

**Marked Agendas
Approved Minutes
Approved Reports**



May 1, 2015

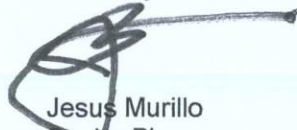
John Berry
Berry Riddell & Rosensteel LLC
6750 E Camelback Rd Ste 100
Scottsdale, AZ 85251

Re: 709-PA-2012
15-ZN-2005#3
Silverstone

Dear John Berry,

This is to advise you that the case referenced above was approved at the April 28, 2015 City Council meeting. Ordinance 4199 may be obtained from the City Clerk's office or city website @ <https://eservices.scottsdaleaz.gov/eServices/ClerkDocs/Default.aspx>. Please remove the red hearing sign as soon as possible. If you have any questions, please contact me at 480-312-7849.

Sincerely,



Jesus Murillo
Senior Planner

CITY COUNCIL REPORT



Meeting Date: April 28, 2015
 General Plan Element: *Community Mobility*
 General Plan Goal: *Relieve traffic congestion*

ACTION

**Silverstone
15-ZN-2005#3**

Request to consider the following:

1. Adopt Ordinance No. 4199 approving a Zoning District Map Amendment to amend a previously approved case stipulation (15-ZN-2005) for a property located at the southeast corner of E. Pinnacle Peak Road and N. Scottsdale Road with Planned Community District (P-C) with Commercial Office (C-O) comparable zoning. Case stipulation amendment is in reference to the timing of development in regards to street improvement requirements.

Key Items for Consideration

- 15-ZN-2005 Case stipulation requirement pertaining to development timing related to construction of Scottsdale Rd.
- 15-ZN-2005#2 Amendment to an approved stipulation in regards to Silverstone Retail Parcel "D"
- All remaining 15-ZN-2015 case stipulations will apply
- Planning Commission heard this case on March 25, 2015 and recommended approval with a unanimous vote of 6-0.

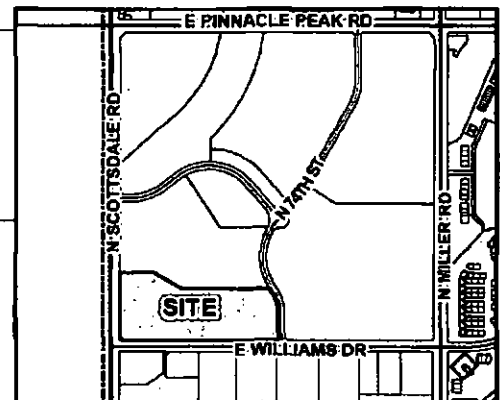
OWNER

Silverstone Development
 Mike Pacheco
 480-385-2727

APPLICANT CONTACT

John Berry
 Berry Riddell & Rosensteel LLC
 480-385-2727

LOCATION



Southeast Corner of E. Pinnacle Peak Road and N. Scottsdale Road

BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Mixed-Use Neighborhoods. This category includes and accommodates for higher density housing combined with complementary office or retail uses or mixed-use structures with residential above commercial or office. The General Plan states that the Mixed-Use Neighborhoods Land Use designation should be located in areas with strong access to multiple modes of transportation and major regional access and services, and have a focus on human scale development.

Character Area Plan

The subject site is located within the CityShape 2020 Report "Grayhawk" character area. The CityShape 2020 Report described the Grayhawk character area as transition from low density, custom home neighborhoods to the northeast, employment centers to the south and Phoenix to the west. The report, completed in 1996, also foresaw that business centers around the previously existing "Rawhide," would be the most northerly, large mixed use business and service center in the city, providing services for areas to the north and east.

Zoning

The 13.52-acre site impacted by this application is zoned Planned Community District (P-C) with Commercial Office (C-O) comparable zoning (referred to as Parcel "D" on the Silverstone Development Plan). The Planned Community District designation is designed and intended to encourage the development of large tracts of land, usually under unified ownership, to achieve land development patterns that will be beneficial to a particular area of the city. The Planned Community District designation is usually accompanied by an approved development plan.

The subject site was previously part of the location of the Rawhide western theme park. In 2006, the entire 160-acre Rawhide site, which includes the subject 13.52-acre site, was rezoned from Western Theme Park District (W-P) to Planned Community District (P-C) with comparable zoning of Central Business District (C-2), Commercial Office District (C-O), and Multiple Family Residential District (R-5). The Environmentally Sensitive Lands (ESL) zoning overlay abuts the site along the northern boundary. Although the site is not located within the ESL overlay area, the approved Master Environmental Design Concept Plan (MEDCP) refers to the ESL ordinance for design sensitivity.

As part of the Silverstone Retail Center approval, the City Council included a stipulation that no office or retail development (Parcels C and D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configurations (6 lanes and 4 lanes respectively). Both the City and Developer shared the responsibility of these improvements.

Context

The subject site is located at the southeast corner of N. Scottsdale Road and E. Pinnacle Peak Road. The City of Phoenix is located to the west of the proposed project, across N. Scottsdale Road. North of the subject site, is the Silverstone Retail Center Parcel "E," and The Sprout's shopping center. Vacant lands are located to the south and the Appaloosa Library is located to the southeast. The Classic Residences at Silverstone assisted living facility is also located to the southeast of the subject

site. Please refer to context graphics attached (See Attachment #3).

Other Related Policies, References:

39-ZN-1982, 15-ZN-2005, 7-GP-2005, 2-MP-2006, 132-DR-2006, 14-UP-2007 21-DR-2007, 46-DR-2007, 53-DR-2007, and 42-DR-2011

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is to amend the previously approved timing stipulation to exclude Parcel "D," the remaining parcel governed by this stipulation, from the construction timing requirements of Scottsdale Road. An approval of the proposed request would allow for the opportunity for the owner/applicant to construct a commercial development on Parcel "D" while the City continues to construct the improvements on Scottsdale Road.

IMPACT ANALYSIS

PCD Findings

Before approval or modified approval of an application for a proposed (P-C) District, the Planning Commission and the City Council must find:

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas:
 - **The applicant states that this zoning application for stipulation modification conforms to the existing General Plan land use designation of Mixed-use Neighborhoods, as outlined in the General Plan section above, there is no proposed change to the development plan, land use designation district. As approved in 2005, development plan remains compatible with the surrounding land uses in the surrounding area.**

- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
 - **Roadways adjacent (or near) to the subject property include: N. Scottsdale Road, a major arterial located along the western boundary of the project, E. Williams Drive, a major collector located along the southern boundary of the subject site, and E. Pinnacle Peak Road, a minor arterial, further to the north. The applicant states that the above mentioned streets maintain more than the sufficient traffic capacity to accommodate the vehicle trips, both proposed and existing, entitled through the approved Silverstone mixed-use development. A traffic statement has been provided with the application (See Attachment #5). The proposed stipulation amendment would allow the applicant to move forward with office development on Parcel "D" while the City continues to construct the improvements on N. Scottsdale Road.**

- C. The Planning Commission and City Council shall further find that the facts submitted with

the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - **The proposed request will not modify the previously approved uses, densities, or public facilities.**
2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
 - **The proposed stipulation amendment does not propose to remove or add any industrial or research uses as previously approved.**
3. In the case of proposed commercial, institutional, recreational and other non-residential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.
 - **The applicant states that the proposed stipulation modification does not modify the commercial, institutional, recreational, or non-residential uses that were previously approved by the City Council. The request will allow for office development to proceed by eliminating a phasing stipulation that was drafted based on previously anticipated right-of-way improvements.**

Traffic

When the Silverstone development was proposed, there were concerns expressed by the community regarding the increased traffic that would be generated by the development, and how this traffic might impact traffic flow along Scottsdale Road north of the 101 Freeway. To address these concerns, the stipulations for the approval of the change in zoning districts that would allow the Silverstone development included a requirement that the office and retail land uses (Parcels C and D) would not be issued any certificates of occupancy until Scottsdale Road was completed to its planned six lane cross section from Thompson Peak Parkway to Pinnacle Peak Road.

Currently, the section of Scottsdale Road from Frank Lloyd Wright to the 101 Freeway is completed to the full six-lane cross section. The section from the 101 Freeway to Thompson Peak Parkway has been completed for the eastern portion along the City of Scottsdale frontage. This section is currently improved to four lanes with no raised medians. The improvement of the western half of this section along the City of Phoenix is not currently scheduled for construction. The first phase of street improvements for the section of Scottsdale Road from Thompson Peak Parkway to Pinnacle

Peak Road has been completed, although this project did not increase the capacity of the roadway. The second phase of roadway improvements (pavement, curb & gutter, sidewalk, etc.) will not begin until funding is available.

With respect to traffic volumes along Scottsdale Road, the recession and increased gasoline prices have impacted traffic volume growth in the City. The existing traffic counts are less than those projected at the time of the previously approved rezoning case. The following table shows the traffic volumes along this section Scottsdale Road since 2006:

Segment	2006 ADT	2008 ADT	2010 ADT	2012 ADT
Frank Lloyd Wright to 101 Freeway	42,700	36,800	37,400	39,400
101 Freeway to Thompson Peak Parkway	48,400	38,000	38,500	45,900
Thompson Peak Parkway to Pinnacle Peak	40,300	30,400*	41,800	39,600

*During roadway construction

Improvements

The Silverstone development already has contributed significantly to the street infrastructure for the street system surrounding their site. They have constructed the following improvements:

- Full-street improvements (four lanes) for E. Pinnacle Peak Road from N. Scottsdale Road to N. Miller Road.
- Bridge construction for Rawhide Wash on E. Pinnacle Peak Road.
- Half-street construction (two lanes) of N. Miller Road from Pinnacle Peak Road to E. Williams Drive.
- Half-street construction (one lane plus bike lanes) of E. Williams Drive from N. Scottsdale Road to N. Miller Road.
- Full-street construction of E. Silverstone Drive, which provides access to Appaloosa Library.

At the time that the Silverstone development was approved in January of 2006, a capital improvement project was planned to improve Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road in 2010. The capital project was anticipated to complete Scottsdale Road to the planned six-lane cross section with raised medians and intersection improvements. The first phase of this capital project, relocating utilities and the bridge at Rawhide Wash, has been completed. There is no current timetable to complete the remainder of the street improvement project, which would add the additional traffic lanes.

There are many factors responsible for these Scottsdale Road improvement projects not being completed. The major factor has been decreased funding for Capital Projects resulting from the economic recession that began in late 2007. Increased construction costs have also delayed planned capital projects. Also, the City of Phoenix and State Land, the primary property owner along the western boundary, have not contributed any funds toward the costs of improving Scottsdale Road.

Since the City Council approved case 15-ZN-2015#2, a stipulation amendment that excluded Parcel "C" from the same street improvement requirements, the City has constructed a bridge over Rawhide wash to mitigate drainage concerns located at in this area of the City. The bridge is a step in the process to completing N. Scottsdale Road to its ultimate improvement configuration. The bridge project included the construction of the structural bridge and an art component. Completion of the Rawhide Wash Bridge was due to Bond 2000 funding.

Community Involvement

The applicant notified property owners within 750 feet of the site. In addition, the applicant held open houses regarding the proposed zoning case stipulation amendment on November 20, 2014. The applicant has stated that one person was in attendance, and in general support of the request. No written comments were submitted by the attendee.

The city also notified all property owners within 750 feet of the site. Staff has not received any correspondence in regards to this request.

Policy Implications

The subject proposed zoning case stipulation modification will only apply to the 13.52-acre Parcel "D" site (See Attachment #3A for Parcel "D" site boundary). The amendment will allow Parcel "D" to develop, without negative impacts to the surrounding street network.

OTHER BOARDS AND COMMISSIONS

Planning Commission

Planning Commission heard this case on March 25, 2015 and recommended approval with a unanimous vote of 6-0.

Staff Recommendation to Planning Commission

Staff recommended that the Planning Commission find that the (P-C) Zoning District criteria have been met, and determine that the proposed development plan amendment and zoning case stipulation amendment is consistent and conforms with the adopted General Plan, and make a recommendation to City Council for approval of an amendment to a previously approved case stipulation (15-ZN-2005#2) in reference to the timing of development for Parcel "D" of street improvements, per the attached amended stipulation.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Ordinance No. 4199 approving a Zoning District Map Amendment to amend a previously approved case stipulation (15-ZN-2005) for a property located at the southeast corner of E. Pinnacle Peak Road and N. Scottsdale Road with Planned Community District (P-C) with Commercial Office (C-O) comparable zoning. Case stipulation amendment is in reference to the timing of development in regards to street improvement requirements.

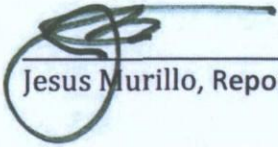
RESPONSIBLE DEPARTMENT

Planning and Development Services
Current Planning Services

STAFF CONTACT

Jesus Murillo
Senior Planner
480-312-7849
E-mail: jmurillo@scottsdaleAZ.gov

APPROVED BY


Jesus Murillo, Report Author

Date 4/6/2015


Tim Curtis, AICP, Current Planning Director
480-312-4210, tcurtis@scottsdaleaz.gov

Date 4/13/2015


Randy Grant, Director
Planning and Development Services
480-312-2664, rgrant@scottsdaleaz.gov

Date 4/13/15

ATTACHMENTS

1. Ordinance No. 4199
Exhibit 1. Stipulation
Exhibit 2. Zoning Map
2. Applicant's Narrative
3. Context Aerial
- 3A. Aerial Close-Up
4. General Plan Map
5. Traffic Impact Summary
6. Citizen Involvement
7. City Notification Map
8. March 25, 2015 Planning Commission Minutes

ORDINANCE NO. 4199

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF AMENDING THE PRIOR ZONING CASE STIPULATION (15-ZN-2005), FOR A PROPERTY LOCATED AT THE SOUTHEAST CORNER OF E. PINNACLE PEAK ROAD AND N. SCOTTSDALE ROAD WITH PLANNED COMMUNITY DISTRICT (PCD) WITH COMMERCIAL OFFICE (C-O) COMPARABLE ZONING, TO ELIMINATE THE PHASING PLAN STIPULATION REGARDING THE TIMING OF REQUIRED IMPROVEMENTS.

WHEREAS, the Planning Commission held a public hearing on March 25, 2015 and made the required recommendations; and

WHEREAS, the City Council held a hearing on April 28, 2015; and

WHEREAS, the City Council finds that the proposed development is in substantial harmony with the General Plan of the City of Scottsdale.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended on a 13.52 +/- acre parcel located at the southeast corner of E. Pinnacle Peak Road and N. Scottsdale Road, marked as "Site" (the Property) on the map attached as Exhibit 2, with Commercial Office (C-O) comparable zoning, to amend the prior zoning case stipulations by eliminating the "phasing plan" stipulation regarding the timing of required improvements as more fully set forth in Exhibit 1, incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above approval is conditioned upon compliance with all previously approved stipulations.

PASSED AND ADOPTED by the Council of the City of Scottsdale this ____ day of April, 2015.


ATTEST:

CITY OF SCOTTSDALE, an Arizona
Municipal Corporation

By: _____
Carolyn Jagger
City Clerk

By: _____
W.J. "Jim" Lane
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY



Bruce Washburn, City Attorney
By: Sherry R. Scott, Deputy City Attorney
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Ordinance No. 4199
Page 1 of 1

ATTACHMENT #1

Stipulations for the Zoning Application:

Silverstone

Case Number: 15-ZN-2005#3

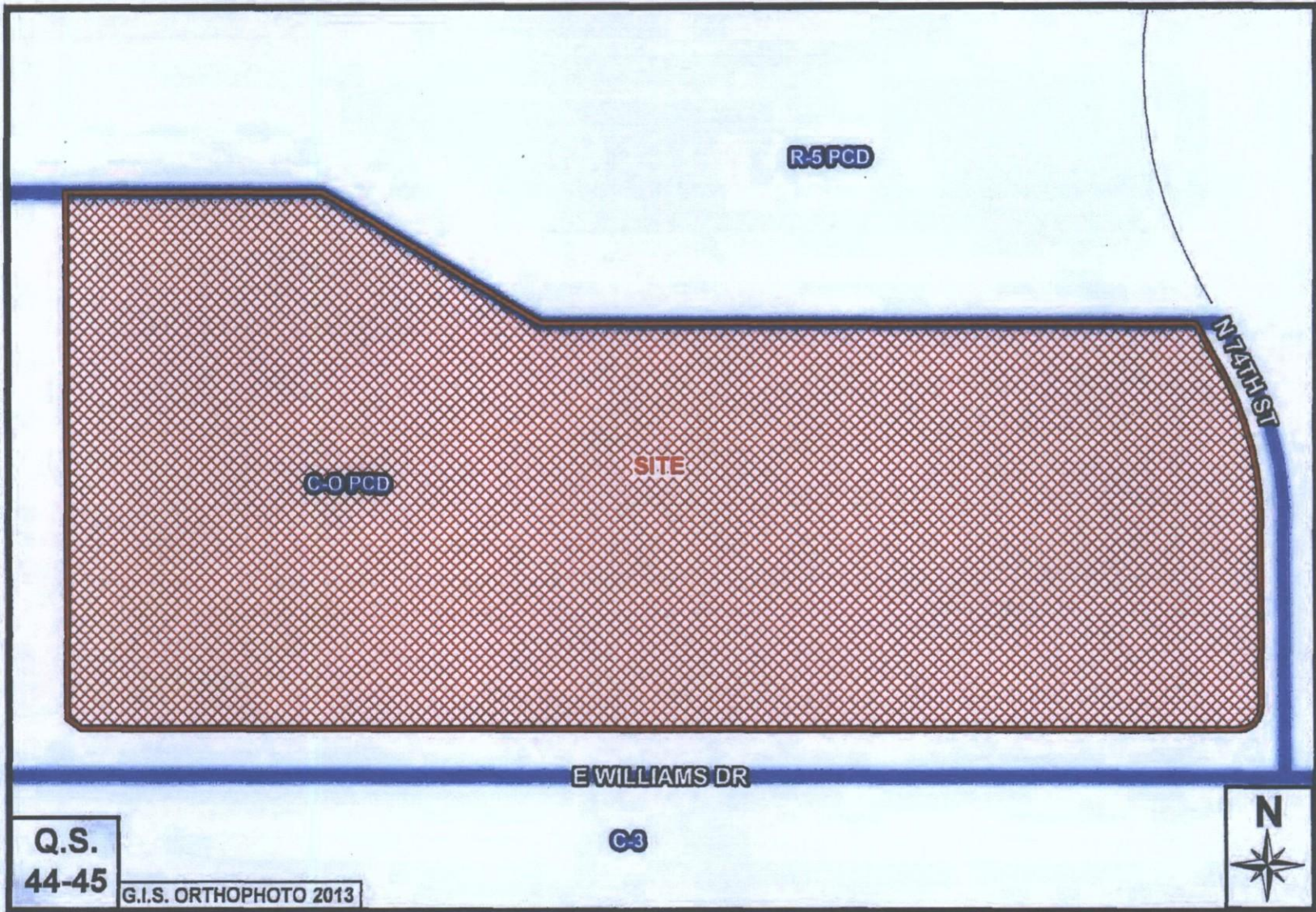
These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

STRIKETHROUGHS indicate deletions that are being proposed with this request. All other previously approved conditions and stipulations for this property and case, including and not limited to those adopted by case 15-ZN-2005 continue to apply.

DOUBLE STRIKETHROUGHS and BOLD indicate deletions that were previously approved by the City Council (15-ZN-2005#2). All other previously approved conditions and stipulations for this property and case, including and not limited to those adopted by case 15-ZN-2005 continue to apply.

PLANNING DEVELOPMENT

~~10. PHASING PLAN. Timing of the development shall be dictated by improvements to the wash and street network, as illustrated on Attachment #12. No office or retail development (Parcels C and D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configurations (6 lanes and 4 lanes respectively). A phasing plan shall be approved by the City Manager or Designee prior to construction commencing. Any building pad, including municipal uses, which remains undeveloped for a period of 1 year from the completion of internal roadways as determined by the City Manager shall be topped with 2" of decomposed granite or Maricopa County approved dust control methods by the respective owner.~~



Q.S.
44-45

G.I.S. ORTHOPHOTO 2013

Silverstone Retail Center

Exhibit 2
Ordinance No. 4199

15-ZN-2005#3

Project Narrative

Silverstone – Parcel D

Scottsdale Road & Pinnacle Peak

1-13-2015

I. Request:

This request is for a stipulation modification to case 15-ZN-2005. The modification is for the phasing stipulation associated with Parcel D, a 13.52+/- acre site located south of the northeast corner of Scottsdale Road and Williams Drive (the office parcel, the "Property"). The developer would like to pursue an office development without providing full street improvements for Scottsdale Road and Williams Drive Road as stipulated.



