

March 21, 2023

City of Scottsdale  
c/o Katie Posler, Senior Planner

Laurel K. Walsh  
23785 North 75<sup>th</sup> Street  
Scottsdale, AZ 85255  
(Los Portones resident)

Re: Proposed Doggy Daycare facility

CASE #s 1GP-2023 and 1-ZN-2023R

To whom it may concern:

I am particularly concerned about the potential traffic that would be generated by the proposed doggy daycare facility referenced above. At the neighborhood meeting the applicant stated her business plan anticipated sixty per cent of the kennels (58 of 97) would be day care "clients" and the remainder 39 vacation or occasional clients of several days' visit. She also stated the traffic generated would generally be before and after normal business hours. Generally, that would be between 7 to 8:30 am and 4:30 to 6 pm. Adding 58 turns times two (116 turns entering and leaving) East Los Portones Drive and Pinnacle Peak Road in that short window of time twice a day is a cause for concern. While the business plan estimates 58 daily clients that number could be much larger given the facility's capacity of 97 kennels should the demand develop. A regular five-days-per-week client is much more profitable than an occasional client for several days only.

The intersection of East Los Portones Drive and Pinnacle Peak Road ("the Intersection") is not signalized, and most likely will never be signalized because it is approximately a half mile from Scottsdale Road (a major arterial street) and a quarter mile from Miller Road (a minor arterial street). Pinnacle Peak Road is currently classified as a minor arterial street. The most recent data available for daily volume at the three arterial streets impacting the Intersection that I could find was dated in 2020:

E/W bound Pinnacle Peak Road at Scottsdale Road	23,700 vehicles
N/S bound Scottsdale Road at Pinnacle Peak Road	38,500 vehicles
N/S bound Miller Road just south of Pinnacle Peak	14,600 vehicles

Local factors that would increase the volume of Pinnacle Peak Road at East Los Portones Drive since that time are the additions of single-family homes in the immediate vicinity: 1) immediately south of East Los Portones Drive at the Intersection, the road continues as 74<sup>th</sup> Street. The Silverstone residential community has been constructed and completed for a total of 356 new homes adding traffic going east/west and north; and a quarter mile east at Miller and Pinnacle Peak Road, Lennar completed 98 new homes adding to east/west traffic. Pinnacle Peak Road is the first arterial road north of Route 101 enabling drivers to head west to Phoenix. Massive developments along Scottsdale Road are underway on the East side of

Scottsdale Road south of Pinnacle Peak. With the flood control project on the Rawhide Wash, Phoenix land west and south of Pinnacle Peak Road will be developable in the near future. Once Phoenix can access the developers for improving Scottsdale Road, Scottsdale Road will be widened and traffic volumes will increase dramatically.

Additionally, the flood control project is enabling the extension of Miller Road north to Happy Valley Road. The future development of homes and offices from 101 north on Miller will materially increase the traffic north on Miller Road and the potential for an increase in traffic turning west onto Pinnacle Peak Road. (Banner just announced they are opening a major hospital to be built on Miller just north of 101 to be completed in two years.) The salient point is the unsignalized intersection of East Los Portones Drive and Pinnacle Peak Road should not have a single user add over 240 or more turns per day in light of the current and future traffic volumes, especially when most of those turns will be concentrated within specific time periods.

A discussion of left turns is warranted given the likelihood of adding a minimum of 240 turns per day is anticipated, especially at a very busy unsignalized four-way intersection. Left turns at signalized intersections are relatively safe given their timing is controlled by the light. Left turns at unsignalized intersections are dependent upon the judgement of the driver, not all of whom are likely patient with the safe timing of executing the left turn. Left turns have two significant factors: critical gaps and line-of-sight.

Critical gaps are the open periods when traffic flows from the right and left are clear and long enough to permit the left turn. Also, the driver must also consider oncoming traffic from North 74<sup>th</sup> Street on the south. My experience as a resident of Los Portones is that in the mornings around 8:00 a.m. I can wait at least several minutes to turn left. The gaps can be relied upon to occur with patience. Midday, the time to turn is frequently insignificant. Late afternoon to early evenings, especially during the tourist season, the gaps can be 2-3 minutes before a chancy opportunity arises. On East Los Portones Drive, I also have more cars coming from our community in order to make both left and right turns. The right turners especially prolong the line-of-sight issue relative to eastbound traffic.

The line-of-sight issue occurs while waiting for all cars on the left to pass by the intersection to be sure that a car is not closely following behind it. Then looking right to the traffic coming from the far side of the median to wait for all traffic from the west have passed. You have to wait for the right turners to clear for a clean line of sight in that direction. Once that traffic has cleared, you again look left as well as make sure there are no cars entering the intersection from 74<sup>th</sup> Street directly across. All three directions must be clear because the median is only one car width and a partially exposed car could result in an accident with oncoming cars from the east.

Left turns are generally recognized as the second largest cause of accidents at intersections. Left turns at unsignalized intersections are particularly dangerous.

Another issue, perhaps particular to Arizona, is the rising and setting sun close to the horizon, especially during winter months. Pinnacle Peak Road runs east and west. During the winter months, our high tourist season, I have found it extremely difficult early mornings and evenings to see oncoming traffic, thus making right or left turn lines of sight even more hazardous.

In summary, the applicant's business, daily dog care, will disproportionately increase the danger of turning into or out of East Los Portones Drive onto Pinnacle Peak Road. The large amounts of turners will also impact the flow of traffic on Pinnacle Peak Road which already is expected to increase exponentially. At an extreme, 97 kennels can produce visitors to the site twice a day, each requiring two encounters at the intersection twice a

day. Their business plan which recognizes a minimum of 57 visitors twice a day, plus an unspecified number of vacation clients, is already too much. A doggy daycare facility produces far more traffic than the existing office users at more concentrated periods. The existing offices appear to have traffic ratably throughout the day.

A comment should be made about pedestrian and bicycle use at the intersection. The intersection is not striped for pedestrians and bicycle riders to cross Pinnacle Peak Road, although they do, including myself. At best a walker can make it halfway across when a gap occurs. There is no safe spot to wait in the median due to the left turn lane onto East Los Portones. After another gap arises the walker must rush across the road. (On page 6 of the applicant's Project Narrative, it stated "This facility will be walkable for neighbors in the Los Portones neighborhood, as well as the Pinnacle at Silverstone and Summit at Silverstone communities to the south." Please review the attachments to this document that reflect pedestrian issues.)

Additionally, I find some significant issues to consider relative to the site and their proposed design. The applicant states the site has been vacant and unsightly for a lengthy time. There are reasons to consider why. The site is in a flood plain. It is governed by ESL restrictions allowing development only on 80% of the site. There is a significant slope from its highest point to its lowest point. Access to the site is restricted. It is only from within the adjacent condominium office park. The shortest route is from East Los Portones Drive on the east. The western route requires driving up a grade, and a meandering drive through a parking lot of shade structures. This drive was not meant to be a thoroughfare and is not marked or lined for two-way traffic.

