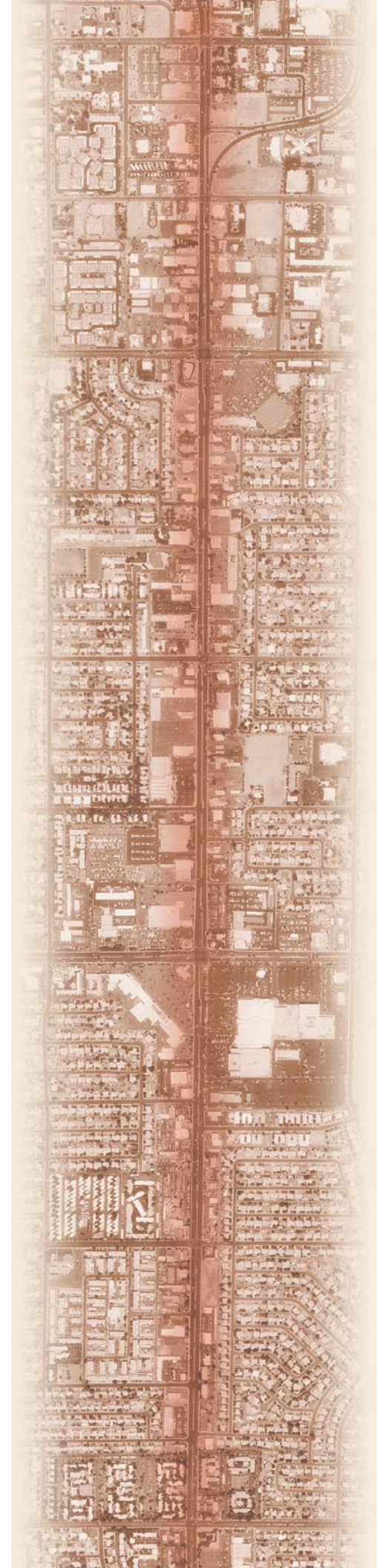


Appendix D

Design Coordination Notes



The following notes are intended for internal reference purposes and not for publication. They have been prepared to guide coordination and design efforts associated with final design of the Scottsdale Road Streetscape, Phase 1. These notes have been informally written informally. Questions to be answered and information to be confirmed are highlighted in the notes. These notes are keyed to the numbers shown in the illustrative streetscape plans provided in Appendix C to the DCR for the Scottsdale Road, Phase 1 Design Development submittal package. Notes shown in strike-through format indicate portions of the project (SkySong frontage) for which final design has already been completed.

Sheet I – Station 0+00 to 14+00

From McKellips North

1. New Starbucks – create outdoor space that complements building (outdoor patio space opportunity)? Obtain site plans for completed improvements and coordinate with property owner. Note: this site is actually outside the limits of work; so coordination would only need to occur if the City determined to install oasis improvements at the corner in cooperation with the property owner and thus, adding that corner into the limits of work.
2. The west side of the right-of-way and the right-of-way are inside the City of Tempe. Proposed improvements on the City of Tempe side are completely outside the ROW. The east side of the right-of-way is inside the City of Scottsdale. Design concepts have been developed for all of this section consistent with the project scope of work. Note: the majority of the proposed improvements on the west side are outside the Tempe ROW, from STA 10 + 60 to 14+00. Landscape improvements on the east side, behind the sidewalk are outside the ROW from STA 10+60 to STA 15+75.
3. Preserve trees at corner and along building frontage to the maximum extent possible. Provide open areas around trees at corner.
4. Provide sidewalk connection to adjacent property.
5. Remove turf within and adjacent to right-of-way. Blend new trees and landscaping into existing landscape and DG area.
6. Retrofit sidewalk through island and reconfigure island to extend to street. Existing driveway is within City of Tempe with a width of 37'

which exceeds standards. However, driveway incorporates a planted island. Maintain existing driveway width, retrofit sidewalk through island and reconfigure island to extend to street.

7. Provide sidewalk connection to adjacent property.
8. Vacant building; with redevelopment of site consider reducing the number of driveways along frontage. Note: this site is actually outside the limits of work; so coordination would only need to occur if the City determined to install oasis improvements at the corner in cooperation with the property owner and thus, adding that corner into the limits of work.
9. This intersection lends itself well to “Primary Oasis” treatment with space for trees and shade structures at all four corners. It was not designated as a primary oasis because it is not entirely within Scottsdale. Further coordination with the City of Tempe and surrounding property owners and neighborhood representatives is needed to confirm project details that should move ahead and if the southern corners of the intersection also should be included within the limits of work in order to develop an oasis treatment here.
10. Provide low seating wall at corner/space definition, as part of the “Primary Oasis treatment.
11. Adjust driveway width to city standard. Existing driveway width of 46' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access.
12. Relocate monument sign and enhance sign visibility. Provide sidewalk connection to business. Relocation of this sign is required for proposed sidewalk improvements.
13. Existing driveway width of 46' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access. Adjust tree spacing accordingly. Coordinate with property owner to determine if this second driveway is needed. If not, provide trees and landscape along frontage. If driveway is needed, rebuild to city standard width. Business sign north of driveway to be relocated behind proposed sidewalk improvements.
14. Existing driveway width of 29' is less than the standards, increase apron width to 32' to meet COS standard for two-way residential access.

15. Existing bus stop; Incorporate bus stop improvements, unless it is determined that the City of Tempe bus shelter and facilities should be retained here (they are in good condition).
16. Provide sidewalk connection to adjacent business.

Sheet 2 – Station 14+00 to 19+00

North to Papago and Fillmore

17. Remove turf within and adjacent to right-of-way and blend new landscape with existing xeriscape; add new trees and retain existing trees. At this location, portions of the proposed (and existing) sidewalk and proposed landscaping are outside the City of Tempe ROW. Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
18. Provide sidewalk connection.
19. Retain existing driveway/carry sidewalk across; retain existing trees. Existing driveway is within City of Tempe with a width of to 21' - less than standard. Increase width to 24' to meet COS standard for two-way residential access.
20. Provide sidewalk connection. Also, existing driveway is within City of Tempe with a width of to 27' – less than standard. Decrease width to 24' to meet COS standard for two-way residential access.
21. Narrow sidewalk around outdoor seating and enhance corner landscaping around business; relocate or provide new sign and enhance visibility to signing. The proposed sidewalk and/or planting strip would need to be narrowed along this restaurant frontage to maintain outdoor seating and fountain at the corner.
22. Enhance existing landscape with new trees.
23. Remove existing turf within and adjacent to right-of-way and blend new landscape with existing xeriscape; add new trees and retain existing trees. Most of the proposed landscaping area along the back side of the sidewalk here is outside the ROW. This could be eliminated if property owner is not interested in providing an agreement or easement for landscaping.
24. Retain existing driveway/carry sidewalk across. Existing driveway width of 31' complies with the standards; increase width to 32' to meet sidewalk joints at apron. Provide sidewalk connection.

25. Consolidate to one driveway at this location, working with property owner. Existing driveway width of 46' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access.
26. Provide sidewalk connection.
27. Provide sidewalk connections to Papago Drive and Fillmore Street. Proposed median treatment is at-grade colored, stamped asphalt in this area.
28. Papago Drive and Fillmore Street could be enhanced with cooperative property agreements with additional trees and planting within and adjacent to the right-of-way.
29. Enhance landscape along property frontage; retain existing sign and enhance base area/sign visibility.
30. Car display at corner will need to be revised; retain visibility to cars on display at corner while still enhancing landscape at corner.

