CITY OF TEMPE
DEVELOPMENT REVIEW COMMISSION

Meeting Date: 02/23/2021
Agenda Item: 3

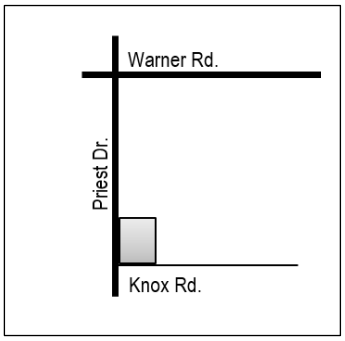
ACTION: Request a Use Permit to allow a private school in the AG zoning district for ST. DOMINIC SAVIO ACADEMY, located at 9399 South Priest Drive. The applicant is Gammage & Burnham PLC.

FISCAL IMPACT: N/A

RECOMMENDATION: Staff – Approve, subject to conditions

BACKGROUND INFORMATION: ST. DOMINIC SAVIO ACADEMY (PL210002) is a proposed 33,684 square-foot private school with outdoor amenities and ancillary childcare services for staff. The private school will provide academic education and life skills development for students with autism and other related disorders ranging from 18 months to 22 years of age. The request includes the following:

ZUP210004 Use Permit to allow a private school in the AG zoning district.



Property Owner	Ohana Farm LLC
Applicant	Manjula Vaz, Gammage & Burnham, PLC
Zoning District	AG (Agricultural)
Site Area	3.77 gross s.f. / 3.66 net s.f.
Building Area	33,684 gross s.f. / 32,472 net s.f.
Lot Coverage	21% (25% max. required)
Landscape Coverage	35% (no min.)
Building Height	27' (30' max. allowed)
Building Setbacks	136'-5" front (south), 37'-2" side (east), 87'-6" street side (west), 55'-5" rear (40', 20', 25', 35' min. required)
Vehicle Parking	110 spaces (108 min. required)
Bicycle Parking	34 spaces (32 min. required)
Hours of Operation	8:00 a.m. to 4:00 p.m. Monday-Friday

ATTACHMENTS: Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8432

Department Director: Shelly Seyler, Interim Community Development Director
Legal review by: N/A
Prepared by: Karen Stovall, Senior Planner
Reviewed by: Suparna Dasgupta, Principal Planner

COMMENTS
The site is located at the northeast corner of Priest Drive and Knox Road and currently contains a single-family home. It is surrounded by large lot single-family land uses to the north and east, single-family to the south, across Knox, and single-family to the west, across Priest.

The applicant plans to demolish the existing buildings on the site and construct a new school building that contains classrooms, offices, meeting areas, and one-on-one learning rooms. Outdoor areas will consist of two playgrounds, an outdoor classroom, three garden areas, a sand play area, and an area for classroom pets. The campus will serve approximately 117 students with 60 staff members. Staggered student drop-offs are proposed between 8:00 and 8:30 a.m. and staggered pick-ups between 3:30 and 4:00 p.m.

PUBLIC INPUT
- Neighborhood meeting not required.
- Property owner to the east of the site contacted Planning staff with the concern that the project would not have adequate parking, which may lead to parking on Knox Road, which is a public street.
- One e-mail received in support of request (see attachments).

USE PERMIT
The proposed use requires a Use Permit to allow a private school in the AG zoning district.

Section 6-308 E Approval criteria for Use Permit (*in italics*):

1. *Any significant increase in vehicular or pedestrian traffic;*
   Redevelopment of the property from the existing single-family home to a school will cause an increase in vehicular and pedestrian traffic. The applicant provided a traffic impact study (Attachments 11-39) that has been reviewed by the Engineering and Transportation Department. Most of the traffic is expected to enter and exit from Priest Drive, with few to no vehicles traveling east of the site on Knox Road, because there is no direct outlet. Overall, the traffic impact statement concludes that the traffic volume on Priest is expected to increase by 1.4 percent with minimal traffic-related impacts to the existing street network.

   The site is parked as an elementary/junior high school, which is a ratio of one (1) parking space per 300 s.f. of classroom + office. An office land use has the same one (1) per 300 square feet ratio. With a net building area of 32,472 square feet, the calculation results in a minimum of 108 vehicle spaces required. The plan proposes 110 spaces. While an adjacent property owner expressed concern with on-site parking, the proposed plan exceeds the parking requirement of the Zoning and Development Code. A condition is included with the recommendation to install "No Parking" signs along Knox in front of the school for safety purposes. If signs are desired along Knox beyond the east property line of the school, the request would need to be made through the Transportation Division's process to obtain necessary approvals.

2. *Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions;*
   Activities in the designated outdoor areas will only occur during the daytime. Only one class will use each of the playgrounds at a time, with a relatively small class size of approximately 16 students. An eight-foot high masonry wall and six-foot wide landscape buffer with trees spaced 20 feet on-center are required along the east property line and shown on the site plan, and the applicant proposes a similar buffer along the north property line. The school should be adequately screened from the adjacent residential uses, and it is not anticipated that the use would cause a nuisance at a level exceeding that of ambient conditions.

3. *Contribution to the deterioration of the neighborhood or to the downgrading of property values, which is in conflict with the goals, objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan;*
   Redevelopment of the property for a new school campus should not contribute to the deterioration of the neighborhood or downgrading of property values. City design requirements will include the dedication of additional right-of-way on Priest and improvements to include curb, gutter, and sidewalk to match the roadway on the south side of Knox. The

developer would also be required to dedicate a transit easement and construct a bus shelter on Priest, just north of Knox. These improvements will help fulfill the General Plan 2020 theme of enhancing connections for pedestrians, bike, and transit to produce a "20-minute city."

4. *Compatibility with existing surrounding structures and uses;*
   As stated above, the site design includes masonry walls and landscape buffers where adjacent to existing residential uses. All proposed building setbacks exceed the minimum setbacks required by the Zoning and Development Code. Although a formal application for the building elevations has not yet been submitted, the preliminary submittal depicts a single-story building with its primary entrance facing Priest Drive. The building is designed with articulated massing, sloped roofs, and a variety of appropriately used building materials, which are compatible with the house designs of the surrounding residential neighborhoods.

5. *Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public;*
   It is not anticipated that the use will lead to disruptive behavior; however, school staff will be on the campus anytime students are present, and the outdoor play and learning areas will be monitored by staff whenever they are in use.

REASONS FOR APPROVAL:
Based on the information provided by the applicant, the public input received and the above analysis staff supports approval of the requested Use Permit. This request meets the required criteria and will conform to the conditions.

SHOULD AN AFFIRMATIVE ACTION BE TAKEN ON THIS REQUEST, THE FOLLOWING NUMBERED CONDITIONS OF APPROVAL SHALL APPLY, BUT MAY BE AMENDED BY THE DECISION-MAKING BODY.

CONDITION OF APPROVAL:
EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

1. The Use Permit is valid only after
   a. A Development Plan Review entitlement for the site plan, landscape plan and building elevations has been obtained and
   b. A Building Permit has been obtained, the required inspections have been completed, and a Final Inspection has been passed.

2. The developer shall install "No Parking" signs on the north and south sides of Knox Road, from Priest Drive to the east property line of the project, as approved by the Transportation and Engineering Division.

CODE/ORDINANCE REQUIREMENTS:
THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

USE PERMIT:

- The Use Permit is valid for ST. DOMONIC SAVIO ACADEMY and may be transferable to successors in interest through an administrative review with the Community Development Director, or designee.

- The use permit approval shall be void if the use is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the use permit is granted or within the time stipulated by the decision-making body.

- The decision-making body, upon finding that the applicant has not taken corrective actions to resolve issues related to the permit/approval and that a continuation of the permit/approval is not in the interest of the public health, safety and general welfare, can revoke the permit/approval after providing written notice of its intentions to the holder of the permit.

- Specific requirements of the **Zoning and Development Code** (ZDC) are not listed as a condition of approval but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through http://www.tempe.gov/zoning or purchase from Development Services.

- SITE PLAN REVIEW: Verify all comments by all departments on each Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits

- Any intensification or expansion of use shall require a new Use Permit.

- All required permits and clearances shall be obtained from the Audit and Licensing Division of the City of Tempe prior to the Use Permit becoming effective.

- All required Federal, State, County, and Municipal permits, licenses, and clearances shall be obtained, or the Use Permit is void.

HISTORY & FACTS:
None relevant to this request

ZONING AND DEVELOPMENT CODE REFERENCE:
Section 3-102 Permitted Uses in Residential Districts
Section 6-308 Use Permit

DEVELOPMENT PROJECT FILE

for

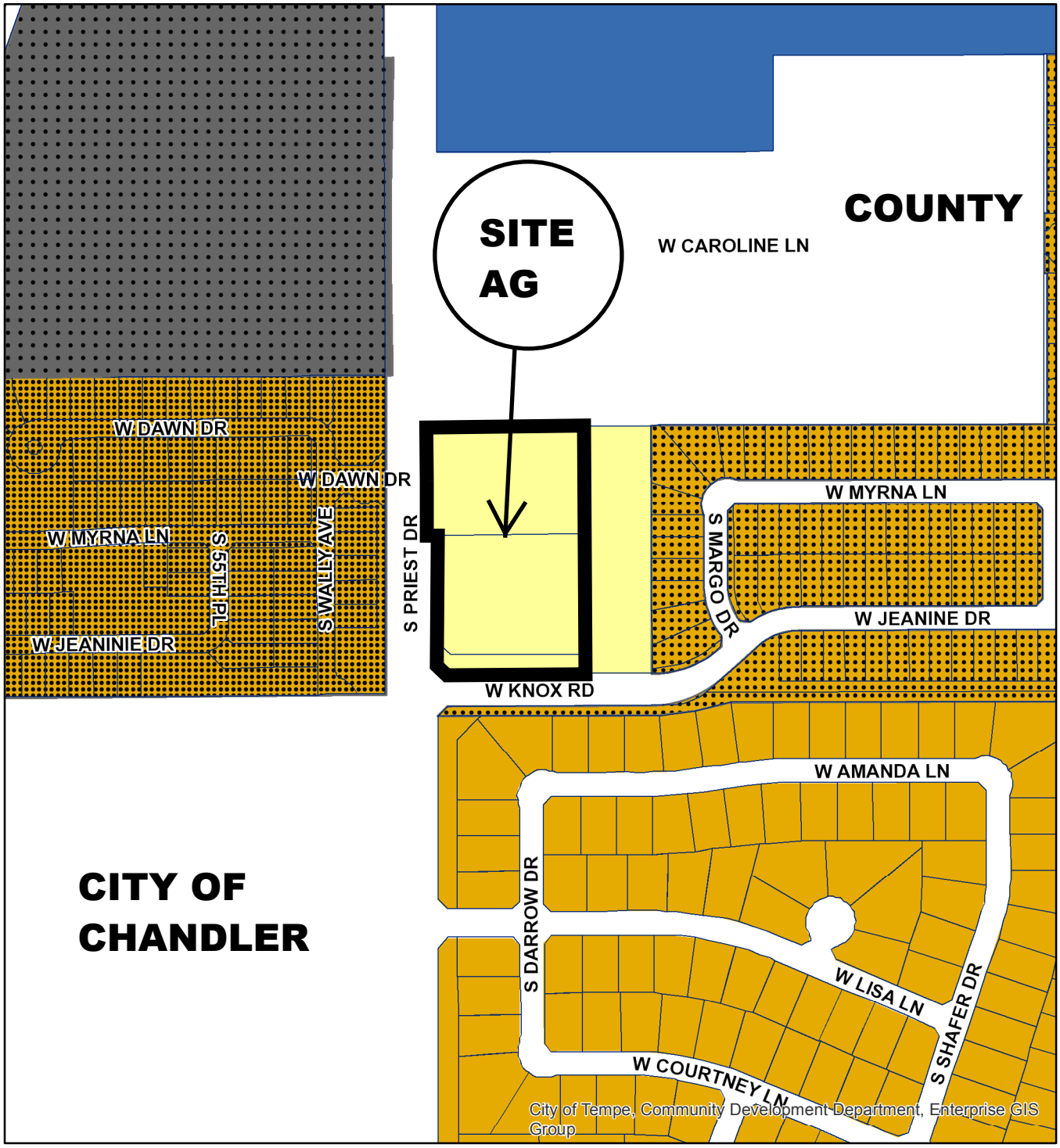
ST. DOMINIC SAVIO ACADEMY

(PL210002)

ATTACHMENTS:

1. Location Map
2. Aerial
3-8. Letter of Explanation
9. Site Plan
10. Floor Plan
11-42. Supplemental Information
   - Traffic Impact Study (excluding appendices)
   - Public Comment

DOMINIC SAVIO ACADEMY PL210002



General Industrial District (GID)
Mixed Use Med-High (MU-3)
Agricultural (AG)
Single-Family Residential (R1-6)
Single-Family Residential (R1-4)
Single-Family Residential Planned Area Dev (R1-PAD)

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DOMINIC SAVIO ACADEMY PL210002

Aerial Map

N
W E
S

GAMMAGE & BURNHAM, PLC
ATTORNEYS AT LAW
40 NORTH CENTRAL AVENUE
20TH FLOOR
PHOENIX, ARIZONA 85004
TELEPHONE (602) 256-0566
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E-Mail Address: mvaz@gblaw.com

FILE NUMBER
11885-0001

February 4, 2021

VIA DIGITAL SUBMITTAL

Karen Stovall, Senior Planner
City of Tempe Community Development Department
Lower Level, East Side
31 East Fifth Street
Tempe, Arizona 85281

Re: Second Updated Use Permit Request for St. Dominic Savio Academy at 9399 South Priest Drive.

