

DEVELOPMENT REVIEW BOARD REPORT



Meeting Date: June 16, 2022
 General Plan Element: *Character and Design*
 General Plan Goal: *Foster quality design that enhances Scottsdale as a unique southwestern desert community.*

ACTION

Dual Drive-Thru Restaurants Pima Road 40-DR-2021	Request for approval of a site plan, landscape plan, and building elevations for two new drive-through restaurants on a +/- 1.5-acre site.
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SUMMARY

Staff Recommendation

Approve, subject to the attached stipulations (Attachment #6)

Items for Consideration

- Case was continued at [4/21/22 DRB meeting](#) due to DRB concerns regarding elevation design and traffic
- Conformance with Development Review Board Criteria
- Integration of Sensitive Design Principles
- Drive-through canopy integration
- Enhanced pedestrian connections in center
- Two drive-through restaurants, three drive-through lanes total
- No community input received as of the date of this report

BACKGROUND

Location: 15236 N. Pima Road

Zoning: Highway Commercial (C-3)

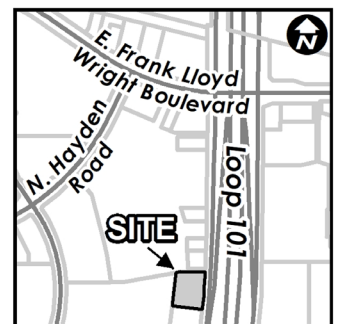
Adjacent Uses

North: 1-story drive-through restaurant, zoned C-3

East: Loop 101 Freeway frontage road

South: 1-story personal care service, zoned C-3

West: 1-story big box retail store, zoned C-3



Property Owner

Avalon Development, LLC

Applicant

Neil Feaser, RKA Architects Inc.
(602) 955-3900

Architect/Designer

RKA Architects Inc.

Engineer

SEG

DEVELOPMENT PROPOSAL

The applicant is requesting design approval of two proposed drive-through restaurant buildings with associated landscaping and parking. PAD A and PAD B are both one-story and oriented west towards the existing shopping center. The two sites have similar orientations, with drive-through lanes wrapping around the east and north sides of the building, parking along the west and south, and screening from the Loop 101 Freeway frontage road with a 20' landscape buffer and new 3' tall site wall. PAD A has a secondary counter drive-through lane along the south side of the building for mobile orders only. The existing parcel will be subdivided to create two new parcels and each parcel stands alone regarding zoning development standards, except parking, which is shared between the two lots.

This case was continued at the [April 21, 2022 Development Review Board](#) meeting due to concerns the Board had with the north and east elevation of PAD A and overall traffic congestion in the area. Due to public visibility of the north and east elevation of PAD A to the freeway and internal private streets, the Board requested the lengthy north elevation be broken up and include more visual interest. The applicant has since revised the elevations of PAD A to include varied heights, an additional dark tan color to highlight the façade articulation, and rust corrugated metal panels along the east and north elevation of PAD A, which mimics the El Pollo Loco design to the north. The applicant also revised PAD B to architecturally combine the parapets on southwest corner of the building, extend the brick veneer to the bottom of the building, removing the orange stucco element, and added horizontal wood composite elements.

The Board was also concerned about the additional traffic the two new drive-through restaurants would bring to the already busy commercial shopping center. Staff explained the drive-through restaurants are an allowed land use in the Highway Commercial zoning district, but suggested the applicant complete a queueing analysis for review. Transportation staff has reviewed and approved the provided queueing analysis and finds the proposed layout maximizes the queueing available on site, exceeds DSPM requirements, and should minimize any impacts on the surrounding private street network. Per the Board's request the applicant also provided a site plan with clear traffic arrows to help clarify internal site circulation.

Development Review Board Criteria

Staff confirms that the development proposal generally meets the applicable Development Review Board Criteria. For a detailed analysis of the Criteria, please see Attachment #4. For the entire applicant's narrative, please see Attachment #3.

STAFF RECOMMENDED ACTION

Staff recommends that the Development Review Board approve the Dual Drive-Through Restaurants development proposal per the attached stipulations, finding that the Character and Design Element of the General Plan and Development Review Board Criteria have been met.

RESPONSIBLE DEPARTMENTS

STAFF CONTACTS

Community and Economic Development
Current Planning

Katie Posler
Senior Planner
480-312-2703 kposler@ScottsdaleAZ.gov

Public Works
Traffic Engineering

Phil Kercher
Traffic Engineering and Operations Manager
480-312-7645 Email: pker@scottsdaleaz.gov

APPROVED BY



Katie Posler, Senior Planner, Report Author

5/31/2022

Date



Brad Carr, AICP, LEED-AP, Planning & Development Area Manager
Development Review Board Liaison

Phone: 480-312-7713 Email: bcarr@scottsdaleaz.gov

6/6/2022

Date



Erin Perreault, AICP, Acting Executive Director
Planning, Economic Development, and Tourism

Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

June 06, 2022

Date

ATTACHMENTS

1. Context Aerial
2. Close-up Aerial
3. Applicant's Narrative
4. Development Review Board Criteria Analysis
5. Development Information
6. Stipulations / Zoning Ordinance Requirements
7. Site Plan
8. Simplified Site Plan with Traffic Arrows
9. Open Space Plan
10. Landscape Plan
11. Previous Building Elevations
12. Proposed Building Elevations
13. Previous Perspectives
14. Proposed Perspectives
15. Previous Materials and Colors Board
16. Proposed Materials and Colors Board
17. Exterior Photometrics Plan
18. Exterior Lighting Cutsheets
19. Queueing Analysis
20. Zoning Map
21. Community Involvement



Context Aerial

40-DR-2021



Close-up Aerial

40-DR-2021



Drive thru Restaurants

Location:
Pima and Arriba
15236 N. Pima Road
Scottsdale, Arizona 85260
Parcel Number: 215-52-037E

Arizona Office
2233 East Thomas Road
Phoenix, AZ 85016
Office: (602) 955-3900
rkaa.com

California Office
1151 Dove Street
Suite #175
Newport Beach, CA 92660
Office: (949) 954-8785

I. Summary of Request & Background

On the behalf of the property owner and developer, Rkaa Architects, Inc. has prepared this Development Review to submit for two Pad buildings; Pad A-restaurant with drive thru at 1,520 SF, and Pad B restaurant with drive thru at 3,248 SF.

S.F.. The site is located at 8101 E McDowell Road in Scottsdale. It is approximately 1.39 acres and is currently zoned C-3; APN: 131-09-002N.

II. Design & Development Plan Summary

The current site is vacant land. The project consists of two new retail / restaurant PAD's and associated site improvements. The project will consist of two one-story PAD buildings with total area of approximately 3,158 gross square feet. It is the intent to create an attractive, high quality designed facilities incorporating a variety of architectural styles. The colors chosen for the project site will be consistent and aesthetically compatible with the neighboring developments. The mechanical equipment will be located on the roof or on ground and fully screened from street frontage and pedestrian activity. Screening will be integral to our design of the building.

Site Access & Circulation

Access to the site is from an existing driveway to the north from Arriba Drive. Shared driveways from the west and south side existing development as well as form a new driveway on the west side closer to Arriba Drive. All parking is located on the south and west side of the property. The circulation around the parking area has a minimum of 24' drive. Parking stalls are nine (9.0) feet by sixteen (16) feet with a two (2) foot overhang or 18' deep. There are also drive through lanes on east side of each building with entrance on the south side facing west and exit in the east west drive isle on the north side. The parking lot and drive aisles will be paved surface with proper fire truck turning clearance.

Licensed in:

Alaska
Arizona
Arkansas
California
Colorado
Connecticut
Florida
Georgia
Hawaii
Idaho
Illinois
Indiana
Iowa
Kansas
Kentucky
Louisiana
Maryland
Michigan
Minnesota
Mississippi
Missouri
Montana
Nebraska
Nevada
New Hampshire
New Jersey
New Mexico
New York
North Carolina
North Dakota
Ohio
Oklahoma
Oregon
Pennsylvania
South Carolina
South Dakota
Tennessee
Texas
Utah
Virginia
Washington
West Virginia
Wisconsin
Wyoming

Principals:

Robert W. Kubicek, AIA
Kathleen D. Rieger, VP
Steve A. Nosal, VP
Neil A. Feaser, AIA, VP



Landscape/Outdoor Space

It is our intent to provide a naturally pleasing environmentally sensitive design using Sonoran Desert indigenous plant material. The placement of this indigenous plant material will be spaced to match the density of the surrounding natural desert. Plants will be in random grouping as commonly seen in the natural environment.

Plant material will be selected to provide seasonal color along with striking dramatic shapes the natural desert provides. Desert accents will also be provided to complement the natural desert environment.

The landscape base will consist of flowering shrubs and ground cover on top of natural desert pavement consisting of ¼” minus decomposed granite with natural desert cobble intermixed into the landscape areas.

Existing desert trees and cactus will be preserved in place where possible and salvaged / replanted on site in accordance with the city of Scottsdale native plant ordinance.

The irrigation system will be designed to be a low flow high efficiency drip irrigation system entirely underground. This system will not be visible throughout the landscape areas.

III. Development Review Board Criteria (Sec. 1.904)

A. In considering any application for development, the Development Review Board shall be guided by the following criteria:

- 1. The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.***

Response: This project will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, General Plan and Zoning Ordinance. The proposal is compliant with this land use designation as well as the zoning ordinance provisions of the City of Scottsdale. The general plan Land Use designation of this property is Commercial which included commercial centers serving the surrounding neighborhood and the community. The General Plan highlights the City’s desire to maintain and expand the diversity of interconnected land uses and pedestrian synergy. The proposed site design maintains a 20' landscape setback along Pima Road, provides low-level screen walls, supplements the quantity and quality of landscaping, and enhances the pedestrian realm by improving sidewalk connections.



2. The architectural character, landscaping and site design of the proposed development shall:

- a. Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;**

Response: The proposed architectural character is respectful of the existing built environment with heights and massing consistent with the surrounding developments. The structure responds appropriately with the site and surrounding neighborhood while allowing a desirable relationship with many open spaces.

The open space areas and landscape character of the proposed development include a wide variety of plants that will provide year-round color, shade, and texture for the site. The proposed plant palette incorporates hardy plants known to thrive in the intense heat and sun of the desert climate.

- b. Avoid excessive variety and monotonous repetition;**

Response: As mentioned above, one of the primary design goals was to create visually interesting architecture vs. a static building form. The variety of building materials, architectural accents, extending awnings and window placement create movement in the building façade avoiding monotonous repetition.

- c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;**

Response: Please see the Scottsdale Sensitive Design Principle section below.

- d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and**

Response: Not applicable.

- e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.**

Response: Not applicable.

3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be so designed as to promote safety and convenience.



Response: The Property is accessed via internal driveway off of Arriba Drive. Shared driveways from the west and south side existing development as well as form a new driveway on the west side closer to Arriba Drive. Pedestrian access will be enhanced along the street frontage with a landscape buffer and new streetscape vegetation. These pedestrian linkages will provide connectivity to adjacent property uses. The circulation around the parking area has Min. 24' drives. Parking stalls are 9'x 18' Or 16' with a 2' overhang.

4. If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.

Response: Mechanical equipment will be fully screened by screen walls in conformance with the zoning ordinance requirements. Screening is integral to the design of the building.

5. Within the Downtown Area, the building and site design shall: Not applicable as the site is not located in downtown area.

6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:

- a. Accessibility to the public;**
- b. Location near pedestrian circulation routes consistent with the existing or future development or natural features;**
- c. Location near the primary pedestrian or vehicular entrance of a development;**
- d. Location in conformance with the Design Standards and Policies Manual for locations affection existing utilities, public utility easements, and vehicular sight distance requirements; and**
- e. Location in conformance and to standards for public safety.**

Response: Not applicable.

B. The burden is on the applicant to address all applicable criteria in this section.

Response: Acknowledged above.

IV. Scottsdale Sensitive Design Principles

The Character and Design Element of the General Plan states that “Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.” The City has established a set of design principles, known as the Scottsdale's Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.



1. ***The design character of any area should be enhanced and strengthened by new development.***

Response: The architectural character, range of building materials, enhanced pedestrian connectivity, and the quality and amount of new landscaping provide a design that is in harmony with the southwestern character of Scottsdale while drawing from the surrounding context with respect to appropriate scale, massing and setbacks.

2. ***Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features.***

Response: Although the setting of this site is urban in character and does not have natural features such as washes and natural area open space, the developer is proposing to enhance the amount of open space on site, predominately along the street frontage, providing an improved pedestrian experience along Pima Road and creating a visually pleasing setting for the new building.

3. ***Development should be sensitive to existing topography and landscaping.***

Response: The property development and design is sensitive to existing topography and landscape. All landscaping will consist of low-water use desert appropriate landscaping materials. See Landscape Plan.

4. ***Development should protect the character of the Sonoran Desert by preserving and restoring natural habitats and ecological processes.***

Response: The proposed development will preserve and restore natural habitats and ecological processes through the inclusion of additional desert appropriate landscaping. Additional landscaping will contribute to the suburban habitat for wildlife and improved air quality. Also, desert appropriate plants will be able to withstand the variations of the local climate and as they mature, they will become self-sustaining relative to water demand.

5. ***The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.***

Response: The proposed landscape setting is consistent with the street scape plant palette. The pedestrian experience along both the perimeter and internal to the site will be enhanced with the development as numerous other uses are within walking distances from this site.

6. ***Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.***

Response: The site is located along Pima Road and just south of Frank Lloyd Wright Blvd., both major arterial streets. The Pima Road corridor is flanked with commercial development. This



Property is nestled between commercial uses on the north, south, east, and west. The site is situated in a walkable location based on the surrounding context.

- 7. Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.***

Response: The proposed development will incorporate design elements that respect human-scale, providing shade and relief through building, site and landscape design. Pedestrian linkages internal to the site and along the street frontage will provide connectivity to adjacent developments and establishments around the Property.

- 8. Buildings should be designed with a logical hierarchy of masses.***

Response: The proposed architectural character is respectful of the surrounding built environment with heights and massing consistent with the surrounding developments. The building design takes on a contemporary aesthetic with dynamic geometries that divide the space appropriately.

- 9. The design of the built environment should respond to the desert environment.***

Response: The proposed development will utilize a variety of desert appropriate textures and building finishes. The development will incorporate architectural elements that provide solar shading and overhangs to protect from the Southwestern climate.

- 10. Developments should strive to incorporate sustainable and healthy building practices and products.***

Response: Sustainable strategies and building techniques, which minimize environmental impact and reduce energy consumption, will be emphasized.

- 11. Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.***

Response: Context appropriate, arid-region plant materials will be utilized with the proposed development. The desert character will be upheld through the careful selection of plant materials in terms of scale, density, and arrangement.

- 12. Site design should incorporate techniques for efficient water use by providing desert adapted landscaping and preserving native plants.***

Response: The proposed development will maintain a low-water use plant palette. Context appropriate desert plant materials will be utilized with the development of the Property, consistent with the established vegetative pattern in the area.



13. ***The extent and quality of lighting should be integrally designed as part of the built environment.***

Response: Lighting has been designed in a manner that is respectful of the surrounding context while maintaining safety for future clients and users. See Lighting Plan and Photometric Plan.

14. ***Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.***

Response: Signage will be respectful of the surrounding context in terms of size, color and location and will be consistent with the City's sign code.

We believe the proposed use is consistent with the plans and goals of the town and we look forward to working with the city of Scottsdale.

Regards,

Neil Feaser, AIA
RKAA Architects, Inc.

DEVELOPMENT REVIEW BOARD CRITERIA ANALYSIS

Per Section 1.904. of the Zoning Ordinance, in considering any application for development, the Development Review Board shall be guided by the following criteria:

1. The Board shall examine the design and theme of the application for consistency with the design and character components of the applicable guidelines, development standards, Design Standards and Policies Manual, master plans, character plan and General Plan.
 - *The applicant states the project will comply with the applicable guidelines, development standards, Design Standards & Policies Manual, General Plan and Zoning Ordinance. The proposal is compliant with this land use designation as well as the zoning ordinance provisions of the City of Scottsdale. The general plan Land Use designation of this property is Commercial which included commercial centers serving the surrounding neighborhood and the community. The General Plan highlights the City's desire to maintain and expand the diversity of interconnected land uses and pedestrian synergy. The proposed site design maintains a 20' landscape setback along Pima Road, provides low-level screen walls, supplements the quantity and quality of landscaping, and enhances the pedestrian realm by improving sidewalk connections.*
 - *Staff finds that the proposal generally complies with the Zoning Standards, Restaurant Design Guidelines, and the General Plan.*
2. The architectural character, landscaping and site design of the proposed development shall:
 - a. Promote a desirable relationship of structures to one another, to open spaces and topography, both on the site and in the surrounding neighborhood;
 - b. Avoid excessive variety and monotonous repetition;
 - c. Recognize the unique climatic and other environmental factors of this region to respond to the Sonoran Desert environment, as specified in the Sensitive Design Principles;
 - d. Conform to the recommendations and guidelines in the Environmentally Sensitive Lands (ESL) Ordinance, in the ESL Overlay District; and
 - e. Incorporate unique or characteristic architectural features, including building height, size, shape, color, texture, setback or architectural details, in the Historic Property Overlay District.
 - *The applicant states the proposed architectural character is respectful of the existing built environment with heights and massing consistent with the surrounding developments. The structure responds appropriately with the site and surrounding neighborhood while allowing a desirable relationship with many open spaces. The open space areas and landscape character of the proposed development include a wide variety of plants that will provide year-round color, shade, and texture for the site. The proposed plant palette incorporates hardy plants known to thrive in the intense heat and sun of the desert climate. One of the primary design goals was to create visually interesting architecture vs. a static building form. The variety of building materials, architectural accents, extending awnings and window placement create movement in the building façade avoiding monotonous repetition.*
 - *Staff finds that the applicant worked to revise the architectural design of both PAD buildings to further align with the Restaurant Design Guidelines. On PAD A, corporate colors were significant removed, desert colors and raw materials were added, and wall articulation was integrated into the design. On PAD B, parapet depths were increased,*

and massing was broken up. On both PAD buildings, drive-through canopy and posts were added over all drive-through lanes for architectural integration and shading. The canopies were increased in size as well to cover a car length.

- *Since the hearing on April 21, 2022, the applicant revised PAD A to add height variation, corrugated metal accents, and color articulation along the north and east elevation. Additionally, the applicant revised PAD B to integrate the previously separate parapet elements along the southwest corner of the building, extend the brick veneer to grade, replacing the orange stucco accent, and incorporated horizontal wood bands.*
 - *Base planting is providing up against the PAD buildings and planting and trees buffer the drive-through lanes from each other, the 101 Freeway, and internal driveways.*
3. Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways shall be designed as to promote safety and convenience.
- *The applicant states the property is accessed via internal driveway off of Arriba Drive. Shared driveways from the west and south side existing development as well as form a new driveway on the west side closer to Arriba Drive. Pedestrian access will be enhanced along the street frontage with a landscape buffer and new streetscape vegetation. These pedestrian linkages will provide connectivity to adjacent property uses. The circulation around the parking area has minimum 24' drives. Parking stalls are 9'x 18' Or 16' with a 2' overhang.*
 - *Staff finds that there are two driveways along the western boundary that lead to the internal drive aisle, one driveway entrance per PAD. Shared access with the southern neighbor is maintained and there is no access along the Loop 101 Freeway frontage road. Transportation staff had some concerns regarding the counter flow secondary drive-through on the northern parcel, but the applicant will provide signage and directional marking to help direct traffic. The site plan provides sidewalk connections from both PAD entrances to each other and to the existing internal pedestrian sidewalk. Additionally, the applicant agreed to extend the existing pedestrian sidewalk north and east along the internal drive aisle to connect with other sidewalks within the center for enhanced pedestrian circulation.*
 - *Due to DRB concerns at the previous hearing regarding traffic and circulation, the applicant provided a queueing analysis for the two proposed drive-through restaurants. Transportation staff concurs that the provided queueing analysis demonstrates that the site is maximizing the queuing available and should have a limited impact on the surrounding streets.*
4. If provided, mechanical equipment, appurtenances and utilities, and their associated screening shall be integral to the building design.
- *The applicant states that the mechanical equipment will be fully screened by screen walls in conformance with the zoning ordinance requirements. Screening is integral to the design of the building.*
 - *Staff finds that the roof top mechanical equipment will be fully screened by building parapets and each building's SES area will be screened by site walls that will be painted to match the building design.*
5. Within the Downtown Area, building and site design shall:

- a. Demonstrate conformance with the Downtown Plan Urban Design & Architectural Guidelines;
 - b. Incorporate urban and architectural design that address human scale and incorporate pedestrian-oriented environment at the street level;
 - c. Reflect contemporary and historic interpretations of Sonoran Desert architectural traditions, by subdividing the overall massing into smaller elements, expressing small scale details, and recessing fenestrations;
 - d. Reflect the design features and materials of the urban neighborhoods in which the development is located; and
 - e. Incorporate enhanced design and aesthetics of building mass, height, materials and intensity with transitions between adjacent/abutting Type 1 and Type 2 Areas, and adjacent/abutting Type 2 Areas and existing development outside the Downtown Area.
 - *This criterion is not applicable.*
6. The location of artwork provided in accordance with the Cultural Improvement Program or Public Art Program shall address the following criteria:
- a. Accessibility to the public;
 - b. Location near pedestrian circulation routes consistent with existing or future development or natural features;
 - c. Location near the primary pedestrian or vehicular entrance of a development;
 - d. Location in conformance with Design Standards and Policies Manual for locations affecting existing utilities, public utility easements, and vehicular sight distance requirements; and
 - e. Location in conformance to standards for public safety.
 - *This criterion is not applicable.*

DEVELOPMENT INFORMATION

Zoning History

The site was annexed into the City in 1962 under Ordinance No. 165 and zoned to the R1-35, Single-family Residential zoning designation. In 1998, the area was rezoned to C-3, Highway Commercial, to allow for a shopping center development.

