

November 26, 2024

Kevin Kruff
Chief Financial Officer
Someburros
2440 E Germann Rd, Suite 7
Chandler, Arizona 85286

Re: SWC Lake Pleasant Parkway & Yearling Road, Peoria, Arizona
Someburros Traffic Impact Statement

Dear Mr. Kruff:

This letter outlines our findings regarding the traffic impact statement with drive-through queuing analysis for the ±1.34-acre site proposed for a 3,519 square-foot (SF) fast-food restaurant with drive-through window, identified as Someburros. The development is planned to include one drive-through lane that provides approximately 240 feet of queue storage from the drive-through entrance to the pickup window. The development will occupy "Pad G" within the overall mixed-use development located on the southwest corner of the intersection of Lake Pleasant Parkway & Yearling Road in Peoria, Arizona. This development was analyzed in the *Shops at Lake Pleasant Traffic Impact Analysis* completed in May 2021 ("May 2021 study"). Relevant excerpts from the May 2021 study are attached.

Access to the site is anticipated to be provided by two existing driveways. The first driveway is a right-in/right-out driveway located on the west side of Lake Pleasant Parkway approximately 650 feet south of Yearling Road. The second driveway is a full-access driveway located on the south side of Yearling Drive approximately 450 feet west of Lake Pleasant Parkway. The two existing driveways were constructed consistent with the recommendations of the May 2021 study. The May 2021 study evaluated an additional right-in right-out driveway, identified as driveway "C", along Lake Pleasant Parkway between Yearling Road and the existing driveway along Lake Pleasant Parkway, identified as driveway "D". Driveway "C" is no longer included in the plan. A copy of the proposed site plan is attached.

The land use assumptions of the current site plan are generally consistent with the previous site plan as documented in the May 2021 study. The previous site plan included two retail areas, Shops F and Pad C. Shops F has been constructed generally consistent with the previous site plan, and the land use assumptions for Pad C in the current site plan remain consistent with the previous site plan. The previous site plan also included four fast-food restaurants/coffee shops with drive-throughs, Pads D, E, F, and G, totaling 12,108 SF. The current site plan includes three fast-food restaurants/coffee shops with drive-throughs, Pads E, F, and G, totaling 5,454 SF. The proposed development is therefore not anticipated to impact traffic more significantly than what was shown in previous analysis.

Local drive-through queuing data was collected on Thursday, April 25, 2024, and Saturday, April 27, 2024, at three local, operating Someburros locations. Vehicular queue data was collected at one-minute intervals from 6:00 AM to 9:00 AM, 11:00 AM to 2:00 PM and from 5:00 PM to 8:00 PM at Someburros sites in Peoria, Phoenix, and Goodyear, Arizona. The Peoria site is located along the north side of Thunderbird Road east of 83rd Avenue (8200 W. Thunderbird Road) and provides two drive-through lanes that merge into one drive-through lane with approximately 290 feet of total queue storage. The Phoenix site is located on the southwest corner of Jomax Road and Norterra Parkway (2525 W. Jomax Road) and provides two drive-through lanes that merge into one drive-through lane with approximately 180 feet of total queue

storage. The Goodyear site is located on the west side of Estrella Parkway south of Van Buren Street (50 N. Estrella Parkway) and provides one drive-through lane with approximately 150 feet of queue storage.

The maximum observed queues at each site are shown in Table 1. The drive-through queuing data is attached.

Table 1. Maximum Observed Queues

Site	Maximum Observed Queue (vehicles)	
	Weekday	Weekend
Peoria	9	8
Phoenix	9	8
Goodyear	5	5

The proposed Someburros development provides approximately 240 feet of queue storage from the drive-through entrance to the pickup window within the site, which would accommodate approximately 9 vehicles (assuming 25 feet per vehicle per guidance from the 2022 City of Peoria Traffic Impact Analysis and Management Standards), which would accommodate the maximum observed drive-through queue across all three sites for both weekday and weekend data collection days. It is anticipated that the site will provide sufficient drive-through queue storage based on the maximum observed drive-through queue data at three other Someburros sites in Arizona.

