

Transportation supports this CUP contingent on the following assumptions

- School staffing numbers remain as stated in this submittal
- Staggered student arrivals will occur as stated
- School will not increase enrollment beyond 100 students

## PARKING JUSTIFICATION

APPROVED  
*John R. Perry*  
5/2/2025



**To:** Wolfgang Horn  
Bezoz Academy

**From:** Jamie Ann K. Blakeman, PE, PTOE

**Job Number:** 24.5709

**RE:** Bezoz Academy  
Parking Justification Study

**Date:** April 14, 2025



## INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Parking Justification Study for the proposed Bezoz Academy development, located on the southwest corner of Alice Avenue and 65<sup>th</sup> Avenue, in Glendale, Arizona. See **Figure 1** for the vicinity map.

The proposed Bezoz Academy development will retrofit one (1) existing senior multi-family building consisting of six (6) dwelling units into a 7,719 square foot daycare with staggered drop-off and pick-up times.



**Figure 1 - Vicinity Map**

The objective of this Parking Justification Study is to analyze the parking needs for the proposed development and to ensure that the existing parking spaces provided by the proposed development will meet the anticipated parking demand.





### PROPOSED DEVELOPMENT

The site is located on a portion of two (2) existing parcels, APN 143-19-003A and 143-19-001M, at the southwest corner of Alice Avenue and 65<sup>th</sup> Avenue in Glendale, Arizona.

The proposed development will comprise a 7,719-square-foot daycare with an outdoor play space. The daycare will have 100 children and 16 staff members. Six (6) existing senior multi-family dwelling units will be repurposed with the build-out of the proposed development. The proposed Bezos Academy development will be entirely located within the existing 7,719-square-foot senior multifamily building footprint. No additional square footage will be added to the existing building.

### PROVIDED PARKING

The proposed development will include two (2) bicycle parking spaces and twenty (20) parking stalls.

Eight (8) of the 20 parking stalls will be provided west of the existing senior multi-family building, which includes two (2) ADA (Americans with Disabilities Act) accessible stalls.

Twelve (12) of the 20 parking stalls will be provided on the site of the existing senior community south of the proposed Bezos Academy site.

The twelve (12) southernmost parking stalls and four (4) of the northern parking stalls to the west of the existing senior multi-family building will be used by Bezos Academy staff.

Four (4) of the northern parking stalls, including two (2) ADA stalls may be used by parents to temporarily park while dropping off their children, as needed, or may be used by visitors.

A shared parking agreement, included in the Bezos Academy lease with the existing senior community, enables the use of this parking area. Staggered parent drop-off and pick-up will be orchestrated through a driveline that is anticipated to experience minimal queueing, as detailed throughout this Parking Justification Study.

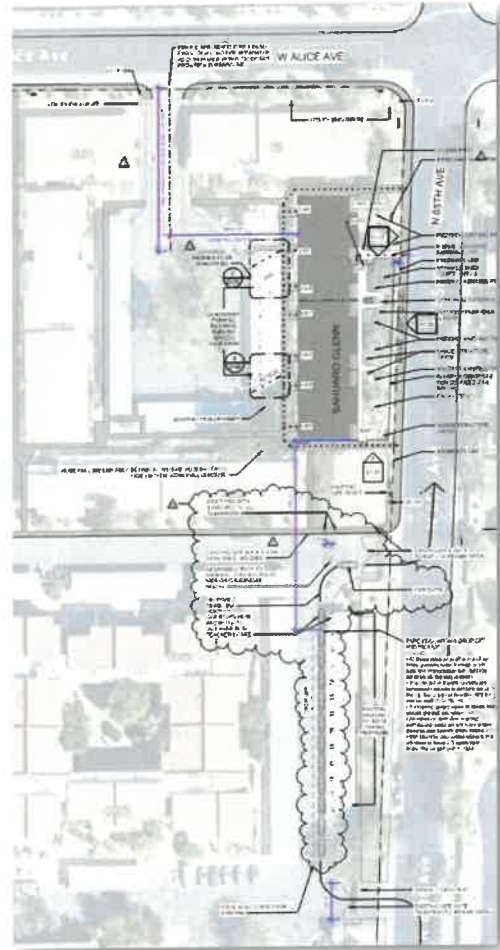


Figure 2 – Site Plan



The anticipated opening year of the proposed Bezos Academy is 2025. See **Figure 2** and **Attachment A** for the site plan.

