



Civic Center, 311 Vernon Street, 1st Floor

roseville.ca.gov

The City of Roseville welcomes your participation.

Meeting Schedule: Regular meetings of the Design Committee are held on the third Thursday of the month at 4:30 p.m.

Public Comment: Speakers have three (3) minutes under Public Comment to address the Chair of the meeting on issues that are not listed on the agenda and are within the City's jurisdiction. Please submit a yellow speaker card to the Secretary before the item is heard if you wish to make a comment.

Brown Act: The Design Committee cannot discuss or act on items not listed on the agenda.

Agenda Items: Speakers have five (5) minutes to address items that are listed on the agenda.

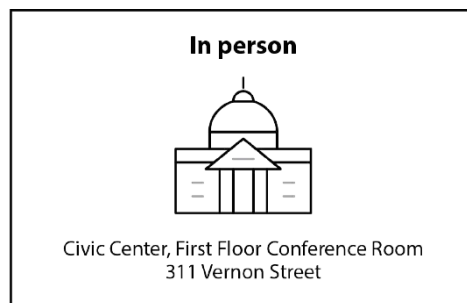
Levine Act Provisions: If you've made a campaign contribution totaling more than \$500 (\$250 prior to January 1, 2025) to City Council Members in the last twelve (12) months, you must disclose it before addressing an item on the agenda. Please visit [Levine Act – City of Roseville](#) for updated forms and information.

Audio/Visual Presentations: If making a presentation regarding an agenda item, audio/visual materials must be submitted to the Secretary for consideration at least 72 hours in advance.

Americans with Disabilities Act: If special assistance is required to participate in a meeting, including the need of auxiliary aids or services, please notify the City Clerk at least 72 hours in advance of the meeting.

City Clerk 311 Vernon Street cityclerkroseville@roseville.ca.us 916-774-5263 TDD: 916-774-5220

Security Measures: All meeting attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include but are not limited to firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/any weapons and/or dangerous devices of any kind, illegal drugs, and alcohol.





Clifford Haggenjos, Jr., Chair
Sandra Boyle, Committee Member
Michael Rohey, Committee Member
Bruce Hagler, Alternate
Lupe Nelson, Secretary
Lauren Hocker, Liaison

AGENDA

Design Committee Meeting

July 16, 2026

4:30 PM

Civic Center, 311 Vernon Street, 1st Floor

I. CALL TO ORDER

II. ROLL CALL (SILENT)

III. PLEDGE OF ALLEGIANCE

IV. CONSENT CALENDAR

1. Minutes of March 19, 2026

V. REQUESTS/PRESENTATIONS

1. Highland Reserve North Specific Plan Parcel 46B – 7Brew Coffee, 10201 Fairway Dr, File # PL26-0163

Request: The project is a request for a Design Review Permit and Tentative Parcel Map to split existing parcel 46B in the Highland Reserve North Specific Plan into two parcels and allow construction of a 910-square-foot retail drive-through-only coffee shop on the newly created 0.499-acre parcel. The remaining 14.563-acre parcel will contain the existing Lowe's building and parking lot.

Applicant: Michael Serrato, CEI Engineering Associates, Inc.

Owner: Lowe's HIW, LLC

CONTACT: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

The Design Committee will consider the recommendation to:

1. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-one (71) conditions of approval; and

2. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to thirty-six (36) conditions of approval.

VI. STAFF/COMMITTEE REPORTS

VII. PUBLIC COMMENTS

VIII. ADJOURNMENT



Clifford Haggenjos, Jr, Chair
Sandra Boyle, Committee Member
Michael Rohey, Committee Member
Bruce Hagler, Alternate
Lupe Nelson, Secretary
Greg Bitter, Liaison

DRAFT MINUTES

Design Committee Meeting

March 19, 2026

4:30 PM

Civic Center, 311 Vernon Street, 1st Floor

I. CALL TO ORDER

Chair Hagler called the meeting to order at 4:30 p.m.

II. ROLL CALL

Present: Boyle, Rohey, Hagler

III. PLEDGE OF ALLEGIANCE

Chair Hagler led those in attendance in the Pledge of Allegiance.

IV. CONSENT CALENDAR

1. Minutes of November 20, 2025

Motion by Committee Member Boyle, seconded by Committee Member Rohey, to approve the Consent Calendar.

The Motion passed unanimously with a voice vote.

V. REQUESTS/PRESENTATIONS

1. Infill Parcel 18 - Elm St Duplex, 113 Elm St, File # PL25-0659

Request: The project is a request for a Design Review Permit to allow construction of one two-story duplex building (1,100 square feet per unit) and two single-story detached accessory dwelling units (599 square feet each).

Associate Planner, Sean Morales, presented the staff report.

Committee Discussion

- A Committee Member inquired about the location of the trash enclosure. Staff responded that this is a standard Finding of Fact and that trash enclosures are not typically required for residential projects of this scale. For the ADUs, trash totes will be stored near each unit, and residents will be responsible for hauling them to the street for collection.
- A Committee Member asked whether soil samples would be required, given that the property has not been previously developed. Staff responded that, as part of the building permit process, soil testing for compaction is expected. Staff also noted that adjacent residents have

used the vacant property as a garden and that there is no apparent evidence of contamination.

- A Committee Member asked whether ADUs are allowed to be occupied by non-owners. Staff responded that owner-occupancy has not been required for ADUs for the past five years and JADUs since the beginning of this year.
- A Committee Member asked about landscaping requirements, particularly as they relate to weed abatement, and why such requirements have not been imposed by the City. Staff responded that projects follow Water Efficient Landscape Ordinance (WELO) requirements and weed abatement is not a requirement.

Chair Hagler opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant representative, Qays Abbo, stated he had received a copy of the staff report and was in agreement with staff's recommendation.

Hearing no public comment, Chair Hagler closed the public comment and Public Hearing.

Senior Engineer, Jack Varozza, proposed to correct a small error on Condition 17 to change the driveway requirement from type S to type D.

Motion by Committee Member Rohey, seconded by Committee Member Boyle, to:

1. Adopt the four (4) findings of fact and approve the Design Review Permit subject to fifty (50) conditions of approval with modification to coa #17.

Modified coa #17

17. The applicant shall provide new 4' wide sidewalk and rolled curb-gutter along the length of the property frontage. In addition, the proposed driveways shall be City of Roseville standard Type D. (Engineering)

The Motion passed unanimously with a voice vote.

2. Highland Reserve North Specific Plan Parcel 47C - Highland Reserve Marketplace Restaurant, 10375 Fairway Dr, File # PL23-0091

Request: The project is a request for a Tentative Parcel Map to subdivide Parcel 1 of the Highland Reserve Marketplace into two parcels (Parcel 1 and Parcel 2) and a Design Review Permit to allow construction of a 5,000-square-foot retail and restaurant shell building with a drive-through on the newly created Parcel 2. Parcel 1 will contain the existing Kohl's building and parking lot.

Associate Planner, Kinarik Shallago, presented the staff report.

Committee Discussion

- A Committee Member asked whether the intended use of the project is for retail and/or restaurant purposes and requested confirmation that the floor plan can be demised into separate tenant spaces. Staff responded that it is anticipated for a restaurant user but could also include retail uses and be demised in the future.
- A Committee Member asked at which end of the building the drive-through window would be located on. Staff referred to the Applicant for response.

Chair Hagler opened the Public Hearing and invited comments from the applicant and/or audience.

Applicant representative, Greg Balderree, stated he had received a copy of the staff report and was in agreement with staff's recommendation and responded to Committee's questions.

Discussion with Applicant

- A Committee Member inquired about the project timeline. The applicant responded that, once approved, the project is expected to take approximately two (2) to three (3) years to complete.
- The applicant explained that the drive-thru will be located at the end of the building, allowing for a stacking length of 218 feet, which exceeds the required 180 feet.
- The applicant noted that the building was intentionally designed to be divisible into three separate units.
- The applicant also stated that there are currently a couple of potential leads for tenant occupancy.
- A Committee member stated that they appreciated the octagonal feature, as well as the addition of wood elements and the capped corner design.
- Applicant stated that the Kohl's building will match colors with the surrounding center.

Hearing no public comment, Chair Hagler closed the public comment and Public Hearing.

Motion by Committee Member Boyle, second by Committee Member Rohey, to:

1. Adopt the four (4) findings of fact and approve the Design Review Permit subject to sixty-five (65) conditions of approval; and
2. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to forty-three (43) conditions of approval.

The Motion passed unanimously with a voice vote.

VI. STAFF/COMMITTEE REPORTS

Staff Reports

- There will not be a Design Committee meeting in April.

Committee Member Reports

- None

VII. PUBLIC COMMENTS

Chair Hagler opened the Public Comment period. Hearing none, Chair Hagler closed the Public Comment period.

VIII. ADJOURNMENT

Motion by Committee Member Rohey, seconded by Committee Member Boyle, to adjourn the meeting. The Motion passed unanimously at 4:57 p.m. with a voice vote.



Design Committee Communication

Meeting Date: 7/16/2026

Item #: V.1

Item ID: 2026-607

Title: Highland Reserve North Specific Plan Parcel 46B – 7Brew Coffee, 10201 Fairway Dr, File # PL26-0163

Contact: Eric Singer 916-774-5536 ejsinger@roseville.ca.us

REQUEST

The project is a request for a Design Review Permit and Tentative Parcel Map to split existing parcel 46B in the Highland Reserve North Specific Plan into two parcels and allow construction of a 910-square-foot retail drive-through-only coffee shop on the newly created 0.499-acre parcel. The remaining 14.563-acre parcel will contain the existing Lowe's building and parking lot.

Applicant: Michael Serrato, CEI Engineering Associates, Inc.

Owner: Lowe's HIW, LLC

RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:

1. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-one (71) conditions of approval; and
2. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to thirty-six (36) conditions of approval.

Respectfully Submitted,
Eric Singer, Associate Planner

Lauren Hocker, Planning Manager

ATTACHMENTS:

1. Staff Report
2. Attachment 1 Trip Gen Memo
3. Attachment 2 Design Intent
4. Exhibit A Project Plans
5. Exhibit B Tentative Map

REVIEWERS:

Lupe Nelson, Development Services Department

Created -

ITEM 5.2: **Design Review Permit and Tentative Parcel Map – 10201 Fairway Drive – HRNSP PCL 46B – 7Brew Coffee – File #PL26-0163**

REQUEST

The project is a request for a Design Review Permit and Tentative Parcel Map to split existing parcel 46B in the Highland Reserve North Specific Plan into two parcels and allow construction of a 910-square-foot retail drive-through-only coffee shop on the newly created 0.499-acre parcel. The remaining 14.563-acre parcel will contain the existing Lowe's building and parking lot.

Applicant – Michael Serrato, CEI Engineering Associates, Inc.
Owner – Lowe's HIW, LLC

SUMMARY RECOMMENDATION

The Planning Division recommends the Design Committee take the following actions:

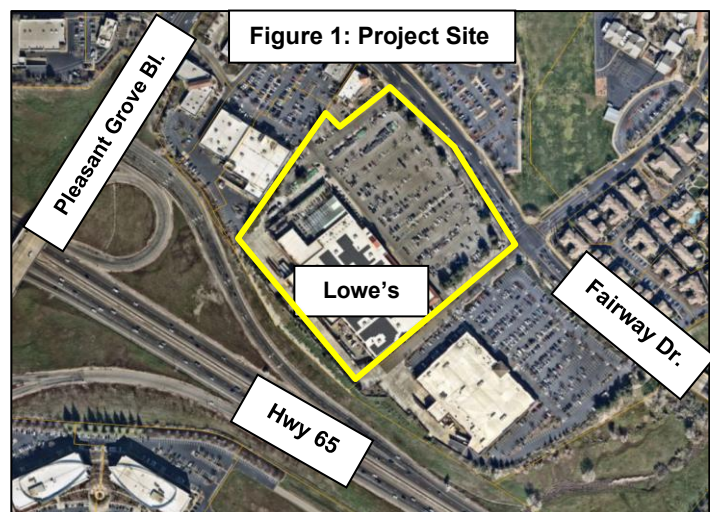
1. Adopt the four (4) findings of fact and approve the Design Review Permit subject to seventy-one (71) conditions of approval; and
2. Adopt the three (3) findings of fact and approve the Tentative Parcel Map subject to thirty-six (36) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There is one outstanding issue associated with this request. Planning staff cannot make the finding that the proposed LED lighting on the roof eaves of the building meet Community Design Guidelines CC-81 and CC-86 regarding commercial lighting, and has therefore included Condition of Approval #9. This issue is discussed further in the Design Review Permit evaluation of the staff report.

BACKGROUND

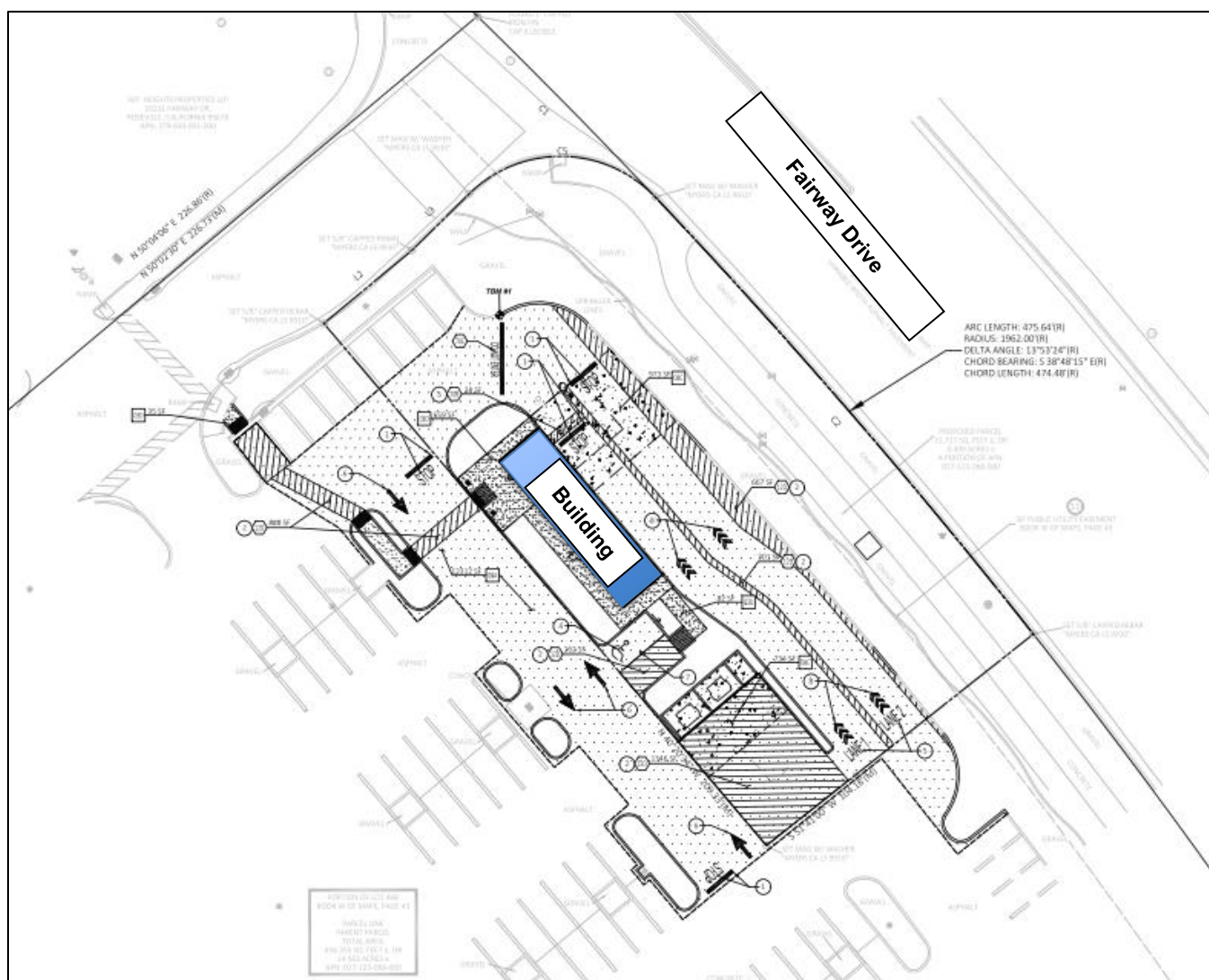
The 15.1-acre project site is located on Parcel 46B of the Highland Reserve North Specific Plan (HRNSP), at 10201 Fairway Drive (see Figure 1). The site has a zoning designation of Community Commercial/Special Area-Highland Reserve (CC/SA-HR) and a land use designation of Community Commercial (CC). The site is developed with an approximate 135,197-square-foot retail building that is currently occupied by Lowe's, with associated parking, lighting, and landscaping. The site has frontage on Fairway Drive. Other surrounding uses include commercial uses to the west, north and east, a High Density Residential (HDR) apartment complex to the east across Fairway Drive, and Highway 65 to the south.



Development of the subject parcel was approved by the Planning Commission through the City's Design Review Permit (DRP), Conditional Use Permit (CUP), and Sign Variance (SV) process on September 14, 2000 (file #DRP 00-16, CUP 00-04, and SV 00-02). The approval allowed the construction of a 135,197 square-foot building with a 55,900 square-foot garden center and outdoor storage area for occupancy by Lowe's Home Improvement, as well as associated site improvements including a parking lot, landscaping, and site lighting.

The current project is a request for a Tentative Parcel Map to subdivide Parcel 46B of the Highland Reserve North Specific Plan into two parcels. The newly created parcel will be 0.499 acres, located at the northern corner of the site, and will contain the proposed drive-through coffee shop and a portion of the parking lot. The remaining parcel will be 14.563 acres and contain the existing Lowe's and majority of the existing parking lot. A Design Review Permit is requested to develop the created parcel with a 910-square-foot drive-through-only coffee shop and associated site improvements. Drive-through restaurants are principally permitted in the CC/SA-HR zone.

Figure 2: Preliminary Site Plan



EVALUATION – DESIGN REVIEW PERMIT

The evaluation of the Design Review Permit has been based on the applicable development and design standards within the City's Zoning Ordinance, the HRNSP, and the City's Community Design Guidelines (CDG). Section 19.78.060(B) of the City of Roseville Zoning Ordinance requires four findings of fact be made in order to approve a Design Review Permit. The four findings for approval of the Design Review Permit are listed below in ***italicized, bold*** text and are followed by an evaluation of the project in relation to each finding.

1. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses; provides adequate drainage for the project; and allows beneficial use to be made of the site for development.

The project site is currently developed with an approximate 135,197-square-foot retail building with a parking lot, landscaping, and site lighting. As further discussed in the Tentative Parcel Map section, the site will be subdivided into two parcels, and the proposed project will develop the resulting parcel in the northwest corner. No protected trees are on or immediately surrounding the subject property, and there are no wetlands or other regulated waters on the site. The project has been reviewed by the City's Engineering Division and has been designed consistent with City standards related to drainage improvements and stormwater quality facilities. Developing the property will allow beneficial use to be made of the site.

2. The project site design as approved provides open space; access; vehicle parking; vehicle, pedestrian and bicycle circulation; pedestrian walks and links to alternative modes of transportation; loading areas; landscaping; irrigation; and lighting which results in a safe, efficient, and harmonious development and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.

Site Planning and Building Siting

The project consists of a 910-square-foot, one-story building with two drive-through lanes. The building will be situated in the center of the proposed parcel, approximately 70 feet from Fairway Drive to the east and approximately 67 feet from the internal drive aisle to the northwest. The drive-through lanes will have an aggregate stacking distance of 286 linear feet, and the pickup window will be located on the east side of the building. While the entrance to the drive-through is located on the eastern portion of the site adjacent to Fairway Drive, the drive-through lane turns to the west along the northern side of the building, and exits near the internal drive aisle. As required by the CDG, the drive-through lane will be screened from the adjacent roadways by existing mature landscaping within the 9-foot-wide landscape setback on the north and the 30-foot-wide landscape setback on the east. The elevation difference of approximately three feet between the proposed drive-through aisle and Fairway Drive, in conjunction with the landscaping that includes tall shrubs, will minimize views of vehicles in the drive-through lane. In addition, staff has added Condition of Approval #13(i) which will require the existing landscaping to be augmented where needed to fully screen the proposed drive-through.

Access and Circulation

The proposed parcel will be incorporated into the existing reciprocal access agreement for the Highland Reserve Marketplace. The property has frontage on Fairway Drive, which is a four-lane major arterial roadway at this location. Access to the site is provided by an internal drive aisle that is accessed by an unprotected left-hand turn from Fairway Drive on the north end of the parcel, and by a shared signalized driveway on Fairway Drive that intersects Central Park Drive approximately 700 feet to the south. The project will maintain on-site circulation and connectivity with the adjacent parcels. In addition, a new accessible path of travel will be constructed from the proposed building that will connect to the existing sidewalks along Fairway Drive.

The applicant provided a trip-generation memo, prepared by Kimley Horn (see Attachment 1), that indicates the potential maximum traffic generated by the use is 77 trips per hour, with an average maximum queue of 7.4 vehicles. The drive-through lanes will be 12 feet wide and will provide an aggregate of 286 linear feet of stacking distance when measured at the pickup window (two lanes at 143 linear feet apiece). This exceeds the minimum 180 linear feet of stacking distance required by the CDG and will not conflict with the on-site parking and circulation system. The proposed drive-through configuration will be more than adequate to accommodate the projected maximum queue length and expected trips per hour. The project was reviewed by the City Engineering and City Fire Department staff and was found to comply with vehicle access and circulation standards, refuse service standards, and with emergency circulation requirements.

Parking

The proposed project will require the removal of fifty-two (52) existing parking spaces and will provide a total of one (1) accessible parking space. The parking requirement for drive-through restaurants is one (1) space per 100 square feet. The building has no proposed eating areas and is a drive-through only establishment. Based on the building size, the total parking requirement is nine (9) spaces.

The project is required to have a reciprocal access and parking agreement with the Lowe's parcel. Condition of Approval #22 was added to the project to require the agreement. The existing Lowe's parking lot has a total of 604 spaces when factoring in spaces taken for seasonal sales events. Lowe's requires a total of 534 spaces, meaning there are 70 excess spaces available on-site. With the reduction of 51 total parking spaces, the two parcels will still have 553 parking spaces available to service the required 543 spaces for both uses combined, leaving an excess of 10 parking spaces. Therefore, the project meets the Zoning Ordinance parking requirements.

Landscaping

The project is adjacent to an existing 30-foot-wide landscape setback on Fairway Drive to the east and a 9-foot-wide landscape setback to the north, consisting of street trees, shrubs, and groundcover. As mentioned, the existing tall shrubs will effectively screen views of vehicles in the drive-through lane. The construction of the proposed building will require the removal of three islands with landscaping and three trees. Any planting areas affected by the project will be replanted to screen the drive-through and to reestablish the landscape corridor. New landscaping will be added around the building and adjacent to the outdoor dining areas which will enhance the pedestrian scale and soften the edge of the building. In addition, the project proposes planting six new trees, which maintains the minimum 50-percent parking lot shading requirement established by the CDG. The proposed plant palette is consistent with the landscaping throughout the center.

3. *The building design, including the materials, colors, height, bulk, size and relief, and the arrangement of the structures on the site, as approved is harmonious with other development and buildings in the vicinity and which is consistent with the applicable goals, policies and objectives set forth in the General Plan, the Community Design Guidelines and the applicable specific plan and/or applicable design guidelines.*

The proposed building will be one-story with a maximum height of 19 feet, consistent with the 50-foot height limit outlined in the Zoning Ordinance for the CC zoning designation. The building will be designed in a contemporary style, consisting of fiber cement panels, standing seam metal roof, anodized aluminum window and door trim, and brick veneer wainscoting applied to the perimeter of the building. The primary building color will be light gray with blue used as an accent color on the parapet trims, cornices, and roof, and a dark brick veneer. The proposed stucco body and accent colors are similar to the colors used on the existing Lowe's building. Although the project will introduce standing seam metal as a new material used on the parcel, the building will cohesively tie into the existing Lowe's building with the use of fiber cement panels, brick veneer, and aluminum trims.

One design element that Planning staff cannot make the finding for is the proposed LED lighting along the eaves of the tower element and drive-through canopy as seen on Figure 3 and on pages A4 and A5 of the proposed plan set (see Exhibit A). CDG guideline CC-81 specifies that the “light fixtures should be compatible with the architectural style, materials, color, and scale of the project” and CC-86 states that “lighting sources shall have cut off lenses and should be located to avoid light spillage and glare on the adjacent properties and in private spaces.” The proposed LED lighting is unshielded and would create an incongruous and obtrusive visual distraction on the building and within the center. The applicant disagreed with staff’s assessment and stated they would prefer that the Design Committee make the determination on appropriateness of the design feature. For that reason, staff recommends Condition of Approval #9, that specifies that the proposed LED lighting must be shielded by an architectural feature of the building, preferably located on the underside of the eaves.

Figure 3: West Elevation facing Fairway Drive

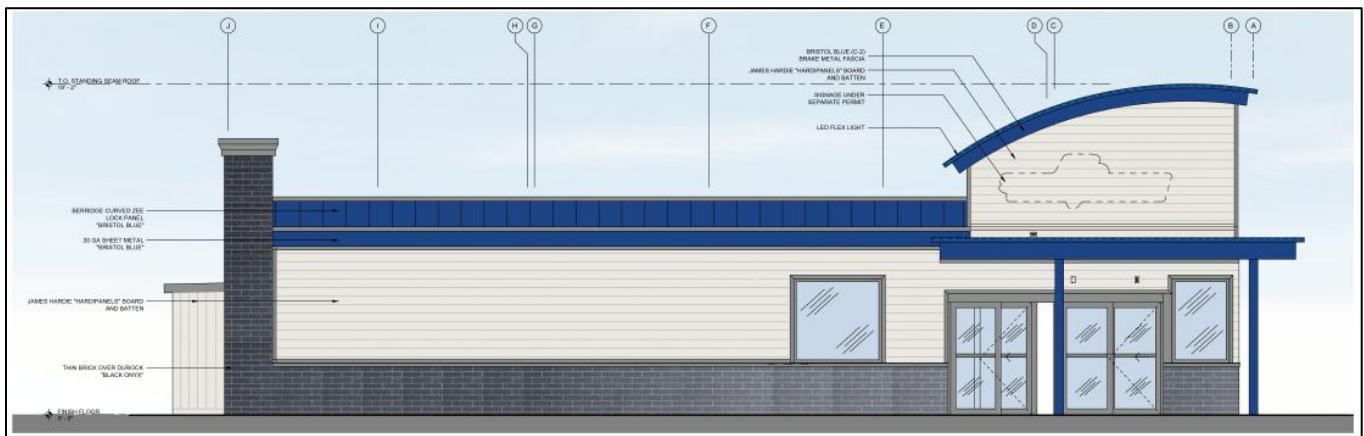
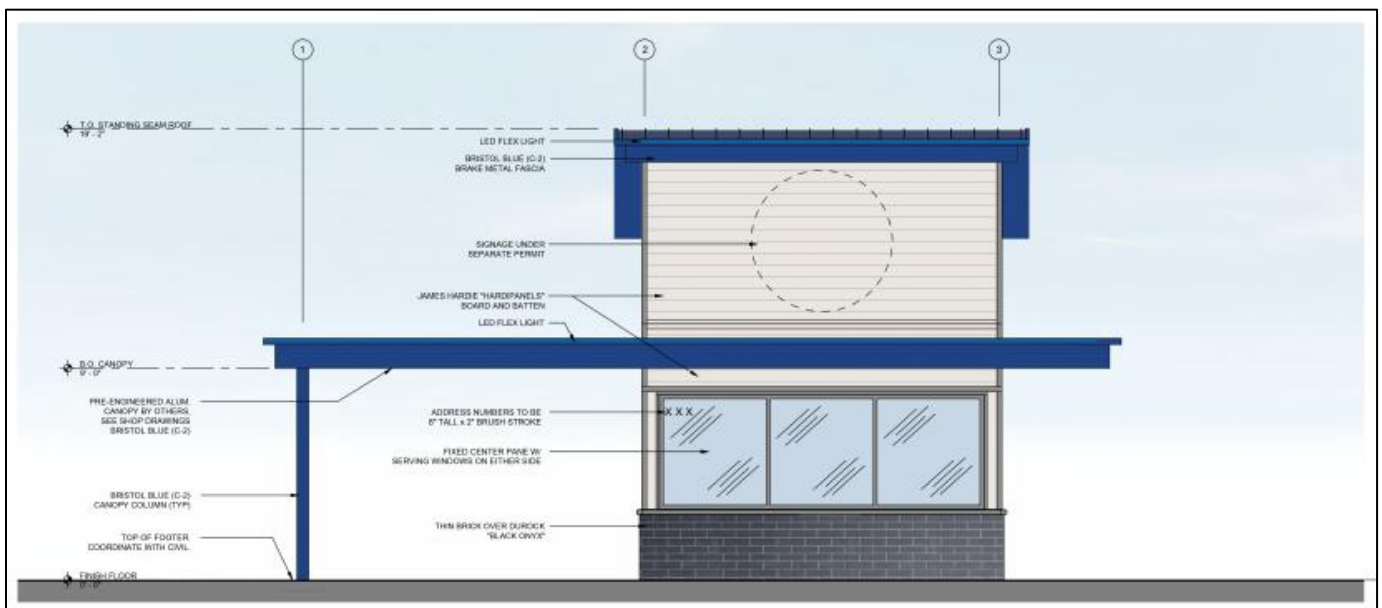


Figure 4: South Elevation facing internal drive aisle



As demonstrated in the elevations above, the building is well articulated with a variety of building heights, wall planes, and roof forms as called for by the CDG. Overall, with the addition of Condition of Approval #9, the building design is harmonious with the surrounding development and meets the intent of the CDG by using a mix of colors and materials, architectural elements, and articulation in the façade.

- 4. *The design of the public services, as approved, including, but not limited to, trash enclosures and service equipment are located so as not to detract from the appearance of the site, and are screened appropriately and effectively using construction materials, colors and landscaping that are harmonious with the site and the building designs.***

All trash containers will be screened within trash enclosures. The enclosures will surround the three non-accessible sides of the trash container and will be surrounded by landscaping. The project proposes a trash enclosure that will be located along the southeastern portion of the proposed building pad, west of the drive-through aisles. Staff supports the location given it will be adequately screened with landscaping. All rooftop mechanical equipment will be located within equipment enclosures that will be screened by the rooftop parapets at typical ground eye elevation.

EVALUATION – TENTATIVE PARCEL MAP

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a Tentative Subdivision Map. The three findings are listed below in ***bold italics*** and are followed by an evaluation of the map in relation to each finding.

- 1. *The size, design, character, grading, location, orientation, and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan and the Community Design Guidelines, and the design standards of Title 18 (Subdivision Ordinance) of the Roseville Municipal Code.***

The proposed subdivision will result in the creation of two (2) parcels: one new parcel of 0.499 acres and a remainder parcel of 14.563 acres. The Map Act and Subdivision Ordinance do not contain any maximum or minimum lot sizes. Instead, the City reviews Tentative Maps on a case-by-case basis to ensure the proposed parcels are adequate for development. The proposed lots are large enough to adequately allow for future development on the parcels and to accommodate existing development. As previously evaluated in the DRP section, the development of Parcel 2 is consistent with the requirements of the HRNSP, the CDG, and the Zoning Ordinance. All surrounding roadways have been constructed, pursuant to previous land approvals in the area. The design, character, location, and configuration of the lots conform to all requirements.

- 2. *The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.***

The proposed parcels are of sufficient size and shape to accommodate existing and future development and have adequate frontage and access from the adjacent roadways. There are no watercourses or other natural features on the site that would impede development.

- 3. *The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the Water Code.***

Approval of the subdivision will not change the planned development intensity and allowed uses on the site, and thus will not increase demands on sewage services; there will be no impacts to the existing requirements established by the Regional Water Quality Control Board.

PUBLIC OUTREACH

The proposed project was distributed to all internal and external agencies and departments who have requested such notice, and all comments or recommended conditions of approval have been

incorporated into the project, as appropriate. Early notification of the project was posted on the Roseville Coalition of Neighborhood Associations (RCONA)'s website. A notice of the public hearing was published in the Roseville Press Tribune on July 2, 2026, and was also distributed to all property owners within 300 feet of the site and posted on the RCONA website. No comments were received in response to the notice.

ENVIRONMENTAL DETERMINATION

This project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15332 (In-Fill Development Projects) and Section 305 of the City of Roseville CEQA Implementing Procedures. Consistent with this exemption, the project site is no more than five acres, is surrounded by urban uses, will not result in substantial impacts, and can be served by all required utilities and public services.

RECOMMENDATION

The Planning Division recommends the Design Committee take the following actions:

1. Adopt the four (4) findings of fact and approve the **DESIGN REVIEW PERMIT – 10201 FAIRWAY DRIVE – HRNSP PCL 46B – 7BREW COFFEE – FILE #PL26-0163** subject to seventy-one (71) conditions of approval; and
2. Adopt the three (3) findings of fact and approve the **TENTATIVE PARCEL MAP – 10201 FAIRWAY DRIVE – HRNSP PCL 46B – 7BREW COFFEE – FILE #PL26-0163** subject to thirty-six (36) conditions of approval.

CONDITIONS OF APPROVAL FOR THE DESIGN REVIEW PERMIT – FILE #PL26-0163

1. This Design Review Permit approval shall be effectuated within a period of two (2) years from **July 16, 2026** and if not effectuated shall expire on **July 16, 2028**. Prior to said expiration date, the applicant may apply for an extension of time. (Planning)
2. The project is approved as shown in Exhibits A - B and as conditioned or modified below. (Planning)
3. The project shall comply with all required environmental mitigation identified in the Highland Reserve North EIR (SCH #96062065, certified May 1997), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)
4. The project shall be addressed as 10211 Fairway Dr. All projects with multi-tenants or buildings must submit a site plan with building footprint(s) to the Development Services Department (Business Services – Addressing) for building/suite addressing. (Business Services)
5. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
6. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
7. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)

8. The approval of this project does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. The Developer shall submit civil drawings to the Department of Development Services – Engineering Division for review and approval. (Engineering)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

9. The proposed LED flex lights as shown on Exhibit A shall be shielded from direct public view, through integration into the underside of the roof eaves or by other means as deemed appropriate by the Planning Manager. (Planning)
10. Parking lot design shall conform to the City's design standards, including the following minimum standards for parking stalls:
 - a. All parking stalls shall be double-striped. Parking stalls adjacent to sidewalks, landscaped areas or light fixtures, and all Accessible stalls shall abut a 6-inch raised curb or concrete bumper. (Planning)
 - b. Standard – 9 feet x 18 feet; Compact – 9 feet x 16 feet; Accessible – 14 feet x 18 feet (a 9-foot-wide parking area plus a 5-foot-wide loading area) and a minimum of one (1) parking space shall be Accessible van accessible – 17 feet x 18 feet (9-foot-wide parking area plus an 8-foot-wide loading area). (Planning)
 - c. An 'exterior routes of travel' site accessibility plan incorporating slope, cross-slope, width, pedestrian ramps, curb ramps, handrails, signage, detectable warnings or speed limit signs or equivalent means shall comprise part of the site improvement plans submitted to City for review, prior to building plan check approvals. This site accessibility plan shall also include:
 - i. Accessible parking stalls shall be dispersed and located closest to accessible entrances. The total number of accessible parking spaces shall be established by Table 11B-208.2 of the CBC.
 - ii. Accessible Parking spaces and crosswalks shall be signed, marked and maintained as required by Chapter 11 of the CBC.
 - iii. Accessible parking and exterior route of travel shall comply with CBC, Sections 11B-206 and 11B-208. (Building)
11. Signs and/or striping shall be provided on-site as required by the Planning Department to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
12. The plans submitted to the Building Division for permits shall indicate all approved revisions/alterations as approved by the Commission including all conditions of approval. (Planning)
13. The project Landscape Plans shall comply with the following:
 - a. The Landscape Plan shall indicate the location of, and be designed to avoid conflicts with, all pole-mounted light fixtures and utility equipment including (but not limited to) electric transformers, switchgear, and overhead lines; backflow preventers; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Public Works)

- b. The tree plantings in the parking lot shall be designed to provide a minimum of 50% shade coverage after 15 years. (Planning)
 - c. At a minimum, landscaped areas not covered with live material shall be covered with a rock, (3") bark (no shredded bark) or (3") mulch covering. (Planning)
 - d. The landscape plan shall comply with the Landscape Guidelines for the Highland Reserve North Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning, Environmental Utilities)
 - e. Landscaping adjacent to preserve areas shall consist of California native, drought-tolerant groundcover, shrubs, plants, and trees. (Open Space, Planning)
 - f. All landscaping in areas containing electrical service equipment shall conform to the Electric Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Departments "Specification for Commercial Construction." (Electric)
 - g. Slopes within landscape planters shall be no more than 3:1. A two-foot flat bench located at back-of-walk shall be included in the landscape area to slow or allow absorption of nuisance run-off from the planters. (Parks, Recreation, and Libraries)
 - h. All landscaping shall conform to the standards of crime prevention through environmental design with the intent to create natural surveillance, controlling access, and territorial reinforcement to property boundaries. (Police)
 - i. Project landscaping shall augment the existing streetscape plantings along Fairway Drive to fully screen the drive-through queuing lanes. Any landscaping damaged or removed during construction activities shall be replaced. (Planning)
14. All mechanical and electrical equipment (including switch gear) proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)
15. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed addressing for the building. The Building Official, or the designee, shall approve said plan prior to building permit approval. Refer to the *City of Roseville Addressing Guidelines*. (Building)
16. A separate Architectural Site Accessibility Plan which details the project's site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)
17. Civil plans shall not be included within the building plan set submittal. These may be included as a separate reference document.
18. For Multiple Building Complexes: As part of the required Architectural Site Accessibility Plan, the developer shall delineate the extent of the site accessibility improvements being installed as part of the initial improvements for the project, and those that are planned to be developed as part of subsequent phases (i.e. around future pad buildings). (Building)
19. Building permit plans shall comply with all applicable code requirements (California Building Code – CBC – based on the International Building Code, California Green Building Standards Code–CGBSC, California Mechanical Code – CMC – based on the Uniform Mechanical Code, California Plumbing Code – CPC – based on the Uniform Plumbing Code, California Fire Code – CFC – based on the International Fire Code – with City of Roseville Amendments – RFC, California Electrical Code – CEC

– based on the National Electrical Code, and California Energy Standards – CEC T-24 Part 6), California Title 24 and the American with Disabilities Act - ADA requirements, and all State and Federally mandated requirements in effect at the time of submittal for building permits (contact the Building Division for applicable Code editions). (Building)

20. For restaurants or other food services: The developer shall obtain all required approvals and permits from the Placer County Health Department and the City of Roseville Industrial Waste Division. (Building, Environmental Utilities)
21. Maintenance of copy of building plans: Health and Safety Code section 19850 requires the building department of every city or county to maintain an official copy of the building plans for the life of the building. As such, each individual building shall be submitted as a separate submittal package. Building plan review, permit issuance and archiving is based on each individual building address. (Building)
22. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Development Services - Engineering prior to approval of any plans. (Engineering)
23. The Improvement Plans shall include a complete set of Landscape Plans. The Landscape Plans shall be approved with the Improvement Plans. (Planning, Engineering, Fire, Environmental Utilities, Electric)
24. A note shall be added to the grading plans that states:

*“Prior to the commencement of grading operations, the contractor shall identify the site where the **excess/borrow** earthen material shall be imported/deposited. If the **borrow/deposit** site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified.”* (Engineering)
25. Bike parking and electric vehicle parking spaces shall be provided per the California Green Building Standards. Carpool spaces shall also be provided per the City of Roseville’s Transportation System Management (TSM) Ordinance, R.M.C Chapter 11.33. Bike rack/locker design and designated parking space markings and location shall be approved by Alternative Transportation. (Alternative Transportation, Building).
26. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP’s) per the City’s Stormwater Quality Design Manual, which includes trash capture requirements. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. The storm drain system and proposed BMP’s shall be privately owned and maintained by the property owner. Prior to the issuance of any permits, the owner shall provide a plan for the maintenance of the proposed BMP’s. (Engineering)
27. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During plan check of the improvement plans and/or during inspection, Development Service- Engineering will designate the exact areas to be reconstructed. Any existing public facilities damaged during the course of construction shall be repaired by the property owner and at the property owner’s expense, to the satisfaction of the City. (Engineering)

28. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)
29. Prior to the issuance of building permits, the property owner shall pay into the following fee programs: Citywide Drainage Fee, Citywide Traffic Mitigation Fee (TMF), Highway 65 Joint Partners Association (JPA), South Placer Regional Transportation Authority (SPRTA), and City/County Fee. (Engineering)
30. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan-view and in profile-view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)
31. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
32. The applicant shall be responsible to reconstruct any improvements within their parcel regarding work performed on the existing 8" sewer line now or in the future. The applicant shall coordinate the sewer tie-in with the active sewer line including City inspection by the Environmental Utilities Department. (Engineering)
33. Trash enclosures, recycling areas, and enclosure approaches shall be designed to current Refuse Division specifications, the materials and colors shall match the building, and the location of such facilities shall be reviewed and approved by the Refuse Division, Planning and the Fire Department. The enclosure must have inside dimensions of 12 feet wide and 9 feet deep and be built to the specifications of the Solid Waste Department's Enclosure Description. (Refuse, Planning, Fire)
34. Access to trash enclosures shall have an inside turning radius of 25 feet and an outside turning radius of 45 feet must be maintained to allow the refuse truck access to and from the enclosure. Enclosures must have a clear approach of 65 feet in front of the enclosure to allow servicing bins. (Refuse)
35. The applicant shall provide "Do Not Block" striping along the drive aisle in front of the trash enclosure access, to prevent the drive aisle blocking refuse service. (Engineering)
36. A trash enclosure, recycling enclosure and organics enclosure are required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
37. The design and installation of all fire protection equipment shall conform to the California Fire Code and the amendments adopted by the City of Roseville, along with all standards and policies implemented by the Roseville Fire Department. (Fire)
38. The applicable codes and standards adopted by the City shall be enforced at the time construction plans have been submitted to the City for permitting. (Fire)
39. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a. one (1) set of improvement plans
 - b. load calculations
 - c. electrical panel one-line drawings

40. All on-site external lighting shall be installed and directed to have no off-site glare. Lighting within the parking areas and pedestrian walkways shall provide a maintained minimum of one (1) foot-candle, and 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
41. The parking lot shall have properly posted signs that state the use of the parking area is for the exclusive use of employees and customers of this project. (See California Vehicle Code Sections 22507.8, 22511.5, 22511.8, 22658(a), and the City of Roseville Municipal Code Section 11.20.110). The location of the signs shall be shown on the approved site plan. (Planning, Police)
42. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

43. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:
- a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.
 - b. For maintenance purposes, the landscaping shall only be installed on three sides and the plant material shall not have thorns.
 - c. The control valves and the water meter shall be physically unobstructed.
 - d. The backflow preventer shall be covered with a green cover that will provide insulation. (Planning, Environmental Utilities)
44. The following easements shall be provided by separate instrument and shown on the site plan, unless otherwise provided for in these conditions:
- a. Sewer easements.
 - b. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)
45. Easement widths shall comply with the City's Improvement Standards and Construction Standards. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor. All existing public utility, electric, water, sewer and reclaimed water easements shall be maintained unless otherwise authorized by these conditions of approval. (Public Works, Environmental Utilities, Electric)
46. Inspection of the potable water supply system on new commercial/industrial/office projects shall be as follows:
- a. The Environmental Utilities Inspector will inspect all potable water supply up to the downstream side of the backflow preventer.
 - b. The property owner/applicant shall be responsible for that portion of the water supply system from the backflow preventer to the building. The builder/contractor shall engage a qualified inspector to approve the installation of this portion of the water supply. The Building Division will require from the builder/contractor, a written document certifying that this portion of the potable water supply has been installed per improvement plans and in accordance with the Uniform Plumbing

Code. This certificate of compliance shall be submitted to the Building Division before a temporary occupancy or a building final is approved.

- c. The building inspectors will exclusively inspect all potable water supply systems for the building from the shutoff valve at the building and downstream within the building. (Building, Environmental Utilities)
- 47. All improvements being constructed in accordance with the approved grading and improvement plans shall be accepted as complete by the City. (Engineering)
- 48. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)
- 49. Water and sewer shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
- 50. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
- 51. **Restaurants or other Food Service Establishment (FSE).** The applicant shall design for installation and/or install an exterior grease interceptor if the proposed business could potentially discharge substances containing fats, oils and grease (FOG) into the sewer system. The grease interceptor shall be adequate to separate and remove FOG contained in the wastewater from FSE's prior to discharge to the public sewer. (Environmental Utilities)
- 52. In the event an exterior grease interceptor cannot be installed due to space limitation, the developer shall install a grease trap, per City Standards, that will mechanically separate the FOG contained in the wastewater from the FSE prior to discharge to the public sewer. (Environmental Utilities)
- 53. Pursuant to the Municipal Code, the applicant shall apply for and obtain a FOG waste discharge permit (FOG WDP) from the Environmental Utilities Industrial Waste Division prior to occupancy or prior to discharging waste to the public sewer. The applicant shall submit information required by the Environmental Utilities Department for evaluation, including but not limited to: site plans, floor plans, mechanical and plumbing plans, and details to show all sewers, FOG control device, grease interceptor or other pretreatment equipment and appurtenances by size, location and elevation. Additional information related to the applicant's business operations and potential discharge may be requested to properly evaluate the FOG WDP application. (Environmental Utilities)
- 54. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
- 55. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)
- 56. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
- 57. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

58. All electric metering shall be directly outside accessible. This can be accomplished in any of the following ways:
- a. Locate the metered service panel on the outside of the building.
 - b. Locate the metered service panel in a service room with a door that opens directly to the outside. The developer will be required to provide a key to the door for placement in a lock box to be installed on the outside of the door. Any doors leading from the service room to other areas of the building shall be secured to prohibit unauthorized entry. (Electric)
59. It is the responsibility of the developer to ensure that all existing electric facilities remain free and clear of any obstruction during construction and when the project is complete. (Electric)
60. The point of connection (POC) for this project will be an electric junction box located at the southwest corner of Fairway Drive and Central Park Drive.
61. A 4" conduit will need to be installed via trenching or bore in the existing Public Utility Easement adjacent to Fairway Drive.
62. A new transformer will need to be installed in the existing easement that will provide power to the building.

OTHER CONDITIONS OF APPROVAL:

63. Signs shown on the elevations are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
64. Following the installation of the landscaping, all landscape material shall be maintained in a healthy and weed-free condition; dead plant material shall be replaced immediately. All trees shall be maintained and pruned in accordance with the accepted practices of the International Society of Arboriculture (ISA). (Planning)
65. The required width of fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. Minimum required widths and vertical clearances established by the Fire Code shall be maintained at all times during construction. Closure of accesses for fire apparatus by gates, barricades and other devices shall be prohibited unless approved by the Fire Chief. (Fire)
66. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor or person responsible for the building permit must notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. (Fire)
67. The location and design of the gas service shall be determined by PG&E. The design of the gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
68. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday, provided that all construction equipment shall be fitted with factory installed muffling devices and be maintained in good working order. (Building)
69. The developer (or designated consultant) shall certify that the building foundation location has been placed according to all approved setback requirements shown on the approved site plan. The

developer shall prepare a written statement confirming building placement and provide an original copy to the City Building Division Field Inspector at the time of or prior to the foundation inspection. (Building)

70. Prior to Certificate of Occupancy, the applicant may apply for a Temporary Certificate of Occupancy (TCO) of the building. If a TCO is desired, the applicant must submit a written request to the Building Division a minimum of thirty (30) days prior to the expected temporary occupancy date and shall include a schedule for occupancy and a description of the purpose for the Temporary Certificate of Occupancy. (Building)
71. Concurrent with submittal for plan check and prior to a request for final building inspection, the applicant may request City approval of an occupancy phasing plan to allow individual or multiple building occupancies. This request shall be made in writing to the Building Division and shall include the following:
 - a. A description of measures that will be undertaken to minimize conflict between residents/building occupants and construction traffic (e.g. fencing, etc.);
 - b. A phasing plan showing the proposed buildings, internal roads and access routes, landscaping, trash enclosure locations, and any other improvements planned for each phase; and
 - c. An estimated time frame for each phase and a specific date for the first phase. (Planning, Building)

CONDITIONS OF APPROVAL FOR THE TENTATIVE MAP – FILE #PL26-0163

1. This Tentative Map approval shall be effectuated within a period of two (2) years from July 16, 2026 and if not effectuated shall expire on July 16, 2028. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond July 16, 2029. (Planning)
2. The project is approved as shown in Exhibits A - B and as conditioned or modified below. (Planning)
3. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)
4. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. Project billing may occur up to two (2) months after the end of warranty or the Notice of Termination date for the SWPPP, whichever occurs later. (Engineering, Environmental Utilities, Electric, Finance)
5. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)
6. The applicant shall not commence with any on-site improvements or improvements within the right-of-way until such time as grading and/or improvement plans have been submitted for review and are approved with grading and/or encroachment permits issued by the Department of Development Services – Engineering Division. (Engineering)
7. The project shall comply with all required environmental mitigation identified in the Highland Reserve North EIR (SCH #96062065, certified May 1997), and shall include all applicable mitigation measures as notes on the grading plans. (All Departments)

PRIOR TO ISSUANCE OF GRADING PERMIT OR IMPROVEMENT PLANS

8. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 1,000 feet on center. (Fire)
9. Minimum fire flow is 1,500 gallons per minute with 20 pounds per square inch residual pressure. A change in any of the conditions may increase the required fire flow. (Fire)
10. There shall be two points of access for all phasing plans. (Fire)
11. Testing of all fire systems shall be performed prior to the sales office being opened for business. (Fire)
12. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
13. If this project will be phased, the fire department requirements for access and circulation throughout shall be reviewed and approved by the Fire Department. Access roads shall comply with the California Fire Code and the City of Roseville's Amendments. (Fire)
14. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)
15. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)
16. All landscaping in areas containing electrical service equipment shall conform to the "Electric Department Landscape Design Requirements" as outlined in Section 10.00 of the Electric Department's "Specifications for Commercial Construction." (Electric)
17. The Electric Department requires the submittal of the following information in order to complete the final electric design for the project:
 - a) one (1) set of improvement plans
 - b) load calculations
 - c) electrical panel one-line drawings
18. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)
19. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL MAP

20. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following item(s):
 - a) A clause stating that the property owners within this subdivision shall agree to participate in a Transportation Systems Management (TSM) Plan and shall agree to enter into a Transportation Management Agreement with the City of Roseville.

- b) A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney.
- c) A clause excluding any property owned by the City from the terms of the CC&Rs. (Attorney)
- d) (Engineering)

21. The City shall not approve the Final Map for recordation until either:

- a) A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney.

OR

- b) The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

22. In the event that the Final (Parcel) Map will record prior to the completion of on-site construction, all utility and access easements shall be placed on the face of the Map to the satisfaction of the City Engineer. If all on-site improvements are complete prior to the recordation of the map, then a separate agreement allowing all parcels/lots the rights of reciprocal access, rights to construct, and parking shall be submitted to the City as a part of final/parcel map submittal. Said agreement shall be in a form acceptable to the City Attorney and referenced on the face of the recorded map. (Engineering)

23. City records show that the land being subdivided is within the Highland Reserve North CFD Assessment District. The subdivider shall either pay to the City's Finance Department the outstanding assessment in full prior to map recordation, or segregate the bond when the map records. The subdivider shall pay to Engineering the segregation processing fees of \$150.00 per each newly created Lot/Parcel if it chooses to segregate the bond. (Engineering)

24. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. (Engineering)

25. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUEs) located along public roadways. (Engineering)

26. The Final/Parcel Map shall be submitted per "The Digital Submittal of Cadastral Surveys." A plot or print of the submittal shall accompany the electronic copy. The complete submittal shall occur after the Engineering Department approval but prior to City Council approval of the Final/Parcel Map. (Engineering)

27. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)

28. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. (Electric)

29. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)

30. The City of Roseville Electric Department has electrical construction charges which are to be paid by the developer and which are explained in the City of Roseville "Specification for Commercial Construction." These charges will be determined upon completion of the final electrical design. (Electric)

31. The Environmental Utilities Department shall make a determination that there is adequate conveyance and treatment capacity in the City sewer system to handle the newly created Lot/Parcels. (Environmental Utilities)
32. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

33. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)
34. It is the responsibility of the developer to ensure all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)
35. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance, provided all construction equipment is fitted with factory installed muffling devices and is maintained in good working order, project construction noise is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. (Engineering)
36. If site survey or earthmoving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

ATTACHMENTS

1. 7 Brew Coffee Trip Generation Memo, prepared by Kimley Horn, dated January 13, 2026
2. Statement of Design Intent

EXHIBITS

- A. Project Plans
- B. Tentative Map

Note to Applicant and/or Developer: Please contact Planning Division staff at (916) 774-5276 prior to the Design Committee meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Design Committee in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

MEMORANDUM

To: Tom Hamblett, Director of Development, 7 Brew

From: Omar Kanaan, P.E.
Leo Flores

Date: January 13, 2026

Subject: 7 Brew Coffee | Trip Generation, Pass-By, and Queue Rate Development

7 Brew Coffee has retained Kimley-Horn to determine trip generation rates, pass-by trip generation rates, and drive-through queue lengths based on data collected at ten existing 7 Brew Coffee shops. The purpose of this task is to develop data-driven trip generation, pass-by, and queuing rates to inform the development of future 7 Brew Coffee shops.

Historically, to estimate the trip generation for 7 Brew Coffee shops, municipalities have used trip generation rates developed from observations at numerous coffee/donut shop with drive-through windows and no indoor seating as outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, land use code (LUC) 938.

As 7 Brew Coffee has different operations than a typical drive-through coffee shop, the ITE trip generation rates may be unrepresentative of typical 7 Brew Coffee operations resulting in unreliable analyses and mis-utilized site designs.

Kimley-Horn was tasked with conducting trip generation, pass-by rate, and queuing rate analyses as well as time-in-system observations based on data collected at ten existing 7 Brew Coffee shops. These coffee shops are located in Alabama, Illinois, Indiana, Missouri, North Carolina, Pennsylvania, South Carolina, Texas, and Wisconsin. Using the collected data, actual trip generation and queuing rates were determined for the existing shops. This memorandum summarizes the data collection and resulting trip generation, pass-by, and queue rates.

DATA COLLECTION

Traffic and queueing data were collected at ten existing 7 Brew Coffee shops nationwide as summarized in *Table 1*.

Table 1. Data Collection Locations

ID	Address	City and State
1	4706 75 th Street	Kenosha, WI
2	3582 Penn Avenue	Sinking Spring, PA
3	2220 S M 291 Highway	Independence, MO
4	2730 SW Parkway	Wichita Falls, TX
5	4104 E Lincolnway	Sterling, IL
6	1302 Blowing Rock Road	Boone, NC
7	4709 University Drive	Huntsville, AL
8	2424 IN-44	Shelbyville, IN
9	15707 Coit Road	Dallas, TX
10	7234 Garners Ferry Road	Columbia, SC

Data collection occurred on a typical weekday (Tuesday, Wednesday, or Thursday) the week of July 28, 2025. At each site, traffic volumes, by drive-through lane, queue observations, and time-in-system data were collected during the weekday AM peak period (7:00 AM – 10:00 AM). The raw count data is included in **Appendix A**.

Pass-by trip surveys were conducted by 7 Brew Coffee staff with the assistance of an online survey platform during the weekday peak period. Surveys were given to drive-through customers after ordering and before arriving at the pick-up window. These timeframes allowed surveyors to maximize the number of responses received while minimally interrupting the regular operations of the coffee shops. The full pass-by survey results are included in **Appendix B**.

DATA ANALYSIS

The collected traffic data was reviewed and analyzed to determine peak period and peak hour volumes, maximum queues, and time-in system. Based on the collected data, the coffee shops where data collection was conducted were categorized as high, medium, and low generators.

The average peak period (3 hours between 7:00 AM and 10:00 AM) trip generation including all locations was 197 trips per shop. The average of the high, medium, and low generators within the three-hour peak period was 252, 199, and 155 trips, respectively. The average peak hour trip generation including all locations was 77 trips per hour. The average peak hour volume of the high, medium, and low generators was 95, 79, and 62 trips per hour, respectively. A summary of the collected traffic volumes is presented in *Table 2*. It was observed that between 35% and 44% of the peak period trip generation occurs in the peak hour.

In comparison to the data collected, the average peak hour trip generation rates published by ITE in the *Trip Generation Manual*, 12th Edition, for land use code 938 (Coffee/donut shop with drive-through window and no indoor seating) with two drive-through lanes is 89 vehicles per hour which aligns best with a high trip generating 7 Brew Coffee shop.

Table 2. Summary of Volumes

ID	Store City and State	Peak Period Volume ⁽¹⁾	Peak Hour Volume ⁽²⁾
1	Kenosha, WI	209	76
2	Sinking Spring, PA	259	90
3	Independence, MO	276	104
4	Wichita Falls, TX	219	89
5	Sterling, IL	161	61
6	Boone, NC	170	66
7	Huntsville, AL	195	86
8	Shelbyville, IN	140	58
9	Dallas, TX	191	74
10	Columbia, SC	148	62
Overall Average		197	77
High Generator Average		252	95
Medium Generator Average		199	79
Low Generator Average		155	62

⁽¹⁾ Peak period is 7:00 AM – 10:00 AM

⁽²⁾ Peak hour is one hour during the peak period (7:00 AM – 10:00 AM)

Queue observations were also made to document the length of queues at each drive-through lane. **Table 3** provides a summary of the maximum queue observed in either of the two drive-through lanes during the three-hour peak period. It was noted that the vehicle queues were evenly distributed between the two available drive-through lanes, with the second lane either equaling the maximum queue length or being one vehicle shorter. The maximum observed queue occurred at the Huntsville location during the peak hour and extended 12 vehicles in length. The average maximum queue was 7.4 vehicles; and the average maximum queue at the high, medium, and low generators was 7.7, 8.0, and 6.8 vehicles, respectively.

