Since 2016, the proposed land uses for areas 4a and 4b as shown in **Exhibit 3** has since changed. In 2016, areas 4a and 4b included the following land uses:

2016 – Area 4a and 4b Land Uses

- 273 dwelling units — Multi-Family Residential (Low-Rise)
- 260 hotel rooms — Hotel
- 8,000 sf — Quality Restaurant

Currently, the proposed land uses for areas 4a and 4b includes:

Current – Area 4a and 4b Land Uses

- 410 dwelling units — Multi-Family Residential (Low-Rise)

Therefore, the Planning Unit II currently includes the following land uses:

- 234,400 square feet — Shopping Center
- 1,534,989 square feet — General Office Building
- 62,000 square feet — Quality Restaurant
- 140 hotel rooms — Hotel
- 1,847 dwelling units — Multi-Family Residential (Low-Rise)

Besides the Area 4a and 4b land use changes, all other land uses remain the same and the proposed and potential roadway network also remains the same.

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VICINITY MAP

EXHIBIT 1

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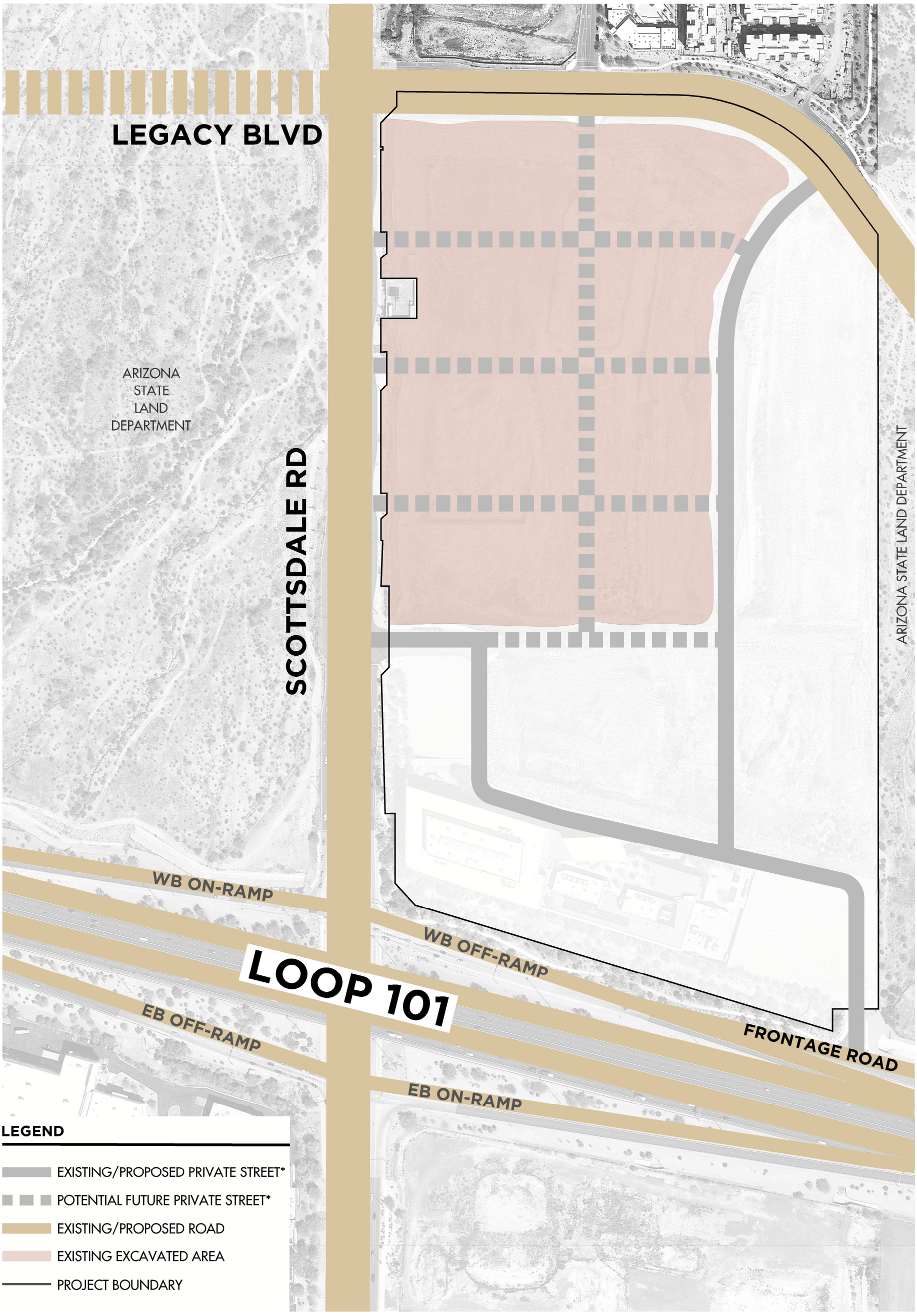

