Lerma, Alex

From: Heathcoat, Alan
Sent: Friday, December 17, 2021 1:40 PM
To: Lerma, Alex
Subject: Re: GPA21-08 & ZON21-23 District at Westgate 3rd Submittal

Alex,

The Traffic Impact Statement for the District at Westgate has been reviewed and approved by the Transportation Department.

Glendale
ARIZONA

Alan Heathcoat, P.E.
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Transportation Department

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Traffic Impact Study
for the Westgate Development

Prepared for:

Partnering Agencies
City of Glendale (COG)

Partnering Developer
The Wolff Company
6710 E. Camelback Rd
Scottsdale, AZ 85251

October 15, 2021

RICK JOB NUMBER P5977

RICK
ENGINEERING COMPANY

INTRODUCTION AND SUMMARY

Introduction

Rick Engineering Company (RICK) is commissioned to perform a comprehensive traffic impact study to evaluate the impact of a proposed multifamily residential development along east side of 91st Avenue approximately 630 feet south of the Glendale Avenue and 91st Avenue intersection (parcel # APN 102-02-001A). The proposed development would consist of no more than 392 multifamily dwelling units.

The study area and scope were determined based on maximum peak hour trip generations from the proposed development (100+ trips) and Maricopa County Department of Transportation (MCDOT) Traffic Impact Study guidelines (Category I) per several conversations with the City of Glendale (COG) and the directions received.

Executive Summary

As previously mentioned, the proposed development would consist of residential development. The following land use codes from the Institute of Transportation Engineers (ITE) was utilized:

- Mid-rise multifamily dwelling (392 units) – ITE Code 221

It is proposed that the development will be constructed in a single phase and is expected to be opened in the year of 2022. It is estimated that a total of 2,135 trips will be generated from the proposed development on a typical weekday. Among these, 131 trips (34-inbound/97-outbound) will be generated in the AM peak and 164 trips (100-inbound/64-outbound) will be generated in the PM peak.

The existing year 2021 turning movement counts were obtained on Thursday August 5, 2021. City of Glendale database shows a seasonal adjustment factor of 1.099 for data collected in August on a Thursday. Therefore, the existing volumes were scaled up with a factor of 1.10 to get 2021 adjusted volume. Per a discussion with City of Glendale engineers, a growth factor of 3% was used upon the 2021 adjusted volumes to calculate the background volumes for the buildout year, 2022 and horizon year, 2027.

The site traffic was distributed and assigned onto the study area transportation network based on the existing traffic turning movement counts, surrounding land use and knowledge of local traffic patterns, and directions from the partnering agencies. The site generated traffic was added to the estimated 2022 and 2027 background traffic, and 2022 and 2027 combined traffic were estimated.

The LOS analyses show that the transportation network accommodates the site traffic without any major delay at any major approaches of the network. There are delays in the northbound and southbound approach of Glendale at 89th Avenue intersection. But these are minor approaches, and it is not uncommon for minor approaches at major intersection to have a delay next to a major arterial such as Glendale Avenue. It is noted that the overall LOS is D or better for all scenarios at all intersections.

No queue spill over at any intersections is anticipated. The following improvements are identified and recommended:

- Northbound right turn deceleration lane at Driveway A i.e., off to 91st Avenue is constructed with at least 75 feet storage and 85 feet taper.

- On-site pedestrian crossings and sidewalks in compliance with the Americans with Disabilities Act (ADA) ensuring full accessibility to all types of pedestrians
- Appropriate STOP signs at the site driveways to remind the vehicles leaving the property that the driveway vehicles are to yield the right-of-way to the through vehicles
- Proper turn-around area at the gates to complete safe turn-around by the vehicles not entering the site but visiting the gate by mistake.
- No objects higher than 3 feet is installed in the American Association of State Highway and Transportation Officials (AASHTO) recommended sight visibility triangle at the access points.