Table 3. Summary of Queues

ID	Store City and State	Maximum Queue (vehicle) ⁽¹⁾
1	Kenosha, WI	7
2	Sinking Spring, PA	7
3	Independence, MO	10
4	Wichita Falls, TX	6
5	Sterling, IL	8
6	Boone, NC	7
7	Huntsville, AL	12
8	Shelbyville, IN	7
9	Dallas, TX	5
10	Columbia, SC	5
Overall Average		7.4
High Generator Average		7.7
Medium Generator Average		8
Low Generator Average		6.8

⁽¹⁾ Maximum queue observed in either drive-through lane

Time-in-system data was also collected for vehicles entering the drive-through lanes. The data captures the duration a vehicle is in the drive-through lane until their departure. For every vehicle that passed through the drive-through during the peak period, its time of arrival at the back of the queue and time of departure were recorded. As shown in **Table 4**, the average time-in-system was approximately 4.5 minutes during the peak period and 5.25 minutes during the peak hour; and the average time-in-system at the high, medium, and low generators was 4 minutes, 6.75 minutes, and 5.5 minutes during the peak hour, respectively.

Table 4. Summary of Time-in-System

ID	Store City and State	Period Vehicle Time-in-System	Peak Hour Vehicle Time-in-System
1	Kenosha, WI	05:23	07:24
2	Sinking Spring, PA	03:14	03:11
3	Independence, MO	05:12	05:12
4	Wichita Falls, TX	03:56	03:35
5	Sterling, IL	05:02	05:00
6	Boone, NC	04:29	05:16
7	Huntsville, AL	07:17	08:36
8	Shelbyville, IN	06:01	06:44
9	Dallas, TX	04:04	04:20
10	Columbia, SC	04:44	05:05
Overall Average		4:56	5:26
High Generator Average		4:07	3:59
Medium Generator Average		5:35	6:47
Low Generator Average		5:04	5:31

PASS-BY SURVEYS

Pass-by trip surveys were conducted by 7 Brew Coffee staff at locations in Alabama, Tennessee, and Texas with the assistance of an online survey platform during the weekday peak period. During a weekday peak period, customers scanned a QR Code upon completing their order and were asked to complete the survey prior to arriving at the pick-up window. The full pass-by survey results are included in **Appendix B**.

Primary trips are defined as trips that are specifically destined to a 7 Brew Coffee location, where people leave their primary origin to travel to 7 Brew Coffee and immediately return to their place of origin. A pass-by trip is defined as a trip that is already traveling the roadways adjacent to the 7 Brew Coffee between their primary origin and primary destination that stops at the coffee shop as an intermediate stop.

Patrons of each of the surveyed 7 Brew Coffee shops were surveyed in order to determine whether the patron would be returning directly to their place of origin or whether the patron would be continuing to another location instead of returning to their place of origin. If a patron identified that they would be continuing to another location, the trip was considered a pass-by trip. The pass-by trip rate for each coffee shop during each peak period was calculated by taking the percentage of survey respondents who qualified as a pass-by trip.

Table 5 presents the results of the pass-by trip data collection. Results are presented for the data collected over the entire count period as well as the data collected during the peak hour of each location. Based on this data, the average pass-by trip rate between 7:00 AM and 10:00 AM on a typical weekday was calculated to be 72%, the average pass-by trip rate during each location's peak hour ranges between 63% and 80%.

In comparison to the data collected, the average pass-by rates published by ITE for land use code 938 (Coffee/donut shop with drive-through window and no indoor seating) is 90%. It must be noted that the published pass-by data is derived from data collected in 1997 and 1998.

Table 5. Summary of Pass-By Survey (Peak Period/Peak Hour)

Store City and State	Pass-By Trip Responses	Total Survey Responses	Pass-By Trip Percentage
Wichita Falls, TX	125	163	76.69%
Huntsville, AL	100	146	68.49%
Kingsport, TN	32	51	62.75%
Johnson City, TN	12	15	80.00%
Overall Average	269	375	71.73%

CONCLUSION

Kimley-Horn was tasked with conducting trip generation, pass-by rate, and queuing rate analyses as well as time-in-system observations based on data collected at ten existing 7 Brew Coffee shops. These shops are located in Alabama, Illinois, Indiana, Missouri, North Carolina, Pennsylvania, South Carolina, Texas, and Wisconsin.

Using the collected data, actual trip generation and queuing rates were determined for the existing coffee shops to be approximately 77 trips per hour. However, depending on the location of the shop, the average of the high, medium, and low generators was 95, 79, and 62 trips per hour, respectively. The average peak hour trip generation rates published by ITE for land use code 938 (Coffee/donut shop with drive-through window and no indoor seating) with two drive-through lanes is 89 vehicles per hour which aligns best with a high trip generating 7 Brew Coffee shop. Furthermore, it must be noted that a clear correlation between trip generation and adjacent street Annual Average Daily Traffic (AADT) was not identified based on the collected data.

Additionally, queuing observations were used to determine the maximum number of vehicles in queue during the morning peak hour. The overall average maximum queue was 7.4 vehicles, with the high, medium, and low generators averaging a maximum queue of 7.7, 8.0, and 6.8 vehicles, respectively.

Collected pass-by survey data determined that for the ten locations analyzed the average pass-by rate is 72%. For comparison, the average pass-by rate published by ITE for land use code 938 is 90%. This notable difference may be a result of many factors including typical 7 Brew Coffee customer travel characteristics and/or the age of the data published by ITE which may not be a good representation of current coffee shop travel patterns.

Attachment A

Collected Traffic Data

Location: 7 Brew Coffee, 7234 Garners Ferry Rd
City: Columbia, SC
Date: 7/29/2025, Tue

SNAPSHOT QUEUE LENGTH (# OF VEHICLES)			
TIME	DRIVE THRU QUEUE		Notes
	PICKUP WINDOW TO END OF QUEUE		
	LANE#1	LANE#2	
7:00 AM	2	1	
7:01 AM	1	2	
7:02 AM	1	2	
7:03 AM	2	4	
7:04 AM	1	3	
7:05 AM	1	2	
7:06 AM	2	2	
7:07 AM	2	1	
7:08 AM	1	1	
7:09 AM	1	2	
7:10 AM	2	3	
7:11 AM	1	3	
7:12 AM	2	2	
7:13 AM	2	3	
7:14 AM	3	3	
7:15 AM	4	3	
7:16 AM	3	2	
7:17 AM	2	1	
7:18 AM	1	1	
7:19 AM	1	1	
7:20 AM	1	0	
7:21 AM	0	1	
7:22 AM	2	3	
7:23 AM	2	2	
7:24 AM	1	1	
7:25 AM	2	1	
7:26 AM	1	2	
7:27 AM	3	2	
7:28 AM	3	2	
7:29 AM	2	1	
7:30 AM	1	0	
7:31 AM	0	1	
7:32 AM	2	3	
7:33 AM	2	2	
7:34 AM	2	1	
7:35 AM	2	2	
7:36 AM	2	3	
7:37 AM	3	4	
7:38 AM	3	4	
7:39 AM	3	4	
7:40 AM	4	4	
7:41 AM	4	3	
7:42 AM	3	4	
7:43 AM	1	3	
7:44 AM	2	3	
7:45 AM	2	3	
7:46 AM	2	2	
7:47 AM	1	1	
7:48 AM	0	1	
7:49 AM	0	1	
7:50 AM	1	1	
7:51 AM	2	1	
7:52 AM	2	3	
7:53 AM	2	3	
7:54 AM	3	3	
7:55 AM	3	3	
7:56 AM	5	4	
7:57 AM	3	4	
7:58 AM	2	3	
7:59 AM	1	2	
8:00 AM	2	2	
8:01 AM	2	2	
8:02 AM	2	2	
8:03 AM	1	2	
8:04 AM	2	1	
8:05 AM	1	2	
8:06 AM	1	2	
8:07 AM	1	2	
8:08 AM	1	2	
8:09 AM	1	2	
8:10 AM	0	3	
8:11 AM	0	2	
8:12 AM	0	1	
8:13 AM	0	1	
8:14 AM	0	1	
8:15 AM	1	2	
8:16 AM	2	2	
8:17 AM	2	2	
8:18 AM	1	2	
8:19 AM	0	2	
8:20 AM	2	2	
8:21 AM	2	1	
8:22 AM	2	2	
8:23 AM	2	3	
8:24 AM	2	3	
8:25 AM	2	3	
8:26 AM	3	3	
8:27 AM	3	3	
8:28 AM	4	3	
8:29 AM	3	4	
8:30 AM	2	5	
8:31 AM	5	5	
8:32 AM	4	5	
8:33 AM	3	5	
8:34 AM	5	5	
8:35 AM	5	3	
8:36 AM	5	3	
8:37 AM	4	2	
8:38 AM	4	5	
8:39 AM	3	4	
8:40 AM	4	3	
8:41 AM	4	2	
8:42 AM	4	3	
8:43 AM	4	4	
8:44 AM	4	3	
8:45 AM	5	4	
8:46 AM	4	5	
8:47 AM	5	4	
8:48 AM	5	2	
8:49 AM	5	2	
8:50 AM	3	3	
8:51 AM	3	4	
8:52 AM	3	3	
8:53 AM	3	3	
8:54 AM	3	2	
8:55 AM	1	2	
8:56 AM	2	1	
8:57 AM	2	2	
8:58 AM	1	1	
8:59 AM	1	1	
9:00 AM	0	0	
9:01 AM	0	0	
9:02 AM	1	0	
9:03 AM	1	1	
9:04 AM	0	1	
9:05 AM	0	1	
9:06 AM	0	1	
9:07 AM	0	1	
9:08 AM	0	1	
9:09 AM	0	0	
9:10 AM	0	1	
9:11 AM	0	1	
9:12 AM	1	1	
9:13 AM	2	3	
9:14 AM	3	3	
9:15 AM	4	4	
9:16 AM	2	3	
9:17 AM	2	3	
9:18 AM	2	2	
9:19 AM	2	2	
9:20 AM	3	3	
9:21 AM	4	4	
9:22 AM	3	3	
9:23 AM	3	2	
9:24 AM	3	2	
9:25 AM	2	3	
9:26 AM	2	2	
9:27 AM	1	2	
9:28 AM	1	1	
9:29 AM	2	1	
9:30 AM	2	1	
9:31 AM	2	0	
9:32 AM	0	0	
9:33 AM	0	0	
9:34 AM	0	0	
9:35 AM	0	1	
9:36 AM	1	1	
9:37 AM	2	2	
9:38 AM	2	2	
9:39 AM	2	1	
9:40 AM	1	1	
9:41 AM	1	0	
9:42 AM	2	1	
9:43 AM	2	2	
9:44 AM	1	3	
9:45 AM	1	2	
9:46 AM	0	2	
9:47 AM	0	3	
9:48 AM	0	3	
9:49 AM	0	3	
9:50 AM	0	3	
9:51 AM	0	2	
9:52 AM	0	1	
9:53 AM	0	0	
9:54 AM	0	0	
9:55 AM	0	1	
9:56 AM	0	1	
9:57 AM	0	1	
9:58 AM	1	1	
9:59 AM	1	0	
10:00 AM	0	1	
Totals	321	380	

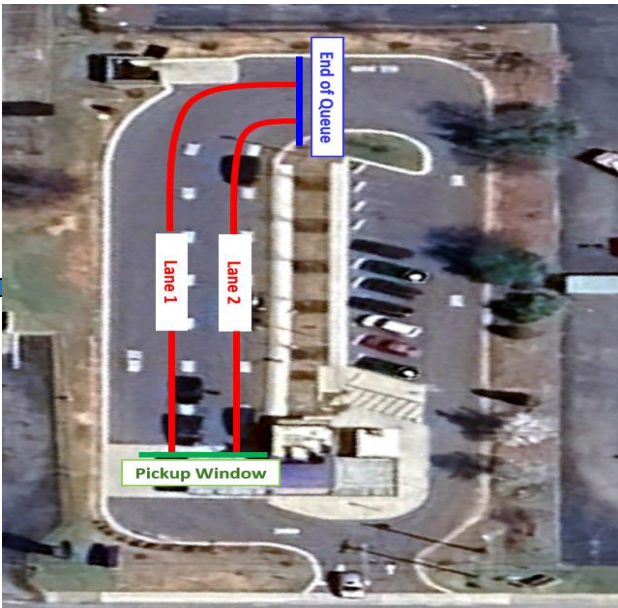


Location: 7 Brew Coffee, 7234 Garners Ferry Rd
City: Columbia, SC

Date: 7/29/2025, Tue

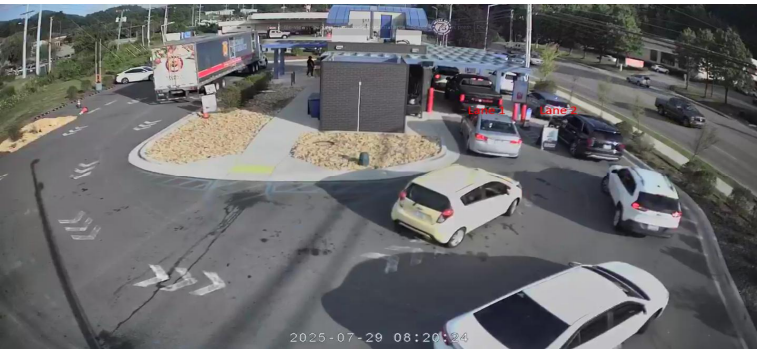
Delay Study (# of Vehicles)						
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (mm:ss)	Lane#	Notes
1	6:58:11	6:58:11	7:00:29	02:18	1	Joined Queue outside study duration
2	6:59:56	7:00:37	7:03:25	03:29	1	Joined Queue outside study duration
3	7:02:31	7:04:21	7:07:22	04:51	1	
4	7:05:03	7:07:25	7:08:34	03:31	1	
5	7:09:01	7:09:01	7:10:57	01:56	1	
6	7:09:05	7:11:00	7:12:24	03:19	1	
7	7:11:04	7:12:29	7:15:16	04:12	1	
8	7:12:31	7:15:19	7:16:24	03:53	1	
9	7:13:59	7:16:27	7:17:50	03:51	1	
10	7:14:22	7:17:58	7:19:08	04:46	1	
11	7:19:38	7:19:38	7:22:10	02:32	1	
12	7:21:18	7:22:34	7:25:56	04:38	1	
13	7:24:45	7:26:01	7:28:40	03:55	1	
14	7:26:16	7:28:49	7:29:54	03:38	1	
15	7:26:41	7:29:59	7:30:30	03:49	1	
16	7:31:16	7:31:16	7:38:01	06:45	1	
17	7:31:44		7:35:11	03:27	1	Left the Queue
18	7:35:52	7:38:04	7:41:39	05:47	1	
19	7:36:12	7:41:47	7:42:05	05:53	1	
20	7:37:28	7:42:10	7:43:00	05:32	1	
21	7:39:44	7:43:07	7:46:54	07:10	1	
22	7:43:22	7:47:00	7:47:57	04:35	1	
23	7:49:15	7:49:15	7:51:41	02:26	1	
24	7:50:45	7:51:49	7:52:52	02:07	1	
25	7:52:12	7:52:53	7:56:45	04:33	1	
26	7:52:56		7:56:24	03:28	1	Left the Queue
27	7:53:16	7:56:48	7:57:44	04:28	1	
28	7:55:36	7:57:46	7:59:02	03:26	1	
29	7:55:52	7:59:06	8:02:30	06:38	1	
30	7:59:18	8:02:43	8:04:44	05:26	1	
31	8:03:31	8:06:20	8:09:09	05:38	1	
32	8:14:21	8:14:21	8:17:23	03:02	1	
33	8:15:11	8:17:30	8:18:56	03:45	1	
34	8:19:07	8:19:07	8:23:26	04:19	1	
35	8:19:41	8:23:30	8:24:47	05:06	1	
36	8:23:06	8:24:50	8:28:11	05:05	1	
37	8:24:58	8:28:19	8:28:25	03:27	1	
38	8:25:35	8:28:35	8:29:02	03:27	1	
39	8:26:33	8:29:05	8:31:14	04:41	1	
40	8:28:03	8:31:20	8:32:59	04:56	1	
41	8:28:45	8:33:04	8:36:08	07:23	1	
42	8:30:18	8:36:12	8:37:50	07:32	1	
43	8:30:54	8:37:53	8:38:08	07:14	1	
44	8:33:37	8:38:27	8:39:34	05:57	1	
45	8:34:01	8:39:36	8:40:24	06:23	1	
46	8:37:46	8:40:30	8:45:11	07:25	1	
47	8:39:49	8:45:18	8:47:46	07:57	1	
48	8:39:52	8:47:50	8:49:05	09:13	1	
49	8:40:52	8:49:08	8:49:33	08:41	1	
50	8:44:55	8:49:37	8:52:45	07:50	1	
51	8:47:00	8:52:48	8:54:34	07:34	1	
52	8:47:38	8:54:38	8:54:51	07:13	1	
53	8:52:43	8:56:03	8:57:10	04:27	1	
54	8:55:23	8:57:16	8:59:12	03:49	1	
55	9:01:45	9:01:45	9:03:36	01:51	1	
56	9:11:05	9:11:05	9:15:40	04:35	1	
57	9:12:39	9:15:47	9:15:55	03:16	1	
58	9:13:30	9:16:02	9:19:36	06:06	1	
59	9:14:17	9:20:13	9:21:46	07:29	1	
60	9:19:01	9:21:52	9:24:43	05:42	1	
61	9:19:31	9:24:46	9:26:16	06:45	1	
62	9:20:22	9:26:19	9:27:28	07:06	1	
63	9:27:32	9:27:32	9:29:41	02:09	1	
64	9:28:31	9:29:45	9:31:42	03:11	1	
65	9:29:02	9:31:44	9:31:49	02:47	1	
66	9:35:06	9:35:06	9:39:16	04:10	1	
67	9:36:56	9:39:20	9:43:41	06:45	1	
68	9:41:37	9:43:54	9:45:06	03:29	1	
69	9:57:58	9:57:58	9:59:36	01:38	1	
70	6:57:34	6:57:44	6:59:52	02:18	2	Joined Queue outside study duration
71	6:57:35	6:59:57	7:01:07	03:32	2	Joined Queue outside study duration
72	7:00:56	7:01:10	7:03:41	02:45	2	
73	7:01:34	7:03:48	7:04:18	02:44	2	
74	7:02:06	7:05:08	7:06:57	04:51	2	
75	7:02:58	7:07:05	7:08:11	05:13	2	
76	7:08:36	7:08:36	7:11:58	03:22	2	
77	7:09:00	7:12:04	7:15:40	06:40	2	
78	7:09:09	7:15:43	7:16:11	07:02	2	
79	7:12:18	7:16:18	7:17:07	04:49	2	
80	7:17:29	7:17:57	7:19:36	02:07	2	
81	7:20:58	7:20:58	7:24:46	03:48	2	
82	7:24:24	7:24:49	7:26:58	02:34	2	
83	7:25:13	7:27:12	7:28:17	03:04	2	
84	7:26:29	7:28:21	7:29:03	02:34	2	
85	7:30:51	7:30:51	7:32:46	01:55	2	
86	7:31:35	7:32:50	7:33:30	01:55	2	
87	7:31:51	7:34:50	7:38:23	06:32	2	
88	7:34:14	7:38:25	7:39:40	05:26	2	
89	7:35:42	7:39:44	7:40:58	05:16	2	
90	7:36:36	7:41:05	7:41:30	04:54	2	
91	7:38:19	7:41:40	7:42:35	04:16	2	
92	7:39:53	7:43:16	7:45:42	05:49	2	Changed lane from lane 1 to lane 2
93	7:41:25	7:45:43	7:46:11	04:46	2	
94	7:42:01	7:46:15	7:48:28	06:27	2	
95	7:48:05	7:49:03	7:50:01	01:56	2	
96	7:49:27	7:50:24	7:52:04	02:37	2	
97	7:51:12	7:52:57	7:53:53	02:41	2	
98	7:51:24	7:54:04	7:56:22	04:58	2	
99	7:52:24	7:56:28	7:57:56	05:32	2	
100	7:53:56	7:58:01	7:58:22	04:26	2	
101	7:55:43	7:58:26	8:01:06	05:23	2	
102	7:56:38	8:01:10	8:03:39	07:01	2	
103	8:00:24	8:03:42	8:05:18	04:54	2	
104	8:04:38	8:06:28	8:10:48	06:10	2	
105	8:05:59	8:11:01	8:11:15	05:16	2	
106	8:09:31	8:12:06	8:13:16	03:45	2	
107	8:13:54	8:13:54	8:15:48	01:54	2	
108	8:14:47	8:15:54	8:19:46	04:59	2	
109	8:15:36	8:19:55	8:20:57	05:21	2	
110	8:19:35	8:21:06	8:24:02	04:27	2	
111	8:21:36	8:24:10	8:25:59	04:23	2	
112	8:22:31	8:26:02	8:26:33	04:02	2	
113	8:23:25	8:26:35	8:27:54	04:29	2	
114	8:25:56	8:28:31	8:30:09	04:13	2	
115	8:26:55	8:30:12	8:30:55	04:00	2	
116	8:27:50	8:31:09	8:31:39	03:49	2	
117	8:28:34	8:31:40	8:34:36	06:02	2	
118	8:29:16		8:34:41	05:25	2	Didn't stop at pickup window
119	8:29:49	8:34:44	8:34:52	05:03	2	
120	8:30:52	8:34:54	8:36:40	05:48	2	
121	8:31:54	8:36:44	8:38:59	07:05	2	
122	8:35:53	8:39:04	8:39:18	03:25	2	
123	8:37:26	8:39:24	8:40:47	03:21	2	
124	8:37:44	8:40:50	8:43:36	05:52	2	
125	8:37:55	8:43:39	8:46:18	08:23	2	
126	8:41:37	8:46:19	8:47:19	05:42	2	
127	8:42:36	8:47:21	8:47:42	05:06	2	
128	8:44:44	8:47:45	8:47:56	03:12	2	
129	8:45:58	8:48:20	8:51:12	05:14	2	
130	8:47:04	8:51:19	8:53:39	06:35	2	
131	8:49:49	8:53:45	8:54:01	04:12	2	
132	8:50:57	8:54:06	8:55:24	04:27	2	
133	8:53:55	8:55:29	8:57:35	03:40	2	
134	8:56:21	8:57:40	8:59:44	03:23	2	
135	9:02:36	9:02:36	9:05:03	02:27	2	
136	9:04:08	9:05:44	9:08:10	04:02	2	
137	9:09:23	9:09:23	9:16:03	06:40	2	
138	9:12:08	9:16:04	9:17:35	05:27	2	
139	9:12:56	9:17:42	9:18:54	05:58	2	
140	9:14:54	9:18:58	9:21:16	06:22	2	
141	9:18:48	9:21:21	9:22:43	03:55	2	
142	9:19:02	9:22:49	9:25:23	06:21	2	
143	9:20:16	9:25:27	9:27:09	06:53	2	
144	9:24:03	9:30:08	9:30:12	06:09	2	Didn't stop at pickup window
145	9:34:33	9:34:33	9:38:42	04:09	2	
146	9:36:49	9:39:24	9:40:38	03:49	2	
147	9:41:40	9:41:40	9:45:02	03:22	2	
148	9:42:09	9:45:14	9:50:56	08:47	2	
149	9:43:27	9:50:58	9:51:09	07:42	2	
150	9:46:07	9:51:03	9:52:14	06:07	2	
151	9:56:29	9:56:29	9:58:37	02:08	2	
152	9:59:26	9:59:26	10:01:05	01:39	2	
Average Delay				04:44		

Drive Thru Entering Volume (# of Vehicles)		
INTERVAL	LANE#1	LANE#2
7:00 AM	8	8
7:15 AM	5	5
7:30 AM	7	10
7:45 AM	8	8
8:00 AM	2	6
8:15 AM	9	11
8:30 AM	9	9
8:45 AM	4	6
9:00 AM	5	6
9:15 AM	6	4
9:30 AM	3	5
9:45 AM	1	3
TOTALS	67	81
		148



Location: 7 Brew Coffee, 1302 Blowing Rock Rd
City: Boone, NC
Date: 7/29/2025, Tue

SNAPSHOT QUEUE LENGTH (# OF VEHICLES)			
TIME	DRIVE THRU QUEUE PICKUP WINDOW TO END OF QUEUE		Notes
	LANE#1	LANE#2	
7:00 AM	3	2	
7:01 AM	3	2	
7:02 AM	1	2	
7:03 AM	1	1	
7:04 AM	1	1	
7:05 AM	1	1	
7:06 AM	0	1	
7:07 AM	0	1	
7:08 AM	0	0	
7:09 AM	1	0	
7:10 AM	2	2	
7:11 AM	1	2	
7:12 AM	1	0	
7:13 AM	1	0	
7:14 AM	2	0	
7:15 AM	2	0	
7:16 AM	2	0	
7:17 AM	1	2	
7:18 AM	0	2	
7:19 AM	1	2	
7:20 AM	2	1	
7:21 AM	1	0	
7:22 AM	1	0	
7:23 AM	2	0	
7:24 AM	3	0	
7:25 AM	1	0	
7:26 AM	2	0	
7:27 AM	2	3	
7:28 AM	1	3	
7:29 AM	2	3	
7:30 AM	3	1	
7:31 AM	2	1	
7:32 AM	0	1	
7:33 AM	1	0	
7:34 AM	1	0	
7:35 AM	2	0	
7:36 AM	1	1	
7:37 AM	2	1	
7:38 AM	3	3	
7:39 AM	2	2	
7:40 AM	3	2	
7:41 AM	1	2	
7:42 AM	2	2	
7:43 AM	1	2	
7:44 AM	2	2	
7:45 AM	1	1	
7:46 AM	2	1	
7:47 AM	1	0	
7:48 AM	2	2	
7:49 AM	3	2	
7:50 AM	2	3	
7:51 AM	3	3	
7:52 AM	3	3	
7:53 AM	1	2	
7:54 AM	3	2	
7:55 AM	2	2	
7:56 AM	0	2	
7:57 AM	0	2	
7:58 AM	0	1	
7:59 AM	1	1	
8:00 AM	1	0	
8:01 AM	0	0	
8:02 AM	1	0	
8:03 AM	1	1	
8:04 AM	2	1	
8:05 AM	3	1	
8:06 AM	4	3	
8:07 AM	3	3	
8:08 AM	4	3	
8:09 AM	4	3	
8:10 AM	4	3	
8:11 AM	4	3	
8:12 AM	4	3	
8:13 AM	4	5	
8:14 AM	4	4	
8:15 AM	4	5	
8:16 AM	3	4	
8:17 AM	4	4	
8:18 AM	4	3	
8:19 AM	4	3	
8:20 AM	4	3	
8:21 AM	4	3	
8:22 AM	4	3	
8:23 AM	4	5	
8:24 AM	6	6	
8:25 AM	5	7	
8:26 AM	5	7	
8:27 AM	3	7	
8:28 AM	4	6	
8:29 AM	5	6	
8:30 AM	5	7	
8:31 AM	5	5	
8:32 AM	3	5	
8:33 AM	3	3	
8:34 AM	4	3	
8:35 AM	2	1	
8:36 AM	1	1	
8:37 AM	1	1	
8:38 AM	0	0	
8:39 AM	0	0	
8:40 AM	1	0	
8:41 AM	1	0	
8:42 AM	1	0	
8:43 AM	3	3	
8:44 AM	4	4	
8:45 AM	3	4	
8:46 AM	4	3	
8:47 AM	4	3	
8:48 AM	4	3	
8:49 AM	3	3	
8:50 AM	2	3	
8:51 AM	3	2	
8:52 AM	3	4	
8:53 AM	1	4	
8:54 AM	2	4	
8:55 AM	2	3	
8:56 AM	2	2	
8:57 AM	1	2	
8:58 AM	1	2	
8:59 AM	2	1	
9:00 AM	1	2	
9:01 AM	2	1	
9:02 AM	3	1	
9:03 AM	2	1	
9:04 AM	3	2	
9:05 AM	3	1	
9:06 AM	3	1	
9:07 AM	3	0	
9:08 AM	3	0	
9:09 AM	1	0	
9:10 AM	1	0	
9:11 AM	1	1	
9:12 AM	0	1	
9:13 AM	0	0	
9:14 AM	1	0	
9:15 AM	1	1	
9:16 AM	1	1	
9:17 AM	2	1	
9:18 AM	4	4	
9:19 AM	4	4	
9:20 AM	4	5	
9:21 AM	4	6	
9:22 AM	1	4	
9:23 AM	1	2	
9:24 AM	1	3	
9:25 AM	2	2	
9:26 AM	2	1	
9:27 AM	1	0	
9:28 AM	2	1	
9:29 AM	1	0	
9:30 AM	2	0	
9:31 AM	2	3	
9:32 AM	2	3	
9:33 AM	3	3	
9:34 AM	3	4	
9:35 AM	4	5	
9:36 AM	3	4	
9:37 AM	2	3	
9:38 AM	2	3	
9:39 AM	2	3	
9:40 AM	2	1	
9:41 AM	2	1	
9:42 AM	2	1	
9:43 AM	3	1	
9:44 AM	2	2	
9:45 AM	2	2	
9:46 AM	1	1	
9:47 AM	1	1	
9:48 AM	0	0	
9:49 AM	2	0	
9:50 AM	3	1	
9:51 AM	2	1	
9:52 AM	4	1	
9:53 AM	3	1	
9:54 AM	3	1	
9:55 AM	2	2	
9:56 AM	2	2	
9:57 AM	1	2	
9:58 AM	0	0	
9:59 AM	1	0	
10:00 AM	4	0	
Totals	393	357	



Location: 7 Brew Coffee, 1302 Blowing Rock Rd
City: Boone, NC

Date: 7/29/2025, Tue

Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Delay Study (# of Vehicles)		Lane#	Notes
			Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)		
1	7:03:50	7:03:50	7:05:52	0:02:02	1	
2	7:08:27	7:08:27	7:10:41	0:02:14	1	
3	7:09:15	7:10:44	7:12:39	0:03:24	1	
4	7:12:28	7:12:46	7:14:30	0:02:02	1	
5	7:13:36	7:15:21	7:16:19	0:02:43	1	
6	7:14:14	7:16:23	7:17:33	0:03:19	1	
7	7:18:15	7:18:15	7:20:49	0:02:34	1	
8	7:19:22	7:20:54	7:21:11	0:01:49	1	
9	7:21:46	7:21:46	7:24:28	0:02:42	1	
10	7:22:06	7:24:35	7:24:53	0:02:47	1	
11	7:23:48	7:24:58	7:27:05	0:03:17	1	
12	7:25:54	7:27:09	7:27:54	0:02:00	1	
13	7:27:14		7:27:59	0:00:45	1	didn't stop at pickup window
14	7:27:19	7:28:05	7:30:35	0:03:16	1	
15	7:27:34	7:30:38	7:31:25	0:03:51	1	
16	7:29:07	7:31:29	7:31:53	0:02:46	1	
17	7:32:38	7:32:38	7:35:13	0:02:35	1	
18	7:34:40	7:35:20	7:36:30	0:03:50	1	
19	7:36:30	7:38:35	7:40:07	0:03:37	1	
20	7:37:15	7:40:12	7:40:41	0:03:26	1	
21	7:39:06	7:40:42	7:42:20	0:03:14	1	
22	7:42:36	7:42:36	7:44:52	0:02:16	1	
23	7:43:04	7:44:56	7:46:13	0:03:09	1	
24	7:46:01	7:46:15	7:47:42	0:03:41	1	
25	7:47:52	7:47:52	7:49:53	0:02:01	1	
26	7:47:58	7:49:57	7:52:39	0:04:41	1	
27	7:48:29	7:52:42	7:52:49	0:04:20	1	
28	7:50:08	7:52:52	7:54:45	0:04:37	1	
29	7:53:32	7:54:47	7:55:19	0:01:47	1	
30	7:53:50	7:55:14	7:55:49	0:01:59	1	
31	7:58:11	7:58:11	8:00:34	0:02:23	1	
32	8:01:43	8:01:43	8:03:08	0:01:25	1	
33	8:03:01	8:03:11	8:04:31	0:01:30	1	
34	8:03:20	8:04:34	8:06:23	0:03:03	1	
35	8:04:36	8:05:26	8:09:24	0:04:48	1	
36	8:04:44	8:05:28	8:11:28	0:05:44	1	
37	8:05:27	8:11:39	8:14:05	0:08:39	1	
38	8:07:04	8:14:15	8:16:03	0:08:59	1	
39	8:09:58	8:16:04	8:20:32	0:10:34	1	
40	8:11:35	8:20:37	8:24:36	0:13:01	1	
41	8:14:02	8:24:41	8:25:50	0:11:38	1	
42	8:16:43	8:25:57	8:26:14	0:03:31	1	
43	8:20:45	8:26:17	8:26:31	0:05:46	1	
44	8:23:08	8:26:32	8:29:27	0:06:19	1	
45	8:23:22	8:29:31	8:31:27	0:08:05	1	
46	8:25:08	8:31:31	8:31:57	0:06:49	1	
47	8:28:00	8:32:00	8:32:41	0:04:41	1	
48	8:28:22	8:32:44	8:34:11	0:05:49	1	
49	8:29:18	8:34:14	8:34:27	0:05:09	1	
50	8:32:25	8:34:30	8:36:58	0:03:33	1	
51	8:34:00	8:36:04	8:36:04	0:04:04	1	
52	8:39:52	8:39:52	8:41:33	0:01:41	1	
53	8:41:51	8:41:51	8:44:45	0:02:54	1	
54	8:44:11	8:44:51	8:46:38	0:04:27	1	
55	8:42:21	8:46:41	8:48:27	0:06:06	1	
56	8:43:25	8:48:30	8:49:53	0:06:28	1	
57	8:45:21	8:49:58	8:52:08	0:06:47	1	
58	8:46:55	8:51:52	8:52:14	0:05:19	1	
59	8:49:06	8:52:49	8:54:14	0:05:08	1	Lane changed from Lane 1 to Lane 2
60	8:53:12	8:53:24	8:53:09	0:02:57	1	
61	8:51:28	8:52:46	8:56:34	0:05:06	1	
62	8:53:39	8:56:37	8:59:57	0:06:18	1	
63	8:58:55	8:59:59	9:02:51	0:03:56	1	
64	9:00:03	9:02:53	9:04:58	0:04:55	1	
65	9:01:28	9:05:01	9:06:48	0:07:20	1	
66	9:03:41	9:09:51	9:09:04	0:05:23	1	
67	9:04:42	9:09:06	9:10:16	0:05:34	1	
68	9:10:30	9:10:30	9:12:05	0:01:35	1	
69	9:13:55	9:13:55	9:17:12	0:03:17	1	
70	9:16:56	9:17:13	9:20:07	0:03:11	1	
71	9:17:16	9:20:10	9:21:11	0:03:55	1	
72	9:17:18	9:21:09	9:21:36	0:04:17	1	
73	9:17:53	9:21:41	9:21:53	0:04:00	1	
74	9:20:36	9:21:54	9:22:02	0:01:26	1	
75	9:21:27	9:22:27	9:24:30	0:03:03	1	
76	9:24:09	9:24:41	9:26:42	0:02:33	1	
77	9:24:31	9:26:44	9:28:30	0:03:59	1	
78	9:27:50	9:29:34	9:30:55	0:03:05	1	
79	9:29:13	9:30:58	9:31:33	0:02:20	1	
80	9:30:30	9:31:35	9:33:27	0:02:57	1	
81	9:31:52	9:33:33	9:36:08	0:03:16	1	
82	9:32:57	9:36:15	9:36:48	0:03:51	1	
83	9:33:57	9:37:16	9:38:40	0:04:43	1	
84	9:34:16	9:38:43	9:40:52	0:06:36	1	
85	9:36:12	9:43:01	9:43:24	0:05:12	1	
86	9:40:53	9:43:28	9:43:48	0:02:55	1	
87	9:43:02	9:43:55	9:45:53	0:02:51	1	
88	9:43:38	9:46:02	9:47:30	0:03:52	1	
89	9:48:28	9:48:28	9:50:34	0:02:06	1	
90	9:48:50	9:50:39	9:52:53	0:04:03	1	
91	9:49:13	9:52:56	9:54:21	0:04:48	1	
92	9:51:44	9:54:27	9:56:46	0:05:02	1	
93	9:51:55	9:56:50	9:57:20	0:05:25	1	
94	9:58:15	9:58:15	10:00:59	0:02:44	1	
95	9:59:06	10:01:06	10:04:22	0:05:16	1	
96	9:59:44	10:04:25	10:04:34	0:04:50	1	
97	10:04:38	10:04:38	10:05:54	0:05:56	1	
98	7:09:06	7:09:06	7:11:19	0:02:13	2	
99	7:09:21	7:11:21	7:11:56	0:02:35	2	
100	7:16:04	7:16:04	7:19:09	0:03:05	2	
101	7:16:28	7:19:10	7:21:03	0:04:35	2	
102	7:26:09	7:26:09	7:29:20	0:03:11	2	
103	7:26:36	7:29:27	7:29:59	0:03:22	2	
104	7:26:38	7:30:00	7:32:35	0:05:58	2	
105	7:35:01	7:35:03	7:38:34	0:03:33	2	
106	7:37:13	7:38:44	7:40:12	0:02:59	2	
107	7:37:40	7:41:14	7:42:04	0:04:24	2	
108	7:40:06	7:42:28	7:42:34	0:02:28	2	Lane changed from Lane 2 to Lane 1
109	7:41:17	7:42:08	7:44:22	0:03:05	2	
110	7:41:22	7:44:26	7:46:43	0:05:21	2	
111	7:47:14	7:47:14	7:50:11	0:02:57	2	
112	7:47:47	7:50:13	7:52:07	0:04:20	2	
113	7:49:57	7:52:11	7:54:08	0:04:11	2	
114	7:50:32	7:54:13	7:54:30	0:03:58	2	
115	7:54:01	7:57:34	7:57:17	0:03:16	2	
116	7:54:36	7:57:40	7:59:49	0:05:13	2	
117	8:02:41	8:02:41	8:05:07	0:02:26	2	
118	8:04:40	8:05:12	8:08:24	0:03:44	2	
119	8:05:22	8:08:30	8:11:07	0:05:45	2	
120	8:05:54	8:11:12	8:13:09	0:07:15	2	
121	8:08:43	8:13:11	8:13:20	0:04:37	2	
122	8:12:02	8:13:26	8:15:43	0:04:51	2	
123	8:12:04	8:15:59	8:17:15	0:05:11	2	
124	8:12:15	8:17:18	8:18:40	0:06:25	2	
125	8:13:50	8:18:44	8:20:36	0:06:46	2	
126	8:14:52	8:20:38	8:20:41	0:05:49	2	
127	8:18:26	8:20:59	8:24:31	0:06:05	2	
128	8:20:18	8:25:39	8:26:30	0:05:20	2	
129	8:20:21	8:25:43	8:27:47	0:07:26	2	
130	8:22:23	8:27:57	8:28:12	0:05:49	2	
131	8:22:27	8:28:21	8:30:33	0:08:06	2	
132	8:23:16	8:30:38	8:31:02	0:07:46	2	
133	8:23:57	8:31:05	8:32:33	0:08:36	2	
134	8:24:20	8:32:34	8:32:27	0:08:17	2	
135	8:24:36	8:32:47	8:34:08	0:09:32	2	
136	8:28:48	8:34:14	8:34:41	0:05:53	2	
137	8:29:02	8:34:48	8:37:02	0:08:00	2	
138	8:42:04	8:42:06	8:45:39	0:03:35	2	
139	8:42:38	8:45:41	8:45:57	0:03:19	2	
140	8:43:02	8:46:03	8:49:57	0:06:55	2	
141	8:43:09	8:49:45	8:50:39	0:07:30	2	
142	8:45:29	8:50:45	8:51:47	0:06:18	2	
143	8:49:51	8:51:47	8:54:13	0:04:22	2	
144	8:51:14	8:54:17	8:56:05	0:04:51	2	
145	8:51:46	8:56:11	8:58:13	0:06:27	2	
146	8:51:48	8:58:16	9:00:33	0:08:45	2	
147	8:59:47	9:00:38	9:04:44	0:04:57	2	
148	9:03:27	9:04:47	9:06:28	0:03:01	2	
149	9:10:54	9:10:54	9:12:57	0:02:03	2	
150	9:14:46	9:14:46	9:21:17	0:06:31	2	
151	9:17:06	9:21:20	9:22:05	0:04:59	2	
152	9:17:13	9:22:06	9:22:16	0:05:03	2	
153	9:17:54	9:22:19	9:22:44	0:04:50	2	
154	9:19:22	9:23:01	9:24:27	0:05:05	2	
155	9:20:41	9:24:33	9:25:57	0:05:16	2	
156	9:23:07	9:25:57	9:26:10	0:03:03	2	
157	9:27:25	9:27:25	9:28:56	0:01:31	2	
158	9:30:15	9:30:15	9:30:08	0:02:53	2	
159	9:30:24	9:33:13	9:33:22	0:02:58	2	
160	9:30:38	9:33:25	9:35:24	0:04:46	2	
161	9:33:34	9:35:28	9:36:38	0:03:04	2	
162	9:33:43	9:36:42	9:39:12	0:05:29	2	
163	9:33:53	9:39:16	9:39:44	0:05:51	2	
164	9:34:53	9:39:49	9:39:54	0:07:11	2	
165	9:42:42	9:42:42	9:45:41	0:02:59	2	
166	9:43:53	9:45:47	9:47:35	0:03:42	2	
167	9:49:40	9:49:40	9:51:22	0:01:42	2	
168	9:51:38	9:51:38	9:53:04	0:01:26	2	
169	9:53:06	9:53:06	9:57:12	0:04:06	2	
170	9:54:45	9:57:22	9:58:06	0:03:21	2	
Average Delay			0:02:17			

Drive Thru Entering Volume (# of Vehicles)		
INTERVAL	LANE#1	LANE#2
7:00 AM	6	2
7:15 AM	10	5
7:30 AM	7	6
7:45 AM	8	6
8:00 AM	10	10
8:15 AM	8	11
8:30 AM	7	4
8:45 AM	7	6
9:00 AM	6	3
9:15 AM	10	7
9:30 AM	9	9
9:45 AM	9	4
TOTALS	97	73

Location: 7 Brew Coffee, 4709 University Dr
City: Huntsville, AL
Date: 7/29/2025, Tue

Snapshot Queue Length (# of Vehicles)			
Time	Drive Thru Queue		Notes
	Lane#1	Lane#2	
7:00 AM	11	11	
7:01 AM	11	10	
7:02 AM	11	9	
7:03 AM	11	9	
7:04 AM	9	10	
7:05 AM	8	9	
7:06 AM	8	8	
7:07 AM	8	9	
7:08 AM	9	11	
7:09 AM	8	11	
7:10 AM	7	11	
7:11 AM	7	9	
7:12 AM	9	8	
7:13 AM	7	8	
7:14 AM	9	9	
7:15 AM	10	11	
7:16 AM	10	11	
7:17 AM	9	12	
7:18 AM	12	12	
7:19 AM	11	8	
7:20 AM	10	9	
7:21 AM	10	10	
7:22 AM	10	11	
7:23 AM	7	10	
7:24 AM	7	7	
7:25 AM	7	8	
7:26 AM	8	7	
7:27 AM	7	8	
7:28 AM	9	9	
7:29 AM	9	9	
7:30 AM	10	9	
7:31 AM	10	8	
7:32 AM	7	8	
7:33 AM	6	8	
7:34 AM	5	7	
7:35 AM	5	6	
7:36 AM	7	6	
7:37 AM	5	6	
7:38 AM	6	6	
7:39 AM	6	6	
7:40 AM	6	5	
7:41 AM	4	5	
7:42 AM	5	4	
7:43 AM	6	5	
7:44 AM	4	5	
7:45 AM	2	5	
7:46 AM	2	4	
7:47 AM	2	3	
7:48 AM	2	3	
7:49 AM	4	4	
7:50 AM	5	4	
7:51 AM	4	4	
7:52 AM	5	4	
7:53 AM	6	6	
7:54 AM	8	6	
7:55 AM	8	6	
7:56 AM	8	6	
7:57 AM	8	6	
7:58 AM	6	6	
7:59 AM	5	5	
8:00 AM	5	5	
8:01 AM	5	5	
8:02 AM	5	6	
8:03 AM	5	5	
8:04 AM	4	3	
8:05 AM	4	4	
8:06 AM	4	4	
8:07 AM	4	4	
8:08 AM	4	2	
8:09 AM	4	4	
8:10 AM	5	3	
8:11 AM	4	3	
8:12 AM	4	3	
8:13 AM	3	3	
8:14 AM	3	2	
8:15 AM	0	1	
8:16 AM	0	1	
8:17 AM	1	2	
8:18 AM	2	3	
8:19 AM	2	2	
8:20 AM	1	2	
8:21 AM	1	2	
8:22 AM	1	0	
8:23 AM	0	1	
8:24 AM	2	2	
8:25 AM	2	1	
8:26 AM	2	1	
8:27 AM	3	1	
8:28 AM	3	4	
8:29 AM	5	5	
8:30 AM	3	5	
8:31 AM	3	5	
8:32 AM	4	6	
8:33 AM	5	5	
8:34 AM	4	5	
8:35 AM	5	5	
8:36 AM	6	6	
8:37 AM	6	6	
8:38 AM	5	5	
8:39 AM	6	6	
8:40 AM	5	5	
8:41 AM	5	4	
8:42 AM	4	5	
8:43 AM	4	3	
8:44 AM	3	2	
8:45 AM	2	4	
8:46 AM	0	3	
8:47 AM	0	2	
8:48 AM	0	3	
8:49 AM	0	1	
8:50 AM	1	2	
8:51 AM	3	2	
8:52 AM	3	0	
8:53 AM	3	1	
8:54 AM	3	1	
8:55 AM	3	0	
8:56 AM	1	2	
8:57 AM	1	2	
8:58 AM	1	2	
8:59 AM	1	0	
9:00 AM	2	1	
9:01 AM	2	1	
9:02 AM	2	1	
9:03 AM	1	0	
9:04 AM	1	0	
9:05 AM	1	0	
9:06 AM	1	0	
9:07 AM	1	0	
9:08 AM	1	1	
9:09 AM	0	1	
9:10 AM	0	1	
9:11 AM	1	0	
9:12 AM	1	2	
9:13 AM	1	2	
9:14 AM	1	2	
9:15 AM	1	2	
9:16 AM	2	2	
9:17 AM	1	1	
9:18 AM	1	1	
9:19 AM	1	1	
9:20 AM	2	2	
9:21 AM	2	2	
9:22 AM	3	1	
9:23 AM	3	2	
9:24 AM	3	4	
9:25 AM	3	4	
9:26 AM	2	3	
9:27 AM	1	2	
9:28 AM	2	2	
9:29 AM	1	1	
9:30 AM	2	2	
9:31 AM	1	2	
9:32 AM	1	2	
9:33 AM	2	1	
9:34 AM	0	1	
9:35 AM	1	0	
9:36 AM	1	0	
9:37 AM	1	1	
9:38 AM	1	2	
9:39 AM	2	2	
9:40 AM	3	1	
9:41 AM	2	3	
9:42 AM	2	3	
9:43 AM	3	2	
9:44 AM	3	2	
9:45 AM	1	2	
9:46 AM	1	2	
9:47 AM	0	2	
9:48 AM	0	0	
9:49 AM	0	0	
9:50 AM	0	0	
9:51 AM	1	2	
9:52 AM	2	3	
9:53 AM	1	3	
9:54 AM	3	2	
9:55 AM	3	3	
9:56 AM	2	3	
9:57 AM	3	2	
9:58 AM	3	1	
9:59 AM	2	2	
10:00 AM	1	1	
Totals	706	725	



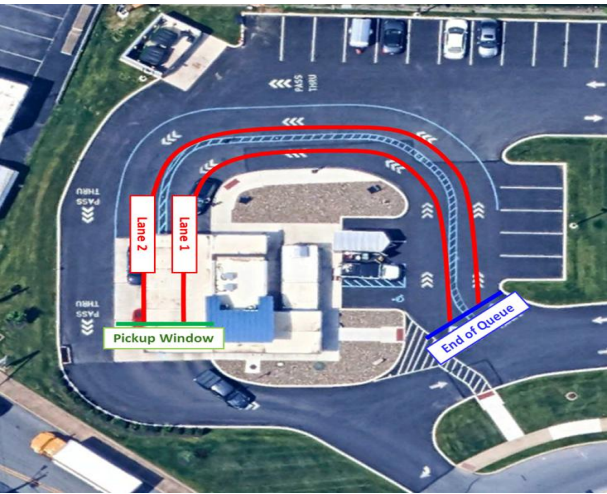
Location: 7 Brew Coffee, 4709 University Dr
City: Huntsville, AL

Date: 7/29/2025, Tue

Delay Study (of all vehicles)					
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane#
1	6:49:10	6:56:14	7:03:20	0:14:10	1
2	6:49:57	7:03:24	7:09:40	0:13:43	1
3	6:50:02	7:03:44	7:09:51	0:13:49	1
4	6:51:15	7:03:37	7:04:09	0:12:54	1
5	6:53:03	7:04:15	7:06:30	0:13:27	1
6	6:53:05	7:06:33	7:06:42	0:13:37	1
7	6:52:27	7:06:49	7:06:34	0:11:07	1
8	6:52:26	7:06:42	7:09:10	0:11:34	1
9	6:59:06	7:09:13	7:10:43	0:11:37	1
10	6:59:10	7:10:46	7:11:59	0:12:49	1
11	6:59:18	7:12:38	7:12:10	0:10:52	1
12	7:03:10	7:12:15	7:12:52	0:09:42	1
13	7:06:02	7:12:55	7:13:37	0:07:35	1
14	7:06:30	7:13:40	7:14:48	0:08:18	1
15	7:07:04	7:14:53	7:15:09	0:08:05	1
16	7:07:57	7:15:14	7:15:36	0:08:39	1
17	7:09:19	7:16:41	7:17:06	0:07:47	1
18	7:11:08	7:17:10	7:18:31	0:07:23	1
19	7:11:44	7:18:39	7:19:29	0:07:45	1
20	7:13:17	7:19:37	7:20:54	0:07:37	1
21	7:13:26	7:21:00	7:21:07	0:07:41	1
22	7:13:38	7:21:10	7:22:03	0:08:26	1
23	7:14:37	7:22:06	7:22:42	0:08:06	1
24	7:14:55	7:22:46	7:22:54	0:07:59	1
25	7:15:25	7:22:58	7:23:49	0:08:24	1
26	7:17:15	7:23:54	7:26:34	0:09:19	1
27	7:17:19	7:26:39	7:29:13	0:11:54	1
28	7:17:26	7:29:17	7:29:21	0:11:55	1
29	7:17:29	7:29:26	7:31:26	0:13:56	1
30	7:20:39	7:31:30	7:31:30	0:10:51	1
31	7:21:44	7:31:36	7:31:57	0:10:13	1
32	7:23:03	7:31:59	7:32:44	0:12:41	1
33	7:25:10	7:32:47	7:33:55	0:09:45	1
34	7:27:09	7:34:00	7:34:32	0:07:23	1
35	7:27:48	7:34:34	7:35:12	0:07:24	1
36	7:29:27	7:35:17	7:36:26	0:07:08	1
37	7:29:29	7:36:32	7:36:48	0:07:19	1
38	7:29:35	7:36:52	7:37:36	0:08:01	1
39	7:35:02	7:37:39	7:39:33	0:04:31	1
40	7:35:09	7:39:41	7:40:38	0:05:29	1
41	7:35:48	7:40:41	7:40:40	0:04:52	1
42	7:36:35	7:40:54	7:42:23	0:05:48	1
43	7:37:22	7:42:30	7:42:30	0:05:55	1
44	7:37:29	7:43:21	7:44:38	0:05:09	1
45	7:39:48	7:44:17	7:44:50	0:05:02	1
46	7:41:02	7:44:55	7:48:55	0:05:53	1
47	7:42:26	7:46:58	7:48:08	0:05:33	1
48	7:46:24	7:48:32	7:50:00	0:03:36	1
49	7:48:17	7:50:05	7:50:58	0:02:41	1
50	7:48:43	7:53:07	7:57:08	0:08:25	1
51	7:48:51	7:57:12	7:58:09	0:05:09	1
52	7:49:51	7:58:04	7:58:24	0:08:33	1
53	7:49:56	7:58:18	7:59:04	0:09:08	1
54	7:51:46	8:01:40	8:01:54	0:09:54	1
55	7:52:11	8:01:44	8:02:24	0:10:13	1
56	7:53:14	8:02:30	8:03:09	0:09:55	1
57	7:53:18	8:03:12	8:03:35	0:10:17	1
58	8:00:53	8:03:40	8:05:37	0:05:44	1
59	8:01:02	8:05:40	8:07:20	0:06:18	1
60	8:02:06	8:07:25	8:10:19	0:08:13	1
61	8:03:41	8:10:27	8:10:37	0:07:06	1
62	8:05:57	8:10:40	8:12:11	0:05:20	1
63	8:07:35	8:12:20	8:12:58	0:05:23	1
64	8:09:30	8:13:02	8:14:23	0:04:53	1
65	8:10:18	8:14:32	8:14:48	0:03:55	1
66	8:13:20	8:14:53	8:15:33	0:01:33	1
67	8:16:10	8:16:10	8:20:01	0:03:51	1
68	8:17:07	8:20:04	8:22:09	0:05:02	1
69	8:21:24	8:23:06	8:25:36	0:06:13	1
70	8:23:32	8:29:44	8:29:47	0:06:15	1
71	8:26:55	8:29:54	8:30:36	0:03:41	1
72	8:28:19	8:30:56	8:31:27	0:05:16	1
73	8:28:19	8:33:37	8:34:11	0:05:32	1
74	8:30:57	8:34:37	8:37:54	0:06:57	1
75	8:31:21	8:37:58	8:39:30	0:08:09	1
76	8:32:07	8:39:34	8:41:13	0:09:06	1
77	8:34:23	8:41:16	8:43:56	0:09:33	1
78	8:34:50	8:44:02	8:44:11	0:09:21	1
79	8:35:32	8:44:16	8:45:26	0:09:54	1
80	8:39:43	8:45:19	8:46:48	0:07:05	1
81	8:40:59	8:49:59	8:55:13	0:06:14	1
82	8:50:08	8:55:17	8:55:35	0:05:29	1
83	8:50:33	8:55:39	8:57:20	0:06:47	1
84	8:57:37	8:57:37	9:02:39	0:05:02	1
85	8:59:27	9:02:47	9:08:14	0:08:47	1
86	9:10:33	9:10:33	9:12:45	0:02:12	1
87	9:12:39	9:12:49	9:14:16	0:03:37	1
88	9:14:24	9:14:24	9:15:54	0:02:30	1
89	9:15:44	9:16:56	9:20:33	0:04:49	1
90	9:19:36	9:20:38	9:25:26	0:05:50	1
91	9:21:00	9:25:11	9:25:12	0:05:12	1
92	9:21:38	9:26:15	9:26:56	0:06:18	1
93	9:26:08	9:27:54	9:29:02	0:02:54	1
94	9:27:13	9:30:59	9:30:56	0:03:43	1
95	9:29:20	9:30:59	9:33:25	0:04:05	1
96	9:32:30	9:33:34	9:33:56	0:01:26	1
97	9:34:47	9:34:47	9:37:40	0:02:53	1
98	9:37:32	9:37:46	9:40:08	0:02:34	1
99	9:38:59	9:40:57	9:44:02	0:05:03	1
100	9:39:42	9:44:11	9:44:49	0:05:07	1
101	9:42:42	9:46:04	9:47:01	0:04:19	1
102	9:50:10	9:50:10	9:52:37	0:02:27	1
103	9:51:29	9:52:56	9:55:19	0:03:51	1
104	9:53:30	9:55:59	9:57:07	0:03:37	1
105	9:53:48	9:57:12	9:58:15	0:04:27	1
106	9:56:04	9:59:04	9:59:44	0:03:40	1
107	9:57:32	10:00:36	10:01:19	0:03:47	1
108	8:49:58	8:56:53	7:06:50	0:12:52	2
109	8:48:13	7:00:57	7:03:19	0:15:51	2
110	8:49:38	7:01:14	7:04:37	0:14:59	2
111	8:50:05	7:04:40	7:06:01	0:15:56	2
112	8:50:47	7:06:37	7:09:33	0:15:45	2
113	8:51:24	7:06:39	7:08:15	0:16:51	2
114	8:53:05	7:08:20	7:09:30	0:16:25	2
115	8:54:55	7:09:41	7:10:24	0:15:29	2
116	8:55:24	7:10:32	7:18:00	0:22:38	2
117	8:55:55	7:18:08	7:22:13	0:22:13	2
118	8:56:17	7:18:19	7:22:02	0:22:02	2
119	7:03:19	7:18:23	7:18:23	0:15:08	2
120	7:06:36	7:18:34	7:18:32	0:11:56	2
121	7:07:07	7:18:35	7:19:15	0:12:08	2
122	7:07:10	7:19:25	7:22:36	0:15:26	2
123	7:08:54	7:22:46	7:23:10	0:14:15	2
124	7:13:57	7:23:13	7:23:54	0:09:57	2
125	7:14:44	7:23:58	7:25:34	0:10:50	2
126	7:14:58	7:25:36	7:27:46	0:12:48	2
127	7:16:06	7:27:49	7:29:01	0:12:55	2
128	7:17:28	7:29:07	7:29:54	0:12:26	2
129	7:19:11	7:30:00	7:30:37	0:11:26	2
130	7:19:48	7:30:45	7:32:01	0:12:13	2
131	7:21:21	7:32:06	7:33:06	0:11:46	2
132	7:24:53	7:33:09	7:34:00	0:06:07	2
133	7:26:38	7:34:06	7:34:53	0:08:15	2
134	7:27:38	7:35:07	7:36:41	0:09:03	2
135	7:27:49	7:36:50	7:37:29	0:09:40	2
136	7:28:27	7:37:38	7:38:07	0:09:40	2
137	7:29:14	7:38:11	7:39:45	0:10:31	2
138	7:31:21	7:39:47	7:40:55	0:09:34	2
139	7:32:03	7:40:59	7:41:07	0:09:04	2
140	7:36:19	7:41:12	7:42:31	0:06:12	2
141	7:37:06	7:43:12	7:43:09	0:06:03	2
142	7:38:45	7:43:12	7:46:00	0:07:15	2
143	7:40:13	7:46:04	7:46:13	0:06:00	2
144	7:42:08	7:49:14	7:47:55	0:05:47	2
145	7:42:29	7:47:56	7:49:00	0:05:21	2
146	7:43:13	7:49:02	7:49:09	0:05:56	2
147	7:47:19	7:49:13	7:50:06	0:02:47	2
148	7:48:31	7:50:12	7:52:51	0:04:19	2
149	7:48:45	7:53:07	7:53:20	0:04:35	2
150	7:49:38	7:53:27	7:54:30	0:04:52	2
151	7:50:26	7:54:35	7:55:13	0:07:47	2
152	7:52:08	7:56:30	7:59:10	0:07:02	2
153	7:52:13	7:59:11	8:00:49	0:08:36	2
154	7:52:18	8:00:53	8:02:09	0:09:51	2
155	7:53:17	8:01:14	8:01:14	0:10:14	2
156	7:54:20	8:03:43	8:03:52	0:09:32	2
157	7:59:21	8:05:18	8:05:18	0:06:57	2
158	8:00:03	8:05:23	8:06:05	0:06:02	2
159	8:01:21	8:06:09	8:07:31	0:06:10	2
160	8:04:53	8:07:35	8:07:47	0:02:54	2
161	8:05:06	8:07:48	8:09:38	0:04:32	2
162	8:06:40	8:09:45	8:11:40	0:05:00	2
163	8:09:17	8:11:40	8:12:28	0:04:09	2
164	8:08:29	8:12:30	8:13:10	0:04:41	2
165	8:11:16	8:13:17	8:14:28	0:03:12	2
166	8:12:46	8:14:32	8:16:30	0:05:44	2
167	8:16:22	8:18:40	8:21:45	0:05:23	2
168	8:17:43	8:21:50	8:22:01	0:04:18	2
169	8:22:43	8:22:43	8:24:50	0:02:07	2
170	8:23:27	8:24:57	8:25:23	0:02:56	2
171	8:26:29	8:26:29	8:28:50	0:02:21	2
172	8:27:03	8:29:04	8:32:04	0:05:01	2
173	8:27:06	8:32:12	8:32:12	0:05:06	2
174	8:27:43	8:32:16	8:33:59	0:06:16	2
175	8:28:20	8:34:09	8:34:41	0:06:21	2
176	8:28:45	8:35:57	8:37:38	0:08:53	2
177	8:31:56	8:37:44	8:39:14	0:07:18	2
178	8:32:07	8:39:16	8:39:58	0:07:51	2
179	8:33:14	8:40:09	8:40:40	0:07:26	2
180	8:34:57	8:40:47	8:42:38	0:07:41	2
181	8:35:58	8:42:40	8:43:56	0:05:56	2
182	8:38:17	8:42:56	8:43:51	0:05:34	2
183	8:39:26	8:44:01	8:45:51	0:06:25	2
184	8:41:22	8:46:04	8:46:04	0:04:42	2
185	8:44:07	8:48:08	8:4		

