



Traffic Impact Statement
The Clayton

2nd Submittal

Northwest Corner of Civic Center
Plaza and Earll Drive

Scottsdale, AZ

For Submittal to:
City of Scottsdale

August 2024

1130 N Alma School Road, Suite 120
Mesa, AZ 85201
o: 480.503.2250



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For Submittal to:
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August 2024

Prepared by:

EPS Group, Inc.
1130 North Alma School Road, Suite 120
Mesa, AZ 85201

EPS Project #: 24-0165



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INTRODUCTION

The City of Scottsdale has requested a traffic impact statement during the development review process to assess the impacts of the proposed project on the adjacent roadway network. The changes to the existing site as a result of the proposed project is anticipated to generate less than 100 peak hour trips. Therefore, a traffic impact analysis is not required. EPS Group has been retained to prepare the traffic impact statement.

A new mixed-use development, named The Clayton, is proposed on the northwest corner of Civic Center Plaza/74th Street and Earll Drive in Scottsdale, Arizona. It will replace an existing office development. 'The Clayton' mixed-use development is proposed with 89 multi-family dwelling units and 6,300 SF of office building area. An improved driveway is proposed on Earll Drive at the same location as the existing west driveway. The existing east driveway on Earll Drive will be removed. A second site driveway is proposed on Civic Center Plaza/74th Street towards the north end of the site. The existing two driveways on Civic Center Plaza will be removed.

Figure 1 provides a location map, and **Figure 2** depicts the site plan. **Appendix A** includes a copy of the detailed site plan.

SCOPE OF STUDY

The objectives of the study are the following:

- ❖ Document and evaluate existing traffic conditions.
- ❖ Estimate new traffic generated by the proposed development.
- ❖ Compare traffic generated by existing site to proposed development.
- ❖ Assign site trips to adjacent intersections.
- ❖ Make recommendations, if needed.

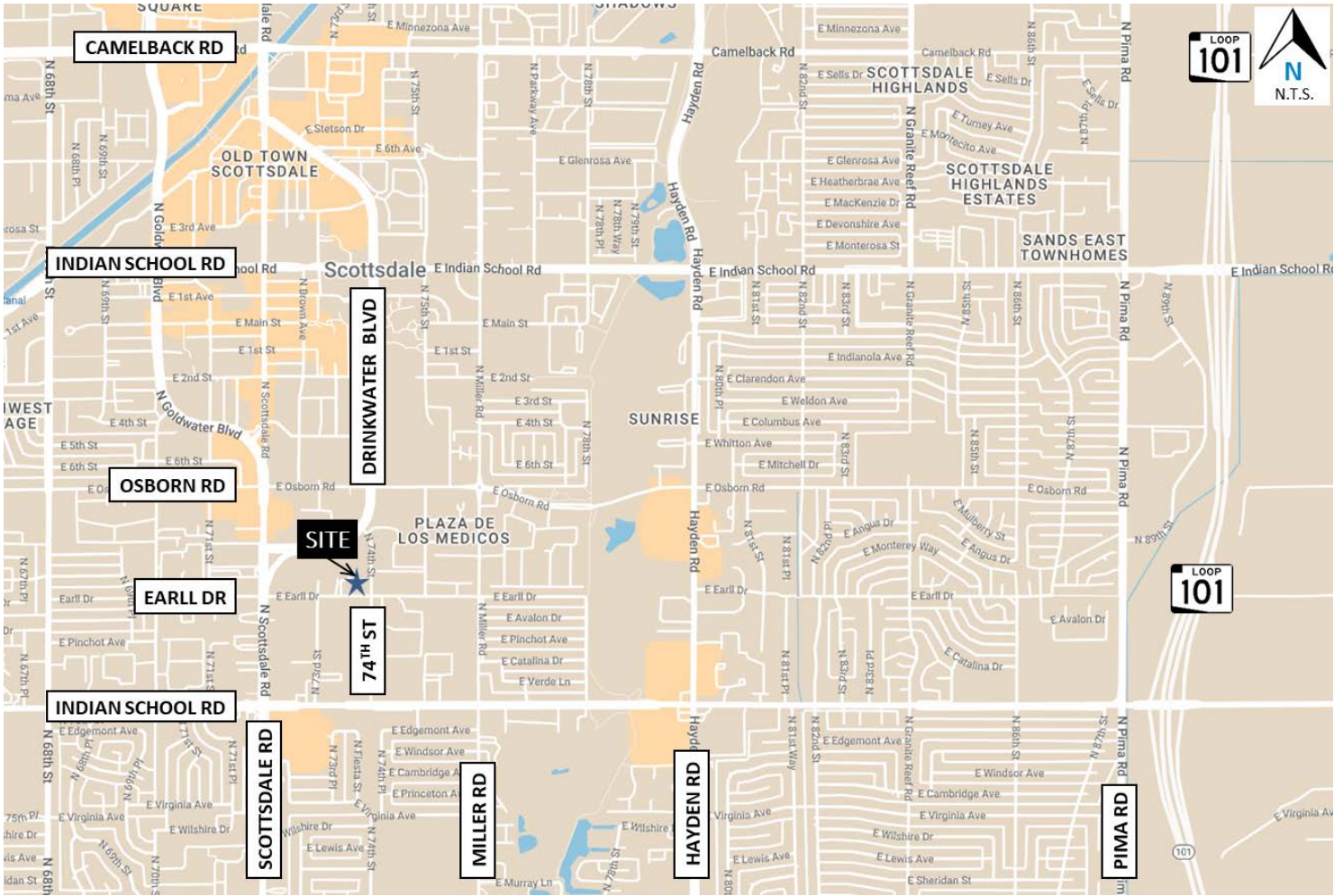
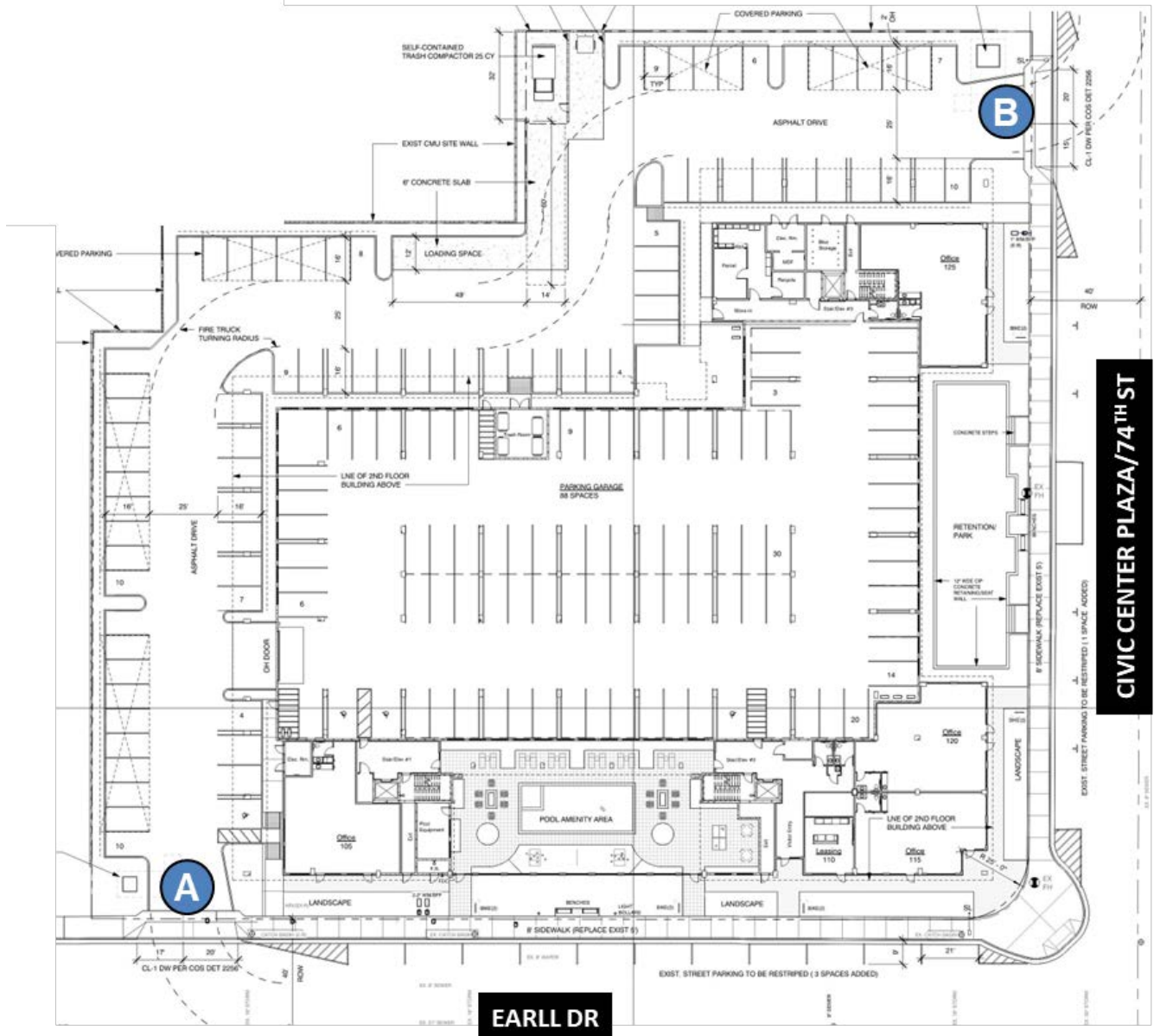


Figure 1: Location Map



EARLL DR

CIVIC CENTER PLAZA/74TH ST

Figure 2: Site Plan

EXISTING CONDITIONS

SURROUNDING LAND USE

The surrounding area within downtown Scottsdale consists of dense urban mixed-use development with several residential, commercial, office, and restaurant uses within a short distance. The proposed site is currently occupied by an existing office development.

DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM

The existing conditions is depicted in **Figure 3**. Access for the proposed development will be provided on Earll Drive and Civic Center Plaza/74th Street.

ROADWAYS

Earll Drive is an east-west local roadway with one lane in each direction and on-street parking. The posted speed limit is 25 miles per hour (mph).

Civic Cener Plaza/74th Street is a north-south local roadway with one lane in each direction and on-street parking. The posted speed limit is 30 mph.

STUDY INTERSECTIONS

The adjacent Civic Center Plaza/74th Street and Earll Drive intersection is controlled by an all-way stop. All approaches consist of a dedicated left-turn lane a shared through/right-turn lane.

PEDESTRIAN AND BICYCLE FACILITIES

There are sidewalks adjacent to the site and on both sides of Civic Center Plaza and Earll Drive. There are marked crosswalks on each approach of the Civic Center Plaza//Earll Drive intersection. Bike lanes are provided adjacent to the on-street parking on both Earll Drive and Civic Center Plaza.

TRANSIT FACILITIES

There are bus routes on both Scottsdale Road and Miller Road.

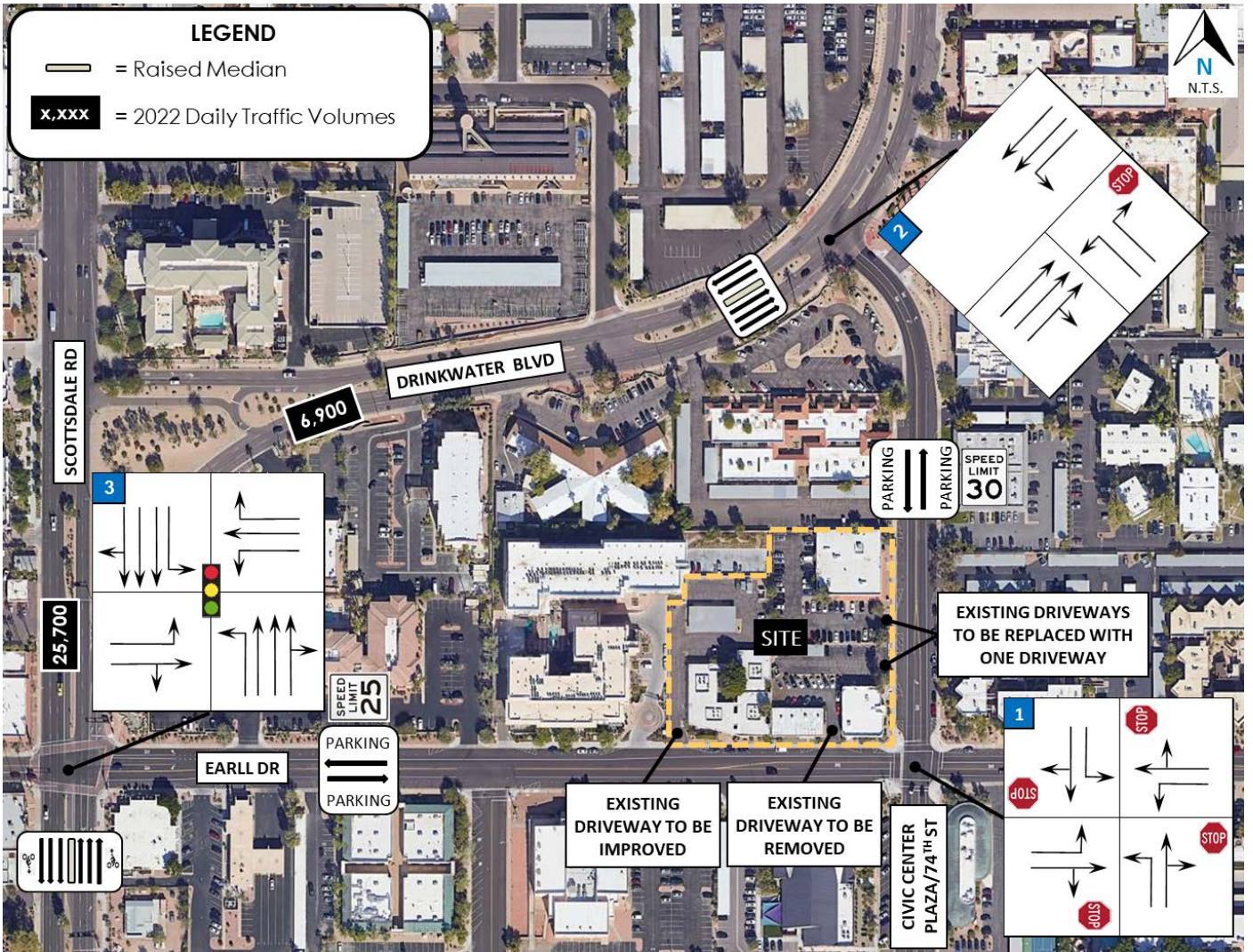


Figure 3: Existing Conditions

PROPOSED DEVELOPMENT

SITE LOCATION, LAND USE, AND ACCESS

A new mixed-use development, named The Clayton, is proposed on the northwest corner of Civic Center Plaza/74th Street and Earll Drive in Scottsdale, Arizona. It will replace an existing office development. ‘The Clayton’ mixed-use development is proposed with 89 multi-family dwelling units and 6,300 SF of office building area. An improved driveway is proposed on Earll Drive at the same location as the existing west driveway. The existing east driveway on Earll Drive will be removed. A second site driveway is proposed on Civic Center Plaza/74th Street towards the north end of the site. The two existing driveways on Civic Center Plaza will be removed.

The site plan was previously depicted in **Figure 2**.

TRIP GENERATION

The estimated trip generation for the proposed development was determined through the procedures and data contained within the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, published in September 2021. This document provides traffic volume data from existing developments throughout North America that can be utilized to estimate vehicle trips that might be generated from developments. The traffic data are provided for 179 different categories, or Land Use Codes (LUC). The estimated traffic volume is dependent upon independent variables defined by the characteristics and size of each LUC. It should be noted that all data plots and statistics presented in the manual are based on data collected prior to the COVID-19 pandemic. Trip generation was conducted as detailed below.

There is considerable data for the proposed land uses provided by ITE. The following codes provide the most appropriate data for use in the trip generation analysis:

- ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)
- ITE Land Use Code 710 – General Office building

Table 1 summarizes the trip generation for the proposed development, and **Appendix B** provides the generated trip tables.

Table 1: Trip Generation – Proposed Development

DESCRIPTION OF LAND USE				VEHICLE GENERATED TRIPS					
				Daily	AM Peak Hour			PM Peak Hour	
Land Use	ITE LUC	SIZE	Total	Enter	Exit	Total	Enter	Exit	Total
Multi-family Housing (Mid-Rise)	221	89 DU	378	6	22	28	21	14	35
General Office Building	710	6,300 SF	105	14	2	16	3	14	17
TOTAL TRIPS			483	20	24	44	24	28	52

Full build-out of the proposed ‘The Clayton’ development is anticipated to generate 483 weekday daily trips (entering/exiting) with 44 trips (entering/exiting) during the AM peak hour and 52 trips (entering/exiting) during PM Peak Hour.

TRIP GENERATION COMPARISON

The existing site consists of 3,445 square feet of auto sales and 25,717 square feet of medical office. The existing land use, summarized in **Table 2**, was provided by the developer and the building size is based on a recent survey. Trip generation for the existing site was determined utilizing the same methodology previously described. **Table 3** summarizes the trip generation for the existing site, and **Appendix C** provides the generated trip tables.

Table 2: Existing Site Land Use

Parcel	Building 1	Building 2	Total	Land Use
130-21-002A	3,440 SF	-	3,440 SF	Auto Sales
130-21-002B	4,635 SF	-	4,635 SF	Medical Office
130-21-001X	10,032 SF	-	10,032 SF	Medical Office
130-21-007	6,187 SF	4,863 SF	11,050	Medical Office

Table 3: Trip Generation – Existing Site Land Use

DESCRIPTION OF LAND USE				VEHICLE GENERATED TRIPS						
				Daily	AM Peak Hour			PM Peak Hour		
Land Use	ITE LUC	SIZE		Total	Enter	Exit	Total	Enter	Exit	Total
Auto Sales	840	3,445 SF		96	4	2	6	3	5	8
Medical Office	720	25,717 SF		997	56	15	71	30	71	101
TOTAL TRIPS				1,093	60	17	77	33	76	109

Table 4 provides a comparison of the existing site trip generation to the proposed mixed-use development during the day and peak hours of traffic during a typical weekday.