II. Zoning History:

The 13.52+/- acre site is zoned C-O (commercial office) with a PC (Planned Community District) overlay and was rezoned as part of the larger Silverstone rezoning approval for the Rawhide site in 2005, which included a total of 160+/- acres. Parcel D, the subject of the request, is designated as "office" on the approved Land Use Budget Summary with an allowed 165,000 s.f. and floor area ratio of 0.30. There is no modification proposed to the land use budget or square footage approved for this parcel. The only request is to remove stipulation #10. from

the original zoning case. A previous and similar stipulation amendment was approved by City Council for Parcel C (the retail parcel) under case 15-ZN-2005#2 in 2013.

Proposed Stipulation Modification/ Legislative Draft:

~~10. Phasing Master Plan. Timing of the development shall be dictated by improvements to the wash and street network, as illustrated on Attachment #12. No office or retail development (Parcel D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configuration (6 lanes and 4 lanes respectively). A phasing plan shall be approved by the City Manager or designee prior to construction commencing. Any building pad, including municipal uses, which remains undeveloped for a period of 1 year from the completion of internal roadways as determined by the City Manager, shall be topped with 2" of decomposed granite or Maricopa County dust control methods by the respective owner.~~

When the Silverstone development was originally proposed in 2005, there were concerns expressed by the community regarding the increased traffic that would be generated by the development, and how the traffic might impact traffic flow along Scottsdale Road north of the Loop 101. To address these concerns, the stipulations associated with case 15-ZN-2005 included a requirement that the office and retail (Parcels C and D) would not be issued any certificate of occupancy until Scottsdale Road was completed to its planned six-lane cross section from Thompson Peak Parkway to Pinnacle Peak Road. The rezoning approval included stipulations that outlined public infrastructure requirements to be constructed by the developer and by the City, with the City's obligated to construct all of the Scottsdale Road improvements.

At the time of rezoning in January 2006 (over eight years ago), it was anticipated by the City that Scottsdale Road in this location would be fully constructed by 2010. Silverstone's developer fulfilled its obligation under this stipulation (#10 above) by completing Pinnacle Peak Road in 2009. The developer originally anticipated the ability to develop the retail (Parcel C) and office (Parcel D) in 2010 as was mentioned during the public hearings. However, the economic downturn substantially slowed development in north Scottsdale, a dynamic that directly and indirectly impacted the Silverstone development.

Currently, the section of Scottsdale Road from Frank Lloyd Wright to the Loop 101 is completed to the full six-lane cross section. The section from the Loop 101 to Thompson Peak Parkway has been completed for the eastern portion along City of Scottsdale frontage and the improvements along the City of Phoenix frontage are not currently scheduled for construction. This section of Scottsdale Road is improved to four-lanes with no raised medians.

Per recent discussion with City Transportation Staff, construction of Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road (the portion that fronts Silverstone) Phase I was completed in June 2014 including the public art and bridge construction. The additional lanes and sidewalk improvements from Thompson Peak to Pinnacle Peak will be part of the Phase II design and construction. This project is in the Maricopa Association of Governments (MAG) Arterial Life Cycle Program (ALCP) which is currently programmed for July 1, 2017 for design, 2018 for right-of-way and 2019 for construction (dates are subject to change).

See traffic statement prepared by Kimley-Horn regarding traffic volumes for the area and impacts to the roadway system. Below are responses that address Staff's 1st review comments:

The growth rate between 2006 and 2012 was effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014 makes the level of service calculations more conservative.

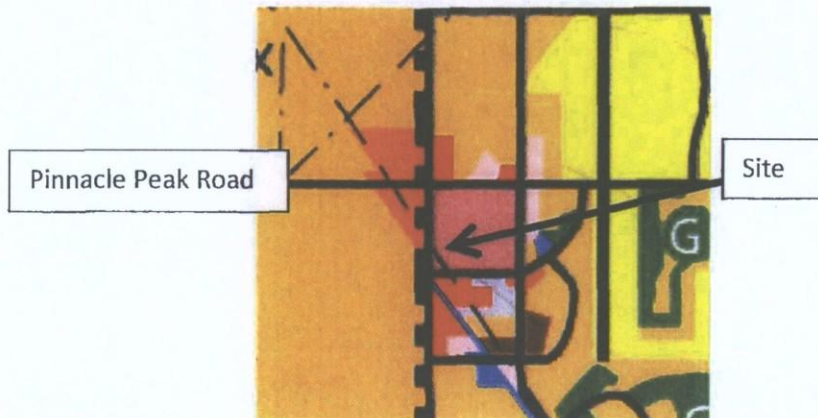
The plan for Parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #8). A full access is also anticipated to Parcel D from 74th Street approximately 400 feet north of Williams Drive.

III. General Plan:

The General Plan Land Use Element designates the Property as Mixed-Use Neighborhoods. This category includes and accommodates for higher density housing combined with complementary office or retail uses. Mixed-Use Neighborhoods is defined below per the 2001 General Plan. There is not modification to the current land use designation with this request.

***Mixed-Use Neighborhoods:** Mixed-use Neighborhoods are located in areas with strong access to multiple modes of transportation and major regional access and services, and*

have a focus on human scale development. These areas could accommodate higher density housing combined with complementary office and retail uses or mixed-use structures with residential above commercial or office.



IV. PCD Findings:

Before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

- A. *That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.*

Response: This zoning application for stipulation modification conforms to the existing General Plan land use designation of Mixed-use Neighborhoods, as outlined in the General Plan section above, there is no proposed change to the development plan, land use designation or zoning district. As approved in 2005, development plan remains compatible with the surrounding land uses in the surrounding area.

- B. *That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.*

Response: External roadways adjacent (or near) to the property include Scottsdale Road to the west, a major arterial, Williams Drive to the south, a major collector, and Pinnacle Peak to the north, a minor arterial. These roads maintain more than sufficient capacity to accommodate proposed vehicle trips existing entitled Silverstone mixed-use development. A traffic statement is provided with the application. The stipulation amendment would all the applicant to move forward with office development on Parcel D while the City continues to construct the improvements on Scottsdale Road.

C. *The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:*

1. *In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.*

Response: The proposed request will not modify the previously approved uses, densities and/or public facilities.

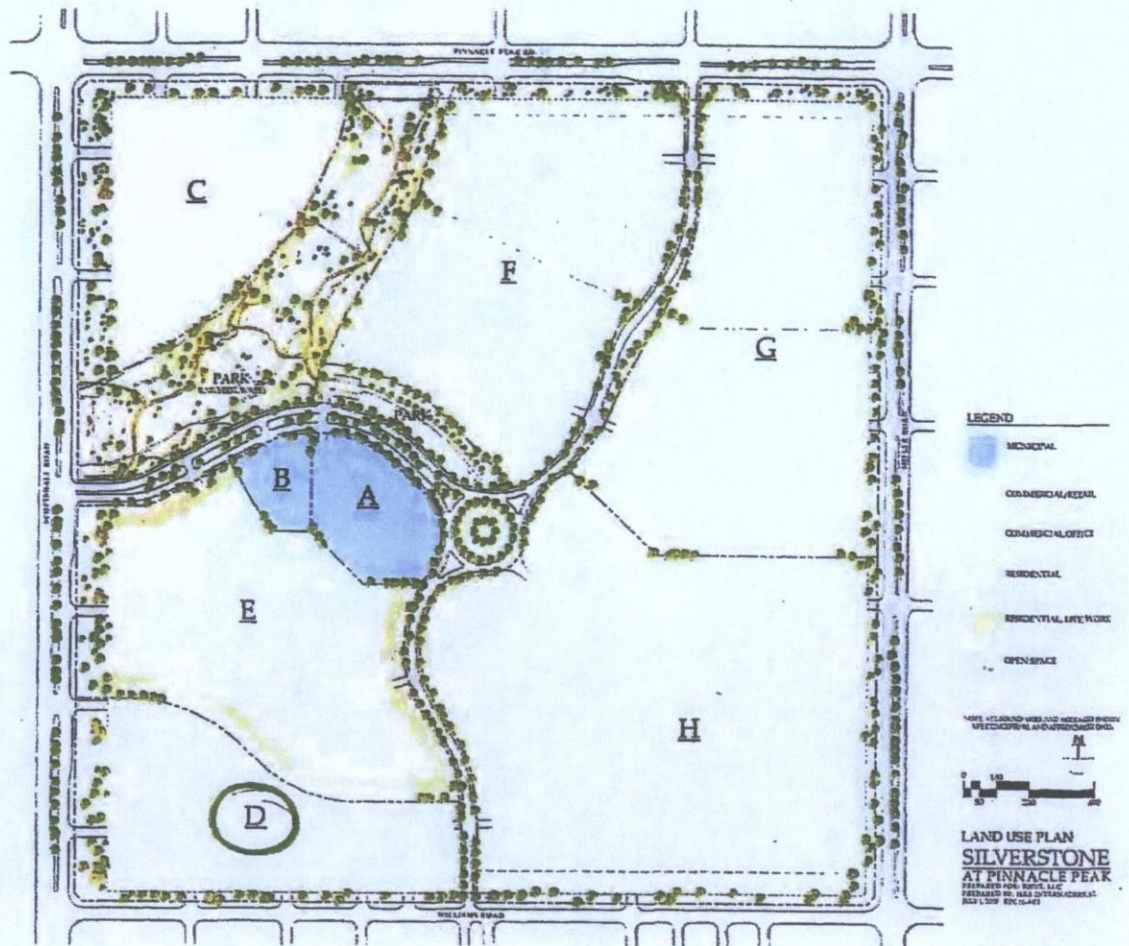
2. *In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.*

Response: Not applicable to this application.

3. *In the case of proposed commercial, institutional, recreational and other non-residential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.*

Response: The proposed stipulation modification does not propose to modify any commercial, institutional, recreational, or non-residential uses that were previously approved by City Council. The request will allow for office development to proceed by eliminating a phasing stipulation that was drafted based on previously anticipated right-of-way improvements.

V. MEDCP/Development Plan:



As stated above, aside from the removal of stipulation #10 all other stipulations and development plan guidelines will be adhered to with the development of the office parcel. There is no specific user selected at this time but it is the desire of the applicant to clear up this phase stipulation so that any future development can seek Development Review Board approval immediately. Staff has requested discussion regarding the follow items with this application:

- **Open Space & Landscape**

Response: The development plan calls for a 100' wide Scenic Corridor along Scottsdale Road and a 30' wide landscape buffer along Williams Drive. Both of these requirements will be adhered to with the development of Parcel D which will be subject to Development Review Board (DRB) approval.

- **Parking Plan**

Response: The comparable C-O (Commercial Office) development standards will be adhered to with the development of Parcel D with respect to parking requirements (Article IX of the Zoning Ordinance).

- ***Pedestrian & Vehicular Circulation***

Response: Vehicular access will be provided per the approved access points via Scottsdale Road, Williams Drive and 74th Street. Pedestrian connectivity will be promoted with future development of this parcel in keeping with the goals and policies of the City and the approved guidelines for Silverstone. The perimeter of the site will be provided with trails, paths and sidewalks consistent with the MEDCP to accommodate and encourage pedestrian activity to, from and around the path system of the Silverstone development and beyond.

- ***Sensitive Design Concept Plan and Proposed Design Guidelines***

Response: All approved MEDCP and design guidelines for Silverstone will be remain in place with this requested stipulation modification. The specific site plan and architectural character will be reviewed with the future DRB application

- ***Public Benefits***

Response: Not applicable (PUD, PCP or Infill Incentive only).

- ***Transportation Impact & Mitigation Analysis***

Response: See statement prepared by Kimley-Horn.



Q.S.
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G.I.S. ORTHOPHOTO 2013

Silverstone Retail Center

ATTACHMENT #3

15-ZN-2005#3



**Q.S.
44-45**

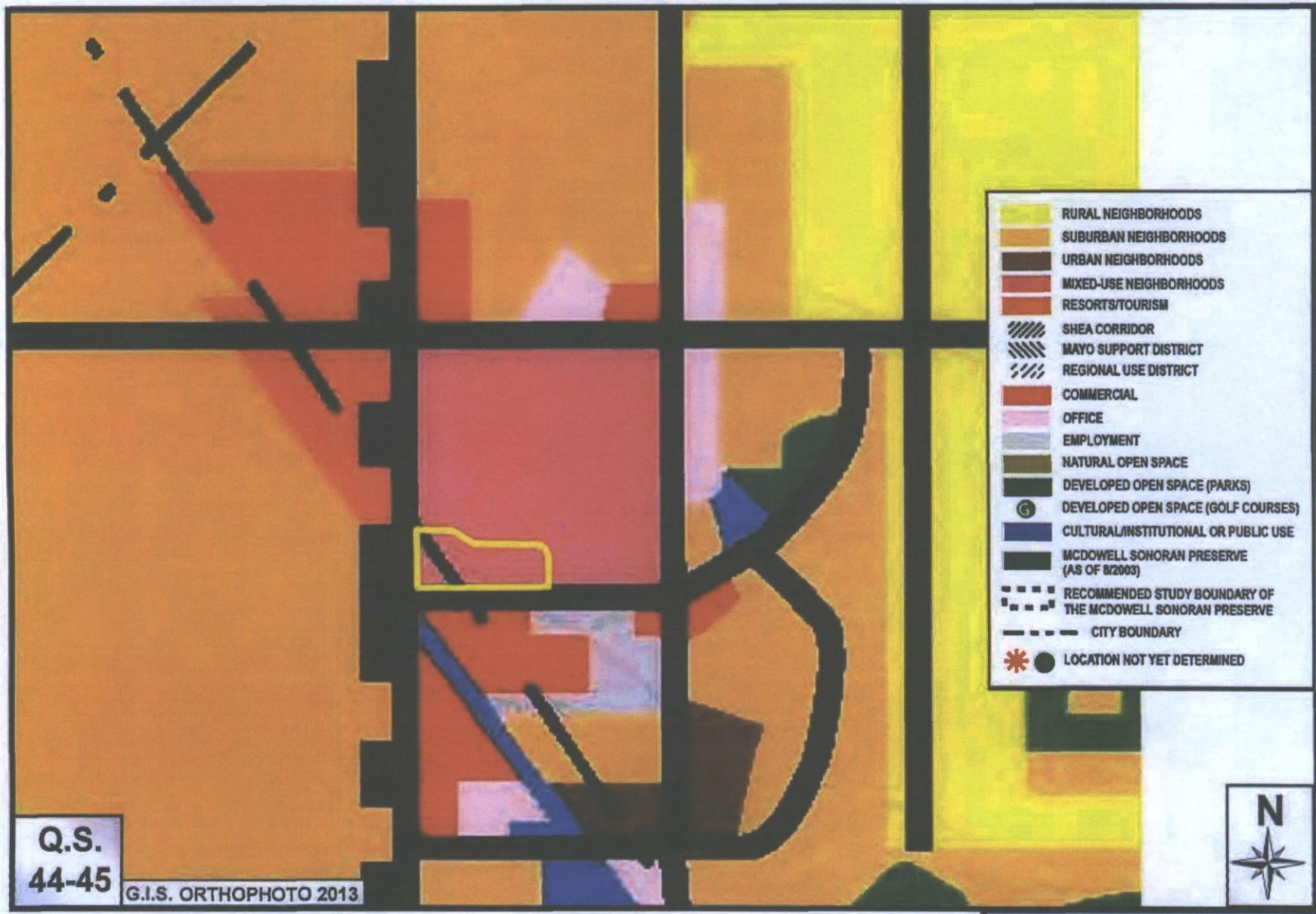
G.I.S. ORTHOPHOTO 2013



Silverstone Retail Center

ATTACHMENT #3A

15-ZN-2005#3



- RURAL NEIGHBORHOODS
- SUBURBAN NEIGHBORHOODS
- URBAN NEIGHBORHOODS
- MIXED-USE NEIGHBORHOODS
- RESORTS/TOURISM
- SHEA CORRIDOR
- MAYO SUPPORT DISTRICT
- REGIONAL USE DISTRICT
- COMMERCIAL
- OFFICE
- EMPLOYMENT
- NATURAL OPEN SPACE
- DEVELOPED OPEN SPACE (PARKS)
- G DEVELOPED OPEN SPACE (GOLF COURSES)
- CULTURAL/INSTITUTIONAL OR PUBLIC USE
- MCDOWELL SONORAN PRESERVE (AS OF 8/2003)
- RECOMMENDED STUDY BOUNDARY OF THE MCDOWELL SONORAN PRESERVE
- CITY BOUNDARY
- * LOCATION NOT YET DETERMINED

**Q.S.
44-45**

G.I.S. ORTHOPHOTO 2013



Silverstone Retail Center

ATTACHMENT #4

15-ZN-2005#3

Kimley»Horn

January 6, 2015

Ms. Karlie Johnson
Van Tuyl Group, Inc.
1550 E. Missouri Ave., Suite 300
Phoenix, AZ 85014

Re: NEC Williams Road and Scottsdale Road – Silverstone Parcel D Office Development –
Improvement Phasing Review

Dear Ms. Johnson:

This letter outlines our findings regarding the traffic generation evaluation of the proposed plan for Parcel D of the Silverstone at Pinnacle Peak project consisting of the 165,000 square foot office building, identified as parcel D in the original plan, located at the northeast corner of the intersection of Williams Road and Scottsdale Road in Scottsdale, Arizona. A copy of the site map depicting the parcel layout is attached. The plan for parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #6). A full access is also anticipated to parcel D from 74th Street approximately 400 feet north of Williams Drive. Driveway #7 is anticipated to provide access to Parcel D from Scottsdale Road.

This letter is intended to review the applicability of modifying of modifying the Master Phasing Plan to allow development of Parcel D prior to the completion of Scottsdale Road to the ultimate 6-lane cross-section. This analysis utilizes the traffic information presented in the final Traffic Impact and Mitigation Analysis prepared for Silverstone at Pinnacle Peak by Parsons Brinkerhoff, dated December 5, 2005. The evaluation focuses on the intersection of Williams Road and Scottsdale Road which is immediately adjacent to the development and would be most significantly impacted by the proposed change in Phasing.

In order to evaluate the intersection of Williams Road and Scottsdale Road, peak period intersection turning movement counts were collected on Thursday November 13, 2014. The counts were collected between the hours of 7:00 AM and 9:00 AM, and 4:00 PM and 6:00 PM. A copy of the count data is attached. Additionally, city of Scottsdale staff provided signal timing information for the traffic signal at the intersection of Williams Road and Scottsdale Road. A copy of the signal timing data is also attached. Currently, Scottsdale Road consists of only two through lanes in each direction at Williams Road, but the traffic control has been improved to provide signal control at the intersection.

The level of service for the signalized intersection of Williams Road and Scottsdale Road was calculated based on the peak hour volumes collected for this review. The LOS for the intersection was evaluated using the 2010 Highway Capacity Manual methodology for signalized intersections using Synchro 8 analysis software. LOS analysis worksheets are attached. The results indicate that the existing intersection currently operates at an overall level of service of A in the AM peak hour and B in the PM peak hour.

