

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

SILVERSTONE DEVELOPMENT, INC.  
DESIGN REVIEW COMMITTEE

April 12, 2016

Mr. Chuck Chisholm  
Land Planning Manager  
K. Hovnanian Homes  
20830 N. Tatum Blvd, Suite 250  
Phoenix, AZ 85050

Re: Silverstone at Pinnacle Peak  
Approval of Site Plan and Conceptual Landscape Plan for Parcel F

Dear Mr. Chisholm:

The Design Review Committee (the "Committee") of Silverstone Development, Inc. has reviewed (i) the Site Plan, and (ii) the Conceptual Landscape Plan submitted to the Committee by K. Hovnanian Homes on February 24, 2016, relating to your proposed project for Parcel F of Silverstone.

In accordance with Section 4.2.1(a) of the CC&R's for Silverstone at Pinnacle Peak, the Committee hereby provides final approval for such Site Plan and Conceptual Landscape Plan. The Committee's approval is limited to these two submittals only. All other submittals provided to us, including without limitation, the roof plans, floor plans, and exterior elevations, will be reviewed separately.

If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



Anthony Bongratz  
on behalf of the Design Review Committee

9-PP-2015  
04/22/16



J2 Engineering and Environmental Design, LLC  
 4649 E. Cotton Gin Loop  
 Suite B2  
 Phoenix, Arizona 85040  
 Phone: 602.438.2221  
 Fax: 602.438.2225



**To:** Chuck Chisholm  
 K. Hovnanian Homes

**From:** Jamie Blakeman, PE, PTOE

**Job Number:** 15.0857 BG006

**RE:** Silverstone  
 Transportation Impact & Mitigation Analysis

**Date:** November 24, 2015



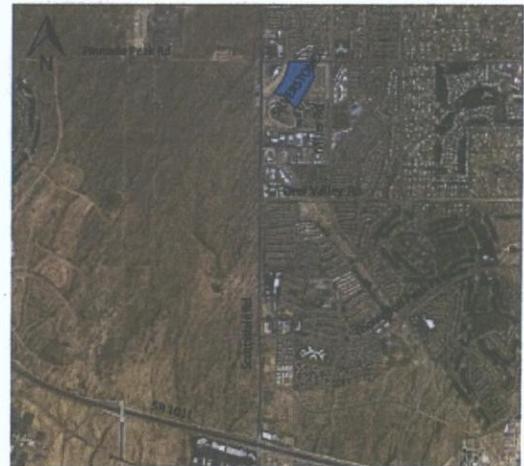
**EXPIRES 6-30-16**



**INTRODUCTION**

J2 Engineering and Environmental Design (J2) has prepared a Transportation Impact and Mitigation Analysis (TI&MA) for the proposed Silverstone residential development located on the southeast corner of Pinnacle Peak Road and 74<sup>th</sup> Street in Scottsdale, Arizona. See **Figure 1**.

The objective of this Traffic Impact and Mitigation Analysis is to analyze the traffic related impacts to the adjacent roadway network.



**Figure 1 - Vicinity Map**

**EXISTING CONDITIONS**

Currently, this site is undeveloped.

Pinnacle Peak Road is an east-west rural minor arterial as classified in the 2008 City of Scottsdale Classification Map. It borders the north side of the proposed development. Pinnacle Peak Road provides two through lanes for each direction of travel, exclusive right and left turn lanes, and bike lanes for each direction of travel. There is a raised median and a posted speed limit of 45 mph.

74<sup>th</sup> Street is a north-south roadway that borders the east side of the proposed Silverstone development. It provides one through lane for each direction of travel and has a posted speed limit of 25 mph.



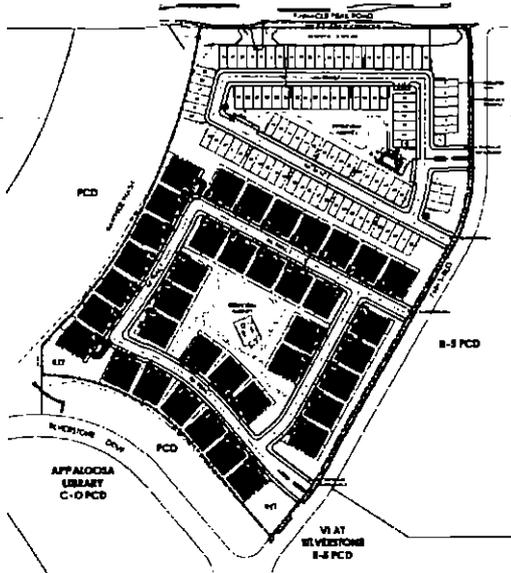


Figure 2 – Proposed Silverstone Development

**PROPOSED DEVELOPMENT**

The proposed Silverstone residential development consists of 100 townhomes located on the northern end of the proposed development, and 76 duplexes located on the southern end of the proposed development. See Figure 2 and Attachment A.

For the townhomes, there is one full access driveway provided along 74<sup>th</sup> Street located approximately 375 feet south of Pinnacle Peak Road. A gated exit-only driveway is also provided along 74<sup>th</sup> Street, located approximately 650 feet south of Pinnacle Peak Road.

For the duplexes, there is one full access driveway provided along 74<sup>th</sup> Street located approximately 1,380 feet south of Pinnacle Peak Road. A gated exit-only driveway is also provided along 74<sup>th</sup> Street, located approximately 915 feet south of Pinnacle Peak Road.

**BACKGROUND (2005 SILVERSTONE AT PINNACLE PEAK)**

In December 2005, a TI&MA was completed for the proposed Silverstone at Pinnacle Peak development that encompasses the current proposed site, along with surrounding parcels. The 2005 development was bordered by Pinnacle Peak Road to the north, Scottsdale Road to the west, Miller Road to the east and Williams Drive to the south as shown in Figure 3. See Attachment B for the full 2005 TI&MA. In the 2005 site plan, Parcel F is the same parcel of land as the current proposed Silverstone development.

**TRIP GENERATION ESTIMATES FROM 2005 TI&MA**

The 2005 TI&MA utilized the Institute of Transportation Engineers (ITE) *Trip Generation, 7th Edition* to calculate the trip generation. Parcels F and G included a total of 444 condominium/townhomes.

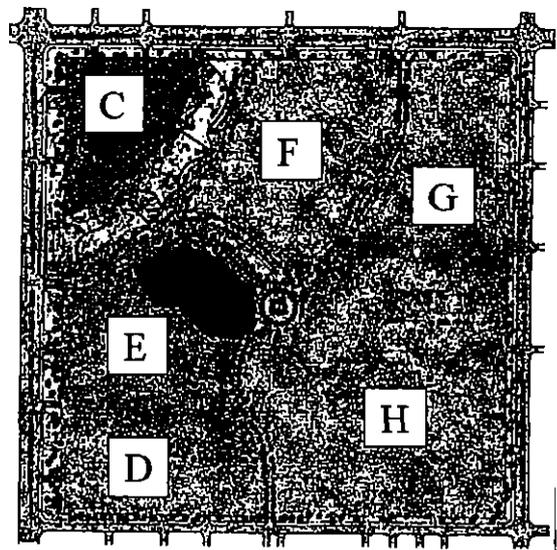


Figure 3 – 2005 Silverstone at Pinnacle Peak



**Table 1** shows the trips that were calculated for Parcels F and G from the 2005 TI&MA.

**Table 1 – Trip Generation for 2005 TI&MA Parcels F and G**

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Parcel F and G-Condo/Townhouse from 2005 TI&MA	230	444	Dwelling Unit	2279	170	34	136	204	133	71
TOTAL				2279	170	34	136	204	133	71

The 2005 TI&MA does not indicate the number of condominium/townhomes on Parcel F and G separately. Therefore, utilizing parcel information attained from the Maricopa County Assessors website ([www.mccassessor.maricopa.gov](http://www.mccassessor.maricopa.gov)), the number of dwelling units were proportionally distributed based on the lot sizes. With a lot size of 961,100 square feet, 214 dwelling units were assumed on Parcel F, and with a lot size of 1,033,533 square feet, 230 dwelling units were assumed on Parcel G. Using the current *Trip Generation, 9<sup>th</sup> Edition*, the trip generation for Parcel F was calculated. See **Table 2**.