Table 4: Trip Generation Comparison

SCENARIO	VEHICLE GENERATED TRIPS						
	Daily	AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total
Existing Site	1,093	60	17	77	33	76	109
Proposed 'The Clayton' Development	483	20	24	44	24	28	52
<i>Difference</i>	<i>-610</i>	<i>-40</i>	<i>7</i>	<i>-33</i>	<i>-9</i>	<i>-48</i>	<i>-57</i>

As summarized in **Table 4**, the proposed mixed-use development is anticipated to generate 610 less daily trips (entering/exiting), 33 less AM peak hour trips (entering/exiting) and 57 less PM peak hour trips (entering/exiting) than the existing development.

TRIP DISTRIBUTION AND ASSIGNMENT

The generated trips for the proposed development have been distributed and assigned to the surrounding street system to estimate future traffic from the development. Utilizing the trip generation and distribution, site trips from the proposed development were assigned to the study intersections and are depicted in **Figure 4**.

TRANSPORTATION IMPROVEMENTS

AUXILIARY LANES

When warranted, turn lanes permit separation of conflicting traffic movements and removes the slower turning traffic from the through traffic, thus improving capacity and reducing rear-end crashes. Determining the need for turn lanes is a key element of traffic impact studies.

Earll Drive and Civic Center Plaza are both local streets with posted speed limits of 25 mph and 30 mph respectively. Due to the projected minimal turn volumes and local street environment, dedicated turn lanes at the site driveways are not recommended.

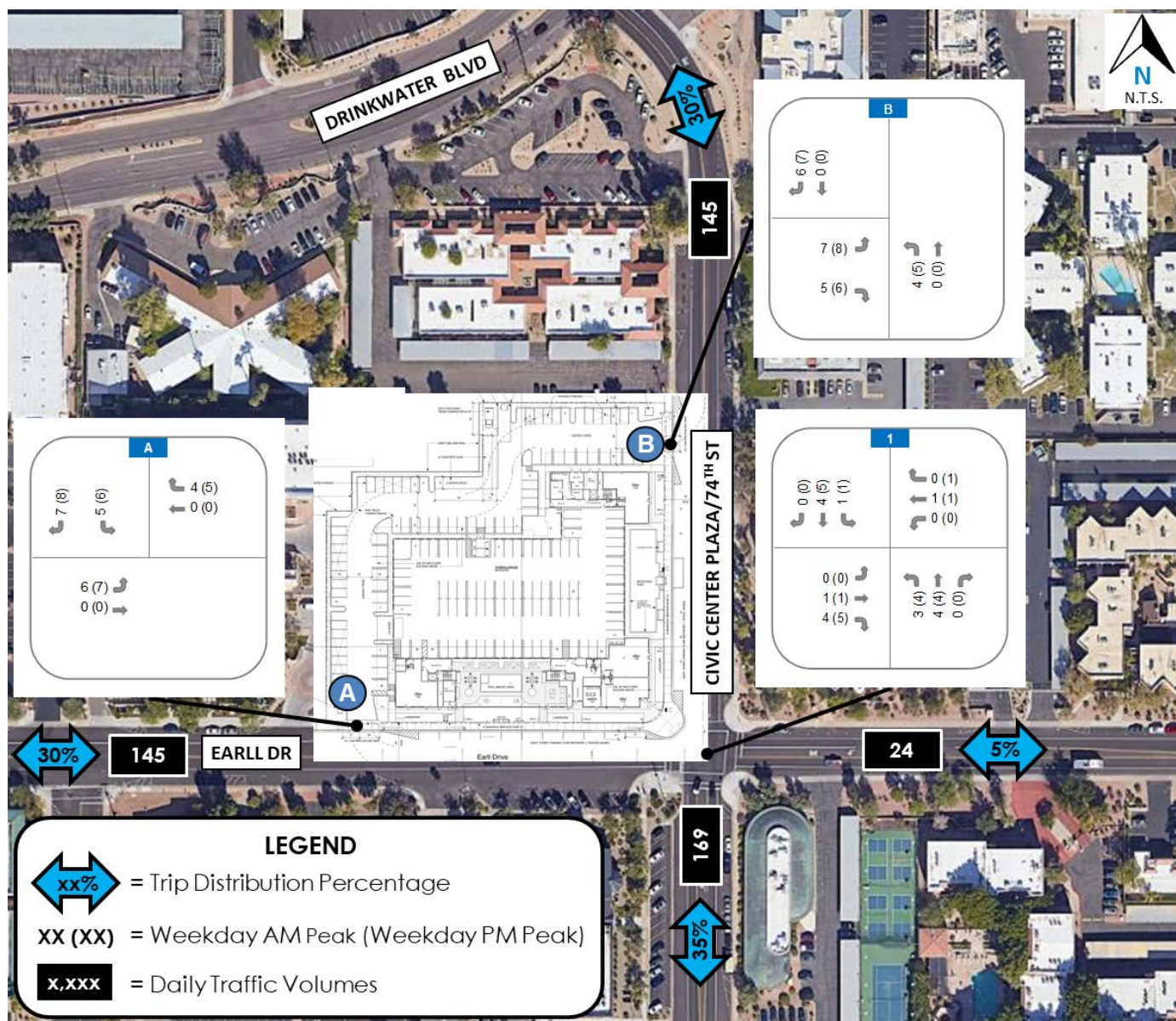


Figure 4: Site Generated Weekday Traffic Volumes

PRINCIPAL FINDINGS AND RECOMMENDATIONS

- ❖ Full build-out of the proposed 'The Clayton' development is anticipated to generate 483 weekday daily trips (entering/exiting) with 44 trips (entering/exiting) during the AM peak hour and 52 trips (entering/exiting) during PM Peak Hour.
- ❖ The proposed mixed-use development is anticipated to generate 610 less daily trips (entering/exiting), 33 less AM peak hour trips (entering/exiting) and 57 less PM peak hour trips (entering/exiting) than the existing development. The proposed development will generate less trips than the existing land use, and is therefore not expected to have a significant impact on the current operation of the adjacent street system.
- ❖ An improved driveway is proposed on Earll Drive at the same location as the existing west driveway. The existing east driveway on Earll Drive will be removed. A second site driveway is proposed on Civic Center Plaza/74th Street towards the north end of the site. The two existing driveways on Civic Center Plaza will be removed.
- ❖ Earll Drive and Civic Center Plaza are both local streets with posted speed limits of 25 mph and 30 mph respectively. Due to the projected minimal turn volumes and local street environment, dedicated turn lanes at the site driveways are not recommend.

APPENDICES

APPENDIX A: Site Plan

GENERAL SITEPLAN NOTES - CITY OF SCOTTSDALE

- SIGHT DISTANCE TRIANGLES SHALL BE SHOWN ON FINAL PLANS FOR DRIVEWAYS FROM COMMERCIAL SITES AND ANY INTERSECTIONS. AREA WITHIN THE SAFETY TRIANGLE IS TO BE CLEAR OF LANDSCAPING, SIGNS, OR OTHER VISIBILITY OBSTRUCTIONS WITH A HEIGHT GREATER THAN 1.5 FEET. TREES WITHIN THE SAFETY SHALL BE SINGLE TRUNK AND HAVE A CANOPY THAT BEGINS AT 9'-0" IN HEIGHT UPON INSTALLATION. ALL HEIGHTS ARE MEASURED FROM NEAREST STREET LINE ELEVATION.
- TEMPORARY/SECURITY FENCING THAT IS REQUIRED OR IS OPTIONALLY PROVIDED SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE AND THE DESIGN STANDARDS AND POLICIES MANUAL.
- THE TEMPORARY/SECURITY FENCE LOCATION SHALL NOT BE MODIFIED OR THE TEMPORARY/SECURITY FENCE SHALL NOT BE REMOVED WITHOUT THE APPROVAL OF THE PLANNING AND DEVELOPMENT SERVICES' DIVISION.
- ALL RIGHT-OF-WAYS ADJACENT TO THIS PROPERTY SHALL BE LANDSCAPED AND MAINTAINED BY THE PROPERTY OWNER.
- ALL SIGNS REQUIRE SEPARATE PERMITS AND APPROVALS.
- A MASTER SIGN PROGRAM SHALL BE SUBJECT TO THE APPROVAL OF THE DEVELOPMENT REVIEW BOARD PRIOR TO THE ISSUANCE OF A SIGN PERMIT FOR MULTI-TENANT BUILDINGS.
- NO EXTERIOR VENDING OR DISPLAY SHALL BE ALLOWED.
- FLAGPOLES, IF PROVIDED, SHALL BE ONE PIECE CONICAL TAPERED.
- NO EXTERIOR PUBLIC ADDRESS OR SPEAKER SYSTEM SHALL BE ALLOWED.
- PATIO UMBRELLAS, IF PROVIDED, SHALL BE SOLID COLORS AND SHALL NOT HAVE ANY ADVERTISING IN THE FORM OF SIGNAGE OR LOGOS.
- ALL EXTERIOR MECHANICAL, UTILITY, AND COMMUNICATION EQUIPMENT SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST UNIT BY PARAPET OR SCREEN WALL THAT MATCHES THE ARCHITECTURAL COLOR AND ARCHITECTURAL FINISH OF THE BUILDING. GROUND MOUNTED MECHANICAL, UTILITY, AND COMMUNICATION EQUIPMENT SHALL BE SCREENED BY A SCREEN WALL THAT MATCHES THE ARCHITECTURAL COLOR AND ARCHITECTURAL FINISH OF THE BUILDING, WHICH IS A MINIMUM OF 1'-0" HIGHER THAN THE HIGHEST OF THE TALLEST UNIT.
- ALL EQUIPMENT, UTILITIES, OR OTHER APPURTENANCES ATTACHED TO THE BUILDING SHALL BE AN INTEGRAL PART OF THE BUILDING DESIGN INTERMS OF FORM, COLOR, AND TEXTURE.
- NO EXTERIOR VISIBLE LADDERS SHALL BE ALLOWED.
- ALL POLE-MOUNTED LIGHTING SHALL BE A MAXIMUM OF 20'-0" IN HEIGHT.
- NO CHAIN LINK FENCING SHALL BE ALLOWED.
- NO TURF AREAS SHALL BE PROVIDED.