### BICYCLE PARKING

Section 35.4.011 of the City of Glendale Unified Development Code (UDC), effective January 12, 2024, provides standards for bicycle parking.

#### SECTION 35.4.011

*“All non-residential uses over five thousand (5,000) square feet gross floor area shall provide one bicycle space per twenty-five (25) vehicle parking spaces, with a maximum of twenty-five (25) bicycle spaces.”*

Applying the UDC ratio to the proposed Bezos Academy site results in the requirement of 1 bicycle parking space. The proposed Bezos Academy provides one (1) bike rack, accommodating two (2) bicycle parking spaces, representing a surplus of 1 (100%) bicycle parking space.

### ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) publication entitled *Parking Generation, 6<sup>th</sup> Edition* is a professionally recognized source utilized for estimating parking demand based on research and experiences of transportation engineering and planning professionals.

#### ITE Parking Generation – Proposed Development

ITE LUC 565 – Day Care Center was identified as the closest and most suitable land use classification for the proposed Bezos Academy development.

The average weekday ITE parking demand calculation for the proposed development in General Urban/Suburban locations using ITE LUC 565 is shown in **Table 2**.

**Table 2 – Required Parking – Proposed Bezos Academy – ITE LUC 565**

ITE LUC	Land Use	Average Weekday Rate (parking spaces/unit land use)		Quantity	Unit	Parking Spaces
565	Day Care Center	2.27	per 1,000 Sq. Ft. GFA	7,719	Sq. Ft. GFA	18

Based on *ITE Parking Generation, 6<sup>th</sup> Edition*, the average weekday peak parking demand for the proposed development is eighteen (18) parking spaces. The proposed Bezos Academy



development is requesting to provide twenty (20) parking spaces, which results in providing 11.1% or two (2) more parking spaces than the average peak weekday parking demand would require.

The number of parking spaces proposed by the proposed Bezos Academy development meets and exceeds the anticipated parking demand as determined in accordance with *ITE Parking Generation, 6<sup>th</sup> Edition* for the analyzed peak period.

## SITE OPERATIONAL CHARACTERISTICS

Operational characteristics exclusive to Bezos Academy developments were provided by Bezos Academy. There is a maximum enrollment of 100 children between the ages of 3 and 5 years old. The site operational characteristics are as follows:

### Drop-Off

- Children drop-off begins between 8:30 AM and 9:00 AM (exact time to be finalized) and will run for an hour.
  - Staggered drop-off times every 10 minutes by class. There are 5 classes.

### Pick-Up

- Children pick-up will begin between 3:30 PM and 4:00 PM (exact time to be finalized).

## COMPARABLE DEVELOPMENTS

Three (3) comparable Bezos Academy locations located in urban areas that are similar in size and number of children to the proposed Bezos Academy development were identified for comparison purposes. Two (2) of the three (3) selected comparable Bezos Academy locations are located on the site of an existing development, such as a library and a community center. The Houston, Texas Bezos Academy location utilizes drivelines, and the Pasco, Washington and Boca Raton, Florida locations use parking stalls for drop-off and pick-up. Characteristics of the comparable Bezos Academy locations are summarized in **Table 3**.



Table 3 – Comparable Bezos Academy Locations Summary

Use	Location	Drop-Off / Pick-Up Method	Number of Classrooms	Number of Children	Number of Parking Stalls	Parking Stalls per Classroom	Parking Stalls per Child	
Bezos Academy	Boca Raton, Florida	Vehicles Utilize Parking Stalls	6	120	19	3.17	0.16	
	Pasco, Washington		4	80	19	4.75	0.24	
	Houston, Texas	Driveline	4	80	13	3.25	0.16	
	Average						3.72	0.19
	Glendale, Arizona (proposed)	Driveline	5	100	20	4.00	0.20	

Based on the average calculation, the proposed Bezos Academy development will provide more parking per classroom and more parking per child than the three (3) identified comparable Bezos Academy locations. As previously mentioned, the three (3) Bezos Academy locations have not experienced any parking deficiencies.

### SENIOR COMMUNITY EMPLOYEE PARKING REDUCTION

As part of the shared parking lease agreement between the proposed development and the existing senior community, there is a preference for 20% of the children at Bezos Academy to be children of income-eligible employees from the senior community.