**Table 2 – Trip Generation for 2005 TI&MA Parcel F using Trip Generation, 9<sup>th</sup> Edition**

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Parcel F-Condo/Townhouse	230	214	Dwelling Unit	1247	95	16	79	112	75	37
TOTAL				1247	95	16	79	112	75	37

**PROPOSED TRIP GENERATION**

The Institute of Transportation Engineers (ITE) Trip Generation Manual is considered to be the standard for trip generation estimates for the transportation engineering profession. The ITE rates and fitted curve equations are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type.

The proposed Silverstone residential development will have 100 townhomes and 76 duplexes. Using the *Trip Generation, 9<sup>th</sup> Edition*, the number of trips generated by this proposed development are shown in **Table 3**.

**Table 3 – Trip Generation for Proposed Silverstone Development**

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Townhomes	230	100	Dwelling Unit	643	52	9	43	60	40	20
Duplexes	230	76	Dwelling Unit	507	41	7	34	48	32	16
TOTAL				1150	93	16	77	108	72	36

Detailed trip generation calculations are shown in **Attachment C**.





**TRIP GENERATION COMPARISON**

A comparison between the trips generated by the 2005 Parcel F and the proposed Silverstone residential development shown in **Table 4**.

**Table 4 – Trip Generation Comparison (2005 Parcel F vs. Proposed Development)**

Land Use	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2005 Parcel F	1247	95	16	79	112	75	37
PROPOSED Silverstone Residential Development	1150	93	16	77	108	72	36
TOTAL	-97	-2	0	-2	-4	-3	-1

**SUMMARY**

The proposed Silverstone residential development with 100 townhomes and 76 duplexes is anticipated to generate 1,150 weekday daily trips with 93 occurring during the AM peak hour and 108 occurring during the PM peak hour. The development is anticipated to generate 97 less weekday daily trips than the 2005 Silverstone at Pinnacle Peak Parcel F development, which is an approximate decrease of 7.8%. The AM and PM peak hour traffic volumes also decrease by 2.1% and 3.6%, respectively.

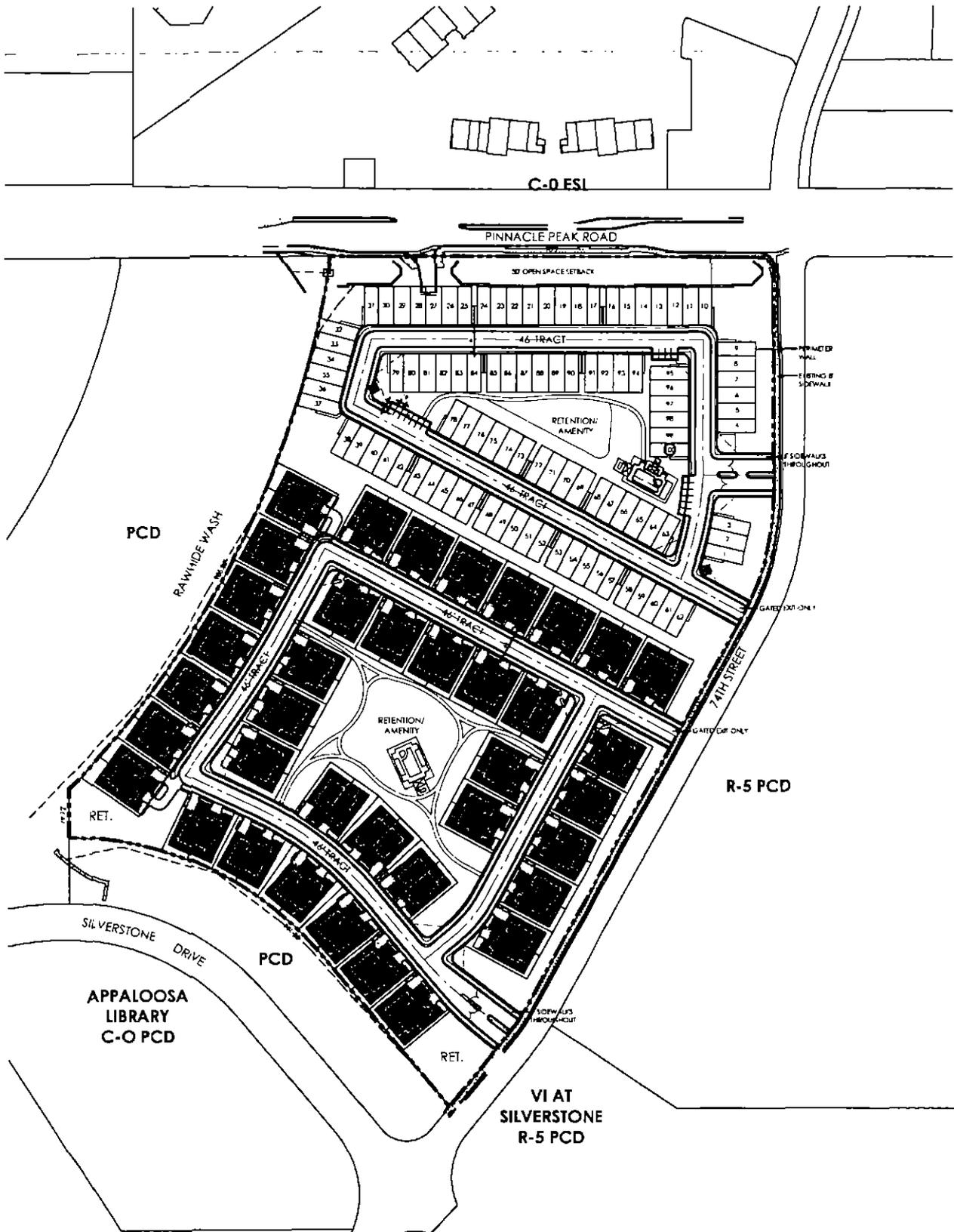
Therefore, the proposed Silverstone residential development is anticipated to have less impact to the traffic operation along the adjacent roadway network than the 2005 Silverstone at Pinnacle Peak Parcel F.



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## Attachment A

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C-O ESI

PINNACLE PEAK ROAD

PCD

RAWWIDE WASH

39 OPEN SPACE/SETBACK

46 TRACT

PERIMETER WALL  
EXISTING IF SIDEWALK  
SIDEWALKS THROUGHOUT

REIETION/ AMENITY

46 TRACT

GATE OPTION 1

REIETION/ AMENITY

GATE OPTION 2

R-5 PCD

RET.

SILVERSTONE DRIVE

APPALOOSA LIBRARY  
C-O PCD

PCD

RET.

VI AT SILVERSTONE  
R-5 PCD



## Attachment B

Transportation Impact and  
Mitigation Analysis for

**Silverstone at Pinnacle Peak**

**FINAL REPORT**

**Scottsdale, Arizona**

**December 5, 2005**

Submitted to:

Submitted by:



*Daniel J. Hartig*

15-2N-2005

## PROPOSED DEVELOPMENT

### Introduction

The purpose of this report is to address the impacts that a new mixed-use development located at the southeast corner of Scottsdale Road and Pinnacle Peak Road will have on the adjacent street system and at the intersections surrounding the site. To determine these impacts, site traffic will be determined based on the current site plan and assigned to the streets and the intersections surrounding the site. The impact from the development will be analyzed in two separate phases – the first phase includes all the residential uses and the second phase includes the total development. Capacity analysis will be conducted for the a.m. and p.m. peak hour conditions for all the adjacent intersections including major site driveways.

### Description

The proposed development is located on a parcel of land at the southeast corner of Scottsdale Road and Pinnacle Peak Road as shown in Figure 1. The specific site plan considered by this report is depicted in Figure 2. The development consists of approximately 165,000 square feet of general office space, 95,000 square feet of retail space, 40,000 square feet of municipal use, 270 units for congregate care, 60 beds for assisted living, and 706 residential townhouse/ condominium units on this 160 acre parcel of land.

The roadway network serving the site includes Scottsdale Road, Pinnacle Peak Road, Williams Drive, and Miller Road. The site plan currently includes access points onto all four roadways with three full access points and three right in/right out access points onto Scottsdale Road, three full access points and two right in/right out access points onto Pinnacle Peak Road, three full access points and one right in/right out access point onto Miller Road, and six full access points onto Williams Drive.