GENERAL NOTES - SCOTTSDALE REVISED CODE

- IN ACCORDANCE WITH SEC. 47-80
ALL EXISTING OVERHEAD ELECTRIC AND COMMUNICATIONS LINES WITHIN PROJECT BOUNDARY AND IN THE RIGHT-OF-WAY ALONG PROJECT BOUNDARY SHALL BE REMOVED AND INSTALLED UNDERGROUND, EXCEPT ELECTRIC LINES EQUAL TO OR GREATER THAN 12.5KVA CAPACITY.
ALL NEW/PROPOSED ELECTRIC AND COMMUNICATIONS LINES WITHIN PROJECT BOUNDARY AND IN THE RIGHT-OF-WAY ALONG PROJECT BOUNDARY SHALL BE INSTALLED UNDERGROUND.

PROJECT TEAM

DEVELOPER		ARCHITECT		CIVIL		LANDSCAPE ARCHITECT	
Company	CLAYTON COMPANIES	Company	K&I HOMES, LLC	Company	CIVIL DESIGN SOLUTIONS, LLC	Company	WERK Urban Design
Address	7340 E. MAIN ST. #200 SCOTTSDALE, AZ 85251	Address	6521 N 4th St PHOENIX, AZ 85012	Address	15925 W GLENROSA AVE. GOODYEAR, AZ 85395	Address	7520 E 2ND ST #1004 SCOTTSDALE, AZ 85251
Phone Number	480-941-2260	Phone Number	602-505-2525	Phone Number	602-214-4854	Phone Number	520-249-7234
Contact	MAX FRENKEL	Contact	KRISTJAN SIGURDSSON	Contact	BRIAN BERNARD	Contact	JESSE WESTAD
Email	max@claytoncompanies.com	Email	KristjanS@KandHomes.com	Email	bbernard@cdsl-az.net	Email	jesse@werkurbandesign.com

PROJECT INFO

PROJECT NAME: The CLAYTON On EarlII

SITE ADDRESS: 7340 E. EARLL DRIVE (PROPOSED)

LEGAL DESCRIPTION: SEE ALTA SURVEY

PROPOSED USE / SCOPE: MIXED-USE REDEVELOPMENT PROJECT, INCLUDING:
- GROUND FLOOR PODIUM PARKING, WITH COMMERCIAL OFFICES FRONTING STREETS
- 3 STORY APARTMENT BUILDING ABOVE WITH 89 UNITS

PARCEL #S: 130-21-001X, 130-24-002B, 130-21-002A, 130-21-007, 130-21-003A TO BE COMBINED

PARCEL SIZE	NET SITE AREA +/-	GROSS SITE AREA +/-
TOTAL	99,324 SF = 2.28 ACRES	127,664 SF = 2.93 ACRES

CURRENT ZONING: C-3 DO
PROPOSED ZONING: D/DMU-2 DO

DWELLING UNIT DENSITY: 89 DU/2.93 AC = 30.4 50 DU/AC MAX. ALLOWED

BUILDING HEIGHT: 4 STORIES / 56' 66' MAX. ALLOWED

LOT COVERAGE (NET SITE AREA): 57,576 SF / 99,324 SF = 58%

BUILDING OCCUPANCY, FLOOR AREA AND CONSTRUCTION TYPE:

FLOOR	OCCUPANCY	DESCRIPTION	GROSS FLOOR AREA	IBC AREA	TYPE
1ST FLOOR	R / S-2 / R-2	MIXED-USE	42,750 SF	SF	I-A
2ND FLOOR	R-2 / B / A-3	APARTMENTS	41,020 SF	SF	V-A
3RD FLOOR	R-2	APARTMENTS	41,020 SF	SF	V-A
4TH FLOOR	R-2	APARTMENTS	33,965 SF	SF	V-A
TOTAL			158,755 SF	SF	

FLOOR AREA RATIO: 158,755 / 99,324 = 1.60
GFA: 6,557 / 127,664 = 0.05 1.3 MAX. ALLOWED

FIRE SPRINKLERS: YES NFPA 13

UNIT MIX:	TYPE	QTY	RATIO	AVE. SIZE (NET LIVABLE)
1 BEDROOM		48	54 %	907 SF
2 BEDROOM		41	46 %	1,299 SF
TOTAL		89		

TYPE OF UNITS: APARTMENTS
TYPE 'A' UNITS REQUIRED PER IBC SEC. 1108.6.2.2.1 = 2 UNITS
ALL OTHER UNITS ARE TYPE 'B' UNITS

OPEN SPACE PROVIDED: NONE

OPEN SPACE PROVIDED:	FRONT OPEN SPACE	COMMON OPEN SPACE	TOTAL OPEN SPACE
	12,220 SF	6,490 SF	18,710 SF

PRIVATE OPEN SPACE PROVIDED: 6' DEEP AND 60 SF MINIMUM EA. UNIT
7' DEEP AND 84 SF MINIMUM EA. UNIT

PARKING LOT LANDSCAPING:
REQUIRED: 15% OF PARKING LOT AREA = 22,127 SF x .15 = 3,319 SF
PROVIDED: 3,375 SF = 15.3%

PARKING REQUIRED AND PROVIDED:

Parking Required	Quantity	VEHICLES	Ratio	Required	Ratio	BICYCLE	Required
RESIDENTIAL							
Units	48	1 Bed	1.3 SP/Unit	62.4	1/10 PS		6.2
Guest	41	2 Bed	1.7 SP/Unit	69.7	1/10 PS		7.0
Total	89	1/6 Units	14.8	147	1/10 PS		14.7
COMMERCIAL							
Office	6,300	GSF	1/300 SF	21.0	1/10 PS		2.1
Total				21			2.1
Total Required				168			16.8

Accessible Spaces required: 4% of total Commercial spaces provided 1
2% of total Residential spaces provided 3

Parking Provided	VEHICLES	Accessible	Total	BICYCLE
Residential				
Garage	85	3	88	
Covered	31	0	31	
Surface	28	0	28	2
Bike Rm			147	36
Commercial				
Surface	20	1	21	8
Total Parking Provided	164	4	168	0

EV Installed Spaces Required/Provided 4% of total spaces required 10
EV Capable Spaces Required/Provided 20% of residential spaces required 29
10% of commercial spaces required 2

K & I HOMES, LLC
6524 N 4TH STREET
PHOENIX, AZ 85012
PH: 602-505-2525



The CLAYTON
On EarlII
Scottsdale, AZ

Revisions

#	Description	Date

OWNERSHIP OF DOCUMENTS
DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY WERE PREPARED IS EXECUTED OR NOT. THEY ARE NOT TO BE USED ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO K & I HOMES, LLC.

