

Exterior Building Color & Material Samples
Color Drawdowns
Drainage Reports
TIMA
Abbreviated Water & Sewer Need Report
Archaeological Resources
Airport Vicinity Development Checklist
Parking Study
Trip Generation Comparison
Parking Master Plan
Water Study
Wastewater Study
Stormwater Waiver Application

Project History & Status

Silverstone at Pinnacle Peak ("Silverstone") is a 160 (gross) acre Master Planned Community located at the southeast corner of Scottsdale & Pinnacle Peak Roads. The Silverstone community master plan was officially approved by the City of Scottsdale City Council on January 10, 2006 (Case 15-ZN-2005). The zoning district boundaries for Silverstone are approved for Planned Community District (PC) with comparable underlying zoning of Central Business District (C-2), Commercial Office District (C-O), and Multiple Family Residential District (R-5). The rezoning approval including stipulations and requirements that outlined public infrastructure that was to be constructed by the developer and by the City, with the City's obligated to constructing all Scottsdale Road improvements. Subsequent to the City's adoption of Silverstone's rezoning approval, Silverstone's developer completed extensive onsite and offsite infrastructure improvements including dry and wet utilities, a bridge, roadways, landscaping and stormwater handling improvements. These improvements were substantially completed in 2009, except for the Rawhide Wash channel, which cannot be completed until a bridge is constructed by the City where Rawhide Wash crosses Scottsdale Road at approximately the midpoint of Silverstone's frontage along Scottsdale Road. The Scottsdale Road bridge construction commenced in September of 2012, and is anticipated to be completed mid-2013. This will allow Silverstone's developer to complete the Rawhide Wash channel and would provide the opportunity for development of the C-2 parcel at the northwest corner of Silverstone. As of today, two owners enjoy use of their properties within the Silverstone project. The City of Scottsdale operates Appaloosa Public Library on land that was gifted to the City by the Developer. And Vi at Silverstone operates a Continuing Care Retirement Community.

Purpose of Request

The purpose of this request is to amend the stipulations of Case 15-ZN-2005 to allow Silverstone's developer to construct a Sprouts Grocery anchored neighborhood shopping center on Parcel C of the Silverstone project. For this to occur, an existing stipulation must be amended within the rezoning case (Item #10 of Exhibit 1, Ordinance No. 3651) that stipulates "No office or retail development (Parcels C and D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configurations." At the time of the rezoning over six years ago (Jan. 2006), it was anticipated by the City that Scottsdale Road (along Silverstone's frontage) would be fully constructed in 2010. Silverstone's developer fulfilled its obligation under this stipulation by completing Pinnacle Peak Road in 2009. Silverstone's developer originally anticipated the ability to develop the office and retail parcels in 2010. However, the downturn of the Nation's economy stalled the City's plan to complete Scottsdale Road in 2010 as originally planned. This economic downturn also stalled practically all development in North Scottsdale, a dynamic that both directly and indirectly impacts the Silverstone project in terms of the Project's original traffic concerns, since the communities concerns regarding the development of Silverstone's office and retail parcels stemmed from the aggregate of all traffic in the immediate region of Silverstone. Traffic engineers now confirm that Scottsdale Road is experiencing far less traffic than initially anticipated, with no negative impacts generated by the ultimate construction of Silverstone's proposed neighborhood shopping center. Accordingly, Silverstone requests that rezoning Case 15-ZN-2005 be amended to eliminate Item #10 of Exhibit 1.

28. TRANSPORTATION IMPACT AND MITIGATION ANALYSIS



Kimley-Horn
and Associates, Inc.

November 12, 2012

■
Suite 300
7740 N. 16th Street
Phoenix, Arizona
85020

Mr. Craig F. Eisenberg
President of Eisenberg Company
As Agent and Developer of Silverstone Retail Center
2390 E. Camelback Road, Suite 202
Phoenix, AZ 85016

Re: SEC Pinnacle Peak Road and Scottsdale Road – Silverstone Commercial
Development – Trip Generation and LOS Analysis

Dear Mr. Eisenberg:

This analysis was completed to support the approval process of the proposed retail development located at the southeast corner of the intersection of Pinnacle Peak Road and Scottsdale Road in Scottsdale, Arizona. The project proposes to develop a 74,604 square foot shopping center project. The site was initially evaluated as part of the Traffic Impact and Mitigation Analysis (TIMA) prepared in December 2005 by Parsons Brinkerhoff for the Silverstone at Pinnacle Peak project. This analysis compares the trip generation potential of the currently proposed retail land uses to the original trip generation of the development, as well as reviewing the anticipated level of service (LOS) at the intersection of Pinnacle Peak Road and Scottsdale Road and the proposed driveways based on the revised building areas and existing traffic conditions.

The site consists of approximately 12.35 acres and is currently undeveloped. The site plan depicts the proposed shopping center development consisting of several buildings totaling 74,604 square feet of shopping center land use. There are two driveways onto Pinnacle Peak Road on the northern edge of the site. The eastern driveway provides right-in/right-out only access to the development from Pinnacle Peak Road. Left turn movements are restricted at this location by a diverter median within the driveway and the existing raised center median. The existing western driveway provides full access to the development from Pinnacle Peak Road and aligns with a full access driveway into the existing development on the north side of Pinnacle Peak Road. Additionally, there is a third driveway that gives access to the site on the west side of the development on Scottsdale Road. This driveway provides full access to and from the development, with no median on Scottsdale Road to inhibit left turns.

■
TEL 602 944 5500
FAX 602 944 7423

15-ZN-2005 #2
2/12/2013



Silverstone Commercial Development Land Use Trip Generation Potential

The original site plan was analyzed based on the land uses and existing building sizes identified in the original Silverstone at Pinnacle Peak project consisting of 95,000 square feet of shopping center. Using the trip rates provided in the Institute of Transportation Engineers' *Trip Generation, 8th Edition*, the anticipated number of trips generated by the original development at full occupancy is shown in **Table 1**.

Table 1 – Silverstone Commercial Development Trip Generation Potential

Land Use	ITE Code	Quantity	Units	Daily	AM Peak		PM Peak			
				Total	In	Out	Total	In	Out	Total
Shopping Center	820	95,000	SF	6,568	91	58	149	301	314	615

Shopping Center (ITE 8th Edition)

Daily (ITE 820)	$\text{Ln}(T) = 0.65 \times \text{Ln}(1000\text{'s of SF}) + 5.83$	50% In	50% Out
AM Peak Hour (ITE 820)	$\text{Ln}(T) = 0.59 \times \text{Ln}(1000\text{'s of SF}) + 2.32$	61% In	39% Out
PM Peak Hour (ITE 820)	$\text{Ln}(T) = 0.67 \times \text{Ln}(1000\text{'s of SF}) + 3.37$	49% In	51% Out

As shown in **Table 1**, the original land use at full occupancy has the potential to generate 6,568 daily trips, with 149 trips occurring during the AM peak hour, and 615 trips occurring during the PM peak hour.

Proposed Site Trip Generation

The proposed site plan consists of 74,604 square feet of shopping center (ITE 820) land use. Using the trip rates provided in the Institute of Transportation Engineers' *Trip Generation, 8th Edition*, the anticipated number of trips generated by the proposed development at full occupancy is shown in **Table 2**.

Table 2 – Proposed Development Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak		PM Peak			
				Total	In	Out	Total	In	Out	Total
Shopping Center	820	74,604	SF	5,613	79	51	130	256	267	523
Shopping Center Pass By				2,385	0	0	0	109	113	222
New Trips				3,228	79	51	130	147	154	301
Total Trip Generation				7,998	79	51	130	365	380	745
Total Pass By Trips				2,385	0	0	0	109	113	222
Total New Trips				3,228	79	51	130	147	154	301

Shopping Center (ITE 8th Edition)

Daily (ITE 820)	$\text{Ln}(T) = 0.65 \times \text{Ln}(1000\text{'s of SF}) + 5.83$	50% In	50% Out
AM Peak Hour (ITE 820)	$\text{Ln}(T) = 0.59 \times \text{Ln}(1000\text{'s of SF}) + 2.32$	61% In	39% Out
PM Peak Hour (ITE 820)	$\text{Ln}(T) = 0.67 \times \text{Ln}(1000\text{'s of SF}) + 3.37$	49% In	51% Out
Pass By Daily (ITE 820)	$\text{Ln}(T) = -0.29 \text{Ln}(X) + 5$	42.5 %	

Table 2 shows that if developed with the proposed land uses the site would generate a total of 5,613 daily trips with 130 of these trips occurring in the AM peak hour and 523 occurring in the PM peak hour.



Net Change in Trip Generation

Changes to the proposed development's total square footage have resulted in changes to the development's trip generation. **Table 3** summarizes the net change in trip generation.

Table 3 – Net Change in Trip Generation

Land Use	ITE Code	Quantity	Units	Daily			AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total	In	Out
Shopping Center	820	95,000	SF	6,568	91	58	149	301	314	615		
Shopping Center	820	74,604	SF	5,613	79	51	130	256	267	523		
Net Change				955	12	7	19	45	47	92		

These calculations indicate that the proposed development is expected to generate approximately 955 fewer trips on a daily basis than the previous land use assumptions. During the AM peak hour, the proposed development will generate approximately 19 fewer trips and, during the PM peak hour, it will generate approximately 92 fewer trips than the previous land use assumptions would generate.

Level of Service Analysis – Existing Plus Proposed Development

Approach counts at the intersection of Pinnacle Peak Road and Scottsdale Road collected in April of 2011 were provided by the City of Scottsdale. A copy of the counts is attached in the **Appendix**. The peak hour turn percentages presented in the TIMA analysis for the approaches to the intersection of Pinnacle Peak Road and Scottsdale Road were used to estimate current peak hour turning volumes. These volumes are shown in **Figure 1** along with the geometry at each of the intersections adjacent to the site.

The LOS at the intersection of Pinnacle Peak Road and Scottsdale Road was evaluated using the turning movements and geometry shown in **Figure 1**. The LOS for the intersection of Pinnacle Peak Road and Scottsdale Road was evaluated using the *2010 Highway Capacity Manual* methodology for signalized intersections. The results of this analysis are shown in **Table 4**.

Table 4 – Existing Level of Service

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
<i>Scottsdale and Pinnacle Peak</i>												
AM Peak	B	B	A	C	E	-	D	F	C	F	D	A
PM Peak	D	D	A	E	C	-	D	D	A	C	D	B

The AM Peak hour operates at a poor level of service during the AM peak hour. This is due to the existing significant volumes on the streets adjacent to the site.

Level of Service Analysis – Build Out Conditions

The new site generated trips (identified in **Table 2**) were assigned to the site driveways, existing and proposed, based on the directional distribution presented in the original TIMA analysis and are presented in **Figure 2**. The pass-by trips,



trips that are not new to the adjacent street volumes, were assigned separately and are shown in **Figure 3**. The resulting total site traffic volumes are shown in **Figure 4**. The total site traffic volumes were added to the existing volumes from **Figure 1** and are presented in **Figure 5**.

The LOS at the site driveways and the intersection of Pinnacle Peak Road and Scottsdale Road was evaluated using the total traffic volume from **Figure 5** and geometry shown in **Figure 1**. The LOS for the three sight driveways were evaluated using the *2010 Highway Capacity Manual* methodology for unsignalized intersections. The LOS for the intersection of Pinnacle Peak Road and Scottsdale Road was evaluated using the *2010 Highway Capacity Manual* methodology for signalized intersections. The results of this analysis are shown in **Table 5**.

