



April 18, 2025

Mr. Bill Doherty  
Walton Global Holdings  
8800 N Gainey Center Drive, Suite 345  
Scottsdale, Arizona, 85258



**RE: TRIP GENERATION COMPARISON STATEMENT FOR SMOKETREE RESORT MIXED-USE HOTEL AND RESTAURANT PROJECT AT THE SEC OF QUAIL RUN DRIVE & LINCOLN DRIVE – PARADISE VALLEY, ARIZONA**

Dear Mr. Doherty,

Thank you for retaining CivTech to provide a trip generation and comparison statement for the proposed Project planned to consist of 95 total resort hotel rooms which include 88 lodge rooms and 7 casita room keys. Additionally, the Smoketree Resort will provide a 6,880 square foot restaurant, a 285 square foot private dining area, and 830 square feet of grab & go meal area, a 300 square foot bar, and other hotel amenities. The restaurant includes 3,140 square feet of dining area and a 3,375 square foot kitchen. The proposed site plan is included herewith as **Attachment A**.

**BACKGROUND AND PURPOSE**

A Traffic Impact Analysis (TIA) was produced by CivTech for this project in December 2023 ('December 2023 TIA') based on the land use plan expected at that time. The Project is submitting a revised site plan which increases the number of hotel keys and decreases the square footage of other uses within the hotel. CivTech has been retained to provide a comparison analysis of the trip generation potential for the project based on the latest land use plan and the previously submitted land use plan as included in the December 2023 TIA.

**PROPOSED DEVELOPMENT**

The previous land use plan contained similar land uses at different quantities. The current and previous land use plans for the proposed development are summarized in **Table 1**.

**Table 1 - Land Use Plan**

Land Use	Previous Values		Current Values	
Hotel Guest*	82	Keys	95	Keys
Hotel Restaurant	8,577	SF	6,880	SF
Private Dining	608	SF	285	SF
Grab & Go Restaurant	928	SF	830	SF
Bar	448	SF	300	SF

\*amenities such as pool, spa, and fitness are included within the hotel trip generation rate as noted in the ITE Trip Generation Manual.

## TRIP GENERATION

The potential trip generation for the proposed development was estimated utilizing the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* and *Trip Generation Handbook, 3<sup>d</sup> Edition*. The ITE *Trip Generation Manual* contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information on daily and peak hour trips.

ITE's definition of the hotel land use (LUC 310) includes supporting facilities such as, "a full-service restaurant, cocktail lounge, meeting rooms, banquet rooms, and convention facilities." The proposed ancillary uses to the hotel: the pool bar and event space, are therefore included in the hotel trip generation.

Additionally, an internal capture percentage was applied to the Hotel Restaurant, Private Dining, and the Grab & Go because it is assumed that not all trips to and from these areas will be external. For these restaurant uses, it is anticipated that 50% of the trips will be arriving externally and the other 50% will be visiting other on-site uses. This is consistent with the internal capture assumptions used in the December 2023 TIA. **Table 2** depicts the trip generation summary for the proposed development. Trip generation calculations are provided in **Attachment B**.

**Table 2 – Trip Generation Summary**

Proposed Use	ITE LUC	Size	Units	Weekday Trips						
				Daily	AM			PM		
				Total	In	Out	Total	In	Out	Total
Previous Land Use Plan – December 2023										
Hotel/Resort Villas and Amenities	310	82	Rooms	466	19	15	34	17	16	33
Hotel Restaurant (Fine Dining Restaurant)	931	8,577	SF	720	5	1	6	45	22	67
Private Dining (Fine Dining Restaurant)	931	608	SF	50	0	0	0	3	2	5
Grab & Go (High Turn Over Restaurant)	932	928	SF	100	5	4	9	5	3	8
Bar (Fine Dining Restaurant)	931	448	SF	38	0	0	0	2	1	3
Previous Subtotal				1,374	29	20	49	72	44	116
Internal Capture Reduction				456	6	2	8	29	14	43
Previous Total External Trips				918	23	18	41	43	30	73
New Land Use Plan – February 2025										
Hotel/Resort Villas and Amenities	310	95	Rooms	606	22	18	40	21	21	42
Hotel Restaurant (Fine Dining Restaurant)	931	6,880	SF	576	4	1	5	36	18	54
Private Dining (Fine Dining Restaurant)	931	285	SF	24	0	0	0	1	1	2
Grab & Go (High Turn Over Restaurant)	932	830	SF	88	4	4	8	5	3	8
Bar (Fine Dining Restaurant)	931	300	SF	26	0	0	0	1	1	2
New Subtotal				1,320	30	23	53	64	44	108
Internal Capture Reduction				358	4	3	7	23	10	33
New Total External Trips				962	26	20	46	41	34	75
Difference New minus Previous				44	3	2	5	-2	4	2

