

**City of Scottsdale**  
**Mustang Transit Center/Park-and-Ride Facility**

**FINAL**  
**Supporting Environmental Documentation for**  
**Categorical Exclusion**

Project Title: Mustang Transit Center and Park-and-Ride

Sponsoring Agency: City of Scottsdale

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# Table of Contents

1.	PROJECT DESCRIPTION .....	1
1.1	Location .....	1
1.2	Project Description .....	2
1.3	Right-of-Way .....	4
1.4	Existing Conditions .....	4
1.5	Purpose & Need .....	6
1.6	Funding .....	6
2.	IMPACT EVALUATION .....	7
2.1	Natural Environment .....	7
2.1.a	Threatened and Endangered Species .....	7
2.1.b	Water Quality/ Arizona Pollutant Discharge Elimination System/National Pollutant Discharge Elimination System (NPDES) .....	7
2.1.c	Section 4(f) .....	7
2.1.d	Aesthetics/Visual Impacts .....	7
2.1.e	Prime or Unique Farmlands .....	8
2.1.f	Navigable Waterways .....	8
2.1.g	Coastal Zone .....	8
2.1.h	Seismic .....	8
2.1.i	Wetlands .....	8
2.2	Physical .....	8
2.2.a	Noise and Vibration .....	8
2.2.b	Air Quality .....	8
2.2.c	Construction-related impacts .....	9
2.2.d	Utilities .....	9
2.2.e	Hazardous Materials .....	9
2.2.f	Property Acquisition .....	9
2.2.g	Traffic, Circulation, and Parking .....	9
2.3	Socio-economic .....	10
2.3.a	Residential/Commercial Development and Displacement(s) .....	10
2.3.b	Temporary and Permanent Access .....	10
2.3.c	Neighborhood Continuity/Community Cohesion .....	10
2.3.d	Title VI/Environmental Justice .....	10
2.4	Cultural Resources .....	11
3.	PUBLIC INVOLVEMENT .....	11
3.1	Agency Coordination .....	11
3.2	Public Coordination .....	11
3.3	Public Meetings .....	11
4.	Appendices .....	12

## 1. PROJECT DESCRIPTION

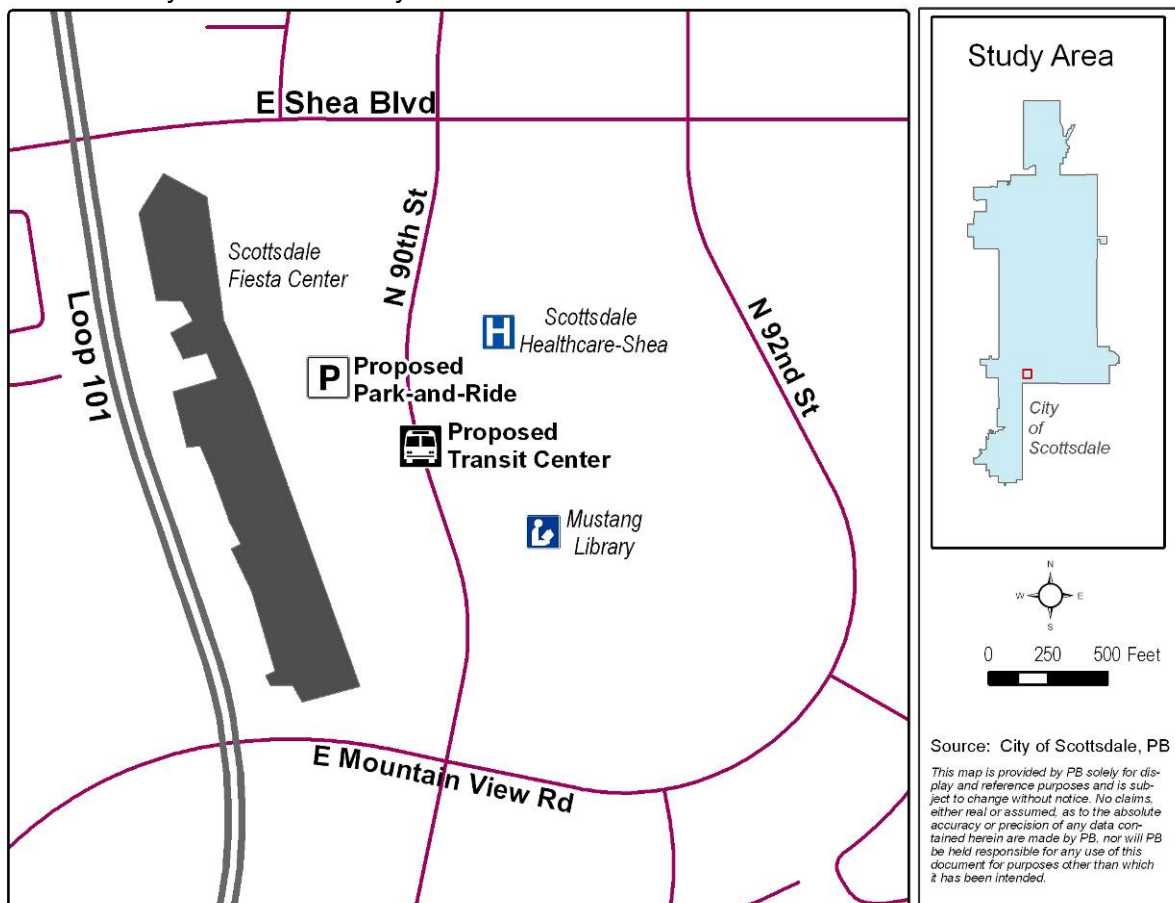
The proposed project consists of a co-located regional park-and-ride facility and transit passenger facility to be developed in central Scottsdale near the site of the Mustang Library at 10101 N. 90th Street. The project would establish two related uses: a corridor fringe parking facility and a bus transfer facility. Both uses are identified as categorical exclusions (CE) under the applicable regulations implementing the National Environmental Policy Act (23 CFR § 771.177(d)). This document provides an evaluation of the potential environmental effects of the project in support of the CE designation.

