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Approved

By Alan Heathcoat 01/12/2022 10:55:35 AM

To: Mr. Hamid Naini

From: Paul Guzek, P.E., PTOE

Date: December 16, 2021

Re: Proposed Sun Rise Luxury Apartments in Glendale, Arizona – Traffic Statement

At your request, Lee Engineering has prepared this letter report to present the results of our traffic engineering analysis for a proposed 120-unit multi-family residential development on 59th Avenue between Missouri and Montebello Avenues in Glendale, Arizona. The objective of this analysis is to prepare a Traffic Statement following the procedures and methodologies outlined in the Maricopa County Traffic Impact Study Manual, used by the City of Glendale to analyze development impacts. The letter report uses the site concept plan and information within the ITE *Trip Generation Manual* (10th Edition) to estimate the daily, AM peak hour, and PM peak hour number of trips the site is expected to generate, generalizes the impacts site-generated traffic may have on the local roadway network and reviews site access and internal on-site circulation.

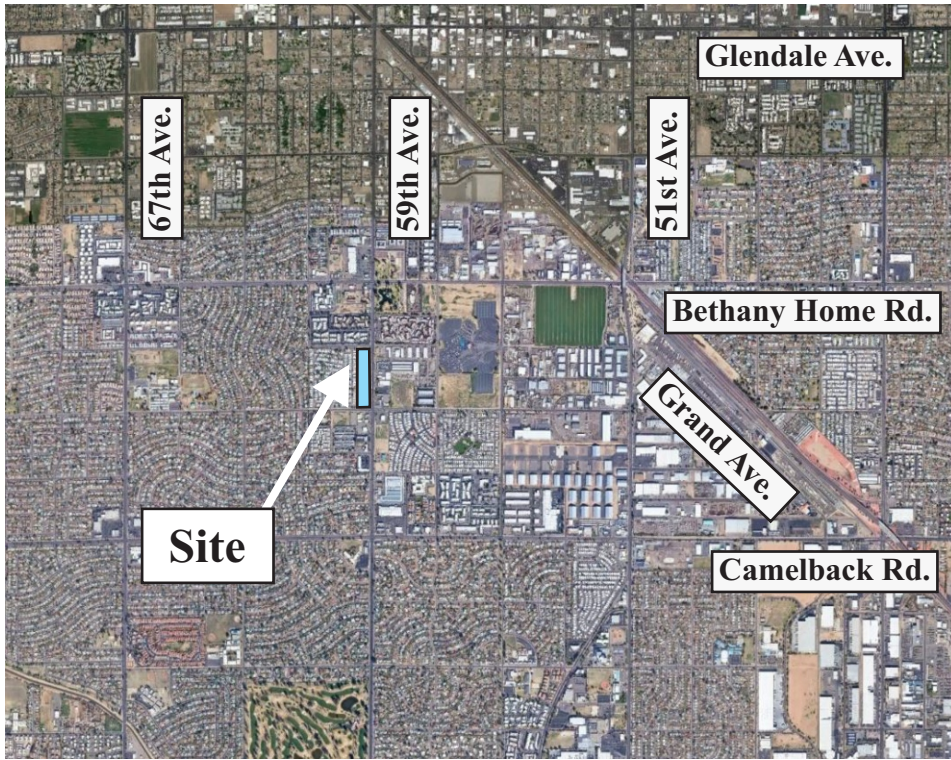
EXECUTIVE SUMMARY

- The proposed 120-unit Sun Rise Luxury Apartments is projected for a 2022 opening year.
- At full occupancy, the site is estimated to generate 867 daily trip ends (inbound plus outbound) with 58 trip ends (13 in, 45 out) occurring in the AM peak hour and 70 trip ends (44 in, 26 out) during the PM peak hour.
- No capacity constraints exist within the study area or are anticipated under future conditions when considering the projected traffic associated with subject development. No modifications to existing traffic control are required.
- Engineering judgment was used for distribution and assignment of traffic. Projected volumes do not meet criteria for a right-turn deceleration lane at the site's main entrance off of 59th Avenue.
- The main site driveway on 59th Avenue is appropriately located near the mid-block location and between two low-volume driveways on the east side of the street. This will introduce some competition for use of the two-way left-turn lane; however, because low-volume/low-speed operations are anticipated, conflicts are anticipated to be minimal. Movement of the site driveway to another location north or south would not correct the condition. It is recommended that the driveway remain as proposed.
- The angle of the key pad islands at the main entrance, more notably the north location, may be difficult for inbound drivers to easily navigate into position for use. The ability to angle the islands may be beneficial.

SITE LOCATION AND ZONING CHARACTERISTICS

The parcel planned for development is identified per the Maricopa County Assessor's website as parcel 144-29-002A, situated on the west side of 59th Avenue between Missouri Avenue and Montebello Avenue. The parcel is rectangular in shape fronting 59th Avenue for the entire length between Missouri and Montebello Avenues (1,250 feet) and having 255 feet of frontage on both Missouri and Montebello Avenues. The site is currently undeveloped and located approximately 4 miles north of the I-10 (Papago Freeway) corridor and 1 mile east of Grand Avenue in Glendale, Arizona. **Figure 1** shows a vicinity map of the subject site.