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SITE PLAN

EXHIBIT 2

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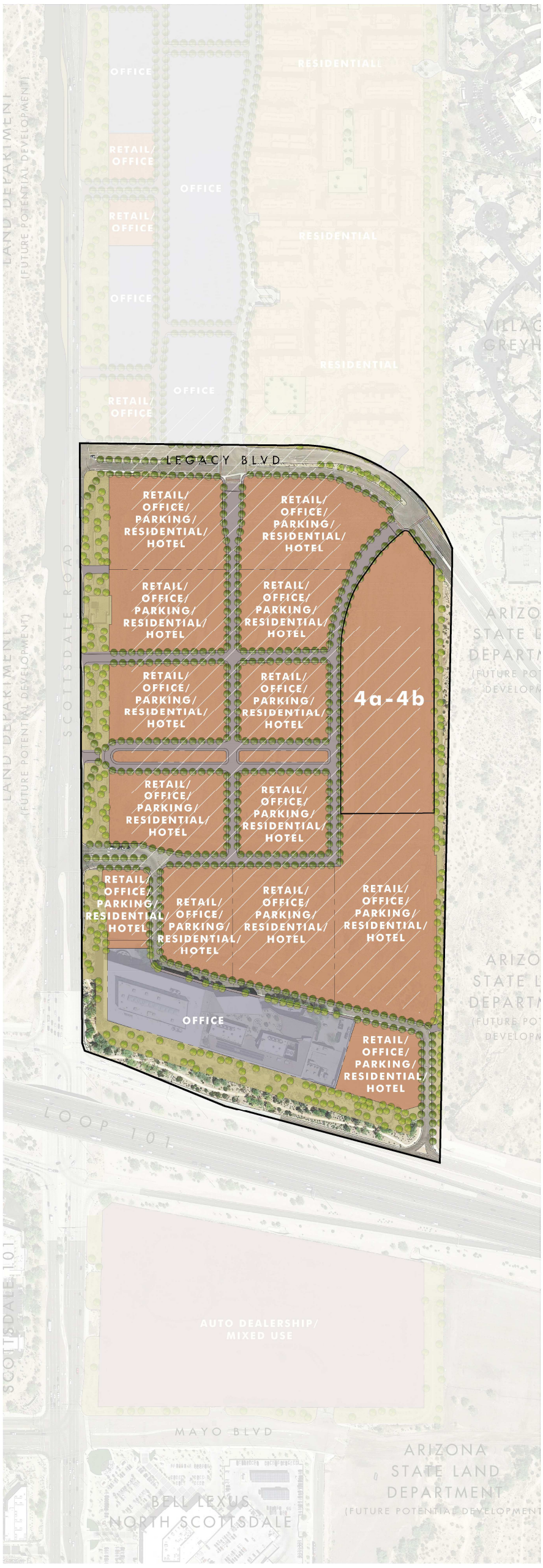
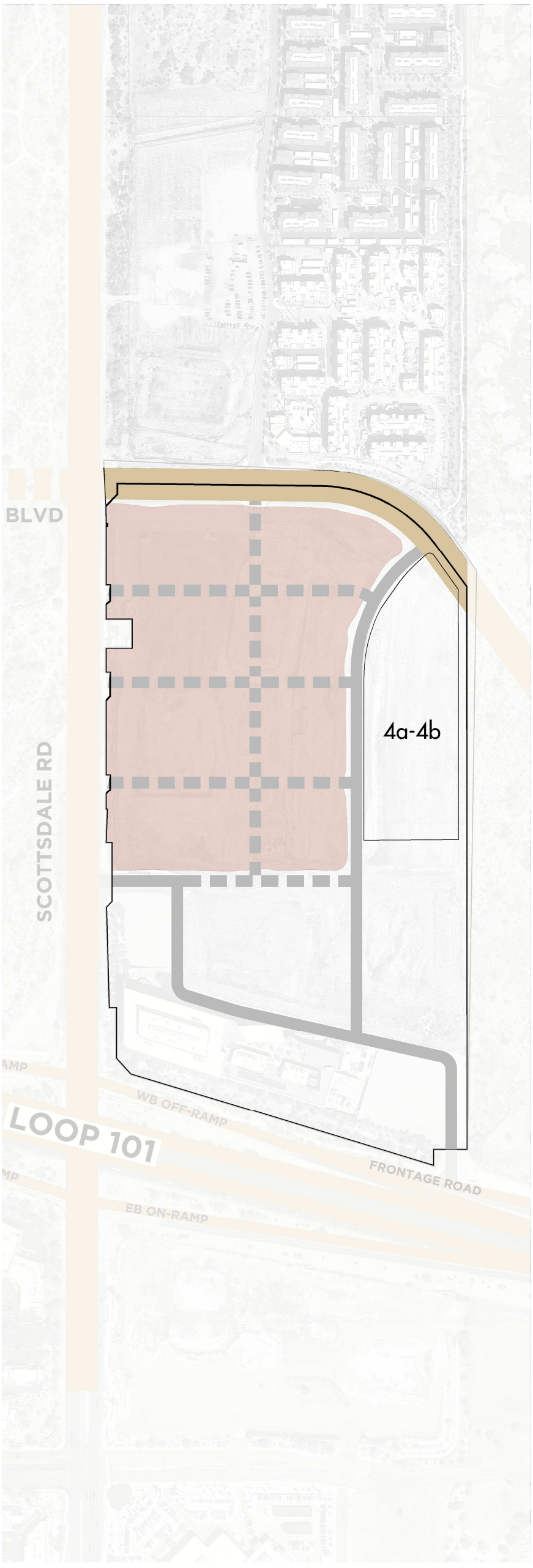