The applicant also suggested pedestrian access was convenient and possible. Given the ESL designation, the 20% land excluded under the plan runs the east and side portions of the lot. The applicant's plan shows walls on those two sides, thus discouraging pedestrians and protecting the ESL land from being disturbed. Thus, pedestrians would have access to the site from the east and south only via the car entryway. Then, the pedestrian would only be able to access the site via the driveway on the site plan. It is important to note, the entryway to the condominium office park has a significant uphill slope, and the site plan driveway covers the same slope in HALF the distance, thus creating a more significant slope for both cars and pedestrians. The entryway does not have walkway separately designated and plans for the driveway also do not have a pedestrian walkway.

Access from the entryway to the driveway also should be reviewed. The condominium office project has parking provided on most of the west perimeter of the site. The access to the site is immediately adjacent to the driveway thus, once more, requiring a left turn, a very sharp left, U-turn with the radius somewhat limited by parking structures. Two-way traffic in the volume previously discussed in the condominium parking lot seems like a very hazardous situation in the making.

The parking for the proposed project warrants discussion. Most of the parking does not provide access to the building without crossing the parking lot itself. Every client must park, exit their car with a dog, check-in the dog inside the building, and return to their car, twice a day for the daily visitors. Please imagine the volume of cars within a short period of time, entering and backing out of their parking spots with the owners walking across the parking lot. Also, some of the parking spaces are accessed off the driveway, creating a

confluence of arriving and departing cars, cars backing out of parking spaces and clients walking their dogs to or from the facility.

The safety of the walkers, the potential for backup of visitors given the volume, the sharpness of the driveway slope, the difficulty turning into the driveway, cars backing out of parking spaces – all of these issues warrant a review of the project design and reflect why this particular site has not sold and been developed in the past.

The City Code Section 5-1 governing Transportation Impact Studies appears to require a transportation study from applicants requesting a zoning change. The Doggy Daycare Applicant appears to be making a case for a Category 1 study, if even that, as they repeatedly claim this rezoning request has a “minor impact.” Given the discussion above detailing the traffic hazards, I sincerely believe the maximum study possible should be prepared to address the issues presented herein.

There are others who will be impacted by the impact of 97 barking dogs. Their issues should be presented separately. I would also suggest once the site has extensive hardscape the flow of water offsite will be magnified and cause other issues. It must be significant already as reflected by the very large catch basin on the west side of the Spiga Restaurant.

I am obviously extremely concerned about this particular user of the site in question. The size of the buildable lot under existing zoning keeps the potential for the number of employees and visitors arising from its development to the least possible change in volume. I sincerely believe the single use request for a doggy daycare facility for the change in zoning most likely increases the volume for the East Los Portones intersection to the largest potential increase. I respectfully request the zoning change be denied.