Dear Karen:

This firm represents St. Dominic Savio Academy ("SDSA" or the "Applicant"). SDSA is a private, non-profit school that provides academic education and life skills development for students with autism and other related disorders ranging from 18 months to 22 years of age. In order to meet the increased demand for their programs and to provide a better experience for their students, faculty and families, SDSA would like to relocate their school and construct a new campus in southwest Tempe (the "Project").

SDSA's founder, Corinna Ndolo M.ED, BCBA-LBA, holds Bachelor's and Master's degrees in Special Education from Northern Arizona University, and has worked with children with autism since 2001. Early on in her teaching career, Ms. Ndolo recognized a need in the community for a program that would meet the complex needs of students with autism in a traditional school environment, and she founded SDSA in 2009 in order to meet that need.

SDSA's programs utilize principles of applied behavior analysis, which is considered the "gold standard" for treatment of individuals with autism. SDSA's application of up-to-date practices and their individualized learning approach sets them apart from other schools, and has created a sustainable demand for their programs. Throughout the years, SDSA has intentionally grown slowly, and is committed to never sacrificing quality in the name of growth. The Project represents an opportunity for SDSA to construct a world-class campus that will allow them to gradually scale enrollment in order to meet the community's needs.

PROPERTY OVERVIEW

While the SDSA has moved between Tempe and Chandler over the years, Ms. Ndolo has had a longstanding goal that they could build a campus in Tempe, which is conveniently accessible to many of their families. The Project site is located on approximately 3.7 acres of property at the northeast corner of Priest Drive and Knox Road (the "Property"). The Property is zoned Agricultural ("AG") and is currently improved with a single family residence and fenced pastures for livestock/horses. Pursuant to Table 3-102 of the Tempe Zoning and Development Code, a private school is allowed in AG with a use permit. Therefore, the Applicant respectfully requests a use permit to allow a private school on the Property within the existing AG zoning district (the "Use Permit").

SURROUNDING AREA AND CONTEXT

As expected for a suburban residential environment, the area surrounding the Property consists of a mix of large lot and small lot single-family residential development with a gradual transition to multi-family residential and commercial uses where Priest Drive intersects with Warner Road to the north and Ray Road to the south. The Property is surrounded by residential uses (e.g., apartments, traditional single-family homes, and large irrigated/livestock/horse lots).

PROJECT OVERVIEW

SDSA is proposing a new school campus consisting of an approximately 33,684 square foot school building, outdoor playground and learning areas, 110 vehicle parking spaces, 34 bicycle parking spaces, and significant onsite/offsite landscaping and right-of-way enhancements - including a new bus pad along Priest Drive. The approximate east-half of the school building will primarily consist of indoor classroom space, and the west-half will consist of offices, meeting areas, and one-on-one learning rooms. The therapeutic outdoor play and learning areas will consist of two (2) playgrounds, a small outdoor classroom, three (3) small garden areas, and a splash pad. The provision of both indoor and outdoor play and instruction areas will provide an enriching and safe environment for students to learn, play and engage with one another.

USE PERMIT REQUEST ANALYSIS

SDSA's Chandler campus currently serves approximately 50 students with little outdoor space for learning or playtime activities. SDSA's vision for the Project is to create an innovative custom-built campus that will allow them to gradually scale enrollment to meet the community's needs. At maximum capacity, SDSA anticipates the campus will have approximately 117 students and 60 staff members, which is much smaller than a traditional public elementary school. The requested Use Permit will allow for SDSA to build a world-class facility that can serve more families from across the Valley. As detailed below, the Project has been thoughtfully designed to create a seamless transition between Priest Drive and the adjoining residential properties, and the limited enrollment of SDSA's programs will not have any adverse impacts on the surrounding properties.

1. *Not cause any significant vehicular or pedestrian traffic in adjacent area*

   The campus will be open during typical school hours, Monday through Friday from 8:00 AM to 4:00 PM. Like many schools, SDSA has staggered drop-offs occurring between 8:00 AM and 8:30 AM, and staggered pick-ups occurring between 3:30 and 4:00 PM. Parents typically park and accompany their child into the school, so there will be no overflow carpool queuing that will interfere with the existing circulation patterns. Since SDSA has students coming in from across the Valley, many families also choose to carpool, which further reduces the number of vehicular trips to the campus. Based on the transportation impact study prepared for the Project, it is anticipated that the proposed school will have a nominal 1.4% increase on Priest Drive traffic flows during peak hours, which is significantly less than what would be generated by other uses allowed by-right on the Property (i.e. public schools and places of worship). Nonetheless, a traffic flow protocol will be implemented by SDSA to mitigate/regulate the traffic flows for the benefit of the school, the parents, and the neighborhood.

   The primary entrance for student drop-off and pick-up will be from Priest Drive, a four lane arterial roadway with a center turn lane, and a secondary vehicular access point is planned along Knox Road. Because the school's main entrance/exit will be from Priest Drive, it is not anticipated that there will be any traffic into the adjoining neighborhood. As mentioned above, many of SDSA's students come from throughout the Valley, and Priest Drive provides the most direct, logical access to the adjoining thoroughfares. With the Property's primary entrance/exit Priest Drive, there is no reason for traffic to go east into the neighborhood due to the circuitous street system and lack of an outlet to the east or south (i.e. Hardy Drive is a dead-end).

2. *Not cause any nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions*

   The proposed private school will not generate any appreciable level of odor, dust, noise, or glare. The Property is buffered from the neighborhood to the east by a one and one-half acre horse property, which provides increased physical separation and creates an appropriate transition between the proposed school and the neighborhood. In addition, special consideration has been given to create a land use buffer between the adjoining large lot properties through the provision of a six foot (6') wide landscaped setback and eight foot (8') high block wall along the east and north property lines.

   Outdoor activities will be limited to daytime school hours, and there will be no more than two classrooms (i.e., approximately 16 students) using each the respective playgrounds at any given time. The limited number of students and staggered timing of SDSA's outdoor activities in conjunction with landscaping/walls will not result in any noticeable impacts exceeding ambient conditions during daytime school hours. In fact, the new school building, landscaping, and walls may enhance noise mitigation from Priest Drive.

3. *Not contribute to the deterioration of the neighborhood or the downgrading of property values, which is in conflict with the goals, objectives or policies of the City*

SDSA's proposal promotes the City's community design goals by providing an aesthetically pleasing building that will improve the community's visual quality and urban form. As reflected by the enclosed conceptual building elevations, the Project's design is visually interesting and respects the surrounding area in line with the City's goals and policies. The proposed school campus will replace an underutilized site with a new building and substantial landscaping improvements that will improve the streetscape and the entrance to the residential subdivision to the east. The Priest Drive street frontage improvements will also continue and improve pedestrian connectivity in line with the City's goals. In addition, the Project's design strategically minimizes impervious surfaces and incorporates a variety of trees and shrubs that will provide shade, reduce reflected heat, and preserve natural feel on the Property.

4. *Be compatible with existing surrounding structures and uses*

The Property is surrounded by residential development, and is located within one-half mile of the Kyrene de las Manitas elementary school to the southeast. As evidenced by the location of many public schools in southwest Tempe, schools are an integral part of every neighborhood, and typically like to locate in close proximity to residential areas (i.e., by their potential students). More importantly, residential areas provide a more comfortable environment for learning as opposed to being in a commercial/retail area.

In order to seamlessly integrate the Project into the surrounding area, SDSA has thoughtfully designed the campus to mitigate any potential impacts on adjacent properties. Specifically, the Project's design contemplates the following:

Site Layout. The proposed school building is designed in a "U-shape" configuration that orients the bulk and mass of the building toward the Priest Drive street frontage and away from the adjoining residential properties. This configuration also allows for significant building setbacks along the east and south property lines, which further buffer the use from the adjoining properties. For example, the rear building setback ranges from a minimum of 37-feet to 150-feet, with a substantial portion of the building being well in excess of the 35-foot requirement under the Property's AG zoning. Additionally, the proposed street side building setback along Knox is approximately 136-feet, again well in excess of the City's 25-foot requirement.

Building Height. In order to respect the surrounding properties, SDSA is proposing a more conservative building height than the two-stories or 30-feet allowed by-right under the Property's AG zoning. The Project's one-story design provides an average building height of 21-feet (maximum 27-feet in limited areas for articulation) which, in combination with the significant building setbacks mentioned above, will further mitigate any visual impacts on the adjoining properties and result in an appropriately-scaled building that is both visually interesting and compatible with the surrounding area.

Landscaping. SDSA is proposing significant landscape enhancements to buffer the campus from the adjoining properties. Specifically, SDSA is proposing to preserve as many mature, healthy trees as possible along Knox Road in order to maintain the character of the entrance to the adjoining neighborhood. In addition, SDSA is proposing a six foot (6') wide landscape buffer along the east and north property lines that will be planted with trees to provide enhanced screening and noise abatement.

In the near future, SDSA will be submitting a Development Plan Review application for planning staff review and Development Review Commission approval. As staff and the Commission will see, SDSA is dedicated to creating a visually interesting campus that respects the character of the surrounding area and preserves as much open space as possible in line with the City's goals.

5. *Not result in any disruptive behavior, both inside and outside the premises, which may create a nuisance to the surrounding area or general public*

It is in the best interest of SDSA to maintain a campus environment that is safe, peaceful, and non-disruptive to provide the best possible learning outcomes for their students. SDSA is committed to being a good, responsible neighbor, and has thoughtfully designed the Project to create a calm, self-contained learning environment that will not disturb the surrounding residential areas.

CONCLUSION

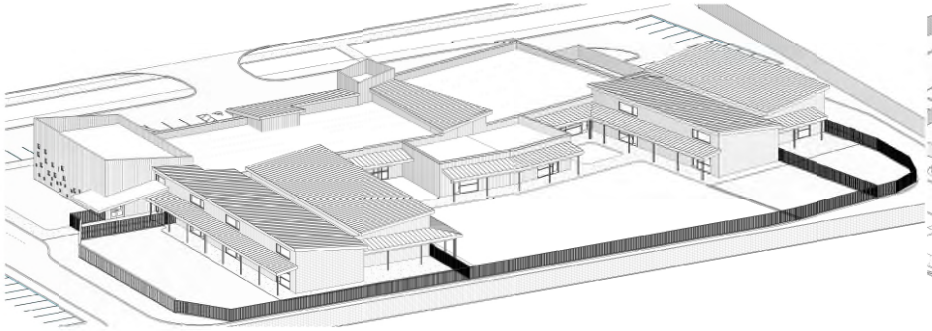
In summation, the proposed Use Permit request is appropriate, necessary, and reasonable. Moreover, it will not have any detrimental effects on any persons living or working in the surrounding area. Thus, by approving the proposed Use Permit request for SDSA will allow them to realize their expansion needs and to meet their mission to serve children with autism and their families. We appreciate your consideration of this request, and we look forward to discussing this proposal further with you and at the upcoming hearing. Should you have any questions in the meantime, please do not hesitate to contact me at **(602) 256-4461** or **mvaz@gblaw.com**.

