PLANNING COMMISSION AGENDA

CHAIRPERSON:
Marvin Hansen

VICE CHAIRPERSON:
Adam Peck

COMMISSIONERS: Mary Beatie, Chris Tavarez, Chris Gomez, Adam Peck, Marvin Hansen

MONDAY, DECEMBER 12, 2022
VISALIA COUNCIL CHAMBERS
LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA
MEETING TIME: 7:00 PM

1. CALL TO ORDER –

2. THE PLEDGE OF ALLEGIANCE –

3. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

   The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.

4. CHANGES OR COMMENTS TO THE AGENDA –

5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.

   a. Finding of Consistency No. 2022-003: A request by Lovejot Singh and Jason Scott to modify Conditional Use Permit No. 1994-19 to demolish and rebuild an existing convenience store within the D-MU (Downtown Mixed Use) Zone. The project site is located at 540 North Court Street (APN: 094-261-026).

6. PUBLIC HEARING – (Continued from November 14, 2022) Cristobal Carrillo, Associate Planner

   Conditional Use Permit No. 2021-21: A request by Scott A. Mommer Consulting to establish a Fastrip convenience store and gasoline service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 S. Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078).

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2021-09 (State Clearinghouse # 2022100244) be adopted.

7. PUBLIC HEARING – Josh Dan, Associate Planner

   Conditional Use Permit No. 2022-29: A request by Lane Engineers on behalf of MB Developers LC, to develop a 1.53-acre parcel with a new 2,338 sq. ft. Chipotle Restaurant with a drive-thru pickup lane for online orders only within the Plaza Business Park Master Planned development located in the Business Research Park (BRP) Zoning District. The project site is located on the east side of Plaza Drive approximately 500 feet north of Crowley Avenue (APN: 081-160-014). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Categorical Exemption No. 2022-61.

8. PUBLIC HEARING – Josh Dan, Associate Planner

   Conditional Use Permit No. 2022-31: A request by RP Investments, LP to establish a planned commercial development by creating parcels with less than the minimum five-acre requirement in the C-MU (Commercial Mixed Use) zone. The project site is part of the Orchard Walk West Shopping Center master planned development and is specifically located on the south side of Sedona Avenue approximately 300 feet west of Dinuba Boulevard (APN: 078-120-053). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2022-63.

   Tentative Parcel Map No. 2022-08: A request by RP Investments, LP to subdivide a 4.29-acre parcel within the C-MU (Commercial Mixed Use) Zoning District into two parcels to facilitate the development of future retail buildings. Parcel One will be 2.82-acres while Parcel 2 will be 1.47-acres. The project site is part of the Orchard Walk West Shopping Center master planned development and is specifically located on the south side of Sedona Avenue approximately 300 feet west of Dinuba Boulevard (APN: 078-120-053). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2022-63.

9. PUBLIC HEARING – Annalisa Perea, Senior Planner QK, Inc., Planning Consultant to the Planning Division

   Conditional Use Permit No. 2022-15: A request by 7Ten Properties LLC, to establish an outdoor event venue use on a 1.95-acre site improved with an outdoor lawn area, paved surface, and bathroom facilities in the QP (Quasi-Public) Zone. The property will be operated in conjunction with an on-site building that allows for the operation of a variety of indoor venues. The site is located at 4211 W. Goshen Avenue on southwest corner of Goshen Avenue and Chinowth Street. (APN: 085-630-003 and 085-630-001). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant, subject to mitigation, and that Mitigated Negative Declaration No. 2022-30 (State Clearinghouse # 2022110351) be adopted.

10. PUBLIC HEARING – Brandon Smith, Principal Planner

    Temporary Conditional Use Permit No. 2022-32: A request by Visalia Homeless Center to operate a temporary overnight warming center through March 15, 2023, within an existing building located in the C-S (Service Commercial) Zoning Designation. The site is located at 701 E. Race Avenue, on the southwest corner of Race Avenue and Burke Street (APN: 094-100-022). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-67.

11. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –

    a. The next Planning Commission meeting is January 9, 2023.

    b. Update on City Council direction regarding Agricultural Preservation Ordinance.

    c. Victory Oaks Annexation submitted for LAFCO's January 2023 meeting.

    d. City Hall Offices closed December 23rd & 26th and January 2nd.

The Planning Commission meeting may end no later than 11:00 P.M. Any unfinished business may be continued to a future date and time to be determined by the Commission at this meeting. The Planning Commission routinely visits the project sites listed on the agenda.

For Hearing Impaired – Call (559) 713-4900 (TTY) 48-hours in advance of the scheduled meeting time to request signing services.

Any written materials relating to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Office, 315 E. Acequia Visalia, CA 93291, during normal business hours.

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, DECEMBER 22, 2022, BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, JANUARY 9, 2023

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: December 12, 2022

PROJECT PLANNER: Josh Dan, Associate Planner
Phone No.: (559) 713-4003
E-mail: josh.dan@visalia.city

SUBJECT: **Conditional Use Permit 2022-29:** A request by Lane Engineers on behalf of MB Developers LC, to develop a 1.53-acre parcel with a new 2,338 square foot Chipotle Restaurant with a drive-thru pickup lane for online orders only within the Plaza Business Park Master Plan development located in the Business Research Park (BRP) Zoning District. The project site is located on the east side of North Plaza Drive approximately 500-feet north of West Crowley Avenue (APN: 081-160-014).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2022-29, as conditioned, based upon the findings and conditions in Resolution No. 2022-61. Staff's recommendation is based on the project's consistency with the Visalia General Plan, the Zoning Ordinance, and Plaza Business Park Master Plan.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2022-29 based on the findings and conditions in Resolution No. 2022-61.

PROJECT DESCRIPTION

The Plaza Business Park dates back to 2008 and is a master planned development designed for business, scientific, educational and light industrial uses developed in a campus-type setting that also provides ancillary uses including fast food restaurants, a gas station / minimart, and a hotel. The Plaza Business Park straddles the east and west sides of Plaza Drive between Crowley Avenue to the north and Hurley Avenue to the south. Since its adoption the master planned area has seen the development of two satellite university campuses (Fresno Pacific and UMass Global), a Marriot Hotel, Chevron gas station, as well as a Wendy's and Starbucks quick serve restaurants. The request by the applicant is to relocate a remaining restaurant pad/use originally identified on the west side of Plaza Drive to the east side of the master planned development just north of the new Starbucks. The relocation of the restaurant use, and the proposed layout require the applicant to amend the Conditional Use Permit (CUP) that established the Plaza Business Park master plan.

The proposed Chipotle restaurant is proposing a unique detail in its onsite operation by developing a drive-thru lane that is only for online order pick-up. There is no menu board or speaker box to order meals from this lane. However, based on the proposed "drive-thru lane" configuration, the drive-thru lane does not meet a provision of the "Drive-thru lanes performance standards" found in Section 17.32.162 of the Zoning Ordinance. Specifically, the 10-vehicle stacking requirement for drive-thru uses. This is further analyzed in the drive-thru operations section of the report below.

In addition, the Master Plan was approved with a Frank Lloyd Wright architectural style for tenant buildings. The applicant's submittal, as further detailed in the elevations section of the report below, incorporates the desired design elements mimicking the Frank Lloyd Wright style.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Business Research Park	
Zoning:	BRP (Business Research Park)	
Surrounding Zoning and Land Use:	North:	BRP (Business Research Park) - Vacant
	South:	BRP (Business Research Park) – Starbucks drive-thru / Chevron gas station
	East:	BRP (Business Research Park) - Vacant
	West:	BRP (Business Research Park) – Plaza Dr. / UMass Global / Marriot Hotel / Fresno Pacific University
Environmental Review:	Categorical Exemption No. 2022-61	
Special Districts:	Plaza Business Park Master Plan	
Site Plan:	Site Plan Review: 2022-155	

RELATED PLANS AND POLICIES

All related plans and policies are reprinted in the attachment to this staff report entitled “Related Plans and Policies”.

RELATED PROJECTS

Conditional Use Permit No. 2007-39, approved by the Planning Commission on April 28, 2008, adopted the Plaza Business Park master-planned development for a 29-acre business research park, on the southeast and southwest corners of Plaza Drive and Hurley Avenue.

PROJECT EVALUATION

Staff recommends approval of the conditional use permit based on project consistency with the Plaza Business Park Master Plan, the General Plan, and the Zoning Ordinance.

Consistency with Adopted Plans

The project is consistent with the Plaza Business Park Master Plan, the City’s General Plan, and Zoning Ordinance. The Master Plan provides a number of policies regarding the development of this area. These plans and policies cover issues including streets, pedestrian pathways, infrastructure, aesthetics, setbacks, and parking. Staff has reviewed the policies in the Master Plan and conclude that the proposed site configuration and elevations are consistent with the applicable policies in the Plaza Business Park Master Plan.

Staff further concludes the proposed drive-thru lane is consistent with the existing and future commercial land uses along Plaza Dr. This roadway is a major arterial roadway street, and the future development of this commercial property will provide additional business and commercial opportunities to the surrounding business park area and industrial uses north of Hurley Avenue.

Access, Circulation, and Frontage Improvements

The project site is accessed through an existing access point at Plaza Dr. through the private drive known as Campus Drive. During the Site Plan Review process, the applicant was informed that improvements to the site will require further development of the interior private drive, across the parcel’s Campus Dr. frontage. Improvements along Campus Dr. will include landscaping and a pedestrian pathway consistent with the master plan’s design requirements

specified in Appendix G of the plan. It should be noted that Plaza Dr. has already been improved and the proposal is not required to further improve frontage elements offsite, along Plaza Dr.

Building Elevations

The proposed buildings (seen in Exhibit "C") will be constructed in an adaptation of the Frank Llyod Wright style. As such, it will incorporate a modern theme where the roof will have the appearance of floating, with a continuous glass wall below. Additionally, the applicant has shown conformance with the design style by incorporating materials detailed in Table 3.2-1 of the Master Plan, which include but are not limited to, cement plaster, aluminum window frames, stone veneer, and glass tinting.

Staff has included Condition No. 3 of the Conditions of Approval for the Conditional Use Permit requiring that the building elevations be developed consistent with those provided in Exhibit "C" and the Plaza Business Park Master Plan.

Drive-thru Operations

The proposal is unique in that Chipotle restaurants do not typically have drive-thru lanes associated with their restaurants. However, during the Site Plan Review process, the applicant explained that the drive-thru lane does not operate as a typical drive-thru lane the City is accustomed to processing based on no menu board or speaker device being installed that would allow a customer to place an order. Rather, the "drive-thru lane" is only used for mobile order pickups. The applicant contends the mobile order drive-thru pick up lane is similar to designating a parking stall as a "Mobile Order Pick Up" stall as further detailed in Exhibit "E". Customers will use the lane after they are notified that their order is ready to be picked up. However, the Site Plan Review Committee concluded that the provisions of Section 17.32.162 are still applicable and as such, the analysis of the CUP would need to identify the drive-thru performance standard that is not being met. Based on the site plan exhibit, the drive-thru lane does not comply with Section 17.32.162.B.2 which requires drive-thru lanes to contain no less than ten (10) vehicle stacking, measured from the pickup window to the designated entrance of the drive-thru lane.

As demonstrated in the site plan, the total stacking provided within the lane can only accommodate eight (8) vehicles; however, the lane configuration of the site may permit extra vehicle stacking outside of the drive-thru lane. The traffic letter (Exhibit "E") analyzes vehicle queuing and demonstrates that the method of operation of the Chipotle permits the use to comply with the Traffic Engineer's requirements and will not produce an adverse situation onsite or to the public roadway (Plaza Dr.). However, staff recommends inclusion of Condition No. 5, requiring additional Site Plan Review and potential amendment to the conditional use permit should the operation of the drive-thru pick-up lane be modified which would permit customers from placing orders from the drive-thru lane by installing a menu board and speaker box. This condition also requires that a revised drive-thru queuing analysis be provided as part of the review process.

Parking

The parking standards for the Plaza Business Park Master Plan are based on the Zoning Ordinance requirements for specific uses. Based on prescribed parking ratios of Section 17.34 Off-street parking and loading facilities of the VMC, the total parking requirement for the use would be 16 spaces; however, 25 spaces have been provided. The site plan shows 1 of the parking spaces as an accessible parking space and proposes 7 compact stalls. Staff have determined the proposed quantity and location of parking spaces to serve the use is consistent with the section of the Municipal Code and the Plaza Business Park Master Plan.

Environmental Review

This project is considered Categorically Exempt under Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) for new construction less than 10,000 square feet in urban areas (Categorical Exemption No. 2022-61).

RECOMMENDED FINDINGS

1. That the site is located within The Business Park Master Plan and is consistent with the goals and policies of The Plaza Business Park Master Plan.
2. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
    a. That the proposed location of the Conditional Use Permit is compatible with adjacent land uses. The project is consistent with the Plaza Business Park Master Plan, the City's General Plan, and Zoning Ordinance. The Master Plan provides a number of policies regarding the development of this area. These plans and policies cover issues including streets, pedestrian pathways, infrastructure, aesthetics, setbacks, and parking. Staff has reviewed the policies in the Master Plan and conclude that the proposed site configuration and elevations are consistent with the applicable policies in the Plaza Business Park Master Plan
    b. That the proposed Conditional Use Permit is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
3. That the project is considered Categorically Exempt under Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), for new construction less than 10,000 square feet in urban areas (Categorical Exemption No. 2022-61).

RECOMMENDED CONDITIONS OF APPROVAL

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2022-155.
2. That the site be developed in substantial compliance with the Site Plan in Exhibit "A".
3. That the building elevations be developed in substantial compliance with the elevations shown in Exhibit "C".
4. That any dead vegetation, including street trees along the Plaza Frontage be replanted.
5. If the drive-thru lane operation, as stated in the Traffic Letter (Exhibit "E"), is revised to allow customers to place orders in the drive-thru lane by use of a menu board/speak box, then the applicant, business and/or property owner shall resubmit the revised drive-thru operation through the Site Plan Review process for review. An amendment to the conditional use permit may be required based on the information provided to staff through the site plan review process, including the submittal of a revised drive-thru queuing analysis.
6. That the applicant shall complete, and record the Lot Line Adjustment prior to building final that will adjust the parcel to the dimensions demonstrated on the Site Plan in Exhibit "A".
7. That all signs shall require a separate building permit.
8. That all other federal, state and city codes, ordinances and laws be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 North Santa Fe Street Visalia California. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution
- Exhibit "A" – Site Plan
- Exhibit "B" – Floor Plan
- Exhibit "C" – Building Elevations
- Exhibit "D" – Landscape Plans
- Exhibit "E" – Traffic Letter
- Site Plan Review Comments
- General Plan Land Use Map
- Zoning Map
- Aerial Photo
- Location Map

Environmental Document # 2022-61

NOTICE OF EXEMPTION

City of Visalia
315 E. Acequia Ave.
Visalia, CA 93291

To: County Clerk
County of Tulare
County Civic Center
Visalia, CA 93291-4593

Conditional Use Permit 2022-29
PROJECT TITLE

The project site is located on the east side of North Plaza Drive approximately 500-feet north of West Crowley Avenue (APN: 081-160-014)
PROJECT LOCATION – SPECIFIC

Visalia
PROJECT LOCATION - CITY

Tulare
COUNTY

A request by Lane Engineers on behalf of MB Developers LC, to develop a 1.53-acre parcel with a new 2,338 square foot Chipotle Restaurant with a drive-thru pickup lane for online orders only within the Plaza Business Park Master Plan development located in the Business Research Park (BRP) Zoning District.
DESCRIPTION - Nature, Purpose, & Beneficiaries of Project

City of Visalia
NAME OF PUBLIC AGENCY APPROVING PROJECT

MB Developers, LLC., 416 E. South Ave., Fowler, CA 93625 – 559-834-5345
NAME AND ADDRESS OF APPLICANT CARRYING OUT PROJECT

Wa Vang, Lang Engineers, Inc., P.O. Box 1059, Tulare, CA 93275 – 559-688-5263
NAME AND ADDRESS OF AGENT CARRYING OUT PROJECT

EXEMPT STATUS: (Check one)

☐ Ministerial - Section 15073
☐ Emergency Project - Section 15071
☒ Categorical Exemption - Section 15303
☐ Statutory Exemptions- State code number:

New construction less than 10,000 square feet in urban area.
REASON FOR PROJECT EXEMPTION

(559) 713-4003
AREA CODE/PHONE

Josh Dan
CONTACT PERSON

December 12, 2022
DATE

Brandon Smith, AICP
ENVIRONMENTAL COORDINATOR

Related Plans and Policies

Chapter 17.18: PLANNED COMMERCIAL ZONES

17.19.10 Purpose and intent.

A. The several types of mixed zones included in this chapter are designed to achieve the following:

1. Encourage a wide mix of commercial, service, office, and residential land uses in horizontal or vertical mixed use development projects, or on adjacent lots, at key activity nodes and along corridors.
2. Maintain Visalia's downtown Conyer Street to Tipton and Murray Street to Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area) as the traditional, medical, professional, retail, government and cultural center;
3. Provide zone districts that encourage and maintain vibrant, walkable environments.

B. The purposes of the individual mixed use zones are as follows:

1. Mixed Use Commercial Zone—(C-MU). The purpose and intent of the mixed use commercial zone district is to allow for either horizontal or vertical mixed use development, and permit commercial, service, office, and residential uses at both at key activity nodes and along corridors. Any combination of these uses, including a single use, is permitted.
2. Mixed Use Downtown Zone—(D-MU). The purpose and intent of the mixed use downtown zone district is to promote the continued vitality of the core of the community by providing for the continuing commercial development of the downtown and maintaining and enhancing its historic character. The zone is designed to accommodate a wide mix of land uses ranging from commercial and office to residential and public spaces, both active and passive. The zone is intended to be compatible with and support adjacent residential uses, along with meeting the needs of the city and region as the urban center of the city; to provide for neighborhood, local, and regional commercial and office needs; to accommodate the changing needs of transportation and integrate new modes of transportation and related facilities; and to maintain and enhance the historic character of the city through the application of architectural design features that complement the existing historic core of the city. (Ord. 2017-01 (part), 2017)

17.32.162 Drive-thru lanes performance standards.

a. Purpose and Intent. It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in association with a specified use. This section does not apply to carwashes and lube and oil changing stations.

b. Performance standards:

1. Separation from residences. The drive-thru lane shall be no less than two hundred fifty (250) feet from the nearest residence or residentially zoned property.
2. Stacking. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicle spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.
3. Circulation. No portion of the drive-thru lane shall obstruct any drive aisles or required on-site parking. The drive-thru shall not take ingress or egress from a local residential road.
4. Noise. No component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60 dB between the hours of 7:00 p.m. and 6:00 a.m. daily.
5. Screening. The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.
6. Menu boards and signage. Shall be oriented or screened to avoid direct visibility from adjacent public streets. (Ord. 2017-01 (part), 2017: Ord. 2014-07 § 3, 201

RESOLUTION NO. 2022-61

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2022-24, A REQUEST BY LANE ENGINEERS ON BEHALF OF MB DEVELOPERS LC, TO DEVELOP A 1.53-ACRE PARCEL WITH A NEW 2,338 SQUARE FOOT CHIPOTLE RESTAURANT WITH A DRIVE-THRU PICKUP LANE FOR ONLINE ORDERS ONLY WITHIN THE PLAZA BUSINESS PARK MASTER PLAN DEVELOPMENT LOCATED IN THE BUSINESS RESEARCH PARK (BRP) ZONING DISTRICT. THE PROJECT SITE IS LOCATED ON THE EAST SIDE OF NORTH PLAZA DRIVE APPROXIMATELY 500-FEET NORTH OF WEST CROWLEY AVENUE (APN: 081-160-014).

