



TRAFFIC STATEMENT

Received
1-13-2025

December 11, 2024

Nikki's Next Step LLC
Mr. Joseph B. Rogers III, Chief Financial Officer
One Step Beyond, Inc.
P.O. Box 1022
Peoria, Arizona 85380



RE: TRIP GENERATION STATEMENT FOR NIKKI'S NEXT STEP HOUSING – 6612 WEST PARADISE LANE, GLENDALE

Dear Mr. Rogers:

Thank you for engaging CivTech to prepare this Traffic Statement for Nikki's Next Step LLC, a wholly-owned subsidiary of One Step Beyond, Inc. (OSBI), a new 57-dwelling units (DU) residential condominium complex being proposed for a vacant parcel at 6612 West Paradise Lane in the City of Glendale, Arizona. The site is on the north side of Paradise Lane east of 67th Avenue. **Attachment A** is a site plan of the ground floor.

BACKGROUND AND PURPOSE

From OSBI's website, CivTech learned that OSBI has been providing programs to individuals with intellectual or developmental disabilities (IDD) for over 20 years. Nikki's Next Step is OSBI's first venture into housing for the IDD community. With this venture, OSBI expects to serve adults with IDD and their families by providing both rental and ownership opportunities for them, opportunities that will allow them to live independently and achieve full participation in a supportive environment near community resources such as grocery stores, retail centers, and employment opportunities. Fifty-seven (57) low-rise (i.e., not more than two stories) multifamily DUs will be built. With 10 one-bedroom DUs, 39 two-bedroom DUs, and 8 three-bedroom DUs, a total of 112 bedrooms will be provided along with amenities for the residents such as a community building, a dog run, and a community garden. The purpose of this Traffic Statement is to document the expected trip generation for the development as required by the City.

EXISTING CONDITIONS

Figure 1 at the top of the next page is an aerial photograph of the vicinity with the site labeled.

Land Use. The Project will be entirely located on a single, 3.41-acre Maricopa County Assessor Parcel Number (APN) 200-51-957B. A review of historical online aerial photography shows that the parcel has a small manufactured house on it constructed/installed in 1970 per Assessor records. CivTech understands that there were orchards/groves on the site before then and that they were cleared before 1969, the earliest year a clear, online aerial photograph of the area can be found. The parcel is currently zoned MHDR 12, a Medium-High Density Residential zoning allowing 8 to 12 DUs per acre; a Planned Area Development (PAD) zoning designation is being sought for the site.



Figure 1 – Project Vicinity

Surrounding Land Uses. As can be seen in **Figure 1**, the area surrounding the proposed development site is primarily residential uses. Immediately to the west is a facility for the Foundation for Senior Living (FSL). CivTech contacted the administrative offices of FSL and learned that FSL provides an adult day care at that facility.

Roadways and Intersections

Paradise Lane adjacent to the development site is an east-west two (2) lane Collector roadway that runs along the half-Section line from 35th Avenue on the east to 71st Drive on the west, dead-ending approximately 125 feet to the west of 71st Drive. The posted speed limit along Paradise Lane east of 67th Avenue is 25 mph, with speed humps between 67th and 59th Avenues to reduce speeds to the posted advisory speed of 20 mph. Additionally, Paradise Lane is signalized at both 67th and 59th Avenue. The intersection of 63rd Avenue and Paradise Lane is all-way stop-controlled. Paradise Lane

widens to provide left- and right-turn lanes on its approaches to 59th, 63rd, and 67th Avenues. Other than the striping provided for the approaches to these intersections, there is only centerline striping on Paradise Lane. The cross-section is a Collection Section C-3, which is 44 feet between the backs of the curbs (i.e., 40 feet of pavement between the gutters) *without* bicycle lanes. There is curb, gutter, and sidewalk along Paradise Lane from 67th to 59th Avenues. The City reported approximately 1,600 vehicles per day (1,570 vpd in 2021 and 1,600 vpd in 2022) traveling along Paradise Lane east of 67th Avenue.