Sheet 3 – Station 19+00 to 24+00

North to Fillmore Street (west leg)

31. Existing driveway is within City of Tempe with a width of to 33' exceeding standards, decrease width to 32' to meet COS standard for two-way commercial and align with new driveway apron/sidewalk joints.
32. Proposed cross section fits well within the right-of-way; except on the east side of the street, see note 2 no adjustments to parking needed. Coordinate with property owner on sign adjustments, sidewalk improvements, landscaping, and sidewalk connections to interior of site. Approximately 5 feet of the proposed sidewalk and the landscaping at the back of the sidewalk are outside the Tempe ROW (as are some of the existing sidewalk and landscape improvements). Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
33. Existing bus stop; Incorporate bus stop improvements, unless it is determined that the City of Tempe bus shelter and facilities should be retained here (they are in good condition).
34. Existing driveway is within City of Tempe with a width of to 33' exceeding standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway

apron/sidewalk joints.. Coordinate with property owner on sidewalk/ pedestrian access way between business and transit stop/street sidewalk.

35. Existing signs to remain in current locations; some enhancements to landscape at corner.
36. Fillmore Street – connect to existing sidewalks.
37. Provide sidewalk connection and blend with adjacent landscaping around building.
38. Provide “visibility window” to business and cars on display – adjust proposed trees in coordination with property owner. Display space will have to be rearranged as some cars (3) are on display within right-of-way where new sidewalk will be aligned. Existing sign to be relocated to the back of the proposed sidewalk improvements.
39. Median treatments follow existing conditions, with at-grade decorative asphalt paving (colored and textured).
40. Existing driveway width of 29’ is less than the standards, increase width to 32’ to meet COS standard for two-way commercial access and to align with new driveway apron/sidewalk joints.. Provide sidewalk connection if property owner desires and coordinate sign location for best visibility.
41. Consolidating driveways on this property – work with property owner to consolidate to location shown at #43. Also discuss possibility of low seating wall along frontage to define public space and provide seating opportunities.
42. Proposed planted median is shorter and narrower than existing median; palm trees to be removed (possibly salvaged) and new trees installed.
43. Existing driveway width of 24’ is less than the standards, maintain existing width, adjust slightly to match sidewalk joints/new apron.
44. Blend with existing landscape along building frontage. Remove turf inside and adjacent to the right-of-way and replace with xeriscape. Retain existing trees to the maximum extent possible.
45. At grade decorative asphalt paved median (special color and texture to define space; calm traffic; enhance street). Existing driveway width of 24’ is less than the standards, maintain existing width, adjust slightly to match sidewalk joints/new apron. Provide sidewalk connection to office building. Confirm signing at this location.

Sheet 4 – Station 24+00 to 29+00

North of Fillmore Street (west leg)

46. Existing driveway is within City of Tempe with a width of to 30’ which is less than standards, increase width to 32’ to meet COS standard for two-way commercial access and to align with sidewalk joints/new apron. Blend with existing landscape along frontage. Provide sidewalk connection and adjust sign location.
47. Existing driveway is within City of Tempe with a width of to 27’ which is less than standards, increase width to 32’ to meet COS standard for two-way commercial access. and to align with sidewalk joints/new apron. Blend with existing landscape. Provide sidewalk connection if desired and adjust sign location. Portions of the proposed sidewalk and landscaping at the back edge of the sidewalk are outside the ROW in this vicinity (as are existing streetscape improvements). Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
48. Existing driveway appears to meet standard width requirements; provide new apron aligned with sidewalk joints.
49. Proposed cross section fits well without adjustments to parking area, but some proposed design elements are outside the ROW. Retain existing trees where possible and provide additional planting adjacent to parking area if desirable to property owner and agreement/easement is provided.
50. Existing driveway is within City of Tempe with a width of to 15’ which is less than standards, maintain existing width but adjust slightly to 16’ to align with sidewalk joints/new apron.
51. Remove turf within and adjacent to right-of-way and replace with xeriscape. Retain existing trees and augment with additional planting. Provide sidewalk connection and adjust signing. Portions of the proposed sidewalk and landscaping are outside the existing ROW (as are existing streetscape elements. Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
52. Remove turf within and adjacent to right-of-way and replace with xeriscape. Retain existing trees to the maximum extent possible and augment with additional trees where possible.

53. Continue same treatment as noted under #52. Provide sidewalk connection and adjust signing if necessary, but it appears that no signing exists in this area based on field research.
54. At grade decorative asphalt paving median treatment (colored and textured pavement to enhance streetscape, calm traffic, and define space).
55. Existing driveway width of 24' is less than the standards, maintain existing width, adjust slightly to align with sidewalk joints/new apron. Remove existing turf within and adjacent to right-of-way and replace with xeriscape. Remove palms (salvage if possible) within right-of-way where new sidewalk will be installed.
56. Provide sidewalk connection. Provide "visibility window" along building frontage through a break in the tree canopy. Coordinate specific tree spacing with property owner. Work with property owner on the placement of a low seat wall to define the public sidewalk space and possibly provide opportunities for seating
57. Proposed cross section fits; no need to adjust parking or display space here. Provide sidewalk connection; may need to adjust sign to enhance visibility. Existing sign appears to be located outside area of proposed improvements – so existing location likely can be maintained.
58. Same notes as under #57. Existing driveway width of 30' is less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron/sidewalk joints.
- access and to align with new driveway apron/sidewalk joints. Portions of proposed streetscape improvements are outside the Tempe ROW in this location. Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
61. Retain existing mature trees but remove turf within and adjacent to right-of-way and replace with xeriscape. Proposed planting at the back of the sidewalk is located outside the right-of-way. If no landscaping agreement or easement can be obtained, this proposed landscaping can be eliminated.
62. Provide sidewalk connection(s) at desired locations.
63. Proposed cross section fits although a couple of cars currently being displayed in the right-of-way will need to be pulled back into other nearby display space. Visibility windows can be provided by breaks in the tree canopy – coordinate with property owners. Provide sidewalk connections and adjust signs. Existing driveway width of 25' is less than the standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron/sidewalk joints.
64. No adjustments to display space needed. Coordinate with property owner to blend new landscape at back of sidewalk with adjacent landscape. Provide sidewalk connection if desired and adjust sign if necessary.
65. Existing driveway width of 36' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and align with new driveway apron/sidewalk joints.
66. Stretch limo display might still fit if angled more to the north. Coordinate with property owner on landscape treatments at the back of sidewalk with adjacent landscape. The City may prefer to disallow display of vehicles inside ROW. Visibility windows could be provided along this frontage.
67. Median treatments follow existing with planted medians in areas currently planted and at grade decorative asphalt paving (colored and textured). Palms removed (salvaged) from median and replaced with deciduous trees.
68. Large undeveloped space; coordinate with property owner on adjacent landscape treatments and consider the possibility of placement of a low seating wall along the sidewalk.