Community Involvement

With the submittal of the application, staff notified all property owners within 750 feet of the site. In addition, the applicant has been in communication with property owners surrounding the site. As of the publishing of this report, staff has not received any community input regarding the application.

Context

The subject parcel is located within an existing large scale shopping center on the northeast corner of N. Northsight Boulevard and E. Raintree Drive, west of the 101 Freeway. The parcel is currently home to Arriba Mexican Grill which will be demolished. Please refer to attached context photos.

Project Data

- Existing Use: Restaurant
- Proposed Use: Two drive-through restaurants
- Existing Parcel Size: 65,514 square feet / 1.5 acre (net) (Parcel will be split into two lots)
- Pad A Building Area: 1,520 square feet
- Pad B Building Area: 3,248 square feet
- Floor Area Ratio Allowed: 0.8
- Pad A Floor Area Ratio Provided: 0.02
- Pad B Floor Area Ratio Provided: 0.09
- Building Height Allowed: 36 feet
- Pad A Building Height Proposed: 20 feet 2 inches
- Pad B Building Height Proposed: 26 feet
- Pad A Open Space Required: 4,998 square feet
- Pad A Open Space Provided: 9,648 square feet
- Pad B Open Space Required: 3,853 square feet
- Pad B Open Space Provided: 5,556 square feet
- Total Parking Required: 29 spaces (shared parking agreement between parcels)
- Total Parking Provided: 29 spaces (shared parking agreement between parcels)

**Stipulations for the
Development Review Board Application:
Dual Drive-Thru Restaurants Pima Road
Case Number: 40-DR-2021**

These stipulations are intended to protect the public health, safety, welfare, and the City of Scottsdale.

APPLICABLE DOCUMENTS AND PLANS:

1. Except as required by the Scottsdale Revised Code (SRC), the Design Standards and Policies Manual (DSPM), and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
 - a. Architectural elements, including dimensions, materials, form, color, and texture shall be constructed to be consistent with the building elevations submitted by RCAA, with a city staff date of 6/8/22.
 - b. The location and configuration of all site improvements shall be consistent with the site plan submitted by RCAA, with a city staff date of 6/8/22.
 - c. Landscape improvements, including quantity, size, and location shall be installed to be consistent with the preliminary landscape plan submitted by RCAA, with a city staff date of 6/8/22.
 - d. The case drainage report submitted by SEG and accepted in concept by the Stormwater Management Department of the Planning and Development Services.
 - e. The water and sewer basis of design report submitted by Sustainability Engineering Group and accepted by the Water Resources Department.

RELEVANT CASES:

Ordinance

- A. At the time of review, the applicable zoning case for the subject site was: 5-ZN-1998.

ARCHAEOLOGICAL RESOURCES:

Ordinance

- B. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Section 46-134 - Discoveries of archaeological resources during construction.

ARCHITECTURAL DESIGN:

DRB Stipulations

2. All exterior window glazing shall be recessed a minimum of fifty (50) percent of the wall depth, including glass windows within any tower/clerestory elements. The amount or recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal, the developer shall provide head, jamb and sill details clearly showing the amount of recess for all window types.

3. All exterior doors shall be recessed a minimum of thirty (30) percent of the wall depth, the amount of recess shall be measured from the face of the exterior wall to the face of the glazing, exclusive of external detailing. With the final plan submittal the developer shall provide head, jamb and sill details clearly showing the amount of recess for all door types.
4. SES areas shall be fully integrated into the building design and screened.

SITE DESIGN:

Ordinance

- C. Prior to issuance of any building permit, the property owner shall submit for review and approval through the platting process for the creation of new parcels at the site.
- D. Prior to issuance of any building permit, the property owner shall dedicate the required private access easement(s) across the project drive aisles and driveways.
- E. Prior to issuance of any building permit, the property owner shall obtain the necessary Private Access easements from the adjacent western parcel owner and for the project driveway.
- F. Prior to issuance of permit, the property owners shall: 1. Provide evidence of a recorded private parking agreement between the two parcels and 2. Complete and record the assurance for remote parking agreement through the City process.
- G. Prior to the issuance of permit, the property owner shall provide written authorization from the affected neighbor to extend the pedestrian sidewalk on their property.

DRB Stipulations

5. All drive aisles that are fire lanes shall have a width of twenty-four (24) feet.
6. All drive-thru lanes shall provide a minimum of 120 feet of queuing distance.
7. With final plans, the drive-through lane striping shall be replaced with a raised concrete divider to help guide traffic.
8. Prior to issuance of any building permit for the development project, the property owner shall submit plans and receive approval to construct all refuse enclosures in conformance with staff approved DRB site plan sheet SP-1, by RKAA, dated 03/14/2022.

LANDSCAPE DESIGN:

Ordinance

- H. If native plants on the site will be affected by construction, the property owner shall submit a native plant inventory to receive a native plant permit to remove or destroy any protected native plants.

DRB Stipulations

9. Prior to the issuance of any building permit for the development project, the property owner shall submit landscape improvement plans that demonstrate how the salvaged vegetation from the site will be incorporated into the design of the landscape improvements.
10. With the final plans submittal, the property owner shall update the landscape plans to show all utility lines and ensure that all new trees are placed at least eight (8) feet away from any utility lines.

EXTRIOR LIGHTING:

Ordinance

11. All exterior luminaires mounted eight (8) feet or higher above finished grade, shall be directed downward.
12. Any exterior luminaire with a total initial lumen output of greater than 1600 lumens shall have an integral lighting shield.
13. Any exterior luminaire with a total initial lumen output of greater than 3050 lumens shall be directed downward and comply with the Illuminating Engineering Society of North America (IES) requirements for full cutoff.

DRB Stipulations

14. All exterior luminaires shall meet all IES requirements for full cutoff, and shall be aimed downward and away from property line except for sign lighting.
15. Incorporate the following parking lot and site lighting into the project's design:
 - a. The maintained average horizontal luminance level, at grade on the site, shall not exceed 2.0 foot-candles. All exterior luminaires shall be included in this calculation.
 - b. The maintained maximum horizontal luminance level, at grade on the site, shall not exceed 8.0 foot-candles. All exterior luminaires shall be included in this calculation.
 - c. The initial vertical luminance at 6-foot above grade, along the entire property line shall not exceed 0.8 foot-candles. All exterior luminaires shall be included in this calculation.
 - d. The total lumen per luminaire shall not exceed 24,000 lumens.
16. All exterior lighting shall have a Kelvin temperature of 3000 or less.
17. All fixtures and associated hardware, including poles, shall be flat black or dark bronze.
18. Canopy light fixtures shall be fully recessed into the canopy roof.

AIRPORT:

DRB Stipulations

19. With the construction document submittal, the property owner shall submit an FAA FORM 7460-1 to the FAA for any proposed structures, appurtenances and/or individual construction cranes that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed on the FAA form 7460-1 submittal. The property owner shall provide Aviation staff a copy of the FAA determination letter prior to building permit issuance.
20. With the construction document submittal, the property owner shall submit an aircraft noise and overflight disclosure notice that is to be provided to occupants, potential homeowners, employees and/or students. The disclosure form shall be in a form acceptable to the Scottsdale Aviation Director, prior to the issuance of any building permit, not including a native plant permit.

STREET INFRASTRUCTURE:

Ordinance

- I. All street infrastructure improvements shall be constructed in accordance with this City of Scottsdale (COS) Supplement to MAG Specifications and Details, and the Design Standards and Policies Manual.

DRB Stipulations

21. All public sidewalks shall be gray colored concrete.
22. All curb ramps for public and pedestrian sidewalks that intersect public and private streets, or driveways that intersect public and private streets, shall have truncated domes that are colored to match OSHA Safety Yellow, FED-STD-595C, 13591.

DRAINAGE AND FLOOD CONTROL:

DRB Stipulations

23. With the civil construction document submittal, the property owner shall submit a final drainage report that demonstrates consistency with the DSPM and the case drainage report accepted in concept by the Stormwater Manager or designee.
24. All headwalls and drainage structures shall be integrally colored concrete to blend with the color of the surrounding natural desert.

EASEMENTS DEDICATIONS:

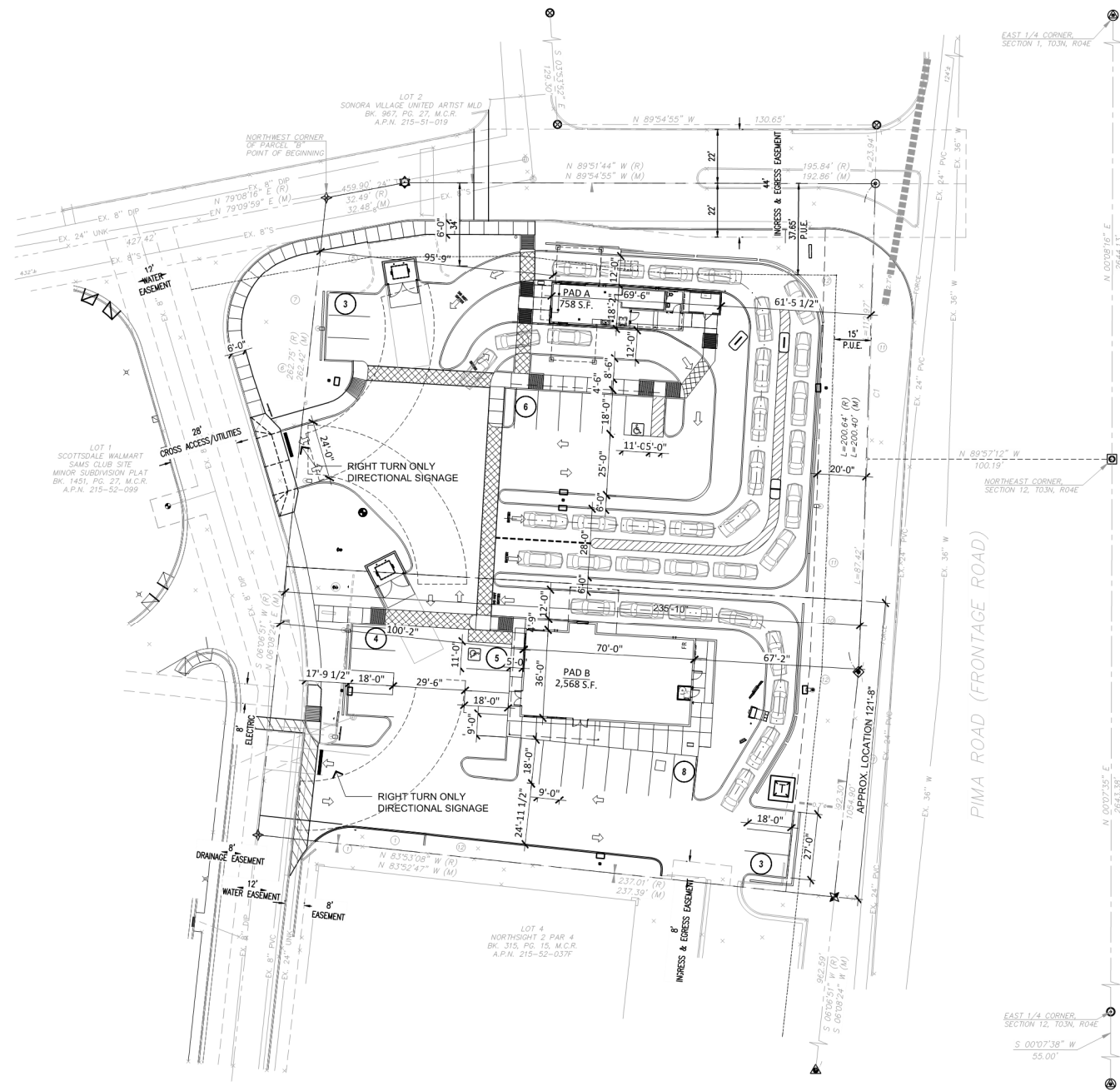
DRB Stipulations

25. Prior to the issuance of any building permit for the development project, the property owner shall dedicate the following easements to the City of Scottsdale on a final plat or map of dedication:
 - a. A sight distance easement, in conformance with figures 5.3-26 and 5.3-27 of Section 5.3 of the DSPM, where a sight distance triangle(s) cross on to the property.
 - b. An Emergency and Services Access Easement to the City of Scottsdale to contain project drive aisles and driveways.
 - c. A twenty, (20), foot Water and Services Facilities Easement to the City of Scottsdale to contain on-site waterline servicing, and including, fire hydrant.

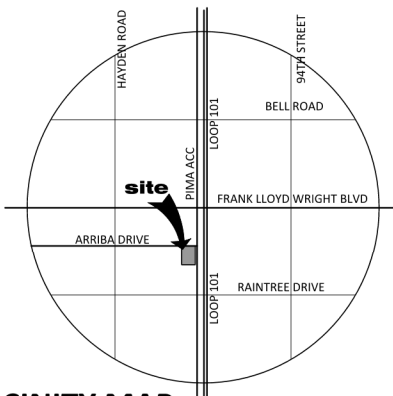
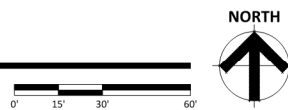
ADDITIONAL ITEMS:

Ordinance

- J. Cross-access easements required before final plans approval per the Fire Department.



SITE PLAN
SCALE: 1" = 30'-0"



VICINITY MAP
SCALE: N.T.S.



THIS SITE PLAN HAS BEEN PREPARED WITHOUT THE AID OF A SURVEY. ALL PROPERTY BOUNDARIES ARE ROUGH APPROXIMATIONS. THIS DRAWING IS TO BE USED FOR CONCEPTUAL PURPOSES ONLY AND IT IS NOT TO BE THE BASIS FOR ANY LEGALLY BINDING DOCUMENTATION.

PIMA FLR RETAIL
15236 N PIMA ROAD SCOTTSDALE AZ 85260
S OF SWC OF PIMA RD AND ARRIBA DRIVE
ATTACHMENT #7

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SP-1
6/8/22
R K A A # 21181.00



KEY NOTES:

- EXISTING FIRE HYDRANT TO REMAIN.
- EXISTING LIGHT POLE TO REMAIN.- TYP.
- EXISTING ACCESS DRIVE TO REMAIN.
- EXISTING CURB TO REMOVE.
- NEW SIDEWALK.
- NEW SCREEN WALL - 3'-0" HIGH.
- NEW 20' WIDE LANDSCAPE BUFFER. SEE LANDSCAPE DRAWING.
- NEW HEDGE SCREEN AT LANDSCAPE AREA. SEE LANDSCAPE DRAWING.
- NEW ACCESS DRIVE WAY WITH ADA ACCESS PER DSPM SEC 5-3.205. DTL. # 2251-1.
- NEW RAMP. (1:12 SLOPE MAX.). TYP.
- NEW PEDESTRIAN CONNECTION.
- NEW FIRE HYDRANT.
- NEW TRASH ENCLOSURE PER COS # 2146-1.
- NEW DIRECTIONAL MARKING- TYP. FOR GUIDING CUSTOMERS.
- NEW LOT SEPARATION LINE.
- TURNING RADIUS 45' MIN. FOR REFUSE TRUCK. -TYP.
- BIKE SPACES PER COS DTL # 2285.
- NEW FDC CONNECTION.
- DRIVE THRU LANE AT PAD A - 273'-0" MIN.
- DRIVE THRU LANE AT PAD B - 144'-4" MIN.
- 8'-0" HIGH SCREEN WALL.
- EXISTING SIDEWALK.
- ELECTRICAL SERVICE PANEL LOCATION.
- PROPOSED CROSS ACCESS AGREEMENT TO ALLOW BOTH PARCELS TO USE SITE DRIVEWAYS.
- NEW STOP SIGN.
- EXISTING TRANSFORMER LOCATION TO BE RELOCATED.
- NEW TRANSFORMER LOCATION.
- NEW STOP PAVEMENT MARKINGS.
- NEW LIGHT POLE- TYP. RE: ELECTRICAL DRAWING.
- MENU BOARD.
- PREVIEW BOARD.

PROJECT DIRECTORY

ARCHITECT:
R K A A ARCHITECTS, INC.
2233 EAST THOMAS ROAD
PHOENIX, ARIZONA 85016
CONTACT: NEIL FEASER
PHONE: (602) 955-3900
FAX: (602) 955-0496
E-MAIL: nfeaser@rkaa.com

SITE DATA

PARCEL NUMBER: 215-52-037E
EXISTING ZONING: C-3 (SCOTTSDALE)
SITE AREA: 1.5 ACRES (65,208 S.F.)

PROPOSED USE: RETAIL / RESTAURANTS

PAD-A

BUILDING AREA: 758 SF
CANOPY AREA: 762 SF
TOTAL: 1,520 SF

TOTAL PARKING REQUIRED:
RESTAURANT: 1 PER 120 S.F. 07 SPACES

TOTAL PARKING PROVIDED: 09 SPACES

ACCESSIBLE SPACES REQUIRED: 01 SPACE
ACCESSIBLE SPACES PROVIDED: 01 SPACE

BIKE PARKING SPACE REQUIRED: 02 S(ACES (MIN.))
BIKE PARKING SPACE PROVIDED: 02 SPACES

F.A.R. (FLOOR AREA RATIO)
ALLOWED: .8
SITE AREA OF PAD A: 37,684 S.F.

F.A.R. PROVIDED: 758/37,684 = 0.02

PAD-B

BUILDING AREA: 2,568 SF
CANOPY AREA: 680 SF
TOTAL: 3,248 SF

TOTAL PARKING REQUIRED:
RESTAURANT: 1 PER 120 S.F.
2568 /120 22 SPACES

TOTAL PARKING PROVIDED: 22 SPACES

TOTAL PARKING PROVIDED: 20 SPACES. (SHARED PARKING AGREEMENT WITH RESTAURANT SALAD AND GO IS AVAILABLE).

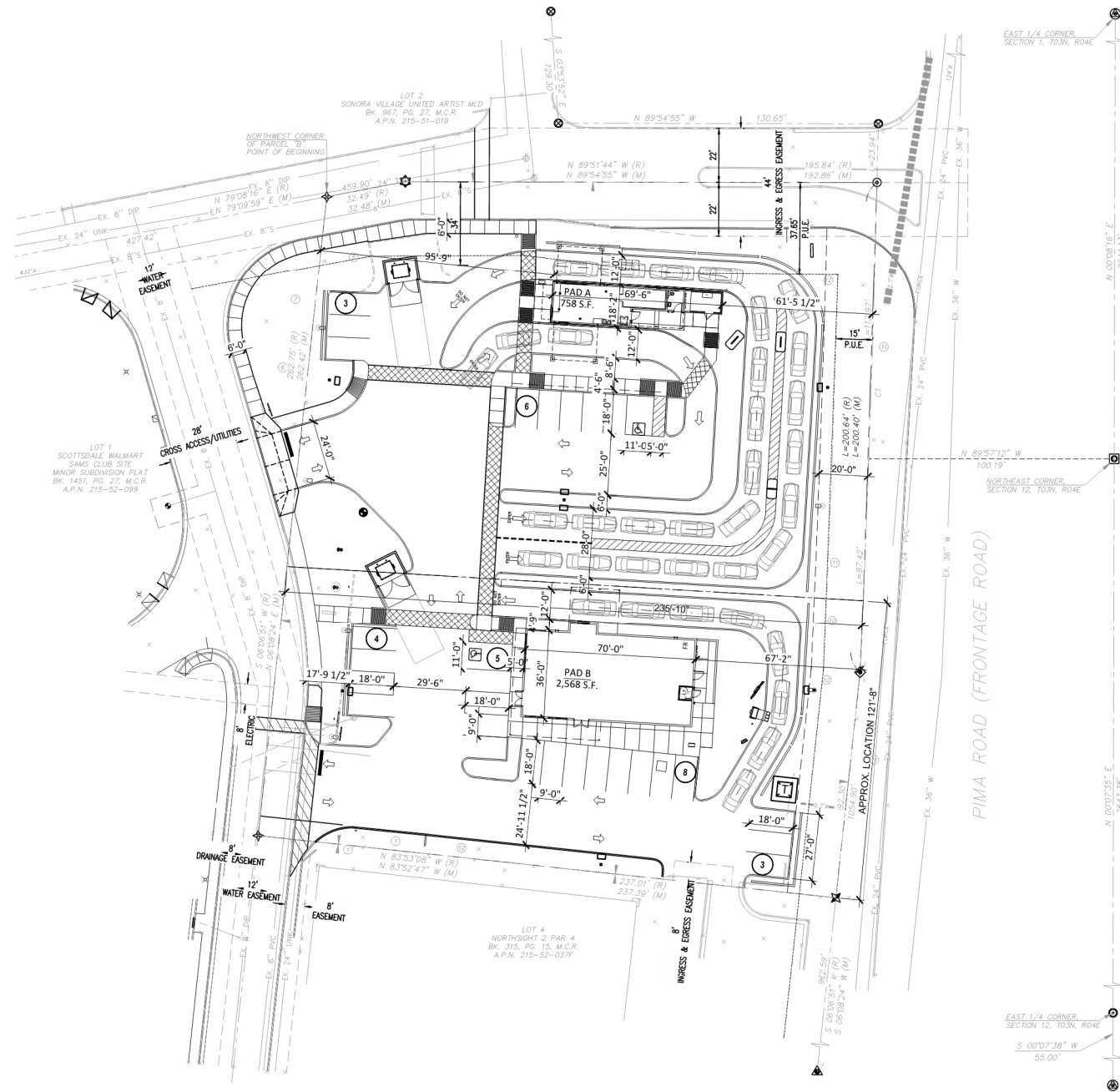
ACCESSIBLE SPACES REQUIRED: 01 SPACES
ACCESSIBLE SPACES PROVIDED: 01 SPACES

BIKE PARKING REQUIRED: 02 SPACES (MIN.)
BIKE PARKING PROVIDED: 02 SPACES

F.A.R (FLOOR AREA RATIO)
ALLOWED .8
SITE AREA OF PAD B 27,524 S.F.