Location: 7 Brew Coffee, 3582 Penn Ave
City: Sinking Spring, PA
Date: 7/29/2025, Tue

Time	DRIVE THRU QUEUE		Notes
	PICKUP WINDOW TO END OF QUEUE		
	LANE#1	LANE#2	
7:00 AM	2	2	
7:01 AM	1	2	
7:02 AM	2	1	
7:03 AM	1	2	
7:04 AM	2	2	
7:05 AM	1	1	
7:06 AM	2	2	
7:07 AM	1	4	
7:08 AM	1	2	
7:09 AM	2	0	
7:10 AM	1	0	
7:11 AM	1	1	
7:12 AM	2	2	
7:13 AM	2	3	
7:14 AM	2	3	
7:15 AM	1	2	
7:16 AM	2	2	
7:17 AM	1	1	
7:18 AM	2	2	
7:19 AM	3	2	
7:20 AM	2	3	
7:21 AM	2	3	
7:22 AM	2	2	
7:23 AM	2	2	
7:24 AM	1	4	
7:25 AM	3	3	
7:26 AM	3	4	
7:27 AM	2	3	
7:28 AM	1	1	
7:29 AM	3	2	
7:30 AM	2	3	
7:31 AM	3	4	
7:32 AM	2	4	
7:33 AM	3	3	
7:34 AM	4	2	
7:35 AM	3	1	
7:36 AM	0	1	
7:37 AM	1	0	
7:38 AM	0	0	
7:39 AM	1	0	
7:40 AM	0	0	
7:41 AM	3	2	
7:42 AM	3	4	
7:43 AM	2	2	
7:44 AM	2	3	
7:45 AM	2	3	
7:46 AM	1	2	
7:47 AM	3	2	
7:48 AM	4	3	
7:49 AM	4	4	
7:50 AM	5	4	
7:51 AM	5	4	
7:52 AM	2	3	
7:53 AM	4	4	
7:54 AM	5	3	
7:55 AM	3	3	
7:56 AM	2	1	
7:57 AM	1	0	
7:58 AM	1	0	
7:59 AM	2	1	
8:00 AM	2	4	
8:01 AM	0	3	
8:02 AM	1	3	
8:03 AM	3	3	
8:04 AM	3	2	
8:05 AM	3	3	
8:06 AM	3	2	
8:07 AM	3	3	
8:08 AM	2	3	
8:09 AM	2	2	
8:10 AM	3	2	
8:11 AM	3	3	
8:12 AM	3	3	
8:13 AM	4	2	
8:14 AM	2	2	
8:15 AM	2	1	
8:16 AM	2	1	
8:17 AM	4	3	
8:18 AM	4	5	
8:19 AM	4	4	
8:20 AM	3	5	
8:21 AM	3	5	
8:22 AM	2	4	
8:23 AM	3	2	
8:24 AM	1	1	
8:25 AM	2	1	
8:26 AM	2	2	
8:27 AM	2	2	
8:28 AM	2	2	
8:29 AM	2	1	
8:30 AM	1	2	
8:31 AM	1	0	
8:32 AM	1	1	
8:33 AM	2	1	
8:34 AM	2	2	
8:35 AM	2	3	
8:36 AM	3	3	
8:37 AM	3	4	
8:38 AM	2	3	
8:39 AM	2	3	
8:40 AM	1	2	
8:41 AM	1	2	
8:42 AM	2	1	
8:43 AM	2	1	
8:44 AM	2	2	
8:45 AM	1	1	
8:46 AM	3	2	
8:47 AM	4	3	
8:48 AM	1	3	
8:49 AM	1	3	
8:50 AM	0	1	
8:51 AM	0	0	
8:52 AM	1	1	
8:53 AM	2	3	
8:54 AM	2	3	
8:55 AM	2	4	
8:56 AM	3	4	
8:57 AM	5	4	
8:58 AM	4	4	
8:59 AM	3	4	
9:00 AM	0	4	
9:01 AM	4	4	
9:02 AM	4	4	
9:03 AM	5	4	
9:04 AM	5	3	
9:05 AM	4	5	
9:06 AM	3	5	
9:07 AM	4	4	
9:08 AM	3	4	
9:09 AM	3	2	
9:10 AM	2	0	
9:11 AM	3	1	
9:12 AM	2	2	
9:13 AM	2	2	
9:14 AM	2	2	
9:15 AM	1	2	
9:16 AM	1	1	
9:17 AM	1	1	
9:18 AM	2	2	
9:19 AM	0	1	
9:20 AM	1	3	
9:21 AM	1	2	
9:22 AM	3	3	
9:23 AM	3	5	
9:24 AM	5	5	
9:25 AM	5	7	
9:26 AM	6	7	
9:27 AM	7	5	
9:28 AM	5	5	
9:29 AM	4	3	
9:30 AM	4	3	
9:31 AM	3	2	
9:32 AM	3	1	
9:33 AM	2	2	
9:34 AM	2	1	
9:35 AM	1	2	
9:36 AM	2	2	
9:37 AM	1	2	
9:38 AM	3	1	
9:39 AM	3	3	
9:40 AM	2	3	
9:41 AM	2	3	
9:42 AM	3	4	
9:43 AM	2	4	
9:44 AM	4	2	
9:45 AM	3	3	
9:46 AM	1	3	
9:47 AM	1	2	
9:48 AM	2	1	
9:49 AM	2	3	
9:50 AM	3	2	
9:51 AM	2	2	
9:52 AM	2	1	
9:53 AM	1	2	
9:54 AM	1	2	
9:55 AM	2	2	
9:56 AM	2	1	
9:57 AM	2	1	
9:58 AM	2	2	
9:59 AM	1	2	
10:00 AM	1	3	
Totals	416	443	



Location: 7 Brev Coffin, 3662 Perm Ave
City: Sinking Spring, PA

Date: 7/29/2025, Tue

Vehicle #	Vehicle Service Queue	Vehicle Reaction Pickup Window	Vehicle Delay (min) (seconds)		Lane#	Notes
			Vehicle Delay (min) (seconds)	Delay (min) (seconds)		
1	6:57:37	6:59:11	7:00:09	0:02:32	1	
2	6:58:45	7:00:17	7:02:07	0:02:22	1	
3	7:02:00	7:03:38	7:05:30	0:03:30	1	
4	7:04:09	7:06:11	7:06:36	0:02:27	1	
5	7:05:35	7:06:44	7:07:15	0:01:10	1	
6	7:06:24	7:07:39	7:09:20	0:02:56	1	Vehicle changed lane From 2 to 1
7	7:08:39	7:09:29	7:10:31	0:02:10	1	
8	7:10:35	7:11:08	7:12:22	0:01:46	1	
9	7:11:46	7:12:36	7:13:37	0:01:17	1	
10	7:12:27	7:13:49	7:14:52	0:01:16	1	
11	7:13:11	7:14:06	7:15:10	0:01:39	1	
12	7:15:54	7:17:14	7:19:22	0:02:46	1	
13	7:17:30	7:18:28	7:21:06	0:03:36	1	
14	7:18:22	7:21:12	7:21:36	0:01:04	1	
15	7:21:14	7:23:24	7:25:26	0:02:11	1	
16	7:24:06	7:26:27	7:27:23	0:01:37	1	
17	7:24:10	7:26:11	7:26:39	0:01:42	1	
18	7:24:46	7:26:20	7:27:23	0:01:37	1	
19	7:24:53	7:27:27	7:27:50	0:01:37	1	
20	7:27:47	7:29:31	7:29:02	0:01:15	1	
21	7:29:35	7:30:13	7:30:16	0:01:15	1	
22	7:28:48	7:31:59	7:32:09	0:01:21	1	
23	7:30:46	7:31:03	7:31:26	0:01:46	1	
24	7:32:07	7:34:20	7:35:11	0:01:04	1	
25	7:32:19	7:35:19	7:35:19	0:01:00	1	
26	7:31:24	7:35:22	7:35:32	0:01:08	1	
27	7:36:49	7:38:53	7:39:53	0:01:03	1	
28	7:38:05	7:40:01	7:40:31	0:01:27	1	
29	7:40:46	7:42:43	7:43:18	0:01:38	1	
30	7:40:48	7:42:24	7:42:39	0:01:50	1	
31	7:41:03	7:43:13	7:43:17	0:02:20	1	
32	7:42:53	7:43:46	7:44:55	0:01:04	1	
33	7:40:20	7:44:57	7:45:35	0:05:15	1	
34	7:44:16	7:46:41	7:47:29	0:03:09	1	
35	7:46:39	7:48:14	7:50:36	0:02:57	1	
36	7:46:43	7:50:40	7:50:09	0:01:47	1	
37	7:47:37	7:53:06	7:51:15	0:03:38	1	
38	7:47:53	7:53:29	7:53:06	0:01:36	1	
39	7:49:25	7:51:31	7:51:55	0:02:30	1	
40	7:51:08	7:51:59	7:52:32	0:01:27	1	
41	7:51:48	7:53:58	7:54:38	0:02:50	1	
42	7:53:06	7:54:30	7:54:45	0:01:39	1	
43	7:52:57	7:54:47	7:55:58	0:03:01	1	
44	7:54:11	7:55:59	7:56:43	0:02:00	1	
45	7:54:05	7:56:45	7:57:31	0:03:26	1	
46	7:51:54	7:56:03	7:56:48	0:04:54	1	
47	7:58:38	7:59:52	8:00:06	0:01:28	1	
48	7:58:07	8:00:19	8:00:49	0:01:42	1	
49	8:01:55	8:03:53	8:03:44	0:01:59	1	
50	8:02:21	8:06:48	8:07:40	0:05:19	1	
51	8:02:50	8:07:49	8:08:05	0:05:15	1	
52	8:06:05	8:06:31	8:10:43	0:04:38	1	
53	8:07:44	8:10:45	8:11:01	0:03:17	1	
54	8:09:11	8:13:09	8:13:07	0:03:56	1	
55	8:10:30	8:13:19	8:14:07	0:03:37	1	
56	8:12:07	8:15:02	8:15:56	0:03:49	1	
57	8:14:26	8:15:02	8:15:56	0:01:30	1	
58	8:14:35	8:16:09	8:17:05	0:02:30	1	
59	8:15:14	8:17:08	8:17:31	0:02:17	1	
60	8:16:19	8:17:48	8:18:44	0:02:15	1	
61	8:17:11	8:18:31	8:19:26	0:02:15	1	
62	8:17:11	8:19:31	8:20:26	0:03:07	1	
63	8:21:59	8:22:36	8:22:49	0:00:50	1	
64	8:18:24	8:21:03	8:21:45	0:03:21	1	Vehicle changed lane From 2 to 1
65	8:19:08	8:22:37	8:23:58	0:04:50	1	
66	8:20:19	8:21:46	8:22:00	0:01:51	1	
67	8:21:25	8:22:28	8:23:15	0:01:50	1	
68	8:22:31	8:24:00	8:25:28	0:02:56	1	
69	8:24:50	8:25:03	8:27:05	0:02:06	1	
70	8:26:00	8:27:58	8:27:50	0:01:50	1	
71	8:27:28	8:27:34	8:28:46	0:01:17	1	
72	8:27:46	8:29:49	8:30:43	0:02:57	1	
73	8:29:31	8:31:41	8:31:08	0:01:37	1	
74	8:31:54	8:32:01	8:32:49	0:00:55	1	
75	8:33:39	8:35:32	8:37:19	0:03:40	1	
76	8:35:34	8:37:35	8:37:49	0:02:15	1	
77	8:35:40	8:37:54	8:38:15	0:02:34	1	
78	8:37:33	8:38:17	8:39:20	0:01:47	1	
79	8:38:29	8:39:01	8:41:40	0:03:11	1	
80	8:41:08	8:41:44	8:44:18	0:03:10	1	
81	8:41:18	8:42:34	8:44:47	0:03:29	1	
82	8:41:43	8:44:56	8:47:00	0:02:16	1	
83	8:46:17	8:47:05	8:47:15	0:01:08	1	
84	8:46:26	8:47:17	8:47:40	0:01:14	1	
85	8:46:37	8:46:35	8:46:36	0:00:01	1	
86	8:51:38	8:51:39	8:53:41	0:02:03	1	
87	8:51:20	8:51:46	8:51:66	0:01:41	1	
88	8:53:10	8:54:54	8:57:38	0:04:27	1	
89	8:56:10	8:57:44	8:58:10	0:01:30	1	
90	8:56:50	8:58:22	8:59:19	0:02:29	1	
91	8:56:13	8:59:24	8:59:37	0:03:24	1	
92	8:56:51	8:59:46	8:59:51	0:03:00	1	
93	9:00:39	9:00:30	9:02:10	0:01:41	1	
94	9:00:38	9:02:19	9:04:05	0:03:26	1	
95	9:00:38	9:02:11	9:02:34	0:02:36	1	
96	9:00:51	9:02:48	9:06:00	0:05:09	1	
97	9:01:46	9:02:02	9:01:48	0:00:04	1	
98	9:01:03	9:07:54	9:08:39	0:05:36	1	
99	9:04:35	9:06:41	9:06:17	0:01:42	1	
100	9:06:22	9:09:21	9:10:05	0:03:43	1	
101	9:09:00	9:10:07	9:11:01	0:01:01	1	
102	9:09:11	9:11:19	9:11:19	0:02:08	1	
103	9:11:04	9:12:35	9:13:56	0:02:52	1	
104	9:12:30	9:14:13	9:14:08	0:01:38	1	
105	9:13:19	9:14:59	9:16:00	0:02:41	1	
106	9:15:23	9:16:24	9:16:44	0:01:21	1	
107	9:16:17	9:17:04	9:17:24	0:01:07	1	
108	9:17:25	9:18:30	9:18:51	0:01:26	1	
109	9:19:13	9:21:34	9:22:14	0:02:41	1	
110	9:21:23	9:22:11	9:24:21	0:02:58	1	
111	9:22:03	9:24:25	9:24:57	0:02:24	1	
112	9:22:36	9:24:31	9:24:36	0:01:00	1	
113	9:21:15	9:24:15	9:24:18	0:03:03	1	
114	9:23:33	9:27:28	9:28:00	0:04:37	1	
115	9:24:16	9:26:06	9:26:50	0:02:34	1	
116	9:26:07	9:30:50	9:30:34	0:04:27	1	
117	9:26:27	9:29:29	9:32:07	0:05:10	1	
118	9:29:43	9:32:40	9:33:56	0:03:23	1	
119	9:29:42	9:33:11	9:34:20	0:04:46	1	
120	9:31:46	9:32:01	9:34:00	0:02:14	1	
121	9:35:10	9:36:43	9:38:14	0:03:04	1	
122	9:37:11	9:38:47	9:39:51	0:02:42	1	
123	9:37:18	9:39:58	9:42:34	0:05:16	1	
124	9:38:44	9:42:37	9:44:03	0:05:19	1	
125	9:41:25	9:42:09	9:44:17	0:02:52	1	
126	9:43:00	9:45:18	9:46:37	0:03:31	1	
127	9:43:53	9:46:40	9:47:50	0:02:56	1	
128	9:46:33	9:47:28	9:48:46	0:02:13	1	
129	9:47:54	9:48:49	9:50:47	0:01:53	1	
130	9:48:24	9:49:49	9:49:47	0:01:23	1	
131	9:48:35	9:51:32	9:51:34	0:02:41	1	
132	9:51:37	9:52:20	9:53:24	0:01:57	1	
133	9:51:33	9:54:41	9:57:06	0:05:33	1	
134	9:54:37	9:57:10	9:58:11	0:03:38	1	
135	9:56:19	9:56:36	9:59:14	0:02:54	1	
136	9:56:35	9:59:49	10:00:14	0:03:39	1	
137	9:57:04	7:00:08	7:00:17	0:03:13	2	
138	9:58:08	7:01:45	7:01:11	0:03:03	2	
139	7:02:36	7:03:21	7:04:14	0:01:38	2	
140	7:03:45	7:05:04	7:07:53	0:04:08	2	
141	7:06:48	7:07:57	7:08:23	0:01:35	2	
142	7:06:12	7:08:28	7:09:00	0:02:48	2	
143	7:11:46	7:12:06	7:12:11	0:00:25	2	
144	7:11:46	7:12:43	7:14:09	0:02:23	2	
145	7:12:14	7:14:18	7:15:43	0:03:29	2	
146	7:12:50	7:15:53	7:16:47	0:03:57	2	
147	7:15:41	7:17:16	7:20:04	0:04:23	2	
148	7:16:07	7:17:06	7:17:06	0:01:00	2	
149	7:15:35	7:20:36	7:21:30	0:05:52	2	
150	7:20:57	7:22:39	7:22:59	0:02:02	2	
151	7:21:39	7:23:02	7:23:07	0:01:28	2	
152	7:22:46	7:24:17	7:25:31	0:02:45	2	
153	7:23:07	7:24:06	7:24:06	0:00:59	2	
154	7:23:25	7:25:35	7:25:26	0:02:01	2	
155	7:26:43	7:27:35	7:27:43	0:01:00	2	
156	7:28:00	7:29:48	7:29:48	0:01:48	2	
157	7:28:35	7:28:36	7:30:14	0:01:19	2	
158	7:29:46	7:31:05	7:31:05	0:01:19	2	
159	7:31:44	7:31:13	7:33:03	0:01:19	2	
160	7:36:04	7:33:08	7:34:08	0:04:04	2	
161	7:35:11	7:34:46	7:36:31	0:01:15	2	
162	7:34:06	7:34:28	7:36:19	0:02:13	2	
163	7:40:56	7:40:56	7:42:24	0:01:28	2	
164	7:41:03	7:42:27	7:43:36	0:02:33	2	
165	7:41:25	7:43:00	7:44:30	0:03:34	2	
166	7:41:47	7:43:06	7:45:46	0:04:01	2	
167	7:43:13	7:45:53	7:46:08	0:02:55	2	
168	7:44:54	7:46:53	7:47:55	0:03:01	2	
169	7:46:41	7:48:11	7:50:09	0:03:18	2	
170	7:47:37	7:50:04	7:50:30	0:02:53	2	
171	7:47:59	7:50:06	7:50:06	0:02:06	2	
172	7:50:31	7:51:11	7:51:18	0:00:47	2	Left the Queue
173	7:49:39	7:51:46	7:52:4			

Location: 7 Brew Coffee, 2730 Southwest Pkwy
City: Wichita Falls, TX
Date: 7/29/2025, Tue

Snapshot Queue Length (# of Vehicles)			
Time	Drive Thru Queue		Notes
	Pickup Window to End of Queue		
	Lane#1	Lane#2	
7:00 AM	2	1	
7:01 AM	3	1	
7:02 AM	2	2	
7:03 AM	1	1	
7:04 AM	0	1	
7:05 AM	0	0	
7:06 AM	0	0	
7:07 AM	0	0	
7:08 AM	1	0	
7:09 AM	2	1	
7:10 AM	2	0	
7:11 AM	1	1	
7:12 AM	0	1	
7:13 AM	0	1	
7:14 AM	0	1	
7:15 AM	0	1	
7:16 AM	2	2	
7:17 AM	2	2	
7:18 AM	3	1	
7:19 AM	3	1	
7:20 AM	2	4	
7:21 AM	2	3	
7:22 AM	2	4	
7:23 AM	2	2	
7:24 AM	2	3	
7:25 AM	5	2	
7:26 AM	5	0	
7:27 AM	4	3	
7:28 AM	3	3	
7:29 AM	2	2	
7:30 AM	2	0	
7:31 AM	2	3	
7:32 AM	3	2	
7:33 AM	2	2	
7:34 AM	1	2	
7:35 AM	3	3	
7:36 AM	2	3	
7:37 AM	2	2	
7:38 AM	2	2	
7:39 AM	3	1	
7:40 AM	2	3	
7:41 AM	2	3	
7:42 AM	2	3	
7:43 AM	3	1	
7:44 AM	3	2	
7:45 AM	3	3	
7:46 AM	5	3	
7:47 AM	6	5	
7:48 AM	4	4	
7:49 AM	2	3	
7:50 AM	1	4	
7:51 AM	1	3	
7:52 AM	1	3	
7:53 AM	1	1	
7:54 AM	1	0	
7:55 AM	1	1	
7:56 AM	1	2	
7:57 AM	1	3	
7:58 AM	3	2	
7:59 AM	3	4	
8:00 AM	3	4	
8:01 AM	3	2	
8:02 AM	3	4	
8:03 AM	3	3	
8:04 AM	3	3	
8:05 AM	2	3	
8:06 AM	3	3	
8:07 AM	2	3	
8:08 AM	4	3	
8:09 AM	4	4	
8:10 AM	4	2	
8:11 AM	4	3	
8:12 AM	3	4	
8:13 AM	2	3	
8:14 AM	4	3	
8:15 AM	4	2	
8:16 AM	5	3	
8:17 AM	4	3	
8:18 AM	4	3	
8:19 AM	4	2	
8:20 AM	1	4	
8:21 AM	3	2	
8:22 AM	3	2	
8:23 AM	3	2	
8:24 AM	4	4	
8:25 AM	4	3	
8:26 AM	4	5	
8:27 AM	4	5	
8:28 AM	6	5	
8:29 AM	6	4	
8:30 AM	4	2	
8:31 AM	3	2	
8:32 AM	2	2	
8:33 AM	1	2	
8:34 AM	1	2	
8:35 AM	0	1	
8:36 AM	0	0	
8:37 AM	1	0	
8:38 AM	2	0	
8:39 AM	3	2	
8:40 AM	2	3	
8:41 AM	2	2	
8:42 AM	1	1	
8:43 AM	0	1	
8:44 AM	1	2	
8:45 AM	1	1	
8:46 AM	2	1	
8:47 AM	3	2	
8:48 AM	3	1	
8:49 AM	3	2	
8:50 AM	4	3	
8:51 AM	5	2	
8:52 AM	4	4	
8:53 AM	3	5	
8:54 AM	3	4	
8:55 AM	2	3	
8:56 AM	2	2	
8:57 AM	2	2	
8:58 AM	2	3	
8:59 AM	2	2	
9:00 AM	2	2	
9:01 AM	2	2	
9:02 AM	3	2	
9:03 AM	3	2	
9:04 AM	2	2	
9:05 AM	4	2	
9:06 AM	2	2	
9:07 AM	4	4	
9:08 AM	2	3	
9:09 AM	2	3	
9:10 AM	2	2	
9:11 AM	2	1	
9:12 AM	2	1	
9:13 AM	1	1	
9:14 AM	2	1	
9:15 AM	1	2	
9:16 AM	3	2	
9:17 AM	2	1	
9:18 AM	3	1	
9:19 AM	2	2	
9:20 AM	0	2	
9:21 AM	0	2	
9:22 AM	1	2	
9:23 AM	0	2	
9:24 AM	1	0	
9:25 AM	1	1	
9:26 AM	2	1	
9:27 AM	1	2	
9:28 AM	1	2	
9:29 AM	1	2	
9:30 AM	2	2	
9:31 AM	3	3	
9:32 AM	3	2	
9:33 AM	4	3	
9:34 AM	3	3	
9:35 AM	4	3	
9:36 AM	4	3	
9:37 AM	2	3	
9:38 AM	2	3	
9:39 AM	1	3	
9:40 AM	2	3	
9:41 AM	2	3	
9:42 AM	2	3	
9:43 AM	1	2	
9:44 AM	0	2	
9:45 AM	1	1	
9:46 AM	2	2	
9:47 AM	3	3	
9:48 AM	3	5	
9:49 AM	4	5	
9:50 AM	4	5	
9:51 AM	4	5	
9:52 AM	4	4	
9:53 AM	3	5	
9:54 AM	3	4	
9:55 AM	4	4	
9:56 AM	5	5	
9:57 AM	3	5	
9:58 AM	3	5	
9:59 AM	2	4	
10:00 AM	3	3	
Totals	431	432	



Prepared by National Data & Surveying Services
Delay & Drive Thru VOLUME

Location: 7 Brew Coffee, 2730 Southwest Pkwy
City: Wichita Falls, TX

Date: 7/29/2025, Tue

Drive Study (if all vehicles)					
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane#
1		7:01:56	7:02:47		1
2		7:02:02	7:02:47		1
3	7:00:10	7:02:49	7:03:24	0:03:14	1
4	7:07:09	7:07:59	7:10:13	0:02:13	1
5	7:08:15	7:10:16	7:11:03	0:02:48	1
6	7:15:42	7:15:42	7:17:09	0:01:27	1
7	7:16:03	7:17:41	7:19:12	0:03:09	1
8	7:17:02	7:19:24	7:19:34	0:02:32	1
9	7:18:00	7:19:34	7:21:35	0:03:35	1
10	7:19:19	7:21:39	7:22:09	0:02:50	1
11	7:21:51	7:22:32	7:23:43	0:01:52	1
12	7:22:33	7:23:52	7:24:35	0:02:02	1
13	7:23:08	7:24:36	7:26:04	0:02:56	1
14	7:24:16	7:26:07	7:27:29	0:03:13	1
15	7:24:48	7:27:30	7:29:26	0:03:38	1
16	7:24:56	7:28:30	7:30:03	0:05:07	1
17	7:24:59	7:30:07	7:30:13	0:05:14	1
18	7:30:29	7:30:29	7:31:56	0:01:30	1
19	7:30:41	7:31:56	7:32:31	0:01:50	1
20	7:31:13	7:32:33	7:33:47	0:02:34	1
21	7:31:28	7:33:52	7:35:56	0:04:28	1
22	7:34:38	7:35:59	7:37:43	0:03:05	1
23	7:34:44	7:37:51	7:39:33	0:04:49	1
24	7:38:01	7:39:41	7:40:55	0:02:54	1
25	7:39:29	7:41:03	7:41:39	0:03:01	1
26	7:40:56	7:41:44	7:42:27	0:02:31	1
27	7:41:24	7:43:33	7:44:46	0:03:22	1
28	7:42:19	7:44:46	7:47:35	0:05:16	1
29	7:43:17	7:47:37	7:47:46	0:04:31	1
30	7:44:22	7:47:50	7:48:03	0:03:41	1
31	7:45:03	7:48:06	7:49:00	0:03:57	1
32	7:45:05	7:49:04	7:49:14	0:04:09	1
33	7:47:02	7:49:16	7:49:44	0:02:42	1
34	7:49:21	7:50:23	7:52:05	0:02:44	1
35	7:52:47	7:52:47	7:54:53	0:02:06	1
36	7:54:57	7:54:57	7:56:46	0:01:49	1
37	7:56:42	7:56:42	7:59:35	0:02:53	1
38	7:57:19	7:59:40	8:01:13	0:03:54	1
39	7:57:40	8:01:16	8:03:22	0:03:42	1
40	7:59:28	8:01:26	8:03:05	0:03:39	1
41	8:01:27	8:03:07	8:04:31	0:03:04	1
42	8:01:34	8:04:44	8:05:12	0:03:38	1
43	8:04:06	8:06:09	8:06:57	0:02:57	1
44	8:05:17	8:07:05	8:09:01	0:03:44	1
45	8:05:48	8:09:03	8:09:08	0:03:20	1
46	8:07:44	8:09:12	8:10:11	0:02:27	1
47	8:07:46	8:10:14	8:11:05	0:03:19	1
48	8:08:18	8:11:10	8:11:26	0:03:08	1
49	8:09:52	8:11:56	8:12:48	0:02:56	1
50	8:10:23	8:12:55	8:16:18	0:05:55	1
51	8:12:00	8:16:23	8:18:12	0:06:12	1
52	8:13:05	8:18:17	8:19:07	0:06:01	1
53	8:13:18	8:19:10	8:19:26	0:06:08	1
54	8:15:20	8:19:27	8:19:47	0:04:27	1
55	8:18:29	8:20:53	8:21:41	0:03:02	1
56	8:20:54	8:21:44	8:24:10	0:03:16	1
57	8:20:58	8:24:13	8:25:27	0:04:29	1
58	8:21:38	8:26:26	8:29:36	0:04:08	1
59	8:23:23	8:26:51	8:29:29	0:06:06	1
60	8:24:10	8:29:31	8:29:35	0:05:25	1
61	8:25:51	8:29:43	8:31:59	0:03:42	1
62	8:25:38	8:30:36	8:31:59	0:05:20	1
63	8:27:17	8:32:03	8:32:05	0:04:48	1
64	8:27:33	8:32:12	8:32:52	0:05:19	1
65	8:31:12	8:32:56	8:34:09	0:03:57	1
66	8:36:58	8:36:58	8:39:22	0:02:24	1
67	8:37:31	8:39:26	8:41:08	0:03:37	1
68	8:38:27	8:41:27	8:42:35	0:04:08	1
69	8:41:05	8:43:35	8:44:58	0:03:53	1
70	8:44:18	8:45:03	8:46:19	0:02:01	1
71	8:45:52	8:46:23	8:49:24	0:03:32	1
72	8:48:31	8:49:27	8:51:31	0:03:00	1
73	8:48:38	8:51:27	8:52:13	0:03:35	1
74	8:49:10	8:52:20	8:52:41	0:03:31	1
75	8:49:44	8:52:59	8:54:58	0:05:14	1
76	8:50:37	8:55:04	8:56:11	0:05:34	1
77	8:53:07	8:56:21	8:57:24	0:04:17	1
78	8:56:57	8:58:11	8:58:57	0:02:00	1
79	8:57:38	8:59:00	9:01:13	0:03:56	1
80	8:58:44	9:01:16	9:01:19	0:04:35	1
81	9:01:28	9:03:21	9:05:24	0:03:56	1
82	9:01:31	9:05:31	9:05:42	0:04:11	1
83	9:04:29	9:05:50	9:07:27	0:03:07	1
84	9:04:25	9:07:33	9:07:54	0:03:29	1
85	9:06:25	9:08:12	9:09:22	0:02:57	1
86	9:06:36	9:09:29	9:10:39	0:04:03	1
87	9:09:22	9:10:47	9:12:06	0:02:43	1
88	9:10:07	9:12:11	9:12:44	0:02:37	1
89	9:12:18	9:12:47	9:14:56	0:02:38	1
90	9:13:08	9:15:02	9:16:28	0:03:20	1
91	9:15:29	9:16:30	9:18:28	0:02:59	1
92	9:16:54	9:18:31	9:19:34	0:03:40	1
93	9:17:27	9:19:37	9:20:00	0:02:33	1
94	9:21:44	9:21:44	9:23:59	0:02:15	1
95	9:23:51	9:23:51	9:26:59	0:03:08	1
96	9:25:41	9:27:04	9:28:10	0:02:29	1
97	9:28:55	9:28:55	9:30:39	0:01:44	1
98	9:29:00	9:30:47	9:32:03	0:03:01	1
99	9:30:15	9:32:08	9:33:21	0:03:06	1
100	9:30:55	9:33:24	9:35:55	0:05:00	1
101	9:30:46	9:36:01	9:36:13	0:03:28	1
102	9:32:51	9:36:17	9:36:32	0:03:41	1
103	9:34:22	9:36:31	9:37:39	0:03:17	1
104	9:35:35	9:37:51	9:38:30	0:02:55	1
105	9:39:25	9:39:54	9:42:15	0:02:50	1
106	9:39:48	9:42:17	9:42:27	0:02:39	1
107	9:42:40	9:42:40	9:43:58	0:01:18	1
108	9:44:35	9:45:35	9:45:51	0:01:16	1
109	9:44:36	9:45:55	9:47:15	0:02:43	1
110	9:46:59	9:47:27	9:48:01	0:02:02	1
111	9:46:32	9:48:23	9:49:10	0:02:38	1
112	9:47:39	9:48:17	9:50:31	0:06:01	1
113	9:47:31	9:52:36	9:52:39	0:05:08	1
114	9:48:47	9:52:43	9:53:16	0:04:29	1
115	9:49:12	9:53:27	9:54:43	0:05:31	1
116	9:52:18	9:54:48	9:55:45	0:03:27	1
117	9:53:51	9:55:46	9:56:44	0:02:53	1
118	9:54:28	9:56:52	9:57:09	0:02:41	1
119	9:54:47	9:57:33	9:57:42	0:04:56	1
120	9:55:56	9:57:48	9:58:54	0:02:58	1
121	9:57:28	9:59:11	10:00:12	0:02:44	1
122	9:57:58	10:00:18	10:00:45	0:02:47	1
123	9:59:12	10:00:46	10:02:04	0:02:52	1
124			7:00:35		2
125	7:00:24	7:00:50	7:02:21	0:01:57	2
126	7:01:40	7:02:09	7:04:14	0:02:34	2
127	7:01:14	7:08:14	7:09:39	0:01:25	2
128	7:10:24	7:10:24	7:12:11	0:01:47	2
129	7:12:07	7:12:56	7:15:20	0:03:13	2
130	7:15:27	7:15:27	7:17:43	0:02:16	2
131	7:15:50	7:17:44	7:19:19	0:03:29	2
132	7:19:11	7:19:22	7:21:02	0:01:51	2
133	7:19:32	7:21:14	7:22:52	0:03:20	2
134	7:19:53	7:22:55	7:24:19	0:04:26	2
135	7:19:58	7:24:23	7:24:53	0:04:55	2
136	7:21:57	7:24:57	7:26:43	0:03:46	2
137	7:23:25	7:26:48	7:29:57	0:03:32	2
138	7:28:27	7:28:27	7:29:02	0:02:35	2
139	7:26:33	7:29:04	7:29:13	0:02:40	2
140	7:26:49	7:29:17	7:29:53	0:03:04	2
141	7:30:13	7:30:12	7:31:43	0:01:31	2
142	7:30:34	7:31:47	7:33:20	0:02:46	2
143	7:30:36	7:33:25	7:35:36	0:05:00	2
144	7:32:46	7:35:39	7:36:17	0:02:41	2
145	7:35:51	7:36:31	7:37:17	0:03:26	2
146	7:35:51	7:38:21	7:38:53	0:03:02	2
147	7:38:25	7:38:56	7:42:05	0:03:40	2
148	7:39:06	7:42:59	7:43:51	0:03:45	2
149	7:39:41	7:42:56	7:43:14	0:03:33	2
150	7:43:04	7:44:06	7:46:50	0:02:46	2
151	7:43:04	7:45:53	7:46:56	0:02:52	2
152	7:44:59	7:46:25	7:47:55	0:02:56	2
153	7:45:04	7:47:59	7:48:50	0:03:46	2
154	7:45:18	7:48:57	7:50:03	0:04:45	2
155	7:46:33	7:50:08	7:51:11	0:06:39	2
156	7:48:40	7:52:13	7:53:01	0:06:21	2
157	7:48:42	7:53:07	7:53:28	0:03:46	2
158	7:54:16	7:54:16	7:57:11	0:02:55	2
159	7:55:23	7:57:14	8:00:52	0:06:29	2
160	7:56:47	8:00:57	8:01:02	0:04:15	2
161	7:58:02	8:01:27	8:02:56	0:04:54	2
162	7:58:09	8:04:50	8:05:51	0:06:52	2
163	8:01:48	8:05:53	8:06:27	0:04:39	2
164	8:01:54	8:06:32	8:07:24	0:06:30	2
165	8:06:01	8:07:28	8:09:58	0:03:57	2
166	8:06:37	8:10:38	8:12:09	0:06:32	2
167	8:07:24	8:12:13	8:14:12	0:06:48	2
168	8:08:35	8:14:15	8:14:42	0:06:07	2
169	8:11:21	8:14:44	8:16:41	0:05:20	2
170	8:14:52	8:16:47	8:18:46	0:03:54	2
171	8:15:37	8:19:20	8:20:46	0:05:09	2
172	8:16:42	8:20:48	8:20:50	0:04:08	2
173	8:19:49	8:21:29	8:22:55	0:03:26	2
174	8:19:44	8:22:58	8:24:53	0:05:19	2
175	8:22:01	8:24:57	8:26:16	0:06:15	2
176	8:23:07	8:28:19	8:29:41	0:06:34	2
177	8:23:46	8:29:44	8:30:00	0:06:11	2
178	8:25:33	8:30:03	8:30:12	0:04:39	2
179	8:25:52	8:30:16	8:31:18	0:05:26	2
180	8:30:19	8:31:22	8:32:17	0:01:58	2
181	8:31:15	8:32:24	8:34:08	0:02:53	2
182	8:32:06	8:34:11	8:35:11	0:03:05	2
183	8:38:18	8:38:16	8:40:31	0:02:15	2
184	8:38:20	8:41:52	8:41:56	0:03:35	2
185	8:39:13	8:42:04	8:44:31	0:05:18	2
186	8:43:20				

Location: 7 Brew Coffee, 15707 Coit Rd
City: Dallas, TX
Date: 7/29/2025, Tue

SNAPSHOT QUEUE LENGTH (# OF VEHICLES)			
TIME	DRIVE THRU QUEUE PICKUP WINDOW TO END OF QUEUE		Notes
	LANE#1	LANE#2	
7:00 AM	2	2	
7:01 AM	2	3	
7:02 AM	1	3	
7:03 AM	3	3	
7:04 AM	3	2	
7:05 AM	3	1	
7:06 AM	2	2	
7:07 AM	1	2	
7:08 AM	0	2	
7:09 AM	0	1	
7:10 AM	2	1	
7:11 AM	2	1	
7:12 AM	2	3	
7:13 AM	2	2	
7:14 AM	1	2	
7:15 AM	1	1	
7:16 AM	1	0	
7:17 AM	0	0	
7:18 AM	1	0	
7:19 AM	2	0	
7:20 AM	2	1	
7:21 AM	1	2	
7:22 AM	1	1	
7:23 AM	0	0	
7:24 AM	1	1	
7:25 AM	2	1	
7:26 AM	2	3	
7:27 AM	2	3	
7:28 AM	3	3	
7:29 AM	3	2	
7:30 AM	2	2	
7:31 AM	2	0	
7:32 AM	5	5	
7:33 AM	4	5	
7:34 AM	4	5	
7:35 AM	4	5	
7:36 AM	3	3	
7:37 AM	3	4	
7:38 AM	4	4	
7:39 AM	4	4	
7:40 AM	4	4	
7:41 AM	3	4	
7:42 AM	4	4	
7:43 AM	2	5	
7:44 AM	1	4	
7:45 AM	3	3	
7:46 AM	3	2	
7:47 AM	1	1	
7:48 AM	1	1	
7:49 AM	0	1	
7:50 AM	2	0	
7:51 AM	2	0	
7:52 AM	0	0	
7:53 AM	1	0	
7:54 AM	2	1	
7:55 AM	3	3	
7:56 AM	3	3	
7:57 AM	2	2	
7:58 AM	2	3	
7:59 AM	1	2	
8:00 AM	2	1	
8:01 AM	1	1	
8:02 AM	2	1	
8:03 AM	1	3	
8:04 AM	2	2	
8:05 AM	2	2	
8:06 AM	2	3	
8:07 AM	2	2	
8:08 AM	2	2	
8:09 AM	1	2	
8:10 AM	1	1	
8:11 AM	2	1	
8:12 AM	2	2	
8:13 AM	2	1	
8:14 AM	2	1	
8:15 AM	0	1	
8:16 AM	1	0	
8:17 AM	2	1	
8:18 AM	2	2	
8:19 AM	1	2	
8:20 AM	2	1	
8:21 AM	2	1	
8:22 AM	2	3	
8:23 AM	1	3	
8:24 AM	1	3	
8:25 AM	4	2	
8:26 AM	4	3	
8:27 AM	4	3	
8:28 AM	3	4	
8:29 AM	2	4	
8:30 AM	3	3	
8:31 AM	4	3	
8:32 AM	4	3	
8:33 AM	5	4	
8:34 AM	3	3	
8:35 AM	2	2	
8:36 AM	2	2	
8:37 AM	3	2	
8:38 AM	3	2	
8:39 AM	3	3	
8:40 AM	4	3	
8:41 AM	4	4	
8:42 AM	2	3	
8:43 AM	2	3	
8:44 AM	2	3	
8:45 AM	2	2	
8:46 AM	2	3	
8:47 AM	3	3	
8:48 AM	3	5	
8:49 AM	4	3	
8:50 AM	4	4	
8:51 AM	4	3	
8:52 AM	4	4	
8:53 AM	4	4	
8:54 AM	2	4	
8:55 AM	2	4	
8:56 AM	1	3	
8:57 AM	2	3	
8:58 AM	3	3	
8:59 AM	3	4	
9:00 AM	4	4	
9:01 AM	3	4	
9:02 AM	3	5	
9:03 AM	2	3	
9:04 AM	2	2	
9:05 AM	3	3	
9:06 AM	2	3	
9:07 AM	2	3	
9:08 AM	3	2	
9:09 AM	2	1	
9:10 AM	1	1	
9:11 AM	1	0	
9:12 AM	1	1	
9:13 AM	1	1	
9:14 AM	1	1	
9:15 AM	1	0	
9:16 AM	1	1	
9:17 AM	0	1	
9:18 AM	2	3	
9:19 AM	2	3	
9:20 AM	3	2	
9:21 AM	2	1	
9:22 AM	2	2	
9:23 AM	3	3	
9:24 AM	3	3	
9:25 AM	2	4	
9:26 AM	2	3	
9:27 AM	2	3	
9:28 AM	3	2	
9:29 AM	3	1	
9:30 AM	2	1	
9:31 AM	1	1	
9:32 AM	1	1	
9:33 AM	1	1	
9:34 AM	0	0	
9:35 AM	0	0	
9:36 AM	0	0	
9:37 AM	4	0	
9:38 AM	3	3	
9:39 AM	4	4	
9:40 AM	3	4	
9:41 AM	2	3	
9:42 AM	2	4	
9:43 AM	3	2	
9:44 AM	3	2	
9:45 AM	2	2	
9:46 AM	2	2	
9:47 AM	2	2	
9:48 AM	2	2	
9:49 AM	3	2	
9:50 AM	4	3	
9:51 AM	3	4	
9:52 AM	1	3	
9:53 AM	1	3	
9:54 AM	2	2	
9:55 AM	1	1	
9:56 AM	1	2	
9:57 AM	2	1	
9:58 AM	2	1	
9:59 AM	2	1	
10:00 AM	1	0	
Totals	391	404	



Prepared by National Data & Surveying Services
Delay & Drive-Thru VOLUME

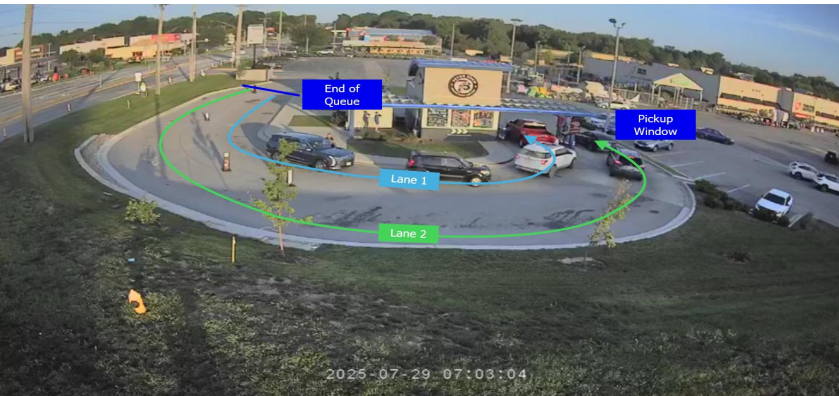
Location: 7 Brew Coffee, 15707 Coit Rd
City: Dallas, TX

Date: 7/29/2025, Tue

Delay Study (# of Vehicles)						
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane#	Notes
1	6:58:13	6:58:13	7:00:48	0:02:35	1	Joined Queue Before Study Start Time
2	6:58:23	7:00:48	7:01:44	0:03:21	1	Joined Queue Before Study Start Time
3	7:00:35	7:02:18	7:05:35	0:05:00	1	
4	7:02:09	7:05:41	7:06:28	0:04:19	1	
5	7:02:45	7:06:32	7:07:05	0:04:20	1	
6	7:09:03	7:09:03	7:10:23	0:01:20	1	
7	7:10:07	7:10:27	7:12:37	0:02:30	1	
8	7:10:17	7:12:43	7:13:21	0:03:04	1	
9	7:12:44	7:13:29	7:14:55	0:02:11	1	
10	7:14:59	7:14:59	7:16:43	0:01:44	1	
11	7:17:09	7:17:09	7:20:03	0:02:54	1	
12	7:18:45	7:19:11	7:21:09	0:02:24	1	Lane Change from Lane 1 to Lane 2
13	7:19:34	7:20:23	7:22:09	0:02:35	1	
14	7:22:15	7:23:15	7:25:23	0:02:08	1	
15	7:24:12	7:25:31	7:26:35	0:02:23	1	
16	7:25:24	7:26:39	7:28:44	0:03:20	1	
17	7:26:49	7:28:45	7:30:01	0:03:12	1	
18	7:29:01		7:30:05	0:02:04	1	didn't stop on pickup window
19	7:28:33	7:30:12	7:32:06	0:03:33	1	
20	7:30:18	7:32:16	7:33:38	0:03:20	1	
21	7:31:27	7:33:37	7:34:21	0:02:54	1	
22	7:31:30	7:34:24	7:35:42	0:04:12	1	
23	7:31:50	7:35:50	7:36:25	0:04:35	1	
24	7:33:46	7:36:24	7:38:10	0:05:24	1	
25	7:33:47	7:39:12	7:40:38	0:06:51	1	
26	7:35:46	7:40:41	7:41:41	0:04:55	1	
27	7:37:39	7:41:43	7:42:04	0:04:25	1	
28	7:39:19	7:42:07	7:42:40	0:03:21	1	
29	7:41:08	7:42:45	7:43:42	0:02:34	1	
30	7:41:59	7:42:44	7:46:04	0:04:14	1	
31	7:43:10		7:46:11	0:03:01	1	didn't stop on pickup window
32	7:44:29	7:46:14	7:46:38	0:02:09	1	
33	7:46:34	7:46:44	7:48:53	0:02:19	1	
34	7:47:19	7:47:55	7:49:43	0:02:24	1	Lane Change from Lane 1 to Lane 2
35	7:49:17	7:49:17	7:51:02	0:01:45	1	
36	7:49:35	7:51:04	7:51:29	0:01:54	1	
37	7:52:28	7:52:28	7:56:25	0:04:00	1	
38	7:53:48	7:56:31	7:58:26	0:04:38	1	
39	7:54:25	7:56:30	8:00:17	0:05:52	1	
40	7:59:49	8:00:57	8:02:59	0:03:10	1	
41	8:01:59	8:03:46	8:05:25	0:03:27	1	
42	8:05:47	8:08:08	8:08:47	0:04:00	1	
43	8:08:24	8:09:53	8:10:58	0:01:34	1	
44	8:10:29	8:11:02	8:14:07	0:03:38	1	
45	8:10:41	8:14:08	8:14:15	0:03:34	1	
46	8:15:47	8:15:47	8:18:34	0:02:47	1	
47	8:15:42	8:16:35	8:18:46	0:02:04	1	
48	8:18:29	8:18:53	8:23:15	0:04:46	1	
49	8:19:39				1	Left the queue & exited outside of Lanes
50	8:23:58	8:23:58	8:27:19	0:03:21	1	
51	8:24:26	8:27:34	8:29:09	0:04:43	1	
52	8:24:29	8:28:22	8:29:25	0:04:56	1	
53	8:24:42	8:29:18	8:31:15	0:06:33	1	
54	8:29:05	8:31:24	8:33:20	0:04:15	1	
55	8:29:53	8:33:21	8:33:39	0:03:45	1	
56	8:30:31	8:33:42	8:34:11	0:03:40	1	
57	8:31:48	8:34:15	8:35:25	0:03:37	1	
58	8:32:23	8:35:25	8:36:13	0:03:50	1	
59	8:35:42	8:36:56	8:38:04	0:02:22	1	
60	8:36:15	8:38:07	8:39:05	0:02:51	1	
61	8:36:59	8:39:08	8:41:42	0:04:43	1	
62	8:39:01	8:41:50	8:42:03	0:03:02	1	
63	8:39:58	8:42:16	8:44:47	0:04:49	1	
64	8:40:07	8:44:51	8:46:25	0:06:18	1	
65	8:44:13	8:46:29	8:47:06	0:02:53	1	
66	8:44:16	8:46:53	8:48:08	0:03:52	1	Lane Change from Lane 1 to Lane 2
67	8:46:55	8:47:41	8:50:30	0:03:41	1	
68	8:46:59	8:50:37	8:52:10	0:05:11	1	
69	8:47:39	8:52:12	8:53:38	0:05:59	1	
70	8:48:30	8:53:38	8:53:56	0:05:26	1	
71	8:50:09	8:54:00	8:55:16	0:05:07	1	
72	8:52:26	8:56:20	8:56:15	0:03:49	1	
73	8:56:25	8:56:25	9:00:13	0:03:48	1	
74	8:56:30	9:00:18	9:02:20	0:05:50	1	
75	8:57:05	9:02:26	9:03:06	0:06:01	1	
76	8:59:36	9:03:10	9:04:20	0:04:44	1	
77	9:03:14	9:04:24	9:05:55	0:02:41	1	
78	9:04:14	9:05:57	9:06:17	0:02:03	1	
79	9:04:25	9:06:48	9:06:59	0:04:20	1	
80	9:05:26	9:08:56	9:09:56	0:03:30	1	
81	9:07:17	9:09:59	9:12:35	0:05:18	1	
82	9:12:24	9:12:40	9:16:23	0:03:59	1	
83	9:17:11	9:17:11	9:20:07	0:02:56	1	
84	9:17:52	9:20:12	9:22:48	0:04:56	1	
85	9:19:14	9:21:53	9:24:49	0:05:35	1	
86	9:22:04	9:25:50	9:26:21	0:04:17	1	
87	9:22:41	9:26:24	9:27:14	0:04:33	1	
88	9:26:13	9:27:15	9:29:41	0:03:26	1	
89	9:27:02	9:29:49	9:30:17	0:03:15	1	
90	9:27:45	9:30:20	9:30:28	0:02:43	1	
91	9:30:50	9:33:35	9:33:35	0:02:45	1	
92	9:36:15	9:36:15	9:39:47	0:03:32	1	
93	9:36:43	9:37:25	9:40:40	0:03:57	1	Lane Change from Lane 1 to Lane 2
94	9:36:54	9:39:59	9:40:54	0:04:00	1	
95	9:37:26	9:41:13	9:42:27	0:05:01	1	
96	9:38:52	9:42:40	9:44:34	0:05:42	1	
97	9:42:56	9:44:37	9:46:13	0:02:17	1	
98	9:43:02	9:45:19	9:46:45	0:03:43	1	
99	9:45:35	9:47:54	9:50:10	0:04:35	1	
100	9:46:12	9:50:16	9:51:06	0:04:54	1	
101	9:48:53	9:51:08	9:52:55	0:04:02	1	
102	9:50:50	9:52:57	9:54:53	0:04:03	1	
103	9:53:40	9:57:28	9:57:28	0:03:58	1	
104	9:56:54	9:57:41	9:59:49	0:02:55	1	
105	9:57:47	9:59:52	10:01:04	0:03:17	1	
106	6:59:58	6:59:58	7:03:25	0:03:27	2	Joined Queue Before Study Start Time
107	6:59:59	7:03:28	7:04:37	0:04:38	2	Joined Queue Before Study Start Time
108	7:00:31	7:05:21	7:08:01	0:07:30	2	
109	7:06:07	7:09:04	7:09:04	0:03:57	2	
110	7:09:41	7:09:41	7:12:17	0:02:36	2	
111	7:11:02	7:12:23	7:14:24	0:03:22	2	
112	7:11:44	7:14:29	7:15:04	0:03:20	2	
113	7:20:16	7:21:24	7:22:13	0:01:57	2	
114	7:23:08	7:23:08	7:24:34	0:01:26	2	
115	7:24:22	7:24:41	7:26:24	0:04:02	2	
116	7:25:07	7:25:29	7:26:15	0:04:08	2	
117	7:25:32	7:29:20	7:30:10	0:04:38	2	
118	7:29:20	7:30:14	7:30:37	0:01:17	2	
119	7:31:17	7:31:17	7:34:10	0:02:53	2	
120	7:31:17	7:34:12	7:35:24	0:04:07	2	
121	7:31:25	7:35:28	7:35:51	0:04:26	2	
122	7:31:33	7:35:54	7:37:43	0:06:10	2	
123	7:31:47	7:38:09	7:39:00	0:07:13	2	
124	7:34:55				2	Left the queue & exited outside of Lanes
125	7:36:35	7:39:04	7:41:16	0:04:41	2	
126	7:37:54	7:41:22	7:45:47	0:07:53	2	
127	7:38:37				2	Left the queue & exited outside of Lanes
128	7:38:41				2	Left the queue & exited outside of Lanes
129	7:41:29				2	Left the queue & exited outside of Lanes
130	7:42:37	7:45:50	7:46:19	0:03:42	2	
131	7:45:33	7:46:34	7:47:38	0:02:05	2	
132	7:53:22	7:53:22	7:56:05	0:02:43	2	
133	7:54:22	7:56:24	7:58:33	0:04:11	2	
134	7:54:30	7:58:37	7:59:48	0:05:18	2	
135	7:57:55	7:59:52	8:02:32	0:04:37	2	
136	8:02:37	8:02:37	8:06:10	0:03:33	2	
137	8:02:44	8:06:15	8:07:18	0:04:34	2	
138	8:02:46	8:05:33	8:08:02	0:05:16	2	Lane Change from Lane 2 to Lane 1
139	8:05:12	8:07:25	8:09:35	0:04:23	2	
140	8:09:48	8:10:49	8:10:49	0:02:57	2	
141	8:10:18	8:11:02	8:12:37	0:02:19	2	
142	8:11:48	8:13:06	8:14:03	0:02:15	2	
143	8:14:10	8:14:10	8:15:38	0:01:28	2	
144	8:16:39	8:16:39	8:18:43	0:02:04	2	
145	8:17:05	8:18:48	8:19:33	0:02:28	2	
146	8:18:39	8:20:45	8:24:08	0:05:29	2	
147	8:21:39	8:24:11	8:24:58	0:03:19	2	
148	8:21:57	8:25:00	8:26:32	0:03:35	2	
149	8:24:36	8:25:43	8:29:30	0:04:54	2	
150	8:25:23	8:29:36	8:31:25	0:06:03	2	
151	8:25:46	8:31:29	8:32:26	0:06:40	2	
152	8:27:14	8:32:29	8:33:25	0:06:11	2	
153	8:31:11	8:33:28	8:34:17	0:03:06	2	
154	8:32:10	8:34:20	8:34:39	0:02:29	2	
155	8:32:31	8:34:44	8:36:19	0:03:48	2	
156	8:34:24	8:36:22	8:37:30	0:03:06	2	
157	8:36:05	8:37:34	8:39:26	0:03:21	2	
158	8:37:14	8:40:48	8:41:20	0:04:06	2	
159	8:38:15	8:41:23	8:44:12	0:05:57	2	
160	8:39:41	8:44:20	8:44:43	0:05:02	2	
161	8:40:38	8:44:48	8:46:50	0:06:12	2	
162	8:45:04	8:48:11	8:48:24	0:03:20	2	
163	8:46:09	8:48:31	8:49:27	0:03:18	2	
164	8:47:41	8:49:34	8:50:43	0:03:02	2	
165	8:48:00	8:50:47	8:56:12	0:08:12	2	
166	8:49:07				2	Left the queue & exited outside of Lanes
167	8:49:17				2	Left the queue & exited outside of Lanes
168	8:51:23	8:56:19	8:59:26	0:08:03	2	
169	8:52:09	8:55:20	8:56:15	0:04:06	2	Lane Change from Lane 2 to Lane 1
170	8:53:54	8:55:33	9:02:42	0:08:48	2	
171	8:56:37	9:02:46	9:03:53	0:07:16	2	
172	8:58:16	9:03:59	9:05:42	0:07:26	2	
173	8:59:11				2	Left the queue & exited outside of Lanes
174	9:01:53	9:05:46	9:07:52	0:05:		