Sincerely,

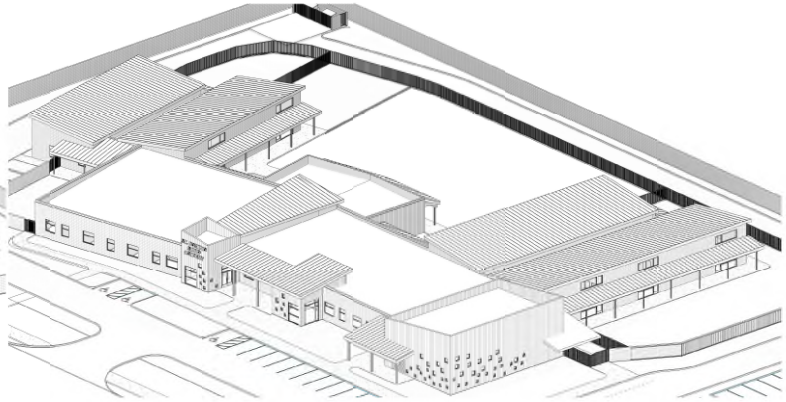
GAMMAGE & BURNHAM

By
Manjula M. Vaz

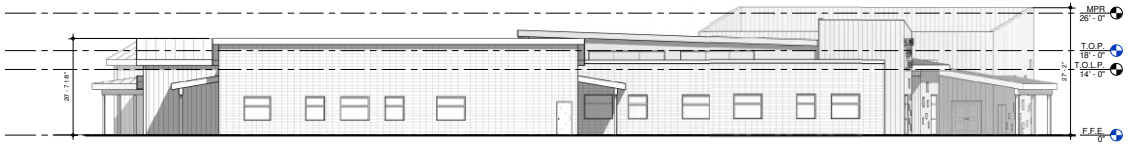
Enclosure: Conceptual Building Elevations



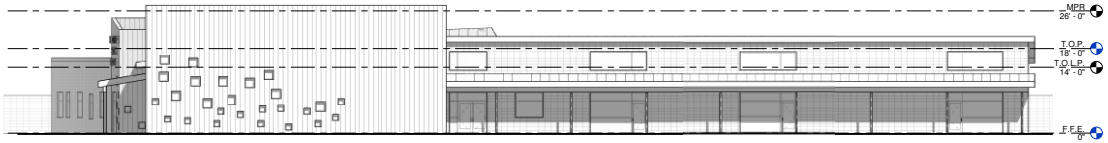
6 SD2.1 EAST AXONMETRIC VIEW



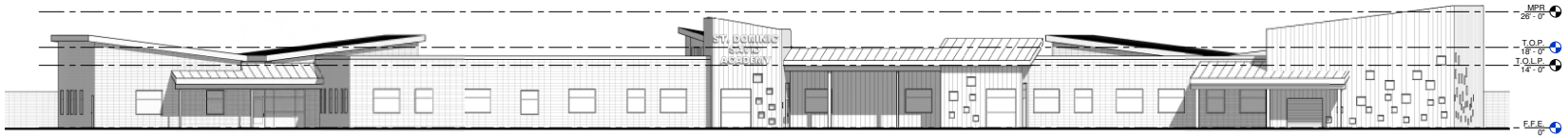
5 SD2.1 WEST AXONMETRIC VIEW



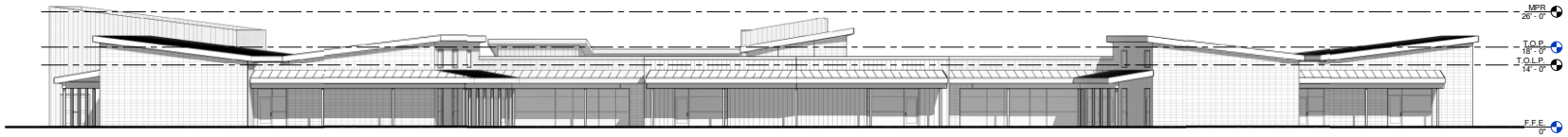
4 SD2.1 NORTH BLDG ELEVATION
1" = 10'-0"



3 SD2.1 SOUTH BLDG ELEVATION
1" = 10'-0"



2 SD2.1 WEST BLDG ELEVATION
1" = 10'-0"



1 SD2.1 EAST BLDG ELEVATION
1" = 10'-0"

PRELIMINARY
NOT FOR
CONSTRUCTION

carhuff+cueva
architects, llc
3149 e prince rd #151
tucson, arizona 85716
phone 520.577.4560
www.cca-az.com

NEW SCHOOL CAMPUS FOR

ST. DOMINIC SAVIO ACADEMY

ADDRESS

SCHEMATIC DESIGN

NO.	DATE	DESCRIPTION	BY

PROJECT NO.
-

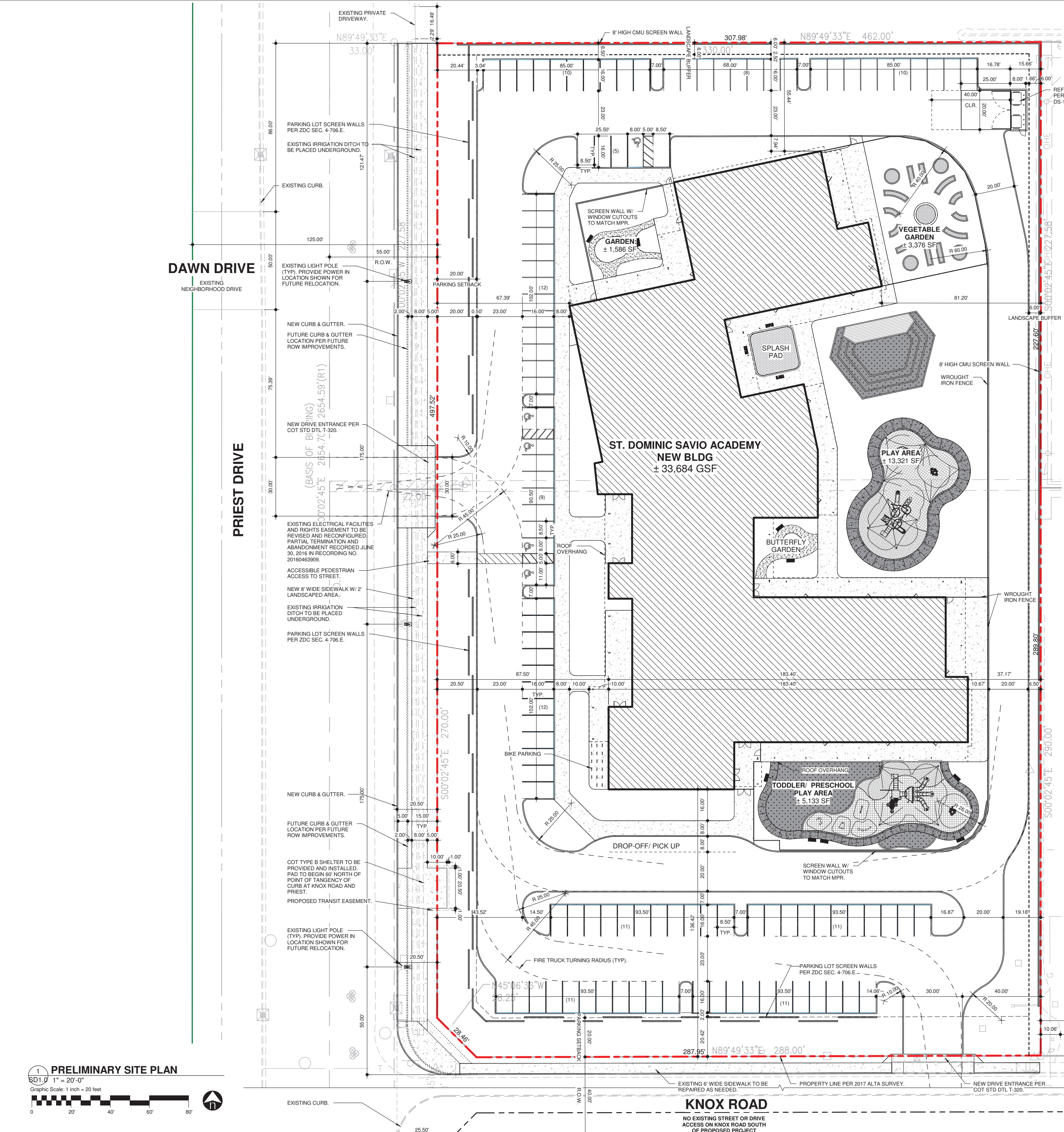
DATE
DECEMBER 2, 2020

SCALE
1" = 10'-0"

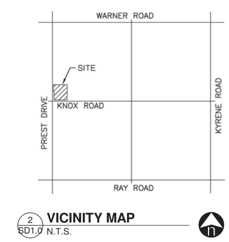
DRAWN BY
Author

DRAWING TITLE
BLDG ELEVATIONS

DRAWING NUMBER
SD2.1



APPLICANT:	ST. DOMINIC SAVIO ACADEMY 550 W. WARNER ROAD CHANDLER, AZ 85225 CONTACT: CORINNA NDOLO EMAIL: CORINNA@STDOMSAVIO.COM
PROJECT NAME: **PROPERTY LOCATION:** **APNS:**	ST. DOMINIC SAVIO ACADEMY 9399 S. PRIEST DRIVE 301-60-009X, 301-60-015
EXISTING/ PROPOSED ZONING:	AGRICULTURAL (AG), SOUTHWEST TEMPE OVERLAY
GENERAL PLAN LAND USE: **GENERAL PLAN DENSITY:**	RESIDENTIAL MEDIUM DENSITY
PROPERTY SIZE GROSS: **PROPERTY SIZE NET:**	**3.77 AC (164,221 SF)** **APPROX. 3.66 AC (159,212.23 SF)**
PROPOSED USE:	PRIVATE SCHOOL WITH OUTDOOR AMENITIES AND ANCILLARY CHILD CARE SERVICES FOR STAFF
CONSTRUCTION TYPE: **SPRINKLERS:**	5B YES
FRONT SETBACK: **SIDE SETBACK:** **STREET SIDE SETBACK:** **REAR SETBACK:**	40' 20' 25' 35'
MAX HEIGHT ALLOWED: **BLDG MAX HEIGHT:**	30' 27'
MAX LOT COVERAGE BY STRUCTURES:	25%
PROPOSED BUILDING AREA (GROSS): **BUILDING AREA (NET):**	**± 33,684 SF** **32,472 SF**
LOT COVERAGE:	33,684 SF/ 159,212.23 SF = **21.2%**
PARKING REQUIRED: **PARKING PROVIDED:**	**109 SPACES (32,472 NET SF/ 300)** **110 (INCL. 5 ACCESSIBLE)**
BICYCLE PARKING REQUIRED: - ELEMENTARY/JUNIOR HIGH (1 PER 1,000 SF): 32,472 SF/ 1,000 SF = 33 SPACES	**16 SPACES**
BICYCLE PARKING PROVIDED:	**34 SPACES**
LANDSCAPE AREAS ONSITE: **LANDSCAPE AREAS OFFSITE:** **GARDENS/ PLAY AREAS:**	± 32,232 SF (GARDENS/ PLAY AREAS NOT INCLUDED) ± 6,238 SF ± 23,416 SF
LANDSCAPE LOT COVERAGE:	(32,232 SF + 23,416 SF)/ 159,212.23 SF = **35%**
REQUESTED USE PERMIT:	PRIVATE SCHOOL



2 VICINITY MAP
SD1.0 N.T.S.

PRELIMINARY NOT FOR CONSTRUCTION

carhuff+cueva architects, llc
3149 e prince rd #151
tucson, arizona 85716
phone 520.577.4560
www.cca-az.com

NEW SCHOOL CAMPUS FOR

ST. DOMINIC SAVIO ACADEMY

ADDRESS

SCHEMATIC DESIGN

REVISION	DATE	DESCRIPTION	BY

PROJECT NO. -

DATE: FEBRUARY 3, 2021

SCALE: As indicated | DRAWN BY: SHD

DRAWING TITLE: PRELIMINARY SITE PLAN

DRAWING NUMBER: SD1.0

ATTACHMENT 9

1 SD2.0 **SCHEMATIC FLOOR PLAN**
1" = 10'-0"

ATTACHMENT 10

PRELIMINARY NOT FOR CONSTRUCTION

carhuff+cueva architects, llc
3149 e prince rd #151
tucson, arizona 85716
phone 520.577.4560
www.cca-az.com