67th Avenue is a north-south five-lane Arterial/Section-line roadway within the vicinity of the site. 67th Avenue begins to the south at Baseline Road and continues north into the City of Phoenix. Approaching Jomax Road it begins to curve east and then north again, being renamed Pyramid Peak Parkway north of Tether Trail. In the vicinity of the proposed development, 67th Avenue provides two lanes in each direction of travel separated by a short segment of raised median, as it has approaching most major intersections; here it is from Sherri Jean Lane on the south to Kings Avenue on the north. Between the raised medians, there is continuous two-way left turn lane (CTWLTL). The posted speed limit within the vicinity of the site is 40 mph. With reference to **Attachment B**, in 2022, the City reported nearly 22,000 vehicles per day (11,000 vpd northbound and 10,700 vpd southbound) traveling along 67th Avenue between Greenway and Bell Roads.¹

The intersection of **67th Avenue and Paradise Lane** is signalized. There are left-turn lanes on all approaches. In addition to the left turn lanes, each 67th Avenue approach provides two lanes: a through lane and a shared through/right turn lane. The eastbound Paradise Lane approach provides a shared through/right turn lane. The westbound Paradise Lane approach provides a single through lane and an exclusive westbound right-turn lane approaching 67th Avenue. The signal provides no protected turn movements at the intersection.

PROPOSED DEVELOPMENT

OSBI, under its subsidiary Nikki's Next Step, is proposing a 57-dwelling unit residential condominium complex for individuals with intellectual or developmental disabilities (IDD). CivTech understands that a Planned Area Development (PAD) zoning designation is being pursued by the owners.

Density. CivTech calculated that 57 DUs on a parcel with a *net* 3.41 acres is 16.72 DUs per acre.²

Site Access. With reference to **Attachment A**, a single main driveway is proposed to serve the community, which will be gated. The site driveway will be located approximately 500 feet (on-center) east of 67th Avenue. It will be located approximately aligned across Paradise Lane from a driveway serving a residence at 16041 N 66th Drive. CivTech added dimensions and an image to **Attachment A** to show that the site driveway will also be approximately 190 feet east of a driveway that serves the FSL facility, a "¾-movement" driveway from which outbound left-turns are prohibited.

¹ See <https://gismaps.glendaleaz.com/gisportal/apps/webappviewer/index.html?id=8ad217c3a55d4a1a8e8c1ceddb3c5c67>.

² CivTech recognizes that the density allowed (or to which a property owner is entitled) is often a function of a parcel's gross area and that gross areas are typically not readily available to the layman; ferreting out such areas by using deeds, title reports, etc., is a specialty of zoning attorneys and their staffs, not traffic engineers.

Trip Generation. CivTech estimated the potential trip generation for the proposed development using for reference the latest (11th) edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (TripGen11) and the 3rd edition of the *Trip Generation Handbook*. The ITE *Trip Generation Manual* contains data collected by various transportation professionals for a wide range of different land uses. The data for daily and peak hour trips are summarized in the manual, which also provides average rates and regression equations developed from the data as well as the percentages of trips that enter and exit during the study period. These data are then used to generate (i.e., calculate) the site trips for each categorized land use and the in- and outbound trips for the number of units (the independent variable in the calculation) that best represents the development size (floor area, dwelling units, rooms, students, seats, acres, beds, etc.). The expected trip generation for Nikki's Next Step is detailed in **Table 1**.

Table 1 – Trip Generation

Land Use	Quantity Units*	ITE LUC	ITE Land Use Name	AM Distribution		PM Distribution	
				In	Out	In	Out
Nikki's Next Step Housing	57 DUs 112 Residents	220	Multifamily Housing (Low-Rise) Not Close to Rail Transit	24%	76%	63%	37%

Land Use	ADT		AM Peak Hour			PM Peak Hour				
	Avg. Rate	Total	Avg. Rate	In	Out	Total	Avg. Rate	In	Out	Total
Nikki's Next Step Housing	7.73*	440	0.71*	10	31	41	0.79*	28	17	45

