CivTech

February 17, 2023

Ms. Madison Breen
Doggy Style Resort & Daycare LLC
8229 East Whispering Wind Drive
Scottsdale, Arizona 85255

RE: **TRIP GENERATION STATEMENT FOR PINNACLE PEAK PET RESORT – SCOTTSDALE, ARIZONA**

Dear Ms. Breen:

Thank you for retaining CivTech to provide a traffic statement for Doggy Style Resort & Daycare, LLC (the "Client") for the Client's proposed redevelopment located at 7474 East Pinnacle Peak Road in Scottsdale, Arizona (the "Project"). The Project will consist of Maricopa County Assessor Parcel Number (APN) 212-05-531 and contain approximately 0.95 acres of vacant land that is currently zoned for C-O, "Commercial Office" use. The Project is proposed to contain a 5,160 square foot (SF) office, a 4,400 SF kennel and a 2,500 SF outdoor play courtyard. A site plan has been provided as **Attachment A**.

This statement will compare the rates determined by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for the intended C-O land zoning and the proposed pet resort redevelopment. The purpose of this traffic statement is to address the City of Scottsdale's requirement for a Traffic Impact Study that will document the trip generation of the proposed use and a comparison to the existing intended land zoning.

EXISTING CONDITIONS

EXISTING LAND USE

The project site is currently vacant land zoned for Commercial Office use. The surrounding commercial offices uses include several medical businesses, including a dentist, a pediatric dentist, chiropractor, massage therapy, prosthodontics, and eye care uses. The site is not proposing direct access to the public right-of-way, but will have shared access within the Pinnacle Peak Office Park. The Pinnacle Peak Office Park has two (2) existing driveways. Access A is a full movement driveway to Pinnacle Peak Road at the west end of the complex. Access B is a restricted right-in/right-out/left-in

Figure 1 – Vicinity Map

access to Los Portones Drive, which intersects with Pinnacle Peak Road for full movement access. The vicinity of the site is provided in **Figure 1**.

EXISTING ROADWAY NETWORK

Pinnacle Peak Road is an east-west minor arterial street that begins to the west at Cave Creek Road, where it converts from Desert Peak Parkway and terminates to the east, approximately 2 miles east of 93rd Street. There are two (2) lanes of travel both eastbound and westbound, separated by a raised median within the vicinity of the Project site. The posted speed limit within the vicinity of the site is 45 miles per hour (mph).

Los Portones Drive is a north-south local street that begins to the south at Pinnacle Peak Road where it converts from 74th Street and terminates to the northwest at Scottsdale Road. There is one (1) lane of travel both northbound and southbound, separated by a median within the vicinity of the Project site. The posted speed limit within the vicinity of the site is 25 mph. Los Portones Drive provides access to gated residential communities north of the existing medical office complex, therefore very little through traffic beyond the commercial driveway exists on Los Portones.

SITE ACCESS

The site is not proposing direct access to the public right-of-way, but will have shared access within the Pinnacle Peak Office Park. The Pinnacle Peak Office Park has two (2) existing driveways. Access A is a full movement driveway to Pinnacle Peak Road at the west end of the complex. Access B is a restricted right-in/right-out/left-in access to Los Portones Drive, which intersects with Pinnacle Peak Road for full movement access.

TRIP GENERATION AND COMPARISON

The potential trip generation for the project was estimated utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* and *Trip Generation Handbook, 3rd Edition*. The ITE *Trip Generation Manual* contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information for daily and peak hour trips.

The proposed Pinnacle Peak Pet Resort will accommodate approximately 100 beds for dogs to be dropped off by their owner and left for a period of time. On average the Pinnacle Peak Pet Resort is expected to have 50 beds occupied on a typical day and expected to have 100 beds occupied on long/holiday weekends.

ITE does not include a specific Land Use Code (LUC) for pet resorts/hotels. Therefore, ITE LUC 640 – Animal Hospital/ Veterinary Clinic was utilized for the proposed Pinnacle Peak Pet Resort. It is expected that LUC 640 will overestimate the number of trips expected to be generated by the Project but is being used to remain conservative. The ITE LUC 720 – Medical/Dental Office Building was utilized to represent a possible use of the current zoning of the site. Typically, the methodology

provided by ITE requires the use of the fitted curve equation when R^2 is greater than 0.5 and there are more than 4 data points observed. **Table 2** compares the weekday daily and peak hour trip generation potentials of the existing zoning to those of the proposed land use. Detailed trip generation calculations are provided in **Attachment B**.