At the request of the City of Peoria, a high-demand queuing analysis was performed to determine how vehicles may queue within the site if drive-through demand were to exceed the maximum observed queues discussed previously. Based on the site plan, approximately 100 additional feet of queueing beyond the provided drive-through queuing lane can be provided within the parking lot between the drive through lane and the north-south drive aisle of the overall development. This would provide a total queuing accommodation of approximately 340 feet, which would accommodate approximately 13 queued vehicles (4 additional vehicles compared to the typical peak demand scenario). **Figure 1** shows the provided drive-through queue storage (in blue) and the additional storage that could be provided within the parking lot (in red). The north-south internal drive aisle provides for additional internal circulation area outside of the public street system.

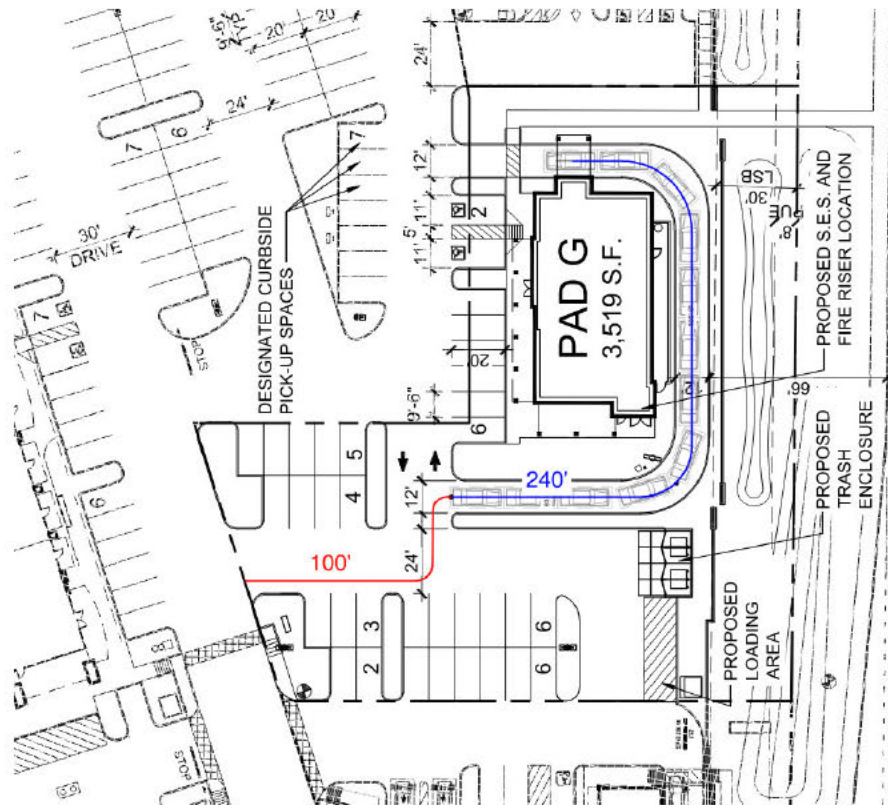


Figure 1. High-Demand Queuing Accommodations

Based on this review, the proposed Someburros restaurant is generally consistent with the May 2021 study and is not anticipated to impact traffic conditions beyond what was previously evaluated. Drive-through queues are anticipated to be adequately accommodated within the dedicated drive through lane. In the event of abnormally high queuing, the internal site circulation configuration provides for additional queuing area between the drive-through and the internal drive aisles.

If you have any further questions, please feel free to contact me at (602) 944-5500.