NEW SCHOOL CAMPUS FOR

ST. DOMINIC SAVIO ACADEMY

ADDRESS

SCHEMATIC DESIGN

REVISION	DATE	DESCRIPTION	BY

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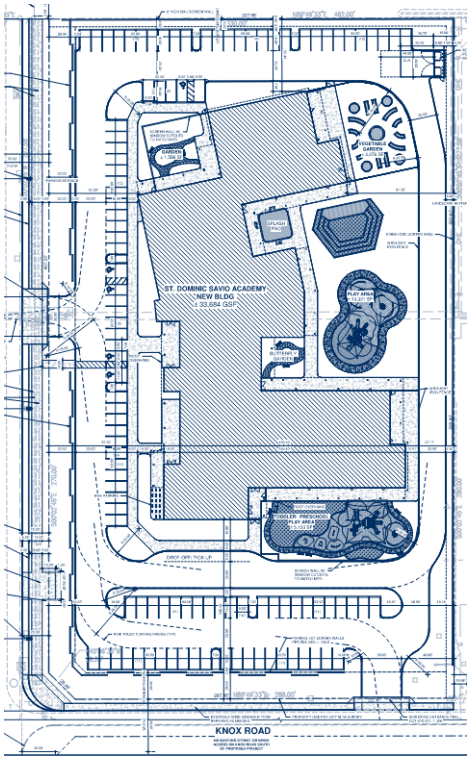
DRAWING TITLE **SCHEMATIC FLOOR PLAN**

DRAWING NUMBER **SD2.0**

Saint Dominic Savio Academy

Transportation Impact Study – Level 1



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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Carhuff+Cueva to complete a Transportation Impact Study – Level 1 for the proposed Saint Dominic Savio Academy. The development is located on the northeast corner of Priest Drive and Knox Road in Tempe, Arizona. The objective of this Transportation Impact Study is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

The proposed Saint Dominic Savio Academy will be comprised of a 33,684 square foot building. This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

1.2. EXECUTIVE SUMMARY

The proposed Saint Dominic Savio Academy is located on the northeast corner of Priest Drive and Knox Road in Tempe, Arizona. The proposed Saint Dominic Savio Academy will be comprised of a 33,684 square foot building. This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

This Transportation Impact Study includes:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip Generation for the proposed development
- Level of service analysis for the opening year (2022) weekday AM and PM peak hours

The following are the three (3) intersections included in this study:

- Priest Drive and Walley Avenue (1)
- Priest Drive and Knox Road (2)
- Priest Drive and Lisa Lane/Kent Drive (3)

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analysis was completed for the three (3) existing study intersections. All movements operate at a LOS D or better with the exception of the following:

Priest Drive and Wally Avenue (1) – Unsignalized

- EB shared left-right PM peak hour operates at LOS F
  It is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours.

Priest Drive and Knox Road (2) – Unsignalized

- WB shared left-right PM peak hour operates at LOS F
  As stated above, It is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours. Due to the proximity of the signalized intersection to the south, and the number of vehicles utilizing the westbound approach, a traffic signal would not be warranted at this intersection.

Trip Generation

The proposed Saint Dominic Savio Academy development is anticipated to generate 389 weekday trips, with 93 trips occurring during the AM peak hour and 57 occurring during the PM peak hour. Since the afternoon peak of the school does not correlate with the typical PM peak hour, the PM peak hour generator was also calculated. The development is anticipated to generate 83 trips occurring during the school egress period.

Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour			PM Peak Hour Generator		
				Total	Total	In	Out	Total	In	Out	Total	In	Out
Private School (K-12)	536	58	Students	144	46	28	18	10	4	6	34	14	20
Day Care Center	565	60	Students	245	47	25	22	47	22	25	49	23	26
			Total	389	93	53	40	57	26	31	83	37	46

Year 2022 (Opening Year)

Year 2022 (opening year) analyses was completed with the build out of the Saint Dominic Savio Academy. An annual growth rate of 2.0% was applied to the existing traffic volumes in order to create the future background traffic volumes for year 2022.

A capacity analysis was completed for both the AM and PM peak hours for year 2022, with the build out of the proposed Saint Dominic Savio Academy. All movements operate at a LOS D or better, or are maintained are the existing condition level of service, with the exception of the following:

Priest Drive and Driveway A (4) – Unsignalized

- WB shared left-right PM peak hour operates at LOS F
  As previously stated, it is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours. Additionally, it is anticipated that 18 vehicles will make a left/right turn during the PM peak hour. This equates to approximately 1 vehicle making a left/right turn every 3 minutes.

Circulation and Queue Analysis

The City of Tempe does not provide queue standards for schools. Therefore, queue standards of other nearby municipalities were utilized in determining the required queue for the proposed Saint Dominic Savio Academy.

Table – Saint Dominic Savio Academy – Required Queue Storage

	Students	On-Site Queue Length (Feet/Student)	On-Site Queue Length (ft)
City of Avondale	118	4.32	510
City of Peoria		4.30	507
City of Mesa		3.75	443
Town of Gilbert		3.75	443

The proposed Saint Dominic Savio Academy does not anticipate operating like a typical school, with parents waiting in queue to drop-off/pick-up their child. This school caters to children/young adults on the autism spectrum. The school anticipates most parents utilizing the 110 parking stalls provided on site in order to park their vehicle and subsequently walk their child to/from campus in a safe manner. Therefore, Saint Dominic Savio Academy does not anticipate a high demand for parents to queue during drop-off/pick-up periods. However, both site driveways will be available for parents to perform ingress and egress movements during these drop-off/pick-up periods, allowing any potential queuing to occur on site. **Therefore, with parents anticipated to park their vehicles during drop-off/pick-up as well as the availability of the access points, Saint Dominic Savio Academy should provide more than adequate space for any potential queuing during drop-off/pick-up periods.**

Recommendations

The recommendations with the build out of the proposed Saint Dominic Savio Academy include:

- **Priest Drive and Driveway A (4)**
  Buildout of full access driveway.

- **Knox Road and Driveway B (5)**
  Buildout of full access driveway.

Signal Timing

As with any new development and potential change in traffic patterns, the following is recommended:

- **Monitor and Adjust Signal Timing**
  Monitor traffic patterns in the area and if necessary, adjust nearby signal timing.

In conclusion, the additional traffic generated by the proposed Saint Dominic Savio Academy is anticipated to result in minimal traffic related impacts to the existing roadway network.

2. PROPOSED DEVELOPMENT

The study area is located in the City of Tempe, Arizona. The proposed development is located on the northeast corner of Priest Drive and Knox Road, in Tempe, Arizona. See **Figure 1** for a vicinity map.

The proposed Saint Dominic Savio Academy will be comprised of a 33,684 square foot building. This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

There are two (2) proposed access driveways to the proposed Saint Dominic Savio Academy. One (1) driveway will be located along Priest Drive, approximately 315 feet north of Knox Road. This will be a full access driveway, allowing all movements into and out of the proposed development.

The second driveway will be located along Knox Road, approximately 300 feet east of Priest Drive. Similarly, this will be a full access driveway, allowing all movements into and out of the proposed development.

The proposed Saint Dominic Savio Academy is anticipated to be fully completed in the year 2022.

See **Figure 2** and **Appendix A** for the proposed site plan.