Location: 7 Brew Coffee, 2220 S M 291 HWY
City: Independence, MO
Date: 7/29/2025, Tue

Time	Drive Thru Queue		Notes
	Pickup Window to End of Queue		
	Lane#1	Lane#2	
7:00 AM	3	2	
7:01 AM	2	3	
7:02 AM	3	2	
7:03 AM	4	2	
7:04 AM	2	3	
7:05 AM	4	2	
7:06 AM	2	0	
7:07 AM	1	1	
7:08 AM	2	2	
7:09 AM	2	1	
7:10 AM	1	1	
7:11 AM	1	2	
7:12 AM	1	2	
7:13 AM	3	4	
7:14 AM	4	4	
7:15 AM	6	4	
7:16 AM	5	5	
7:17 AM	6	4	
7:18 AM	6	4	
7:19 AM	5	7	
7:20 AM	6	7	
7:21 AM	5	9	
7:22 AM	7	9	
7:23 AM	8	10	
7:24 AM	7	7	
7:25 AM	6	4	
7:26 AM	6	5	
7:27 AM	6	7	
7:28 AM	3	7	
7:29 AM	4	7	
7:30 AM	4	7	
7:31 AM	5	7	
7:32 AM	5	4	
7:33 AM	6	6	
7:34 AM	7	4	
7:35 AM	6	8	
7:36 AM	3	8	
7:37 AM	5	6	
7:38 AM	5	5	
7:39 AM	5	5	
7:40 AM	4	3	
7:41 AM	4	5	
7:42 AM	3	5	
7:43 AM	3	6	
7:44 AM	4	4	
7:45 AM	4	4	
7:46 AM	4	2	
7:47 AM	2	2	
7:48 AM	1	1	
7:49 AM	1	1	
7:50 AM	2	1	
7:51 AM	2	1	
7:52 AM	2	1	
7:53 AM	2	2	
7:54 AM	2	2	
7:55 AM	2	3	
7:56 AM	4	5	
7:57 AM	6	3	
7:58 AM	6	5	
7:59 AM	5	5	
8:00 AM	6	6	
8:01 AM	6	5	
8:02 AM	6	5	
8:03 AM	6	5	
8:04 AM	4	5	
8:05 AM	5	4	
8:06 AM	4	4	
8:07 AM	3	4	
8:08 AM	1	1	
8:09 AM	2	0	
8:10 AM	2	0	
8:11 AM	2	2	
8:12 AM	2	2	
8:13 AM	4	2	
8:14 AM	4	3	
8:15 AM	2	3	
8:16 AM	2	2	
8:17 AM	3	4	
8:18 AM	2	5	
8:19 AM	4	5	
8:20 AM	3	4	
8:21 AM	2	4	
8:22 AM	3	4	
8:23 AM	2	3	
8:24 AM	2	3	
8:25 AM	2	4	
8:26 AM	3	2	
8:27 AM	2	3	
8:28 AM	2	2	
8:29 AM	3	4	
8:30 AM	4	5	
8:31 AM	5	7	
8:32 AM	7	8	
8:33 AM	7	9	
8:34 AM	5	8	
8:35 AM	7	8	
8:36 AM	6	6	
8:37 AM	6	6	
8:38 AM	6	6	
8:39 AM	7	4	
8:40 AM	6	3	
8:41 AM	3	2	
8:42 AM	3	2	
8:43 AM	5	1	
8:44 AM	3	3	
8:45 AM	2	3	
8:46 AM	1	3	
8:47 AM	2	1	
8:48 AM	1	1	
8:49 AM	2	2	
8:50 AM	3	4	
8:51 AM	4	4	
8:52 AM	5	3	
8:53 AM	5	4	
8:54 AM	2	2	
8:55 AM	1	2	
8:56 AM	1	1	
8:57 AM	0	0	
8:58 AM	1	0	
8:59 AM	2	1	
9:00 AM	1	1	
9:01 AM	2	1	
9:02 AM	3	1	
9:03 AM	2	2	
9:04 AM	4	2	
9:05 AM	4	4	
9:06 AM	4	3	
9:07 AM	5	3	
9:08 AM	6	4	
9:09 AM	7	7	
9:10 AM	6	8	
9:11 AM	6	8	
9:12 AM	8	9	
9:13 AM	9	8	
9:14 AM	7	8	
9:15 AM	7	8	
9:16 AM	6	8	
9:17 AM	5	7	
9:18 AM	6	7	
9:19 AM	7	8	
9:20 AM	6	7	
9:21 AM	6	6	
9:22 AM	6	7	
9:23 AM	5	6	
9:24 AM	7	7	
9:25 AM	5	6	
9:26 AM	6	5	
9:27 AM	6	4	
9:28 AM	3	4	
9:29 AM	3	3	
9:30 AM	3	2	
9:31 AM	1	2	
9:32 AM	2	1	
9:33 AM	1	1	
9:34 AM	2	1	
9:35 AM	3	2	
9:36 AM	3	2	
9:37 AM	2	3	
9:38 AM	2	3	
9:39 AM	4	4	
9:40 AM	2	4	
9:41 AM	2	3	
9:42 AM	3	2	
9:43 AM	2	2	
9:44 AM	2	2	
9:45 AM	5	0	
9:46 AM	5	3	
9:47 AM	6	4	
9:48 AM	6	4	
9:49 AM	6	5	
9:50 AM	6	4	
9:51 AM	5	4	
9:52 AM	4	4	
9:53 AM	5	5	
9:54 AM	4	4	
9:55 AM	3	3	
9:56 AM	2	3	
9:57 AM	4	2	
9:58 AM	6	2	
9:59 AM	5	3	
10:00 AM	5	4	
Totals	710	708	



Properlyty National Data & Surveying Services
Delay & Drive Thru VOLUME

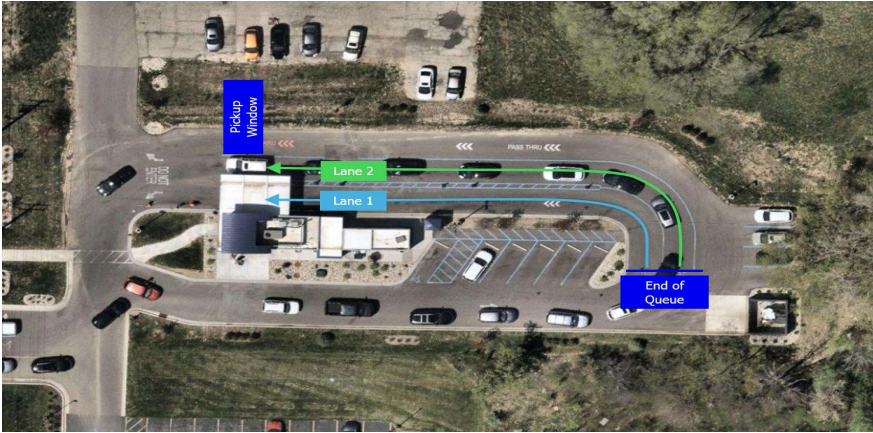
Location: 7 Brew Coffee, 2220 S M 281 HWY
City: Independence, MO

Date: 7/29/2025, Tue

INTERSECT	Vehicle Approach Lane(s) (ft/veh/ln)	Vehicle Recieved Phase Vehicle Movement(s)	Vehicle Left Recieved Phase (ft/veh/ln)	Delay (ft/veh/ln)	Lane #	Notes
1	6:58:59	6:59:37	7:00:42	0:04:03	1	Aborted Queue Outside Study Boundary
2	6:58:48	7:00:48	7:00:48	0:00:00	1	
3	6:58:55	7:00:52	7:00:48	0:00:28	1	
4	7:00:00	7:04:00	7:00:52	0:04:00	1	
5	7:00:00	7:04:00	7:00:52	0:04:00	1	Aborted Queue Outside Study Boundary
6	7:00:00	7:04:00	7:00:52	0:04:00	1	
7	7:00:00	7:04:00	7:00:52	0:04:00	1	
8	7:00:00	7:04:00	7:00:52	0:04:00	1	
9	7:00:52	7:00:50	7:00:48	0:00:12	1	Changed Lane Work Lane 1 to Lane 2
10	7:00:55	7:00:55	7:00:50	0:00:05	1	
11	7:01:00	7:00:55	7:00:52	0:00:03	1	
12	7:00:55	7:00:52	7:00:48	0:00:11	1	
13	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
14	7:01:00	7:00:55	7:00:48	0:00:11	1	
15	7:01:00	7:00:55	7:00:48	0:00:11	1	
16	7:01:00	7:00:55	7:00:48	0:00:11	1	
17	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
18	7:01:00	7:00:55	7:00:48	0:00:11	1	
19	7:01:00	7:00:55	7:00:48	0:00:11	1	
20	7:01:00	7:00:55	7:00:48	0:00:11	1	
21	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
22	7:01:00	7:00:55	7:00:48	0:00:11	1	
23	7:01:00	7:00:55	7:00:48	0:00:11	1	
24	7:01:00	7:00:55	7:00:48	0:00:11	1	
25	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
26	7:01:00	7:00:55	7:00:48	0:00:11	1	
27	7:01:00	7:00:55	7:00:48	0:00:11	1	
28	7:01:00	7:00:55	7:00:48	0:00:11	1	
29	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
30	7:01:00	7:00:55	7:00:48	0:00:11	1	
31	7:01:00	7:00:55	7:00:48	0:00:11	1	
32	7:01:00	7:00:55	7:00:48	0:00:11	1	
33	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
34	7:01:00	7:00:55	7:00:48	0:00:11	1	
35	7:01:00	7:00:55	7:00:48	0:00:11	1	
36	7:01:00	7:00:55	7:00:48	0:00:11	1	
37	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
38	7:01:00	7:00:55	7:00:48	0:00:11	1	
39	7:01:00	7:00:55	7:00:48	0:00:11	1	
40	7:01:00	7:00:55	7:00:48	0:00:11	1	
41	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
42	7:01:00	7:00:55	7:00:48	0:00:11	1	
43	7:01:00	7:00:55	7:00:48	0:00:11	1	
44	7:01:00	7:00:55	7:00:48	0:00:11	1	
45	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
46	7:01:00	7:00:55	7:00:48	0:00:11	1	
47	7:01:00	7:00:55	7:00:48	0:00:11	1	
48	7:01:00	7:00:55	7:00:48	0:00:11	1	
49	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
50	7:01:00	7:00:55	7:00:48	0:00:11	1	
51	7:01:00	7:00:55	7:00:48	0:00:11	1	
52	7:01:00	7:00:55	7:00:48	0:00:11	1	
53	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
54	7:01:00	7:00:55	7:00:48	0:00:11	1	
55	7:01:00	7:00:55	7:00:48	0:00:11	1	
56	7:01:00	7:00:55	7:00:48	0:00:11	1	
57	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
58	7:01:00	7:00:55	7:00:48	0:00:11	1	
59	7:01:00	7:00:55	7:00:48	0:00:11	1	
60	7:01:00	7:00:55	7:00:48	0:00:11	1	
61	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
62	7:01:00	7:00:55	7:00:48	0:00:11	1	
63	7:01:00	7:00:55	7:00:48	0:00:11	1	
64	7:01:00	7:00:55	7:00:48	0:00:11	1	
65	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
66	7:01:00	7:00:55	7:00:48	0:00:11	1	
67	7:01:00	7:00:55	7:00:48	0:00:11	1	
68	7:01:00	7:00:55	7:00:48	0:00:11	1	
69	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
70	7:01:00	7:00:55	7:00:48	0:00:11	1	
71	7:01:00	7:00:55	7:00:48	0:00:11	1	
72	7:01:00	7:00:55	7:00:48	0:00:11	1	
73	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
74	7:01:00	7:00:55	7:00:48	0:00:11	1	
75	7:01:00	7:00:55	7:00:48	0:00:11	1	
76	7:01:00	7:00:55	7:00:48	0:00:11	1	
77	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
78	7:01:00	7:00:55	7:00:48	0:00:11	1	
79	7:01:00	7:00:55	7:00:48	0:00:11	1	
80	7:01:00	7:00:55	7:00:48	0:00:11	1	
81	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
82	7:01:00	7:00:55	7:00:48	0:00:11	1	
83	7:01:00	7:00:55	7:00:48	0:00:11	1	
84	7:01:00	7:00:55	7:00:48	0:00:11	1	
85	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
86	7:01:00	7:00:55	7:00:48	0:00:11	1	
87	7:01:00	7:00:55	7:00:48	0:00:11	1	
88	7:01:00	7:00:55	7:00:48	0:00:11	1	
89	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
90	7:01:00	7:00:55	7:00:48	0:00:11	1	
91	7:01:00	7:00:55	7:00:48	0:00:11	1	
92	7:01:00	7:00:55	7:00:48	0:00:11	1	
93	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
94	7:01:00	7:00:55	7:00:48	0:00:11	1	
95	7:01:00	7:00:55	7:00:48	0:00:11	1	
96	7:01:00	7:00:55	7:00:48	0:00:11	1	
97	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
98	7:01:00	7:00:55	7:00:48	0:00:11	1	
99	7:01:00	7:00:55	7:00:48	0:00:11	1	
100	7:01:00	7:00:55	7:00:48	0:00:11	1	
101	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
102	7:01:00	7:00:55	7:00:48	0:00:11	1	
103	7:01:00	7:00:55	7:00:48	0:00:11	1	
104	7:01:00	7:00:55	7:00:48	0:00:11	1	
105	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
106	7:01:00	7:00:55	7:00:48	0:00:11	1	
107	7:01:00	7:00:55	7:00:48	0:00:11	1	
108	7:01:00	7:00:55	7:00:48	0:00:11	1	
109	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
110	7:01:00	7:00:55	7:00:48	0:00:11	1	
111	7:01:00	7:00:55	7:00:48	0:00:11	1	
112	7:01:00	7:00:55	7:00:48	0:00:11	1	
113	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
114	7:01:00	7:00:55	7:00:48	0:00:11	1	
115	7:01:00	7:00:55	7:00:48	0:00:11	1	
116	7:01:00	7:00:55	7:00:48	0:00:11	1	
117	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
118	7:01:00	7:00:55	7:00:48	0:00:11	1	
119	7:01:00	7:00:55	7:00:48	0:00:11	1	
120	7:01:00	7:00:55	7:00:48	0:00:11	1	
121	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
122	7:01:00	7:00:55	7:00:48	0:00:11	1	
123	7:01:00	7:00:55	7:00:48	0:00:11	1	
124	7:01:00	7:00:55	7:00:48	0:00:11	1	
125	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
126	7:01:00	7:00:55	7:00:48	0:00:11	1	
127	7:01:00	7:00:55	7:00:48	0:00:11	1	
128	7:01:00	7:00:55	7:00:48	0:00:11	1	
129	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
130	7:01:00	7:00:55	7:00:48	0:00:11	1	
131	7:01:00	7:00:55	7:00:48	0:00:11	1	
132	7:01:00	7:00:55	7:00:48	0:00:11	1	
133	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
134	7:01:00	7:00:55	7:00:48	0:00:11	1	
135	7:01:00	7:00:55	7:00:48	0:00:11	1	
136	7:01:00	7:00:55	7:00:48	0:00:11	1	
137	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
138	7:01:00	7:00:55	7:00:48	0:00:11	1	
139	7:01:00	7:00:55	7:00:48	0:00:11	1	
140	7:01:00	7:00:55	7:00:48	0:00:11	1	
141	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
142	7:01:00	7:00:55	7:00:48	0:00:11	1	
143	7:01:00	7:00:55	7:00:48	0:00:11	1	
144	7:01:00	7:00:55	7:00:48	0:00:11	1	
145	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
146	7:01:00	7:00:55	7:00:48	0:00:11	1	
147	7:01:00	7:00:55	7:00:48	0:00:11	1	
148	7:01:00	7:00:55	7:00:48	0:00:11	1	
149	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
150	7:01:00	7:00:55	7:00:48	0:00:11	1	
151	7:01:00	7:00:55	7:00:48	0:00:11	1	
152	7:01:00	7:00:55	7:00:48	0:00:11	1	
153	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
154	7:01:00	7:00:55	7:00:48	0:00:11	1	
155	7:01:00	7:00:55	7:00:48	0:00:11	1	
156	7:01:00	7:00:55	7:00:48	0:00:11	1	
157	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
158	7:01:00	7:00:55	7:00:48	0:00:11	1	
159	7:01:00	7:00:55	7:00:48	0:00:11	1	
160	7:01:00	7:00:55	7:00:48	0:00:11	1	
161	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
162	7:01:00	7:00:55	7:00:48	0:00:11	1	
163	7:01:00	7:00:55	7:00:48	0:00:11	1	
164	7:01:00	7:00:55	7:00:48	0:00:11	1	
165	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
166	7:01:00	7:00:55	7:00:48	0:00:11	1	
167	7:01:00	7:00:55	7:00:48	0:00:11	1	
168	7:01:00	7:00:55	7:00:48	0:00:11	1	
169	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
170	7:01:00	7:00:55	7:00:48	0:00:11	1	
171	7:01:00	7:00:55	7:00:48	0:00:11	1	
172	7:01:00	7:00:55	7:00:48	0:00:11	1	
173	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
174	7:01:00	7:00:55	7:00:48	0:00:11	1	
175	7:01:00	7:00:55	7:00:48	0:00:11	1	
176	7:01:00	7:00:55	7:00:48	0:00:11	1	
177	7:01:00	7:00:55	7:00:48	0:00:11	1	Aborted Queue Outside Study Boundary
178	7:01:00	7:00:55	7:00:48	0:00:11	1	
179	7:01:					

Location: 7 Brew Coffee, 4706 75th St
City: Kenosha, WI
Date: 7/30/2025, Wed

Snapshot Queue Length (# of Vehicles)			
Time	Drive Thru Queue		Notes
	Lane#1	Lane#2	
7:00 AM	1	0	
7:01 AM	1	0	
7:02 AM	2	0	
7:03 AM	2	1	
7:04 AM	2	1	
7:05 AM	1	2	
7:06 AM	2	3	
7:07 AM	3	3	
7:08 AM	4	2	
7:09 AM	3	3	
7:10 AM	2	2	
7:11 AM	2	2	
7:12 AM	2	2	
7:13 AM	2	1	
7:14 AM	2	1	
7:15 AM	0	2	
7:16 AM	1	2	
7:17 AM	1	1	
7:18 AM	1	1	
7:19 AM	0	1	
7:20 AM	0	1	
7:21 AM	0	1	
7:22 AM	1	0	
7:23 AM	2	1	
7:24 AM	3	2	
7:25 AM	2	1	
7:26 AM	3	2	
7:27 AM	2	1	
7:28 AM	3	2	
7:29 AM	3	2	
7:30 AM	2	2	
7:31 AM	2	1	
7:32 AM	3	0	
7:33 AM	2	1	
7:34 AM	2	0	
7:35 AM	2	0	
7:36 AM	2	1	
7:37 AM	4	2	
7:38 AM	5	4	
7:39 AM	4	6	
7:40 AM	5	6	
7:41 AM	4	5	
7:42 AM	2	5	
7:43 AM	1	5	
7:44 AM	3	6	
7:45 AM	2	4	
7:46 AM	5	3	
7:47 AM	5	2	
7:48 AM	5	3	
7:49 AM	5	3	
7:50 AM	5	2	
7:51 AM	2	2	
7:52 AM	1	2	
7:53 AM	3	3	
7:54 AM	3	3	
7:55 AM	3	2	
7:56 AM	2	3	
7:57 AM	2	2	
7:58 AM	2	4	
7:59 AM	3	2	
8:00 AM	4	3	
8:01 AM	3	3	
8:02 AM	4	4	
8:03 AM	4	4	
8:04 AM	5	3	
8:05 AM	4	1	
8:06 AM	4	2	
8:07 AM	3	3	
8:08 AM	4	2	
8:09 AM	5	3	
8:10 AM	4	3	
8:11 AM	3	2	
8:12 AM	2	2	
8:13 AM	2	2	
8:14 AM	2	2	
8:15 AM	2	1	
8:16 AM	3	1	
8:17 AM	4	3	
8:18 AM	5	4	
8:19 AM	4	4	
8:20 AM	4	3	
8:21 AM	4	3	
8:22 AM	3	2	
8:23 AM	5	3	
8:24 AM	5	3	
8:25 AM	5	5	
8:26 AM	5	5	
8:27 AM	5	3	
8:28 AM	6	5	
8:29 AM	5	6	
8:30 AM	6	5	
8:31 AM	7	7	
8:32 AM	7	6	
8:33 AM	7	6	
8:34 AM	6	6	
8:35 AM	7	5	
8:36 AM	7	4	
8:37 AM	6	6	
8:38 AM	5	7	
8:39 AM	4	6	
8:40 AM	4	6	
8:41 AM	5	6	
8:42 AM	5	7	
8:43 AM	7	7	
8:44 AM	7	7	
8:45 AM	7	7	
8:46 AM	5	7	
8:47 AM	5	6	
8:48 AM	4	6	
8:49 AM	4	5	
8:50 AM	4	5	
8:51 AM	5	5	
8:52 AM	3	6	
8:53 AM	5	7	
8:54 AM	4	6	
8:55 AM	7	5	
8:56 AM	6	6	
8:57 AM	5	4	
8:58 AM	3	3	
8:59 AM	2	1	
9:00 AM	2	1	
9:01 AM	2	1	
9:02 AM	5	5	
9:03 AM	3	4	
9:04 AM	4	4	
9:05 AM	4	5	
9:06 AM	5	5	
9:07 AM	7	4	
9:08 AM	7	5	
9:09 AM	6	5	
9:10 AM	3	6	
9:11 AM	4	5	
9:12 AM	3	5	
9:13 AM	4	4	
9:14 AM	4	3	
9:15 AM	3	2	
9:16 AM	1	2	
9:17 AM	2	1	
9:18 AM	2	0	
9:19 AM	2	0	
9:20 AM	2	3	
9:21 AM	3	3	
9:22 AM	2	2	
9:23 AM	1	2	
9:24 AM	1	1	
9:25 AM	0	1	
9:26 AM	1	0	
9:27 AM	1	1	
9:28 AM	2	2	
9:29 AM	2	3	
9:30 AM	2	3	
9:31 AM	3	4	
9:32 AM	2	4	
9:33 AM	3	4	
9:34 AM	4	4	
9:35 AM	4	4	
9:36 AM	3	4	
9:37 AM	3	3	
9:38 AM	2	1	
9:39 AM	2	1	
9:40 AM	2	2	
9:41 AM	1	1	
9:42 AM	2	1	
9:43 AM	2	1	
9:44 AM	3	2	
9:45 AM	3	2	
9:46 AM	2	3	
9:47 AM	2	3	
9:48 AM	0	1	
9:49 AM	1	2	
9:50 AM	0	1	
9:51 AM	1	1	
9:52 AM	2	2	
9:53 AM	3	3	
9:54 AM	3	4	
9:55 AM	5	4	
9:56 AM	5	3	
9:57 AM	5	3	
9:58 AM	3	3	
9:59 AM	2	2	
10:00 AM	1	1	
Totals	585	549	



Location: 7 Brew Coffee, 4706 75th St
City: Kenosha, WI

Date: 7/30/2025, Wed

Delay Study (in Vehicles)						Notes
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane #	
1	6:57:59	6:58:00	7:00:14	0:02:15	1	
2	7:00:46	7:00:46	7:02:31	0:01:46	1	
3	7:01:38	7:02:37	7:04:52	0:02:14	1	
4	7:03:00	7:05:00	7:05:47	0:02:47	1	
5	7:05:46	7:05:53	7:08:30	0:02:44	1	
6	7:06:01	7:08:34	7:09:40	0:03:39	1	
7	7:08:18	7:09:45	7:09:59	0:03:49	1	
8	7:07:32	7:10:06	7:14:46	0:07:14	1	
9	7:09:36	7:14:51	7:14:53	0:05:17	1	
10	7:15:05	7:15:09	7:16:55	0:01:50	1	
11	7:16:18	7:17:01	7:18:01	0:01:43	1	
12	7:21:30	7:21:31	7:24:50	0:03:20	1	
13	7:25:51	7:24:54	7:26:34	0:03:43	1	
14	7:23:46	7:26:38	7:28:15	0:04:29	1	
15	7:25:43	7:28:21	7:29:42	0:03:59	1	
16	7:27:34	7:29:45	7:32:36	0:05:02	1	
17	7:28:57	7:32:38	7:33:27	0:04:30	1	
18	7:32:00	7:33:30	7:35:17	0:03:17	1	
19	7:33:29	7:35:32	7:39:01	0:05:32	1	
20	7:35:49	7:39:04	7:40:10	0:04:21	1	
21	7:36:09	7:40:17	7:41:39	0:05:30	1	
22	7:36:22	7:41:44	7:41:48	0:05:26	1	
23	7:37:25	7:41:52	7:42:44	0:05:19	1	
24	7:39:03	7:42:46	7:44:16	0:05:13	1	
25	7:43:33	7:45:08	7:47:36	0:04:03	1	
26	7:43:55	7:47:44	7:48:15	0:04:20	1	
27	7:45:06	7:48:20	7:50:36	0:05:25	1	
28	7:45:10	7:50:37	7:50:44	0:05:34	1	
29	7:45:55	7:50:49	7:50:58	0:05:03	1	
30	7:47:30	7:51:01	7:51:11	0:03:41	1	
31	7:48:39	7:51:12	7:51:22	0:02:43	1	
32	7:51:44	7:51:44	7:53:51	0:02:10	1	
33	7:52:13	7:53:53	7:55:49	0:02:36	1	
34	7:52:35	7:55:54	7:56:15	0:03:40	1	
35	7:53:54	7:56:59	7:56:38	0:02:44	1	
36	7:56:36	7:58:07	8:01:01	0:04:25	1	
37	7:56:55	8:00:05	8:02:38	0:05:44	1	
38	7:58:35	8:02:44	8:05:05	0:06:10	1	
39	7:59:49	8:05:05	8:05:59	0:06:10	1	
40	8:01:04	8:06:05	8:06:21	0:05:17	1	
41	8:02:05	8:06:25	8:09:35	0:07:30	1	
42	8:03:33	8:09:38	8:10:12	0:06:39	1	
43	8:05:44	8:10:19	8:10:48	0:05:05	1	
44	8:07:21	8:10:52	8:11:15	0:03:54	1	
45	8:08:37	8:11:18	8:14:00	0:05:23	1	
46	8:10:14	8:14:05	8:15:38	0:06:24	1	
47	8:13:14	8:16:42	8:18:36	0:05:16	1	
48	8:15:15	8:18:34	8:21:09	0:05:54	1	
49	8:16:03	8:21:13	8:24:17	0:08:14	1	
50	8:16:08	8:24:21	8:28:42	0:12:34	1	
51	8:17:42	8:28:52	8:31:09	0:13:27	1	
52	8:22:38	8:31:13	8:34:29	0:13:06	1	
53	8:22:54	8:33:32	08:37:47	0:14:53	1	
54	8:24:25	8:37:52	8:38:54	0:14:29	1	
55	8:28:02	8:38:57	8:40:21	0:12:19	1	
56	8:29:54	8:40:25	8:43:17	0:13:23	1	
57	8:30:48	8:43:39	8:45:24	0:14:36	1	
58	8:31:51	8:45:27	8:45:35	0:13:44	1	
59	8:40:19	8:45:38	8:46:01	0:05:42	1	
60	8:40:33	8:46:03	8:47:54	0:07:21	1	
61	8:42:51	8:48:13	8:49:13	0:06:22	1	
62	8:43:01	8:49:17	8:50:13	0:07:12	1	
63	8:43:30	8:50:17	8:51:00	0:07:30	1	
64	8:40:25	8:51:03	8:51:18	0:04:53	1	
65	8:49:01	8:51:22	8:51:42	0:02:41	1	
66	8:50:02	8:52:22	8:53:13	0:03:11	1	
67	8:50:28	8:53:18	8:55:48	0:05:21	1	
68	8:51:09	8:55:54	8:56:18	0:05:09	1	
69	8:52:04	8:56:21	8:57:07	0:05:03	1	
70	8:52:05	8:57:08	8:57:27	0:05:22	1	
71	8:54:14	8:57:52	8:58:56	0:04:42	1	
72	8:54:28	8:59:01	8:59:42	0:05:14	1	
73	8:54:53	8:59:47	9:02:03	0:07:10	1	
74	9:00:01	9:02:09	9:02:22	0:02:21	1	
75	9:01:19	9:02:45	9:09:00	0:07:41	1	
76	9:01:38	9:09:05	9:09:40	0:08:02	1	
77	9:01:41	9:09:45	9:09:58	0:08:16	1	
78	9:03:47	9:10:03	9:11:17	0:07:30	1	
79	9:06:02	9:11:23	9:11:31	0:05:29	1	
80	9:06:10	9:11:35	9:13:16	0:07:06	1	
81	9:10:27	9:13:21	9:14:25	0:03:58	1	
82	9:11:08	9:14:32	9:15:03	0:03:55	1	
83	9:12:35	9:15:08	9:15:36	0:03:01	1	
84	9:13:41	9:15:40	9:16:02	0:02:21	1	
85	9:16:16	9:16:20	9:19:30	0:03:12	1	
86	9:16:26	9:19:36	9:19:48	0:03:22	1	
87	9:19:13	9:19:53	9:21:51	0:02:38	1	
88	9:19:55	9:21:56	9:23:50	0:02:55	1	
89	9:20:41	9:23:03	9:24:37	0:03:56	1	
90	9:25:29	9:25:30	9:30:44	0:05:15	1	
91	9:27:49	9:30:54	9:31:16	0:03:27	1	
92	9:30:18	9:31:42	9:33:53	0:03:35	1	
93	9:30:30	9:33:57	9:35:25	0:04:55	1	
94	9:32:29	9:35:28	9:36:37	0:04:08	1	
95	9:33:05	9:36:38	9:37:23	0:04:18	1	
96	9:33:19	9:37:27	9:38:27	0:05:08	1	
97	9:36:28	9:40:12	9:40:11	0:03:43	1	
98	9:38:31	9:40:17	9:45:01	0:06:30	1	
99	9:41:07	9:45:08	9:46:22	0:05:15	1	
100	9:43:26	9:46:24	9:47:08	0:03:42	1	
101	9:46:27	9:47:11	9:47:55	0:01:29	1	
102	9:46:08	9:48:12	9:49:58	0:01:54	1	
103	9:50:36	9:50:38	9:57:33	0:06:57	1	
104	9:51:24	9:57:35	9:57:46	0:06:22	1	
105	9:52:58	9:57:55	9:58:47	0:05:49	1	
106	9:54:30	9:58:58	9:59:11	0:04:41	1	
107	9:54:54	9:56:15	9:59:11	0:04:17	1	
108	9:59:47	10:00:05	10:04:11	0:04:24	1	
109	7:02:23	7:02:24	7:04:12	0:01:49	2	
110	7:04:37	7:04:38	7:07:49	0:03:12	2	
111	7:04:49	7:08:03	7:09:20	0:04:31	2	
112	7:05:58	7:09:26	7:09:40	0:03:42	2	
113	7:08:20	7:10:10	7:12:26	0:04:06	2	
114	7:09:58	7:12:30	7:13:10	0:03:12	2	
115	7:13:36	7:13:37	7:16:05	0:02:29	2	
116	7:14:27	7:16:11	7:16:15	0:01:48	2	
117	7:17:02	7:17:03	7:19:13	0:02:11	2	
118	7:19:48	7:19:49	7:21:29	0:01:41	2	
119	7:22:54	7:22:55	7:24:45	0:01:51	2	
120	7:23:53	7:25:22	7:26:51	0:02:58	2	
121	7:25:56	7:26:55	7:28:51	0:02:53	2	
122	7:27:46	7:28:56	7:31:51	0:04:06	2	
123	7:28:08	7:30:49	7:30:51	0:02:43	2	
124	7:32:14	7:32:15	7:33:43	0:01:29	2	
125	7:35:35	7:35:36	7:38:46	0:03:11	2	
126	7:36:05	7:38:57	7:41:08	0:05:02	2	
127	7:37:18	7:41:13	7:44:09	0:06:51	2	
128	7:38:01	7:44:14	7:44:30	0:06:29	2	
129	7:38:07	7:44:37	7:45:15	0:07:08	2	
130	7:38:21	7:45:19	7:45:49	0:07:28	2	
131	7:38:37	7:45:56	7:46:17	0:07:40	2	
132	7:44:02	7:46:28	7:47:23	0:03:21	2	
133	7:45:43	7:47:27	7:47:33	0:01:50	2	
134	7:47:20	7:48:06	7:49:20	0:02:00	2	
135	7:47:52	7:49:23	7:51:28	0:03:36	2	
136	7:48:03	7:51:36	7:52:31	0:04:28	2	
137	7:51:54	7:53:07	7:54:29	0:02:31	2	
138	7:52:26	7:54:32	7:56:19	0:03:53	2	
139	7:53:03	7:56:26	7:58:04	0:05:01	2	
140	7:55:35	7:58:07	7:58:52	0:03:17	2	
141	7:57:08	7:58:56	8:04:30	0:07:22	2	
142	7:57:55	8:04:40	8:05:01	0:07:06	2	
143	7:59:27	8:03:29	8:03:32	0:04:05	2	
144	8:01:29	8:05:04	8:07:52	0:06:23	2	
145	8:05:08	8:07:58	8:10:29	0:05:21	2	
146	8:06:44	8:10:37	8:12:20	0:05:36	2	
147	8:09:43	8:12:26	8:14:46	0:05:03	2	
148	8:12:03	8:14:55	8:16:23	0:04:20	2	
149	8:16:27	8:16:28	8:19:31	0:03:04	2	
150	8:16:54	8:19:35	8:21:56	0:05:02	2	
151	8:19:58	8:22:02	8:23:29	0:03:31	2	
152	8:17:28	8:23:35	8:25:54	0:08:26	2	
153	8:23:02	8:26:59	8:29:36	0:06:34	2	
154	8:23:36	8:29:40	8:31:48	0:08:12	2	
155	8:24:26	8:31:53	8:35:17	0:10:51	2	
156	8:24:25	8:35:23	8:28:59	0:02:24	2	
157	8:27:55	8:35:23	8:39:02	0:11:07	2	
158	8:28:02	8:39:08	8:42:02	0:14:00	2	
159	8:28:48	8:42:09	8:45:21	0:16:33	2	
160	8:30:09	8:45:25	8:48:52	0:18:43	2	
161	8:30:45	8:46:56	8:24:46	0:04:01	2	
162	8:34:21	8:46:56	8:47:21	0:13:00	2	
163	8:36:46	8:47:29	8:48:40	0:11:54	2	
164	8:38:01	8:48:43	8:49:44	0:11:43	2	
165	8:41:05	8:49:48	8:50:21	0:09:15	2	
166	8:42:20	8:50:26	8:51:36	0:09:10	2	
167	8:45:38	8:51:35	8:51:41	0:05:03	2	
168	8:47:45	8:51:45	8:53:04	0:05:19	2	
169	8:49:21	8:53:09	8:54:12	0:04:51	2	
170	8:50:45	8:54:22	8:56:06	0:05:21	2	
171	8:51:07	8:56:08	8:56:45	0:05:38	2	
172	8:51:18	8:56:50	8:57:32	0:06:14	2	
173	8:51:54	8:57:36	8:58:08	0:06:12	2	
174	8:52:13	8:58:12	8:58:32			

Location: 7 Brew Coffee, 4104 E Lincolnway
City: Sterling, IL
Date: 7/30/2025, Wed

Snapshot Queue Length (# of Vehicles)			
Time	Drive Thru Queue Pickup Window to End of Queue		Notes
	Lane#1	Lane#2	
7:00 AM	0	0	
7:01 AM	0	0	
7:02 AM	1	2	
7:03 AM	2	3	
7:04 AM	2	3	
7:05 AM	1	3	
7:06 AM	3	2	
7:07 AM	2	1	
7:08 AM	2	0	
7:09 AM	1	2	
7:10 AM	1	2	
7:11 AM	2	1	
7:12 AM	1	2	
7:13 AM	3	2	
7:14 AM	2	2	
7:15 AM	2	1	
7:16 AM	2	0	
7:17 AM	1	1	
7:18 AM	2	1	
7:19 AM	1	3	
7:20 AM	1	2	
7:21 AM	0	2	
7:22 AM	0	2	
7:23 AM	0	2	
7:24 AM	1	2	
7:25 AM	2	1	
7:26 AM	2	1	
7:27 AM	1	0	
7:28 AM	1	0	
7:29 AM	0	0	
7:30 AM	0	1	
7:31 AM	0	1	
7:32 AM	2	2	
7:33 AM	3	1	
7:34 AM	2	1	
7:35 AM	2	2	
7:36 AM	2	3	
7:37 AM	2	3	
7:38 AM	2	2	
7:39 AM	2	3	
7:40 AM	2	3	
7:41 AM	1	3	
7:42 AM	3	2	
7:43 AM	2	4	
7:44 AM	3	3	
7:45 AM	2	2	
7:46 AM	1	3	
7:47 AM	1	3	
7:48 AM	1	2	
7:49 AM	1	1	
7:50 AM	1	1	
7:51 AM	0	0	
7:52 AM	2	0	
7:53 AM	2	0	
7:54 AM	1	0	
7:55 AM	1	0	
7:56 AM	0	0	
7:57 AM	0	0	
7:58 AM	1	0	
7:59 AM	1	0	
8:00 AM	1	0	
8:01 AM	1	0	
8:02 AM	3	0	
8:03 AM	3	0	
8:04 AM	2	1	
8:05 AM	2	1	
8:06 AM	1	1	
8:07 AM	0	1	
8:08 AM	0	1	
8:09 AM	2	1	
8:10 AM	2	0	
8:11 AM	0	1	
8:12 AM	1	1	
8:13 AM	1	0	
8:14 AM	1	2	
8:15 AM	1	3	
8:16 AM	1	3	
8:17 AM	1	3	
8:18 AM	2	3	
8:19 AM	2	5	
8:20 AM	4	5	
8:21 AM	3	6	
8:22 AM	4	6	
8:23 AM	4	5	
8:24 AM	3	4	
8:25 AM	2	3	
8:26 AM	1	3	
8:27 AM	2	2	
8:28 AM	1	1	
8:29 AM	3	1	
8:30 AM	2	3	
8:31 AM	2	4	
8:32 AM	5	4	
8:33 AM	5	3	
8:34 AM	5	3	
8:35 AM	3	2	
8:36 AM	4	2	
8:37 AM	3	0	
8:38 AM	1	1	
8:39 AM	1	1	
8:40 AM	2	1	
8:41 AM	3	2	
8:42 AM	3	2	
8:43 AM	2	3	
8:44 AM	2	3	
8:45 AM	2	4	
8:46 AM	2	4	
8:47 AM	2	4	
8:48 AM	2	4	
8:49 AM	1	3	
8:50 AM	2	3	
8:51 AM	2	2	
8:52 AM	2	2	
8:53 AM	3	3	
8:54 AM	4	4	
8:55 AM	3	3	
8:56 AM	3	2	
8:57 AM	3	5	
8:58 AM	4	4	
8:59 AM	3	4	
9:00 AM	3	4	
9:01 AM	4	3	
9:02 AM	3	4	
9:03 AM	4	3	
9:04 AM	4	3	
9:05 AM	3	2	
9:06 AM	2	3	
9:07 AM	1	4	
9:08 AM	0	4	
9:09 AM	0	3	
9:10 AM	1	1	
9:11 AM	1	0	
9:12 AM	2	0	
9:13 AM	2	1	
9:14 AM	2	1	
9:15 AM	2	1	
9:16 AM	1	2	
9:17 AM	0	2	
9:18 AM	0	3	
9:19 AM	0	2	
9:20 AM	0	2	
9:21 AM	0	1	
9:22 AM	2	1	
9:23 AM	3	1	
9:24 AM	3	1	
9:25 AM	3	0	
9:26 AM	4	0	
9:27 AM	3	0	
9:28 AM	4	1	
9:29 AM	5	2	
9:30 AM	5	4	
9:31 AM	5	4	
9:32 AM	5	5	
9:33 AM	4	5	
9:34 AM	4	7	
9:35 AM	4	7	
9:36 AM	4	8	
9:37 AM	4	7	
9:38 AM	5	7	
9:39 AM	7	6	
9:40 AM	6	6	
9:41 AM	6	6	
9:42 AM	7	5	
9:43 AM	7	5	
9:44 AM	6	6	
9:45 AM	4	6	
9:46 AM	1	6	
9:47 AM	2	6	
9:48 AM	2	3	
9:49 AM	2	1	
9:50 AM	2	2	
9:51 AM	1	2	
9:52 AM	0	3	
9:53 AM	0	4	
9:54 AM	1	2	
9:55 AM	1	3	
9:56 AM	2	3	
9:57 AM	2	4	
9:58 AM	3	5	
9:59 AM	2	3	
10:00 AM	2	3	
Totals	385	436	



Delay & Drive Thru VOLUME

Location: 7 Brew Coffee, 4104 E Lincolnway
City: Sterling, IL

Date: 7/30/2025, Wed

Delay Study (# of Vehicles)					
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane#
1	7:01:31	7:01:31	7:04:13	0:02:42	1
2	7:02:16	7:04:24	7:06:42	0:04:26	1
3	7:05:09	7:07:02	7:08:34	0:03:25	1
4	7:05:27	7:08:40	7:11:40	0:06:13	1
5	7:10:26	7:11:50	7:13:37	0:03:11	1
6	7:12:13	7:14:05	7:15:02	0:02:49	1
7	7:12:39	7:15:41	7:16:27	0:03:48	1
8	7:15:53	7:16:36	7:18:40	0:02:47	1
9	7:17:32	7:18:47	7:20:08	0:02:36	1
10	7:23:37	7:23:37	7:26:02	0:02:25	1
11	7:24:51	7:26:11	7:28:18	0:03:27	1
12	7:31:20	7:31:20	7:33:26	0:02:06	1
13	7:31:54	7:34:41	7:36:19	0:04:25	1
14	7:34:52	7:36:29	7:40:05	0:05:13	1
15	7:36:37	7:40:16	7:42:10	0:05:33	1
16	7:41:33	7:42:18	7:44:34	0:03:01	1
17	7:41:45	7:44:43	7:45:43	0:03:58	1
18	7:43:13	7:45:48	7:47:36	0:04:23	1
19	7:47:50	7:47:50	7:50:56	0:03:06	1
20	7:51:12	7:51:12	7:51:07	0:01:55	1
21	7:51:22	7:53:15	7:55:12	0:03:50	1
22	7:57:58	7:57:58	8:01:00	0:03:02	1
23	8:01:21	8:01:21	8:03:21	0:02:00	1
24	8:01:24	8:03:53	8:04:46	0:03:22	1
25	8:01:35	8:05:53	8:06:39	0:05:04	1
26	8:08:26	8:08:26	8:10:11	0:01:45	1
27	8:09:01	8:10:19	8:10:55	0:01:54	1
28	8:11:31	8:11:31	8:14:57	0:03:26	1
29	8:14:38	8:15:06	8:17:48	0:03:10	1
30	8:17:14	8:18:30	8:20:39	0:03:25	1
31	8:17:28	8:20:47	8:21:30	0:04:02	1
32	8:19:05	8:21:37	8:23:25	0:04:20	1
33	8:19:49	8:23:33	8:24:45	0:04:56	1
34	8:21:42	8:24:56	8:25:43	0:04:01	1
35	8:21:43	8:25:45	8:27:25	0:05:42	1
36	8:26:16	8:27:43	8:29:19	0:03:03	1
37	8:28:53	8:29:29	8:34:04	0:05:11	1
38	8:28:58	8:34:16	8:34:20	0:05:22	1
39	8:31:30	8:34:29	8:36:36	0:05:06	1
40	8:31:33	8:36:40	8:37:19	0:05:46	1
41	8:31:40	8:37:27	8:37:50	0:06:10	1
42	8:35:18	8:38:01	8:38:48	0:03:30	1
43	8:38:34	8:39:16	8:42:49	0:04:15	1
44	8:39:42	8:42:58	8:43:26	0:03:44	1
45	8:40:14	8:43:37	8:44:30	0:04:16	1
46	8:43:10	8:44:38	8:48:51	0:05:41	1
47	8:43:51	8:49:01	8:53:18	0:09:27	1
48	8:46:28	8:53:25	8:54:18	0:07:50	1
49	8:52:48	8:54:26	8:56:47	0:03:59	1
50	8:53:05	8:56:56	8:58:20	0:05:15	1
51	8:53:36	8:58:26	8:59:46	0:06:10	1
52	8:56:52	8:59:54	9:00:03	0:03:11	1
53	8:57:49	9:00:12	9:01:40	0:03:51	1
54	8:59:30	9:01:54	9:04:34	0:05:04	1
55	9:00:51	9:04:45	9:05:50	0:04:59	1
56	9:00:56	9:05:58	9:06:46	0:05:50	1
57	9:02:32	9:07:01	9:07:57	0:05:25	1
58	9:09:45	9:09:45	9:13:11	0:03:26	1
59	9:11:34	9:13:19	9:15:26	0:03:52	1
60	9:13:27	9:15:55	9:17:00	0:03:33	1
61	9:21:01	9:21:02	9:24:09	0:03:08	1
62	9:21:32	9:24:18	9:26:54	0:05:22	1
63	9:22:22	9:26:59	9:29:01	0:06:39	1
64	9:24:37	9:29:05	9:29:19	0:04:42	1
65	9:25:21	9:29:40	9:32:45	0:07:24	1
66	9:27:38	9:33:03	9:34:09	0:06:31	1
67	9:28:06	9:34:17	9:35:38	0:07:32	1
68	9:28:37	9:35:46	9:39:31	0:10:54	1
69	9:29:58	9:39:44	9:43:23	0:13:25	1
70	9:34:42	9:43:28	9:44:13	0:09:31	1
71	9:35:49	9:44:20	9:44:36	0:08:47	1
72	9:37:27	9:44:39	9:45:10	0:07:43	1
73	9:38:10	9:45:14	9:45:24	0:07:14	1
74	9:38:39	9:45:29	9:45:38	0:06:59	1
75	9:42:58	9:45:41	9:50:10	0:07:12	1
76	9:46:42	9:50:19	9:51:56	0:05:14	1
77	9:53:45	9:53:46	9:58:34	0:04:49	1
78	9:55:31	9:58:37	10:00:01	0:04:30	1
79	9:57:54	10:00:41	10:03:32	0:05:38	1
80	7:01:27	7:01:27	7:05:13	0:03:46	2
81	7:01:38	7:05:21	7:06:01	0:04:23	2
82	7:02:25	7:06:11	7:07:17	0:04:52	2
83	7:08:21	7:08:21	7:10:06	0:01:45	2
84	7:08:51	7:10:14	7:11:01	0:02:10	2
85	7:11:36	7:11:36	7:14:48	0:03:12	2
86	7:11:42	7:14:56	7:15:40	0:03:58	2
87	7:16:47	7:16:47	7:19:02	0:02:15	2
88	7:18:39	7:19:10	7:23:13	0:04:34	2
89	7:18:41	7:23:22	7:24:29	0:05:48	2
90	7:23:43	7:24:55	7:26:46	0:03:03	2
91	7:29:56	7:29:56	7:32:13	0:02:17	2
92	7:31:59	7:32:22	7:33:48	0:01:49	2
93	7:32:13	7:37:13	7:38:04	0:05:51	2
94	7:33:44	7:33:57	7:37:04	0:03:20	2
95	7:35:34	7:38:13	7:39:04	0:03:30	2
96	7:38:28	7:39:16	7:41:02	0:02:34	2
97	7:38:30	7:41:11	7:43:04	0:04:34	2
98	7:39:59	7:43:12	7:44:50	0:04:51	2
99	7:42:19	7:45:01	7:47:15	0:04:56	2
100	7:42:21	7:47:24	7:48:37	0:06:16	2
101	7:45:50	7:48:45	7:50:15	0:04:25	2
102	8:03:47	8:03:47	8:06:31	0:02:44	2
103	8:06:23	8:06:48	8:09:01	0:02:38	2
104	8:10:06	8:10:06	8:12:10	0:02:04	2
105	8:13:18	8:13:18	8:16:57	0:03:39	2
106	8:13:27	8:17:04	8:19:38	0:06:11	2
107	8:15:01	8:19:45	8:22:41	0:07:40	2
108	8:16:40	8:22:49	8:23:08	0:06:28	2
109	8:18:15	8:23:17	8:23:36	0:05:21	2
110	8:18:22	8:23:41	8:24:50	0:06:28	2
111	8:19:48	8:24:58	8:26:28	0:06:40	2
112	8:20:24	8:26:37	8:26:59	0:06:35	2
113	8:23:41	8:27:06	8:28:12	0:04:31	2
114	8:28:25	8:28:25	8:32:06	0:03:41	2
115	8:29:12	8:32:17	8:34:59	0:05:47	2
116	8:29:20	8:35:10	8:36:05	0:06:45	2
117	8:30:20	8:36:17	8:36:26	0:06:06	2
118	8:37:20	8:37:20	8:41:26	0:04:06	2
119	8:40:31	8:41:34	8:46:05	0:05:34	2
120	8:41:39	8:46:13	8:48:07	0:06:28	2
121	8:42:46	8:48:13	8:50:41	0:07:55	2
122	8:44:23	8:50:51	8:51:23	0:07:00	2
123	8:49:45	8:51:30	8:54:28	0:04:43	2
124	8:51:46	8:54:34	8:55:50	0:04:04	2
125	8:53:02	8:55:56	8:57:51	0:04:49	2
126	8:53:20	8:58:02	8:58:24	0:05:04	2
127	8:56:44	8:59:32	9:00:29	0:03:45	2
128	8:56:54	9:00:40	9:02:11	0:05:17	2
129	8:56:56	9:02:17	9:04:30	0:07:34	2
130	8:59:14	9:04:37	9:07:47	0:08:33	2
131	9:01:28	9:07:55	9:08:23	0:06:55	2
132	9:05:25	9:08:31	9:09:43	0:04:18	2
133	9:06:35	9:09:51	9:09:54	0:03:19	2
134	9:07:57	9:10:10	9:10:25	0:02:28	2
135	9:12:34	9:12:34	9:14:31	0:01:57	2
136	9:14:45	9:14:45	9:18:21	0:03:36	2
137	9:15:13	9:18:33	9:20:12	0:04:59	2
138	9:17:19	9:20:24	9:21:11	0:03:52	2
139	9:21:28	9:21:29	9:24:20	0:02:52	2
140	9:28:42	9:31:15	9:32:42	0:04:00	2
141	9:29:25	9:32:49	9:36:21	0:06:56	2
142	9:29:28	9:36:29	9:38:24	0:08:56	2
143	9:32:00	9:38:31	9:38:35	0:06:35	2
144	9:32:01	9:38:42	9:39:09	0:07:08	2
145	9:33:00	9:39:15	9:40:18	0:07:18	2
146	9:33:18	9:40:25	9:41:14	0:07:56	2
147	9:33:40	9:41:23	9:42:17	0:08:37	2
148	9:36:03	9:42:23	9:42:48	0:06:45	2
149	9:38:13	9:42:54	9:47:10	0:08:57	2
150	9:39:34	9:47:18	9:47:27	0:07:53	2
151	9:40:38	9:47:34	9:47:48	0:07:10	2
152	9:42:11	9:47:56	9:48:48	0:06:37	2
153	9:41:47	9:48:34	9:48:37	0:06:50	2
154	9:43:39	9:49:05	9:50:07	0:06:28	2
155	9:50:03	9:50:14	9:53:38	0:03:35	2
156	9:50:16	9:53:46	9:53:52	0:03:36	2
157	9:51:44	9:53:58	9:58:12	0:06:28	2
158	9:52:07	9:58:17	9:58:57	0:06:50	2
159	9:54:51	9:59:05	10:01:11	0:06:20	2
160	9:56:07	10:01:18	10:04:08	0:08:01	2
161	9:57:23	10:04:17	10:05:20	0:07:57	2
Average Delay				05:02	

Drive Thru Entering Volume (# of Vehicles)		
INTERVAL	LANE#1	LANE#2
7:00 AM	7	7
7:15 AM	4	5
7:30 AM	7	9
7:45 AM	4	1
8:00 AM	7	5
8:15 AM	9	10
8:30 AM	9	6
8:45 AM	7	8
9:00 AM	6	6
9:15 AM	9	6
9:30 AM	6	12
9:45 AM	4	7
10:00 AM	79	82

161



Location: 7 Brew Coffee, 2424 IN-44
City: Shelbyville, IN
Date: 7/29/2025, Tue

SNAPSHOT QUEUE LENGTH (# OF VEHICLES)			
TIME	DRIVE THRU QUEUE		Notes
	PICKUP WINDOW TO END OF QUEUE		
	LANE#1	LANE#2	
7:00 AM	2	2	
7:01 AM	2	1	
7:02 AM	2	1	
7:03 AM	2	2	
7:04 AM	1	2	
7:05 AM	2	1	
7:06 AM	2	1	
7:07 AM	2	3	
7:08 AM	1	2	
7:09 AM	0	1	
7:10 AM	0	0	
7:11 AM	1	0	
7:12 AM	1	0	
7:13 AM	0	0	
7:14 AM	0	0	
7:15 AM	0	0	
7:16 AM	0	0	
7:17 AM	2	0	
7:18 AM	3	3	
7:19 AM	2	3	
7:20 AM	2	3	
7:21 AM	2	2	
7:22 AM	3	2	
7:23 AM	3	2	
7:24 AM	2	2	
7:25 AM	2	3	
7:26 AM	2	2	
7:27 AM	3	2	
7:28 AM	1	1	
7:29 AM	2	2	
7:30 AM	2	1	
7:31 AM	2	2	
7:32 AM	1	3	
7:33 AM	0	2	
7:34 AM	1	1	
7:35 AM	2	2	
7:36 AM	2	1	
7:37 AM	3	2	
7:38 AM	3	2	
7:39 AM	2	4	
7:40 AM	3	4	
7:41 AM	3	3	
7:42 AM	4	4	
7:43 AM	3	4	
7:44 AM	3	4	
7:45 AM	4	3	
7:46 AM	4	3	
7:47 AM	4	4	
7:48 AM	3	5	
7:49 AM	5	4	
7:50 AM	4	5	
7:51 AM	5	6	
7:52 AM	4	5	
7:53 AM	6	5	
7:54 AM	6	4	
7:55 AM	7	5	
7:56 AM	6	3	
7:57 AM	6	3	
7:58 AM	6	2	
7:59 AM	6	3	
8:00 AM	6	3	
8:01 AM	6	2	
8:02 AM	3	2	
8:03 AM	2	3	
8:04 AM	1	3	
8:05 AM	1	1	
8:06 AM	2	1	
8:07 AM	2	1	
8:08 AM	1	2	
8:09 AM	1	1	
8:10 AM	0	2	
8:11 AM	0	2	
8:12 AM	0	2	
8:13 AM	1	1	
8:14 AM	2	1	
8:15 AM	2	3	
8:16 AM	2	2	
8:17 AM	4	4	
8:18 AM	4	4	
8:19 AM	4	3	
8:20 AM	3	3	
8:21 AM	3	3	
8:22 AM	3	3	
8:23 AM	3	3	
8:24 AM	2	3	
8:25 AM	3	4	
8:26 AM	2	4	
8:27 AM	2	3	
8:28 AM	4	3	
8:29 AM	4	3	
8:30 AM	4	4	
8:31 AM	4	3	
8:32 AM	4	3	
8:33 AM	2	3	
8:34 AM	1	3	
8:35 AM	3	3	
8:36 AM	3	2	
8:37 AM	2	1	
8:38 AM	2	1	
8:39 AM	2	1	
8:40 AM	2	2	
8:41 AM	2	2	
8:42 AM	2	1	
8:43 AM	2	1	
8:44 AM	2	2	
8:45 AM	1	2	
8:46 AM	2	2	
8:47 AM	2	3	
8:48 AM	2	2	
8:49 AM	2	2	
8:50 AM	2	2	
8:51 AM	3	2	
8:52 AM	2	2	
8:53 AM	2	1	
8:54 AM	2	1	
8:55 AM	1	2	
8:56 AM	1	1	
8:57 AM	1	2	
8:58 AM	2	2	
8:59 AM	3	1	
9:00 AM	3	2	
9:01 AM	2	2	
9:02 AM	3	3	
9:03 AM	2	3	
9:04 AM	1	3	
9:05 AM	2	1	
9:06 AM	2	2	
9:07 AM	1	3	
9:08 AM	2	3	
9:09 AM	2	2	
9:10 AM	1	2	
9:11 AM	1	2	
9:12 AM	1	1	
9:13 AM	2	2	
9:14 AM	2	2	
9:15 AM	3	3	
9:16 AM	4	4	
9:17 AM	4	4	
9:18 AM	3	4	
9:19 AM	3	4	
9:20 AM	3	4	
9:21 AM	4	4	
9:22 AM	4	5	
9:23 AM	5	3	
9:24 AM	5	3	
9:25 AM	5	3	
9:26 AM	5	4	
9:27 AM	5	3	
9:28 AM	4	3	
9:29 AM	3	3	
9:30 AM	2	4	
9:31 AM	2	2	
9:32 AM	1	2	
9:33 AM	0	1	
9:34 AM	0	1	
9:35 AM	1	0	
9:36 AM	1	0	
9:37 AM	2	1	
9:38 AM	2	1	
9:39 AM	1	2	
9:40 AM	1	2	
9:41 AM	1	2	
9:42 AM	1	1	
9:43 AM	0	0	
9:44 AM	1	0	
9:45 AM	2	0	
9:46 AM	2	2	
9:47 AM	2	3	
9:48 AM	3	4	
9:49 AM	3	4	
9:50 AM	4	4	
9:51 AM	4	3	
9:52 AM	4	3	
9:53 AM	2	1	
9:54 AM	2	3	
9:55 AM	2	3	
9:56 AM	2	3	
9:57 AM	2	2	
9:58 AM	2	2	
9:59 AM	2	2	
10:00 AM	2	1	
TOTAL	438	423	