Sincerely,

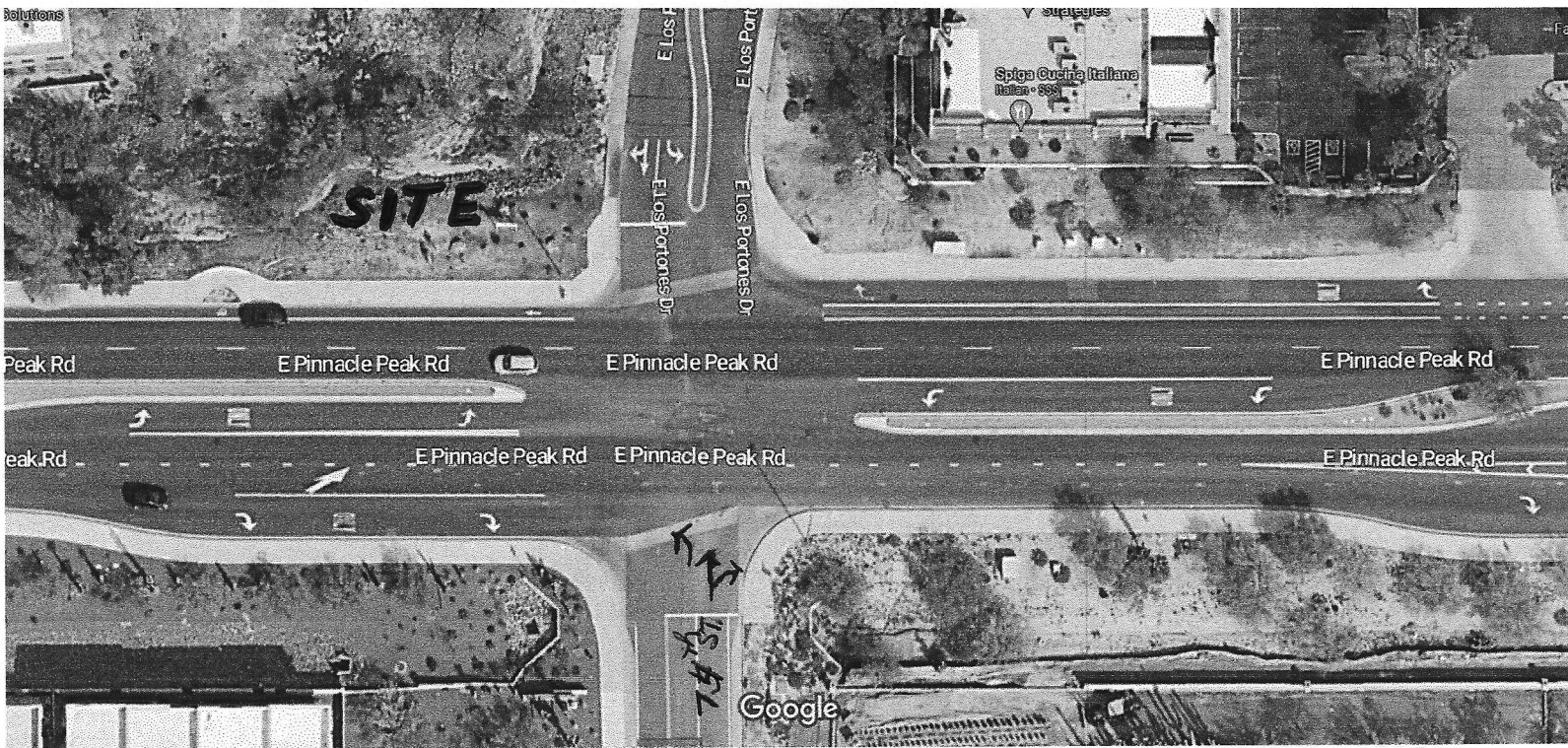
Laurel K. Walsh

#### List of Attachments

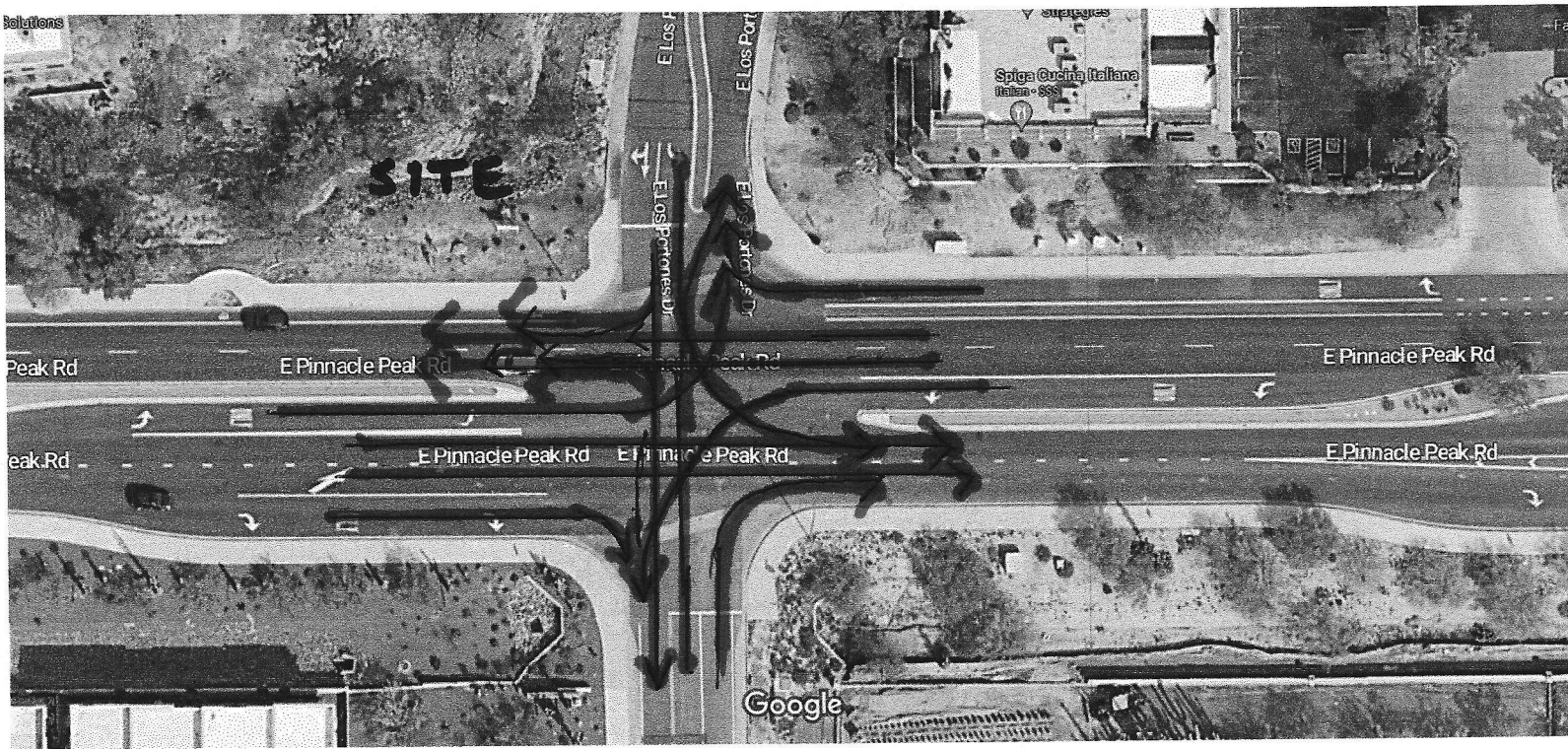
1. Satellite map of Intersection and diagram of traffic flow.
2. Satellite map of entry to site from East Los Portones Drive.
3. Diagram of traffic route from west side of Condo Office Park.
4. Diagram of pedestrian issues on site.
5. Diagram of convergence issues of traffic at peak times.
6. Scottsdale Car Accident Statistics per Lamber Goodnow article.
7. 2020 Scottsdale Traffic volume map.
8. ADOT Crash Facts (2 pages)
9. Minnesota Design Standards for ...Sight Lines at Left-turn Lanes (3 pages)
10. Elevation changes of Site per previous project survey
11. Scottsdale Sec. 1.804, Board of Adjustment decision parameters