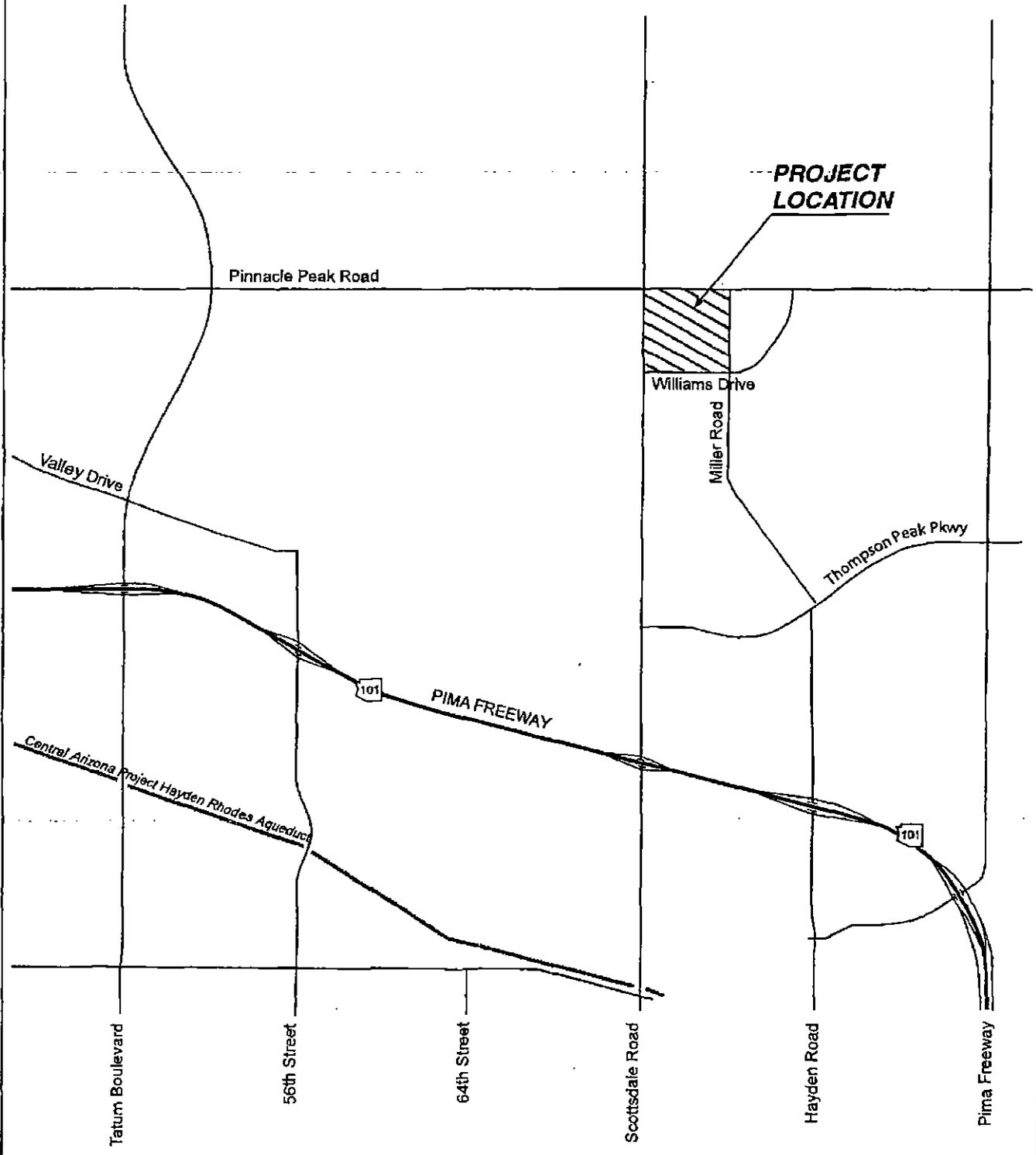
## AREA CONDITIONS

### Study Area

The study area is located in the north Scottsdale Road corridor north of Loop 101. The study area includes the following intersections:

- Scottsdale Road and Pinnacle Peak Road (signalized)
- Scottsdale Road and Williams Drive
- Miller Road and Pinnacle Peak Road (signalized)
- Miller Road and Williams Drive

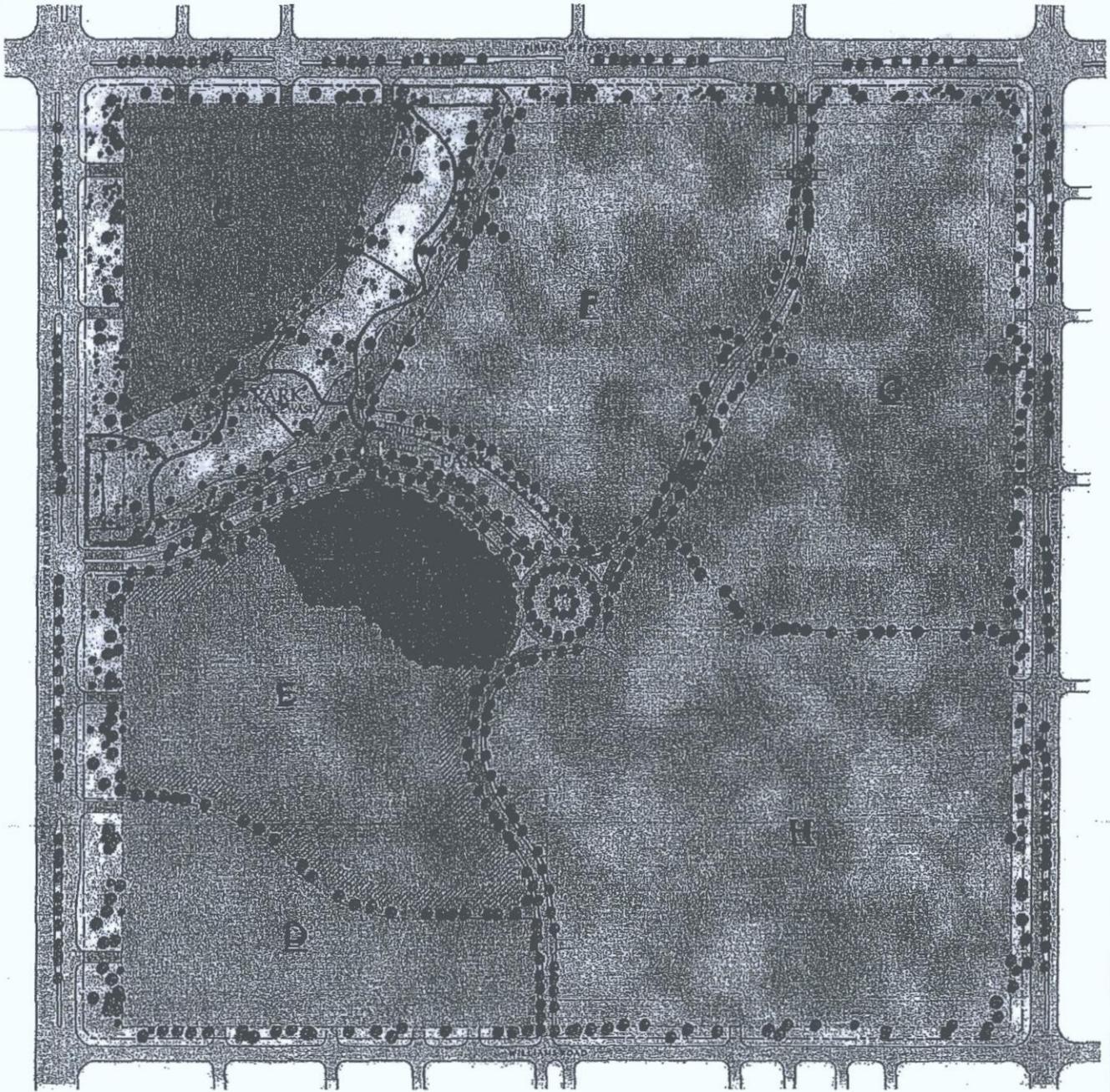
Scottsdale & Pinnacle Peak TIMA



Vicinity Map

FIGURE 1





Site Map

FIGURE 2



## Land Use

The 160-acre parcel available for the proposed development is currently zoned Western Theme Park (W-P). The request is to change the zoning to Planned Community District (P-C) and to change the General Plan designation from Cultural/Institutional to Mixed-Use.

