



December 15, 2022

Mr. Michael Graham
Ag. Leaf, L.L.C.
9160 E. Verde Grove View
Scottsdale, AZ 85255

Re: NEC 94th Street and Bell Road – Traffic Impact Statement - Scottsdale, Arizona

Dear Mr. Graham:

This letter outlines our findings regarding the traffic generation comparison of the currently proposed plan for the 55-lot single family subdivision located on the northeast corner of the intersection of 94th Street and Bell Road in Scottsdale, Arizona. The development includes a single point of access from 94th Street north of Bell Road, generally aligning with the northern driveway to the parking area on the west side of 94th Street. The proposed access point is approximately 800 feet north of the existing traffic signal at the intersection of 94th Street and Bell Road. The 40-acre parcel is bordered by existing residential lots to the north, a major drainage corridor to the east and Bell Road to the south. The proposed access point connects to a gated entrance to control access to the community. The entrance control gates are located approximately 200' east of 94th Street. The site plan provides a curvilinear street pattern to access the various lots within the subdivision. The site plan is attached for reference.

Trip Generation Comparison

The trip generation rates published by the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition* were used for the trip generation characteristics of the proposed development. Land use code 210, Single-Family Detached Housing was utilized to determine trip generation. The trip generation characteristics of the proposed land use assumption are summarized in **Table 1**.

Table 1 – Trip Generation

Land Use	ITE Code	Qty	Units	Daily Total	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	55	DU	520	10	29	39	33	19	52

Under the proposed development plan land use assumption, the site would be expected to generate 520 total daily trips with 39 trips in the AM peak hour and 52 trips in the PM peak hour.

Traffic data published in the City of Scottsdale 2020 Average Daily Traffic Volumes (SEGMENT) indicate that 94th Street between Bell Road and Legacy Boulevard carried 3,600 vehicles and that Bell Road between 94th Street and 98th Street carried 20,000 vehicles. Both 94th Street and Bell Road

have been constructed to the ultimate proposed cross-section adjacent to the development. No additional transportation improvements are anticipated with the development.

The calculations indicate that the proposed development is expected to generate a very limited volume of traffic in the AM and PM peak hours, and on a daily basis. As a result, the proposed development is not anticipated to have a significant impact on the traffic conditions in the vicinity of the site..

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

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

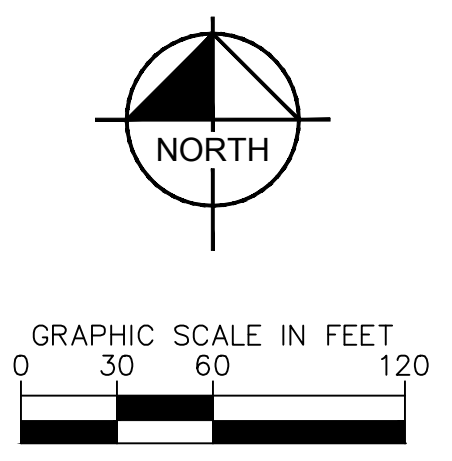
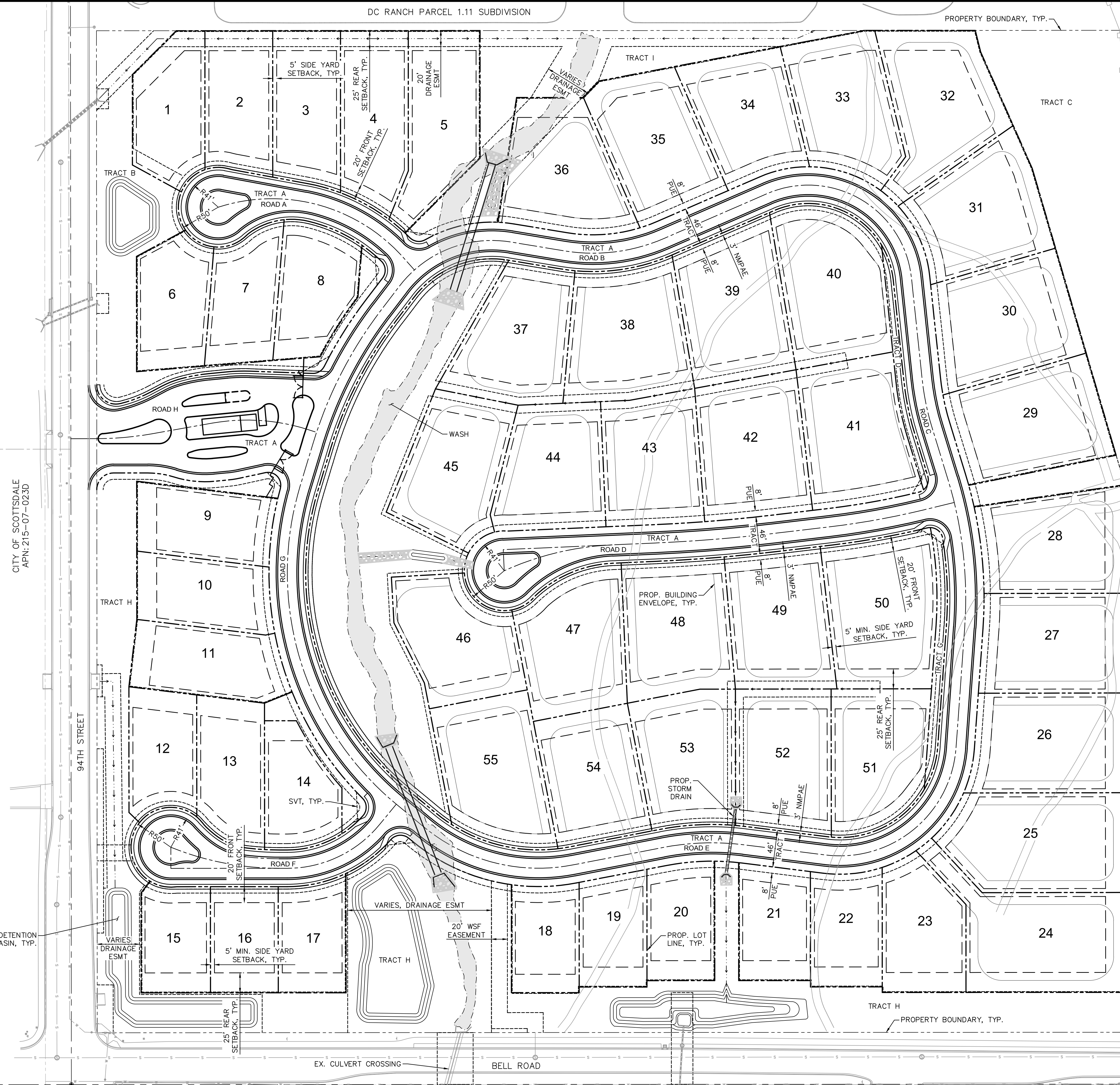