TABLE 1 – TRIP GENERATION COMPARISON

Land Use	ITE Code	Quantity	Units+	Trips Generated						
				Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Existing Zoning (CO)										
Medical, Dental or Health Office Buildings and Clinics	720	9.600	KSF	346	23	6	29	11	25	36
Proposed Pinnacle Peak Pet Resort										
Animal Hospital/Veterinary Clinic	640	9.600	KSF	206	23	12	35	16	23	39
Proposed Trip Generation Comparison to LUC 720				**(140)**	**0**	**6**	**6**	**5**	**(2)**	**3**

Notes: + KSF = 1,000 square feet; DUs = Dwelling Units

As summarized in **Table 2**, the existing zoning is estimated to generate up to 346 weekday daily trips, with 29 trips (23 in/6 out) occurring during the AM peak hour and 36 trips (11 in/25 out) occurring during the PM peak hour. The proposed Project is estimated to generate up to 206 weekday daily trips, with 35 trips (23 in/12 out) occurring during the AM peak hour and 39 trips (16 in/23 out) occurring during the PM peak hour. The proposed Project has the potential to generate 140 *less* weekday daily trips, with 6 *additional* trips occurring during the AM peak hour and 3 *additional* trips occurring during the PM peak hour in comparison to the Medical Office Building.

As previously mentioned, the number of trips generated by LUC 640 is expected to overestimate the trips to be generated by the proposed Project. The Project is expected to have a maximum of 100 beds occupied during a long/holiday weekend and 50 beds occupied during a typical weekday.

TRIP DISTRIBUTION AND ASSIGNMENT

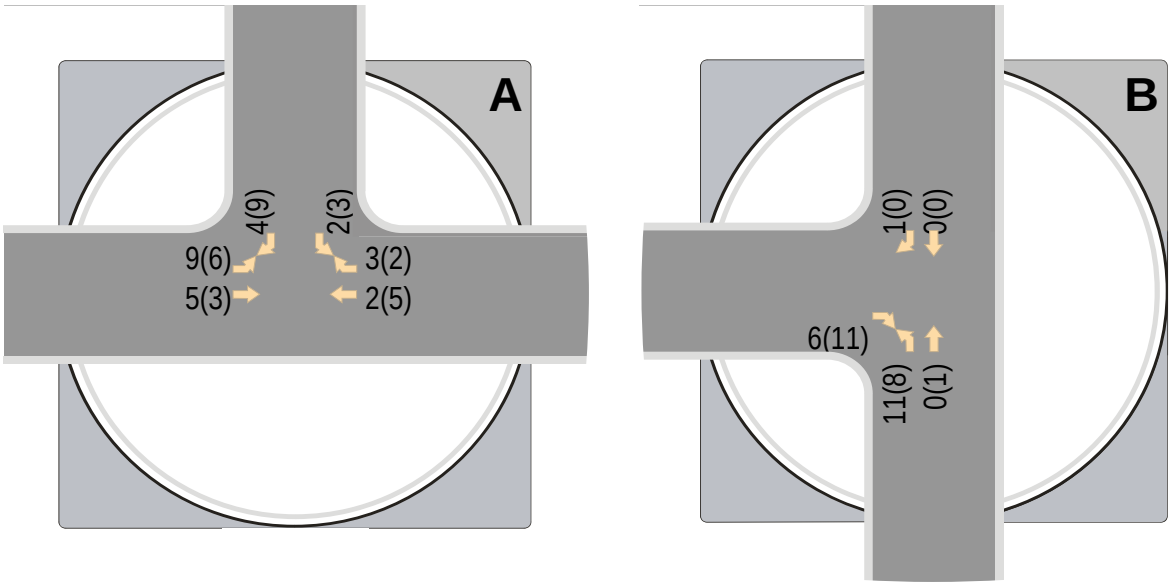
A single trip distribution pattern was assumed for the proposed development. The resulting trip distribution percentages for the study area are shown in **Table 1**.