The current land uses for the surrounding areas are:

- To the north-retail, office
- To the south-industrial, commercial
- To the east-retail, office, residential
- To the west- vacant

## Site Accessibility

### *Area Roadway System*

The existing major roadways that will provide access to the site are Scottsdale Road, Pinnacle Peak Road, and Miller Road.

Scottsdale Road is a north-south major arterial with a posted speed limit of 55 MPH in the vicinity of the site. It is located west of the proposed site. Adjacent to the site, there are two lanes northbound, two lanes southbound, and a center two way turn lane.

Miller Road is a north-south minor arterial street with a posted speed limit of 35 MPH in the vicinity of the site. It is located east of the proposed site. Adjacent to the site, there is one lane northbound, one lane southbound, and a center two-way turn lane.

Pinnacle Peak Road is classified as a minor arterial street in the east-west direction near the site with a posted speed of 45 MPH. It is located north of the proposed site. It contains one lane in each direction immediately adjacent to the site.

The signalized intersection of Scottsdale Road and Pinnacle Peak Road is located northwest of the site. Pinnacle Peak Road in the eastbound direction consists of one left turn lane, one through lane and one right turn lane. In the westbound direction, Pinnacle Peak Road consists of one left turn lane, one through lane and one right turn lane. Scottsdale Road in the northbound direction consists of one left turn lane, one through lane and a combined through/ right turn lane. In the southbound direction, Scottsdale Road consists of one left turn lane, one through lane and a combined through/ right turn lane.

The signalized intersection of Pinnacle Peak Road and Miller Road is located to the northeast of the site. Pinnacle Peak Road in the eastbound direction consists of one left turn lane, one through lane and one right turn lane. In the westbound direction, Pinnacle Peak Road consists of one left turn lane, one through lane and one right turn lane. Miller Road in the northbound direction consists of one left turn lane, one

through lane, and a combined through/right turn lane. In the southbound direction, Miller Road consists of one left turn lane, one through lane, and one right turn lane.

The unsignalized 'T' intersection of Scottsdale Road and Williams Drive is located southwest of the site. Williams Drive in the westbound direction consists of one combination left turn/through/right turn lane. Scottsdale Road in the northbound direction consists of two through lanes and a separate right turn lane. In the southbound direction, Scottsdale Road consists of one left turn lane and two through lanes.

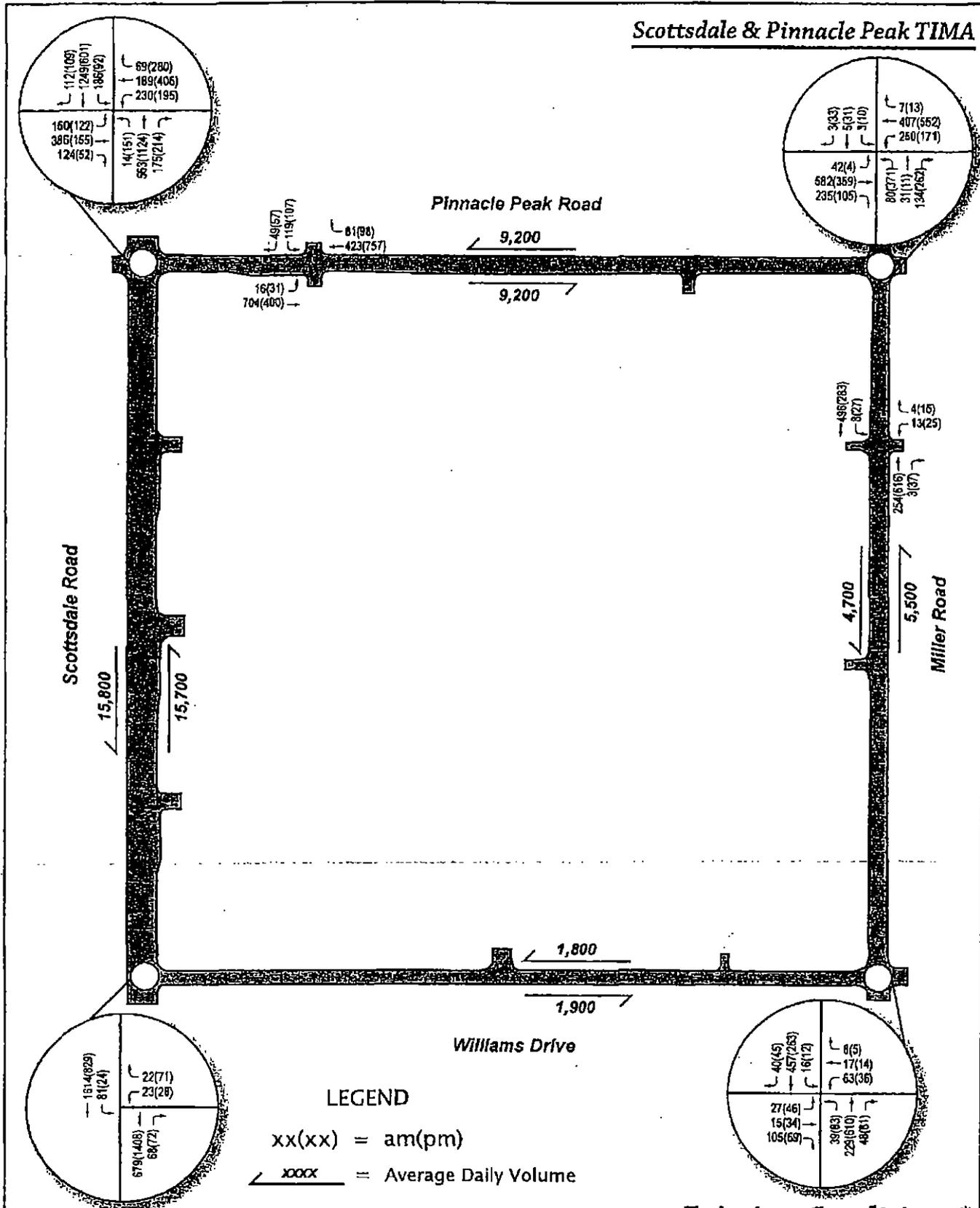
The unsignalized intersection of Williams Drive and Miller Road is located to the southeast of the site. Williams Drive in the westbound direction consists of one combination left turn/through/right turn lane. In the eastbound direction, Williams Drive consists of one left turn lane, one through lane and a one right turn lane. Miller Road in the northbound direction consists of one left turn lane and a combination through/right turn lane. In the southbound direction, Miller Road consists of one left turn lane and a combination through/right turn lane.

#### *Traffic Volumes*

Existing daily traffic volumes were collected on Scottsdale Road, Williams Drive, Pinnacle Peak Road, and Miller Road on August 25, 2005. Peak hour turning movement counts were collected at the intersections of Scottsdale Road and Pinnacle Peak Road, Scottsdale Road and Williams Drive, Miller Road and Pinnacle Peak Road, Miller Road and Williams Drive, Miller Road and an existing driveway, and Pinnacle Peak Road and an existing driveway on August 25, 2005. Figure 3 depicts the peak hour and daily traffic volumes. It should be noted that since these counts were taken in August, they were increased six percent to represent an average day. The AM peak hour was from 7:00 to 8:00 at Scottsdale Road and Williams Drive and from 7:30 and 8:30 at the other five locations. The PM peak hour was from 4:45 and 5:45 at the three Miller Road locations and 4:00 to 5:00 at the two Scottsdale Road and one Pinnacle Peak Road locations. The actual traffic counts are attached in Appendix A of this report. It should be noted that the City also conducted a count on Scottsdale Road in October 2005 and the adjusted daily volume was 33,050 vehicles.

The existing daily traffic volumes are shown in Table 1. The directional daily volumes and the 'k' factor are shown for each location. The 'k' factor represents the percentage of daily traffic that occurs in the a.m. or p.m. peak hour.

Scottsdale & Pinnacle Peak TIMA



\* Volumes adjusted to represent Average Day Volumes.