Charles R. Wright, P.E.



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 COMMUNITY ASSOCIATION
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 COMMUNITY ASSOCIATION
 APN: 217-11-870

TOLL BROTHERS
 ARIZONA CONSTRUCTION
 COMPANY
 APN: 217-11-868

**94TH STREET AND BELL ROAD
 OVERALL SITE PLAN**
 SCOTTSDALE, ARIZONA

SCALE (H): 1"=60'
 SCALE (V): NONE
 DESIGNED BY: CFW
 DRAWN BY: CFW
 CHECKED BY: JMB
 DATE: DEC 2022

WINDGATE RANCH
 COMMUNITY ASSOCIATION
 APN: 217-11-869

WINDGATE RANCH
 COMMUNITY ASSOCIATION
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NO.	REVISION	BY	DATE	APPR.

PROJECT NO.
291804000

DRAWING NAME
SITE PLAN

01 OF 01

308-PA-2022-PP-TBD

Trip Generation Planner (ITE 11th Edition) - Summary Report



Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name Test
Project Number 123456789

ITE Code	Internal Capture Use	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Rates			Total Trips							Net Trips after Internal Capture							Net Trips after Internal Capture & Pass-By																				
							Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out														
210	Select Use	Single-Family Detached Housing	Dwelling Unit(s)	General Urban/Suburban	55	Avg	9.43	0.70	0.94	520	39	52	10	29	33	19	520	39	52	10	29	33	19	520	39	52	10	29	33	19	520	39	52	10	29	33	19							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Select Use				0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
				Total Office	1,000 Sq Ft	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
				Total Retail	1,000 Sq Ft	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
				Total Restaurant	1,000 Sq Ft	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
				Total Cinema/Entertainment	Screen(s)	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				Total Residential	Dwelling Unit(s)	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				Total Hotel	Room(s)	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
				Total Other		0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
820		Shopping Center (>150k)	1,000 Sq Ft GLA	General Urban/Suburban	0	Avg	37.01	0.84	3.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
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					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
					0	0	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Grand Total										520	39	52	10	29	33	19	520	39	52	10	29	33	19	520	39	52	10	29	33	19	520	39	52	10	29	33	19	520	39	52	10	29	33	19

- Notes:
- (1) AM and/or PM rates correspond to peak hour of generator
 - (2) Land use was removed in *Trip Generation, 10 Edition*, trip generation data from the *ITE Trip Generation, 9th Edition*
 - A Trip Generation data from *ITE Trip Generation, 10th Edition*
 - B AM/PM rates correspond to peak of adjacent street traffic (if data available)
 - C Includes weekday rates only
 - D Total trips include pass-by trips w/ no internal capture
 - E Pass-by rates from *ITE Trip Generation Handbook, 3rd Edition*
 - F Internal capture rates from *ITE Trip Generation Handbook, 3rd Edition*
 - G Worksheet is intended as a planning tool. Verify results w/ *ITE Trip Generation 9th Edition*
 - H Enter data in shaded cells of column A
 - I ITE Codes entered on first 8 rows of table are assumed to be part of mixed use and will be used in calculation of internal capture.