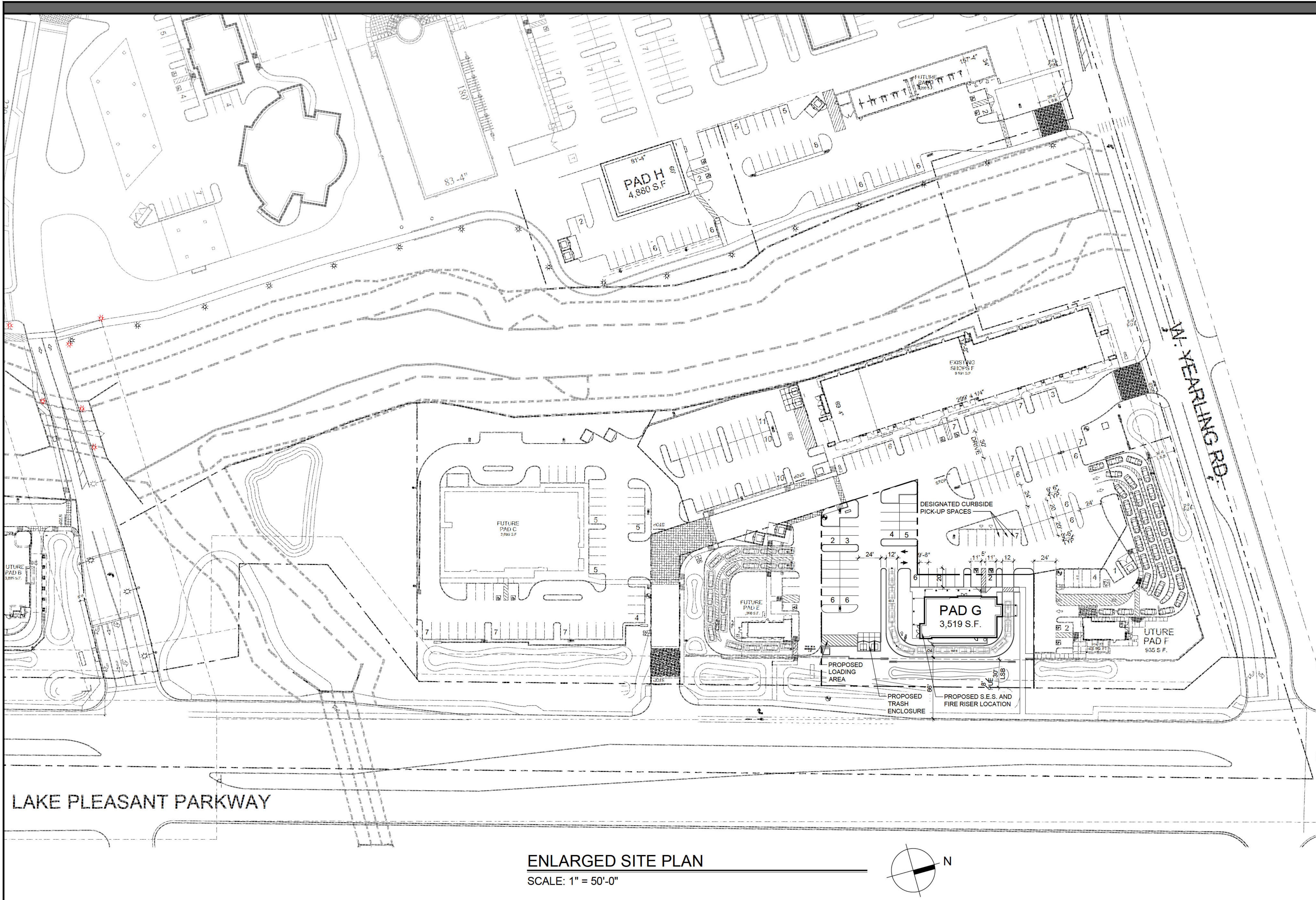
Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

[Redacted Signature]

Taylor Swanson, P.E.

\\kimley-horn.com\SW_PHX\PHX_Traffic\292025002 - SWC Lake Pleasant Parkway & Yearling Road\6 Reports\2024-11-26_SWC Lake Pleasant Pkwy & Yearling Rd_TIS.docx



SITE DATA

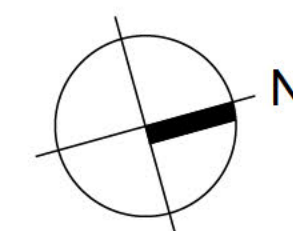
PARCEL NUMBER:	201-08-412
EXISTING ZONING CLASSIFICATION:	PAD
TOTAL LOT SITE AREA:	58,375 S.F. (1.34 AC)
GROSS:	36,619 S.F. (0.84 AC)
PROPOSED CONSTRUCTION TYPE:	VB W/ A.F.E.S.
PROPOSED USE:	RESTAURANT W/ DRIVE THRU
PROPOSED GROSS BUILDING AREA:	PAD G - 3,519 S.F.
PROPOSED LOT COVERAGE:	3,519 S.F. / 36,619.08 S.F. = 9.80%
PARKING REQUIRED:	
RESTAURANT 'PAD G' (1 PER 250 SF)	3,519 / 250 = 15
TOTAL PARKING REQUIRED:	15 SPACES
PARKING PROVIDED:	
RESTAURANT 'PAD G'	= 34
TOTAL PARKING PROVIDED:	34 SPACES
PARKING RATIOS:	
RESTAURANT 'PAD G'	= 9.66 SPACES / 1,000 S.F.