Google Maps MAP OF INTERSECTION



Google Maps MAP OF TRAFFIC FLOW

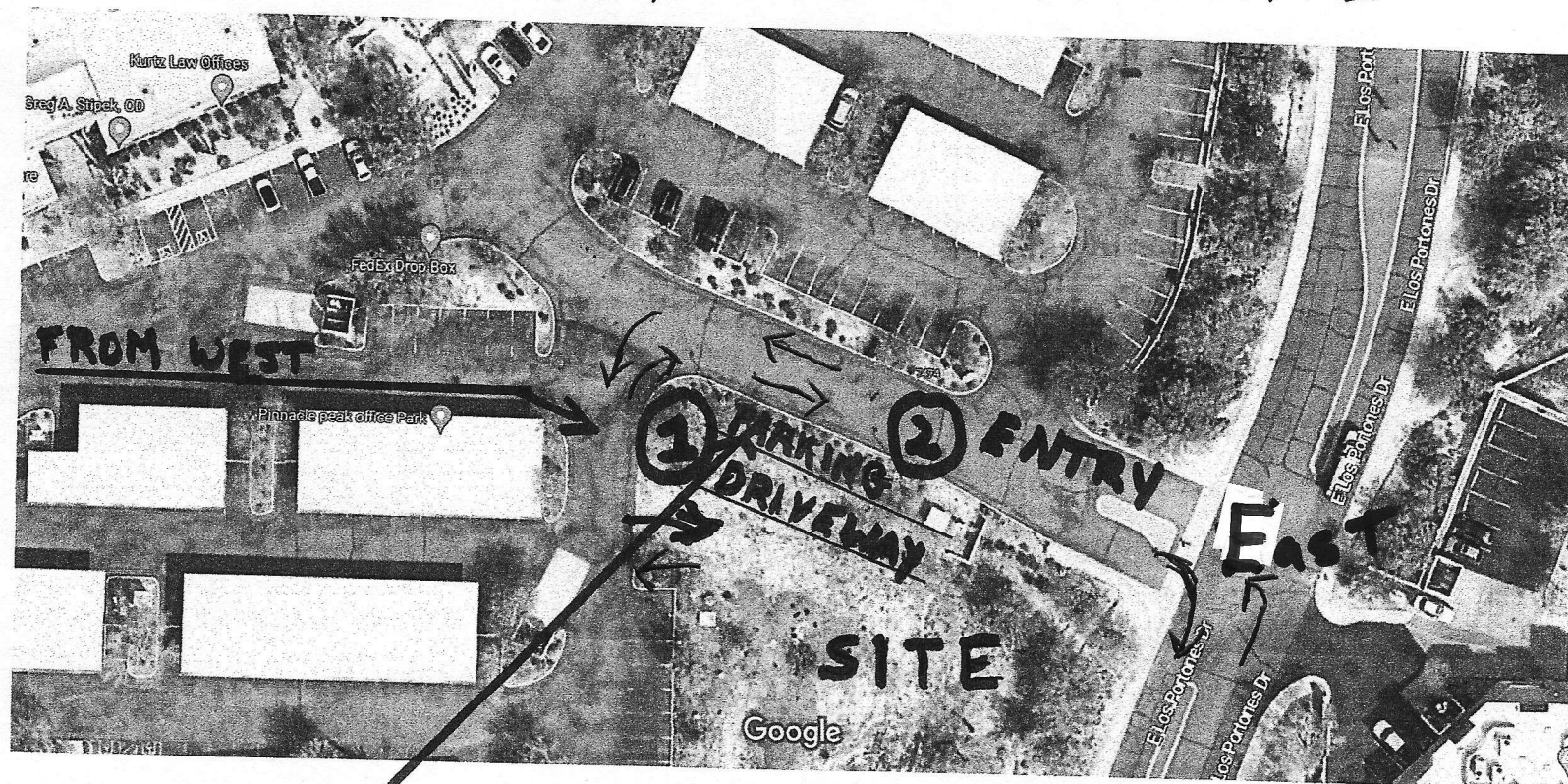


Traffic turns and ongoing traffic flow.

Please imagine a pedestrian crossing this intersection.

Attachment #1

## MAP OF ENTRY FROM E. LOS PORTONES DRIVE



Imagery ©2023 Maxar Technologies, U.S. Geological Survey, Map data ©2023 20 ft

1. No pedestrian way for clients and dogs to walk to/from kennels. They must avoid cars entering and exiting site plus cars entering and backing out of parking spaces.

2. ENTRY to site is obviously at a grade. Driveway covers half the distance to make the same change in elevation. Parking spaces are likely at an angle.





NO WALKWAY ON LEFT TURNS  
ENTRYWAY. TO FACILITY NO

LEFT TURNS  
TO FACILITY NO WALKWAY  
ON DRIVEWAY

LEFT  
TURN  
SIGNAL



NO DESIGNATED  
WALKWAY  
FOR CLIENTS  
DELIVERING  
PICKING UP  
DOGS

West

East

WALL

Attachment #4

SOUTH SIDE  
OF PINNACLE  
PEAK ROAD

FOR WALKERS FROM  
SOUTH NO DESIGNATED  
WALKWAYS OR SAFE STANDING  
AREA IN MEDIAN. (GAPS DONOT  
ALLOW ENOUGH TIME TO WALK EN  
(CROSS)

APS DO NOT  
WALK  
(CROSS)  
ENTIRE STREET.

SHEET KEYNOTES

PROJECT:	PRINCIPLE PERMITS REPORT	DATE:	11/1/01
ADDRESS:	141 EAST PRINCIPLE PARK ROAD	OWNER:	PRINCIPLE PARK, INC.
OWNER:	141 EAST PRINCIPLE PARK ROAD	APPLICANT:	PRINCIPLE PARK, INC.
SCOPE:	DOCK YOTTE RESORT, 500 ACRES	DEVELOPER:	DOCK YOTTE RESORT, 500 ACRES
LOCAL DISPOSITION:	SEE CIVIL	LOCAL DISPOSITION:	SEE CIVIL
CURRENT ZONING:	CO-1B	CURRENT ZONING:	CO-1B
PROPOSED ZONING:	CO-1B	PROPOSED ZONING:	CO-1B
SITE AREA:	14,130 S.F.	SITE AREA:	14,130 S.F.
LOT AREA:	14,130 S.F.	LOT AREA:	14,130 S.F.
LOT COVERAGE:	7.6%	LOT COVERAGE:	7.6%
LANDSCAPE AREA:	14,130 S.F.	LANDSCAPE AREA:	14,130 S.F.
LANDSCAPE COVERAGE:	14.1%	LANDSCAPE COVERAGE:	14.1%
CONSTRUCTION TYPE:	1/4" AS F.L.S.	CONSTRUCTION TYPE:	1/4" AS F.L.S.
ALLOWABLE AREA:	33,132 S.F. (0.87 AC)	ALLOWABLE AREA:	33,132 S.F. (0.87 AC)
CLEARANCE:	14'0"	CLEARANCE:	14'0"
STRUCTURAL DEPTH:	9'0"	STRUCTURAL DEPTH:	9'0"
ALLOWED HEIGHT:	9'0"	ALLOWED HEIGHT:	9'0"
ALLOWED PERMITS:	1/4" PER (0.12 AC)	ALLOWED PERMITS:	1/4" PER (0.12 AC)

## PARKING CALCULATIONS

[illegible]

EGFP

[illegible]

VICINITY MAP



**MEMBERSHIP OF DOCUMENTS:** This drawing, including the conceptual concept, design, and style, is an industrial property of the artist. The artist reserves the right to use the design in any form, in any medium, in any location, and in any manner. Any other use without the artist's written consent is prohibited. The artist does not warrant the accuracy of these drawings nor the results of their use.

1

Project: 22095

A1.1

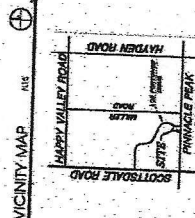
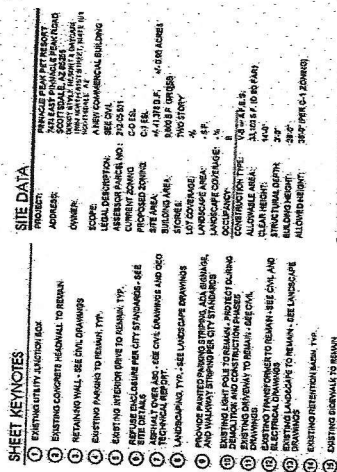


From  
TRAFFIC  
ENTRY  
EAST

Traffic  
from West  
ENTRY

arking Lot issues  
at peak period

1. Cars entering/departing - backing out of spaces
2. with most spaces not allowing designated walkways for clients picking up or delivering dogs.



SOUTH SIDE  
OF PINNACLE  
PEAK ROAD


2023.01.12  
ion document

Scottsdale, Arizona

## Pinnacle Peak Pet Resort

artist rendering is for conceptual design only, was done without benefit of a survey and should not be referred to as a construction document.