Existing Conditions\*

FIGURE 3

**TABLE 1: EXISTING DAILY TRAFFIC VOLUMES**

Location	Direction	Daily Volume	Peak Hour	Peak Hour	Peak Hour
Pinnacle Peak Road Between Scottsdale and Miller	EB	9,200	50%	9%	9%
	WB	9,200	50%	9%	9%
Williams Drive Between Scottsdale and Miller	EB	1,900	52%	8%	9%
	WB	1,800	48%	7%	8%
Scottsdale Road Between Williams and Pinnacle Peak	NB	15,700	50%	9%	10%
	SB	15,800	50%	9%	9%
Miller Road Between Scottsdale and Pinnacle Peak	NB	5,500	54%	8%	9%
	SB	4,700	46%	10%	10%

\*adjusted to represent annual average day volumes

As can be seen from Table 1, the largest percent volume imbalance is on Miller Road with a directional distribution of 54/46. The highest 'k' factor was found on Scottsdale Road and Miller Road at 10 percent, while the lowest was found on Williams Drive in the a.m. peak. The peak hour factor is very consistent among all four roadways as well as both peak hours.

## PROJECTED TRAFFIC

### Background Traffic

Base traffic volumes for the horizon years of 2008 and 2010 were obtained by assuming a growth rate of five percent a year. This is based on a historical review of Scottsdale Road traffic volumes and was agreed to at a meeting that included the developer, City staff, and interested residents. Using this growth rate, the turning movements at the study intersections were increased for the horizon year of 2008.

Figure 4 shows the 2008 future base-traffic volumes for the a.m. and p.m. peak hours at the study intersections. The 2010 future base traffic volumes are not meaningful because the phase 1 site volumes will already be included. However, the analysis for the year 2010 total traffic includes the five percent per year growth in background traffic.

### Site Traffic

#### *Trip Generation*

The number of trips that would be generated by a proposed development can be estimated using trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 7<sup>th</sup> Edition* (2003). These rates represent years of data collection for a variety of different land uses around the country. For the land uses proposed for the site, ITE Land Use Codes 230 (Residential Condominium/Townhouse), 253 (Congregate Care), 254 (Assisted Living), 590 (Library), 710 (General Office), 931 (Restaurant), and 820 (Shopping Center) were selected. The

**Scottsdale & Pinnacle Peak TIMA**

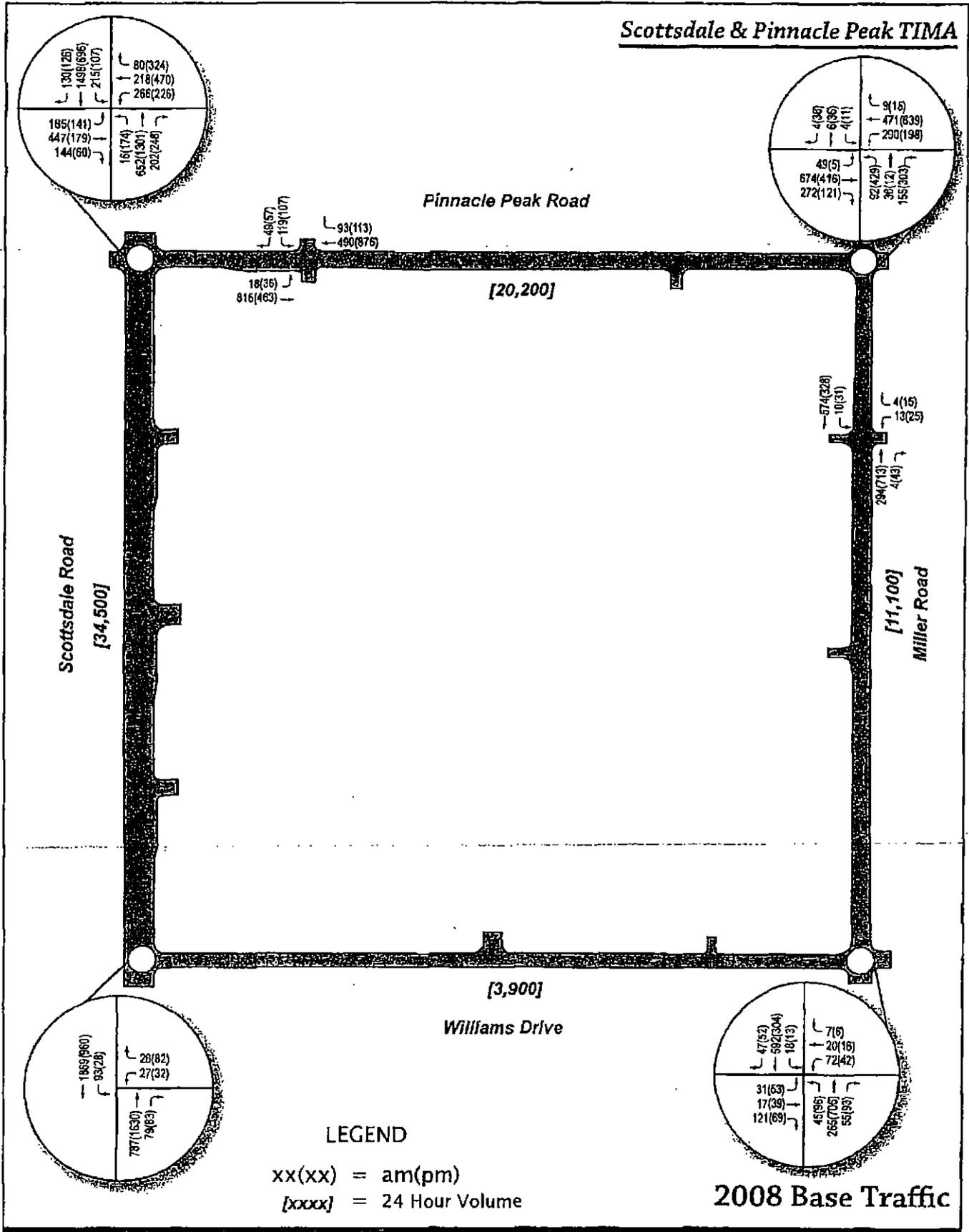


FIGURE 4

site also includes a proposed fire station use which was not included in the trip generation calculation. The ITE trip rates are included in Appendix B. The trip generation is presented in two phases – residential uses only and total site. Table 2 presents the results of the trip generation estimate for Phase 1. A portion of the condominium/townhouse units (87 units) are designated as work at home units. As a result, it was assumed that these units would not generate peak hour work trips and that the number of daily trips would be two less than the typical condominium/townhouse use. These units are shown separately in Table 2.

**TABLE 2: TRIP GENERATION – PHASE 1**

Development	Total Units	Sleeping	Daily	Imp. Considered			Total		
				Internal	External	Total	Internal	External	Total
Parcel E1-Condo (live/work)	230	87 DU	396	0	0	0	0	0	0
Parcel E2-Condo/Town	230	175 DU	1,033	16	65	81	62	33	95
Parcel F & G-Condo/Town	230	444 DU	2,279	34	136	170	133	71	204
Parcel H1-Congregate Care	253	270 DU	545	10	6	16	26	20	46
Parcel H2-Assisted Living	254	60 Beds	213	5	3	8	6	7	13
<b>Phase 1 Trips</b>			<b>4466</b>	<b>65</b>	<b>210</b>	<b>275</b>	<b>227</b>	<b>131</b>	<b>358</b>

Table 3 presents the results of the trip generation estimate for the total site. Also included in Table 3 is an estimate of internal trips, which are ones that are made between uses in the site and do not impact the surrounding street system. This was estimated to be five percent. The external trips from the site are estimated to be 13,657 on a daily basis with 698 (five percent) in the a.m. peak hour and 1317 (10 percent) in the p.m. peak hour. In addition to the internal trips, a small portion of the trips were assumed to be pass-by trips. Pass-by trips are ones that are already on the street system and are diverted to one of the site uses. For this analysis, the retail area in parcel A was assumed to have 20 percent pass-by trips. While pass-by trips do not reduce the site driveway traffic, fewer trips were added to Scottsdale Road to account for pass-by trips. The amount of pass-by trips was estimated to be 30 in the AM peak hour and 120 in the PM peak hour on Scottsdale Road.

As future transit improvements are made, a portion of project traffic could be shifted from vehicle trips to transit trips. However, to be conservative and because no significant transit improvements are expected to be completed by 2010 (the projected build out of the project) the trip forecasts in Table 2 have not been reduced for transit trips.