The project would implement the goals of a number of agencies and is being advanced as a cooperative effort between the City of Scottsdale, the Regional Public Transportation Authority (RPTA), and the Federal Transit Administration (FTA). The project components are identified within the City of Scottsdale's FY 2005/06 Capital Improvement Plan as Mustang Transit Passenger Facility (#T0502) and Regional Park-and-ride (#T9902). They are also identified in the Regional Transportation Improvement Plan as Mustang Transit Center (#SCT01-903TR) and Regional Park-and-Ride (#SCT04-202T).

### 1.1 Location

The proposed project is located in Scottsdale, Arizona, in the Phoenix metropolitan area. Figure 1 shows the study area location.

**Figure 1** Study Area and Vicinity



The study area for the project occupies roughly 140 acres southeast of the intersection of Shea Boulevard and the Loop 101 state highway, near the campus of the Scottsdale Healthcare Hospital (Shea campus), the Mustang Branch of the City of Scottsdale's library system, and the Scottsdale Fiesta Shopping Center.

## **1.2 Project Description**

The proposed project would modify existing roadway and parking facilities in order to create a regional park-and-ride facility and transit center. Figure 2 shows the concept for the Mustang Transit Center and Park-and-Ride. The proposed project provides locations for bus operations, passenger parking, and passenger boarding activities. No maintenance activities will occur at the proposed facilities. Physical and operational changes that result from the proposed project are detailed below.

### Physical Improvements

#### *Transit Center*

The transit center will be established as an on-street facility along 90<sup>th</sup> Street. It would consist of four bus bays and associated passenger waiting facilities on each side of 90<sup>th</sup> Street (for a total of eight bus bays). On the west side of 90<sup>th</sup> Street, the transit center will be located between the second and third driveways south of Shea Boulevard. On the east side of 90<sup>th</sup> Street, the transit center will be located between the main driveway of the Scottsdale Healthcare Shea Medical Center and the driveway to the Mustang Library. Creating the on-street facility will involve widening the street for a distance of approximately 350 linear feet on the west side of 90<sup>th</sup> Street and 650 linear feet on the east side in order to accommodate the bus bays and the re-configured sidewalks in these locations. The widening on the east side of 90<sup>th</sup> Street will also accommodate a new joint-use right-turn lane into the library for autos while providing an approach to the bus bays for transit vehicles.

Bus bays will be parallel to the sidewalk, rather than angled in, and will be separated from the roadway by a painted island. The painted island will signal to motorists that they should not enter the transit center bus bays, while allowing buses to enter and exit the transit center bus bays as needed, rather than having to wait for the buses in front to exit.