Table 5 – Build Out Level of Service

Intersection	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
<i>Pinnacle Peak and West Driveway</i>												
AM Peak	-	-	B	-	-	A	A	-	-	A	-	-
PM Peak	-	-	B	-	-	B	A	-	-	A	-	-
<i>Pinnacle Peak and East Driveway</i>												
AM Peak	-	-	B	-	-	-	-	-	-	-	-	-
PM Peak	-	-	B	-	-	-	-	-	-	-	-	-
<i>Scottsdale and site Driveway</i>												
AM Peak	-	-	-	A	-	-	-	-	-	F	-	B
PM Peak	-	-	-	C	-	-	-	-	-	F	-	D
<i>Scottsdale and Pinnacle Peak</i>												
AM Peak	B	B	A	C	D	-	D	F	C	E	E	A
PM Peak	D	D	B	E	C	-	D	D	A	D	D	C

The AM Peak hour continues to operate at a poor level of service during the AM peak hour. The relatively small increase in volume in the AM peak hour generated by the proposed development, less than 1%, does not materially change the level of service. Additionally, there will likely be a period of time before the total occupancy of the site is completed and additional capacity improvements on Scottsdale Road could potentially be completed by the City during this time period. Left turn movements at the unsignalized site driveways experience delays typical of unsignalized access points on arterial streets. Most of these movements can be avoided by selecting alternate routes to and from the site which allow for left turns to be made at the signalized intersection of Pinnacle Peak Road and Scottsdale Road.

Based on the results of the analysis, the traffic generated by the proposed Silverstone Commercial Development will not significantly impact the operation of the existing intersection of Pinnacle Peak Road and Scottsdale Road, and the proposed driveways are anticipated to operate at levels consistent with typical arterial street access points.



Kimley-Horn
and Associates, Inc.

Mr. Craig F. Eisenberg, November 12, 2012, Page 5

If you have any questions, feel free to call me at (602) 944-5500.

Very truly yours,

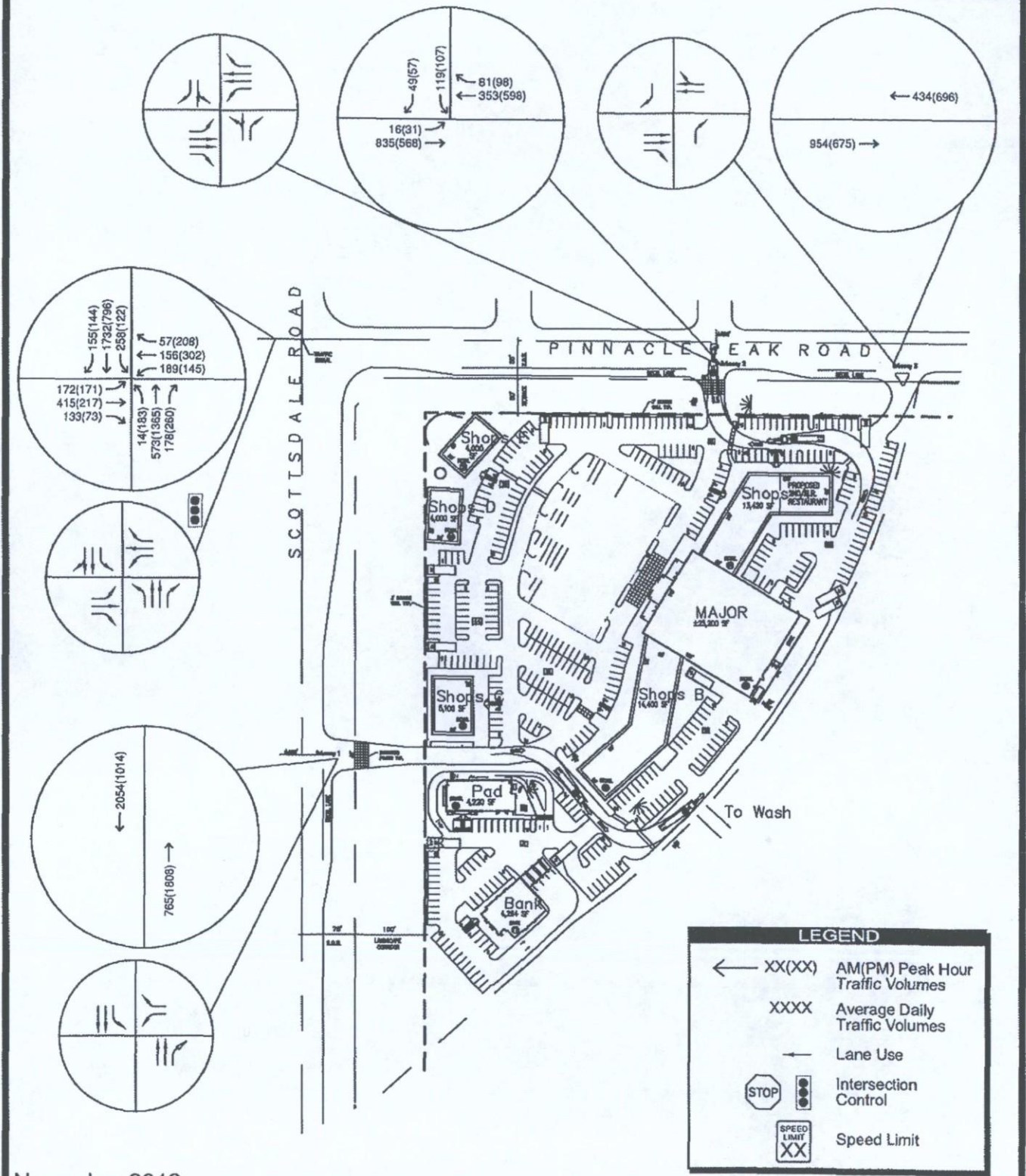
KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in cursive script that reads "Charles R. Wright".