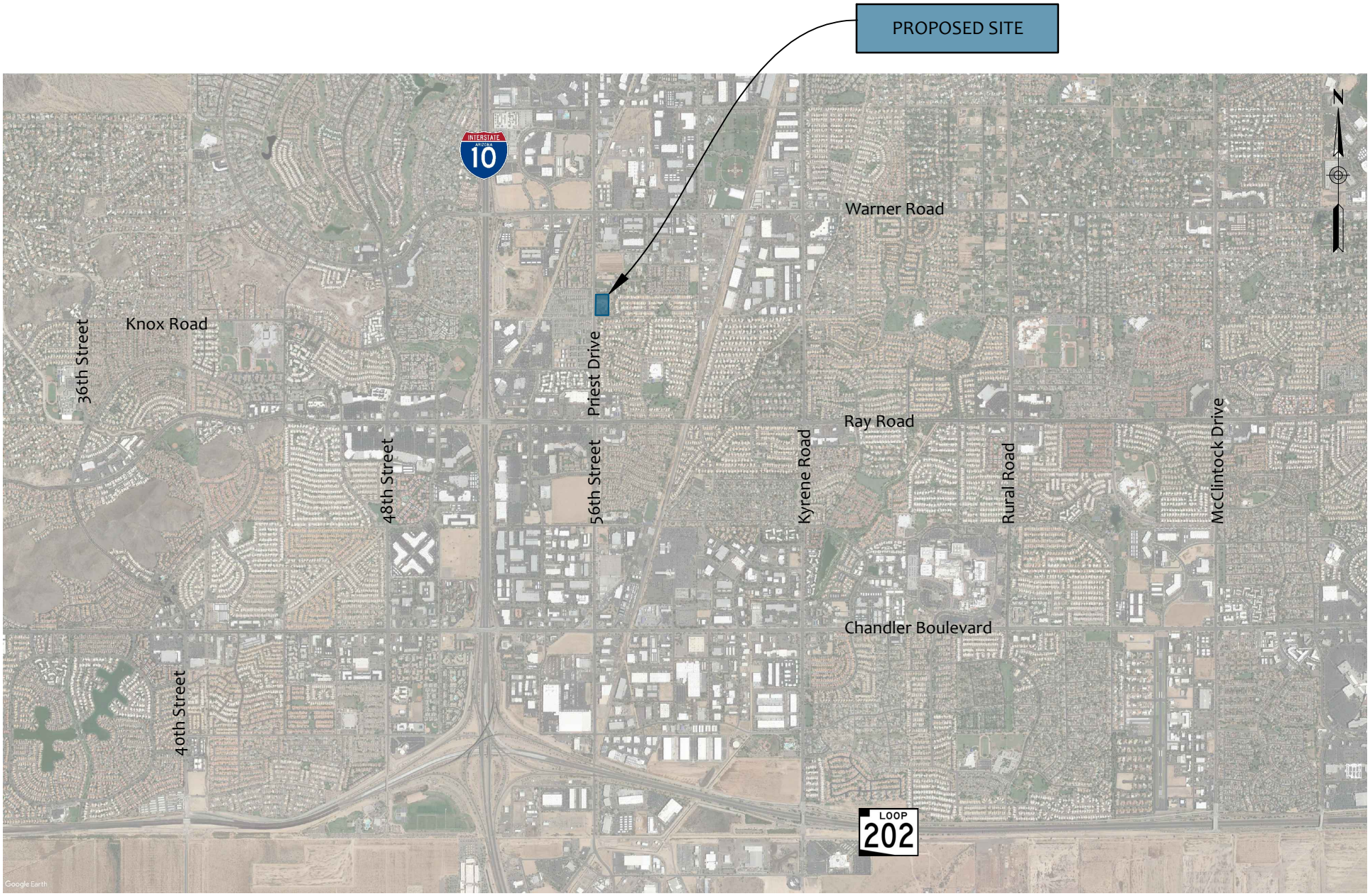


FIGURE 1 | VICINITY MAP

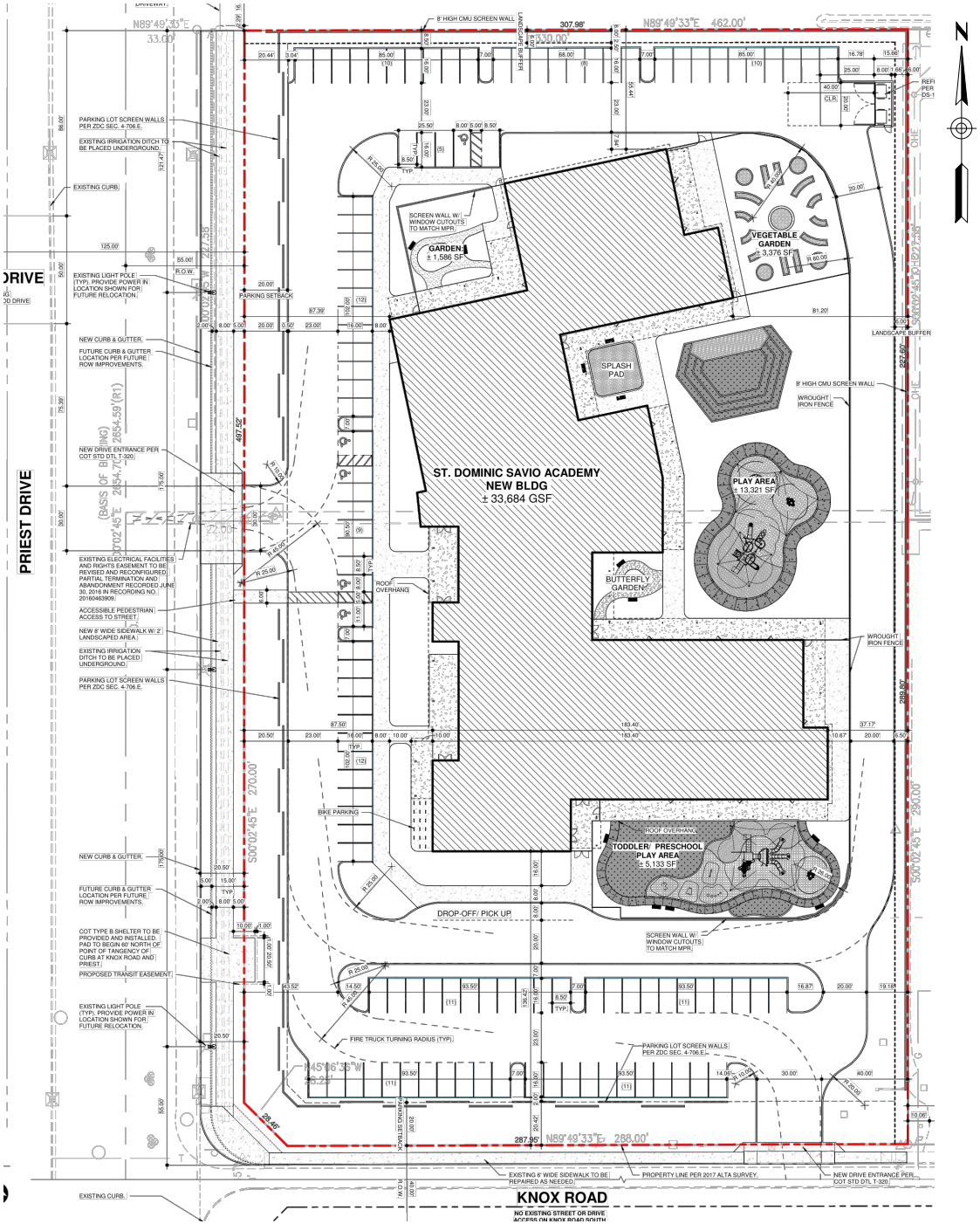


FIGURE 2 | SITE PLAN

3. AREA CONDITIONS

The study area is located in the City of Tempe, Arizona. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for the study area.

3.1. STUDY ROADWAY SEGMENTS

Priest Drive runs north-south and provides two (2) through lanes in the direction of travel, with a center two-way left turn-lane (TWLTL). According to the *City of Tempe Comprehensive Transportation Plan*, dated March 2008, Priest Drive is classified as an arterial street. The City of Tempe provided average daily traffic (ADT) at the intersection of Priest Drive and Lisa Lane/Kent Drive in November of 2019. This data showed an ADT of 31,672 vehicles per day. There is a posted speed limit of 45 miles per hour (mph).

Knox Road runs east-west and provides one (1) through lane in each direction of travel. There is an unposted speed limit of 25 mph.

3.2. STUDY INTERSECTIONS

Priest Drive and Wally Avenue (1) is a T-intersection that currently operates as a one-way stop-controlled intersection, with the stop control on the eastbound approach. The northbound approach provides one (1) dedicated left turn lane, from the TWLTL and two (2) through lanes. The southbound approach provides one (1) dedicated through lane and one (1) shared through-right turn lane. The eastbound approach provides one (1) shared left-right turn lane.

Priest Drive and Knox Road (2) is a T-intersection that currently operates as a one-way stop-controlled intersection, with the stop control on the westbound approach. The northbound approach provides two (2) through lanes and one (1) dedicated right turn lane. The southbound approach provides one (1) dedicated left turn lane and two (2) through lanes. The westbound approach provides one (1) shared left-right turn lane.

Priest Drive and Lisa Lane/Kent Drive (3) is a signalized intersection. The northbound approach provides one (1) dedicated left turn lane, one (1) through lane, and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, two (2) through lanes, and one (1) dedicated right turn lane. The eastbound approach provides one (1) shared left-through-right turn lane. The westbound approach provides one (1) shared left-through-right turn lane.

Legend

X Intersection

FIGURE 3 | STUDY AREA

3.3. STUDY AREA LAND USE

The proposed development is bordered by Priest Drive to the west and Knox Road to the south. Single-family homes are located to the east and north. Additionally, Interstate 10 (I-10) is located one-half mile west of the proposed development.

3.4. SITE ACCESSIBILITY

Roadway System

The study area is located in the City of Tempe, Arizona. There are two (2) near-by traffic interchanges that will allow access to the I-10. One (1) located along Warner Road approximately one-mile northwest of the proposed development and one (1) located along Ray Road approximately one-mile southwest of the proposed development.

Pedestrian Facilities

Continuous sidewalks are generally provided along Priest Drive, with the exception of the eastside sidewalk between Caroline Lane and Knox Road. Sidewalks are currently provided along Knox Road.

Marked crosswalks are currently provided at the signalized intersection of Priest Drive and Lisa Lane/Kent Drive (3).

Currently, the City of Tempe is evaluating a pedestrian signal at the intersection of Priest Drive and Knox Road.

Bicycle Facilities

Dedicated bike lanes are currently not provided along Priest Drive within the study area.

Transit Facilities

Valley Metro Route 56 runs along Priest Drive, within the vicinity area. There are two bus stops located within the vicinity of the proposed development. An unsheltered bus stop is located on the southeast corner of Priest Drive and Knox Road. Additionally, there is a sheltered bus stop located along Priest Drive approximately 180 feet south of Lisa Lane/Kent Drive, on the west side of the road.

4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

The proposed site is comprised of approximately 3.66-acres and a single-family home occupies the existing site. The existing parcels are zoned for agricultural (AG) uses. See **Appendix B** for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, Field Data Services of Arizona, Inc., was utilized to collect traffic counts. On Tuesday, January 5, 2021, 4 hours of typical weekday turning movements were counted during the AM (7:00 to 9:00 am) and PM (2:00 to 4:00 pm) at the following intersections, respectively:

- Priest Drive and Walley Avenue (1)
- Priest Drive and Knox Road (2)
- Priest Drive and Lisa Lane/Kent Drive (3)

The turning movement counts were then analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

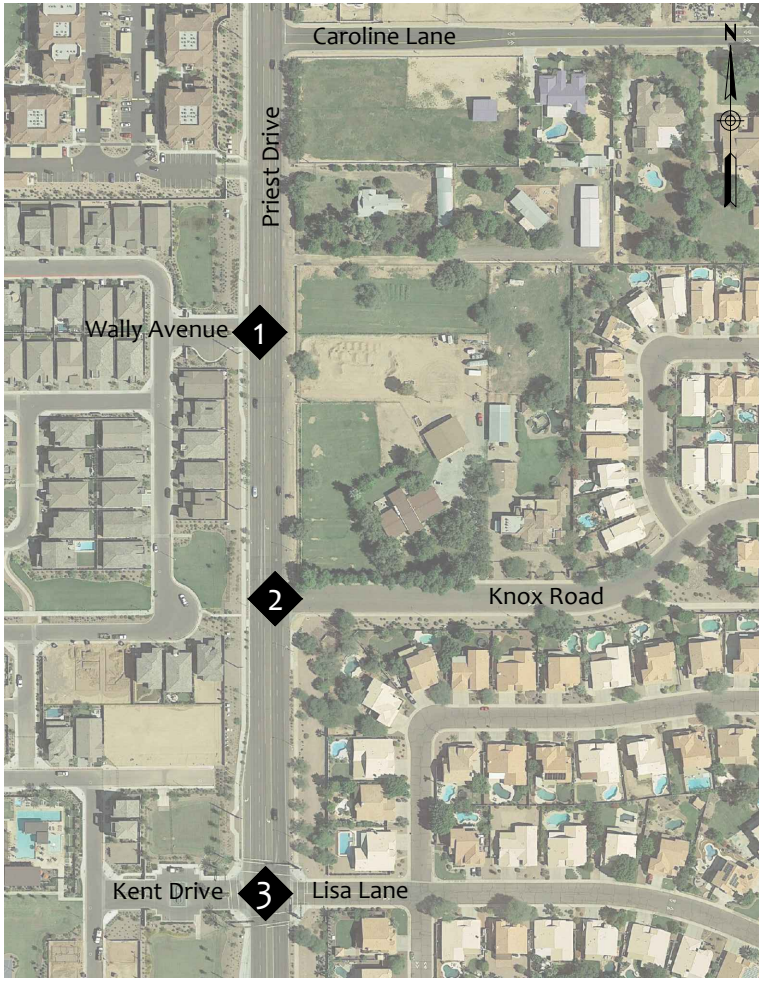
AM Peak Hour	7:30 am – 8:30 am
PM Peak Hour	2:45 pm – 3:45 pm

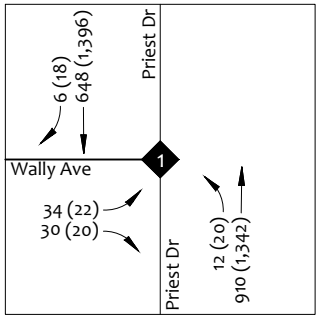
Additionally, on Tuesday, January 5, 2021, bi-directional tube counts for 24-hours in 15-minute intervals were collected along the following two (2) roadway segments:

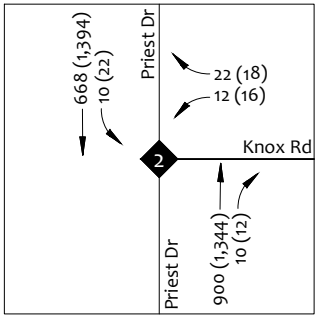
- Priest Drive, north of Knox Road
- Knox Road, east of Priest Drive

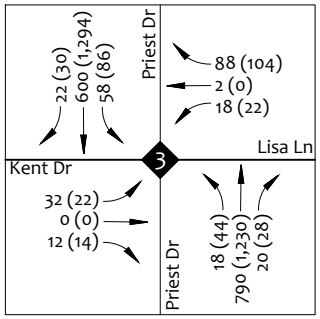
The traffic counts collected on Tuesday, January 5, 2021, were adjusted, by a factor of 2.0 to reflect the recent decrease in traffic volumes due to COVID-19 conditions. This factor was calculated based on a comparison of the counts collected in January 2021 counts to historical counts collected at the intersection of Priest Drive and Lisa Lane/Kent Drive that were obtained from the City of Tempe.

See **Appendix C** for detailed traffic count data. See **Figure 4** for the existing AM and PM peak hour traffic volumes.









Legend

AM(PM)	Peak Hour Traffic Volumes
X	Intersection

FIGURE 4 | EXISTING TRAFFIC VOLUMES

4.3.EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the three (3) existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the 6th *Edition of the Highway Capacity Manual*. Traffic analysis software, Synchro Version 10.3, was used to perform the analyses using the existing signal timing provided by the City of Tempe and the existing Peak Hour Factor (PHF) obtained from the traffic counts. See **Appendix D** for the existing signal timing.

Table 1 is from the 6th *Edition of the Highway Capacity Manual* Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and two-way stop-controlled intersections.

Table 1 – Level of Service Criteria

Level of Service	Control Delay per Vehicle (s/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0 - 10
B	> 10-20	> 10–15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the capacity analysis reveal that all three (3) existing intersections operate with a level of service (LOS) D or better with the exception of the following:

Priest Drive and Wally Avenue (1) – Unsignalized

- EB shared left-right PM peak hour operates at LOS F
  It is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours.