Per the Maricopa County Assessor's website, the size of the property is 318,750 square feet (SF) or 7.3 acres, and the site is currently zoned C-2 (General Commercial). From the site plan provided, the subject site is proposed for an R-4 (Multiple Residence) zoning. According to the City of Glendale *Zoning Ordinance, Table 2*, an R-4 zoning permits a maximum density of 20 dwelling units per acre. Calculating the number of dwelling units permitted by code, the resulting 146 units (7.3 ac x 20 units/ac) is higher than the 120 units proposed for construction.



Site Location



Enlargement



Not to scale

Sun Rise Luxury Apartments, Glendale - TS



Vicinity Map

Figure 1

ADJACENT ROADWAY CHARACTERISTICS

In the vicinity of the subject site, 59th Avenue is 4-lane north-south arterial roadway with a two-way center turn lane, except for the first 350 feet north of Missouri Avenue, where a raised median is provided to help with access management. Bike lanes are not present, but buffered sidewalks and roadway lighting exist on both sides of the street. The posted speed limit on 59th Avenue is 40 mph. From the Maricopa County Assessor's website, a 55-foot half-street ROW width exists on the west side of the street and 65 feet on the east half, matching the City of Glendale's ultimate roadway cross-section for the roadway (Arterial Section A-2, Standard Detail G-300). Comment from the City Engineering Department, however, has indicated that the site will be required to provide an additional 5 feet of ROW to match a 60-foot half-street ROW width. From the City's latest traffic volume map for 2020, 25,600 vehicles per day (VPD) use 59th Avenue between Camelback Road and Bethany Home Road. Multiple driveways are evident along the east side of the street between Missouri and Montebello Avenues serving local commercial developments. A transit stop, with bench, is located on southbound 59th Avenue about 160 feet south of Montebello Avenue.

Missouri Avenue is a designated east/west collector roadway providing a single travel lane in each direction, undivided west of 59th Avenue and having a two-way left-turn lane (TWLTL) east of the arterial. Bike lanes are present west of 59th Avenue as well as street-adjacent sidewalks and roadway lighting on the north side of the road. The speed limit is posted 25 mph. The city does not provide daily traffic volume counts for this roadway. The north half-street ROW width on Missouri Avenue is 40 feet fronting the site.

Montebello Avenue is a local east/west roadway one-half mile in length serving the adjacent residential communities west of 59th Avenue and providing access to small retail and industrial businesses on the east side of the arterial before terminating at 57th Avenue. Montebello Avenue west of 59th Avenue has sidewalk only on the north side of the roadway but not along the south side fronting the Three Fountains mobile home community. The roadway is posted 25 mph and has two speed humps west of the subject site. The city does not provide a traffic count on this facility, but the volume is expected to be low. The south half-street ROW width on Montebello Avenue is 30 feet fronting the site.

The intersection of 59th Avenue and Missouri Avenue is signalized. The 59th Avenue approaches have designated left, through, and shared through/right-turn lanes. The southbound left-turn lane provides 100 feet of storage while the northbound left-turn storage is scaled to be 115 feet in length. The Missouri Avenue approaches have separate left, through, and right-turn lanes. The west approach leg is striped for 115 feet of left- and right-turn lane storage with the striped transition area approaching the intersection beginning 50 feet west of the subject site's west property line.

The 59th Avenue/Montebello Avenue intersection is minor-street STOP controlled. The major street left-turn movements are made from the TWLTL while right-turns are made from the outside through lane. The minor-street approaches are approximately 34 feet in width, allowing right-turning motorists to bypass vehicles waiting to turn left or go through the intersection, although not striped.

DESCRIPTION OF PROPOSED DEVELOPMENT

The site is proposed to be developed as a 120-unit multi-family apartment development. The site is shown to have a single main access, 40 feet in width, on 59th Avenue about midway between Missouri and Montebello Avenues, opposite low-volume driveways including House of Canvas and Taco Mich. Based on the site layout, no modifications are proposed for 59th Avenue to accommodate access. Right-turn entering movements are to be made from the existing outside through lane while left-turn access into the site will be from the existing TWLTL. The main circular entrance area measures 105 feet in diameter with what appears to be a 20.5-foot wide drive area, adequate to accommodate the turn radius of a sanitation/ladder truck (Standard Detail G-954). Exit-only gates (23 feet wide) are located on both Missouri and Montebello Avenues 40 feet from the site’s west property line and positioned 20 feet within the east and west property lines, respectively. Sidewalks are shown on all site roadway frontages. Two existing driveway curb cuts on 59th Avenue are proposed to be eliminated.

Internally, vehicular access is not possible between the north and south sides of the property without traveling through the main gates and entrance area separating the two sides. Drive aisles are shown to be a minimum 23 feet wide with garage, covered, and open parking spaces that are 10’ x 18.5’ excluding overhang. A copy of the conceptual site layout plan is shown as **Figure 2** while a clipped version with an aerial background is shown in **Figure 3**.