TABLE 3: TRIP GENERATION – TOTAL SITE

Development	Units	Size	Daily						
			Daily	Enter	Exit	Total	Enter	Exit	Total
Parcel A-Library	590	25,000 S.F.	1,379	20	8	28	76	83	159
Parcel C-Shopping Center	820	95,000 S.F.	6,568	93	59	152	290	315	605
Parcel D-Office	710	165,000 S.F.	1,962	246	34	280	45	219	264
Parcel E1-Condo (live/work)	230	87 DU.	396	0	0	0	0	0	0
Parcel E2-Condo/Town	230	175 DU	1,033	16	65	81	62	33	95
Parcel F & G-Condo/Town	230	444 DU	2,279	34	136	170	133	71	204
Parcel H1-Congregate Care	253	270 DU	545	10	6	16	26	20	46
Parcel H2-Assisted Living	254	60 Beds	213	5	3	8	6	7	13
<b>Sub-Total</b>			<b>14,375</b>	<b>424</b>	<b>311</b>	<b>735</b>	<b>638</b>	<b>748</b>	<b>1386</b>
<b>Internal Trips (5%)</b>			<b>719</b>	<b>21</b>	<b>16</b>	<b>37</b>	<b>32</b>	<b>37</b>	<b>69</b>
<b>Total External</b>			<b>13,657</b>	<b>403</b>	<b>295</b>	<b>698</b>	<b>606</b>	<b>711</b>	<b>1317</b>

The estimated traffic that would be generated by the proposed development was compared to the estimated trip generation for the current western theme park use. The most similar use documented in *Trip Generation, 7<sup>th</sup> Edition* (2003) is Amusement Park (code 480). Daily and peak hour rates are provided for a weekday; however the sample size is one. Also, the independent variable is acres and for the purpose of this comparison, it was assumed that 75 percent of the site would be occupied. As an additional comparison, an estimate of the average daily trip activity for Rawhide based on 800,000 annual visitors and two people per vehicle is also included. The trip generation comparison is shown in Table 4.

As can be seen from Table 4, the proposed use will generate more trips than a new amusement park use or than the estimated Rawhide daily traffic. It should be noted that this comparison was for an average weekday and the trip generation for a new amusement park use or for Rawhide would be higher on a weekend or a peak day.



## Attachment C

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Silverstone  
K Hovnanian Homes

engineering and  
environmental design Trip Generation Calculations

Completed MDR 11/19/2015  
Checked JKB 11/24/2015

Trip Generation for 2005 TI&MA Parcel F using Trip Generation, 9th Edition

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Initial Estimate Parcel F Town/ Duplex	230	214	Dwelling Unit	$\ln(T)=0.87\ln(X)+2.46$	50%	50%	$\ln(T)=0.80\ln(X)+0.26$	17%	83%	$\ln(T)=0.82\ln(X)+0.32$	67%	33%	1247	623	624	95	16	79	112	75	37
<b>TOTAL</b>													<b>1247</b>	623	624	<b>95</b>	16	79	<b>112</b>	75	37

Trip Generation for Proposed Silverstone Development

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Townhomes	230	100	Dwelling Unit	$\ln(T)=0.87\ln(X)+2.46$	50%	50%	$\ln(T)=0.80\ln(X)+0.26$	17%	83%	$\ln(T)=0.82\ln(X)+0.32$	67%	33%	643	322	321	52	9	43	60	40	20
Duplexes	230	76	Dwelling Unit	$\ln(T)=0.87\ln(X)+2.46$	50%	50%	$\ln(T)=0.80\ln(X)+0.26$	17%	83%	$\ln(T)=0.82\ln(X)+0.32$	67%	33%	507	253	254	41	7	34	48	32	16
<b>TOTAL</b>													<b>1150</b>	575	575	<b>93</b>	16	77	<b>108</b>	72	36

Trip Generation Comparison (2005 Parcel F vs. Proposed Development)

Land Use	Weekday			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
2005 Parcel F	1247	623	624	95	16	79	112	75	37
PROPOSED Silverstone Residential Development	1150	575	575	93	16	77	108	72	36
<b>TOTAL</b>	<b>-97</b>	<b>-48</b>	<b>-49</b>	<b>-2</b>	<b>0</b>	<b>-2</b>	<b>-4</b>	<b>-3</b>	<b>-1</b>



### Native Plant Inventory

Silverstone 7350  
 7350 E. Silverstone Drive  
 Scottsdale, AZ  
 11/23/2015

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
1	Foothills Palo Verde	7	S	
2	Foothills Palo Verde	5	S	
3	Foothills Palo Verde	8	S	
4	Foothills Palo Verde	10	S	
5	Saguaro	7	S	
6	Saguaro	6	S	
7	Saguaro	6	S	
8	Barrel	4	S	
9	Saguaro	42	S	4 arms
10	Saguaro	37	S	3 arms
11	Saguaro	3	S	
12	Saguaro	65	NS	5 arms / Declining / Sunburnt
13	Saguaro	4	S	
14	Foothills Palo Verde	12	S	
15	Foothills Palo Verde	6	S	
16	Foothills Palo Verde	10	S	
17	Foothills Palo Verde	8	S	
18	Foothills Palo Verde	7	NS	Branch Dieback / Cambium Damage
19	Foothills Palo Verde	12	S	
20	Foothills Palo Verde	5	NS	Trunk Form / Leaning
21	Barrel	3	S	
22	Foothills Palo Verde	5	NS	Branch Dieback / Leaning
23	Foothills Palo Verde	7	NS	Exposed Roots
24	Foothills Palo Verde	13	S	
25	Saguaro	13	S	
26	Saguaro	33	S	3 arms
27	Foothills Palo Verde	12	NS	Mistletoe
28	Foothills Palo Verde	7	NS	Exposed Roots
29	Foothills Palo Verde	13	S	
30	Foothills Palo Verde	8	S	
31	Saguaro	42	S	4 arms
32	Foothills Palo Verde	10	S	
33	Foothills Palo Verde	8	S	
34	Ironwood	38	NS	Branch Dieback / Cambium Damage
35	Foothills Palo Verde	5	S	
36	Foothills Palo Verde	4	S	
37	Foothills Palo Verde	12	NS	Branch Dieback

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
38	Saguaro	117	NS	11 arms / Damaged
39	Saguaro	45	S	3 arms
40	Ironwood	80	NS	Wide Base / Cambium Damage
41	Ironwood	22	NS	Branch Dieback / Cambium Damage
42	Foothills Palo Verde	12	NS	Branch Dieback / Cambium Damage
43	Foothills Palo Verde	20	NS	Branch Dieback / Cambium Damage
44	Foothills Palo Verde	14	NS	Branch Dieback / Cambium Damage
45	Foothills Palo Verde	10	NS	Branch Dieback / Cambium Damage
46	Saguaro	84	NS	5 arms / Declining
47	Blue Palo Verde	20	NS	Branch Dieback / Cambium Damage
48	Hackberry	6	NS	Branch Dieback / Cambium Damage
49	Saguaro	80	NS	5 arms / Declining
50	Saguaro	39	NS	7 arms / Damaged
51	Mesquite	14	S	
52	Foothills Palo Verde	6	S	
53	Foothills Palo Verde	6	NS	Trunk Form / Cambium Damage
54	Saguaro	43	S	3 arms
55	Foothills Palo Verde	12	S	
56	Ironwood	14	S	
57	Ironwood	26	NS	Branch Dieback
58	Saguaro	75	S	6 arms
59	Foothills Palo Verde	10	S	
60	Foothills Palo Verde	12	S	
61	Saguaro	36	S	5 arms
62	Foothills Palo Verde	10	NS	Branch Dieback
63	Foothills Palo Verde	12	S	
64	Foothills Palo Verde	14	S	
65	Ironwood	8	S	
66	Mesquite	8	S	
67	Foothills Palo Verde	8	NS	Branch Dieback / Cambium Damage
68	Saguaro	4	S	
69	Saguaro	50	S	7 arms
70	Saguaro	35	NS	4 arms / Damaged
71	Saguaro	55	S	5 arms
72	Blue Palo Verde	4	S	
73	Saguaro	66	NS	4 arms / Damaged
74	Blue Palo Verde	4	S	
75	Blue Palo Verde	7	S	
76	Blue Palo Verde	7	S	
77	Blue Palo Verde	8	S	
78	Blue Palo Verde	4	S	
79	Saguaro	89	S	7 arms
80	Saguaro	4	S	
81	Saguaro	4	S	
82	Saguaro	4	S	
83	Ironwood	16	NS	Trunk Form / Leaning
84	Foothills Palo Verde	4	S	
85	Blue Palo Verde	7	S	
86	Foothills Palo Verde	8	NS	Exposed Roots