Charles R. Wright, P.E.
Traffic Engineer

Enclosed: Figures 1 – 5
Appendix

K:\PHX_Traffic\191035007-SEC Pinnacle Peak & Scottsdale Rd\PP and Scottsdale.doc

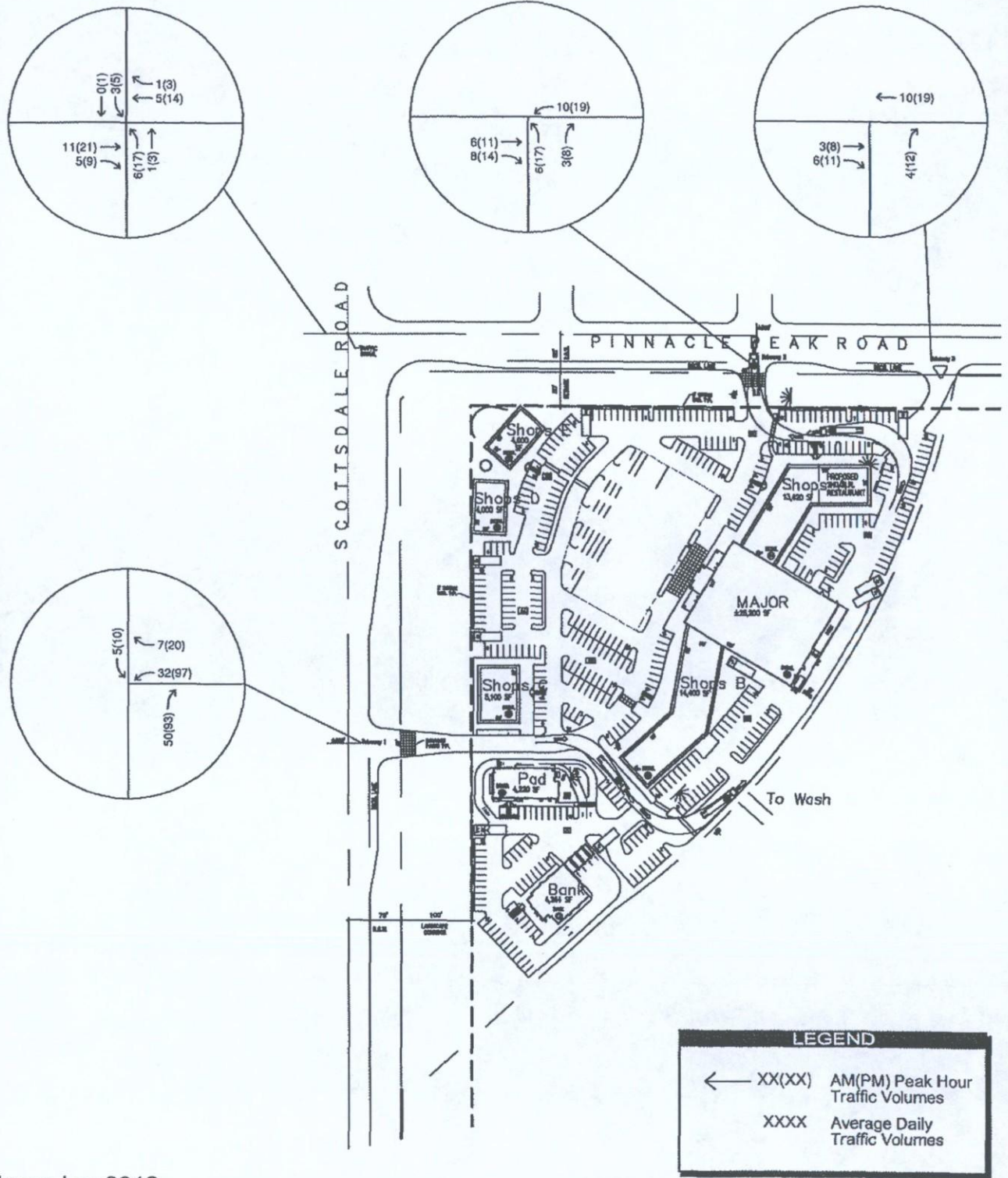


November 2012

Existing Traffic Volumes and Geometry

Traffic Impact Analysis

Figure 1

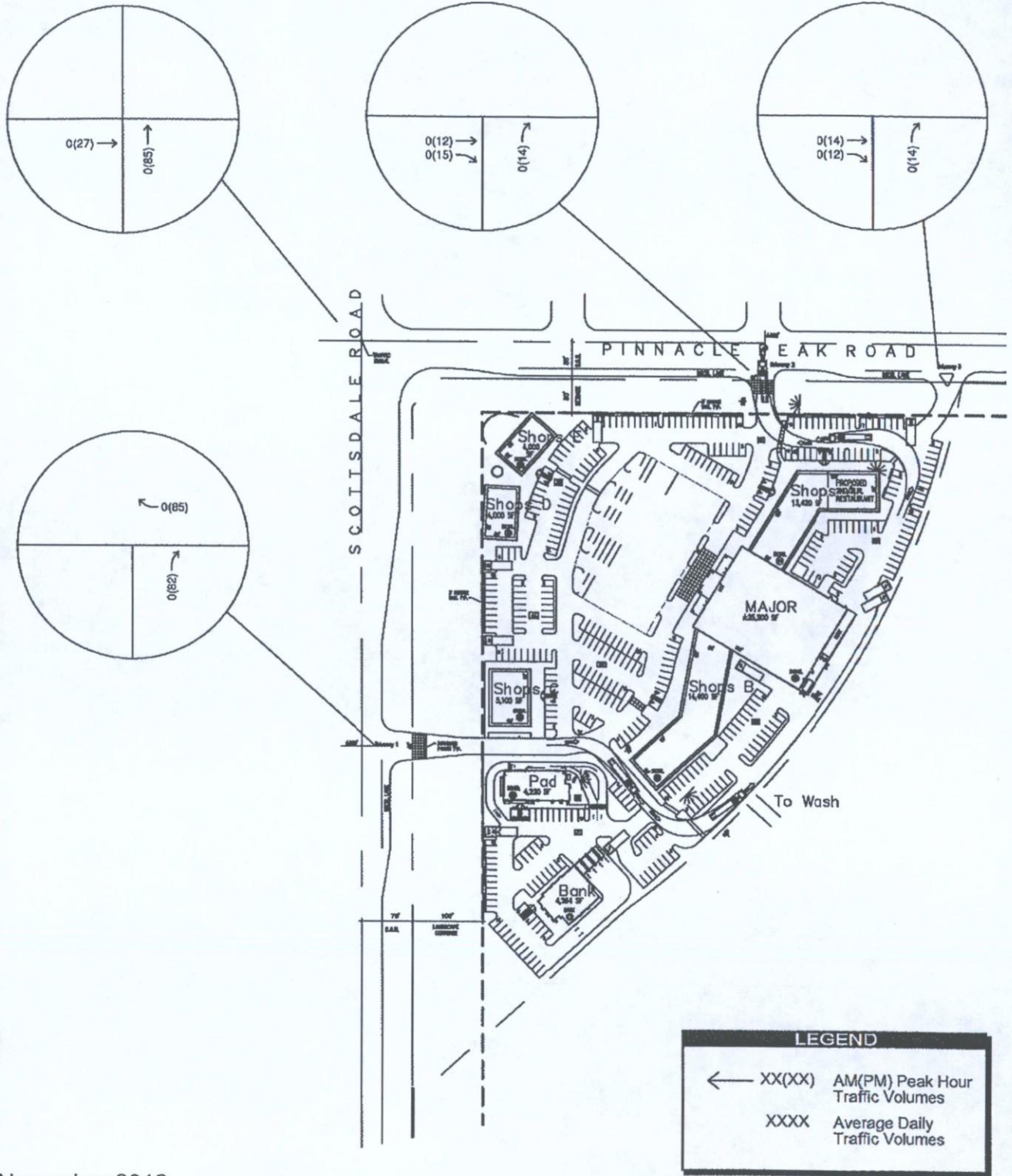


November 2012

New Site Traffic Volumes

Traffic Impact Analysis

Figure 2

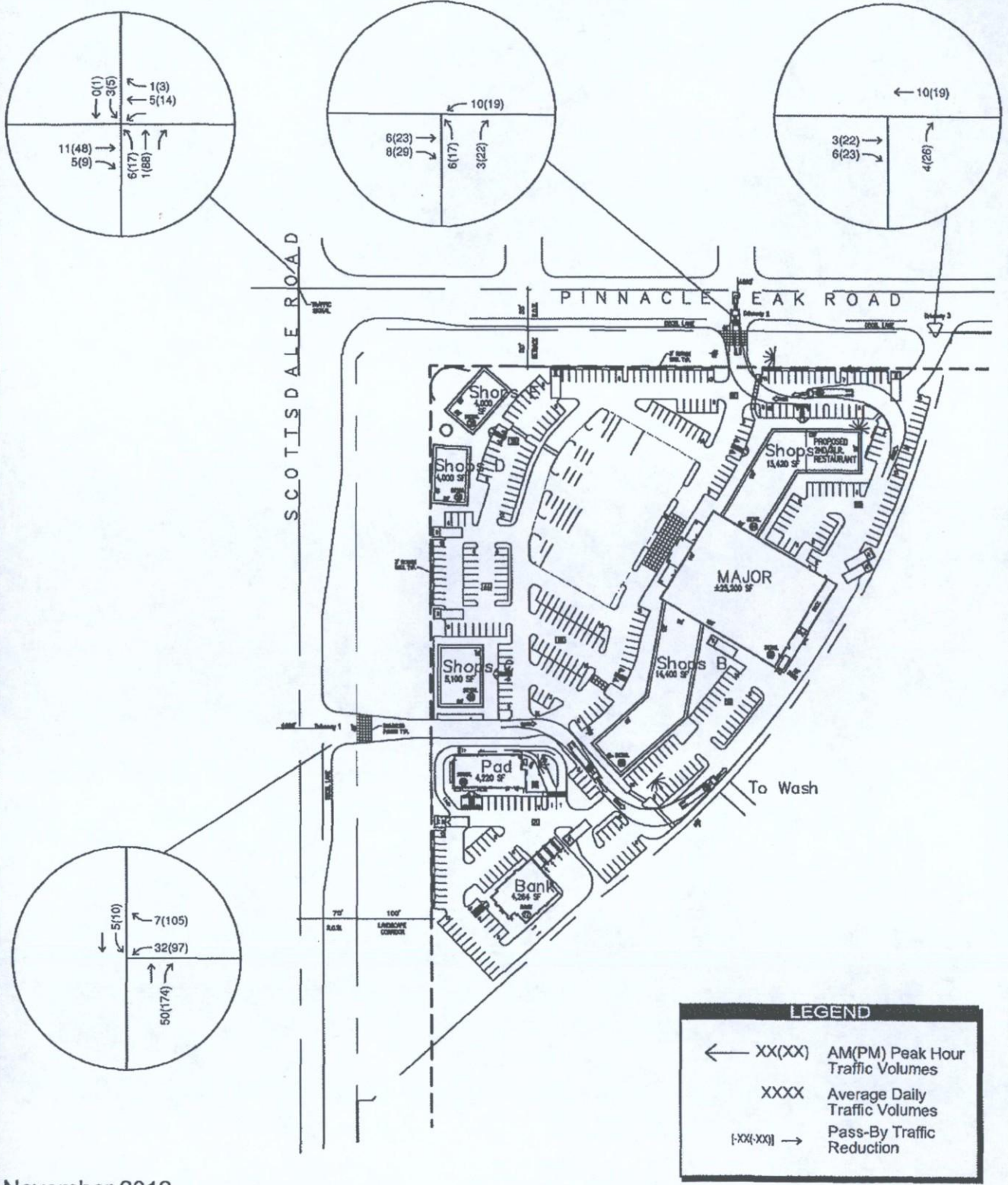


November 2012

Pass-By Site Traffic Volumes

Traffic Impact Analysis

Figure 3



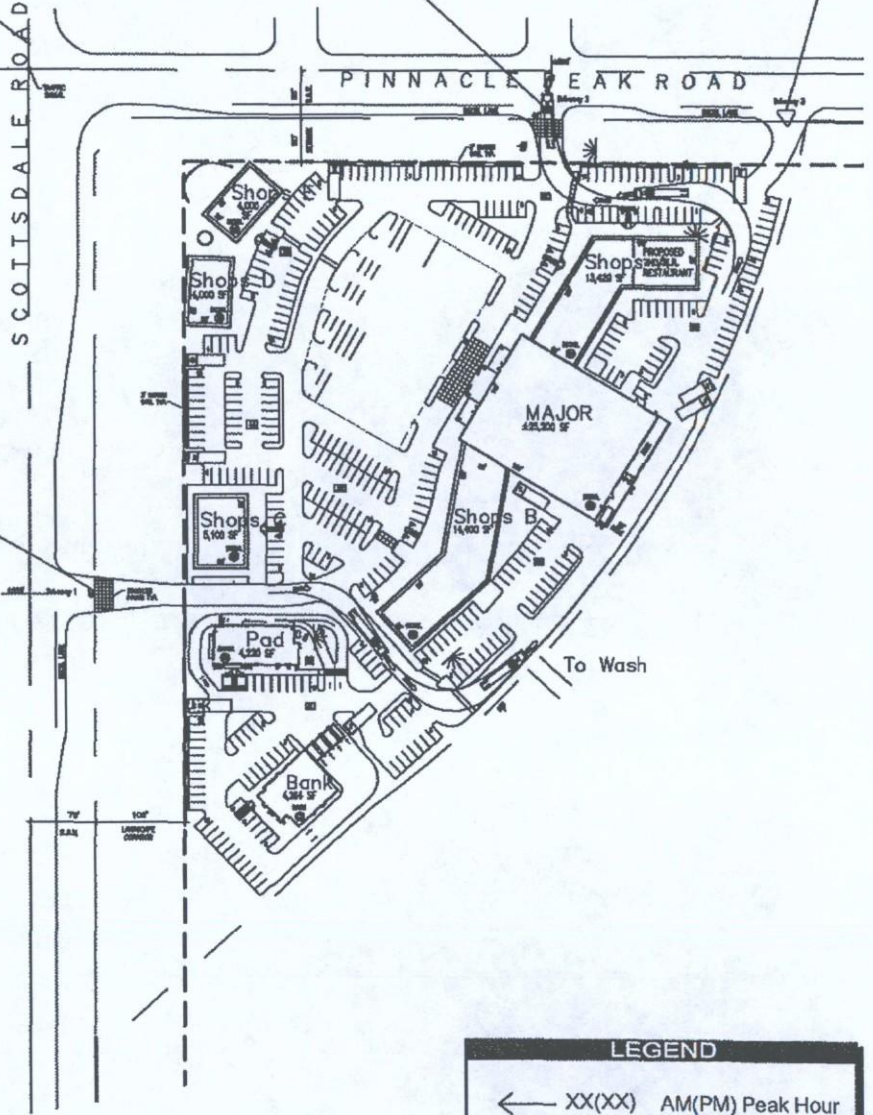
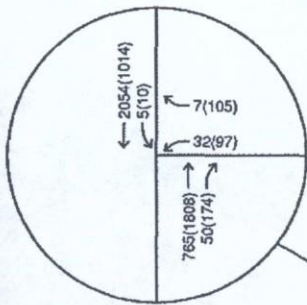
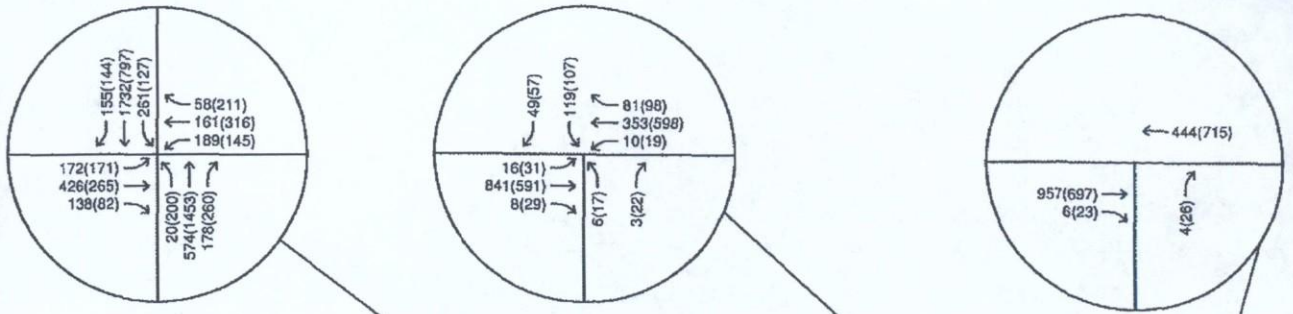
LEGEND	
← XX(XX)	AM(PM) Peak Hour Traffic Volumes
XXXX	Average Daily Traffic Volumes
{XX-XX} →	Pass-By Traffic Reduction

November 2012

Total Site Traffic Volumes

Traffic Impact Analysis

Figure 4



LEGEND

← XX(XX) AM(PM) Peak Hour Traffic Volumes

XXXX Average Daily Traffic Volumes

November 2012

Total Traffic Volumes
Traffic Impact Analysis

Figure 5



Count By Ed
 Scottsdale Rd & Pinnacle Peak
 4/11/11
 App Vol NB

City of Scottsdale Transportation, Traffic Engineering
 7447 E. Indian School Rd, Suite 205
 Scottsdale, Az 85251

Site Code: 00000001641
 Station ID:

11-0349

Latitude: 0' 0.000 Undefined

Start Time	11-Apr-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	16	259	16	*	*	*	*	*	*	*	*	*	16	259
12:15	*	*	11	269	22	*	*	*	*	*	*	*	*	*	16	269
12:30	*	*	19	264	4	*	*	*	*	*	*	*	*	*	12	264
12:45	*	*	8	300	13	*	*	*	*	*	*	*	*	*	10	300
01:00	*	246	7	252	14	*	*	*	*	*	*	*	*	*	10	249
01:15	*	283	4	316	12	*	*	*	*	*	*	*	*	*	8	300
01:30	*	267	7	295	5	*	*	*	*	*	*	*	*	*	6	281
01:45	*	289	6	308	6	*	*	*	*	*	*	*	*	*	6	298
02:00	*	303	5	284	2	*	*	*	*	*	*	*	*	*	4	294
02:15	*	300	3	287	5	*	*	*	*	*	*	*	*	*	4	294
02:30	*	274	6	278	5	*	*	*	*	*	*	*	*	*	6	276
02:45	*	332	4	351	4	*	*	*	*	*	*	*	*	*	4	342
03:00	*	362	7	370	12	*	*	*	*	*	*	*	*	*	10	366
03:15	*	372	6	463	4	*	*	*	*	*	*	*	*	*	5	418
03:30	*	378	11	398	11	*	*	*	*	*	*	*	*	*	11	388
03:45	*	420	14	362	9	*	*	*	*	*	*	*	*	*	12	391
04:00	*	386	8	396	11	*	*	*	*	*	*	*	*	*	10	391
04:15	*	440	11	376	9	*	*	*	*	*	*	*	*	*	10	408
04:30	*	423	14	436	17	*	*	*	*	*	*	*	*	*	16	430
04:45	*	456	15	425	127	*	*	*	*	*	*	*	*	*	21	440
05:00	*	423	32	431	33	*	*	*	*	*	*	*	*	*	32	427
05:15	*	456	50	505	51	*	*	*	*	*	*	*	*	*	50	480
05:30	*	439	58	447	66	*	*	*	*	*	*	*	*	*	62	443
05:45	*	406	72	402	58	*	*	*	*	*	*	*	*	*	65	404
06:00	*	399	81	363	99	*	*	*	*	*	*	*	*	*	90	381
06:15	*	332	88	340	109	*	*	*	*	*	*	*	*	*	98	336
06:30	*	307	127	306	127	*	*	*	*	*	*	*	*	*	127	306
06:45	*	293	141	301	133	*	*	*	*	*	*	*	*	*	137	297
07:00	*	213	148	250	148	*	*	*	*	*	*	*	*	*	148	232
07:15	*	224	167	251	129	*	*	*	*	*	*	*	*	*	148	238
07:30	*	206	189	214	188	*	*	*	*	*	*	*	*	*	188	210
07:45	*	170	198	208	194	*	*	*	*	*	*	*	*	*	196	189
08:00	*	179	212	195	201	*	*	*	*	*	*	*	*	*	206	187
08:15	*	154	198	209	205	*	*	*	*	*	*	*	*	*	202	182
08:30	*	170	260	169	235	*	*	*	*	*	*	*	*	*	248	170
08:45	*	132	266	163	282	*	*	*	*	*	*	*	*	*	274	148
09:00	*	143	266	159	257	*	*	*	*	*	*	*	*	*	262	151
09:15	*	133	232	150	230	*	*	*	*	*	*	*	*	*	231	142
09:30	*	99	212	124	206	*	*	*	*	*	*	*	*	*	209	112
09:45	*	77	259	87	244	*	*	*	*	*	*	*	*	*	252	82
10:00	*	80	202	90	207	*	*	*	*	*	*	*	*	*	204	85
10:15	*	82	271	66	233	*	*	*	*	*	*	*	*	*	252	74
10:30	*	81	246	56	217	*	*	*	*	*	*	*	*	*	232	68
10:45	*	43	265	43	260	*	*	*	*	*	*	*	*	*	262	43
11:00	*	32	254	42	259	*	*	*	*	*	*	*	*	*	256	37
11:15	*	26	265	24	*	*	*	*	*	*	*	*	*	*	265	25
11:30	*	18	267	36	*	*	*	*	*	*	*	*	*	*	267	27
11:45	*	24	240	26	*	*	*	*	*	*	*	*	*	*	240	25
Total	0	10871	5448	12346	4579	0	0	0	0	0	0	0	0	0	5400	12159
Day Total	10871		17794		4579		0		0		0		0		17559	
% Splits	0.0%	100.0%	30.6%	69.4%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.8%	69.2%
Peak Vol.	04:45	1774	1051	1808	1004										1050	1790
P.H.F.	0.973	0.984	0.895	0.890											0.958	0.932

ADT ADT 17,794 AADT 17,794



Count By Ed
 Scottsdale Rd & Pinnacle Peak
 4/11/11
 App Vol SB

City of Scottsdale Transportation, Traffic Engineering

7447 E. Indian School Rd, Suite 205
 Scottsdale, Az 85251

Site Code: 00000001643
 Station ID:

11-0350

Latitude: 0' 0.000 Undefined

Start Time	11-Apr-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	12	313	9	*	*	*	*	*	*	*	*	10	313	
12:15	*	*	14	333	9	*	*	*	*	*	*	*	*	12	333	
12:30	*	*	7	285	16	*	*	*	*	*	*	*	*	12	285	
12:45	*	*	7	312	6	*	*	*	*	*	*	*	*	6	312	
01:00	*	*	6	321	12	*	*	*	*	*	*	*	*	9	321	
01:15	*	304	6	320	14	*	*	*	*	*	*	*	*	10	312	
01:30	*	304	7	323	10	*	*	*	*	*	*	*	*	8	314	
01:45	*	316	10	309	2	*	*	*	*	*	*	*	*	8	312	
02:00	*	281	3	318	5	*	*	*	*	*	*	*	*	4	300	
02:15	*	375	5	360	4	*	*	*	*	*	*	*	*	4	360	
02:30	*	371	6	350	3	*	*	*	*	*	*	*	*	4	360	
02:45	*	337	25	344	3	*	*	*	*	*	*	*	*	14	340	
03:00	*	358	7	318	7	*	*	*	*	*	*	*	*	7	338	
03:15	*	292	0	319	6	*	*	*	*	*	*	*	*	3	306	
03:30	*	314	17	300	12	*	*	*	*	*	*	*	*	14	307	
03:45	*	28	20	298	15	*	*	*	*	*	*	*	*	18	290	
04:00	*	282	21	295	21	*	*	*	*	*	*	*	*	21	288	
04:15	*	281	23	283	33	*	*	*	*	*	*	*	*	28	282	
04:30	*	278	41	254	32	*	*	*	*	*	*	*	*	36	266	
04:45	*	282	49	275	34	*	*	*	*	*	*	*	*	42	278	
05:00	*	290	70	290	73	*	*	*	*	*	*	*	*	72	290	
05:15	*	242	77	247	77	*	*	*	*	*	*	*	*	77	244	
05:30	*	256	127	250	109	*	*	*	*	*	*	*	*	118	253	
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06:00	*	188	165	209	172	*	*	*	*	*	*	*	*	168	198	
06:15	*	239	240	232	250	*	*	*	*	*	*	*	*	245	236	
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07:00	*	136	456	166	459	*	*	*	*	*	*	*	*	458	151	
07:15	*	119	553	127	508	*	*	*	*	*	*	*	*	530	123	
07:30	*	107	542	98	523	*	*	*	*	*	*	*	*	532	102	
07:45	*	84	553	95	537	*	*	*	*	*	*	*	*	545	90	
08:00	*	82	497	84	530	*	*	*	*	*	*	*	*	514	83	
08:15	*	75	479	94	480	*	*	*	*	*	*	*	*	480	84	
08:30	*	65	473	91	487	*	*	*	*	*	*	*	*	480	78	
08:45	*	74	461	92	429	*	*	*	*	*	*	*	*	445	83	
09:00	*	64	424	86	381	*	*	*	*	*	*	*	*	402	75	
09:15	*	65	367	89	376	*	*	*	*	*	*	*	*	372	77	
09:30	*	41	344	66	372	*	*	*	*	*	*	*	*	358	64	
09:45	*	48	349	55	368	*	*	*	*	*	*	*	*	358	52	
10:00	*	48	289	62	319	*	*	*	*	*	*	*	*	304	55	
10:15	*	38	301	38	306	*	*	*	*	*	*	*	*	304	38	
10:30	*	31	314	36	357	*	*	*	*	*	*	*	*	336	34	
10:45	*	31	331	26	330	*	*	*	*	*	*	*	*	330	28	
11:00	*	17	270	20	318	*	*	*	*	*	*	*	*	294	18	
11:15	*	21	370	32	303	*	*	*	*	*	*	*	*	336	26	
11:30	*	19	300	21	*	*	*	*	*	*	*	*	*	300	20	
11:45	*	19	338	15	*	*	*	*	*	*	*	*	*	338	12	
Total	0	7565	9845	9422	9179	0	0	0	0	0	0	0	0	9830	9274	
Day Total	7565		19267		9179	0	0	0	0	0	0	0	0	19104		
% Splits	0.0%	100.0%	51.1%	48.9%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	51.5%	48.5%	
Peak		02:15	07:15	02:00	07:15									07:15	02:15	
Vol.		1441	2145	1372	2098									2121	1406	
P.H.F.		0.961	0.970	0.953	0.977									0.973	0.955	

ADT ADT 19,267 AADT 19,267



City of Scottsdale Transportation, Traffic Engineering

7447 E. Indian School Rd, Suite 205
Scottsdale, Az 85251

Site Code: 00000001642

Station ID:

Count By Ed
Scottsdale Rd & Pinnacle Peak
4/11/11
App Vol EB

11-0352

Latitude: 0' 0.000 Undefined

Start Time	11-Apr-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	34	152	34	145	*	*	*	*	*	*	*	*	34	148
12:15	*	*	35	104	36	115	*	*	*	*	*	*	*	*	36	130
12:30	*	*	20	100	28	81	*	*	*	*	*	*	*	*	23	90
12:45	*	*	14	94	22	91	*	*	*	*	*	*	*	*	18	94
01:00	*	*	11	71	15	84	*	*	*	*	*	*	*	*	13	78
01:15	*	*	15	88	20	78	*	*	*	*	*	*	*	*	18	83
01:30	*	*	14	61	12	70	*	*	*	*	*	*	*	*	13	66
01:45	*	*	4	67	9	82	*	*	*	*	*	*	*	*	6	74
02:00	*	*	7	73	9	89	*	*	*	*	*	*	*	*	8	81
02:15	*	*	3	55	5	85	*	*	*	*	*	*	*	*	4	70
02:30	*	*	3	93	5	*	*	*	*	*	*	*	*	*	4	93
02:45	*	*	4	66	5	*	*	*	*	*	*	*	*	*	4	66
03:00	*	*	4	75	3	*	*	*	*	*	*	*	*	*	4	75
03:15	*	*	3	76	0	*	*	*	*	*	*	*	*	*	2	76
03:30	*	*	1	106	2	*	*	*	*	*	*	*	*	*	2	106
03:45	*	*	4	81	4	*	*	*	*	*	*	*	*	*	4	81
04:00	*	*	1	77	3	*	*	*	*	*	*	*	*	*	2	77
04:15	*	86	2	82	1	*	*	*	*	*	*	*	*	*	2	84
04:30	*	78	2	75	4	*	*	*	*	*	*	*	*	*	3	76
04:45	*	79	1	85	0	*	*	*	*	*	*	*	*	*	0	82
05:00	*	76	0	80	1	*	*	*	*	*	*	*	*	*	0	78
05:15	*	124	1	127	2	*	*	*	*	*	*	*	*	*	2	126
05:30	*	101	2	114	3	*	*	*	*	*	*	*	*	*	2	108
05:45	*	104	2	111	0	*	*	*	*	*	*	*	*	*	1	108
06:00	*	113	3	109	3	*	*	*	*	*	*	*	*	*	3	111
06:15	*	96	1	90	1	*	*	*	*	*	*	*	*	*	1	93
06:30	*	83	0	81	1	*	*	*	*	*	*	*	*	*	0	82
06:45	*	115	6	120	0	*	*	*	*	*	*	*	*	*	3	118
07:00	*	122	9	106	1	*	*	*	*	*	*	*	*	*	5	114
07:15	*	82	4	90	9	*	*	*	*	*	*	*	*	*	6	86
07:30	*	89	13	88	14	*	*	*	*	*	*	*	*	*	14	88
07:45	*	92	28	96	28	*	*	*	*	*	*	*	*	*	28	94
08:00	*	97	18	91	21	*	*	*	*	*	*	*	*	*	20	94
08:15	*	74	36	107	38	*	*	*	*	*	*	*	*	*	37	90
08:30	*	82	40	77	48	*	*	*	*	*	*	*	*	*	44	80
08:45	*	99	60	106	50	*	*	*	*	*	*	*	*	*	55	102
09:00	*	88	49	86	50	*	*	*	*	*	*	*	*	*	50	87
09:15	*	69	62	82	57	*	*	*	*	*	*	*	*	*	60	76
09:30	*	82	92	87	95	*	*	*	*	*	*	*	*	*	94	84
09:45	*	65	125	65	115	*	*	*	*	*	*	*	*	*	120	65
10:00	*	45	133	55	117	*	*	*	*	*	*	*	*	*	125	50
10:15	*	64	169	64	196	*	*	*	*	*	*	*	*	*	178	64
10:30	*	45	195	42	179	*	*	*	*	*	*	*	*	*	187	44
10:45	*	39	211	51	201	*	*	*	*	*	*	*	*	*	206	45
11:00	*	25	156	44	165	*	*	*	*	*	*	*	*	*	160	34
11:15	*	24	159	55	166	*	*	*	*	*	*	*	*	*	162	40
11:30	*	28	170	37	161	*	*	*	*	*	*	*	*	*	166	32
11:45	*	28	182	37	184	*	*	*	*	*	*	*	*	*	183	32
Total	0	2394	2098	3979	2121	923	0	0	0	0	0	0	0	0	2112	3935
Day Total	2394		6077		3044		0		0		0		0		6047	
% Splits	0.0%	100.0%	34.5%	65.5%	69.7%	30.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.9%	65.1%
Peak		05:15	10:15	05:15	10:15	12:00									10:15	05:15
Vol.		442	721	461	741	435									731	453
P.H.F.		0.891	0.854	0.907	0.922	0.750									0.887	0.899