Prepared by National Data & Surveying Services
Delay & Drive Thru VOLUME

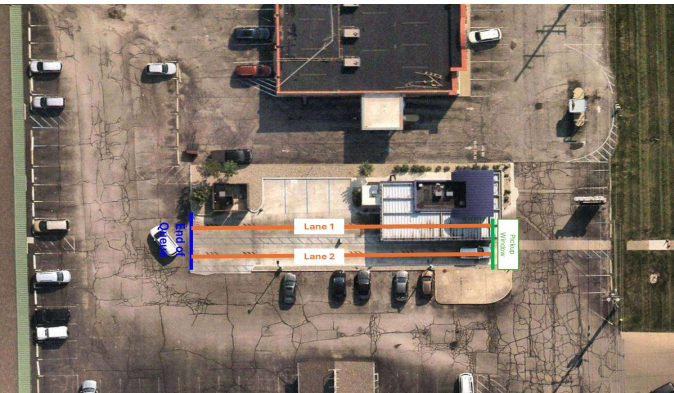
Location: 7 Brew Coffee, 2424 IN-44
City: Shelbyville, IN

Date: 7/29/2025, Tue

Delay Study (n of Vehicles)						Notes
Vehicle #	Vehicle Joined Queue (hh:mm:ss)	Vehicle Reached Pickup Window (hh:mm:ss)	Vehicle Left Queue (hh:mm:ss)	Delay (hh:mm:ss)	Lane#	
1	6:57:01	6:57:01	7:03:25	0:06:24	1	
2	6:59:45	7:03:30	7:04:11	0:04:26	1	
3	7:04:13	7:04:13	7:07:15	0:03:02	1	
4	7:04:56	7:07:19	7:08:26	0:03:30	1	
5	7:10:58	7:10:58	7:12:45	0:01:47	1	
6	7:16:20	7:16:20	7:18:59	0:02:39	1	
7	7:16:40	7:19:29	7:20:53	0:04:13	1	
8	7:17:28	7:20:58	7:23:19	0:05:51	1	
9	7:20:26	7:23:28	7:24:42	0:04:16	1	
10	7:21:44	7:24:52	7:27:01	0:05:17	1	
11	7:24:20	7:27:04	7:27:10	0:02:50	1	
12	7:27:06	7:27:14	7:30:20	0:03:14	1	
13	7:28:32	7:30:31	7:31:26	0:02:54	1	
14	7:30:58	7:31:31	7:32:59	0:02:01	1	
15	7:33:34	7:33:34	7:38:11	0:04:37	1	
16	7:34:08	7:38:16	7:38:56	0:04:48	1	
17	7:36:12	7:40:36	7:42:59	0:06:46	1	
18	7:38:26	7:43:08	7:44:34	0:06:08	1	
19	7:39:26	7:44:51	7:49:38	0:10:12	1	
20	7:41:26	7:49:42	7:51:02	0:09:36	1	
21	7:44:11	7:51:05	7:55:07	0:10:56	1	
22	7:45:02	7:55:13	8:01:34	0:16:32	1	
23	7:48:57	8:01:42	8:01:43	0:12:46	1	
24	7:50:23	8:01:49	8:01:58	0:11:35	1	
25	7:52:27	8:02:02	8:02:16	0:09:49	1	
26	7:52:29	8:02:21	8:02:57	0:10:28	1	
27	7:54:45	8:03:06	8:04:15	0:09:30	1	
28	8:05:00	8:05:00	8:07:32	0:02:32	1	
29	8:05:45	8:07:40	8:09:32	0:03:47	1	
30	8:12:31	8:12:31	8:17:05	0:04:34	1	
31	8:14:01	8:17:09	8:19:55	0:05:54	1	
32	8:16:13	8:20:00	8:23:18	0:07:05	1	
33	8:16:41	8:23:23	8:25:21	0:08:40	1	
34	8:17:33	8:25:24	8:25:32	0:07:59	1	
35	8:24:12	8:25:36	8:31:25	0:07:13	1	
36	8:25:10	8:31:30	8:32:22	0:07:12	1	
37	8:27:59	8:32:30	8:33:57	0:06:58	1	
38	8:28:02	8:34:05	8:36:07	0:08:05	1	
39	8:34:25	8:36:17	8:38:47	0:04:22	1	
40	8:35:02	8:39:00	8:40:07	0:05:05	1	
41	8:38:42	8:40:12	8:44:04	0:05:22	1	
42	8:40:45	8:44:12	8:46:05	0:05:20	1	
43	8:45:30	8:46:18	8:50:00	0:04:30	1	
44	8:46:18	8:50:11	8:51:40	0:05:22	1	
45	8:49:35	8:51:54	8:54:42	0:05:07	1	Lane changed From 2 To 1
46	8:50:43	8:54:48	8:56:55	0:06:12	1	
47	8:56:49	8:57:01	9:00:30	0:03:41	1	
48	8:58:02	9:00:38	9:02:04	0:04:02	1	
49	8:58:25	9:02:09	9:03:16	0:04:51	1	
50	9:01:56	9:03:23	9:06:25	0:04:29	1	
51	9:04:35	9:06:36	9:09:48	0:05:13	1	
52	9:07:53	9:10:03	9:13:07	0:05:14	1	
53	9:12:25	9:13:10	9:17:37	0:05:12	1	
54	9:13:16	9:17:48	9:27:35	0:14:19	1	
55	9:15:00	9:27:42	9:28:31	0:13:31	1	
56	9:15:25	9:28:35	9:28:54	0:13:29	1	
57	9:20:13	9:29:00	9:29:12	0:08:59	1	
58	9:22:19	9:29:29	9:31:05	0:08:46	1	
59	9:28:26	9:31:10	9:32:21	0:03:55	1	
60	9:34:53	9:34:55	9:38:07	0:03:14	1	
61	9:36:24	9:38:46	9:42:02	0:05:38	1	
62	9:43:42	9:43:44	9:48:40	0:04:58	1	
63	9:44:53	9:48:45	9:52:37	0:07:44	1	
64	9:47:56	9:52:53	9:52:58	0:05:02	1	
65	9:48:23	9:53:10	9:55:00	0:06:37	1	
66	9:49:36	9:55:09	9:55:38	0:06:02	1	
67	9:54:52	9:55:46	10:00:35	0:05:43	1	
68	9:55:30	10:00:48	10:03:13	0:07:43	1	
69	6:57:53	6:58:12	7:00:32	0:02:39	2	
70	6:59:22	7:00:35	7:04:25	0:05:03	2	
71	7:02:28	7:04:39	7:07:56	0:05:28	2	
72	7:06:13	7:08:04	7:08:40	0:02:27	2	
73	7:07:08	7:09:10	7:09:44	0:02:36	2	
74	7:17:23	7:17:29	7:20:49	0:03:26	2	
75	7:17:28	7:20:55	7:22:20	0:04:52	2	
76	7:17:39	7:22:25	7:22:34	0:04:55	2	
77	7:22:11	7:22:38	7:25:39	0:03:28	2	
78	7:22:59	7:25:47	7:27:46	0:04:47	2	
79	7:24:17	7:27:56	7:29:34	0:05:17	2	
80	7:28:56	7:30:24	7:32:11	0:03:15	2	
81	7:30:31	7:32:18	7:34:01	0:03:30	2	
82	7:31:21	7:34:13	7:35:51	0:04:30	2	
83	7:34:59	7:35:57	7:39:59	0:05:00	2	
84	7:36:11	7:40:07	7:41:01	0:04:50	2	
85	7:38:27	7:41:10	7:43:10	0:04:43	2	
86	7:38:49	7:43:14	7:44:06	0:05:17	2	
87	7:39:37	7:44:12	7:46:11	0:06:34	2	
88	7:41:15	7:46:19	7:46:47	0:05:32	2	
89	7:43:14	7:47:00	7:48:02	0:04:48	2	
90	7:46:09	7:48:41	7:51:59	0:05:50	2	
91	7:46:42	7:52:04	7:53:49	0:07:07	2	
92	7:46:58	7:54:02	7:55:13	0:08:15	2	
93	7:47:26	7:55:21	7:55:22	0:07:56	2	
94	7:49:35	7:55:34	7:57:34	0:07:59	2	
95	7:50:34	7:57:40	8:00:54	0:10:20	2	
96	7:54:08	8:01:01	8:04:07	0:09:59	2	
97	7:58:47	8:04:10	8:04:42	0:05:55	2	
98	8:02:40	8:05:15	8:06:55	0:04:15	2	
99	8:06:11	8:06:59	8:06:28	0:02:17	2	
100	8:07:21	8:08:41	8:11:18	0:03:55	2	
101	8:10:00	8:11:22	8:12:28	0:02:28	2	
102	8:11:58	8:13:21	8:15:13	0:03:15	2	
103	8:14:07	8:15:21	8:18:44	0:04:37	2	
104	8:14:50	8:18:47	8:18:52	0:04:02	2	
105	8:16:11	8:18:59	8:21:17	0:05:06	2	
106	8:16:59	8:21:21	8:23:54	0:06:55	2	
107	8:19:04	8:23:59	8:25:54	0:06:50	2	
108	8:21:28	8:26:02	8:26:58	0:05:30	2	
109	8:23:40	8:27:07	8:28:55	0:05:15	2	
110	8:24:48	8:28:59	8:30:19	0:05:31	2	
111	8:25:58	8:30:26	8:32:32	0:06:34	2	
112	8:28:26	8:32:36	08:35:06	0:06:42	2	
113	8:29:01	8:35:13	8:36:03	0:07:02	2	Lane changed From 1 To 2
114	8:31:03	8:36:09	8:36:16	0:05:13	2	
115	8:36:44	8:36:45	8:41:58	0:05:14	2	
116	8:39:48	8:42:12	8:43:50	0:04:02	2	
117	8:43:37	8:43:59	8:47:21	0:03:44	2	
118	8:44:00	8:47:27	8:53:19	0:07:18	2	
119	8:46:08	8:51:24	8:52:57	0:06:51	2	
120	8:51:46	8:53:21	8:56:01	0:04:05	2	
121	8:53:59	8:56:08	8:59:00	0:05:02	2	
122	8:56:59	8:59:10	9:04:30	0:07:31	2	
123	8:59:18	9:04:32	9:04:43	0:05:25	2	
124	9:01:03	9:04:46	9:08:11	0:07:08	2	
125	9:05:16	9:08:21	9:11:20	0:06:04	2	
126	9:06:30	9:11:32	9:11:36	0:05:06	2	
127	9:11:58	9:12:00	9:16:52	0:04:54	2	
128	9:12:23	9:17:59	9:22:20	0:09:57	2	
129	9:14:50	9:22:25	9:22:30	0:07:40	2	
130	9:15:19	9:22:32	9:26:05	0:10:46	2	
131	9:16:01	9:26:12	9:26:17	0:10:16	2	
132	9:21:06	9:26:23	9:26:58	0:05:52	2	
133	9:25:17	9:29:02	9:30:16	0:04:59	2	
134	9:26:04	9:30:22	9:30:57	0:04:53	2	
135	9:26:42	9:31:43	9:32:09	0:05:27	2	
136	9:28:12	9:32:14	9:34:09	0:05:57	2	
137	9:36:40	9:36:46	9:41:08	0:04:28	2	
138	9:38:30	9:41:24	9:42:36	0:04:06	2	
139	9:45:41	9:45:44	9:50:22	0:04:51	2	
140	9:46:02	9:50:40	9:52:42	0:06:40	2	
141	9:46:08	9:52:44	9:52:46	0:06:38	2	
142	9:47:15	9:52:55	9:56:34	0:09:19	2	
143	9:53:13	9:56:39	9:59:49	0:06:36	2	
144	9:53:18	9:59:55	10:02:08	0:08:50	2	
Average Delay				06.01		

Drive Thru Entering Volume (n of Vehicles)		
INTERVAL	LANE#1	LANE#2
7:00 AM	3	3
7:15 AM	8	7
7:30 AM	8	9
7:45 AM	6	8
8:00 AM	4	7
8:15 AM	7	9
8:30 AM	4	5
8:45 AM	7	5
9:00 AM	5	6
9:15 AM	5	7
9:30 AM	4	2
9:45 AM	5	6
TOTALS	66	74

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Attachment B

Pass-By Survey Responses

Location	Where are you coming from before arriving at 7 Brew?	Other	Where will you be going once you leave 7 Brew	Other	Is this 7 Brew on your way to your destination in Q2?
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Work		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		other	Laundromat	Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		No
Wichita Falls, TX	Home		School		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Work		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		No
Wichita Falls, TX	Home		School		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		other	Car wash	Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Work		Work		Yes
Wichita Falls, TX	Home		other	Gas station	Yes
Wichita Falls, TX	Home		School		Yes
Wichita Falls, TX	Home		other	Moms	Yes
Wichita Falls, TX	Home		other		No
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	other	Pig Barn	other	Stock show then church	No
Wichita Falls, TX	Home		other		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		other	Shopping	Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Work		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Work		Home		Yes
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		No
Wichita Falls, TX	Home		Work		Yes
Wichita Falls, TX	Home		Home		Yes
Wichita Falls, TX	Home		Gym		Yes
Wichita Falls, TX	Home		Gym		Yes
Wichita Falls, TX	Work		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		School		No
Huntsville, AL	Gym		Home		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes

Location	Where are you coming from before arriving at 7 Brew?	Other	Where will you be going once you leave 7 Brew	Other	Is this 7 Brew on your way to your destination in Q2?
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Home		Work		Yes
Blank	Home		Work		No
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Home		No
Huntsville, AL	other		Home		Yes
Huntsville, AL	Home		Work		Yes
Johnson City, TN	Home		Home		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Home		No
Huntsville, AL	School		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Home		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		other	Errands	No
Johnson City, TN	Home		Work		No
Johnson City, TN	Home		Home		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		other	Shopping	Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		Yes
Johnson City, TN	Work		Home		Yes
Huntsville, AL	Home		Gym		Yes
Huntsville, AL	Work		Work		Yes
Kingsport, TN	Work		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Home		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Home		No
Kingsport, TN	Home		other	To the moon	No
Kingsport, TN	Home		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Work		Home		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Work		No
Kingsport, TN	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Johnson City, TN	Home		other		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	other	Grocery store	Home		No
Kingsport, TN	Home		Work		No
Huntsville, AL	Home		Work		Yes
Johnson City, TN	Home		Home		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Home		No
Huntsville, AL	School		Home		Yes
Huntsville, AL	Home		Work		Yes
Johnson City, TN	other	Meeting for work	Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		No
Huntsville, AL	Work		Work		No
Johnson City, TN	School		Home		Yes
Kingsport, TN	Home		Work		Yes
Kingsport, TN	Home		other	thrifting	Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Work		No
Huntsville, AL	other	Appointment	Home		Yes
Huntsville, AL	Work		Work		Yes
Johnson City, TN	Home		Work		Yes
Kingsport, TN	Home		Gym		No
Johnson City, TN	Home		Home		No

Location	Where are you coming from before arriving at 7 Brew?	Other	Where will you be going once you leave 7 Brew	Other	Is this 7 Brew on your way to your destination in Q2?
Kingsport, TN	Home		Home		No
Huntsville, AL	Home		other	Nail Salon	Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Home		No
Huntsville, AL	Home		Work		Yes
Blank	Gym		Work		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Work		No
Johnson City, TN	Work		Work		Yes
Huntsville, AL	Work		Home		No
Huntsville, AL	Home		Work		Yes
Johnson City, TN	Work		Work		Yes
Kingsport, TN	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		other	Shopping	Yes
Kingsport, TN	Home		other	Shopping	Yes
Johnson City, TN	Work		Work		No
Huntsville, AL	Home		Home		No
Huntsville, AL	other		other		No
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Work		Work		No
Huntsville, AL	Work		Home		Yes
Huntsville, AL	Home		other	otw to ga	No
Huntsville, AL	Home		Home		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		School		Yes
Kingsport, TN	other		Home		Yes
Huntsville, AL	Home		Work		No
Johnson City, TN	Work		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Kingsport, TN	other	Doctor	Work		Yes
Kingsport, TN	Home		other	friends house	Yes
Huntsville, AL	Home		Home		No
Kingsport, TN	other	Doctor	Work		Yes

Location	Where are you coming from before arriving at 7 Brew?	Other	Where will you be going once you leave 7 Brew	Other	Is this 7 Brew on your way to your destination in Q2?
Huntsville, AL	Home		Work		Yes
Kingsport, TN	Home		Work		No
Huntsville, AL	Work		Work		Yes
Kingsport, TN	Home		other		Yes
Huntsville, AL	Work		Home		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		other	Doctors	No
Kingsport, TN	Home		other	Doctor	Yes
Huntsville, AL	Home		other	Appointment	No
Huntsville, AL	other	Doctor	other	Nail shop	Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		School		Yes
Kingsport, TN	Work		Home		Yes
Huntsville, AL	Home		other	Hair appointment	Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Home		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Home		other		No
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		School		Yes
Huntsville, AL	Work		Home		No
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Work		Work		Yes
Huntsville, AL	Home		Work		Yes
Huntsville, AL	Home		School		No
Huntsville, AL	Work		Work		Yes
Blank	other	Bank	other	Haircut	Yes
Huntsville, AL	Home		Work		No
Huntsville, AL	Home		Gym		Yes
Huntsville, AL	Gym		School		No
Huntsville, AL	Home		Home		Yes
Kingsport, TN	other		other	Dr	No
Kingsport, TN	other	Babysitting	other	Shopping	Yes
Kingsport, TN	Work		Work		Yes
Kingsport, TN	School		Home		No
Kingsport, TN	School		Home		No
Kingsport, TN	Home		Home		No
Kingsport, TN	Home		Home		No
Kingsport, TN	Home		Work		No
Kingsport, TN	Home		Work		No
Kingsport, TN	other	Sahm.....always here lol	other	Whatever really	Yes
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Home		Gym		Yes
Kingsport, TN	Work		Work		No
Kingsport, TN	other	Running errands	Home		No
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Home		Home		Yes
Kingsport, TN	Home		Home		Yes
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Work		Work		No
Kingsport, TN	Work		Work		Yes
Kingsport, TN	Work		other	Gymnastics	Yes
Kingsport, TN	Home		other	Shopping	Yes
				Errands, shopping I only go to 7 brew when I'm in town. The closes 7 Brew to my home in the church hill area. is 30 minutes	
Kingsport, TN	Home		other		No
Huntsville, AL	Home		Home		Yes
Johnson City, TN	Home		Work		Yes

	Wichita Falls, TX	Kingsport, TN	Johnson City, TN	Huntsville, AL	TOTAL
Pass-By Trips	125	32	12	100	269
Total Responses	163	51	15	146	375
Pass-By %	76.69%	62.75%	80.00%	68.49%	71.73%



Project: 7 Brew Coffee – 10201 Fairway Drive, Roseville, CA

Please describe your design approach for the project. The Statement of Design Intent is an opportunity for you to identify strengths, unique features, or other innovations that distinguish the project. It also provides an opportunity to describe the project's opportunities and challenges – including any key challenges that may limit the ability to meet the full intent of the design guidelines, such as site constraints, market conditions, or other considerations, and describe how the project balances these key challenges with the community's expectations for design quality. The Statement of Design Intent is intended to give project reviewers and decision makers a more thorough understanding of the project. (Maximum two pages in length.)

1. Overall Design Concept.

Describe the overall design concept for your proposal, including any architectural style you are using or other organizing design concept that sets the overall approach of the project. Identify strengths, unique features, or innovations that distinguish the project. This is an opportunity to show the relationship of your project to the overall goals of design guidelines.

The project proposes the construction of a 7Brew Drive-Thru coffee shop. This drive-thru coffee shop will operate with 2 drive-up ordering lanes that will also provide stacking. The coffee shop is proposed to be constructed on the corner of an existing parking lot that services a Lowe's. The proposed 7 Brew Coffee building is designed as a contemporary, high-quality commercial structure that emphasizes architectural articulation, durable materials, and pedestrian-oriented features consistent with the City's Community Design Guidelines. The overall concept is organized around a clean, modern aesthetic enhanced by varied roof forms, layered façades, and a cohesive palette of fiber cement panels, thin brick veneer, and standing seam metal elements. Key architectural features include a curved metal roof form that serves as a visual focal point, integrated canopy structures that define entry and service areas, and articulated wall planes that break down building mass and avoid large uninterrupted surfaces. The use of contrasting materials and colors provides depth and visual interest while maintaining a unified architectural character across all elevations. The design prioritizes human scale through emphasized building entries, recessed glazing, and shaded pedestrian areas. High-quality, durable materials are used consistently around the building perimeter to ensure long-term performance and an attractive streetscape presence.



2. Challenges And Opportunities.

Outline the challenges and opportunities that influenced your design choices. Challenges may include factors such as site constraints, market conditions and building requirements, among others.

The project site presents several opportunities and constraints that influenced the architectural approach. As a compact commercial footprint designed primarily for drive-through service, the building required careful massing and façade articulation to avoid a utilitarian appearance and maintain strong visual quality from multiple viewpoints. A key challenge was balancing efficient operational requirements—such as service windows, canopy coverage, and mechanical integration—while still achieving architectural richness and compliance with the City's design objectives. The limited building area required strategic use of vertical articulation, material variation, and roof form diversity to create visual interest without increasing building size. At the same time, the site offered the opportunity to create a highly visible architectural landmark through the use of bold roof elements, strong material contrasts, and consistent detailing on all elevations. The goal of the civil engineering team was to keep storm water draining to the existing storm sewer system as previously designed. A sewer lateral on the site posed an issue as it was located under the proposed structure, so it was rerouted to avoid the conflict with the building.

3. Noteworthy Design Strategies.

Describe how the project balances the key challenges with community expectations around design quality.

The project employs several design strategies to balance operational efficiency with community expectations for high-quality architecture. Articulated building massing through varied roof heights, recessed wall planes, and projecting canopies creates visual depth. Consistent architectural treatment on all elevations eliminates blank façades and ensures visual quality from all viewpoints. A high-quality material palette featuring thin brick veneer, fiber cement panels, and metal accents provides durability and texture. Pedestrian-oriented features such as covered entries, integrated lighting, and transparent glazing enhance user experience and reinforce human scale. Functional elements such as mechanical systems and service areas are integrated seamlessly into the architectural composition. One of the proposed landscape islands is split into two pieces to allow storm water to drain the catch basin. The sewer lateral conflicting with our structure is proposed to be relocated/rerouted. This is done with heavy coordination with the owner/developer to ensure minimal to no interruption to the already established businesses in the area.

SITE DEVELOPMENT PLANS

7 BREW

10211 FAIRWAY DRIVE

ROSEVILLE, CALIFORNIA

GENERAL NOTES:

- A. TOPOGRAPHIC BOUNDARY SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY THE FOLLOWING COMPANY, AS A CONTRACTOR TO THE SELLER/OWNER:
- TOPOGRAPHY & BOUNDARY: BLEW INC.
3825 N. SHILOH DRIVE
FAYETTEVILLE, AR 72703
JOSHUA COLE
PH: (888) 933-2111
- CEI ENGINEERING AND ITS ASSOCIATES WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY OR FOR DESIGN ERRORS OR OMISSIONS RESULTING FROM SURVEY INACCURACIES.
- B. ALL PHASES OF SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE OWNER / DEVELOPER SITE WORK SPECIFICATIONS.
- C. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
- D. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- E. THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- F. **WARRANTY/DISCLAIMER:**
THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORANEOUS BASIS AT THE SITE.
- G. **SAFETY NOTICE TO CONTRACTOR:**
IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
- H. ALL CONSTRUCTION IN STATE HIGHWAY DEPARTMENT RIGHT-OF-WAY SHALL BE COORDINATED WITH THE HIGHWAY DEPARTMENT RESIDENT ENGINEER.
- I. **RESIDENT ENGINEERING SERVICES:**
WHEN REQUESTED BY THE OWNER, RESIDENT ENGINEERING SERVICES SHALL BE PROVIDED BY THE ENGINEERS (ON A TIME AND FREQUENCY BASIS) ACCEPTABLE TO THE CITY ENGINEER FOR IMPROVEMENTS TO PUBLIC WATER MAINS, PUBLIC SEWER, AND CITY STREETS. AT THE COMPLETION OF CONSTRUCTION, THE ENGINEER SHALL CERTIFY THE CONSTRUCTION TO BE IN COMPLIANCE WITH THE PLANS AND SPECIFICATIONS. THIS WORK WILL BE AT THE OWNER/DEVELOPER'S DIRECT EXPENSE AND SHALL BE COORDINATED WITH CEI ENGINEERING ASSOCIATES, INC. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE RESIDENT ENGINEER OF ANY PRECONSTRUCTION / CONSTRUCTION CONFERENCES AND ANY PUBLIC CONSTRUCTION 24 HOURS PRIOR TO SAID ACTION.

NOTICE TO BIDDERS:

ALL QUESTIONS REGARDING THE PREPARATION OF THE GENERAL CONTRACTOR'S BID SHALL BE DIRECTED TO THE OWNER'S FIELD CONSTRUCTION MANAGER:

LISA PERMAN
FLYNN RESTAURANT GROUP
PHONE: (216) 213-9527

SUBCONTRACTORS MUST DIRECT THEIR QUESTIONS THROUGH THE GENERAL CONTRACTOR. THE CONSULTING ARCHITECT AND/OR THE CONSULTING ENGINEER SHALL NOT BE CONTACTED DIRECTLY WITHOUT PRIOR AUTHORIZATION FROM THE OWNER/DEVELOPER.

FLOOD CERTIFICATION:

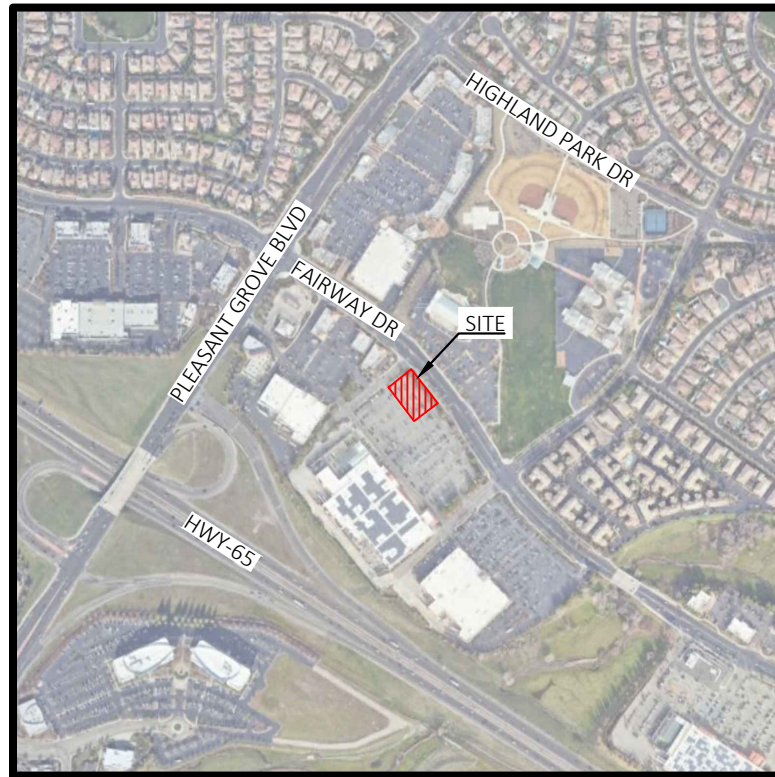
BY SCALED MAP LOCATION AND GRAPHICAL PLOTTING ONLY. THIS PROPERTY IS LOCATED IN ZONE "X" UNSHADED WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP FOR PLACER COUNTY, CALIFORNIA
MAP NUMBER: 06061C0942H
MAP REVISED: NOVEMBER 2, 2018

APPROVED

DATE

CITY OF ROSEVILLE, CALIFORNIA

CITY OF ROSEVILLE DEPT. OF DEVELOPMENT SERVICES	
ACCEPTED BY:	
CITY ENGINEER	DATE



VICINITY MAP

NOT TO SCALE

CEI CONTACT:

MICHAEL SERRATO
PROJECT MANAGER
2600 NE 11TH ST., SUITE 300
BENTONVILLE, AR 72712
MSERRATO@CEIENG.COM
PHONE: (479) 715-4425

OWNER:

FLYNN RESTAURANT GROUP
LISA PERMAN
6200 OAK TREE BLVD, SUITE 250
INDEPENDENCE, OH 44131
LPERMAN@FLYNN.COM
PHONE: (216) 213-9527

ARCHITECT:

ARKIFEX STUDIOS
MICHAEL HAMPTON
221 S. AVENUE
SPRINGFIELD, MO 65806
MICHAEL@ARKIFEXSTUDIOES.COM
PHONE: (417) 773-1065

PLAN INDEX:

C0.0	COVER SHEET	L1.1	LANDSCAPE NOTES
C1.0	DEMOLITION PLAN	L2.0	IRRIGATION PLAN
C2.0	SITE PLAN	L2.1	IRRIGATION DETAILS
C3.0	GRADING PLAN I	L3.0	MEWLO CALCULATIONS
C3.1	GRADING PLAN II		
C4.0	EROSION CONTROL PLAN		
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C6.0	PAVING PLAN		
C7.0	DMA EXHIBIT		
C8.0	DETAIL SHEET 1		
C8.1	DETAIL SHEET 2		
C8.2	DETAIL SHEET 3		
L1.0	LANDSCAPE PLAN		

ASSOCIATED PLANS:

SURVEY	
1 OF 3	ALTA/ACSM SURVEY

RESOURCE LIST:

ZONING CITY OF ROSEVILLE 311 VERNON STREET ROSEVILLE, CA 95678 SEAN MORALES PHONE: (916) 746-1309 EMAIL: SMORALES@ROSEVILLE.CA.US	HEALTH DEPARTMENT PLACER COUNTY ENVIRONMENTAL HEALTH 11434 B AVENUE, SUITE 400 AUBURN, CA 95603 ASHLEY FARIAS PHONE: (530) 745-2319 EMAIL: AFARIAS@PLACER.CA.GOV
BUILDING CITY OF ROSEVILLE 311 VERNON STREET ROSEVILLE, CA 95678 MITCH RAESE PHONE: (916) 774-5332 EMAIL: BUILDINGDIVISION@ROSEVILLE.CA.US	WATER AND SEWER ROSEVILLE ENVIRONMENTAL UTILITIES 2005 HILLTOP CIRCLE ROSEVILLE, CA 95747 RANA MOORE PHONE: (916) 774-5750 EMAIL: RCMOORE@ROSEVILLE.CA.US
ENGINEERING CITY OF ROSEVILLE - CITY ENGINEER 311 VERNON STREET ROSEVILLE, CA 95678 MARC STOLIT PHONE: (916) 774-5332 EMAIL: DSENGINEERING@ROSEVILLE.CA.US	ELECTRIC ROSEVILLE ELECTRIC 311 VERNON STREET ROSEVILLE, CA 95678 JOEY MCKINNEY PHONE: (916) 797-6937 EMAIL: JMCKINNEY@ROSEVILLE.CA.US
STORMWATER ROSEVILLE ENVIRONMENTAL UTILITIES 2005 HILLTOP CIRCLE ROSEVILLE, CA 95747 RANA MOORE PHONE: (916) 774-5300 EMAIL: RCMOORE@ROSEVILLE.CA.US	NATURAL GAS PACIFIC GAS & ELECTRIC TAF GWARADA PHONE: (650) 350-2869 EMAIL: TAF.GWARADA@PGE.COM
FIRE DEPARTMENT ROSEVILLE FIRE DEPARTMENT 316 VERNON STREET, SUITE 480 ROSEVILLE, CA 95678 MATT WALLING PHONE: (916) 774-5806 EMAIL: MWALLING@ROSEVILLE.CA.US	TELEPHONE FIDUUM FIBER KELLY SPLITT PHONE: (608) 217-1567 EMAIL: KELLY.SPLITT@FIDUUM.COM



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2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

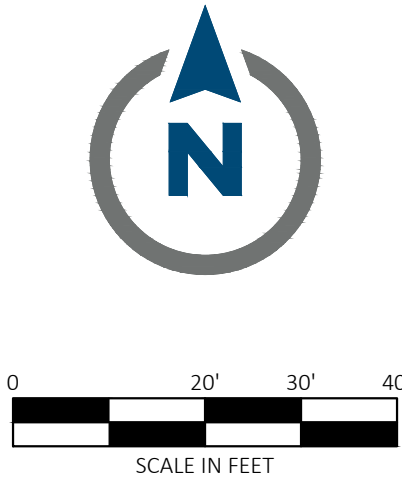
COVER SHEET

SHEET TITLE
SHEET NUMBER

C0.0

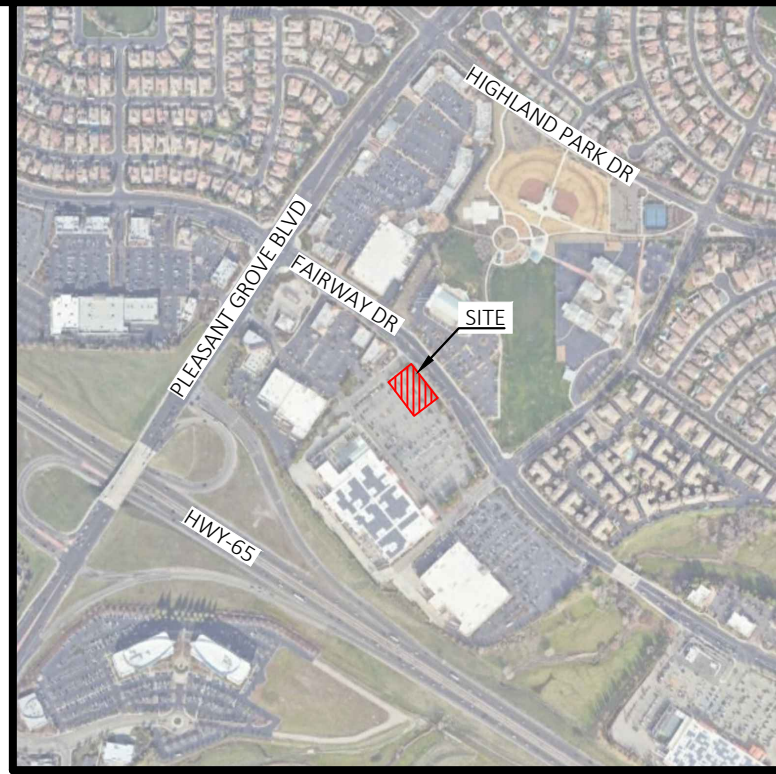
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SITE BENCHMARK
TBM #1 SET MAG NAIL NORTHING: 20493582.42 EASTING: 6767045.73 ELEVATION: 199.897
TBM #2 SET MAG NAIL NORTHING: 20493583.68 EASTING: 6767187.20 ELEVATION: 198.75
BASIS OF BEARING: CALIFORNIA COORDINATE SYSTEM (CCSR), CALIFORNIA ZONE 2 VERTICAL DATUM NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- | | |
|------------------------------|--|
| ● FOUND MONUMENT AS NOTED | (M) MEASURED/CALCULATED DIMENSION |
| ○ SET MONUMENT AS NOTED | (R) RECORD DIMENSION |
| ○ COMPUTED POINT | (R1) RECORD DIMENSION |
| ⊕ TEMPORARY BENCHMARK (TBM) | PER DOC. NO. 2006-0093820 |
| ⊕ FIRE HYDRANT | |
| ⊕ WATER VALVE | |
| ⊕ FIRE DEPARTMENT CONNECTION | |
| ⊕ POST INDICATOR VALVE | ——— PARENT PARCEL LINE |
| ⊕ WATER METER | ——— PARCEL LINE |
| ⊕ IRRIGATION CONTROL VALVE | ——— EASEMENT LINE |
| ⊕ BACK FLOW PREVENTION | R/W ——— RIGHT-OF-WAY LINE |
| ⊕ SANITARY MANHOLE (SMH) | ——— UGE ——— UNDERGROUND ELECTRIC LINE |
| ⊕ CLEANOUT | ——— GAS ——— UNDERGROUND GAS LINE |
| ⊕ LIGHT | ——— UGT ——— UNDERGROUND TELEPHONE LINE |
| ⊕ ELECTRIC VAULT | ——— UNK ——— UNDERGROUND IRRIGATION LINE |
| ⊕ GRATED INLET (GI) | ——— UNK ——— UNDERGROUND UNKNOWN UTILITY LINE |
| ⊕ STORM MANHOLE (DMH) | ——— SS ——— UNDERGROUND STORM DRAIN LINE |
| ⊕ CURB INLET (CI) | ——— SS ——— UNDERGROUND SANITARY SEWER LINE |
| ⊕ TELEPHONE MANHOLE | ——— MAJOR CONTOUR |
| ⊕ FIBER OPTIC VAULT | ——— MINOR CONTOUR |
| ⋯ CONTINUATION | |

GENERAL DEMOLITION NOTES

- THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE "7BREW STANDARD SITE WORK SPECIFICATIONS".
- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
- CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- ENGINEER'S NOTICE TO CONTRACTOR
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- PRIOR TO ANY CONSTRUCTION IN RIGHT-OF-WAY, CONTRACTOR SHALL INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD.
- ANY WORK TO TAKE PLACE OFF-SITE SHALL BE COORDINATED WITH THE APPROPRIATE PROPERTY OWNER.

DEMOLITION NOTES

- 18A EXISTING TO BE REMOVED.
19A EXISTING TO REMAIN.
51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL
51D PROTECT EXISTING STRUCTURES AND/OR PIPES DURING DEMOLITION AND CONSTRUCTION PHASES.



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

DEMOLITION PLAN

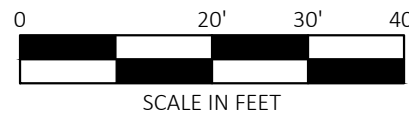
SHEET TITLE
SHEET NUMBER

C1.0

ACREAGE SUMMARY TABLE		
PARCEL	± 21,727 SF (0.50 AC)	
PERVIOUS AREA	± 9,395SF (0.22AC)	
IMPERVIOUS AREA	± 12,332 SF (0.28AC)	
PARKING TABLE		
	SPACES REMOVED	SPACES PROVIDED
STANDARD CAR PARKING	52 SPACES	0 SPACES
ACCESSIBLE PARKING	0 SPACE	1 SPACE
TOTAL CAR PARKING	52	1 SPACES

SITE INFORMATION	
ZONING	CC/SA-HR
BUILDING FOOTPRINT (TOTAL, 2 STRUCTURES)	911 SF
BUILDING HEIGHT	19'-1 7/8"
SETBACKS	
NORTHWEST	30' BUILDING
NORTHEAST	30' BUILDING
SOUTHEAST	5' BUILDING
SOUTHWEST	5' BUILDING

ADJACENT ZONING INFORMATION	
NORTH	CC/SA-HR
SOUTH	CC/SA-HR
EAST	PR
WEST	HIGHWAY 65



NOTE:

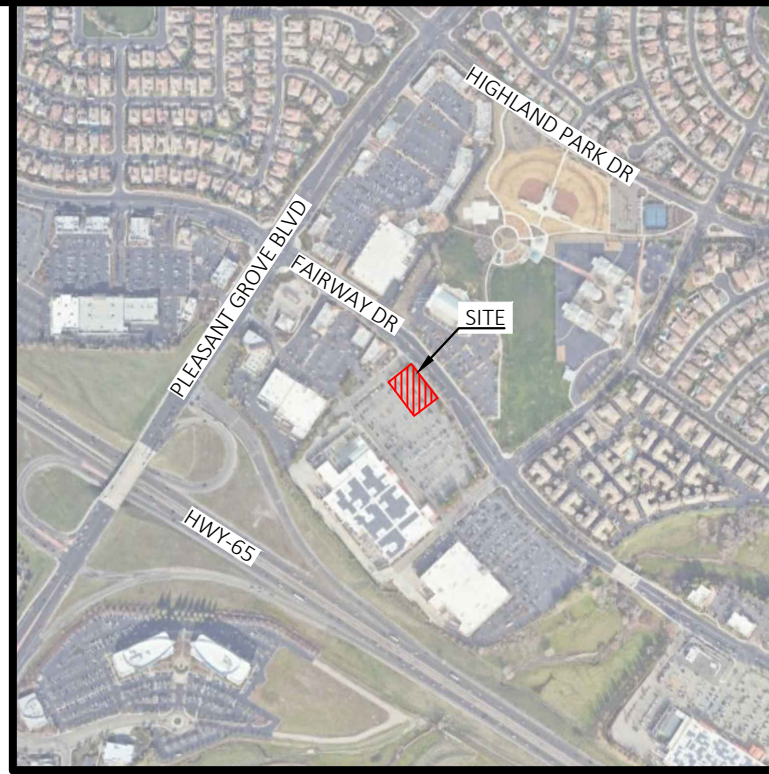
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 2049582.42; EASTING: 6767045.73; ELEVATION: 199.89'
TBM #2
SET MAG-NAIL NORTHING: 2049583.08; EASTING: 6767187.20; ELEVATION: 198.73'
BASIS OF BEARING:
CALIFORNIA COORDINATE SYSTEM (CCSR), CALIFORNIA ZONE 2
VERTICAL DATUM
NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

● FOUND MONUMENT AS NOTED	(M) MEASURED/CALCULATED DIMENSION
○ SET MONUMENT AS NOTED	(R) RECORD DIMENSION
⊙ COMPUTED POINT	(R1) RECORD DIMENSION
⊕ TEMPORARY BENCHMARK (TBM)	PER DOC. NO. 2006-0093820
⊕ FIRE HYDRANT	
⊕ WATER VALVE	
⊕ FIRE DEPARTMENT CONNECTION	
⊕ POST INDICATOR VALVE	----- PARENT PARCEL LINE
⊕ WATER METER	----- PARCEL LINE
⊕ IRRIGATION CONTROL VALVE	----- EASEMENT LINE
⊕ BACK FLOW PREVENTION	R/W ----- RIGHT-OF-WAY LINE
⊕ SANITARY MANHOLE (SMH)	----- UGE ----- UNDERGROUND ELECTRIC LINE
⊕ CLEANOUT	----- GAS ----- UNDERGROUND GAS LINE
⊕ LIGHT	----- UGT ----- UNDERGROUND TELEPHONE LINE
⊕ ELECTRIC VAULT	----- UNK ----- UNDERGROUND IRRIGATION LINE
⊕ GRATED INLET (GI)	----- UNK ----- UNDERGROUND UNKNOWN UTILITY LINE
⊕ STORM MANHOLE (DMH)	----- ----- UNDERGROUND STORM DRAIN LINE
⊕ CURB INLET (CI)	----- SS ----- UNDERGROUND SANITARY SEWER LINE
⊕ TELEPHONE MANHOLE	----- MAJOR CONTOUR
⊕ FIBER OPTIC VAULT	----- MINOR CONTOUR
⊕ CONTINUATION	

PROPOSED LEGEND

-----	PROPERTY LINE/RIGHT OF WAY LINE
-----	CONCRETE CURB AND GUTTER. SEE DETAIL PAVING PLAN
●	BUILDING CONTROL POINT
#	PROPOSED PARKING SPACES
-----	LIMITS OF SIDEWALKS AND CONCRETE APRONS (PER ARCHITECTURAL PLANS)

GENERAL SITE NOTES

- ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURB RETURN RADI SHALL BE 3', AS SHOWN TYPICAL ON THIS PLAN, UNLESS OTHERWISE NOTED.
- UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS, ALL CURB AND GUTTER ADJACENT TO ASPHALT PAVING SHALL BE INSTALLED PER DETAIL 01A. ALL CURBING ADJACENT TO CONCRETE PAVING SHALL BE INSTALLED PER DETAIL 01B. PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH DETAIL 08A OVER THE ENTIRE PARKING LOT AREA AND ALL APPROACH DRIVES. ALL PARKING LOT STRIPING INCLUDING ACCESSIBLE AND VAN ACCESSIBLE SPACES SHALL BE PAINTED PER DETAIL: 09N.
- ALL PARKING LOT SIGN BASE SUPPORTS SHALL BE INSTALLED PER DETAIL 12F.
- ALL ACCESSIBLE PARKING STALLS SHALL HAVE SIGNAGE INSTALLED PER DETAIL 09S.
- PRIOR TO ANY CONSTRUCTION IN RIGHT-OF-WAY, CONTRACTOR SHALL INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD.

SITE DETAILS

- 01A TYPE A CONCRETE CURB AND GUTTER
03A WHEEL CHAIR RAMP IN SIDEWALK
03D CONCRETE SIDEWALK
09B NINETY DEGREE PARKING SPACE STRIPING
09S ACCESSIBLE / VAN ACCESSIBLE PARKING SIGN
09U ACCESSIBLE PARKING SYMBOL
12F SIGN BASE
70A CITY OF ROSEVILLE - STANDARD TRASH ENCLOSURE (REF ARCH DETAIL FOR FOOTING DESIGN)
70B CITY OF ROSEVILLE - TYPE 2 BARRIER CURB (ST-18)
70C CITY OF ROSEVILLE - DETECTABLE WARNING (ST-35)

SITE NOTES

- 01B LANDSCAPE AREA. SEE LANDSCAPE PLAN.
02B TRANSFORMER PAD (PER ELEC. CO. AND/OR ARCH. PLANS).
08B OVERHEAD CANOPY - (TYP-PER ARCH. PLANS).
18D MATCH EXISTING PAVEMENT ELEVATIONS.
51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION

NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

SITE PLAN

SHEET TITLE
SHEET NUMBER

C2.0

LINE TABLE		
LINE	BEARING	DISTANCE
L1(M)	S 57°16'15" E	9.57'
L1(U)	S 57°50'08" E	9.49'
L2(M)	N 50°24'13" E	35.09'
L3(M)	N 45°23'04" E	24.44'

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(M)	1962.00'	77.67'	176.69'	S 44°34'59" E	2°18'06"
C2(M)	1962.00'	176.75'	176.69'	S 40°54'42" E	5°09'42"
C3(M)	1962.00'	221.22'	221.10'	S 35°08'03" E	6°27'37"
C4(M)	2038.00'	259.78'	259.61'	S 35°31'53" E	7°18'12"
C5(R)	2038.00'	259.83'	259.65'	S 35°30'41" E	7°18'17"
C5(M)	39.97'	63.61'	57.11'	S 89°02'39" E	91°10'52"

PORTION OF LOT 46B
BOOK W OF MAPS, PAGE 43
PARCEL ONE
PARENT PARCEL
TOTAL AREA:
634,355 SQ. FEET ±, OR
14.563 ACRES ±
APN: 017-123-068-000

ARC LENGTH: 475.64'(R)
RADIUS: 1962.00'(R)
DELTA ANGLE: 13°53'24"(R)
CHORD BEARING: S 38°48'15" E(R)
CHORD LENGTH: 474.48'(R)

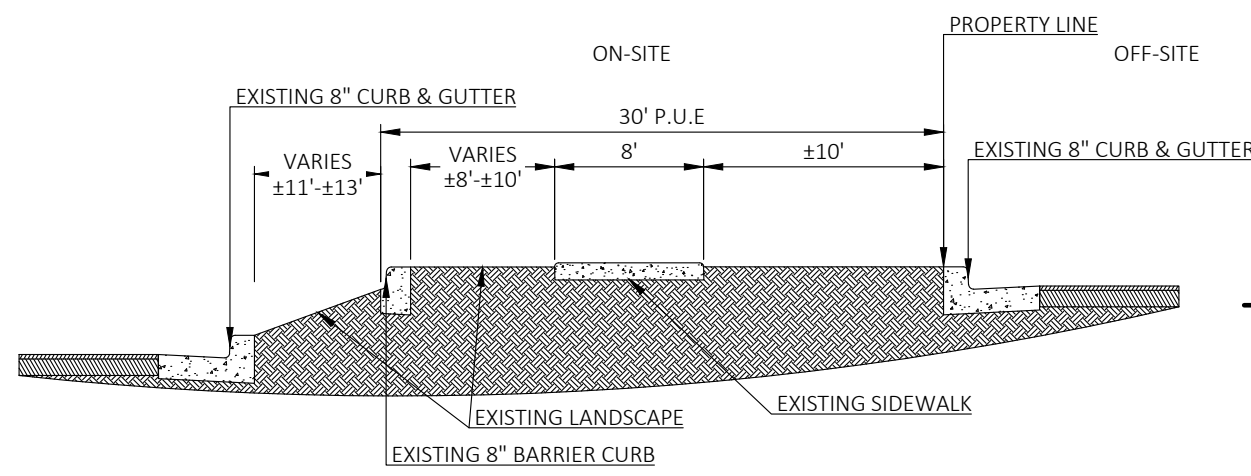
PROPOSED PARCEL
21,727 SQ. FEET ±, OR
0.499 ACRES ±
A PORTION OF APN:
017-123-068-000

30' PUBLIC UTILITY EASEMENT
BOOK W OF MAPS, PAGE 43

TBM #2

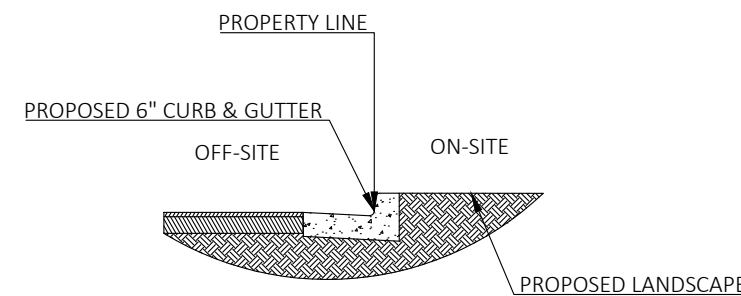
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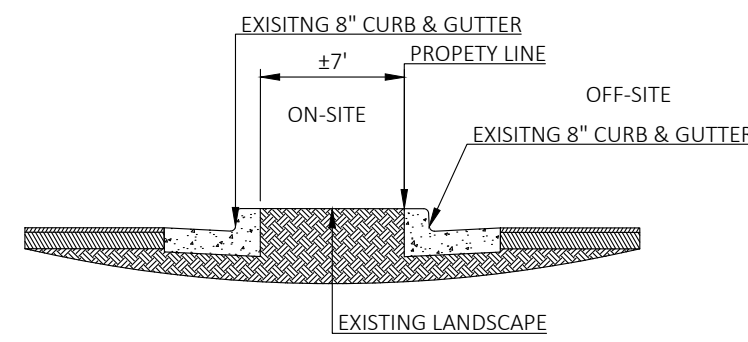
A CROSS SECTION A

NTS



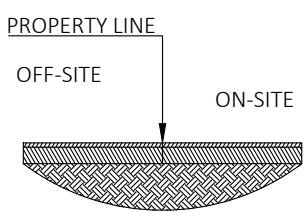
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NTS



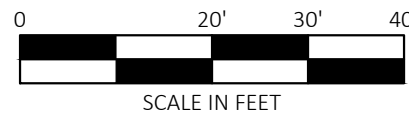
B CROSS SECTION B

NTS



D CROSS SECTION D

NTS



NOTE:

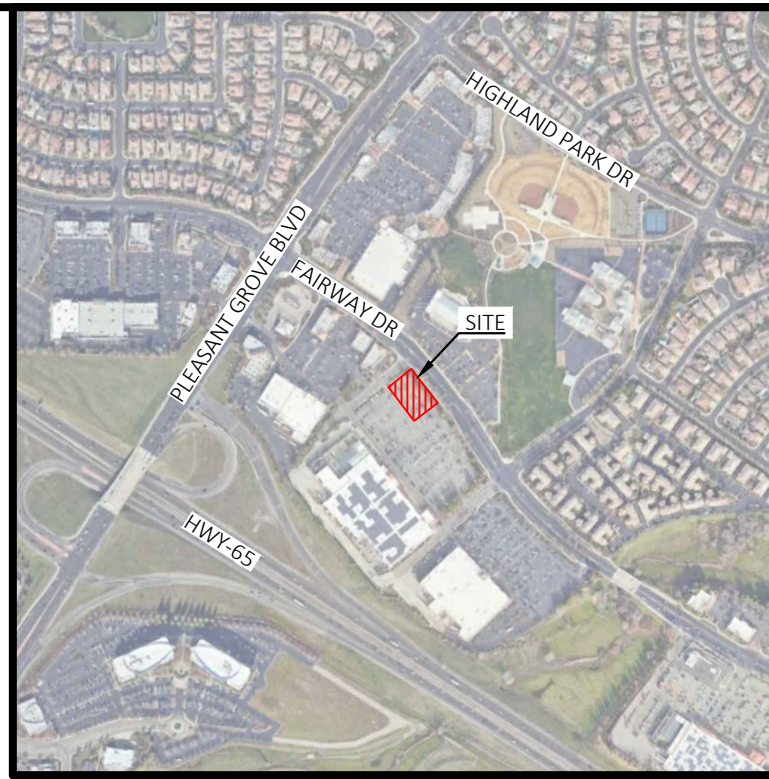
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 2045582.42 EASTING: 6767945.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 2045583.08 EASTING: 6767187.20 ELEVATION: 198.75
BASIS OF BEARING:
CALIFORNIA COORDINATE SYSTEM (CCS) CALIFORNIA ZONE 2
VERTICAL DATUM
NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- | | |
|------------------------------|-----------------------------------|
| ● FOUND MONUMENT AS NOTED | (M) MEASURED/CALCULATED DIMENSION |
| ○ SET MONUMENT AS NOTED | (R) RECORD DIMENSION |
| ○ COMPUTED POINT | (R1) RECORD DIMENSION |
| ⊕ TEMPORARY BENCHMARK (TBM) | PER DOC. NO. 2006-0093820 |
| ⊕ FIRE HYDRANT | |
| ⊕ WATER VALVE | |
| ⊕ FIRE DEPARTMENT CONNECTION | |
| ⊕ POST INDICATOR VALVE | |
| ⊕ WATER METER | |
| ⊕ IRRIGATION CONTROL VALVE | |
| ⊕ BACK FLOW PREVENTION | |
| ⊕ SANITARY MANHOLE (SMH) | |
| ⊕ CLEANOUT | |
| ⊕ LIGHT | |
| ⊕ ELECTRIC VAULT | |
| ⊕ GRATED INLET (GI) | |
| ⊕ STORM MANHOLE (DMH) | |
| ⊕ CURB INLET (CI) | |
| ⊕ TELEPHONE MANHOLE | |
| ⊕ FIBER OPTIC VAULT | |
| ⊕ CONTINUATION | |
- | | |
|-----|----------------------------------|
| --- | PARENT PARCEL LINE |
| --- | PARCEL LINE |
| --- | EASEMENT LINE |
| --- | RIGHT-OF-WAY LINE |
| --- | UNDERGROUND ELECTRIC LINE |
| --- | UNDERGROUND GAS LINE |
| --- | UNDERGROUND TELEPHONE LINE |
| --- | UNDERGROUND IRRIGATION LINE |
| --- | UNDERGROUND UNKNOWN UTILITY LINE |
| --- | UNDERGROUND STORM DRAIN LINE |
| --- | UNDERGROUND SANITARY SEWER LINE |
| --- | MAJOR CONTOUR |
| --- | MINOR CONTOUR |

PROPOSED LEGEND

- | | | | |
|-----|--|---------|--------------------------------|
| --- | PROPERTY LINE/RIGHT OF WAY LINE | x XX.XX | SPOT ELEVATIONS: |
| --- | GRADE BREAK (RIDGE) | | TC = TOP OF CURB |
| --- | SWALE S=0.00XX (GRADIENT AS INDICATED) | | G = GUTTER |
| --- | CONTOUR ELEVATIONS | | EG=EXISTING GRADE |
| --- | | | FG = FINISHED GRADE |
| --- | | | FFE = FINISHED FLOOR ELEVATION |
- | | |
|---|--|
| ⊕ | GREASE TRAP (PER SEVEN BREW STANDARDS) |
| ⊕ | INLET FILTER (SEE C8.2 - DETAIL SHEET 3) |

GENERAL GRADING NOTES

- A. PRIOR TO INSTALLATION OF STORM OR SANITARY SEWER, THE CONTRACTOR SHALL EXCAVATE, VERIFY, AND CALCULATE ALL CROSSINGS AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT THE ENGINEER IS NOT NOTIFIED OF DESIGN CONFLICTS.
- B. CONTRACTOR HAS THE OPTION TO BID THE FOLLOWING MATERIAL FOR THE STORM SEWER SYSTEM: RCP, CPP, PP OR HDPE AS INDICATED ON THIS PLAN WHERE THE WORD PIPE IS USED. ALL PIPE LOCATED WITHIN THE RIGHT OF WAY SHALL BE RCP. ALL PIPES SHALL HAVE A MAXIMUM ROUGHNESS COEFFICIENT ("n") OF 0.013 AND SHALL MEET OR EXCEED THE PIPE MANUFACTURERS REQUIREMENTS FOR MINIMUM AND MAXIMUM COVER. CONTRACTOR SHALL REFER TO THE SITEWORK SPECIFICATION SECTION FOR STORM SEWER SYSTEMS FOR ACCEPTABLE TYPE AND MATERIAL.
- C. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND 4" OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL, APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEEDED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS (SEE LANDSCAPE PLAN FOR SEED MIX AND PROPER APPLICATION RATE). ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- D. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- E. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS, ALL STORM DRAIN PIPE BEDDING SHALL BE INSTALLED PER DETAIL 28A. ALL STORM DRAIN PIPES ARE MEASURED FROM CENTER OF STRUCTURES AND ENDS OF FLARED END SECTIONS.
- F. PRIOR TO ANY CONSTRUCTION IN RIGHT-OF-WAY, CONTRACTOR SHALL INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD.
- G. SOIL TYPE: EXCHEQUER, VERY STONY LOAM, 2 TO 15 PERCENT SLOPES.