2016 SITE PLAN



CURRENT SITE PLAN

NORTH

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2016 VS. CURRENT SITE PLAN

EXHIBIT 3

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MASTER STREET CIRCULATION

The Master Street Circulation plan shows the existing, proposed, and potential regional and local roadway network within, adjacent and surrounding Planning Unit II of the One Scottsdale development. The internal roadway network is accessible via four (4) accesses located along Scottsdale Road. The southern access is the existing Henkel Way signalized intersection with three (3) additional potential internal roadways. There are two (2) accesses along Legacy Boulevard, one which is a potential internal roadway on the west side of the development, and one which is a proposed internal roadway on the east side of the development. See **Exhibit 4**.

MASTER BICYCLE CIRCULATION

The Master Bicycle Circulation plan shows the existing and proposed bicycle facilities adjacent to the site. On-street bicycle lanes currently exist along both sides of Legacy Boulevard. Bicycle lanes are proposed along both sides of Scottsdale Road. The proposed and existing bicycle lanes located on Scottsdale Road and Legacy Boulevard will be utilized for off-site bicycle trips along the external roadway network. The internal roadway network is anticipated to operate with 25 mile per hour (mph) design speeds and therefore, may provide a variety of bicycle facility options including sharrows, bike paths, and bike lanes. See **Exhibit 5**.

MASTER PEDESTRIAN CIRCULATION

The Master Pedestrian Circulation plan shows the pedestrian facilities adjacent and within the proposed site. A paved multi-use path currently exists along the east side of Scottsdale Road and south side of the State Route Loop 101 westbound off-ramp. Pedestrian facilities are proposed along all internal roadways. See **Exhibit 6**. The pedestrian circulation system for Planning Unit II will link residential neighborhood districts, to the retail/office commercial districts, to internal open spaces and One Scottsdale facilities. In addition, the pedestrian circulation system for the proposed development will connect to the City's regional path/trail system. The vision for Planning Unit II is consistent with the 2006 MTP, to provide logical connections over a system of inviting, pedestrian-friendly paths, trails, and urban streetscape sidewalks.

MASTER TRAIL CIRCULATION

The Master Trail Circulation plan shows the new trail connections to existing local trails. A paved multi-use path currently exists along the east side of Scottsdale Road and south side of the State Route Loop 101 westbound off-ramp. A network of perimeter public multi-use paths and trails will provide continuous access along Scottsdale Road to points beyond the One Scottsdale project site boundaries. These facilities will include a paved multi-use trail within the eastside drainage corridor, a multi-use path and trail along Scottsdale Road and an internal path and trail system. Pedestrian facilities are proposed along all the internal roadways. See **Exhibit 7**.

