

TRAFFIC IMPACT & MITIGATION ANALYSIS
FOR

Pickle and Pour
Scottsdale, Arizona

November 13, 2023

UCG Project Number: TR23160

Prepared for:
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I. INTRODUCTION

United Civil Group (UCG) was retained by Dalke Design Group to perform this Category 1 Transportation Impact & Mitigation Analysis (TIMA) to accompany the Conditional Use Permit (CUP) application for the Pickle and Pour site located on the north side of McDowell Road west of 74th Street in Scottsdale, Arizona. The site is zoned C-3.

UCG performed this Category 1 TIMA in general accordance with the City of Scottsdale *Design Standards & Policies Manual 2018, Section 5-1.100 Traffic Impact and Mitigation Requirements*; per scoping discussions and information provided by the City of Scottsdale Traffic Engineering staff; locally accepted standards and industry practice. The major objectives of this traffic study are as follows:

- Document the existing conditions of the subject site and its current site plan.
- Provide the adjacent daily volume of McDowell Road adjacent to the subject site.
- Estimate and compare the potential trips generated by the current use of the subject site and potential allowable uses under the existing C-3 zoning to the estimated trips generated by the planned use.

II. EXISTING CONDITIONS

A. SUBJECT SITE

The subject site is located on the north side of McDowell Road west of 74th Street; parcel number 131-18-091B. The subject site has an area of approximately 2.2 acres and is zoned C-3. *Figures 1 and 2* present the location of the subject site within the context of the immediate area; all figures are attached at the end of this document in Appendix A.

B. EXISTING AND PLANNED LAND USE

The existing site is a used car sales development with one existing building of approximately 3,100 gross square feet. This existing building will be demolished with redevelopment of the new pickleball club. The planned use of the subject site is a proposed pickleball club with a clubhouse and 12 pickleball courts on the south side of the site. Parking will be located on the north side of the site. *Figure 3* presents the subject site.

As depicted in *Figure 3*, the subject site will be served by one existing vehicular driveway. The driveway connects to McDowell Road along the western boundary of the site. The existing driveway permits full entry and exit movements with an existing median break on McDowell Road; the site access is not being changed with the planned site.

A secondary right in/right out only driveway exists on the eastern boundary of the site. This driveway will be closed, as shown on the site plan. The reconstruction of curb and gutter should occur when the driveway is removed.

C. EXISTING ADJACENT ROADWAYS AND DAILY TRAFFIC VOLUMES

McDowell Road is classified as a Major Arterial adjacent to the subject site per the City of Scottsdale *Transportation Master Plan, 2016*. McDowell Road is a six-lane street section with three east- and three westbound lanes plus a bike lane separated by a raised median. Curb, gutter, sidewalk, and streetlights exist on both sides of McDowell Road within the vicinity of the site. The posted speed limit on McDowell Road adjacent to the site is 40 miles per hour.

According to the City of Scottsdale Average Daily Traffic Volumes for 2020, McDowell Road east Scottsdale Road carries approximately 29,900 vehicles daily.

III. TRIP GENERATION OF THE SUBJECT SITE

Estimates of the trips generated by the current use of the subject site under the existing C-3 zoning and by the planned use under the C-3 zoning with the conditional use permit are determined from transportation planning data within the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition, 2021*.

Table 1 presents the existing use of the site, the planned use of the site, and the ITE Land Use Codes (LUC) utilized for trip generation purposes. The associated independent variables for the trip generation calculations are also shown in *Table 1*.

Definitions of the land uses are as follows:

Automobile Sales (Used): A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities. Automobile servicing and parts sales may also be available. The dealerships may also provide truck sales and servicing.

Racquet/Tennis Club: A racquet/tennis club is a privately-owned facility that primarily caters to racquet sports (tennis, racquetball, pickle ball, handball, squash) both indoor and outdoor. This land use may also provide ancillary facilities, such as a whirlpool, sauna, spa, weight room, snack bar, or retail store. Some sites offer daycare. Some sites offer competitive team sports. These facilities are membership clubs that may allow access to the general public for a fee.