WHEREAS, Conditional Use Permit No. 2022-29, is a request by Lane Engineers on behalf of MB Developers LC, to develop a 1.53-acre parcel with a new 2,338 square foot Chipotle Restaurant with a drive-thru pickup lane for online orders only within the Plaza Business Park Master Plan development located in the Business Research Park (BRP) Zoning District. The project site is located on the east side of North Plaza Drive approximately 500-feet north of West Crowley Avenue (APN: 081-160-014); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on December 12, 2022; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, the Planning Commission finds the project to be Categorically Exempt consistent with the California Environmental Quality Act (CEQA) and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the project is exempt from further environmental review pursuant to CEQA Section 15303.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the site is located within The Business Park Master Plan and is consistent with the goals and policies of The Plaza Business Park Master Plan.
2. That the proposed Conditional Use Permit is consistent with the intent, objectives, and policies of the General Plan and Zoning Ordinance.
    a. That the proposed location of the Conditional Use Permit is compatible with adjacent land uses. The project is consistent with the Plaza Business Park Master Plan, the City's General Plan, and Zoning Ordinance. The Master Plan provides a number of policies regarding the development of this area. These plans and policies cover issues including streets, pedestrian pathways, infrastructure, aesthetics, setbacks, and parking. Staff has reviewed the policies in the Master

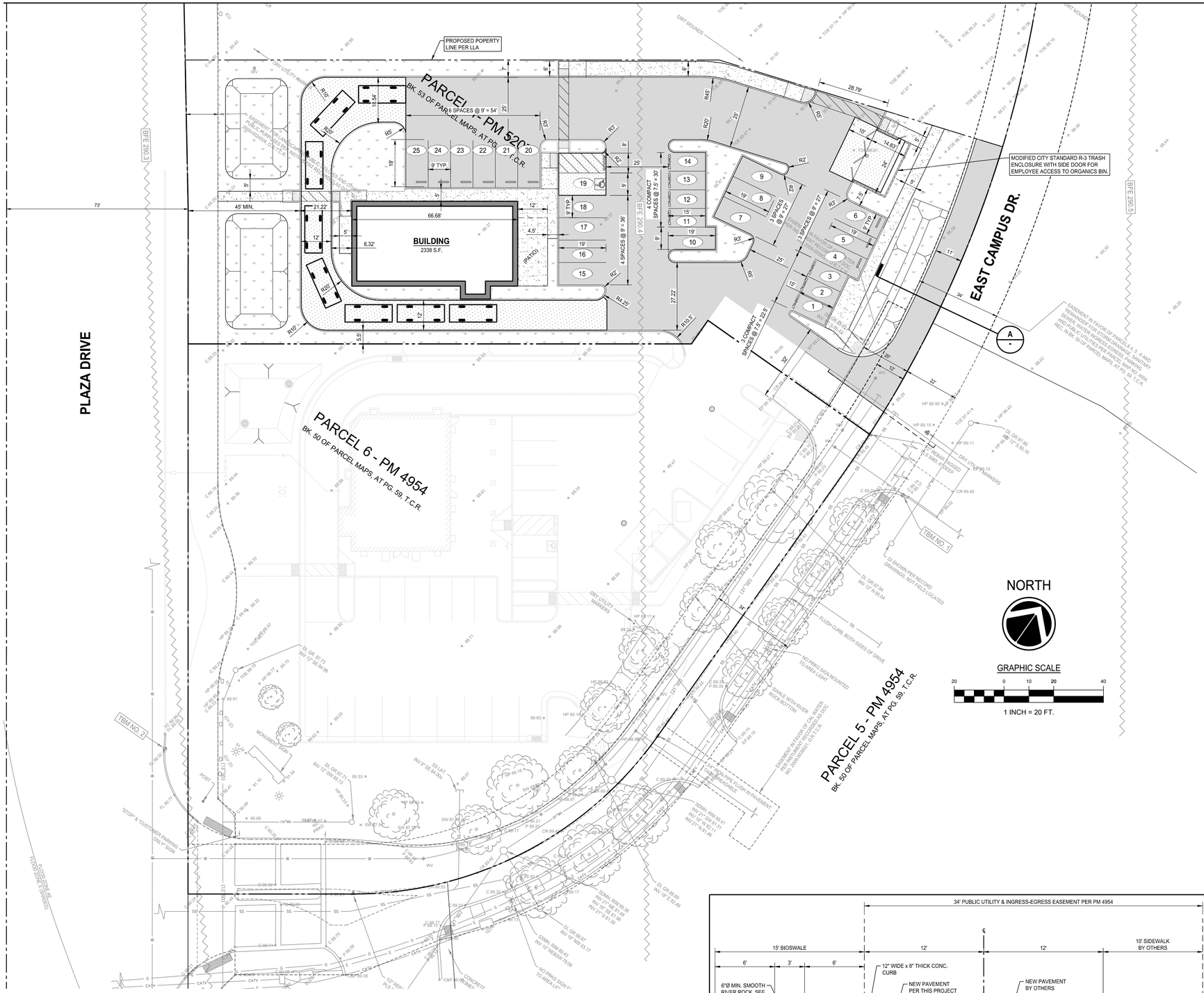
Plan and conclude that the proposed site configuration and elevations are consistent with the applicable policies in the Plaza Business Park Master Plan

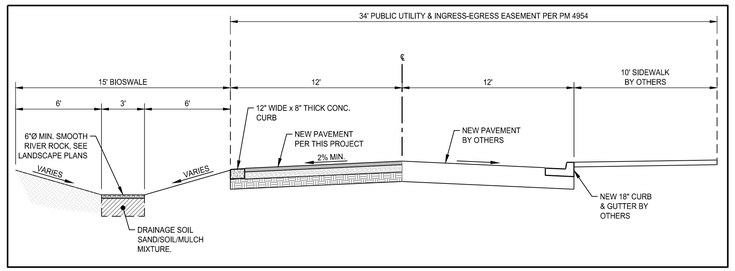
b. That the proposed Conditional Use Permit is not detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

3. That the project is considered Categorically Exempt under Section 15303 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), for new construction less than 10,000 square feet in urban areas (Categorical Exemption No. 2022-61).

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with the comments from the approved Site Plan Review No. 2022-155.
2. That the site be developed in substantial compliance with the Site Plan in Exhibit "A".
3. That the building elevations be developed in substantial compliance with the elevations shown in Exhibit "C".
4. That any dead vegetation, including street trees along the Plaza Frontage be replanted.
5. If the drive-thru lane operation, as stated in the Traffic Letter (Exhibit "E"), is revised to allow customers to place orders in the drive-thru lane by use of a menu board/speak box, then the applicant, business and/or property owner shall resubmit the revised drive-thru operation through the Site Plan Review process for review. An amendment to the conditional use permit may be required based on the information provided to staff through the site plan review process, including the submittal of a revised drive-thru queuing analysis.
6. That the applicant shall complete, and record the Lot Line Adjustment prior to building final that will adjust the parcel to the dimensions demonstrated on the Site Plan in Exhibit "A".
7. That all signs shall require a separate building permit.
8. That all other federal, state and city codes, ordinances and laws be met.





A EAST CAMPUS DRIVE SECTION

NO SCALE

SITE DATA

OWNER:	M & B BRUNO FAMILY LP 1819 S. WALNUT ROAD TURLOCK, CA 95381
DEVELOPER:	MB DEVELOPERS, LLC 416 E. SOUTH AVENUE FOWLER, CA 93625
ENGINEER:	LANE ENGINEERS, INC. 979 N. BLACKSTONE ST, TULARE, CA 93274 PH: (559) 688-5263
GROSS AREA:	1.53 ACRES
NET DEVELOPED AREA:	0.815 ACRES
PARKING LOT LANDSCAPE PERCENTAGE	13%
TOTAL LANDSCAPE PERCENTAGE	25%
APN(S):	081-160-014
FLOOD ZONE:	ZONE AE
ZONING:	BUSINESS RESEARCH PARK
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS
CABLE/INTERNET:	COMCAST
PHONE:	AT&T
WATER:	CALIFORNIA WATER SERVICE
SEWER/STORM:	CITY OF VISALIA
SOLID WASTE:	CITY OF VISALIA

LEGAL DESCRIPTION:

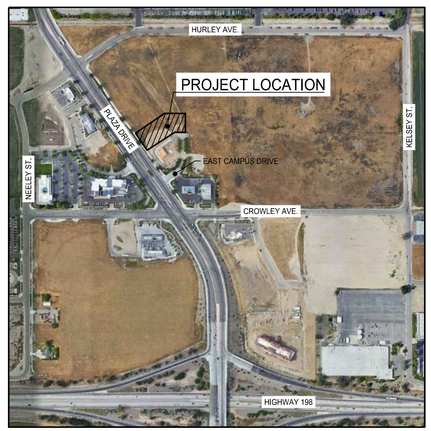
A PORTION OF PARCEL 1 OF PARCEL MAP 5207, RECORDED IN BOOK 53 OF PARCEL MAPS, AT PAGE 14 T.C.R., SITUATED IN THE S 1/2 OF SECTION 29, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA.

PARKING ANALYSIS

PARKING REQUIRED (1 STALL PER 150 SF):	16 STALLS
TOTAL PARKING SPACES PROVIDED:	25 STALLS
COMPACT SPACES:	7 STALLS (28% OF TOTAL<30% MAX.)
ACCESSIBLE PARKING REQUIRED:	1 STALL (1 VAN)
ACCESSIBLE PARKING PROVIDED:	1 STALL (1 VAN)

LEGEND

- PROPOSED A.C. PAVEMENT
- PROPOSED CONCRETE FLATWORK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING
- EXISTING RIGHT-OF-WAY
- PROPERTY BOUNDARY
- SECTION LINE



VICINITY MAP

NO SCALE

Project
NEW CHIPOTLE

PLAZA DRIVE, NORTH OF CROWLEY AVENUE
VISALIA, CA

Prepared For
MB DEVELOPERS, LLC

LANE ENGINEERS, INC.
CIVIL • STRUCTURAL • SURVEYING

979 North Blackstone Street
Tulare, California 93274
559.688.5263
www.laneengineers.com

Professional Seal

PRELIMINARY

NOT FOR CONSTRUCTION

Description	Release Date
SITE PLAN FOR CUP	11/3/2022

No.	Revision	Date

Drawn by: W.V.
Reviewed by: W.V.

Sheet Title
PRELIMINARY SITE PLAN

Original drawing is 24 x 36. Do not scale contents of this drawing.

Sheet Number
SITE PLAN

OF 1

Project No: 21301

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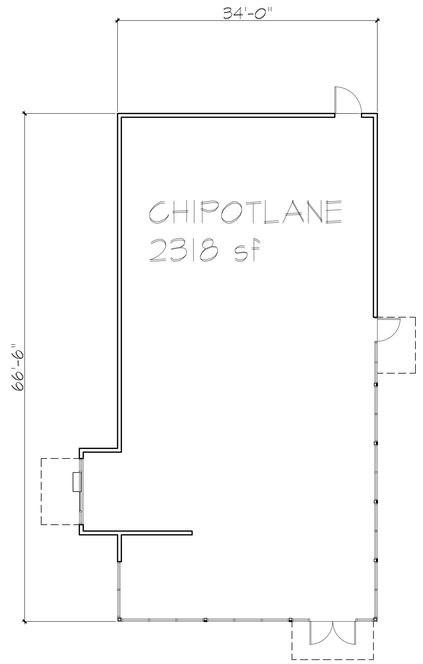
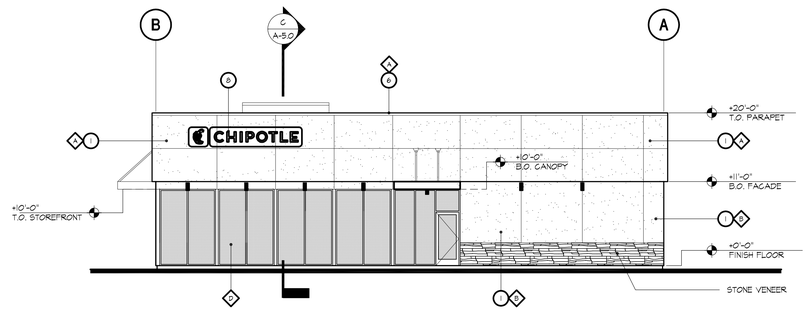
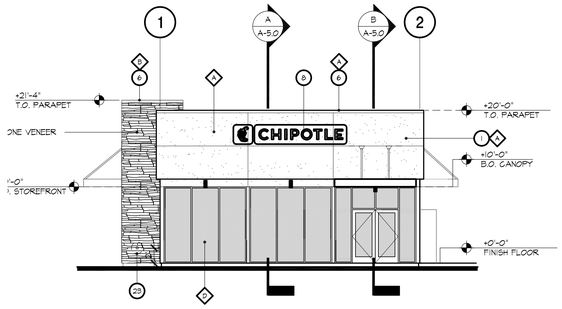


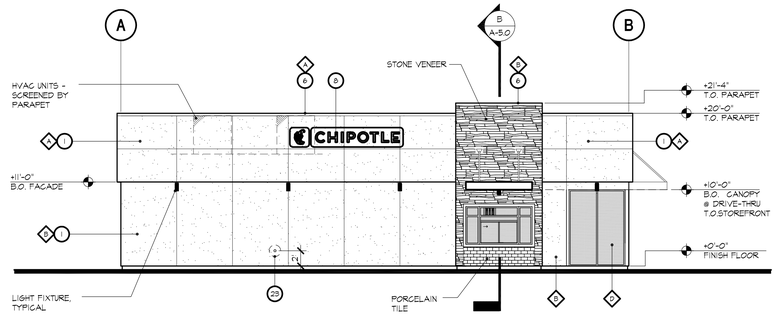
Shell Floor Plan



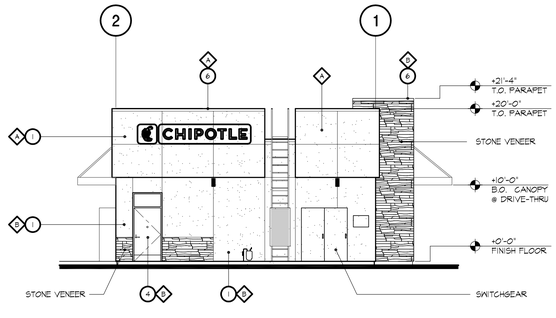
North Elevation



East Elevation



South Elevation



West Elevation

Exterior Elevation Keyed Notes

Keyed Color / Material Schedule

MATERIAL:		COLOR:
STUCCO #1	(PAINTED)	A PPG "FOG"
STUCCO #2	(PAINTED)	B PPG "KNIGHTS ARMOR"
STOREFRONT SYSTEM		C KAWNEER CHARCOAL PERMAFLUOR
STOREFRONT GLAZING SYSTEM		D SOLAR BAN 60 CLEAR
STEEL CANOPY	(PRE-FINISHED)	E BLACK
ADHERRED VENEER	(PRE-FINISHED)	F EL DORADO STONE EUROPEAN LEDGE - 'ZINC'

NOTES:

1. ALL COLOR SELECTIONS TO BE APPROVED BY THE OWNER PRIOR TO APPLICATION. PROVIDE SAMPLES TO ARCHITECT FOR APPROVAL. ALLOW 3 DAYS MINIMUM FOR RESPONSE.
2. FINAL TEXTURE TO BE SMOOTH FINISH. PROVIDE SAMPLE TO ARCHITECT FOR APPROVAL.
3. CONTRACTOR TO PROVIDE 10' x 10' PAINT SAMPLES ON COMPLETED WALL SURFACE OF EACH COLOR FOR REVIEW AND APPROVAL. SELECT A LESS OBVIOUS SIDE OF BUILDING FOR SAMPLES, AND AREA SHOULD SHOW 3 COLORS DIRECTLY ADJACENT TO EACH OTHER (AS POSSIBLE). ARCHITECT TO BE GIVEN 24 HOUR NOTICE FOR REQUESTED FIELD REVIEW.
4. ALL COLOR CHANGES OCCUR AT THE "INSIDE" CORNER, TYPICAL, NEVER AT "OUTSIDE" CORNERS.

City Use Only

IT ARCHITECTURE
1465 North Van Ness Avenue
Fresno, California 93728
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Architect

Project
Chipotlane
Plaza Business Park
Plaza Drive near E. Campus Drive
Visalia, California

Owner
MB Developers, LLC
416 E. South Avenue
Fowler, California 93625

Publishing Status

Schematic	DATE
Design Developm't.	DATE
Site Plan Review	DATE
Bidding	DATE
Plan Check	DATE

Revisions

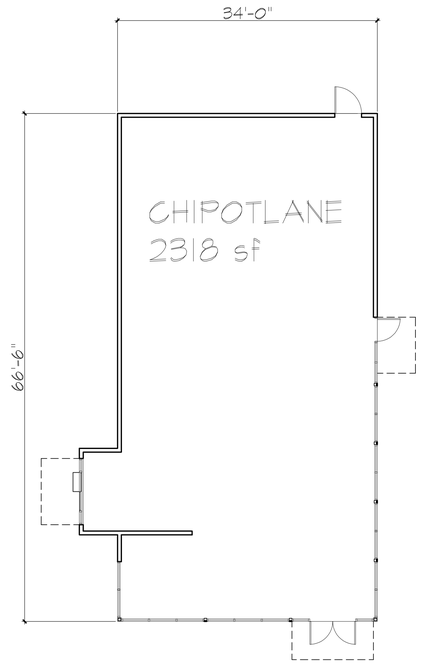
Scale
1/8"=1'-0"

Project Manager
Ian Robertson

Project Number
21-044

Sheet
A-3.0

11-2-2022 Exterior Elevations



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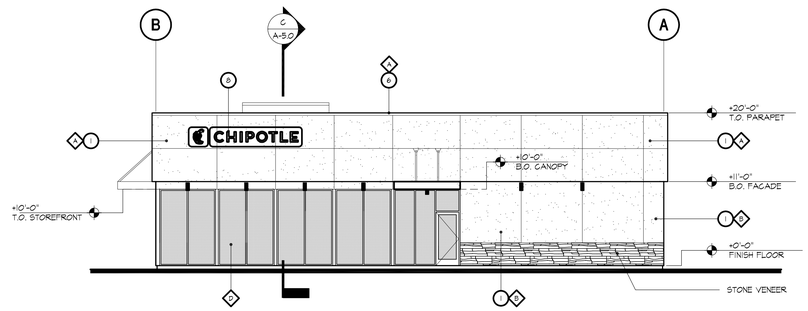

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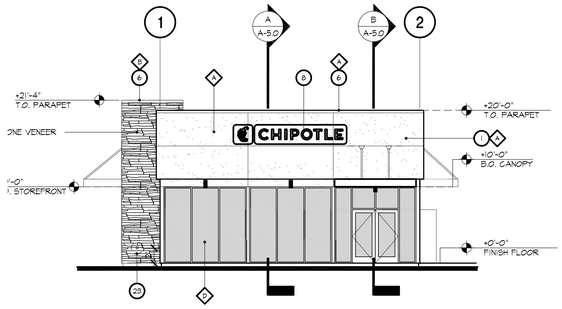

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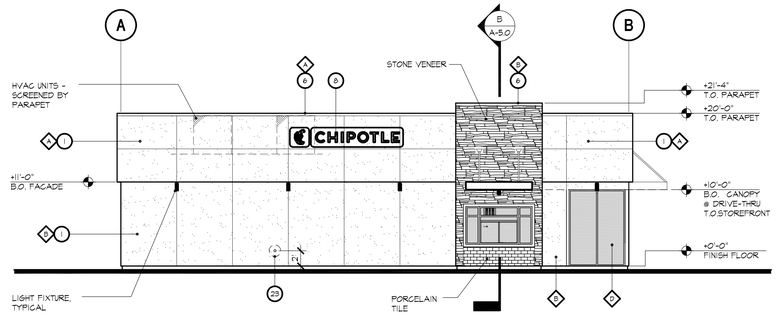
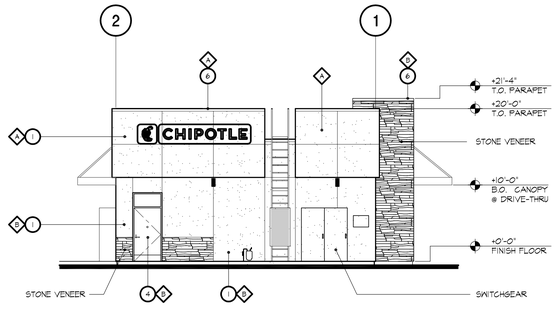


South Elevation



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Project Manager
Ian Robertson

Project Number
21-044

Sheet
A-3.0

11-2-2022 Exterior Elevations

IRRIGATION SPECIFICATIONS

GENERAL REQUIREMENTS

1. CONTRACTOR'S DUTIES:
   a. EXCEPT AS SPECIFICALLY NOTED, PROVIDE AND PAY FOR:
      i. LABOR, MATERIALS, AND EQUIPMENT
      ii. TOOLS, CONSTRUCTION EQUIPMENT, AND MACHINERY
      iii. WATER, HEAT, AND UTILITIES REQUIRED FOR CONSTRUCTION
      iv. OTHER FACILITIES AND SERVICES NECESSARY FOR PROPER EXECUTION AND COMPLETION OF WORK.
2. PAY ALL LEGALLY REQUIRED SALES, CONSUMER, AND USE TAXES.
3. SECURE AND PAY FOR, AS NECESSARY FOR PROPER EXECUTION AND COMPLETION OF WORK AND AS APPLICABLE T TIME OF RECEIPT OF BIDS:
   a. PERMITS
   b. GOVERNMENT FEES
   c. LICENSES
4. GIVE REQUIRED NOTICES.