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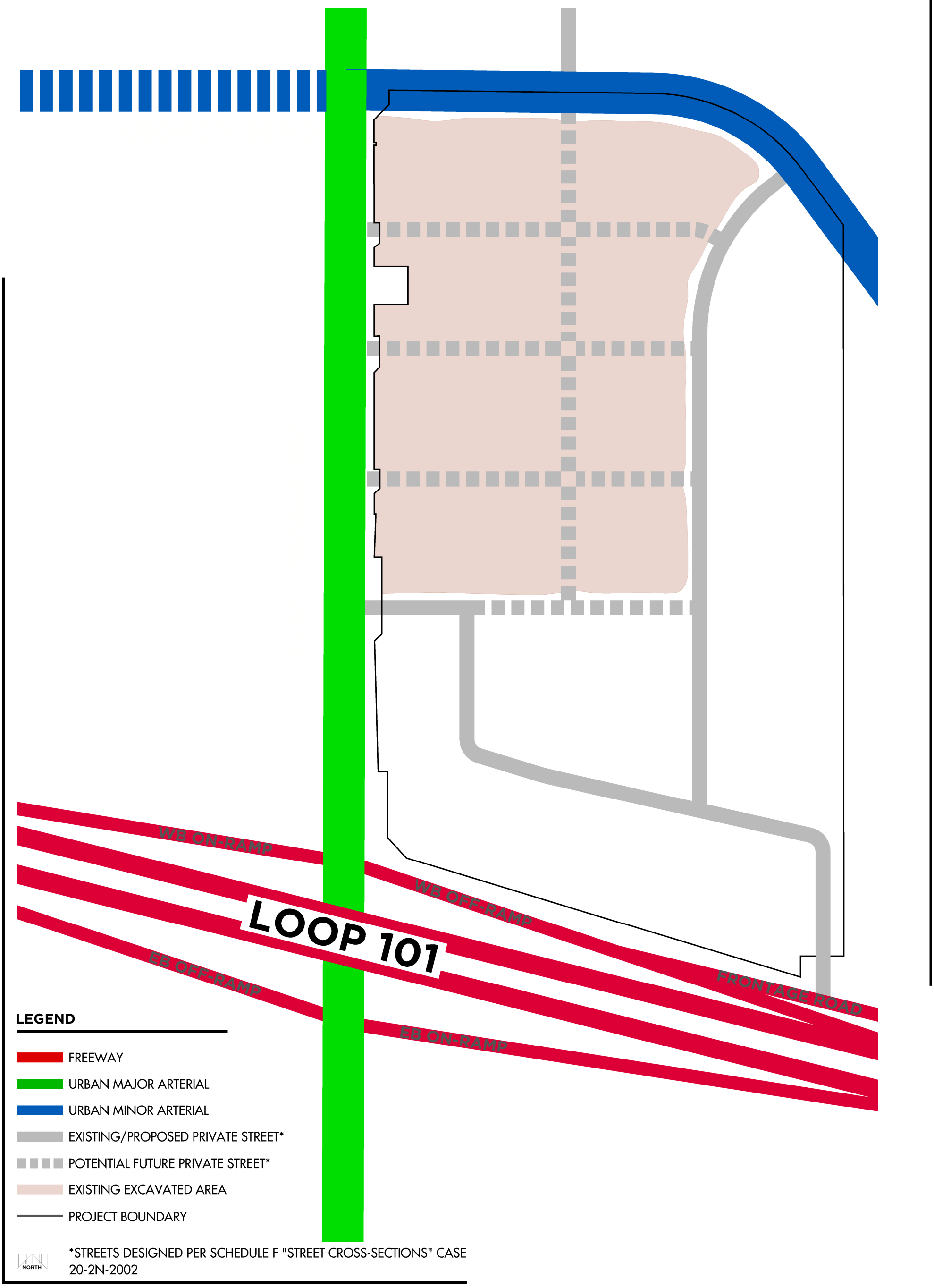

