

MEMO

Engineering Division

To: Ryan Wozniak, Planner

From: Kerry Osborn, Engineering Plans Examiner

Date: August 8, 2016

RE: PAD15-04 Homestead Parcels 15, 16, 18 & 19

The engineering department has reviewed and provided comments, for a total of three submittals, in regards to the PAD15-04 Homestead Parcels 15, 16, 18 & 19 development. While the applicant has agreed to address some of the comments, such as depth of pavement for local streets, minimum radius for cul-de-sacs and knuckles and sidewalk width, there are three outstanding items to resolve.

- 1) The applicant felt that the executed development agreement for the subdivision to the north of the Homestead property relived him of the obligation to construct a traffic signal on Smith – Enke Road. The City’s legal department reviewed the documents submitted by the applicant, in regards to the construction of a traffic signal at the intersection of Smith-Enke Road/Homestead Drive and the agreement reached between the City and Rancho El Dorado, and concluded that since the applicant was not one of the named parties in the agreement, the applicant is not subject to the exemptions in that agreement. The installation of the traffic signal will be the responsibility of the applicant.
- 2) Per the updated Traffic Impact Analysis (TIA), the traffic signals at Smith-Enke Road/Homestead Drive and at Porter Road/Homestead Drive will be required by the revised build out year of 2027. The City desires a more definitive expectation of when the traffic signals will be installed and what mechanism will be used to initiate their construction. In lieu of defaulting to the build out year, an estimation of the level of development that triggers when the signal warrants will be met is needed.
- 3) As presented in the updated TIA, the use of a Striped Left Turn Refuge does not adequately address the forecasted Level of Service F at the intersection of Honeycutt Road and Continental Boulevard. The existing two way left turn lane already provides the refuge for vehicles making the left turn from Continental Boulevard onto Honeycutt Road. The City is in agreement that a traffic signal at this intersection would not be desirable due to the proximity to the intersection of Honeycutt Road/White & Parker Road. Further design alternatives should be investigated to alleviate the LOS F. Consideration should be given, as recommended in the 2005 TIA, for the inclusion of a

MEMO

Engineering Division

right-turn deceleration lane along westbound Honeycutt Road at Continental Boulevard. An acceleration lane for right turn movements should be investigated as well for this location. The applicant has indicated that they would explore the possibility of providing an additional point of access, onto White & Parker Road, to mitigate the LOS F at the aforesaid intersection.

Respectfully,

Kerry Osborn

Engineering Plans Examiner

Public Works

City of Maricopa

Kerry.Osborn@maricopa-az.gov

www.maricopa-az.gov