TABLE 1: EXISTING AND PLANNED LAND USES

Land Use	ITE LUC	Independent Variable	Size
Existing Land Use – C-3 Zoning			
Automobile Sales (Used)	841	1,000 sqft	3.1
Proposed Land Use – C-3 with Conditional Use Permit			
Racquet/Tennis Club	491	Tennis Courts	12

A. TRIP GENERATION BY EXISTING USERS OF SITE UNDER CURRENT I-1 ZONING

Currently, the site is developed as automobile sales for used vehicles. Table 2 presents the estimated daily and peak hour trips generated by the existing land use of the subject site under the current zoning designation for a typical weekday.

TABLE 2: CURRENT USER TRIP GENERATION

Land Use	ITE LUC	Units	Size	Daily	AM Peak			PM Peak		
					total	in	out	total	in	out
Automobile Sales (Used)	841	1,000 sqft	3.1	84	7	5	2	12	5	7

B. TRIP GENERATION BY PLANNED USE UNDER PROPOSED C-O ZONING DESIGNATION

A clubhouse with 12 pickleball courts is being planned for the subject site. Table 3 presents the estimated daily and peak hour trips generated by the planned use under the C-3 zoning designation with the approval of the conditional use permit for a typical weekday using the assumptions from Table 1 above.

TABLE 3: PLANNED USER UNDER PROPOSED C-O ZONING TRIP GENERATION

Land Use	ITE LUC	Units	Size	Daily	AM Peak			PM Peak		
					total	in	out	total	in	out
Racquet/Tennis Club	491	Tennis courts	12	333	46 ^a	23 ^a	23 ^a	46	23 ^b	23 ^b

^a The morning peak hour trip generation is not provided for LUC 491. Therefore, it was assumed that the morning peak and the evening peak are similar.

^b The distribution between in and out is not provided for LUC 491 during the evening peak. Therefore, it was assumed that the split between entering and exiting vehicles during the evening peak hour is 50/50.

C. TRIP GENERATION COMPARISON

Table 4 presents the difference in estimated site trip generation between the existing use of the subject site under the current C-3 zoning (Table 2) and the use being planned under the current C-3 zoning plus the conditional use permit (Table 3).

TABLE 4: TRIP GENERATION COMPARISON

Lane Use Plan	Daily	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Existing Use of Subject Site under existing C-3 zoning (Automobile Sales - Used)	84	7	5	2	12	5	7
Planned User of Subject Site under Proposed C-O zoning (Veterinary Hospital)	333	46	23	23	46	23	23
Total Difference	+249	+39	+18	+21	+34	+18	+16

