

April 24, 2023

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 54-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. A proposed pedestrian connection to the adjacent City facility is shown in the plan. 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**.

Land Use	ITE	Qty	Units	Daily	A	AM Pea	ık	PM Peak				
	Code	Qty	Units	Total	ln	Out	Total	In	Out	Total		
Single- Family Detached Housing	210	54	DU	574	11	32	43	35	21	56		

Table 1 - Trip Generation

Under the proposed development plan land use assumption, the site would be expected to generate 574 total daily trips with 43 trips in the AM peak hour and 56 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.



Northbound right turn traffic volumes at the site driveway were reviewed to determine if the proposed access point would meet the criteria for a deceleration lane on 94th Street. The City criteria established in section 5-3.206 of the DSPM indicates that 5,000 vehicles per day on 94th Street and at least 30 northbound right turning vehicles would be required to justify the addition of a right turn deceleration lane. An anticipated maximum distribution of 85% of entering site traffic coming from the south on 94th Street during the PM peak hour would result in a projected turning volume of less than 30 vehicles per hour. Additionally, 94th Street between Bell Road and Legacy Boulevard carried less than 5,000 vehicles per day. Based on these conditions, the criteria for a deceleration lane on 94th Street are not met.

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.

Charles R. Wright

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

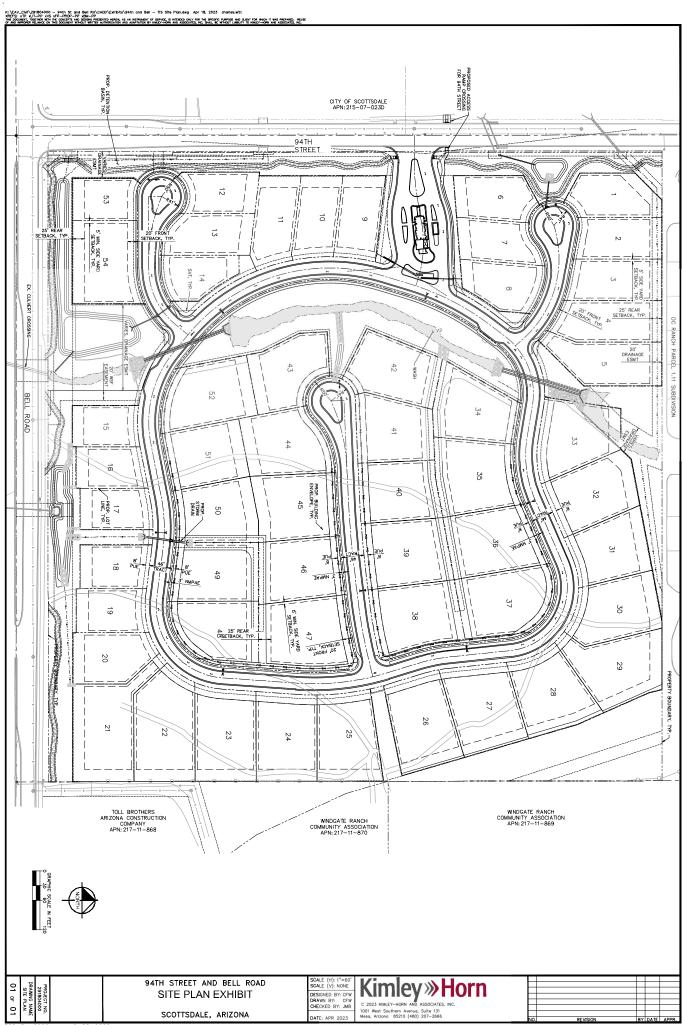
Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

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Charles R. Wright, P.E.

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SCOTTSDALE, ARIZONA

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

Kimley » Horn

Weekday Trip Generation Trips Based on Average Rates/Equations Project Name Test Project Number 123456789

						Rates Total Trips						Net Trips after Internal Capture								Net Trips after Internal Capture & Pass-By									
ITE Internal Capture Land	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Eq	Daily Rate	AM Rate		Daily Trips	AM Trips			AM Trips Out				AM Trips			AM Trips Out	PM Trips In		Daily Trips				AM Trips Out	PM Trips In	PM Trips Out
210 Select Use	Single-Family Detached Housing	Dwelling Unit(s)	General Urban/Suburban	54	Ea	N/A	N/A	N/A	574	43	56	11	32	35		574	43	56	11	32	35	21	574	43	56	11	32	35	21
Select Use	,	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
Select Use		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
Select Use		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
Select Use		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
Select Use		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
Select Use		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
Select Use		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
		Total Offic	e 1,000 Sq Ft	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
Subtotal before		Total Reta	il 1,000 Sq Ft	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
		Total Restaurar	1,000 Sq Ft	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
	To	tal Cinema/Entertainmer	t Screen(s)	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
Internal Capture		Total Residentia	al Dwelling Unit(s)	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
		Total Hote	Room(s)	0					0	0	0	0	0	0	0		0	0	0	0	0	0							
	Total Other		er	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00	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	0.00		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	0.00	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
		<u> </u>					Grand 7	Total	574	43	56	11	32	35	21	574	43	56	11	32	35	21	574	43	56	11	32	35	21

Notes:

- AM and/or PM rates correspond to peak hour of generator
 Land use was removed in *Trip Generation*, 10 Edition, trip generation data from the ITE *Trip Generation*, 9th Edition
- Trip Generation data from ITE Trip Generation, 10th Edition
- AM/PM rates correspond to peak of adjacent street traffic (if data available)
- Includes weekday rates only
- Total trips include pass-by trips w/ no internal capture
- Pass-by rates from ITE Trip Generation Handbook, 3rd Edition
- Internal capture rates from ITE Trip Generation Handbook, 3rd Edition
- Worksheet is intended as a planning tool. Verify results w/ ITE Trip Generation 9th Edition
- Enter data in shaded cells of column A
- 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.