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MASTER STREET CIRCULATION

EXHIBIT 4

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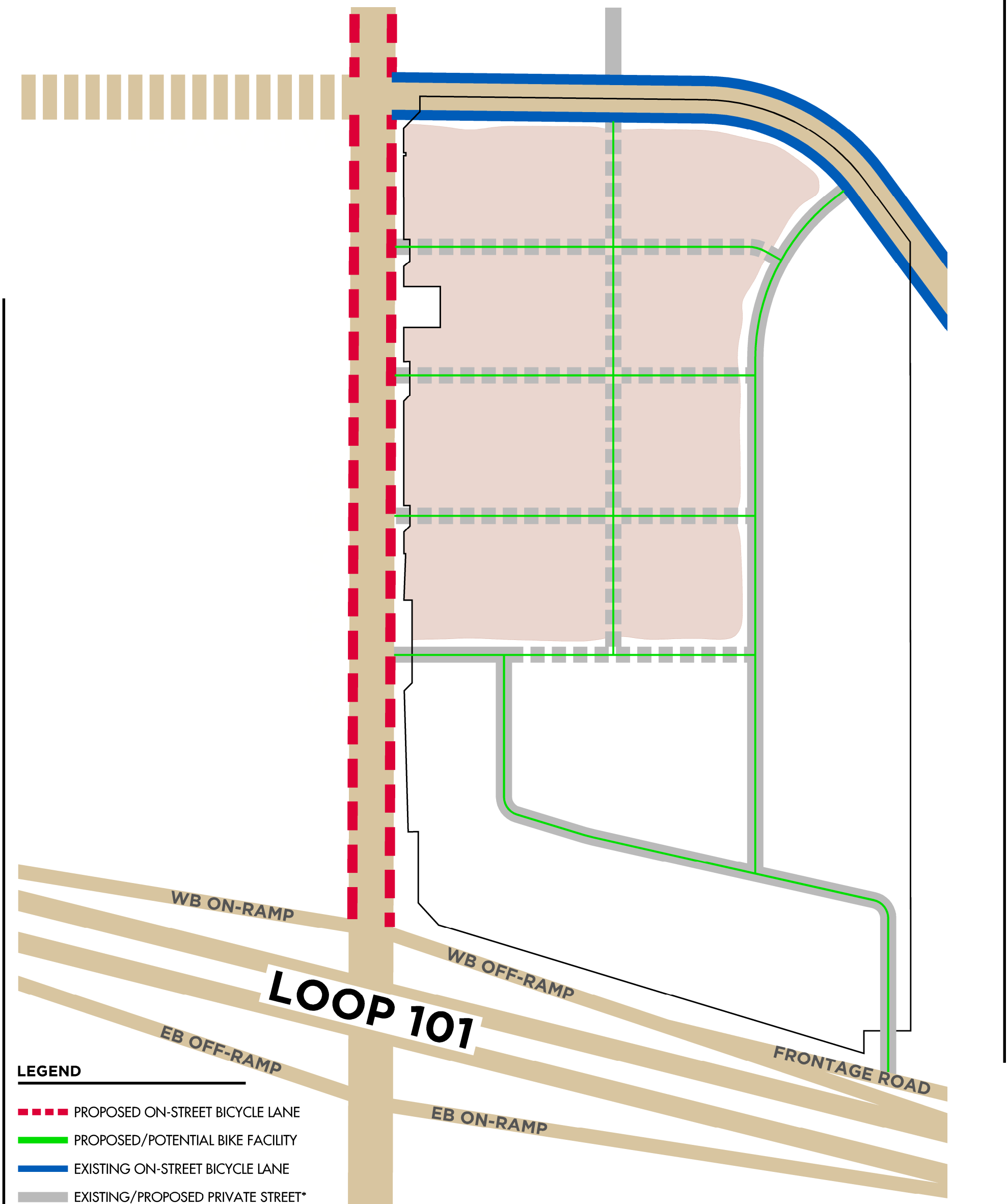

*BIKE FACILITY MAY COMMINGLE WITH VEHICULAR TRAFFIC ON ROADWAYS WITH A POSTED SPEED LIMIT NO GREATER THAN 35 MILES PER HOUR