JOB NUMBER: 2303
ISSUE DATE: 07/23/24

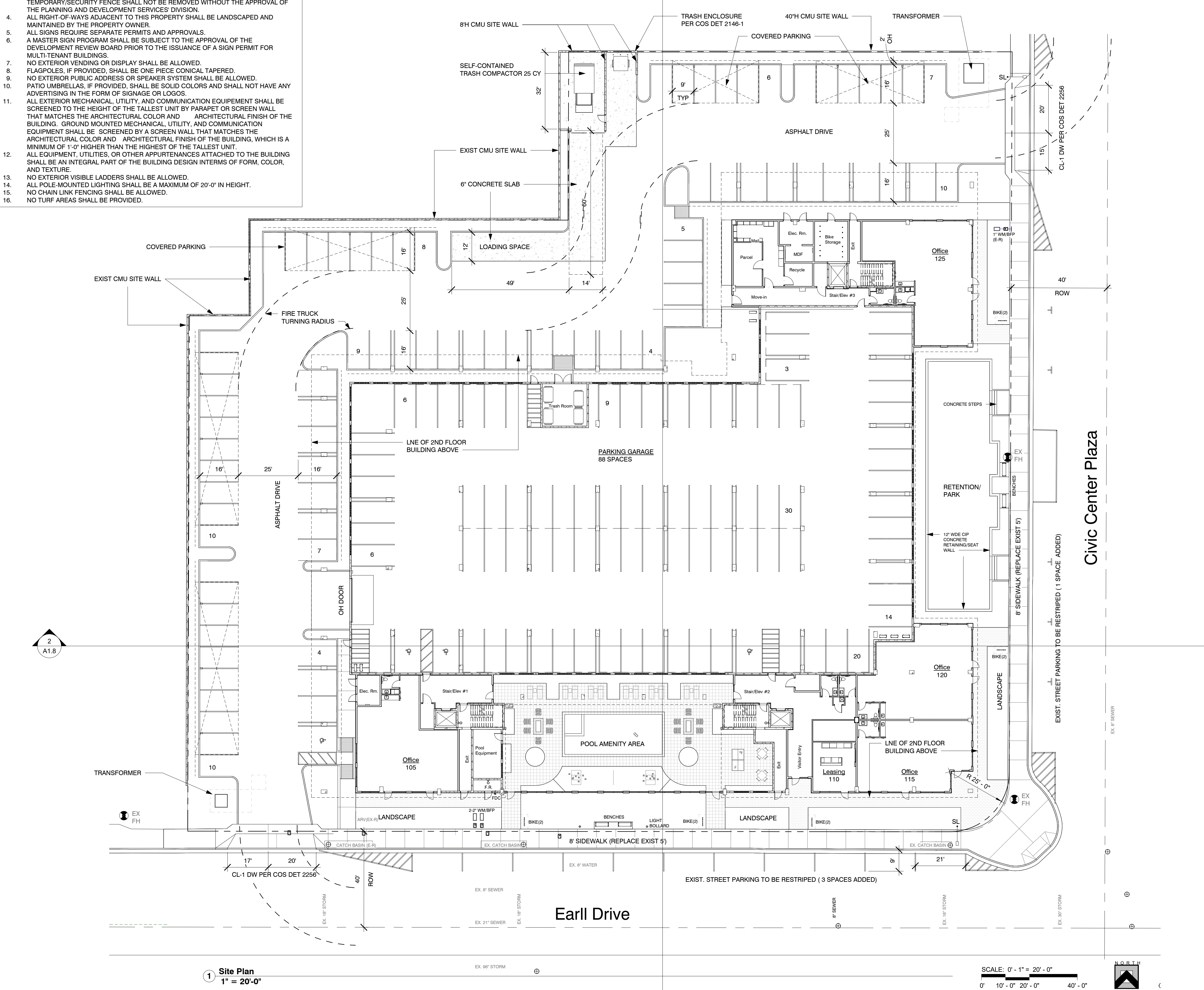


SHEET TITLE: Site Plan

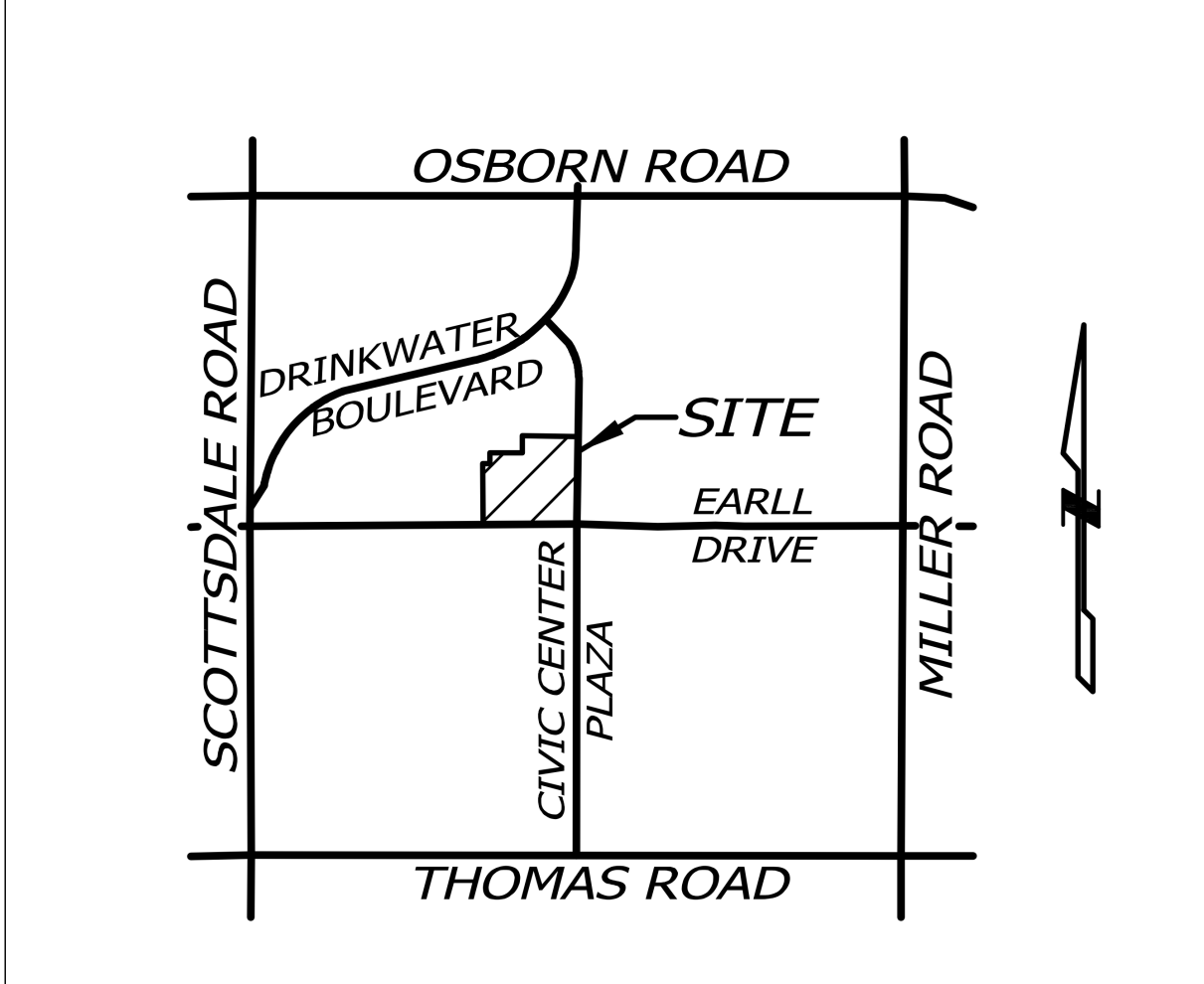
SHEET NUMBER:

A1.1

Re-Zone



VICINITY MAP



1 Site Plan
1" = 20'-0"

SCALE: 0" = 1" = 20'-0"
0' 10' 0" 20' 0" 40' 0"



APPENDIX B: Trip Generation – Proposed Development

The Clayton - Scottsdale, AZ (24-0165)
 August 5, 2024

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS									Data Points	AVERAGE RATE or EQUATION						DIRECTIONAL DISTRIBUTION						
Parcel	Land Use	ITE Land Use Code (LUC)	SIZE		Daily			AM Peak Hour			PM Peak Hour				Daily	AM Peak Hour		PM Peak Hour		Daily		AM Peak Hour		PM Peak Hour			
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit			Total	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	
		221	Multi-family Housing (Mid-Rise)	89	DU	189	189	378	6	22	28	21	14	35		$T = 4.77(X) - 46.46$	93%	$T = 0.44(X) - 11.61$	91%	$T = 0.39(X) + 0.34$	91%	50%	50%	23%	77%	61%	39%
		710	General Office Building	6,300	SF	53	52	105	14	2	16	3	14	17		$\ln(T) = 0.87 \ln(X) + 3.05$	78%	$\ln(T) = 0.86 \ln(X) + 1.16$	78%	$\ln(T) = 0.83 \ln(X) + 1.29$	78%	50%	50%	88%	12%	17%	83%
TOTAL					242	241	483	20	24	44	24	28	52														
Alternate Mode Reduction					0%																						
Internal Trips (Commercial)					0%																						
Total Pass-by Trips																											
"New" Trips Added to Street System					242	241	483	20	24	44	24	28	52														