Notes: * Average rate was calculated by dividing total trips generated using regression equation by the quantity of units. (See below.)
+ DUs = Dwelling Units

<i>CALCULATIONS (Equations shown only where applicable)</i>			
Land Use	Daily	AM Peak Hour	PM Peak Hour
Nikki's Next Step Housing [X = 57 DUs]	$T_{Day} = 6.41X + 75.31 = 440$	$T_{AM} = 0.31X + 22.85 = 41$	$T_{PM} = 0.43X + 20.55 = 45$

A review of the trip generation calculations detailed in **Table 1** reveals that the proposed 57-DU Nikki's Next Step Housing project could generate approximately 440 trips on a typical weekday with 41 trips (10 in/31 out) generated during the AM peak hour and 45 trips (28 in/17 out) generated during the PM peak hour of the adjacent street.

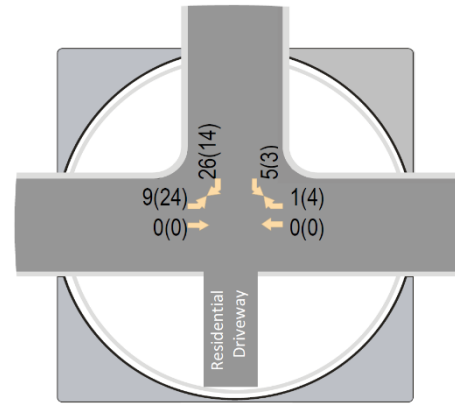
Site Trip Distribution and Assignment. CivTech above noted that there are speed humps in Paradise Lane between 67th and 59th Avenues: the first speed hump east of 67th Avenue is just east of the proposed site driveway. The primary purpose of these speed humps is to slow traffic on Paradise Lane. A secondary purpose/result is to have a deterrent effect, to keep regional/non-local, east-west traffic on the nearest east-west arterial streets, i.e., Bell and Greenway Roads.¹ Considering these factors and that there is a traffic interchange for 67th Avenue at the Agua Fria Freeway (State Route 101 Loop) located just two-and-one-half miles to the north of Paradise Lane, CivTech will assume that 85% of the site-generated trips will be to/from the west and only 15% to/from the east via Paradise Lane. CivTech applied these percentages to the site trips, assigning them through the site driveway to Paradise Lane. **Figure 2** on page 5 illustrates the AM(PM) peak hour site trip assignment.

¹ As noted in the text, the City reported daily volumes of approximately 1,600 vehicles per day on Paradise Lane in 2021 and 2022. CivTech, referring to Table 2.1 of the latest (March 27, 2024) *MCDOT Roadway Design Manual*, notes that a two-lane undivided Minor Collector roadway could be expected to operate at a good level of service (LOS B) with daily volumes of up to 6,700 vehicles per day, more than four times the recent volumes reported by the City on Paradise Lane. Thus, the speed humps do appear to have some deterrent effect, intended or not.



Auxiliary Turn Lanes. Section 4.18 of Chapter 4 (Traffic Engineering) of the City's *2015 Engineering Design & Construction Standards* indicates that right- and left-turn deceleration lanes *may* be required at major driveways, as determined by the City's Transportation Engineer.

In regard to eastbound left turns approaching the site driveway, CivTech referred to the latest (March 27, 2024) *MCDOT Roadway Design Manual* (RDM). Per Table 6.2, up to 30 left-turns per hour could be allowed from a low-speed (i.e., under 45 mph posted speed), low-volume (≤ 200 vehicles per hour in the advancing direction) roadway into a driveway and *not* warrant an auxiliary left-turn lane. CivTech notes that a two-way traffic volume of 1,600 vehicles per day (800 vehicles per day in each direction) suggests to CivTech that Paradise Lane experiences fewer than 200 vehicles in any one direction during either peak hour. (An hourly one-way volume of 200 vehicles per hour would indicate a peak hour, or K, factor of 0.25—or $200 \div 800$ —where one-quarter of the daily volume occurs in just one hour of the day; this is as much as double a typical K factor.) Similarly, Per Table 6.1 of the RDM, with just four right turns expected during the peak hour, a westbound right-turn auxiliary lane approaching the driveway would not be warranted. **Attachment C** provides copies of both Tables 6.1 and 6.2 of the RDM.