Scottsdale, Arizona  
2023. 01. 12



Cawley Architects

The Hub: News, Articles and Social

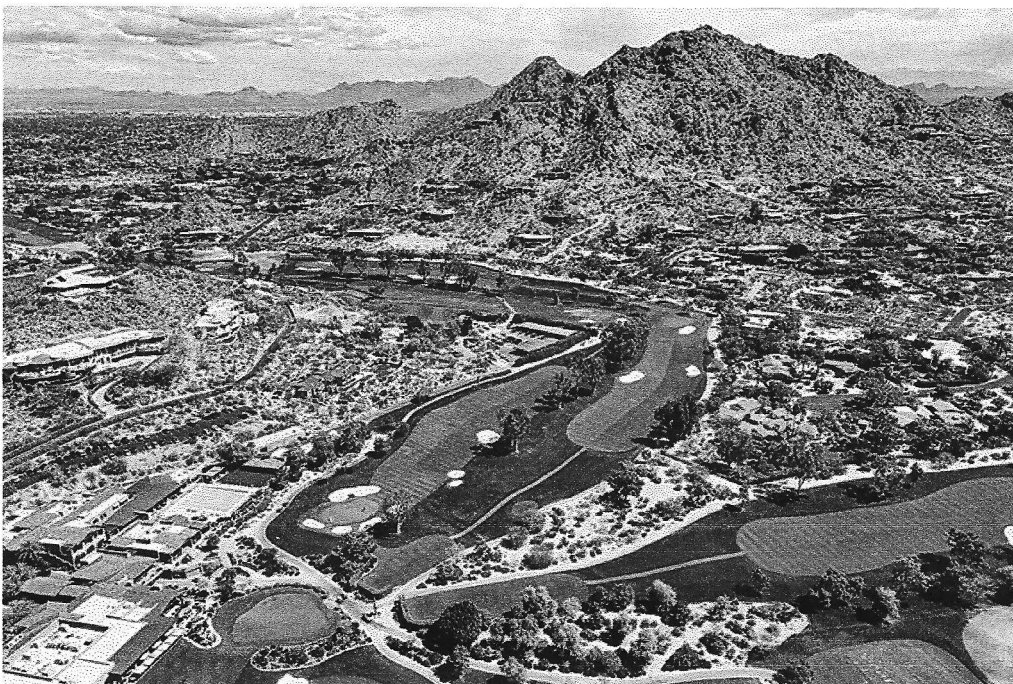
## Scottsdale Car Accident Statistics



December 27, 2022

Uncategorized

*Lamber Goodnow  
Injury Lawyers*



Scottsdale, Arizona is a city known for its luxury resorts, golf courses, and upscale shopping and dining destinations. However, like any other city, Scottsdale also experiences its share of car accidents. According to data from the Arizona Department of Transportation (ADOT), there were a total of 2,757 car accidents in Scottsdale in 2020, resulting in 1,724 injuries and 32 fatalities.

### The Most Common Car Accidents in Scottsdale

In terms of the types of accidents that occurred in Scottsdale, the most common type was rear-end collisions, which accounted for 29% of all accidents. This was followed by left turn accidents, which made up 21% of all accidents, and angle accidents, which made up 14% of all accidents. The remaining 36% of accidents were classified as "other," which includes a variety of different types of accidents such as sideswipe collisions and single-vehicle accidents.

### Population and Traffic Congestion

One factor that may contribute to the high number of car accidents in Scottsdale is the city's population and the corresponding traffic congestion. According to the U.S. Census Bureau, the population of Scottsdale in 2020 was 246,645, making it the sixth-largest city in Arizona. With such a large population, it is not surprising that there are a high number of vehicles on the roads in Scottsdale, which can lead to increased chances of accidents occurring.

Another factor that may contribute to car accidents in Scottsdale is the city's roads and highways. Scottsdale is home to several major roads and highways, including Loop 101, Loop 202, and State Route 51. These roads and highways can be heavily congested during peak hours, which can increase the likelihood of accidents occurring. In addition, Scottsdale also has a number of intersections that are known for being accident-prone, such as the intersection of Shea Boulevard and Scottsdale Road.

### Time of Day

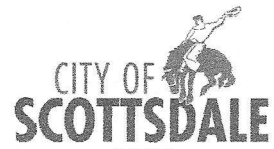
In terms of the time of day when car accidents are most likely to occur in Scottsdale, data from ADOT shows that the majority of accidents occurred during the afternoon and evening hours. Specifically, 36% of accidents occurred between 3:00 p.m. and 6:00 p.m., and 32% of accidents occurred between 6:00 p.m. and 9:00 p.m. This may be due to the fact that these are the hours when traffic is typically at its heaviest, which can increase the likelihood of accidents occurring.