Bezos Academy gives priority in the lottery according to the following order of preference:

1. children who are homeless or living in foster care;
2. siblings of existing Bezos Academy students;
3. children of income-eligible employees of Bezos Academy;
4. children of income-eligible employees of Community Host at the Property, subject to a Community Host preference cap of 20% total students per classroom (“Community Host Preference Cap”);
5. students transferring from another Bezos Academy location. The Community Host Preference Cap will not preclude the enrollment of other children of income eligible students of Community Host for classroom vacancies unfilled by the preference;

Based on this agreement, it is reasonably assumed that 20 (20%) children will be dropped off by their parents, who are employees of the senior community located on-site with the proposed Bezos Academy. Some of these employees are assumed to utilize the 31 on-site parking spaces the senior community provides for employees within a 660-foot radius of the proposed site. This arrangement will reduce the anticipated parking demand for Bezos Academy, as these employees will not require the academy’s designated parking spaces for drop-off/ pick-up or utilize the driveline. These parking spaces are indicated in **Figure 3**.



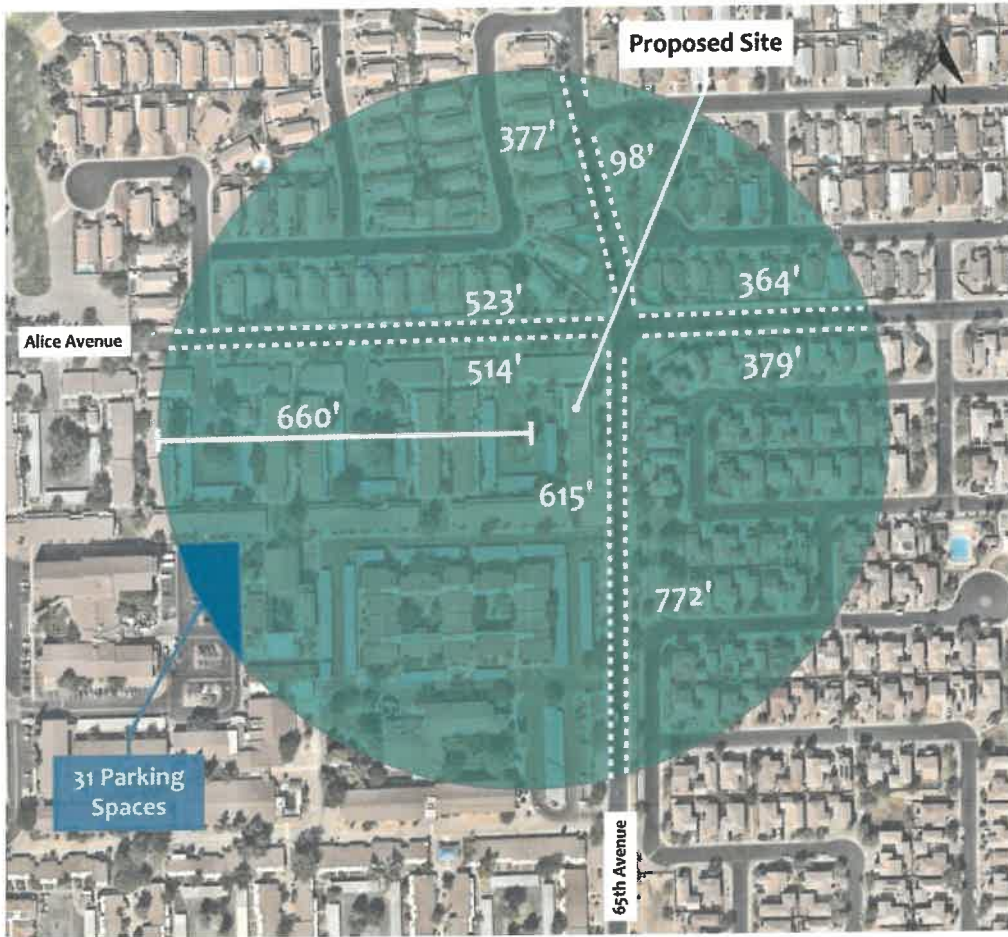


Figure 3 – Parking Within 660-Foot Radius

### ON-SITE PICK-UP/DROP-OFF CIRCULATION

Parents and guardians dropping off their children will utilize a driveline. They will travel north along 65<sup>th</sup> Avenue and enter the south parking lot through the one-way south gate. Upon entry, they will turn right and queue along the approximately 220 feet of available space. Staff members will assist with retrieving children from the vehicles and escorting them to the crossing guard, who will guide them across the crosswalk from the parking lot to the site.