#### *Park-and-Ride Facility*

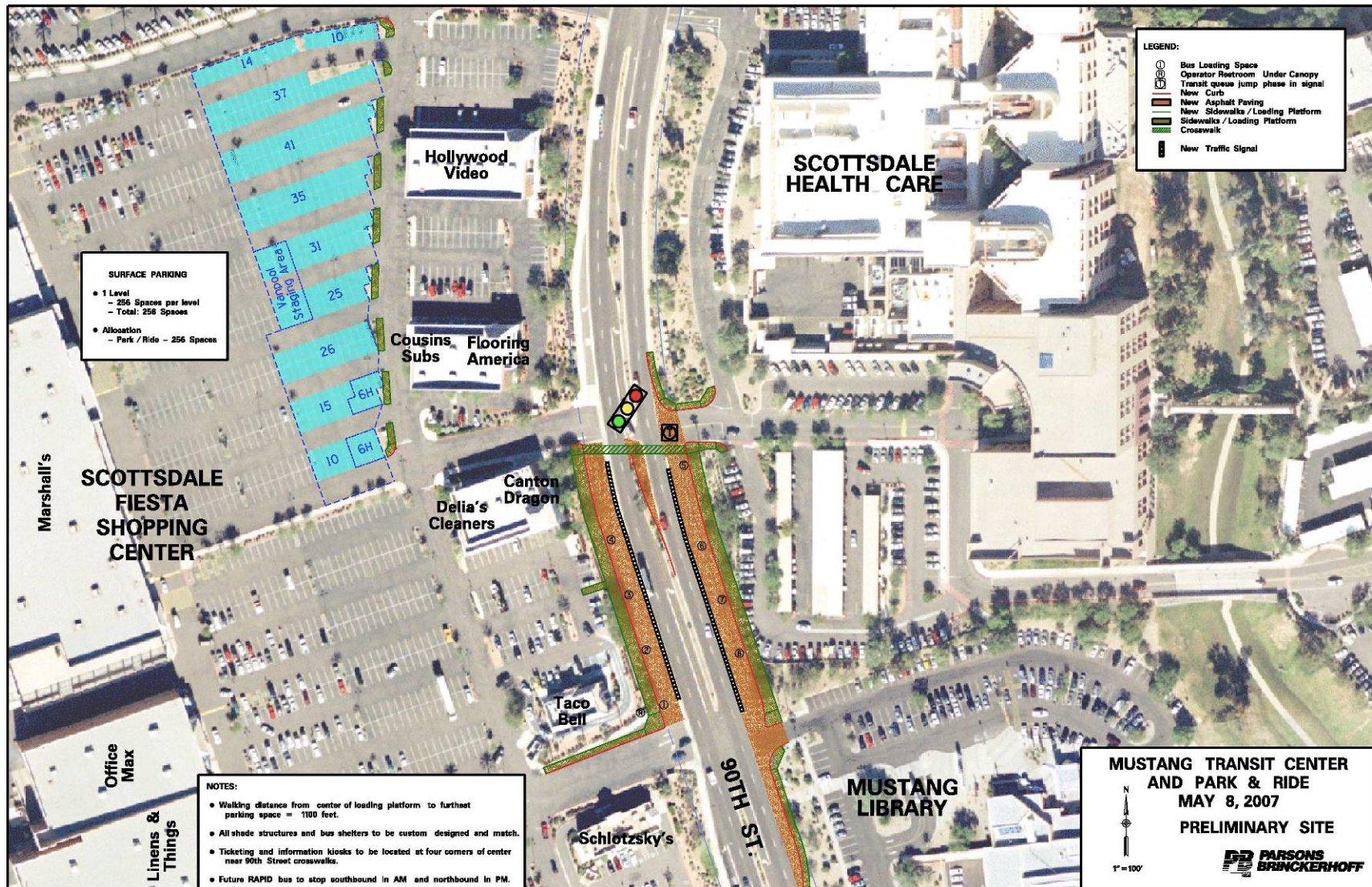
The 256-space park-and-ride facility would make use of existing parking spaces in the Scottsdale Fiesta Shopping Center parking lot, which is currently underutilized and has excess parking based on zoning requirements for the use it serves. This lot occupies the area west of 90<sup>th</sup> Street between Mountain View Road and Shea Boulevard. The park-and-ride lot would occupy several of the center rows of parking within the large interior parking space, spanning the distance between the second and third driveways south of Shea Boulevard. Parking spaces in this area of the commercial parking lot could be covered and would have signs indicating their use as park-and-ride spaces during transit operating hours.

#### *Other*

Pedestrian pathways will link the park-and-ride lot with the on-street transit center. To facilitate traffic flow and ensure pedestrian safety throughout the facility, a new traffic signal would be installed as part of the project at the intersection at the north end of the transit center. (This traffic signal has already been warranted by the City of Scottsdale, but is not currently planned for construction.) The traffic signal would have a transit queue-jump phase for the northbound traffic.



**Figure 2** Concept for Mustang Transit Center and Park-and-Ride



The City may decide to consolidate all bus stops along 90<sup>th</sup> Street at the proposed Transit Center. This would result in the removal of one bus stop from each side of the street on 90<sup>th</sup> Street at Shea.