Priest Drive and Knox Road (2) – Unsignalized

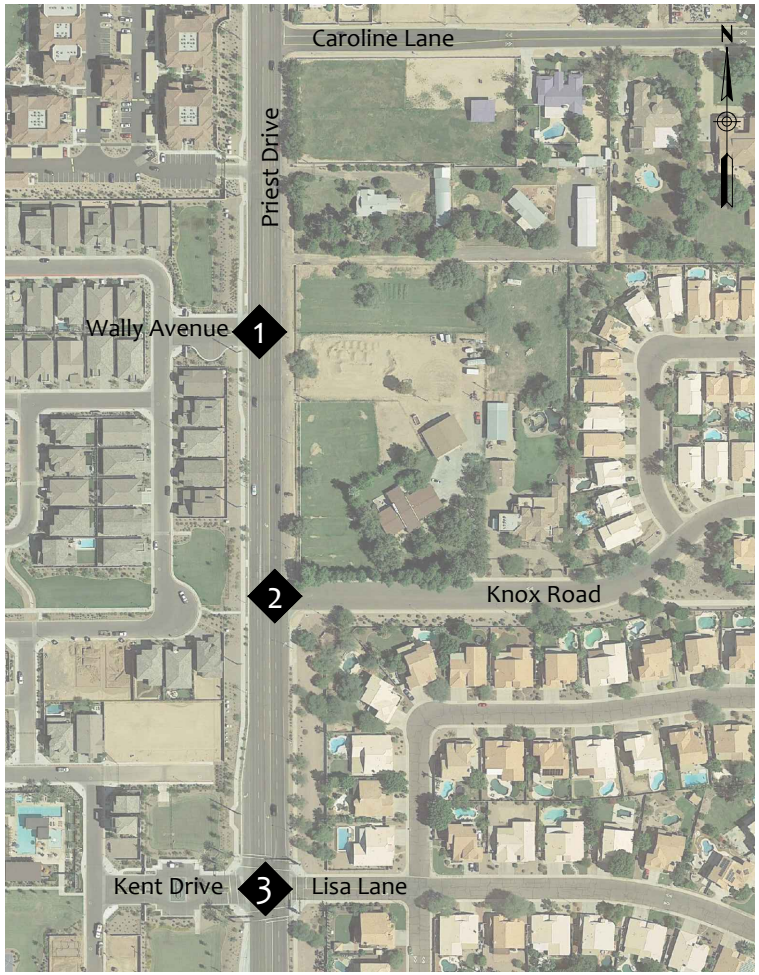
- WB shared left-right PM peak hour operates at LOS F
  As stated above, It is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours. Due to the close proximity of the signalized intersection to the south, and the number of vehicles utilizing the westbound approach, a traffic signal would not be warranted at this intersection.

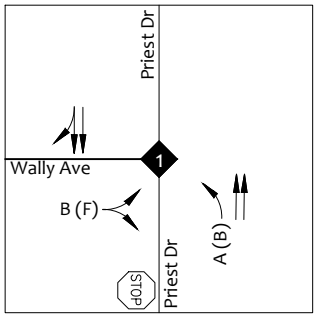
The existing AM and PM peak hour level of service and delay for all unsignalized and signalized studied intersections are shown in **Table 2**.

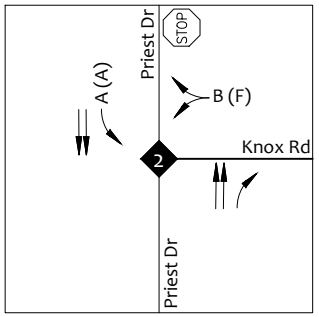
See **Figure 5** for the existing AM and PM peak hour capacity analysis. The detailed capacity analysis sheets can be found in **Appendix E.**

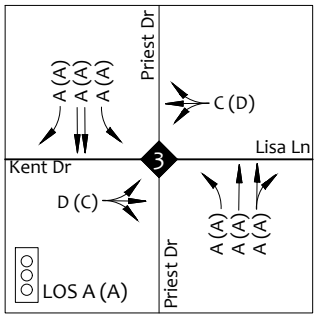
Table 2– Existing Level of Service and Delay - Unsignalized and Signalized

Intersection	Existing Conditions			
	AM PEAK		PM PEAK	
Unsignalized Intersections	**LOS**	**DELAY**	**LOS**	**DELAY**
Priest Drive and Wally Avenue (1)				
Eastbound Shared Left-Right	B	13.3	F	104.6
Northbound Left	A	9.1	B	13.8
Priest Drive and Knox Road (2)				
Westbound Shared Left-Right	B	13.0	F	62.4
Southbound Left	A	8.4	A	9.5
Intersection	**Existing Conditions**			
	AM PEAK		**PM PEAK**	
Signalized Intersections	**LOS**	**DELAY**	**LOS**	**DELAY**
Priest Drive and Lisa Lane/Kent Drive (3)				
Overall Intersection	A	5.3	A	7.0
Eastbound Shared Left-Through-Right	D	41.0	C	25.3
Westbound Shared Left-Through-Right	C	24.4	D	39.6
Northbound Left	A	2.6	A	5.9
Northbound Through	A	3.1	A	5.1
Northbound Shared Through-Right	A	3.1	A	5.1
Southbound Left	A	3.4	A	8.9
Southbound Through	A	2.8	A	5.2
Southbound Right	A	0.9	A	1.4









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AM(PM)	Peak Hour Traffic Volumes
X	Intersection

FIGURE 5 | EXISTING CAPACITY ANALYSIS

5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled Trip Generation, 10th Edition. The ITE rates are based on studies that measure the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit land use type. This publication is considered the standard for the transportation engineering profession.

The proposed Saint Dominic Savio Academy will be comprised of a 33,684 square foot building. This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

The ITE Trip Generation Manual does not provide a land use for the proposed preschool. Therefore, ITE Land Use 565 – Day Care Center was utilized. ITE Land Use 565 is defined as follows, a day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Some centers also provide after-school care for school-age children.

The trip generation for the proposed Saint Dominic Savio Academy was calculated utilizing the ITE Land Use 536 – Private School (K-12) and ITE Land Use 565 – Day Care Center. The total trip generation for the proposed development under this methodology is shown in **Table 3** below.

Table 3 – Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour			PM Peak Hour Generator		
				Total	Total	In	Out	Total	In	Out	Total	In	Out
Private School (K-12)	536	58	Students	144	46	28	18	10	4	6	34	14	20
Day Care Center	565	60	Students	245	47	25	22	47	22	25	49	23	26
			Total	389	93	53	40	57	26	31	83	37	46

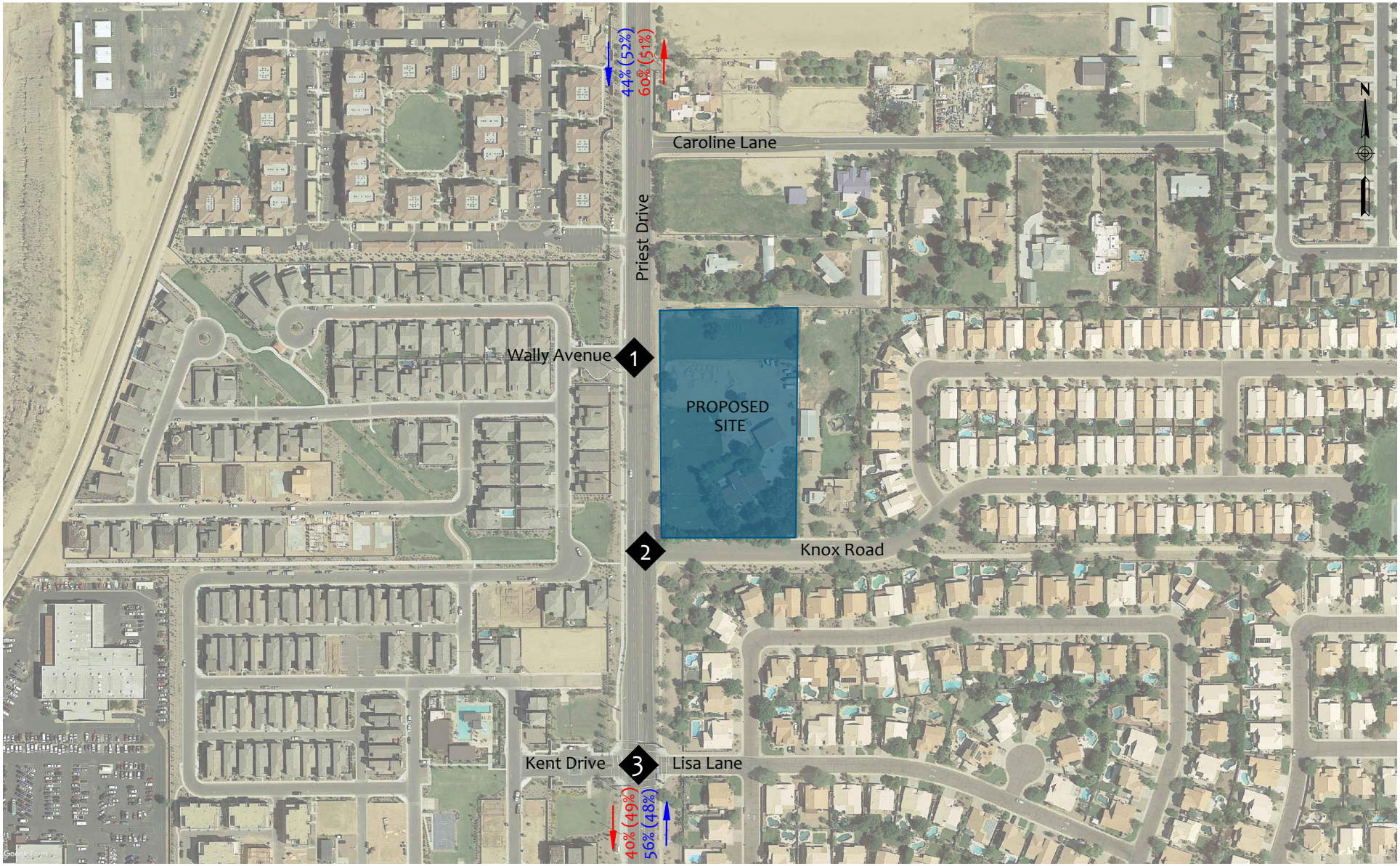
The proposed Saint Dominic Savio Academy development is anticipated to generate 389 weekday trips, with 93 trips occurring during the AM peak hour and 57 occurring during the PM peak hour. Since the afternoon peak of the school does not correlate with the typical PM peak hour, the PM peak hour generator was also calculated. The development is anticipated to generate 83 trips occurring during the school egress period.

Detailed trip generation calculations are provided in **Appendix F**.

5.2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the Saint Dominic Savio Academy is based on the distribution of existing traffic along the surrounding roadway network, permitted movements at the proposed site driveways, and probable routes. The trip distribution is shown in **Figure 6**.

The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use. The site generated traffic volumes for the Saint Dominic Savio Academy are shown in **Figure 7**.



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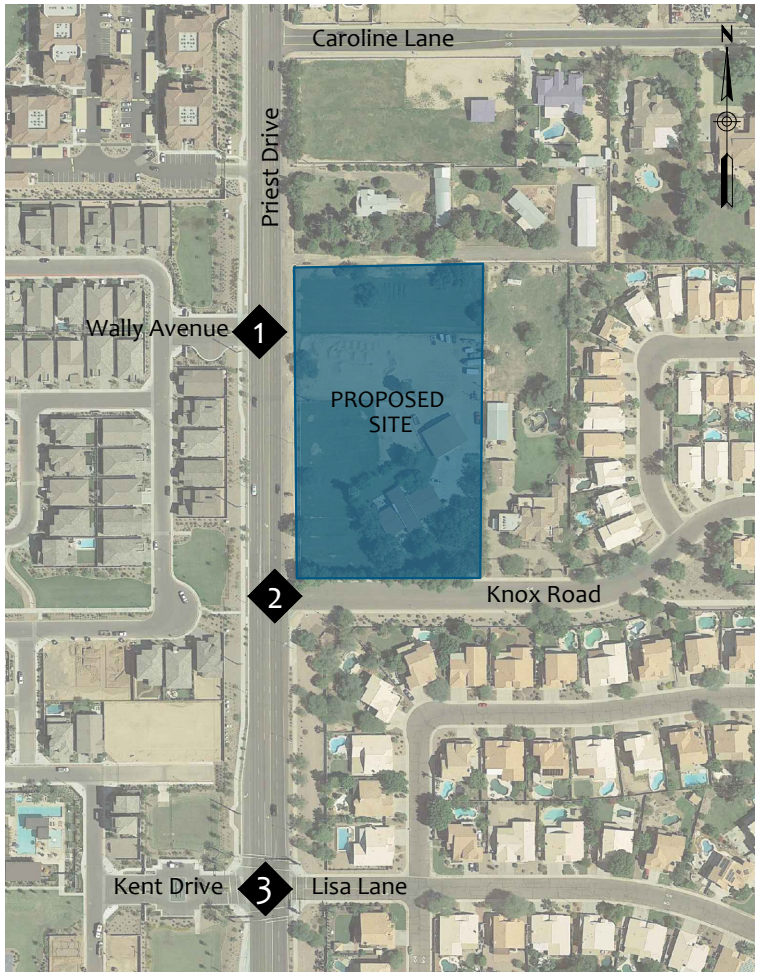
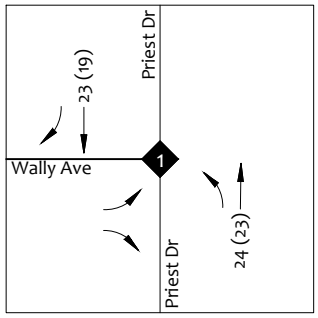
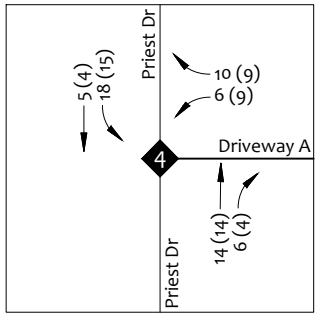
AM(PM) Inbound Trip Distribution Percentages