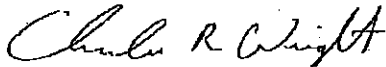
The Traffic Impact and Mitigation Analysis report assumed that Parcel D would be developed in the second phase of the project, which was anticipated to occur after the construction of two additional through lanes on Scottsdale Road. Background traffic volume projections included in the original analysis anticipated an annual growth rate of 5%. Actual increases in traffic volumes appear to be significantly lower which suggests that the second phase of the proposed development may be able to be accommodated without the need for additional lanes on Scottsdale Road. The growth rate between 2006 and 2012 is effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

An updated level of service calculation was prepared to evaluate the development of both phases of the overall project utilizing the current roadway improvements, traffic control and current traffic volumes. The total site traffic for the AM and PM peak hours, identified in Figure 8 of the Traffic Impact and Mitigation Analysis, were added to the current AM and PM peak hour intersection counts to determine the projected traffic volumes at build out of both phases of the project. The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014, makes the level of service calculations slightly more conservative. The level of service for the signalized intersection of Williams Road and Scottsdale Road was re-calculated based on the projected build-out peak hour volumes. The LOS for the intersection was re-evaluated using the Highway Capacity Manual methodology. The LOS analysis worksheets for existing plus site generated traffic are also attached. The results indicate that the intersection of Scottsdale Road and Williams Road is expected to continue to operate at an overall level of service of A in the AM peak hour and B in the PM peak hour with the addition of traffic generated by both phase of the project.

This traffic review has determined that due to the lower than anticipated growth in background traffic in the area, the development of both phases of the Silverstone at Pinnacle Peak project can be accommodated, at acceptable levels of service at the intersection of Williams Road and Scottsdale Road, without the need for any additional lanes on Scottsdale Road. If you have any further questions please feel free to contact me at (602) 944-5500.

Very truly yours,

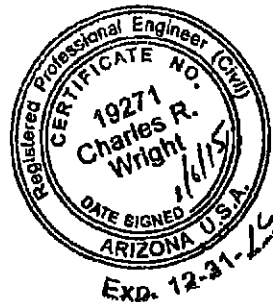
KIMLEY-HORN AND ASSOCIATES, INC.



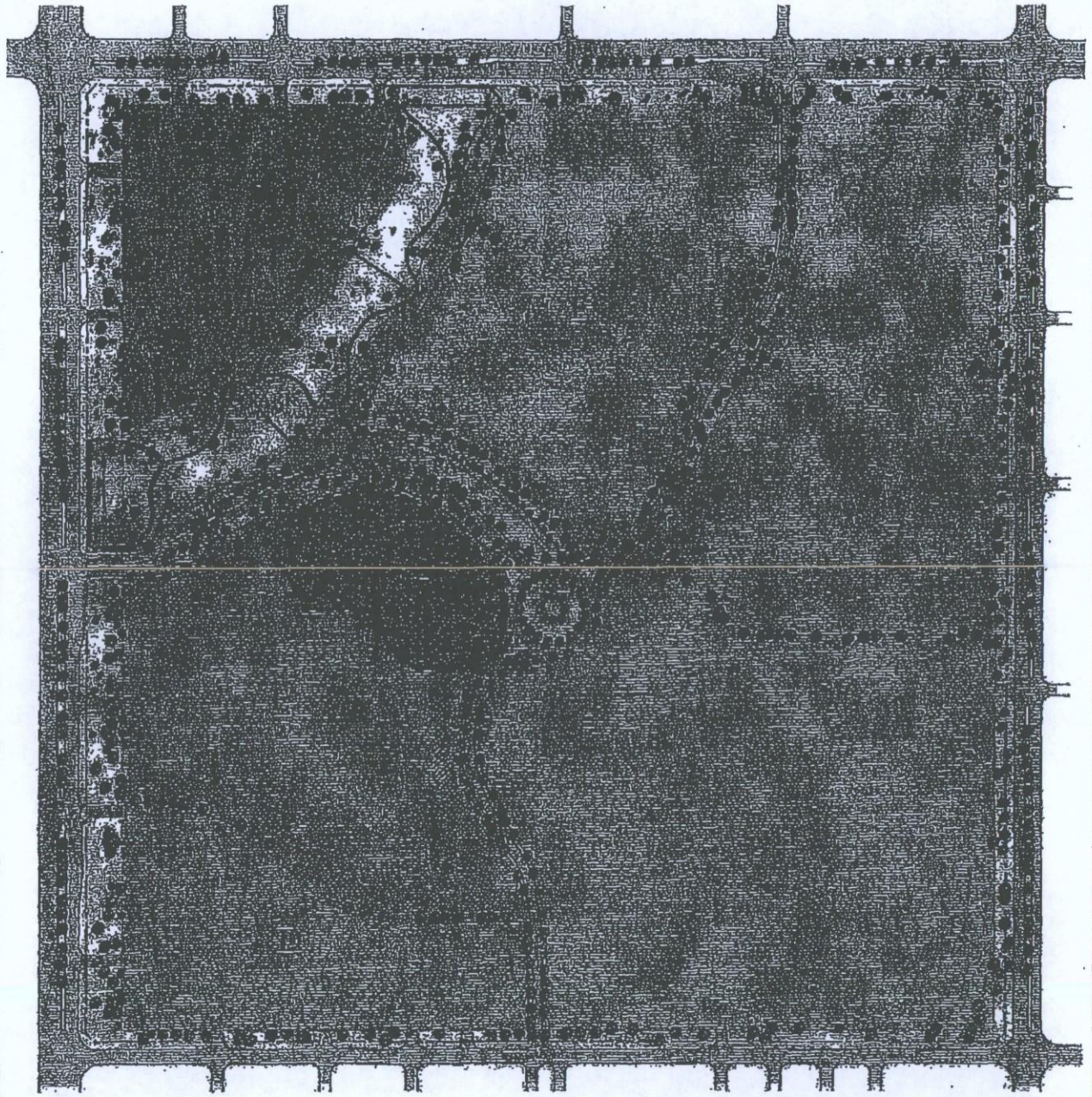
Charles R. Wright, P.E.

Attachment

K:\PHX_Traffic\0008092\CRW\Scottsdale & Williams review.doc



Scottsdale & Pinnacle Peak TIMA



Site Map



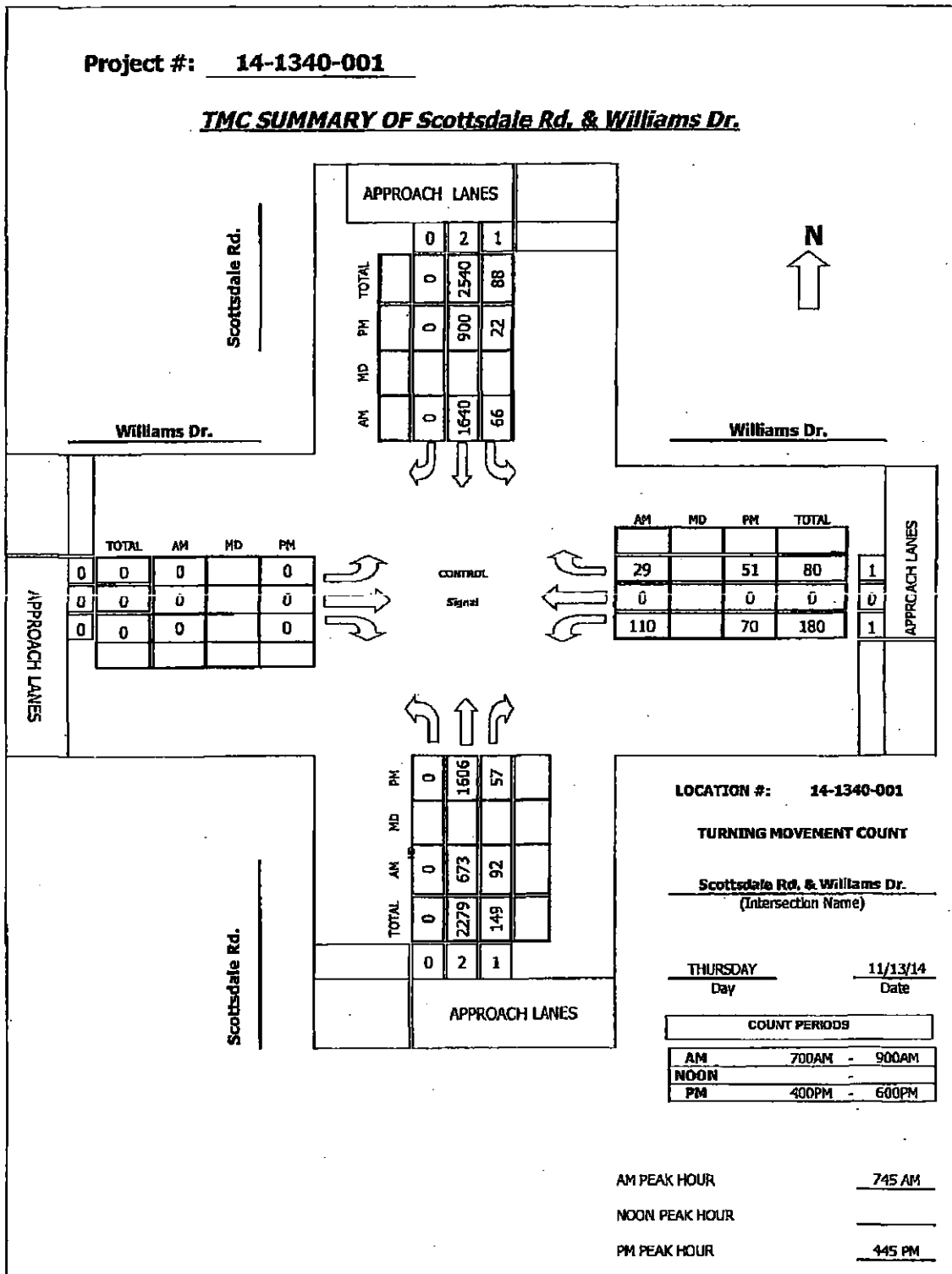
FIGURE 2

**Intersection Turning Movement
Prepared by:**



Project #: 14-1340-001

TMC SUMMARY OF Scottsdale Rd. & Williams Dr.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytraffic group

N-S STREET: Scottsdale Rd DATE: 1/15/14 LOCATION: Scottsdale
E-W STREET: Williams Dr DAY: THURSDAY PROJECT# 14-1340-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	2	1	1	2	0	0	0	0	1	0	1	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	145	12	19	356	0	0	0	0	7	0	0	539
7:15 AM	0	131	18	17	437	0	0	0	0	7	0	1	611
7:30 AM	0	176	18	16	397	0	0	0	0	14	0	6	627
7:45 AM	0	131	29	23	472	0	0	0	0	26	0	6	687
8:00 AM	0	144	27	25	383	0	0	0	0	41	0	9	629
8:15 AM	0	194	17	11	392	0	0	0	0	25	0	6	645
8:30 AM	0	204	19	7	393	0	0	0	0	18	0	8	649
8:45 AM	0	187	16	23	321	0	0	0	0	34	0	7	588
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1312	156	141	3151	0	0	0	0	172	0	43	4975
Approach %	0.00	89.37	10.63	4.28	95.72	0.00	####	####	####	80.00	0.00	20.00	
App/Depart	1468	/	1355	3292	/	3323	0	/	297	215	/	0	

AM Peak Hr Begins at: 745 AM

PEAK

Volumes	0	673	92	66	1640	0	0	0	0	110	0	29	2610
Approach %	0.00	87.97	12.03	3.87	96.13	0.00	####	####	####	79.14	0.00	20.86	

PEAK HR.

FACTOR:		0.858		0.862		0.000		0.695		0.950			
---------	--	-------	--	-------	--	-------	--	-------	--	-------	--	--	--

CONTROL:

COMMENT 1:

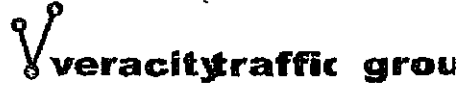
GPS:

Signal
83-691459-111-925348

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET: Scottsdale Rd DATE: 11/13/14 LOCATION: Scottsdale
E-W STREET: Williams Dr DAY: THURSDAY PROJECT# 14-140-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	1	2	0	0	0	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	364	24	19	232	0	0	0	0	16	0	29	684
4:15 PM	0	362	21	12	198	0	0	0	0	26	0	27	646
4:30 PM	0	380	31	7	202	0	0	0	0	14	0	28	662
4:45 PM	0	401	22	10	216	0	0	0	0	17	0	15	681
5:00 PM	0	424	10	4	239	0	0	0	0	23	0	11	711
5:15 PM	0	379	15	3	220	0	0	0	0	15	0	11	643
5:30 PM	0	402	10	5	225	0	0	0	0	15	0	14	671
5:45 PM	0	318	14	6	205	0	0	0	0	7	0	21	571
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	3030	147	66	1737	0	0	0	0	133	0	156	5269
Approach %	0.00	95.37	4.63	3.66	96.34	0.00	####	####	####	46.02	0.00	53.98	
App/Depart	3177	/	3186	1803	/	1870	0	/	213	289	/	0	

PM Peak Hr Begins at: 445 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1606	57	22	900	0	0	0	0	70	0	51	2706
Approach %	0.00	96.57	3.43	2.39	97.61	0.00	####	####	####	57.85	0.00	42.15	

PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.958			0.949			0.000			0.890		0.951

CONTROL: Signal
COMMENT 1: 0.1
GPS: 33691459 - 111925848



SCOTTSDALE & WILLIAMS

BASIC TIMING PLANS

RECOMMENDED CLEARANCES

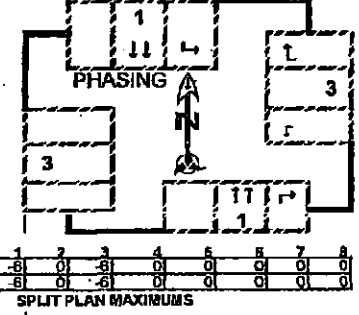
N/S	EW	LEFT TURN	DATE DESIGNED
STANDARD			10/1/2010
SYSTEM #	SECTION #		
269	101		

COMMUNICATIONS IP. ADDRESS
MM-1-S-1 172.17.12.69

TIMING #1	TIMING #2	TIMING #3	TIMING #4
CLEARANCE	SEQUENCE	PATTERNS	LISTING

MIN-2-1
TIMING PLAN #1

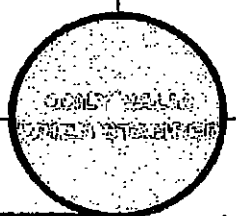
PHASE	1	3	9	10	11	12	13	14	15	16
MOVEMENT	NS	EW								
NOTES										
MIN GRN										
BK MGRN										
CS MGRN										
DLY GRN										
WALK										
WALK2										
WLK MAX										
PEDEST										
PD CLR										
PE MAX										
RED CO										
VEH EX										
VEH EX2										
MAX 1										
MAX 2										
MAX 3										
DYM MAX										
VEH MAX										
RED MAX										
ACT B4										
SEC ACT										
MAX INT										
TIME B4										
CARS WT										
STIP DUC										
MIN GAP										
LOCK DEL										
VEH RECALL										
PEDEST RECALL										
MAX RECALL										
SOFT RECALL										
NO REST										
ADD INIT CAL										



1	2	3	4	5	6	7	8
-8	0	-8	0	0	0	0	0
-8	0	-8	0	0	0	0	0

SPLIT PLAN MAXIMUMS

NOTES



GREENS

REDS

RECALLS

Timings
3: Scottsdale Road & Williams Drive

Existing AM
11/15/2014



Lane Configurations	←	↙	↑	↘	→	↘
Volume (vph)	110	129	673	92	66	1640
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead/Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92

Actuated Cycle Length: 64

Natural Cycle: 50

Control Type: Semi-Auto-Coord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing AM
 11/15/2014



Lane Configurations	↙	↘	↑	↗	↖	↗
Volume (veh/h)	110	29	573	92	66	1640
Number	3	18	2	12	1	6
Initial Q (Q ₀) veh	0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bls. Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	116	51	708	97	69	1726
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh. %	2	2	2	2	2	2
Cap, veh/h	181	162	2356	1054	532	2356
Arrive On Green	0.10	0.10	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	674	3632
Grp Volume(v), veh/h	116	31	708	97	69	1726
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	674	1770
Q Serve(g_s), s	3.2	0.9	4.3	1.1	2.5	16.4
Cycle Q Clear(g_c), s	3.2	0.9	4.3	1.1	6.8	16.4
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	181	162	2356	1054	532	2356
V/C Ratio(X)	0.64	0.19	0.30	0.09	0.13	0.73
Avail Cap(c_a), veh/h	1080	820	3428	1539	735	3428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	21.2	3.6	3.1	5.0	5.6
Inc Delay (d2), s/veh	7.4	0.2	0.0	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Volc Back(Q(50%)) veh/h	1.6	0.4	2.1	0.5	0.4	7.7
LnGrp Delay(d), s/veh	23.7	21.4	3.6	3.1	5.1	5.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	147		805			1795
Approach Delay, s/veh	23.2		3.6			5.8
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	40.4	40.4	11.3
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	*60	*60	30.0
Max Q Clear Time (g_c+I1), s	6.3	18.4	5.2
Green Ext Time (p_d), s	18.2	15.0	0.2

HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings
3: Scottsdale Road & Williams Drive

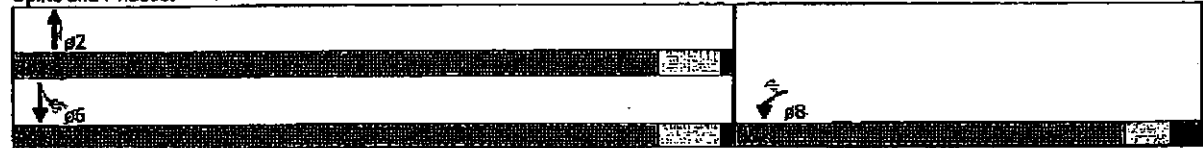
Existing PM
11/15/2014



	←	←	↑	→	→	→
Lane Configurations	←	←	↑↑	→	→	↑↑
Volume (vph)	70	61	1606	57	22	900
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Storage Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	18.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead/Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
 Adjusted Cycle Length: 61.4
 Natural Cycle: 45
 Control Type: Semi-Act/Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing PM
 11/15/2014