Sheet 5 – Station 29+00 to 34+00

From Concord Boulevard to the North

59. Connect to existing sidewalks on Concord. Existing vegetation in this area should be retained as much as possible.
60. Proposed cross section fits with minor adjustment to pull 3 cars back from display in the right-of-way. Space exists for cars to be displayed nearby. Retain existing trees. Provide sidewalk connection, relocate sign behind proposed improvements (sign at Euro Imports, north of driveway). Coordinate with property owners on the placement of a low seating wall along frontage/sidewalk to define public space and provide seating opportunities. Existing driveway north at Euro Imports is within City of Tempe with a width of to 30' which is less than standard, increase width to 32' to meet COS standard for two-way commercial

Sheet 6 – Station 34+00 to 39+00

Continental/Roosevelt

69. Proposed cross section fits well. Existing driveway is within City of Tempe with a width of to 29' which is less than standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron/sidewalk joints. Retain existing trees to the maximum extent possible. Provide sidewalk connection and adjust sign. Portions of proposed streetscape improvements are outside the Tempe ROW in this location. Confirm if existing agreements or easements are in place allowing existing improvements inside ROW or adjust width of planting strip so sidewalk will fit within ROW.
70. Circle K – adjust sign to back of walk while maintaining visibility. Coordinate with property owner on desired location(s) for sidewalk connections. Retain existing trees at corner and enhance with new street trees. This is a proposed secondary oasis area, so improvements could be incorporated into corner design.
71. Provide sidewalk connections to existing sidewalks on Continental/Roosevelt.
72. Proposed cross section fits – no need to adjust parking. Coordinate with property owner on landscape treatment at back of walk to buffer pedestrians from adjacent cars on display. Provide visibility window to cars and adjust sign to a visible location. The proposed plantings at the back of sidewalks in this area are outside the existing right-of-way. If landscaping agreement or easement can not be obtained, this landscaping can be eliminated; however this area is approach an oasis area so intensified landscaping is desirable.
73. Existing driveway width of 24' is less than standards, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints. Provide sidewalk connection if desired. Work with property owner on removal of turf within and adjacent to right-of-way and replacement with xeriscape.
74. Same as note #68.
75. Existing driveway width of 23' is less than the standards, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints. Some cars on display will need to be pulled back a few feet out of the right-of-way. Coordinate with property owner on

sidewalk connection, sign placement and landscape along frontage. Provide treatments (including a low seat wall and art plinth at this secondary oasis corner) to define sidewalk and provide seating opportunities.

76. This intersection is identified as a “Secondary Oasis” opportunity and there is ample space within the right-of-way for additional trees to provide sense of oasis here; however some of these improvements would need to be provided outside the ROW through easements and agreements with adjacent property owners, particularly on the northwest and southwest corners where conditions are tighter. This intersection also plays a significant role in the “gateway sequence” between Tempe and Scottsdale because north of here both sides of the street and the right-of-way are be fully in Scottsdale.
77. Business appears to be transitioning. Coordinate with property owner on sidewalk connection and sign location. Existing driveway width of 24' is less than the standards, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints.
78. Coordinate with property owner on the possibility of consolidating driveways (and also with adjacent owner under #77); driveway consolidation is currently not shown on plans. Adjust Existing driveway width of 28' is less than the standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide sidewalk connection. Provide landscape along back of sidewalk to buffer pedestrians from expansive pavement.

Sheet 7 – Station 39+00 to 44+00

North of Continental/Roosevelt

79. Property on both sides of street and right-of-way now fully within Scottsdale city limits. Proposed cross section fits well. Work with property owner to fit sidewalk along frontage. May need to remove some of the palms. Provide breaks in trees to create visibility windows to cars on display (still studying tree spacing along this frontage and meeting with property owner will help to determine final design treatments). The proposed plantings at the back of sidewalks in this area are outside the existing right-of-way. If landscaping agreement or easement can not be obtained, this landscaping can be eliminated.

80. Existing driveway width of 24' -less than the standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints. Adjust driveway to city standard. Provide sidewalk connection if desired.
81. Adjust sign location to back of sidewalk; work with owner on finding the best location for visibility.
82. Coordinate with property owner on the possibility of consolidating to one driveway. Enhance existing landscape along back of proposed sidewalk with property owner agreement. If agreement/easement is not obtained, proposed landscaping outside right-of-way could be eliminated; however the sidewalk would then abut directly with the parked cars on display at the dealership with no buffer.
83. Coordinate with property owner on landscape treatment at back of sidewalk to provide buffer between pedestrians and adjacent parking/circulation. Existing driveway width of 25' is less than the standards, reduce width to 24, adjust slightly to align with new driveway apron and sidewalk joints. Same comment pertaining to proposed landscaping outside the right-of-way as in #82.
84. Existing driveway width of 25' is less than the standards, reduce width to 24, adjust slightly to align with new driveway apron and sidewalk joints. Provide sidewalk connection(s) where desired. Provide visibility windows to building and car display area – coordinate with property owner on visibility needs. Coordinate with property owner on landscape strip at back of sidewalk - need to soften edge between sidewalk and adjacent parked cars (and provide buffer for pedestrians).
85. Median treatment shown follows existing conditions with plantings in existing planted median areas and at grade decorative paving (colored and textured) in existing locations. Palms would be removed from median (salvaged if possible) and replaced with deciduous trees and low level landscape.
86. Existing driveway width of 19' is less than the standards, increase width to 24' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate sidewalk connection, landscape at back of sidewalk, and sign location with property owner.

Sheet 8 – Station 44+00 to 49+00

Belleview Street (east side)

87. Car dealership/lot - Confirm specific access needs along dealership. Existing driveway width of 28' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. .Coordinate with property owner to relocate signs that will be affected by improvements and to provide visibility to signs and cars on display.
88. Provide visibility window for business and business signage.
89. Blend ground level and low level plantings with existing landscape along frontage. Remove palms inside the right-of-way. Provide new trees within the adjacent landscape area if property owner agrees. The existing palms in this vicinity appear to be outside the ROW, but may be disturbed with construction of the project.
90. Existing driveway width of 30' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate with property owner to expand landscape area adjacent to right-of-way and driveway (this could be a cost to the project related to reducing driveway width or a cost sharing opportunity.)
91. Provide visibility to business signage. Retain existing landscape outside right-of-way and blend with new plantings along walkway.
92. Hertz Rental Car – Coordinate with property owner on driveway and sidewalk improvements. Existing driveway width of 34' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. Provide enhanced landscaping in planting areas adjacent to right-of-way (this could be a cost to the project related to reducing driveway width or a cost sharing opportunity.) Relocate business sign to outside edge of sidewalk/right-of-way.
93. Retain access way although it is narrow by City standards; Existing driveway width of 16' - less than the standard, maintain existing width, adjust slightly to match sidewalk joints. Relocated business sign to outside edge of sidewalk/right-of-way.
94. Maintain existing median configuration in this location – note that the channelized left turn into business is a special condition along the corridor; provide decorative pavement in access median area.

95. Ideally, low level landscape would be installed along the east side of the sidewalk to provide a buffer from adjacent parking. However, this would result in further loss of parking stalls. Otak will look at parking reconfiguration opportunities to minimize loss of spaces at this site prior to meeting with property owner. The possibility of a planting strip adjacent to the sidewalk will be discussed with property owners. Existing driveway width of 27' - less than the standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.
96. Provide sidewalk connections to existing sidewalks on Belleview Street. (Typically at all intersections, sidewalks would be constructed to the curb return point – at a minimum.)
97. Goodyear Auto Service – Site may not be active – If property is being redeveloped, coordinate with property owner on future plans for site and reconfiguring parking so that a landscape buffer or new building face against the sidewalk edge. Confirm site access and signing requirements.
98. This median would consist of a raised curb /narrow median to contain turning traffic in the configuration shown. Decorative asphalt pavement (colored and stamped) would be provided in the access median area.
99. Retain this access way – is this being moved due to the SkySong project? Confirm.