F.A.R. PROVIDED 2,568/27,524 = 0.09





KEY NOTES:

- EXISTING FIRE HYDRANT TO REMAIN.
- EXISTING LIGHT POLE TO REMAIN - TYP.
- EXISTING ACCESS DRIVE TO REMAIN.
- EXISTING CURB TO REMOVE.
- NEW SIDEWALK.
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- DRIVE THRU LANE AT PAD A - 273'-0" MIN.
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- PROPOSED CROSS ACCESS AGREEMENT TO ALLOW BOTH PARCELS TO USE SITE DRIVEWAYS.
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- EXISTING TRANSFORMER LOCATION TO BE RELOCATED.
- NEW TRANSFORMER LOCATION.
- NEW STOP PAVEMENT MARKINGS.
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- MENU BOARD.
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 BIKE PARKING SPACE PROVIDED: 02 SPACES

F.A.R. (FLOOR AREA RATIO)
 ALLOWED: .8
 SITE AREA OF PAD A: 37,684 S.F.

F.A.R PROVIDED: 758/37,684 = 0.02

PAD-B

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 CANOPY AREA: 680 SF
 TOTAL: 3,248 SF

TOTAL PARKING REQUIRED:
 RESTAURANT: 1 PER 120 S.F.
 2568 /120 22 SPACES

TOTAL PARKING PROVIDED: 22 SPACES

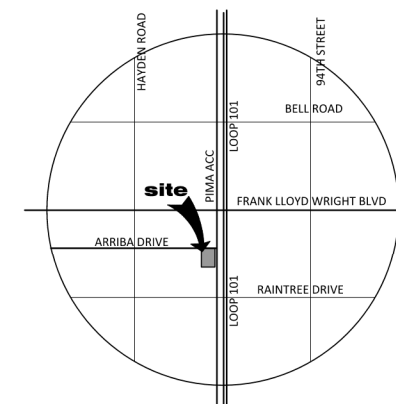
TOTAL PARKING PROVIDED: 20 SPACES. (SHARED PARKING AGREEMENT WITH RESTAURANT SALAD AND GO IS AVAILABLE).

ACCESSIBLE SPACES REQUIRED: 01 SPACES
 ACCESSIBLE SPACES PROVIDED: 01 SPACES

BIKE PARKING REQUIRED: 02 SPACES (MIN.)
 BIKE PARKING PROVIDED: 02 SPACES

F.A.R (FLOOR AREA RATIO)
 ALLOWED .8
 SITE AREA OF PAD B 27,524 S.F.

F.A.R PROVIDED 2,568/27,524 = 0.09

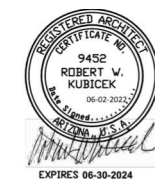


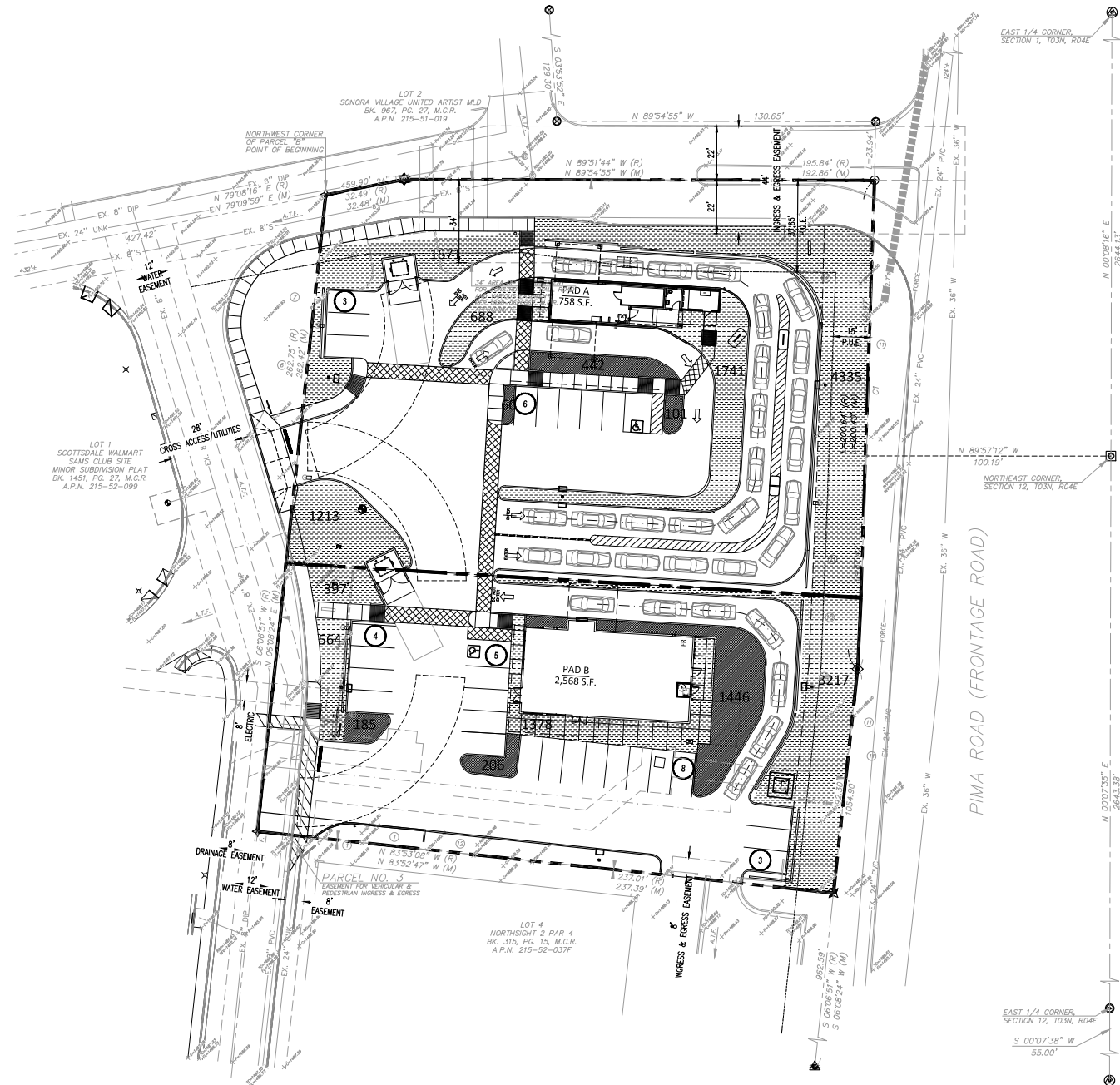
PIMA FLR RETAIL
 15236 N PIMA ROAD SCOTTSDALE AZ 85260
 S OF SWC OF PIMA RD AND ARRIBA DRIVE
ATTACHMENT #8 Y)

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SP-1

RKAA# 21181.00





OPEN SPACE SITE PLAN
SCALE: 1" = 30'-0"

PAD-A

BUILDING HEIGHT ALLOWED: 36'-0"
 BUILDING HEIGHT PROVIDED: 20'-2"
 NET SITE AREA: 37,684 S.F.

REQUIRED OPEN SPACE:
 FIRST 12' OF HEIGHT = 10% X NET LOT AREA
 .10X 37,684 = 3,768.40 S.F.
 NEXT 10' OF HEIGHT = 8.16" * X.004X37,684 = 1,230 S.F.
 * BUILDING HEIGHT 20'-2" - 12' = 8'- 2"
 TOTAL OPEN SPACE REQUIRED = 3,768.40 + 1,230 = 4,998.40 S.F.(13.26%).

OPEN SPACE PROVIDED: = 4335+1741+1671+688 +1213= 9,648 S.F.(26%). (Greater than 13.26%)

REQUIRED PARKING LOT LANDSCAPING:

9 PARKING SPACES:
 8 SPACES X9' X(18'+24') + 1 SPACE X 11'X(18' + 24')= 3486 S.F.
 LANDSCAPE REQUIRED: .15X3486 = 523 SF.

LANDSCAPE PROVIDED FOR 9 PARKING SPACES: 442 + 27+60+101 =630 SF.
 (630 SF > 523 SF)

PAD-B

BUILDING HEIGHT ALLOWED: 36'-0"
 BUILDING HEIGHT PROVIDED: 26'-0"
 NET SITE AREA: 27,524 S.F.

REQUIRED OPEN SPACE:
 FIRST 12' OF HEIGHT = 10% X NET LOT AREA
 .10X 27,524 = 2,752.40 S.F.
 NEXT 10' OF HEIGHT = 10'X.004X27,524 = 1,101 S.F.
 TOTAL OPEN SPACE REQUIRED = 2,752.40 + 1,101 = 3853.40 S.F.(14%).

OPEN SPACE PROVIDED: = 1,378+3,217+961 = 5,556 S.F.(20%), (Greater than 14%)

REQUIRED PARKING LOT LANDSCAPING:

20 PARKING SPACES:
 19 SPACES X9' X(18'+24') = 7182 S.F.
 1 SPACE X 11'X(18'+24') = 462 S.F.
 PARKING SPACES = 7182 + 462 = 7,644 S.F.
 LANDSCAPE REQUIRED: .15 X 7,644 = 1,146 S.F.

LANDSCAPE PROVIDED FOR 20 PARKING SPACES: 185+206+1446 = 1,837S.F.
 (1,837 S.F.>1,146 S.F.)





LANDSCAPE LEGEND

- CERCIDIUM HYBRID'
DESERT MUSEUM PALO VERDE
36" BOX (16)
 - ACACIA ANEURA
MULGA (SRP/APS APPROVED)
24" BOX (21)
 - SOPHORA SECUNDFLORA
TEXAS MOUNTAIN LAUREL
1.5" CALIP. (MULTI) 4T, 3.5"W (3)
 - PACHYCEREUS MARGINATUS
MEXICAN FENCE POST
15 GALLON (3 STALK MIN.) (20)
 - CAESALPINIA MEXICANA
MEXICAN BIRD OF PARADISE
5 GALLON (7)
 - TECOMA 'ORANGE JUBILEE'
ORANGE JUBILEE
5 GALLON (31)
 - HESPERALOE PARVIFLORA
RED YUCCA
5 GALLON (81)
 - DASYLIRION WHEELERII
DESERT SPOON
5 GALLON (28)
 - LEUCOPHYLLUM FRUTESCENS
'GREEN CLOUD'
5 GALLON (50)
 - LANTANA MONTEVIDENSIS
'GOLD MOUND'
1 GALLON
- 1/2" MINUS MADISON GOLD
DECOMPOSED GRANITE
2" DEPTH IN ALL LANDSCAPE AREAS



LANDSCAPE MAINTENANCE

THIS SITE INCLUDING THE R.O.W. WILL BE MAINTAINED BY THIS PROPERTY OWNER TO CITY OF SCOTTSDALE STANDARDS.

**CITY OF SCOTTSDALE
LANDSCAPE NOTES:**

AN AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED GUARANTEEING 100% COVERAGE TO ALL LANDSCAPE AREAS.

ALL LANDSCAPE AREAS WILL BE TOP-DRESSED WITH A 2" DEPTH OF DECOMPOSED GRANITE.

PROVIDE 8% SLOPE AWAY FROM WALK OR CURB FOR 5' ALONG ALL STREETS.

ALL RIGHT OF WAYS ADJACENT TO THIS PROPERTY SHALL BE LANDSCAPED AND MAINTAINED BY THE PROPERTY OWNER

ANY EXISTING LANDSCAPE MATERIALS INCLUDING TREES DAMAGED OR DESTROYED AS A RESULT OF THIS CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF CITY STAFF, WITH LIKE KIND AND SIZE PRIOR TO RECEIVING A CERTIFICATE OF OCCUPANCY.

AREAS WITHIN THE SIGHT DISTANCE TRIANGLES IS TO BE CLEAR OF LANDSCAPING, SIGNS, OR OTHER VISIBILITY OBSTRUCTIONS WITH A HEIGHT GREATER THAN 1'-6". TREES WITHIN THE SAFETY TRIANGLE SHALL HAVE A CANOPY THAT BEGINS AT 8 FEET IN HEIGHT UPON INSTALLATION. ALL HEIGHTS ARE MEASURED FROM NEAREST STREET LINE ELEVATION.

ALL RIGHT-OF-WAY ADJACENT TO THIS PROPERTY SHALL BE LANDSCAPED AND MAINTAINED BY THE PROPERTY OWNER.

ALL SLOPES ON SITE ARE 4:1 MAX

NO TURF AREAS ARE TO BE PROVIDED.

SEE ARCHITECTURAL SITE PLAN FOR SETBACK DIMENSIONS.

SEE ARCHITECTURAL FOR SITE LIGHTING LOCATIONS. SEE ELECT. DRAWINGS FOR ALL LIGHTING SPECIFICATIONS.

SEE ARCHITECTURAL FOR SITE WALL ELEVATIONS, COLORS
SEE CIVIL DRAWINGS FOR ALL RETENTION AREAS, SECTIONS, AND SLOPE RATIOS.

SEE ARCHITECTURAL FOR BIKE RACK DETAILS.

ALL SIGNS REQUIRE SEPARATE APPROVALS & PERMITS.

"SETBACK ALL SPRAY & STREAM TYPE IRRIGATION HEADS 1'-0" FROM BACK OF CURB OR SIDEWALK TO REDUCE OVER SPRAY".

A MINIMUM 50 PERCENTAGE (UNLESS OTHERWISE STIPULATED BY THE DEVELOPMENT REVIEW BOARD, and/or THE ZONING ORDINANCE REQUIREMENTS) OF THE PROVIDED TREES SHALL BE MATURE TREES, PURSUANT TO THE CITY OF SCOTTSDALE'S ZONING ORDINANCE ARTICLE X, SECTION 10.301, AS DEFINED IN THE CITY OF SCOTTSDALE'S ZONING ORDINANCE ARTICLE III, SECTION 3.100.

A SINGLE TRUNK TREE'S CALIPER SIZE, THAT IS TO BE EQUAL TO OR LESS THAN 4-INCHES, SHALL BE DETERMINED BY UTILIZING THE SMALLEST DIAMETER OF THE TRUNK 6-INCHES ABOVE FINISHED GRADE ADJACENT TO THE TRUNK.

A TREE CALIPER SIZE, FOR SINGLE TRUNK TREES WHICH HAVE A DIAMETER GREATER THAN 4-INCHES, SHALL BE DETERMINED BY UTILIZING THE SMALLEST DIAMETER OF THE TRUNK 12-INCHES ABOVE FINISHED GRADE ADJACENT TO THE TRUNK.

A MULTI TRUNK TREE'S CALIPER SIZE IS MEASURED AT 6-INCHES ABOVE THE LOCATION THAT THE TRUNK SPLITS ORIGINATES, OR 6-INCHES ABOVE FINISHED GRADE OF ALL TRUNKS ORIGINATE FROM THE SOIL.

RETENTION/DETENTION BASINS SHALL BE CONSTRUCTED SOLELY FROM THE APPROVED CIVIL PLANS. ANY ALTERATION OF THE APPROVED DESIGN (ADDITIONAL FILL, BOULDERS, ECT.) SHALL REQUIRE ADDITIONAL FINAL PLANS STAFF REVIEW AND APPROVAL.

NO LIGHTING IS APPROVED WITH THE SUBMITTAL

THE LANDSCAPE SPECIFICATION SECTION(S) OF THESE PLANS HAVE NOT REVIEWED AND SHALL NOT BE A PART OF THE CITY OF SCOTTSDALE'S APPROVAL.

NEW LANDSCAPING, INCLUDING SALVAGED PLANT MATERIAL, AND LANDSCAPING INDICATED TO REMAIN, WHICH IS DESTROYED, DAMAGED, OR EXPIRES DURING CONSTRUCTION SHALL BE REPLACED WITH LIKE SIZE, KIND, AND QUALITY PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY / LETTER OF ACCEPTANCE TO THE SATISFACTION OF THE INSPECTION SERVICES STAFF.

THORNY TREES, SHRUBS AND CACTI SHALL BE PLANTED SO THAT THEIR MATURE SIZE / CANOPY WILL BE AT LEAST 4 FEET AWAY FROM ANY WALKWAYS OR PARKING AREA CURBING.

THORNY TREES, SHRUBS AND CACTI SHALL BE PLANTED SO THAT THEIR MATURE SIZE/CANOPY WILL BE AT LEAST 4 FEET AWAY FROM ANY WALKWAYS OR PARKING AREA CURBING.

LANDSCAPE PLAN
APPROVED
CITY OF SCOTTSDALE

CASE NUMBER	APPROVED	DATE
CONSTRUCTION AND INSTALLATION SHALL BE IN ACCORDANCE WITH THIS PLAN AND ANY AND ALL DEVIATIONS WILL REQUIRE REAPPROVAL. LANDSCAPE INSTALLATION TO BE APPROVED BY CITY OF SCOTTSDALE INSPECTION SERVICES BEFORE CERT. OF OCCUPANCY IS ISSUED.		