The client has indicated the construction to be completed in three development phases. The initial center development is planned for a late 2022 opening year followed by the north and south phases, respectively. Full site build-out is anticipated for mid-2023. For the purposes of this report, it will be assumed full build-out occurs at site opening.

TRIP GENERATION

To estimate the site’s trip generation characteristics, *Trip Generation, Tenth Edition*, published by the Institute of Transportation Engineers (ITE) in 2017, was used to calculate average weekday daily total and the AM and PM peak-hour number of trip ends for the site. Based on information shown in Figure 2, the most appropriate land use code (LUC) to estimate site trips is LUC 220, Multifamily Housing (Low-Rise). Based on the number of dwelling units proposed for the site, the fitted curve equations have been used to estimate the site’s trip characteristics.

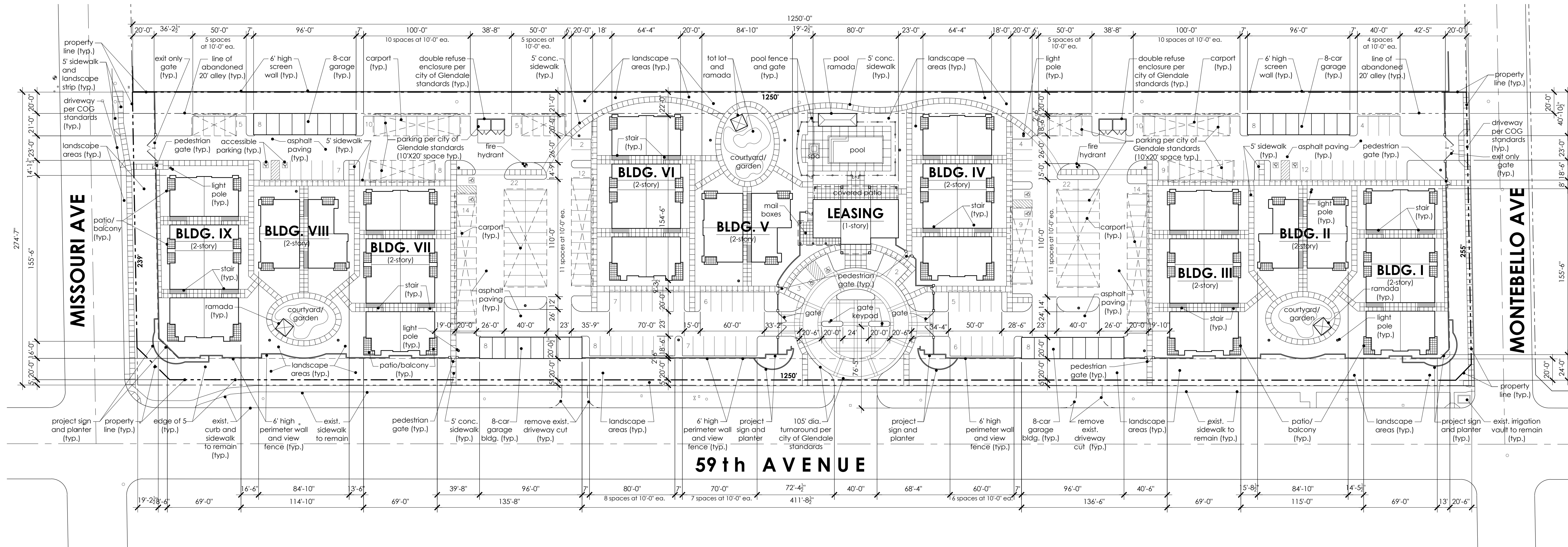
Based on a total of 120 dwelling units, **Table 1** presents the number of vehicle trip ends anticipated to be generated during a typical weekday and in the AM and PM peak hours. It is expected that all trips will be new trips generated by automobile. Possible trip reductions for pass-by, alternative travel modes or internal site interaction are not appropriate or have not been applied for this land use. Results indicate a total of 867 daily trips (inbound plus outbound) are anticipated at full buildout with 58 trip ends occurring in the AM peak hour (13 in, 45 out) and 70 trip ends occurring during PM peak hour conditions (44 in, 26 out).

Table 1. ITE Trip Generation Estimate

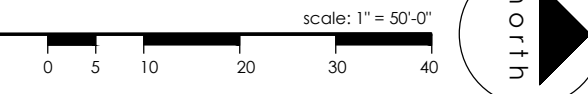
		Buildout Condition
Description	Land Use	Residential
	ITE Land Use Code	220
	ITE Land Use Title	Multifamily Housing (Low-Rise)
	Land Use Variable	Dwelling Units
	Variable Amount (X)	120
Trip Rates	Weekday	$T = 7.56(X) - 40.86$
	AM Peak Hour	$\ln(T) = 0.95 \ln(X) - 0.51$
	PM Peak Hour	$\ln(T) = 0.89 \ln(X) - 0.02$
Inbound %	Weekday	50%
	AM Peak Hour	23%
	PM Peak Hour	63%

Total Trips	Weekday	867
	AM Peak Hour Inbound	13
	AM Peak Hour Outbound	45
	PM Peak Hour Inbound	44
	PM Peak Hour Outbound	26

Source:
 1 Trip Generation Manual, 10th Ed, ITE, 2017



conceptual site plan



LEGAL DESCRIPTION:

THE EAST 330 FEET OF THE SOUTHEAST QUARTER (SE1/4) OF THE NORTHEAST QUARTER (NE1/4) OF SECTION EIGHTEEN (18), TOWNSHIP TWO (2) NORTH, RANGE TWO (2) EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY.