Assuming 25 feet per vehicle, the 220 feet of queuing space can accommodate up to 8 vehicles.

Assuming one child per vehicle and an average drop-off time of two (2) minutes per child, the driveline can accommodate the drop-off of 40 children every 10 minutes.



Children pick-up procedures will be facilitated in the same manner.

Due to staggered pick-up/drop-off times and the driveline method reducing parking needs, the peak parking demand at the proposed Bezos Academy is not expected to exceed the 20 available spaces.

As previously mentioned, the twelve (12) southernmost parking stalls will be designated for staff members, who will be on-site prior to student arrival. The driveline queue is along the eastern half of the aisle between the parking stalls. Therefore, the west half of the aisle will be available to maneuver into and out of the parking stalls to the west.

## AVAILABLE OFF-SITE PARKING

Curbside parking is available along both 65<sup>th</sup> Avenue and Alice Avenue within a 660-foot radius of the proposed site.

**65<sup>th</sup> Avenue** is a north-south roadway adjacent to the site that permits curbside parking in both travel lanes. In accordance with Article IV of the City of Glendale's *Code of Ordinances*, the northbound lane provides approximately 881 feet of curbside parking, while the southbound lane provides approximately 992 feet of curbside parking.

**Alice Avenue** is an east-west roadway adjacent to the site that permits curbside parking in both travel lanes. In accordance with Article IV of the City of Glendale's *Code of Ordinances*, the eastbound provides approximately 893 feet of curbside parking, while the westbound travel lane provides approximately 887 feet of curbside parking.

Based on the standard of 25 feet per vehicle, 74 vehicles can curbside park on 65<sup>th</sup> Avenue and 71 vehicles can curbside park on Alice Avenue within a 660-foot radius of the proposed site.

The available off-street parking within a 660-foot radius of the site is shown in **Figure 3**.

As previously mentioned, a maximum of 16 staff members will be on-site on a typical day. Sixteen (16) parking spaces will be reserved for staff and four (4) of the 20 parking spaces may be used by parents to temporarily park while assisting their children during drop-off and pick-up times. With the ability to accommodate 145 publicly curbside parked vehicles within a 660-foot radius of the site, it is anticipated that no burden will be placed on 65<sup>th</sup> Avenue or on Alice Avenue.

As part of this development, "No Parking" signs will be installed at the northernmost access (exit) to prohibit vehicles from parking within the sight distance triangles and to ensure safe and efficient egress.



## ALTERNATIVE TRANSPORTATION MODES

Several alternative transportation modes are available for the proposed Bezos Academy development:

### Public Transit

A bus stop for Valley Metro Route 90 is located on the south side of Alice Avenue, approximately 625 feet west of 65th Avenue. Route 90 provides regional connectivity between the City of Glendale, City of Phoenix, and the City of Scottsdale.

### Bicyclists and Pedestrians

The Bezos Academy is strategically located within a neighborhood that aligns with the demographic criteria for its targeted children. Consequently, there is a possibility that some children may bicycle or walk to and from daycare accompanied by an adult.

### Ride Share

Ride-sharing demand among minors, especially toddlers, remains low due to safety concerns. Additionally, the two most prevalent ride-sharing companies, Uber and Lyft, have minimum rider age requirements of 13 and 18, respectively. While parents may accompany their children, the demand does not warrant a dedicated ride-sharing pickup/drop-off area.

## MINIMAL CONFLICT BETWEEN SCHOOL PEAKS AND GLENCROFT

The proposed Bezos Academy is located within the Glencroft senior living community. Unlike traditional residential uses, senior living residents are typically retired and do not contribute to peak-hour traffic during school drop-off and pick-up times.

As a result, there is anticipated to be little to no overlap between the senior community's vehicular activity, including parking ingress and egress of residents, during the school drop-off and pick-up times.

## NO EAST SIDE ACCESS ON 65TH AVENUE

65th Avenue, adjacent to the proposed Bezos Academy, has no accesses on the east side of the road and terminates at Butler Drive to the south. Traffic along 65th consists primarily of vehicles accessing the Glencroft senior living community and the proposed daycare.

## GLENCROFT SUPPORT

In a letter dated March 25, 2025, Glencroft expressed complete support for Bezos Academy's driveline and circulation plan, stating, "We feel that Bezos Academy is a wonderful addition to the community and they have our full support." See **Attachment B**.