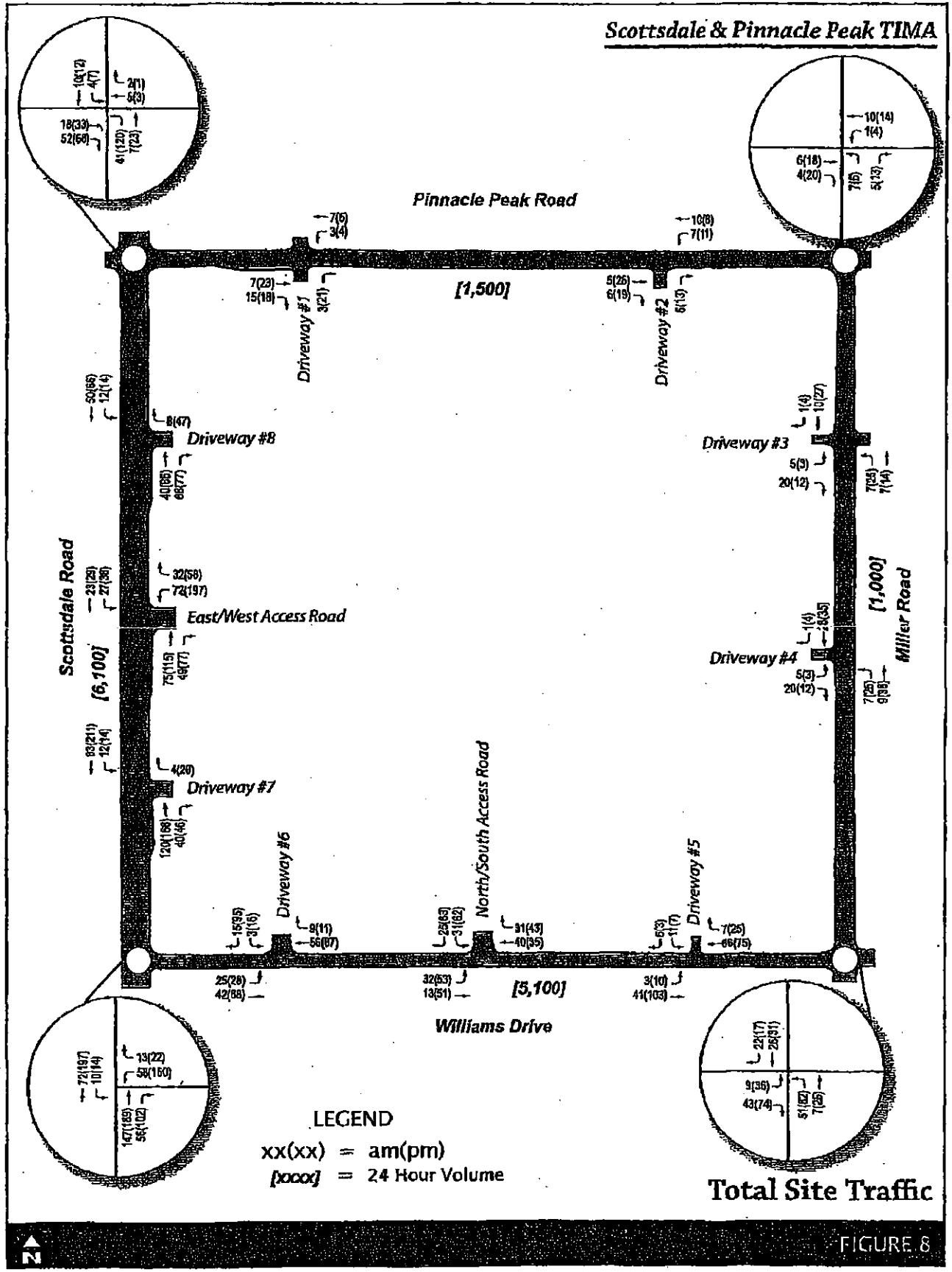
Lane Configurations	↵	↶	↑↑	↷	↵	↑↑
Volume (veh/h)	70	51	1606	57	22	300
Number	3	18	2	12	1	6
Initial Q (Qb) veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	74	54	1691	60	23	347
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	167	149	2427	1066	241	2427
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1774	1583	3632	1883	273	3632
Grp Volume(v), veh/h	74	54	1691	60	23	347
Grp Sat Flow(s), veh/h/ln	1774	1583	3632	1883	273	3632
Q Serve(g_s), s	2.1	1.7	15.7	0.7	3.0	6.3
Cycle Q Clear(g_c), s	2.1	1.7	15.7	0.7	16.7	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	167	149	2427	1066	241	2427
V/C Ratio(X)	0.44	0.36	0.70	0.06	0.10	0.39
Avail Cap(c_a), veh/h	176	141	3245	1452	304	3245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	23.2	5.2	2.8	10.8	3.7
Inc Delay (d2), s/veh	0.7	0.5	0.2	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Wtite Back(c) (50%) veh/h	1.1	0.8	7.6	0.3	0.2	3.0
Ln Grp Delay(d), s/veh	24.0	23.7	5.4	2.8	10.8	3.7
Ln Grp LOS	C	C	A	A	B	A
Approach Vol, veh/h	128		1751			970
Approach Delay, s/veh	23.9		5.3			3.9
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	43.4	43.4	41.1
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	*50	*50	30.0
Max Q Clear Time (g_cH1), s	17.7		20.7
Green Ext Time (p_c), s	17.6		16.7

HCM 2010 Cld Delay	5.6
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Scottsdale & Pinnacle Peak TIMA



LEGEND
 xx(xx) = am(pm)
 [xxxx] = 24 Hour Volume

Total Site Traffic

FIGURE 8

Timings
3: Scottsdale Road & Williams Drive

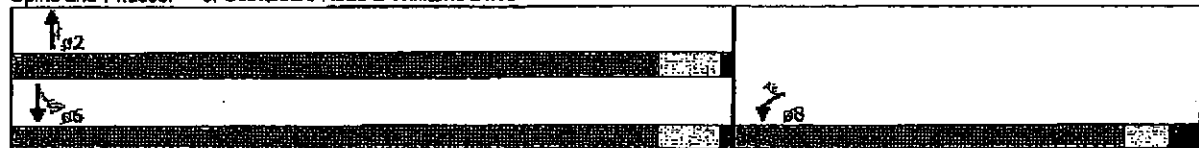
Existing AM + Site Traffic
 11/15/2014



Lane Configurations	←	↙	↑	↘	→	↗
Volume (vph)	188	42	870	348	76	1712
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead/Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
 Actuated Cycle Length: 69
 Natural Cycle: 60
 Control Type: Semi Act Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing AM + Site Traffic
 11/15/2014



	WBL	WBL	NBL	EBL	EBL	SBL
Lane Configurations	↵	↵	↕	↵	↵	↕
Volume (veh/h)	168	42	820	148	76	1712
Number	3	18	2	12	1	6
Initial Q (Qb) veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	177	44	863	156	80	1802
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	233	208	2359	1055	429	2359
Arrive On Green	0.13	0.13	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	551	3632
Grp Volume (v), veh/h	177	44	863	156	80	1802
Grp Sat Flow (s), veh/h/ln	1774	1583	1770	1583	551	1770
Q Serve (g_s), s	5.7	1.5	6.4	2.2	4.4	20.5
Cycle Q Clear (g_c), s	5.7	1.5	6.4	2.2	10.8	20.5
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap (c), veh/h	233	208	2359	1055	429	2359
V/C Ratio(X)	0.76	0.21	0.37	0.15	0.19	0.76
Avail Cap (c_a), veh/h	596	590	2980	1333	526	2980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter (f)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	23.0	4.4	3.7	6.8	6.7
Ini Delay (d2), s/veh	1.9	0.2	0.0	0.0	0.1	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back Of Q (50%), veh/ln	2.9	0.7	3.0	0.9	0.7	10.0
Ln Grp Delay (d), s/veh	26.8	23.2	4.4	3.7	6.8	7.4
Ln Grp LOS	C	C	A	A	A	A
Approach Vol, veh/h	221		1019			1882
Approach Delay, s/veh	26.1		4.3			7.4
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	46.6	46.6	13.8
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	*60	*60	30.0
Max Q Clear Time (g_c+1), s	8.4	22.5	7.7
Green Ext Time (p_c), s	21.4	17.0	0.3

HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings
3: Scottsdale Road & Williams Drive

Existing PM + Site Traffic
11/15/2014



	←	↙	↑	↘	→	↗
Lane Configurations	↙	↙	↑↑	↘	↘	↗↗
Volume (vph)	230	73	1795	169	36	1097
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot.	Perm.	NA	Perm.	Perm.	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	1.4	1.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
Actuated Cycle Length: 74.2
Natural Cycle: 60
Control Type: Semi Act. Unecord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing PM + Site Traffic
 11/15/2014



Lane Configurations	↖	↗	↑↑	↖	↗	↑↑
Volume (veh/h)	230	73	1795	159	36	1097
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	242	77	1889	167	38	1155
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	293	261	2373	1062	158	2373
Arrive On Green	0.17	0.17	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	203	3632
Grp Volume(v), veh/h	242	77	1889	167	38	1155
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	203	1770
Q Serve(g_s), s	9.6	3.1	27.5	2.8	11.9	11.7
Cycle Q Clear(g_c), s	9.6	3.1	27.5	2.8	39.4	11.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(C), veh/h	293	261	2373	1062	158	2373
V/C Ratio(X)	0.83	0.29	0.80	0.16	0.24	0.49
Avail Park, ln, veh/ln	225	650	2723	1067	107	2723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	26.8	8.5	4.4	22.4	5.9
Inc Delay (d2), s/veh	2.3	0.2	1.7	0.0	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back Q(50%), veh/ln	4.9	1.4	13.7	1.2	0.7	5.6
LnGrp Delay(d), s/veh	31.7	27.0	10.2	4.5	22.7	5.9
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	319		2056			1193
Approach Delay, s/veh	30.6		9.8			6.5
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	55.0	55.0	18.1
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	50	50	30.0
Max Q Clear Time (g_c+1), s	29.5	41.4	11.6
Green Ext. Time (pzc), s	15.9	7.5	0.4

HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Overview

This Citizen Review Report is being performed in association with a request for a stipulation modification to case 15-ZN-2005. The modification is for the phasing stipulation associated with Parcel D, a 13.52+/-acre site located south of the northeast corner of Scottsdale Road and Williams Drive (the office parcel, the "Property"). The developer would like to pursue an office development without providing full street improvements for Scottsdale Road and Williams Drive Road as stipulated.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties will be ongoing throughout the process. Efforts on compiling stakeholders and preparing for the neighborhood outreach began prior to the application filing and will continue throughout the process.

Community Involvement

Surrounding property owners within 750' were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information to receive additional information, and the opportunity to give feedback. The notification also contained information regarding our public neighborhood Open House Meeting, which took place on November 20th 2014 from 6-7:30pm at the Appaloosa Library (7377 E. Silverstone Drive) within the Silverstone master plan.

Three representatives from the Silverstone development team attended the open house meeting. One interested person attended the Open House Meeting, Sky Larsen, the branch manager/librarian of Appaloosa Library, to ask about the nature of the request. She was generally supportive of the project. No comment cards were submitted.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. As previously stated the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

Attachments:

Notification letter
Notification list/labels
Affidavit of posting

15-ZN-2005#3
1/14/15

November 10, 2014

RE: Silverstone Parcel D – Office Parcel

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 a stipulation modification in connection with future office development on Silverstone Parcel D located at the northeast corner of Scottsdale and Williams Drive (case 15-ZN-2005#3). We are not requesting any changes to the existing PCD (Planned Community District) zoning. Rather, this is only a request to modify an existing zoning stipulation related to Scottsdale Road improvements.

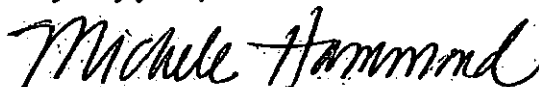
The Silverstone zoning case was approved in 2005, at which time all parties (the City, Scottsdale citizens, and the developer) were led to believe that the full Scottsdale Road section up to Pinnacle Peak would be completed by 2010 by the City of Scottsdale. Due in part to the downturn in the economy, and other decisions made by the City relating to capital improvement the road improvements were delayed. Phase I construction of Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road (the portion that fronts the Silverstone master plan) was completed in June 2014 including the Rawhide wash, bridge construction and public art. The additional lanes and sidewalk improvements from Thompson Peak to Pinnacle Peak will be part of Phase 2 design and construction timing is currently being planned by the City. These factors, combined with a supportive traffic report for current and proposed traffic conditions support the removal of the stipulation regarding Scottsdale Road improvements.

We are pleased to invite you to a neighborhood open house meeting at the Appaloosa Library, 7377 E. Silverstone Drive, Scottsdale, AZ, 85255 on November 20, 2014 from 6:00pm to 7:30pm to share your comments and opinions as we process the stipulation modification request through the City of Scottsdale. We will have representatives from the development team in attendance to listen to your comments and answer any questions you may have.

Additionally, feel free to contact me at 480-385-2753 or by email at mh@brrlawaz.com or 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,



Michele Hammond



Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White) Public Hearing Notice Sign (Red)

Case Number: 15-ZN-2005#3

Project Name: _____

Location: SEC Scottsdale Rd. & Williams Dr.

Site Posting Date: 11/10/14

Applicant Name: Berry Riddell & Rosensteel, LLC

Sign Company Name: Dynamite Signs, Inc.

Phone Number: 480-585-3031

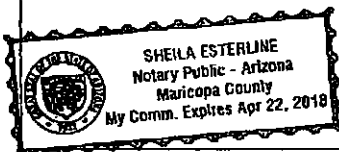
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

[Signature]
Applicant Signature

11.10.14
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 11 day of Nov 2014



Sheila Esterline
Notary Public

My commission expires: Apr 22, 2018

City of Scottsdale -- Current Planning Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Early Notification of Project Under Consideration

Neighborhood Open House Meeting:

Date: November 20, 2014

Time: 6:00 - 7:30 P.M.

Location: Appaloosa Library, 7377 E. Silverstone Dr.
Scottsdale, AZ 85255

Site Address: Silverstone Parcel D, NEC of Scottsdale Rd.
& Williams Dr., Scottsdale, AZ

Project Overview:

- Description of Request: Stipulation modification for Parcel D.
- Site Acreage: 13.5+/- acres
- Site Zoning: PCD (Planned Community District)

Applicant Contact:

Michele Hammond 480-385-2753
mh@briawaz.com

City Contact:

Jesus Murillo 480-312-7849
jmurillo@scottsdaleaz.gov

Pre-Application #: 858-PA-2014 Available at City of Scottsdale: 480-312-7000

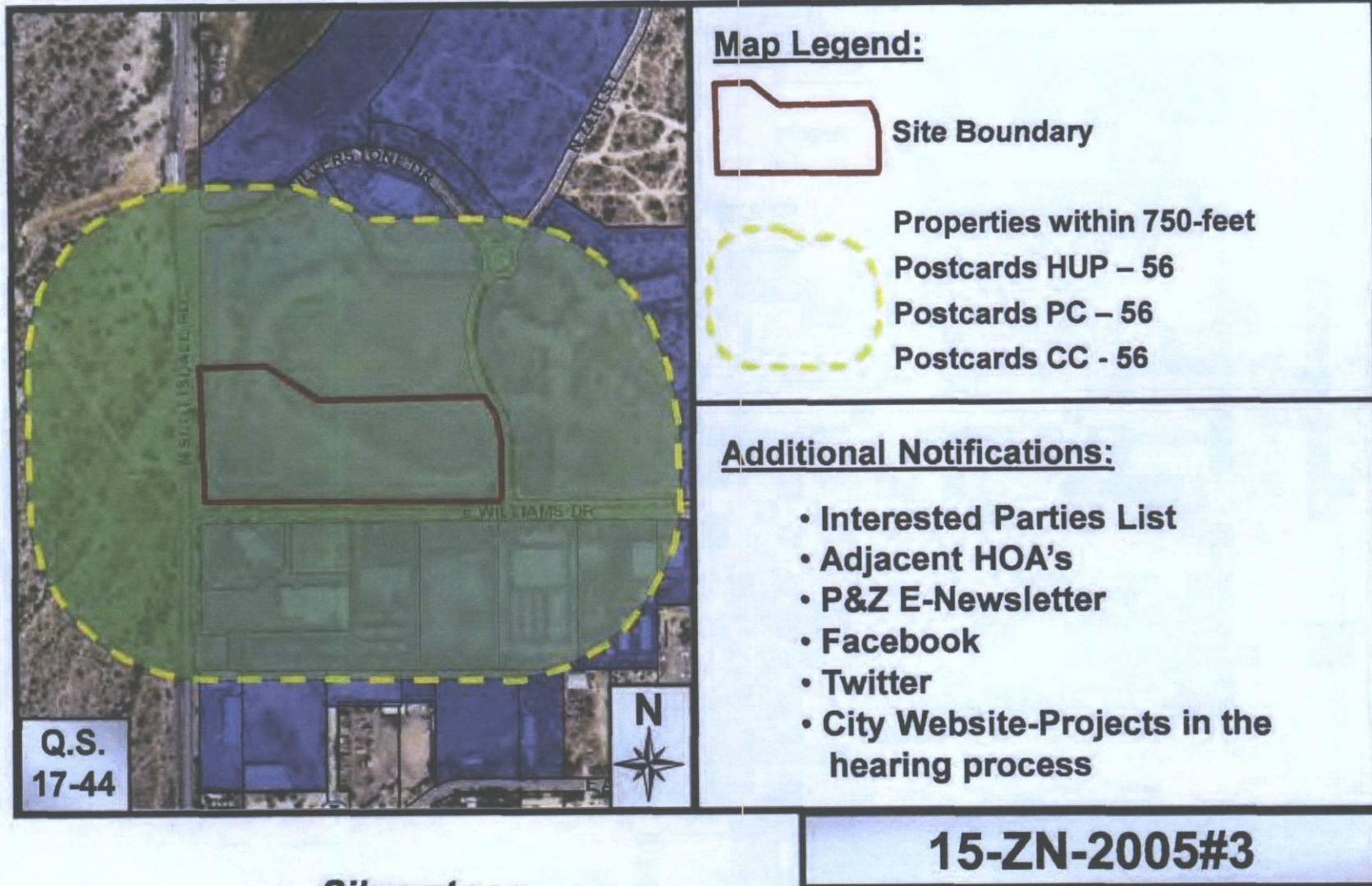
After submittal, project information is available at:
www.scottsdaleaz.gov/projects/ProjectsInProgress

Posting Date:
11/10/14

-Penalty for removing or defacing sign prior to date of last hearing -Applicant Responsible for Sign Removal -

11/10/2014 09:28:20

City Notifications – Mailing List Selection Map



Silverstone

ATTACHMENT #7



**SCOTTSDALE PLANNING COMMISSION
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA**

WEDNESDAY, MARCH 25, 2015

DRAFT SUMMARIZED MEETING MINUTES

PRESENT: Ed Grant, Chair
Michael Edwards, Vice Chair
Matt Cody, Commissioner
David Brantner, Commissioner
Ali Fakh, Commissioner
Michael J. Minnaugh, Commissioner

ABSENT: Larry S. Kush, Commissioner

STAFF: Tim Curtis
Joe Padilla
Greg Bloemberg
Jesus Murillo
Dan Symer
Kira Wauwie
Keith Niederer
Adam Yaron

CALL TO ORDER

Chair Grant called the regular session of the Scottsdale Planning Commission to order at 5:04 p.m.

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission website at:

www.scottsdaleaz.gov/boards/PC.asp

ROLL CALL

A formal roll call was conducted confirming members present as stated above.

MINUTES REVIEW AND APPROVAL

1. Approval of February 25, 2015 Regular Meeting Minutes including the Study Session.
2. Approval of March 4, 2015 Regular Meeting Minutes including the Study Session.

COMMISSIONER BRANTNER MOVED TO APPROVE THE FEBRUARY 25, 2015 AND THE MARCH 4, 2015 REGULAR MEETING MINUTES INCLUDING THE STUDY SESSION, SECONDED BY VICE CHAIR EDWARDS, THE MOTION WAS APPROVED UNANIMOUSLY WITH A VOTE OF SIX (6) TO ZERO (0).

EXPEDITED

3. 197-PA-2015 Appendix A – Airport Zoning – Repeal Text Amendment
4. 33-ZN-2000#2 Office 101; aka Bahia Office Project
5. 15-ZN-2005#3 Silverstone
6. 3-UP-2013 Pebble Stone Market
7. 1-ZN-2015 Brown's Classic Autos
Court Rich spoke regarding this item.

8. 5-ZN-2015 Fairmont Scottsdale Princess Hotel Expansion

MOVE TO INITIATE CASE 197-PA-2015 TEXT AMENDMENT, RECOMMENDED CITY COUNCIL APPROVE CASES 33-ZN-2000#2, 15-ZN-2005#3, 3-UP-2013, 1-ZN-2015 AND 5-ZN-2015, MOTION BY COMMISSIONER BRANTNER, PER THE STAFF RECOMMENDED STIPULATIONS AND AFTER DETERMINING THAT THE PROPOSED ZONING DISTRICT MAP AMENDMENTS AND THE DEVELOPMENT PLAN ARE CONSISTENT AND CONFORM WITH THE ADOPTED GENERAL PLAN, AND BASED UPON THE FINDING THAT THE CONDITIONAL USE PERMIT CRITERIA HAVE BEEN MET, SECONDED BY COMMISSIONER CODY. THE MOTION WAS APPROVED UNANIMOUSLY WITH A VOTE OF SIX (6) TO ZERO (0).

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission website at:

www.scottsdaleaz.gov/boards/PC.asp

REGULAR

9. 1-ZN-2011 Diamond Mountain Estates

MOVE TO CONTINUE CASE 1-ZN-2011 TO THE APRIL 22, 2015 HEARING, BY A VOTE OF SIX (6) TO ZERO (0); MOTION BY COMMISSIONER BRANTER, SECONDED BY COMMISSIONER FAKIH.

Fred Corbus, Michael & Jill Anderson, Peggy Tanasiuk, Terry Tanasiuk, Steve Huser, Donald & Yvonne Bland, William Kilpatrick, Jeffrey Skoglund, Tonia Young-Fadok, Debra Pristo, Yvonne & Bill Kilpatrick, Jan P. Corbus and Donna Dehn had written comment on the above item.

Bill Dehn, Mark Boundy, Tonia Young-Fadok, MD., Michael & Jill Anderson Spoke regarding the above item.

10. 2-UP-2001#3 Rockbar, Inc.