<i>CALCULATIONS (Equations shown only where applicable)</i>			
<i>Land Use [Units]</i>	<i>Daily</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
Hotel	$T_{Day} = U \times 10.84 - 423.51$	$T_{AM} = U \times 0.5 - 7.45$	$T_{PM} = U \times 0.74 - 27.89$
Hotel Restaurant	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$
Private Dining	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$
Grab & Go	$T_{Day} = U \times 107.20$	$T_{AM} = U \times 9.57$	$T_{PM} = U \times 9.05$
Bar	$T_{Day} = U \times 83.84$	$T_{AM} = U \times 0.73$	$T_{PM} = U \times 7.8$

\*Note: U = Units

The proposed development is anticipated to generate approximately 962 external weekday daily trips, with 46 trips (26 in/ 20 out) occurring in the AM peak hour and 75 trips (41 in/ 34 out) occurring in the PM peak hour.

This is an increase of 44 daily trips, 5 AM peak hour trips, and 2 PM peak hour trips. While a reduction in keys would typically equate to a reduction in traffic, the small number of units associated with the land use in Trip Generation adjusts the trip rate slightly, thereby increasing the number of trips per room. The adjustment to the trip rate, when multiplied over the number of planned hotel rooms, creates a small increase in overall traffic. An increase of 3 inbound trips and of 2 outbound trips, over the course of an entire hour, divided between two access points, is not expected to result in access point operations that differ from what was expected with previous trip generation results. No recommendations are amended as a result of this increase.

## CONCLUSIONS

From the above, the following can be concluded:

- The updated land use plan for the proposed development will consist of 95 total resort hotel keys which include 88 lodge keys and 7 casita room keys. Additionally, the Smoketree Resort will provide a 6,880 square foot restaurant, a 285 square foot private dining area, and 830 square feet of grab & go meal area, a 300 square foot bar, and other hotel amenities.
- The proposed development is anticipated to generate approximately 962 external weekday daily trips, with 46 trips (26 in/ 20 out) occurring in the AM peak hour and 75 trips (41 in/ 34 out) occurring in the PM peak hour.
- This is an increase of 44 daily trips, 5 AM peak hour trips, and 2 PM peak hour trips. An increase of 3 inbound trips and of 2 outbound trips, over the course of an entire hour, divided between two access points, is not expected to result in access point operations that differ from what was expected with previous trip generation results. No recommendations are amended as a result of this increase.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this Parking Statement.

Sincerely,

**CivTech**



Dawn Cartier, P.E., PTOE

Attachments (2)

- A. Site Plan
- B. Trip Generation Calculations

**ATTACHMENT A**

**SITE PLAN**

CL EAST LINCOLN DRIVE

(470.81) N 88°36'34" E

(470.63) N 88°36'34" E

33.03'