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
87	Foothills Palo Verde	8	NS	Trunk Form / Leaning
88	Foothills Palo Verde	16	NS	Exposed Roots / On Slope
89	Hackberry	18	NS	Wide Base
90	Catclaw Acacia	7	NS	Exposed Roots
91	Foothills Palo Verde	22	NS	Branch Dieback
92	Foothills Palo Verde	24	NS	Branch Dieback
93	Foothills Palo Verde	6	NS	Trunk Form / Leaning
94	Foothills Palo Verde	8	NS	Branch Dieback / Mistletoe
95	Foothills Palo Verde	8	S	
96	Foothills Palo Verde	14	S	
97	Saguaro	14	S	
98	Saguaro	21	S	
99	Foothills Palo Verde	12	NS	Exposed Roots
100	Saguaro	20	S	
101	Saguaro	30	S	5 arms
102	Foothills Palo Verde	8	NS	Exposed Roots
103	Saguaro	29	S	3 arms
104	Foothills Palo Verde	4	NS	Exposed Roots
105	Foothills Palo Verde	4	S	
106	Foothills Palo Verde	10	S	
107	Foothills Palo Verde	13	S	
108	Saguaro	26	S	2 arms
109	Saguaro	32	S	4 arms
110	Blue Palo Verde	8	S	
111	Saguaro	3	S	
112	Blue Palo Verde	4	NS	Form / On Slope
113	Blue Palo Verde	4	S	
114	Blue Palo Verde	5	S	
115	Blue Palo Verde	18	NS	Branch Dieback
116	Saguaro	16	S	
117	Saguaro	62	S	4 arms
118	Foothills Palo Verde	11	S	
119	Foothills Palo Verde	12	S	
120	Foothills Palo Verde	14	S	
121	Hackberry	40	NS	Wide Base
122	Foothills Palo Verde	16	S	
123	Blue Palo Verde	5	S	
124	Saguaro	37	S	3 arms
125	Saguaro	44	S	4 arms
126	Foothills Palo Verde	14	S	
127	Barrel	3	NS	Damaged
128	Foothills Palo Verde	14	S	
129	Saguaro	51	S	5 arms
130	Saguaro	19	S	
131	Saguaro	14	S	
132	Saguaro	14	NS	Damaged
133	Saguaro	4	S	
134	Foothills Palo Verde	14	NS	Branch Dieback / Trunk Damage
135	Foothills Palo Verde	8	NS	Trunk Form / Leaning

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
136	Ocotillo	13	S	
137	Ocotillo	13	S	
138	Foothills Palo Verde	8	S	
139	Ocotillo	14	S	
140	Ocotillo	17	S	
141	Saguaro	28	S	1 arm
142	Saguaro	57	S	6 arms
143	Foothills Palo Verde	22	NS	Branch Dieback / Broken Branches
144	Saguaro	30	S	2 arms
145	Foothills Palo Verde	12	S	
146	Foothills Palo Verde	8	S	
147	Foothills Palo Verde	12	S	
148	Foothills Palo Verde	12	NS	Mistletoe
149	Foothills Palo Verde	15	NS	Mistletoe
150	Foothills Palo Verde	7	S	
151	Foothills Palo Verde	8	S	
152	Foothills Palo Verde	6	S	
153	Foothills Palo Verde	16	S	
154	Foothills Palo Verde	18	S	
155	Saguaro	64	S	9 arms
156	Foothills Palo Verde	14	NS	Trunk Form / Leaning
157	Hackberry	40	NS	Cluster
158	Saguaro	6	S	
159	Saguaro	28	NS	1 arm / Damaged
160	Foothills Palo Verde	8	S	
161	Foothills Palo Verde	14	S	
162	Saguaro	7	S	
163	Foothills Palo Verde	18	S	
164	Ocotillo	13	S	
165	Foothills Palo Verde	12	S	
166	Foothills Palo Verde	14	S	
167	Barrel	5	S	
168	Blue Palo Verde	7	S	
169	Foothills Palo Verde	10	NS	Branch Dieback / Trunk Damage
170	Foothills Palo Verde	7	S	
171	Saguaro	13	S	
172	Foothills Palo Verde	10	S	
173	Foothills Palo Verde	14	NS	Form / Poor Structure
174	Blue Palo Verde	10	NS	Trunk Form / Leaning
175	Foothills Palo Verde	8	S	
176	Saguaro	23	S	1 arm
177	Blue Palo Verde	18	S	
178	Blue Palo Verde	10	NS	Branch Dieback
179	Graythorn	10	NS	Wide Base
180	Foothills Palo Verde	10	S	
181	Foothills Palo Verde	14	S	
182	Saguaro	102	S	2 heads / 12 arms
183	Saguaro	30	S	2 arms
184	Foothills Palo Verde	13	S	

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
185	Saguaro	15	S	
186	Foothills Palo Verde	13	S	
187	Foothills Palo Verde	6	S	
188	Foothills Palo Verde	4	S	
189	Saguaro	6	S	
190	Foothills Palo Verde	8	S	
191	Foothills Palo Verde	9	S	
192	Foothills Palo Verde	8	S	
193	Foothills Palo Verde	18	NS	Mistletoe
194	Foothills Palo Verde	14	S	
195	Barrel	4	NS	Declining
196	Foothills Palo Verde	16	S	
197	Foothills Palo Verde	16	NS	Branch Dieback / Declining
198	Foothills Palo Verde	13	S	
199	Foothills Palo Verde	14	S	
200	Barrel	4	S	
201	Foothills Palo Verde	5	S	
202	Saguaro	82	S	5 arms
203	Foothills Palo Verde	14	NS	Branch Dieback
204	Saguaro	61	NS	6 arms / Damaged
205	Foothills Palo Verde	18	S	
206	Foothills Palo Verde	14	S	
207	Foothills Palo Verde	8	S	
208	Saguaro	5	S	
209	Saguaro	6	S	
210	Foothills Palo Verde	12	S	
211	Barrel	5	S	
212	Saguaro	75	S	7 arms
213	Foothills Palo Verde	9	NS	Trunk Form / Leaning
214	Foothills Palo Verde	11	NS	Trunk Form / Leaning
215	Blue Palo Verde	7	S	
216	Barrel	4	S	
217	Foothills Palo Verde	18	S	
218	Saguaro	24	S	3 arms
219	Saguaro	15	S	
220	Saguaro	6	S	
221	Saguaro	3	S	
222	Saguaro	6	S	
223	Saguaro	6	S	
224	Foothills Palo Verde	16	S	
225	Foothills Palo Verde	5	S	
226	Foothills Palo Verde	4	S	
227	Foothills Palo Verde	4	S	
228	Foothills Palo Verde	14	S	
229	Blue Palo Verde	10	S	
230	Blue Palo Verde	6	S	
231	Saguaro	22	S	
232	Blue Palo Verde	7	S	
233	Saguaro	22	S	

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
234	Saguaro	87	S	4 arms
235	Foothills Palo Verde	8	S	
236	Foothills Palo Verde	14	NS	Exposed Roots / Poor Structure
237	Blue Palo Verde	16	NS	Branch Dieback / Poor Structure
238	Saguaro	45	NS	4 arms / Declining
239	Saguaro	4	S	
240	Blue Palo Verde	4	S	
241	Blue Palo Verde	7	S	
242	Foothills Palo Verde	12	NS	Branch Dieback
243	Foothills Palo Verde	8	S	
244	Saguaro	50	S	4 arms
245	Foothills Palo Verde	18	S	
246	Foothills Palo Verde	8	NS	Exposed Roots
247	Saguaro	45	S	7 arms
248	Foothills Palo Verde	8	S	
249	Mesquite	8	S	
250	Ironwood	8	S	
251	Saguaro	3	S	
252	Saguaro	14	S	
253	Saguaro	19	S	1 arm
254	Foothills Palo Verde	8	NS	Exposed Roots
255	Foothills Palo Verde	24	NS	Branch Dieback / Cambium Damage
256	Hackberry	18	NS	Branch Dieback / Cambium Damage
257	Foothills Palo Verde	6	NS	Exposed Roots
258	Blue Palo Verde	7	S	
259	Foothills Palo Verde	5	S	
260	Foothills Palo Verde	4	S	
261	Blue Palo Verde	30	NS	Branch Dieback
262	Saguaro	7	S	
263	Blue Palo Verde	10	NS	Form / Broken Branches
264	Foothills Palo Verde	18	NS	Form / Broken Branches
265	Saguaro	20	S	2 arms
266	Saguaro	42	S	3 arms
267	Saguaro	6	S	
268	Foothills Palo Verde	8	S	
269	Foothills Palo Verde	14	S	
270	Blue Palo Verde	8	S	
271	Foothills Palo Verde	20	NS	Branch Dieback
272	Saguaro	37	S	8 arms
273	Foothills Palo Verde	8	S	
274	Saguaro	63	NS	7 arms / Damaged
275	Foothills Palo Verde	16	S	
276	Blue Palo Verde	8	S	
277	Hackberry	18	NS	Wide Base
278	Blue Palo Verde	8	S	
279	Saguaro	4	S	
280	Saguaro	14	S	
281	Saguaro	14	S	
282	Blue Palo Verde	22	NS	Trunk Form / Trunk Damage