Age of Drivers

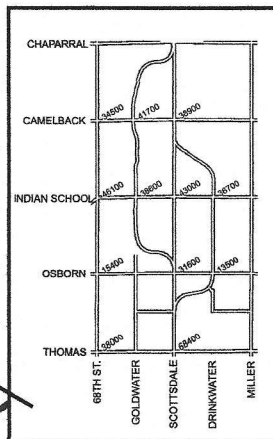
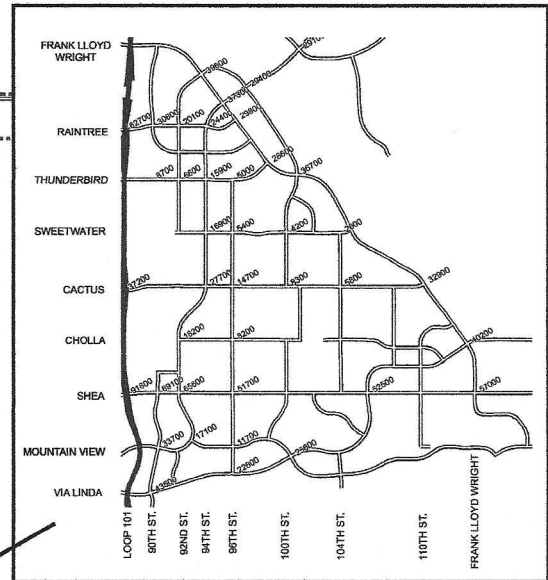
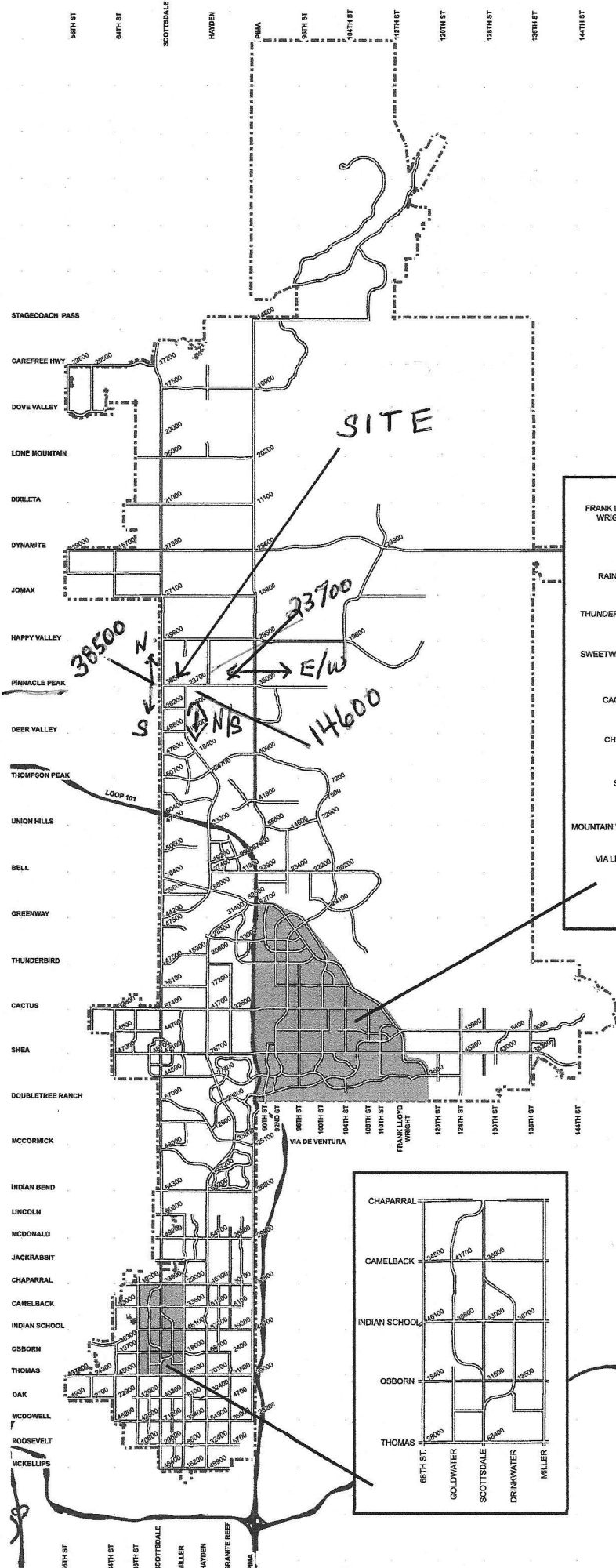
*★ Clients picking up dogs  
in this period of time.*

*Attachment  
#6*



2020

# Average Daily Traffic Volumes INTERSECTION



CITYWIDE MONTHLY ADJUSTMENT FACTORS		NORTH SCOTTSDALE MONTHLY ADJUSTMENT FACTORS	
MONTH	FACTOR	MONTH	FACTOR
JANUARY	1.003	JANUARY	0.953
FEBRUARY	1.045	FEBRUARY	0.921
MARCH	1.040	MARCH	0.901
APRIL	1.044	APRIL	0.884
MAY	1.022	MAY	0.950
JUNE	0.972	JUNE	1.152
JULY	0.930	JULY	1.174
AUGUST	0.975	AUGUST	1.216
SEPTEMBER	0.995	SEPTEMBER	1.049
OCTOBER	0.994	OCTOBER	0.923
NOVEMBER	1.008	NOVEMBER	0.967
DECEMBER	0.974	DECEMBER	0.862

Attachment #7



ADOT

# ARIZONA

## MOTOR VEHICLE CRASH FACTS

### 2021



Attachment #8  
p. 1 of 2



Section 3: – Crash Descriptions

Table 3 – 1  
Manner of Collision in Multi-Vehicle Crashes

Manner of Collision Type	Number of Crashes							
	Total	Percent of Total Crashes	Fatal	Percent of Fatal Crashes	Injury	Percent of Injury Crashes	PDO	Percent of PDO Crashes
Angle	15,621	15.54%	101	13.43%	5,365	18.29%	10,155	14.42%
Left Turn	17,690	17.60%	90	11.97%	6,484	22.11%	11,116	15.78%
Rear End	39,437	39.23%	70	9.31%	11,403	38.88%	27,964	39.70%
Head-On	2,193	2.18%	88	11.70%	986	3.36%	1,119	1.59%
Sideswipe (same)	17,269	17.18%	21	2.79%	2,207	7.73%	14,861	21.27%
Sideswipe (opposite)	1,660	1.65%	25	3.32%	408	1.39%	1,227	1.74%
U-Turn	504	0.50%	8	1.06%	157	0.54%	339	0.48%
Other*	5,460	5.43%	336	44.68%	2,126	7.25%	2,998	4.20%
Unknown	684	0.68%	13	1.73%	131	0.45%	540	0.77%
<b>TOTAL</b>	<b>100,518</b>	<b>100.00%</b>	<b>752</b>	<b>100.00%</b>	<b>29,327</b>	<b>100.00%</b>	<b>70,439</b>	<b>100.00%</b>

\*Other includes pedestrian and pedalcyclist crashes

Table 3 – 2  
Lighting Conditions

Type of Lighting Conditions	Number of Crashes				Number of Persons	
	Total	Fatal	Injury	PDO	Killed	Injured
Daylight	83,021	411	24,035	58,575	456	35,330
Dawn	2,000	23	569	1,408	26	806
Dusk	3,235	25	1,006	2,204	27	1,428
Dark - Lighted	24,894	327	7,360	17,207	356	10,796
Dark - Not Lighted	7,012	189	2,065	4,758	219	3,029
Dark - Unknown Lighting	423	10	69	344	13	90
Unknown	760	78	99	583	83	154
<b>TOTAL</b>	<b>121,345</b>	<b>1,063</b>	<b>35,203</b>	<b>85,079</b>	<b>1,180</b>	<b>51,633</b>

Table 3 – 3  
Weather Conditions

Type of Weather Conditions	Number of Crashes				Number of Persons	
	Total	Fatal	Injury	PDO	Killed	Injured
Clear	104,782	792	30,563	73,427	885	44,806
Cloudy	10,061	87	3,043	6,931	94	4,438
Sleet/Hail	199	1	64	134	1	92
Rain	4,374	20	1,178	3,176	20	1,673
Snow or Blowing Snow	662	3	125	534	3	185
Severe Crosswinds	8	0	2	6	0	2
Blowing Sand, Soil, Dirt	121	0	35	86	0	67
Fog, Smog, Smoke	37	0	12	25	0	17
Other	78	1	22	55	2	40
Unknown	1,023	159	159	705	175	313
<b>TOTAL</b>	<b>121,345</b>	<b>1,063</b>	<b>35,203</b>	<b>85,079</b>	<b>1,180</b>	<b>51,633</b>