*STREETS DESIGNED PER SCHEDULE F "STREET CROSS-SECTIONS" CASE 20-2N-2002

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MASTER BICYCLE CIRCULATION

EXHIBIT 5

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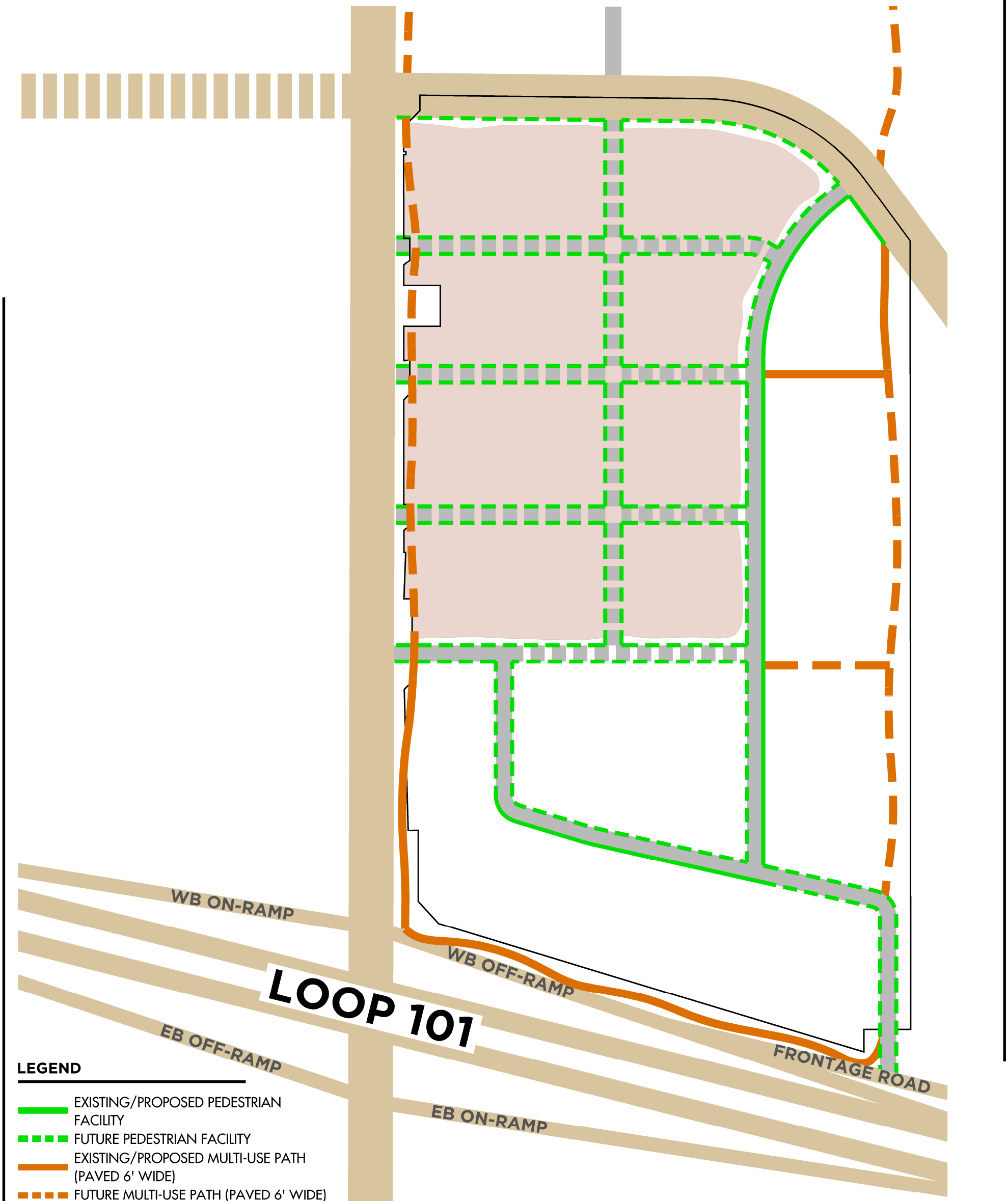

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MASTER PEDESTRIAN CIRCULATION

EXHIBIT 6

23JUN21

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ITS APPLICATION PLAN

The proposed Intelligent Transportation Systems (ITS) Application Plan for Planning Unit II is shown in **Exhibit 8**. ITS infrastructure will connect traffic signals along Scottsdale Road and Legacy Boulevard. Planning Unit II will provide ITS infrastructure along Legacy Boulevard, adjacent to the project. Per the 2006 MTP, ITS infrastructure along Scottsdale Road will be installed by the City. The following ITS recommendations are consistent with the 2006 ITS Applications Plan. A traffic signal is located at the Scottsdale Road and Henkel Way intersection. With this installation, an ADOT Type 9 Pull Box was installed at the southeast corner. ITS infrastructure along Legacy Boulevard will include installing conduit and pull boxes on the south side of the roadway. The City recommended placing two (2) 1.5" Schedule 40 conduits on the south side of the roadway, and one (1) ADOT Type 9 Pull Box at the southeast corner of the intersection of Legacy Boulevard and Scottsdale Road.