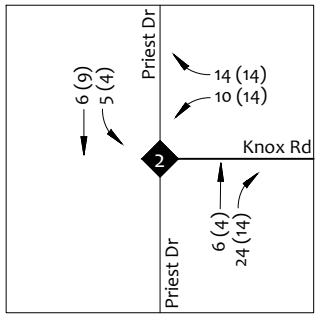
AM(PM) Outbound Trip Distribution Percentages

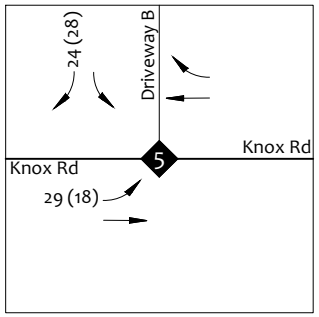
FIGURE 6 | TRIP DISTRIBUTION

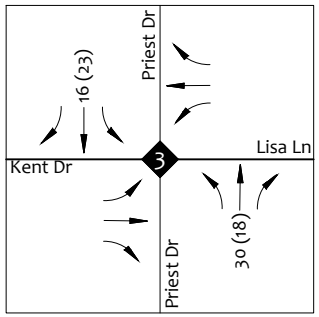












Legend

AM(PM)	Peak Hour Traffic Volumes
X	Intersection

FIGURE 7 | SITE TRAFFIC VOLUMES

ATTACHMENT 32

6. FUTURE CONDITIONS (YEAR 2022 – OPENING YEAR)

As previously mentioned, the Saint Dominic Savio Academy is anticipated to be fully completed in the year 2022. This section analyzes the effects the proposed development will have on the surrounding roadway network during the year of 2022.

6.1. YEAR 2022 BACKGROUND TRAFFIC VOLUMES

According to the 2019 Maricopa Association of Governments (MAG) socioeconomic projections for the City of Tempe, it is estimated that in 2018 the population was approximately 185,300. MAG estimates that the 2030 population for the City of Tempe will be 217,100. This results in an approximate annual growth rate of 1.33%.

As a conservative approach, a 2% annual growth rate was utilized. See **Appendix G** for the MAG socioeconomic projections.

See **Figure 8** for the year 2022 background traffic volumes which include the 2% annual growth rate through the year 2022.

6.2. YEAR 2022 BUILD TRAFFIC VOLUMES

When the year 2022 site traffic (**Figure 7**) is added to the year 2022 background traffic (**Figure 8**), the result is the 2022 build traffic volumes. This represents the traffic volumes with the build out of the proposed development. The year 2022 build traffic volumes are shown in **Figure 9**.

6.3.YEAR 2022 BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2022 build traffic volumes. See **Figure 10**. The detailed capacity analysis sheets can be found in **Appendix H**. The existing PHF was assumed for all study intersections.

The results of the 2022 build capacity analysis level of service is shown in **Figure 10**. All movements operate at a LOS D or better, or are maintained are the existing condition level of service with the exception of the following:

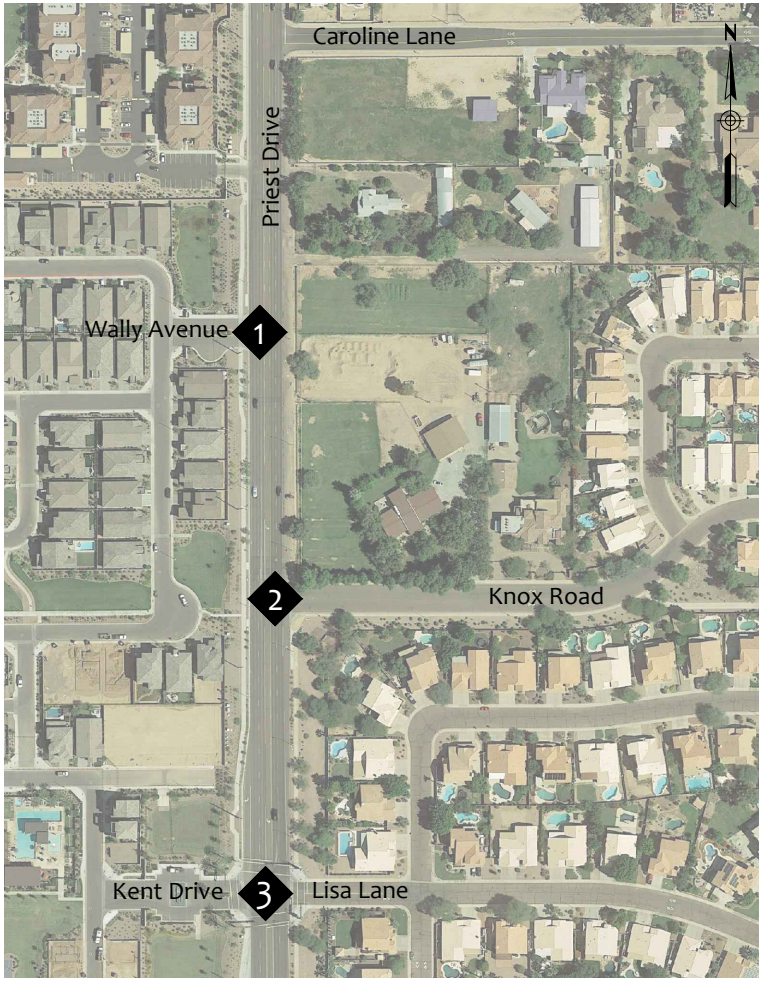
Priest Drive and Driveway A (4) – Unsignalized

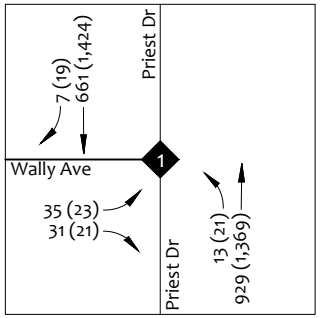
- WB shared left-right PM peak hour operates at LOS F
  As previously stated, it is not uncommon for stop controlled intersections to experience greater delays during peak hours. Often drivers will opt to turn right to avoid the left turn movements at stop controlled intersections during peak hours. Additionally, it is anticipated that 18 vehicles will make a left/right turn during the PM peak hour. This equates to approximately 1 vehicle making a left/right turn every 3 minutes.

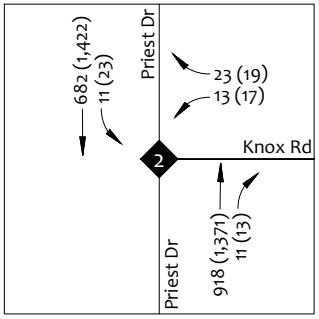
The year 2022 build AM and PM peak hour level of service and delay for all unsignalized and signalized studied intersections are shown in **Table 4**.

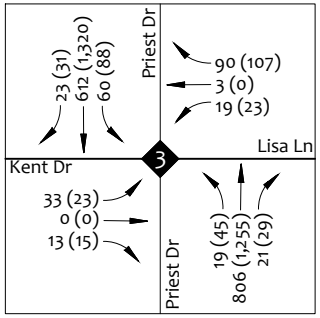
Table 4– Year 2022 Build Level of Service and Delay - Unsignalized and Signalized

Intersection	Year 2022 Build			
	AM PEAK		PM PEAK	
Unsignalized Intersections	**LOS**	**DELAY**	**LOS**	**DELAY**
Priest Drive and Wally Avenue (1)				
Eastbound Shared Left-Right	B	14.4	F	153.2
Northbound Left	A	9.3	B	14.3
Priest Drive and Knox Road (2)				
Westbound Shared Left-Right	B	14.6	F	144.9
Southbound Left	A	8.6	A	9.8
Priest Drive and Driveway A (4)				
Westbound Shared Left-Right	B	13.9	F	105.5
Southbound Left	A	8.5	B	13.7
Knox Road and Driveway B (5)				
Eastbound Shared Left-Through	A	7.3	A	7.3
Southbound Shared Left-Right	A	8.6	A	8.6
Intersection	**Year 2022 Build**			
	AM PEAK		**PM PEAK**	
Signalized Intersections	**LOS**	**DELAY**	**LOS**	**DELAY**
Priest Drive and Lisa Lane/Kent Drive (3)				
Overall Intersection	A	5.6	A	8.1
Eastbound Shared Left-Through-Right	D	43.9	C	24.1
Westbound Shared Left-Through-Right	C	24.8	D	46.5
Northbound Left	A	2.7	A	7.1
Northbound Through	A	3.3	A	5.9
Northbound Shared Through-Right	A	3.3	A	5.9
Southbound Left	A	3.6	B	11.2
Southbound Through	A	2.9	A	6.0
Southbound Right	A	0.9	A	1.7





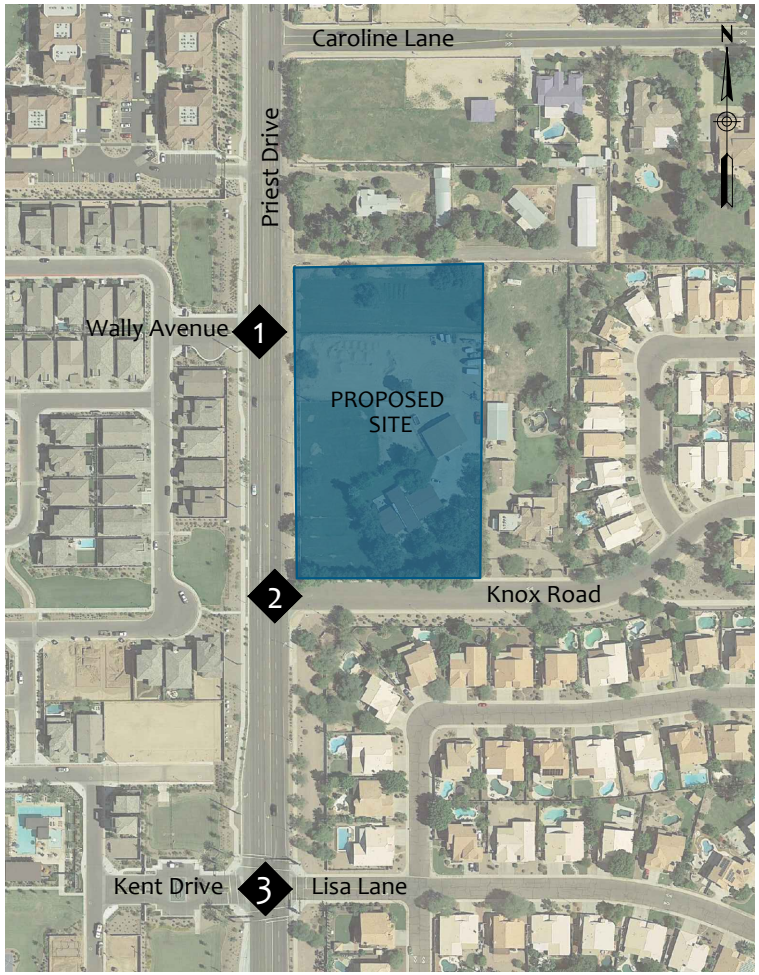


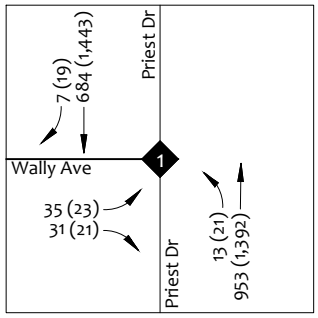


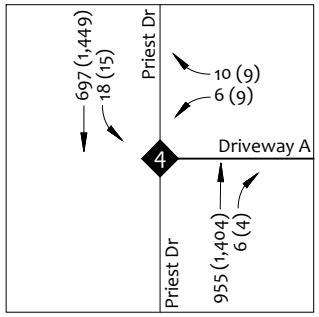
Legend

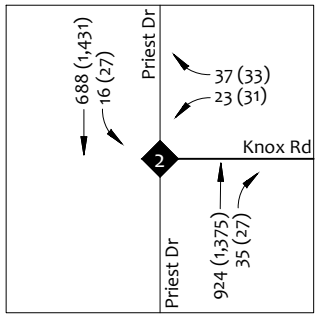
AM(PM)	Peak Hour Traffic Volumes
X	Intersection