Source: ITE Trip Generation Manual 11th Edition

APPENDIX C: Trip Generation – Existing Site

The Clayton - Scottsdale, AZ (24-0165)
 August 5, 2024

DESCRIPTION OF LAND USE				VEHICLE GENERATED TRIPS									Data Points	AVERAGE RATE or EQUATION			DIRECTIONAL DISTRIBUTION					
				Daily			AM Peak Hour			PM Peak Hour				Daily	AM Peak Hour	PM Peak Hour	Daily		AM Peak Hour		PM Peak Hour	
Parcel	Land Use	ITE Land Use Code (LUC)	SIZE	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total				Enter	Exit	Enter	Exit	Enter	Exit	
		840 Auto Sales	3,445 SF	48	48	96	4	2	6	3	5	8		27.84	1.86	2.42	50%	50%	73%	27%	40%	60%
		720 Medical Office	25,717 SF	499	498	997	56	15	71	30	71	101		$T = 4.77(X) - 46.46$ 93%	$\ln(T) = 0.90 \ln(X) + 1.34$ 80%	$T = 4.07(X) - 3.17$ 77%	50%	50%	79%	21%	30%	70%
Total				547	546	1,093	60	17	77	33	76	109										
Alternate Mode Reduction				0%																		
Internal Trips (Commercial)				0%																		
Total Pass-by Trips																						
"New" Trips Added to Street System				547	546	1,093	60	17	77	33	76	109										

Source: ITE Trip Generation Manual 11th Edition

EXISTING SITE

PARCEL	BLDG 1	BLDG 2	TOTAL	LAND USE
130-21-002A	3,440		3,445	Auto Sales
130-21-002B	4,635		4,635	Medical Office
130-21-003A	0		0	
130-21-001X	10,032		10,032	Medical Office
130-21-007	6,187	4,863	11,050	Medical Office
			29,162	

APPENDIX D: Review Comments

1st Review Comments

Project: The Clayton TIS



Prepared by: EPS Group

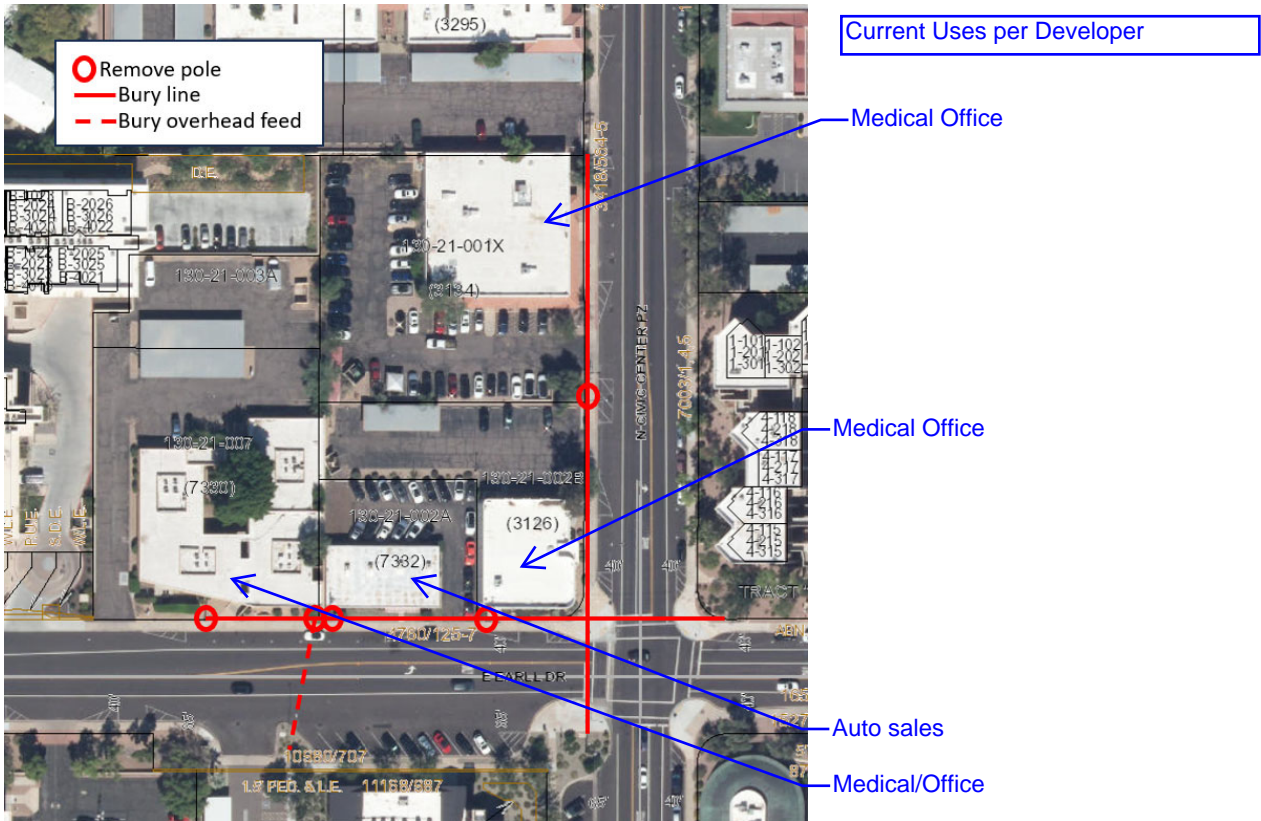
Date of Report: 4/9/2024

Reviewer: City of Scottsdale

Date of Review:

#	Reviewer:	Review Comment:	EPS Group Response:
1	City of Scottsdale	Please provide excerpts of where you obtained the existing site land uses. Verify the land use type and quantities for each building. It appears one of buildings is currently retail automobile sales.	The original assumptions were obtained from the assessor's site. The developer has provided the existing land uses for the 2nd submittal, and the building sizes are from a recent survey.
2	City of Scottsdale	Table 1 LUC Multi-family Housing (Mid-Rise) is 221	Typo corrected.
3	City of Scottsdale	Provide current adjacent street volume data.	Traffic counts were not conducted for the traffic statement. The City of Scottsdale's traffic count map does not provide daily counts for the adjacent streets.

site and within utility easements as part of a redevelopment project. This is also a requirement of the Scottsdale Revised Code (Section 47-80) for utility lines in the right-of-way (including alleys). A stipulation to bury overhead utility lines with new sidewalks along Civic Center Plaza and Earll Drive will be required as this progresses forward. Please ensure the full extent of that undergrounding is contemplated and confirmed with updates to the Site Plan and other documents for the resubmittal. Please see the exhibit below:



Transportation:

20. The site plan indicates a ride share space striped within the E. Earll Dr. right-of-way, please remove this designation, as public on-street parking areas cannot be dedicated only to Rideshare parking.

Traffic Impact & Mitigation Analysis (TIMA):

21. Please revise the Traffic Impact Statement to address the following:

- a. Please provide excerpts of where you obtained the existing site land uses. Verify the land use type and quantities for each building. It appears one of the buildings is currently retail automobile sales.
- b. Table 1 LUC Multi-family Housing (Mid-rise) is 221.
- c. Provide current adjacent street volume data.

Civil Engineering:

22. In accordance with SRC Ch. 48-3 & 48-4, please identify the proposed parcel boundaries and that a 25-foot radius Right-of-Way corner currently exists or will be provided at the intersection of E. Earll Drive and N. Civic Center Plaza. At the time of Construction Document submittal, platting will be required for new parcel creation prior to permit issuance, including the submittal of a Title Report dated with 30 days of that submittal. Easement dedications, via plat or MOD, will be required for

NOTES

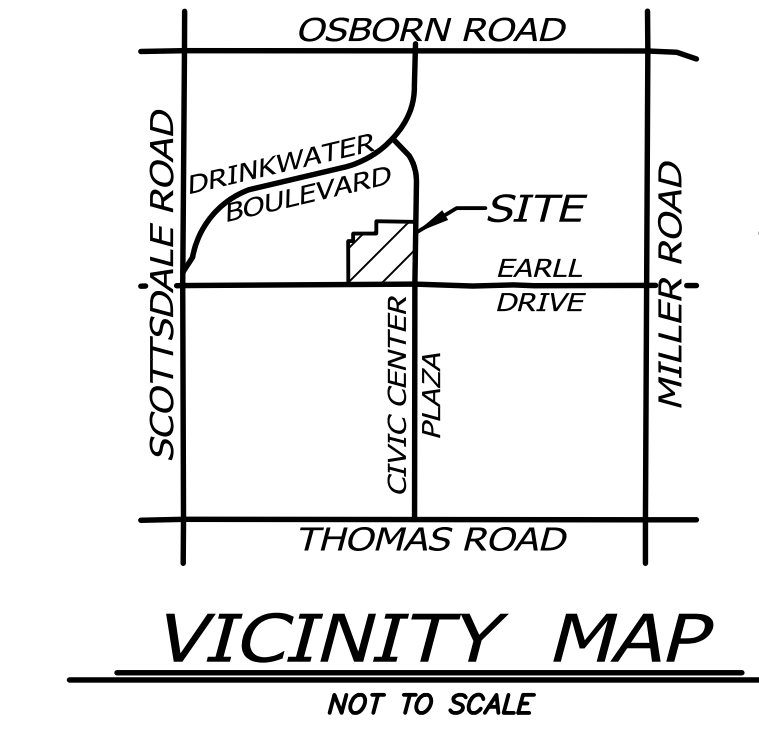
- 1) The basis of bearing is the monument line of Scottsdale Road, also being the West line of the Southwest quarter of Section 26, using a bearing of North 00 degrees 09 minutes 20 seconds East, per the "MARICOPA COUNTY GEODETIC DENSIFICATION AND CADASTRAL SURVEY", recorded in Book 743, Page 10, records of Maricopa County, Arizona.
2) The Benchmark used for this survey is the Maricopa County Department of Transportation Unique Point ID 3900, being a 3" City of Scottsdale Brass Cap in Handhole with no stamping, located at the intersection of Scottsdale Road and Thomas Road, marking the Southwest corner of Section 26, having an elevation of 1237.43', NAVD88.
3) All title information and the description shown is based on a Report of Title issued by Pioneer Title Agency, Our Number 76702131, dated September 2, 2022 and that all easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site or otherwise known to me have been plotted hereon or otherwise noted as to their effect on the subject property.
4) The number of striped parking spaces on the subject property are as follows: Regular: 123, Handicapped: 2, Total: 132.
5) The building lines and dimensions shown depict the exterior building footprint at ground level based on field measurements. This information is intended to depict the general configuration of the building at ground level and may or may not be the exact dimensions of the building foundation.
6) According to FEMA Flood Insurance Rate Map, Map Number 04013C2235M, dated September 18, 2020, the subject property is located in Zone X. Zone X is defined as "Area of minimal flood hazard."
7) The underground utilities shown are based on information obtained from plans and markings, combined with observed evidence. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted.
8) The grid elevations and contours shown on this survey are based on aerial topography provided by Bugzeye Drone Mapping & Photography, LLC. All other elevations shown are based on field measurements.
9) There was no observable evidence of cemeteries, gravesites, or burial grounds on the subject property as disclosed by record documents provided to the surveyor, or observed in the process of conducting the survey.
10) The subject property has direct physical access to Earl Drive and Civic Center Plaza, being improved and open public rights-of-way.
11) The descriptions provided mathematically close and contain no gaps, gores or overlaps between the parcels described.
12) Use of the information contained in this instrument for other than the specific purpose for which it was intended is forbidden unless expressly permitted in writing in advance by Superior Surveying Services, Inc. Superior Surveying Services, Inc. shall have no liability for any such unauthorized use of this information without their written consent.