PARKING CALCULATIONS:

PARKING CALCULATIONS:	
PARKING REQUIRED:	1-BEDROOM UNITS (1 SPACE/UNIT): 30 x 1 = 30 SPACES 2-BEDROOM UNITS (2 SPACES/UNIT): 90 x 2 = 180 SPACES (1 SPACE/ 3 UNITS): 120 / 3 = 40 SPACES TOTAL PARKING REQUIRED: 250 SPACES
PARKING PROVIDED:	GARAGE PARKING: 32 SPACES COVERED PARKING: 120 SPACES SURFACE PARKING (UNCOVERED): 8 SPACES ACCESSIBLE SPACES (COVERED): 2 SPACES TOTAL PARKING PROVIDED: 251 SPACES

PROJECT DATA:

GROSS SITE AREA:	± 435,600 SQ. FT. (± 10.0 ACRES)
NET SITE AREA:	336,649.4 SQ. FT. (7.72 ACRES)
TOTAL PROPOSED UNIT COUNT/MIX:	1-BEDROOM: ± 30 UNITS (± 25%) 2-BEDROOM: ± 90 UNITS (± 75%) TOTAL UNIT COUNT: ±120 UNITS
PROPOSED DENSITY:	120 UNITS / 10 ACRES (GROSS) = 12 DWELLING UNITS PER ACRE
R-4 ALLOWED DENSITY:	20 DWELLING UNITS PER ACRE
BUILDING AREAS:	
APARTMENT BUILDINGS I, III, IV, VI, VII, and IX (6 BUILDINGS):	
LIVABLE AREA:	± 8,129.7 SF
STAIRS/LANDINGS:	± 514.7 SF
PATIOS/BALCONIES:	± 700.9 SF
EXTERIOR STORAGE:	± 163.1 SF
BLDG. FLOOR AREA:	± 9,508.4 SF
APARTMENT BUILDINGS II, V, and VIII (3 BUILDINGS):	
LIVABLE AREA:	± 4,087.3 SF
STAIRS/LANDINGS:	± 514.7 SF
PATIOS/BALCONIES:	± 316.1 SF
EXTERIOR STORAGE:	± 90.8 SF
GROSS FLOOR AREA:	± 4,998.9 SF
APARTMENT BLDG. FOOTPRINT: (9,508.4 SF x 6 Bldgs.) + (4,998.9 SF x 3 Bldgs.) = ± 72,047.1 SF	
TOTAL APARTMENT BUILDING AREA: (18,894.7 SF x 6 Bldgs.) + (9,875.7 SF x 3 Bldgs.) = ± 142,995 SF	
LEASING OFFICE / CLUBHOUSE AREA:	
LEASING OFFICE:	± 940 SF
CLUBHOUSE:	± 1,170 SF
FITNESS:	± 940 SF
ENTRY PORCH:	± 250 SF
MAILBOX PAVILION:	± 506 SF
COVERED PATIO:	± 947 SF
GROSS FLOOR AREA:	± 4,753 SF
SITE AMENITY STRUCTURES:	
POOL RAMADA:	± 432 SF
TOT LOT RAMADA:	± 144 SF
COURTYARD RAMADAS:	± 288 SF
GARAGES:	± 3,840 SF
CARPITS:	± 26,532 SF
TOTAL FLOOR AREA:	± 31,236 SF
TOTAL BLDG. FOOTPRINT AREA: (72,047.1 SF + 4,753 SF + 31,236 SF) = ± 108,036.1 SQ. FT.	
TOTAL SITE COVERAGE: ± 32.1 % (50% MAX. ALLOWED)	
TOTAL GROSS BUILDING AREA: (142,995 SF + 4,753 SF + 31,236 SF) = ± 178,984 SQ. FT.	
TOTAL REQUIRED OPEN SPACE: ± 100,994.8 SQ. FT. (30% OF NET SITE AREA)	
TOTAL PROVIDED OPEN SPACE: ± 149,940.5 SQ. FT. (44.5% OF NET SITE AREA)	

PROJECT INFO:

OWNER:	5620 NORTH 59TH AVENUE, LLC 300 SOUTH 24TH STREET PHOENIX, ARIZONA 85034 PHONE: 480.326.6007 CONTACT: HAMID NAINI
APPLICANT / ARCHITECT:	SOTO DESIGN STUDIO, LLC 602 NORTH MAY STREET - 43 MESA, ARIZONA 85201 PHONE: 480.201.3172 CONTACT: FRANCISCO SOTO-REVUELTAS
CIVIL ENGINEERING:	LANDCOR CONSULTING 6859 EAST REMBRANDT AVENUE - SUITE 124 MESA, ARIZONA 85212 PHONE: 480.223.8573 CONTACT: WADE E. COOKE, P.E.
LANDSCAPE ARCHITECT:	NEILL + YOUNG ASSOCIATES, LLC 3295 NORTH DRINKWATER BOULEVARD - SUITE 12 SCOTTSDALE, ARIZONA 85251 PHONE: 480.949.7127 CONTACT: TODD NEILL
PROJECT NAME / ADDRESS:	SUN RISE LUXURY APARTMENTS 5544 NORTH 59TH AVENUE GLENDALE, ARIZONA 85301
PROPOSED USE:	APARTMENTS
PROJECT DESCRIPTION:	REQUEST FOR REZONING OF A VACANT PROPERTY FROM C-2 TO R-4 ZONING. THE PROPOSED DEVELOPMENT WILL INCLUDE A 120-UNIT APARTMENT COMMUNITY. THE UNITS ARE HOUSED WITHIN NINE, TWO-STORY, BUILDINGS. THE BUILDINGS HAVE BEEN ARRANGED WITH INTER-CONNECTING GARDENS AND A MAIN AMENITY COURTYARD WITH POOL AND PICNIC AREAS. OTHER AMENITIES WILL INCLUDE A COMMUNITY GARDEN, TOT LOT, BBQ AREAS, AND WALKING/EXERCISE PATH. THE LEASING OFFICE BUILDING WILL INCLUDE A SOCIAL CLUBHOUSE AND FITNESS AREA.
ASSESSOR'S PARCEL NOS:	144-29-002A
EXISTING ZONING:	C-2 COMMERCIAL
PROPOSED ZONING:	R-4 MULTI-FAMILY RESIDENTIAL
R-4 ALLOWED USES:	MEDIUM TO HIGH DENSITY RESIDENTIAL
R-4 ALLOWED DENSITY:	MEDIUM TO HIGH USE (UP TO 20 D.U. / ACRE)
R-4 ALLOWED MAX. HEIGHT:	30' - 2-STORIES
PROPOSED BUILDING HEIGHT:	30'-0" (2-STORIES)
CONSTRUCTION TYPE:	TYPE V-A, SPRINKLERED (NFPA 13-R)

VICINITY MAP



GENERAL SITE NOTES:

- FIRE DEPARTMENT ACCESS AND WATER SUPPLY REQUIREMENTS SHALL BE IN PLACE PRIOR TO COMBUSTIBLE MATERIALS BEING BROUGHT ON SITE.
- PURSUANT TO CHAPTER 32.5 OF THE GLENDALE CITY CODE, ALL NEW AND EXISTING UTILITIES WITHIN OR CONTIGUOUS TO THIS SITE SHALL BE PLACED UNDERGROUND.
- ALL UTILITY BOXES, VAULTS AND BACKFLOW PREVENTION DEVICES SHALL BE PAINTED TO MATCH THE BUILDING AND SCREENED FROM PUBLIC VIEW BY A MASONRY WALL OR A ROUND-TOPPED WIRE MESH ENCLOSURE, PAINTED TO MATCH THE ADJACENT WALL.
- SIGHT DISTANCE REQUIREMENTS OF COG DETAIL G-447 (LOCAL STREETS) OR G-448 (ARTERIAL AND COLLECTOR STREETS) ARE MET FOR ALL DRIVEWAYS AND STREETS.
- STREETLIGHTS INSTALLED BY THE DEVELOPER MAY BE REQUIRED FOR CONSTRUCTION PLAN APPROVAL.
- ON-SITE LIGHTING WILL BE PLACED SO AS TO DIRECT THE LIGHT AWAY FROM ADJACENT RESIDENTIAL USES AND MUST NOT EXCEED ONE-FOOT CANDLE AT THE PROPERTY LINE. THE HEIGHT OF THE PARKING LOT LIGHTS WITHIN 150' OF RESIDENTIAL USE TO BE 15'. HIGH PRESSURE SODIUM (HPS) LIGHTING REQUIRED ADJACENT TO RESIDENCE.
- ON-SITE LIGHTING SHALL MEET OUTDOOR LIGHT CONTROL ORDINANCE. MAXIMUM NOISE LEVEL 55 DECIBELS (NORMAL SPEAKING VOICE) AT PROPERTY LINE.
- CONVENIENCE USES SHALL BE SUBJECT TO A SEPARATE CITIZEN PARTICIPATION AND CONDITIONAL USE PERMIT PROCESS.
- THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING LANDSCAPING IN ALL PUBLIC RIGHTS-OF-WAY ADJACENT TO THE PROJECT.