ADT ADT 6,077 AADT 6,077

Timings

101: Scottsdale Road & Pinnacle Peak Road

11/7/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	171	217	73	145	302	208	183	1365	260	122	796
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	4		1	4		3	2		3	2
Permitted Phases	4		4	4		4	2		2	2	
Detector Phase	1	4	4	1	4	4	3	2	2	3	2
Switch Phase											
Minimum Initial (s)	8.0	27.9	27.9	8.0	27.9	27.9	2.9	51.0	51.0	2.9	51.0
Minimum Split (s)	12.0	34.9	34.9	12.0	34.9	34.9	6.9	63.0	63.0	6.9	63.0
Total Split (s)	12.0	34.9	34.9	12.0	34.9	34.9	10.0	63.1	63.1	10.0	63.1
Total Split (%)	10.0%	29.1%	29.1%	10.0%	29.1%	29.1%	8.3%	52.6%	52.6%	8.3%	52.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	38.9	30.9	30.9	38.9	30.9	30.9	65.1	59.1	59.1	65.1	59.1
Actuated g/C Ratio	0.32	0.26	0.26	0.32	0.26	0.26	0.54	0.49	0.49	0.54	0.49
v/c Ratio	0.75	0.49	0.17	0.49	0.68	0.45	0.80	0.91	0.33	0.88	0.60
Control Delay	49.5	42.1	7.9	33.9	48.6	19.6	39.3	37.3	9.8	70.3	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	42.1	7.9	33.9	48.6	19.6	39.3	37.3	9.8	70.3	23.1
LOS	D	D	A	C	D	B	D	D	A	E	C
Approach Delay		39.4			36.1			33.9			28.5
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 33.5
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

Splits and Phases: 101: Scottsdale Road & Pinnacle Peak Road

63.1 s	12 s	34.9 s	10 s

Timings

101: Scottsdale Road & Pinnacle Peak Road

11/7/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↔	↗	↘	↑↔
Volume (vph)	172	415	133	189	156	57	14	573	178	258	1732
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	4		1	4		3	2		3	2
Permitted Phases	4		4	4		4	2		2	2	
Detector Phase	1	4	4	1	4	4	3	2	2	3	2
Switch Phase											
Minimum Initial (s)	9.0	23.3	23.3	9.0	23.3	23.3	3.0	56.0	56.0	3.0	56.0
Minimum Split (s)	13.0	30.3	30.3	13.0	30.3	30.3	7.0	63.0	63.0	7.0	63.0
Total Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	7.0	69.0	69.0	7.0	69.0
Total Split (%)	10.8%	25.8%	25.8%	10.8%	25.8%	25.8%	5.8%	57.5%	57.5%	5.8%	57.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	36.0	27.0	27.0	36.0	27.0	27.0	68.0	65.0	65.0	68.0	65.0
Actuated g/C Ratio	0.30	0.22	0.22	0.30	0.22	0.22	0.57	0.54	0.54	0.57	0.54
v/c Ratio	0.54	1.08	0.35	1.06	0.41	0.15	0.14	0.35	0.20	0.73	1.08
Control Delay	37.3	110.2	20.3	114.2	43.1	5.3	12.6	16.1	2.5	29.4	73.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	110.2	20.3	114.2	43.1	5.3	12.6	16.1	2.5	29.4	73.6
LOS	D	F	C	F	D	A	B	B	A	C	E
Approach Delay		76.2			71.1			13.2			68.3
Approach LOS		E			E			B			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 135
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 59.6
 Intersection Capacity Utilization 106.6%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 101: Scottsdale Road & Pinnacle Peak Road

02 (R)	01	04	03
69 s	13 s	31 s	7 s

Timings

101: Scottsdale Road & Pinnacle Peak Road

11/7/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	172	426	138	189	161	58	20	574	178	261	1732
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	4		1	4		3	2		3	2
Permitted Phases	4		4	4		4	2		2	2	
Detector Phase	1	4	4	1	4	4	3	2	2	3	2
Switch Phase											
Minimum Initial (s)	9.0	23.3	23.3	9.0	23.3	23.3	3.0	56.0	56.0	3.0	56.0
Minimum Split (s)	13.0	30.3	30.3	13.0	30.3	30.3	7.0	63.0	63.0	7.0	63.0
Total Split (s)	16.0	23.0	23.0	16.0	23.0	23.0	6.0	75.0	75.0	6.0	75.0
Total Split (%)	13.3%	19.2%	19.2%	13.3%	19.2%	19.2%	5.0%	62.5%	62.5%	5.0%	62.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	31.0	19.0	19.0	31.0	19.0	19.0	73.0	71.0	71.0	73.0	71.0
Actuated g/C Ratio	0.26	0.16	0.16	0.26	0.16	0.16	0.61	0.59	0.59	0.61	0.59
v/c Ratio	0.63	1.57	0.47	0.86	0.60	0.20	0.24	0.32	0.19	0.68	0.99
Control Delay	44.5	308.7	26.8	67.2	56.2	7.0	14.2	12.8	2.1	24.1	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	308.7	26.8	67.2	56.2	7.0	14.2	12.8	2.1	24.1	41.7
LOS	D	F	C	E	E	A	B	B	A	C	D
Approach Delay		194.1			54.3			10.6			39.6
Approach LOS		F			D			B			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 135
 Control Type: Pretimed
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 63.5
 Intersection Capacity Utilization 107.4%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 101: Scottsdale Road & Pinnacle Peak Road

$\sigma 2$ (R)	$\sigma 1$	$\sigma 4$	
75 s	16 s	23 s	6 s

Timings

101: Scottsdale Road & Pinnacle Peak Road

11/7/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	171	265	82	145	316	211	200	1453	260	127	797
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	4		1	4		3	2		3	2
Permitted Phases	4		4	4		4	2		2	2	
Detector Phase	1	4	4	1	4	4	3	2	2	3	2
Switch Phase											
Minimum Initial (s)	8.0	27.9	27.9	8.0	27.9	27.9	2.9	51.0	51.0	2.9	51.0
Minimum Split (s)	12.0	34.9	34.9	12.0	34.9	34.9	6.9	63.0	63.0	6.9	63.0
Total Split (s)	12.0	35.0	35.0	12.0	35.0	35.0	10.0	63.0	63.0	10.0	63.0
Total Split (%)	10.0%	29.2%	29.2%	10.0%	29.2%	29.2%	8.3%	52.5%	52.5%	8.3%	52.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	39.0	31.0	31.0	39.0	31.0	31.0	65.0	59.0	59.0	65.0	59.0
Actuated g/C Ratio	0.32	0.26	0.26	0.32	0.26	0.26	0.54	0.49	0.49	0.54	0.49
v/c Ratio	0.78	0.60	0.19	0.56	0.71	0.46	0.87	0.97	0.33	0.92	0.60
Control Delay	53.4	45.1	8.0	36.7	49.9	20.7	50.1	45.5	10.4	78.9	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	45.1	8.0	36.7	49.9	20.7	50.1	45.5	10.4	78.9	23.2
LOS	D	D	A	D	D	C	D	D	B	E	C
Approach Delay		42.0			37.9			41.7			29.8
Approach LOS		D			D			D			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
 Natural Cycle: 120
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 99.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 101: Scottsdale Road & Pinnacle Peak Road

63 s	12 s	35 s	10 s

Scenario Report

Scenario: Existing PM
Command: Existing
Volume: Existing PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: PM
Trip Distribution: Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Trip Generation Report

Forecast for PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Facility Tri	1.00	Shopping Cente	147.00	154.00	147	154	301	57.6
	Zone 1 Subtotal					147	154	301	57.6
2	Passerby Zon	1.00	Shopping Cente	109.00	113.00	109	113	222	42.4
	Zone 2 Subtotal					109	113	222	42.4
TOTAL						256	267	523	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates			
	1	2	3	6
1	4.0	20.0	13.0	63.0
2	0.0	25.0	0.0	75.0

 Turning Movement Report
 PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Pinnacle Peak/Scottsdale Road													
Base	183	1365	260	122	796	144	171	217	73	145	302	208	3986
Added	17	88	0	5	1	0	0	48	9	0	14	3	185
Total	200	1453	260	127	797	144	171	265	82	145	316	211	4171
#5 Scottsdale Driveway													
Base	0	1808	0	0	1014	0	0	0	0	0	0	0	2822
Added	0	0	174	10	0	0	0	0	0	97	0	105	386
Total	0	1808	174	10	1014	0	0	0	0	97	0	105	3208
#20 Pinnacle Peak Driveway 1													
Base	0	0	0	107	0	57	31	568	0	0	598	98	1459
Added	17	0	22	0	0	0	0	23	29	19	0	0	110
Total	17	0	22	107	0	57	31	591	29	19	598	98	1569
#21 Pinnacle Peak Driveway 2													
Base	0	0	0	0	0	0	0	675	0	0	696	0	1371
Added	0	0	26	0	0	0	0	22	23	0	19	0	90
Total	0	0	26	0	0	0	0	697	23	0	715	0	1461

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Pinnacle Peak/Scottsdale Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 8 Average Delay (sec/veh): 39.9
Optimal Cycle: 120 Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 24 Oct 2012 <<
Table with 12 columns for volume counts and 12 rows for various adjustment factors like Growth Adj, Initial Bse, User Adj, etc.

