

MOVE-IN READY OFFICE AND FLEX SPACE
±6,757 SF



Redfield Plaza

7650-7655 East Redfield Road and 7650-7655 East Gelding Drive
Scottsdale, Arizona

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**CUSHMAN &
WAKEFIELD**

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PROPERTY FEATURES:

- Project Size: $\pm 48,276$ SF
- Suite Size: $\pm 6,757$ SF
- Can accommodate most uses including office, industrial and showroom
- Cooling: 100% Air Conditioned
- Zoning: I-1, City of Scottsdale
- Loading: 12x10 roll up doors
- Common truckwell
- Self Storage units on site from ± 304 SF
- Covered Parking Available
- **Lease Rate: \$1.20 NNN**
- Tenant Improvements: Negotiable
- Building Signage Available
- Redfield Road Frontage and Signage
- Intersection for the to be constructed Raintree Drive Extension
- 1 Mile from the Raintree/Loop 101 Interchange

AREA AMENITIES:

- Highly visible airpark location
- Close proximity to retail amenities such as:
 - Scottsdale Quarter
 - Kierland Commons
 - Scottsdale Promenade

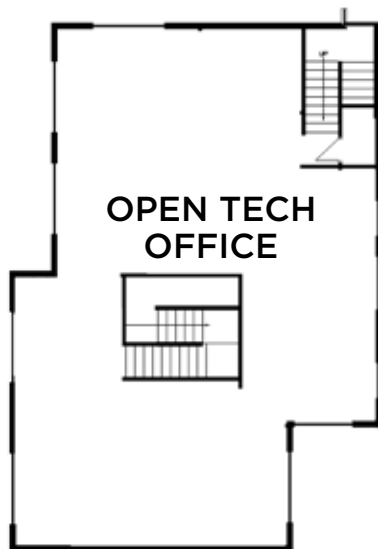


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Building 7650 Suite A1-A4 Floor Plan - First and Second Floor ±6,757 Total SF

SECOND FLOOR



FIRST FLOOR



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Raintree Drive Extension: Scottsdale Road to SR 101L



Modern Roundabouts

The City of Scottsdale began using circular intersections as an element of traffic calming projects in the mid 1980s. While many people in Scottsdale associate roundabouts with traffic calming, their real use and benefit is as a right of way control device in place of a traffic signal or multi-way stop. Studies in the United States have shown roundabouts to be significantly safer than traffic signals. In these studies roundabouts reduced collisions by approximately 30 to 50%, reduced injuries by around 60 to 70% and reduced fatalities between 80 to 90% when compared to traditional traffic signals. Roundabouts can also reduce delays, reduce fuel use, reduce emissions and reduce maintenance costs. For these and other reasons roundabouts continue to increase in popularity as drivers become more familiar with them.



96th Street, Scottsdale, AZ

Overview

- Provides intersection control
- Differs from a local traffic circle (which is a traffic calming device)
- Priority is given to traffic in the roundabout
- Entering vehicles must YIELD to traffic in the roundabout
- Approaches are designed to encourage reduced speeds
- Pedestrian crossings occur a full car length outside the intersection with a median refuge
- Reduces travel time delays through the roundabout as compared to a traffic signal
- Provides for landscape and art opportunities in the central island

Roundabout Benefits

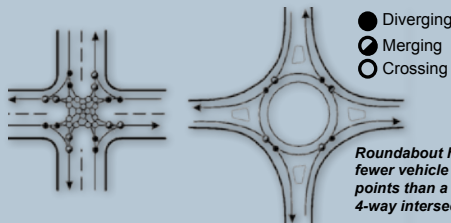
- Higher capacity than signalized intersections
- Reduces delay – no stop condition
- Maintenance costs are typically less than traffic signals

Limitations

- May require more land to implement
- Requires additional signing
- Driver familiarity may be limited at this time

Safety Benefits

- Typical entry and circulatory speeds of 15-30 mph
- Reduces intersection conflict points from 32 to 8



Roundabout has 75% fewer vehicle conflict points than a typical 4-way intersection



Styers Ferry Rd, Clemmons, NC



SR 179, Sedona, AZ



81st Ave, Peoria, AZ

Project Overview

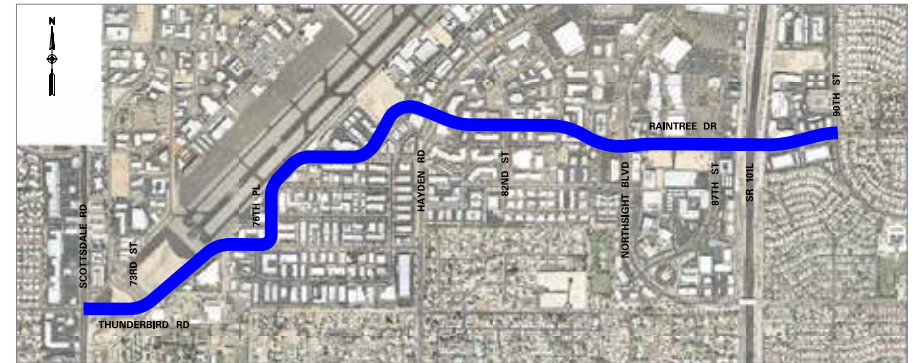
Raintree Drive Extension was identified in the Scottsdale's *Airpark Area Circulation Study* as a priority project. The project will provide a more direct connection between Scottsdale Rd and SR 101L, relieve traffic congestion on adjacent east-west arterial roadways, and improve circulation within the Airpark.

