

TRAFFIC IMPACT ANALYSIS

SEC Scottsdale Road
and Hummingbird Lane
Scottsdale, Arizona

ACCEPTED
CITY OF SCOTTSDALE
TRANSPORTATION DEPARTMENT

DATE: 6 FEB 2023

REVIEWER: PMURPHY

Prepared for:

StreetLights Residential

ACCEPTED WITH
COMMENT

SEE NEXT
PAGE

Kimley»Horn

20. Page 7, section 2.2 “prepared completed June 2005”. Revise to “prepared by...” and “completed in...” for clarity. PM 1/18/23
21. Page 8, text states that there is cross access. Previous communication to the City indicated that no such agreements exist. Clarify. PM 1/18/23
22. Page 11, the August 2022 Scottsdale Plaza Resort Renovation study referenced in report is outdated. Please reach out to Paradise Valley and update report and references as needed. PM 1/18/23
23. Page 11, 68th Street is Mockingbird Lane at the intersection with Lincoln Drive. PM 1/18/23
24. Page 12, describe the lane configuration and access of the east driveway leg of Scottsdale Road & Hummingbird Lane intersection. PM 1/18/23
25. Page 15, Table 4, with more than 20 studies indicated by ITE for LUC 215, please use the fitted curve equation for the daily, AM peak, and PM peak calculations. LUC 221 daily rate is 4.54 not 4.45 as indicated in the appendix. Revise. With more than 20 studies indicated by ITE for LUC 221 for the AM peak and PM peak calculations, please revise. Revise calculations as necessary. PM 1/18/23
26. Page 15, Table 5, LUC 233 does not exist in the most recent ITE Trip Generation Manual 11th Edition. Please recalculate previously approved land use using updated land use code and data. Previous site plan/elevations would appear to reflect LUC 221, as presented in the ITE Trip Generation Manual 11th Edition. PM 1/18/23
27. 2030 LOS calculations show that the proposed site expects to deteriorate the westbound left-turn at Scottsdale Road/7025 North in PM peak and each of the southbound movements at Scottsdale Road/Indian Bend Road in the PM peak. While overall LOS is maintained at LOS D, provide mitigation analyses to improve movements to LOS D or better. PM 1/18/23
28. Page 28, sections 6.1.5 and 6.1.6, Staff would prefer that all study intersections are calculated under their existing control/configuration and then a mitigation analysis of alternatives/recommendations can be provided at the end of the report, before the conclusion section, rather than interjecting the alternatives between sections. PM 1/18/23
29. Page 29, section 6.2, the TSWA calculations in appendix appear to show that the proposed residential trips would be distributed based on the existing traffic patterns. With mostly retail uses in the vicinity, Staff does not support this assumption. Please refer to the ITE Trip Generation Appendices for Vehicle Time of Day Distribution for the specified land uses. PM 1/18/23
30. Page 31, Table 19, include additional discussion on turning queues extending into drive aisles and the impact on site circulation. PM 1/18/23
31. Page 31, Table 19, the eastbound approach at Scottsdale Road/Indian Bend Road is expected to be improved by the Palmeraie development to provide dual-left turns, a through lane, and a shared through/right-turn lane. The #1 left-turn lane would provide approximately 250 feet of storage. As the study indicates that the Palmeraie development is assumed to be completed by 2023, these improvements should be included in the requested mitigation analyses section. PM 1/18/23
32. Page 31, Table 19, the #1 westbound left-turn lane at Scottsdale Road/Indian Bend Road is 255 feet long, not 205 feet as indicated in the table. PM 1/18/23
33. Page 31, section 6.4, the northbound right-turn lane at the Scottsdale Road driveway (D1) should be reconstructed with a 95-foot reverse curve transition per COS Detail 2225. Storage can be maximized in the available space. This would increase storage by approximately 30 feet. PM 1/18/23
34. Page 31, section 6.4, as the study indicated that the Palmeraie development is assumed to be completed by 2023, the stipulated southbound right-turn lane at the intersection of Scottsdale Road/Indian Bend Road should be included in the mitigation analyses. It is recommended that Figure 10 indicate “new lanes by others” vs “new lanes proposed by the Artesia development” in the legend. PM 1/18/23
35. Page 31, section 6.6, as mentioned in Traffic Study comment #11 above, the study does not mention the 120-125 feet of storage calculated for the westbound approach at 7025 North intersection. This 120 to 125-foot queue extends to the middle of the second internal site driveway. PM 1/18/23

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A handwritten signature in black ink that reads "Alexander Weber".

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