Sheet 9 – Station 49+00 to 54+00

Belleview Street (west side)

100. Remove palms inside right-of-way.
101. Work with property owner to blend streetscape improvements (sidewalk and landscape) along building frontage and coordinate sign relocation needs.
102. Existing driveway width of 24' is less than standards, maintain existing width, adjust slightly to align with driveway apron and new sidewalk joints.. Provide enhanced plantings adjacent to driveway.
103. Coordinate with property owner to blend streetscape improvements (sidewalk and landscape) with existing landscape along building frontage. Coordinate on sign relocation.
104. Existing driveway width of 29' which is less than standards, increase width to 32' to meet COS standard for two-way commercial access and

to align with new driveway apron and sidewalk joints. Provide enhanced plantings adjacent to driveway.

105. Realign driveway approach so is perpendicular to Scottsdale Road. Existing driveway width of 28' is less than standards, increase width to 32' to meet COS standard for two-way commercial access.. Finish improved area with additional landscaping in cooperation with property owner (either project cost with use agreement/easement or cost sharing opportunity).
106. Coordinate final plans with construction on SkySong property.
107. Adjust median per SkySong access needs. Provide small trees in median, along with low level landscape. See proposed median planting palette.
108. Coordinate final plans with construction on SkySong property.

Sheet 10 – Station 54+00 to 59+00

SkySong south entrance

109. Coordinate with property owner on streetscape sidewalk and landscape improvements. Enhance landscape adjacent to new sidewalk with use agreement from property owner (project cost).
110. Connect to adjacent pedestrian access ways; coordinate with property owner on preferred configuration of walkway connections.
111. Consider the opportunity to introduce planted island within this driveway area in accordance – it would provide pedestrian refuge across the wide driveway. Maintain existing access.
112. Provide pedestrian access connection in the property owner's preferred location. Coordinate with property owner on sign relocation needs (if any).
113. No change in access or parking needed; enhance landscape along proposed sidewalk, coordinating with property owner.
114. No major change in access way proposed. Enhance landscaping east of building and west of new sidewalk.
115. Transit stop design. Incorporate bus stop improvements.
116. See note #108.
117. See note #108

118. See note #108.
119. See note # 108.
120. Retain large trees in median if possible (?) or replace trees with new median tress at project cost. The median is being narrowed in this area, but it doesn't appear that the narrowing would significantly affect these trees.
121. Blend streetscape/landscape improvements with SkySong improvements. Coordinate on design of bus pull-out area.

Sheet 11 – Station 59+00 to 64+00

SkySong – McDowell Road Intersection

122. Coordinate design of bus pull-out area with adjacent property owners. Discuss with City – why is transit shelter located so far north? See general notes related to transit stop improvements.
123. Existing driveway width of 35' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate with property owner to provide new landscape strip along outside (west) edge of sidewalk if possible.
124. Coordinate with property owner to provide oasis plantings (including large Oak trees) at corner where feasible. See #125 below.
125. This area is part of the proposed primary oasis at the McDowell intersection. There is limited space in the right-of-way on the west side of the intersection to plant additional trees (limited space for large trees) and property owner agreements/cooperation would be needed. On the east side of the intersection, there is more space available at the SkySong project site and Speedy Check Cashing (see #132). Provide shade structure on the northeast corner.
126. JB Restaurant – there is limited space in the right-of-way at this corner and no room to expand sidewalk due to retaining wall and current site conditions adjacent to building.
127. See note #108.
128. See note #108.
129. Provide two-foot wide median/channelization island here.
130. See note #108.

131. See note #108.
132. Work with property owner to reconfigure parking in this area and to provide “oasis” type improvements at the corner (more trees, low curved seat wall, intensified plantings, etc.). Also – see #137. Connect sidewalk improvements to the existing sidewalk along this side of McDowell in the vicinity of the curb return.

Sheet 12– Station 64+00 to 69+00

North of McDowell Road

133. See note #126. Rebuild driveway entrance so that there is a landscaped area adjacent to sidewalk. Existing driveway width of 59' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access to align with new driveway apron and sidewalk joints. Enhance frontage with street trees where possible given limited space available.
134. There is limited space along the right-of-way here, so the existing sidewalk will be retained at the curb. Supplement existing plantings along this area with streetscape plantings and street trees where space permits (coordinating closely with property owners).
135. & 136.
Breuner's Home Furnishings – Very little change can occur along this frontage due to the proximity of the building, upper walkway and retaining wall to the right-of-way line. Existing driveway complies City standards for two-way commercial access.
137. Speedy Cash Check Cashing – also see notes under 132. Provided access off of McDowell and not Scottsdale Road (closing driveway on Scottsdale Road). Confirm direction for transit stop improvements Provide bus stop improvements.
138. Bill Heard Used Cars: Existing driveway width of 42' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. Coordinate with property owner on car display configuration. Cars will need to be pulled back about 8 feet from current parking pattern. A planting strip (4 feet) is recommended between the sidewalk and the parked cars, as well as a curb to hold the cars back. These improvements would need to be placed outside the right-of-way so a property use agreement/easement (with the City covering capital costs and maintenance) will be needed if possible.

139. In order to gain space between curbs for the bike lanes, the previous median island would be reduced to a curb (along the left turn lane edge) here.
140. See note #138. Coordinate streetscape improvements with property owner. Confirm business signing needs along frontage.
141. Retain existing trees in median if possible and supplement with new trees and landscaping per median planting palette. The median would be reduced in width to accommodate bike lanes here, so existing trees may not be able to be saved – further analysis in final design will confirm.
142. A left-turn pocket into Breuner's Home Furnishings is maintained here.
143. See note #138. Coordinate streetscape improvements with property owner. Confirm business signing needs along frontage.

Sheet 13 – Station 69+00 to 74+00

Granada Drive

144. Existing driveway complies City standards for two-way commercial access.
145. Blend streetscape improvements with existing landscaping along business frontage. Relocate business sign to edge of ROW. Confirm desired sidewalk connection location with property owner.
146. Existing driveway width of 34' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide enhanced landscaping where pavement is removed and provide sidewalk connection to business.
147. Blend new streetscape improvements with recent landscape improvements installed in front of LA Fitness. Enhance bus stop improvements (see #155).
148. Existing driveway width of 41' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements.
149. Narrow alley access..Coordinate with property owners to determine the need for this alley access and retain if necessary. Access is shown to be consolidated in plans.

150. Enterprise Rental Car – property owners indicated a willingness to reduce access to one driveway. More analysis and coordination with property owner is needed to confirm desirable access configuration. Will need to relocate business signing to edge of ROW and provide sidewalk connection. Blend streetscape and street tree improvements along frontage with existing landscaping.
151. Existing driveway width of 41' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access. Business sign needs to be relocated behind ROW.
152. Existing driveway width of 40' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. Enhance landscape along business frontage, relocate business sign.
153. Provide sidewalk connection to Granada Drive terminating at the curb return (approx.).
154. Provide access from Granada and no access onto Scottsdale Road near intersection; but business has second driveway onto Scottsdale Road further north.