LANDSCAPE IRRIGATION SYSTEM

1. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED.
   a. DUE TO THE SCALE OF THE DRAWINGS, IT IS IMPOSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES AND OTHER COMPONENTS WHICH MAY BE REQUIRED. CAREFULLY INVESTIGATE STRUCTURAL AND FINISHED CONDITIONS AFFECTING THE WORK AND PLAN ACCORDINGLY.
   b. INSTALL IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEM, PLANTING, AND ARCHITECTURAL FEATURES.
   c. EQUIPMENT SHOWN IN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY, UNLESS OTHERWISE SPECIFIED.
   d. INSTALL IRRIGATION EQUIPMENT WITHIN SHRUB AREAS WHEREVER POSSIBLE.
2. WORK SHALL CONSIST OF FURNISHING ALL MATERIALS, SERVICES, AND EQUIPMENT NECESSARY TO FULLY INSTALL AS INDICATED, A COMPLETE AND SATISFACTORY IRRIGATION SYSTEM.
   a. LOCATION OF CONNECTION POINTS SHOWN MAY BE APPROXIMATE ONLY, THE CONTRACTOR SHALL MAKE PROPER AND APPROVED CONNECTIONS TO THESE POINTS WHERE ACTUALLY LOCATED.
   b. THE CONTRACTOR SHALL PROVIDE ALL WIRING AND PIPING REQUIRED FOR THE INSTALLATIONS.
   c. THE OWNER SHALL PROVIDE THE ELECTRICAL AND WATER OUTLETS AS CALLED FOR. VERIFY SITE LOCATION FOR ELECTRICAL SOURCE.
   d. THE LANDSCAPE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND INSPECTIONS.
3. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWING WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DISCREPANCIES IN AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED DURING SYSTEM DESIGN.
4. BEFORE SUBMITTING A BID, EACH BIDDER SHALL CAREFULLY EXAMINE THE DRAWINGS AND SPECIFICATIONS, AND VISIT THE SITE TO FULLY INFORM HIMSELF AS TO ALL EXISTING CONDITIONS AND LIMITATIONS APPLYING TO THE WORK.
5. ALL EQUIPMENT, MATERIALS AND INSTALLATION SHALL COMPLY WITH ALL REQUIREMENTS OF ANY AND ALL LEGALLY CONSTITUTED AUTHORITIES HAVING JURISDICTION; NOTHING IN EITHER THE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED AS WAIVING ANY SUCH REQUIREMENTS.
6. RECORD AND AS-BUILT DRAWINGS: CONTRACTOR IS TO PROVIDE OWNER WITH (2) SETS OF REPRODUCIBLE OF FIELD CORRECTED DRAWINGS, MARKED AS "AS-BUILT" OR "RECORD DRAWING" AND DATED.
7. GUARANTEE:CONTRACTOR IS TO GUARANTEE IRRIGATION SYSTEM FOR A PERIOD OF ONE (1) YEAR. PROVIDE A WRITTEN GUARANTEE IN THE FORM AS STIPULATED IN THE GENERAL CONDITIONS.

WATER SUPPLY

1. SYSTEM DESIGN IS BASED ON A MINIMUM OPERATING PRESSURE AND MAXIMUM GPM DEMAND AS SHOWN ON IRRIGATION LEGEND.
2. VERIFY PRESSURE PRIOR TO START OF CONSTRUCTION
   a. IF PRESSURE DOES NOT MEET MINIMUM CONTACT THE GENERAL CONTRACTOR AND OWNER.

IRRIGATION MATERIALS

1. ALL MATERIALS AND EQUIPMENT SHALL BE OF THE BEST GRADE OF THEIR RESPECTIVE KINDS AND SHALL BE OF THE SAME BRAND OR MANUFACTURE THROUGHOUT.
2. ALL MATERIAL AND EQUIPMENT SHALL BE NEW AND IN PERFECT CONDITION WHEN INSTALLED AND SHALL BE FURNISHED IN AMPLE QUANTITIES AT THE PROPER TIME.
3. MAIN LINE:
   PIPE FROM SOURCE OF SUPPLY TO CONTROL VALVES AND HOSE BIBS SHALL BE SCHEDULE 40 OR CLASS 315 TYPE 1120 P.V.C.
4. LATERAL LINE:
   SHALL BE CLASS 200 TYPE 1120 P.V.C. FOR PIPING DOWNSTREAM FROM VALVES.
5. ALL PLASTIC PIPE SHALL BE MARKED WITH THE MANUFACTURE'S NAME, TYPE AND CLASS OF PIPE, SIZE AND NSF APPROVAL.
6. PLASTIC PIPE FITTINGS:
   SHALL BE SCHEDULE 40 P.V.C. TAPERED SOCKET TYPE, SUITABLE FOR EITHER SOLVENT WELD OF SCREWED CONNECTIONS. FLANGE AND SADDLE TEES WILL NOT BE ALLOWED. SOLVENT SHALL BE AS RECOMMENDED BY THE PIPE AND FITTING MANUFACTURER.
7. SHUT-OFF BALL OR GATE VALVES:
   SHALL BE 200 POUND CLASS A.W.W.A APPROVED, BRASS BODY WITH RISING STEM, UNLESS OTHERWISE SPECIFIED, INSTALLED WITH PLASTIC OF EQUAL BOX AND LID
8. AUTOMATIC IRRIGATION CONTROLLER:
   a. SHALL BE AS INDICATED ON THE DRAWINGS, COMPLETE WITH ELECTRICAL HOOK UP AND PROPER MOUNTING. ANY CONTROL WIRE EXPOSED AT THE CONTROLLER SHALL BE ENCASED IN ELECTRICAL CONDUIT OF THE SIZE REQUIRED.
   b. 120V ELECTRICAL POWER CONNECTION TO BE PROVIDED BY ELECTRICAL CONTRACTOR.
   c. MAKE REQUIRED ELECTRICAL CONNECTION FROM CONTROLLER WITH A NON-METERED ELECTRICAL PEDESTAL
      i. NON-METERED ELECTRICAL PEDESTAL SPECIFICATION:
      MFR: TESCO MODEL: 26-100 TESCOFLEX
      ii. ELECTRICAL CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR JURISDICTION APPROVAL
   d. FINAL LOCATION SHALL BE DETERMINED BY OWNER AND/OR GENERAL CONTRACTOR.
9. REMOTE CONTROL VALVE:
   a. SHALL BE AS INDICATED ON THE DRAWINGS WITH FLOW ADJUSTMENT AND MANUAL BLEED DEVICE, WITH PLASTIC OF EQUAL BOX AND LID.
   b. CONNECT TO CONTROLLERS IN THE OPERATING SEQUENCE INDICATED ON THE DRAWINGS.
   c. ALL CONTROL VALVES ON LINE MUST BE 8" MIN. AND 12"MAXIMUM BELOW GRADE.
10. CONTROL WIRE:
   a. SHALL BE UF, SOLID COPPER WIRE, VINYL INSULATED 600 V. RATING, FOR DIRECT BURIAL INSTALLATIONS. CODING SHALL BE COLORED WIRE FOR PILOT WIRE, WHITE FOR COMMON GROUND WIRE.
   b. INSTALL WIRING ALONG SAME ROUTE AS PRESSURE MAINLINE SUPPLY OR LATERALS LINES WHENEVER POSSIBLE
   c. WHERE MORE THAN ONE WIRE IS PLACED IN A TRENCH, TAPE WIRING TOGETHER AT TEN FOOT (10FT) INTERVALS.
   d. PROVIDE AN EXPANSION COIL WITHIN THREE FEET OF EACH WIRE CONNECTION.
   e. MAKE SPLICES USING 3M DBY-6 DIRECT BURY SPLICE KIT.
      i. USE ONE SPICE PER CONNECTING SEALING PACK.
      ii. THERE TO BE NO EXPOSED WIRE ENDS. ALL SPLICES ARE TO BE PROTECTED WITH SPLICE KIT.
11. BACKFLOW DEVICE / VACUUM BREAKERS:
   i. SHALL BE AS INDICATED ON THE DRAWINGS AND AS APPROVED BY AUTHORITIES HAVING JURISDICTION, INSTALLED TO MEET LOCAL CODES. CERTIFICATION REQUIRED UPON INSTALLATION PRIOR TO FINAL.
   j. RISERS FOR VACUUM BREAKER SHALL BE SCHEDULE 40 GALVANIZED STEEL OR BRASS.
   k. LOCATE VACUUM BREAKERS IN SHRUB AREAS ONLY.
   l. BACKFLOW PREVENTION DEVICE TO BE INSTALLED 12" ABOVE HIGHEST SPRINKLER OUTLET ON THE CIRCUIT.

WORK PROCEDURE:

1. PLASTIC PIPE AND FITTINGS ASSEMBLING: CONTRACTOR SHALL USE ONLY THE SOLVENT SUPPLIED AND RECOMMENDED BY THE MANUFACTURER TO MAKE PLASTIC PIPE JOINT.THE PIPE AND FITTINGS SHALL BE THOROUGHLY CLEANED OF DIRT, DUST, AND MOISTURE BEFORE APPLYING SOLVENT.
2. INSTALLATION OF PIPING: PIPE LINES SHALL BE INSTALLED IN THE LOCATIONS AND OF THE SIZES SHOWN ON THE DRAWINGS OR SPECIFIED HEREIN AND OF THE MATERIALS AND WORKMANSHIP HEREIN SPECIFIED.
3. WHERE PIPING ON THE DRAWINGS IS SHOWN UNDER PAVED AREAS BUT RUNNING PARALLEL AND ADJACENT TO PLANTING AREAS, THE INTENT OF THE DRAWINGS IS TO INSTALL THE PIPING IN THE PLANTING AREA.
4. ALL PIPE SHALL BE ASSEMBLED FREE FROM DIRT. THE MAIN LINE SUPPLY SHALL BE FLUSHED OUT AND TESTED FOR LEAKS BEFORE BACK FILLING AND WITH CONTROL VALVES IN PLACE AND BEFORE LATERAL PIPES ARE CONNECTED TO VALVES. EACH SECTION OF LATERAL PIPE SHALL BE FLUSHED OUT BEFORE SPRINKLER HEADS ARE ATTACHED. GENERALLY, PIPING UNDER CONCRETE SHALL BE DONE BY JACKING, BORING OR HYDRAULIC DRIVING.
5. PIPING DEPTH: INSTALL PIPING WITH AT THE MINIMUM FOLLOWING DEPTHS,
   GALVANIZED STEEL: 18" DEPTH
   PVC MAINLINE: 18" DEPTH
   PVC LATERAL LINE: 12" DEPTH
   CONTROL WIRING: 18" DEPTH
6. ALL PIPE INSTALLED UNDER CONCRETE TO BE SCH 40 PVC TO BE INSTALLED PRIOR TO PAVING.
7. CONTROL WIRE SLEEVES SHOULD BE OF SUFFICIENT SIZE UNDER ALL PAVED AREAS BEFORE PAVING

8. SLEEVES:
   a. PROVIDE PVC SCHEDULE 40 SLEEVES UNDER ALL WALKWAYS OR DRIVEWAYS FOR ALL LATERAL AND MAINLINES (2X DIAMETER OF LINE). EXCEPT AS NOTED IN OTHER PARTS OF THIS SPECIFICATION OR IN THE DRAWINGS, INSTALLATION OF PIPE AND FITTINGS SHALL BE AS OUTLINED IN THE MANUALS AS FURNISHED BY PIPE MANUFACTURER WHICH SHALL BE DEEMED AND CONSTRUED AS PART OF THIS SPECIFICATION.
9. POP-UPS:
   a. FLUSH IRRIGATION SYSTEM PIPING PRIOR TO INSTALLATION OF POP-UPS.
   b. SHALL BE OF THE TYPES AND SIZES INDICATED ON THE DRAWINGS.
   c. INSTALL WHERE INDICATED ON THE DRAWINGS AND IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
   d. SET TOPS OF SHRUB HEADS 6" ABOVE GRADE.
   e. POP-UP IRRIGATION SHALL NOT BE PLACED WITHIN TWO FEET (2 FT) OF BACK OF SIDEWALKS, CURBS AND OTHER NON-PERMEABLE SURFACES.
10. PLASTIC PIPE FITTING ASSEMBLIES SHALL BE ASSEMBLED USING ONLY THE SOLVENT SUPPLIED AND RECOMMENDED BY THE MANUFACTURER TO MAKE PLASTIC PIPE JOINTS.
   a. THE PIPE FITTINGS SHALL BE THOROUGHLY CLEANED OF DIRT, DUST, AND MOISTURE BEFORE APPLYING SOLVENT.

TESTING AND INSPECTION

1. ALL TESTS ON PRESSURE LINES SHALL BE COMPLETE PRIOR TO BACKFILLING; HOWEVER, SUFFICIENT BACKFILL MATERIAL MAY BE PLACED IN TRENCHES BETWEEN FITTINGS TO INSURE THE STABILITY OF THE LINE PRESSURE. IN ALL CASES, FITTINGS AND COUPLING MUST BE OPEN TO VISUAL INSPECTION FOR THE FULL PERIOD OF THE TEST.
2. PRESSURE MAINLINES SHALL BE TESTED UNDER 100 PSI PRESSURE FOR A PERIOD OF FOUR (4) HOURS AND PROVEN TIGHT.
   a. IF LEAKS OCCUR, THE JOINT OR JOINTS SHALL BE REPLACED AND THE TESTS REPEATED. DO NOT ALLOW OR CAUSE ANY OF THE WORK IN THIS SECTION TO BE COVERED UP OR ENCLOSED UNTIL IT HAS BEEN INSPECTED, TESTED AND APPROVED BY THE COUNTY INSPECTOR.
3. CLEAN, ADJUST AND BALANCE ALL SYSTEMS. VERIFY THAT REMOTE CONTROL VALVES ARE PROPERLY BALANCED, HEADS ARE PROPERLY ADJUSTED AND PROVIDE ADEQUATE COVERAGE FOR PLANTING AREAS AND THE INSTALLED SYSTEMS WORKABLE, CLEAN AND EFFICIENT.

NOTICE OF COMPLETION

THE COMPLETION OF THE CONTRACT WILL BE ACCEPTED AND THE NOTICE OF COMPLETION RECORDED ONLY WHEN THE ENTIRE CONTRACT IS COMPLETED SATISFACTORILY TO THE OWNER OR THE OWNER'S REPRESENTATIVE. PAYMENTS SHALL BE AS SPECIFIED IN THE CONTRACT.

GUARANTEE:

1. THE ENTIRE IRRIGATION SYSTEM INCLUDING ALL WORK DONE UNDER THIS CONTRACT, SHALL BE GUARANTEED AGAINST ALL DEFECTS IN MATERIALS OR WORKMANSHIP FOR THE SAME DURATION AS MANUFACTURER'S SPECIFIED GUARANTEE PERIOD.
2. AFTER THE SYSTEM HAS BEEN COMPLETED, THE CONTRACTOR SHALL INSTRUCT THE OWNER IN THE OPERATION AND MAINTENANCE OF THE SYSTEM AND SHALL FURNISH A COMPLETE SET OF OPERATING INSTRUCTIONS.
3. ANY SETTLING OF BACKFILLED TRENCHES WHICH MAY OCCUR DURING THE 6 MONTHS FOLLOWING THE FINAL ACCEPTANCE OF THE PROJECT SHALL BE REPAIRED TO THE OWNER'S SATISFACTION BY THE CONTRACTOR WITHOUT EXPENSE TO THE OWNER, INCLUDING THE COMPLETE RESTORATION OF ALL DAMAGED PLANTING, PAVING, OR OTHER IMPROVEMENTS OF ANY KIND.
4. ANY AND ALL DAMAGES TO RAIN WATER DRAINS, WATER SUPPLY LINES, GAS LINES AND OR OTHER SERVICE LINES SHALL BE REPAIRED AND MADE GOOD BY THE CONTRACTOR AT HIS EXPENSE.

PLANTING SPECIFICATIONS

GENERAL NOTES

1. THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND BE FAMILIAR WITH ALL EXISTING SITE CONDITIONS PRIOR TO SUBMITTING HIS BID.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES, STRUCTURES AND OBSTRUCTIONS.
3. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS SHOWN WHEN IT IS OBVIOUS THAT OBSTRUCTIONS IN LANDSCAPE AREA AND OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING THE DESIGN. SUCH CONDITIONS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER AND/OR GENERAL CONTRACTOR. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
5. CONTRACTOR SHALL NOTIFY OWNER'S AUTHORIZED REPRESENTATIVE 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES CAUSED BY OR DURING THE PERFORMANCE OF HIS WORK. ALL REPAIRS SHALL BE MADE AT NO COST TO THE OWNER.
7. PLANTING SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL CODES AND ORDINANCES BY EXPERIENCED WORKMAN AND A LICENSED LANDSCAPE CONTRACTOR WHO SHALL OBTAIN ALL NECESSARY PERMITS AND PAY ALL REQUIRED FEES.
8. QUANTITIES SHOWN ARE ESTIMATE ONLY. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL APPEARING ON THE PLAN
   ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION.
9. FINAL LOCATION OF ALL PLANT MATERIALS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER'S AUTHORIZED REPRESENTATIVE.
10. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, LANDSCAPE CONTRACTOR SHALL CONTACT THE OWNER AND/OR GENERAL CONTRACTOR FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN WILL RESULT IN CONTRACTORS RESPONSIBILITY TO RELOCATE THE MATERIALS AT NO EXPENSE TO OWNER.
11. NO PLANTING SHALL BE DONE UNTIL INSTALLATION OF OVERHEAD IRRIGATION SYSTEM IS COMPLETED, FINAL GRADES HAVE BEEN ESTABLISHED, PLANTING AREAS HAVE BEEN PROPERLY GRADED AND SOIL PREPARED, AND THE WORK APPROVED BY LANDSCAPE CONTRACTOR.