This project includes the preparation of a Design Concept Report (DCR) and preliminary construction plans for Raintree Drive Extension from Scottsdale Road to east of SR 101L. The final DCR will include recommendations regarding number of travel lanes, median types, major intersections (roundabout or signal), minor side street lane configurations, safety considerations, driveway access, landscape and streetscape concepts, public art, drainage improvements, and right of way needs.

The major goals of the project include:

- Provide a clear connection between Raintree Drive and Thunderbird Road
- Limit impacts to neighborhoods and the Airpark
- Minimize right-of-way needs and costs
- Maximize redevelopment potential
- Minimize airport impacts

Raintree Drive Extension Project Limits

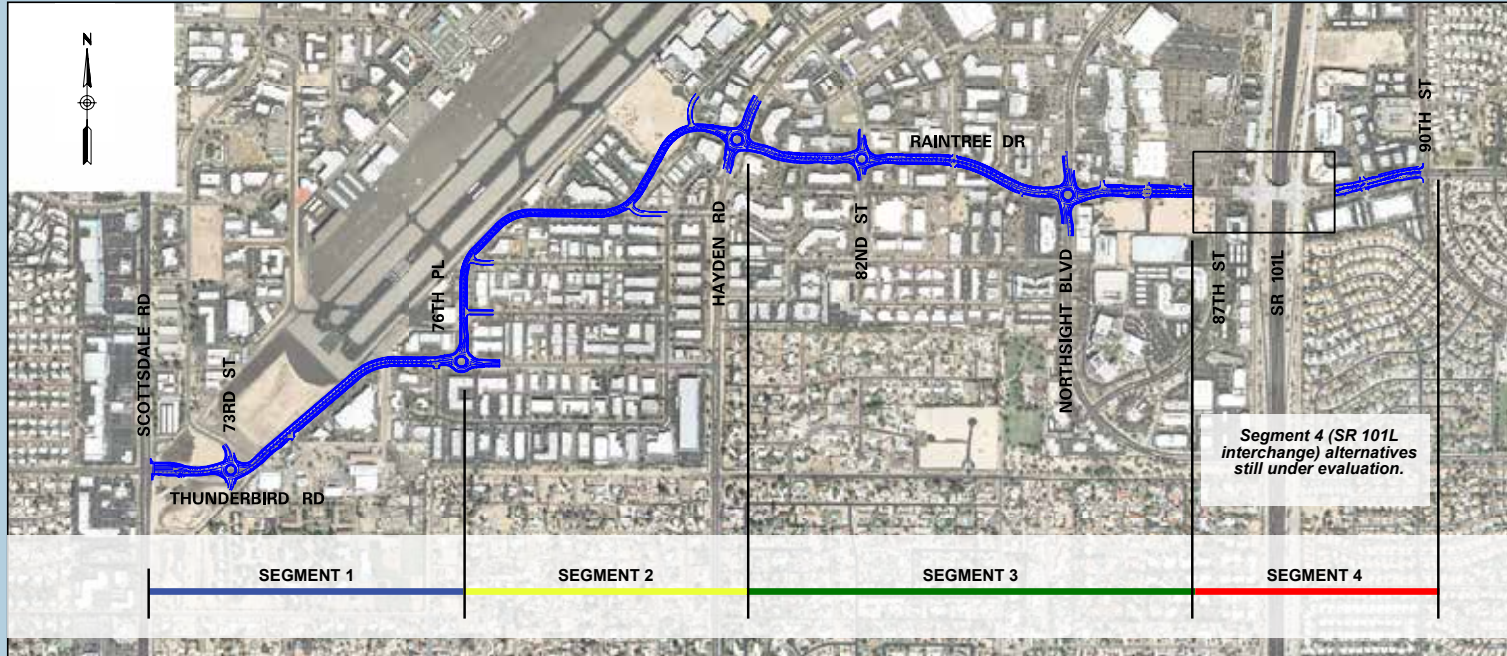


The project team has evaluated alternative roadway alignments, intersection configurations and roadway typical sections (number of lanes, lane widths, median treatments, overall roadway width and right-of-way width) to identify a preferred concept that provides the greatest benefits to the area while minimizing impacts to existing properties. The recommendations for the corridor are presented on the following pages. An overview of roundabout operations is provided on the back page.

Project Schedule and Funding

Raintree Drive Extension is included in the Regional Transportation Plan and is reimbursable up to 70 percent from the Maricopa Association of Governments (MAG) through Proposition 400 regional transportation sales tax funds. The project will be constructed in phases, with construction funding available in fiscal years 2014 to 2017. Ultimate phasing and implementation will be determined based on the recommendations of the DCR and funding availability.

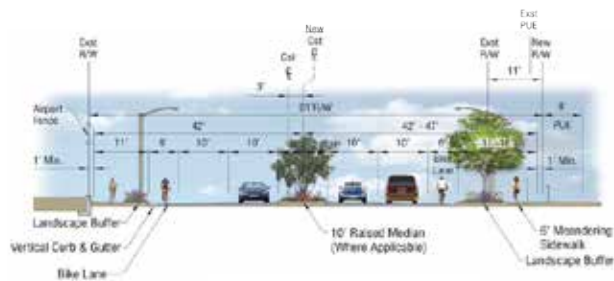
Raintree Drive Extension Proposed Improvements



Characteristics of Proposed Corridor Improvements

- 3 to 5 lane typical section
- Two travel lanes in each direction (Segment 2 is currently recommended to carry one lane in each direction)
- Minimized lane widths
- Bike lanes
- Meandering sidewalks with landscaped buffer
- Raised landscaped medians, where feasible
- New landscaping
- Incorporation of public art
- Roundabouts at major intersections

Typical Section: Segment 1



Typical Section: Segment 2

NOTE: 5-lane typical section still under consideration for Segment 2.



Typical Section: Segment 3





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