TRIP GENERATION

The trip generation was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 10th Edition*. The ITE trip generation rates and fitted curve equations are based on studies that measure trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

Internal Capture

Given the mixed-use nature of the proposed development which includes residential, retail, restaurant, hotel, and office land uses, it is anticipated that some of the trips will be internal, i.e. beginning and ending within the development. Based on the NCHRP Report 684 – Enhancing Internal Trip Capture Estimation of Mixed-Use Developments, the internal capture rates for trip origins and trip destinations within a multi-use development were applied for weekday AM and PM hours.

Pass-by Trips

Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the existing traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These trips are not considered to add new traffic to the adjacent street network and may be reduced from the total external trips generated by the proposed development. Pass-by rates were applied to the Weekday, AM Peak Hour and PM Peak Hour trips generated by the proposed development. These rates are based on data provided in the *Trip Generation Handbook, 3rd Edition*.

Proposed Development – One Scottsdale PU-II

The proposed development includes the following land uses:

- 234,400 square feet — Shopping Center
- 1,534,989 square feet — General Office Building
- 62,000 square feet — Quality Restaurant
- 140 hotel rooms — Hotel
- 1,847 dwelling units — Multi-Family Residential (Low-Rise)

Table 1 below shows the trip generation calculations, which incorporates both internal capture and pass-by trips. Detailed trip generation calculations can be found in **Attachment A**.

Table 1 –Proposed Development – One Scottsdale PU-II

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	1847	Dwelling Units	13,922	761	175	586	792	499	293
Shopping Center	820	234	1000 SF GLA	10,730	269	167	102	1,021	490	531
All Suites Hotel	311	140	Rooms	624	48	25	23	50	24	26
Quality Restaurant	931	62.00	1000 SF GFA	5,198	45	25	20	484	324	160
General Office Building	710	1533.989	1000 SF GFA	14,996	1,468	1,262	206	1,524	244	1,280
Proposed One Scottsdale Development (PUII)				45,470	2,591	1,654	937	3,871	1,581	2,290
Internal Capture				9,292	320	160	160	1,104	552	552
TOTAL (After Internal Capture)				36,178	2,271	1,494	777	2,767	1,029	1,738
Pass-By Trips				13,159	0	0	0	304	185	119
TOTAL (After Internal Capture and Pass-by Trips)				**23,019**	**2,271**	**1,494**	**777**	**2,463**	**844**	**1,619**

Previously Proposed PU-II – 2016 Transportation Impact & Mitigation Analysis

A Transportation Impact and Mitigation Analysis (TIMA), dated May 27, 2016, was submitted to the City of Scottsdale. This prior study included the build out of Planning Unit II and III of the One Scottsdale development. The trip generation was calculated utilizing *Trip Generation, 9th Edition*, in combination with the *Trip Generation Handbook, 2nd Edition.* Therefore, the previously proposed trip generation for One Scottsdale Planning Unit II has been recalculated utilizing current standards. The previous site plan is considered to remain for this Master Transportation Plan Update, with the exception of the proposed land uses of 4a and 4b within Planning Unit II.

The previously proposed development of Planning Unit II included the following land uses:

- 234,400 square feet — Shopping Center
- 1,534,989 square feet — General Office Building
- 70,000 square feet — Quality Restaurant
- 400 hotel rooms — Hotel
- 1,710 dwelling units — Multi-Family Residential (Low-Rise)

Table 2 below shows the trip generation calculations, which incorporates both internal capture and pass-by trips. Detailed trip generation calculations can be found in **Attachment A**.

Table 2 – Previously Proposed PU-II (2016 TIMA)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	1710	Dwelling Units	12,887	708	163	545	739	466	273
Shopping Center	820	234	1000 SF GLA	10,730	269	167	102	1,021	490	531
All Suites Hotel	311	400	Rooms	1,784	136	72	64	144	69	75
Quality Restaurant	931	70	1000 SF GFA	5,869	51	28	23	546	366	180
General Office Building	710	1534.0	1000 SF GFA	14,996	1,468	1,262	206	1,524	244	1,280
Proposed One Scottsdale Development (PUII)				46,266	2,632	1,692	940	3,974	1,635	2,339
Internal Capture				10,290	372	186	186	1,206	603	603
TOTAL (After Internal Capture)				35,976	2,260	1,506	754	2,768	1,032	1,736
Pass-By Trips				13,670	0	0	0	304	189	115
TOTAL (After Internal Capture and Pass-by Trips)				**22,306**	**2,260**	**1,506**	**754**	**2,464**	**843**	**1,621**

Previously Proposed PU-II – 2006 Master Transportation Plan

A Master Transportation Plan (MTP), dated March 24, 2006, was submitted to the City of Scottsdale. This prior study included the build out of Planning Unit II and III of the One Scottsdale development. The trip generation was calculated utilizing *Trip Generation, 7th Edition*, in combination with the *Trip Generation Handbook, 5th Edition.* Therefore, the previously proposed trip generation for One Scottsdale Planning Unit II has been recalculated utilizing current standards.