Saturation Flow Module:
Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:
Table with 12 columns for capacity analysis metrics and 14 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Pinnacle Peak/Scottsdale Road

Cycle (sec): 120 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 8 Average Delay (sec/veh): 44.8
Optimal Cycle: 120 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 24 Oct 2012 <<. Table with 12 columns for volume counts and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module. Table with 12 columns for saturation flow values and adjustments like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module. Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Scottsdale Driveway

Average Delay (sec/veh): 0.0 Worst Case Level of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 7 rows for various volume adjustments like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns and 4 rows showing conflict volume, potential capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns and 8 rows detailing control delay, LOS by movement, and approach delay/LOS.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Scottsdale Driveway

Average Delay (sec/veh): 71.4 Worst Case Level of Service: F[1133.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Pinnacle Peak Driveway 1

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: E[35.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity and volume. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 12 columns for delay and LOS. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Pinnacle Peak Driveway 1

Average Delay (sec/veh): 7.9 Worst Case Level of Service: F [71.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	1	0	2	1	0	2

Volume Module:

Base Vol:	0	0	0	107	0	57	31	568	0	0	598	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	57	31	568	0	0	598	98
Added Vol:	17	0	22	0	0	0	0	23	29	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	22	107	0	57	31	591	29	19	598	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	0	24	119	0	63	34	657	32	21	664	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	0	24	119	0	63	34	657	32	21	664	109

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1100	1541	328	1104	1464	332	773	xxxx	xxxxxx	689	xxxx	xxxxxx
Potent Cap.:	169	116	673	168	130	669	851	xxxx	xxxxxx	915	xxxx	xxxxxx
Move Cap.:	146	109	673	154	121	669	851	xxxx	xxxxxx	915	xxxx	xxxxxx
Volume/Cap:	0.13	0.00	0.04	0.77	0.00	0.09	0.04	xxxx	xxxx	0.02	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	10.4	xxxxx	xxxx	10.6	9.4	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	B	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	146	211	xxxxx	154	184	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.4	0.5	xxxxx	3.7	4.4	xxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	33.3	25.0	xxxxx	80.3	77.7	xxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	D	D	*	F	F	*	*	*	*	*	*	*
ApproachDel:	24.7			71.7			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Pinnacle Peak Driveway 2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 13 columns for gap and timing. Rows include Critical Gap and FollowUp Time.

Capacity Module: Table with 13 columns for capacity and volume. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module: Table with 13 columns for LOS and delay. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Pinnacle Peak Driveway 2

Average Delay (sec/veh): 0.2 Worst Case Level of Service: B[11.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns for gap and follow-up times.

Capacity Module: Table with 12 columns for capacity-related metrics like Cnflct Vol, Potent Cap, etc.

Level of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: Existing AM
Command: Existing
Volume: Existing AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: AM
Trip Distribution: Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Trip Generation Report

Forecast for AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Facility Tri	1.00	Shopping Cente	79.00	51.00	79	51	130	100.0
	Zone 1 Subtotal					79	51	130	100.0
TOTAL						79	51	130	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates			
	1	2	3	6
1	4.0	20.0	13.0	63.0
2	0.0	25.0	0.0	75.0

 Turning Movement Report
 AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Pinnacle Peak/Scottsdale Road													
Base	14	573	178	258	1732	155	172	415	133	189	156	57	4032
Added	6	1	0	3	0	0	0	11	5	0	5	1	32
Total	20	574	178	261	1732	155	172	426	138	189	161	58	4064
#5 Scottsdale Driveway													
Base	0	765	0	0	2054	0	0	0	0	0	0	0	2819
Added	0	0	50	5	0	0	0	0	0	32	0	7	94
Total	0	765	50	5	2054	0	0	0	0	32	0	7	2913
#20 Pinnacle Peak Driveway 1													
Base	0	0	0	119	0	49	16	835	0	0	353	81	1453
Added	6	0	3	0	0	0	0	6	8	10	0	0	33
Total	6	0	3	119	0	49	16	841	8	10	353	81	1486
#21 Pinnacle Peak Driveway 2													
Base	0	0	0	0	0	0	0	954	0	0	434	0	1388
Added	0	0	4	0	0	0	0	3	6	0	10	0	23
Total	0	0	4	0	0	0	0	957	6	0	444	0	1411

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Pinnacle Peak/Scottsdale Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 8 Average Delay (sec/veh): 63.9
Optimal Cycle: 120 Level Of Service: E

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for each. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns representing different traffic volumes and adjustments. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing saturation flow rates. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, InitQueuDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2k95thQ.

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Pinnacle Peak/Scottsdale Road

Cycle (sec): 120 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 8 Average Delay (sec/veh): 66.8
Optimal Cycle: 120 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 24 Oct 2012 <<. Table with 12 columns for volume counts and adjustments like Growth Adj, Initial Bse, Added Vol, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and adjustments like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Scottsdale Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic flows and 6 rows of adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns and 2 rows showing gap and follow-up times.

Capacity Module table with 12 columns and 4 rows showing conflict volume, capacity, and volume/capacity ratios.

Level Of Service Module table with 12 columns and 8 rows detailing delay, LOS, and approach information.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

```

*****
Intersection #5 Scottsdale Driveway
*****
Average Delay (sec/veh):      1.8      Worst Case Level Of Service: F[133.8]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 2 0 1      1 0 2 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 765 0      0 2054 0      0 0 0 0      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 765 0      0 2054 0      0 0 0 0      0 0 0
Added Vol:    0 0 50      5 0 0      0 0 0 0      32 0 7
PasserByVol:  0 0 0      0 0 0      0 0 0 0      0 0 0
Initial Fut:  0 765 50      5 2054 0      0 0 0 0      32 0 7
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   0 850 56      6 2282 0      0 0 0 0      36 0 8
Reduct Vol:   0 0 0      0 0 0      0 0 0 0      0 0 0
FinalVolume:  0 850 56      6 2282 0      0 0 0 0      36 0 8
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx  4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  6.8 xxxxx  6.9
FollowUpTim:xxxxxx xxxxx xxxxxx  2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  3.5 xxxxx  3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx  906 xxxxx xxxxxx xxxxx xxxxx xxxxxx  2002 xxxxx  425
Potent Cap.: xxxxx xxxxx xxxxxx  760 xxxxx xxxxxx xxxxx xxxxx xxxxxx  53 xxxxx  583
Move Cap.:  xxxxx xxxxx xxxxxx  760 xxxxx xxxxxx xxxxx xxxxx xxxxxx  53 xxxxx  583
Volume/Cap: xxxxx xxxxx xxxxxx  0.01 xxxxx xxxxxx xxxxx xxxxx xxxxxx  0.67 xxxxx  0.01
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:  xxxxx xxxxx xxxxxx  0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx  2.7 xxxxx  0.0
Control Del:xxxxxx xxxxx xxxxxx  9.8 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  160.6 xxxxx  11.3
LOS by Move: * * *      A * * *      * * * *      F * * B
Movement:    LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx  xxxxx xxxxx xxxxxx  xxxxx xxxxx xxxxxx  xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx  xxxxxx xxxxx xxxxxx
Shared LOS:  * * *      * * * *      * * * *      * * * *
ApproachDel: xxxxxx      xxxxxx      xxxxxx      133.8
ApproachLOS: *      *      *      F
*****
Note: Queue reported is the number of cars per lane.
*****

```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Pinnacle Peak Driveway 1

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: D[26.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and 7 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Critical Gap Module table with 12 columns for gap values and 2 rows for Critical Gp and FollowUpTim.

Capacity Module table with 12 columns for capacity metrics and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns for LOS metrics and 8 rows for 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Pinnacle Peak Driveway 1

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: E[38.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 12 columns representing traffic volumes and adjustment factors for each bound.

Critical Gap Module table with 12 columns showing critical gap and follow-up time values.

Capacity Module table with 12 columns showing conflict, potent, and move capacity values.

Level Of Service Module table with 12 columns showing delay, LOS, and approach delay/LOS values.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Pinnacle Peak Driveway 2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing capacity-related metrics like Conflict Vol, Potent Cap., Move Cap., etc.

Level Of Service Module:

Table with 12 columns showing level of service metrics like 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Pinnacle Peak Driveway 2

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 4 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 4 columns for Capacity metrics like Cnflct Vol, Potent Cap., etc.

Level Of Service Module:

Table with 4 columns for Level of Service metrics like 2Way95thQ, Control Del, etc.

Note: Queue reported is the number of cars per lane.

Eisenberg Company

Full service commercial real estate

February 7, 2013

City of Scottsdale
Planning & Development Services Department
7447 E Indian School Road, Suite 100
Scottsdale, AZ 85251

**RE: CASE NUMBER: 15-ZN-2005#2
SILVERTONE RETAIL CENTER, SEC OF SCOTTSDALE RD AND PINNACLE PEAK RD
CITY OF SCOTTSDALE NEIGHBORHOOD MEETING
NOTIFICATION AND MAILING LISTS**

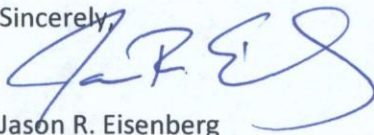
Rezoning Development Application Checklist
14 Citizen and Neighborhood Involvement Process Requirements

City of Scottsdale Meeting was held January 29, 2013 from 6:00 pm – 7:30 pm at the Appaloosa Library

1. Mailing List- We were provided a list of interested parties by Jesus Murillo with the City of Scottsdale (attached)
2. Mailing List- We also visited the Maricopa County Assessor Website and obtained a list of residents whom live within a 750 square foot boundary around the property (map is attached)
3. We mailed by First Class USPS the notification letter (attached)
4. Sign in Sheet (attached)
5. Comments to the meeting (letter from Jason Eisenberg attached)
6. Appaloosa Library contract (attached)

We believe this should satisfy the requirement for # 14 on the Rezoning Development Application Checklist. Please let us know if you have any further questions regarding the meeting.

Sincerely,



Jason R. Eisenberg
Vice President of Development & Acquisitions
Eisenberg Company



Printed: 11 Feb 2013, 11:07 AM
User: cmckirchy

Appaloosa Library Use Permit

7377 E. Silverstone Drive
Scottsdale, AZ 85255

Contract #: 103891
Date: 11 Feb 2013

User: CMckirchy
Status: Firm

LICENSEE

Eisenberg Company
C/O Treadway, Polly
2390 E. Camelback Rd

Phoenix AZ 85016

ORGANIZATION
Eisenberg Company
Home #
Work # 602 468-6133
Fax #

The City of Scottsdale hereby grants Eisenberg Company (hereinafter called the "Licensee") represented by Treadway, Polly, permission to use the facilities as outlined, subject to the Terms and Conditions of this Agreement and the Facility Use Rules & Regulations contained herein and attached hereto all of which form part of this Agreement.

- i) Purpose of Use: Library Commercial Use
Silverstone Property Neighborhood Meeting
- ii) Conditions of Use:
 - PAYMENT DUE UPON BOOKING
 - CANCELLATIONS/CHANGES: MUST be requested MORE than 30 days prior to event to receive a refund or credit.
 - SET-UP/CLEAN UP: Library staff NOT responsible for table/chair set up. ALL set up and removal times MUST be booked into paid rental. Early entrance not permitted. Room must be left in the condition found. Group will be billed for additional time and/or equipment not stated on original contract.
 - PARKING: Is limited and available on first come first serve basis. Carpooling is encouraged.
 - READ: Library room use policies. Contract signature implies compliance.
 - LIBRARY PHONE #: Cannot appear on ANY advertised materials. STAFF WILL NOT give out event information.
 - TAX PERMIT: REQUIRED for ANY money exchange on City of Scottsdale properties. For permit information: 480-312-2400.
 - CONTRACT: Group MUST have copies of contract and room use policies at event.
 - EQUIPMENT: Staff does NOT supply laptops or technical support.
 - AUDIO/VISUAL EQUIPMENT: \$75.00 additional fee. Not included in this rental.
 - CATERED EVENTS: REQUIRE liability insurance policy.
 - CAPACITY: 80 Persons FIRE MARSHAL CODE
- iii) Date and Times of Use: # of Bookings: 1 Starting: Mon 25 Feb 13 06:00 pm Ending: Mon 25 Feb 13 07:30 pm Expected: 0
- iv) Additional Fees: Make checks payable to the City of Scottsdale

Licensee agrees to abide by the rules and regulations of City of Scottsdale Ordinance 2022, pertaining to the use of City of Scottsdale library facilities; to the extent permitted by law, to defend, indemnify and hold harmless the City of Scottsdale, its agents, officials, and employees from and against all claims, damages, losses, injuries, illness, accidents relating to, arising out of or resulting from my and the above listed group's use of the contracted facility; and, to provide evidence of required insurance. This permit is revocable at any time by the Scottsdale Public Library System Director or authorized representatives.