SOIL PREPARATION

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADING AND ALL PLANTING AREA DRAINAGE. POSITIVE DRAINAGE AWAY FROM THE BUILDING AS PER CITY CODES SHALL BE MAINTAINED. NO LOW SPOTS WITH STANDING WATER WILL BE ACCEPTED.
2. PRIOR TO PLANTING THE OF ANY MATERIAL, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMEND THE PLANTING HOLES NEEDED TO MEET THIS REQUIREMENT.
3. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOILS REPORT WITH RECOMMENDATIONS ON AMENDMENTS ADEQUATE FOR PLANTING MATERIALS.
4. THE CONTRACTOR SHALL INCORPORATE BACKFILL SOIL MIXES IN PLANTING AREAS AS NOTED PER SOILS REPORT. WHERE ROTOTILLING IS NOT POSSIBLE INCORPORATE SOIL AMENDMENTS INTO TOP SIX INCHED WITH HAND TOOLS.
5. ALL ON-GRADE PLANTING AREAS SHALL BE CROSS RIPPED TO A DEPTH OF 6 INCHES IN TWO DIRECTIONS AND RECEIVE EARTHWISE SOIL AMENDMENT AT A RATE OF 3 CU YARDS PER THOUSAND SQUARE FEET (1,000 SF) OF AREA, AND FERTILIZE PER SOILS REPORT.
6. SOILS WITH GREATER THAN 6% ORGANIC MATTER IN TOP 6 INCHES ARE EXEMPT FROM ADDING COMPOST AND TILLING.

GRADING

1. SEE CIVIL PACKAGE FOR GRADING PLAN.
2. LANDSCAPE AREAS TO BE ROUGH GRADED PLUS OR MINUS A TENTH OF A FOOT BY OTHERS.
3. AFTER INSTALLATION OF IRRIGATION SYSTEM, ALL PLANTING AREAS ARE TO FINE GRADED TO WITHIN TWO INCHES OF CURB, WALK, HEADER, ETC. AND RAKED SMOOTH WITH ALL ROCKS AND DEBRIS OVER TWO INCH IN DIAMETER REMOVED.

TREE PLANTING

1. THE TREES ARE TO BE PLANTED AS SHOWN ON THE PLAN.
   a. TREES SHALL TYPICALLY BE LOCATED A MINIMUM OF 5 FEET FROM CURBS, WALKS AND OVERHEADS.
2. ROOT BARRIERS SHALL BE INSTALLED ON TREES WITHIN 5 FEET OF CURBS AND WALKS, ETC. ROOT BARRIERS TO BE 'DEEP-ROOT' ROOT BARRIER UB-24, OR APPROVED EQUAL, AS PER MANUFACTURERS SPECIFICATIONS. SEE TREE PLANTING DETAIL.
3. ALL TREES SHALL RECEIVE FERTILIZER AT A RATE OF APPLICATION PER SOILS REPORT.
4. SEE DETAILS FOR STAKING METHOD, PLANT PIT DIMENSIONS AND BACKFILL REQUIREMENTS.
5. ALL EXISTING TREES TO REMAIN SHALL BE PROTECTED FROM DAMAGE DUE TO CONSTRUCTION. PROVIDE PROTECTIVE BARRIER THROUGHOUT CONSTRUCTION.
6. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT AND RECONDITIONING THE EXISTING LANDSCAPE DAMAGED BY THIS CONSTRUCTION CONTRACT. REPLACEMENT AND RECONDITIONING WILL INCLUDE BUT NOT BE NECESSARILY LIMITED TO: TURF ESTABLISHMENT (RIPPING, SOIL PREPARATION, SOIL CONDITIONING, FINE GRADING AND SEEDING); TREE, SHRUB, AND GROUND COVER REPLACEMENT, ETC.

SHRUB PLANTING

1. THE SHRUBS SHALL BE SPOTTED AS PER PLAN. SHRUB BACKFILL SHALL BE THE 'PIT PLANTING MIX' PER SOILS REPORT.
2. ALL SHRUBS SHALL RECEIVE FERTILIZER AT A RATE OF APPLICATION PER SOILS REPORT.
3. THE LANDSCAPE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR THE SELECTION AND THE USE OF ALL CHEMICAL PRODUCTS.

GROUND COVER PLANTING

1. GROUND COVERS TO BE PLANTED TRIANGULARLY AND AT A SPACING AS NOTED ON THE PLANS.
   a. HOLD GROUND COVERS BACK 12 INCHES FROM EDGE OF HARDSCAPES AND THOROUGHLY WATER GROUND COVERS AFTER PLANTING.
2. ALL GROUND COVER SHALL EXTEND BENEATH TALLER PLANT MATERIAL.
3. WITHIN FOUR (4) DAYS AFTER COMPLETION OF PLANTING GROUND COVER A PRE-EMERGENT SHALL BE APPLIED AS PER MANUFACTURERS RECOMMENDATIONS.

MULCHING

1. PRIOR TO TOP DRESSING, USE PRE-EMERGENT HERBICIDE, 'RONSTAR' AT A RATE OF 5 LBS PER 1000 SQ. F.T.
2. A MINIMUM OF (3) INCH LAYER OF WALK ON BARK OR DARK DECK HUMUS MULCH SHALL BE APPLIED ON ALL EXPOSED PLANTING AREAS, EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED AND BE FREE OF NOXIOUS WEEDS AND FOREIGN MATERIALS.
3. PLANTING AREAS HAVING A SLOPE LESS THAN 2:1 SHALL BE APPLIED WITH A MINIMUM (3) INCH LAYER OF WALK ON BARK OR DARK DECK HUMUS MULCH AND BE FREE OF NOXIOUS WEEDS AND FOREIGN MATERIALS.
4. UP TO 5% OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH FOR INSECT HABITAT, AND SUCH AREAS MUST BE NOTED ON PLANS,

TREE STAKING

1. ALL TREES DESIGNATED TO BE STAKED SHALL BE STAKED WITH A 10' LODGE POLE.
   a. DRIVE STAKES A MINIMUM OF 2FT INTO THE GROUND ON THE WINDWARD SIDE.
   b. TWO (2) TREE TIES SHALL BE FASTENED TO THE TREE AND STAKE BY LOOPING THE TIES IN FIGURE 8'S WITH THE INSIDE DIAMETER OF THE TIE AT 2 TO 3 TIMES THE DIAMETER OF THE TREE TRUNK. FASTEN TIE TO THE STAKE WITH ONE GALVANIZED NAIL.

TOPSOIL

1. IF PLANTING AREAS REQUIRE THE IMPORTING OF TOPSOIL, THE IMPORTED TOPSOIL SHALL BE CLEAN, SANDY LOAM; FREE OF NOXIOUS WEED SEED, STICKS, STONES OVER 1 INCH IN DIAMETER OR ANY MATERIAL THAT COULD INHIBIT GROWTH.
2. INCORPORATE IMPORTED TOPSOIL INTO THE TOP 6 TO 8 INCHES OF SITE SOIL BY ROTOTILLING OF HAND CULTIVATING AS NECESSARY.
3. SHALL BE FREE FROM HERBICIDES AND NOXIOUS WEEDS

PLANT ESTABLISHMENT PERIOD

1. MINIMUM OF 30 DAYS TO BE COMPLETED BEFORE THE LANDSCAPE CAN BE RECOMMENDED FOR ACCEPTANCE.

MAINTENANCE

1. THE CONTRACTOR SHALL MAINTAIN THE PROJECT FOR 90 DAYS OR AS REQUESTED BY THE OWNER.
   a. MAINTENANCE PERIOD CANNOT BEGIN UNTIL ESTABLISHMENT PERIOD IS COMPLETE AND ACCEPTED.
2. THE MAINTENANCE PERIOD TO BEGIN FOLLOWING THE APPROVAL OF INSTALLATION BY THE OWNER OR THE OWNERS REPRESENTATIVE.
3. THE MAINTENANCE TO INCLUDE BUT NOT LIMITED TO THE FOLLOWING; WATERING, CULTIVATING, WEEDING, MOWING, REPAIRS OF STAKES AND TIES, SPRAYING FOR INSECTS AND DISEASES.
4. AT THE END OF THE 90 DAY MAINTENANCE PERIOD ALL AREAS TO BE WEED FREE AND ALL PLANT MATERIAL TO BE IN A HEALTHY, THRIVING CONDITION.

GUARANTEE

1. ALL CONSTRUCTION, TREES AND SHRUBS BY THE LANDSCAPE CONTRACTOR AND/OR HIS SUBCONTRACTOR SHALL BE GUARANTEED FOR ONE YEAR AFTER BEGINNING OF MAINTENANCE PERIOD AND FINAL ACCEPTANCE.
2. THE CONTRACTOR SHALL REPLACE, AT NO EXPENSE TO THE OWNER, ANY AND ALL LANDSCAPE MATERIALS THAT ARE IN AN UNACCEPTABLE CONDITION FOR TIME OF USE, AND TREES OR SHRUBS THAT ARE DEAD.
3. REPLACEMENT SHALL OCCUR WITHIN TWO WEEKS OF NOTIFICATION OF ANY CONDITIONS.
4. REPLACEMENT SHALL BE OF THE SAME KIND AND SIZE AS THE ORIGINALLY SPECIFIED ITEM AND SHALL BE REPLACED AS ORIGINALLY DESCRIBED ON THE DRAWINGS.
5. THE CONTRACTOR SHALL NOT BE HELD LIABLE FOR LOSS OF PLANT MATERIAL DURING THE GUARANTEE PERIOD DUE TO VANDALISM, ACCIDENTAL CAUSES OR ACTS OF NEGLECT BY OTHERS THAN THE CONTRACTOR, HIS AGENTS AND EMPLOYEES.

CLEAN UP

1. AT THE END OF EACH WORK DAY, AT THE INSPECTION FOR SUBSTANTIAL COMPLETION AND BEFORE ACCEPTANCE OF PROJECT, CLEAN PAVED AREAS THAT ARE DIRTIED OR STAINED BY CONSTRUCTION OPERATIONS, BY SWEEPING OR WASHING, AND REMOVE DEFACEMENTS AND STAINS.
2. REMOVE CONSTRUCTION EQUIPMENT, EXCESS MATERIALS AND TOOLS.
3. HAUL FROM OWNER'S PROPERTY THE DEBRIS RESULTING FROM CONSTRUCTION AND DISPOSE OF LEGALLY.
4. REMOVE REMAINING TEMPORARY PROTECTION AT TIME OF ACCEPTANCE BY OWNER UNLESS OTHERWISE AGREED.

MWELO CALCULATIONS

WATER EFFICIENT LANDSCAPE WORKSHEET P.1

Date: **10/20/2022**
Project Name: **CHIPOTLE VISALIA**
City: **VISALIA**
County: **TULARE**
Construction Type: **Non-Residential** ETAF: **0.45**
Water Source: **Potable**

Net Evapotranspiration For: **Visalia** (inches per year)

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Annual Eto
Historic Eto	0.9	1.7	3.3	5.1	6.8	7.7	7.9	6.9	4.9	3.2	1.5	0.8	50.7
Eppt													0.0
Net Eto	**0.9**	**1.7**	**3.3**	**5.1**	**6.8**	**7.7**	**7.9**	**6.9**	**4.9**	**3.2**	**1.5**	**0.8**	**50.7**

Maximum Applied Water Allowance Calculation

MAWA=(Eto)(0.62) [(ETAFxLA) +(1-ETAFxSLA)]

Enter Total Landscaped Area

9,085	SF x	0.45	=	4088

Enter Special Landscaped Area

	SF x	0.55	=	

MAWA =	50.7	x	0.62	x	4088	=	**128,510**	gallons per year

WATER EFFICIENT LANDSCAPE WORKSHEET P.2

Date: **10/20/2022**
Project Name: **CHIPOTLE VISALIA**
City: **VISALIA**
County: **TULARE**
Project Type: **Non-Residential** ETAF: **0.45**
Water Source: **Potable**

Net Evapotranspiration For: **Visalia** (inches per year)

Total Landscape Area: **9,085** SF
Reference Eto: **50.7**

Estimated Total Water Use Calculation

ETWU=(Eto)(0.62)(ETAF)(AREA)

Regular Landscape Areas

Hydrozone / Valve / Description	Water Use	Plant Factor (PF)	Types of Irrigation (rotors, spray, drip, bubbler)	Irrigation Efficiency (IE)	PPT (Precip Rate)	ETAF (PF/IE)	Landscape Area (Sq. Ft.)	Estimated Total Water Use (ETWU)
Shrub Low Drip	LW	0.3	Drip	0.81	0.72	0.37	3,573	41,556
Shrub Med Drip	MW	0.5	Drip	0.81	0.72	0.62	2,322	45,254
Trees Low Bubbler	LW	0.3	Bubblers	0.81	1	0.37	396	4,606
Shrub Low Spray	LW	0.3	Spray	0.75	1	0.40	2,794	35,131
						Total Landscape Area=	9,085	
							ETWU Total:	126,547
							MAWA:	128,510

ESTIMATED WATER USAGE IS UNDER OR EQUAL TO MAWA. COMPLIANCE FOR WELO IS MET.

WATER EFFICIENT LANDSCAPE WORKSHEET P.3

Date: **10/20/2022**
Project Name: **CHIPOTLE VISALIA**
City: **VISALIA**
County: **TULARE**

IRRIGATION CONTROLLER SCHEDULE

Minutes per Run Time per Day (to Be Adjusted To Meet Jurisdiction Watering Restrictions

Watering Days: 3 *SEASON:* (90) day Establishment Period / Summer

Station	Irrigation Type	No. of Run Times	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Shrub Low Drip	Drip	2	5	9	17	26	35	40	41	35	25	16	8	4
Shrub Med Drip	Drip	2	8	15	28	44	58	66	68	59	42	27	13	7
Trees Low Bubbler	Bubblers	2	3	6	12	19	25	29	29	26	18	12	6	3
Shrub Low Spray	Spray	1	7	14	26	41	54	62	63	55	39	26	12	6

I HAVE COMPLIED WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE REQUIREMENTS ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN AND PLANTING DESIGN PLAN

Mitchel Hutcheson C-27 Contractor #440384

UNDERGROUND SERVICE ALERT of Northern California Call: TOLL FREE 1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

Riverside Nursery & Landscaping Inc.
5215 North Golden State Blvd. (559) 275-1891 x103
Fresno, CA 93722 Fax (559) 275-3927
State Lic. #440384 mail@riversidelandscape.com

PROJECT:
CHIPOTLE MEXICAN GRILL
VISALIA, CA

PREPARED FOR:
PADEN & BLETCHER CONSTRUCTION INC
7080 N. MARKS AVE, STE 118, FRESNO, CA * 559-256-7111

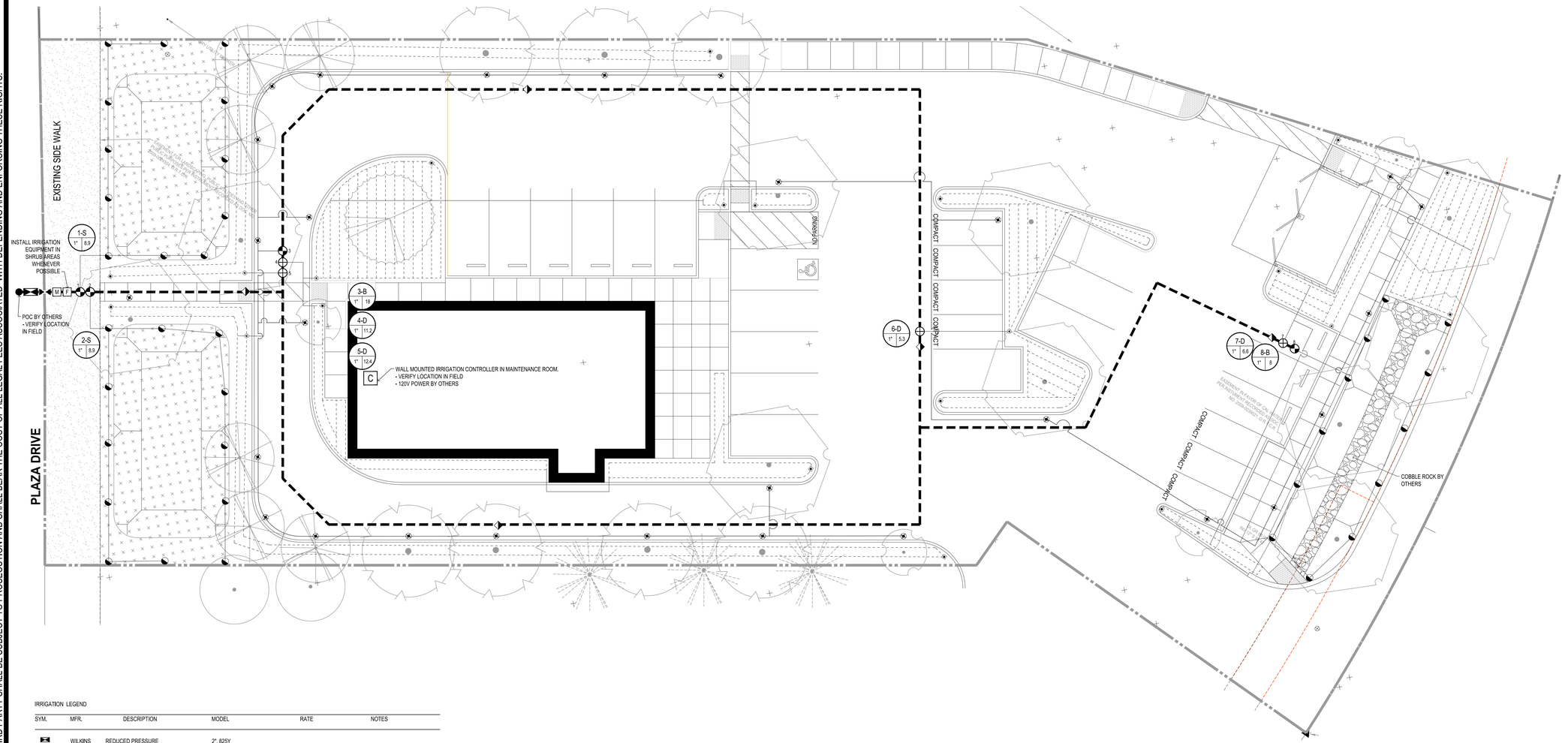
REVISIONS:

NO.	DATE/DESC.

SHEET TITLE
SPECIFICATION NOTES & MWELO CALCULATIONS

DRAWN BY: EZ/MH
PHASE:
SCALE: NTS
DATE: 10/22/2022
JOB NUMBER:

SHEET NUMBER
L1
OF 4 SHEETS



IRRIGATION LEGEND

SYM.	MFR.	DESCRIPTION	MODEL	RATE	NOTES
	WILKINS	REDUCED PRESSURE BACKFLOW PREVENTER	2", 825Y		
	HUNTER	3/4" QUICK COUPLER	HQ-33RC		
	MATCO	BALL/GATE VALVE	LINE SIZE		
C	HUNTER	ICC2 OUTDOOR WALL MOUNT IRRIGATION CONTROLLER , 12 STA W/ SOLAR SYNC	12-800-M W/ ICM-400 EXPANSION MODULE W/ WSS-SEN		
F	HUNTER	1" FLOW SENSOR	HFS W/ FTC-100		
M	HUNTER	1" MASTER VALVE	ICV-101G		
	HUNTER	PGV REMOTE CONTROL IRRIGATION VALVE	0-20 GPM = 1" : PGV-101G 20 - 40 GPM = ; 1.5": PGV-151G		
	HUNTER	MP ROTATOR 2000 NOZZLE W/ 6" POP-UP W/ CHECK VALVE	RADIUS 13-22' = MP2000-H	.74 GPM	
	HUNTER	MULTISTREAN BUBBLER NOZZLE W/ 6" POP-UP W/ CHECK VALVE	MSBN-50Q W/ PROS-06-CV	.50 GPM	INSTALL (2) PER TREE
	HUNTER	DRIP ZONE REMOTE CONTROL IRRIGATION VALVE	1": ICV-101G W/ HY-100 FILTER (NO PRESSURE REGULATOR)		
	HUNTER	HDL DRIPLINE	HDL-09-12; SPC ROWS @ 12"-24" O.C. OF SHRUBS BURY DRIPLINE 2" UNDER FINISH GRADE, LIGHTLY COMPACT TOP SOIL BEFORE INSTALLING TOP DRESS	0.9 GPH	
	HUNTER	DRIP AIR RELIEF VALVE	INSTALL (1) AT THE HIGH POINT OF EACH VALVE AS NEEDED		
	HUNTER	DRIP FLUSH VALVE			
		MAINLINE	SCH 40 PVC (1.5") MIN. UNLESS OTHERWISE NOTED		
		LATERALS	CL200 PVC (3/4") MIN. UNLESS OTHERWISE NOTED		
(NOT SHOWN)		SLEEVING	SCH 40 PVC , MIN SIZE 2X PIPE DIA		

X-X
0 | 0
- CONTROLLER & VALVE ID
- GALLONS PER MINUTE
- VALVE SIZE

NOTES:

DESIGN STATIC PRESSURE AT POINT OF CONNECTION - 45 PSI
*IF UPON COMPLETION OF MAINLINE PSI TEST PSI IS BELOW 45 PSI CONTACT RIVERSIDE LANDSCAPE. DO NOT PROCEED WITH INSTALLATION OF IRRIGATION SYSTEM IF PRESSURE TEST DOES NOT YIELD THE MINIMUM REQUIREMENTS AS SPECIFIED ON THE PLANS.