Case No: XX - DR - 2022

PIMA FLR RETAIL
15236 N PIMA ROAD SCOTTSDALE AZ 85260
S OF SWC OF PIMA RD AND ARRIBA DRIVE
ATTACHMENT #10 022 (PRELIMINARY)

6/8/22

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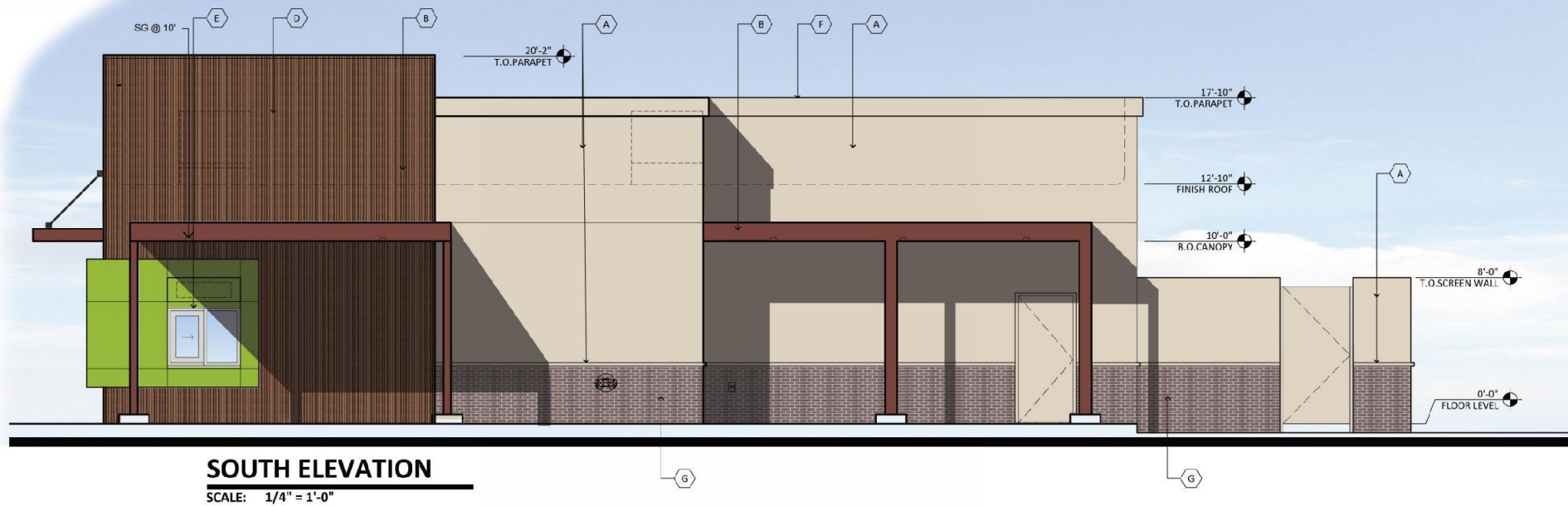
RKAA# 21181.00

T.J. McQUEEN & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
URBAN DESIGN
SITE PLANNING
10450 N. 74th Street, Suite 120
Scottsdale, Arizona 85258
P. (602)265-0320
EMAIL: timmcqueen@tjmia.net

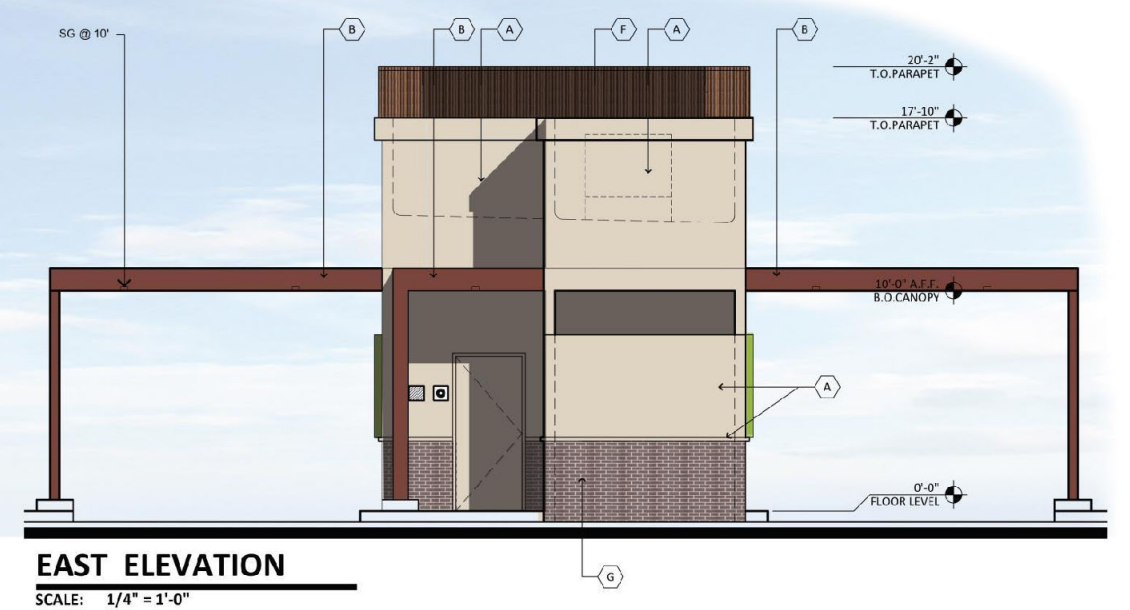


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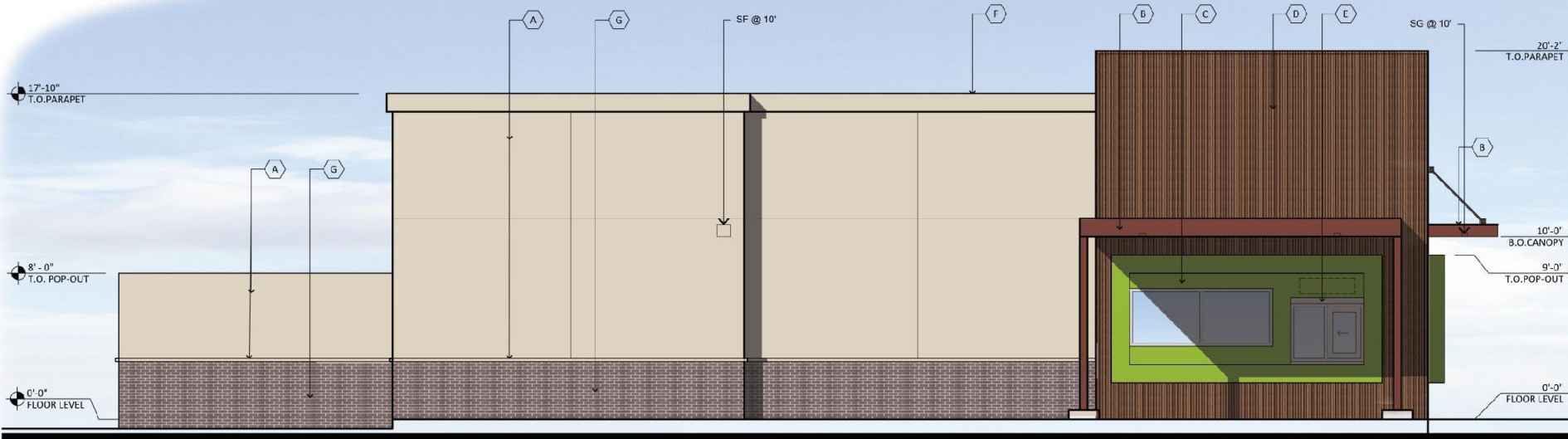




SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

MATERIALS AND COLORS

- | | | |
|---|---|--|
| <p>A STUCCO SYSTEM:
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN
SPEC: SW 9109 205-C1
FINISH: SMOOTH</p> | <p>D CORRUGATED METAL PANEL:
MFG: WESTERN STATE
METAL ROOFING
COLOR: CORRUGATED METAL
RUSTED AND SEALED. COLOR TO
MATCH STREAK RUST.</p> | <p>G BRICK VENEER:
FINISH: GRAIN
MFG: SUMMIT BRICK
COLOR: ANDIRON 853</p> |
| <p>B CANOPIES:
MFG: DUNN EDWARDS
COLOR: ROCKY MOUNTAIN RED
SPEC: DET 442 RL#739</p> | <p>E ALUMINUM STOREFRONT:
MFG: KAWNEER
FINISH: CLEAR
ANODIZED</p> | <p>* SIGNAGE TO BE APPROVED
UNDER SEPARATE PERMIT</p> |
| <p>C STUCCO SYSTEM:
MFG: SHERWIN WILLIAMS
COLOR: ELECTRIC LIME
SPEC #: SW 6921-146-C5
FINISH: SMOOTH</p> | <p>F PARAPET CORNICE:
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN
SPEC: SW 9109 205-C1</p> | |



SALAD AND GO AT PIMA FLR RETAIL
15236 N PIMA ROAD, SCOTTSDALE, AZ 85260
SI ATTACHMENT #11
(PREVIOUS ELEVATIONS)



PAD A

EL-1
PAD A

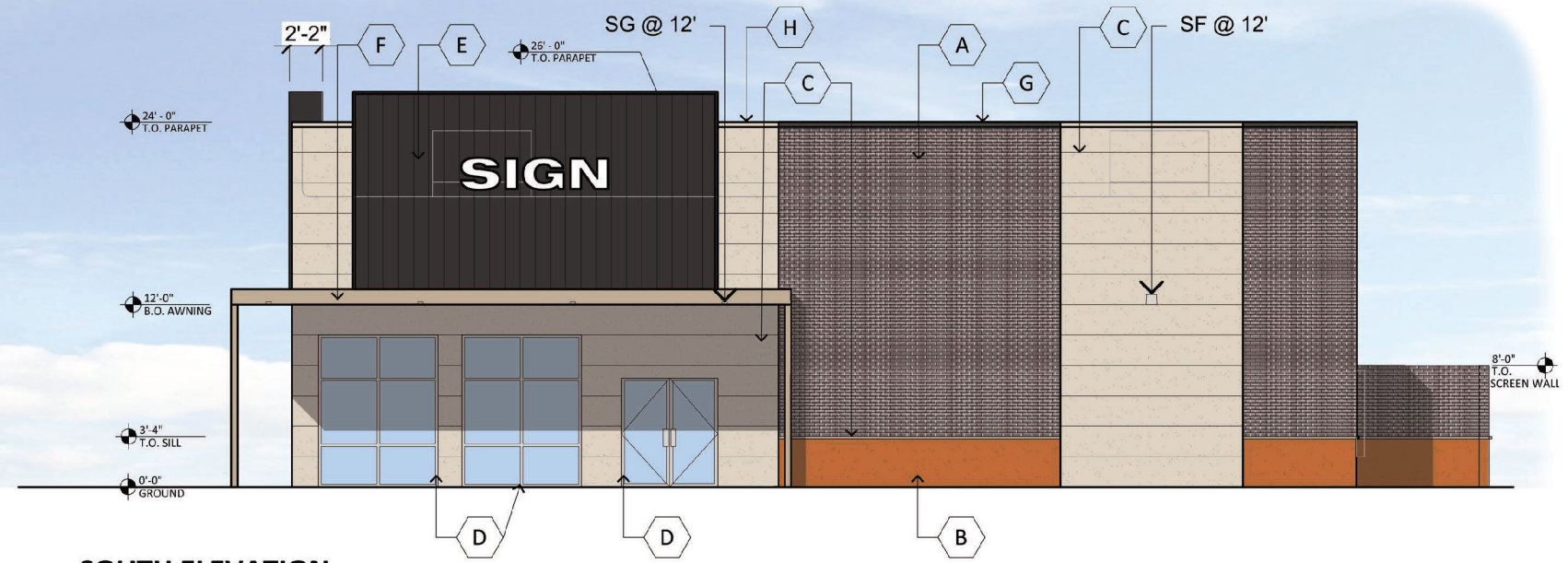
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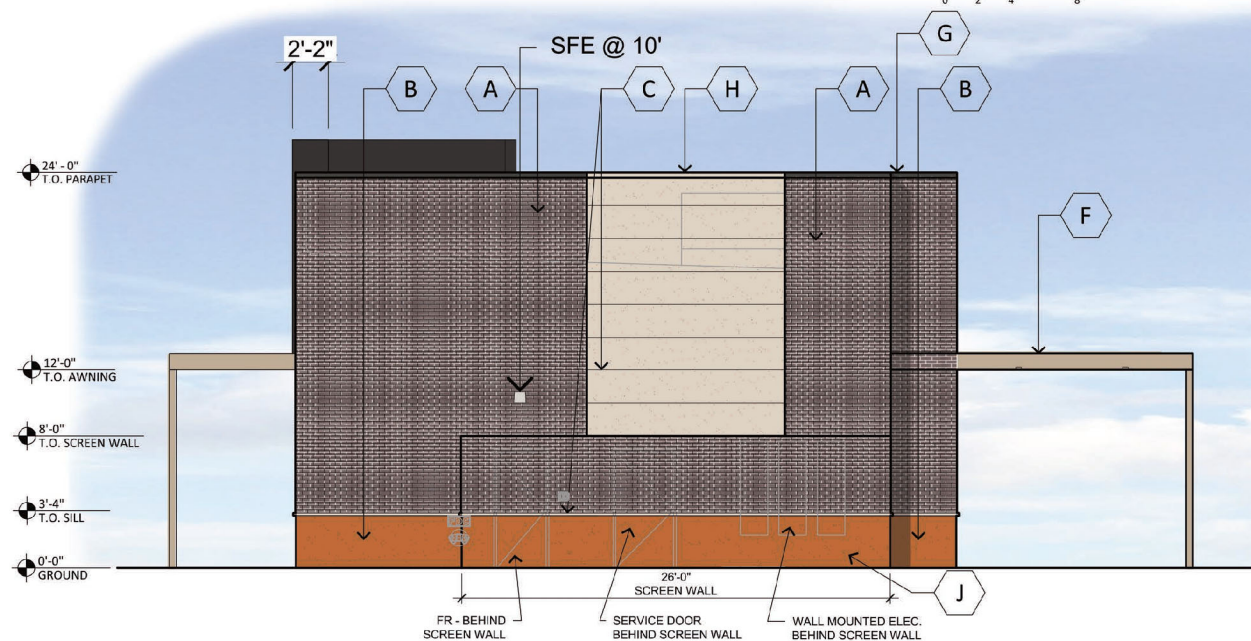
WEST ELEVATION

SCALE: 3/16" = 1'-0"



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



EAST ELEVATION

SCALE: 3/16" = 1'-0"



NORTH ELEVATION

SCALE: 3/16" = 1'-0"

MATERIAL AND COLORS

A BRICK VENEER:
 FINISH: GRAIN
 MFG: SUMMIT BRICK
 COLOR: ANDIRON 853

B PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: COPPER POT SW7709
 LRV: 20

C PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66

D MULLIONS
 MFG: KAWNEER
 COLOR: CLEAR #14

E METAL PANELS:
 SPEC: DSW 120
 MFG: ATAS
 COLOR: MATTE BLACK
 SRI: 2

F PAINTED METAL CANOPY:
 MFG: SHERWIN WILLIAMS
 COLOR: ANTLER VELVET SW9111
 LRV: 43

G PAINTED METAL CAP FLASHING:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6

H PAINTED METAL CAP FLASHING
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66

J PAINTED HOLLOW METAL DOORS:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6

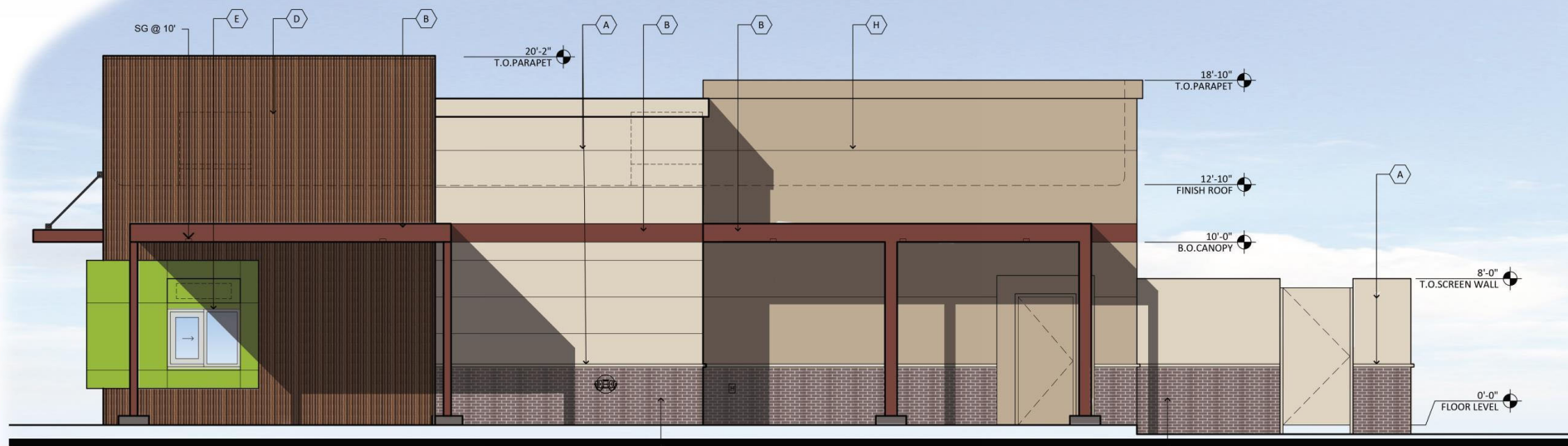


PAD B

PIMA FLR RETAIL
 15226 N PIMA ROAD SCOTTSDALE AZ 85260
ATTACHMENT #11
 (PREVIOUS ELEVATIONS)

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 EL-1
 PAD B
 R K A A # 21181.00





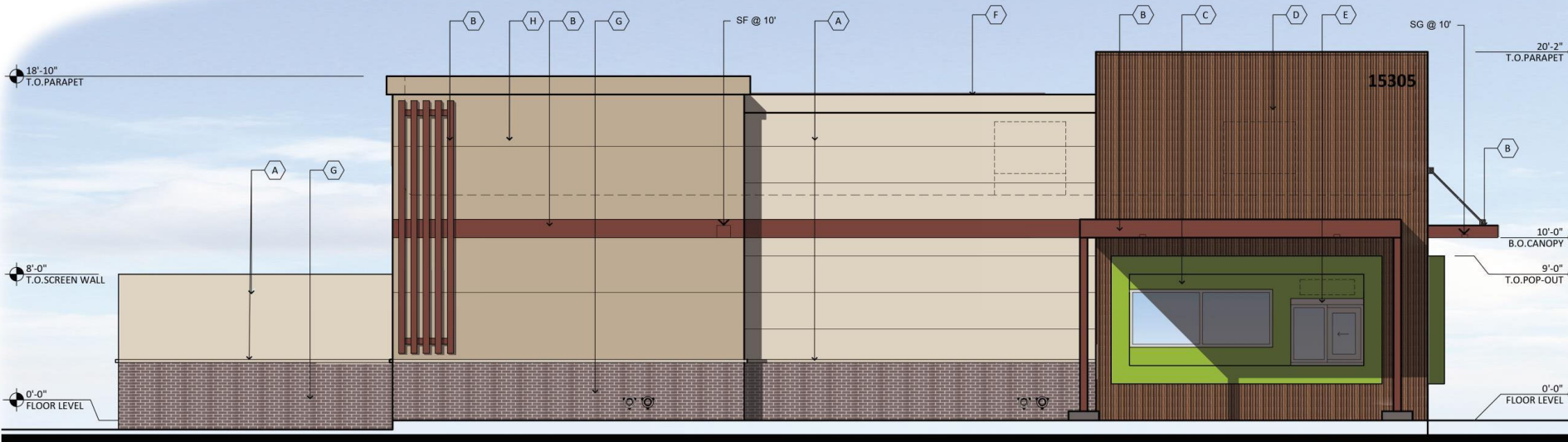
SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



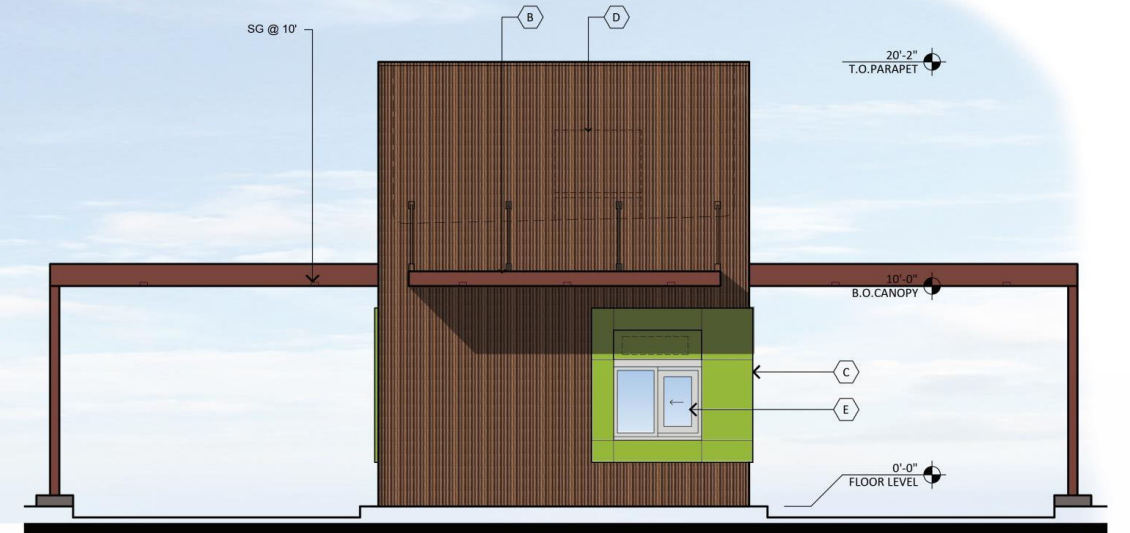
EAST ELEVATION

SCALE: 1/4" = 1'-0"



NORTH ELEVATION

SCALE: 1/4" = 1'-0"



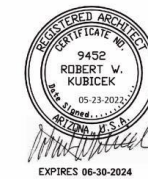
WEST ELEVATION

SCALE: 1/4" = 1'-0"

MATERIALS AND COLORS

- | | | |
|--|--|---|
| <p>A STUCCO SYSTEM:
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN
SPEC: SW 9109 205-C1
FINISH: SMOOTH</p> | <p>D CORRUGATED METAL PANEL:
MFG: WESTERN STATE
METAL ROOFING
COLOR: CORRUGATED METAL
RUSTED AND SEALED. COLOR TO
MATCH STREAK RUST.</p> | <p>G BRICK VENEER:
FINNISH: GRAIN
MFG: SUMMIT BRICK
COLOR: ANDIRON 853</p> |
| <p>B CANOPIES:
MFG: DUNN EDWARDS
COLOR: ROCKY MOUNTAIN RED
SPEC: DET 442 RL#739</p> | <p>E ALUMINUM STOREFRONT:
MFG: KAWNEER
FINISH: CLEAR
ANODIZED</p> | <p>H STUCCO SYSTEM:
MFG: SHERWIN WILLIAMS
COLOR: ANTLER VELVET SW 9111
SPEC: 205-C3</p> |
| <p>C STUCCO SYSTEM:
MFG: SHERWIN WILLIAMS
COLOR: ELECTRIC LIME
SPEC #: SW 6921-146-C5
FINISH: SMOOTH</p> | <p>F PARAPET CORNICE:
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN
SPEC: SW 9109 205-C1</p> | |