LAKE PLEASANT PARKWAY

N. YEARLING RD.

ENLARGED SITE PLAN

SCALE: 1" = 50'-0"



Someburros (Pad G) Happy Valley & Lake Pleasant Pkwy
 Northeast Happy Valley Road and Lake Pleasant Pkwy
 Peoria, Arizona

10.11.2024
 PROJECT 24013.00



UPWARD
 ARCHITECTS

1155 W. Rio Salado Parkway, Suite B-101
 Tempe, AZ 85281
 Ph 602.753.5222 www.upwardarchitects.com

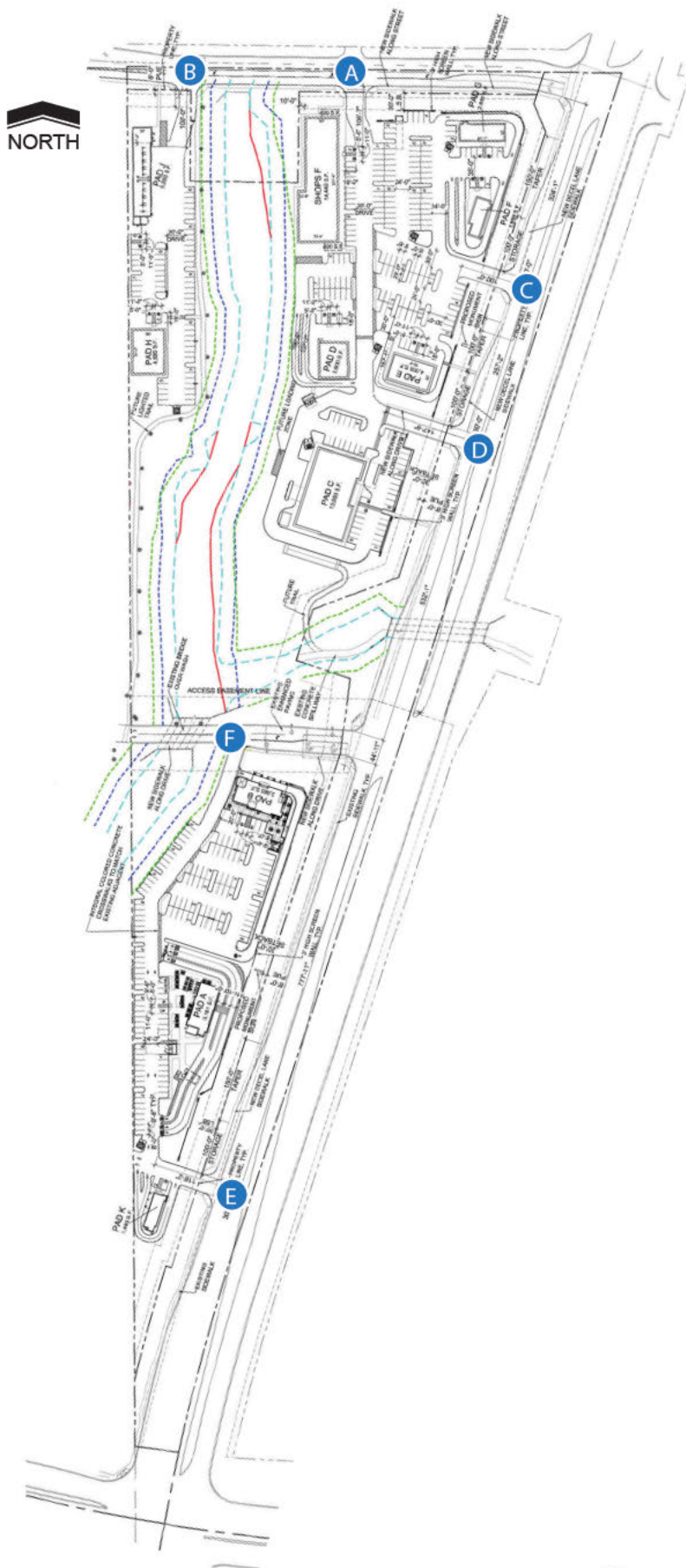
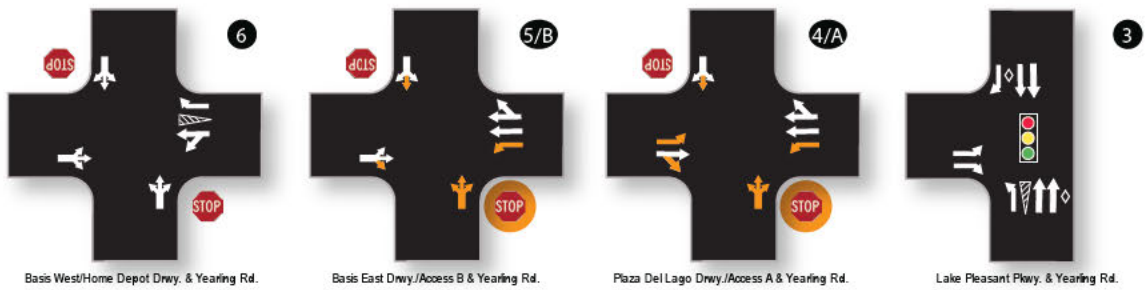