TABLE 1 – SITE TRIP DISTRIBUTION

Direction (To/From)	Percentage
(1) Northwest on Los Portones Drive (north of Pinnacle Peak Road)	3%
East on Pinnacle Peak Road (east of Los Portones Drive)	40%
West on Pinnacle Peak Road (west of Existing Access A)	57%
Total	**100%**

(1) Site traffic is anticipated to be to/from the gated residential communities north of the medical office complex.

Figure 2 illustrates the AM and PM peak hour traffic of the proposed Project at the existing accesses to the complex.



Access A and Pinnacle Peak Rd

Los Portones Dr and Access B

Figure 2 – Site Generated Traffic Volumes

CONCLUSIONS

The following can be concluded from the above analysis:

- The existing C-O zoning allows for general office and medical office land uses to be constructed.
- The proposed Project is estimated to generate up to 206 weekday daily trips, with 35 trips (23 in/12 out) occurring during the AM peak hour and 39 trips (16 in/23 out) occurring during the PM peak hour.
    - The proposed Project has the potential to generate 140 *less* weekday daily trips, with 6 *additional* trips occurring during the AM peak hour and 3 *additional* trips occurring during the PM peak hour in comparison to the Medical Office Building.
- The number of trips generated by LUC 640 is expected to overestimate the trips to be generated by the proposed Project.
    - The Project is expected to have a maximum of 100 beds occupied during a long/holiday weekend and 50 beds occupied during a typical weekday
- These low number of new projected trips are expected to have minimal impact on the existing accesses to the complex and to the surrounding roadway network.
    - The only site generated trips expected from the north on Los Portones will be from customers that live in the gated community. These number of trips are expected to be very low.

Thank you for allowing CivTech to provide engineering services for this project. Should there be any questions please contact me at (480) 659-4250.