* SIGNAGE TO BE APPROVED UNDER SEPARATE PERMIT



PAD A

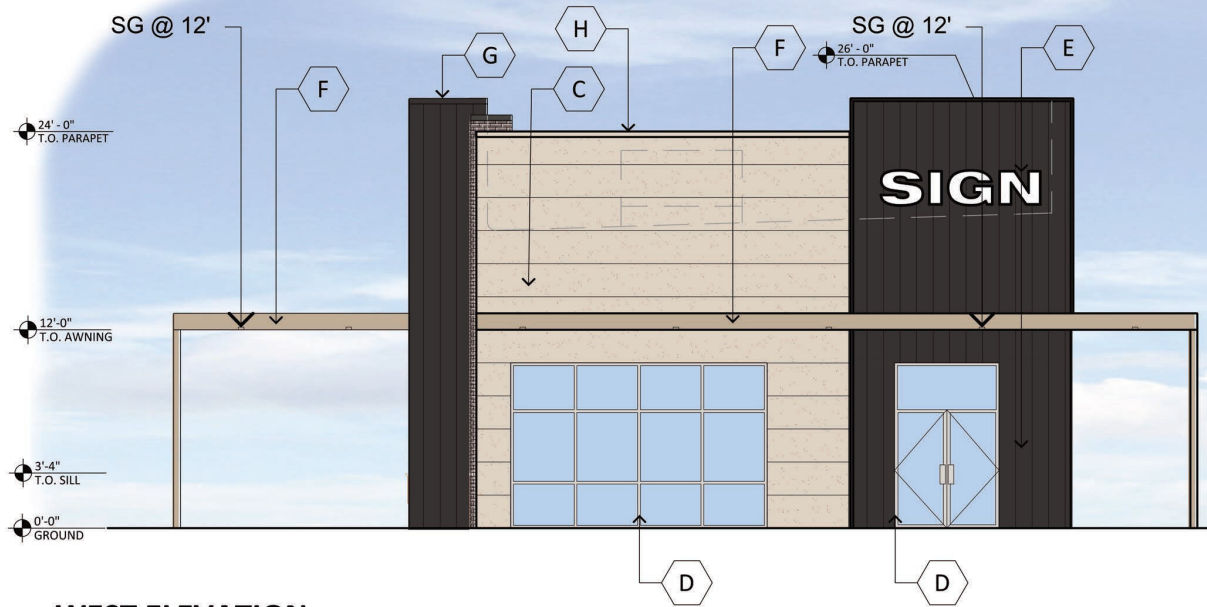


SALAD AND GO AT PIMA FLR RETAIL
ATTACHMENT #12
(PROPOSED ELEVATIONS)

EL-1
PAD A

RKAA# 21183.00

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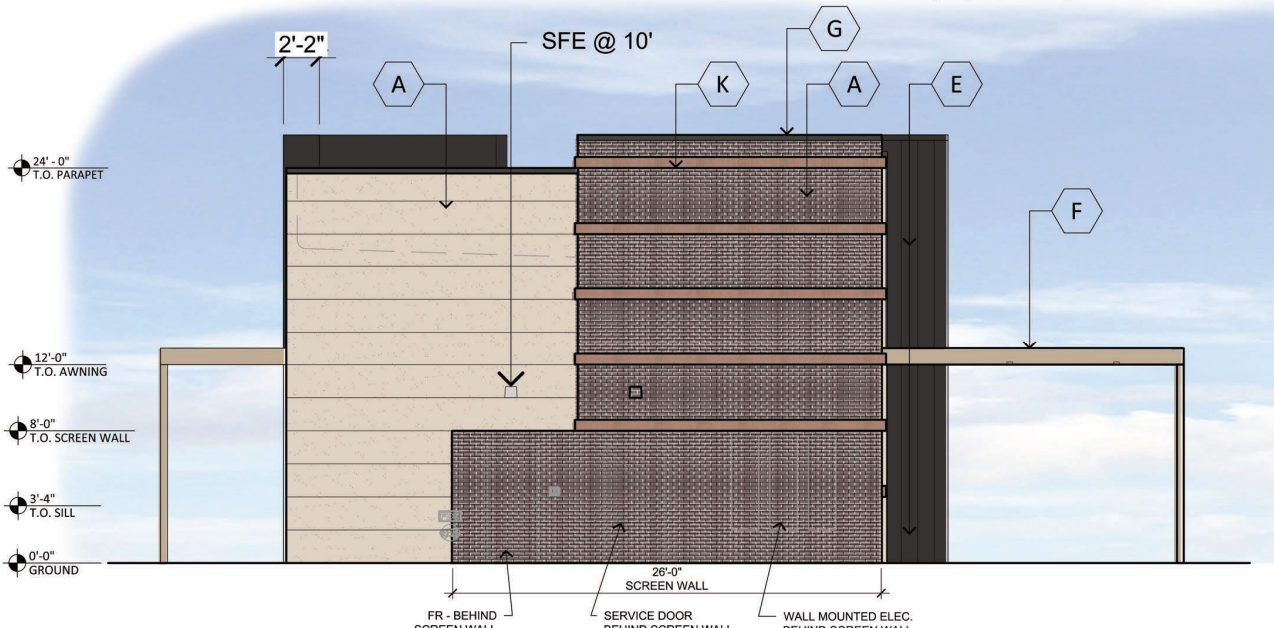
WEST ELEVATION

SCALE: 3/16" = 1'-0"



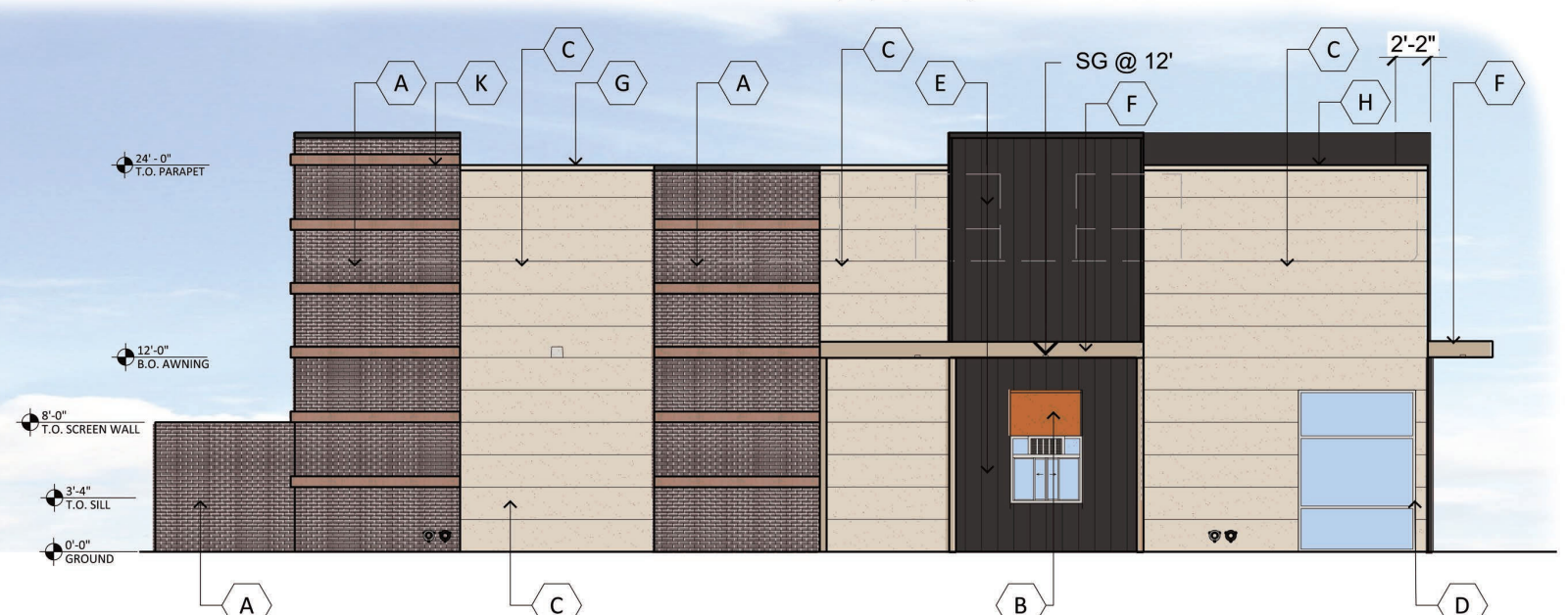
SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



EAST ELEVATION

SCALE: 3/16" = 1'-0"



NORTH ELEVATION

SCALE: 3/16" = 1'-0"

MATERIAL AND COLORS

- A BRICK VENEER:**
FINISH: GRAIN
MFG: SUMMIT BRICK
COLOR: ANDIRON 853
- B PAINTED STUCCO:**
FINISH: SMOOTH
MFG: SHERWIN WILLIAMS
COLOR: COPPER POT SW7709
LRV: 20
- C PAINTED STUCCO:**
FINISH: SMOOTH
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN SW9109
LRV: 66
- D MULLIONS**
MFG: KAWNEER
COLOR: CLEAR #14
- E METAL PANELS:**
SPEC: DSW 120
MFG: ATAS
COLOR: MATTE BLACK
SRI: 2
- F PAINTED METAL CANOPY:**
MFG: SHERWIN WILLIAMS
COLOR: ANTLER VELVET SW9111
LRV: 43
- G PAINTED METAL CAP FLASHING:**
MFG: SHERWIN WILLIAMS
COLOR: IRON ORE SW7069
LRV: 6
- H PAINTED METAL CAP FLASHING**
MFG: SHERWIN WILLIAMS
COLOR: NATURAL LINEN SW9109
LRV: 66
- J PAINTED HOLLOW METAL DOORS:**
MFG: SHERWIN WILLIAMS
COLOR: IRON ORE SW7069
LRV: 6
- K WOOD COMPOSITE:**
MFR: RESYTA
COLOR: AGED TEAK
SPEC: CLADDING 4 CHANNELS THICK

PAD B

PIMA FLR RETAIL
ATTACHMENT #12
(PROPOSED ELEVATIONS)

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WRITTEN PERMISSION
OF THE ARCHITECT.
EL-1
PAD B
RKAA# 21181.00





SOUTH WEST VIEW

SCALE: N.T.S.



NORTH EAST VIEW

SCALE: N.T.S.



**PIMA FLR RETAIL
ATTACHMENT #13
(PREVIOUS PERSPECTIVES)**

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OF THE ARCHITECT.

P-1

RKAA# 21181.00





SOUTH WEST VIEW

SCALE: N.T.S.



NORTH EAST VIEW

SCALE: N.T.S.

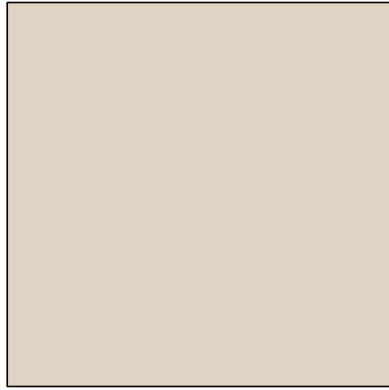
**PIMA FLR RETAIL
ATTACHMENT #14
(PROPOSED PERSPECTIVES)**

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ARCHITECTS, INC. AND
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OF THE ARCHITECT.

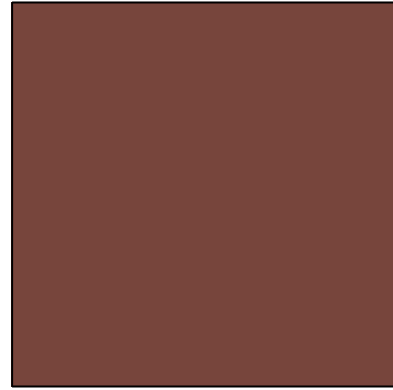
P-1

RKAA# 21181.00

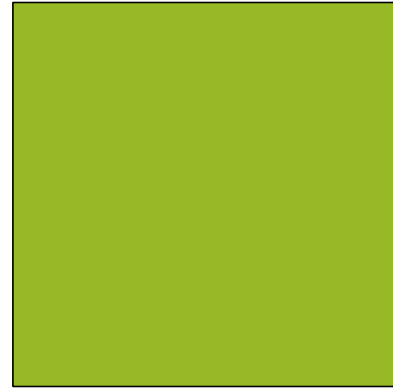




A STUCCO SYSTEM:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN
 SPEC: SW 9109 205-C1
 FINISH: SMOOTH
 LRV: 66



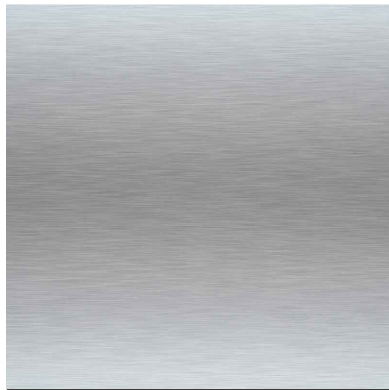
B CANOPIES:
 MFG: DUNN EDWARDS
 COLOR: ROCKY MOUNTAIN RED
 SPEC: DET 442 RL# 739
 LRV: 8



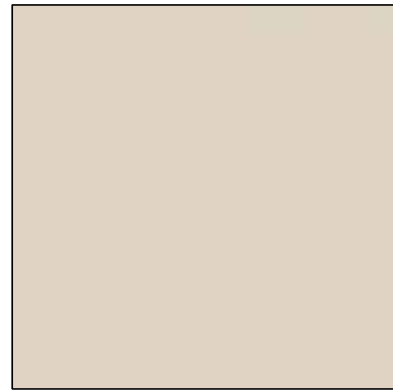
C STUCCO SYSTEM:
 MFG: SHERWIN WILLIAMS
 COLOR: ELECTRIC LIME
 SPEC #: SW 6921-146-C5
 FINISH: SMOOTH
 LRV: 42



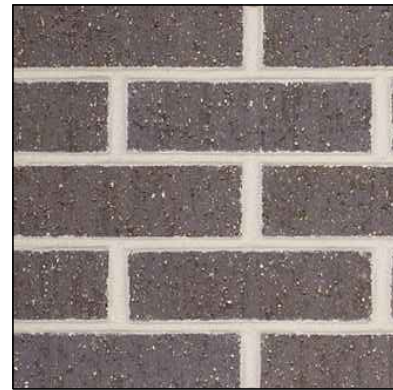
D CORRUGATED METAL PANEL:
 MFG: WESTERN STATE
 METAL ROOFING
 COLOR: CORRUGATED
 METAL RUSTED AND SEALED.
 COLOR TO MATCH: STREAK RUST.



E ALUMINUM STOREFRONT:
 MFG: KAWNEER
 FINISH: CLEAR ANODIZED
 ALUMINUM
 ASSOCIATION
 SPECIFICATION:
 AA-M10C21A41



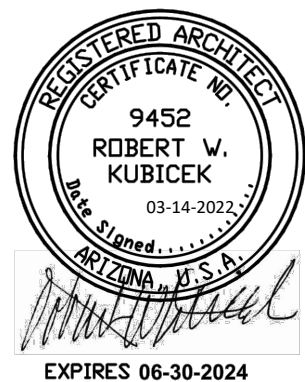
F PARAPET CORNICE:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN
 SPEC: SW 9109 205-C1
 LRV: 66



G BRICK VENEER:
 FINISH: GRAIN
 MFG: SUMMIT BRICK
 COLOR: ANDIRON 853

PAD A

PIMA FLR RETAIL
 ATTACHMENT #15
 (PREVIOUS MATERIAL BOARD)

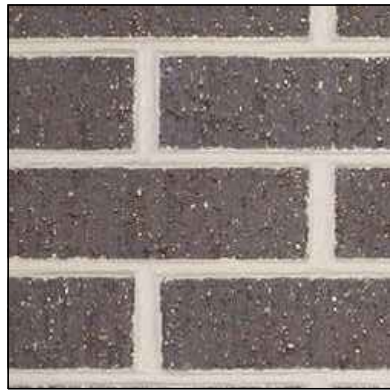


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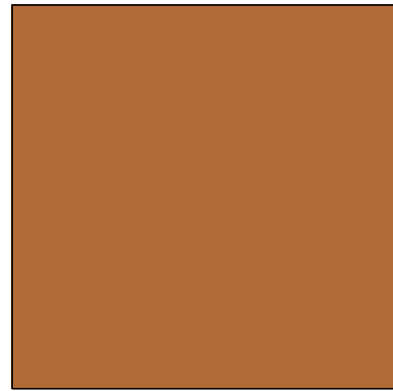
MB-1
 PAD A

RKAA# 21183.00

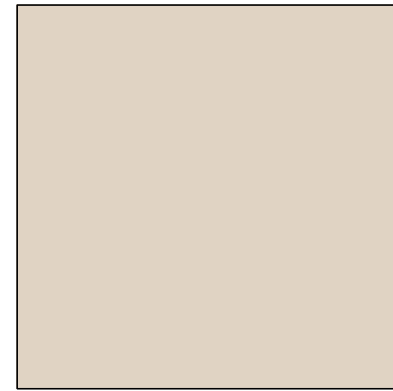




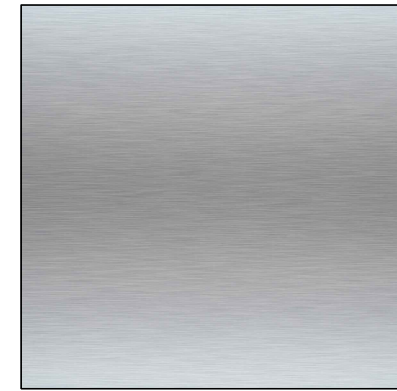
A BRICK VENEER:
 FINISH: GRAIN
 MFG: SUMMIT BRICK
 COLOR: ANDIRON 853



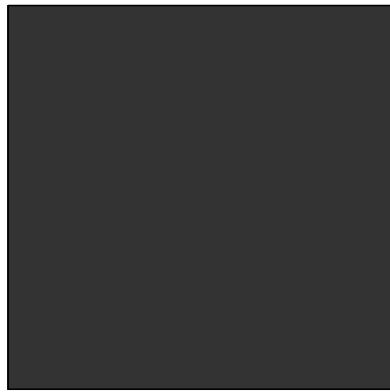
B PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: COPPER POT SW7709
 LRV: 20



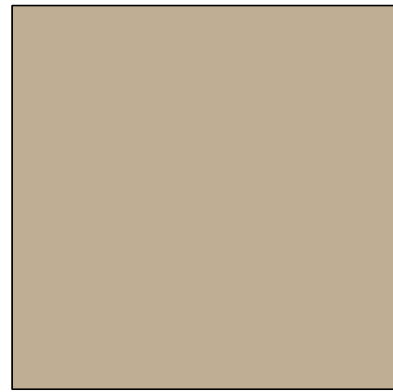
C PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66



D MULLIONS:
 MFG: KAWNEER
 FINISH: CLEAR #14
 ALUMINUM
 ASSOCIATION
 SPECIFICATION:
 AA-M10C21A41



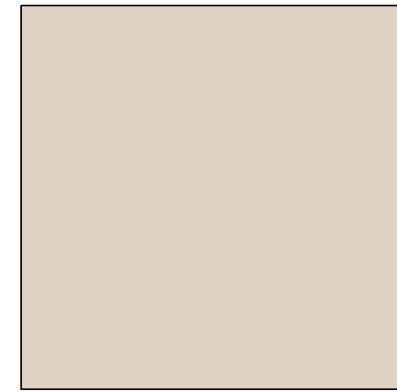
E METAL PANELS:
 SPEC: DSW 120
 MFG: ATAS
 COLOR: MATTE BLACK
 SRI: 2



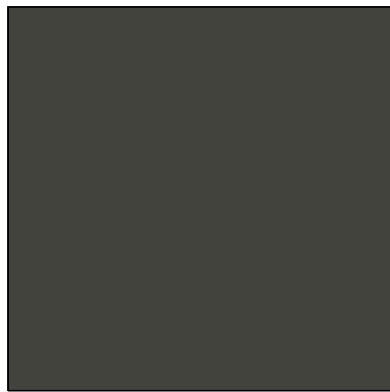
F PAINTED METAL CANOPY:
 MFG: SHERWIN WILLIAMS
 COLOR: ANTLER VELVET SW9111
 LRV: 43



G PAINTED METAL CAP FLASHING:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6



H PAINTED METAL CAP FLASHING:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66



J PAINTED HOLLOW METAL DOORS:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6

PAD B

PIMA FLR RETAIL
 15236 N PIMA ROAD SCOTTSDALE AZ 85260
ATTACHMENT #15
(PREVIOUS MATERIAL BOARD)

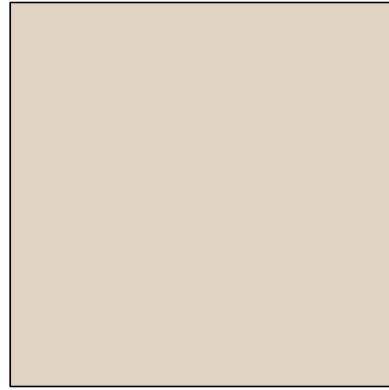


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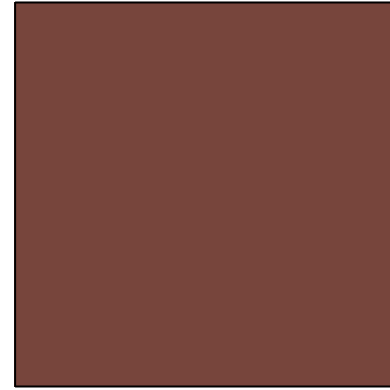
MB-1
PAD B

RKAA# 21181.00

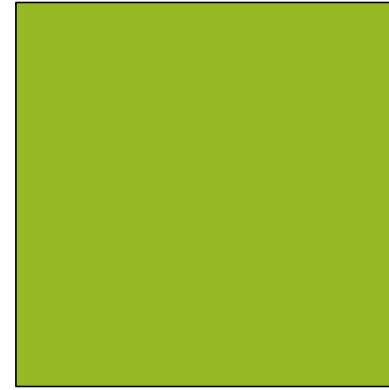




A STUCCO SYSTEM:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN
 SPEC: SW 9109 205-C1
 FINISH: SMOOTH
 LRV: 66



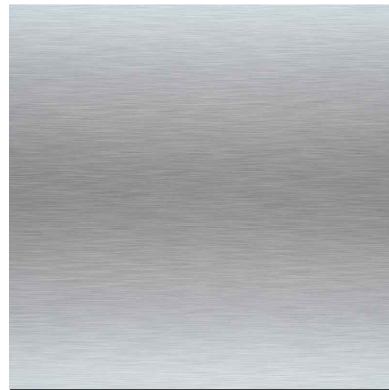
B CANOPIES:
 MFG: DUNN EDWARDS
 COLOR: ROCKY MOUNTAIN RED
 SPEC: DET 442 RL# 739
 LRV: 8



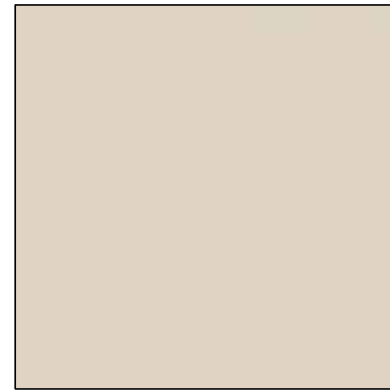
C STUCCO SYSTEM:
 MFG: SHERWIN WILLIAMS
 COLOR: ELECTRIC LIME
 SPEC #: SW 6921-146-C5
 FINISH: SMOOTH
 LRV: 42



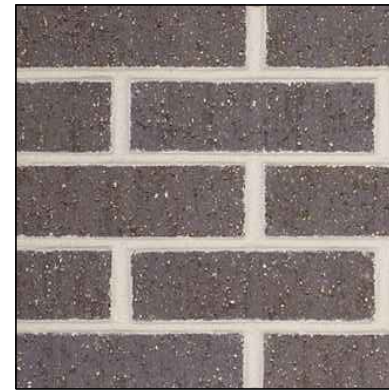
D CORRUGATED METAL PANEL:
 MFG: WESTERN STATE
 METAL ROOFING
 COLOR: CORRUGATED
 METAL RUSTED AND SEALED.
 COLOR TO MATCH: STREAK RUST.