Soto Design Studio

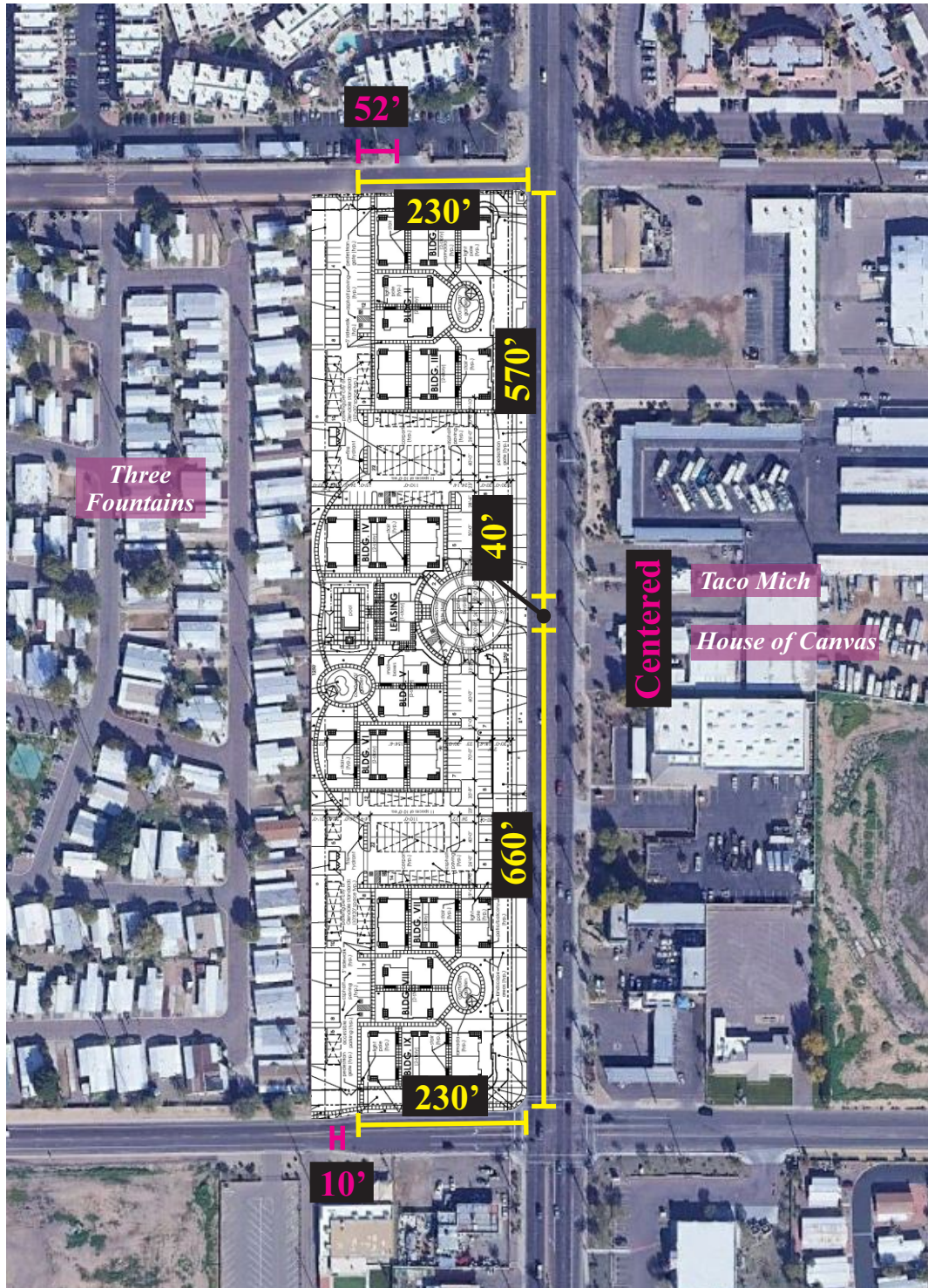
602 north may street
number forty three
mesa, arizona 85201
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SUN RISE
Luxury Apartments
5544 North 59th Avenue / Glendale, Arizona 85301



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Project No. 2103
Drawn by: FSR
Checked by: FSR
Date: 10/4/21
Revisions:



Note:

1. Driveway corner clearance distances (yellow) and driveway separation distances (red, near side curb to near side curb) are approximate based on scaling.
2. Main site driveway centered between low volume driveways on the east side of 59th Avenue.



Not to scale

Sun Rise Luxury Apartments, Glendale - TS

SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

From review of the roadway network adjacent to the site and the site's conceptual layout plan, engineering judgment was used to estimate how site-generated trips will be distributed since traffic counts were not conducted for this analysis and no known historical traffic counts are available. Site traffic is assumed to distribute onto the adjacent roadway network in the following manner:

- To/From North 59th Avenue = 35%
- To/From South 59th Avenue = 35%
- To/From Missouri Avenue = 20%
- To/From Montebello Avenue = 10%

