

Lerma, Alex

From: Heathcoat, Alan
Sent: Friday, February 18, 2022 12:59 PM
To: Lerma, Alex
Cc: Abbo, Tony; Hargadin, Kelly; Chapin, Jayme
Subject: RE: GPA21-11 & ZON21-27 Centerline on Glendale 4th Review Submittal

Alex,

Transportation conditionally approves the GPA. There are three different driveway designs for the Glendale Avenue Driveway shown in the development package. A single design must be provided in Design Review.



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From: Lerma, Alex <alerma@GLENDALEAZ.com>
Sent: Friday, February 4, 2022 10:37 AM
To: Abbo, Tony <Tabbo@GLENDALEAZ.com>; Heathcoat, Alan <AHeathcoat@GLENDALEAZ.com>; Payne, Jameson <JPayne@GLENDALEAZ.com>; Press, Amanda <apress@GLENDALEAZ.com>; Vasquez Jr, Mario <MAVasquez@GLENDALEAZ.com>
Subject: GPA21-11 & ZON21-27 Centerline on Glendale 4th Review Submittal

Please see attached 4th submittal for the above referenced application. Please provide comments back no later than February 22, 2022.



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EXECUTIVE SUMMARY

Gorman & Company proposes the development of an apartment complex that consists of 368 multi-family dwelling units (DU) located south of Glendale Avenue, north of Ocotillo Road, and east of 67th Avenue in the City of Glendale, Arizona. Access to the site is provided by two (2) proposed site access driveways, one along the south side of Glendale Avenue and the other along the east side of 67th Avenue.

CivTech, Inc. has been retained by Gorman & Company to perform the Traffic Impact Study (TIS) for the proposed development. The purpose of this TIS is to address the traffic and transportation impacts of the proposed development on the surrounding streets and intersections.

The following conclusions and recommendations have been documented in this study:

GENERAL

- The proposed development is anticipated to generate 2,004 weekday daily trips, 123 trips (32 in/91 out) during the AM Peak Hour, and 155 trips (95 in/ 60 out) during the PM Peak Hour.

EXISTING 2021

- The results of the 2021 existing conditions analysis indicate that all study intersections operate with acceptable Levels of Service (LOS D or better), with the exception of **67th Avenue and Ocotillo Road**.
 - The EB and WB left-turning movements of **67th Avenue and Ocotillo Road** operate with a LOS F during the PM Peak Hour. The EB left-turn movement operates with a projected delay of 50.6 seconds per vehicle and the WB left-turn movement operates with a delay of 52.9 seconds per vehicle.

OPENING YEAR 2023 AND 2028

- The results of the Synchro analysis indicate that all study intersections operate with acceptable levels of service (LOS D or better), with the exception of **67th Avenue and Ocotillo Road**.
 - It is recommended that the intersection of **67th Avenue and Ocotillo Road** be monitored for future signalization as other surrounding developments get built out. It should be noted that this intersection experiences delays with or without the volumes generated from the proposed development. Furthermore, the site volumes contributing to this intersection are only approximately 3% of the total volumes in 2023 and 2028 during the PM peak hour.

QUEUE STORAGE

- The recommended storage lengths are provided for the Study Horizon Years 2023 and 2028 using the Total Traffic projections.

SIGHT DISTANCE

- Sight visibility should be provided at all site access driveways according to the distances calculated and that sight distance triangles will be shown on the Development Plans. Any vegetation and/or trees within the sight distance triangles shall be maintained according to City of Glendale requirements.

SIGNAL WARRANT ANALYSIS

- The results of the volume-based traffic signal warrants analysis indicate that traffic volumes on 67th Avenue and Ocotillo Road are not expected to exceed the criteria for Warrants 1, 2, and 3 during all scenarios analyzed. These warrants are not met but should be monitored for signalization in the future where traffic patterns may shift.