Median treatment this sheet – see #161 and #176.

Sheet 14 – Station 74+00 to 79+00

Palm Lane

155. Incorporate transit stop improvements. Provide enhanced landscaping and tree plantings around shelter. Blend frontage improvements with existing landscape.
156. Replace existing trees or supplement with new trees and planting.
157. Palm Lane and this vicinity is a pedestrian activity area with the nearby bus stop. Thought should be given to making this area a secondary oasis.
158. Coordinate with Rock Church on streetscape frontage enhancements. Work with the church to reconfigure parking on site through restriping so parking spaces can be retained even though some on-site access will need to be reconfigured at the Palm Lane corner. Existing driveway width of 40' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate with the church on signing needs.

159. Maintain visibility window at Palm Lane corners.
160. Provide decorative asphalt paving in median .
161. Flexible access median treatment – decorative asphalt paving.
162. Existing driveway width of 47' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access. Sign at this location will need to be relocated. Blend streetscape enhancements with existing landscape along frontage. Provide sidewalk connection? (Confirm with property owner.)
163. Streetscape improvements should have minimal or no affect on business access and usage here. Confirm business sign and visibility needs and adjust tree spacing if necessary. Existing driveway width exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access . Provide sidewalk connection? (Confirm with property owner.)
164. Access to Soundworks and other businesses, is via this shared driveway.
165. Existing driveway width of 28' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. Relocate business signing and provide streetscape enhancements along frontage. Confirm sidewalk connection desirability.
166. Are both driveway entrances into Flicka's needed? #167 functions more as an alleyway access for site egress – so likely will need to be retained – confirm with property owner. Existing driveway width of 30' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Work with property owner to dovetail sidewalk improvements with outdoor patio area. Could expand sidewalk to engage outdoor patio space. Relocate sign and other elements as necessary. Provide landscape enhancements along frontage. Confirm sidewalk connection desirability.
167. Likely will need to retain this driveway access as shown. Existing driveway width of 29' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.

Sheet 15 – Station 79+00 to 84+00

North of Palm Lane

168. Existing driveway width of 22' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. Confirm sidewalk connection desirability and business sign location needs.
169. Blend streetscape landscape with existing landscape along frontage.
170. Existing driveway width of 24' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.. There is also a possibility of consolidating driveway access here if property owner is agreeable to doing so – the second driveway to the north may not be necessary.. Relocate sign,- coordinate with property owner.
171. Existing driveway width of 26' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Confirm sidewalk connection desirability and business sign location needs.
172. Blend streetscape landscape with existing landscape along frontage.
173. Retain this alley access.
174. Retain driveway into Papa John's. Existing driveway width of 30' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Confirm business sign location needs and sidewalk connection desirability with property owner. Blend streetscape landscaping with existing landscaping.
175. Existing driveway width of 32' meets standards, maintain width of 32'. Coordinate with property owner on sign relocation and sidewalk connection.
176. Flexible median treatment through this area – decorative asphalt paving shown in plans– but may possibly be able to add a raised planted median segment in this area with driveway consolidation, shared access points and cooperation of adjacent property owners. .
177. Swimwear shop - Existing driveway width of 43' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements where pavement is removed. Coordinate on sign location needs and sidewalk connection.

178. Restaurant - Existing driveway width of 43' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements where pavement is removed. Coordinate on sign relocation and sidewalk connection. Provide enhanced streetscape landscaping along frontage (and street trees as shown).
179. Goodwill - Existing driveway width of 29' - less than standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements where pavement is removed. Coordinate on sign location needs and sidewalk connection. Provide enhanced streetscape landscaping along frontage (and street trees as shown).
184. Blend streetscape landscape with existing landscape along frontage. Existing signs will not need to be relocated.
185. Oak is a designated secondary "oasis" location – intensify trees and landscaping at corner, along with streetscape enhancements such as paving and lighting accents and furnishings.
186. Enhance landscape along frontage (blend with existing). Confirm sign location needs. Provide sidewalk connection.
187. Existing driveway width of 29' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Streetscape improvements likely will not affect access and parking needs of this site. Could coordinate with property owner to consolidate driveways from one to two locations here (plans currently show the two driveways being retained.) Relocate sign to ROW edge. Confirm sidewalk connection desirability and location needs.

Sheet 16 – Station 84+00 to 89+00

South of Oak

180. Frasher's Steakhouse courtyard currently encourages upon the public right-of-way; the proposed design layout shows a major change to the frontage of this building, removing the private courtyard and expanding the public sidewalk and landscaping consistent with the rest of Scottsdale Road. This may not be feasible or desirable to the property owner, in which case, we would simply retain the site as is and repave/replace the sidewalk along the curb. If traffic lanes could be narrowed slightly in this vicinity (the plan currently shows 3 – 11's southbound), we may be able to build a wider sidewalk, which would be highly desirable for pedestrians.
181. Confirm access needs – these driveways provide access to retail center so both have been retained. However, it may be more desirable to have a single access (one of the wider commercial design standard driveways with an island in the center). Existing sign can be retained in current location. Blend streetscape landscaping and trees with existing landscape along frontage.
182. This building's overhang is fairly tight to the right-of-way/street.
183. Dairy Queen needs two driveways to facilitate in and out circulation. A third driveway provides access to the adjacent business. Consolidate driveways on north side of Dairy Queen. This area needs further analysis as part of final design.
188. Retain existing median and existing trees if possible (median will be slightly narrowed in this location – but narrowing could be minimized if we could reduce travel lane width near intersection from 11' shown to 10.5' or 10'. Supplement median landscape with new trees and low level plantings. Flexible median treatment shown south of here – decorative paving (colored, stamped asphalt) is shown in plans, but there may be opportunities to introduce a planted median segment with driveway consolidation/shared access and property owner cooperation.
189. Existing driveway width of 29' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements along frontage.
190. Existing driveway width of 40' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide landscape enhancements along frontage.
191. Coordinate with property owner on proposed streetscape enhancements at Oak corner (which is a designated "oasis" area). Relocate business sign if necessary for better visibility. It may be possible to reduce width of internal access way to gain even more space for oasis treatments –with property owner cooperation.

Sheet 17 – Station 89+00 to 94+00

North of Oak

192. Oak is a designated “oasis” area. Provide intensified tree plantings and landscape at corners, along with paving and lighting accents and streetscape furnishings where space allows. Space is more limited on the northwest corner due to existing retaining wall..
193. Building is fairly tight to street /ROW here; design may need to be modified slightly (reduced planting width).
194. Driveway access here needs to be evaluated more closely. Existing driveway width of 42’ exceeds standard, decrease width to 32’ to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Determine if bus stop could slide north slightly. Incorporate transit stop improvements north of driveway. Coordinate with property owner on sidewalk connection and business signing needs.
195. Provide landscape enhancements and trees around bus stop, which will require a landscape easement from the property owner, unless one is already in place.
196. Coordinate with property owner on sidewalk connection and business signing needs.
197. Retain existing driveway configuration (larger commercial style driveway) and install center landscape island/pedestrian refuge.
198. Existing driveway complies with City standards for two-way commercial access – retain current width. Some minimal shifting of parking spaces will be needed at this location to move existing private parking out of right-of-way. Relocate business sign if necessary and provide sidewalk connection if desirable.
199. Buster McNutty’s restaurant – existing driveway complies with City standards for two-way commercial access – retain current width. Relocate business sign. Confirm with property owner – are two driveways into site necessary (likely yes). Enhance existing landscape along street frontage; adjust trees for visibility to sign/business. Provide sidewalk connection if desired by property owner.
200. Retain median (but width will need to be reduced unless travel lanes can be reduced from 11’ to 10.5’ to 10’ upon approach to the intersection).

