



Kimley-Horn
and Associates, Inc.

November 8, 2010



Suite 300
7878 N. 16th Street
Phoenix, Arizona
85020

Mr. Bryan Cluff, LEED AP
City of Scottsdale
Planning, Neighborhood & Transportation Department
7447 East Indian School Road, Suite 105
Scottsdale, AZ 85251

**Re: Conditional Use Permit for Mini.bar at Scottsdale Quarter
Traffic Impact Evaluation**

Dear Mr. Cluff:

Kimley-Horn and Associates, Inc. (KHA) has prepared this letter to satisfy the traffic impact evaluation requirements associated with the bar/after hours establishment conditional use permit application being submitted for the 1,153 square foot, 41 seat Mini.bar component of Mini.bar.ber.shop, a business proposed for location in Suite J1-160 of the Scottsdale Quarter mixed use commercial center. Based on the understanding that this letter is being submitted with an application that package that will also include a site plan for Scottsdale Quarter and a floor plan for Mini.bar, neither of these has been attached to this letter.

BACKGROUND

Scottsdale Quarter is a partially developed, partially occupied, mixed use commercial center that, at full build-out may include over 600,000 square feet of retail, restaurant, bar and nightclub, entertainment, and office use, as well as hotel and multi-family residential development. Scottsdale Quarter is located on a 28-acre site bound by Scottsdale Road to the west, Greenway-Hayden Loop Road to the north, 73rd Street to the east, and Butherus Drive to the south. Access to Scottsdale Quarter from the external/public roadway network is currently provided at five locations (one on Scottsdale Road and two, each, on Greenway-Hayden Loop Road and Butherus Drive. An internal network of private streets provides direct access to parking structures, where over 95% of the parking for Scottsdale Quarter is located. The internal street network also provides direct access to some of the first floor tenant suites, including that proposed for occupancy by Mini.bar. Subject to approval of the pending use permit application, mini.bar will occupy the easternmost 1,153 square feet of never before occupied Suite J1-160. Suite J1-160 is located along the south side of South Street, adjacent to the south-side parking garage. Even though Mini.bar will be directly accessible by vehicle, it is anticipated that the majority of Mini.bar-generated traffic will park in the

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adjoining parking structure and use pedestrian pathways to travel between the parking structures and the mini.bar suite, both because there are only 19 on-street parking spaces along South Street, and because there is convenient access to all retail parking levels of the garage less than 200 feet from mini.bar's proposed front door.

TRIP GENERATION

The proposed hours of mini.bar operation are 12:00 pm to 12:00 am, seven (7) days a week. Based on discussion with the prospective owner, the following is anticipated as it relates to staffing levels, staff schedules, occupancy levels, peak operating hours, and customer turnover rates:

- The bar will typically be staffed with no more than four (4) employees (exclusive of the owner) at any one time, except during short shift change periods, when as many as 8 employees may be on-site.
- Other than the owner himself, who may occasionally be on-site from opening to close, employees will generally be scheduled in two shifts, one beginning just before noon and ending just before 8:00 pm, and the other beginning around 7:00 pm and ending around midnight.
- The bar is not expected to fill up beyond the 41-person seating capacity, but is expected to be fully occupied on some days, from noon to 3:00 pm, and again from 6:00 to midnight.
- Most customers will remain in the bar 60 to 90 minutes.
- At least half of the Mini.bar customers will be captured from traffic that is already on-site, having a primary destination elsewhere within Scottsdale Quarter, such as the adjoining barbershop.

Based on the information presented above, trip generation projections were developed for the proposed bar. Results are presented in the attached *Trip Generation Projections* table. As the table indicates, Mini.bar is expected to generate approximately 798 trips per day, less than 10 of which will be generated during the am peak hour of surrounding area public street traffic, and less than 50 of which will be generated during the pm peak hour of surrounding area public street traffic. Almost half of the Mini.bar trips are expected to be captured from traffic already on-site, suggesting that the off-site trip generation potential is more in the range of 418 trips per day, less than 5 trips during the am peak, and less than 20 trips during the pm peak hour. This level of trip generation is consistent with if not less than, the trip generating potential of a high turnover restaurant occupying the same amount of floor area.