RECOMMENDED CITY COUNCIL APPROVE CASE 2-UP-2001#3, MOTION BY COMMISSIONER BRANTNER, PER THE STAFF RECOMMENDED STIPULATIONS AND AN ADDITIONAL NOISE STIPULATION, BASED UPON THE FINDING THAT THE CONDITIONAL USE PERMIT CRITERIA HAVE BEEN MET, SECOND BY COMMISSIONER CODY. THE MOTION WAS APPROVED UNANIMOUSLY WITH A VOTE OF SIX (6) TO ZERO (0).

Frederika Ranucci, Steve Johnson, Sandy Schenkat, Fred Unger, Patty Bagdenoch and Sonnie Kirtley spoke regarding this item.

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 7:21 p.m.

PLANNING COMMISSION REPORT



Meeting Date: March 25, 2015
General Plan Element: *Community Mobility*
General Plan Goal: *Relieve traffic congestion*

ACTION

Silverstone
15-ZN-2005#3

Request to consider the following:

1. Recommend that the City Council approve a Zoning District Map Amendment to amend a previously approved case stipulation (15-ZN-2005) for a property located at the southeast corner of E. Pinnacle Peak Road and N. Scottsdale Road with Planned Community District (P-C) with Commercial Office (C-O) comparable zoning. Case stipulation amendment is in reference to the timing of development in regards to street improvement requirements.

Key Items for Consideration

- 15-ZN-2005 Case stipulation requirement pertaining to development timing related to construction of Scottsdale Rd.
- 15-ZN-2005#2 Amendment to an approved stipulation in regards to Silverstone Retail Parcel "D"
- All remaining 15-ZN-2015 case stipulations will apply

OWNER

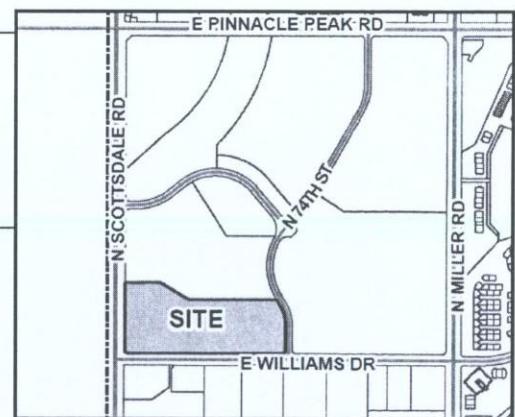
Silverstone Development
Mike Pacheco
480-385-2727

APPLICANT CONTACT

John Berry
Berry Riddell & Rosensteel LLC
480-385-2727

LOCATION

Southeast Corner of E. Pinnacle Peak Road and N. Scottsdale Road



BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Mixed-Use Neighborhoods. This category includes and accommodates for higher density housing combined with complementary office or retail uses or mixed-use structures with residential above commercial or office. The General Plan states that the Mixed-Use Neighborhoods Land Use designation should be located in areas with strong access to multiple modes of transportation and major regional access and services, and have a focus on human scale development.

Character Area Plan

The subject site is located within the CityShape 2020 Report "Grayhawk" character area. The CityShape 2020 Report described the Grayhawk character area as transition from low density, custom home neighborhoods to the northeast, employment centers to the south and Phoenix to the west. The report, completed in 1996, also foresaw that business centers around the previously existing "Rawhide," would be the most northerly, large mixed use business and service center in the city, providing services for areas to the north and east.

Zoning

The 13.52-acre site impacted by this application is zoned Planned Community District (P-C) with Commercial Office (C-O) comparable zoning (referred to as Parcel "D" on the Silverstone Development Plan). The Planned Community District designation is designed and intended to encourage the development of large tracts of land, usually under unified ownership, to achieve land development patterns that will be beneficial to a particular area of the city. The Planned Community District designation is usually accompanied by an approved development plan.

The subject site was previously part of the location of the Rawhide western theme park. In 2006, the entire 160-acre Rawhide site, which includes the subject 13.52-acre site, was rezoned from Western Theme Park District (W-P) to Planned Community District (P-C) with comparable zoning of Central Business District (C-2), Commercial Office District (C-O), and Multiple Family Residential District (R-5). The Environmentally Sensitive Lands (ESL) zoning overlay abuts the site along the northern boundary. Although the site is not located within the ESL overlay area, the approved Master Environmental Design Concept Plan (MEDCP) refers to the ESL ordinance for design sensitivity.

As part of the Silverstone Retail Center approval, the City Council included a stipulation that no office or retail development (Parcels C and D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configurations (6 lanes and 4 lanes respectively). Both the City and Developer shared the responsibility of these improvements.

Context

The subject site is located at the southeast corner of N. Scottsdale Road and E. Pinnacle Peak Road. The City of Phoenix is located to the west of the proposed project, across N. Scottsdale Road. North of the subject site, is the Silverstone Retail Center Parcel "E," and The Sprout's shopping center. Vacant lands are located to the south and the Appaloosa Library is located to the southeast. The Classic Residences at Silverstone assisted living facility is also located to the southeast of the subject

site. Please refer to context graphics attached (See Attachment #3).

Other Related Policies, References:

39-ZN-1982, 15-ZN-2005, 7-GP-2005, 2-MP-2006, 132-DR-2006, 14-UP-2007 21-DR-2007, 46-DR-2007, 53-DR-2007, and 42-DR-2011

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is to amend the previously approved timing stipulation to exclude Parcel "D," the remaining parcel governed by this stipulation, from the construction timing requirements of Scottsdale Road. An approval of the proposed request would allow for the opportunity for the owner/applicant to construct a commercial development on Parcel "D" while the City continues to construct the improvements on Scottsdale Road.

IMPACT ANALYSIS

PCD Findings

Before approval or modified approval of an application for a proposed (P-C) District, the Planning Commission and the City Council must find:

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas:
 - **The applicant states that this zoning application for stipulation modification conforms to the existing General Plan land use designation of Mixed-use Neighborhoods, as outlined in the General Plan section above, there is no proposed change to the development plan, land use designation district. As approved in 2005, development plan remains compatible with the surrounding land uses in the surrounding area.**

- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
 - **Roadways adjacent (or near) to the subject property include: N. Scottsdale Road, a major arterial located along the western boundary of the project, E. Williams Drive, a major collector located along the southern boundary of the subject site, and E. Pinnacle Peak Road, a minor arterial, further to the north. The applicant states that the above mentioned streets maintain more than the sufficient traffic capacity to accommodate the vehicle trips, both proposed and existing, entitled through the approved Silverstone mixed-use development. A traffic statement has been provided with the application (See Attachment #6). The proposed stipulation amendment would allow the applicant to move forward with office development on Parcel "D" while the City continues to construct the improvements on N. Scottsdale Road.**

- C. The Planning Commission and City Council shall further find that the facts submitted with

the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - **The proposed request will not modify the previously approved uses, densities, or public facilities.**
2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
 - **The proposed stipulation amendment does not propose to remove or add any industrial or research uses as previously approved.**
3. In the case of proposed commercial, institutional, recreational and other non-residential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.
 - **The applicant states that the proposed stipulation modification does not modify the commercial, institutional, recreational, or non-residential uses that were previously approved by the City council. The request will allow for office development to proceed by eliminating a phasing stipulation that was drafted based on previously anticipated right-of-way improvements.**
- D. The Private and charter school having no room regularly used for housing or sleeping overnight. Subject to Development Review Board approval and compliance with the following standards, as well as those otherwise required in the (P-C) District.
 - **The proposed case stipulation amendment does not propose a Private or Charter school.**

Traffic

When the Silverstone development was proposed, there were concerns expressed by the community regarding the increased traffic that would be generated by the development, and how this traffic might impact traffic flow along Scottsdale Road north of the 101 Freeway. To address these concerns, the stipulations for the approval of the change in zoning districts that would allow the Silverstone development included a requirement that the office and retail land uses (Parcels C and D) would not be issued any certificates of occupancy until Scottsdale Road was completed to its planned six lane cross section from Thompson Peak Parkway to Pinnacle Peak Road.

Currently, the section of Scottsdale Road from Frank Lloyd Wright to the 101 Freeway is completed to the full six-lane cross section. The section from the 101 Freeway to Thompson Peak Parkway has been completed for the eastern portion along the City of Scottsdale frontage. This section is currently improved to four lanes with no raised medians. The improvement of the western half of this section along the City of Phoenix is not currently scheduled for construction. The first phase of street improvements for the section of Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road has been completed, although this project did not increase the capacity of the roadway. The second phase of roadway improvements (pavement, curb & gutter, sidewalk, etc.) will not begin until funding is available.

With respect to traffic volumes along Scottsdale Road, the recession and increased gasoline prices have impacted traffic volume growth in the City. The existing traffic counts are less than those projected at the time of the previously approved rezoning case. The following table shows the traffic volumes along this section Scottsdale Road since 2006:

Segment	2006 ADT	2008 ADT	2010 ADT	2012 ADT
Frank Lloyd Wright to 101 Freeway	42,700	36,800	37,400	39,400
101 Freeway to Thompson Peak Parkway	48,400	38,000	38,500	45,900
Thompson Peak Parkway to Pinnacle Peak	40,300	30,400*	41,800	39,600

*During roadway construction

Improvements

The Silverstone development already has contributed significantly to the street infrastructure for the street system surrounding their site. They have constructed the following improvements:

- Full-street improvements (four lanes) for E. Pinnacle Peak Road from N. Scottsdale Road to N. Miller Road.
- Bridge construction for Rawhide Wash on E. Pinnacle Peak Road.
- Half-street construction (two lanes) of N. Miller Road from Pinnacle Peak Road to E. Williams Drive.
- Half-street construction (one lane plus bike lanes) of E. Williams Drive from N. Scottsdale Road to N. Miller Road.
- Full-street construction of E. Silverstone Drive, which provides access to Appaloosa Library.

At the time that the Silverstone development was approved in January of 2006, a capital improvement project was planned to improve Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road in 2010. The capital project was anticipated to complete Scottsdale Road to the planned six-lane cross section with raised medians and intersection improvements. The first phase of this capital project, relocating utilities and the bridge at Rawhide Wash, has been completed. There is no current timetable to complete the remainder of the street improvement project, which would add the additional traffic lanes.

There are many factors responsible for these Scottsdale Road improvement projects not being completed. The major factor has been decreased funding for Capital Projects resulting from the economic recession that began in late 2007. Increased construction costs have also delayed planned capital projects. Also, the City of Phoenix and State Land, the primary property owner along the western boundary, have not contributed any funds toward the costs of improving Scottsdale Road.

Since the City Council approved case 15-ZN-2015#2, a stipulation amendment that excluded Parcel "C" from the same street improvement requirements, the City has constructed a bridge over Rawhide wash to mitigate drainage concerns located at in this area of the City. The bridge is a step in the process to completing N. Scottsdale Road to its ultimate improvement configuration. The bridge project included the construction of the structural bridge and an art component. Completion of the Rawhide Wash Bridge was due to Bond 2000 funding, allocated for Segment "5," of N. Scottsdale Road.

Community Involvement

The applicant notified property owners within 750 feet of the site. In addition, the applicant held open houses regarding the proposed zoning case stipulation amendment on November 20, 2014. The applicant has stated that one person was in attendance, and in general support of the request. No written comments were submitted by the attendee.

The city also notified all property owners within 750 feet of the site. Staff has not received any correspondence in regards to this request.

Policy Implications

The subject proposed zoning case stipulation modification will only apply to the 13.52-acre Parcel "D" site (See Attachment #3A for Parcel "D" site boundary). The amendment will allow Parcel "D" to develop, without negative impacts to the surrounding street network.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the (P-C) Zoning District criteria have been met, and determine that the proposed development plan amendment and zoning case stipulation amendment is consistent and conforms with the adopted General Plan, and make a recommendation to City Council for approval of an amendment to a previously approved case stipulation (15-ZN-2005#2) in reference to the timing of development for Parcel "D" of street improvements, per the attached amended stipulation.

RESPONSIBLE DEPARTMENT

Planning and Development Services

Current Planning Services

STAFF CONTACT

Jesus Murillo 480-312-7849
Senior Planner E-mail: jmurillo@scottsdaleAZ.gov

APPROVED BY



Jesus Murillo, Report Author

Date 3/12/2015



Tim Curtis, AICP, Current Planning Director
480-312-4210, tcurtis@scottsdaleaz.gov

Date 3/15/15



Randy Grant, Director
Planning and Development Services
480-312-2664, rgrant@scottsdaleaz.gov

Date 3/15/15

ATTACHMENTS

1. Stipulation
2. Applicant's Narrative
3. Context Aerial
- 3A. Aerial Close-Up
4. General Plan Map
5. Zoning Map
6. Traffic Impact Summary
7. Citizen Involvement
8. City Notification Map

Stipulations for the Zoning Application:

Silverstone

Case Number: 15-ZN-2005#3

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

STRIKETHROUGHS indicate deletions that are being proposed with this request. All other previously approved conditions and stipulations for this property and case, including and not limited to those adopted by case 15-ZN-2005 continue to apply.

DOUBLE STRIKETHROUGHS and BOLD indicate deletions that were previously approved by the City Council (15-ZN-2005#2). All other previously approved conditions and stipulations for this property and case, including and not limited to those adopted by case 15-ZN-2005 continue to apply.

PLANNING DEVELOPMENT

~~10. PHASING PLAN. Timing of the development shall be dictated by improvements to the wash and street network, as illustrated on Attachment #12. No office or retail development (Parcels C and D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configurations (6 lanes and 4 lanes respectively). A phasing plan shall be approved by the City Manager or Designee prior to construction commencing. Any building pad, including municipal uses, which remains undeveloped for a period of 1 year from the completion of internal roadways as determined by the City Manager shall be topped with 2" of decomposed granite or Maricopa County approved dust control methods by the respective owner.~~

Project Narrative

Silverstone – Parcel D

Scottsdale Road & Pinnacle Peak

1-13-2015

I. Request:

This request is for a stipulation modification to case 15-ZN-2005. The modification is for the phasing stipulation associated with Parcel D, a 13.52+/- acre site located south of the northeast corner of Scottsdale Road and Williams Drive (the office parcel, the "Property"). The developer would like to pursue an office development without providing full street improvements for Scottsdale Road and Williams Drive Road as stipulated.



II. Zoning History:

The 13.52+/- acre site is zoned C-O (commercial office) with a PC (Planned Community District) overlay and was rezoned as part of the larger Silverstone rezoning approval for the Rawhide site in 2005, which included a total of 160+/- acres. Parcel D, the subject of the request, is designated as "office" on the approved Land Use Budget Summary with an allowed 165,000 s.f. and floor area ratio of 0.30. There is no modification proposed to the land use budget or square footage approved for this parcel. The only request is to remove stipulation #10. from

the original zoning case. A previous and similar stipulation amendment was approved by City Council for Parcel C (the retail parcel) under case 15-ZN-2005#2 in 2013.

Proposed Stipulation Modification/ Legislative Draft:

~~10. Phasing Master Plan. Timing of the development shall be dictated by improvements to the wash and street network, as illustrated on Attachment #12. No office or retail development (Parcel D) shall occur until Scottsdale Road and Pinnacle Peak Road are built to their ultimate configuration (6 lanes and 4 lanes respectively). A phasing plan shall be approved by the City Manager or designee prior to construction commencing. Any building pad, including municipal uses, which remains undeveloped for a period of 1 year from the completion of internal roadways as determined by the City Manager, shall be topped with 2" of decomposed granite or Maricopa County dust control methods by the respective owner.~~

When the Silverstone development was originally proposed in 2005, there were concerns expressed by the community regarding the increased traffic that would be generated by the development, and how the traffic might impact traffic flow along Scottsdale Road north of the Loop 101. To address these concerns, the stipulations associated with case 15-ZN-2005 included a requirement that the office and retail (Parcels C and D) would not be issued any certificate of occupancy until Scottsdale Road was completed to its planned six-lane cross section from Thompson Peak Parkway to Pinnacle Peak Road. The rezoning approval included stipulations that outlined public infrastructure requirements to be constructed by the developer and by the City, with the City's obligated to construct all of the Scottsdale Road improvements.

At the time of rezoning in January 2006 (over eight years ago), it was anticipated by the City that Scottsdale Road in this location would be fully constructed by 2010. Silverstone's developer fulfilled its obligation under this stipulation (#10 above) by completing Pinnacle Peak Road in 2009. The developer originally anticipated the ability to develop the retail (Parcel C) and office (Parcel D) in 2010 as was mentioned during the public hearings. However, the economic downturn substantially slowed development in north Scottsdale, a dynamic that directly and indirectly impacted the Silverstone development.

Currently, the section of Scottsdale Road from Frank Lloyd Wright to the Loop 101 is completed to the full six-lane cross section. The section from the Loop 101 to Thompson Peak Parkway has been completed for the eastern portion along City of Scottsdale frontage and the improvements along the City of Phoenix frontage are not currently scheduled for construction. This section of Scottsdale Road is improved to four-lanes with no raised medians.

Per recent discussion with City Transportation Staff, construction of Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road (the portion that fronts Silverstone) Phase I was completed in June 2014 including the public art and bridge construction. The additional lanes and sidewalk improvements from Thompson Peak to Pinnacle Peak will be part of the Phase II design and construction. This project is in the Maricopa Association of Governments (MAG) Arterial Life Cycle Program (ALCP) which is currently programmed for July 1, 2017 for design, 2018 for right-of-way and 2019 for construction (dates are subject to change).

See traffic statement prepared by Kimley-Horn regarding traffic volumes for the area and impacts to the roadway system. Below are responses that address Staff's 1st review comments:

The growth rate between 2006 and 2012 was effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014 makes the level of service calculations more conservative.

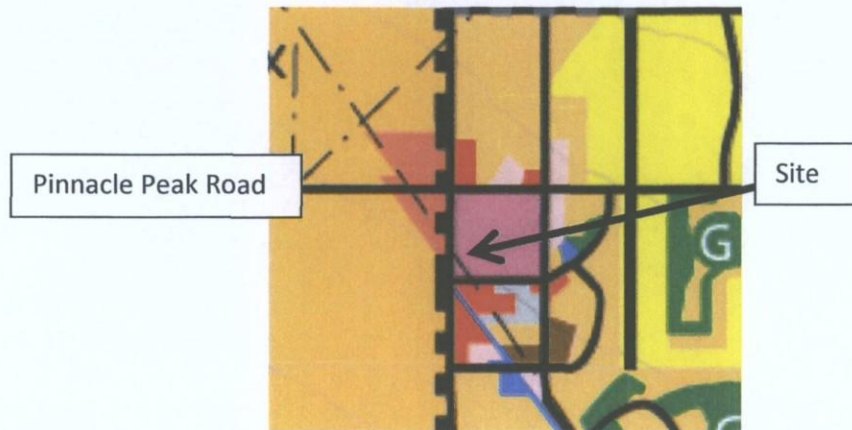
The plan for Parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #8). A full access is also anticipated to Parcel D from 74th Street approximately 400 feet north of Williams Drive.

III. General Plan:

The General Plan Land Use Element designates the Property as Mixed-Use Neighborhoods. This category includes and accommodates for higher density housing combined with complementary office or retail uses. Mixed-Use Neighborhoods is defined below per the 2001 General Plan. There is not modification to the current land use designation with this request.

***Mixed-Use Neighborhoods:** Mixed-use Neighborhoods are located in areas with strong access to multiple modes of transportation and major regional access and services, and*

have a focus on human scale development. These areas could accommodate higher density housing combined with complementary office and retail uses or mixed-use structures with residential above commercial or office.



IV. PCD Findings:

Before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

- A. *That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.*

Response: This zoning application for stipulation modification conforms to the existing General Plan land use designation of Mixed-use Neighborhoods, as outlined in the General Plan section above, there is no proposed change to the development plan, land use designation or zoning district. As approved in 2005, development plan remains compatible with the surrounding land uses in the surrounding area.

- B. *That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.*

Response: External roadways adjacent (or near) to the property include Scottsdale Road to the west, a major arterial, Williams Drive to the south, a major collector, and Pinnacle Peak to the north, a minor arterial. These roads maintain more than sufficient capacity to accommodate proposed vehicle trips existing entitled Silverstone mixed-use development. A traffic statement is provided with the application. The stipulation amendment would all the applicant to move forward with office development on Parcel D while the City continues to construct the improvements on Scottsdale Road.

