

TRAFFIC STATEMENT
For The
Bethany 303 Light Industrial Development
N of the NWC of Loop 303 & Bethany Home Road

May 6, 2024
Revised September 12, 2024



UCG Project Number: TR24052

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INTRODUCTION

The Bethany 303 light industrial development (“the Development”) is being planned for the approximate 8-acre subject site located north of the northwest corner of Loop 303 & Bethany Home Road in Glendale, Arizona. The Development is currently being planned to include two spec general light industrial buildings totaling +/- 151,700 square feet. Per input from ownership, build out and full occupancy of the Development is planned to occur by year 2026.

Figure 1: Aerial View & Vicinity depicts the location of the subject site within the surroundings. The site plan is presented in *Figure 2: Site Plan*. All figures are provided in *Appendix A: Figures*.

This *Traffic Statement* (TS) has been prepared to accompany the Planned Area Development (PAD) amendment and associated site plan and design review application of the site. The TS has been performed in general accordance with scoping input provided by the City of Glendale City Traffic Engineer and Transportation Department; locally accepted standards and industry practice.

The purpose of this TS is to estimate the weekday, AM peak hour, and PM peak hour trip generation of the Development; discuss the site accessibility for the Development; and provide the forecasted site traffic volumes at the site access driveway intersections on Bethany Home Road; and provide a traffic signal warrant analysis for the shared driveway intersection on Bethany Home Road.

SITE DESCRIPTION

The Development is planned for the PAD subject site located north of the northwest corner of Loop 303 & Bethany Home Road, specifically having APN 501-03-009P. The subject site is currently unimproved fallow agricultural land. North of the subject site is unimproved fallow agricultural land; south of the subject site is unimproved fallow agricultural land (planned developments include a QuikTrip); east of the subject site is the Loop 303; west of the subject site are existing light industrial buildings.

PROPOSED LAND USE AND DEVELOPMENT

The Development is currently being planned to include two spec general light industrial buildings totaling +/- 151,700 square feet.

SITE ACCESSIBILITY

Access to the external roadway network for the subject site will be provided via two planned shared access points on Bethany Home Road. “Access A” is an existing full movement driveway shared with the adjacent industrial buildings and the south-adjacent parcel being planned for a QuikTrip convenience store and fueling center.

“Access B” is a future right-in, right-out access shared with the adjacent parcels. Access B is planned approximately 380 feet east of the existing Access A (inside edge

to inside edge) and will have a right-turn deceleration lane. Direct site access interior to the shared drive network is depicted in the attached site plan in Figure 2.

SITE TRAFFIC GENERATION

Estimates of the traffic volumes that will be generated by the proposed development at full build out are determined from transportation planning data within the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition, 2021*. ITE Land Use Code (LUC) 110 – *General Light Industrial* is utilized.

Table 1: *Trip Generation – Bethany 303 Light Industrial Development* presents the estimated daily and peak hour trips generated by the Development for a typical weekday.

TABLE 1: TRIP GENERATION – BETHANY 303 LIGHT INDUSTRIAL DEVELOPMENT

Land Use	ITE Code	Units	Total Size	Daily	AM Peak			PM Peak		
					In	Out	Total	In	Out	Total
General Light Industrial	110	1000s Sq Ft	151.7	739	99	13	112	14	85	99

General Light Industrial – ITE LUC 110

AM Peak Hour	T = 0.74 x (X)	88% entering, 12% exiting
PM Peak Hour	T = 0.65 x (X)	14% entering, 86% exiting
Daily	T = 4.87 x (X)	50% entering, 50% exiting

On a typical weekday, the Development is estimated to generate 112 trips in the AM peak hour, 99 trips in the PM peak hour, and 739 daily trips.

SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

The assumed trip distribution percentages of the site’s trips are generally based on the type of development (employment-based) and connectivity to the Loop 303 and the major arterial roadway corridors adjacent to the site *Table 2: Trip Distribution Percentages* presents the assumed trip distribution percentages for the Development.

TABLE 2: TRIP DISTRIBUTION PERCENTAGES

Direction	Trip Distribution Percentage
	Arriving From and Departing To
Bethany Home Rd generally east of the Subject Site (including to/from Loop 303)	80%
Bethany Home Rd generally west of the Subject Site (including to/from Cotton Lane)	20%

The forecasted site traffic for the Development is assigned at the shared accesses on Bethany Home Road taking into consideration the functionality and location of each access relative to the subject site. Exhibit A below presents the site traffic volumes on Bethany Home Road at Access A and Access B.