PIPING IS SHOWN DIAGRAMMATICALLY FOR DRAWING CLARITY. PLACE ALL LATERALS 24" BEHIND ALL CURBS AND WALK.

ALL SPRAY HEADS TO BE PLACED MIN 24" FROM BACK OF CURB, SIDEWALK OR ANY NON-PERMEABLE SURFACE IN PUBLIC ACCESS AREAS.

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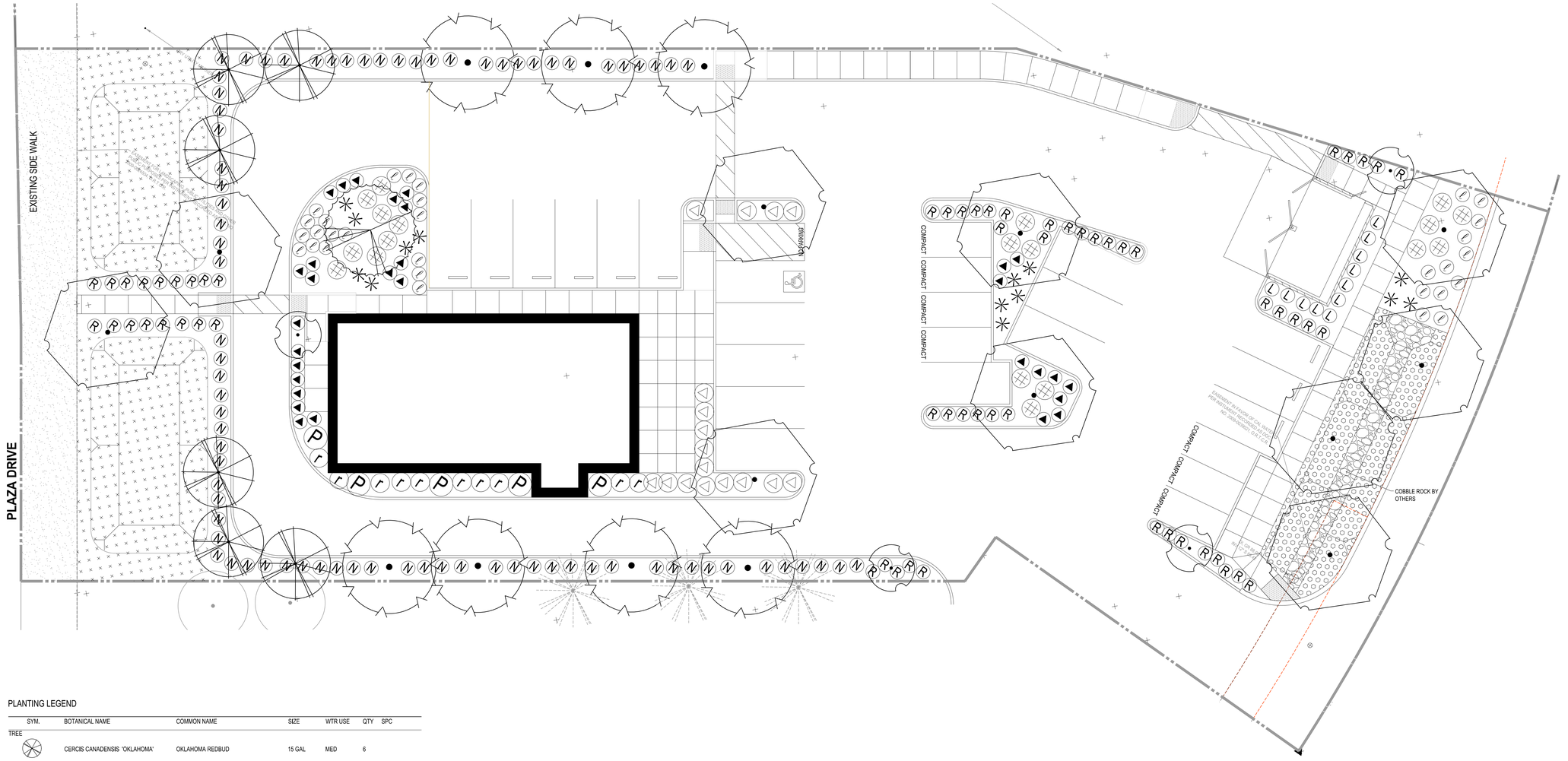

PLANTING LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	WTR USE	QTY	SPC
TREE						
	CERCIS CANADENSIS 'OKLAHOMA'	OKLAHOMA REDBUD	15 GAL	MED	6	
	LAURUS NOBILIS	SWEET BAY TREE	15 GAL	LOW	7	
	LAGERSTROEMIA I. 'RED ROCKET'	RED ROCKET CRAPE MYRTLE	15 GAL	LOW	4	
	PISTACIA CHINENSIS	CHINESES PISTACHE	24" BOX	LOW	10	
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	LOW	1	
	EXISTING CERCIS CANADENSIS				2	
	EXISTING LAURUS NOBILIS				3	
SHRUBS						
	DIANELLA TASMANICA 'VARIEGATA'	VARIGATED FLAX LILY	5 GAL	LOW	14	
l	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	5 GAL	LOW	30	
L	LIGUSTRUM J. 'TEXANUM'	WAXLEAF PRIVET	5 GAL	LOW	11	
N	NERIUM OLEANDER 'PETITE PINK'	PETITE PINK OLEANDER	5 GAL	LOW	79	
P	PRUNUS CAROLINIANA 'BRIGHT-N-TIGHT'	BRIGHT'N'TIGHT CAROLINA LAUREL	15 GAL	LOW	5	
R	RHAPHIOLEPIS I. 'BALLERINA'	BALLERINA INDIAN HAWTHORNE	5 GAL	MED	61	
r	RHAPHIOLEPIS UMBELLATA	YEDDO HAWTHORNE	5 GAL	LOW	10	
	ROSA F. 'ICEBERG'	ICEBERG ROSE	5 GAL	MED	19	
▲	ROSA X 'NOARE'	RED CARPET ROSE	2 GAL	MED	30	
△	ROSMARINUS O. 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL	LOW	16	
GROUNDCOVER						
	HYPERICUM CALYCINUM	ST. JOHNS WART	FROM FLATS	LOW	889 SF @ 12" O.C.	
	PHYLA 'KURAPIA'	KURAPIA GROUNDCOVER	FROM FLATS	LOW	2,794 SF @ 12" O.C.	
OTHER						
(NOT SHOWN)	ROOT BARRIERS, SEE DETAILS & NOTES FOR SPECIFICATION					

NOTES

1. TOTAL LANDSCAPE AREA : 9,085 SF
2. FOR TREE PLANTING, SEE DETAIL P & S / L4
3. FOR SHRUB PLANTING, SEE DETAIL Q & T / L4
4. FOR GROUNDCOVER PLANTING, SEE DETAIL R / L4

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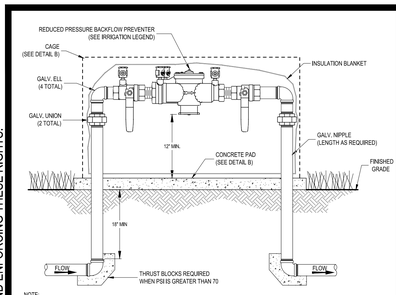
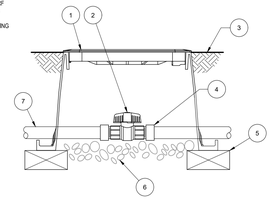


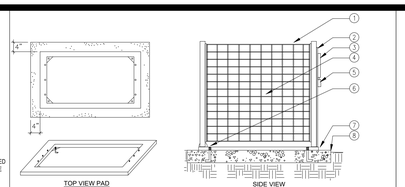
NOTE:
1. INSTALL PER MFR. SPECIFICATIONS.
2. PROVIDE INSULATION BLANKET FOR FREEZE PROTECTION

(A) BACKFLOW PREVENTER W/ CAGE, TYP.

SCALE: NTS

1. STANDARD VALVE BOX w/ LID & EXTENSIONS AS NEEDED: NDS OR EQUAL
2. PVC BALL VALVE OR GATE VALVE : (SEE IRRIGATION LEGEND)
3. FINISHED GRADE: INSTALL 1/2" ABOVE FINISHED GRADE IN TURF AREAS, OR 2" IN SHRUB AREAS
4. COUPLING OR REDUCING BUSHING (AS NEEDED)
5. BRICK (1 OF 4)
6. 3" PEA GRAVEL BASE
7. PVC MAINLINE





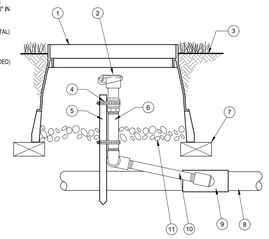
LEGEND
1. STRONGBOX SMOOTH TOUCH BACKFLOW CAGE AS SPECIFIED PER SIZE OR APPROVED EQUAL.
2. ENCLOSURE LOCKING SWING DOOR (DOOR MOUNTED TO ANCHOR BASE)
3. PADLOCK PROTECTIVE COVER.
4. BACKFLOW PREVENTER.
5. PADLOCK.
6. ENCLOSURE SWIVEL POINT ATTACHED TO MOUNTING BASE. ENCLOSURE SECURED TO BASE (6 PLACES)
7. ANCHOR BASE MOUNT.
8. POURED CONCRETE BASE. (SEE DETAIL A)

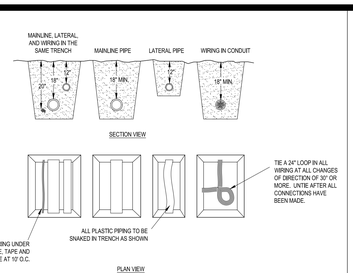
NOTE:
A. SMOOTH TOUCH ANCHOR BASE OR POURED IN PLACE CONCRETE PAD.
B. MOUNTING BASE SECURED IN CONCRETE WITH ¾" J BOLTS (4 PLACES).
C. EXISTING CONCRETE CORNERS WILL NEED TO ½"X 3" REDHEAD ANCHORS.

(B) BACKFLOW PREVENTER CAGE & PAD

SCALE: NTS

1. STANDARD VALVE BOX w/ LID & EXTENSIONS AS NEEDED: NDS OR EQUAL
2. QUICK COUPLER; SEE IRRIGATION LEGEND
3. FINISHED GRADE: INSTALL 1/2" ABOVE FINISHED GRADE IN TURF AREAS, OR 2" IN SHRUB AREAS
4. HEAVY DUTY GALV. FASTENERS (2 TOTAL)
5. #4 REBAR STAKE - 1/2" x 30"
6. PVC SCH. 80 NIPPLE (LENGTH AS NEEDED)
7. BRICK (1 OF 3)
8. PVC MAINLINE - 1" MIN.
9. PVC SCH 40 TEE / ELL w/ BUSHING AS NEEDED
10. SWING JOINT
11. 4" PEA GRAVEL BASE



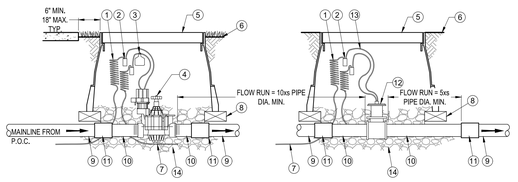


NOTE:
1. SLEEVE BELOW ALL HARDSCAPE ELEMENTS WITH SCHEDULE 40 PVC 2 TIMES THE DIAMETER OF THE PIPE WITHIN.

(C) TRENCHING DETAIL

SCALE: NTS

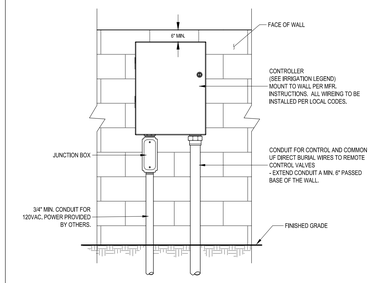
1. (2) 14 AWG DIRECT BURIAL WIRE , COLOR: BLACK, TO CONTROLLER, ADD'L 30-INCH LINEAR LENGTH OF WIRE, COILED IN VALVE BOX.
2. WATER PROOF CONNECTIONS (1 OF 2)
3. PLASTIC VALVE ID TAG
4. MASTER VALVE: SEE IRRIGATION LEGEND
5. VALVE BOX WITH COVER & EXTENSIONS AS NEEDED: BROOKS- #1419 INSCRIBE LID WITH 'MV' (MASTER VALVE) OR 'FS' (FLOW SENSOR)
6. FINISH GRADE: VALVE BOX SHOULD BE FLUSH W/ FINISHED GRADE OR TOP OF TURF
7. ALL WIRE TO RUN UNDER MAINLINE
8. BRICK (1 OF 4)
9. PVC MAINLINE PIPE
10. PVC SCH 80 TOE NIPPLE
11. PVC SCH 40 COUPLING, LINE SIZE, WITH REDUCER BUSHING AS NEEDED
12. FLOW SENSOR: SEE IRRIGATION LEGEND
13. (2) COMMUNICATION WIRES TO CONTROLLER, ADD'L 30-INCH LINEAR LENGHT OF WIRE , COILED IN VALVE BOX.
14. 3" MIN. DEPTH OF 3/4"-WASHED GRAVEL.



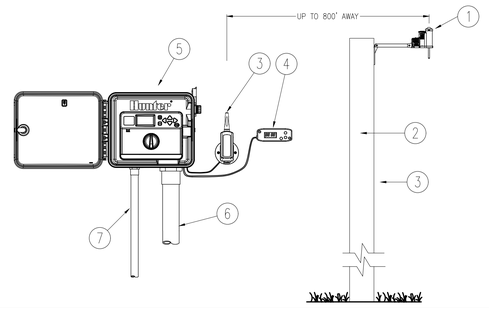
NOTE:
A. MASTER VALVE AND FLOW SENSOR TO BE INSTALLED PER MFR. SPECIFICATION.

(D) CONTOLLER- WALL MOUNT

SCALE: NTS



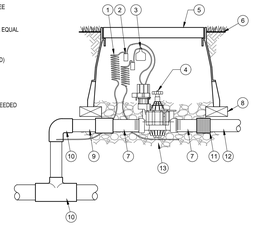
1. MODEL: WIRELESS SOLAR SYNC SENSOR, MOUNT UP TO 800' FROM RECEIVER
2. SUITABLE POST, POLE, OR GUTTER MOUNT. MOUNT IN LOCATION WHERE SENSOR CAN RECEIVE FULL SUN, IS OPEN TO RAINFALL AND OUT OF SPRINKLER SPRAY PATTERN
3. WIRELESS SOLAR SYNC RECEIVER MOUNTED ON THE WALL NEXT TO THE CONTROLLER CABINET
4. MODEL: SOLAR SYNC MODULE MOUNT LESS THAN 6' AWAY FROM CONTROLLER.
5. HUNTER IRRIGATION CONTROLLER
6. VALVE CONTROL WIRE CONDUIT
7. POWER SOURCE

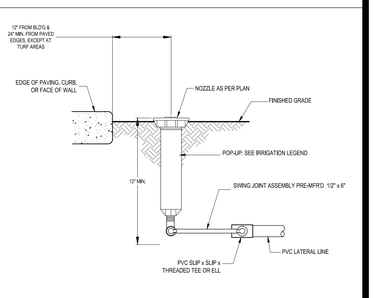


(E) HUNTER WIRELESS SOLAR SYNC

SCALE: NTS

1. (2) 14 AWG WIRES TO CONTOLLER , COLOR: RED/WHITE, ADD'L 30-INCH LINEAR LENGHT OF WIRE, COILED IN VALVE BOX.
2. WATER PROOF CONNECTIONS (1 OF 2)
3. PLASTIC VALVE ID TAG
4. REMOTE CONTROL IRRIGATION VALVE: (SEE IRRIGATION LEGEND)
5. STANDARD VALVE BOX w/ COVER: NDS OR EQUAL
6. FINISHED GRADE / TOP OF MULCH
7. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
8. BRICK (1 OF 4)
9. PVC MAINLINE
10. PVC SCH 40 TEE OR ELL W/ BUSHING AS NEEDED
11. PVC SCH 40 MALE ADAPTER
12. PVC LATERAL PIPE
13. 3" MIN. DEPTH OF 3/4"-WASHED GRAVEL

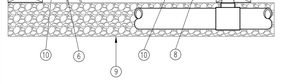




NOTE:
1. 4" POP-UP TO BE FLUSH w/ TURF
2. 6" POP-UP TO BE 12" ABOVE GRADE IN SHRUB AREAS

(F) MAINLINE SHUTOFF VALVE

SCALE: NTS

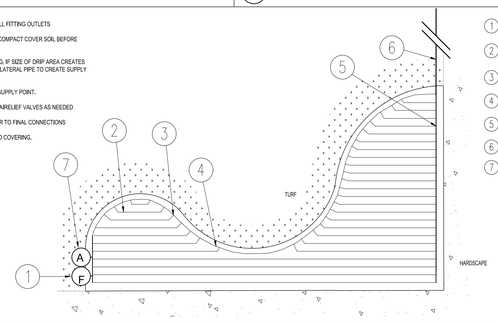


1. JUMBO VALVE BOX
2. FINISH GRADE
3. WATERPROOF CONNECTORS (2)
4. 18-24" COILED WIRE
5. VALVE: SEE IRRIGATION LEGEND
6. SCH 80 T.O.E. NIPPLE
7. MAIN LINE PIPE & FITTINGS
8. BRICK SUPPORTS (4)
9. 3/4" MINUS WASHED GRAVEL
10. PVC SLIP UNIONS (2)
11. IN-LINE FILTER: SEE IRRIGATION LEGEND

(G) QUICK COUPLER VALVE

SCALE: NTS

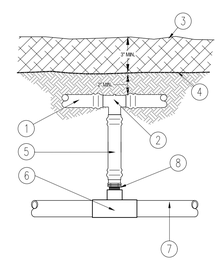
NOTES
1. STAKE TUBING DOWN EVERY 4' AND WITHIN 1' OF ALL FITTING OUTLETS
2. BURY DRIPLINE 2" BELOW FINISH GRADE. LIGHTLY COMPACT COVER SOIL BEFORE INSTALLING TOP DRESS
3. DO NOT EXCEED VELOCITY OF 5 FPS WITHIN TUBING. IF SIZE OF DRIP AREA CREATES VELOCITIES GREATER THAN 5 FPS USE STANDARD LATERAL PIPE TO CREATE SUPPLY HEADER FOR THE DRIP AREA.
4. INSTALL FLUSH VALVE AT POINT FURTHEST FROM SUPPLY POINT..
5. INSTALL AIR RELIEF AT HIGHEST POINT. USE ADD'L AIRELIEF VALVES AS NEEDED
6. THOROUGHLY FLUSH LATERAL AND DRIPLINE PRIOR TO FINAL CONNECTIONS
7. TEST DRIP LINE FOR PROPER OPERATION PRIOR TO COVERING.