C. *The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:*

1. *In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.*

Response: The proposed request will not modify the previously approved uses, densities and/or public facilities.

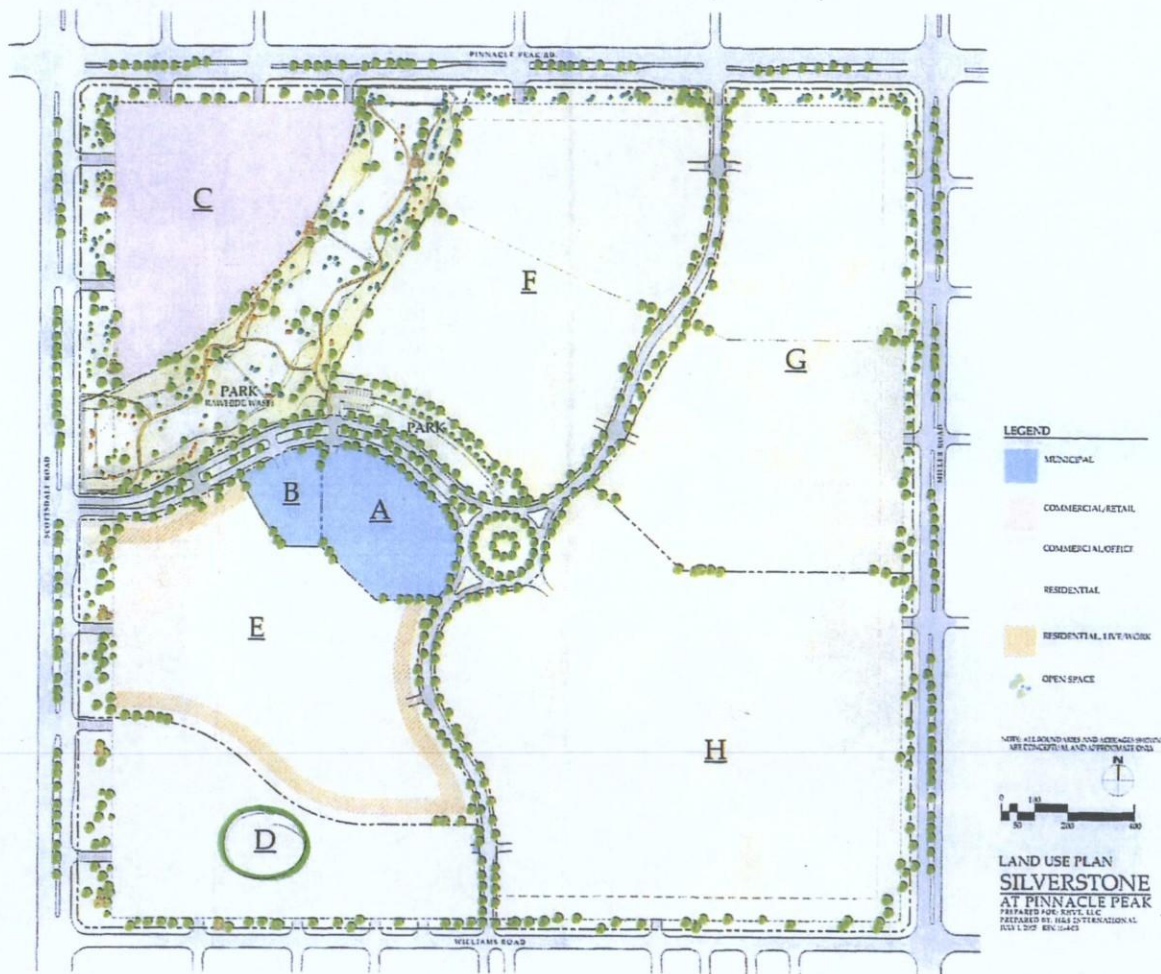
2. *In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.*

Response: Not applicable to this application.

3. *In the case of proposed commercial, institutional, recreational and other non-residential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.*

Response: The proposed stipulation modification does not propose to modify any commercial, institutional, recreational, or non-residential uses that were previously approved by City Council. The request will allow for office development to proceed by eliminating a phasing stipulation that was drafted based on previously anticipated right-of-way improvements.

V. MEDCP/Development Plan:



As stated above, aside from the removal of stipulation #10 all other stipulations and development plan guidelines will be adhered to with the development of the office parcel. There is no specific user selected at this time but it is the desire of the applicant to clear up this phase stipulation so that any future development can seek Development Review Board approval immediately. Staff has requested discussion regarding the follow items with this application:

- ***Open Space & Landscape***

Response: The development plan calls for a 100' wide Scenic Corridor along Scottsdale Road and a 30' wide landscape buffer along Williams Drive. Both of these requirements will be adhered to with the development of Parcel D which will be subject to Development Review Board (DRB) approval.

- ***Parking Plan***

Response: The comparable C-O (Commercial Office) development standards will be adhered to with the development of Parcel D with respect to parking requirements (Article IX of the Zoning Ordinance).

- ***Pedestrian & Vehicular Circulation***

Response: Vehicular access will be provided per the approved access points via Scottsdale Road, Williams Drive and 74th Street. Pedestrian connectivity will be promoted with future development of this parcel in keeping with the goals and policies of the City and the approved guidelines for Silverstone. The perimeter of the site will be provided with trails, paths and sidewalks consistent with the MEDCP to accommodate and encourage pedestrian activity to, from and around the path system of the Silverstone development and beyond.

- ***Sensitive Design Concept Plan and Proposed Design Guidelines***

Response: All approved MEDCP and design guidelines for Silverstone will be remain in place with this requested stipulation modification. The specific site plan and architectural character will be reviewed with the future DRB application

- ***Public Benefits***

Response: Not applicable (PUD, PCP or Infill Incentive only).

- ***Transportation Impact & Mitigation Analysis***

Response: See statement prepared by Kimley-Horn.



Q.S.
44-45

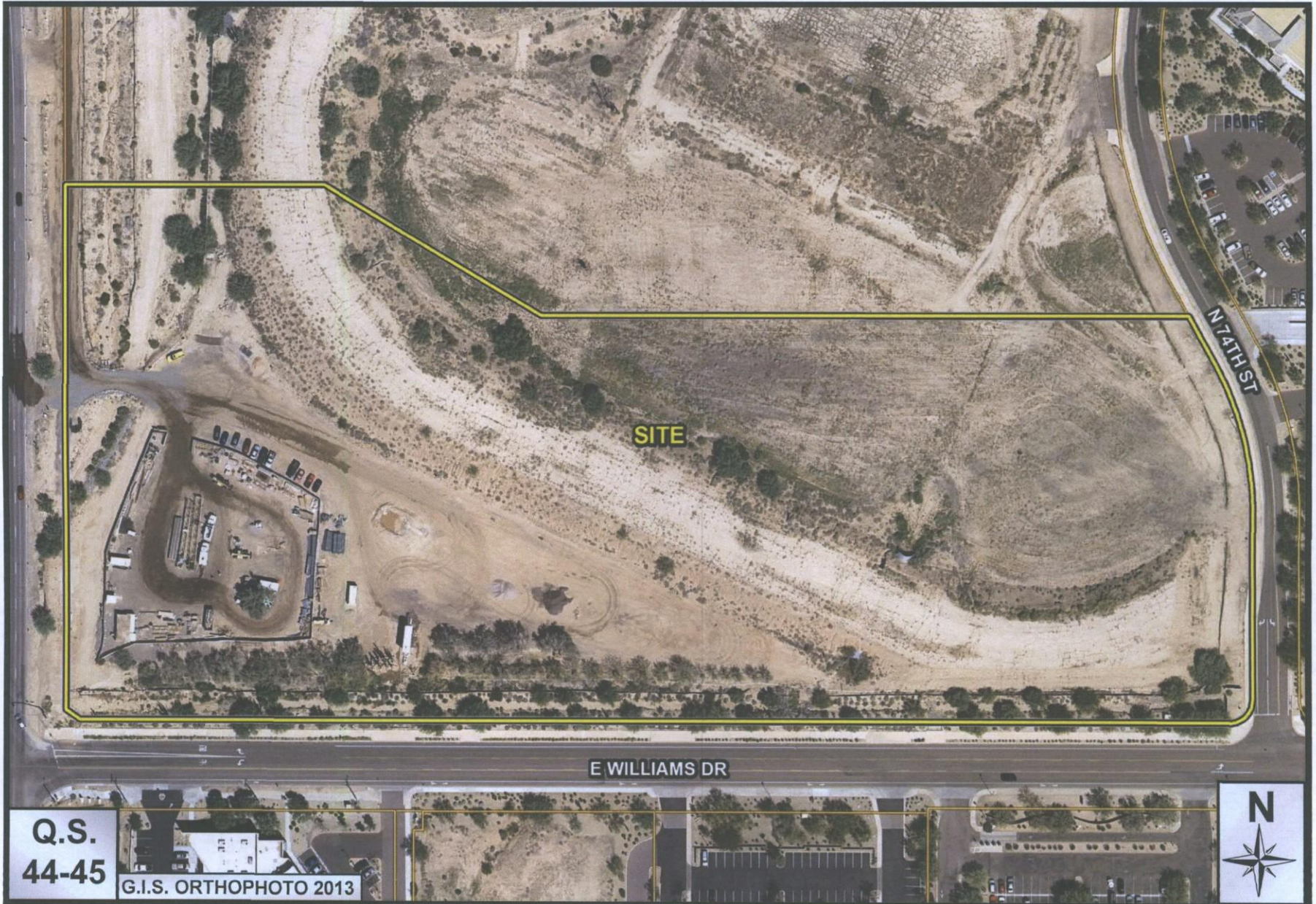
G.I.S. ORTHOPHOTO 2013



Silverstone Retail Center

ATTACHMENT #3

15-ZN-2005#3



Q.S.
44-45

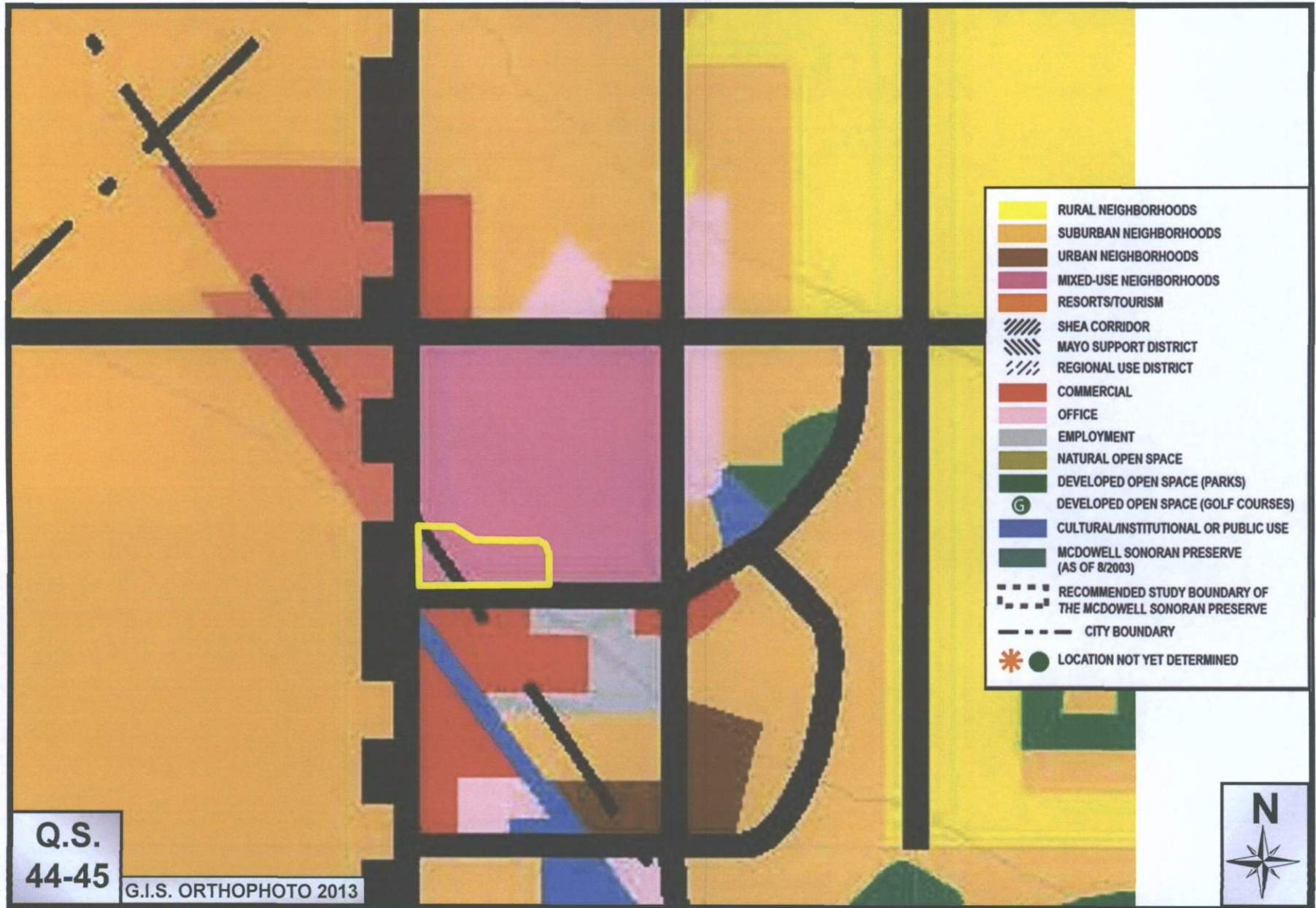
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Silverstone Retail Center

ATTACHMENT #3A

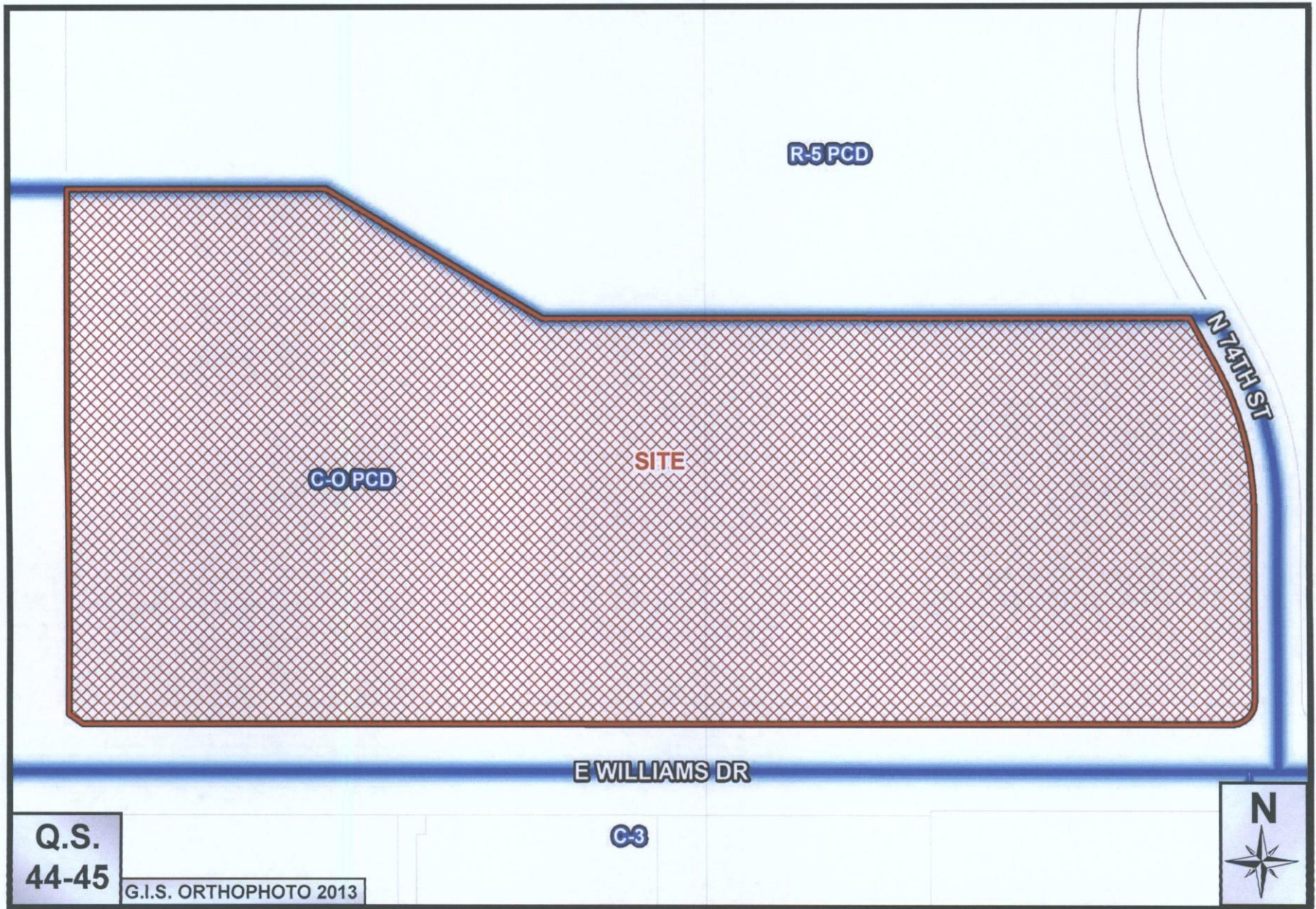
15-ZN-2005#3



Silverstone Retail Center

ATTACHMENT #4

15-ZN-2005#3



Silverstone Retail Center

ATTACHMENT #5

15-ZN-2005#3

Kimley»Horn

January 6, 2015

Ms. Karlie Johnson
Van Tuyl Group, Inc.
1550 E. Missouri Ave., Suite 300
Phoenix, AZ 85014

Re: NEC Williams Road and Scottsdale Road – Silverstone Parcel D Office Development –
Improvement Phasing Review

Dear Ms. Johnson:

This letter outlines our findings regarding the traffic generation evaluation of the proposed plan for Parcel D of the Silverstone at Pinnacle Peak project consisting of the 165,000 square foot office building, identified as parcel D in the original plan, located at the northeast corner of the intersection of Williams Road and Scottsdale Road in Scottsdale, Arizona. A copy of the site map depicting the parcel layout is attached. The plan for parcel D is expected to be consistent with the access point assumptions in the original TIMA report. This includes right-in, right-out and left-in 1/8 mile north of Williams Drive on Scottsdale Road (Driveway #7) and full access from Williams Drive 1/8 mile east of Scottsdale Road (Driveway #6). A full access is also anticipated to parcel D from 74th Street approximately 400 feet north of Williams Drive. Driveway #7 is anticipated to provide access to Parcel D from Scottsdale Road.

This letter is intended to review the applicability of modifying the Master Phasing Plan to allow development of Parcel D prior to the completion of Scottsdale Road to the ultimate 6-lane cross-section. This analysis utilizes the traffic information presented in the final Traffic Impact and Mitigation Analysis prepared for Silverstone at Pinnacle Peak by Parsons Brinkerhoff, dated December 5, 2005. The evaluation focuses on the intersection of Williams Road and Scottsdale Road which is immediately adjacent to the development and would be most significantly impacted by the proposed change in Phasing.

In order to evaluate the intersection of Williams Road and Scottsdale Road, peak period intersection turning movement counts were collected on Thursday November 13, 2014. The counts were collected between the hours of 7:00 AM and 9:00 AM, and 4:00 PM and 6:00 PM. A copy of the count data is attached. Additionally, city of Scottsdale staff provided signal timing information for the traffic signal at the intersection of Williams Road and Scottsdale Road. A copy of the signal timing data is also attached. Currently, Scottsdale Road consists of only two through lanes in each direction at Williams Road, but the traffic control has been improved to provide signal control at the intersection.

The level of service for the signalized intersection of Williams Road and Scottsdale Road was calculated based on the peak hour volumes collected for this review. The LOS for the intersection was evaluated using the 2010 Highway Capacity Manual methodology for signalized intersections using Synchro 8 analysis software. LOS analysis worksheets are attached. The results indicate that the existing intersection currently operates at an overall level of service of A in the AM peak hour and B in the PM peak hour.