Figure 4: Site Plan and Access



LEGEND

- Thru or Turning Movement
- Two-Way Left Turn-Lane
- Raised Median
- Bike Lane
- Improvements by 2022
- Traffic Signal
- Stop Sign
- Speed Limit

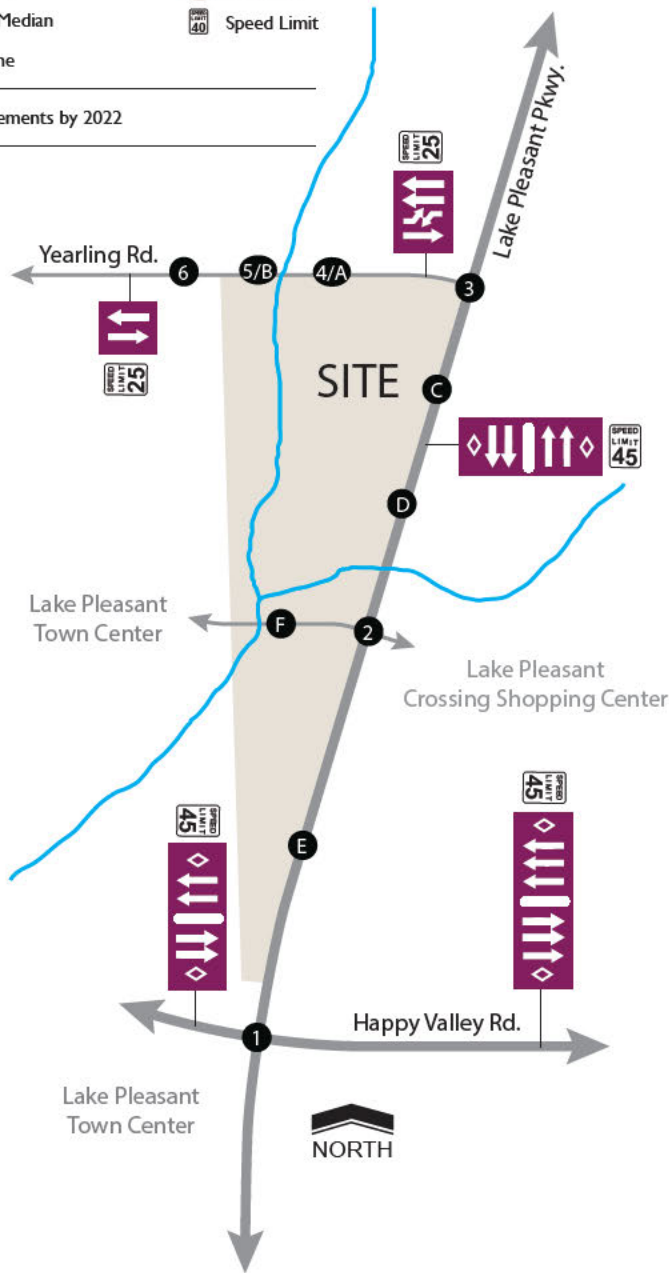



Figure 11: Proposed Lane Configurations and Traffic Controls


QUEUE STUDY

THURSDAY														
Thursday, April 25, 2024			Thursday, April 25, 2024			Thursday, April 25, 2024			Saturday, April 27, 2024			Saturday, April 27, 2024		
Time	Drive thru	Further	Time	Drive thru	Further	Time	Drive thru	Further	Time	Drive thru	Further	Time	Drive thru	Further
08:28:00 AM	0	0	01:28:00 PM	1	0	07:28:00 PM	1	0	08:28:00 AM	0	0	01:28:00 PM	5	0
08:29:00 AM	0	0	01:29:00 PM	1	0	07:29:00 PM	1	0	08:29:00 AM	0	0	01:29:00 PM	5	0
08:30:00 AM	0	0	01:30:00 PM	1	0	07:30:00 PM	1	0	08:30:00 AM	0	0	01:30:00 PM	4	0
08:31:00 AM	0	0	01:31:00 PM	0	0	07:31:00 PM	1	0	08:31:00 AM	0	0	01:31:00 PM	4	0
08:32:00 AM	0	0	01:32:00 PM	0	0	07:32:00 PM	1	0	08:32:00 AM	0	0	01:32:00 PM	3	0
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08:34:00 AM	0	0	01:34:00 PM	1	0	07:34:00 PM	1	0	08:34:00 AM	0	0	01:34:00 PM	2	0
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 = Max queue


QUEUE STUDY

THURSDAY																	
Thursday, April 25, 2024			Thursday, April 25, 2024			Thursday, April 25, 2024			Saturday, April 27, 2024			Saturday, April 27, 2024			Saturday, April 27, 2024		
Drive thru		Further	Drive thru		Further	Drive thru		Further	Drive thru		Further	Drive thru		Further	Drive thru		Further
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 = Max queue