### Operational Improvements

Currently, three bus routes serve the bus stops on 90<sup>th</sup> Street with a total of 187 trips per day, with approximately 40 trips in each peak:

- Route 81 stops at the bus stops on 90<sup>th</sup> Street, with 10 stops in each direction in the am and pm peak periods and a total of 54 stops in each direction during the weekdays.
- Route 106 originates/terminates at the stop on the west side of 90<sup>th</sup> Street for a total of 50 trips per day; there are 11 trips in the am and pm peaks. Planned service improvements for route 106 will increase the number of daily trips to 108, regardless of whether the proposed project is implemented.
- Route 114 originates/terminates at the stop on the east side of 90<sup>th</sup> Street for a total of 28 trips per day, with six trips in each of the am and pm peaks.

Bus operations currently start at 5:30 in the morning and continue until just after midnight.

The City of Scottsdale and Valley Metro/RPTA have plans for two freeway-based express bus routes to serve this area. These are the East Loop 101 Connector service, starting in July 2008, with eight trips per day consisting of two trips in each direction in the am and pm peak periods; and the Pima Express, starting in July 2012, a peak-only service with four outbound trips in the morning and four in the evening. In addition, the City plans to implement two circulator routes serving the Mustang area; frequencies have not yet been determined. Therefore, bus service improvements already planned for the area will result in a total of 261 trips per day plus circulator service.

If the proposed Mustang Transit Center/Park-and-Ride project is constructed, existing express route 512 will also be re-routed to serve the area. With the proposed project, and the resulting re-routing of the 512 express, service will total 265 stops per day (plus circulator service), with a total of 55 trips in each peak. Daily hours of operation would remain the same as today.

### **1.3 Right-of-Way**

A small amount of land on either side of 90<sup>th</sup> Street will be acquired to provide right-of-way for the transit center. (See details in section 2.2.f, "Property Acquisition.")

### **1.4 Existing Conditions**

The study area is almost completely developed, with a mix of commercial, medical, and public uses and only a small amount of vacant land. Land ownership in the area is almost entirely private, with the exception of the city-owned public library and a city-owned scenic corridor along Shea Boulevard.

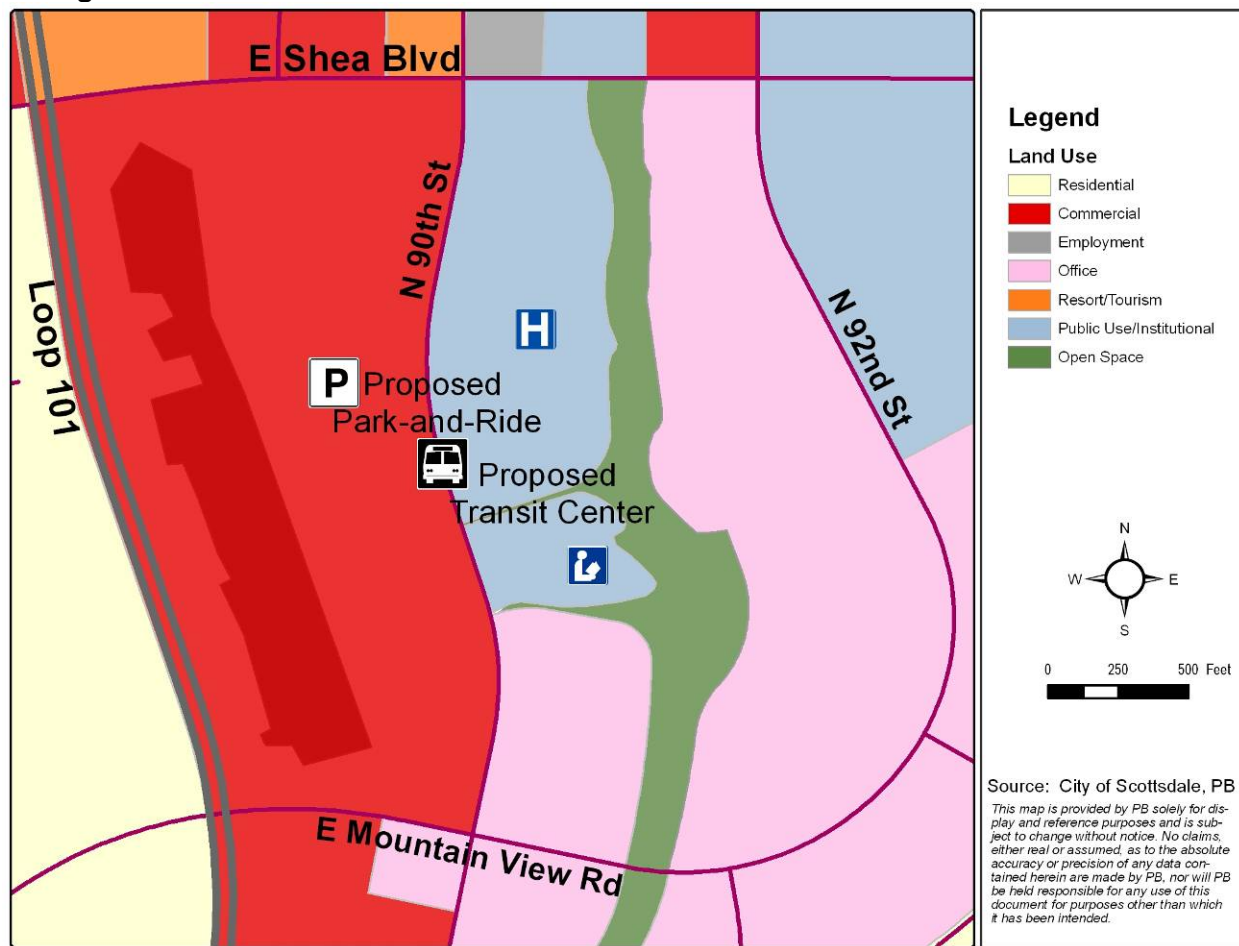
The western half of the study area is occupied by the Scottsdale Fiesta Shopping Center, which includes a large commercial strip development, several freestanding small commercial outlets and restaurants, and an asphalt-paved parking lot; it is managed by the Vestar Management Company. The eastern half of the study area is mainly occupied by the Scottsdale Healthcare Shea campus, which includes a hospital and various medical office buildings and parking structures. (Scottsdale Healthcare Shea is the largest landowner in the immediate project vicinity.) Just south of the site of the future transit center is the Mustang Branch of the City of Scottsdale's library system. The Camelback Walk greenbelt runs north-south through the