GRADING DETAILS

- 73A INLET FILTER PER C8.2 - DETAIL SHEET 3. CONTRACTOR TO FIELD VERIFY GRATE SIZE PRIOR TO ORDERING AND NOTIFY THE CEC.

GRADING NOTES

- 18D MATCH EXISTING PAVEMENT ELEVATIONS.
21B TAPER CURB FROM 6 INCHES TO 0 INCHES OVER 2 FEET.



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

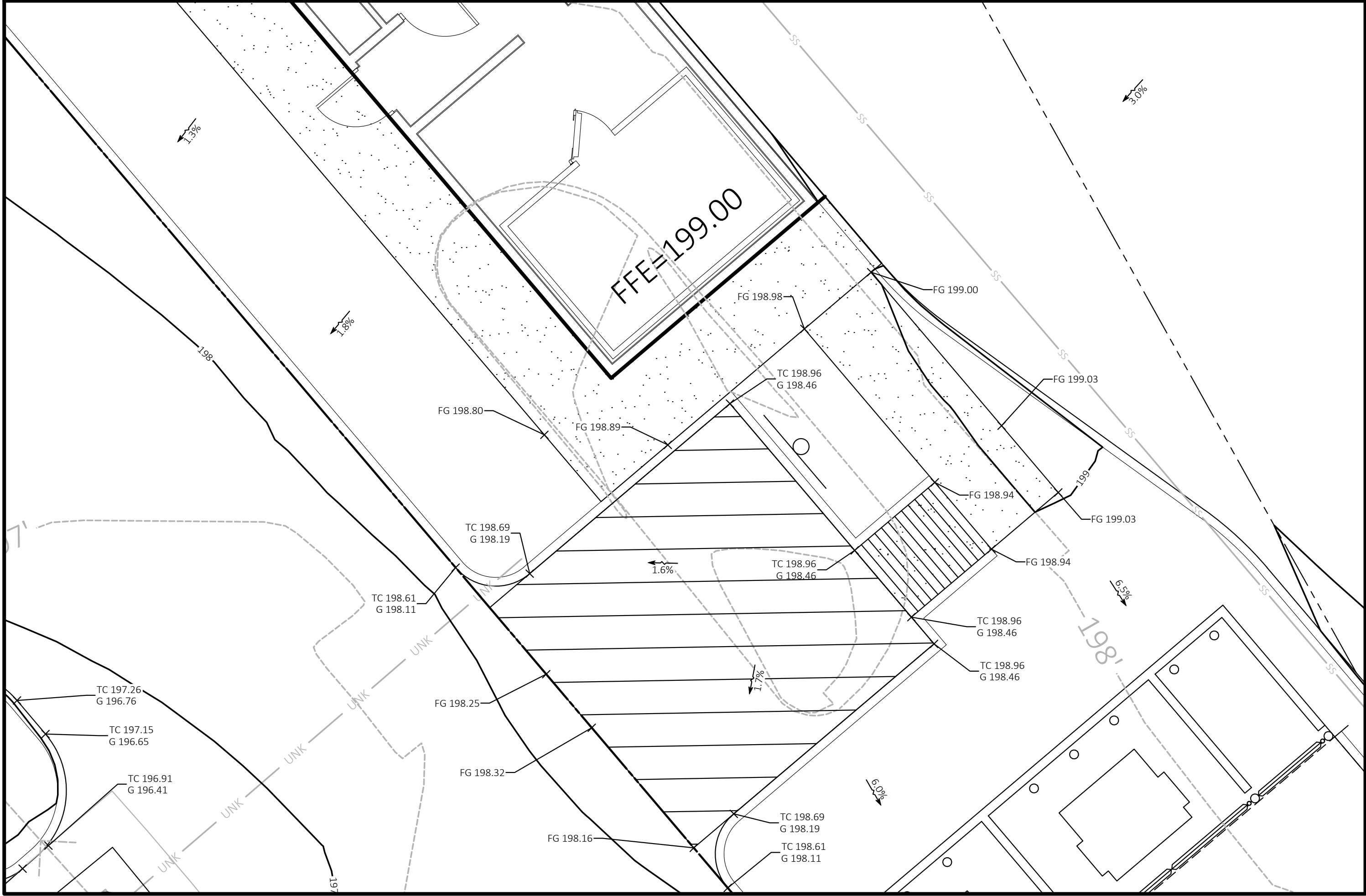
GRADING PLAN I

SHEET TITLE
SHEET NUMBER

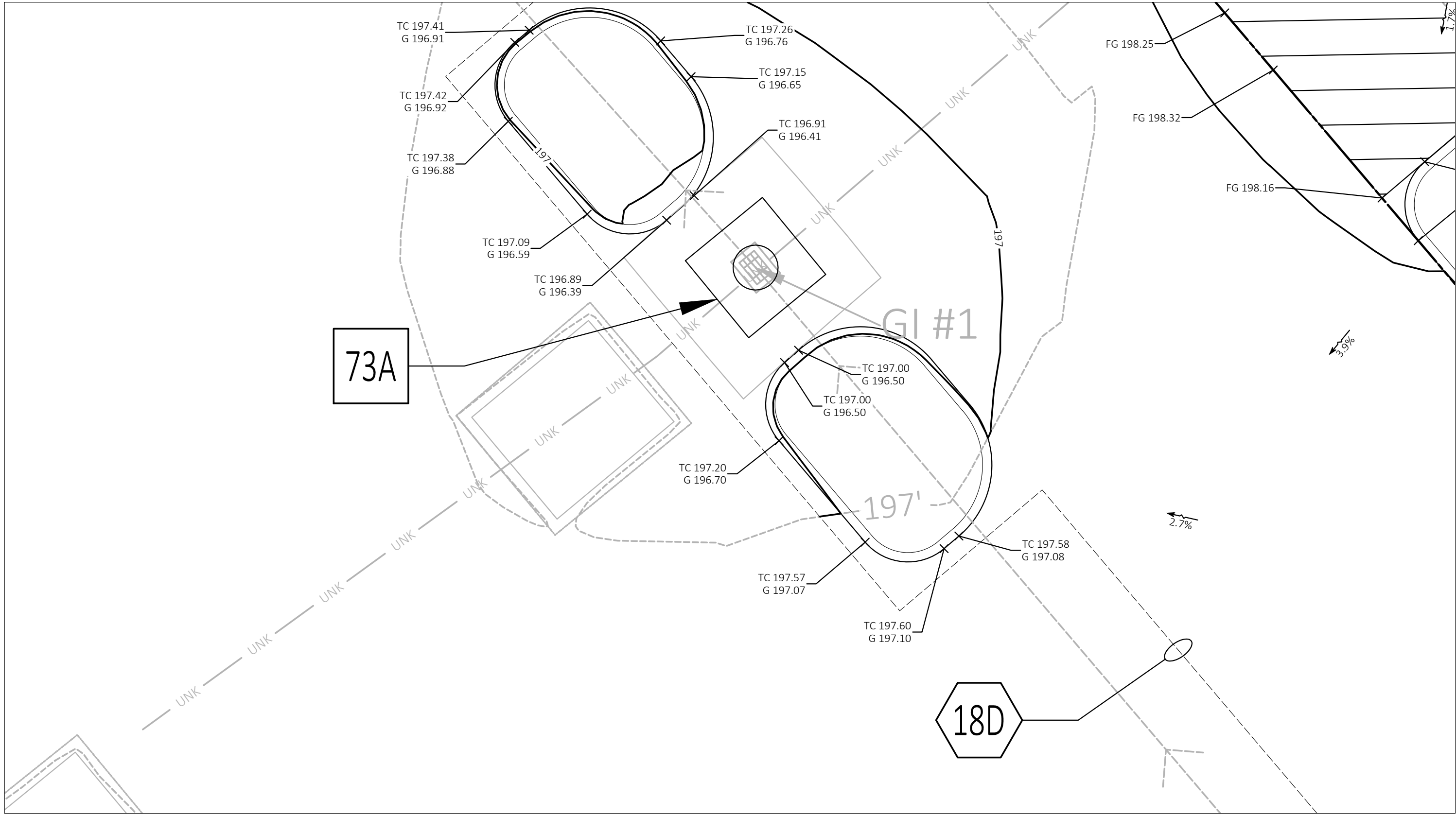
C3.0

DRAWING LOCATION: P:\34000\34819.0\DRAWINGS\DESIGN\WORKING\24819-ED.DWG - SAVED BY: ARDORIGUEZ.FGA

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INSET A
SCALE: 1"=5'



INSET B
SCALE: 1"=5'



NOTE:

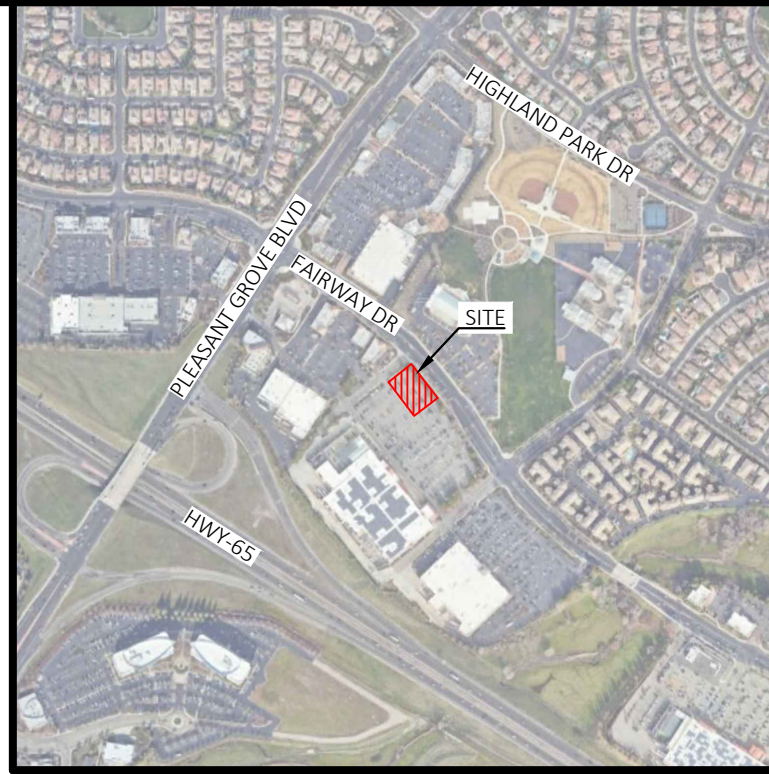
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Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 20495582.42 EASTING: 6767045.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 20495334.05 EASTING: 6767187.20 ELEVATION: 198.73
BASIS OF BEARING:
CALIFORNIA COORDINATE SYSTEM (CCS), CALIFORNIA ZONE 2
VERTICAL DATUM
NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- | | | | |
|-----|----------------------------------|------|-------------------------------|
| ● | FOUND MONUMENT AS NOTED | (M) | MEASURED/CALCULATED DIMENSION |
| ○ | SET MONUMENT AS NOTED | (R) | RECORD DIMENSION |
| ○ | COMPUTED POINT | (R1) | RECORD DIMENSION |
| + | TEMPORARY BENCHMARK (TBM) | | PER DOC. NO. 2006-0093820 |
| + | FIRE HYDRANT | | |
| + | WATER VALVE | | |
| + | FIRE DEPARTMENT CONNECTION | | |
| + | POST INDICATOR VALVE | | |
| + | WATER METER | | |
| + | IRRIGATION CONTROL VALVE | | |
| + | BACK FLOW PREVENTION | | |
| + | SANITARY MANHOLE (SMH) | | |
| + | CLEANOUT | | |
| + | LIGHT | | |
| + | ELECTRIC VAULT | | |
| + | GRATED INLET (GI) | | |
| + | STORM MANHOLE (DMH) | | |
| + | CURB INLET (CI) | | |
| + | TELEPHONE MANHOLE | | |
| + | FIBER OPTIC VAULT | | |
| + | CONTINUATION | | |
| --- | PARENT PARCEL LINE | | |
| --- | PARCEL LINE | | |
| --- | EASEMENT LINE | | |
| --- | RIGHT-OF-WAY LINE | | |
| --- | UNDERGROUND ELECTRIC LINE | | |
| --- | UNDERGROUND GAS LINE | | |
| --- | UNDERGROUND TELEPHONE LINE | | |
| --- | UNDERGROUND IRRIGATION LINE | | |
| --- | UNDERGROUND UNKNOWN UTILITY LINE | | |
| --- | UNDERGROUND STORM DRAIN LINE | | |
| --- | UNDERGROUND SANITARY SEWER LINE | | |
| --- | MAJOR CONTOUR | | |
| --- | MINOR CONTOUR | | |

PROPOSED LEGEND

- | | | | |
|-----|--|---------|---|
| --- | PROPERTY LINE/RIGHT OF WAY LINE | x XX.XX | SPOT ELEVATIONS:
TC = TOP OF CURB
G = GUTTER
FG = FINISHED GRADE
FFE = FINISHED FLOOR ELEVATION |
| --- | GRADE BREAK (RIDGE) | | |
| --- | GRADE BREAK (FLOWLINE) | | |
| --- | CONTOUR ELEVATIONS | | |
| + | GREASE TRAP (PER SEVEN BREW STANDARDS) | | |

GENERAL GRADING NOTES

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GRADING DETAILS

73A INLET FILTER PER C8.2 - DETAIL SHEET 3. CONTRACTOR TO FIELD VERIFY GRATE SIZE PRIOR TO ORDERING AND NOTIFY THE CEC.

GRADING NOTES

18D MATCH EXISTING PAVEMENT ELEVATIONS.



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION

NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

GRADING PLAN II

SHEET TITLE
SHEET NUMBER

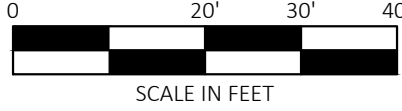
C3.1

GENERAL EROSION NOTES

- A. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF CALIFORNIA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
- B. THE TEMPORARY PARKING AND STORAGE AREA SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AREA, EQUIPMENT CLEANING AREA, EMPLOYEE BREAK AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS AND TOILET FACILITIES. THE EXACT LOCATIONS SHALL BE COORDINATED WITH THE OWNER'S CONSTRUCTION MANAGER.
- C. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.
- D. MAINTAIN ON THE SITE OR HAVE READILY AVAILABLE SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS TO CONTAIN AND CLEAN UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- E. DUST ON THE SITE SHALL BE CONTROLLED BY SPRAYING WATER ON DRY AREAS OF THE SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- F. NO RUBBISH, TRASH, GARBAGE OR OTHER SUCH MATERIALS SHALL BE DISCHARGED INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- G. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- H. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL STOP FOR AT LEAST 21 DAYS, SHALL BE TEMPORARILY SEEDED WITHIN 14 DAYS.

- I. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE LANDSCAPING PLAN.
- J. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE. THE EXACT LOCATIONS SHALL BE COORDINATED WITH THE OWNER'S CONSTRUCTION MANAGER.
- K. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- L. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AFTER THE STABILIZATION OF THE SITE AND ALSO ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS.
- M. IF SOIL STOCKPILING IS EMPLOYED ON THE SITE, SILT FENCES SHALL BE USED TO HELP CONTAIN THE SEDIMENT.
- N. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- O. SEDIMENT BASINS ARE ATTRACTIVE TO CHILDREN AND CAN BE VERY DANGEROUS. IN ALL CASES, LOCAL ORDINANCES AND REGULATIONS REGARDING HEALTH AND SAFETY MUST BE ADHERED TO.
- P. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.

- Q. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) TO HELP PREVENT EROSION AND STORM WATER POLLUTION.
- R. ALL OFF-SITE CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACKFILLING OF TRENCHES FOR STORM DRAINS & UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- MAINTENANCE**
ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT, AND SHOULD BE CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:
1. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEDED AS NEEDED.
 2. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-THIRD TO ONE-HALF THE HEIGHT OF THE SILT FENCE.
 3. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
 4. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
 5. IF THE STONES IN THE GRAVEL INLET SEDIMENT FILTERS BECOME CLOGGED WITH SEDIMENT, THE STONES MUST BE PULLED AWAY, CLEANED AND REPLACED.



NOTE:

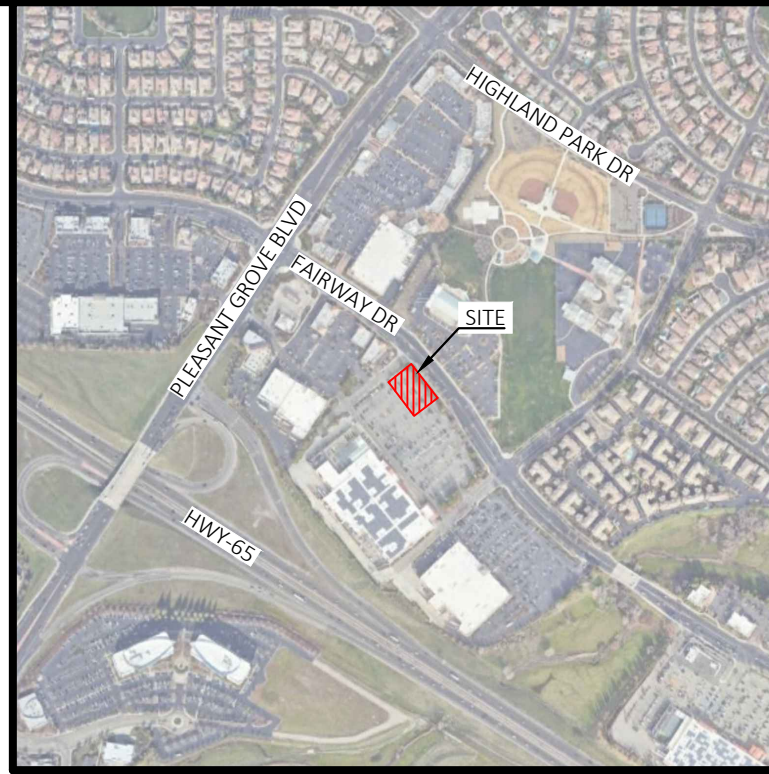
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Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 20495582.42 EASTING: 6767045.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 20495582.42 EASTING: 6767187.20 ELEVATION: 198.73
BASIS OF BEARING:
CALIFORNIA COORDINATE SYSTEM (CCSR), CALIFORNIA ZONE 2
VERTICAL DATUM:
NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- FOUND MONUMENT AS NOTED (M)
 - SET MONUMENT AS NOTED (R)
 - ⊙ COMPUTED POINT (R1)
 - ⊕ TEMPORARY BENCHMARK (TBM)
 - ⊕ FIRE HYDRANT
 - ⊕ WATER VALVE
 - ⊕ FIRE DEPARTMENT CONNECTION
 - ⊕ POST INDICATOR VALVE
 - ⊕ WATER METER
 - ⊕ IRRIGATION CONTROL VALVE
 - ⊕ BACK FLOW PREVENTION
 - ⊕ SANITARY MANHOLE (SMH)
 - ⊕ CLEANOUT
 - ⊕ LIGHT
 - ⊕ ELECTRIC VAULT
 - ⊕ GRATED INLET (GI)
 - ⊕ STORM MANHOLE (DMH)
 - ⊕ CURB INLET (CI)
 - ⊕ TELEPHONE MANHOLE
 - ⊕ FIBER OPTIC VAULT
 - ⊕ CONTINUATION
- (M) MEASURED/CALCULATED DIMENSION
 - (R) RECORD DIMENSION
 - (R1) RECORD DIMENSION
 - PER DOC. NO. 2006-0093820
- PARENT PARCEL LINE
 - PARCEL LINE
 - EASEMENT LINE
 - R/W RIGHT-OF-WAY LINE
 - UGE UNDERGROUND ELECTRIC LINE
 - GAS UNDERGROUND GAS LINE
 - UGT UNDERGROUND TELEPHONE LINE
 - UNK UNDERGROUND IRRIGATION LINE
 - UNK UNDERGROUND UNKNOWN UTILITY LINE
 - SS UNDERGROUND STORM DRAIN LINE
 - MAJOR CONTOUR
 - MINOR CONTOUR

PROPOSED LEGEND

- PROPERTY LINE/RIGHT OF WAY LINE
- LIMITS OF DISTURBANCE
- CONTOUR ELEVATIONS
- GRADE BREAK
- FLOWLINE
- CONCRETE WASHOUT
- ⊕ INLET PROTECTION
- SWP-CI (BIG RED)

AREA OF DISTURBANCE = 0.46 ACRES (20,198 S.F.)

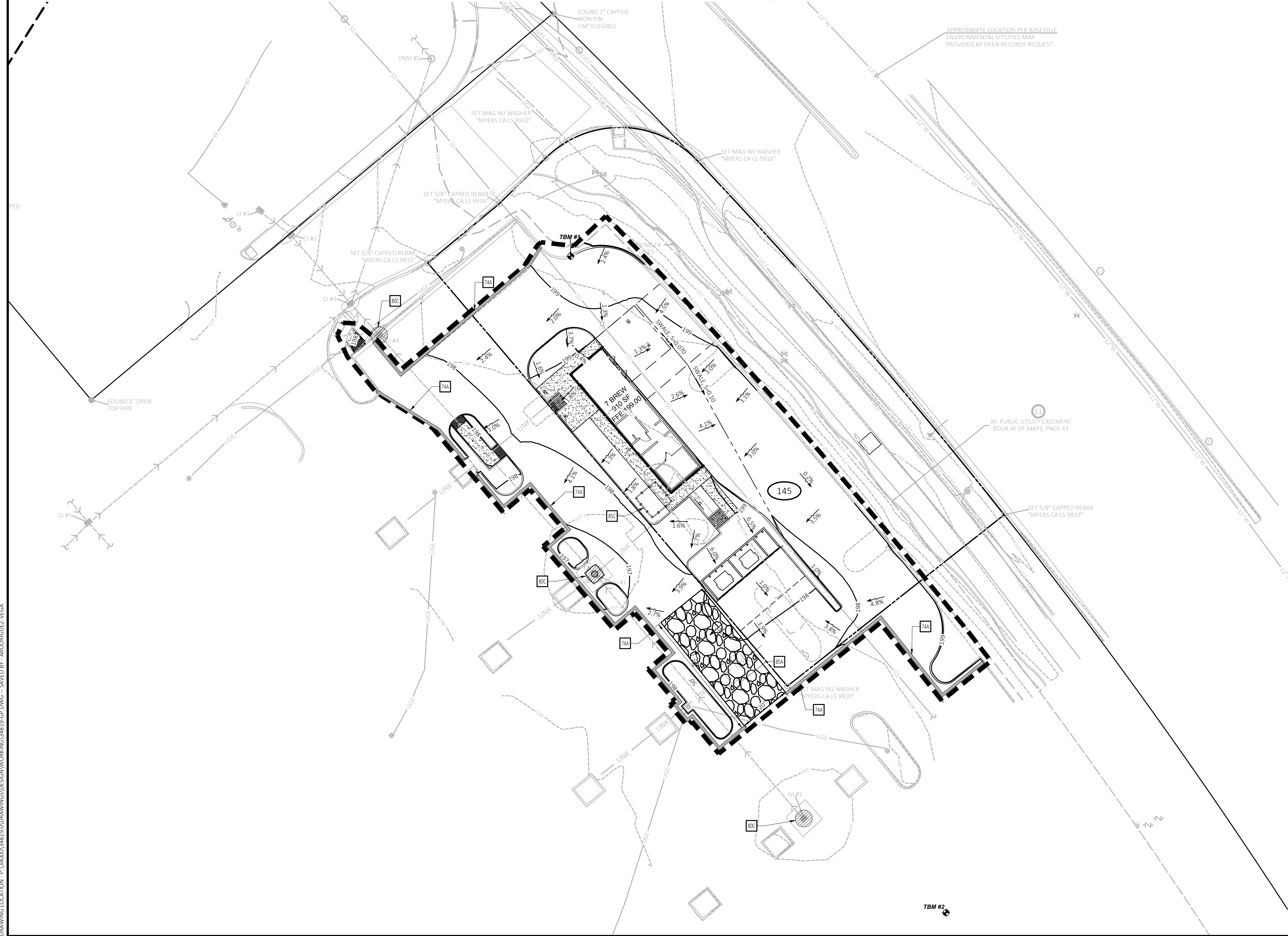
SOIL TYPES

145 EXCHEQUER-ROCK OUTCROP COMPLEX, 2-30% SLOPES

EROSION DETAILS

- 74A BIG RED
- 80C TEMPORARY GRAVEL AND WIRE MESH INLET SEDIMENT FILTER
- 85A TEMPORARY STONE CONSTRUCTION ENTRANCE
- 85C TEMPORARY CONCRETE WASH OUT

- SEQUENCE OF CONSTRUCTION
1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
 2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
 3. CONSTRUCT BIG RED ON THE SITE.
 4. CLEAR AND GRUB THE SITE.
 5. BEGIN GRADING THE SITE.
 6. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
 7. TEMPORARILY SEED DENUDED AREAS.
 8. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
 9. INSTALL INLET PROTECTION DEVICES.
 10. PREPARE SITE FOR PAVING.
 11. PAVE SITE.
 12. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTING.
 13. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED).



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION

NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

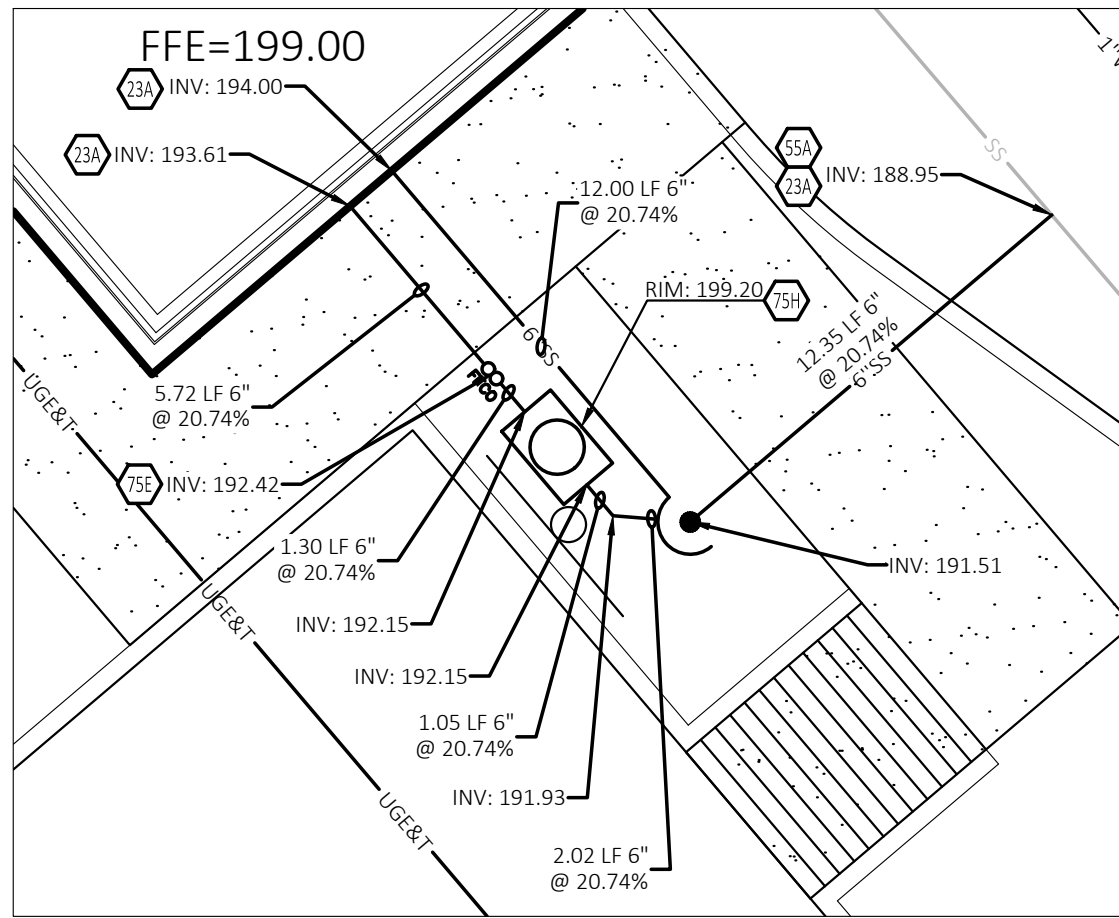
EROSION CONTROL
PLAN

SHEET TITLE
SHEET NUMBER

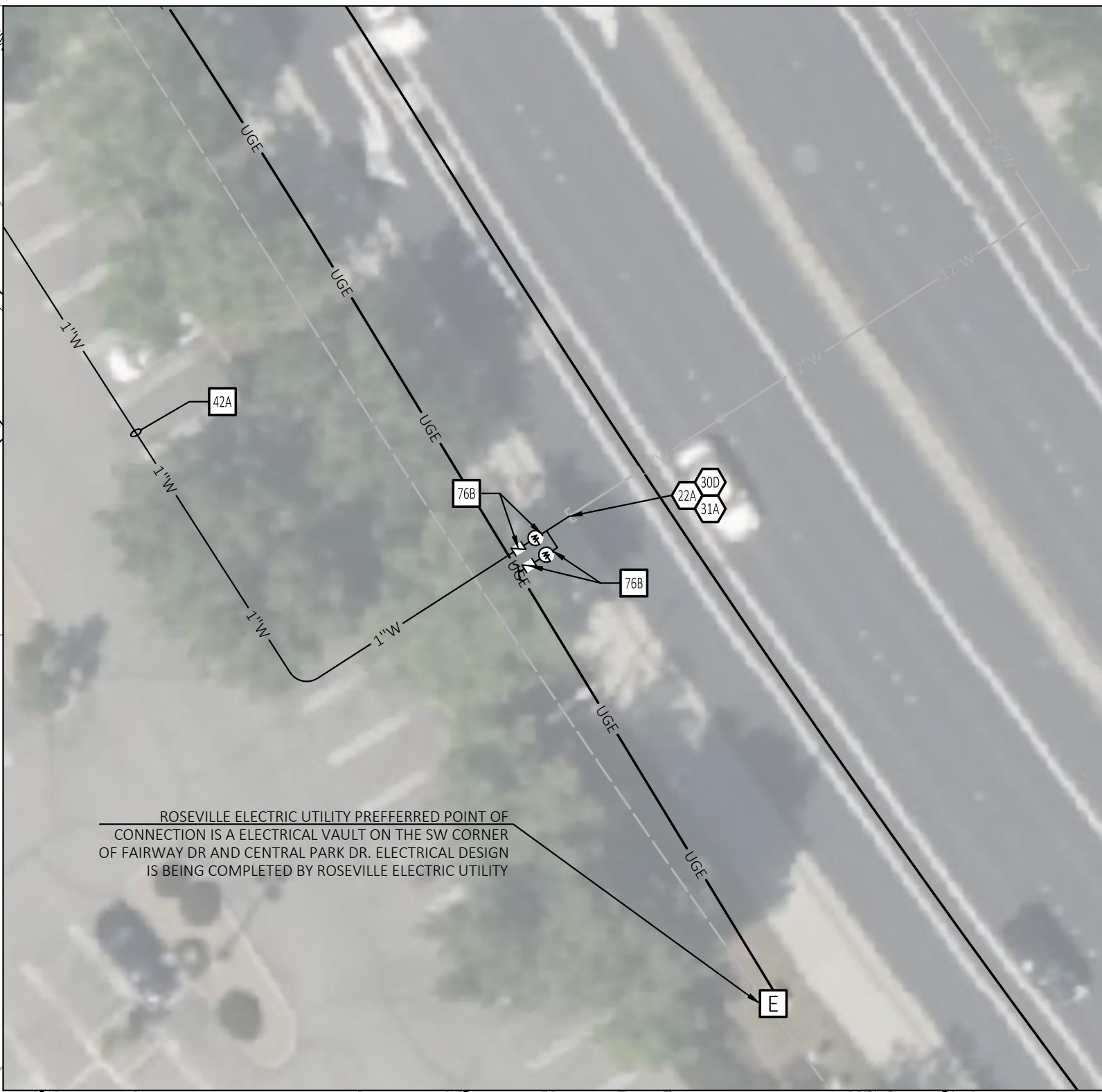
C4.0

DRAWING LOCATION: P:\240000\24819\0 DRAWINGS\DESIGN\WORKING\24819-UP.DWG - SAVED BY: ARDORIGUEZ.AGA

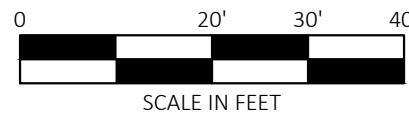
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INSET A
SCALE: 1"=5'



INSET B
SCALE: 1"=20'



NOTE:

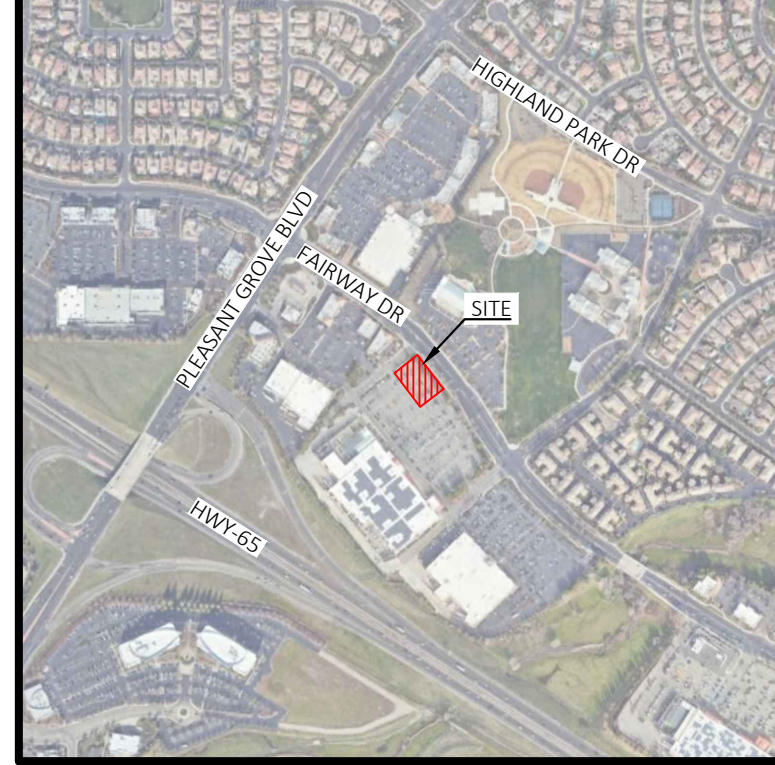
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 2049582.42 EASTING: 6767945.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 2049583.08 EASTING: 6767947.20 ELEVATION: 198.75
BASIS OF BEARING:
CALIFORNIA COORDINATE SYSTEM (CCSR), CALIFORNIA ZONE 2
VERTICAL DATUM
NAVD88 IN US SURVEY FEET



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- | | | | |
|---|----------------------------|------|-------------------------------|
| ● | FOUND MONUMENT AS NOTED | (M) | MEASURED/CALCULATED DIMENSION |
| ○ | SET MONUMENT AS NOTED | (R) | RECORD DIMENSION |
| ○ | COMPUTED POINT | (R1) | RECORD DIMENSION |
| ⊕ | TEMPORARY BENCHMARK (TBM) | | PER DOC. NO. 2006-0093820 |
| ⊕ | FIRE HYDRANT | | |
| ⊕ | WATER VALVE | | |
| ⊕ | FIRE DEPARTMENT CONNECTION | | |
| ⊕ | POST INDICATOR VALVE | | |
| ⊕ | WATER METER | | |
| ⊕ | IRRIGATION CONTROL VALVE | | |
| ⊕ | BACK FLOW PREVENTION | | |
| ⊕ | SANITARY MANHOLE (SMH) | | |
| ⊕ | CLEANOUT | | |
| ⊕ | LIGHT | | |
| ⊕ | ELECTRIC VAULT | | |
| ⊕ | GRATED INLET (GI) | | |
| ⊕ | STORM MANHOLE (DMH) | | |
| ⊕ | CURB INLET (CI) | | |
| ⊕ | TELEPHONE MANHOLE | | |
| ⊕ | FIBER OPTIC VAULT | | |
| ⊕ | CONTINUATION | | |
- | | |
|-----|----------------------------------|
| --- | PARENT PARCEL LINE |
| --- | PARCEL LINE |
| --- | EASEMENT LINE |
| --- | RIGHT-OF-WAY LINE |
| --- | UNDERGROUND ELECTRIC LINE |
| --- | UNDERGROUND GAS LINE |
| --- | UNDERGROUND TELEPHONE LINE |
| --- | UNDERGROUND IRRIGATION LINE |
| --- | UNDERGROUND UNKNOWN UTILITY LINE |
| --- | UNDERGROUND STORM DRAIN LINE |
| --- | UNDERGROUND SANITARY SEWER LINE |
| --- | MAJOR CONTOUR |
| --- | MINOR CONTOUR |

PROPOSED LEGEND

- | | | | |
|-----|---------------------------------|--|--|
| --- | PROPERTY LINE/RIGHT OF WAY LINE | | |
| --- | STORM DRAIN | | |
| --- | UNDERGROUND ELECTRIC SERVICE | | |
| --- | UNDERGROUND TELEPHONE SERVICE | | |
| --- | SANITARY SEWER SERVICE | | |
| --- | WATER SERVICE | | |
- | | |
|---|--|
| ⊕ | GREASE TRAP (PER SEVEN BREW STANDARDS) |
|---|--|

GENERAL UTILITY NOTES

- A. ALL WATER LINES SHALL BE TYPE K WITH 18" MIN. COVER.
- B. ALL SANITARY SEWER LINES SHALL BE VCP WITH 3' MIN. COVER.
- C. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- D. ALL ELECTRIC, TELEPHONE AND GAS EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- E. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
- F. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OF THE DRY UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM CEI ENGINEERING AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. CEI ENGINEERING AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION.
- G. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN SPECIFICATIONS: ALL WATER LINE FITTINGS SHALL BE INSTALLED WITH THRUST BLOCKING PER DETAIL 31C. ALL WATER LINE PIPE BEDDING SHALL BE INSTALLED PER DETAIL 42A. ALL SANITARY SEWER PIPE BEDDING SHALL BE INSTALLED PER DETAIL 42B.
- H. PRIOR TO ANY CONSTRUCTION IN RIGHT-OF-WAY, CONTRACTOR SHALL INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD.

UTILITY DETAILS

- 42A WATER LINE TRENCHING AND BEDDING
42B SANITARY SEWER TRENCHING AND BEDDING
76A CITY OF ROSEVILLE - SEWER KLEANOUT
76B CITY OF ROSEVILLE - COMMERCIAL WATER SERVICE
79A POP-UP DRAIN EMMITTER

UTILITY NOTES

- 22A POINT OF CONNECTION - WATER SERVICE (PER LOCAL CODES).
23A POINT OF CONNECTION - SANITARY SEWER SERVICE (PER LOCAL CODES).
24A POINT OF CONNECTION FOR ELECTRICAL SERVICE (PER ELECTRIC COMPANY REQUIREMENTS).
24D PROPOSED ELECTRIC TRANSFORMER.
26A POINT OF CONNECTION FOR UNDERGROUND TELEPHONE (PER TELEPHONE COMPANY REQUIREMENTS).
30D VERIFY LOCATION AND DEPTH OF EXISTING UTILITY BEFORE CONSTRUCTING PROPOSED UTILITY.
31A LOCATION FOR THIS UTILITY AS SHOWN IS FOR DRAWING PURPOSES ONLY. CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN FIELD PRIOR TO THE CONSTRUCTION OF THE PROPOSED UTILITY LINE TO BE CONNECTED. CONTRACTOR SHALL NOTIFY CEI ENGINEERING IF THE DESIGN AS SHOWN IS NOT ACHIEVABLE.
55A CONTRACTOR SHALL VERIFY EXACT LOCATION AND DEPTH OF EXISTING SANITARY SEWER SERVICE. IF DEPTH IS NOT ADEQUATE FOR CONNECTION OF NEW LINE CONTACT CEI ENGINEERING ASSOCIATES WITH INFORMATION FOR EVALUATION OF ALTERNATIVES.
75E TWO-WAY CLEANOUT
75F PUMPED STORMWATER DISCHARGE. SEE ARCHITECTURAL PLANS FOR PUMP AND PIPE SIZE DETAILS.
75H GREASE INTERCEPTOR. SEE ARCHITECTURAL PLANS FOR DETAILS.
76C CONTRACTOR TO FIELD VERIFY THE EXISTENCE OF UNKNOWN UTILITIES.



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION

NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

UTILITY PLAN

SHEET TITLE
SHEET NUMBER

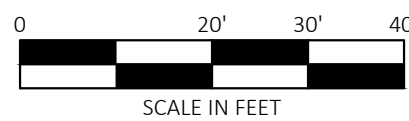
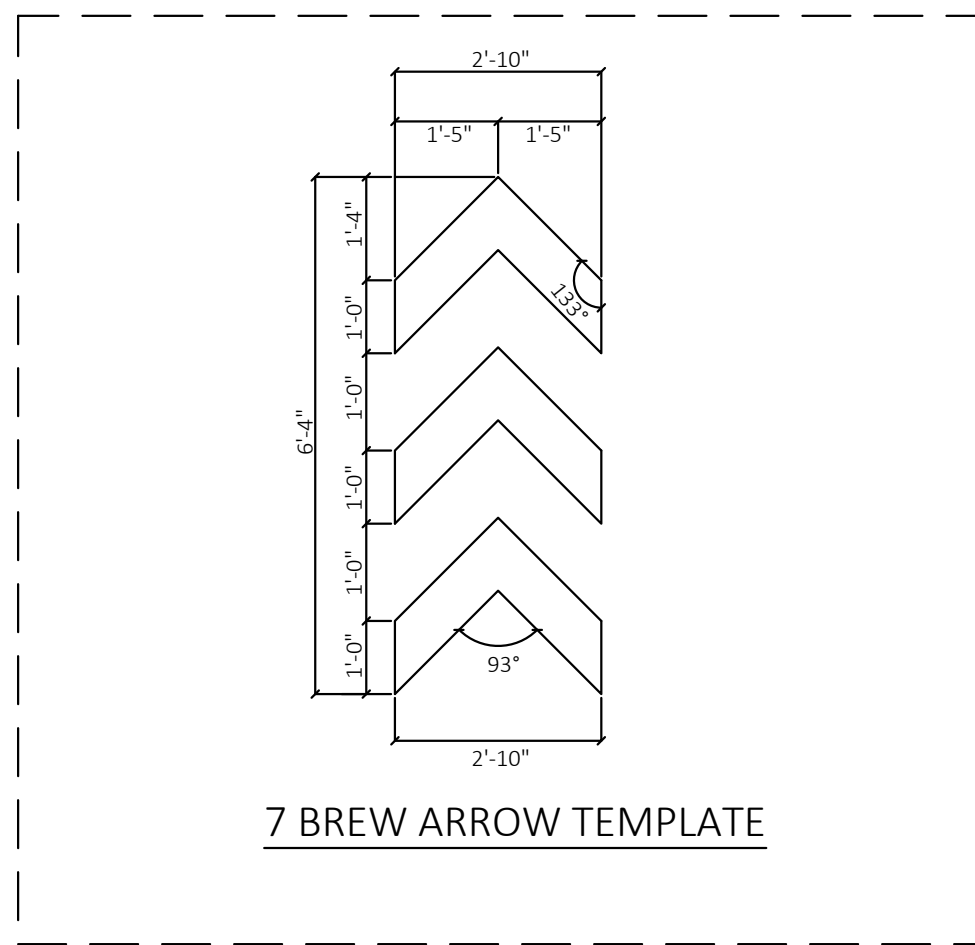
C5.0

	03D CONCRETE SIDEWALK.
	08A STANDARD DUTY ASPHALT PAVING.
	08C HEAVY DUTY CONCRETE PAVING.

12D 4 INCH WIDE PAINTED BLUE STRIPES. 2.0 FOOT O.C. @ 45 DEGREES (SEE SIZE INDICATED AT SYMBOL).

70B 45° STRIPING

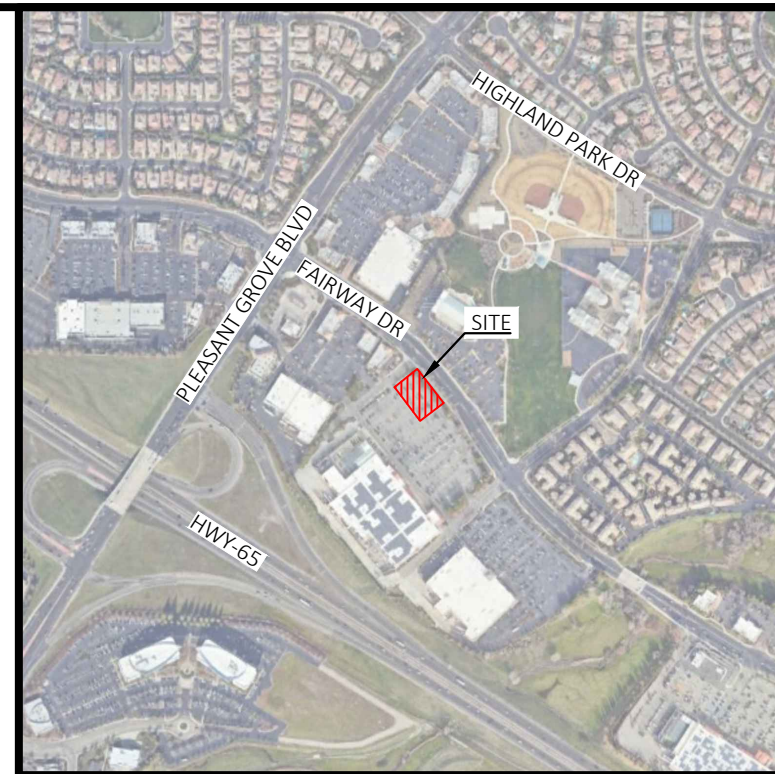
70E WHITE 48" TALL "DO NOT ENTER" STRIPING AND STOP BAR



SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



Know what's **below**.
Call before you dig.



 VICINITY MAP
NOT TO SCALE

LEGEND

	FOUND MONUMENT AS NOTED	(M)	MEASURED/CALCULATED DIMENSION
	SET MONUMENT AS NOTED	(R)	RECORD DIMENSION
	COMPUTED POINT	(R1)	RECORD DIMENSION
	TEMPORARY BENCHMARK (TBM)		PER DOC. NO. 2006-0093820
	FIRE HYDRANT		
	WATER VALVE		
	FIRE DEPARTMENT CONNECTION		
	POST INDICATOR VALVE	_____	PARENT PARCEL LINE
	WATER METER	-----	PARCEL LINE
	IRRIGATION CONTROL VALVE	-----	EASEMENT LINE
	BACK FLOW PREVENTION	R/W -----	RIGHT-OF-WAY LINE
	SANITARY MANHOLE (SMH)	____UG#	UNDERGROUND ELECTRIC LINE
	CLEANOUT	____GAS	UNDERGROUND GAS LINE
	LIGHT	____UGT	UNDERGROUND TELEPHONE LINE
	ELECTRIC VAULT	_____	UNDERGROUND IRRIGATION LINE
	GRADED INLET (GI)	____UNK	UNDERGROUND UNKNOWN UTILITY LINE
	STORM MANHOLE (DMH)	-----	UNDERGROUND STORM DRAIN LINE
	CURB INLET (CI)	____SS	UNDERGROUND SANITARY SEWER LINE
	TELEPHONE MANHOLE	--- --	MAJOR CONTOUR
	FIBER OPTIC VAULT	-----	MINOR CONTOUR
	CONTINUATION		

 PROPERTY LINE/RIGHT OF WAY LINE
 CONCRETE CURB AND GUTTER. SEE DETAIL 01A/01B

WHITE	PMS 000C
	C: 0%, M: 0%, Y: 0%, K: 0%
	R: 255, G: 255, B: 255
	HEX: FFFFFF
BLUE	PMS 293
	C: 100%, M: 63%, Y: 0%, K: 35%
	R: 0, G: 61, B: 165
	HEX: 003DA5
RED	PMS 202
	C: 29.54%, M: 95.11%, Y: 74.72%, K: 29.59%
	R: 138, G: 36, B: 50
	HEX: 8A2432

A. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

B. PAVEMENT SECTION DESIGN IS BASED ON THE GEOTECHNICAL INVESTIGATION REPORT AND ADDENDUM AS PREPARED BY THE CONSULTING ENGINEER. THE CONTRACTOR SHALL OBTAIN THE SPECIFICATION AND DETAILED RECOMMENDATIONS.

C. WITHIN 24 HOURS PRIOR TO ANY PAVING ACTIVITIES, THE CONTRACTOR SHALL PERFORM SUBGRADE COMPACTION AND PROOF ROLL TESTS ON PREPARED SUBGRADE TO VERIFY THE SUBGRADE HAS NOT DETERIORATED DURING PROJECT CONSTRUCTION.

D. AFTER COMPLETING PAVING ACTIVITIES, THE CONTRACTOR IS RESPONSIBLE FOR HAVING PAVEMENT CORED UNDER SUPERVISION OF MATERIALS INSPECTOR AND SUBMITTING CORE RESULTS TO ENGINEER AND OWNER.

E. CONCRETE TO ASPHALT STANDARD PAVEMENT HEADER SHALL BE USED FOR ALL CONCRETE TO ASPHALT INTERFACES.

F. ALL AREAS WITH CONCRETE PAVING SHALL HAVE A "LIGHT BROOM" FINISH.

G. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS:

- ALL CURB AND GUTTER ADJACENT TO ASPHALT PAVING SHALL BE INSTALLED PER DETAIL 01A.
- ALL CURB AND GUTTER ADJACENT TO CONCRETE PAVING SHALL BE INSTALLED PER DETAIL 01B.

H. PRIOR TO ANY CONSTRUCTION IN RIGHT-OF-WAY, CONTRACTOR SHALL INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH MUTCD.

1. 12" SOLID RED STOP BAR WITH 48-INCH TALL "STOP" TEXT PAINTED IN RED.
2. 4" SOLID BLUE PAVEMENT MARKER, TYPICAL, MIDLINE SPACE AT 24" O.C.
3. ALIGN 4" SOLID BLUE CROSS WALK MARKER WITH SLIDING DOOR PANEL AT FRONT OPENING.
4. BLUE PAINTED ADA ACCESSIBLE PARKING SYMBOL.
5. 48-INCH TALL "LANE #1" PAINTED IN RED.
6. SOLID RED DIRECTIONAL ARROW PAVEMENT MARKING.
7. 4" SOLID BLUE PAVEMENT MARKER, TYPICAL.
8. SOLID RED TRIPLE ARROW PAVEMENT MARKER.

LINE TABLE

LINE	BEARING	DISTANCE
L1(M)	S 57°16'15" E	9.57'
L1(R)	S 57°50'08" E	9.49'
L2(M)	N 50°24'13" E	35.09'
L3(M)	N 45°23'04" E	24.44'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(M)	1962.00"	77.6'	77.6'	S 44°34'59"E	2°16'06"
C2(M)	1962.00"	176.75'	176.69'	S 40°54'42"E	5°09'42"
C3(M)	1962.00"	221.22'	221.10'	S 35°08'03"E	6°27'57"
C4(M)	2038.00"	259.83'	259.61'	S 33°15'52"E	7°18'12"
C4(R)	2038.00"	259.83'	259.65'	S 35°30'41"E	7°18'17"
C5(M)	39.97'	63.61'	57.11'	S 89°02'39"E	91°10'52"

PORTION OF LOT 46B
 LOOK W OF MAPS, PAGE 43
 PARCEL ONE
 PARENT PARCEL
 TOTAL AREA:
 634,355 SQ. FEET ±, OR
 14.563 ACRES ±
 APN: 017-123-068-000

DRAWING LOCATION - P:\34000\34819.0\DRAWINGS\DESIGN\WORKING\34819-SP.DWG -- SAVED BY - ARODRIGUEZ-VEGA

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CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE

The logo for Sevens Brew Coffee is located in the bottom right corner. It features the word "SEVEN" in a bold, red, sans-serif font with a black outline. Above it is a large, stylized number "7" in the same red color with a black outline. To the right of the "7" is the word "BREW" in a bold, black, sans-serif font with a white outline. Further to the right, the word "COFFEE" is written in a smaller, red, sans-serif font with a black outline, followed by three red arrows pointing to the right.