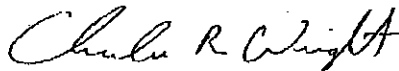
The Traffic Impact and Mitigation Analysis report assumed that Parcel D would be developed in the second phase of the project, which was anticipated to occur after the construction of two additional through lanes on Scottsdale Road. Background traffic volume projections included in the original analysis anticipated an annual growth rate of 5%. Actual increases in traffic volumes appear to be significantly lower which suggests that the second phase of the proposed development may be able to be accommodated without the need for additional lanes on Scottsdale Road. The growth rate between 2006 and 2012 is effectively 0% per year. The 2012 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,800 on the City's Average Daily Traffic Volumes segment map. The 2006 ADT on Scottsdale Road north of Deer Valley Road is reported to be 37,700 on the City's Average Daily Traffic Volumes segment map. The 2010 ADT on Scottsdale Road projected in the original study was 44,200.

An updated level of service calculation was prepared to evaluate the development of both phases of the overall project utilizing the current roadway improvements, traffic control and current traffic volumes. The total site traffic for the AM and PM peak hours, identified in Figure 8 of the Traffic Impact and Mitigation Analysis, were added to the current AM and PM peak hour intersection counts to determine the projected traffic volumes at build out of both phases of the project. The existing portion of the development was estimated to account for less than 15% of the daily trip generation of the total project and could not be easily separated from the total project volumes at the Scottsdale Road and Williams Drive intersection. The slight increase in traffic, due to the inclusion of a portion of the existing development traffic in the traffic volumes at Scottsdale Road and Williams Drive collected in November 2014, makes the level of service calculations slightly more conservative. The level of service for the signalized intersection of Williams Road and Scottsdale Road was re-calculated based on the projected build-out peak hour volumes. The LOS for the intersection was re-evaluated using the Highway Capacity Manual methodology. The LOS analysis worksheets for existing plus site generated traffic are also attached. The results indicate that the intersection of Scottsdale Road and Williams Road is expected to continue to operate at an overall level of service of A in the AM peak hour and B in the PM peak hour with the addition of traffic generated by both phases of the project.

This traffic review has determined that due to the lower than anticipated growth in background traffic in the area, the development of both phases of the Silverstone at Pinnacle Peak project can be accommodated, at acceptable levels of service at the intersection of Williams Road and Scottsdale Road, without the need for any additional lanes on Scottsdale Road. If you have any further questions please feel free to contact me at (602) 944-5500.

Very truly yours,

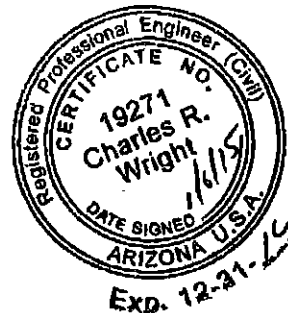
KIMLEY-HORN AND ASSOCIATES, INC.

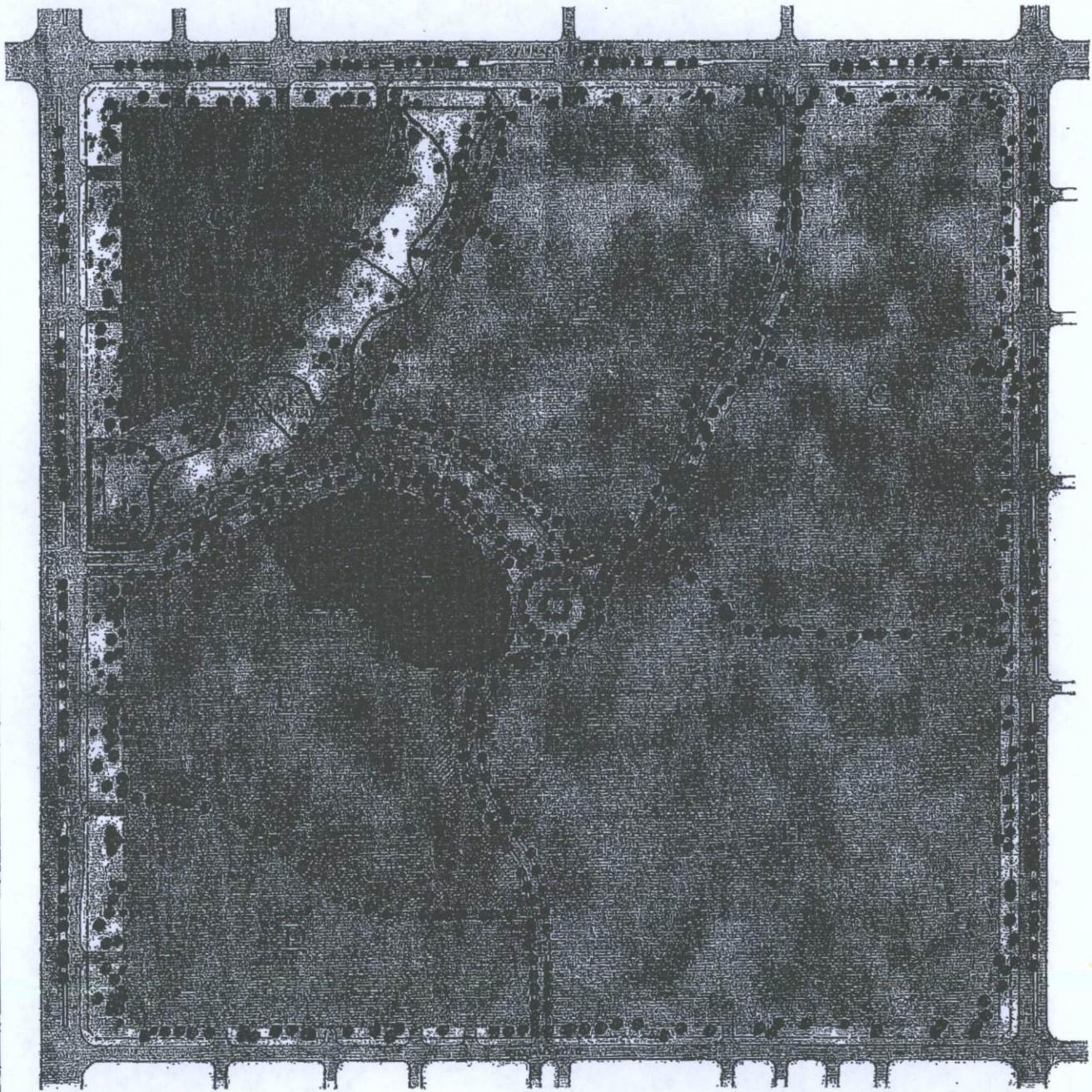


Charles R. Wright, P.E.

Attachment

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Site Map



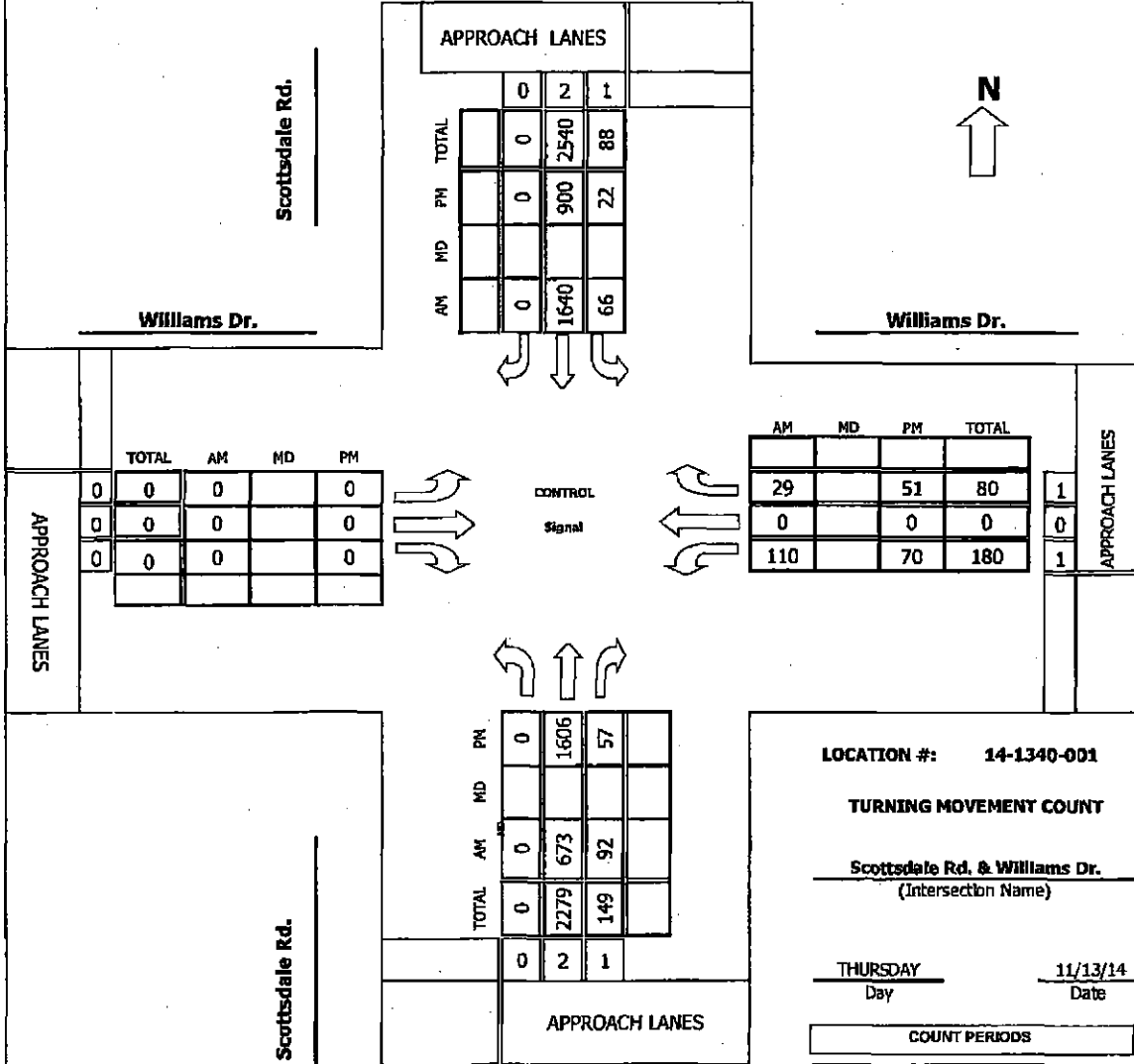
FIGURE 2

**Intersection Turning Movement
Prepared by:**



Project #: 14-1340-001

TMC SUMMARY OF Scottsdale Rd. & Williams Dr.



	TOTAL	AM	MD	PM
0	0	0		0
0	0	0		0
0	0	0		0

AM	MD	PM	TOTAL
29		51	80
0		0	0
110		70	180

TOTAL	AM	MD	PM
0	0		0
2279	673		1606
0	92		57

LOCATION #: 14-1340-001

TURNING MOVEMENT COUNT

Scottsdale Rd. & Williams Dr.
(Intersection Name)

THURSDAY **11/13/14**
Day Date

COUNT PERIODS	
AM	700AM - 900AM
NOON	-
PM	400PM - 600PM

AM PEAK HOUR	<u>745 AM</u>
NOON PEAK HOUR	<u> </u>
PM PEAK HOUR	<u>445 PM</u>

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytraffic group

N-S STREET: Scottsdale Rd DATE: 11/13/14 LOCATION: Scottsdale
 E-W STREET: Williams Dr DAY: THURSDAY PROJECT# 14-1340-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	1	2	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	145	12	19	356	0	0	0	0	7	0	0	539
7:15 AM	0	131	18	17	437	0	0	0	0	7	0	1	611
7:30 AM	0	176	18	16	397	0	0	0	0	14	0	6	627
7:45 AM	0	131	29	23	472	0	0	0	0	26	0	6	687
8:00 AM	0	144	27	25	383	0	0	0	0	41	0	9	629
8:15 AM	0	194	17	11	392	0	0	0	0	25	0	6	645
8:30 AM	0	204	19	7	393	0	0	0	0	18	0	8	649
8:45 AM	0	187	16	23	321	0	0	0	0	34	0	7	588
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1312	156	141	3151	0	0	0	0	172	0	43	4975
Approach %	0.00	89.37	10.63	4.28	95.72	0.00	####	####	####	80.00	0.00	20.00	
App/Depart	1468	/	1355	3292	/	3323	0	/	297	215	/	0	

AM Peak Hr Begins at: 745 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	673	92	66	1640	0	0	0	0	110	0	29	2610
Approach %	0.00	87.97	12.03	3.87	96.13	0.00	####	####	####	79.14	0.00	20.86	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.858			0.862			0.000			0.695		0.950

CONTROL: Signal
 COMMENT 1:
 GPS: 33:691459 -111:925348

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



veracitytraffic group

N-S STREET: Scottsdale Rd DATE: 11/13/14 LOCATION: Scottsdale
 E-W STREET: Williams Dr DAY: THURSDAY PROJECT# 14-1340-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	1	2	0	0	0	0	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	364	24	19	232	0	0	0	0	16	0	29	684
4:15 PM	0	362	21	12	198	0	0	0	0	26	0	27	646
4:30 PM	0	380	31	7	202	0	0	0	0	14	0	28	662
4:45 PM	0	401	22	10	216	0	0	0	0	17	0	15	681
5:00 PM	0	424	10	4	239	0	0	0	0	23	0	11	711
5:15 PM	0	379	15	3	220	0	0	0	0	15	0	11	643
5:30 PM	0	402	10	5	225	0	0	0	0	15	0	14	671
5:45 PM	0	318	14	6	205	0	0	0	0	7	0	21	571
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	3030	147	66	1737	0	0	0	0	133	0	156	5269
Approach %	0.00	95.37	4.63	3.66	96.34	0.00	####	####	####	46.02	0.00	53.98	
App/Depart	3177	/	3186	1803	/	1870	0	/	213	289	/	0	

PM Peak Hr Begins at: 445 PM

PEAK

Volumes	0	1606	57	22	900	0	0	0	0	70	0	51	2706
Approach %	0.00	96.57	3.43	2.39	97.61	0.00	####	####	####	57.85	0.00	42.15	

PEAK HR.

FACTOR:	0.958		0.949		0.000		0.890		0.951
---------	-------	--	-------	--	-------	--	-------	--	-------

CONTROL: Signal
 COMMENT 1: 0
 GPS: 33-691459 -111-925348



SCOTTSDALE & WILLIAMS

BASIC TIMING PLANS

RECOMMENDED CLEARANCES

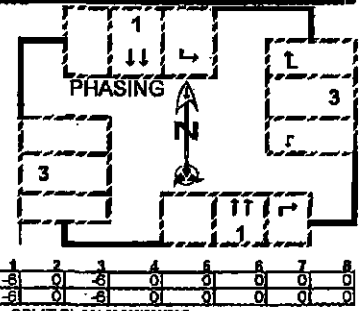
N/S	E/W	LEFT TURN	DATE DESIGNED
		STANDARD	10/1/2010
SYSTEM #		SECTION #	
269		101	

COMMUNICATIONS I.P. ADDRESS
MM-1-5-1 172.17.12.69

TIMING #1	TIMING #2	TIMING #3	TIMING #4
CLEARANCE	SEQUENCE	PATTERNS	HISTORY

MM-2-1
TIMING PLAN #1

PHASE	1	3	9	10	11	12	13	14	15	16
MOVEMENT	NS1	EW1								
NOTES										
MIN GRN	16	16								
BK MGRN										
CS MGRN										
DLY GRN										
WALK	30	30								
WALK2										
WLK MAX										
RED CLR	16	16								
PC MAX										
VEH EXT	30	30								
VEH EXT										
MAX 1	50	50								
MAX 2										
DYM MAX										
DYM STB										
YELLOW	16	16								
RED CLR	16	16								
RED MAX										
RED INT										
ACT B4										
SEC/ACT										
MAX INT										
TIME B4										
CARS WT										
SFTDUC										
TIREUC										
MTRAB										
LOCK DET										
VEH RECALL										
PEB RECALL										
MAX RECALL										
SOFT RECALL										
NO REST										
ADD INIT CAL										



1	2	3	4	5	6	7	8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

SPLIT PLAN MAXIMUMS

NOTES



GREENS

REDS

MM-2-8

RECALLS

Timings
3: Scottsdale Road & Williams Drive

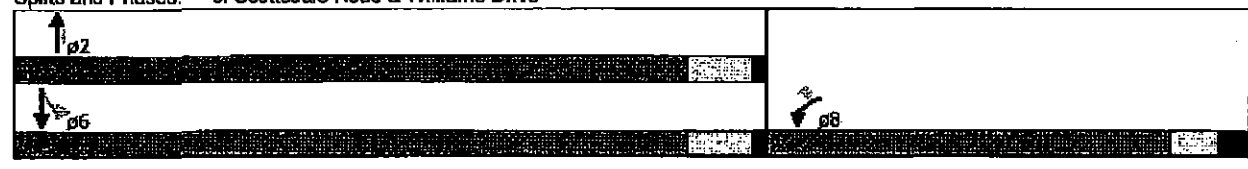
Existing AM
11/15/2014



	1	2	3	4	5	6
Lane Configurations	↶	↷	↑↑	↷	↶	↑↑
Volume (vph)	110	29	673	82	66	1640
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
 Actuated Cycle Length: 64
 Natural Cycle: 50
 Control Type: Semi-Act-Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing AM
 11/15/2014



Lane Configurations	↖	↗	↑↑	↖	↗	↑↑
Volume (veh/h)	110	29	673	92	66	1640
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bls, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	116	31	708	97	69	1726
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	181	162	2356	1054	532	2356
Arrive On Green	0.10	0.10	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	674	3632
Grp Volume(v), veh/h	116	31	708	97	69	1726
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	674	1770
Q Serve(g_s), s	3.2	0.9	4.3	1.1	2.5	16.4
Cycle Q Clear(g_c), s	3.2	0.9	4.3	1.1	6.8	16.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	181	162	2356	1054	532	2356
V/C Ratio(X)	0.64	0.19	0.30	0.09	0.13	0.73
Avail Cap(c_a), veh/h	1030	820	3426	1533	735	3426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	21.2	3.6	3.1	5.0	5.6
Incr Delay (d2), s/veh	1.4	0.2	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Wile Back Q(50%), veh/ln	1.6	0.4	2.1	0.5	0.4	7.7
LnGrp Delay(d),s/veh	23.7	21.4	3.6	3.1	5.1	5.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	147		805			1795
Approach Delay, s/veh	23.2		3.6			5.8
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	40.4	40.4	11.3
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Satling (Gmax), s	*60	*50	30.0
Max Q Clear Time (g_c+H1), s	6.3	18.4	5.2
Green Ext Time (g_c), s	18.2	15.9	0.2

HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings
3: Scottsdale Road & Williams Drive

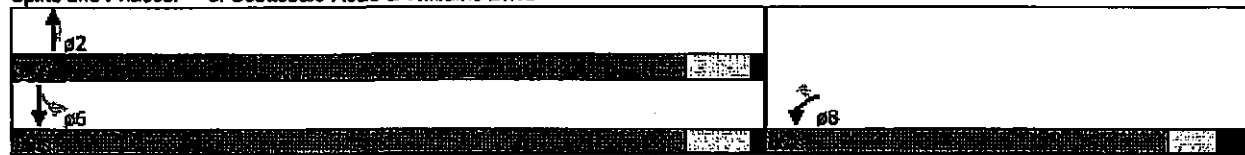
Existing PM
11/15/2014



Lane Configurations	↶	↷	↕	↶	↷	↕
Volume (vph)	70	51	1606	57	22	900
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead/Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
 Actuated Cycle Length: 61.4
 Natural Cycle: 45
 Control Type: Semi-Act-Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing PM
 11/15/2014