eastern portion of the study area (east of the location of the future transit center/park-and-ride), bisecting the hospital campus. 90<sup>th</sup> Street, a four-lane minor arterial, runs north-south through the center of the study area. The Loop 101 highway runs adjacent to the Scottsdale Fiesta Shopping Center on the west, with exits at Shea Boulevard to the north and 90<sup>th</sup> Street to the south.

Figure 3 shows the land use in the vicinity of the project.

**Figure 3** Land use



Bus stops are located at the corners of Shea Boulevard and 90<sup>th</sup> Street and on 90<sup>th</sup> Street, just south of the main entrance to the Mustang Library. The bus stops located on 90<sup>th</sup> Street at the Mustang Library are on-street facilities and would be incorporated into the proposed project. The existing stop on the west side of 90<sup>th</sup> Street is located in a deceleration lane for right turns into Scottsdale Fiesta Shopping Center; the east-side stop is located within a 12' travel lane. Passenger facilities are located on the adjacent sidewalk at both stops.

Four bus transit lines currently stop at the bus stops on 90<sup>th</sup> Street at the Mustang Library, with operations starting at 5:00 am and continuing through the day until just after midnight. In the peak commute hours, approximately 13 buses per hour operate through the area; in the off-peak, there are about 10 buses per hour. Two of the routes (the 106 and the 114) terminate at the Mustang Library stops, with layover time of about 20 minutes with each termination.

There is no residential development in the study area, but it is a highly concentrated employment area. Figures from the Maricopa Association of Governments (MAG) indicate that this area of the region has between 1,500 and 4,000 jobs per square mile; there are three employment sites of over 500 employees within or immediately adjacent to the study area, as well as many smaller employment sites. Major employers include Scottsdale Healthcare Shea and Caremark/CVS.

### **1.5 Purpose & Need**

The Mustang library area is currently served by a peak-period express route (the 512) and three local bus routes (the 106, 114, and 81). The 512 currently operates on Shea Boulevard. The 106 and the 114 routes currently layover on 90<sup>th</sup> Street at the bus stops near the Mustang Library. Buses that currently layover on the west side of 90<sup>th</sup> Street can pull into a right-turn deceleration lane, off the main travel lanes; but buses that layover on the east side of 90<sup>th</sup> Street must do so in the main travel lane. Two potential circulator bus routes are planned for the area, and future express services are planned as part of the Regional Transportation Plan along Loop 101 to link Scottsdale with Downtown Phoenix and the City of Chandler. As a result, the amount of transit service in the area is expected to increase. A larger facility is needed to handle the increased passenger volume as well as provide buses a convenient and safe place to layover between runs. Widening the street to recess the bus bays would improve operations, traffic flow, and safety conditions.