A processing fee may be charged on permit cancellations and reservation changes. Additional charges if areas are not left

X: P Treadway

Eisenberg Company
Treadway, Polly
2390 E. Camelback Rd
Phoenix AZ 85016

Approved: _____

Date: _____

Please sign duplicate originals, keep one for your files and return signed copy with payment .. Thank you

Contract #: 103891
 Date: 11 Feb 2013

User: CMckirchy
 Status: Firm

Extra Fee - Rental	Quantity	Charge	Tax	Total	
Library Administration Fee	1	\$7.00	\$0.00	\$7.00	
				\$7.00	
Extra Fee - Bookings	Hours	Quantity	Charge	Tax	Total
Library Technician/Monitor	0:30	1	\$8.50	\$0.00	\$8.50
	0:30	1	\$8.50	\$0.00	\$8.50

v) Payment Method

Rental Fees	Extra Fees	Rental Total	Total Applied	Balance	Current	
\$67.50	\$15.50	\$83.00	\$83.00	\$0.00	\$0.00	
Facility/Equipment	Day	Start Date	Start Time	End Date	End Time	Fee
Appaloosa Library - Rooms 1 & 2 Combined	Mon	25 Feb 2013	06:00 PM	25 Feb 2013	07:30 PM	\$67.50
Payment Type	Reference	Amount	Date	Receipt Number		
On Site American Express	Rental	\$83.00	11 Feb 2013	1622426		

Please return signed permit and payment to: Civic Center Library, 3839 N Drinkwater Blvd
 Scottsdale, AZ 85251 Phone (480)312-7946 Fax (480)312-7993



Scottsdale Confirmation Receipt

Printed: 11 Feb 2013 11:07 am

User: cmckirchy

Eisenberg Company
Jason Eisenberg

2390 E. Camelback Rd
Phoenix, AZ 85016

Receipt #: 1622426
User: CMckirchy
Issued: Mon 11 Feb 13 11:06 am

Description	Amount
Previous Balance	\$83.00
Applied To: 103891 - Silverstone Property Neighborhood Meeting	\$83.00
Payment: On Site American Express	(\$83.00)
Balance	\$0.00

REFUND POLICY: Unless otherwise stated, all program refunds shall be prorated, less a \$7 processing fee, up to and including the 2nd class. No refunds after the 2nd class date. Classes priced at \$10 or less are nonrefundable.

Pinnacle Peak Park offers free guided nature tours. You can leisurely hit the trail Tuesdays through Sundays beginning at 10 a.m. Tours are available on a drop-in basis, no reservations needed. Pinnacle Peak Park is located at 26802 N. 102 Way.
www.scottsdaleaz.gov/parks/pinnacle

Scottsdale Senior Services' third annual "All Things Senior" Expo & Tradeshow, from 9 a.m. to 1 p.m. Feb. 20 at the Scottsdale Center for the Performing Arts. This free event will feature roughly 120 exhibitors, providing a wide range of information about products, services, programs and other great resources for the Valley's 50+ community. www.ScottsdaleAZ.Gov/Seniors/SeniorExpo

"Swim the Cities" by visiting any Scottsdale aquatic center and tracking your miles to swim your way to great prizes, better health and fun destinations. There is no registration fee – just participate each time you use the facility throughout 2013. The idea is to swim (the distance around or through,) six famous cities around the world including Singapore, Rome, and Manhattan to name a few! For more information, call 480-312-POOL or visit www.scottsdaleaz.gov/parks.

Connect with Scottsdale Parks and Recreation
Like us on Facebook <https://www.facebook.com/ScottsdaleParksAndRecreation>
Subscribe to our E-Newsletter <https://eservices.scottsdaleaz.gov/listserve/>



Appaloosa Library Use Permit

7377 E. Silverstone Drive
Scottsdale, AZ 85255

Printed: 11 Feb 2013, 11:07 AM
User: cmckirchy

Contract #: 103891
Date: 11 Feb 2013

User: CMckirchy
Status: Firm

LICENSEE

Eisenberg Company
C/O Treadway, Polly
2390 E. Camelback Rd
Phoenix AZ 85016

ORGANIZATION
Eisenberg Company
Home #
Work # 602 468-6133
Fax #

The City of Scottsdale hereby grants Eisenberg Company (hereinafter called the "Licensee") represented by Treadway, Polly, permission to use the facilities as outlined, subject to the Terms and Conditions of this Agreement and the Facility Use Rules & Regulations contained herein and attached hereto all of which form part of this Agreement.

- i) Purpose of Use: Library Commercial Use
Silverstone Property Neighborhood Meeting
- ii) Conditions of Use: PAYMENT DUE UPON BOOKING
CANCELLATIONS/CHANGES: MUST be requested MORE than 30 days prior to event to receive a refund or credit.
SET-UP/CLEAN UP: Library staff NOT responsible for table/chair set up. ALL set up and removal times MUST be booked into paid rental. Early entrance not permitted. Room must be left in the condition found. Group will be billed for additional time and/or equipment not stated on original contract.
PARKING: Is limited and available on first come first serve basis. Carpooling is encouraged.
READ: Library room use policies. Contract signature implies compliance.
LIBRARY PHONE #: Cannot appear on ANY advertised materials. STAFF WILL NOT give out event information.
TAX PERMIT: REQUIRED for ANY money exchange on City of Scottsdale properties. For permit information: 480-312-2400.
CONTRACT: Group MUST have copies of contract and room use policies at event.
EQUIPMENT: Staff does NOT supply laptops or technical support.
AUDIOVISUAL EQUIPMENT: \$75.00 additional fee. Not included in this rental.
CATERED EVENTS: REQUIRE liability insurance policy.
CAPACITY: 80 Persons FIRE MARSHAL CODE
- iii) Date and Times of Use: # of Bookings: 1 Starting: Mon 25 Feb 13 06:00 pm Ending: Mon 25 Feb 13 07:30 pm Expected: 0
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Licensee agrees to abide by the rules and regulations of City of Scottsdale Ordinance 2022, pertaining to the use of City of Scottsdale library facilities; to the extent permitted by law, to defend, indemnify and hold harmless the City of Scottsdale, its agents, officials, and employees from and against all claims, damages, losses, injuries, illness, accidents relating to, arising out of or resulting from my and the above listed group's use of the contracted facility; and, to provide evidence of required insurance. This permit is revocable at any time by the Scottsdale Public Library System Director or authorized representatives.

A processing fee may be charged on permit cancellations and reservation changes. Additional charges if areas are not left

X: P Treadway Approved: Carie McKirchy
Eisenberg Company
Treadway, Polly
2390 E. Camelback Rd
Phoenix AZ 85016
Date: 2/11/13

Please sign duplicate originals, keep one for your files and return signed copy with payment .. Thank you

Please return signed permit and payment to: Civic Center Library, 3839 N Drinkwater Blvd
Scottsdale, AZ 85251 Phone (480)312-7946 Fax (480)312-7993

15-ZN-2005 #2
2/12/2013

Alan Kaufman	Kaufman & Associates PLLC	8711 E Pinnacle Peak Road #241	Scottsdale	AZ	85255
Avanindra/Anuradha Chaturvedi		26885 Chaucer Place	Stevenson Ranch	CA	92381
Brad Lundmark, Property Manager	La Vista at Pinnacle Peak Homeowners Association	7740 N 16th St # 300	Phoenix	AZ	85020
Clif Tait	GCA & RVA	8302 E Buto Dr	Scottsdale	AZ	85255
Coalition of Pinnacle Peak (C.O.P.P.)		8912 E Pinnacle Peak PMB 275	Scottsdale	AZ	85255
Dan Sommer		12005 N 84th Street	Scottsdale	AZ	85260
Darcy Clement		7500 E Deer Valley Lot 67	Scottsdale	AZ	85255
David G. Gulino	Land Development Services	7525 E. Camelback Road, Suite 104	Scottsdale	AZ	85251
Dr. Sonnie Kirtley	COGS	8507 East Highland Avenue	Scottsdale	AZ	85251-1822
Ed Toschik, President	La Vista at Pinnacle Peak Homeowners Association	7657 E Mariposa Grande Dr	Scottsdale	AZ	85255
Emily Ryan	Capitol Consulting, LLC	PO Box 13116	Phoenix	AZ	85002-3116
Fred Unger		7134 E. Stetson Drive; Suite 400	Scottsdale	AZ	85251
Hank Olsen, President	Sonoran Hills	7711 E. Pozos Dr.	Scottsdale	AZ	85255
J. P. Lamer		6945 E Glenrosa Ave	Scottsdale	AZ	85251
Jill Aguirre		8605 E Via Dona Rd	Scottsdale	AZ	85266
Jim Heather		6732 E Sheridan Street	Scottsdale	AZ	85257
Joey Airdo	North Scottsdale Independent	23043 N. 16th Lane	Phoenix	AZ	85027
John Aleo		28625 N 83rd Street	Scottsdale	AZ	85262
John Coyne	Carino Canyon HOA	13331 E Del Timbre Dr	Scottsdale	AZ	85259
John Washington		3518 N Cambers Court	Scottsdale	AZ	85251
Larry Jonas		6707 E. Culver St.	Scottsdale	AZ	85257
Leon Spiro		7814 E Oberlin Way	Scottsdale	AZ	85255
Linda Whitehead		9681 E Chuckwagon Lane	Scottsdale	AZ	85262
Michael Jacks, Secretary	La Vista at Pinnacle Peak Homeowners Association	7725 E Camino Del Monte	Scottsdale	AZ	85255
Mike Merrill	Citizens for Responsible Development	8713 E Vernon Avenue	Scottsdale	AZ	85257
Nancy Cantor	Scottsdale Coalition	5850 N. 83rd Street	Scottsdale	AZ	85250
Patti Smith, Property Manager	Bella Vista HOA	7740 N 16th St # 300	Phoenix	AZ	85020
Patty Badenoch		5027 N 71st Place	Scottsdale	AZ	85251
Rodney A. Knight		9414 E San Salvador #225	Scottsdale	AZ	85258
Kate O'Malley	Scottsdale Airpark	15000 N. Airport Drive	Scottsdale	AZ	85260
Chris Schaffner		7346 E. Sunnyside Dr.	Scottsdale	AZ	85260
Jim Haxby		7336 E. Sunnyside Dr.	Scottsdale	AZ	85250
Stephanie Bradley		13330 E. Jomax Road	Scottsdale	AZ	85262
Judith Burns	South of Shea Neighbors Association	9979 N. 131st Street	Scottsdale	AZ	85259
Annette Petrillo		5136 N. 82nd St	Scottsdale	AZ	85250
Whitney M. Bostic	Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	AZ	85258
Jim Funk	Gainey Ranch Community Association	7720 Gainey Ranch Road	Scottsdale	AZ	85258
Bill Crawford		4390 N. Miller Road, Ste. C-107	Scottsdale	AZ	85251
Tom Hebert		9174 E. Conquistadores Drive	Scottsdale	AZ	85255
Guy Phillips		7131 E. Cholla St.	Scottsdale	AZ	85254
UJNITED INSURANCE COMPANY OF AMERICA	1 E WACKER DR STE 900		CHICAGO	IL	60601
WHITESTONE PINNACLE OF SCOTTSDALE LLC	2600 S GESSNER RD STE 500		HOUSTON	TX	77063
FIRST INTERSTATE BANK OF ARIZONA NA	PO BOX 2609		CARLSBAD	CA	92018
SCOTTSDALE CITY OF	7447 E INDIAN SCHOOL RD STE 205		SCOTTSDALE	AZ	85251
NGJK LLC	27224 N 65TH PL		SCOTTSDALE	AZ	85262
TERRA VERDE REAL ESTATE HOLDING LLC	18209 N 65TH AVE		GLENDALE	AZ	85308
TERRA VERDE REAL ESTATE HOLDING LLC	18209 N 65TH AVE		GLENDALE	AZ	85308
REESE CLASSIC HOMES INC	PO BOX 25157		SCOTTSDALE	AZ	85255
REESE CLASSIC HOMES INC	PO BOX 25157		SCOTTSDALE	AZ	85255