Lane Configurations	↙	↘	↑↑	↗	↖	↑↑
Volume (veh/h)	70	61	1606	57	22	600
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	74	54	1691	60	23	947
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	167	149	2427	1086	241	2427
Arrive On Green	0.09	0.09	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1774	1583	3632	1583	273	3632
Grp Volume(v), veh/h	74	54	1691	60	23	947
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	273	1770
Q Serve(g, s), s	2.1	1.7	15.7	0.7	3.0	6.3
Cycle Q Clear(g, c), s	2.1	1.7	15.7	0.7	18.7	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	167	149	2427	1086	241	2427
V/C Ratio(X)	0.44	0.36	0.70	0.06	0.10	0.39
Avail Cap(c, a), veh/h	976	871	3245	1452	304	3245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	23.2	5.2	2.8	10.8	3.7
Incr Delay (d2), s/veh	0.7	0.5	0.2	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Wtite Back Q (50%), veh/ln	1.1	0.8	7.6	0.3	0.2	3.0
LnGrp Delay(d), s/veh	24.0	23.7	5.4	2.8	10.8	3.7
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	128		1751			970
Approach Delay, s/veh	23.9		5.3			3.9
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	43.4	43.4	41.1
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	*50	*50	30.0
Max Q Clear Time (g, c+H1), s	17.7	20.7	4.1
Green Ext Time (g, c), s	17.6	16.7	0.2

HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Scottsdale & Pinnacle Peak TIMA

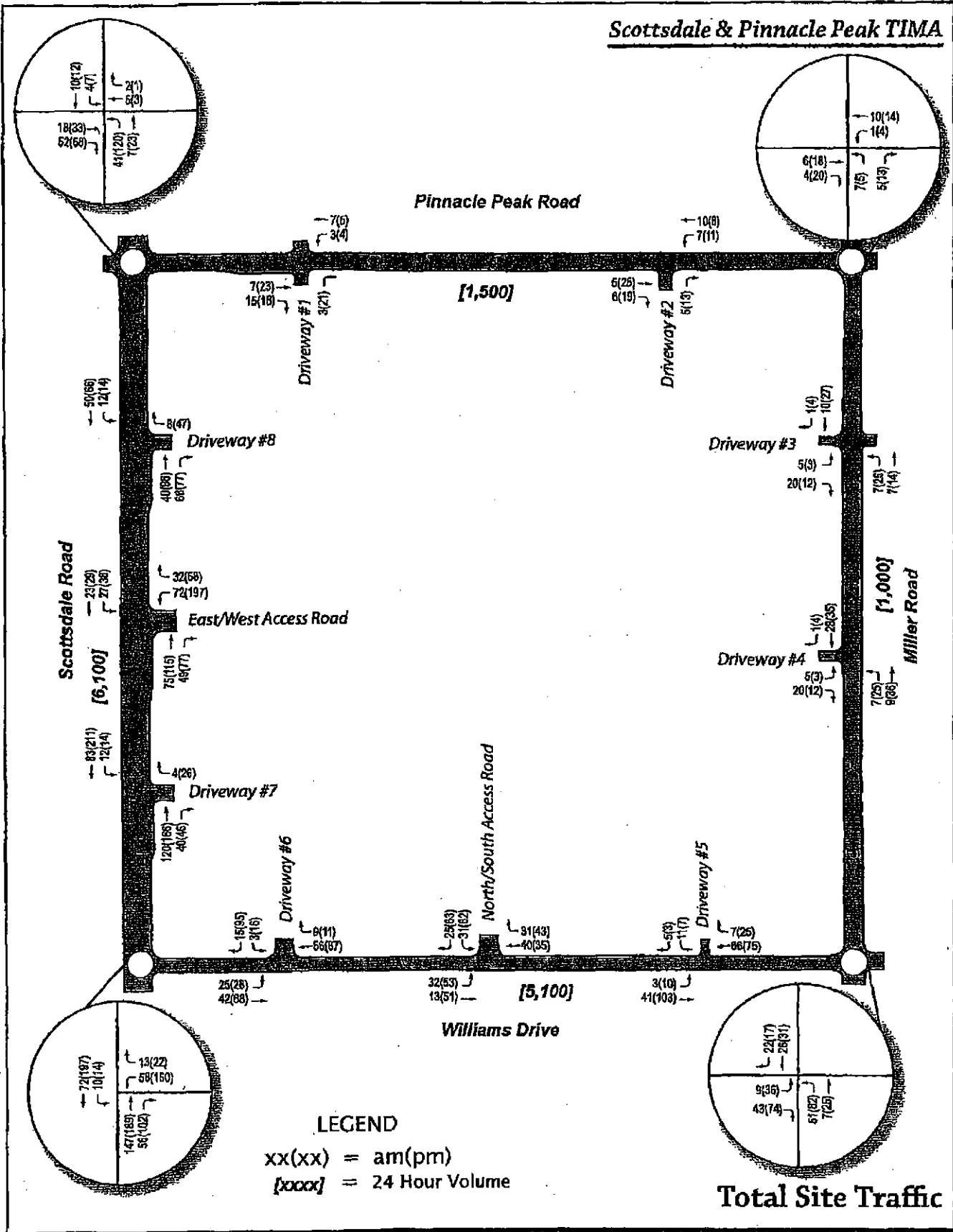


FIGURE 8

Timings
3: Scottsdale Road & Williams Drive

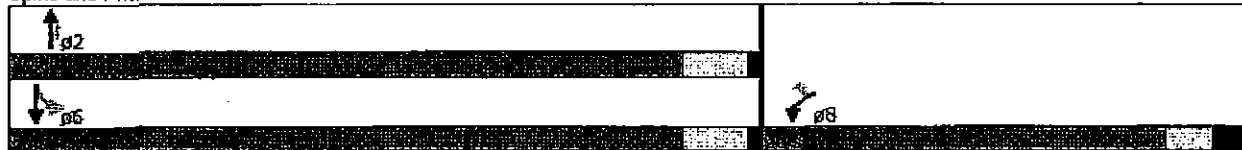
Existing AM + Site Traffic
11/15/2014



Lane Configurations	↶	↷	↕	↷	↶	↕
Volume (vph)	168	42	820	148	76	1712
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	18.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
Actuated Cycle Length: 68
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing AM + Site Traffic
 11/15/2014



	↙	↗	↑↑	↖	↘	↑↑
Lane Configurations	↙	↗	↑↑	↖	↘	↑↑
Volume (veh/h)	168	42	820	148	76	1712
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	177	44	863	156	80	1802
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	233	208	2359	1055	429	2359
Arrive On Green	0.13	0.13	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	551	3632
Grp Volume(v), veh/h	177	44	863	156	80	1802
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	551	1770
Q Serve(g, s), s	5.7	1.5	6.4	2.2	4.4	20.5
Cycle Q Clear(g, s), s	5.7	1.5	6.4	2.2	10.8	20.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	233	208	2359	1055	429	2359
V/C Ratio(X)	0.76	0.21	0.37	0.15	0.19	0.76
Avail Cap(c-a), veh/h	896	800	2980	1333	526	2980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	23.0	4.4	3.7	6.8	6.7
Incr Delay (d2), s/veh	1.9	0.2	0.0	0.0	0.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.9	0.7	3.0	0.9	0.7	10.0
LnGrp Delay(d), s/veh	26.8	23.2	4.4	3.7	6.8	7.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	221		1019			1882
Approach Delay, s/veh	26.1		4.3			7.4
Approach LOS	C		A			A

Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	46.6	46.6	13.8
Change Period (Y+Rc), s	*6	*6	6.0
Max Green Setting (Gmax), s	*50	*50	30.0
Max Q Clear Time (g_c+1), s	8.4	22.5	7.7
Green Ext Time (p_c), s	21.4	17.0	0.3

HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings
3: Scottsdale Road & Williams Drive

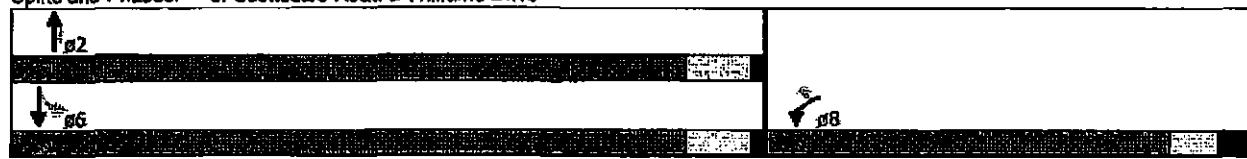
Existing PM + Site Traffic
11/15/2014



Lane Configurations	↵	↗	↕	↖	↘	↕
Volume (vph)	230	73	1796	159	36	1097
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	16.0	16.0	16.0	16.0
Total Split (s)	36.0	36.0	56.0	56.0	56.0	56.0
Total Split (%)	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	3.6	3.6	4.9	4.9	4.9	4.9
All-Red Time (s)	2.4	2.4	1.1	1.1	1.1	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Ped	Ped	Ped	Ped

Cycle Length: 92
 Actuated Cycle Length: 74.2
 Natural Cycle: 60
 Control Type: Semi Act Uncoord

Splits and Phases: 3: Scottsdale Road & Williams Drive



HCM 2010 Signalized Intersection Summary
 3: Scottsdale Road & Williams Drive

Existing PM + Site Traffic
 11/15/2014

	↙	↖	↑	↗	↘	↓
Lane Configurations	↙	↖	↑↑	↗	↘	↑↑
Volume (veh/h)	230	73	1795	159	36	1097
Number	3	18	2	12	1	6
Initial Q (Q ₀), veh	0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	242	77	1889	167	38	1155
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	293	261	2373	1062	158	2373
Arrive On Green	0.17	0.17	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1774	1583	3632	1583	203	3632
Grp Volume(v), veh/h	242	77	1889	167	38	1155
Grp Sat Flow(s), veh/h/ln	1774	1583	1770	1583	203	1770
Q Serve(g _s), s	9.6	3.1	27.5	2.8	11.9	11.7
Cycle Q Clear(g _c), s	9.6	3.1	27.5	2.8	39.4	11.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	293	261	2373	1062	158	2373
V/C Ratio(X)	0.83	0.29	0.80	0.16	0.24	0.49
Avail Cap(c _a), veh/h	729	650	2423	1084	161	2423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	26.8	8.5	4.4	22.4	5.9
Incr Delay (d ₂), s/veh	2.3	0.2	1.7	0.0	0.3	0.1
Initial Q Delay(d ₃),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.4	13.7	1.2	0.7	5.6
LnGrp Delay(d),s/veh	31.7	27.0	10.2	4.5	22.7	5.9
LnGrp LOS	C	C	B	A	C	A
Approach Vol, veh/h	319		2056			1193
Approach Delay, s/veh	30.6		9.8			6.5
Approach LOS	C		A			A
Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		55.0			55.0	18.1
Change Period (Y+Rc), s		*6			*6	6.0
Max Green Setting (Gmax), s		*50			*50	30.0
Max Q Clear Time (g _c +I1), s		29.5			41.4	11.6
Green Ext Time (p _c), s		15.9			7.5	0.4
HCM 2010 Cntl Delay			10.5			
HCM 2010 LOS			B			

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White) Public Hearing Notice Sign (Red)

Case Number: 15-ZN-2005#3

Project Name: _____

Location: SEC Scottsdale Rd. & Williams Dr.

Site Posting Date: 11/10/14

Applicant Name: Berry Riddell & Rosensteel, LLC

Sign Company Name: Dynamite Signs, Inc.

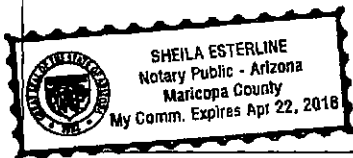
Phone Number: 480-585-3031

I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

[Signature] 11.10.14
Applicant Signature Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 11 day of Nov 2014



Sheila Esterline
Notary Public
My commission expires: Apr 22, 2018

City of Scottsdale -- Current Planning Division
7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Overview

This Citizen Review Report is being performed in association with a request for a stipulation modification to case 15-ZN-2005. The modification is for the phasing stipulation associated with Parcel D, a 13.52+/-acre site located south of the northeast corner of Scottsdale Road and Williams Drive (the office parcel, the "Property"). The developer would like to pursue an office development without providing full street improvements for Scottsdale Road and Williams Drive Road as stipulated.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties will be ongoing throughout the process. Efforts on compiling stakeholders and preparing for the neighborhood outreach began prior to the application filing and will continue throughout the process.

Community Involvement

Surrounding property owners within 750' were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information to receive additional information, and the opportunity to give feedback. The notification also contained information regarding our public neighborhood Open House Meeting, which took place on November 20th 2014 from 6-7:30pm at the Appaloosa Library (7377 E. Silverstone Drive) within the Silverstone master plan.

Three representatives from the Silverstone development team attended the open house meeting. One interested person attended the Open House Meeting, Sky Larsen, the branch manager/librarian of Appaloosa Library, to ask about the nature of the request. She was generally supportive of the project. No comment cards were submitted.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. As previously stated the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

Attachments:

Notification letter
Notification list/labels
Affidavit of posting

November 10, 2014

RE: Silverstone Parcel D – Office Parcel

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 a stipulation modification in connection with future office development on Silverstone Parcel D located at the northeast corner of Scottsdale and Williams Drive (case 15-ZN-2005#3). We are not requesting any changes to the existing PCD (Planned Community District) zoning. Rather, this is only a request to modify an existing zoning stipulation related to Scottsdale Road improvements.

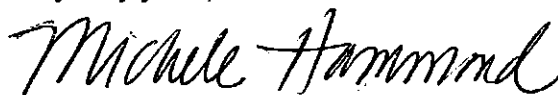
The Silverstone zoning case was approved in 2005, at which time all parties (the City, Scottsdale citizens, and the developer) were led to believe that the full Scottsdale Road section up to Pinnacle Peak would be completed by 2010 by the City of Scottsdale. Due in part to the downturn in the economy, and other decisions made by the City relating to capital improvement the road improvements were delayed. Phase I construction of Scottsdale Road from Thompson Peak Parkway to Pinnacle Peak Road (the portion that fronts the Silverstone master plan) was completed in June 2014 including the Rawhide wash, bridge construction and public art. The additional lanes and sidewalk improvements from Thompson Peak to Pinnacle Peak will be part of Phase 2 design and construction timing is currently being planned by the City. These factors, combined with a supportive traffic report for current and proposed traffic conditions support the removal of the stipulation regarding Scottsdale Road improvements.

We are pleased to invite you to a neighborhood open house meeting at the Appaloosa Library, 7377 E. Silverstone Drive, Scottsdale, AZ, 85255 on November 20, 2014 from 6:00pm to 7:30pm to share your comments and opinions as we process the stipulation modification request through the City of Scottsdale. We will have representatives from the development team in attendance to listen to your comments and answer any questions you may have.

Additionally, feel free to contact me at 480-385-2753 or by email at mh@brrlawaz.com or 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,



Michele Hammond



Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

Project Under Consideration Sign (White) Public Hearing Notice Sign (Red)

Case Number: 15-ZN-2005#3

Project Name: _____

Location: SEC Scottsdale Rd. & Williams Dr.

Site Posting Date: 11/10/14

Applicant Name: Berry Riddell & Rosensteel, LLC

Sign Company Name: Dynamite Signs, Inc.

Phone Number: 480-585-3031

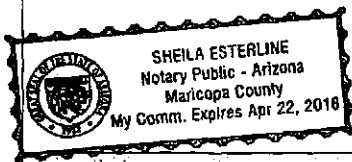
I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Pamela Sawyer
Applicant Signature

11.10.14
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 11 day of Nov 2014



Sheila Esterline
Notary Public

My commission expires: Apr 22, 2018

City of Scottsdale -- Current Planning Division
7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Early Notification of Project Under Consideration

Neighborhood Open House Meeting:

Date: November 20, 2014
Time: 6:00 - 7:30 P.M.
Location: Appaloosa Library, 7377 E. Silverstone Dr.
Scottsdale, AZ 85255

Site Address: Silverstone Parcel D, NEC of Scottsdale Rd.
& Williams Dr., Scottsdale, AZ

Project Overview:

- Description of Request: Stipulation modification for Parcel D.
- Site Acreage: 13.5+/- acres
- Site Zoning: PCD (Planned Community District)

Applicant Contact:

Michele Hammond 480-385-2753
mh@brrlawaz.com

City Contact:

Jesus Murillo 480-312-7849
jmurillo@scottsdaleaz.gov

Pre-Application #: 858-PA-2014 Available at City of Scottsdale: 480-312-7000

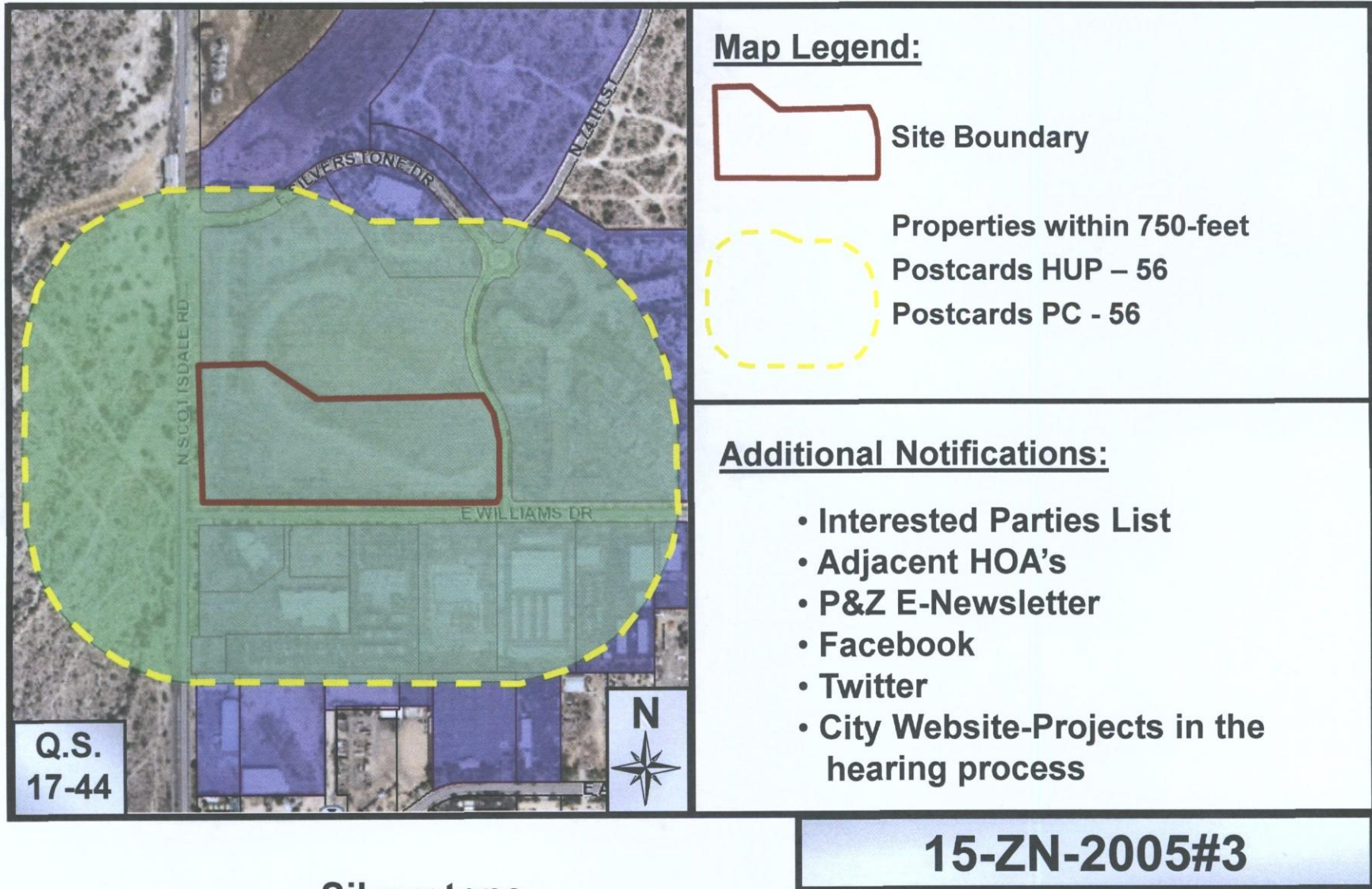
After submittal, project information is available at:
www.scottsdaleaz.gov/projects/ProjectsInProgress

Posting Date:
11/10/14

-Penalty for removing or defacing sign prior to date of last hearing -Applicant Responsible for Sign Removal -

11/10/2014 09:23:20

City Notifications – Mailing List Selection Map



Silverstone

ATTACHMENT #8