The need for the park-and-ride facility was firmly established in the 2001 MAG Park-and-Ride Study. The study specifically recommended a park-and-ride site in north-central Scottsdale, near the intersection of Shea Boulevard and the Loop 101. The proposed project addresses both park-and-ride and transit needs. The combined facility would include a number of transit functions including transferring passengers between buses, serving as a bus layover site, providing approximately 250 park-and-ride spaces, and housing a regional connection to existing and future express bus service along the Loop 101 freeway. The new joint facility would anchor existing and future local and express bus services in north Scottsdale and would have an expected useful life of 20 years.

Finally, the City of Scottsdale has determined that signals are warranted at up to three locations in the study area, including the intersection at the Library main entrance, the main entrance to the hospital, and the northerly driveway to the shopping center. Given the plan for the transit center, the hospital driveway is the best location for the signal to balance traffic flow, access management, and transit operations.

### **1.6 Funding**

The Mustang Transit Passenger Facility and Regional Park-and-ride projects have been budgeted in the City of Scottsdale's FY 05/06 Capital Improvement Program. Funding for the Mustang Transit Passenger Facility consists of federal (FTA) grants and City general obligation bonds. The Regional Park-and-ride funding comprises federal (FTA) grants, City general obligation bonds, and funding from the City of Scottsdale's Transportation 0.2% Sales Tax. Although the City of Scottsdale is the project owner, the City of Phoenix is the designated federal grant recipient for the region. The City of Scottsdale and the City of Phoenix have signed an intergovernmental agreement allowing the City of Phoenix, as designated recipient for FTA grant funding, to pass through the FTA funds indicated above to the City of Scottsdale for construction of the Mustang Transit Center and land acquisition for a regional park-and-ride facility. The projects have been identified in the FY2006-2010 Regional Transportation



Improvement Plan as Mustang Transit Center (#SCT01-903TR) and Regional Park-and-Ride (#SCT04-202T).

## **2. IMPACT EVALUATION**

### **2.1 Natural Environment**

#### **2.1.a Threatened and Endangered Species**

A summary of the Arizona Game and Fish Department's Heritage Data Management System online environmental review tool is attached as Appendix I. Based on this review, the project team determined that the proposed project will have no effect on any endangered, threatened, proposed, or candidate species. In addition, no designated critical habitat occurs within the project area; therefore, the proposed project will have no effect on any designated critical habitat.

#### **2.1.b Water Quality/ Arizona Pollutant Discharge Elimination System/National Pollutant Discharge Elimination System (NPDES)**

The area surrounding the proposed project is completely developed and largely composed of impervious surface in the form of roadways and parking lots. The proposed project would disturb roughly one-half acre of land, principally from the widening of the roadway to accommodate the bus bays, and would add a small amount of impervious surface through the elimination of some landscaping features. The additional peak storm water runoff associated with the new surfaces is within the capacity of the storm sewers serving the site.

The NPDES permit program, including stormwater permitting, has been delegated to the state in Arizona (except for Indian lands). A stormwater permit would be required during construction, including a notice of intent and pollution prevention plan, and would be the responsibility of the contractor.

In addition, the City will make every effort to improve conditions during the design of the site improvements, including the installation of an oil/water separator to the drainage system serving the park-and-ride facility.

#### **2.1.c Section 4(f)**

There is no publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site in the project area; therefore, there is no need to prepare an analysis pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966. Pedestrian and bicyclist access to and from the Camelback Walk greenway is an important consideration for the project. Opportunities for improving access to the greenway will be identified as design concepts are further developed.

#### **2.1.d Aesthetics/Visual Impacts**

The proposed project is not located in or near a scenic vista, and will not degrade the existing visual character or quality of the site. New lighting may be added to the covered parking spaces in the shopping center if the parking space shade structures block existing lighting from the shopping center. Each passenger shelter will also be lighted to ensure passenger safety. In addition, lighting along pedestrian pathways to and from the transit center may have enhanced lighting. Lighting will be constructed in such a way as to minimize glare.

The project will coordinate any signage and lighting with the adjacent property owners to prevent blocking other informational markers.

**2.1.e Prime or Unique Farmlands**

Since it is located in a highly developed commercial area, the proposal does not involve the use of any prime or unique farmlands.

**2.1.f Navigable Waterways**

The project neither crosses nor has the potential to impact a navigable waterway.

**2.1.g Coastal Zone**

The project is not located in or near a coastal zone.

**2.1.h Seismic**

There are no unusual seismic conditions in the project vicinity.

**2.1.i Wetlands**

The proposal will not impact wetlands or require alterations to streams or waterways.

**2.2 Physical**

**2.2.a Noise and Vibration**

The project team used guidelines on noise and vibration impacts provided by the Federal Transit Administration (FTA) in its May 2006 publication *Transit Noise and Vibration Impact Assessment* (publication #FTA-VA-90-1003-06) to assess the noise and vibration impacts of the proposed project. Concern over noise and vibration impacts is due primarily to the presence of the hospital, which is considered a Category 2 sensitive land use. (Category 2 sensitive land uses include residential land uses and hospitals where people sleep overnight.)