(H) MASTER VALVE & FLOW SENSOR DETAIL

SCALE: NTS

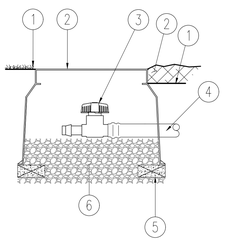
1. FLUSH VALVE
2. HUNTER PLD DRIP LINE (SEE IRRIGATION LEGEND)
3. HUNTER PLD TEE
4. TUBING STAKE
5. LATERAL TO PLD CONNECTION
6. LATERAL PIPE TO PLANTING BED
7. AIR RELIEF AT HIGHEST POINT



1. HUNTER PLD DRIPLINE TUBING
2. PLD-TEE 17mm BARBxBARB
3. MULCH / TOP SOIL
4. FINISHED GRADE
5. PLD-BLNK
6. 3/4" FPT TEE
7. LATERAL PIPE
8. PLD-075 3/4" MPTxBARB

(I) REMOTE CONTROL IRRIGATION VALVE

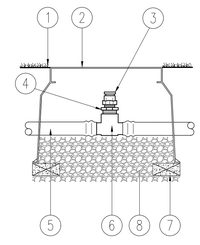
SCALE: NTS



1. FINISH GRADE
2. MULCH AS PER NOTES OR SPECS
3. 6" VALVE BOX - TO BE FLUSH w/ FINISHED GRADE OR TOP OF MULCH
4. DRIP FLUSH VALVE
5. DRIPLINE TUBING (SEE IRRIGATION LEGEND)
6. BRICK SUPPORTS (3)
7. 3/4" GRAVEL SUMP

(J) POP-UP SWING ASSEMBLY

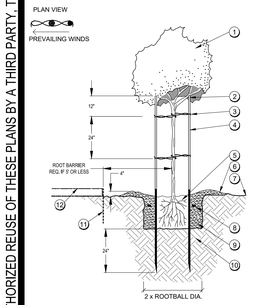
SCALE: NTS



1. FINISH GRADE
2. 6" VALVE BOX
3. AIR/VACUUM RELIEF VALVE
4. 3/4"MPT x 1/2"FPT BUSHING
5. DRIPLINE TUBING
6. ADAPTER TEE
7. BRICK SUPPORTS (3)
8. 3/4" GRAVEL SUMP

(K) HUNTER DRIP ZONE VALVE KIT

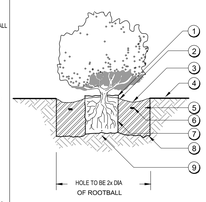
SCALE: NTS



NOTES:
1. TREE PER PLAN
2. TRIM TOP OF STAKES BELOW LOWEST BRANCHES TO PREVENT DAMAGE
3. PLACE TREE TIES 8" ABOVE POINT WHERE TREE HEAD IS SELF-SUPPORTING
4. 2" DIA. x 10' LONG LODGE POLE STAKES (INSTALL WIDER THAN ROOTBALL)
5. ROOTBALL (SET CROWN +/- 3" ABOVE FINISH GRADE)
6. EARTH WATERING BASIN (RAKE SMOOTH PRIOR TO SEEDING IN HYDROSEED AREAS; OR AT END OF PLANT ESTABLISHMENT PERIOD FOR ALL REMAINING BASINS)
7. FINISH GRADE
8. 21 GRAM PLANT TABLETS 5 GAL = 3; 15 GAL = 5; 24" BOX = 8
9. COMPACTED BACKFILL MIX (PER PLANTING SPECS/NOTES)
10. UNDISTURBED NATIVE SOIL
11. LINEAR ROOT BARRIER , 18" DEEP MIN. x 10' wide; CENTERED ON TREE
12. HARDSCAPE, SIDEWALK, CURB

(L) HUNTER DRIPLINE

SCALE: NTS

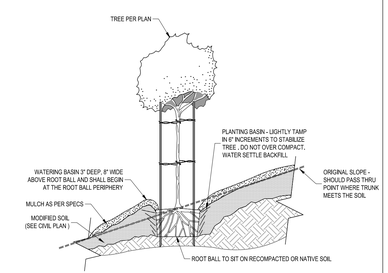


1. SET CROWN OF ROOTBALL 1" ABOVE FINISH GRADE BREAK TOP OF ROOTBALL TO SOIL LEVEL.
2. ROOTBALL
3. WATERING BASIN 3" DEEP, 2'-0" WIDE TO BE BELOW GRADE FOR 5 GAL AND 1 GAL SIZED CONTAINERS. (NO BOWLS REQUIRED FOR SUB-SURFACE DRIP)
4. FINISH GRADE
5. BACKFILL MIX TO CONSIST OF NATIVE SOIL, CLEAN ALL DEBRIS, ROCK, AND OTHER MATERIAL OUT OF BACKFILL
6. AGRIFORM PLANTING TABS WITHIN 2" OF GRADE -9 GRAM 'FORREST STARTER' 2 PER 1 GAL SHRUB 5 PER 5 GAL SHRUB 8 PER 15 GAL SHRUB
7. ROUGH SIDE OF ROOTBALL PRIOR TO PLANTING
8. HOLES TO BE DEEPER AT PERIMETER
9. SET ROOTBALL ON UNDISTURBED SOIL

(M) HUNTER DRIP TO LATERALCONNECTION

SCALE: NTS

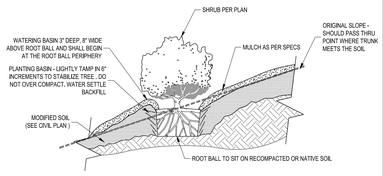
NOTES:
- SEE DETAIL N FOR FURTHER TREE PLANTING SPECS.



(N) DRIP FLUSH VALVE

SCALE: NTS

NOTES:
- SEE DETAIL P & Q FOR FURTHER SHRUB PLANTING SPECS.



(O) DRIP AIR RELIEF VALVE

SCALE: NTS

(P) TREE PLANTING w/ ROOT BARRIERS

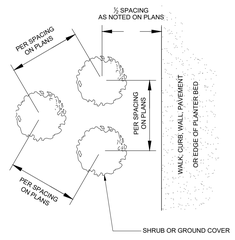
SCALE: NTS

(Q) SHRUB PLANTING

SCALE: NTS

(R) GROUNDCOVER SPACING

SCALE: NTS



SPACING AS NOTED	PLANTS PER SQUARE FOOT
6" O.C.	4.61
8" O.C.	2.60
10" O.C.	1.66
12" O.C.	1.15
15" O.C.	0.74
18" O.C.	0.50
24" O.C.	0.28
30" O.C.	0.18
36" O.C.	0.12
48" O.C.	0.07
60" O.C.	0.04
72" O.C.	0.03

(S) TREE PLANTING ON SLOPE

SCALE: NTS

(T) TREE PLANTING ON SLOPE

SCALE: NTS

Riverside Nursery & Landscaping Inc.
5215 North Golden State Blvd. (559) 275-1891 x103
Fresno, CA 93722 Fax (559) 275-3927
State Lic. #440384 mail@riversidelandscape.com

PROJECT:
CHIPOTLE MEXICAN GRILL
VISALIA, CA

PREPARED FOR:
PADEN & BLETCHER CONSTRUCTION INC
7080 N. MARKS AVE, STE 118, FRESNO, CA • 559-256-7111

REVISIONS:

NO.	DATE/DESC.

SHEET TITLE
LANDSCAPE INSTALLATION DETAILS

DRAWN BY: EZ/MH
PHASE:
SCALE: NTS
DATE: 10/22/2022
JOB NUMBER:

SHEET NUMBER
L4
OF 4 SHEETS

21 July 2022

Leslie Blair, PE
Senior Civil Engineer
Visalia, CA
Proposed Chipotle on Plaza Drive north of Crowley Avenue

Dear Leslie,

We are proposing a new 2325 SF Chipotle Restaurant at Plaza Drive north of Crowley Avenue in Visalia with a pickup only window that we call a 'Chipotlane'. We are not proposing a drive thru here. This Chipotlane is a mobile order only pickup option where diners need to order and pay for their food on their phone app or on a computer via a website and then pickup food at the pickup window. There is no order board for ordering, no speakers in the drive aisle, no preparation of food or cash transactions at the pickup window. All food is prepared ahead of the customer's pickup time - which they choose a minimum of 15 minutes before pickup. The food is held on a shelf inside the pickup window and then handed to the customer when they pull up to the window using their name. This saves on all the time associated with placing an order, preparation of food and payment transaction making us 3 times faster than the national average service time.

We began to roll out this mobile order pickup concept nationwide in 2020. We are only doing this mobile pick-up only concept and have no drive thru restaurants. This is in response to our findings that customers don't want to spend time ordering, waiting for food preparation, and paying in a queue. Today's customer prefers the convenience and time savings of ordering and paying in advance and then simply picking up their food.

At the Visalia location, we are proposing an 8 car stack at the pickup window. We have found this to be more than adequate due to our service model. The two attached condensed reports to help explain how low impact our Chipotlane car queues are.

The Obetz study *(1 Chipotlane Obetz Ohio Queuing study.PDF)* was done at one of our busiest Chipotlanes with high car volume off a major highway at the airport turnoff. Obetz, Ohio is a busier market for us than Central California as there is not as much competition for Mexican food as there is here in the San Joaquin Valley. We chose this store to analyze as it gives a most conservative estimate of car stacking.

In Table 1, you can see the longest car queue was 5 cars. Table 2 shows the percentage of times where we had 4 vehicles or fewer car stack, and 5 vehicles or fewer car stack.

The attached Traffic memo (*2 Traffic Memo Kunzman Associates.PDF*) is a study that Chipotle had done by a Southern California Traffic Engineer for a proposed store in Corona where the city was

concerned with a car queue of 7 cars. The Traffic engineer used the Obetz study for some data and ran it through accepted calculations on car queuing.

The first page, last paragraph shows:

1. *a 90 percent chance the maximum queue length will not exceed 4 vehicles;*
2. *a 95 percent chance the maximum queue length will not exceed 5 vehicles;*
3. *a 99 percent chance the maximum queue length will not exceed 7 vehicles.*

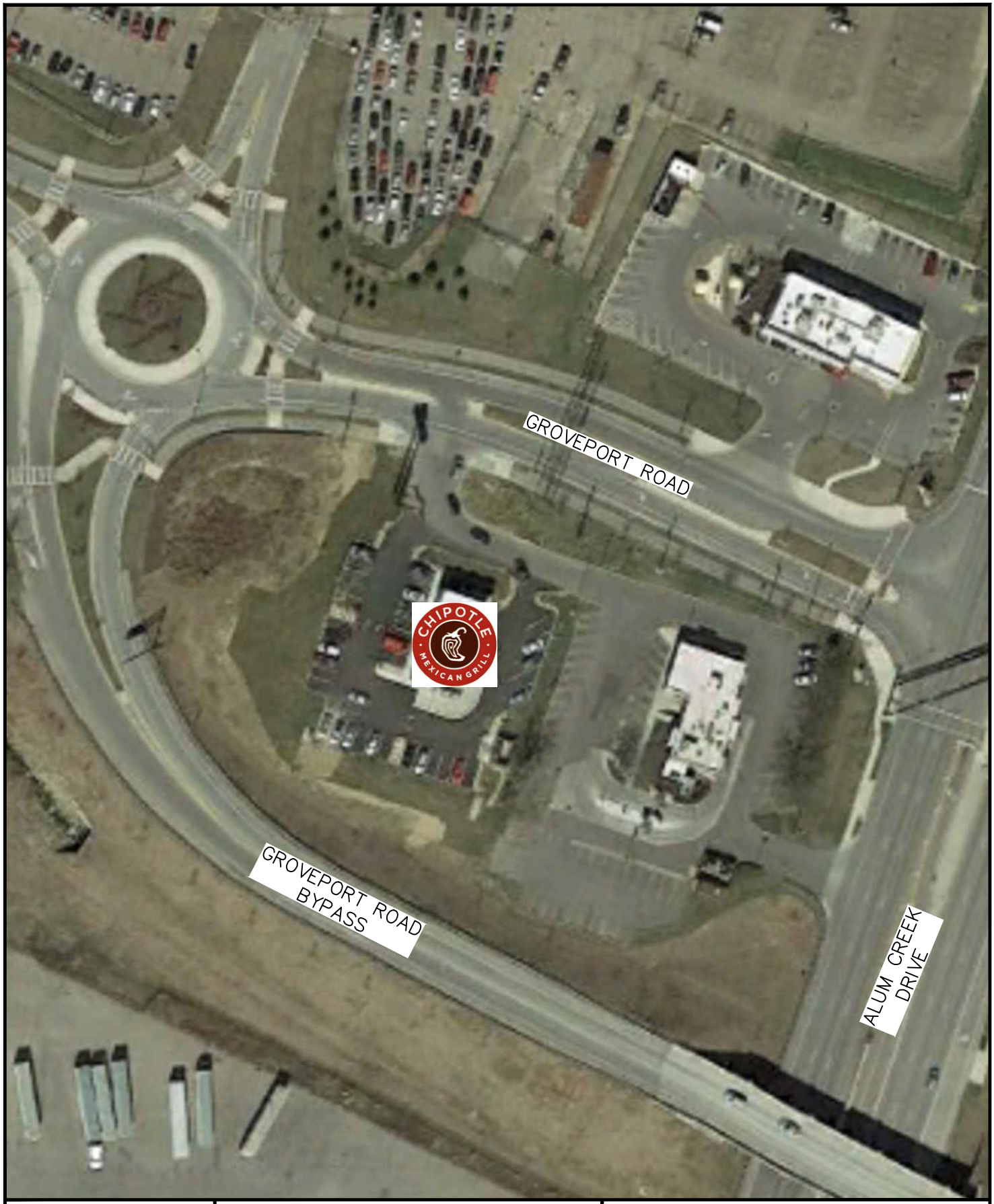
On page 4, one can see probabilities of up to a 12 cars stack and there is an almost 100 percent chance that the maximum queue length will not exceed 8 vehicles.

These percentages are useful to show how low the probability is that we will have long stacks. This is valid for all Chipotlanes and is not specific to Southern California or Ohio stores. In our proposed restaurant in Visalia, the proposed stack length is 8 cars. We do not believe we will ever reach an 8 car stack since there is only a 99 percent chance the maximum queue length will reach 7 vehicles and we are one car length over this. At 8 cars, the chances are almost 100 percent that we will not reach or exceed our proposed 8 car queue length.

Thank you for taking the time to look over this attached information and considering our interest in putting a Chipotlane in Visalia. We feel that Chipotle is an ideal fit for this location due to our pickup-only model that will not overflow the site, and will have minimal impact on the existing circulation of the existing streets.

Sincerely,

Paul Groh, Design Manager
Chipotle Mexican Grill
Pgroh@chipotle.com
323-445-4718



N

N.T.S.

FIGURE 2

OBETZ CHIPOTLE
AERIAL PHOTOGRAPH

JUNE 2019

GPD GROUP.
Glaus, Pyle, Schomer, Burns & DeHaven, Inc.

CAD FILE: O:\2019\20192001\01 - OBETZ & PICKERINGTON, OH\TRAFFIC\FIGURES\FIGURE 2.DWG
DATE: 6/6/2019 TIME: 8:23:27 PM
TECHNICIAN: CDEIBEL

Table 1: Obetz Chipotlane Queue Length Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
10:00 AM - 11:00 AM*	1	1	1	0	1
11:00 AM - 12:00 PM	3	4	5	2	5
12:00 PM - 1:00 PM	3	5	3	1	5
1:00 PM - 2:00 PM	2	4	2	1	4
2:00 PM - 3:00 PM	2	2	2	1	2
3:00 PM - 4:00 PM	2	2	1	4	4
4:00 PM - 5:00 PM	2	1	1	2	2
5:00 PM - 6:00 PM	2	3	4	1	4
6:00 PM - 7:00 PM	1	2	4	3	4
7:00 PM - 8:00 PM	3	2	3	1	3
8:00 PM - 9:00 PM	3	2	2	1	3
9:00 PM - 10:00 PM	1	1	1	2	2
10:00 PM - 11:00 PM	1	1	1	1	1
11:00 PM - 12:00 AM	1	1	1	2	2
Maximum	**3**	**5**	**5**	**4**	**5**

* Chipotle operating hours begin at 10:45 AM

Table 2: Obetz Chipotlane Utilization Summary					
Queue Length	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Overall**
4 Vehicles or Less	100.0%	99.68%	99.50%	100.0%	99.79%
5 Vehicles or Less	100.0%	100.0%	100.0%	100.0%	100.0%

As shown in **Table 2**, the queue was observed to only extend beyond four (4) vehicles during 0.21% of the operating hours over the course of the four (4) days studied, with the queue only consisting of five (5) vehicles for a total of 6 minutes and 32 seconds. The queue length never reached six (6) or seven (7) vehicles at the Obetz location, so it was observed as being five (5) vehicles or less for 100% of the time.

QUEUE OF VEHICLES

Conclusion: The queue storage area in the pick up only lane is adequate, and in case it is not adequate at some point in the future there are recommended mitigation measures which will solve the deficiency.

The proposed site plan in Figure 1 shows that there is space for 7 vehicles to be queued in the pick up only lane,

To estimate the maximum likely queue of cars in the pick up only lane, two items are presented.

One, there is a Chipotle Restaurant in Ohio which has the new concept pick up only lane in use. The study found that the maximum queue ever encountered was 5 vehicles, and it is believed that Ohio Chipotle generates substantially more traffic than the one proposed in Corona. The Ohio study found the time to serve a patron is 59 seconds.

Second, a queuing analysis is performed. A queuing analysis considers the average service rate (such as 1 car per minute), and the average cars needing to be served in peak times (such as 1 car each 2.4 minutes). With these two parameters, the 90^{th}, 95^{th}, and 99^{th} percentile maximum expected queue length can be estimated. A queue analysis is a mathematically rigorous procedure to estimate maximum likely queue length. Appendix A contains a discussion of how to calculate a queue length. The discussion is just 4 pages long and on the second page there are brackets to denote applicable parts.

Table 2 shows the calculation of the expected maximum queue lengths in the pick up only lane.

The proposed queue storage length of 7 vehicles accommodates the expected maximum queue length. There is a 90 percent chance the maximum queue length will not exceed 4 vehicles; a 95 percent chance the maximum queue length will not exceed 5 vehicles; and a 99 percent chance the maximum queue length will not exceed 7 vehicles.

Should in the future a problem ever does occur with the queue length exceeding 7 vehicles, there are at least two things that can be done to mitigate the problem.

One, the through put can be speeded up by also using a roaming person outside of the building to obtain the name of the patron picking up the order and radioing that name to the employee at the pick up window so that the order can be "on top" for the patron when he or she reaches the pick up window.

And Two, rather than waiting for the patron to reach the pick up window, the order could be hand carried outside of the building to the vehicle of the next patron in line and not require that patron stop at the pick up window.

It has been a pleasure to prepare this traffic memo for you. If there are any questions, or if we can be of further assistance please do not hesitate to call.