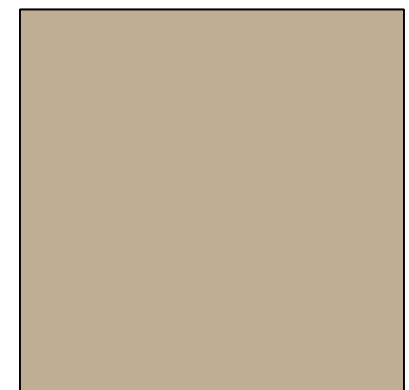
E ALUMINUM STOREFRONT:
 MFG: KAWNEER
 FINISH: CLEAR ANODIZED
 ALUMINUM
 ASSOCIATION
 SPECIFICATION:
 AA-M10C21A41



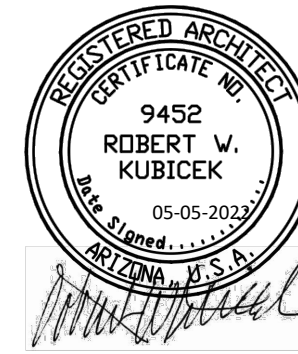
F PARAPET CORNICE:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN
 SPEC: SW 9109 205-C1
 LRV: 66



G BRICK VENEER:
 FINISH: GRAIN
 MFG: SUMMIT BRICK
 COLOR: ANDIRON 853



H STUCCO SYSTEM
 MFG: SHERWIN WILLIAMS
 COLOR: ANTLER VELVET
 SW 9111
 SPEC 205-C3



EXPIRES 06-30-2024

PAD A

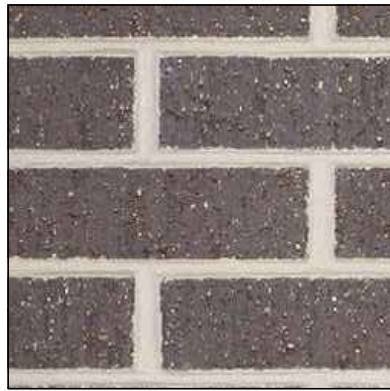
**PIMA FLR RETAIL
 ATTACHMENT #16
 (PROPOSED MATERIAL BOARD)**

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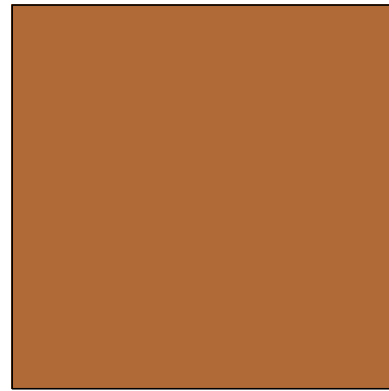
**MB-1
 PAD A**

RKAA# 21183.00

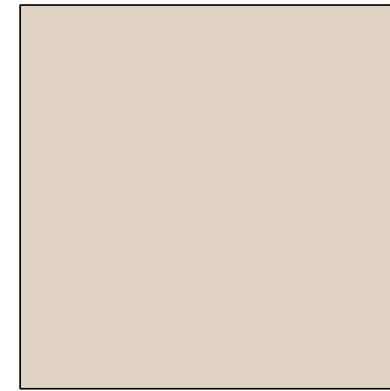




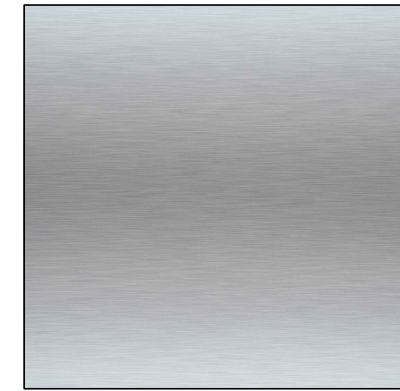
A BRICK VENEER:
 FINISH: GRAIN
 MFG: SUMMIT BRICK
 COLOR: ANDIRON 853



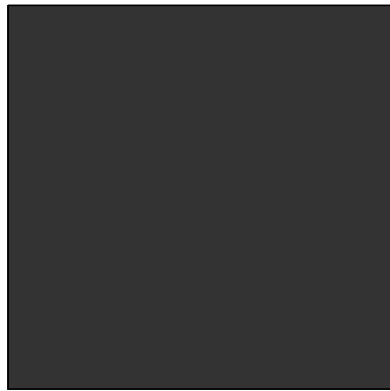
B PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: COPPER POT SW7709
 LRV: 20



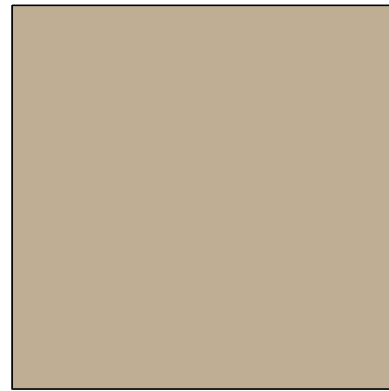
C PAINTED STUCCO:
 FINISH: SMOOTH
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66



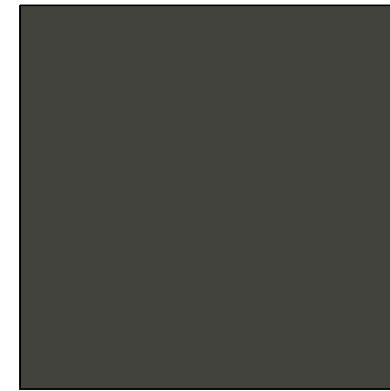
D MULLIONS:
 MFG: KAWNEER
 FINISH: CLEAR #14
 ALUMINUM ASSOCIATION
 SPECIFICATION: AA-M10C21A41



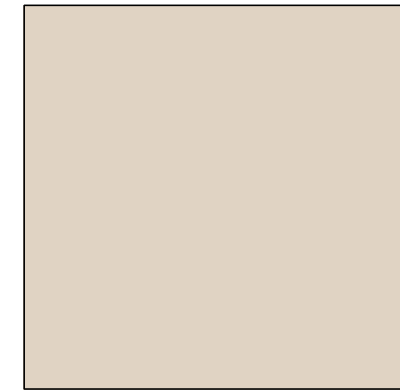
E METAL PANELS:
 SPEC: DSW 120
 MFG: ATAS
 COLOR: MATTE BLACK
 SRI: 2



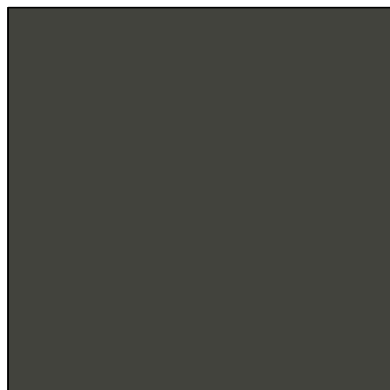
F PAINTED METAL CANOPY:
 MFG: SHERWIN WILLIAMS
 COLOR: ANTLER VELVET SW9111
 LRV: 43



G PAINTED METAL CAP FLASHING:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6



H PAINTED METAL CAP FLASHING:
 MFG: SHERWIN WILLIAMS
 COLOR: NATURAL LINEN SW9109
 LRV: 66



J PAINTED HOLLOW METAL DOORS:
 MFG: SHERWIN WILLIAMS
 COLOR: IRON ORE SW7069
 LRV: 6



K WOOD COMPOSITE:
 MFG: RESYSTA
 COLOR: AGED TEAK
 SPEC: CLADDING 4 CHANNELS THICK

PAD B

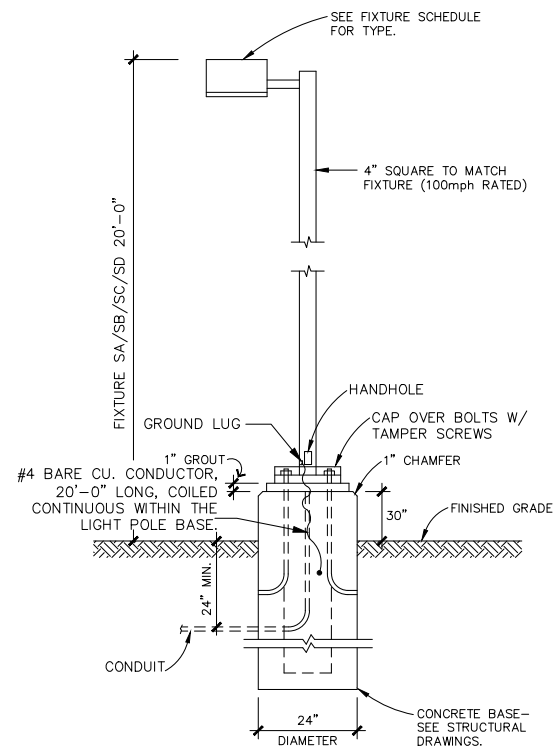
**PIMA FIR RETAIL
 ATTACHMENT #16
 (PROPOSED MATERIAL BOARD)**

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**MB-1
 PAD B**

RKAA# 21181.00

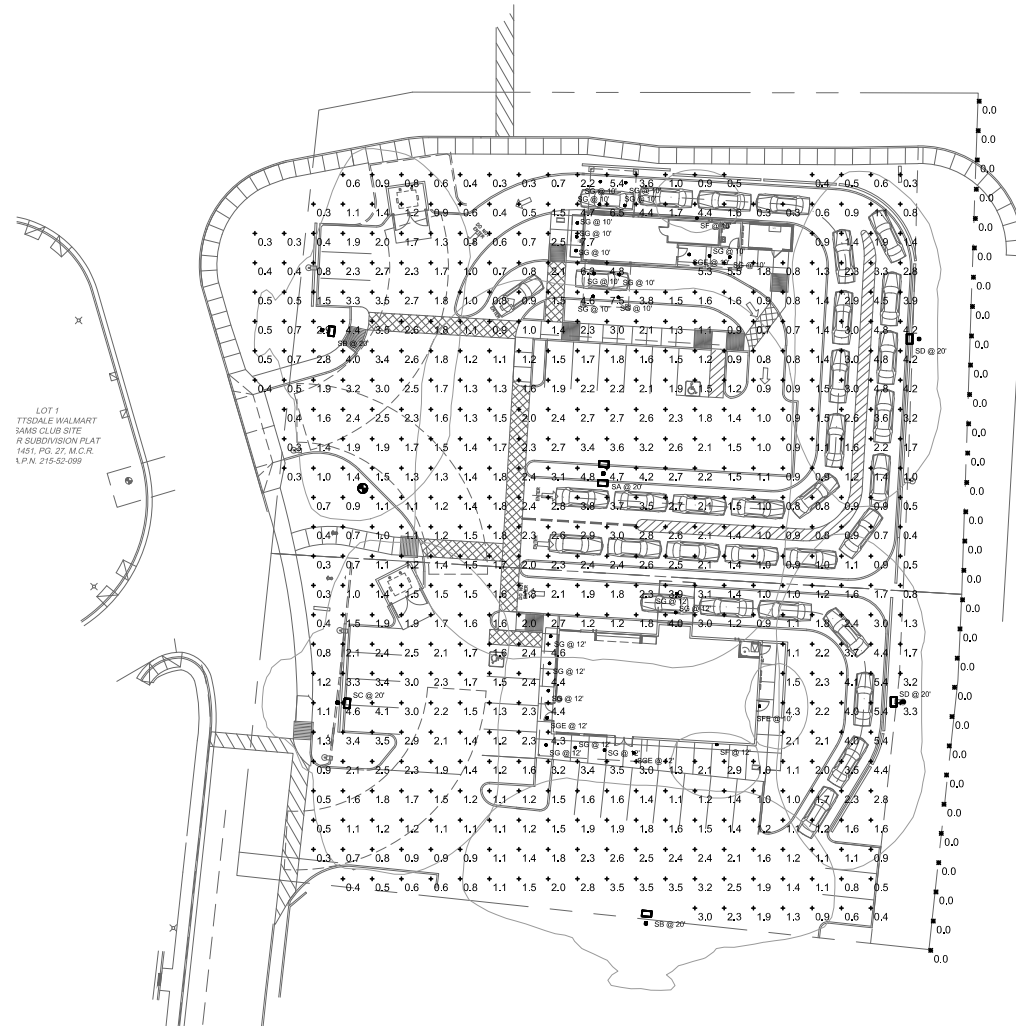




LIGHT POLE AND FIXTURE 'SA/SB/SC/SD'

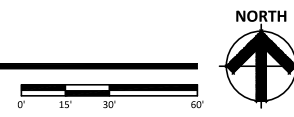
N.T.S.

NOTE:
CONTRACTOR SHALL PROVIDE NEW POLE BASES WHERE INDICATED ON PLANS. LIGHTING FIXTURE, POLE DETAILS AND DESCRIPTIONS ARE FOR ELECTRICAL REFERENCES ONLY. PLEASE REFER TO ARCHITECTURAL SHEETS FOR POLE BASE DETAILS.



PHOTOMETRIC PLAN

SCALE: 1" = 30'-0"



Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
□	SA	1	Lithonia Lighting	(2) DSX0 LED P6 30K T5W MVOLT SPA (FINISH) / SSS 17.5" W/2.5" BASE	TWIN-HEAD DSX0 LED P6 30K T5W MVOLT	LED - 3000K	DSX0_LED_P6_30K_T5_W_MVOLT.ies	15285	0.91	268
□	SB	2	Lithonia Lighting	DSX0 LED P6 30K T3M MVOLT	DSX0 LED P6 30K T3M MVOLT	LED	DSX0_LED_P6_30K_T3_M_MVOLT.ies	14396	0.91	134
□	SC	1	Lithonia Lighting	DSX0 LED P6 30K T4M MVOLT	DSX0 LED P6 30K T4M MVOLT	LED	DSX0_LED_P6_30K_T4_M_MVOLT.ies	14506	0.91	134
□	SD	2	Lithonia Lighting	DSX0 LED P6 30K BLC MVOLT SPA (FINISH) / SSS 17.5" W/2.5" BASE	DSX0 LED P6 30K BLC MVOLT	LED - 3000K	DSX0_LED_P6_30K_BLC_MVOLT.ies	12150	0.91	134
□	SF	2	Lithonia Lighting	WDGE1 LED P1 30K 80CRI VW MVOLT (FINISH)	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT WIDE OPTIC	LED - 3000K	WDGE1_LED_P1_30K_80CRI_VW.ies	1163	0.91	10,000
□	SFE	1	Lithonia Lighting	WDGE1 LED P1 30K 80CRI VW MVOLT E4WH (FINISH)	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT WIDE OPTIC WIEM BATTERY PACK	LED - 3000K	WDGE1_LED_P1_30K_80CRI_VW.ies	1163	0.91	10,000
⊗	SG	21	DMF LIGHTING	DRDH N JO / DRDS 4 R 10 9 3	4IN SURFACE MOUNTED DOWNLIGHT	LED - 3000K	DRDSS-4R-10930.ies	1015	0.91	11.8
⊗	SGE	3	DMF LIGHTING	DRDH N JO 100SEM / DRDS 4 R 10 9 3 EM	4IN SURFACE MOUNTED DOWNLIGHT WIEM BATTERY PACK	LED - 3000K	DRDSS-4R-10930.ies	1015	0.91	11.8

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
ILLUMINANCE AT GRADE	+	1.9 fc	7.7 fc	0.3 fc	25.7:1	6.3:1
LIGHT SPILL AT PIMA ROAD PROPERTY LINE, 6' HIGH	X	0.0 fc	0.0 fc	0.0 fc	N/A	N/A



PIMA FLR RETAIL
15236 N PIMA ROAD SCOTTSDALE AZ 85260
S OF **ATTACHMENT #17** IVE

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SP-1
RKA# 21181.00

ARDEBILI Engineering
Project Number: 21458 | Project Manager: SB
8100 E Indian School Rd., Suite 205, Scottsdale, AZ 85251
P: 480.626.7072 | ardebiling.com





Specifications

EPA: 0.95 ft² (0.09 m²)

Length: 26" (660mm)

Width: 13" (330mm)

Height: 3" (76mm)

Height: 7" (178mm)

Weight: 16 lbs (7.2kg)

Weight (max): 16 lbs (7.2kg)

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information **EXAMPLE: D5X0 LED P6 40K T3M MVOLT SPA NLTAR2 PIRHN DDBXD**

Series	LEDs	Color Temperature	Mounting	Package	Shipping					
D5X0 LED	Forward optics		T1S Type I short (Automotive)	T1S Type I short ¹	MVOLT (120V-277V) ¹⁶	Shipped included				
	P1 P5	40K 4000K					T2S Type II short	T2S Type II medium ¹	MVOLT (277V-480V) ^{16H}	SPA Square pole mounting
	P2 P6	50K 5000K					T3M Type III medium	T3M Type III wide ¹	120"	SPA Round pole mounting ¹⁴
	P3 P7						T3S Type III short	BLC Backlight control ¹⁴	208"	WBA Wall bracket ¹
	P4						T3M Type III medium	LCCO Left corner cutoff ¹⁴	240"	SPUMBA Square pole universal mounting adaptor ¹⁵
							T4M Type IV medium	RCCO Right corner cutoff ¹⁴	277"	SPUMBA Round pole universal mounting adaptor ¹⁵
	Rated optics									
	P10 ¹ P12 ¹				347"	Shipped separately				
	P11 ¹ P13 ¹				480"	KNAB DDBXD ¹⁷ Head arm mounting bracket adaptor (specify finish) ¹⁸				
	Control options:			Other options:			Finish options:			
Shipped installed			PIR High-flow, motion/ambient sensor, 0-17' mounting height, ambient sensor enabled at 56' ¹⁹			DDBD Dark bronze				
NLTAR2 Night All generation 2 enabled ^{13H}			PIRH High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 56' ¹⁹			DBL Black				
PIRH Network, high/low motion/ambient sensor ¹⁸			PIRIFCV High-flow, motion/ambient sensor, 0-17' mounting height, ambient sensor enabled at 56' ¹⁹			DNAX Natural aluminum				
PER NEMA twin-bank receptacle only (control ordered separately) ¹⁸			PIRIFCV High-flow, motion/ambient sensor, 0-17' mounting height, ambient sensor enabled at 56' ¹⁹			DWSD White				
PERS Five-pin receptacle only (control ordered separately) ¹⁸			PIRNFCV High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 56' ¹⁹			L90 Left rotated optics ¹				
PER7 Seven-pin receptacle only (head exit fixture) (control ordered separately) ¹⁸			PIRNFCV High-flow, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 56' ¹⁹			R90 Right rotated optics ¹				
DMG 0-10V dimming extend out back of housing for external control (control ordered separately) ¹⁸			FAO Field adjustable output ¹⁸			DDBD Textured dark bronze				
						DBL Textured black				
						DNAX Textured natural aluminum				
						DWSD Textured white				
						DWSD Textured white				



Specifications

Depth (D1): 5.5"

Depth (D2): 1.5"

Height: 8"

Width: 9"

Weight: 9 lbs (without options)

Introduction

The WEDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution. WEDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WEDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WEDGE LED Family Overview

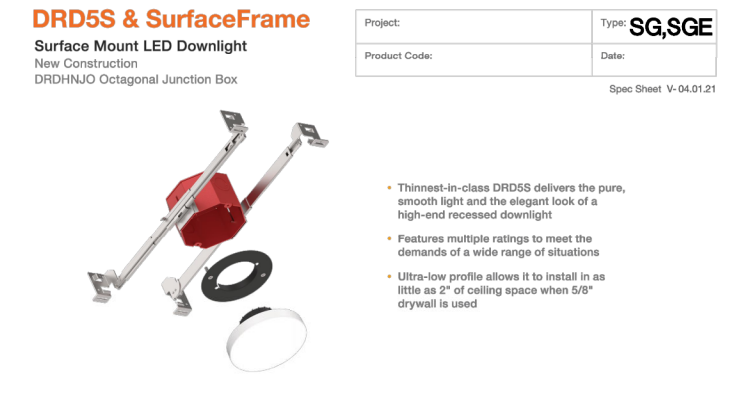
Luminaire	Modelled LED #1	CALIC, 30°C	Series	P ₁	P ₂	P ₃	P ₄	P ₅	P ₆
WEDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WEDGE2 LED	10W	18W	Standard / slight	1,200	2,000	3,000	4,500	6,000	--
WEDGE3 LED	15W	18W	Standard / slight	7,500	8,500	10,000	12,000	--	--
WEDGE4 LED	--	--	Standard / slight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information **EXAMPLE: WEDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD**

Series	Packaging	Color Temperature	CRI	Distribution	Surface	Mounting
WEDGE1 LED	P1	27K 2700K	80CRI	VF	Visual comfort forward throw	MVOLT 347"
	P2	30K 3000K	90CRI	VW	Visual comfort wide	
		50K 5000K				

Shipped included
SRM Surface mounting bracket
KW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)¹

Shipped separately
JWS 3/8" x 1/2" architectural wall spacer
PBW Surface-mounted back box (top, left, right conduit entry) (use when there is no junction box available).