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
283	Foothills Palo Verde	5	NS	Trunk Form / Trunk Damage
284	Foothills Palo Verde	7	NS	Trunk Form / Trunk Damage
285	Foothills Palo Verde	12	NS	Branch Dieback / Trunk Damage
286	Saguaro	31	S	1 arm
287	Saguaro	99	NS	9 arms / Declining
288	Blue Palo Verde	7	S	
289	Foothills Palo Verde	6	S	
290	Blue Palo Verde	14	NS	Branch Dieback
291	Blue Palo Verde	6	S	
292	Saguaro	30	S	2 arms
293	Ironwood	22	NS	Branch Dieback / Broken Branches
294	Foothills Palo Verde	18	S	
295	Foothills Palo Verde	8	S	
296	Foothills Palo Verde	16	S	
297	Foothills Palo Verde	7	NS	Mistletoe
298	Foothills Palo Verde	9	NS	Mistletoe
299	Saguaro	31	NS	4 arms / Declining
300	Saguaro	34	S	3 arms
301	Saguaro	5	S	
302	Saguaro	11	S	
303	Blue Palo Verde	10	NS	Exposed Roots
304	Ironwood	36	NS	Branch Dieback
305	Ironwood	20	S	
306	Ironwood	15	S	
307	Blue Palo Verde	18	NS	Branch Dieback / Cambium Damage
308	Saguaro	10	S	
309	Blue Palo Verde	7	NS	Exposed Roots
310	Saguaro	4	S	
311	Blue Palo Verde	14	S	
312	Saguaro	57	S	4 arms
313	Foothills Palo Verde	8	S	
314	Foothills Palo Verde	18	S	
315	Saguaro	4	S	
316	Saguaro	7	S	
317	Barrel	4	S	
318	Saguaro	8	S	
319	Saguaro	5	S	
320	Saguaro	5	S	
321	Saguaro	7	S	
322	Saguaro	31	S	4 arms
323	Saguaro	7	S	
324	Barrel	4	S	
325	Barrel	6	S	
326	Saguaro	17	S	
327	Saguaro	20	S	
328	Saguaro	37	S	3 arms
329	Saguaro	4	S	
330	Saguaro	5	NS	Damaged
331	Foothills Palo Verde	8	NS	Trunk Form / Leaning

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
332	Foothills Palo Verde	20	S	
333	Foothills Palo Verde	14	NS	Trunk Form / Leaning
334	Foothills Palo Verde	16	S	
335	Saguaro	3	S	
336	Saguaro	82	S	7 arms
337	Saguaro	9	S	
338	Saguaro	5	S	
339	Saguaro	9	S	
340	Saguaro	9	S	
341	Saguaro	7	S	
342	Saguaro	10	S	
343	Saguaro	9	S	
344	Saguaro	10	S	
345	Saguaro	6	S	
346	Saguaro	8	S	
347	Mesquite	7	NS	Trunk Form / Leaning
348	Saguaro	4	S	
349	Barrel	4	S	
350	Saguaro	4	S	
351	Saguaro	6	S	
352	Saguaro	6	S	
353	Saguaro	5	S	
354	Ironwood	18	S	
355	Barrel	3	S	
356	Saguaro	8	S	3 arms
357	Barrel	5	S	
358	Saguaro	31	S	5 arms
359	Saguaro	18	S	
360	Saguaro	3	S	
361	Foothills Palo Verde	14	S	
362	Hackberry	8	NS	Wide Base
363	Saguaro	53	NS	6 arms / Declining
364	Saguaro	59	NS	5 arms / Declining
365	Barrel	3	S	
366	Barrel	3	S	
367	Saguaro	30	S	3 arms
368	Foothills Palo Verde	15	NS	Branch Dieback
369	Foothills Palo Verde	14	S	
370	Foothills Palo Verde	13	S	
371	Foothills Palo Verde	15	S	
372	Foothills Palo Verde	20	NS	Mistletoe
373	Barrel	3	S	
374	Barrel	4	S	
375	Barrel	4	S	
376	Foothills Palo Verde	17	S	
377	Barrel	3	S	
378	Foothills Palo Verde	12	S	
379	Foothills Palo Verde	8	S	
380	Saguaro	20	S	6 arms

Plant #	Common Name	Caliper (in)/ Height (ft)	Status	Comments
381	Barrel	3	NS	Declining
382	Foothills Palo Verde	14	NS	Branch Dieback
383	Barrel	4	S	
384	Foothills Palo Verde	10	S	
385	Foothills Palo Verde	10	S	
386	Foothills Palo Verde	7	S	
387	Blue Palo Verde	10	NS	Trunk Form / Leaning
388	Saguaro	43	S	4 arms
389	Ironwood	22	S	
390	Foothills Palo Verde	16	S	
391	Blue Palo Verde	12	S	
392	Blue Palo Verde	12	S	
393	Saguaro	62	S	5 arms
394	Blue Palo Verde	10	S	
395	Blue Palo Verde	8	S	
396	Blue Palo Verde	12	S	
397	Foothills Palo Verde	18	S	
398	Foothills Palo Verde	7	S	
399	Catclaw Acacia	14	S	
400	Saguaro	70	S	9 arms
401	Blue Palo Verde	7	S	
402	Barrel	4	S	
403	Blue Palo Verde	7	S	
404	Blue Palo Verde	10	S	
405	Blue Palo Verde	8	NS	Form / Poor Structure
406	Mesquite	20	S	
407	Saguaro	20	NS	1 arm / Declining
408	Foothills Palo Verde	16	S	
409	Blue Palo Verde	7	S	
410	Blue Palo Verde	8	S	
411	Barrel	5	S	
412	Blue Palo Verde	8	S	
413	Saguaro	7	S	
414	Mesquite	14	S	
415	Blue Palo Verde	24	S	
416	Catclaw Acacia	14	S	
417	Ironwood	14	S	
418	Blue Palo Verde	18	S	
419	Mesquite	16	S	
420	Mesquite	8	S	

<u>Summary</u>	Trees	Cacti
Salvageable	163	149
Non-Salvageable	87	21
Remain-In-Place	0	0
Total	250	170

**Legend**  
S = Salvageable  
NS = Non-Salvageable  
RIP = Remain-In-Place



# CERTIFICATE OF NO EFFECT ARCHAEOLOGICAL RESOURCES

9-PP-2015

Silverstone Parcel F

### APPLICATION INFORMATION

LOCATION: 7350 E. Silverstone Dr.

APPLICANT: Alex Stedman

PARCEL: 212-03-598

COMPANY: LVA Urban Design Studio LLC

Q.S.: 44-45

ADDRESS: 120 S. Ash Ave. Tempe, AZ 85281

PHONE: 480-994-0994

Request: Request approval of site plan, landscape plan and building elevations for a new 174 single family community of 21.8 acres located at 7350 E. Silverstone Drive.

### Certificate of No Effect Criteria:

In accordance with Chapter 46, Article VI, of the Scottsdale Revised City Code, the Historic Preservation Officer finds that:

- No archaeological resources are located on the property according to the archaeological survey and report and based upon the city's review of the report.

### STIPULATIONS

1. Any development on the property is subject to the requirements of Scottsdale revised Code, Chapter 46, Article VI, Section 46-134 - Discoveries of archaeological resources during construction.

SIGNATURE:

DATE:

3/22/16

Steve Venker, City Archaeologist 480-312-2831

### Planning and Development Services

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

City of Scottsdale's Website: [www.scottsdaleaz.gov](http://www.scottsdaleaz.gov)