Site Access at Paradise Lane

Figure 2 – AM(PM) Peak Hour Trip Assignment

Sight Distance. Section 4.32 of the City's *2015 Engineering Design & Construction Standards* indicates that, "As a minimum, the sight distance requirements of Detail G-448 shall be followed to provide adequate visibility on arterial and collector streets." Based on Glendale Detail G-448, a copy of which is included as **Attachment D**, a driver exiting the site must have sight visibility triangles of 455 feet to both the left and right. In addition, as indicated in the notes on Detail G-448:

1. No signs, fences, walls, utility boxes, structures, shrubs, hedges, or other plants (excluding trees), over 30 inches in height shall be permitted within the restricted areas, except as approved by the Transportation Director.
2. Trees are permitted within the restricted areas provided:
 - A. No limbs, leaves, needles, or other foliage above 30 inches or below 84 inches are permitted.
 - B. Trees are planted so as not to obstruct 20% of the visibility when combined with other obstructions present.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

CONCLUSIONS

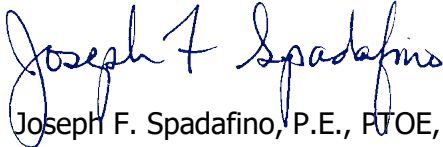
Based on the foregoing, CivTech draws the conclusions listed below; there are no recommendations for mitigation measures.

- Nikki's Next Step LLC, a wholly-owned subsidiary of One Step Beyond, Inc. (OSBI), is proposing for a vacant parcel at 6612 West Paradise Lane in Glendale a new 57-dwelling unit residential condominium complex for individuals with intellectual or developmental disabilities.
- A Planned Area Development (PAD) zoning designation is being pursued by the owners.
- A single main driveway is proposed to serve the community, which will be gated.
 - The site driveway will be located approximately 500 feet (on-center) east of 67th Avenue.
 - It will be located approximately aligned across Paradise Lane from a driveway serving a residence at 16041 N 66th Drive.
 - It will also be approximately 190 feet east of a driveway serving the adjacent FSL facility to the west, a "¾-movement" driveway from which outbound left-turns are prohibited.
- The proposed 57-DU Nikki's Next Step Housing project could generate approximately 440 trips on a typical weekday with 41 trips (10 in/31 out) generated during the AM peak hour and 45 trips (28 in/17 out) generated during the PM peak hour of the adjacent street.
- Given the existence of speed humps along Paradise Lane, which act both to slow traffic and to deter regional traffic from using Paradise Lane, and the existence of a traffic interchange for 67th Avenue at the Agua Fria Freeway (State Route 101 Loop) just two-and-one-half miles to the north of Paradise Lane, CivTech assumed that 85% of the site-generated trips will be to/from the west, with only 15% to/from the east via Paradise Lane.
- The City's *2015 Engineering Design & Construction Standards* indicates that right- and left-turn deceleration lanes *may* be required at major driveways, *as determined by the City's Transportation Engineer*.
 - CivTech suggests that, given that Paradise Lane is a low-speed, low-volume roadway, right- and left-turn lanes approaching the proposed site driveway would not be warranted.
- Based on Glendale Detail G-448, a driver exiting the site must have sight visibility triangles of 455 feet to both the left and right. In addition, no features (excluding trees) over 30 inches in height shall be permitted within the restricted areas, except as approved by the Transportation Director. Trees are permitted within the restricted areas provided; however, they are to be trimmed so there is no foliage above 30 inches or below 84 inches.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this traffic Statement.

Sincerely,

CivTech



Joseph F. Spadafino, P.E., PTOE, PTP
Senior Project Manager/Traffic Engineer

Attachments

- A. Ground Floor Site Plan
- B. 2022 Area Daily Traffic Volumes
- C. MCDOT RDM Excerpts
- D. Glendale Detail G-448