MICHAEL JAMES CORP DEFINED BENEFIT PLAN	7315 E LOWER WASH PASS
PARALLEL 49 HOLDINGS LLC	26833 N 115TH PL
PARALLEL 49 HOLDINGS LLC	26833 N 115TH PL
PARALLEL 49 HOLDINGS LLC	26833 N 115TH PL
TE FISHER REALTY LLC	7410 E PINNACLE PEAK RD STE 116
TE FISHER REALTY LLC	7410 E PINNACLE PEAK RD STE 116
PPOP LLC	8707 E VISTA BONITA DR STE 230
WHITESTONE PINNACLE OF SCOTTSDALE LLC	2600 S GESSNER RD STE 500
MILLER MADELYN N	25363 N 73RD PL
FONTI FRANCES	23575 N 73RD PL
HELMANDOLLAR ROBERT L/ANGELA M	7353 E ADELE CT
CARR FREDRICK L/LINDA	7371 E ADELE CT
VILLA VOLTERRA INVESTMENTS LLC	1482 N QUAIL LN
RHVT LIMITED PARTNERSHIP	1550 E MISSOURI STE 300
SCOTTSDALE CITY OF	7447 E INDIAN SCHOOL RD STE 100
PREMIERE AT PINNACLE PEAK HOMEOWNERS A	PO BOX 62073
LOS PORTONES COMMUNITY ASSOCIATION INC	PO BOX 62073
GRADIENT HOLDINGS LLC	1445 N STATE PKWY NO 307
WISSEL MARIA E	23578 N 73RD PL
CHALLENGER PROPERTIES XXXIII LLC	9319 N 94TH WY STE 300
BOKHARI SOHAIL/RAHEELA	23542 N 73RD PL
WEINGARTEN ALFRED S/PHYLLIS V	23530 N 73RD PLACE
DELARATO MARCIA	23518 N 73RD PL
ANDERSON FAMILY TRUST	21797 N 82ND PL
ROBERTSON KRISTI	23566 N 73RD PL
NICHOLAS CRAIG M /JUDITH A TR	23551 N 73RD PL
WHITESTONE PINNACLE OF SCOTTSDALE LLC	2600 S GESSNER RD STE 500
ARIZONA STATE LAND DEPARTMENT	100 WILSHIRE BLVD NO 700
ARIZONA STATE LAND DEPARTMENT	100 WILSHIRE BLVD NO 700
SEIF ADKINS PROPERTIES LLC	7400 E PINNACLE PEAK RD 200
MESQUITE REAL ESTATE LLC	28580 N 92ND PL
BYRNE SHAWN G/SUSAN Y	6654 E HORNED OWL TRL
SILVERSTONE DEVELOPMENT INC	PO BOX 16460
ASR LLC	10915 E LILLIAN LN
SHEERIN HOWARD H/KASSANDRA K	23233 N PIMA RD STE 113 PMB 174

SCOTTSDALE	AZ	85262
SCOTTSDALE	AZ	85262
SCOTTSDALE	AZ	85262
SCOTTSDALE	AZ	85262
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
HOUSTON	TX	77063
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
GILBERT	AZ	85233
PHOENIX	AZ	85014
SCOTTSDALE	AZ	85251
PHOENIX	AZ	85082
PHOENIX	AZ	85082
CHICAGO	IL	60610
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85258
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255
HOUSTON	TX	77063
SANTA MONICA	CA	90401
SANTA MONICA	CA	90401
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85262
CAVE CREEK	AZ	85331
PHOENIX	AZ	85011
SCOTTSDALE	AZ	85255
SCOTTSDALE	AZ	85255

Eisenberg Company

Full service commercial real estate

January 2, 2013

RE: SILVERSTONE RETAIL CENTER / 15-ZN-2005#2

Dear Neighbor/Property Owner:

The purpose of this letter is to inform you of an application we are making to the City of Scottsdale for stipulation modifications in connection with the approved retail development on the southeast corner of Scottsdale and Pinnacle Peak Roads (case 15-ZN-2005#2). We are not requesting modification to the existing Planned Community District zoning. Rather, this is only a request to modify the existing zoning stipulations.

We are pleased to invite you to a neighborhood open house meeting to be held at the Appaloosa Library, 7377 E. Silverstone Drive, Scottsdale, Arizona, 85255 on January 29, 2013, from 6:00 to 7:30 p.m., to share your comments, observations and opinions as we process the stipulation modification application through the City. We will have representatives from the development team in attendance to listen to your comments and answer any questions.

In the event that you are unable to attend the neighborhood meeting, please feel free to contact me at 602-468-6100 or by email at jason@eisenbergcompany.com or you can contact our City Planner, Jesus Murillo at 480-312-7849 or by email at jmurillo@scottsdaleaz.gov to discuss any questions you may have about the proposed request.

If you are planning to attend, we look forward to seeing you there.

Very truly yours,



Jason R. Eisenberg

Eisenberg Company

Full service commercial real estate

February 8, 2013

RE: SILVERSTONE RETAIL CENTER / 15-ZN-2005#2

Dear Neighbor/Property Owner:

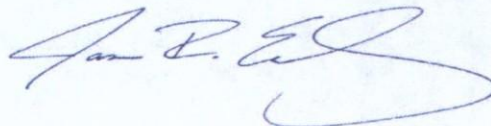
The purpose of this letter is to inform you of an application we are making to the City of Scottsdale for stipulation modifications in connection with the approved retail development on the southeast corner of Scottsdale and Pinnacle Peak Roads (case 15-ZN-2005#2). We are not requesting modification to the existing Planned Community District zoning. Rather, this is only a request to modify the existing zoning stipulations.

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If you are planning to attend, we look forward to seeing you there.

Very truly yours,



Jason R. Eisenberg

Reason for Application: Applicant is requesting site plan approval for approximately 12 acres on the Southeast corner of Scottsdale road and Pinnacle Peak for grocery anchored retail development. Zoning for proposed use is already in place and design review and landscape submittals to follow.

History: Silverstone at Pinnacle Peak ("Silverstone") is a 160 (gross) acre Master Planned Community located at the southeast corner of Scottsdale & Pinnacle Peak Roads. The Silverstone community master plan was officially approved by the City of Scottsdale City Council on January 10, 2006 (Case 15-ZN-2005). The zoning district boundaries for Silverstone are approved for Planned Community District (PC) with comparable underlying zoning of Central Business District (C-2), Commercial Office District (C-O), and Multiple Family Residential District (R-5). Silverstone's developer completed extensive onsite and offsite infrastructure improvements including dry and wet utilities, a bridge, roadways, landscaping and stormwater handling improvements. These improvements were completed on or before Summer 2009, except for the Rawhide Wash channel, which cannot be completed until a bridge is constructed by the City where Rawhide Wash crosses Scottsdale Road at approximately the midpoint of Silverstone's frontage along Scottsdale Road. The Scottsdale Road bridge construction commenced in September of 2012, and is anticipated to be completed mid-2013. This will allow Silverstone's developer to complete the Rawhide Wash channel and would provide the opportunity for development of the C-2 parcel at the northwest corner of Silverstone. As of today, two owners enjoy use of their properties within the Silverstone project. The City of Scottsdale operates Appaloosa Public Library on land that was gifted to the City by the Developer. And Vi at Silverstone operates a Continuing Care Retirement Community.

Eisenberg Company

Full service commercial real estate

February 7, 2013

City of Scottsdale
Planning & Development Services Department
7447 E Indian School Road, Suite 100
Scottsdale, AZ 85251

RE: **CASE NUMBER: 15-ZN-2005#2**
SILVERTONE RETAIL CENTER, SEC OF SCOTTSDALE RD AND PINNACLE PEAK RD
CITY OF SCOTTSDALE NEIGHBORHOOD MEETING
NOTIFICATION AND MAILING LISTS

Rezoning Development Application Checklist **# 14 Citizen and Neighborhood Involvement Process Requirements**

City of Scottsdale Meeting was held January 29, 2013 from 6:00 pm – 7:30 pm at the Appaloosa Library

1. Mailing List- We were provided a list of interested parties by Jesus Murillo with the City of Scottsdale (attached)
2. Mailing List- We also visited the Maricopa County Assessor Website and obtained a list of residents whom live within a 750 square foot boundary around the property (map is attached)
3. We mailed by First Class USPS the notification letter (attached)
4. Sign in Sheet (attached)
5. Comments to the meeting (letter from Jason Eisenberg attached)
6. Appaloosa Library contract (attached)

We believe this should satisfy the requirement for # 14 on the Rezoning Development Application Checklist. Please let us know if you have any further questions regarding the meeting.

Sincerely,

Jason R. Eisenberg
Vice President of Development & Acquisitions
Eisenberg Company

Eisenberg Company

Full service commercial real estate

February 6, 2013

City of Scottsdale
Planning & Development Services Department
7447 E Indian School Road, Suite 100
Scottsdale, AZ 85251

**RE: CASE NUMBER: 15-ZN-2005#2
SILVERTONE RETAIL CENTER, SEC OF SCOTTSDALE RD AND PINNACLE PEAK RD
CITY OF SCOTTSDALE NEIGHBORHOOD MEETING**

Dear Jesus,

On January 29, 2013 per the City of Scottsdale requirements for stipulation changes, we held a neighborhood meeting at the Appaloosa Library, 7377 E. Silverstone Drive, Scottsdale, Arizona, 85255, from 6:00 to 7:30 pm.

Project attendees at the meeting:

Mike Pacheco, Director for Silverstone Development & RHVT Limited Partnership

John Berry, Attorney for RHVT Limited Partnership

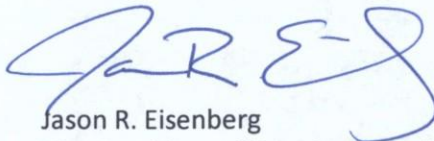
Craig F. Eisenberg, Master Developer for Silverstone Retail Center, President of Eisenberg Company

Jason R. Eisenberg, Vice President of Development & Acquisitions for Eisenberg Company

Larry Ellermann, Architect for Silverstone Retail Center

We had one guest show up for the neighborhood meeting, Linda Whitehead, who supported the project and the stipulation change. We had no other attendees/guests at the meeting. We believe this should satisfy the requirement for the city, and please let us know if you have any further questions regarding the meeting.

Sincerely,



Jason R. Eisenberg
Vice President of Development & Acquisitions
Eisenberg Company

Silverstone at Pinnacle Peak

January 29, 2013

6:00 pm

City of Scottsdale Neighborhood Meeting

SIGN IN SHEET

Name

Email address / address:

Name	Email address / address:
Linda Whitehead	COP 8912 E PINNACLE PEAK, SCOTTSDALE 85255

15-ZN-2005 #2
2/12/2013