DEPARTMENT OF  
TRANSPORTATION

# Design Standards for Unobstructed Sight Lines at Left-turn Lanes

**David A. Noyce, Principal Investigator**

Department of Civil & Environmental Engineering  
University of Wisconsin-Madison

**August 2019**

Final Report 2019-32

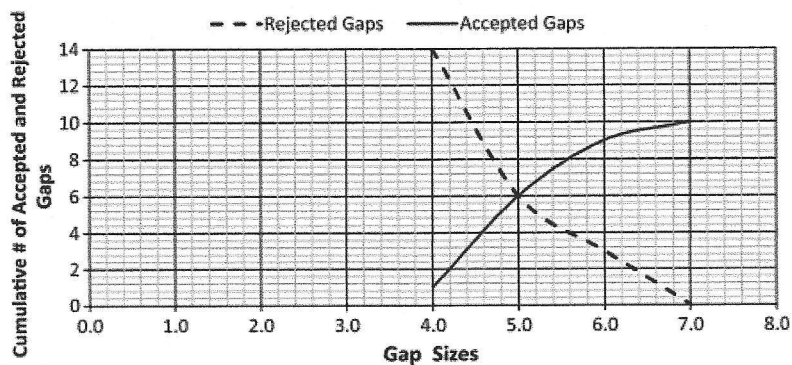


Attachment #9  
p. 1 of 3

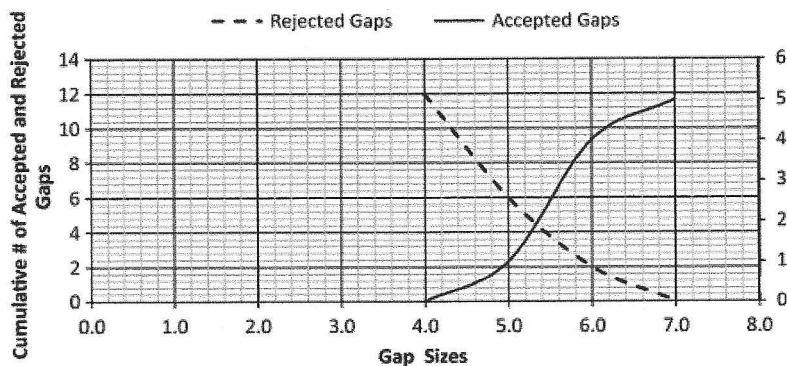
Table 2-3 Left-turn capacity estimations [Yan and Radwan, 2008]

Opposing Through Volume (vehicles/h)	Capacity Estimation				Percent Capacity Reduction Rate (%)
	Without Sight Problem		With Sight Problem		
	(vehicles/h)	(vehicles/cycle)	(vehicles/h) <small>hour</small>	(vehicles/cycle)	
1,800	58	1.5	18	0.4	70
1,600	90	2.2	30	0.8	66
1,400	132	3.3	49	1.2	62
1,200	186	4.7	78	1.9	58
1,000	259	6.5	119	3.0	54
800	354	8.8	181	4.5	49

Ogallo and Jha (2014) proposed a methodology for critical gap analysis at signalized intersections with permissive opposing left-turn movements. Video data of left-turning movements from Baltimore and Annapolis, Maryland were collected. The gap acceptance distribution across gap sizes are shown in Figure 2.4.



(a) Sight line not obstructed



(b) Sight line obstructed

Figure 2.4 Graph of gap sizes versus cumulative rejected and accepted gaps. [Ogallo and Jha, 2014]

increase (more near-misses) -> crash number increases. Tarawneh and McCoy studied left-turn lane offset's effects on motorist performance in 1996. The research evaluated 100 motorists' performance on three test circuits, with critical gap (or critical headway as used in the Highway Capacity Manual, referring to the average size gap in the conflicting traffic stream that a controlled motorist will choose to pass through), clearance time, left-turn conflict, longitudinal and lateral positioning, and percentage positioned left-turns (percentage of left-turning motorists who positioned themselves within the intersection when waiting for a gap in the opposing traffic) as measures of effectiveness (MOEs). The study results showed that motorist performance could be adversely affected by negative left-turn offsets less than -0.9 m. Critical gaps at more negative offset left-turn lanes were longer, and the likelihood of conflicts between left-turning vehicles and opposing through traffic was higher.

Yan and Radwan further studied the effects of obstructed sight line on motorist behavior during unprotected left-turn phase at signalized intersections using video data (Yan and Radwan, 2007). Left-turning motorist's gap acceptance behavior was specifically evaluated in the research. The results confirmed once again that blocked sight lines at left-turn lanes affected traffic operations and safety at such intersections negatively. With sight line obstruction, the critical gap and left-turn follow-up time both increased, compared with situations without the obstruction issue. Left-turning and U-turning motorists also tended to accept smaller gaps when their sight was obstructed, leading to an increased possibility of conflicts.

Hutton et al. evaluated the effects of left-turn lane offset on motorist behavior with surrogate safety measures including critical gaps, post-encroachment time, near crashes, and crash avoidance maneuvers (Hutton et al., 2015). The Strategic Highway Research Program 2 (SHRP 2) Naturalistic Driving Study (NDS) data were used in the study, with 3350 gaps at 14 two-way stop-controlled intersections and 44 signalized opposing left-turn pairs evaluated. The duration of each gap and whether the motorist accepted the gap were extracted from the videos. Logistic regression analysis was performed to estimate whether a gap was accepted by the motorists given the gap length and the left-turn lane offset distance. The results indicated that at both two-way stop-controlled and signalized intersections, sight obstruction would lead to motorists accepting longer gaps than they do when there was no sight obstruction. At intersections with negative left-turn lane offsets, there is a higher chance of sight obstruction for left-turning vehicles than at intersections with positive or zero left-turn lane offsets. The critical gaps were longer at left-turn lanes with negative offsets than at left-turn lanes with positive or zero offsets. However, motorists had a higher likelihood of accepting shorter gaps at negative-offset intersections, leaving a very short amount of clearance time between their turn and the arrival of the next opposing through vehicle. The researchers attributed such motorist behavior to difficulties in assessing risk and hesitation when left-turning motorists' sight line was obstructed.