The proposed project will increase volume of bus traffic in the study area only by four daily trips (out of 265) since the affected bus routes already serve the area, and planned service improvements will occur regardless of the proposed facility. The project will add about 500 automobile trips each day. This is less than 5% of the total daily traffic on 90<sup>th</sup> Street, and would be concentrated in the peak commute periods; very little, if any, of this automobile traffic should be using the facilities at night.

According to the FTA guidelines, the proposed project would not need to be screened for vibration impacts because the hospital falls outside of the “critical distance” of 50 feet for vibration impact assessment for rubber-tired transit projects. (Since the hospital is more than 100 feet from the nearest point of the transit center right-of-way, it also falls outside the screening distance for a Category 1 sensitive land use, which includes hospitals with vibration-sensitive equipment.)

**2.2.b Air Quality**

A transportation project is analyzed as part of a regional transportation network developed by the county or state. Projects included in this network are found in the Transportation Improvement Program (TIP). The Mustang Transit Center/Park-and-Ride is listed in the TIP as MAG project numbers SCT01-903TR (Mustang Transit Center) and SCT04-202T (Regional Park-and-Ride). As such, the project is part of an approved, conforming TIP. The most recent

conformity determination for the project area was provided as part of the Fiscal Year 2006-2010 TIP. A positive conformity determination was provided for both the O<sub>3</sub> and PM<sub>10</sub> standards in the Fiscal Year 2006.

Additionally, the project team conducted a project-level air quality conformity analysis for this project, including microscale air quality modeling. No violations of the national ambient air quality standards (NAAQS) are predicted for either CO or PM<sub>10</sub>. The project team's summarized air quality analysis is included as Appendix II.

#### 2.2.c Construction-related impacts

Construction-related effects of the project would be limited to short-term localized increased fugitive dust and mobile-source emissions during construction. State and local regulations regarding dust control and other air quality emission reduction controls should be followed.

#### 2.2.d Utilities

All utilities in the area appear to be buried; therefore, project site must be blue-staked before any digging. No utilities will be permanently impacted by the proposed project. Any utility relocation or protection required will be addressed during construction.

#### 2.2.e Hazardous Materials

The project team completed a Phase I Assessment for potential for hazardous material presence or contamination. There are several Underground Storage Tanks (UST) sites and three Leaking Underground Storage Tank (LUST) sites with a half mile of the project site. The LUST sites have all been officially closed according to Arizona Department of Environmental Quality (ADEQ) records. None of the UST or LUST sites should have an impact on the proposed project given its current scope. Hazardous materials stored or generated on nearby property should not impact the project as currently defined. Further hazardous materials investigation does not appear to be required at this location at this time.

#### 2.2.f Property Acquisition

Space for the park-and-ride facility will be leased from the property owners. The transit center will generally be constructed within public right-of-way along 90<sup>th</sup> Street or on the publicly owned land of the city library system. Approximately one-half acre of property will be acquired to create the on-street transit center: on the west side of 90<sup>th</sup> street, approximately ¼ acre (9,887 square feet) of land within the commercial center will be required to create the bays and passenger waiting area; similarly, approximately ¼ acre (9,852 square feet) of land from the hospital will be needed. The property acquisition will not result in any residential or commercial displacement.

#### 2.2.g Traffic, Circulation, and Parking

Shea Boulevard, the east-west major arterial street that forms the northern edge of the study area, currently carries 68,100 vehicles per day. North-south running 90<sup>th</sup> Street, a minor arterial, carries 22,800 vehicles per day. Bordering the study area to the south, Mountain View Road carries 13,200 vehicles daily; and 92<sup>nd</sup> Street, which forms the eastern boundary of the study area, is designated as a major arterial but built to minor arterial standards and carries 16,000 vehicles a day. The 1.29 mile stretch of Loop 101 between the Shea Boulevard and Pima Road exits carried 146,000 vehicles per day in 2005.

The proposed project is anticipated to generate approximately 500 additional automobile trips per day (through park-and-ride and kiss-and-ride users). The additional traffic would increase

the vehicle volume on 90<sup>th</sup> street by less than 5%, and on Shea Boulevard by less than 2%. Transit service levels would increase only slightly over what is already planned. Adding a traffic signal and creating an off-street location for buses to stop and layover is anticipated to positively impact traffic circulation, transit operations, and safety.