TRAFFIC IMPACT

A Traffic Impact and Mitigation Analysis (TIMA), addressing the potential traffic impacts of Scottsdale Quarter as a whole, was prepared by a City of Scottsdale selected TIMA consultant, back in 2005. The TIMA was



approved by the City of Scottsdale as part of the rezoning process that resulted in Scottsdale Quarter's current development entitlements. The City-approved TIMA contemplated a mix of retail, restaurant, office, hotel, and residential uses that is generally consistent with the mix of existing and prospective future tenants that will ultimately occupy Scottsdale Quarter. The City-approved TIMA states, among other things, that "Overall, the (Scottsdale Quarter) development will not adversely impact the street system adjacent to the site." While the TIMA does not discuss bar uses specifically, the peak hour trip generating potential of the proposed bar is so small – less than 20 trips per hour during the AM peak hour and less than 50 trips per hour during the PM peak hour – that the traffic impact of allowing this space to be occupied by a bar will be relatively insignificant. In fact, the same amount of floor area occupied by a high turnover restaurant tenant - a use that would not require a use permit - could actually have a higher peak hour trip generation potential than does the proposed mini.bar use, configured and operated as currently proposed.

In closing, we would like to thank you for considering the facts and opinions presented in this letter. We anticipate you will agree that we have presented adequate justification for eliminating traffic impact as a concern as it relates to determining whether the mini.bar use permit application should be approved. However, if you have any questions or concerns about the opinions expressed herein, please feel free to call me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Tové Christina White, P.E.
Associate

Attachment: Trip Generation Projections Table

Copy to: Margo Conley, Glimcher
Evan Musikantow, Musikantow & Associates, LLC

MINI.BAR AT SCOTTSDALE QUARTER TRIP GENERATION PROJECTIONS

Time Period	Projected Trip Generation													
	Employee Trips		Customer Trips		Non-Customer Visitor Trips		Total Trips (Internal + External)			Internally Captured Trips		External Trips		
	In	Out	In	Out	In	Out	In	Out	Total	In	Out	In	Out	Total
12:00 am to 1:00 am	0	4	0	20	0	0	0	24	24	0	10	0	14	14
1:00 am to 2:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 am to 3:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 am to 4:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 am to 5:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 am to 6:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 am to 7:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 am to 8:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 am to 9:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 am to 10:00 am	1	0	0	0	1	1	2	1	3	0	0	2	1	3
10:00 am to 11:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 am to 12:00 pm	4	0	0	0	0	0	4	0	4	0	0	4	0	4
12:00 pm to 1:00 pm	0	0	41	0	0	0	41	0	41	20	0	21	0	21
1:00 pm to 2:00 pm	0	0	41	41	0	0	41	41	82	20	20	21	21	42
2:00 pm to 3:00 pm	0	0	20	41	1	1	21	42	63	10	20	11	22	33
3:00 pm to 4:00 pm	0	0	20	20	1	1	21	21	42	10	10	11	11	22
4:00 pm to 5:00 pm	0	0	20	20	0	0	20	20	40	10	10	10	10	20
5:00 pm to 6:00 pm	0	0	20	20	0	0	20	20	40	10	10	10	10	20
6:00 pm to 7:00 pm	4	0	41	20	0	0	45	20	65	20	10	25	10	35
7:00 pm to 8:00 pm	0	4	41	41	0	0	41	45	86	20	20	21	25	46
8:00 pm to 9:00 pm	0	0	41	41	0	0	41	41	82	20	20	21	21	42
9:00 pm to 10:00 pm	0	1	41	41	0	0	41	42	83	20	20	21	22	43
10:00 pm to 11:00 pm	0	0	41	41	0	0	41	41	82	20	20	21	21	42
11:00 pm to 12:00 am	0	0	20	41	0	0	20	41	61	10	20	10	21	31
TOTALS	9	9	387	387	3	3	399	399	798	190	190	209	209	418

 Typical peak hour of traffic activity along surrounding public roadways typically occurs during these time periods.

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