SCHEDULE "B" ITEMS

- 6 MATTERS SHOWN ON SURVEY: Recorded in Book 987 of Maps, Page 1 (NO PLOTTABLE EASEMENTS REFERENCING SURVEYED PROPERTY ARE CREATED BY THIS DOCUMENT)
8 EASEMENT and rights incident thereto, as set forth in instrument: Recorded in Docket 9923, Page 794 Purpose underground utility (PLOTTED HEREON)
13 ALL MATTERS set forth in Grant of Easement and Agreement according to the terms and conditions contained therein: Recorded in Docket 14920, Page 10 (PLOTTED HEREON)
14 EASEMENT and rights incident thereto, as set forth in instrument: Recorded in Docket 16300, Page 1430 and the effect of Release of Easement recorded in Document No. 15-525664 Purpose electric line (PLOTTED HEREON)
27 ALL MATTERS set forth in Resolution No. 3721 according to the terms and conditions contained therein: Recorded in Document No. 94-657928 (PERTAINS TO A RESOLUTION FINDING THE EXISTENCE OF A SLUM AREA IN THE CITY OF SCOTTSDALE & DECLARING THE NECESSITY FOR REDEVELOPMENT - NOT PLOTTABLE)
28 ALL MATTERS set forth in Resolution FCD 97-14 according to the terms and conditions contained therein: Recorded in Document No. 98-8424 (PERTAINS TO A RESOLUTION FOR THE FLOOD CONTROL DISTRICT OF MARICOPA COUNTY TO PROMOTE EFFORTS TO PROTECT & PRESERVE WATER RESOURCES & MINIMIZE DAMAGE FROM FLOODING - NOT PLOTTABLE)
29 ALL MATTERS set forth in Resolution FCD 2018R007A Amendment to Resolution FCD 2018R007 according to the terms and conditions contained therein: Recorded in Document No. 22-667059 (PERTAINS TO A RESOLUTION FOR THE LOWER INDIAN BEND WASH AREA DRAINAGE MASTER STUDY/PLAN - NOT PLOTTABLE)

ALTA / NSPS LAND TITLE SURVEY

OF A PORTION OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA



DESCRIPTION

PARCEL NO. 1: ALL THAT PORTION OF THE FOLLOWING DESCRIBED PROPERTY THAT LIES WITHIN THE WEST 185.00 FEET OF THE EAST 225.00 FEET OF THE NORTH 152.00 FEET OF THE SOUTH 192.00 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AS RECORDED IN DOCKET 12017, PAGE 255, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE POINT OF INTERSECTION OF EARLL DRIVE AND CIVIC CENTER PLAZA; THENCE NORTH ALONG THE CENTERLINE OF CIVIC CENTER PLAZA, A DISTANCE OF 192.00 FEET; THENCE WEST A DISTANCE 40.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF CIVIC CENTER PLAZA, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 132.00 FEET TO A CURVE, WHOSE RADIAL BEARING IS WEST; THENCE ALONG SAID CURVE WHOSE RADIUS EQUALS 20.00 FEET AND IS CONCAVE TO THE NORTHWEST, A LENGTH OF 31.24 FEET TO A POINT ON THE CURVE WHOSE RADIAL BEARING IS SOUTH, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE AND 40.00 FEET NORTH OF THE CENTERLINE OF EARLL DRIVE; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 54.50 FEET; THENCE NORTH A DISTANCE OF 98.50 FEET; THENCE WEST A DISTANCE OF 110.50 FEET; THENCE NORTH A DISTANCE OF 53.50 FEET; THENCE ON THE EAST A DISTANCE OF 185.00 FEET TO THE TRUE POINT OF BEGINNING.
EXCEPT THAT PART, IF ANY, LYING WITHIN THE SOUTH 100.00 FEET OF THE WEST 100.00 FEET OF THE EAST 225.00 FEET OF THE SOUTH 192.00 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA.
PARCEL NO. 2: THE NORTH 173 FEET OF THE SOUTH 365 FEET OF THE EAST 225 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA; EXCEPT THE EAST 40 FEET.
PARCEL NO. 3: THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26, A DISTANCE OF 930.48 FEET; THENCE NORTH, PARALLEL TO THE WEST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 40.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH, A DISTANCE OF 190.00 FEET TO THE NORTH LINE OF THE SOUTH 230.00 FEET OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 157.94 FEET TO THE WEST LINE OF THE EAST 225.00 FEET OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 0 DEGREES 1 MINUTES 25 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 190.00 FEET; THENCE SOUTH 89 DEGREES 50 MINUTES 45 SECONDS WEST, PARALLEL TO AND 40.00 FEET NORTHERLY FROM THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 157.86 FEET TO THE TRUE POINT OF BEGINNING.
PARCEL NO. 4: THE SOUTH 25 FEET OF THE FOLLOWING DESCRIBED PROPERTY: THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26, A DISTANCE OF 930.48 FEET; THENCE NORTH, A DISTANCE OF 230.00 FEET ON A LINE PARALLEL TO THE WEST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER TO THE TRUE POINT OF BEGINNING; THENCE NORTH, A DISTANCE OF 135.00 FEET TO THE NORTH LINE OF THE SOUTH 365.00 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG THE FOREMENTIONED LINE, A DISTANCE OF 158.00 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 25 SECONDS WEST, A DISTANCE OF 135.00 FEET ON A LINE PARALLEL TO AND 225.00 FEET WESTERLY OF THE EAST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 89 DEGREES 50 MINUTES 45 SECONDS WEST, A DISTANCE OF 157.94 FEET TO THE TRUE POINT OF BEGINNING.
PARCEL NO. 5: THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 930.48 FEET; THENCE NORTH ALONG A LINE PARALLEL WITH THE WEST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26, A DISTANCE OF 255.00 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 255.00 FEET OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST ALONG SAID LINE, FOR A DISTANCE OF 25.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH, A DISTANCE OF 40.00 FEET; THENCE NORTH 89 DEGREES 50 MINUTES 45 SECONDS EAST, A DISTANCE OF 132.97 FEET; THENCE SOUTH 0 DEGREES 01 MINUTES 25 SECONDS WEST ALONG A LINE PARALLEL WITH AND 225.00 FEET WEST OF THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 26, A DISTANCE OF 40.00 FEET TO THE NORTH LINE OF THE SOUTH 255.00 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 89 DEGREES 50 MINUTES 45 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 132.95 FEET TO THE TRUE POINT OF BEGINNING.
PARCEL NO. 6: ALL THAT PORTION OF THE FOLLOWING DESCRIBED PROPERTY THAT LIES WITHIN THE WEST 185 FEET OF THE EAST 225 FEET OF THE NORTH 152 FEET OF THE SOUTH 192 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 2 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA. EXCEPT BEGINNING AT THE POINT OF INTERSECTION OF EARLL DRIVE AND CIVIC CENTER PLAZA; THENCE NORTH ALONG THE CENTERLINE OF CIVIC CENTER PLAZA, A DISTANCE OF 192.00 FEET; THENCE WEST A DISTANCE OF 40.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF CIVIC CENTER PLAZA, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 132.00 FEET TO A CURVE, WHOSE RADIAL BEARING IS WEST; THENCE ALONG SAID CURVE WHOSE RADIUS EQUALS 20.00 FEET AND IS CONCAVE TO THE NORTHWEST, A LENGTH OF 31.24 FEET TO A POINT, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE AND 40.00 FEET NORTH OF THE CENTERLINE OF EARLL DRIVE; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 54.50 FEET; THENCE NORTH A DISTANCE OF 98.50 FEET; THENCE WEST A DISTANCE OF 110.50 FEET; THENCE NORTH A DISTANCE OF 53.50 FEET; THENCE EAST A DISTANCE OF 185.00 FEET TO THE TRUE POINT OF BEGINNING.