## CONCLUSION

This Parking Justification Study demonstrates that the proposed twenty (20) parking spaces for the Bezoz Academy development are more than sufficient to meet the anticipated parking demand. Multiple lines of analysis—including industry standards, comparable site performance, operational planning, and community partnerships—confirm the adequacy and effectiveness of the proposed parking supply.

### **Exceeds Number of Staff and Provides Guest Stalls**

The proposed twenty (20) parking spaces will exceed the number of on-site staff, which is sixteen (16) individuals. The twenty stalls provide enough for one per staff along with four (4) for parents and guests.

### **Exceeds ITE Parking Generation Calculations**

Based on industry-standard methodology from the *Institute of Transportation Engineers (ITE) Parking Generation Manual*, 6th Edition, the proposed parking exceeds the average weekday peak demand by 11.1%, providing a surplus of two (2) spaces.

### **Exceeds Parking at Comparable Sites**

An analysis of three (3) comparable Bezoz Academy developments—located in Houston, TX; Pasco, WA; and Boca Raton, FL—demonstrates that the proposed site in Glendale will provide more parking per classroom and per enrolled child than the average of these established locations. Notably, none of the comparable sites have reported parking shortages or operational challenges related to parking.

### **Operational Design Reduces Parking Reliance**

The drop-off and pick-up process at the proposed Bezoz Academy is designed to operate primarily through a driveline circulation system, significantly reducing the need for on-site parent parking.

The driveline provides approximately 220 feet of queuing space, which can accommodate up to eight (8) vehicles at a time. Drop-off and pick-up times will be staggered by classroom, further smoothing traffic flow and minimizing congestion.

Staff will escort children to and from vehicles, allowing parents to remain in their cars. As a result, the parking stalls are not expected to be used during typical operations. For unique situations where a parent may need to park and enter the building, four (4) stalls nearest the building are available. However, this is the exception rather than the rule, and parents will be encouraged to use the driveline as the primary method of drop-off and pick-up.



This operational approach is intentional and proven, aligning with practices at other Bezos Academy locations that have experienced no parking-related issues.

### **Signage to Support Safe Operations**

As part of this development, “No Parking” signs will be installed by the developer at the northernmost driveway exit. These signs will prohibit parking within sight-distance triangles and ensure safe and efficient operation for vehicles exiting the site.

### **Minimal Conflict with Glencroft Operations**

The Glencroft senior community does not generate typical peak-hour traffic, including ingress and egress from parking stalls. Therefore, it is not anticipated to conflict with school drop-off and pick-up periods associated with the proposed Bezos Academy.

### **Low Traffic on 65th Avenue**

65th Avenue has no access points on the east side and terminates at Butler Drive to the south. This restricted connectivity results in very low traffic volumes, limited primarily to vehicles accessing the Glencroft community and the proposed Bezos Academy.

### **Supported by Glencroft**

Glencroft expressed full support for the proposed development and its circulation plan in a letter dated March 25, 2025. Their endorsement further affirms that the plan is well-integrated into the existing neighborhood and aligns with community goals.

### **Final Summary**

The proposed parking strategy for the Bezos Academy development is both sufficient and thoughtfully designed. It meets or exceeds all applicable standards, is informed by operational best practices, and reflects real-world insights from comparable, successfully operating sites.

The combination of adequate on-site parking, reduced reliance on parking through a driveline circulation system, surplus bicycle parking, minimal traffic and parking conflict with Glencroft, limited access and low traffic volumes on 65th Avenue, and strong community support from Glencroft ensures that the development will function safely, efficiently, and without creating parking impacts to the surrounding neighborhood.

Based on this multi-faceted evaluation, the twenty (20) proposed parking spaces are determined to be more than adequate to support the daily operations of the Bezos Academy.

# **ATTACHMENT A – PROPOSED SITE PLAN**



**ATTACHMENT B – GLENCROFT LETTER OF  
SUPPORT FOR BEZOS ACADEMY**



March 24, 2025

City of Glendale Arizona

To whom it may concern,

This letter serves as indication of Glencroft's support for the Bezos Academy drop-off plans and drive aisle center line striping plan.

We feel the Bezos Academy is a wonderful addition to the community and they have our full support.

Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John Thorhauer", written over a horizontal line.

John Thorhauer  
President and CEO