LEGEND

XX(XX) AM(PM) Peak Hour Site Traffic Volume

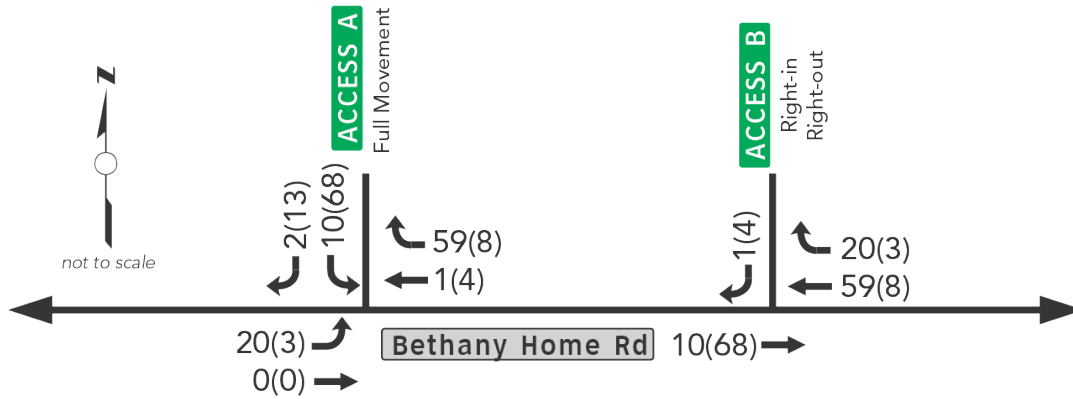


Exhibit A – Site Traffic Volumes

TRAFFIC SIGNAL WARRANT ANALYSIS – ACCESS A & BETHANY HOME ROAD

The *Manual on Uniform Traffic Control Devices* (MUTCD) was utilized to determine if a traffic signal is warranted at the shared access driveway intersection of Access A & Bethany Home Road for existing, background (2026), and total traffic (2026) volume conditions.

Existing 24-hour turning movement traffic counts were collected at the shared Access A & Bethany Home Road intersection by United Civil Group on Tuesday, August 27, 2024. The existing traffic data is provided in *Appendix B: Traffic Data*.

Background (non-site) traffic volumes representing the amount of traffic estimated at the intersection without the Development are projected for the opening year 2026. The projected background traffic volumes include applying a Compound Annual Growth Rate (CAGR) of 5% to the existing traffic volumes on Bethany Home Road at the intersection, as well as the inclusion of the projected site trips of the known adjacent development projects that will utilize the shared Access A.

Per coordination with the City of Glendale, the adjacent development projects to include in the background traffic are: the QuikTrip planned for the northeast corner of Access A & Bethany Home Road (site trips acquired from the *Levine Investments Traffic Impact Study*, Civtech, February 2023); and the 303 Commerce Center (Scannell Properties) project located north of the Development (site trips acquired from the *Traffic Impact Study for the 303 Commerce Center*, United Civil Group, February 2021). The Scannell Properties development includes two industrial buildings, one of which is constructed. However, at this time the constructed building does not appear to have a tenant and/or is not fully opened and utilized. Therefore, all of the projected site trips from the TIA will be included in the background as it is assumed to be fully built out by

2026. The traffic volumes for the adjacent developments are provided in *Appendix D: Site Traffic Volumes of Adjacent Developments*.

Exhibit B below presents the existing, background (non-site) 2026, and total (with site) 2026 traffic volumes at the shared Access A & Bethany Home Road intersection.