Provide new trees and landscape plantings in median. Flexible median treatment to the north of here.

201. Existing driveway complies with City standards for two-way commercial access – retain current width. Confirm business sign and sidewalk connection needs. Provide streetscape enhancements along business frontage (while retaining existing tree within ROW).

Sheet 18 – Station 94+00 to 99+00

Wilshire Plaza

202. Remove any grass/turf within right-of-way. Blend ground level and low level plantings with existing landscape along frontage.
203. Existing driveway width of 28’ - less than standard, increase width to 32’ to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.
204. Coordinate with property owner on vehicular access needs and the configuration of parking areas adjacent to the right of way. Retain visibility to signing and building as needed. Relocate existing sign to just outside right-of-way line. Coordinate with property owner on location for pedestrian connection.
205. Coordinate with property owner on vehicular access needs and the configuration of parking areas adjacent to the right of way. Although the layout retains the driveway in its current location, space for parking along building frontage is limited. It may be more desirable for sidewalk to stay curb tight along this frontage. Retain visibility to signing and building as needed. May not need to relocate existing signing – further analysis is necessary. Coordinate with property owner on location for pedestrian connection.
206. Remove grass/turf within right-of-way and replace with proposed planting palette.
207. Existing driveway complies with City standards for two-way commercial access – retain current width.. Coordinate with property owner on location for pedestrian connection.
208. Flexible median treatment – decorative paving (colored, stamped asphalt) is shown in plans, but there may be opportunities to introduce a planted median segment with driveway consolidation/shared access and property owner cooperation.

- 209. Blend streetscape landscape with existing landscape along building frontage; retain existing trees adjacent to ROW; remove grass/turf within ROW. Provide sidewalk connection as shown.
- 210. Existing driveway complies with City standards for two-way commercial access. – retain current width. Retain visibility to signing and building as needed. May need to relocate existing sign to just outside right-of-way line (confirming). Coordinate with property owner on location for pedestrian connection.
- 211. Existing bus pull-off – Incorporate transit stop improvements
- 212. Existing driveway complies with City standards for two-way commercial access – retain current width.

Sheet 19 – Station 99+00 to 104+00

Wilshire Drive / Virginia Avenue

- 213. Remove grass/turf within ROW and provide new streetscape landscape and trees. Retain existing trees adjacent to ROW.
- 214. Existing driveway width of 39' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints..
- 215. Retain visibility to signing and building as needed. May not need to relocate existing signing – further analysis is necessary. Coordinate with property owner on location for pedestrian connection (can provide in same location as currently exists).
- 216. Coordinate with property owner on vehicular access needs – may want to adjust driveway location slightly to south. Retain visibility to signing and building as needed. Will need to relocate existing sign adjacent to but outside ROW. Coordinate with property owner on location for pedestrian connection. Closely coordinate landscape enhancements on corner to blend with property owner's existing and new landscape.
- 217. Maintain visibility into the the Los Sombreros restaurant. Will need to install ADA compliant curb ramps at intersection in the north – south direction.
- 218. The building at this location is fairly close to the street frontage; need to coordinate with property owner on access requirements – can narrow alley access to north side of building be eliminated? Retain visibility to signing and building as needed. New sign along frontage? Coordinate

with property owner on location for pedestrian connection. Closely coordinate landscape enhancements on corner to blend with property owner's existing landscape, as well as south side landscape.

- 219. Flexible median treatment – decorative paving (colored, stamped asphalt) is shown in plans, but there may be opportunities to introduce a planted median segment with driveway consolidation/shared access and property owner cooperation.. Note: switchback channelized turn median is proposed north of here.
- 220. Blend streetscape landscape with existing landscape along frontage (but no turf in ROW), retain palms outside ROW. Retain visibility to signing and building as needed. New sign along frontage? Coordinate with property owner on location for pedestrian connection.
- 221. Will need to install ADA compliant curb ramps at intersection in the north-south direction.
- 222. Existing driveway width of 37' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints..
- 223. Blend streetscape landscape with existing landscape along frontage (but no turf in ROW). Retain visibility to signing and building as needed. Coordinate with property owner on location for pedestrian connection.
- 224. Existing driveway width of 24' is less than standards, maintain existing width, adjust slightly to new driveway apron and sidewalk joints. Retain visibility to signing and buildings as needed (for buildings south and north of this driveway). New signs along frontage? Coordinate with property owners on locations for pedestrian connections. Buildings will be fairly close to new sidewalk alignment; closely coordinate building frontage landscaping (which is in ROW – face of buildings are on ROW line and building to north may extend into ROW slightly).

Sheet 20 – Station 104+00 to 109+00

Lots of Small Businesses

- 225. Existing driveway width of 30' is less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Retain visibility to signing and building as needed. New sign along frontage? Coordinate with property owner on locations for pedestrian connection. Building will be fairly close to new sidewalk alignment; closely coordinate building frontage landscaping (which is in ROW – face of building is on ROW line).

226. Confirm access requirements – can this property owner share a driveway with property owner to north #227? Provide new landscape and trees along frontage – between driveways. (Note: current plans show two separate driveways.)
227. Existing driveway width of 24' - less than standard, maintain Existing width, adjust slightly to match scoring pattern and to align with new driveway apron and sidewalk joints. Retain visibility to signing and building as needed. Existing business sign needs to be relocated. Coordinate sidewalk/pedestrian connection location with property owner.
228. Existing driveway width of 28' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Retain visibility to signing and building as needed. Coordinate sidewalk/pedestrian connection location with property owner.
229. Existing driveway width of 24' - less than standard, maintain existing width, adjust slightly to and to align with new driveway apron and sidewalk joints. Retain visibility to signing and building as needed – provide new sign along frontage if necessary. Coordinate sidewalk/pedestrian connection location with property owner. Blend new streetscape landscape along frontage with existing landscape (but no grass/turf in ROW).
230. Existing driveway width of 32' which meets standard, maintain existing width, adjust slightly to match new driveway apron and sidewalk joints.
231. Flexible median treatment – decorative asphalt paving is shown in the plans. Because of the high density of small businesses in this stretch, the best approach will likely be the at grade colored/textured drivable surface treatment, but there may be opportunities to introduce a planted median segment with driveway consolidation/shared access and property owner cooperation.
232. Two small driveways serve drive through business here – existing driveway width of 28' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide sign adjacent to ROW (relocate existing?) Existing sign to be relocated, retain visibility to existing signing on buildings where needed. Coordinate with property owner on pedestrian/sidewalk connection location.
233. Existing driveway width of 32' which meets standard, maintain existing width, adjust slightly to match new driveway apron and sidewalk joints. Retain visibility to building/signing as needed.
234. Existing driveway width of 24' - less than standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints. Blend new streetscape landscape with existing along building frontage (south of here). Retain visibility to building/signing where needed. Relocate sign outside ROW. Coordinate with property owner on pedestrian/sidewalk connection location.
235. Blend new streetscape landscape with existing along building frontage. Retain visibility to building/signing where needed. Relocate sign outside ROW. Coordinate with property owner on pedestrian/sidewalk connection location.
236. Existing driveway complies with City standards for two-way commercial access; retain existing width. North of here: blend new streetscape landscape with existing along building frontage. Retain visibility to building/signing where needed. New sign or relocation of existing sign outside ROW (?) Coordinate with property owner on pedestrian/sidewalk connection location.
237. Existing driveway complies with City standards for two-way commercial access; retain existing width.
238. Blend new streetscape landscape with existing along ROW. Retain visibility to building/signing where needed. New sign or relocate existing sign outside ROW. Coordinate with property owner on pedestrian/sidewalk connection location.