Respectfully submitted,

KUNZMAN ASSOCIATES

William Kunzman

William Kunzman, P.E.
Principal
Professional Registration
Expiration Date 3-31-2020

Figure 1 - Site Plan

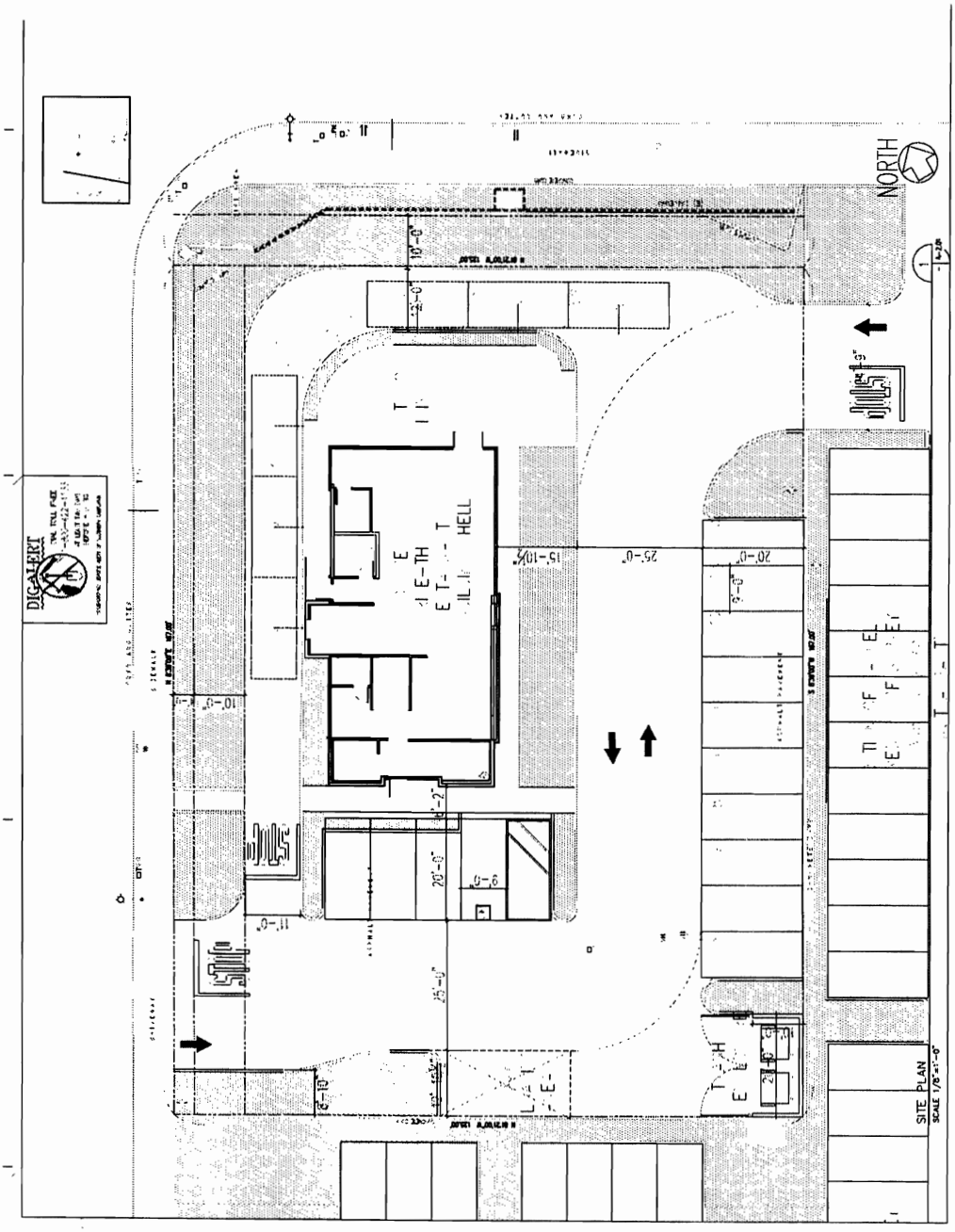


Table 2 - Calculation of Queue Length

Number of Vehicles in Line [A]	Time to Serve 1 Vehicle in Minutes [B]	Expected Volume of Vehicles Using Pick Up Only Lane in Vehicled per Hour from Table 1 [C]	Average Spacing of Vehciles Arriving to Use the Pick Up Only Lane in Minutes [D] = 60 Min per Hr/[C]	Utilization Rate [E] = [B]/[D]	Probability of The Number of Vehicles in [A] Being in Drive Through Pick Up Only Lane [F] = ([E]^[A])*(1-[E])	Cumulative Probability [G] = Column [F] Cumulated	Comment on Percentile of Vehicles That Are Expected to Be Served in Peak Times
0	1.00	25.12	2.39	0.419	0.581	0.581	
1	1.00	25.12	2.39	0.419	0.243	0.825	
2	1.00	25.12	2.39	0.419	0.102	0.345	
3	1.00	25.12	2.39	0.419	0.043	0.145	
4	1.00	25.12	2.39	0.419	0.018	0.061	<----90th %
5	1.00	25.12	2.39	0.419	0.007	0.025	<----95th %
6	1.00	25.12	2.39	0.419	0.003	0.011	
7	1.00	25.12	2.39	0.419	0.001	0.004	<----99th %
8	1.00	25.12	2.39	0.419	0.001	0.002	
9	1.00	25.12	2.39	0.419	0.000	0.001	
10	1.00	25.12	2.39	0.419	0.000	0.000	
11	1.00	25.12	2.39	0.419	0.000	0.000	
12	1.00	25.12	2.39	0.419	0.000	0.000	

NOTES

Traffic Flow Theory and classical queue analysis indicates how to calculate the expected probability of a queue length in column [A], as a function of the UTILIZATION RATE in column [E].

By accumulating the probabilities of [E] to get [F], one can determine the probabiliy of having a queue length equal to or less than [A].

Appendix A contains a brief 4 page article summarizing traffic flow theory calculations of queue length. See highlighted areas on second page.

CONCLUSION

The maximum likely queue of vehicles in line at any one point in time during peak periods is 4 cars with 90 percent probability of not being exceeded, 5 cars with 95 percent probability of not being exceeded, and 7 cars with 99 percent probability of not being exceeded.

Appendix A

Brief Discussion of Calculating Maximum Likely Queue Length

World Academy of Science, Engineering and Technology
International Journal of Mathematical and Computational Sciences
Vol:8, No:6, 2014

The Application of the Queuing Theory in the Traffic Flow of Intersection

Shuguo Yang, Xiaoyan Yang

***Abstract*—**It is practically significant to research the traffic flow of intersection because the capacity of intersection affects the efficiency of highway network directly. This paper analyzes the traffic conditions of an intersection in certain urban by the methods of queuing theory and statistical experiment, sets up a corresponding mathematical model and compares it with the actual values. The result shows that queuing theory is applied in the study of intersection traffic flow and it can provide references for the other similar designs.

***Keywords*—**Intersection, Queuing theory, Statistical experiment, System metrics.

I. Introduction

WITH the development of economy, vehicles maintain a substantial increase in volume of China, queuing phenomenon is so common in road traffic. Intersection is the main concentrated area of stream of people and vehicles; also, it is one infrastructure construction that connecting the roads to make it play network functions. In daily life, traffic congestion responses to the intersection directly. It is so clear that road intersection will be the bayonet of traffic capacity and safety. Therefore, it is significant to study the intersection flow to improve the congested traffic and maintain social order.

In the early 20th century, queuing theory originated from the Danish engineer Erlang's study of telephone exchange efficiency of communication system. After the section world war, especially with the rapid development of computer and communication technology, queuing theory got attention and developed fast, also, it became an important branch of operations research and its corresponding disciplines theory and reliability theory were developed.

In the mid-1930-s, queuing theory was recognized one important subject when W.Feller recommended birth and death process. In the early 1950s, D.G.Kendall researched queuing theory systematically by the method of Markov chain and made it develop further. In the 1960s, the projects studied complicatedly in queuing theory, it is so difficult to get the exact solution that people began to study the approximate method [1], [6], [8].

In the traffic engineering, 1936, Adams considered the pedestrian delay problem by queuing theory that the intersection which not set the traffic signals, then, queuing theory had been widely used in traffic control. Such as the study of vehicle delay, traffic capacity, configuration light time, the design and management of traffic facilities for the park and station and so on.

At present, queuing system model has been widely used in all kinds of management system. Such as production management, inventory management, business management, transportation, banking, medical services, computer design and performance evaluation, and so on.

II. Basic Knowledge

Queuing theory is the mathematical theory and method of queuing system (stochastic system). In daily life, people will encounter all sorts of queuing problems, such as, standing at bus stops, going to hospital, and going to the ticket office to buy the tickets and so on. In these problems, bus and passengers, doctor and patients, conductor and the buyers forms a queuing system or service system respectively; the former can be regarded as service agencies and the latter can be regarded as customers.

The queue can be tangible queue may also be intangible queue. For example, several passengers make telephone call to order train tickets at the same time, if a passenger is on the phone, can only wait for the other passengers, this form of queue is invisible. The people or some objects can be the queue, such as semi-finished products for processing in the production line, machine waiting for maintenance, and the information waiting for computing center to process, etc.

Queuing theory consists of three parts: input process, queuing rules and service agencies. The schematic diagram as follows:

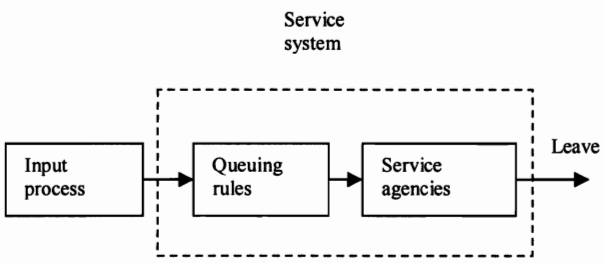


Fig. 1 The composition of queuing system

Queuing theory mainly studies three aspects:

1) Statistical inference: in this part, it mainly sets up the

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This paper is supported by Shandong province university scientific research project (No. J13LN34) and Qingdao science and technology development project, China (No. KJZD-13-27-JCH).

mathematical model based on data, solves the problem by appropriate method of Queuing theory, and achieves the rationalization of queuing system.

2) The inertia of system: namely the probability of regularity of quantity index about queuing, mainly concludes: the distribution of the waiting time of a customer, busying period distribution, the distribution of the queuing length that the customer waiting and so on. It mainly includes two states: the steady state under statistical equilibrium; instantaneous state.
3) The system optimization problems: its purpose is to make all systems produce best results, design correctly, and move effectively. In general, the system optimization problem is divided into two categories: the system design optimization and the system control optimization. The former is called a static optimization problem, which goal is to make the system achieve maximum benefit, or under a certain index, the system is the most economical. The latter is called dynamic optimization problem. It is to say, for a given system, how to run to make a objective function value to the optimal.

III. Modeling

Queuing theory can be divided into single channel queuing system and multi-channel queuing system. This paper mainly researches the performance index under the steady state.

A. Single Channel Queuing System

The single channel queuing system is called $M/M/1$ system. Assume that customers arrive randomly, follows Poisson distribution, λ is the average arrival rate, μ is the average output rate, $\rho = \frac{\lambda}{\mu}$ is traffic intensity or utilization coefficient [6].

When $\rho < 1$, the arrival rate is less than the rate of output, then the intersection traffic will be smooth. If $\rho \geq 1$, the arrival rate is greater than the rate of output and then the queuing length will be infinity, the system is not steady. Therefore, $\rho < 1$ is the necessary and sufficient condition for the system to be steady.

Combined with the Little formula, the quantity indexes of single channel queuing system can be obtained, as follows:

1) The probability of no vehicle in the system:

$$P_0 = 1 - \rho$$

2) The probability of n vehicles in the system:

$$P_n = \rho^n (1 - \rho)$$

3) The average number of vehicles in the system:

$$L = \frac{\rho}{1 - \rho}$$

4) The average queuing length of vehicles in the system:

$$L_q = L \cdot \rho$$

5) The average staying time of vehicles in the system:

$$W = \frac{L_q}{\lambda} + \frac{1}{\mu}$$

6) The average waiting time of vehicles in the system:

$$W_q = W - \frac{1}{\mu}$$

B. Multi-Channel Queuing System

The multi-channel queuing system is called $M/M/N$ system. Its traffic intensity is $\frac{\rho}{N}$ which is different from the single channel queuing system. The system is stable when $\frac{\rho}{N} < 1$, otherwise, it is not. At the same time, $\frac{\rho}{N} < 1$ is the necessary and sufficient condition for the system to be steady[8].

1) The probability of no vehicles in the system:

$$P_0 = \frac{1}{\sum_{k=0}^{N-1} \frac{\rho^k}{k!} + \frac{\rho^N}{N!\left(1 - \rho/N\right)}}$$

2) The probability of k vehicles in the system:

$$\begin{cases} P_k = \dfrac{\rho^k}{k!} P_0 \left(when, k < N\right) \\ P_k = \dfrac{\rho^k}{N! N^{k-N}} P_0 \left(when, k \geq N\right) \end{cases}$$

3) The average queuing length of vehicles in the system:

$$L_q = \frac{\rho^{N+1}}{N!N} \cdot \frac{P_0}{\left(1 - \rho/N\right)^2}$$

4) The average number of vehicles in the system:

$$L = L_q + \rho$$

5) The average staying time of vehicles in the system:

$$W = \frac{L_q}{\lambda} + \frac{1}{\mu}$$

6) The average waiting time of vehicles in the system:

$$W_q = \frac{L_q}{\lambda}$$

C. Establish the Statistical Law of Intersection

Takes the traffic of several intersections of Laoshan District of Qingdao for example, especially, the Shenzhen intersection. We note the numbers of vehicles in every direction when the traffic lights change each cycle [2]. The data can be divided into 5 groups, X_t is the number of vehicles and f_t is the time that belongs to the every part of vehicles. Now we list the statistical result in the west as shown in the Table I:

TABLE I
TIME : 2014/4/15 10:00-11:00 DIRECTION: WEST

The number of vehicles X_t	12-14	15-17	18-20	21-23	24-26	above 27
Times f_t	7	12	10	8	7	1

We validate the number of the arrived vehicles in the input process weather obey the Poisson distribution by the χ^2 hypothesis testing method [7].

First, it needs to estimate the parameter λ in Poisson distribution by the maximum likelihood method.

Assume the whole

$$X \sim \pi(\lambda)$$
$$P(X=k) = \frac{\lambda^k}{k!} e^{-\lambda}, k = 0,1,2,\cdots \quad (1)$$

Then the likelihood function of parameter λ :

$$L(\lambda) = \prod_{i=1}^{n} P(X = x_i) = \prod_{i=1}^{n} \frac{\lambda^{x_i}}{x_i!} e^{-\lambda} = \frac{\lambda^{\sum_{i=1}^{n} x_i}}{x_1!\ldots x_i!} e^{-n\lambda} \quad (2)$$

Take the logarithm on both sides and the likelihood equation is obtained:

$$\frac{d \ln L(\lambda)}{d\lambda} = -n + \frac{1}{\lambda}\sum_{i=1}^{n} x_i = 0 \quad (3)$$

Solve it:

$$\hat{\lambda} = \frac{1}{n}\sum_{i=1}^{n} x_i = \bar{x} \quad (4)$$

Also

$$\frac{d^2 \ln L(\lambda)}{d\lambda^2}\Big|_{\lambda=\bar{x}} = \frac{-n\bar{x}}{\lambda^2}\Big|_{\lambda=\bar{x}} = -\frac{n}{\bar{x}} < 0 \quad (5)$$

So the maximum likelihood estimator of parameter λ is $\hat{\lambda} = \bar{x}$.

The average arrival rate is 18.8 per cycle based the Table I.

Apart, the probability is $P(X_t) = \frac{\lambda^{X_t}}{X_t!} e^{-\lambda}$ when the number of vehicles is X_t, the probability is $P_n = \sum_{k=a_{n-1}}^{a_n} \frac{\lambda^k}{k!} e^{-\lambda}$ of each group, a_{n-1} is the lower limit of the $n-1$ group, a_n is the upper limit of the $n-1$ group, $\overline{f_n} = 45P_n$ is the theoretical frequency, λ is the average number of arrival vehicles.

From the above data and formulas, we can calculate the $\chi^2 = \sum_{n=0}^{5} \frac{(f_n - \overline{f_n})^2}{\overline{f_n}} = 3.092$. Because of estimating a parameter λ when calculates the probability, $r = 1$ .The degree of freedom is $k - r - 1 = 4$, $\alpha = 0.05$ is selected, referring the Chi-square distribution table, $\chi^2_{0.95}(6-1-1) = \chi^2_{0.95}(4) = 9.488$, $\chi^2 < \chi^2_{0.95}(4)$. So the number of the arrived vehicles per unit time obeys the Poisson distribution. And the other 3 directions can be verified through the same method, but their parameters are different.

IV. APPLICATION EXAMPLE

It takes money and people to cut or add the fixed lanes that the number of the lanes should be confirmed in the beginning of construction design [3]. Weather the existing establishment of the lanes is reasonable, the model can validate it.

We select the 3 lanes of Shenzhen intersection in one direction, take the vehicle flow of April 13, 2014 to April 15, 2014 as research objects. Suppose the time of every vehicle through the intersection is 5s in view of pedestrian and traffic singles. Measure the vehicle flow of April 13, 2014 from 10:00 to11:00 am is 734, the vehicle flow of April 13, 2014 from 10:00 to11:00am is 795, the vehicle flow of April 15, 2014 from 10:00 to11:00am is 847. Because of undergoing 45 cycles in one hour, now note the data of the vehicles flow of 3 cycles as shown in the Table II:

TABLE II
THE MEASURED DATA

time		1	2	3	4	5	6	7	8
13	vehicles	51	50	43	46	47	51	55	45
14	vehicles	45	52	54	48	53	67	58	60
15	vehicles	75	54	67	52	54	63	47	60
time		9	10	11	12	13	14	15	sum
13	vehicles	57	45	55	56	44	55	44	734
14	vehicles	49	55	60	45	60	50	39	795
15	vehicles	62	59	46	56	58	52	52	847

Takes the average traffic volume as standard, we use the model to validate the existing establishment of driveways is reasonable or not.

1) If the driveway is single, then

$$\lambda = \frac{792}{3600} = \frac{11}{50}, \mu = \frac{1}{5}, \rho = \frac{\lambda}{\mu} = \frac{11}{10} > 1$$

2) Conversely, the system metrics [4] of intersection as shown in Table III, the probability of k vehicles in the system is shown in Table IV:

TABLE III
THE SYSTEM METRICS OF INTERSECTION

system	metrics			
	L_q	L	W	W_q
$M/M/2$	0.405	1.505	6.841	1.841
$M/M/3$	0.240	1.340	6.089	1.089
$M/M/4$	0.009	1.109	5.042	0.042

TABLE IV
THE PROBABILITY OF K VEHICLES IN THE SYSTEM

system	P_k			
	P_0	P_1	P_2	P_3
$M/M/2$	0.290	0.319	0.176	0.097
$M/M/3$	0.327	0.360	0.198	0.073
$M/M/4$	0.332	0.365	0.201	0.074
system	P_k			
	P_4	P_5	P_6	$P(k>6)$
$M/M/2$	0.053	0.029	0.016	0.009
$M/M/3$	0.027	0.010	0.004	0.001
$M/M/4$	0.020	0.006	0.002	0

By analyzing the data in the Table III, the service indicators of system are in decline with the increasing of the driveways. Therefore the increasing of the lanes has a positive impact on the vehicle flow. By analyzing the data in the Table IV, the probability of six or more vehicles is 0 in the intersection in the system of $M/M/4$. So the 4 driveways is the first selection of the design. At the same time, the establishment of the driveway needs to consider various factors. The more lanes, the shorter the vehicles queue length. But it will be unnecessary waste in some degree if the scale of the construction is large, the large investment, and the high operating costs. So the system of $M/M/3$ is the ideal selection to ensure the smooth and fast traffic and save resources. This application example only proves it is feasible that the model can be used to confirm the number of the lanes by analyzing the vehicle flow of the intersection.

V. CONCLUSION

The paper sets up the queuing model, analyses the traffic flow [5] of Shenzhen intersection through analyzing the queuing theory deeply, and uses the model to analyze the settings of the lane that based on the certain degree of accuracy. From the paper, the theoretical data is consistent with the reality. Therefore, it is economic that the method of the system metrics in confirming the number of the lanes of the intersection and it can provide references for similar design.