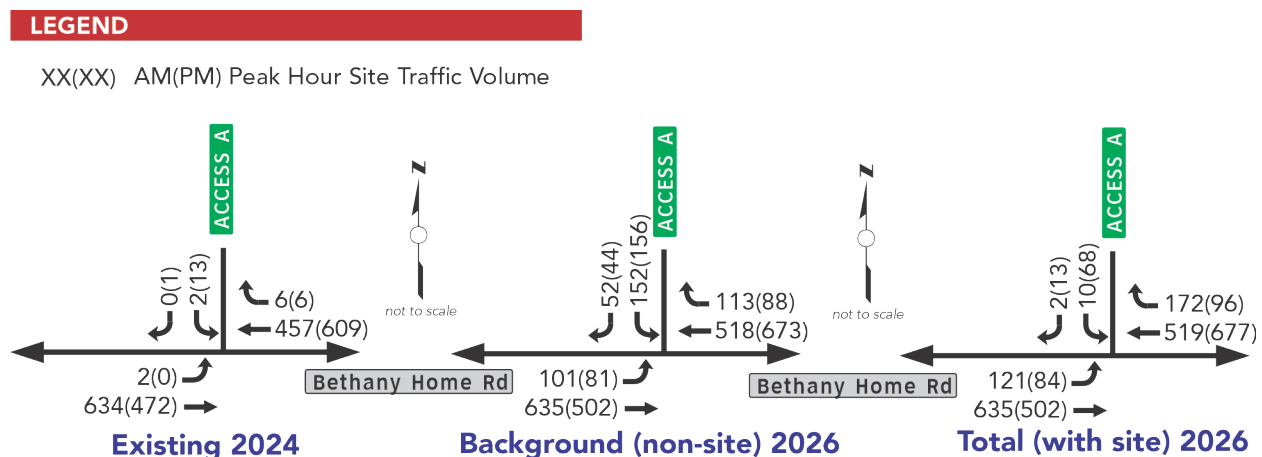


Exhibit B – Traffic Volumes at shared Access A & Bethany Home Road

There are nine specific signal warrants in the MUTCD, however, not all warrants are applicable. The warrants as part of this analysis include:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak-Hour Vehicular Volume

The intersection has recently been constructed, opened, and utilized by the adjacent industrial site. No crash data is available via the Arizona Department of Transportation (ADOT) Arizona Crash Information System (ACIS) due to the recent opening.

The highest hourly volumes utilized in the warrants were determined by applying hourly adjustment factors to the peak hour volumes associated with the recent 24-hour traffic volume count collected at the shared Access A & Bethany Home Road intersection. The results of the traffic signal warrant analyses are provided in *Appendix C: Traffic Signal Warrant Analyses*.

Traffic Signal Warrant Results

Access A & Bethany Home Road:

- Existing Conditions
 - Warrant 1, Warrant 2, and Warrant 3 are not met.
- Background (non-site) Traffic Conditions, Year 2026
 - Warrant 1, Warrant 2, and Warrant 3 are met.
- Total (with site) Traffic Conditions, Year 2026
 - Warrant 1, Warrant 2, and Warrant 3 are met.

As shown above, the traffic signal volume warrants are not met at the intersection of Access A & Bethany Home Road for the existing conditions. The traffic signal volume warrants are met at the intersection of Access A & Bethany Home Road for the background (non-site) 2026, and total (with site) 2026 traffic volume conditions.

SIGHT DISTANCE REQUIREMENTS

Proper intersection sight distance and sight triangles shall be provided and maintained at the site accesses intersections of the proposed development (exterior intersections as well as interior shared drive intersections) to give drivers exiting the accesses a clear view of oncoming traffic. The landscape and hardscape within the sight triangles must not obstruct the driver's view of the adjacent travel lanes. To ensure adequate sight distances and sight distance triangles, AASHTO's A Policy on Geometric Design of Highways and Streets, and City of Glendale Standard Details G-447 and G-448 should be followed as applicable when designing the access points.

CONCLUSIONS

The Bethany 303 light industrial development is being planned for the approximate 8-acre subject site located north of the northwest corner of Loop 303 & Bethany Home Road in Glendale, Arizona. The Development is currently being planned to include two spec general light industrial buildings totaling +/- 151,700 square feet. Per input from ownership, build out and full occupancy of the Development is planned to occur by year 2026.

Access to the external roadway network for the subject site will be provided via two planned shared access points on Bethany Home Road. "Access A" is an existing full movement driveway shared with the adjacent industrial buildings and the south-adjacent parcel being planned for a QuikTrip convenience store and fueling center. "Access B" is a future right-in, right-out access shared with the planned Super Star car wash. Access B is planned approximately 380 feet east of the existing Access A (inside edge to inside edge).

On a typical weekday the Development is estimated to generate 112 trips in the AM peak hour, 99 trips in the PM peak hour, and 739 daily trips. Exhibit A above presents the forecasted site traffic volumes at Access A and Access B during the AM and PM peak hours.

Traffic signal volume warrants are not met at the intersection of Access A & Bethany Home Road for the existing conditions. Traffic signal volume warrants are met at the intersection of Access A & Bethany Home Road for the background (non-site) 2026, and total (with site) 2026 traffic volume conditions.