Application New Construction	Aperture 4" Octagonal Junction Box
Delivered Lumens 750 lm (0.9W), 1000 lm (1.0W)	Color Quality 90+ CRI, < 3-step SDCM
Color Temperature 2700K 3000K 3500K	Optics General
Input Voltage 120/277V	Dimming TRIAC/ELV 5% 0-10V 1%
Shape Round, Square	Emergency Lighting Optional Emergency LED Driver with integrated Test Switch for lighting up to 90 minutes in event of power failure
Housing Ratings Code compliant for use in appropriate fire-rated assemblies up to a maximum of 2-hours	Finish White
Standards UL LISTED	Module Ratings UL Closet Rating Compliant (90 min only) UL Listed for Wet Location
Guarantee 50,000 hrs 5 years	Additional Options Non-Conductive Dead Front



PIMA FLR RETAIL

15236 N PIMA ROAD SCOTTSDALE AZ 85260

S OF SW CORN PIMA RD AND ARBIDA DRIVE

ATTACHMENT #18

SP-1

RKAA# 21181.00

ARDEBILI Engineering

Project Number: 21458 | Project Manager: SB
8100 E Indian School Rd., Suite 205, Scottsdale, AZ 85251
P: 480.626.7072 | ardebileng.com

RKAA ARCHITECTS, INC

May 18, 2022

Mr. Scott Wolski
VP of Development
Avalon Development
7333 E Doubletree Ranch Rd, Suite 140
Scottsdale, AZ 85258

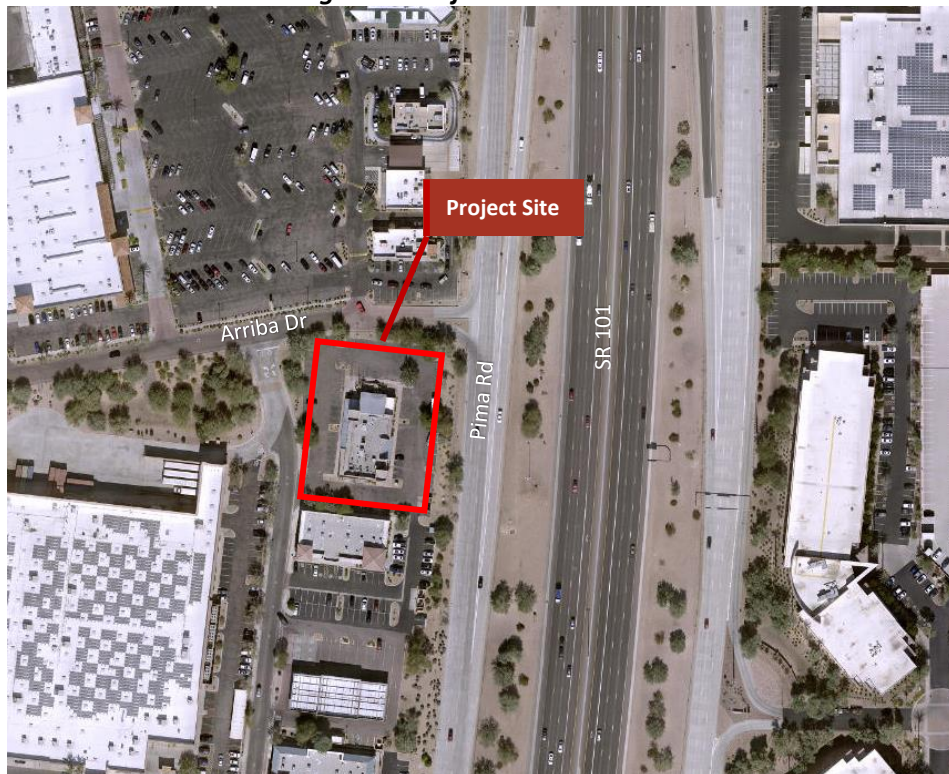
Re: Pima FLR Retail | Queueing Statement
SWC Pima Rd (SR 101 Frontage Rd)/Arriba Dr, Scottsdale, AZ

1 INTRODUCTION

This Queueing Statement was prepared for case # 40-DR-2021 Dual Drive-Thru Restaurants Pima Road, the Pima FLR Retail (project) redevelopment plan. The project is located on the southwest corner of Pima Road and Arriba Drive in Scottsdale, Arizona and has frontage along N 87th Street, a private drive (Figure 1).

The purpose of this Queuing Statement is to evaluate queuing data collected at comparable sites, as approved by the City of Scottsdale, for Salad and Go and Black Rifle Coffee to determine if the planned drive-through lanes can accommodate the expected queues. The site plan for the project is included in Attachment A.

Figure 1: Project Site Location



2 PROPOSED SITE CONDITIONS

The project site will include two new buildings with separate drive-through lanes. PAD A is planned to be a Salad and Go, and PAD B is planned to be a Black Rifle Coffee. The project is situated within an existing Walmart anchored power center, and is zoned C-3 (Highway Commercial District). The proposed land uses for this project are allowable under the current zoning.

Salad and Go will provide two separate pickup windows with drive-through lanes. The primary pickup window will utilize dual drive-through lanes that merge into a single lane with a queue capacity of 24 vehicles. In addition to the primary pick-up window, a secondary mobile express pickup window is also provided. The mobile express drive-through lane is reserved for patrons who have placed an order ahead of time through the mobile application, and assigns a specific time for pickup. The mobile express feature is designed to minimize wait times and drive-through queuing by releasing orders at specific times as regulated by the application. The mobile express pickup window will utilize a single drive-through lane with a queue capacity of 3 vehicles.

The Black Rifle Coffee pickup window will utilize a single drive-through with a queue capacity of 8 vehicles.

2.1 Site Access, Circulation and Parking

Access to the site will be provided by two driveways south of Arriba Drive along N 87th Street as depicted on the site plan. In addition, there is an existing cross access driveway at the southeast corner of the site, allowing ingress and egress to the adjacent development to the south.

The main drive-through for Salad and Go will circulate in a counterclockwise direction along the south, east and north sides of the building and is accessible from the drive aisle west of the project. The dual drive-through lanes continue along the east side of the building and merge into single drive-through lane before the service window. The mobile express drive-through lane will circulate along the south side of the building.

The drive-through for Black Rifle Coffee will circulate in a counterclockwise direction along the east and north sides of the building and is accessible from the drive aisle west of the project, as depicted in the site plan.

3 QUEUING DATA COLLECTION AND ANALYSIS

3.1 Salad and Go

Salad and Go will have a single-window drive-through with dual lanes that merges into one lane with a queue capacity of 24 vehicles. An additional mobile express drive-through lane is also provided with a queue capacity of 3 vehicles.

Queuing data was obtained from an existing Salad and Go, with dual drive-through lanes and a mobile express drive-through lane, located at 12601 N Paradise Village Parkway in Phoenix, Arizona by Field Data Service (FDS) on Wednesday, May 4, 2022. Queuing data was collected for the primary drive-through lane and mobile express drive-through lane at 1-minute increments from 11 AM to 3 PM, the peak hours of operation for Salad and Go. The observed queuing data is provided in Attachment B.

The maximum queue observed at the primary drive-through during the data collection was 14 vehicles. The average number of vehicles in queue during peak hours of operation was 7 vehicles. With a proposed queuing capacity of 24 vehicles for the dual drive-through lanes, the project's proposed drive-through storage is expected to contain the maximum queue length without overflow into the adjacent drive aisle.

The maximum queue data observed at the mobile express drive-through lane was 4 vehicles. The average number of vehicles in the queue during peak hours of operation was 1 vehicle. It should be noted that the 4-vehicle queue was observed for four 1-minute intervals over the three hours of data collection. The proposed queuing length for the project mobile express drive-through lane capacity is 3 vehicles.

Analysis of the queuing data shows that the 95th-percentile queue for the mobile express drive-through lane was 3 vehicles (i.e., 95% of the time the queue will be 3 vehicles or less during peak operating hours). The project's proposed mobile express drive-through lane queue storage is expected to contain the 95th-percentile queue of

3 vehicles. Queues greater than 3 vehicles will be rare and short-lived. Should any spillback occur, it will be contained onsite within the adjacent drive aisle.

3.2 Black Rifle Coffee

The Black Rifle Coffee shop drive-through lane will have a queue capacity of 8 vehicles.

Queuing data was obtained from one Sweetwater Coffee & Tea, located at 14850 N 87th Street in Scottsdale, Arizona by Field Data Service (FDS) of Arizona on Wednesday, May 4, 2022. Queuing data was collected for the drive-through lane at 1-minute increments from 6 AM to 9 AM, the peak hours of operation for Black Rifle Coffee. Observed queuing data is provided in Attachment B.

The maximum queue observed during the data collection was 8 vehicles, which occurred twice during the data collection timeframe. The average number of vehicles in the queue during the peak hours was 2 vehicles. With a proposed queuing capacity of 8 vehicles for the drive-through lane, the project's proposed drive-through queue storage is expected to contain the maximum queue length without any overflow into the adjacent drive aisle.

4 CONCLUSIONS

The following conclusions are made based on the findings of the project Queuing Analysis:

1. **Salad and Go:** The primary drive-through lane observed maximum queue was 14 vehicles. With a proposed queue capacity of 24 vehicles, the primary drive-through lane is expected to accommodate the maximum queue. The mobile express drive-through lane observed maximum queue was 4 vehicles, and the 95th-percentile queue was 3 vehicles. With a proposed queue capacity of 3 vehicles, the mobile express drive-through lane is expected to accommodate the 95th-percentile queue. Queues greater than 3 vehicles will be rare and short-lived. Should any spillback occur, it will be contained onsite within the adjacent drive aisle.
2. **Black Rifle Coffee:** The drive-through lane observed maximum queue was 8 vehicles. With a proposed queue capacity of 8 vehicles, the drive-through lane is expected to accommodate the maximum queue.

5 RECOMMENDATIONS

In summary, the proposed project is expected to have minimal impacts on the adjacent roadway network. The following recommendations were developed based on the findings of the project Queuing Analysis:

1. Design and construction of the proposed project improvements should conform to the City of Scottsdale's design standards, as applicable.

Sincerely,
Greenlight Traffic Engineering, LLC

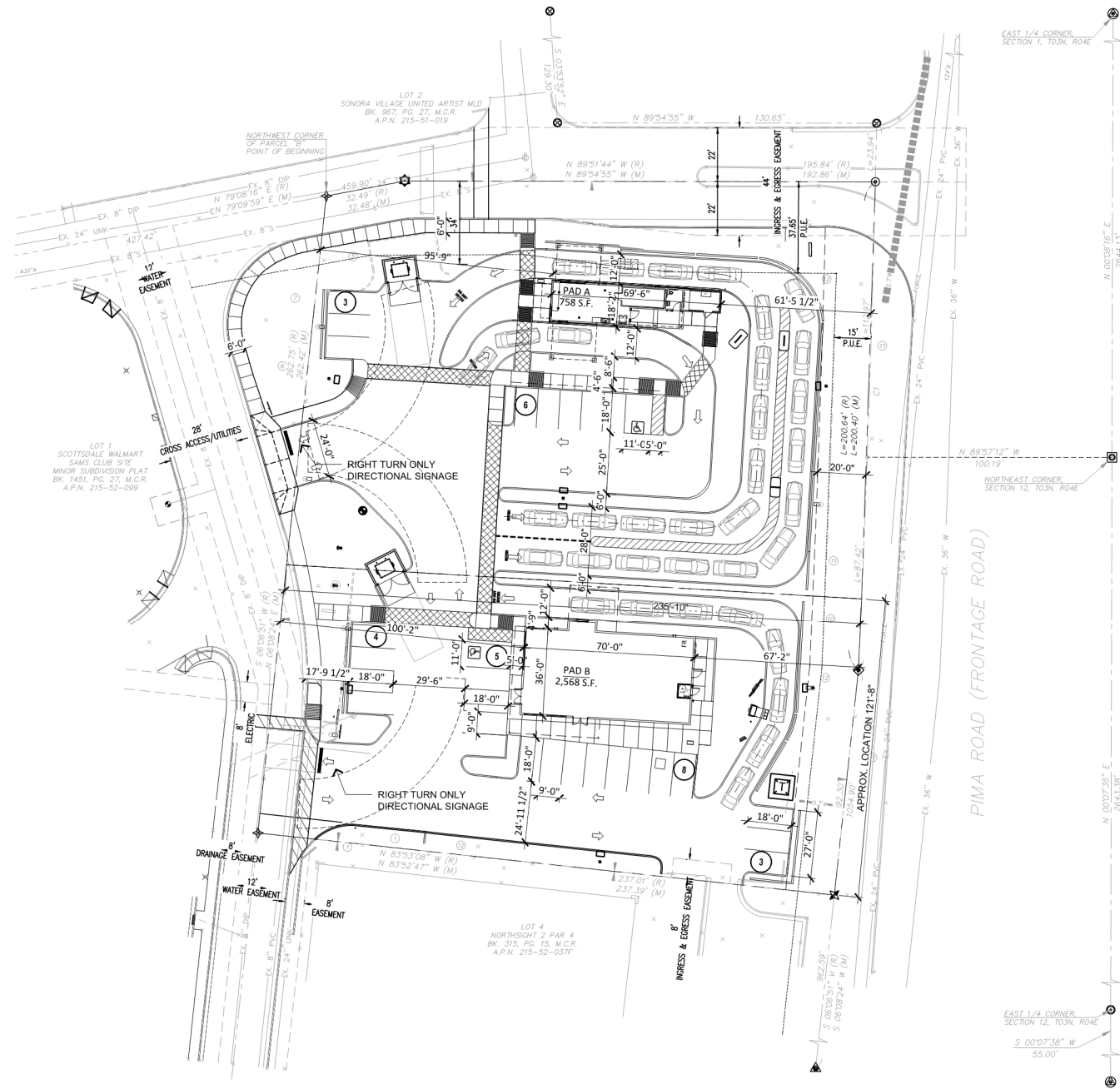

Scott Kelley, PE, PTOE
Principal/Senior Project Manager
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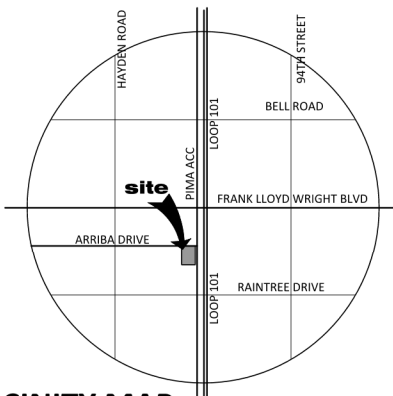
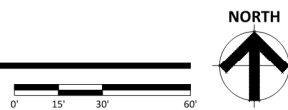
Attachments:

- A –Salad and Go and Black Rifle Coffee's Site Plan
- B – Scottsdale Sweetwater Coffee & Tea and Paradise Village Salad and Go Queuing Data

ATTACHMENT A



SITE PLAN
SCALE: 1" = 30'-0"



VICINITY MAP
SCALE: N.T.S.



THIS SITE PLAN HAS BEEN PREPARED WITHOUT THE AID OF A SURVEY. ALL PROPERTY BOUNDARIES ARE ROUGH APPROXIMATIONS. THIS DRAWING IS TO BE USED FOR CONCEPTUAL PURPOSES ONLY AND IT IS NOT TO BE THE BASIS FOR ANY LEGALLY BINDING DOCUMENTATION.

PIMA FLR RETAIL
15236 N PIMA ROAD SCOTTSDALE AZ 85260
S OF SWC OF PIMA RD AND ARRIBA DRIVE
DATE: 04-28-2022 (PRELIMINARY)

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SP-1

RKAA# 21181.00



KEY NOTES:

- EXISTING FIRE HYDRANT TO REMAIN.
- EXISTING LIGHT POLE TO REMAIN.- TYP.
- EXISTING ACCESS DRIVE TO REMAIN.
- EXISTING CURB TO REMOVE.
- NEW SIDEWALK.
- NEW SCREEN WALL - 3'-0" HIGH.
- NEW 20' WIDE LANDSCAPE BUFFER. SEE LANDSCAPE DRAWING.
- NEW HEDGE SCREEN AT LANDSCAPE AREA. SEE LANDSCAPE DRAWING.
- NEW ACCESS DRIVE WAY WITH ADA ACCESS PER DSPM SEC 5-3.205. DTL. # 2251-1.
- NEW RAMP. (1:12 SLOPE MAX.). TYP.
- NEW PEDESTRIAN CONNECTION.
- NEW FIRE HYDRANT.
- NEW TRASH ENCLOSURE PER COS # 2146-1.
- NEW DIRECTIONAL MARKING- TYP. FOR GUIDING CUSTOMERS.
- NEW LOT SEPARATION LINE.
- TURNING RADIUS 45' MIN. FOR REFUSE TRUCK. -TYP.
- BIKE SPACES PER COS DTL # 2285.
- NEW FDC CONNECTION.
- DRIVE THRU LANE AT PAD A - 273'-0" MIN.
- DRIVE THRU LANE AT PAD B - 144'-4" MIN.
- 8'-0" HIGH SCREEN WALL.
- EXISTING SIDEWALK.
- ELECTRICAL SERVICE PANEL LOCATION.
- PROPOSED CROSS ACCESS AGREEMENT TO ALLOW BOTH PARCELS TO USE SITE DRIVEWAYS.
- NEW STOP SIGN.
- EXISTING TRANSFORMER LOCATION TO BE RELOCATED.
- NEW TRANSFORMER LOCATION.
- NEW STOP PAVEMENT MARKINGS.
- NEW LIGHT POLE- TYP. RE: ELECTRICAL DRAWING.
- MENU BOARD.
- PREVIEW BOARD.

PROJECT DIRECTORY

ARCHITECT:
RKAA ARCHITECTS, INC.
2233 EAST THOMAS ROAD
PHOENIX, ARIZONA 85016
CONTACT: NEIL FEASER
PHONE: (602) 955-3900
FAX: (602) 955-0496
E-MAIL: nfeaser@rkaa.com

SITE DATA

PARCEL NUMBER: 215-52-037E
EXISTING ZONING: C-3 (SCOTTSDALE)
SITE AREA: 1.5 ACRES (65,208 S.F.)

PROPOSED USE: RETAIL / RESTAURANTS

PAD-A

BUILDING AREA: 758 SF
CANOPY AREA: 762 SF
TOTAL: 1,520 SF

TOTAL PARKING REQUIRED:
RESTAURANT: 1 PER 120 S.F. 07 SPACES

TOTAL PARKING PROVIDED: 09 SPACES

ACCESSIBLE SPACES REQUIRED: 01 SPACE
ACCESSIBLE SPACES PROVIDED: 01 SPACE

BIKE PARKING SPACE REQUIRED: 02 S(ACES (MIN.))
BIKE PARKING SPACE PROVIDED: 02 SPACES

F.A.R. (FLOOR AREA RATIO)
ALLOWED: .8
SITE AREA OF PAD A: 37,684 S.F.