AREA TABLE with columns for PARCEL NO. and SQ. FT./ACRES. Includes rows for PARCEL NO. 1 through 6 and a TOTAL row.

SIGNIFICANT OBSERVATIONS

- A EVIDENCE OF WALL OVER WEST BOUNDARY LINE BY A MAXIMUM OF 0.88 FEET.
B EVIDENCE OF WALL OVER SOUTH BOUNDARY LINE BY A MAXIMUM OF 0.18 FEET.

REFERENCES

GENERAL LAND OFFICE RECORDS ON FILE WITH THE U.S. DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT
PLSS SUBDIVISION RECORD OF SURVEY MARICOPA COUNTY GEODETIC DENSIFICATION AND CADASTRAL SURVEY IN BOOK 734 OF MAPS, PAGE 10, MARICOPA COUNTY RECORDS
RECORD OF SURVEY IN BOOK 1193 OF MAPS, PAGE 47, MARICOPA COUNTY RECORDS
CONDOMINIUM PLAT OF "INSPIRE ON EARLL CONDOMINIUMS" RECORDED IN BOOK 1239 OF MAPS, PAGE 41, MARICOPA COUNTY RECORDS
RECORD OF SURVEY IN BOOK 1316 OF MAPS, PAGE 27, MARICOPA COUNTY RECORDS
RECORD OF SURVEY IN BOOK 1382 OF MAPS, PAGE 19, MARICOPA COUNTY RECORDS
RECORD OF SURVEY IN BOOK 1514 OF MAPS, PAGE 3, MARICOPA COUNTY RECORDS
RESULTS OF SURVEY IN BOOK 1585 OF MAPS, PAGE 13, MARICOPA COUNTY RECORDS
RECORD OF SURVEY IN BOOK 1653 OF MAPS, PAGE 5, MARICOPA COUNTY RECORDS
SPECIAL WARRANTY DEED IN 2002-1233204, MARICOPA COUNTY RECORDS
SPECIAL WARRANTY DEED IN 2002-2140297, MARICOPA COUNTY RECORDS

CERTIFICATION

To: RHORTEGA, LLC, an Arizona limited liability company; 3134 CIVIL CENTER, LLC, an Arizona limited liability; 7330 VENUE NOTE, LLC, an Arizona limited liability company; 7363, LLC, an Arizona limited liability company; CITY OF SCOTTSDALE; and PIONEER TITLE AGENCY INC.
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7(c), 7(b)(1), 7(c), 8, 9, 11(a), and 15 of Table A thereof. The field work was completed on October 14, 2022.
Date of Plat or Map: October 20, 2022
Date of Last revision: October 27, 2022
David S. Klein
R.L.S. 42137

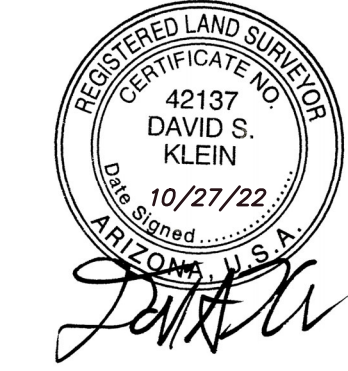
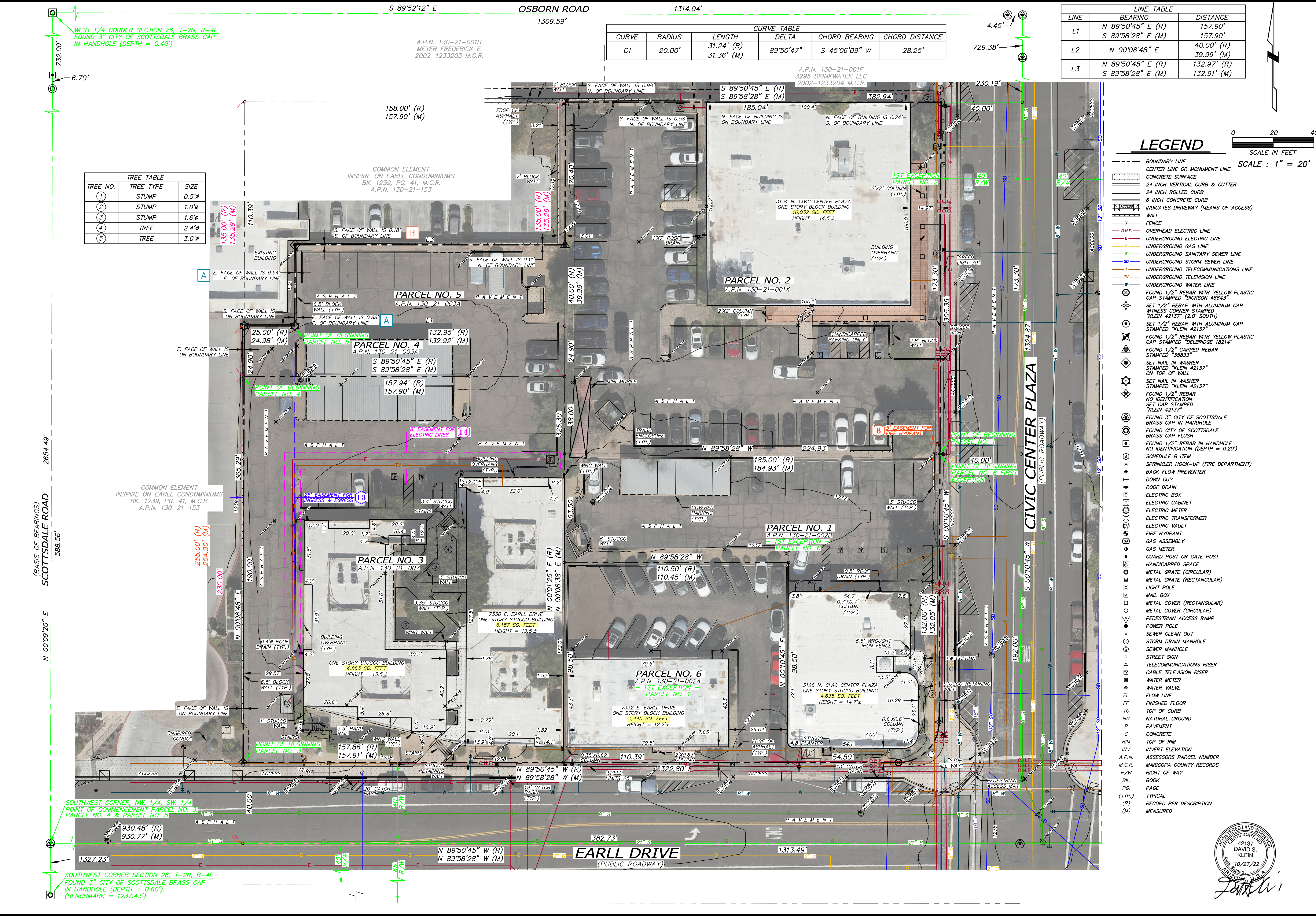


Table with columns for REVISIONS (DATE, DESCRIPTION) and DATE (10/27/2022, revised per additional utility maps).

ALTA / NSPS LAND TITLE SURVEY
3126 & 3134 N. CIVIC CENTER PLAZA & 7330 & 7332 E. EARLL DRIVE
SCOTTSDALE, ARIZONA 85251

2122 W. Lone Cactus Drive, Suite 11
Phoenix, AZ 85027
623-869-0223 (office) 623-869-0726 (fax)
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info@superiorsurveying.com





CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD DISTANCE
C1	20.00'	31.24' (R) 31.36' (M)	89°50'47"	S 45°06'09" W	28.25'

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 89°50'45" E (R) S 89°58'28" E (M)	157.90' 157.90'
L2	N 00°08'48" E	40.00' (R) 39.99' (M)
L3	N 89°50'45" E (R) S 89°58'28" E (M)	132.97' (R) 132.91' (M)

TREE TABLE

TREE NO.	TREE TYPE	SIZE
1	STUMP	0.5"
2	STUMP	1.0"
3	STUMP	1.6"
4	TREE	2.4"
5	TREE	3.0"



REVISIONS

DATE: 10/27/2022

DESCRIPTION: revised per additional utility maps

ALTA / NSPS LAND TITLE SURVEY

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SUPERIOR
SURVEYING SERVICES, INC.

DWN: RL CHK: MS
SHEET 2 OF 2
DATE: 10/20/2022
JOB: 202209009

