well?	It is not anticipated that any waterline relocation or revitalization will be done as a part of this project's construction.
<b>Cost and Funding</b>	
What is the projected project cost?	This project is funded through Proposition 400. A total of \$70 Million is allocated to the Scottsdale Airport area, and this project is receiving a portion (\$20-\$30 Million) of those funds.
Where will funding come from for this project?	
Can the City receive a federal grant for this project?	This project does not qualify for federal funding so the City has no plans to receive federal monies. Approximately seventy percent of the project cost will be covered through the Maricopa Association of Governments through Proposition 400.
<b>Design</b>	
In your proposed plan, segment two decreases from a four-lane roadway to a two-lane roadway. Won't this create a huge traffic jam?	A roundabout is proposed for this area that you have mentioned. A huge benefit is that there is a continuous traffic flow so that traffic is not backing up, as it would at a signalized intersection. So the design of this segment will allow a greater amount of traffic to move more smoothly with the two lanes, as opposed to if we were proposing a signalized intersection at that location.
If there is an issue in segment two, due to the roadway decreasing from four lanes to two, could the roadway be expanded in the future?	Potentially, the roadway could be expanded; however, we are trying to avoid additional right-of-way acquisition in this segment which would be more disruptive to the area and established businesses.
Why is the Raintree Drive/SR 101L traffic interchange being reevaluated?	The City has included the Raintree Drive/SR 101L traffic interchange as a part of this project so that additional options can be considered that could improve the intersection's capacity and evaluate additional safety measures that would need to be in place (due to the additional traffic capacity). The project team will not be designing or rebuilding a new bridge structure as a part of this project.
There is a huge bottleneck of traffic at 87th Street and Raintree Drive. What is the project plan to address this? I don't think a roundabout would be feasible there.	The team is reviewing this intersection as a part of this project. The intersection is close to the Raintree Drive/SR 101L traffic interchange so there are space restrictions. A roundabout option is being considered at the 87th Street and Raintree Drive location, but there will also be communication with the Arizona Department of Transportation before the option is approved. The project team is also considering rerouting traffic from the nearby Walmart and Sam's Club customers to the SR 101L frontage road.
<b>Right-of-Way</b>	
What is the City's process for right-of-way acquisition?	The project team is currently in the project's preliminary design phase, so we are currently beginning the process of reviewing potential right-of-way acquisition. If it is determined that there is a portion of property that is owned by you that will be needed for this project, a City representative will be in contact with you shortly. The City will have an independent appraiser evaluate the portion of your property that is needed for this project before an offer is presented to you.
Considering past projects, how soon would the project team members be contacting property owners to discuss right-of-way acquisition?	
How does the City deal with issues where right-of-way needed for a project is at a location where there is shared access between two or more businesses?	The City will work with these businesses so that the final project design addresses the issue. The City evaluates these issues on a case-by-case basis.
Would you be acquiring some of the needed right-of-way for this project through eminent domain?	There is the possibility that some of the necessary right-of-way could be acquired through eminent domain; however, the City uses this only as a last resort.

### 5.1. Completed Comment Forms

Comment forms were distributed to meeting attendees at the public meetings and available online. Participants were encouraged to complete and submit comments to the study team by May 23, 2013. A total of 14 comment forms were returned at the meeting. The comments are provided below, organized alphabetically by subject area.

#### Aesthetics

- Minimize the artwork so drivers can maintain safety by looking at the road, and not art. Maybe the artwork could be located at stoplight areas rather than roundabouts.
- Don't allow the project landscaping to hide visibility of signs and access to our business.

#### Business Communication

- As the property manager for the Scottsdale Northsight building, located at 14350 N. 87th Street, please send all correspondence regarding this project to me (lori.peck@cushwake.com or 2555 E. Camelback Road, Suite 300, Phoenix, AZ 85016) rather than leaving fliers in the building lobby or with each of the tenants. I would then forward the information to my tenants. This would eliminate a great amount of confusion.

#### Construction

- I would prefer nighttime construction.
- My concern is that project construction could impact my business and my customers would go elsewhere.

#### Design

- Will the entire roadway corridor be lighted at night? Would this lighting continue along Redfield Road?
- Are you planning left-turn lanes for westbound traffic into our complex? This is critical for all occupants in the business park.

#### General

- I really appreciated the presentation. The speakers knew their material and stayed on topic. I look forward to the project moving forward.
- Please consider emergency vehicle access for all proposed roundabouts. Also consider lane use impact on semi tractor trailers and pedestrians.

#### Recommended Alternative

- My business is Arizona Tile, located at 14700 N. Hayden Road. I need to discuss the recommended alternative with a representative from the project team. The current plans show that I will be losing some parking areas. My business access on the north side of the property-could be affected since we currently have a left turn lane for access. It seems that if the project team decides to use the five-lane option, this would have even more impact to our business.
- I represent the owner of the Northsight Financial Center, located at 14500 N. Northsight Boulevard. The recommended alternative appears to affect our building monument sign and the northeast parking area. Would

the City allow the building owner to construct a large monument sign near our building and the proposed roundabout?

- I own a building at the southeast corner of 82nd Street and Raintree Drive. If the recommended alternative is constructed, I will lose multiple parking spaces, site walls, and signage. The impact of the construction could ruin my access and eventually the business. I don't feel this project is acceptable in the current design.
- We have a concern that our business will lose numerous parking spots.
- This is a good plan. The proposed roundabouts make sense.

#### Right-of-Way Acquisition

- Is any portion of my property going to be purchased from the City for this project?

#### Roundabouts

- Although roundabouts are less expensive to construct, Northsight Boulevard is a highly travelled roadway. I don't believe people would yield if a roundabout was constructed here and it would be a disaster. Roundabouts only work in areas with less traffic and more disciplined drivers. Europeans handle their roundabouts perfectly because they are more likely to yield for other drivers. Scottsdale drivers would be less apt to yield for other drivers. I think the project team should wait and see how the new roundabout on Hayden near the Harley Davidson dealer works first before they are a part of this project design.
- This is a terrific plan. I am in support of the proposed roundabouts.
- We are totally against the roundabouts.
- There are two major benefits of roundabouts that the project team didn't mention in the presentation. Roundabouts reduce auto emissions, thereby decreasing pollution and they improve the average miles per gallon for vehicles. Most people would agree these are beneficial things. I strongly support the use of roundabouts. They would greatly help in the project's Segment 4-location where currently eastbound traffic turning left from Raintree Drive to SR 101L is a bottleneck during rush hour. It seems in this case, the cause is that the 87th Street stoplight is too close to the frontage road.

#### Traffic

- We have a business campus located at Northsight Boulevard and Raintree Drive. Traffic is considerably congested at 5 p.m. when several other businesses close for the day, which causes a backup going eastbound on Raintree Drive to enter the northbound SR 101L. I do not see how the roundabout will relieve this issue. I encourage you to perform a traffic study during the peak traffic times throughout the day.