7 BREW
110211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARW
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

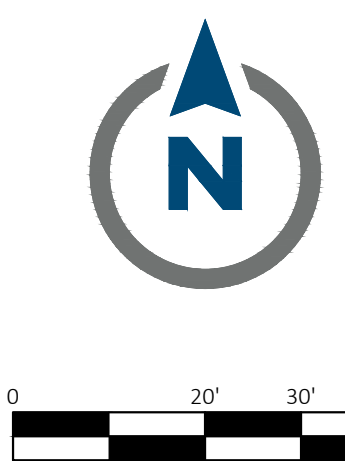
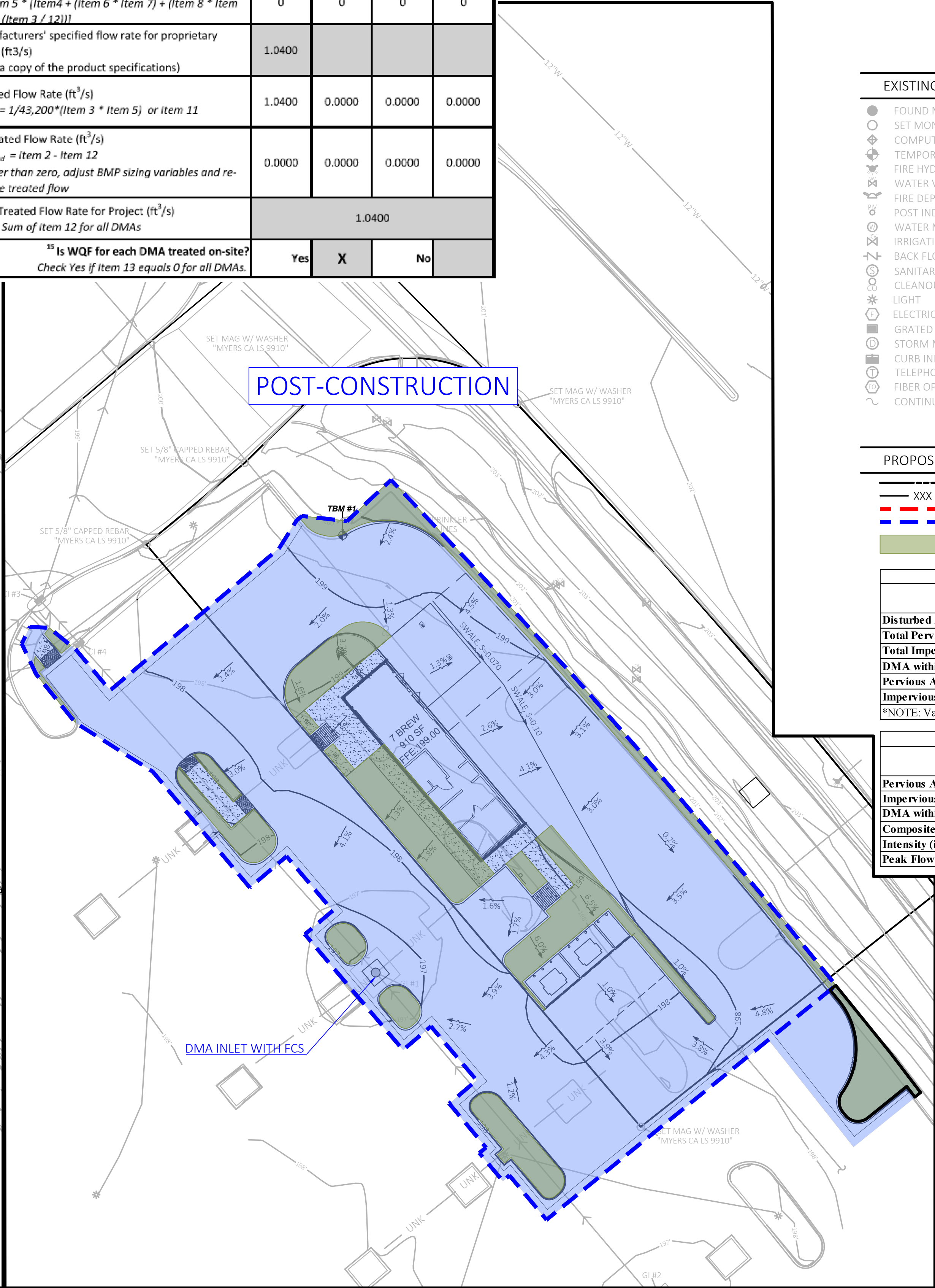
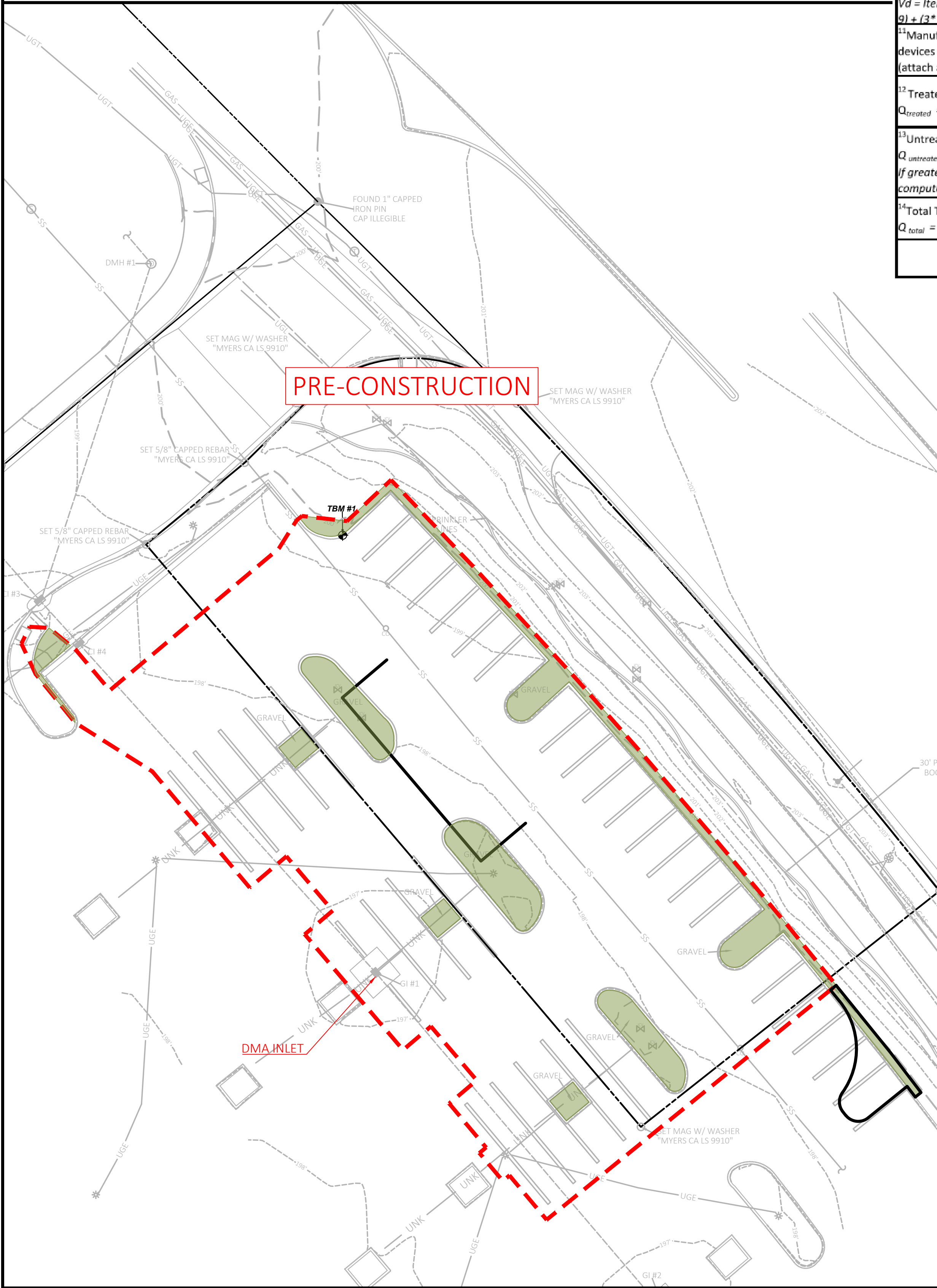
PAVING PLAN

SHEET TITLE
SHEET NUMBER

C6.0

Form 3-5 Computation of Water Quality Design Criteria for Stormwater Treatment and Baseline Hydromodification Measures																						
DMA ID No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Total Impervious area requiring treatment	16438																					
Impervious area untreated by Site Design Measures (ft ²)	15928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Item 1 - Form 3-4 Item 11																						
Additional pervious area draining to BMP (ft ²)	2868																					
Composite DMA Runoff Coefficient (C _c) Enter area weighted composite runoff coefficient representing entire DMA	0.85																					
Water Quality Volume (WQV) (ft ³) WQV = 1/12 * (Item 2 + Item 3) * (Item 4) * Unit WQV	865	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Quality Flow (WQF) (cfs) WQF = 1/43,200 * (Item 2 + Item 3) * (Item 4) * Unit WQF	0.074	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Form 3-7 Flow-Through Planters, Tree Box and Media Filters				
DMA ID No. If combining multiple DMAs from Form 3-5, enter a new unique DMA ID No.	N/A			
WQF (ft ³ /s) Item 6 in Form 3-5 If combining multiple DMAs from Form 3-5, enter the sum of their respective WQFs.	0.0740			
Surface Loading Rate Maximum 5.0 in/hr	0.0			
Maximum Ponding Depth (ft) BMP Specific, see BMP design details	0.0			
Soil/Media Surface Area (ft ²) Top of BMP	0			
Soil/Media Depth (ft)	0.00			
Soil/Media porosity	0.00			
Gravel Depth (ft)	0.00			
Gravel porosity	0.00			
Detention Volume (ft ³) Vd = Item 5 * (Item 4 + (Item 6 * Item 7) + (Item 8 * Item 9) + (3 * (Item 3 / 12)))	0	0	0	0
Manufacturers' specified flow rate for proprietary devices (ft ³ /s) (attach a copy of the product specifications)	1.0400			
Treated Flow Rate (ft ³ /s) Q _{treated} = 1/43,200 * (Item 3 * Item 5) or Item 11	1.0400	0.0000	0.0000	0.0000
Untreated Flow Rate (ft ³ /s) Q _{untreated} = Item 2 - Item 12 If greater than zero, adjust BMP sizing variables and re-compute treated flow	0.0000	0.0000	0.0000	0.0000
Total Treated Flow Rate for Project (ft ³ /s) Q _{total} = Sum of Item 12 for all DMAs	1.0400			
Is WQF for each DMA treated on-site? Check Yes if Item 13 equals 0 for all DMAs.	Yes	X	No	



SITE BENCHMARK	
ITEM #1	SET MAG-NAIL NORTHING: 2049582.42 EASTING: 6767045.73 ELEVATION: 199.89'
ITEM #2	SET MAG-NAIL NORTHING: 2049582.42 EASTING: 6767045.73 ELEVATION: 199.89'

LEGEND	
EXISTING LEGEND	
● FOUND MONUMENT AS NOTED	(M) MEASURED/CALCULATED DIMENSION
○ SET MONUMENT AS NOTED	(R) RECORD DIMENSION
⊕ COMPUTED POINT	(R1) RECORD DIMENSION
⊕ TEMPORARY BENCHMARK (TBM)	PER DOC. NO. 2006-0093820
⊕ FIRE HYDRANT	
⊕ WATER VALVE	
⊕ FIRE DEPARTMENT CONNECTION	
⊕ POST INDICATOR VALVE	— PARENT PARCEL LINE
⊕ WATER METER	— PARCEL LINE
⊕ IRRIGATION CONTROL VALVE	— EASEMENT LINE
⊕ BACK FLOW PREVENTION	R/W — RIGHT-OF-WAY LINE
⊕ SANITARY MANHOLE (SMH)	— UGE — UNDERGROUND ELECTRIC LINE
⊕ CLEANOUT	— GAS — UNDERGROUND GAS LINE
⊕ LIGHT	— UGT — UNDERGROUND TELEPHONE LINE
⊕ ELECTRIC VAULT	— — UNDERGROUND IRRIGATION LINE
⊕ GRATED INLET (GI)	— UNK — UNDERGROUND UNKNOWN UTILITY LINE
⊕ STORM MANHOLE (DMH)	— — UNDERGROUND STORM DRAIN LINE
⊕ CURB INLET (CI)	— SS — UNDERGROUND SANITARY SEWER LINE
⊕ TELEPHONE MANHOLE	— — MAJOR CONTOUR
⊕ FIBER OPTIC VAULT	— — MINOR CONTOUR
⊕ CONTINUATION	
PROPOSED LEGEND	
— — — — — PROPERTY LINE/RIGHT OF WAY LINE	— — — — — GRADE BREAK
— — — — — CONTOUR ELEVATIONS	— — — — — FLOWLINE
— — — — — PRE-DEVELOPMENT DMA	— — — — — DISTURBED AREA
— — — — — POST-DEVELOPMENT DMA	
— — — — — PERVIOUS AREA	

Pre and Post Construction Calculations		
Description	Pre Construction	Post Construction
Disturbed Area (sf)	20,198	20,198
Total Pervious Area (sf)	1,966	3,192
Total Impervious Area (sf)	18,232	17,006
DMA within Development Area (sf)*	19,306	19,306
Pervious Area within DMA (sf)*	1,889	2,868
Impervious Area within DMA (sf)*	17,417	16,438
*NOTE: Values used in W. Placer SWQP Spreadsheet		
Rational Flow Calculation to Inlet (Q = CIA)		
	Pre Construction	Post Construction
Pervious Area within DMA (ac.) (C=0.25)	0.04	0.07
Impervious Area within DMA (ac.) (C=0.95)	0.40	0.37
DMA within Development Area (ac.)	0.44	0.44
Composite C-Value	0.88	0.85
Intensity (in/hr) (from W Placer Manual for FCS systems)	0.362	
Peak Flow to Inlet (cfs)	0.140	0.135

Pre and Post Construction Comparison Summary		
	Values	Net
Pervious Area within DMA (ac.) (C=0.25)	979	increase
Impervious Area (sf)	979	decrease
Runoff to Inlet (cfs)	0.006	decrease

DRAINAGE NOTES:

THE MAPS AND CALCULATIONS ON SHOW THE PRE AND POST CONDITIONS OF THE PROPOSED 7 BREW DEVELOPMENT ON 10211 FAIRWAY DRIVE, ROSEVILLE, CA. WHEN COMPARING POST CONDITIONS TO PRE, THERE IS A NET INCREASE IN PERVIOUS AREA, DECREASE IN IMPERVIOUS AREA, AND A DECREASE IN PEAK FLOWS.

IN PROPOSED CONDITIONS, A CONTECH FULL CAPTURE FILTER WILL BE ADDED TO THE EXISTING ON-SITE INLET TO PROMOTE WATER QUALITY TREATMENT. THE CAPACITY OF THE FILTER WAS CHECKED USING FORMS 3-5 AND 3-7 OF THE W PLACER SWQP SPREADSHEET. THESE FORMS HAVE BEEN ADDED ONTO THIS SHEET. PER FORM 3-7 ITEM 2, THE WQF IS 0.074 CFS. THE LOWEST TREATMENT FLOW RATE PROVIDED BY THE CONTECH FULL CAPTURE FILTER IS 1.04 CFS. THIS VALUE WAS USED IN FORM 3-7. ALL MODELS OF THE CONTECH FILTER WILL PROVIDE ENOUGH TREATMENT FOR THE PROPOSED SITE. CONTRACTOR WILL NEED TO FIELD VERIFY THE EXISTING GRATE SIZE PRIOR TO ORDERING THE FILTER AND NOTIFY THE CEC.

CEI
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PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE

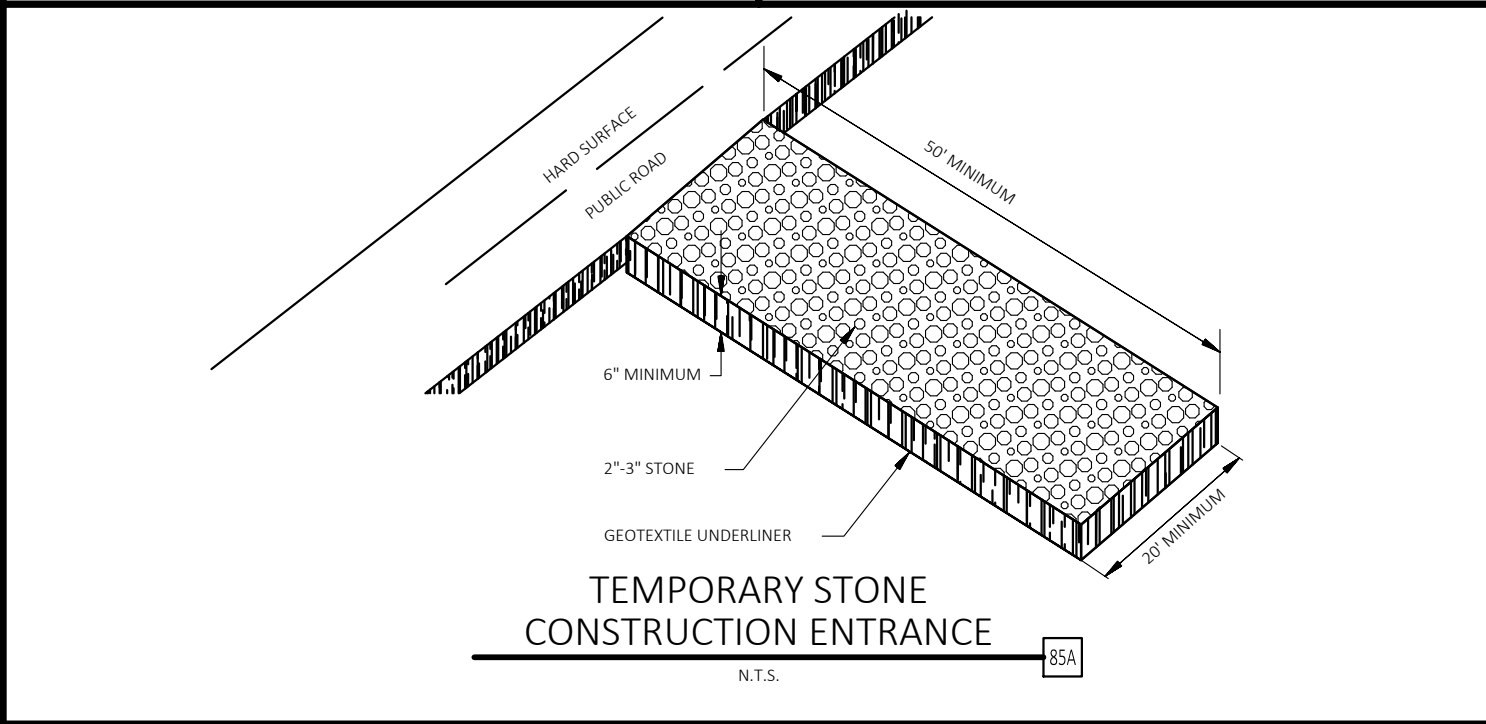
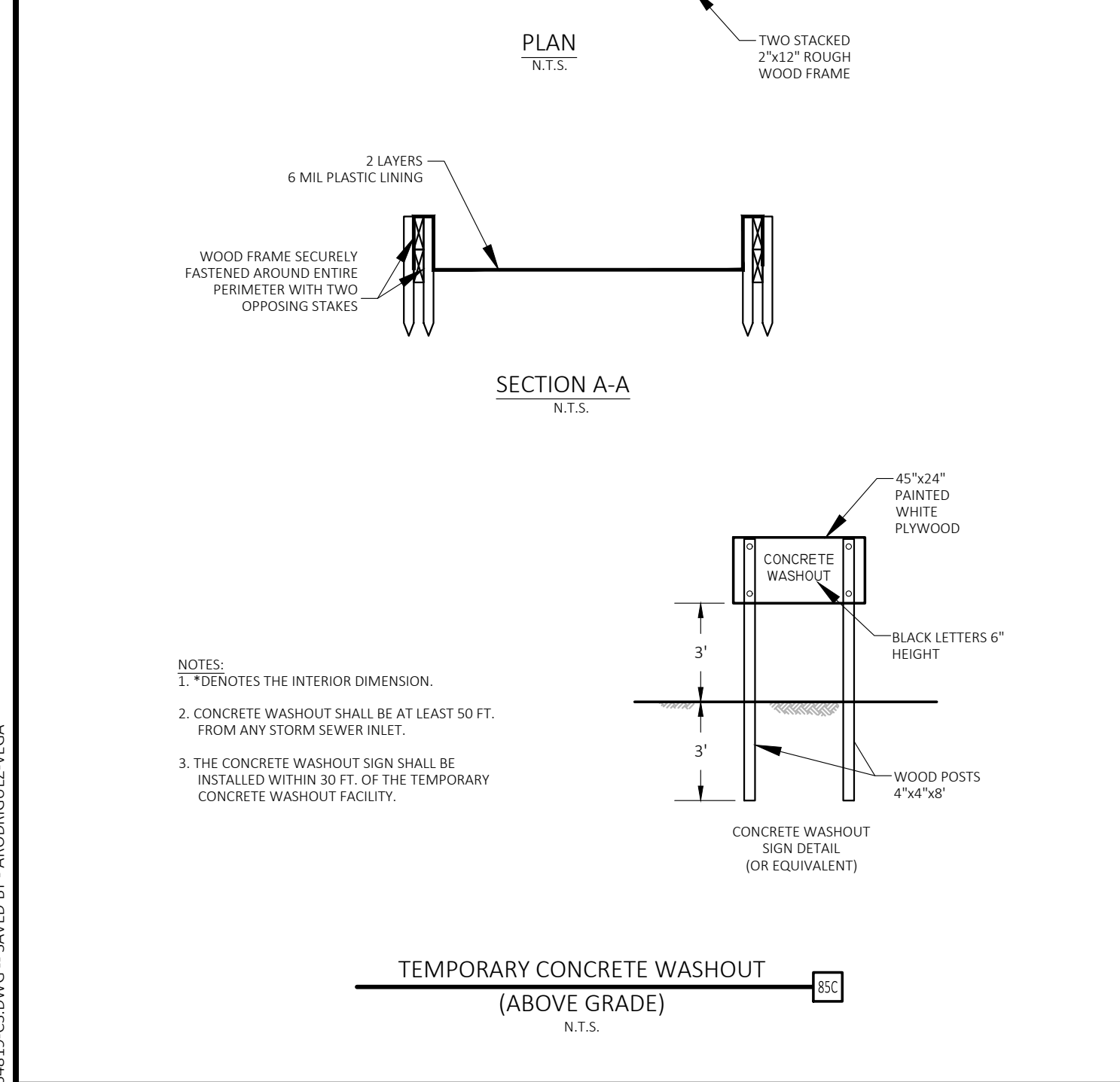
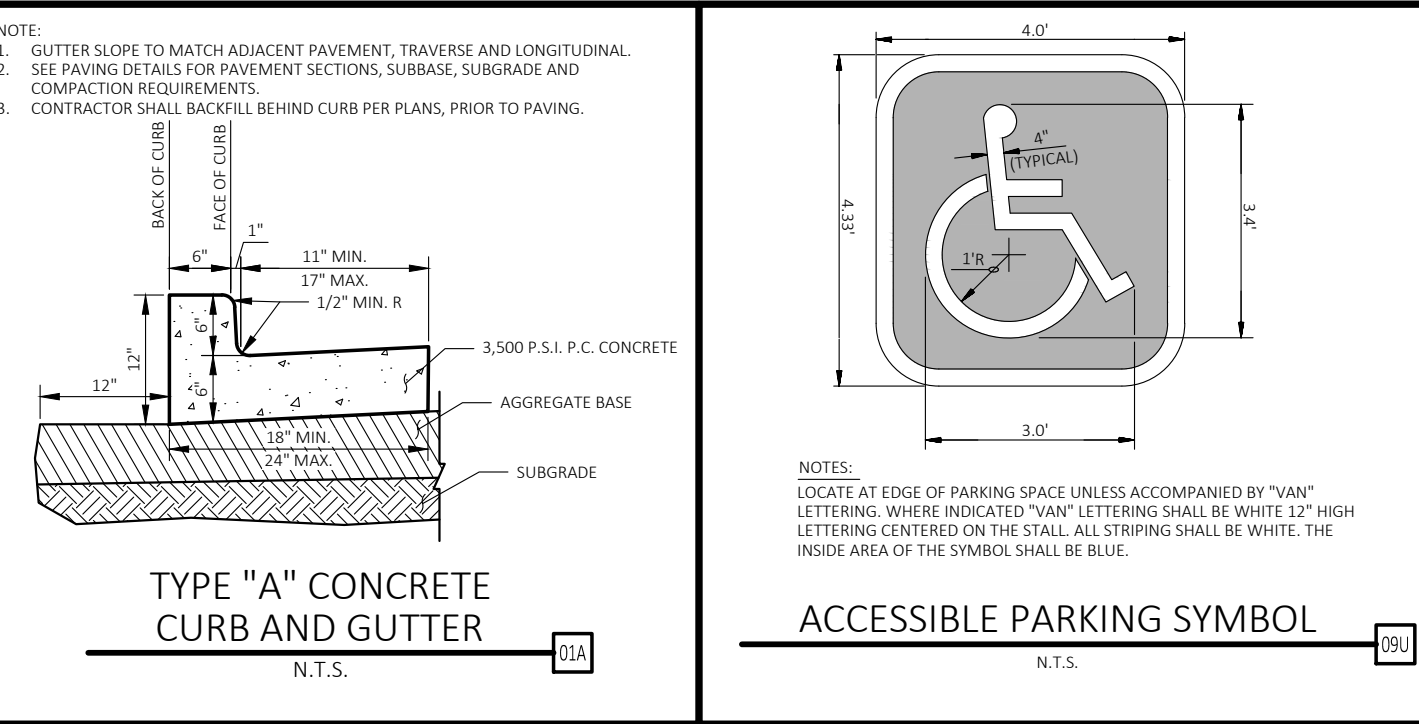
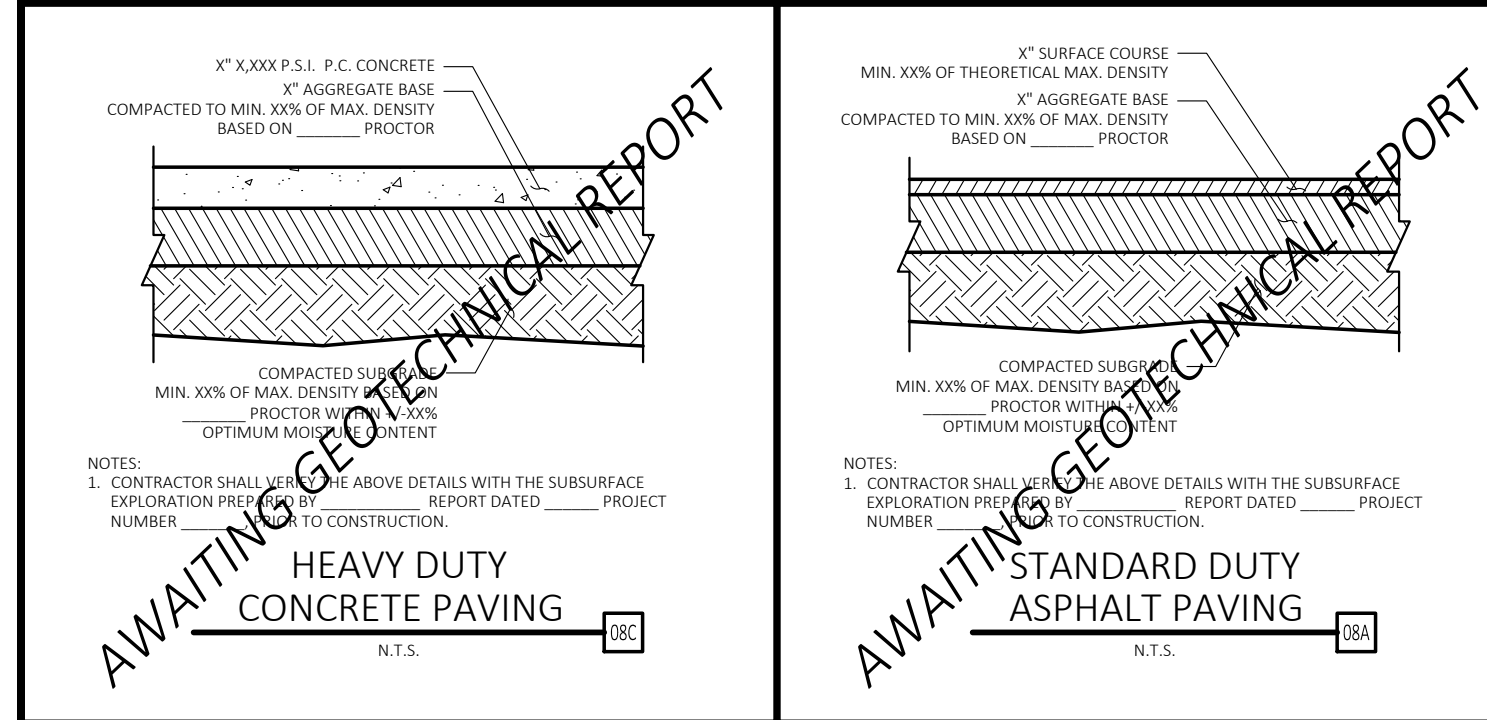


7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	4/30/2026
REVISION	REV-2

DMA EXHIBIT
SHEET TITLE
SHEET NUMBER

C7.0



SWP-CI "Big Red"

Curb Inlet Protector

By ASP Enterprises and Storm Water Products
Temporary and Reusable Solutions for Sediment Control



- Reusable Curb Inlet Protection
- Environmentally Friendly
- Drops out sediment by dissipating the water energy

"Big Red" Filter Advantages:

- Easy to Install
- Versatile for a variety of curb inlets
- Reusable and Extremely easy to clean
- Made from 90% Inert Recycled Materials

The SWP-CI "Big Red" Filter is a REUSABLE inlet protector that keeps out sediment throughout the entire construction project. There are no pockets to fill, no velcro bags, no assembly etc. Simply place in front of the inlet, make sure it lays in the contour, and you are DONE!

Simple Installation also translates into simple removal, cleanup and re-use at the next project or phase. Maintenance is simple as well by lifting the unit from the inlet, shaking the mud off of it, removing the sediment on the concrete, and placing the unit back. If it is severely filled with sediment, wash it out in a vegetated area and it is as good as new.

All of these features and benefits combine to make the SWP-CI "Big Red" curb inlet protector the perfect choice for all curb inlet applications. It comes in 54" long for single curb inlets and 104" lengths for double curb inlets.

- High Flow Rate
- Made of Durable High-Strength Geotextile
- Fully Reusable
- Made of Recycled Materials



SWP-CI "Big Red"

Curb Inlet Protector

By ASP Enterprises and Storm Water Products



Specifications:

1. Infill Material: shredded recycled rubber tires
2. Weight: approx. 10 lbs per linear foot
3. Diameter: approx. 8"

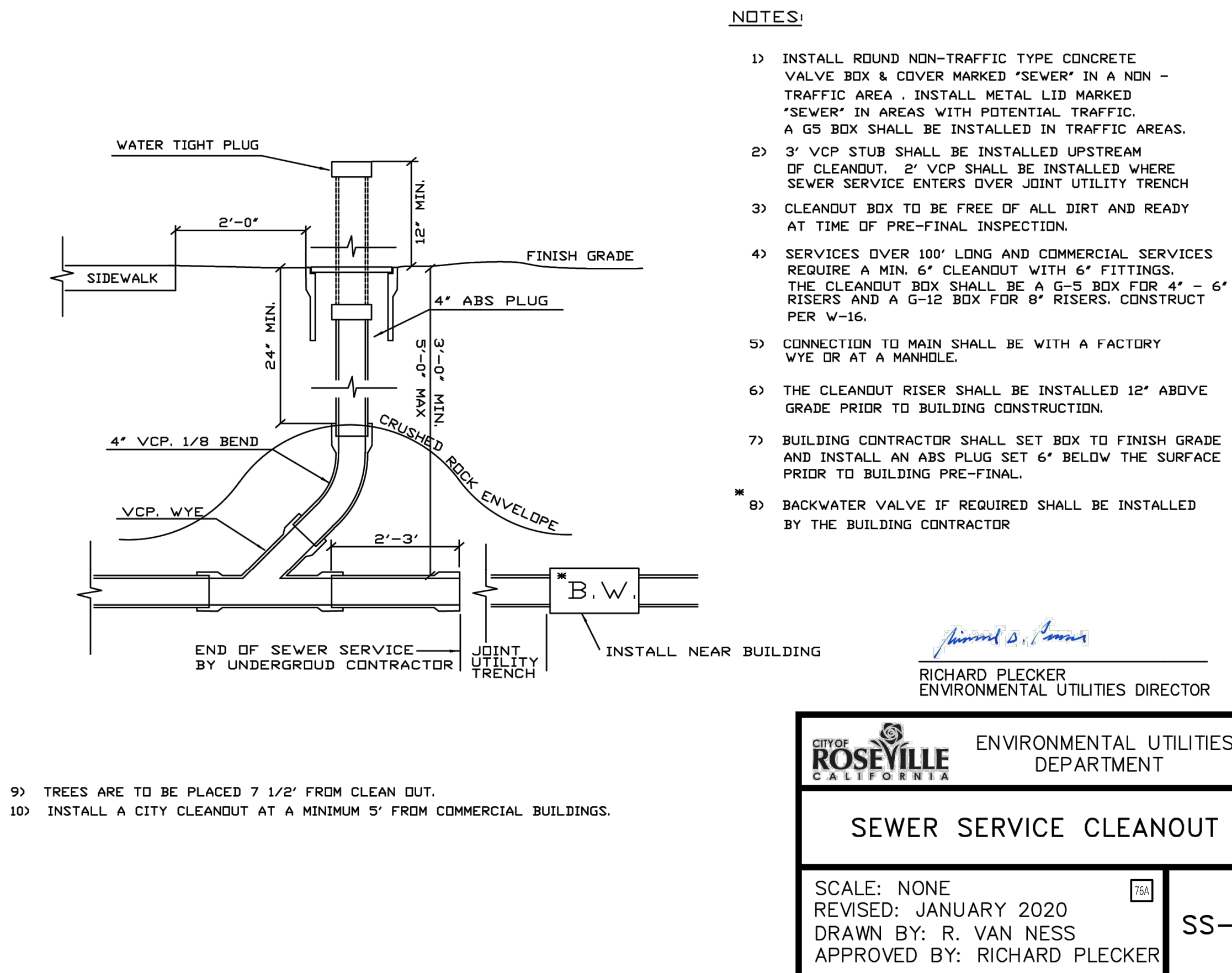
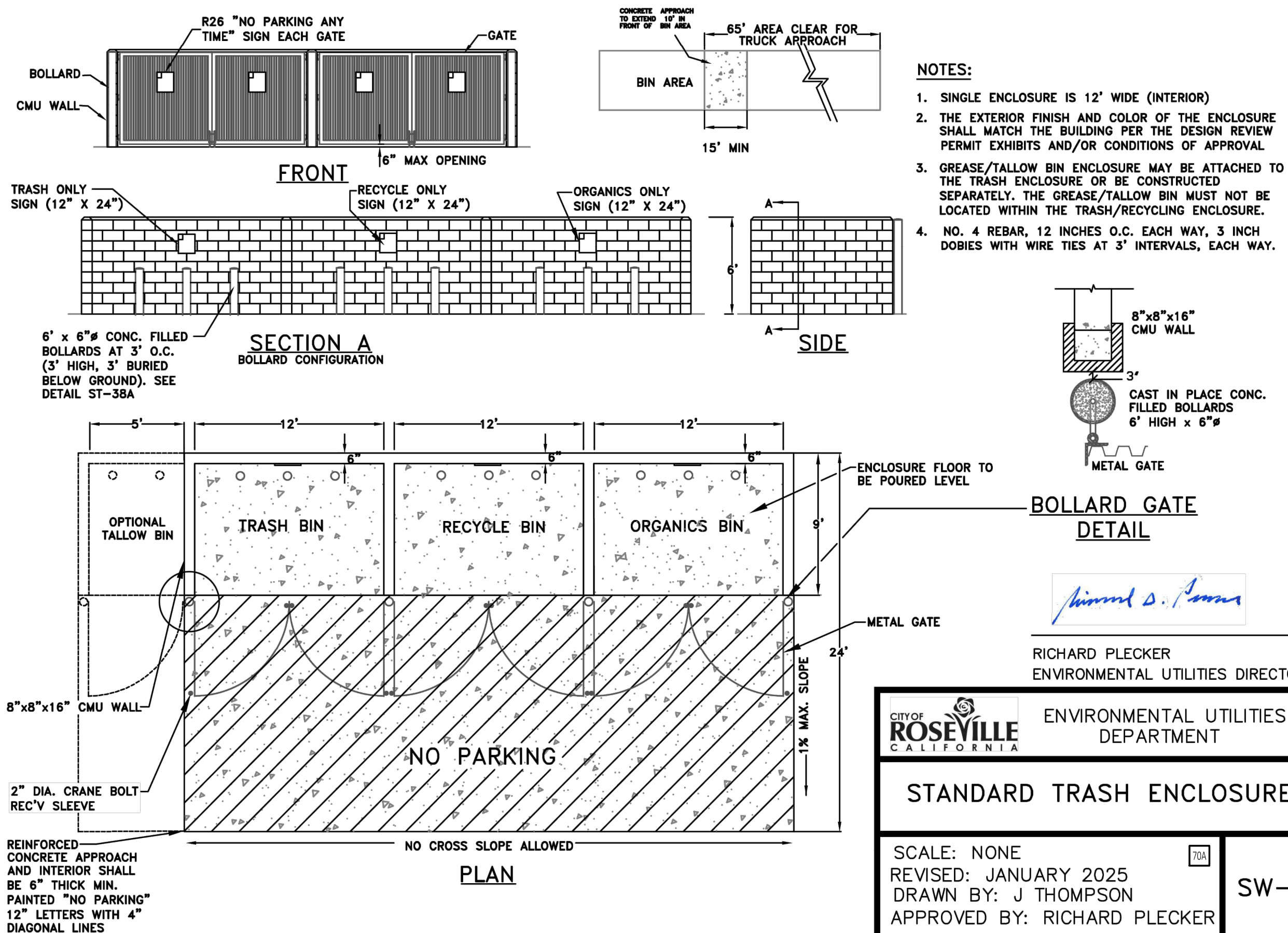
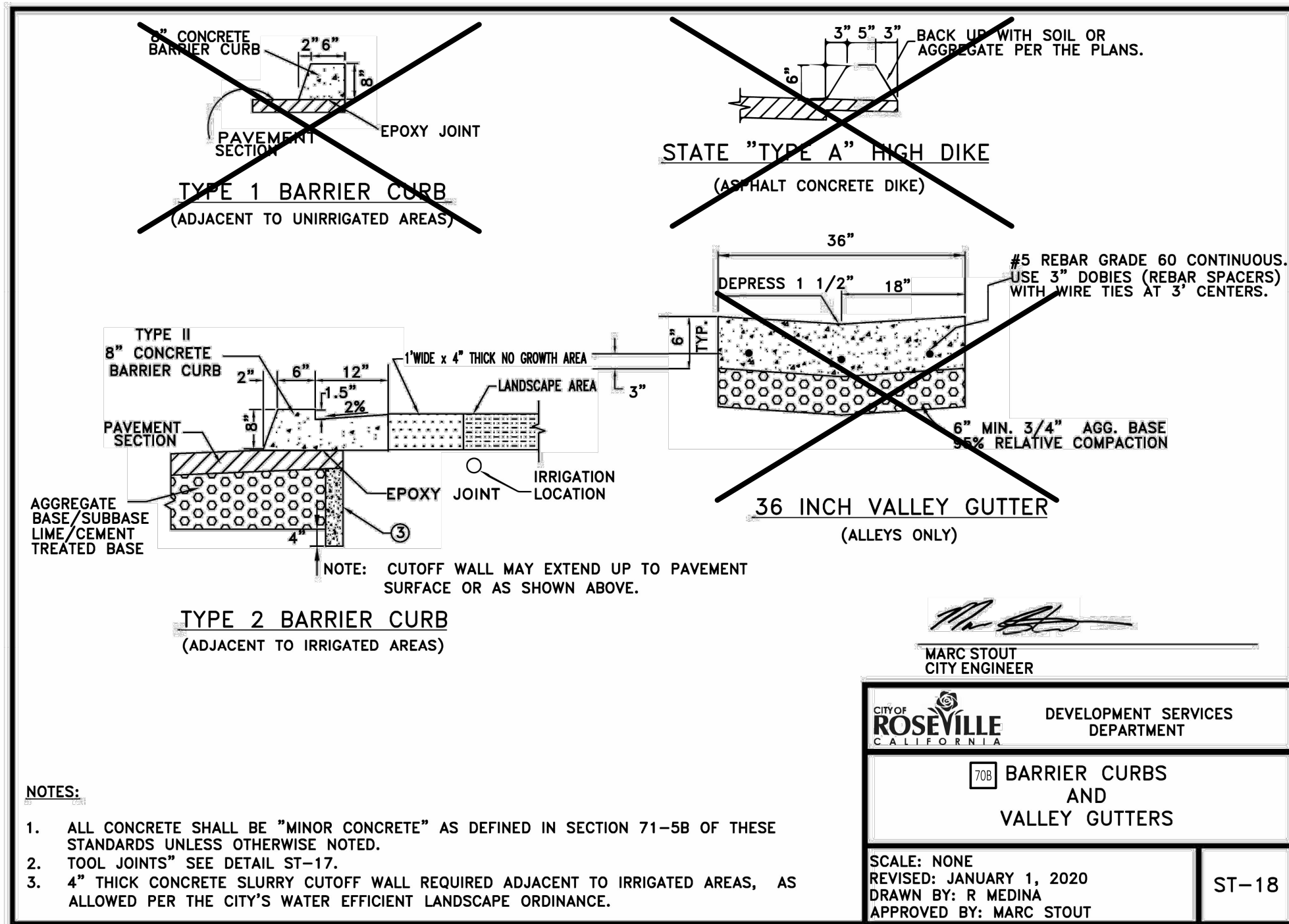
Geotextile fabric made of durable high flow fabric with the following properties:

Property	Test Method	Units	Typical Value
Weight	ASTM D5261	oz/sq. yd.	9.3
Grab Tensile Strength	ASTM D4632	lb	250
		warp fill	290
Tear Strength (Trapezoid)	ASTM D4533	lb	60
		warp fill	50
Burst	ASTM D3786	psi	440

(Efforts were made to determine flow rate-the fabric exceeded all capacities of the testing equipment)



ASP Enterprises and Storm Water Products assumes no liability for the accuracy or completeness of this information or for the ultimate use by the purchaser. ASP and SWP disclaims any and all express, implied, or statutory standards, warranties or guarantees, including without limitation any implied warranty as to merchantability or fitness for a particular purpose or arising from a course of dealing or usage of trade as to any equipment, materials or information furnished herewith. This document should not be construed as engineering advice.



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
FAX: (479) 273-0844

REVISION		
NO.	DESCRIPTION	DATE



7 BREW
10211 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA

PRELIMINARY NOT
FOR CONSTRUCTION

PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	6/5/2026
REVISION	REV-2

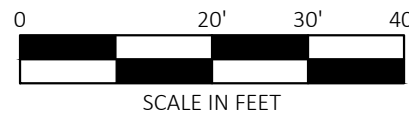
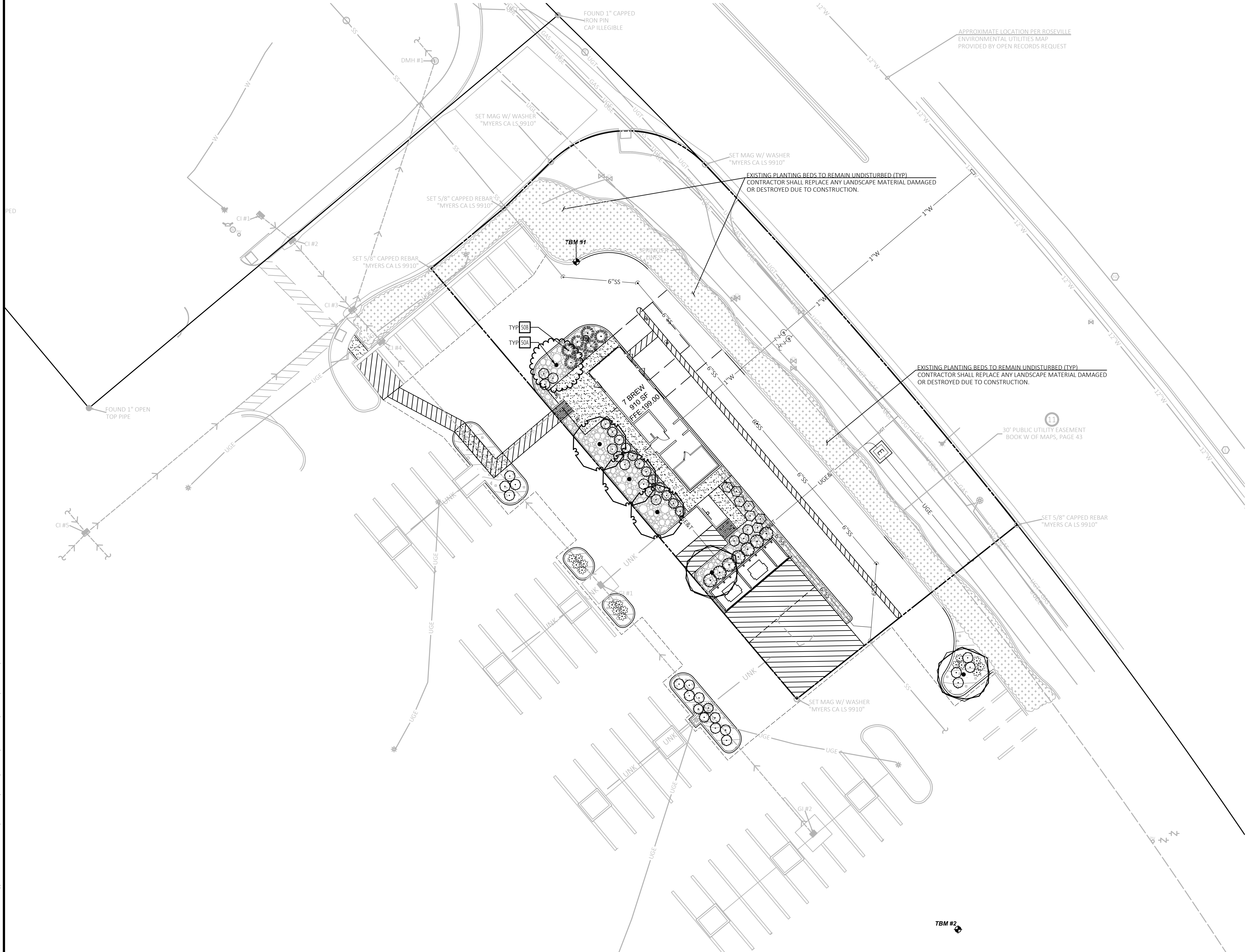
DETAIL SHEET 2

SHEET TITLE
SHEET NUMBER

C8.1

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NOTE:

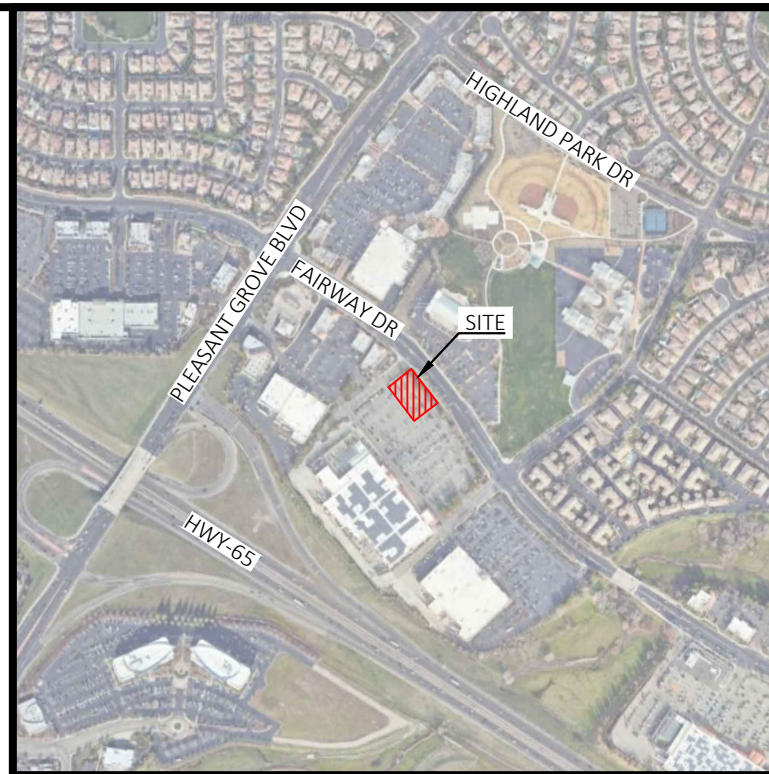
SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



Know what's below.
Call before you dig.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 2049582.42 EASTING: 6767945.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 2049534.58 EASTING: 6767187.20 ELEVATION: 198.73



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING LEGEND

- | | | | |
|---|----------------------------|------|-------------------------------|
| ● | FOUND MONUMENT AS NOTED | (M) | MEASURED/CALCULATED DIMENSION |
| ○ | SET MONUMENT AS NOTED | (R) | RECORD DIMENSION |
| ⊕ | COMPUTED POINT | (R1) | RECORD DIMENSION |
| ⊕ | TEMPORARY BENCHMARK (TBM) | | PER DOC. NO. 2006-0093820 |
| ⊕ | FIRE HYDRANT | | |
| ⊕ | WATER VALVE | | |
| ⊕ | FIRE DEPARTMENT CONNECTION | | |
| ⊕ | POST INDICATOR VALVE | | |
| ⊕ | WATER METER | | |
| ⊕ | IRRIGATION CONTROL VALVE | | |
| ⊕ | BACK FLOW PREVENTION | | |
| ⊕ | SANITARY MANHOLE (SMH) | | |
| ⊕ | CLEANOUT | | |
| ⊕ | LIGHT | | |
| ⊕ | ELECTRIC VAULT | | |
| ⊕ | GRATED INLET (GI) | | |
| ⊕ | STORM MANHOLE (DMH) | | |
| ⊕ | CURB INLET (CI) | | |
| ⊕ | TELEPHONE MANHOLE | | |
| ⊕ | FIBER OPTIC VAULT | | |
| ⊕ | CONTINUATION | | |
- | | |
|---------|----------------------------------|
| --- | PARENT PARCEL LINE |
| --- | PROPOSED PARCEL LINE |
| --- | EASEMENT LINE |
| --- | RIGHT-OF-WAY LINE |
| R/W UGE | UNDERGROUND ELECTRIC LINE |
| GAS | UNDERGROUND GAS LINE |
| UGT | UNDERGROUND TELEPHONE LINE |
| --- | UNDERGROUND IRRIGATION LINE |
| --- | UNDERGROUND UNKNOWN UTILITY LINE |
| --- | UNDERGROUND STORM DRAIN LINE |
| SS | UNDERGROUND SANITARY SEWER LINE |
| --- | MAJOR CONTOUR |
| --- | MINOR CONTOUR |

PROPOSED LEGEND

- | | |
|-----|-------------------|
| --- | BOUNDARY LINE |
| --- | RIGHT OF WAY LINE |
| --- | STORM DRAIN |

LANDSCAPE DETAILS

- | | |
|-----|----------------|
| 50A | TREE PLANTING |
| 50B | SHRUB PLANTING |

GENERAL LANDSCAPE NOTES

- A. REFER TO LANDSCAPE NOTES SHEET FOR NOTES AND DETAILS

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	DETAIL	CAL.
TREES					
●	3	CELTIS OCCIDENTALIS 'PRAIRIE HARVEST' / PRAIRIE HARVEST HACKBERRY	24" BOX	50A	2.00" CAL.
●	2	ULMUS PARVIFOLIA 'ALLEE' / ALLEE* LACEBARK ELM	24" BOX	50A	2.00" CAL.
●	1	ZELKOVA SERRATA 'GREEN VASE' / GREEN VASE JAPANESE ZELKOVA	24" BOX	50A	2.00" CAL.
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	DETAIL	
SHRUBS					
●	7	JUNIPERUS CHINENSIS 'SAN JOSE' / SAN JOSE JUNIPER	5 GAL	50B	
●	15	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	5 GAL	50B	
●	7	MAHONIA X 'GOLDEN ABUNDANCE' / GOLDEN ABUNDANCE OREGON GRAPE	5 GAL	50B	
●	16	PENNISETUM SETACEUM 'DWARF RUBRUM' / DWARF PURPLE FOUNTAIN GRASS	5 GAL	50B	
●	28	RHAPHIOLEPIS INDICA 'CLARA' / CLARA INDIAN HAWTHORN	5 GAL	50B	
●	7	SALVIA GREGGII 'ALBA' / WHITE TEXAS SAGE	5 GAL	50B	

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
●	LANDSCAPE ROCK TO MATCH EXISTING LANDSCAPE ON SITE ISLANDS. 4" DEPTH	918 SF	
●	1" 2" DIA. CRUSHED GRANITE WASHED. COLOR: BROWN/TAN DEPTH: 4"	1,537 SF	

NOTE: BOTH INSTALL HEIGHT AND CALIPER SHALL BE MET AT TIME OF PLANTING.

I AGREE TO COMPLY WITH THE REQUIREMENTS FOR THE PERFORMANCE COMPLIANCE OPTION OF THE MMWLO AND SUBMIT COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

SIGNATURE
DATE 4.28.26

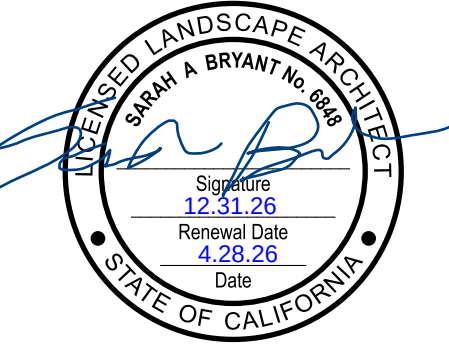


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BENTONVILLE, AR 72712
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NO.	DESCRIPTION	DATE



7 BREW
10201 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA



PROFESSIONAL OF RECORD JPD
PROJECT MANAGER MS
DESIGNER ARV
CEI PROJECT NUMBER 34819
DATE 4/23/2026
REVISION REV-0

LANDSCAPE PLAN

SHEET TITLE

SHEET NUMBER

L1.0

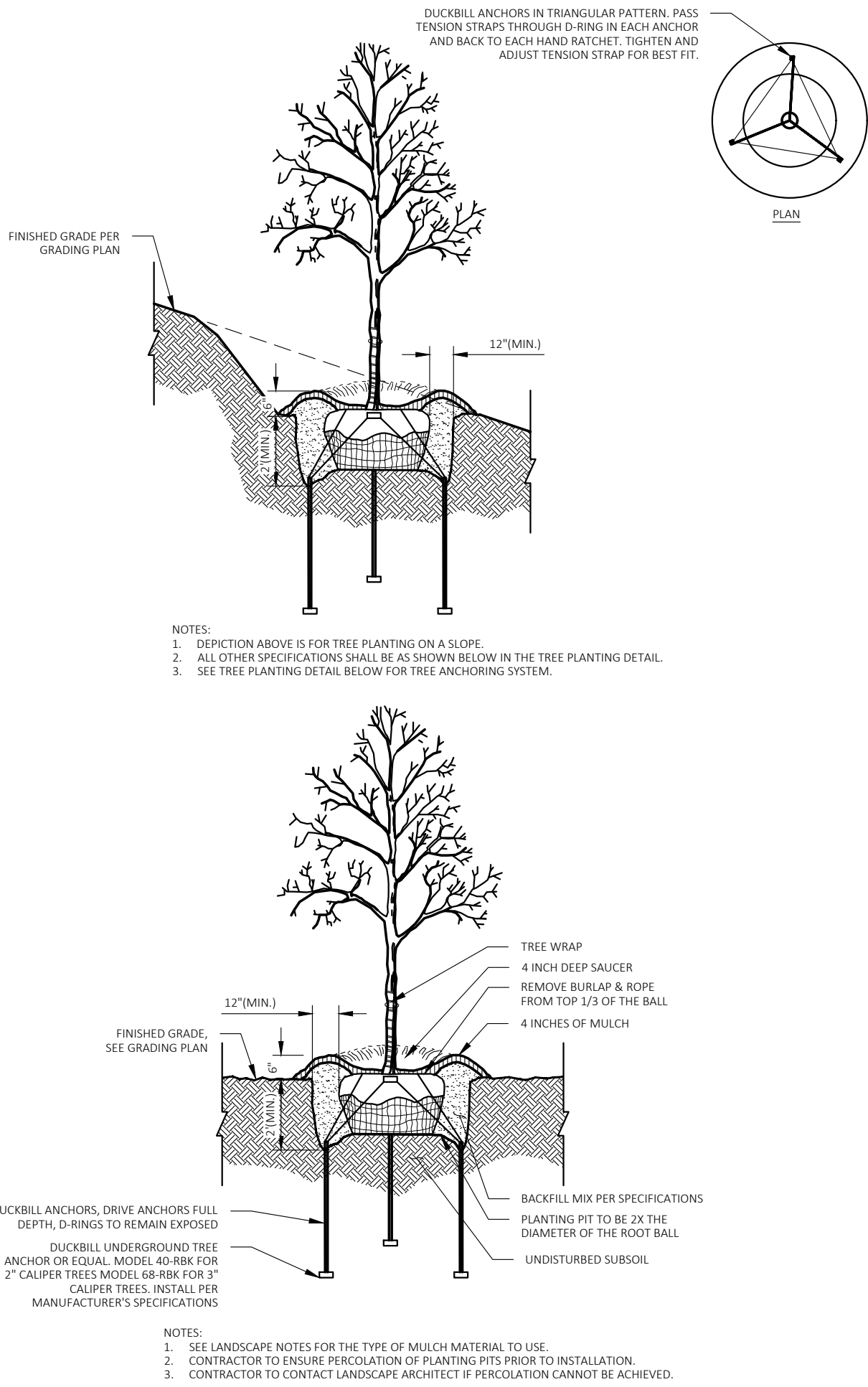
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- GENERAL NOTES
- CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL PROPOSED LANDSCAPING IS INSTALLED IN ACCORDANCE WITH PLANS, DETAILS, SPECIFICATIONS (IF APPLICABLE) AND ALL LOCAL CODES AND REQUIREMENTS.
 - CONTRACTOR TO INSPECT SITE AND VERIFY CONDITIONS AND DIMENSIONING PRIOR TO PROCEEDING WITH WORK DESCRIBED HERE IN. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO BEGINNING ANY CONSTRUCTION.
 - QUANTITIES PROVIDED IN THE PLANT LIST ARE FOR GENERAL USE ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL PLANT AND LANDSCAPE MATERIAL QUANTITIES. SYMBOL COUNT ON PLAN TAKES PRECEDENCE OVER TABLE QUANTITIES.
 - IMMEDIATELY AFTER AWARD OF CONTRACT, NOTIFY THE OWNER'S REPRESENTATIVE AND/OR THE LANDSCAPE ARCHITECT OF UNAVAILABILITY OF SPECIFIED PLANT MATERIAL FROM COMMERCIAL NURSERIES. THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT WILL PROVIDE ALTERNATE PLANT MATERIAL SELECTIONS IF UNAVAILABILITY OCCURS. SUCH CHANGES SHALL NOT ALTER THE ORIGINAL BID PRICE UNLESS A CREDIT IS DUE TO THE OWNER.
 - ALL PLANT MATERIALS TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK ANSI Z60.1.
 - CONTAINER GROWN STOCK SHOULD HAVE GROWN IN A CONTAINER LONG ENOUGH FOR THE ROOT SYSTEM TO HAVE DEVELOPED SUFFICIENTLY TO HOLD ITS SOIL TOGETHER.
 - ANY PLANT SUBSTITUTIONS, RELOCATION, OR REQUIRED CHANGE SHALL REQUIRE THE WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNER.
 - THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT RESERVE THE RIGHT TO REFUSE ANY MATERIAL THEY DEEM UNACCEPTABLE.
 - COORDINATE WITH PROJECT REPRESENTATIVE FOR DISTURBED SITE TREATMENTS OUTSIDE LANDSCAPE IMPROVEMENTS. SEE CIVIL PLANS FOR SOIL STABILIZATION FOR EROSION CONTROL.
 - IF REQUIRED, CONTRACTOR TO ENSURE THAT AN AUTOMATED IRRIGATION SYSTEM THAT PROVIDES COMPLETE COVERAGE OF THE SITE IS INSTALLED PRIOR TO INSTALLING TREES/PALMS (SEE IRRIGATION PLAN SHEET IF PROVIDED). IF NO PLAN IS PROVIDED THE CONTRACTOR SHALL SUBMIT A PROPOSED DESIGN TO THE LANDSCAPE ARCHITECT/ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. THE PROPOSED DESIGN MUST HAVE AN APPROVED BACKFLOW DEVICE AND RAIN SENSOR INSTALLED TO STOP IRRIGATION DURING RAIN EVENTS. CONTRACTOR SHALL ENSURE THAT THERE IS POSITIVE DRAINAGE AND NO PONDING OF WATER AT ROOT AREA.
 - ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND FOUR INCHES OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL, APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEEDED/SODDED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY RELOCATED TREES SHALL BE MAINTAINED UNTIL SUCH POINT AS TREE IS RE-ESTABLISHED. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
 - PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR 1) TO VERIFY THE LOCATIONS OF UTILITY LINES AND ADJACENT TO THE WORK AREA 2) TO PROTECT OF ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD 3) TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION AT NO COST TO THE OWNER.
 - WEED MAT IS REQUIRED IN LANDSCAPED ISLANDS AS SPECIFIED.
 - ALL PLANT MATERIAL QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN.
 - IF A SWPPP PLAN IS PROVIDED THIS PLAN IS TO BE IMPLEMENTED COOPERATIVELY WITH SWPPP PLAN, AS NEEDED, TO MAXIMIZE THE EFFECTIVENESS OF THE SWPPP PLAN FOR THIS SITE.
 - THE CONTRACTOR IS ENCOURAGED TO COMPLETE TEMPORARY OR PERMANENT SEEDING OR SODDING IN STAGES FOR SOIL STABILIZATION AS AREAS ARE COMPLETED AFTER GRADING.
 - SEEDING ON SLOPES: HYDROSEED WITH GRASS SEED AS INDICATED ON PLANS. SEE LEGEND FOR SPECIFIC GRASS SEED TYPE. SEEDING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER BED PREPARATION. HYDROSEED MIXTURE SHALL CONTAIN CELLULOSE MULCH APPLIED AT A RATE OF 2,000 LBS./ACRE, WITH A MAXIMUM OF 50 LBS./100 GAL. OF WATER. IF SEEDING IS DELAYED AFTER MIXING 1/2- 2 HOURS ADD AN ADDITIONAL 50% OF SEED MIX. IF DELAY IS LONGER THAN 2 HOURS, BEGIN WITH NEW MIXTURE. ALL SLOPES 2:1 OR GREATER SHALL BE COVERED WITH EROSION CONTROL BLANKET AS SHOWN IN THE EROSION CONTROL BLANKET DETAIL. SEE SPECIFICATIONS FOR SEED ESTABLISHMENT REQUIREMENTS.
 - ALL PLANT MATERIAL IN TREE HOLDING AREAS SHALL BE MANUALLY WATERED/IRRIGATED TO KEEP MOIST UNTIL PLANTED.