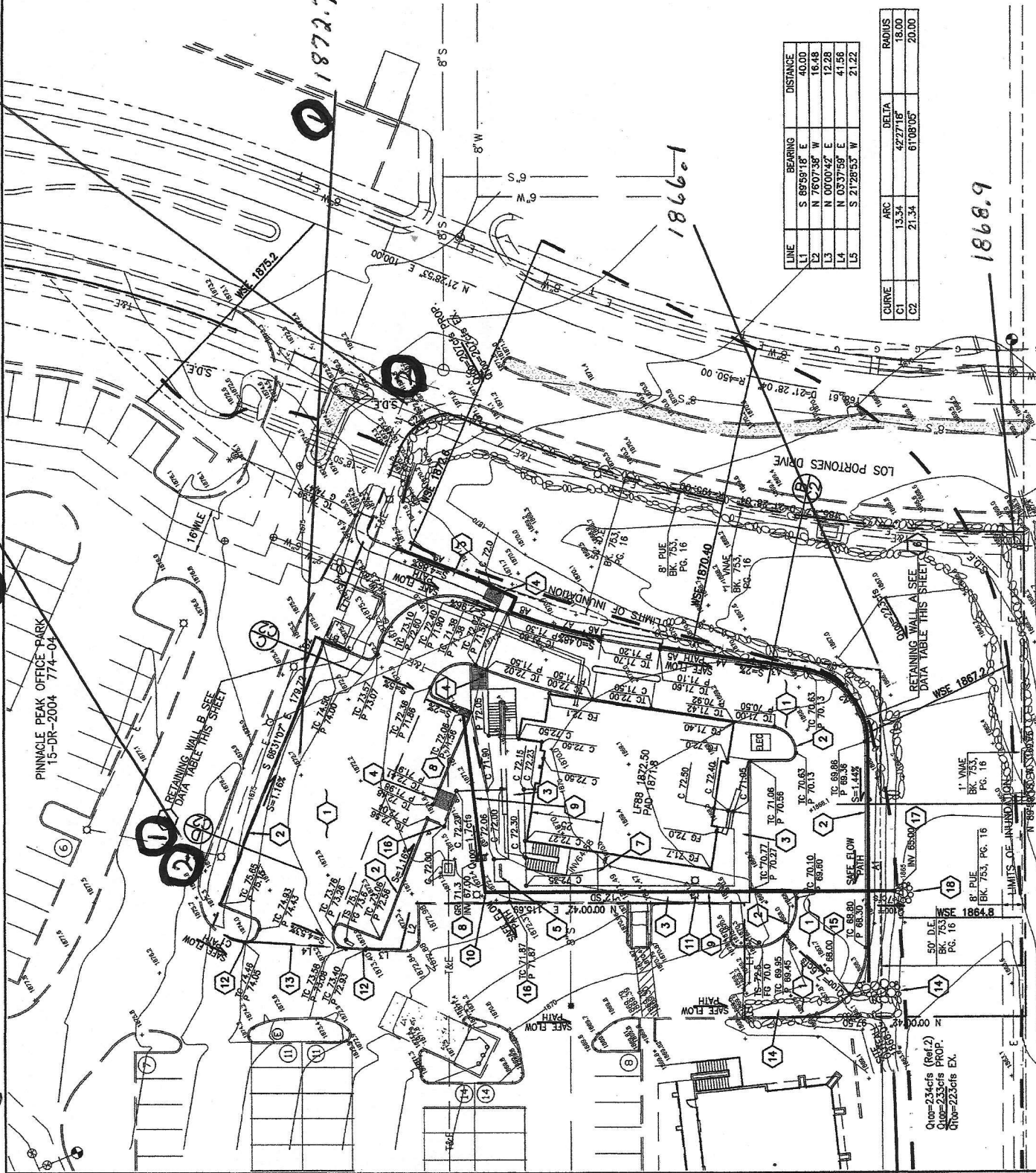


Map of previous project  
detailing elevation  
changes.

1 1876.6

3 1871.5

1. 4 foot drop - length of driveway
2. 5 foot drop - length of entryway

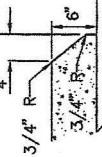


WALL DATA TABLE

W	TF	TRW	TRN	L
A1	65.0	70.0	73.0	85
A2	65.7	70.0	73.0	36.6
A3	66.3	70.7	73.7	18
A4	67.0	71.7	74.7	20
A5	67.0	72.0	75.0	12.2
A6	68.0	72.0	75.0	6.1
A7	68.0	72.0	75.0	10.3
A8	70.0	73.0	76.0	36.6
A9	70.0	74.0	77.0	30

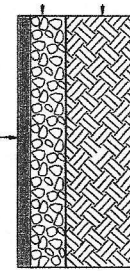
W	TF	TRW	TRN	L
B1	72.7	75.0		13
B2	73.3	75.0		9

4" MIN. OR  
AS NOTED



CURB OPENING DETAIL  
N.T.S.

3/4" A.C.-12.  
M.A.G. SPEC.



TYPICAL PAVEMENT  
N.T.S.

LINE	BEARING	DISTANCE
L1	S 89°59'18" E	40.00
L2	N 76°07'38" W	16.48
L3	N 00°00'42" E	12.28
L4	N 03°37'50" E	41.56
L5	S 21°28'55" W	21.22

CURVE	ARC	DELTA	RADIUS
C1	13.34	42°27'18"	18.00
C2	21.34	61°08'05"	20.00

50' P  
8' PUE  
Pinnacle Peak RD.

1870  
1865

100' W.S.  
1865

2'  
PROPOSED GRADE  
70.68

Quote-234cfs (Ref.2)  
Quote-233cfs PROP.  
Quote-223cfs EX.

- A. A variance from the provisions of this Zoning Ordinance shall not be authorized unless the Board shall find upon sufficient evidence:
1. That because of special circumstances applicable to the property including its size, shape, topography, location, or surroundings, the strict application of the Zoning Ordinance will deprive such property of privileges enjoyed by other property of the same classification in the same zoning district; and
  2. That the authorization of the variance is necessary for the preservation of privileges and rights enjoyed by other property of the same classification in the same zoning district, and does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located; and
  3. That the special circumstances applicable to the property were not self-imposed or created by the property owner; and
  4. That authorization of the variance will not be materially detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood or to the public welfare in general.
- B. The Board of Adjustment may not make any changes in the uses permitted in any zoning classification.
- C. The Board may prescribe in connection with any variance such conditions as the Board may deem necessary in order to fully carry out the provisions and intent of this Zoning Ordinance. Violation of any such condition shall be a violation of this ordinance and such violation shall render the variance null and void.
- D. The concurring vote of a majority of all the members of the Board shall be necessary to authorize any variance from the terms and conditions of this Zoning Ordinance.
- E. A variance shall be considered void if the use has not commenced or a building permit has not been issued within one (1) year from the date of the Board of Adjustment's decision, or within any other time frame stipulated by the Board of Adjustment. Extensions of approval may be granted by the Board. Such requests for extension shall be processed as a variance request.

(Ord. No. 2830, § 1, 10-17-95; Ord. No 3314, § 1, 4-18-00; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 41), 5-6-14)

Per A.(4), approval of the Doggy Daycare facility would be

- a. detrimental to persons residing or working in vicinity
- b. to adjacent property
- c. to the neighborhood
- d. to the public welfare in general.