APN: 174-43-004C  
1.06 ACRES NET  
6440 N QUAIL RUN RD  
6440 QUAIL RUN LLC

APN: 174-64-003B  
2.12 ACRES NET  
7125 E LINCOLN DR  
JAMEL GREENWAY PVMOB LLC

APN: 174-43-004B  
1.17 ACRES NET  
6428 N QUAIL RUN RD  
35 REAL ESTATE INVESTMENTS INC

APN: 174-43-009C  
1.03 ACRES NET  
6927 E QUAIL RUN RD  
LIV FAMILTY TRUST

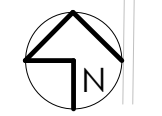
CL QUAIL RUN ROAD

(498.15) N 00°54'00" E

(498.09) S 01°14'36" W

(468.12) S 88°35'18" W

APN: 174-65-071  
22.13 ACRES NET  
6160 N SCOTTSDALE RD  
PV SCOTTSDALE HOTEL  
OWNER SPE LLC



1 MASTER SITE PLAN  
SCALE: 1" = 20'-0"

0' 10' 20' 40' 80'

VICINITY MAP		
NUM	ISSUE TITLE	DATE
1	SCHEMATIC DESIGN	10/01/24

ARCHITECTURAL SITE PLAN		
Sheet Issue Date:	10/01/24	
Project Number:	AP2207	
Checked By:	BC	
Drawn By:	BC	

NOT FOR  
CONSTRUCTION  
OR RECORDING  
FOR REVIEW AND  
BIDDING ONLY

A11.1.1

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**ATTACHMENT B**

**TRIP GENERATION CALCULATIONS**

**Methodology Overview**

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

**Box 1 - Define Study Site Land Use Type & Site Characteristics**

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

**Land Use Types and Size**

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Hotel	95 Rooms	310	Hotel
Hotel Restaurant	6.880 1,000 square feet	931	Fine Dining Restaurant
Private Dining	0.285 1,000 square feet	931	Fine Dining Restaurant
Grab & Go	0.830 1,000 square feet	932	High Turnover(Sit Down) Restaurant
Bar	0.300 1,000 square feet	931	Fine Dining Restaurant

**Box 2 - Define Site Context**

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

**Box 3 - Define Analysis Objectives Types of Trips & Time Period**

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

**Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses**

Proposed Use	Setting	ADT		AM Peak Hour		PM Peak Hour		(not used)	
		Available	Used	Available	Used	Available	Used		
Hotel	General Urban/Suburban G	G C	G	G D C	G	G D C	G		
Hotel Restaurant	General Urban/Suburban G	G	G	G	G	G	G		
Private Dining	General Urban/Suburban G	G	G	G	G	G	G		
Grab & Go	General Urban/Suburban G	G	G	G	G	G D	G		
Bar	General Urban/Suburban G	G	G	G	G	G	G		

If the desired setting is not available within the *Manual*, adjustments may be made in Boxes 6 through 8.

**Box 4 - Is Study Site Multimodal?**

Per the Handbook, "if the objective is to establish a local trip generation rate for a particular land use or study site, the simplified approach (Box 9) may be acceptable but the Box 5 through 8 approach is required if the study site is located in an infill setting, contains a mix of uses on-site, or is near significant transit service."

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)**

Vehicular trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

**Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))**

Proposed Use	ADT	AM Peak Hour	PM Peak Hour	(not used)
Hotel	FC: $T=10.84 \times X-423.51$ [6.38]	FC: $T=0.5 \times X-7.45$ [0.42]	FC: $T=0.74 \times X-27.89$ [0.45]	
Hotel Restaurant	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Private Dining	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	
Grab & Go	WA: $T=X \times 107.2$ [107.20]	WA: $T=X \times 9.57$ [9.57]	WA: $T=X \times 9.05$ [9.05]	
Bar	WA: $T=X \times 83.84$ [83.84]	WA: $T=X \times 0.73$ [0.73]	WA: $T=X \times 7.8$ [7.80]	

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)****Baseline Vehicular Trips**

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total				
Hotel	50%	303	303	606	56%	22	18	40	51%	21	21	42				
Hotel Restaurant	50%	288	288	576	80%	4	1	5	67%	36	18	54				
Private Dining	50%	12	12	24	80%	0	0	0	67%	1	1	2				
Grab & Go	50%	44	44	88	55%	4	4	8	61%	5	3	8				
Bar	50%	13	13	26	80%	0	0	0	67%	1	1	2				
<b>Totals</b>		<b>660</b>	<b>660</b>	<b>1,320</b>		<b>30</b>	<b>23</b>	<b>53</b>		<b>64</b>	<b>44</b>	<b>108</b>				

If vehicle trip reductions are not applied for internal capture and alternative mode, vehicle trips may be separated into vehicle trip subsets (pass-by trips, diverted trips, truck trips, new passenger vehicle trips) as part of Box 10. If vehicle trip reductions are to be applied, continue to Box 6.