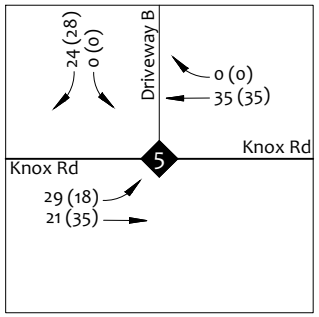
FIGURE 8 | YEAR 2022 BACKGROUND TRAFFIC VOLUMES

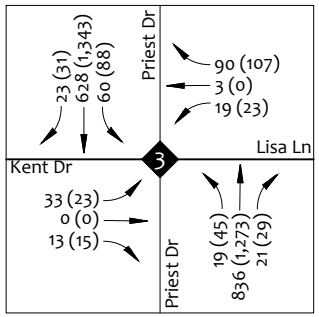








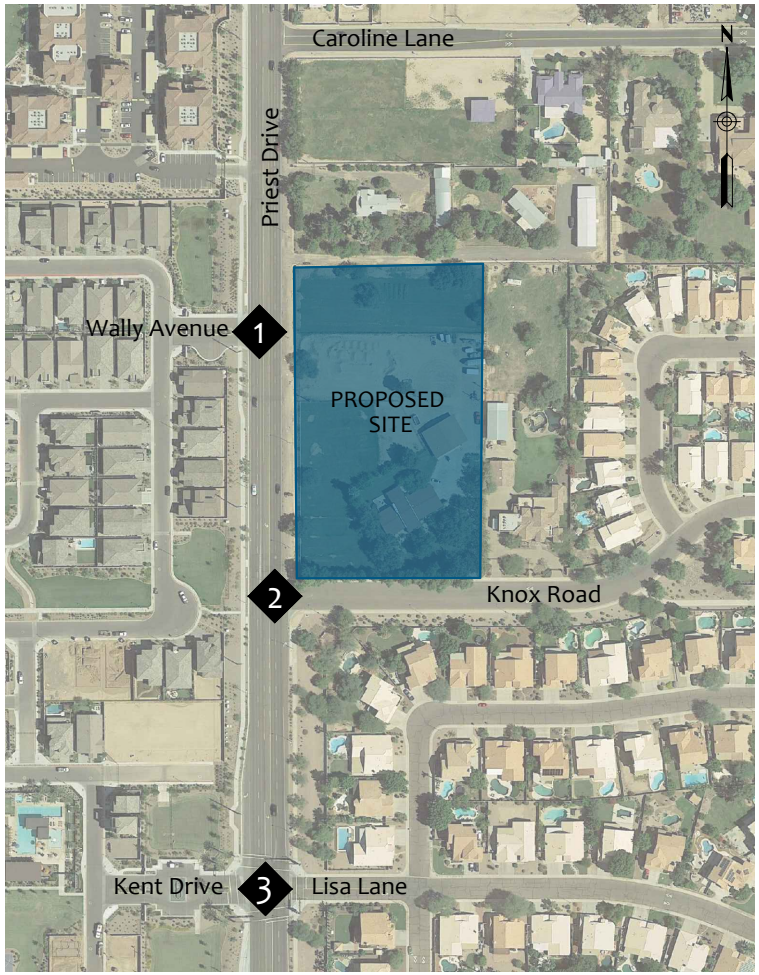


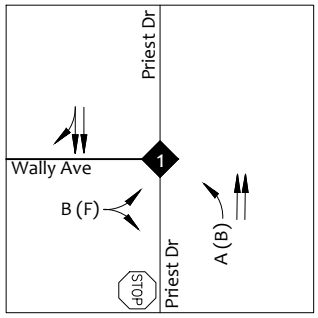


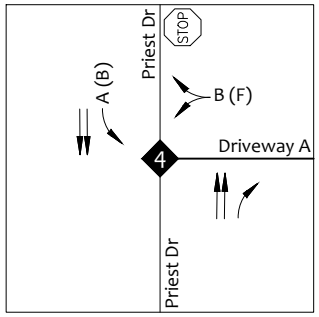
Legend

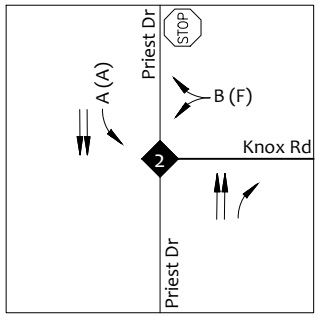
AM(PM)	Peak Hour Traffic Volumes
X	Intersection

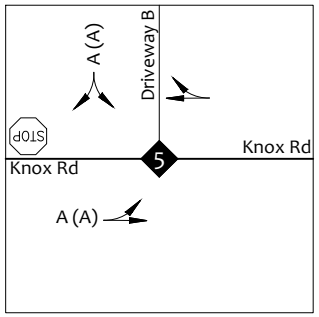
FIGURE 9 | YEAR 2022 BUILD TRAFFIC VOLUMES

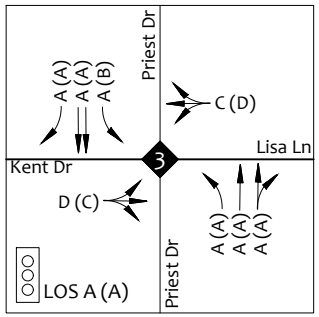












Legend

AM(PM)	Peak Hour Traffic Volumes
X	Intersection

FIGURE 10 | YEAR 2022 BUILD CAPACITY ANALYSIS

7. CIRCULATION AND QUEUE ANALYSIS

The proposed Saint Dominic Savio Academy will be comprised of a 33,684 square foot building. This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

Currently, the City of Tempe does not provide vehicular queuing requirements for schools. Therefore, queue standards of other nearby municipalities within the Phoenix Metropolitan area were utilized in determining the required queue for the proposed Saint Dominic Savio Academy. See **Table 5** for the required queue.

Table 5 – Saint Dominic Savio Academy – Required Queue Storage

	Students	On-Site Queue Length (Feet/Student)	On-Site Queue Length (ft)
City of Avondale	118	4.32	510
City of Peoria		4.30	507
City of Mesa		3.75	443
Town of Gilbert		3.75	443

The proposed Saint Dominic Savio Academy does not anticipate operating like a typical school, with parents waiting in queue to drop-off/pick-up their child. This school caters to children/young adults on the autism spectrum. The school anticipates most parents utilizing the 110 parking stalls provided on site in order to park their vehicle and subsequently walk their child to/from campus in a safe manner. Therefore, Saint Dominic Savio Academy does not anticipate a high demand for parents to queue during drop-off/pick-up periods. However, both site driveways will be available for parents to perform ingress and egress movements during these drop-off/pick-up periods, allowing any potential queuing to occur on site. **Therefore, with parents anticipated to park their vehicles during drop-off/pick-up as well as the availability of the access points, Saint Dominic Savio Academy should provide more than adequate space for any potential queuing during drop-off/pick-up periods.**

8. RECOMMENDATIONS & CONCLUSIONS

The proposed Saint Dominic Savio Academy is located on the northeast corner of Priest Drive and Knox Road in Tempe, Arizona. The proposed development will be comprised of a 33,684 square foot building.

This school caters to children/young adults on the autism spectrum. The school is anticipated to have an enrollment of 58 students in the K-12 program, 23 students in the next step program, and 37 students in the preschool.

Recommendations

The recommendations with the build out of the proposed Saint Dominic Savio Academy include:

- **Priest Drive and Driveway A (4)**
  Buildout of full access driveway.

- **Knox Road and Driveway B (5)**
  Buildout of full access driveway.

Signal Timing

As with any new development and potential change in traffic patterns, the following is recommended:

- **Monitor and Adjust Signal Timing**
  Monitor traffic patterns in the area and if necessary, adjust nearby signal timing.

In conclusion, the additional traffic generated by the proposed Saint Dominic Savio Academy is anticipated to result in minimal traffic related impacts to the existing roadway network.

From: Isabella Broglia
To: Stovall, Karen
Subject: Fwd: Case: PL210002 - Use Permit Request for St. Dominic Savio Academy at 9399 South Priest Drive.
Date: Tuesday, February 16, 2021 12:30:09 PM

SUPPORT EMAIL FOR ST DOMINIC SAVIO

Karen Stovall, Senior Planner, Karen_Stovall@tempe.gov

City of Tempe Community Development Department

Subject Line of Email: Case: PL210002 - Use Permit Request for St. Dominic Savio Academy at 9399 South Priest Drive.

Dear Ms. Stovall:

My name is Isabella and my 5-year-old who has autism attends St. Dominic Savio Academy in Chandler. I am a resident of Gilbert; however, I drive 20 miles daily to take my son to this amazing school. As a parent I know how important it is to find the perfect school for their child. However, when a child has a disability such as autism, it is even more important to find a school that will care for your child, support their growth, and encourage their differences as they are abilities. This school is St Dominic Savio Academy. It is the only school of its kind that provides ABA therapy and other programs to children from birth to 12th grade.

I want to share the story of how our family found St Dominic Savio Academy because I feel like it will express just how much of a need there is for a facility like this to expand to a larger campus in Tempe. At 2 years old my son started showing signs of autism- he wasn't speaking, wasn't interested in playing with peers and would not make eye contact when others were speaking to him. The journey to get him diagnosed was a tough year long process. I think of autism as this secret world where once diagnosed there aren't many programs or support for parents to help their children. You must figure it out on your own and advocate for your child to get various services such as occupational, speech or ABA therapy where most if not all medical facilities have waitlists. As a family we experienced this, it was like looking through a glass window where you could see the opportunity for therapies that would help your child, but you couldn't get to the other side. From birth to age five, 90% of the brain develops which has a long-term impact on the child's health and ability to learn and be successful in daily life. Knowing this fact, I

felt like it was a race against the clock to get my son medically necessary therapy to help him grow and develop. We found St Dominic Savio through a family friend and were blessed with the opportunity to attend their school. My son has attended school there for over a year now and it would be an understatement to say they have truly changed our lives. Our extended family has even noticed the positive changes and accomplishments in my son. He is now speaking, asking, and answering questions, and playing with his cousins and other family members.

We were lucky that at the time we needed our son to attend this school they had a spot open for him. Every family deserves the opportunity to attend St Dominic Savio so that their child can grow into all that they can be with the support of a caring and professional staff. With their campus expansion in Tempe this will be possible. Our story is just one and I know there are more to be told from those to attend St Dominic Savio-and countless others that have yet to find this amazing place.

I am a strong supporter of St. Dominic Savio Academy and all that they do for their students. The school has been around for over ten years and it is well managed and maintained. Even though it is located within an existing small building in Chandler with minimal outdoor space they accomplish so much in such a small space. The city of Tempe should be proud to get such a wonderful, and needed, school in their community.

In looking at the site plans and the proposed location it is the optimal location due to easy freeway access and it is near residential homes versus a commercial area. The larger campus will provide more room for students to engage with others along with various programs to support their growth and development. A well-designed and functioning school with quality professional and caring faculty and staff are critical for any student's success and growth but are even more important elements for a child with autism. In my opinion, the proposed St. Dominic Savio Academy fits nicely on the property and is not excessive in size and will complement the existing homes in the area.

That is why I am writing to express my **solid support** for the Use Permit request and the relocation of St. Dominic Savio Academy to Tempe.

Please approve this case.

Thank you,

Isabella Broglia