F.A.R. PROVIDED: 758/37,684 = 0.02

PAD-B

BUILDING AREA: 2,568 SF
CANOPY AREA: 680 SF
TOTAL: 3,248 SF

TOTAL PARKING REQUIRED:
RESTAURANT: 1 PER 120 S.F.
2568 /120 22 SPACES

TOTAL PARKING PROVIDED: 22 SPACES

TOTAL PARKING PROVIDED: 20 SPACES. (SHARED PARKING AGREEMENT WITH RESTAURANT SALAD AND GO IS AVAILABLE).

ACCESSIBLE SPACES REQUIRED: 01 SPACES
ACCESSIBLE SPACES PROVIDED: 01 SPACES

BIKE PARKING REQUIRED: 02 SPACES (MIN.)
BIKE PARKING PROVIDED: 02 SPACES

F.A.R (FLOOR AREA RATIO)
ALLOWED .8
SITE AREA OF PAD B 27,524 S.F.

F.A.R. PROVIDED 2,568/27,524 = 0.09



ATTACHMENT B

QUEUE STUDY

Main Queue			Opposite Queue		
Wednesday, May 4, 2022			Wednesday, May 4, 2022		
Drive thru	Further		Drive thru	Further	
11:00:00 AM	3	0	02:00:00 PM	7	0
11:01:00 AM	3	0	02:01:00 PM	7	0
11:02:00 AM	2	0	02:02:00 PM	7	0
11:03:00 AM	3	0	02:03:00 PM	5	0
11:04:00 AM	2	0	02:04:00 PM	4	0
11:05:00 AM	3	0	02:05:00 PM	4	0
11:06:00 AM	2	0	02:06:00 PM	3	0
11:07:00 AM	3	0	02:07:00 PM	4	0
11:08:00 AM	3	0	02:08:00 PM	4	0
11:09:00 AM	2	0	02:09:00 PM	4	0
11:10:00 AM	4	0	02:10:00 PM	5	0
11:11:00 AM	3	0	02:11:00 PM	5	0
11:12:00 AM	2	0	02:12:00 PM	4	0
11:13:00 AM	4	0	02:13:00 PM	3	0
11:14:00 AM	4	0	02:14:00 PM	3	0
11:15:00 AM	5	0	02:15:00 PM	2	0
11:16:00 AM	5	0	02:16:00 PM	3	0
11:17:00 AM	5	0	02:17:00 PM	3	0
11:18:00 AM	8	0	02:18:00 PM	2	0
11:19:00 AM	8	0	02:19:00 PM	1	0
11:20:00 AM	7	0	02:20:00 PM	1	0
11:21:00 AM	6	0	02:21:00 PM	1	0
11:22:00 AM	5	0	02:22:00 PM	1	0
11:23:00 AM	4	0	02:23:00 PM	1	0
11:24:00 AM	2	0	02:24:00 PM	0	0
11:25:00 AM	1	0	02:25:00 PM	3	0
11:26:00 AM	0	0	02:26:00 PM	4	0
11:27:00 AM	0	0	02:27:00 PM	5	0
11:28:00 AM	5	0	02:28:00 PM	5	0
11:29:00 AM	5	0	02:29:00 PM	4	0
11:30:00 AM	5	0	02:30:00 PM	4	0
11:31:00 AM	3	0	02:31:00 PM	4	0
11:32:00 AM	5	0	02:32:00 PM	3	0
11:33:00 AM	5	0	02:33:00 PM	3	0
11:34:00 AM	4	0	02:34:00 PM	4	0
11:35:00 AM	5	0	02:35:00 PM	4	0
11:36:00 AM	4	0	02:36:00 PM	2	0
11:37:00 AM	4	0	02:37:00 PM	3	0
11:38:00 AM	8	0	02:38:00 PM	5	0
11:39:00 AM	10	0	02:39:00 PM	7	0
11:40:00 AM	10	0	02:40:00 PM	7	0
11:41:00 AM	10	0	02:41:00 PM	7	0
11:42:00 AM	10	0	02:42:00 PM	5	0
11:43:00 AM	9	0	02:43:00 PM	5	0
11:44:00 AM	12	0	02:44:00 PM	5	0
11:45:00 AM	13	0	02:45:00 PM	4	0
11:46:00 AM	12	0	02:46:00 PM	3	0
11:47:00 AM	11	0	02:47:00 PM	3	0
11:48:00 AM	10	1	02:48:00 PM	3	0
11:49:00 AM	11	0	02:49:00 PM	3	0
11:50:00 AM	12	1	02:50:00 PM	2	0
11:51:00 AM	12	1	02:51:00 PM	2	0
11:52:00 AM	11	1	02:52:00 PM	1	0
11:53:00 AM	12	2	02:53:00 PM	2	0
11:54:00 AM	10	2	02:54:00 PM	2	0
11:55:00 AM	10	1	02:55:00 PM	2	0
11:56:00 AM	8	1	02:56:00 PM	3	0
11:57:00 AM	9	0	02:57:00 PM	6	0
11:58:00 AM	9	0	02:58:00 PM	6	0
11:59:00 AM	8	0	02:59:00 PM	5	0
12:00:00 PM	11	1			
12:01:00 PM	11	2			
12:02:00 PM	9	2			
12:03:00 PM	10	0			
12:04:00 PM	9	0			
12:05:00 PM	11	0			
12:06:00 PM	13	0			
12:07:00 PM	10	1			
12:08:00 PM	10	1			
12:09:00 PM	10	1			
12:10:00 PM	10	0			
12:11:00 PM	10	0			
12:12:00 PM	13	0			
12:13:00 PM	12	0			
12:14:00 PM	10	1			
12:15:00 PM	10	1			
12:16:00 PM	13	0			
12:17:00 PM	11	1			
12:18:00 PM	11	1			
12:19:00 PM	11	0			
12:20:00 PM	10	2			
12:21:00 PM	10	3			
12:22:00 PM	9	1			
12:23:00 PM	10	0			
12:24:00 PM	10	2			
12:25:00 PM	10	3			
12:26:00 PM	11	1			
12:27:00 PM	11	1			
12:28:00 PM	11	1			
12:29:00 PM	10	1			
12:30:00 PM	9	2			
12:31:00 PM	12	1			
12:32:00 PM	12	2			
12:33:00 PM	11	2			
12:34:00 PM	10	2			
12:35:00 PM	11	2			
12:36:00 PM	10	1			
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12:15:00 PM			12:15:00 PM	1	0
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12:19:00 PM			12:19:00 PM	0	0
12:20:00 PM			12:20:00 PM	0	0
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12:24:00 PM			12:24:00 PM	0	0
12:25:00 PM			12:25:00 PM	0	0
12:26:00 PM			12:26:00 PM	0	0
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12:32:00 PM			12:32:00 PM	3	0
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12:36:00 PM			12:36:00 PM	1	0
02:00:00 PM	0	0	02:00:00 PM	0	0
02:01:00 PM	0	0	02:01:00 PM	0	0
02:02:00 PM	1	0	02:02:00 PM	0	0
02:03:00 PM	1	0	02:03:00 PM	0	0
02:04:00 PM	0	0	02:04:00 PM	1	0
02:05:00 PM	1	0	02:05:00 PM	1	0
02:06:00 PM	1	0	02:06:00 PM	1	0
02:07:00 PM	1	0	02:07:00 PM	1	0
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02:14:00 PM	1	0	02:14:00 PM	0	0
02:15:00 PM	0	0	02:15:00 PM	0	0
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02:17:00 PM	0	0	02:17:00 PM	0	0
02:18:00 PM	2	0	02:18:00 PM	0	0
02:19:00 PM	2	0	02:19:00 PM	0	0
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02:21:00 PM	2	0	02:21:00 PM	0	0
02:22:00 PM	1	0	02:22:00 PM	0	0
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02:30:00 PM	1	0	02:30:00 PM	0	0
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02:39:00 PM	3	0	02:39:00 PM	0	0
02:40:00 PM	3	0	02:40:00 PM	0	0
02:41:00 PM	2	0	02:41:00 PM	0	0
02:42:00 PM	2	0	02:42:00 PM	0	0
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02:44:00 PM	4	0	02:44:00 PM	0	0
02:45:00 PM	3	0	02:45:00 PM	0	0
02:46:00 PM	2	0	02:46:00 PM	0	0
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02:48:00 PM	0	0	02:48:00 PM	0	0
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02:53:00 PM	1	0	02:53:00 PM	1	0
02:54:00 PM	2	0	02:54:00 PM	0	0
02:55:00 PM	1	0	02:55:00 PM	0	0
02:56:00 PM	0	0	02:56:00 PM	0	0
02:57:00 PM	0	0	02:57:00 PM	0	0
02:58:00 PM	0	0	02:58:00 PM	0	0
02:59:00 PM	0	0	02:59:00 PM	0	0

QUEUE STUDY

	Main Queue				Opposite Queue			
	Wednesday, May 4, 2022		Wednesday, May 4, 2022		Wednesday, May 4, 2022		Wednesday, May 4, 2022	
	Drive thru	Further	Drive thru	Further	Drive thru	Further	Drive thru	Further
12:37:00 PM	10	1			0	0		
12:38:00 PM	10	1			0	0		
12:39:00 PM	11	3			1	0		
12:40:00 PM	12	2			1	0		
12:41:00 PM	12	1			1	0		
12:42:00 PM	12	0			2	0		
12:43:00 PM	11	0			2	0		
12:44:00 PM	10	0			1	0		
12:45:00 PM	10	0			0	0		
12:46:00 PM	10	0			0	0		
12:47:00 PM	9	0			0	0		
12:48:00 PM	10	0			0	0		
12:49:00 PM	11	1			2	0		
12:50:00 PM	12	0			3	0		
12:51:00 PM	12	0			3	0		
12:52:00 PM	12	0			4	0		
12:53:00 PM	13	0			4	0		
12:54:00 PM	14	0			4	0		
12:55:00 PM	13	1			2	0		
12:56:00 PM	9	2			1	0		
12:57:00 PM	11	1			1	0		
12:58:00 PM	10	1			0	0		
12:59:00 PM	11	0			0	0		
01:00:00 PM	10	0			0	0		
01:01:00 PM	10	0			0	0		
01:02:00 PM	9	0			0	0		
01:03:00 PM	8	0			0	0		
01:04:00 PM	7	0			0	0		
01:05:00 PM	7	0			0	0		
01:06:00 PM	9	0			1	0		
01:07:00 PM	8	0			1	0		
01:08:00 PM	8	0			1	0		
01:09:00 PM	6	0			0	0		
01:10:00 PM	6	0			0	0		
01:11:00 PM	6	0			0	0		
01:12:00 PM	4	0			0	0		
01:13:00 PM	3	0			0	0		
01:14:00 PM	3	0			1	0		
01:15:00 PM	3	0			1	0		
01:16:00 PM	3	0			0	0		
01:17:00 PM	4	0			1	0		
01:18:00 PM	7	0			2	0		
01:19:00 PM	7	0			2	0		
01:20:00 PM	6	0			2	0		
01:21:00 PM	4	0			1	0		
01:22:00 PM	3	0			1	0		
01:23:00 PM	5	0			0	0		
01:24:00 PM	6	0			1	0		
01:25:00 PM	4	0			1	0		
01:26:00 PM	6	0			1	0		
01:27:00 PM	7	0			0	0		
01:28:00 PM	8	0			0	0		
01:29:00 PM	8	0			0	0		
01:30:00 PM	6	0			0	0		
01:31:00 PM	8	0			1	0		
01:32:00 PM	8	0			1	0		
01:33:00 PM	7	0			1	0		
01:34:00 PM	8	0			2	0		
01:35:00 PM	8	0			2	0		
01:36:00 PM	5	0			0	0		
01:37:00 PM	5	0			0	0		
01:38:00 PM	5	0			0	0		
01:39:00 PM	5	0			0	0		
01:40:00 PM	5	0			2	0		
01:41:00 PM	4	0			1	0		
01:42:00 PM	3	0			0	0		
01:43:00 PM	6	0			0	0		
01:44:00 PM	8	0			0	0		
01:45:00 PM	8	0			0	0		
01:46:00 PM	9	0			0	0		
01:47:00 PM	8	0			0	0		
01:48:00 PM	7	0			0	0		
01:49:00 PM	7	0			0	0		
01:50:00 PM	7	0			0	0		
01:51:00 PM	7	0			0	0		
01:52:00 PM	8	0			1	0		
01:53:00 PM	10	0			1	0		
01:54:00 PM	10	1			1	0		
01:55:00 PM	10	0			0	0		
01:56:00 PM	9	1			0	0		
01:57:00 PM	8	1			0	0		
01:58:00 PM	9	0			0	0		
01:59:00 PM	8	0			0	0		

☐ = Max queue

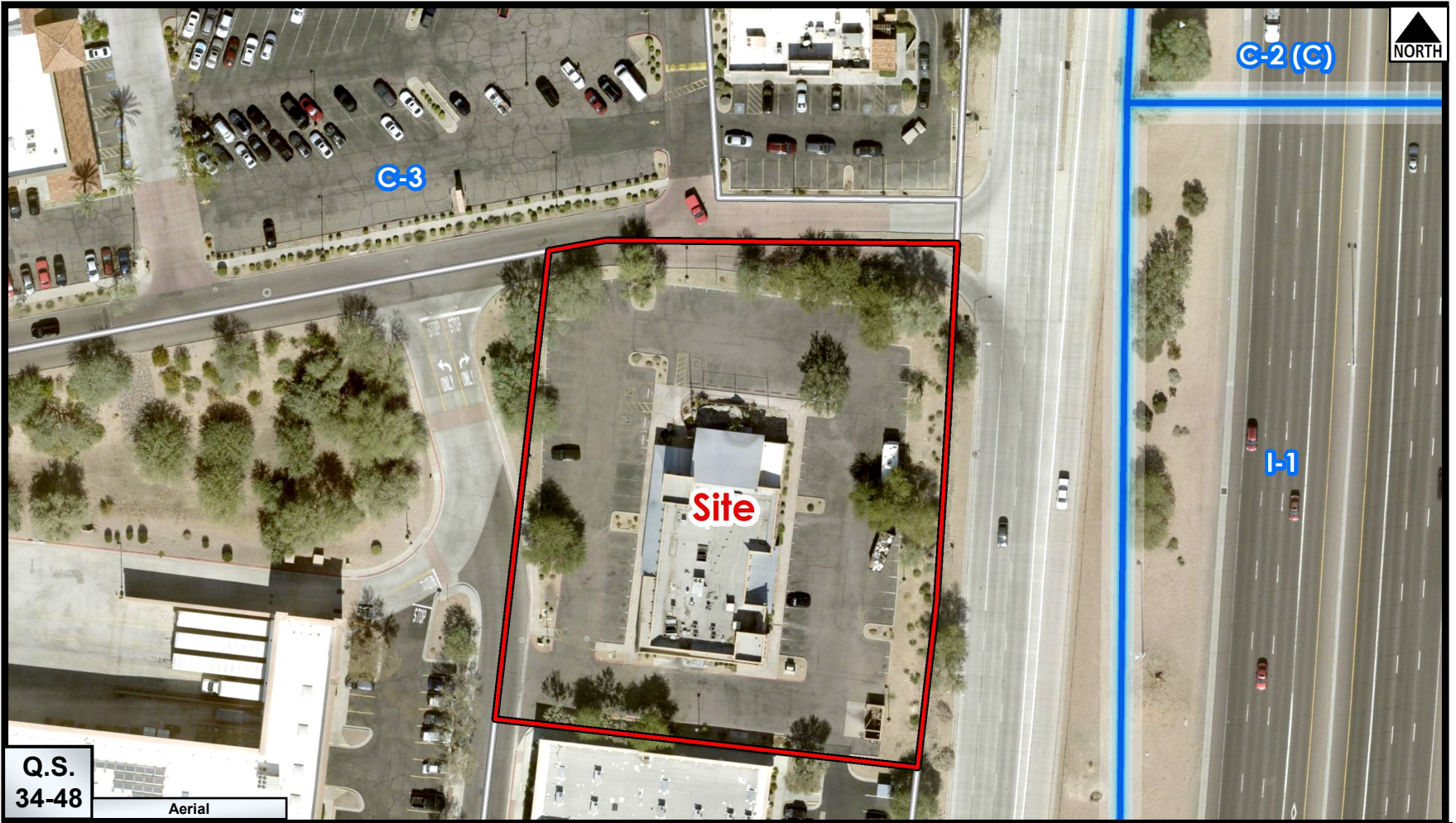
QUEUE STUDY

Wednesday, May 4, 2022		
	Drive thru	Further
06:00:00 AM	0	0
06:01:00 AM	0	0
06:02:00 AM	0	0
06:03:00 AM	0	0
06:04:00 AM	0	0
06:05:00 AM	0	0
06:06:00 AM	0	0
06:07:00 AM	0	0
06:08:00 AM	0	0
06:09:00 AM	0	0
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06:14:00 AM	0	0
06:15:00 AM	0	0
06:16:00 AM	0	0
06:17:00 AM	0	0
06:18:00 AM	1	0
06:19:00 AM	2	0
06:20:00 AM	2	0
06:21:00 AM	2	0
06:22:00 AM	2	0
06:23:00 AM	1	0
06:24:00 AM	1	0
06:25:00 AM	1	0
06:26:00 AM	1	0
06:27:00 AM	0	0
06:28:00 AM	0	0
06:29:00 AM	1	0
06:30:00 AM	1	0
06:31:00 AM	1	0
06:32:00 AM	1	0
06:33:00 AM	2	0
06:34:00 AM	2	0
06:35:00 AM	4	0
06:36:00 AM	4	0
06:37:00 AM	3	0
06:38:00 AM	3	0
06:39:00 AM	2	0
06:40:00 AM	1	0
06:41:00 AM	0	0
06:42:00 AM	0	0
06:43:00 AM	0	0
06:44:00 AM	1	0
06:45:00 AM	2	0
06:46:00 AM	1	0
06:47:00 AM	1	0
06:48:00 AM	1	0
06:49:00 AM	0	0
06:50:00 AM	0	0
06:51:00 AM	1	0
06:52:00 AM	1	0
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06:56:00 AM	1	0
06:57:00 AM	0	0
06:58:00 AM	0	0
06:59:00 AM	0	0
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07:02:00 AM	0	0
07:03:00 AM	0	0
07:04:00 AM	0	0
07:05:00 AM	1	0
07:06:00 AM	2	0
07:07:00 AM	3	0
07:08:00 AM	3	0
07:09:00 AM	3	0
07:10:00 AM	1	0
07:11:00 AM	0	0
07:12:00 AM	0	0
07:13:00 AM	1	0
07:14:00 AM	1	0
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07:27:00 AM	1	0
07:28:00 AM	1	0
07:29:00 AM	2	0
07:30:00 AM	2	0
07:31:00 AM	3	0
07:32:00 AM	3	0
07:33:00 AM	2	0

QUEUE STUDY

Wednesday, May 4, 2022		
	Drive thru	Further
07:34:00 AM	2	0
07:35:00 AM	2	0
07:36:00 AM	2	0
07:37:00 AM	1	0
07:38:00 AM	0	0
07:39:00 AM	2	0
07:40:00 AM	4	0
07:41:00 AM	4	0
07:42:00 AM	3	0
07:43:00 AM	1	0
07:44:00 AM	1	0
07:45:00 AM	1	0
07:46:00 AM	0	0
07:47:00 AM	0	0
07:48:00 AM	0	0
07:49:00 AM	2	0
07:50:00 AM	2	0
07:51:00 AM	3	0
07:52:00 AM	4	0
07:53:00 AM	4	0
07:54:00 AM	5	0
07:55:00 AM	6	0
07:56:00 AM	6	0
07:57:00 AM	4	0
07:58:00 AM	4	0
07:59:00 AM	3	0
08:00:00 AM	1	0
08:01:00 AM	2	0
08:02:00 AM	2	0
08:03:00 AM	2	0
08:04:00 AM	1	0
08:05:00 AM	1	0
08:06:00 AM	0	0
08:07:00 AM	0	0
08:08:00 AM	1	0
08:09:00 AM	2	0
08:10:00 AM	2	0
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08:12:00 AM	3	0
08:13:00 AM	3	0
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08:18:00 AM	1	0
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08:23:00 AM	3	0
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08:26:00 AM	2	0
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08:51:00 AM	7	0
08:52:00 AM	6	0
08:53:00 AM	5	0
08:54:00 AM	3	0
08:55:00 AM	4	0
08:56:00 AM	5	0
08:57:00 AM	4	0
08:58:00 AM	5	0
08:59:00 AM	4	0

= Max Queue



Q.S.
34-48

Aerial

Zoning Aerial

40-DR-2021

ATTACHMENT #20

City Notifications – Mailing List Selection Map

Dual Drive-Thru Restaurants Pima Road


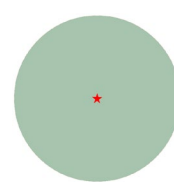


Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Nextdoor.com
- City Website-Projects in the hearing process

Pulled Labels
October 11, 2021

Map Legend:

-  Site Boundary
-  Properties within 750-feet

Postcards: 78

40-DR-2021