#### Box 6 - Convert Baseline Vehicle Trips to Person Trips

If no vehicle trip reductions are to be applied, this portion may be ignored. The Handbook states "There are not enough samples to derive precise percentages by mode...however, for all but one,...the motor vehicle percentage of total person trips is at least 96 percent." and "[vehicle occupancy for] many of the most commonly analyzed land use codes are not [available]." This form assumes that the total baseline vehicle trips for all land use codes accounts for 90% of total person trips. Unless otherwise specified, this form later reverses the conversion in Box 8.

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Internal Capture)

Internal capture occurs for mixed-use developments when a portion of the trips generated by the site are expected to have the both the origin and destination within the site. Internal capture is not dependent on mode choice. The table below presents the internal capture percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Internal Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	50%	144	144	288	50%	2	1	3	50%	18	9	27				
Private Dining	50%	6	6	12	50%	0	0	0	50%	1	0	1				
Grab & Go	50%	22	22	44	50%	2	2	4	50%	3	1	4				
Bar	50%	7	7	14	50%	0	0	0	50%	1	0	1				
<b>Totals</b>		<b>179</b>	<b>179</b>	<b>358</b>		<b>4</b>	<b>3</b>	<b>7</b>		<b>23</b>	<b>10</b>	<b>33</b>				

#### Box 7 - Estimate Internal Person Trips, External Walk/Bike Trips, Transit Person Trips, External Person Trips (Alternative Mode)

Alternate mode reductions are applied to account for trips to/from the study site made any means except as the driver of a personal vehicle (though carpooling is separate in Box 9). Alternative mode reductions, with respect to trips entering/exiting the site, include trips where more than one mode is used as long as the trip is not in a vehicle when crossing the boundary of the study site. The reduction is applied as a percent of vehicular trips removed from total external trips. The reduction percentage used does not include any amount of alternate mode trips that are accounted for in the baseline rates; the Dense Multi-Urban Use and City Core settings already account for alternate mode trips, though further reduction may still be reasonable in specific circumstances. The table below presents the alternative mode percentages and trips in units of vehicle trips. CivTech can provide trips in units of persons if requested.

##### Adjustments for Alternate Mode Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total				
Hotel	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Hotel Restaurant	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Private Dining	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Grab & Go	0%	0	0	0	0%	0	0	0	0%	0	0	0				
Bar	0%	0	0	0	0%	0	0	0	0%	0	0	0				
<b>Totals</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0</b>	<b>0</b>				

#### Box 8 - Convert Person Trips to Final Vehicle Trips

The vehicle occupancy and baseline alternate mode are now factored out from the external trips in vehicles, after any adjustments for internal capture and additional alternate mode from Box 7. In Box 6, vehicle trips were considered to account for 90% of total person trips. Alternate mode trips in addition to the baseline, if any, are accounted for in Box 7. It is estimated that vehicle trips should be reduced by an additional 0% due to carpooling. The final external trips in vehicles is multiplied by 90% (= 90% - 0%) to produce the external vehicle trips.

##### External Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour				(not used)			
		In	Out	Total		In	Out	Total		In	Out	Total				
Hotel		303	303	606	55%	22	18	40	50%	21	21	42				
Hotel Restaurant		144	144	288	100%	2	0	2	67%	18	9	27				
Private Dining		6	6	12	0%	0	0	0	0%	0	1	1				
Grab & Go		22	22	44	50%	2	2	4	50%	2	2	4				
Bar		6	6	12	0%	0	0	0	0%	0	1	1				
<b>Totals</b>		<b>481</b>	<b>481</b>	<b>962</b>		<b>26</b>	<b>20</b>	<b>46</b>		<b>41</b>	<b>34</b>	<b>75</b>				