Sheet 21 – Station 109+00 to 114+00

Windsor/More Small Businesses

239. Rage Cycles shop owner has expressed the need to retain both driveways at either side of his store. These driveways are narrow with widths less than a typical alley way. The design shows that these would be retained. We would also work with the shop owner to preserve visibility to his building/signing where needed and to relocate the existing sign to just outside the ROW. New streetscape landscape within ROW – closely coordinated with property owner. Confirm pedestrian/sidewalk connection location with property owner.
240. Coordinate streetscape landscape along building frontage with property owner to retain visibility to building and signing where needed. Property owner has suggested that they may be able to eliminate south driveway access. Existing driveway width of 29' - less than standards, increase width to 32' to meet COS standard for two-way commercial access and

- to align with new driveway apron and sidewalk joints. Confirm if there is a need for a new sign and confirm location for sidewalk/pedestrian connection. It is proposed that Dirty Drummer and Rage Cycles will share a wider driveway apron (connected to the two narrow driveways).
241. Vacant lot – we are showing elimination of one of the driveway accesses – so retaining a single commercial driveway access into the property. Streetscape frontage improvements (trees/landscaping) as typical for “continuous thread” planting theme.
 242. McDonalds driveway access – retain its current width but rebuild approach using a special design to accommodate bus pull-off area to north.
 243. Coordinate landscape enhancements with adjacent property owner (at McDonalds) and provide greater intensity of landscaping and accents because Thomas is a Primary Oasis location. Provide new bus shelter in this location and provide typical bus stop improvements (if space is too constrained here – could provide shelter along frontage to the south – coordinating with property owner of the vacant lot.
 244. Enhance existing median plantings. The median treatment south of here would be at grade colored/textured pavement – decorative asphalt paving.
 245. Windsor: Cost sharing opportunity for property owners on corners to extend sidewalk and streetscape improvements either back to their driveway or along their entire property frontage on the secondary street.
 246. Need to adjust curb ramp locations and crosswalk at this T intersection – pull further east. Install ADA compliant curb ramps in the north-south direction.
 247. Retain existing trees at building corner. Blend new streetscape landscape with existing along ROW. Retain visibility to building/signing where needed. New sign or relocate existing sign outside ROW. Coordinate with property owner on pedestrian/sidewalk connection location.
 248. Existing driveway complies with City standards for two-way commercial access; retain current width.
 249. Retain existing trees along frontage as much as possible (confirm if we could relocate some if necessary using a large tree spade). Blend new streetscape landscape along building frontage/add new trees to fill in existing where needed. Reconfigure/rebuild curb line in this area to provide reverse curve right turn lane – shorten right turn lane to maximum length needed.
 250. Retain visibility to building/signing as needed; coordinate with property owner on pedestrian/sidewalk connection needs (could be multiple locations). Confirm low business signing needs if any.
 251. Coordinate new streetscape landscape with adjacent property owner – blend with existing.
 252. Existing driveway complies with City standards for two-way commercial access; retain current width.. Sidewalk at north side of driveway has been widened and is curb tight to maintain pedestrian circulation around existing gas check valves.

Sheet 22 – Station 114+00 to 119+00

Thomas Intersection

253. McDonalds – preserve visibility window to corner of building / signing – see photo simulation. Primary Oasis plantings at intersection – low trees in foreground; high trees to frame McDonalds corner signing – specific planting layout still in process. Intensified pedestrian improvements at grade; bus stop improvements just to south of here. Reduce turn lanes to a 10-foot left turn and right turn lanes to increase width of bike lanes through right-turns here and modify median to be a single curb at left turn lane. These dimensions would apply to both the southbound and northbound sides of the intersection.
254. Would like to go to 25’ curve radii at intersection corners – will help with locating directional curb ramps and shorten pedestrian crossing distance. Rebuild all corners to provide two directional curb ramps per corner per ADA.
255. Provide Primary Oasis landscape and streetscape accents (intensified) at corner area. Preserve visibility to business as needed though – coordinate with property owner on visibility needs and pedestrian/sidewalk connection location.
256. Existing driveway width of 25’ - less than standard, increase width to 32’ to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.
257. Existing driveway width of 24’ – less than standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints.
258. Coordinate with property owner on signing and visibility needs and on pedestrian/sidewalk connection location.

259. Retain as much existing planting as possible. Enhance landscape along building frontage – coordinate with property owner on visibility and signing needs, as well as pedestrian/sidewalk connection needs.
260. Provide Primary Oasis landscape and streetscape enhancements and accents at this corner – there is quite a bit of physical space to work with on both sides of the street; however space within the right-of-way is limited. Property owner coordination and easements will be needed to install some of the proposed oasis plantings and features. (Same comments related to curb ramps and intersection curve radius as noted under #254.)
261. It seems there is excess parking area on this property and we would like to coordinate with adjacent property owner to obtain a landscape easement at the corner to provide more space for Primary Oasis plantings – including one or two large background trees (such as the Eucalyptus that city staff desires). We would provide a reconfigured parking area design for corner and build corner improvements and landscaping as part of streetscape project – would just need property owner approval/easement.
262. Incorporate bus improvements. Coordinate with city staff on alignment of shelter – should it be parallel to north-south street alignment rather than angled – or should we be looking at angling other shelters like this one – which might maximize shade providing potential anyway if roof is slightly pitched.
Treat this whole area, from here south to the corner as being part of the Primary Oasis area (with consistent plantings and accents). Coordinate with adjacent property owner to provide as wide as possible landscape strip along the back of sidewalk in this area (some outside ROW and some in a landscape easement abutting the ROW line).
263. See comments related to intersection approach and lane widths under #253
264. Existing driveway width of 41' exceeds standards, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Existing business sign needs to be relocated. Also see comments under #258.
265. Existing driveway width of 27' - less than standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Provide new streetscape landscape and street trees along frontage/adjacent to parking. Relocate existing sign to back of sidewalk – just outside ROW. Proposed planting area at back of sidewalk is outside the ROW. If landscaping agreement or easement can not be obtained, this landscaping can be eliminated.
266. Carwash – needs both driveway access points for ingress/egress. Existing driveways widths of 26' are less than standard, increase widths to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. May need to pull sidewalk curb tight here to give more room to egress out of carwash building – will coordinate with property owner as part of final design. Provide visibility to building/signing as needed. Relocate existing sign to just outside ROW. Coordinate pedestrian access needs (sidewalk location) with property owner.
267. Wendy's – needs both driveways for drive-through – driveways are narrower than standard, but would retain at current width and reconfigure to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Consolidate southern driveway with Carwash driveway. Relocate sign to just outside ROW (confirm if needed). Coordinate with property owner on landscape improvements along frontage and preferred location for pedestrian/sidewalk access.
268. Building is close to frontage here – landscape along building will be tight, but still probably better to pull sidewalk back from curb in this vicinity. Coordinate visibility and signing needs with property owner. See also #276.
269. Auto parts store driveway – Existing driveway width of 35' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate pedestrian access and signing needs with property owners here.
270. Existing driveway width of 29' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate visibility and signing needs with property owner and retain existing trees at property line and outside ROW (adjacent to new streetscape. Provide pedestrian connection to new sidewalk in same location as currently exists.