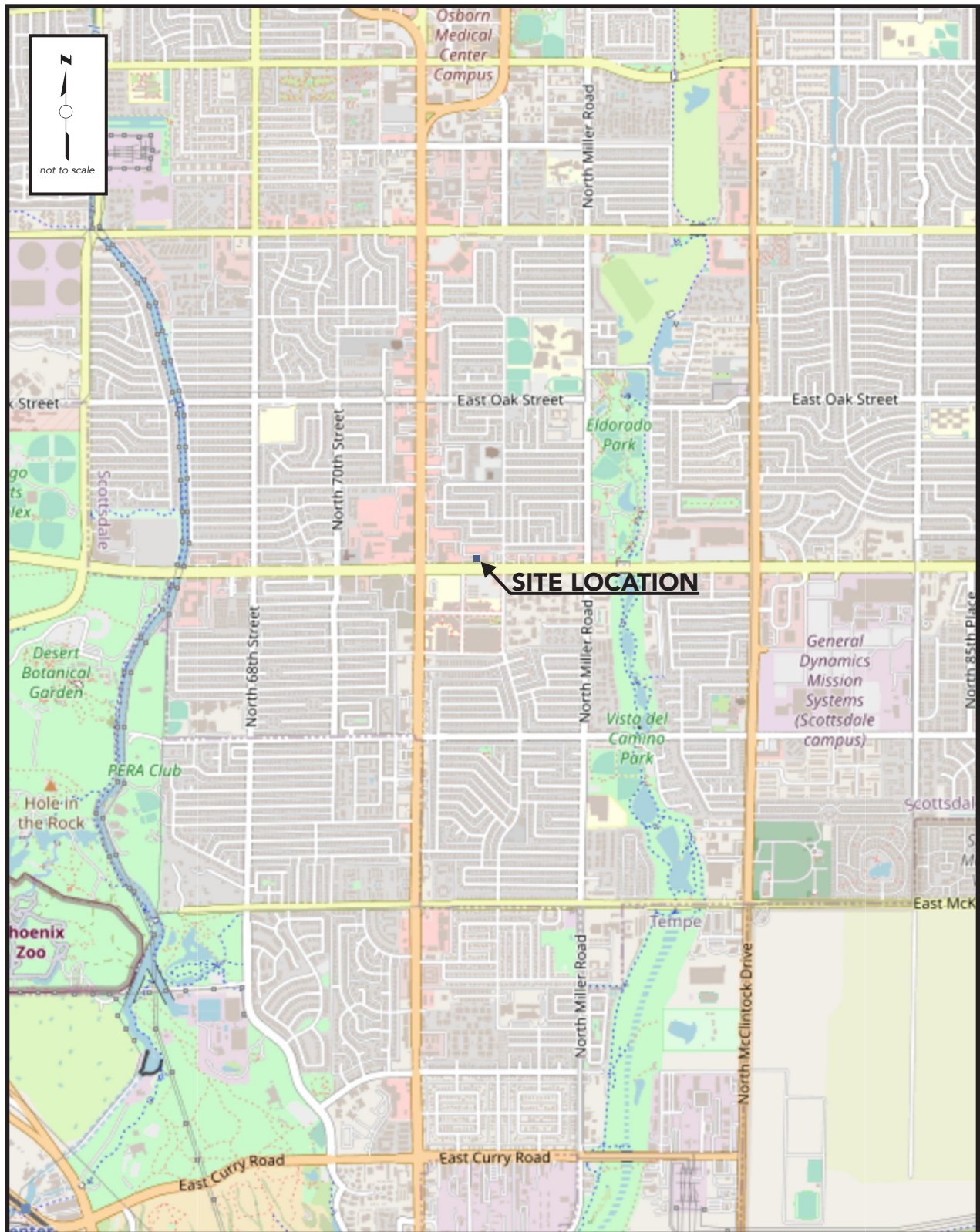
IV. CONCLUSIONS

This Category 1 Transportation Impact & Mitigation Analysis accompanies the conditional use permit application for the subject site located on the north side of McDowell Road west of 74th Street in Scottsdale, Arizona. The planned use of the subject site is Pickle and Pour, a pickleball club. The existing site is planned to be demolished and reconstructed to the pickleball club. No changes to the existing site access driveway are planned.

Trip generation estimates for the planned pickleball club under the existing zoning designation C-3 plus the conditional use permit were compared to the estimated trip generation for the current user of the subject site (Automobile Sales for Used Vehicles) under the C-3 zoning. The planned pickleball club with 12 courts is estimated to generate 249 more daily trips, 39 more AM peak hour trips, and 34 more PM peak hour trips than the current user of the subject site.

This Category 1 TIMA is based on a variety of assumptions related to the existing and planned land use of the subject site. If an alternate land use is ultimately proposed, the trip generation evaluations may not remain valid.