QUEUE STUDY

THURSDAY																	
Thursday, April 25, 2024			Thursday, April 25, 2024			Thursday, April 25, 2024			Saturday, April 27, 2024			Saturday, April 27, 2024			Saturday, April 27, 2024		
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08:47:00 AM	0	0	01:47:00 PM	0	0	07:47:00 PM	5	0	08:47:00 AM	1	0	01:47:00 PM	2	0	07:47:00 PM	2	0
08:48:00 AM	0	0	01:48:00 PM	2	0	07:48:00 PM	5	0	08:48:00 AM	2	0	01:48:00 PM	2	0	07:48:00 PM	2	0
08:49:00 AM	0	0	01:49:00 PM	2	0	07:49:00 PM	4	0	08:49:00 AM	2	0	01:49:00 PM	2	0	07:49:00 PM	2	0
08:50:00 AM	0	0	01:50:00 PM	1	0	07:50:00 PM	4	0	08:50:00 AM	2	0	01:50:00 PM	2	0	07:50:00 PM	1	0
08:51:00 AM	0	0	01:51:00 PM	1	0	07:51:00 PM	3	0	08:51:00 AM	2	0	01:51:00 PM	2	0	07:51:00 PM	2	0
08:52:00 AM	0	0	01:52:00 PM	1	0	07:52:00 PM	3	0	08:52:00 AM	1	0	01:52:00 PM	1	0	07:52:00 PM	2	0
08:53:00 AM	0	0	01:53:00 PM	1	0	07:53:00 PM	3	0	08:53:00 AM	1	0	01:53:00 PM	1	0	07:53:00 PM	3	0
08:54:00 AM	0	0	01:54:00 PM	1	0	07:54:00 PM	2	0	08:54:00 AM	0	0	01:54:00 PM	1	0	07:54:00 PM	3	0
08:55:00 AM	0	0	01:55:00 PM	1	0	07:55:00 PM	1	0	08:55:00 AM	1	0	01:55:00 PM	1	0	07:55:00 PM	4	0
08:56:00 AM	0	0	01:56:00 PM	1	0	07:56:00 PM	1	0	08:56:00 AM	1	0	01:56:00 PM	1	0	07:56:00 PM	4	0
08:57:00 AM	0	0	01:57:00 PM	1	0	07:57:00 PM	0	0	08:57:00 AM	1	0	01:57:00 PM	1	0	07:57:00 PM	3	0
08:58:00 AM	0	0	01:58:00 PM	1	0	07:58:00 PM	0	0	08:58:00 AM	0	0	01:58:00 PM	1	0	07:58:00 PM	3	0
08:59:00 AM	0	0	01:59:00 PM	1	0	07:59:00 PM	0	0	08:59:00 AM	1	0	01:59:00 PM	1	0	07:59:00 PM	2	0

 = Max queue