A traffic analysis performed for the peak commute periods analysis indicates that little change in traffic levels of service will result from the proposed project. The analysis indicates little change at the Shea Blvd & 90<sup>th</sup> intersection, at the driveway just south of Shea Blvd. & 90<sup>th</sup> Street, and a slight improvement in overall intersection delay at the intersection that is located at the hospital's main entrance. The newly signalized intersection just north of Mustang library is anticipated to perform at level of service "C" during the AM peak commute period and "D" during the PM peak commute period, which meets the City's intersection level of service goals.

### *Parking*

Parking utilization in the Scottsdale Fiesta Shopping Center lot has been studied twice in the past two years, both times during the winter holiday shopping season. At both times, the lot was less than half full. In addition to the on-site observations, the project team reviewed the parking requirements for commercial developments and determined that the lot contains 170 more parking spaces than the City's zoning code requires. The complete parking lot utilization analysis is included as Appendix IV.

The construction of the transit center will result in the loss of 11 parking spaces from the hospital's front surface parking lot. The project team has been in consultation with the hospital about the proposed project, and has been advised that the transit center is in the hospital's preferred location, even given the small loss of parking spaces.

## **2.3 Socio-economic**

### **2.3.a Residential/Commercial Development and Displacement(s)**

No residences or commercial development will be displaced as a result of the proposed project.

### **2.3.b Temporary and Permanent Access**

The proposed project will not have an adverse permanent effect on access to and from the businesses and residences located near the project site. By installing a traffic signal in a congested area, the proposed project will likely improve access by making it easier and safer for motorists to enter and exit the commercial center and hospital.

Project construction will likely create temporary access impacts: traffic lanes along 90<sup>th</sup> street may need to be temporarily re-routed and entrances to the commercial center to be temporarily repositioned. Appropriate traffic signage and re-routing will be utilized during project construction, and the project team will coordinate operations with the affected property owners during construction.

### **2.3.c Neighborhood Continuity/Community Cohesion**

No impacts to neighborhood continuity or community cohesion will result from the proposed project, since the project would not introduce physical barriers to pedestrian movement.

### **2.3.d Title VI/Environmental Justice**

There is no residential development within one-quarter mile of the proposed project; therefore, census blockgroups that include the area within a mile of the proposed project were examined.

This information (from the 2000 Census) showed that the area in question has a lower proportion of minority and impoverished residents than Maricopa County as a whole, but a slightly higher proportion of minority and impoverished residents than Scottsdale as a whole. The complete socio-economic summary is shown in Appendix III. Since the proportion of minority and/or impoverished residents in the vicinity is well below 50%, the proposed project will have no disproportionately high or adverse effects on low income and/or minority communities.

## **2.4 Cultural Resources**

To evaluate the potential for presence of cultural resources in the project vicinity, the project team completed a Class 1 Cultural Resources Literature Review. The review found that the project area has not been previously surveyed for a cultural-historical overview, but the area has been disturbed by modern development, obliterating any surface evidence of cultural resources. Moreover, although a minor drainage runs through the project area and may have attracted prehistoric people, few cultural resources occur in the area, suggesting that there is low likelihood of intact buried cultural deposits below the level of disturbance. With such low cultural sensitivity, it is recommended that the proposed project be allowed to proceed without further cultural resource work, and that a Certificate of No Effect be issued. However, if cultural resources are identified during construction, work must stop in the vicinity of the find and Don Meserve of the City of Scottsdale Historic Preservation Department (480-312-2523) and John Madsen of ASM (520-621-4795) must be notified. If human remains are encountered during any phase of the project, all work must stop and John Madsen must be notified immediately pursuant to state law.

The complete Class I Cultural Resources Literature Review is included as Appendix V.

## **3. PUBLIC INVOLVEMENT**

### **3.1 Agency Coordination**

Several City departments have been involved in the development of the Mustang Transit Center/Park-and-Ride, including Transportation, Community Services, Traffic Engineering, Transit, Real Estate, and the Library. RPTA has also participated in project development.

### **3.2 Public Coordination**

Representatives for the Scottsdale Healthcare Shea medical facility and Vestar (the management company for the Scottsdale Fiesta Shopping Center) have been consulted throughout the project development. Consultant team members and City staff attended a meeting with Vestar on August 23, 2006, and met with Scottsdale Healthcare Shea representatives on August 23, August 31, and September 26, 2006. City staff attended meetings with Scottsdale Healthcare Shea representatives on February 5 and May 1, 2007.

### **3.3 Public Meetings**

Additional public involvement activities will be planned for the design phase of the project.



#### **4. Appendices**

Appendices are contained in a separate document and consist of the following items:

APPENDIX I: Arizona Game & Fish HDMS Report

APPENDIX II: Air Quality Analysis

APPENDIX III: Socio-Economic Data

APPENDIX IV: Parking Lot Utilization

APPENDIX V: Cultural Resources Literature Review