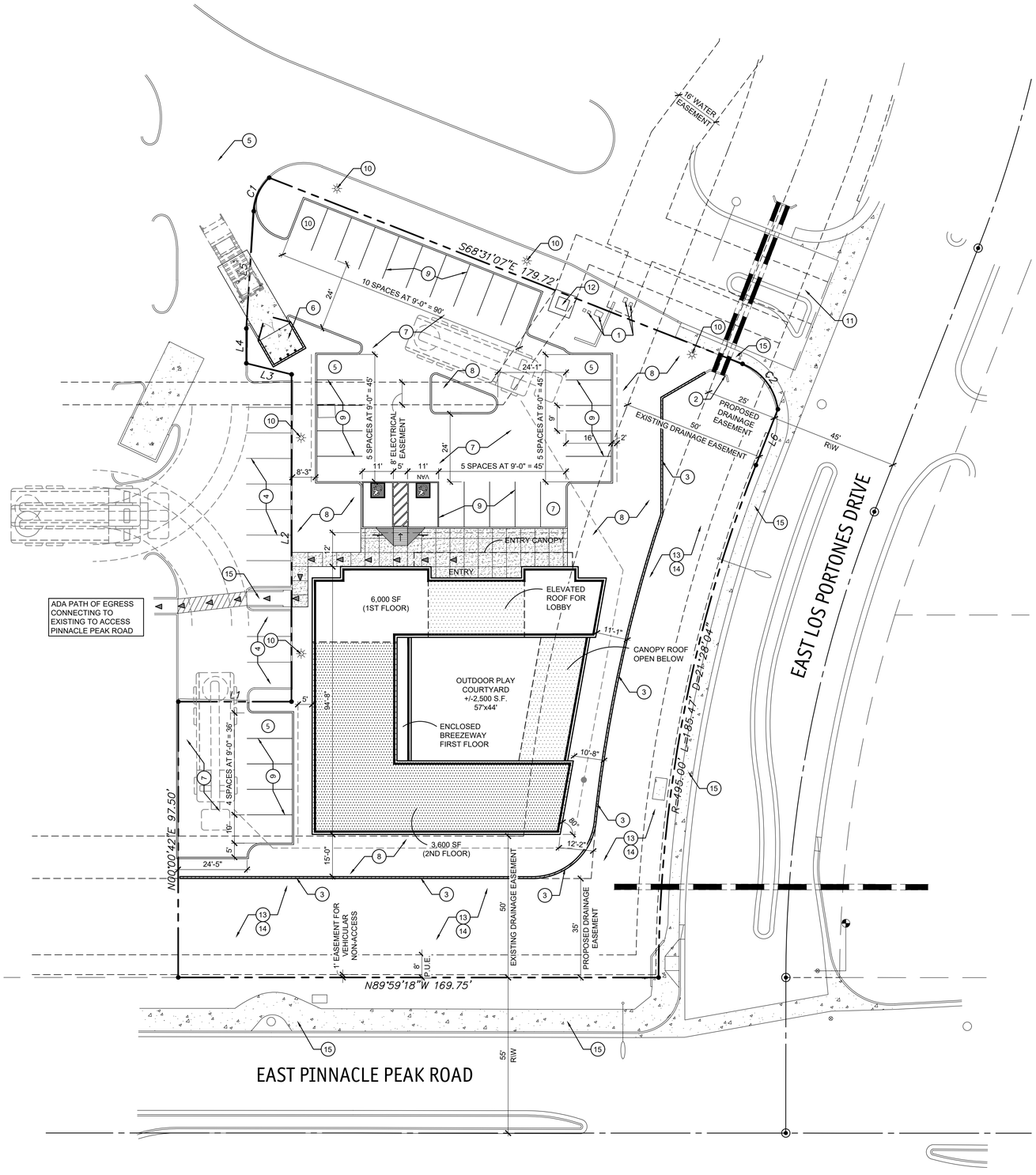
Sincerely,

CivTech

Sean Messner, P.E.

Attachments (2)

A. Site Plan
B. Trip Generation Calculations



SHEET KEYNOTES

1. EXISTING UTILITY JUNCTION BOX
2. EXISTING CONCRETE HEADWALL TO REMAIN
3. RETAINING WALL
4. EXISTING PARKING TO REMAIN, TYP.
5. EXISTING INTERIOR DRIVE TO REMAIN, TYP.
6. REFUSE ENCLOSURE PER CITY STANDARDS
7. ASPHALT OVER ABC
8. LANDSCAPING, TYP.
9. PROVIDE PAINTED PARKING STRIPING, ADA SIGNAGE, AND WALKWAY STRIPING PER CITY STANDARDS
10. EXISTING LIGHT POLE TO REMAIN - PROTECT DURING DEMOLITION AND CONSTRUCTION PHASES
11. EXISTING DRIVEWAY TO REMAIN
12. EXISTING TRANSFORMER TO REMAIN
13. EXISTING LANDSCAPE TO REMAIN
14. EXISTING RETENTION BASIN, TYP.
15. EXISTING SIDEWALK TO REMAIN

SITE DATA

PROJECT:	PINNACLE PEAK PET RESORT
ADDRESS:	7474 EAST PINNACLE PEAK ROAD SCOTTSDALE, AZ 85255
OWNER:	DOGGY STYLE RESORT & DAYCARE 15957 NORTH 81ST STREET, SUITE 101 SCOTTSDALE, AZ
SCOPE:	A NEW COMMERCIAL BUILDING
LEGAL DESCRIPTION:	SEE CIVIL
ASSESSOR PARCEL NO.:	212-05-531
ZONING:	C-O
SITE AREA:	+/- 41,378 S.F. +/- 0.95 ACRES
BUILDING AREA:	9,600 S.F. GROSS
STORIES:	TWO STORY
LOT COVERAGE:	-%
LANDSCAPE AREA:	- S.F.
LANDSCAPE COVERAGE:	- %
OCCUPANCY:	B
CONSTRUCTION TYPE:	V-B w/ A.F.E.S.
ALLOWABLE AREA:	36,000 S.F. (SINGLE STORY)
CLEAR HEIGHT:	14'-0"
STRUCTURAL DEPTH:	3'-0"
BUILDING HEIGHT:	28'-0"
ALLOWED HEIGHT:	56'-0" (PER A-1 ZONING)

PARKING CALCULATIONS

BUILDING AREA CALCULATIONS

OCCUPANCY	1ST FLOOR	TOTALS
OFFICE	5,160 S.F.	5,160 S.F.
KENNEL	4,440 S.F.	4,440 S.F.
TOTAL:	9,600 S.F.	9,600 S.F.