This *Traffic Statement* is based on a variety of assumptions related to the site plan and land use of the proposed development. If a greater density, alternate land use, or site accessibility is ultimately proposed, the trip generation calculations and criteria evaluation may not remain valid.

APPENDIX A

Figures



Figure 1: Aerial View & Vicinity

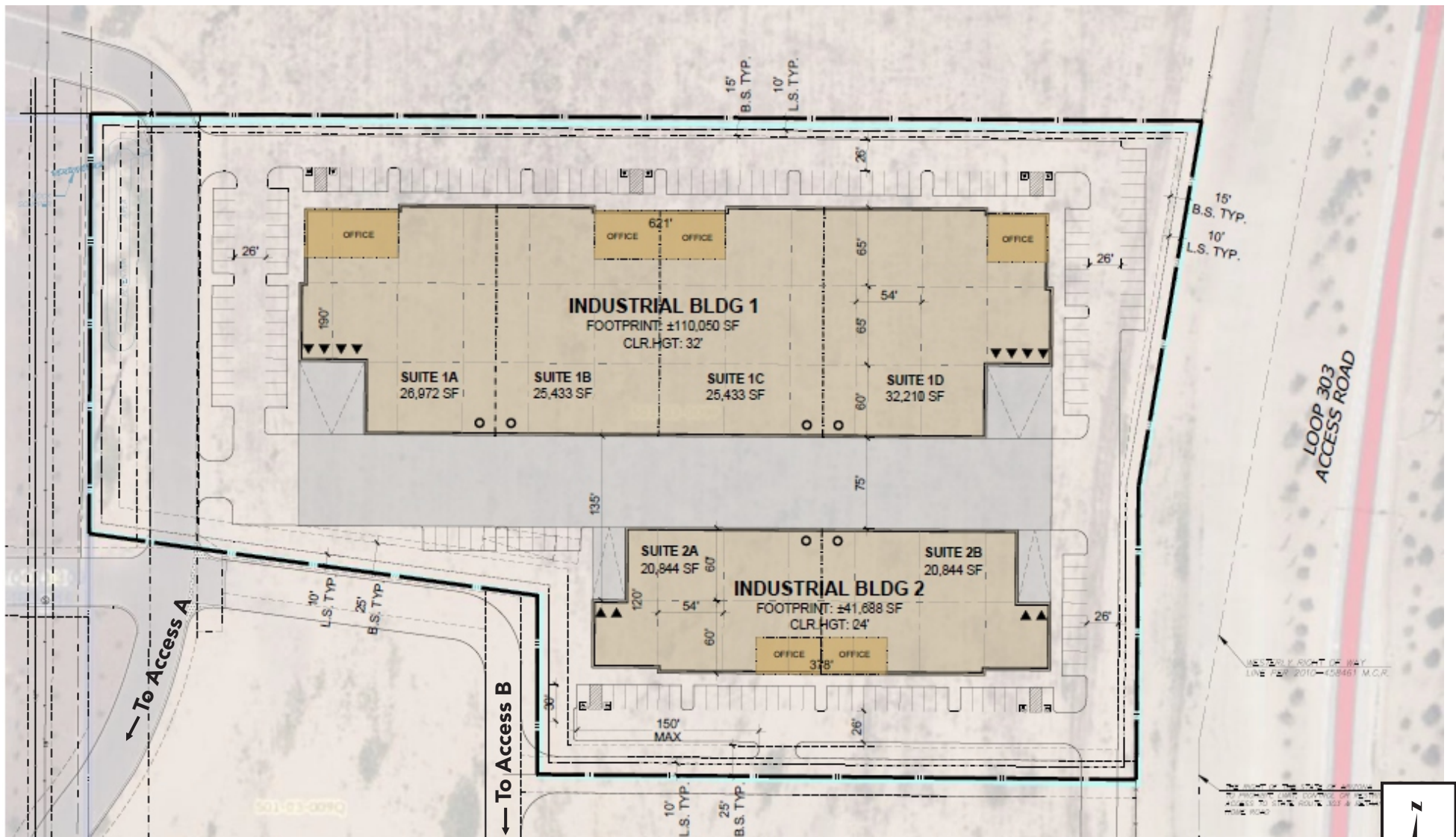


Figure 2: Site Plan