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City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

October 13, 2022

Site Plan Review No. 2022-155:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **October 5, 2022**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official, and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal
Community Development Director
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Planning Division

Tel: (559) 713-4359; Fax: (559) 713-4814

MEETING DATE October 5, 2022

SITE PLAN NO. 2022-155

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

Enclosed for your review are the comments and decisions of the Site Plan Review committee. Please review all comments since they may impact your project.

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

☐ A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

☐ Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL

☒ PLANNING COMMISSION

☒ CUP

☐ HISTORIC PRESERVATION

☐ REDEVELOPMENT

☐ PARK/RECREATION

☒ OTHER – LLA

☐ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440

Site Plan Review Committee

SITE PLAN REVIEW COMMENTS

Rafael Garcia, Planning Division, 559-713-4031
Date: October 5, 2022

SITE PLAN NO:	2022-155 - B (SPR 2021-197-B)
PROJECT:	Chipotle
DESCRIPTION:	NEW CHIPOTLE RESTAURANT WITH DRIVE-THRU (BRP)
APPLICANT:	KEVIN OLIVER
PROP. OWNER:	M & B BRUNO FAMILY LP
LOCATION TITLE:	EAST SIDE OF PLAZA DRIVE, NORTH OF CROWLEY AVENUE
APN TITLE:	081-160-014
GENERAL PLAN:	Business Research Park
ZONING:	BRP (Business Research Park)

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Project Requirements

- Compliance with The Plaza Business Park Master Plan
- Conditional Use Permit for Drive Thru Restaurant and Amendment to Master Plan
- Drive-thru Queuing Analysis
- Lot Line Adjustment
- Building Permit

PROJECT SPECIFIC INFORMATION: October 5, 2022

1. All previous comments from SPR No. 2021-197 will apply and have been included below. The proposal shall comply with all requirements of the Plaza Business Park Master Plan.
2. The submittal shall comply with the Solid Waste Division's comments regarding the new placement of the enclosure and its size.
3. Parking lot landscaping shall be provided as part of project (min. 10% requirement).
4. Drive-thru/pick up lane shall comply with all requirements as part of VMC Section 17.32.162.
5. The drive-thru lane shall contain no less than ten (10) vehicle stacking, measured from pickup window to the designated entrance to the drive-thru lane.
6. Queuing study is required as part of Conditional Use Permit submittal.
7. Parking stall No. 6 shall be removed so as not to be impacted by trash enclosure swinging gate.

PROJECT SPECIFIC INFORMATION: July 13, 2022

1. All previous comments from SPR No. 2021-197 still apply and have been added below The proposal shall comply with all requirements of the Plaza Business Park Master Plan.
2. The submittal shall comply with the Solid Waste Division's comments regarding the new placement of the enclosure and its size.
3. The site plan shall be revised to address the five (5) compact stalls onsite. VMC Section 17.34.030(I) does not permit more than four (4) contiguous compact stalls.

PROJECT SPECIFIC INFORMATION: July 13, 2022

1. The proposal shall comply with all requirements of the Plaza Business Park Master Plan.
2. Must address traffic comments as part of CUP submittal.
3. A Conditional Use Permit shall be required for the drive-thru and to amend the Master Plan to allow for placement of an additional drive-thru facility not originally planned for in the Master Plan. Note that the applicant can propose swapping commercial pad uses with a planned drive-thru proposed on the

western portion of the Plaza Business Park Master Plan. Otherwise, proceeding as proposed in the Site Plan Review submittal will result in a recommendation from staff to the Visalia Planning Commission to deny the drive-thru request.

4. A Site Plan showing the project site and how it fits into the entire master planned area shall be required.
5. The site plan shall demonstrate how the drive-thru and order menus will be screened from view from the public right of way.
6. The site plan shall provide setback information. Note that the drive-thru must be located outside of required building and landscape setback areas. Front setback must be measured from new property line.
7. The site plan shall indicate the location of all order boxes, if any.
8. A landscaping plan shall be provided. The plan shall provide calculations demonstrating that at least 10% of the parking lot is landscaped.
9. An operational statement shall be required.
10. Building elevations shall be required. Elevations shall demonstrate compliance with the Plaza Business Park Master Plan.
11. Floor plans shall be provided.
12. A 45-foot landscape setback shall be applied along the Plaza Drive street frontage. Show all required sidewalk areas as part of the plan.
13. A Lot Line Adjustment shall be filed to adjust the property boundaries as shown on the site plan.
14. A shared parking and access agreement shall be required.
15. A queuing analysis and traffic action plan shall be provided for the drive-thru, demonstrating how vehicle queuing will be managed so as to not obstructed public rights of way, private drive aisles, and parking areas.
16. A Building Permit shall be required.

PROJECT SPECIFIC INFORMATION: October 27, 2021

1. The proposal shall comply with all requirements of the Plaza Business Park Master Plan.
2. A Conditional Use Permit shall be required for the drive-thru and to amend the Master Plan to allow for placement of an additional drive-thru facility not originally planned for in the Master Plan. Note that the applicant can propose swapping commercial pad uses with a planned drive-thru proposed on the western portion of the Plaza Business Park Master Plan. Otherwise, proceeding as proposed in the Site Plan Review submittal will result in a recommendation from staff to the Visalia Planning Commission to deny the drive-thru request.
3. A site plan for the project site shall be submitted.
4. A Site Plan showing the project site and how it fits into the entire master planned area shall be required.
5. The site plan shall demonstrate how the drive-thru and order menus will be screened from view from the public right of way.
6. The site plan shall provide setback information. Note that the drive-thru must be located outside of required building and landscape setback areas.
7. The site plan shall indicate the location of all order boxes.
8. A landscaping plan shall be provided. The plan shall provide calculations demonstrating that at least 10% of the parking lot is landscaped.
9. An operational statement shall be required.
10. Building elevations shall be required. Elevations shall demonstrate compliance with the Plaza Business Park Master Plan.
11. Floor plans shall be provided.
12. A 45-foot landscape setback shall be applied along the Plaza Drive street frontage. This shall not include sidewalk areas.
13. A Lot Line Adjustment shall be filed to adjust the property boundaries as shown on the site plan.
14. A shared parking and access agreement shall be required.

15. A queuing analysis and traffic action plan shall be provided for the drive-thru, demonstrating how vehicle queuing will be managed so as to not obstructed public rights of way, private drive aisles, and parking areas.
16. A Building Permit shall be required.
17. Public comment in opposition to the proposal was provided by John Roberts with TRD-5. Roberts stated that the proposal would negatively alter the Master Plan. Robert requested that a full CUP submittal be required, and that adjacent property owners be given the opportunity to provide comment on the proposal.

Notes:

1. **The applicant shall contact the San Joaquin Valley Air Pollution Control District to verify whether additional permits are required to conduct the proposed use.**

2. **Prior to completion of a final building inspection for a project, a signed MWELO Certificate of Compliance shall be submitted indicating that all landscaping has been installed to MWELO standards.**

Applicable sections of the Visalia Municipal Code, Title 17 (Zoning):

17.24 Business Research Park Zone

17.30 Development Standards

17.32.080 Maintenance of landscaped areas

17.34 Off-street parking and loading facilities

17.36 Fences Walls and Hedges

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature: RS

SPR22155
CHIPOTLE
081C600014

City of Visalia

Building: Site Plan Review Comments

NOTE: These are general comments and DO NOT constitute a complete plan check for your specific project Please refer to the applicable California Code & local ordinance for additional requirements.

- [x] A building permit will be required. ***For information call (559) 713-4444***
- [x] Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- [ ] Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- [ ] Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- [x] Meet State and Federal requirements for accessibility for persons with disabilities.
- [ ] A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- [ ] All accessible units required to be adaptable for persons with disabilities.
- [ ] Maintain sound transmission control between units minimum of 50 STC.
- [ ] Maintain fire-resistive requirements at property lines.
- [ ] A demolition permit & deposit is required. ***For information call (559) 713-4444***
- [ ] Obtain required permits from San Joaquin Valley Air Pollution Board. ***For information call (661) 392-5500***
- [ ] Plans must be approved by the Tulare County Health Department. ***For information call (559) 624-8011***
- [x] Project is located in flood zone AE. * [ ] Hazardous materials report. MEET FEMA FLOOD REQUIREMENTS
- [ ] Arrange for an on-site inspection. (Fee for inspection $157.00) ***For information call (559) 713-4444***
- [x] School Development fees. COMMERCIAL: 0.78 PER S.F.
- [ ] Park Development fee $_____, per unit collected with building permits.
- [ ] Additional address may be required for each structure located on the site. ***For information call (559) 713-4320***
- [ ] Acceptable as submitted
- [ ] No comments at this time

Additional comments: PROVIDE TYPE I HOOD AND INGROUND GREASE INTERCEPTOR. PROVIDE BIKE RACK AND FUTURE EV CHARGING PARKING. BASED ON OCCUPANT LOAD OF RESTAURANT BABY CHANGING TABLES ARE REQUIRE IN BOTH MALE AND FEMALE RESTROOMS AND FIRE SPRINKLERS. LANDSCAPING TO MEET THE MWELO REQUIREMENTS.

VBL GARCIA 10/5/22

Site Plan Comments Visalia Fire Department Corbin Reed, Fire Marshal 420 N. Burke Visalia CA 93292 559-713-4272 office prevention.division@visalia.city	Date Item # Site Plan # APN:	October 5, 2022 2 22155 Resubmit 081160014

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2019 California Fire Code (CFC), 2019 California Building Codes (CBC) and City of Visalia Municipal Codes.

- This item is a **resubmittal**. Please see comments from previous submittals.

Corbin Reed
Fire Marshal

City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 10/04/22
Item: 2
Site Plan: SPR22155
Name: Robert Meier

Site Plan Review Comments

☐ No Comment at this time.

☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.

☐ Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date - August 17, 2001.

☐ Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

☐ Not enough information provided. Please provide additional information pertaining to:

☐ Territorial Reinforcement: Define property lines (private/public space).

☐ Access Controlled/ Restricted etc.

☑ lighting Concerns:
Ample Lighting

☐ Traffic Concerns:

☑ Surveillance Issues:
Interior and Exterior Surveillance Cameras

☐ Line of Sight Issues:

☑ Other Concerns:
Join Trespassing Enforcement Program

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

October 5, 2022

ITEM NO: 2 **Resubmit**
SITE PLAN NO: SPR22155 ASSIGNED TO: Josh Dan Josh.Dan@visalia.city
PROJECT TITLE: Chipotle -Change to Site Plan
DESCRIPTION: New Chipotle Restaurant with Drive Thru Pick-up for Online Orders. Changes to the Site Plan Since R&I 2021-197 Issued in July 2022 has been Clouded on the New Site Plan. (BRP)
APPLICANT: Aaron Oliver
OWNER: M & B BRUNO FAMILY LP
APN: 081160014
LOCATION: East Side of Plaza Drive, North of Crowley Avenue

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☐ Install Street Light(s) per City Standards at time of development.

☐ Install Street Name Blades at Locations at time of development.

☐ Install Stop Signs at ***local road intersection with collector/arterial*** Locations.

☒ Construct parking per City Standards PK-1 through PK-4 at time of development.

☐ Construct drive approach per City Standards at time of development.

☐ Traffic Impact Analysis required (CUP)

- ☒ Provide more traffic information such as (see below). Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- Note – Queue analysis has been submitted, and it has been determined that queue storage area is adequate. In the event the queue exceeds the storage area length, applicant shall mitigate the problem and ensure the drive thru queue does not back up onto main drive aisle or block the public ROW.

- Applicant to provide conformance with previous TIA performed for master plan site. Provide change (increase/decrease) in projected trips in peak hour from previous planned land use compared to new proposed land use. An update to TIA may be required if change in land use results in an increase in projected trips. Depending on increase, an update to the TIA may be required. Depending on size of increase, update may be as simple as a memo providing additional information.

Leslie Blair

Leslie Blair

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

22155

October 5, 2022

	No comments.
XX	See comments below
	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
XX	ALL refuse enclosures must be R-3 OR R-4
XX	Customer must provide combination or keys for access to locked gates/bins
	Type of refuse service not indicated.
	Location of bin enclosure not acceptable. See comments below.
	Bin enclosure not to city standards double.
	Inadequate number of bins to provide sufficient service. See comments below.
	Drive approach too narrow for refuse trucks access. See comments below.
	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
XX	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
XX	Bin enclosure gates are required
	Hammerhead turnaround must be built per city standards.
	Cul - de - sac must be built per city standards.
XX	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
XX	Area in front of refuse enclosure must be marked off indicating no parking
XX	Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
	Customer will be required to roll container out to curb for service.
XX	Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
	Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
XX	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	The city standard (R3/R4) double enclosure looks good for STAB load collection services. Solid waste services will include trash, recycling and organics recycling services per the State of California's mandatory recycling laws (AB-341 & AB-1826). Enclosure gates are required and must swing 180 degrees, clearing all curbing. Customer to remove parking stall # 6 to allow for proper gate swing. Gates must include Cain bolts to secure them when opened.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste,559-713-4532

Susan Currier

From: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Sent: Tuesday, October 11, 2022 8:22 AM
To: Susan Currier
Cc: lorena.mendibles@dot.ca.gov; Deel, David@DOT
Subject: Caltrans response to SPR 22155 -- Chipotle New Site Plan

Good morning Susan,

I have reviewed SPR 22155 – Chipotle New Site Plan, and I have no comments.

Respectfully,

Scott Lau

Associate Transportation Planner
California Department of Transportation
1352 West Olive Avenue
Fresno, CA 93778
Cell: (559) 981-7341

CALIFORNIA WATER SERVICE

Visalia District 216 North Valley Oaks Drive
Visalia, CA 93292 *Tel:* (559) 624-1600

Site Plan Review Comments From: California Water Service Scott McNamara, Superintendent 216 N Valley Oaks Dr. Visalia, CA 93292 559-624-1622 Office 559-735-3189 Fax smcnamara@calwater.com	Date: 07/13/2022 Item # 1 Site Plan # 22-155 / 21-197 Project: Chipotle Description: Restaurant Applicant: Kevin Oliver Location: East Side of Plaza – N of Chevron APN: 081160014

The following comments are applicable when checked:

☒ Re-submit
☐ No Comments at this time

☒ **Fire Hydrants**
Comments- Per VFD requirements

☒ **Services**
Comments- Existing 2" domestic/commercial and 6" fire protection service. If service(s) are not sufficient in size, the customer/developer will need to pay the abandonment of the existing size service and the installation of the new sized service or relocation. **Depending on where the north property line is located, this parcel may need to have a service(s) installed. The parcel does not match the same parcel as when the services were installed for this project.**

☐ **Mains**
Comments-

☒ **Backflow Requirements**
Comments- Will be required if any parcel is for multi-family, commercial, or has multiple services on one parcel. Please contact Cross Connection Control Specialist, Juan Cisneros at 559-624-1670 or visaliabackfow@calwater.com for a backflow install packet.

Additional Comments:

☒ Please contact New Business Superintendent Sedelia Sanchez at 559-624-1621 or ssanchez@calwater.com to start your project with Cal Water.

General Plan Land Use Map

Esri, NASA, NGA, USGS, FEMA, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

N

0 115 230 Feet

0 145 290 Feet

Zoning Map

Esri, NASA, NGA, USGS, FEMA, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

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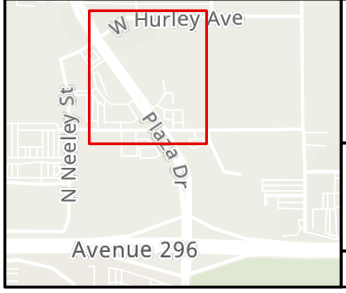

Aerial Map

Esri, NASA, NGA, USGS, FEMA, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

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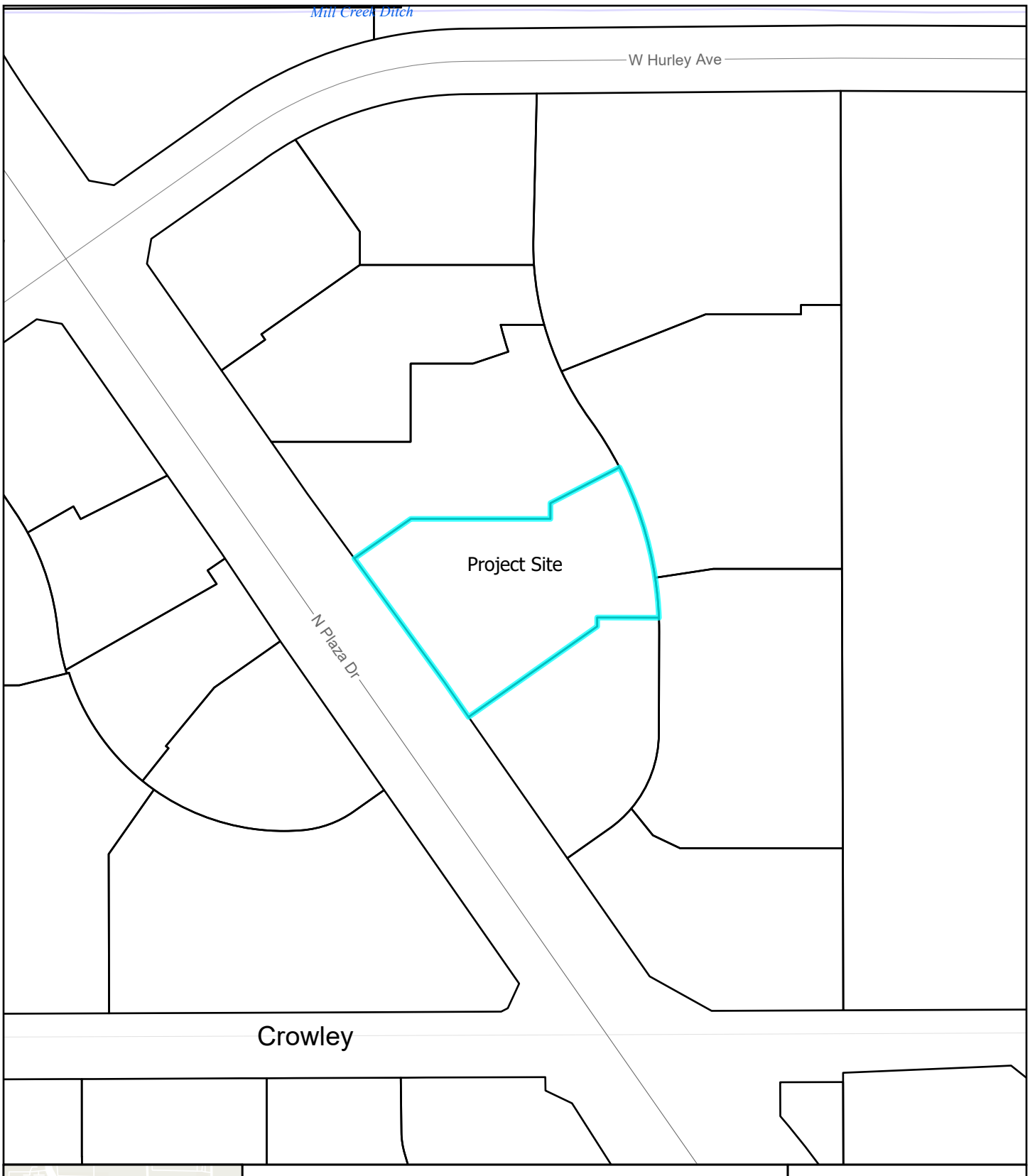

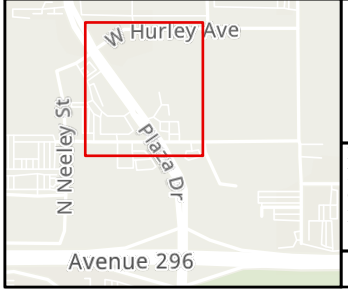

Vicinity Map

Esri, NASA, NGA, USGS, FEMA, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

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