Sheet 23 – Station 119+00 to 124+00

North of Thomas Intersection

271. Reconfigure existing median and enhance landscaping at ground level. If large trees have to be removed because median is being narrowed, replace with new trees. Median area north of here will be the at decorative asphalt paving allowing for access to the carwash and Wendy's and other businesses.
272. Existing driveway width of 24' - less than standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints. The possibility of closing the driveway on the north side of the building and retaining the south side driveway for access to this business needs to be further evaluated. Coordination with the property owner will be needed to determine if this is feasible.
273. Existing driveway width of 29' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.
274. Existing driveway width of 38' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. This could become the main wider commercial driveway serving the shopping center area south and north of here (close other two driveways?)
275. Streetscape improvements fit well while still accommodating parking and circulation along building frontage. Coordinate with property owner on visibility and signing needs and any additional pedestrian connections that might be needed at this end of the shopping center. Provide typical streetscape landscape and street trees along this entire frontage.
279. Existing driveway width of 20' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Sidewalk may need to stay curb tight in this location or the planting strip may need to narrow to accommodate portion of outdoor seating area in ROW. Need to confirm specific location of seating area walls with final design field survey. Retain existing trees along ROW (and inside abutting property).
280. Existing driveway width of 29' - less than standards, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate visibility and signing needs with property owner. Provide pedestrian connection to new sidewalk.
281. This parking along the building is constrained and partially located within the ROW. We will need to work with the property owner to determine if customers can park behind the building, but if not, we will need to keep the sidewalk curb tight in this area too – even then – space is limited for an 8-foot sidewalk and the parking/circulation. Relocate existing sign to back of sidewalk (just outside ROW preferably). Coordinate visibility, signing and pedestrian access needs with property owner. The current design includes sidewalk outside the right-of-way; in this area the sidewalk may need to be constructed adjacent to the curb if a sidewalk easement can not be obtained. Existing driveway width of 28' - less than standard, increase width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints.
282. Coordinate landscape along frontage with property owner – again because of the tight conditions in this area, it may be preferable to carry the sidewalk curb tight all the way to the corner of Earll. In that case, landscape would be provided in the space left between the curb tight sidewalk (8 feet wide) and the building frontage here, or trees would be placed in tree grates. Coordinate visibility, signing, and pedestrian access needs with property owner.

Sheet 24 – Station 124+00 to 129+00

Approaching Earll – Small Businesses

276. Does this alley access need to be preserved for deliveries, etc.? Confirm with property owner. Coordinate with property owner on visibility and signing needs.
277. Coordinate with property owner on visibility and signing needs – may not need to relocate existing signs – appears to be at back of proposed sidewalk location. Coordinate on pedestrian access needs.
278. Existing driveway width of 40' exceeds standard, decrease width to 32' to meet COS standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate visibility and signing needs with property owner; relocate existing sign as necessary.
283. Flexible median treatment – Because of the high density of small businesses in this stretch, the best approach will likely be decorative asphalt paving.
284. Retain existing planted median in this location and enhance with additional trees and landscaping. Likely will need to remove existing tree because of median narrow – will examine more closely in final design (with final survey base map).

- 285. Confirm specific access needs here – vehicular and pedestrian – with property owner. Existing driveway width of 24’ - less than standards, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints.
- 286. Existing driveway complies with City standard for two-way commercial access and to align with new driveway apron and sidewalk joints. Coordinate visibility and signing needs with property owner. May need to slightly adjust parking layout along ROW at south end of site (pull back from ROW a few feet). Will need to relocate sign to just outside ROW. We are suggesting retaining one driveway into this site (U Haul rental business). Coordinate with property owner on pedestrian access needs.
- 287. Date Ranch: Existing driveway width of 24’ - less than standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints.. Coordinate visibility and signing needs with property owner. Retain palms and landscaping along ROW line and just inside ROW. Coordinate new streetscape landscape with property owner. Adjust relocated sign to just outside ROW.
- 288. Same property as noted in #277 – coordinate pedestrian access location with property owner.
- 289. Existing driveway width of 24’ - less than standard, maintain existing width, adjust slightly to align with new driveway apron and sidewalk joints.
- 290. Coordinate visibility/signing needs with bank/property owner. Existing sign may be able to be retained in current location near corner. Retain existing trees along ROW and enhance landscaping along building frontage and at the intersection

The following list of existing business signs will need to be relocated in Phase 1. This represents most of the signing relocation actions needed for the project; but some additional needs may be identified during final design as further adjustments are made to other elements of the streetscape. The project team would coordinate closely with property owners on sign relocation to ensure that clear visibility is retained.

Sign Location	Business	Action
STA 11+66 (east side)	Gas Station	Relocated behind sidewalk improvements
STA 12+59 (east side)	JJ Sports Catina	Relocated behind sidewalk improvements.
STA 19+47.47 (east side)	Payless Motor Sports	Relocated behind sidewalk improvements
STA 30+27 (west side)	Rent-A-Car	Relocated behind sidewalk improvements
STA 32+32 (west side)	Euro Imports	Relocated behind sidewalk improvements
STA 70+45 (west side)	Breuner’s Home Furnishings	Relocate behind Right-of-Way
STA 71+67 (east side)	Enterprise Rental Car	Relocate behind Right-of-Way
STA 72+26 (east side)	Darque Tanning Salon	Relocate behind Right-of-Way
STA 74+35 (east side)	Brake Master Auto Service	Relocate behind Right-of-Way
STA 77+72 (east side)	Flicka’s Baja Restaurant	Relocate behind Right-of-Way
STA 80+32 (east side)	Babes Cabaret	Relocate behind Right-of-Way
STA 81+60 (west side)	Antique Shopping Center	Relocate behind Right-of-Way
STA 86+20 (east side)	Electronic Bookstre	Relocate behind Right-of-Way
STA 95+68 (west side)	Suzuki Auto Parts	Relocate behind Right-of-Way
STA 102+32 (west side)	Los Sombreros Restaurant	Relocate behind Right-of-Way
STA 104+36 (east side)	Super Burrito	Relocate behind Right-of-Way
STA 105+62 (west side)	Speedy Glass Auto Service	Relocate behind Right-of-Way in 10’ PUE
STA 106+25 (east side)	M3 Restaurant	Relocate behind sidewalk improvements
STA 109+58 (west side)	Rage Bicycles	Relocate behind Right-of-Way
STA 115+30 (west side)	McDonalds	Relocate, coordinate with proposed planting and Oasis features
STA 119+57 (west side)	Zorba’s	Relocate behind sidewalk improvements
STA 119+90 (west side)	Payday Loans	Relocate behind sidewalk improvements
STA 125+57 (east side)	Sphinx Date Ranch	Relocate behind Right-of-Way