The previously proposed development of Planning Unit II included the following land uses:

- 507,659 square feet — Shopping Center
- 1,292,341 square feet — General Office Building
- 320 hotel rooms — Hotel
- 390 dwelling units — Multi-Family Residential (Low-Rise)

Table 3 below shows the trip generation calculations, which incorporates both internal capture and pass-by trips. Detailed trip generation calculations can be found in **Attachment A**.

Table 3 – Previously Proposed PU-II (2006 MTP)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	390	Dwelling Units	2,908	174	40	134	198	125	73
Shopping Center	820	507.659	1000 SF GLA	18,147	406	252	154	1,808	868	940
All Suites Hotel	311	320	Rooms	1,427	109	58	51	115	55	60
Quality Restaurant	931	0	1000 SF GFA	0	0	0	0	0	0	0
General Office Building	710	1292.341	1000 SF GFA	12,699	1,241	1,067	174	1,295	207	1,088
Proposed One Scottsdale Development (PUII)				35,181	1,930	1,417	513	3,416	1,255	2,161
Internal Capture				4,616	272	136	136	415	205	210
TOTAL (After Internal Capture)				30,565	1,658	1,281	377	3,001	1,050	1,951
Pass-By Trips				6,462	0	0	0	548	258	290
TOTAL (After Internal Capture and Pass-by Trips)				**24,103**	**1,658**	**1,281**	**377**	**2,453**	**792**	**1,661**

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TRIP GENERATION COMPARISON

A trip generation comparison is provided below to reflect the proposed update to the land uses of Planning Unit II of the One Scottsdale development. **Table 4** below shows the trip generation calculations, which incorporates both internal capture and pass-by trips. Detailed trip generation calculations can be found in **Attachment A**.

Table 4 – Previously Proposed PU-II vs. Proposed PU-II

Land Use	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2006 Master Transportation Plan	24,103	1,658	1,281	377	2,453	792	1,661
2016 Transportation Impact & Mitigation Analysis	22,306	2,260	1,506	754	2,464	843	1,621
2021 Update to the 2006 Master Transportation Plan	23,019	2,271	1,494	777	2,463	844	1,619
2006 MTP vs. 2021 Update MTP Difference	-1,084	613	213	400	10	52	-42
Percent Difference	-4%	37%	17%	106%	0%	7%	-3%
2016 TI&MA vs. 2021 Update MTP Difference	713	11	-12	23	-1	1	-2
Percent Difference	3%	0%	-1%	3%	0%	0%	0%

As shown in **Table 4**, the difference between the trips generated with the 2016 site plan versus the current site plan is minimal, ranging between -1% and 3%. With this minimal change, the proposed access locations, traffic control, and lane configurations are consistent with the recommendations in the 2016 Traffic Impact & Mitigation Analysis. See **Exhibit 9** for the intersection geometry and traffic control.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the proposed One Scottsdale Planning Unit II development is based on the distribution of the existing traffic along the surrounding roadway network, permitted movements at the proposed site driveways, and probable routes.

The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use. See **Exhibit 9** for the Planning Unit II site generated average daily traffic (ADT) volumes.

The internal site roadway cross-sections are shown in **Exhibit 10** and **Exhibit 11**. These cross-sections provide one lane for each direction of travel, allowing for flexibility in lane width, and parking configurations (parallel and angled), to allow for a tailored approach to be taken with

the submittal of each specific site plan. These are the approved cross-sections that were included in the Stacked 40s Master Transportation Plan, dated March 24, 2006.

TRANSPORTATION IMPROVEMENTS PHASING PLAN

The spine roadway, which runs north-south along the east side of Planning Unit II is anticipated to be constructed during the first phase of development. The remaining development schedule of the street system will occur as adjacent development occurs.

ATTACHMENT A – TRIP GENERATION