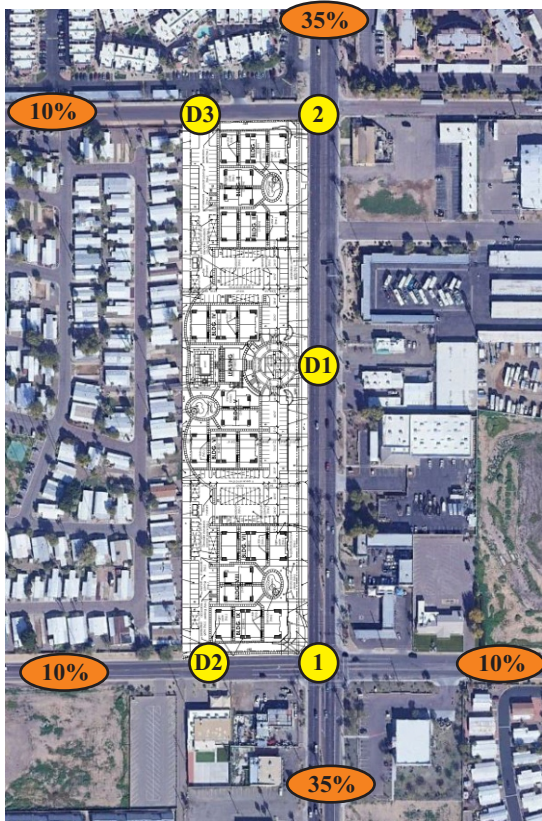
Based on ease of access and the above distribution percentages, the site trips were assigned to the site driveways and roadway network based on minimum travel paths and any access restrictions of the site. **Figure 4** shows the estimated site traffic distribution and vehicle assignment.

Based on the information presented in Figure 4, the following are noted:

- Overall, very few site trips are expected at any one intersection. No significant change to operating conditions of any adjacent intersection is projected due to the added site traffic.
- Very few vehicles are estimated to exit from the side-street exit-only locations since only half of the units have access to each location.
- The main site access will accommodate all inbound and the majority of outbound trips. During the peak morning period, 28 vehicles are estimated to exit (1 vehicle every 2 minutes), approximately half turning left and half turning right. During the peak afternoon period, 20 vehicles are projected to enter via right-turn movement (1 vehicle every 3 minutes) and 24 vehicles via left-turn movement (1 vehicle every 2.5 minutes).
- Based on right-turn deceleration lane requirements (MCDOT RDM, Section 7.17), below, and the volume estimates shown in Figure 4, conditions are not met for a right turn deceleration lane at the main site driveway on 59th Avenue:

A driveway right turn deceleration lane is required when either of the following is met:

- *The outside lane has an expected volume of 250 vph or greater and the right turn volume is greater than 55 vph.*
- *Any three of the below criteria are met:*
 - a. At least 5,000 vehicle per day are using or are expected to be using the adjacent street.*
 - b. The roadway's posted speed limit is greater than 35 mph.*
 - c. At least 1,000 vehicles per day are using or are expected to use the driveway.*
 - d. At least 30 vehicles are expected to make right-turns into the driveway within a one-hour period.*