Appendix A



ArcGIS 2023

Figure 1: Vicinity Map



Permission for commercial use granted by Google Earth

Figure 2: Aerial View

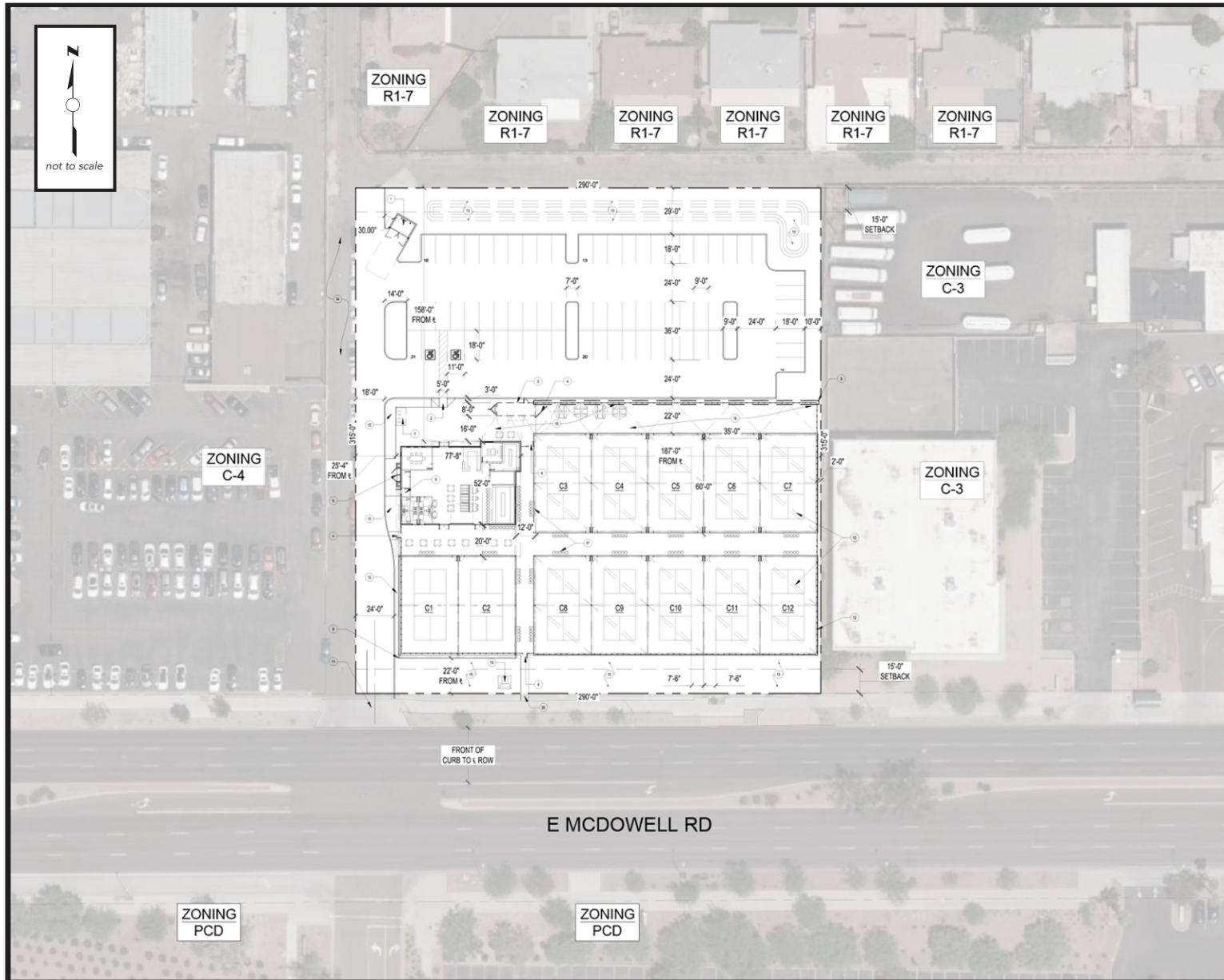


Figure 3: Site Plan