REQUIRED PARKING CALCULATIONS

OCCUPANCY	S.F.	FACTOR	TOTAL
OFFICE	5,160 S.F.	1/300	17.2
KENNEL	4,440 S.F.	-	-
TOTAL:			17.2 = 18

PARKING PROVIDED

TOTAL REGULAR SPACES	30
TOTAL ACCESSIBLE SPACES	2
TOTAL SPACES ON SITE	32

BICYCLE PARKING CALCULATIONS

RATIO	REQUIRED	PROVIDED
1/25 PARKING SPACES	2	2

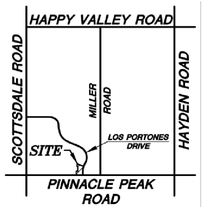
LEGEND

- PROPERTY LINE
- EASEMENT / SETBACK LINE
- CAR OVERHANG, MEASURED FROM FACE OF CURB AS DIMENSIONED ON SITE PLAN
- 6" CURB
- SITE WALL
- SALT FINISH CONCRETE SIDEWALK
- PAINT STRIPING ON PAVEMENT
- NEW FIRE HYDRANT
- EXISTING FIRE HYDRANT
- FDC — FIRE DEPARTMENT CONNECTION
- ACCESSIBLE ROUT / PATH OF TRAVEL
- FIRE RISER
- A — SITE WALL, SEE SHEET A1.5 FOR SITE WALL SCHEDULE

C.O.S. APPROVAL STAMPS

VICINITY MAP

N.T.S.



SITE PLAN

1" = 20'-0"

0 5 10 20 40

N

CAWLEY ARCHITECTS
730 N. 52nd St. Ste. 203
Phoenix, Arizona 85008
P 602.393.5060
CawleyArchitects.com

REGISTERED ARCHITECT 26784 PAUL F. DEVERS, JR. Date Signed 04/30/2021 ARIZONA, U.S.A.

EXPIRES 03/31/2023

PINNACLE PEAK PET RESORT

7474 EAST PINNACLE PEAK ROAD SCOTTSDALE ARIZONA 85255

DATE

PRELIMINARY SITE PLAN
00-00-2020

DRAWN BY: CF

SITE PLAN

Project: 22095

A1.1

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

Box 1 - Define Study Site Land Use Type & Site Characteristics

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

Land Use Types and Size

Proposed Use	Amount	Units	ITE LUC	ITE Land Use Name
Medical, Dental or Health Office Buildings and Clinics	9.600	1,000 square feet	720	Medical-Dental Office Building
Animal Hospital/Veterinary Clinic	9.600	1,000 square feet	640	Animal Hospital/ Veterinary Clinic

Box 2 - Define Site Context

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

Box 3 - Define Analysis Objectives Types of Trips & Time Period

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses

Proposed Use	Setting		ADT		AM Peak Hour		PM Peak Hour	
			Available	Used	Available	Used	Available	Used
Medical, Dental or Health Office Buildings and Clinics	General Urban/Suburban	G	G	G	G	G	G	G
Animal Hospital/Veterinary Clinic	General Urban/Suburban	G	G	G	G	G	G	G

If the desired setting is not available within the *Manual,* adjustments may be made in Boxes 6 through 8.

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))

Proposed Use	ADT	AM Peak Hour	PM Peak Hour
Medical, Dental or Health Office Buildings and Clinics	WA: T=X*36 [36.00]	FC: LN(T)=0.9*LN(X)+1.34 [3.05]	FC: T=4.07*X-3.17 [3.74]
Animal Hospital/Veterinary Clinic	WA: T=X*21.5 [21.50]	WA: T=X*3.64 [3.64]	FC: T=4.75*X-6.96 [4.03]

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

Baseline Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Medical, Dental or Health Office Buildings and Clinics	50%	173	173	346	79%	23	6	29	30%	11	25	36
Animal Hospital/Veterinary Clinic	50%	103	103	206	67%	23	12	35	40%	16	23	39