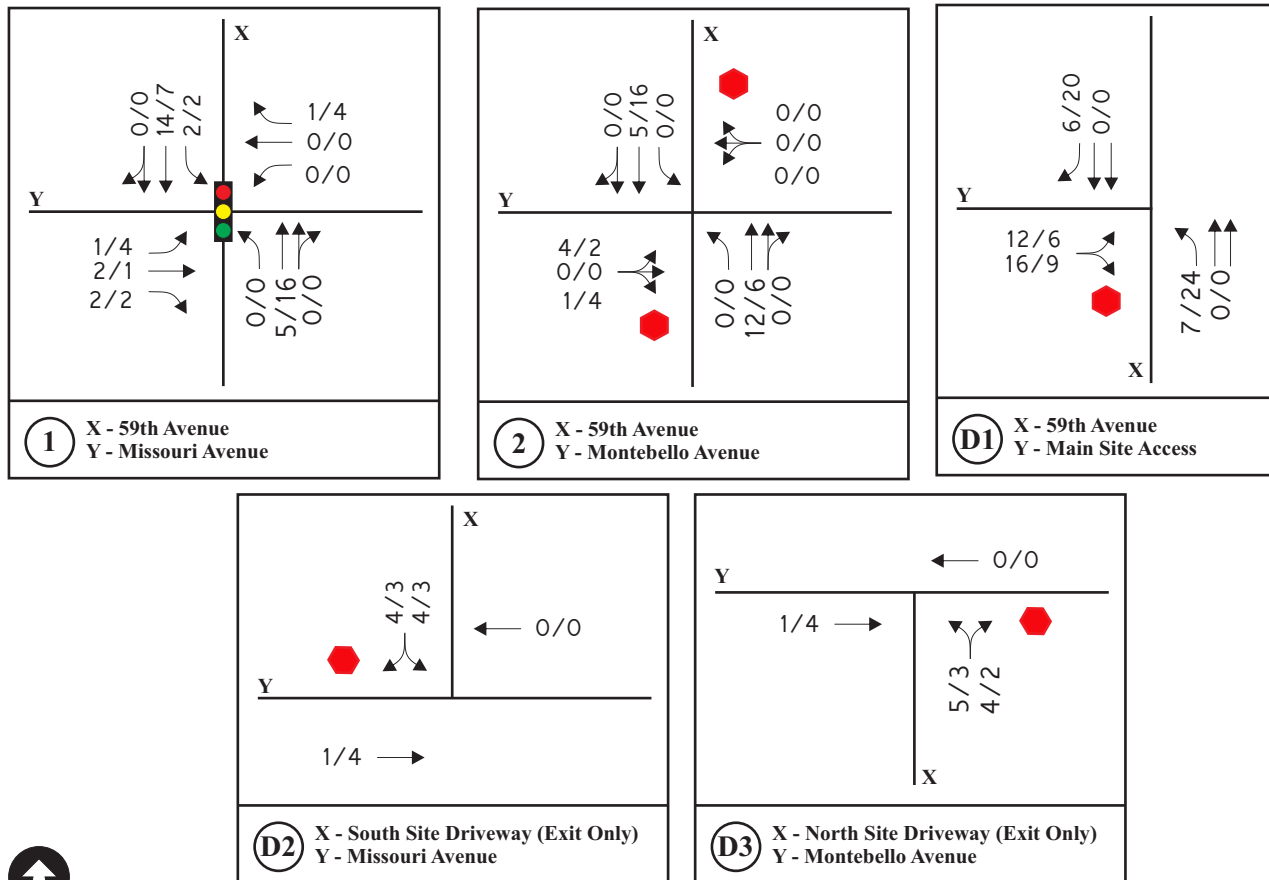


LEGEND

- # Intersection Identifier
- XX/XX AM/PM Peak-Hour Volume
- Approach Movement
- XX% AM/PM Distribution

Note:

1. Distribution and site traffic assignment based on engineering judgment.



Not to scale

Sun Rise Luxury Apartments, Glendale - TS

DRIVEWAY DESIGN / ON-SITE CIRCULATION

Based on the information provided on the site layout and the City's *Engineering Design & Construction Standards (EDCS)*, the following observations can be drawn regarding the site's two access points:

- The access points are proposed at 90 degrees to the intersecting roadway.
- The main site driveway is scaled to be 40 feet wide and the side-street exit-only driveways are 23 feet wide, meeting the City's driveway width policy.
- The throat length distance at the main driveway, assuming counterclockwise operation, is about 75 feet.
- The throat length distance at the north exit-only driveway to Montebello Avenue is scaled to be about 55 feet. This is equal to the required 55-foot distance identified by the City in Pre-App comments.
- The throat length distance at the north exit-only driveway to Missouri Avenue is scaled to be about 60 feet. This is greater than the required 55-foot distance identified by the City.
- Internal parking/drive aisles appear to range from 23 feet to 26 feet, meeting City two-way minimum drive aisle width of 23 feet for bi-directional movements.
- A total of 251 parking spaces are provided on-site, of which 10 are ADA spaces, exceeding minimum requirements of 250 general and 7 ADA spaces.
- Parking stalls on the site plan are indicated to be 10' x 20' (including 1.5' overhang) meeting city requirements.
- 5-foot sidewalk paths are provided internal to the site, meeting City Pre-App comments.
- The individual gate control/key pad area appears to be located a sufficient distance from the 59th Avenue travelled way (over 70 feet) and over 30 feet from the ROW line. Minimum distance between from key pad to ROW line, per City-referenced Chandler standard detail, is 60 feet. The site plan meets the intent of the detail by providing sufficient clearance to off-site traffic and ability to store 2 or more vehicles on-site. Modification of the location or angle of the key pad islands may be required to better accommodate ease of access for incoming vehicle use.
- The site adjacent roadways are mainly straight without significant horizontal or vertical deflection, permitting adequate sight visibility at the site driveway locations. From aerial images, it appears sufficient sight visibility can be provided at all access points. Landscaping, signing, and other obstructions should not be placed within the sight triangles that would obscure driver vision to approaching vehicles, per City Standard Detail (G-448).

CONCLUSIONS

Based on the above information, the proposed 120-unit Sun Rise Luxury Apartments is projected for a 2022 opening year. At full occupancy, the site is estimated to generate 867 daily trip ends (inbound plus outbound) with 58 trip ends (13 in, 45 out) occurring in the AM peak hour and 70 trip ends (44 in, 26 out) during the PM peak hour.

No capacity constraints exist within the study area or are anticipated under future conditions when considering the projected traffic associated with subject development. No modifications to existing traffic control are required.

Sun Rise Luxury Apartments
Glendale, AZ – Traffic Statement

Engineering judgment was used for distribution and assignment of traffic. Projected volumes do not meet criteria for a right-turn deceleration lane at the site's main entrance off of 59th Avenue.


The main site driveway on 59th Avenue is appropriately located near the mid-block location and between two low-volume driveways on the east side of the street. This will introduce some competition for use of the two-way left-turn lane; however, because low-volume/low-speed operations are anticipated, conflicts are anticipated to be minimal. Movement of the site driveway to another location north or south would not correct the condition. It is recommended that the driveway remain as proposed.

The following items are noted pertaining to the site development that may require modification or adjustment:

- The angle of the key pad islands at the main entrance, more notably the north location, may be difficult for inbound drivers to easily navigate into position for use. The ability to angle the islands may be beneficial.

If you have any questions or comments pertaining to the above report, you may call me at 602.955.7206 or email me at pguzek@lee-eng.com to discuss.

Respectfully Submitted,



Paul Guzek, P.E., PTOE
Lee Engineering, LLC