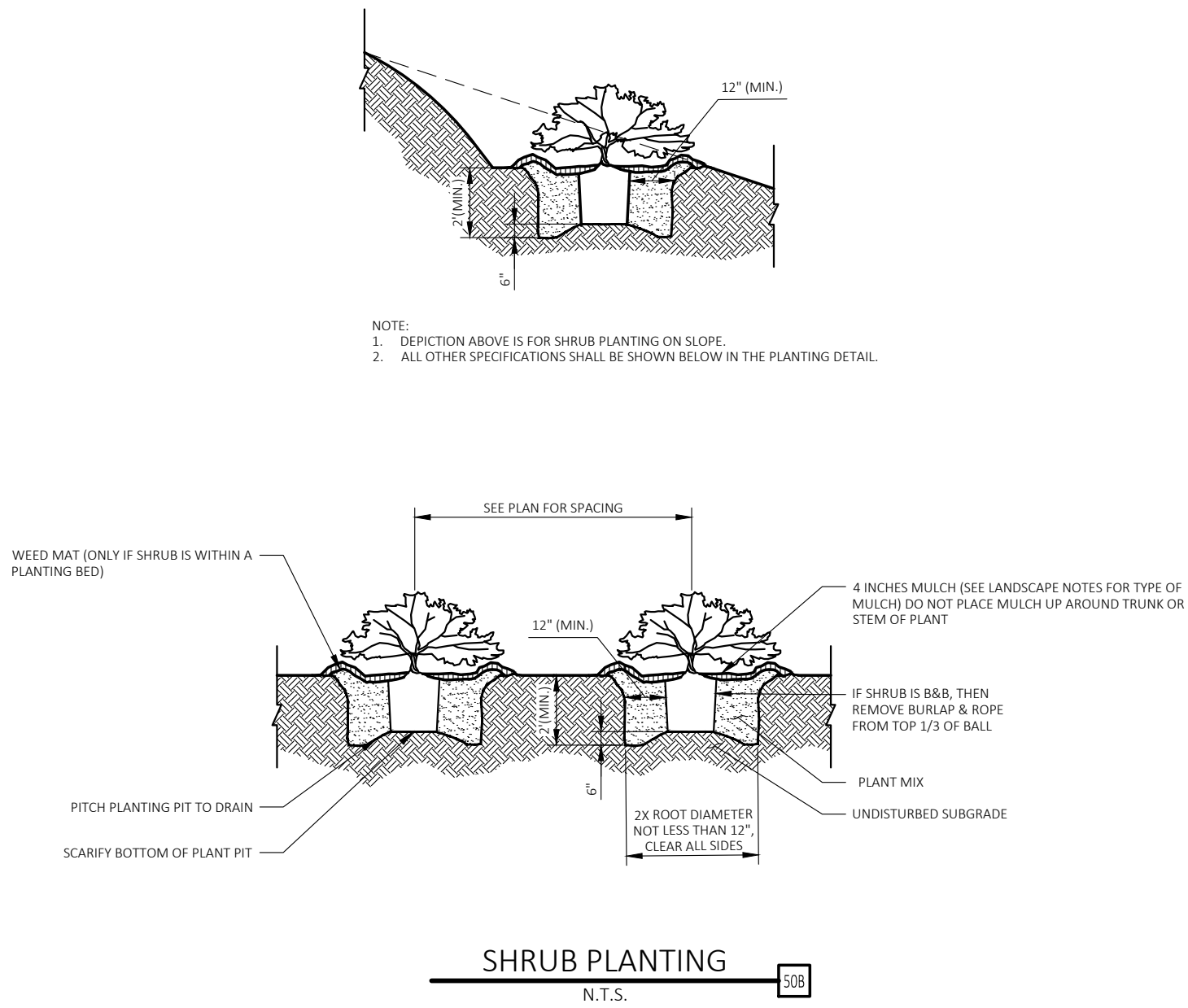
- PLANTING NOTES
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING ALL PLANTED AREAS. ALL DELETERIOUS MATERIALS SUCH AS ROCK, TRASH, CONSTRUCTION DEBRIS, AGGREGATE BASE MATERIAL, ASPHALT, ETC. SHALL BE REMOVED PRIOR TO ANY FILL OPERATIONS. FILL ALL PLANTING AREAS WITH CLEAN EARTHEN FILL. SOIL SHALL BE FREE OF HEAVY, STIFF CLAY AND ANY DELETERIOUS MATERIAL OVER ONE INCH IN SIZE. THE TOP SIX INCHES OF FILL MATERIAL STRIPPED FROM SITE MAY BE UTILIZED FOR PLANTER OR TOPSOIL FILL IF PRIOR APPROVAL HAS BEEN OBTAINED FROM THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE ARCHITECT.
 - FINISH GRADE OF LANDSCAPE AREAS (TOP OF TURF AND MULCH) MUST BE GRADED TO 1 1/2" BELOW ADJACENT PAVEMENT SURFACES.
 - LOCATE SHRUBS A DISTANCE OF HALF OF THEIR AVERAGE MATURE SPREAD AWAY FROM WALKS, STRUCTURES, CONCRETE PADS, ETC. LOCATE GROUND COVER PLANTINGS A MINIMUM OF 2' FROM WALKS, STRUCTURES, CONCRETE PADS, ETC.
 - ALL LAWN AREAS NOT OTHERWISE BORDERED BY WALKS, OR OTHER STRUCTURES, SHALL HAVE MANUFACTURED EDGING AS REQUIRED.
 - TREES PLANTED ADJACENT TO PUBLIC ROADS AND PEDESTRIAN SIDEWALKS SHALL BE PRUNED SUFFICIENTLY TO AVOID VISUAL BLOCKS TO INTERSECTING VEHICULAR ACCESS OR INTERFERENCE WITH PEDESTRIAN WALKWAYS. TREES WITH A 4" OR LARGER CALIPER SHALL BE PRUNED UP TO 6'-0" ABOVE PAVEMENTS.
 - ALL TREES WITHIN 4' OF PAVED SURFACES (SUCH AS CURBS, WALLS, BUILDINGS AND SIDEWALKS) SHALL BE PROVIDED WITH A DEEP ROOT BARRIER CONTROL DEVICE OR EQUAL. INSTALL PER MFR'S SPECIFICATIONS.
 - TOPSOIL DEPTH SHALL BE AS FOLLOWS:
PLANTER BEDS - 12" MINIMUM
GRASS/SOD AREAS - 4" MINIMUM (AFTER COMPACTION)
 - BACKFILL ALL TREES, SHRUBS, GROUND COVER WITH A MIXTURE OF 2 PARTS NATIVE SOIL AND 1 PART SOIL CONDITIONING WITH WOOD MULCH.
 - THE LANDSCAPE CONTRACTOR SHALL WATER TEST ALL PLANTING HOLE PRIOR TO PLANTING. IF HOLES DO NOT DRAIN PROPERLY, EXCAVATE FURTHER UNTIL IMPERMEABLE LAYER IS BREACHED. EXCAVATED PLANT PITS SHALL HAVE POSITIVE DRAINAGE. PLANT PITS (WHEN FULLY FLOODED WITH WATER) SHALL DRAIN WITHIN 1 HOUR OF FILLING. ENSURE THAT ALL PLANT PITS HAVE POSITIVE DRAINAGE.
 - ALL PLANTING BEDS SHALL BE TREATED WITH A PRE-EMERGENT HERBICIDE. PRE-EMERGENT HERBICIDE SHALL BE APPLIED PER MANUFACTURER'S RECOMMENDATIONS AND SHALL OCCUR AFTER TOPSOIL PLACEMENT AND PRIOR TO INSTALLATION OF PLANT MATERIALS AND MULCH.
 - FERTILIZE ALL PLANTS AT THE TIME OF PLANTING WITH A TIME RELEASE FERTILIZER PER BRAND'S SPECIFIED APPLICATION RATES.
 - ALL PLANTING BED SOILS SHALL BE AMENDED WITH 2" OF ORGANIC COMPOST
 - ALL TREES AND SHRUBS SHALL BE PLANTED IN SUCH A MANNER AS TO ENSURE THEIR SURVIVAL.
 - ANY ROPE OR WIRE BINDING THE BALL SHALL BE CUT PRIOR TO PREVENT GIRDING OF THE TREE. REMOVE WIRE, TWINE, AND BURLAP FROM THE TOP HALF OF ALL B&B PLANT MATERIAL.
 - IF A NON-BIODEGRADABLE MATERIAL IS USED AROUND THE BALL, IT SHALL BE COMPLETELY REMOVED PRIOR TO BACKFILLING.
 - PRIOR TO INSTALLATION, THE ROOTS OF CONTAINER GROWN STOCK SHALL BE SEPARATED OR SPLIT TO ENSURE PROPER ROOT DEVELOPMENT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
 - ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED (PRIOR TO SUBSTANTIAL COMPLETION) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS. TREES & SHRUBS SHALL BE PLANTED AS SOON AS POSSIBLE AFTER DELIVERY.
 - ALL TREES MUST BE STRAIGHT-TRUNKED, FULL-HEADED AND MEET ALL REQUIREMENTS SPECIFIED.
 - ALL TREES MUST BE STAKED AS SHOWN IN THE DETAILS.
 - NO SUBSTITUTIONS OR ALTERNATIVES WILL BE ALLOWED FOR GROUND SURFACE MATERIALS UNLESS APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT OR OWNER.
 - MAINTAIN 5' MIN. HORIZONTAL SEPARATION BETWEEN TREE PLANTINGS AND ALL UTILITIES UNLESS OTHERWISE SPECIFIED.
 - A FOUR INCH (4") TOP DRESSING/MULCHING OF 1.5" - 2" DIA. CRUSHED ROCK SHALL BE PLACED IN ALL PLANT BEDS AND AROUND ALL TREES. SINGLE TREES OR SHRUBS SHALL HAVE TOP DRESSING TO THE OUTSIDE EDGE OF THE MANUFACTURED EDGING OR LANDSCAPE ISLAND. (SEE PLANTING DETAILS) TOP DRESSING CAN BE WOOD MULCH, ROCK, OR ANY OTHER DECORATIVE MATERIAL SPECIFIED ON PLANS. SEE LANDSCAPE PLAN FOR TYPE.
 - THE FOLLOWING PLANTING SEASONS ARE RECOMMENDED:
EVERGREEN SHRUBBERY NOVEMBER-MARCH
DECIDUOUS SHRUBBERY & TREES NOVEMBER-MARCH
EVERGREEN TREES NOVEMBER-MARCH

- PLANT GUARANTEE, REPLACEMENT AND MAINTENANCE
- A. GUARANTEE:
ACCEPTANCE OF GRADING AND SEEDING SHALL BE BY LANDSCAPE ARCHITECT AND/OR OWNER. THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITIES UNTIL FINAL ACCEPTANCE. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, RESEEDING AND OTHER OPERATIONS NECESSARY TO KEEP ALL LAWN AREAS IN A THRIVING CONDITION. UPON FINAL ACCEPTANCE, OWNER SHALL ASSUME ALL MAINTENANCE RESPONSIBILITIES. AFTER LAWN AREAS HAVE GERMINATED, AREAS WHICH FAIL TO SHOW A UNIFORM STAND OF GRASS FOR ANY REASON WHATSOEVER SHALL BE RE-SEEDED REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY STAND OF GRASS. MINIMUM ACCEPTANCE OF SEEDED LAWN AREAS MAY INCLUDE SCATTERED BARE SPOTS, NONE OF WHICH ARE LARGER THAN 1 SQUARE FOOT, AND WHEN COMBINED DO NOT EXCEED 2% OF TOTAL SEEDED LAWN AREA.
- B. REPLACEMENT:
ANY PLANT UNDER THIS SPEC WHICH IS DEAD, MISSING, UNHEALTHY, OR OTHERWISE NOT ACCEPTABLE AND NOT IN SATISFACTORY GROWING CONDITION DURING CONSTRUCTION MAINTENANCE PERIOD, OR AT THE END OF THE GUARANTEE PERIOD, SHALL BE REMOVED FROM SITE AND REPLACED WITH SUITABLE, ACCEPTABLE PLANT AS SPECIFIED, WITHIN FIVE (5) DAYS.
- C. MAINTENANCE:
GENERAL CONTRACTOR SHALL PROVIDE ONE YEAR OF LANDSCAPE MAINTENANCE, FROM THE TIME THE PROJECT RECEIVES THE CERTIFICATE OF OCCUPANCY AND THERE AFTER, FOR ALL NEW LANDSCAPE. IF EXISTING LANDSCAPE EXISTS ON-SITE, GENERAL CONTRACTOR IS TO PROVIDE THE OPTION OF MAINTENANCE FOR THE OWNER'S REVIEW.
- HERBICIDES NOTES
- APPLICATION OF HERBICIDES SHALL BE IN COMPLIANCE WITH STATE PESTICIDES REGULATIONS. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO CONSULT WITH THE REGULATORY AGENCIES FOR LOCAL HERBICIDES APPLICATION REQUIREMENTS.
 - IF THERE IS A DISCREPANCY BETWEEN STATE REGULATIONS AND ADDITIONAL REQUIREMENTS BELOW, MOST STRINGENT SHALL RULE
 - NO AERIAL APPLICATION OF HERBICIDES IS PERMITTED ON SITE.
 - CARCINOGENS AND EPA TOXIC CATEGORY I AND II ARE PROHIBITED TO USE ON SITE.

- SOIL MANAGEMENT PLAN NOTES
- SOIL TESTING
 - THE CONTRACTOR SHALL OBTAIN A SOILS TEST FOR AGRICULTURAL SUITABILITY AND FERTILITY PREPARED BY A CALIFORNIA ASSOCIATION OF AGRICULTURAL LABORATORIES MEMBER. SOIL TESTING SHALL OCCUR AFTER ALL SOIL HAS BEEN IMPORTED TO THE SITE AND ROUGH GRADE ESTABLISHED, BUT PRIOR TO SOIL PREPARATION.
 - THE SOILS REPORT SHALL CONTAIN AN ANALYSIS OF SOIL TEXTURE, INFILTRATION RATE, PH, TOTAL SOLUBLE SALTS, SODIUM, AND PERCENT ORGANIC MATTER. THE SOILS REPORT SHALL ALSO CONTAIN RECOMMENDATIONS FOR SOIL PREPARATION, AMENDED SOIL, AND FERTILIZATION.
 - A MINIMUM OF TWO LOCATIONS SHALL BE SAMPLED, AND ADDITIONAL SAMPLES REQUIRED AT THE RATE OF ONE PER EVERY 10,000 SF OF LANDSCAPE AREA.
 - TWO SAMPLES PER LOCATION SHALL BE TAKEN. ONE AT A DEPTH OF 10" AND ONE AT A DEPTH OF 36". EACH SAMPLE SHALL CONTAIN APPROXIMATELY ONE QUART OF SOIL AND BE LABELED PER LOCATION AND DEPTH.
 - THE SOILS REPORT SHALL BE FURNISHED TO THE OWNER AND LANDSCAPE ARCHITECT FOR REVIEW PRIOR TO IMPLEMENTATION.
- MODEL WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS:
- SEE CIVIL PLANS FOR GRADING PLAN.
 - A SOILS REPORT IS REQUIRED PER THE SOIL MANAGEMENT PLAN NOTES ABOVE.
 - PRIOR TO PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMEND PLANTING HOLES NEEDED TO MEET THIS REQUIREMENT.
 - SOIL AMENDMENTS SHALL BE INCORPORATED ACCORDING TO THE RECOMMENDATIONS OF THE SOILS REPORT.
 - FOR LANDSCAPE INSTALLATIONS, COMPOST AT A RATE OF A MINIMUM OF 4 CU.YDS. PER 1,000 SF OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF 6" INTO THE SOILS. SOILS WITH GREATER THAN 6% ORGANIC MATTER IN THE TOP 6" ARE EXEMPT FROM ADDING COMPOST AND TILLING.
 - A MINIMUM OF A THREE INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. UP TO 5% OF THE LANDSCAPE MAY BE LEFT WITHOUT MULCH FOR INSECT HABITAT AND MUST BE NOTED ON THE PLANS.



TREE PLANTING
N.T.S.



SHRUB PLANTING
N.T.S.

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4.28.26
DATE



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2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472
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NO.	DESCRIPTION	DATE



7 BREW
10201 FAIRWAY DRIVE
ROSEVILLE, CALIFORNIA



PROFESSIONAL OF RECORD	JPD
PROJECT MANAGER	MS
DESIGNER	ARV
CEI PROJECT NUMBER	34819
DATE	4/23/2026
REVISION	REV-0

LANDSCAPE NOTES

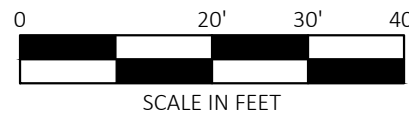
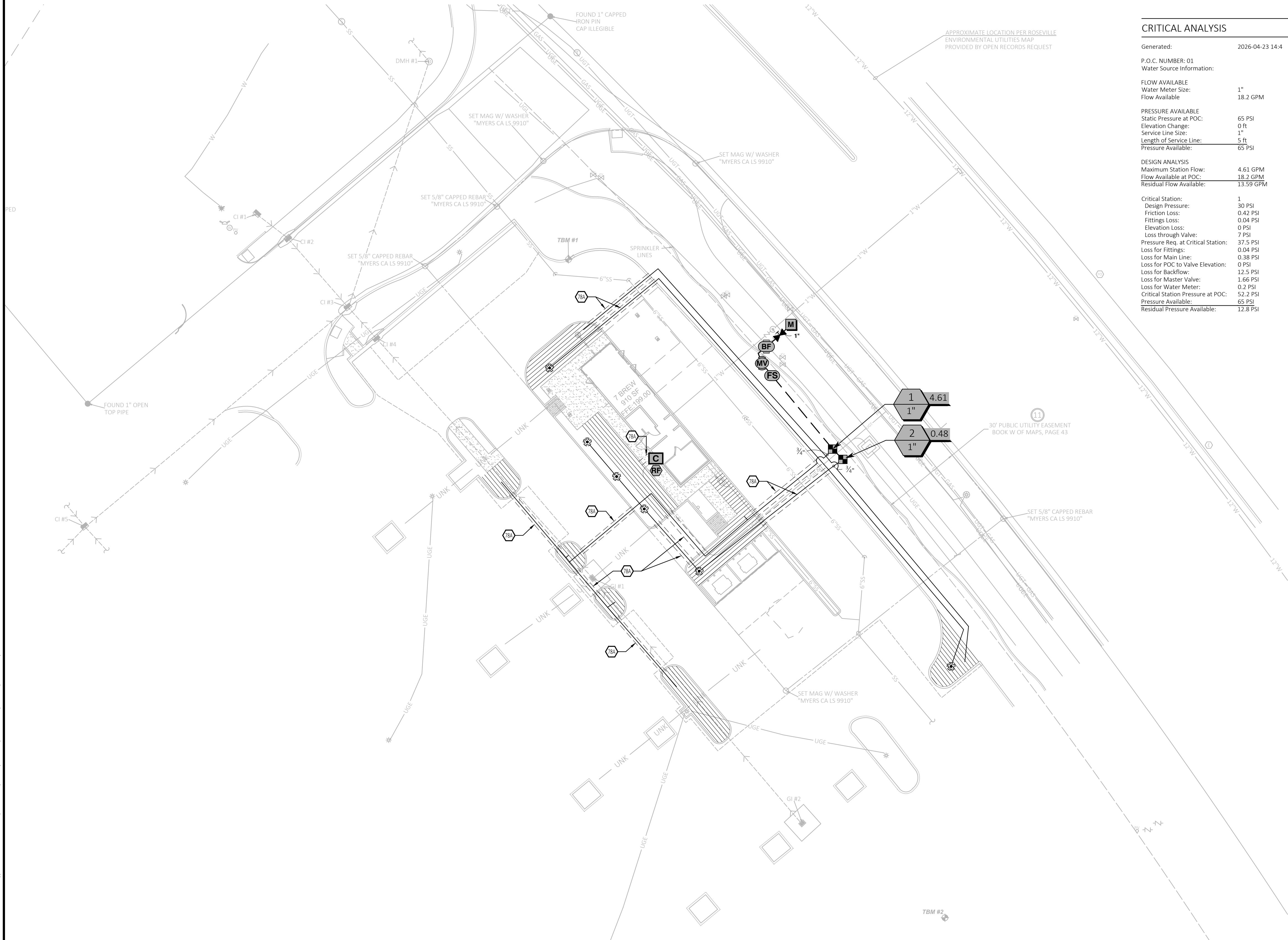
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SHEET NUMBER

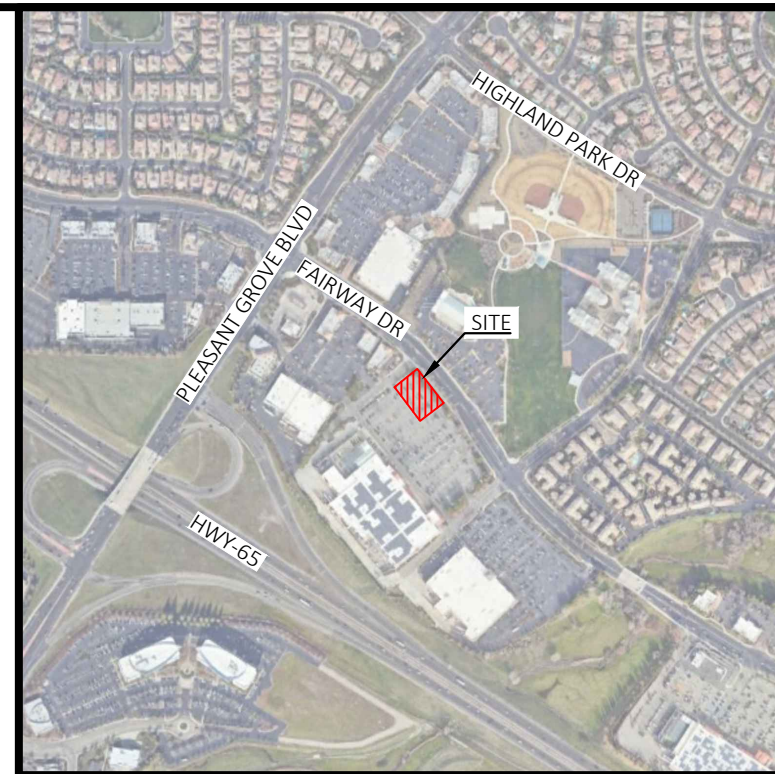
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DRAWING LOCATION: \\VANDURA.CEII.COM\PROJECTS\2026\034819\0\DRAWINGS\DESIGN\WORKING\034819\0\DWG - SAVED BY: MWARKS

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Know what's below.
Call before you dig.



VICINITY MAP
NOT TO SCALE

NOTE:

SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.

SITE BENCHMARK

TBM #1
SET MAG-NAIL NORTHING: 2049582.42 EASTING: 6767045.73 ELEVATION: 199.897
TBM #2
SET MAG-NAIL NORTHING: 2049534.58 EASTING: 6767187.20 ELEVATION: 198.73

CRITICAL ANALYSIS

Generated: 2026-04-23 14:42
P.O.C. NUMBER: 01
Water Source Information:
FLOW AVAILABLE
Water Meter Size: 1"
Flow Available: 18.2 GPM
PRESSURE AVAILABLE
Static Pressure at POC: 65 PSI
Elevation Change: 0 ft
Service Line Size: 1"
Length of Service Line: 5 ft
Pressure Available: 65 PSI
DESIGN ANALYSIS
Maximum Station Flow: 4.61 GPM
Flow Available at POC: 18.2 GPM
Residual Flow Available: 13.59 GPM
Critical Station:
Design Pressure: 1
Friction Loss: 30 PSI
Fittings Loss: 0.42 PSI
Elevation Loss: 0.04 PSI
Loss through Valve: 0 PSI
Pressure Req. at Critical Station: 37.5 PSI
Loss for Fittings: 0.04 PSI
Loss for Main Line: 0.38 PSI
Loss for POC to Valve Elevation: 0 PSI
Loss for Backflow: 12.5 PSI
Loss for Master Valve: 1.66 PSI
Loss for Water Meter: 0.2 PSI
Critical Station Pressure at POC: 52.2 PSI
Pressure Available: 65 PSI
Residual Pressure Available: 12.8 PSI

LEGEND

EXISTING LEGEND

- FOUND MONUMENT AS NOTED
 - SET MONUMENT AS NOTED
 - ⬢ COMPUTED POINT
 - ⬢ TEMPORARY BENCHMARK (TBM)
 - ⬢ FIRE HYDRANT
 - ⬢ WATER VALVE
 - ⬢ FIRE DEPARTMENT CONNECTION
 - ⬢ POST INDICATOR VALVE
 - ⬢ WATER METER
 - ⬢ IRRIGATION CONTROL VALVE
 - ⬢ BACK FLOW PREVENTION
 - ⬢ SANITARY MANHOLE (SMH)
 - ⬢ CLEANOUT
 - ⬢ LIGHT
 - ⬢ ELECTRIC VAULT
 - ⬢ GRATED INLET (GI)
 - ⬢ STORM MANHOLE (DMH)
 - ⬢ CURB INLET (CI)
 - ⬢ TELEPHONE MANHOLE
 - ⬢ FIBER OPTIC VAULT
 - ⬢ CONTINUATION
- (M) MEASURED/CALCULATED DIMENSION
(R) RECORD DIMENSION
(R1) RECORD DIMENSION PER DOC. NO. 2006-0093820
- PARENT PARCEL LINE
- - - PROPOSED PARCEL LINE
- - - EASEMENT LINE
- - - RIGHT-OF-WAY LINE
— UGE UNDERGROUND ELECTRIC LINE
— GAS UNDERGROUND GAS LINE
— UGT UNDERGROUND TELEPHONE LINE
— UNK UNDERGROUND IRRIGATION LINE
— UNK UNDERGROUND UNKNOWN UTILITY LINE
- - - UNDERGROUND STORM DRAIN LINE
- - - SS UNDERGROUND SANITARY SEWER LINE
- - - MAJOR CONTOUR
- - - MINOR CONTOUR

PROPOSED LEGEND

- BOUNDARY LINE/RIGHT OF WAY LINE
- - - STORM DRAIN

IRRIGATION NOTES

78A IRRIGATION SLEEVE; SLEEVES IN NEWLY PAVED AREAS SHALL BE PLACED PRIOR TO PAVEMENT; SLEEVES IN EXISTING PAVEMENT SHALL BE SAWCUT OR BORED UNDER PAVEMENT. ALL DAMAGED PAVEMENT SHALL BE REPAIRED BY LANDSCAPE CONTRACTOR TO MATCH EXISTING.

GENERAL IRRIGATION NOTES

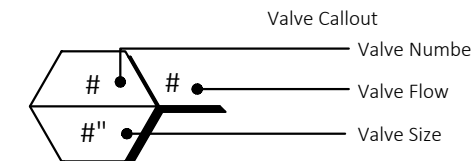
- A. REFER TO IRRIGATION NOTES SHEET FOR NOTES AND DETAILS
- B. REFER TO MEWLO CALCULATION SHEET FOR WATER EFFICIENCY CALCULATIONS

2026-04-23 14:42

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
⬢	RAIN BIRD XCZ-100-LC 1" WIDE FLOW DRIP CONTROL KIT, FOR LIGHT COMMERCIAL USES. 1IN. PEB VALVE, WITH 1IN. PRESSURE REGULATING 40PSI BASKET FILTER. 0.3-20 GPM.	2
⬢	RAIN BIRD XFS-CV-04-18 DRIP RING	6
⬢	AREA TO RECEIVE DRIPLINE RAIN BIRD XFS-CV-04-18 XFS-CV SUB-SURFACE AND ON-SURFACE LANDSCAPE DRIPLINE WITH A HEAVY-DUTY 4.3 PSI CHECK VALVE. 0.4 GPH EMITTERS AT 18" O.C. DRIPLINE LATERALS SPACED AT 18" APART, WITH EMITTERS OFFSET FOR TRIANGULAR PATTERN. SPECIFY XF INSERT FITTINGS.	1,305 LF

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
⬢	BRASS SHUT OFF VALVE	1
⬢	RAIN BIRD PESB 1" 1IN., 1-1/2IN., 2IN., 3IN. PLASTIC INDUSTRIAL MASTER VALVES. LOW FLOW OPERATING CAPABILITY. GLOBE CONFIGURATION. WITH SCRUBBER TECHNOLOGY FOR RELIABLE PERFORMANCE IN DIRTY WATER IRRIGATION APPLICATIONS.	1
⬢	WATTS U009 1" REDUCED PRESSURE BACKFLOW PREVENTER	1
⬢	RAIN BIRD ESPLXME2 12 STATION TRADITIONALLY-WIRED, COMMERCIAL CONTROLLER. INDOOR/OUTDOOR, PLASTIC WALL-MOUNT ENCLOSURE.	1
⬢	RAIN BIRD WR2-RFS WIRELESS RAIN/FREEZE SENSOR.	1
⬢	RAIN BIRD FS-100-8 1IN. FLOW SENSOR, BRASS MODEL. SUGGESTED OPERATING RANGE 2.0 GPM TO 40.0 GPM. SIZE FOR FLOW NOT ACCORDING TO PIPE SIZE. RAIN BIRD COMPATIBLE CONTROLLERS: ESP-LXVM(P) LX2 LXME2(P) ME3, OR CONTROLLERS ACCEPTING CUSTOM K-FACTOR AND OFFSET. INSTALL IN RAIN BIRD VALVE BOX.	1
⬢	WATER METER 1"	1
—	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21 3/4"	844.3 LF
—	IRRIGATION MAINLINE: PVC SCHEDULE 40 1"	67.6 LF
—	PIPE SLEEVE: PVC SCHEDULE 40	261.9 LF



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SIGNATURE: *[Signature]* DATE: 4.28.26

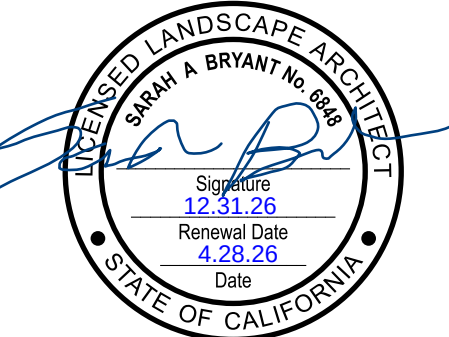


CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
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IRRIGATION PLAN

SHEET TITLE

SHEET NUMBER

L2.0

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GENERAL IRRIGATION NOTES

1.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A COPY OF THE PROJECT SPECIFICATIONS PRIOR TO BIDDING. THE PROJECT SPECIFICATIONS ARE A PART OF THESE PLANS AND SHALL BE CONSULTED BY THE IRRIGATION CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING WORK AS SPECIFIED IN THE PROJECT SPECIFICATIONS AND ON THE PLANS.
2.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, EQUIPMENT QUANTITIES, AND UTILITY LOCATIONS PRIOR TO BEGINNING WORK.
3.

CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OR LICENSED IRRIGATOR OF ANY DISCREPANCIES IN PLANS OR SPECIFICATIONS PRIOR TO BEGINNING OR CONTINUING WORK.
4.

THE CONTRACTOR SHALL MAKE NO SUBSTITUTIONS, DELETIONS, OR ADDITIONS TO THIS PLAN WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT OR LICENSED IRRIGATOR.
5.

ALL CONSTRUCTION SHALL CONFORM TO CITY, COUNTY, STATE, AND FEDERAL REQUIREMENTS. IT SHALL BE THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO ENSURE THAT ALL IRRIGATION EQUIPMENT MEETS GOVERNMENT REGULATIONS. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS OR APPROVALS.
6.

CONTRACTOR IS TO VERIFY ACTUAL AVAILABLE WATER PRESSURE BEFORE BEGINNING INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OR LICENSED IRRIGATOR IF AVAILABLE WATER PRESSURE EXCEEDS 5 PSI HIGHER OR LOWER THAN THE DESIGN WATER PRESSURE OF 65 PSI.
7.

IRRIGATION SYSTEMS CONNECTED TO POTABLE WATER SUPPLY, SHALL HAVE A BACKFLOW PREVENTER INSTALLED PER LOCAL REQUIREMENTS.
8.

ANY EXISTING TREES TO REMAIN ARE TO BE PROTECTED FROM DAMAGE. DO NOT TRENCH OR EXCAVATE WITHIN THE CRITICAL ROOT ZONE OF ANY TREE.
9.

SUPPLY LINE AND METER TO BE PROVIDED BY GENERAL CONTRACTOR. BACKFLOW PREVENTER TO BE PROVIDED BY IRRIGATION CONTRACTOR. IRRIGATION CONTRACTOR'S POINT OF CONNECTION TO BEGIN AFTER THE IRRIGATION WATER METER.
10.

IRRIGATION CONTRACTOR SHALL REVIEW WINTERIZATION PROCEDURES FOR IRRIGATION SYSTEM WITH OWNERS REPRESENTATIVE.
11.

IRRIGATION CONTRACTOR IS RESPONSIBLE FOR INSTALLING MANUAL DRAIN VALVES AT LOWEST POSSIBLE ELEVATION ON IRRIGATION MAIN SO AS TO PROVIDE POSITIVE DRAINAGE OF IRRIGATION MAIN DURING WINTER MONTHS, OR PROVIDE BLOWOUT ASSEMBLY.
12.

ALL LATERAL LINES SHALL BE EQUIPPED WITH AUTOMATIC DRAIN VALVES AT LOW POINTS.
13.

IRRIGATION CONTRACTOR SHALL COORDINATE CONTROLLER LOCATION WITH GENERAL CONTRACTOR. GENERAL CONTRACTOR SHALL PROVIDE (2) 1" ELECTRICAL CONDUITS FOR IRRIGATION CONTRACTOR'S POWER/DATA CONNECTION TO CONTROLLER. SEE ARCHITECTURAL ELECTRICAL PLAN FOR ELECTRICAL CONNECTION TO THE IRRIGATION CONTROLLER. IRRIGATION CONTRACTOR SHALL COORDINATE CONSTRUCTION OF IRRIGATION SYSTEM WITH GENERAL CONTRACTOR AND LANDSCAPE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION.
14.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
15.

ALL BELOW GRADE LOW VOLTAGE WIRING CONNECTIONS SHALL BE INSTALLED PER WIRE CONNECTION DETAIL.
16.

DO NOT INSTALL IRRIGATION AT PYLON / MONUMENT SIGN LOCATION UNTIL SIGN HAS BEEN INSTALLED.
17.

LOCATION FOR IRRIGATION SYSTEM AS SHOWN IS FOR DRAWING PURPOSES ONLY. UNSLEEVED PIPES MAY BE SHOWN IN PAVEMENT AREAS FOR CLARITY ONLY. INSTALL THESE PIPES IN ADJACENT LANDSCAPE AREAS WHERE NECESSARY. CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN FIELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF PROPOSED IRRIGATION SYSTEM. ALL PROPOSED IRRIGATION LINES AND EQUIPMENT SHALL BE INSTALLED WITHIN THE BOUNDARIES OF THE PROJECT SITE. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OR LICENSED IRRIGATOR IF THE DESIGN AS SHOWN IS NOT ACHIEVABLE.
18.

MINIMUM COVER FROM TOP OF PIPING TO FINISHED GRADE SHALL BE AS PER DETAIL 64A.
19.

IRRIGATION CONTRACTOR SHALL COORDINATE IRRIGATION INSTALLATION WITH PLANTING PLAN AND SITE CONDITIONS TO PROVIDE COMPLETE COVERAGE WITH MINIMUM OVERSPRAY. THE IRRIGATION CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS TO ENSURE PROPER COVERAGE AT NO ADDITIONAL COST TO THE OWNER.
20.

VALVE BOXES SHALL BE INSTALLED FLUSH WITH GRADE, SUPPORTED BY BRICKS IF NEEDED, WITH 3" OF CLEAN PEA GRAVEL LOCATED BELOW THE VALVE.
21.

ALL MAIN LINE PIPING, NON-PRESSURE PIPING AND CONTROL WIRE SLEEVING SHALL BE INSTALLED IN SEPARATE SLEEVES. ALL LATERAL LINE PIPING UNDER PAVING SHALL BE PVC SCHEDULE 40 AND SHALL BE INSTALLED PRIOR TO ANY HARDSCAPE MATERIAL. IRRIGATION CONTRACTOR TO PROVIDE SLEEVES BETWEEN 12" AND 15" BELOW GRADE AT ALL DRIVE ENTRANCES AND SIDEWALKS. MAINLINE SLEEVE SIZE SHALL BE A MINIMUM OF TWICE (2X) THE DIAMETER OF THE PIPE TO BE SLEEVED. CONTROL WIRE SLEEVES SHALL BE OF SUFFICIENT SIZE FOR THE REQUIRED NUMBER OF WIRES.
22.

IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF FENCES, RETAINING WALLS, AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS THROUGH WALLS, UNDER ROADWAYS AND PAVING AND TIMING, ETC. REFER TO CIVIL ENGINEERING PLANS FOR GRADING, METHODS OF DRAINAGE, IRRIGATION METERS, AND BACKFLOW PREVENTION DEVICE LOCATION.
23.

ALL IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED, SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS, DETAILS AND SPECIFICATIONS. ACCEPTABLE MANUFACTURERS INCLUDE RAINBIRD, HUNTER, OR NETAFFIM.
24.

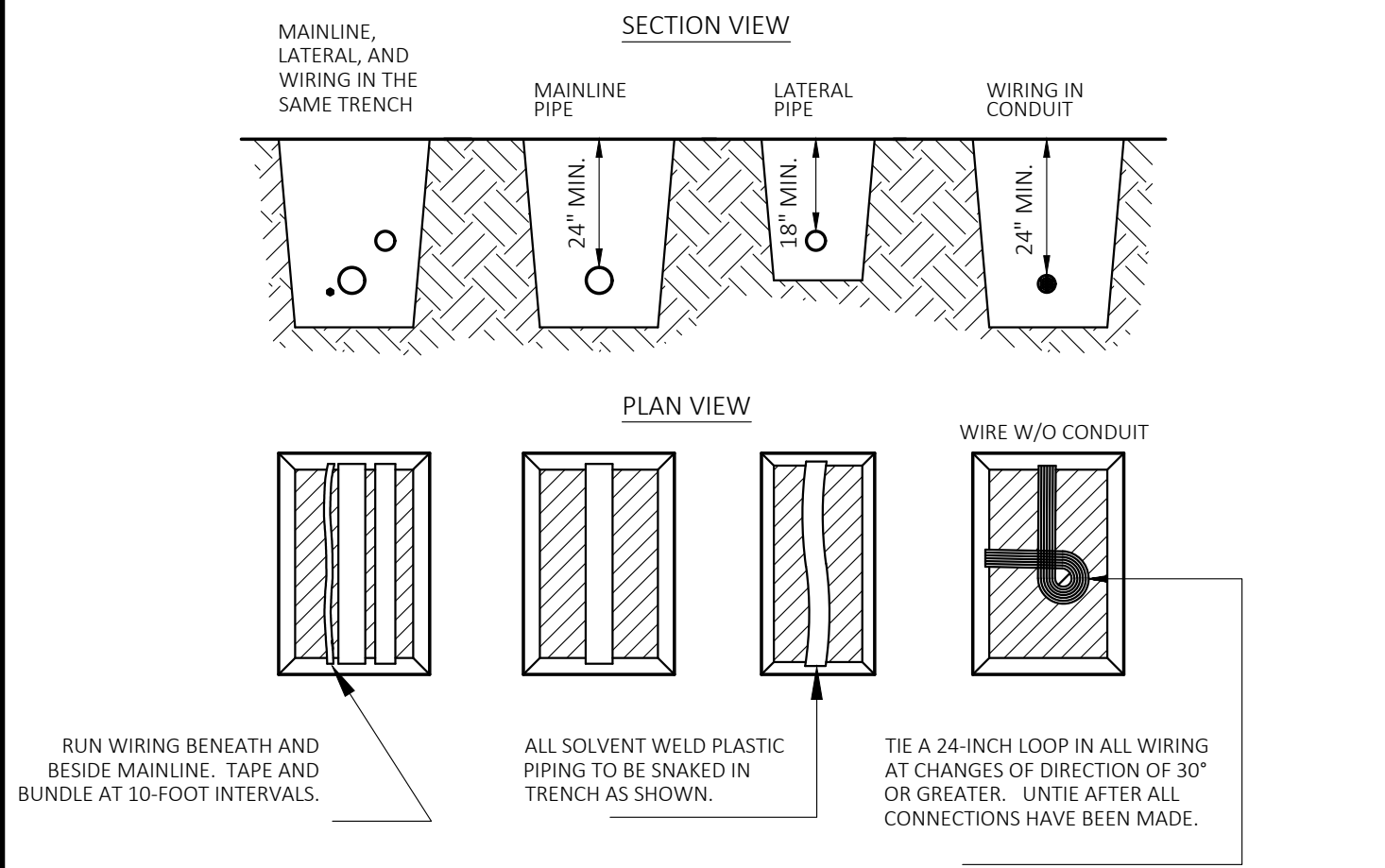
ANY DRIP SYSTEM PIPING IN PLANTING BEDS IS DIAGRAMMATIC. CONTRACTOR CAN ROUTE PIPING IN A FREEFORM MANNER (AVOIDING OBJECTS SUCH AS LIGHT POLES, TRANSFORMERS PADS, EQUIPMENT VAULTS, SUBSURFACE ROCK TOO LARGE TO REMOVE, ETC.) AS LONG AS ALL PLANT MATERIAL RECEIVES THE PROPER NUMBER OF EMITTERS PER SCHEDULE AND THE VINYL DISTRIBUTION TUBING DOES NOT EXCEED THE MAXIMUM DESIGN LENGTHS PER MANUFACTURER'S RECOMMENDATIONS.
25.

UNLESS OTHERWISE REQUIRED, BACKFLOW PREVENTION DEVICES LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET ENCLOSURE AND PAINTED TO MATCH THE PRIMARY BUILDING COLORS. SEE CIVIL PLANS FOR LOCATION.
26.

ALL JOINTS AND BENDS 2" OR LARGER SHALL HAVE CONCRETE THRUST BLOCKING. THRUST BLOCKING SHALL BE A MINIMUM OF 1 CUBIC FOOT OF CONCRETE. PIPE SHALL NOT BE ENCASED IN CONCRETE. SEE DETAIL 31C FOR THRUST BLOCKING ON CIVIL PLANS.
27.

CONTRACTOR WILL PROVIDE OWNER WITH A COMPLETE AND REPRODUCIBLE DRAWING OR IRRIGATION SYSTEM LAYOUT AS IT WAS INSTALLED. DRAWING SHOULD INCLUDE, BUT NOT BE LIMITED TO, LOCATIONS OF ZONES VALVES, MAIN, LATERAL AND DISTRIBUTION LINES, SLEEVES, WATER METER, BACKFLOW PREVENTION DEVICE, SENSORS AND CONTROLLER.
28.

ALL LATERAL LINE SIZING SHALL REFER TO LABELS AND PIPE SCHEDULE. ALL LATERALS NOT LABELED SHALL BE 3/4" MIN.



- NOTES:
1.

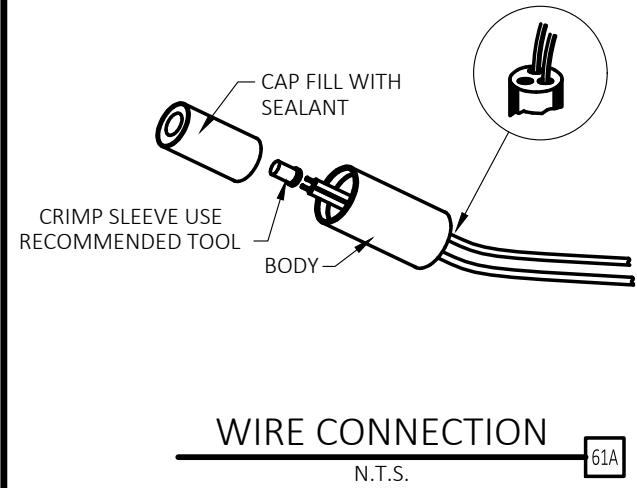
UNLESS OTHERWISE NOTED ON PLANS ALL LATERAL LINES SHALL BE SDR-13.5 OR SDR-21/CLASS 200 PVC PIPE. ALL MAIN LINES SHALL BE SCHEDULE 40 PVC PIPE.
2.

SLEEVES BELOW ALL HARDSCAPE ELEMENTS SHALL BE SCH. 40 PVC AND SHALL BE TWICE THE DIAMETER OF THE PIPE OR WIRE BUNDLE WITHIN.
3.

ALL LATERAL LINES SHALL BE BURIED NO LESS THAN 18" DEEP. ALL MAIN LINES AND ELECTRICAL LINES SHALL BE NO LESS THAN 24" DEEP.

IRRIGATION PIPE
AND WIRE TRENCHING

N.T.S.



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BENTONVILLE, AR 72712
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ROSEVILLE, CALIFORNIA



PROFESSIONAL OF RECORD JPD
PROJECT MANAGER MS
DESIGNER ARV
CEI PROJECT NUMBER 34819
DATE 4/23/2026
REVISION REV-0

IRRIGATION DETAILS

SHEET TITLE
SHEET NUMBER

L2.1

Irrigation Efficiency Default Value for overhead 0.75 and drip 0.81.	
Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.3
Medium	0.4 - 0.6
High	0.7 - 1.0
SLA	1.0

Hydrozone	Select System From the Dropdown List click on cell below	Plant Water Use Type (s) (low, medium, high)	Plant Factor (PF)	Hydrozone Area (HA) (ft ²) Without SLA	Irrigation Efficiency (IE)	(PF x HA (ft ²))/IE
Zone 1	Drip	Low	0.20	1,305	0.81	322
Zone 2	Drip	Low	0.30	201	0.81	74
Zone 3				-		
Zone 4						
Zone 5						
Zone 6						
Zone 7						
Zone 8						
Zone 9						
Zone 10						
Zone 11						
Zone 12						
Zone 13						
Zone 14						
Zone 15						
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Zone 26						
Zone 27						
Zone 28						
Zone 29						
Zone 30						
Zone 31						
Zone 32						
Zone 33						
Zone 34						
Zone 35						
SLA				0		0
Sum				1,506		

Results

MAWA = 21,930

ETWU =	12,836 Gallons
	1,716 Cubic Feet
	17.16 HCF
	0.04 Acre-feet
	0.01 Millions of Gallons

ETWU complies with MAWA

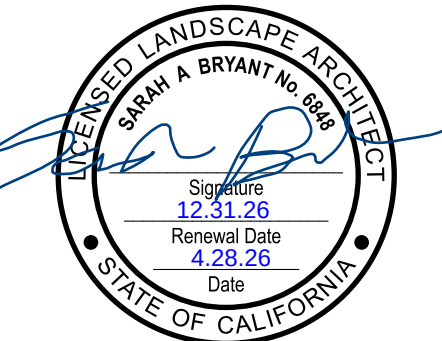


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MEWLO
CALCULATIONS

SHEET TITLE
SHEET NUMBER

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Section [_____]

Stormwater Grate Type Catch Basin Filtration Device – Full Capture

PART 1 – GENERAL

01.01.00 Purpose

The purpose of this specification is to establish generally acceptable criteria for devices used for filtration of stormwater runoff captured by catch basins with grates or combo curb-grate inlets. They also can be used in catch basins with curb inlets. It is intended to serve as a guide to producers, distributors, architects, engineers, contractors, plumbers, installers, inspectors, agencies, and users; to promote understanding regarding materials, manufacture and installation; and to provide for identification of devices complying with this specification.

01.02.00 Description

Stormwater Catch Basin Filtration Devices (SCBFD) are used to filter stormwater runoff captured by catch basins. The SCBFD is a filter system composed of a mounting flange, mounting brackets, internal high flow bypass, and a filter basket. SCBFDs are used to remove various pollutants from stormwater by means of screening, separation, and filtration.

01.03.00 Manufacturer

The manufacturer of the SCBFD shall be one that is regularly engaged in the engineering, design and production of systems developed for the treatment of stormwater runoff for at least (10) years, and which have a history of successful production, acceptable to the engineer of work. In accordance with the drawings, the SCBFD(s) shall be a filter device manufactured/distributed by Contech Engineered Solutions, LLC., or assigned distributors or licensees. Contech Engineered Solutions, LLC. can be reached at:

West Coast Office:
398 Via El Centro
Oceanside, CA 92058
Phone: (760) 433-7640
www.conteches.com

01.04.00 Submittals

- | | |
|----------|---|
| 01.04.01 | Submittal drawings will be provided with each order to the contractor and engineer of work. |
| 01.04.02 | Submittal drawings are to detail the SCBFD, its components and the sequence for installation, including: <ul style="list-style-type: none">• SCBFD configuration with primary dimensions• Various SCBFD components• Any accessory equipment |
| 01.04.03 | Inspection and maintenance documentation submitted upon request. |

01.05.00 Work Included

- | | |
|----------|---|
| 01.05.01 | Specification requirements for installation of SCBFD. |
| 01.05.02 | Manufacturer to supply SCBFD(s): <ul style="list-style-type: none">• Filter Basket• Media Filtration Boom (optional) |

- 01.05.03 Optional Media Filtration Boom may be provided with each Filter Basket housed in nylon netting and securely fastened entrance to the Filtration basket. Each media boom shall contain polymer beads to permanently absorb hydrocarbons.

01.06.00 Reference Standards

ASTM A 240	Standard Specification for Chromium and Chromium-Nickel Stainless Steel Plate, Sheet, and Strip for Pressure Vessels and for General Applications
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PART 2 – COMPONENTS

02.01.00 Filter Basket Components

All SCBFD components must be made of stainless steel, per these specifications. SCBFD's containing any fabrics or plastics will not be accepted.

- 02.01.01 Mounting Flange shall be manufactured of 100% stainless steel.
- 02.01.02 Mounting Brackets shall be manufactured of 100% stainless steel. The quick links must have a load rating from the manufacture of at least 800 lbs.
- 02.02.03 Filter Basket shall be manufactured of 100% stainless steel.
- The openings shall be louver, non-clogging, with opening widths less than 5 mm in size.
 - Opening shall face a direction opposite the direction of flow and be self-cleaning during storm flows into the basket.
- 02.02.04 Bottom Screens shall be manufactured of 100% stainless steel perforated round openings less than 5 mm in size.
- 02.02.05 Hydrocarbon Boom (optional add-on) shall be made of granulated oil absorbing polymers that have been tested in accordance with section 11.2 of ASTM F 716.07 and held within a netting.
- Oil absorbing polymers must be proven to absorb 180% of its weight within a 300 second contact time, and at this absorption percentage the physical increase in the size of granules is not more than 50%.
 - Netting shall be 100% polyester with a number 16 sieve size, and strength tested per ASTM D 3787.

PART 3 – PERFORMANCE

03.01.00 General

- 03.01.01 Function - The SCBFD has no moving internal components and functions based on gravity flow, unless otherwise specified. Runoff enters the SCBFD from a catch basin with a grate opening and flows downward into the SCBFD. This SCBFD shall be positioned directly under the catch basin grate. After removal of the grate, the SCBFD must be able to be removed through the catch basin opening without any further disassembly. Stormwater enters the inside of the Filter Basket and flows downward toward the bottom portion of the Basket. The non-clogging screen has openings that are facing upward. As water flows downward, the screening continuously removes debris from the screen's surface. Stormwater flow up to the peak treatment flow rate is processed through the

- filtration screens. During the highest flows, the Basket fills with water and spills out the internal bypass openings between the basket and top flange and into the bottom of the catch basin.
- 03.01.02 Pollutants - The SCBFD will remove and retain trash, debris, sediments, particulate metals, particulate nutrients, and hydrocarbons (with hydrocarbon boom add-on) entering the catch basin during frequent storm events and specified flow rates. For pollutant removal performance, see section 03.02.00.
- 03.01.03 Treatment Flow Rate - The SCBFD operates using gravity flow. The SCBFD treatment flow rate varies by size/model and is provided on the drawings. Flow rates must be supported by independent third-party observed lab results.
- 03.01.04 Bypass Flow Rate - The SCBFD is designed to fit within the catch basin in a way not to affect the existing hydraulic. The bypass must be sized with an open area greater than the outlet pipe size, thus the SCBFD shall not be a critical point of flow restriction. Bypass flow rate must be based on the SCBFD's inlet throat or bypass orifice capacity, whichever is less.
- 03.01.05 Pollutant Load - The SCBFD must be designed to have minimum storage capacity as documented on the drawing for each size and model.
- 03.01.06 Performance Protocol and Results - The Filter Basket must be submitted and approved by a state agency as a "full capture" trash device.

03.02.00 Test Performance

At a minimum, the SCBFD shall be tested, according to section 03.01.06, and meet these performance specifications:

03.02.01 Filter Pollutant Removal Table

POLLUTANT	REMOVAL EFFICIENCY
Trash and Debris - (down to 5 mm)	100%

PART 4 - EXECUTION

04.01.00 General

The installation and use of the SCBFD shall conform to all applicable national, state, municipal and local specifications.

04.02.00 Installation & Measurements

The contractor shall furnish all measurements, labor, equipment, materials and incidentals required to install the (SCBFD) device(s) and appurtenances in accordance with the drawings, installation manual, and these specifications, and be inspected and approved by the local governing agency. Installation contractor should possess a Confined Space Entry Certification Permit (especially for curb inlet catch basins), pursuant to OSHA standards. Any damage to catch basin and surrounding infrastructure caused by the installation of the SCBFD is the responsibility of the installation contractor.

- 04.02.01 Mounting Flange, Mounting Hardware, and Filter Basket and all components or accessories shall be inserted through the catch basin and properly secured per manufactures installation manual and these specifications.

04.03.00 Shipping, Storage and Handling

- 04.03.01 Shipping – SCBFD shall be shipped to the contractor's address and is the responsibility of the contractor to transport the unit(s) to the exact site of installation. Filters must be nested and stacked during shipping.
- 04.03.02 Storage and Handling– The contractor shall exercise care in the storage and handling of the SCBFD(s) and its components prior to and during installation. Any repair or replacement costs associated with events occurring after delivery is accepted, and unloading has commenced shall be born by the contractor. The SCBFD(s) and its components shall always be stored indoors and transported inside the original shipping container(s) until the SCBFD(s) are ready to be installed. The SCBFD shall always be handled with care and lifted according to OSHA and NIOSA lifting recommendations and/or contractor's workplace safety professional recommendations.

04.04.00 Maintenance and Inspection

- 04.04.01 Inspection – After installation, the contractor shall demonstrate that the SCBFD has been properly installed at the correct location(s), elevations, and with appropriate supports and fasteners. All components associated with the SCBFD and its installation shall be subject to inspection by the engineer of work, governing agency, and the manufacture at the place of installation. In addition, the contractor shall demonstrate that the SCBFD has been installed per the manufacturer's specifications and recommendations. SCBFD(s) shall be physically inspected regularly in accordance to owner's Stormwater Pollution Prevention Plans (SWPPP) and manufacture's recommendations. An inspection record shall be kept by the operator. The record shall include the condition of the SCBFD and its appurtenances. The most current copy of the inspection record shall always be copied and placed in the owner's SWPPP.
- 04.04.02 Maintenance – The manufacturer recommends cleaning and debris removal and replacement of the Media Filtration Boom as needed. The maintenance shall be performed by someone qualified. A Maintenance Manual is available upon request from the manufacturer. The manual has detailed information regarding the maintenance of the SCBFD(s). A detailed Maintenance Record shall be kept by the maintenance operator. The Maintenance Record shall include any maintenance activities preformed, amount and description of debris collected, and the condition of the filter. The most current copy of the Maintenance Record shall always be copied and placed in the owner's Stormwater Pollution Prevention Plan (SWPPP) per governing agency.
- 04.04.03 Material Disposal - All debris, trash, organics, and sediments captured and removed from the SCBFD shall be transported and disposed of at an approved facility for disposal in accordance with local and state regulations. Please refer to state and local regulations for the proper disposal of toxic and non-toxic material.

PART 5 – QUALITY ASSURANCE

05.01.00 Warranty

The manufacturer shall guarantee the SCBFD against all manufacturing defects in materials and workmanship for a period of (1) year from the date of delivery to the contractor. The manufacturer shall be notified of repair or replacement issues in writing within the warranty period. The SCBFD is limited to recommended application for which it was designed.

[End of This Section]

Bio Clean[®] Grate Inlet Filter Installation Manual



Installation Procedures

Contech's Bio Clean® Grate Inlet Filter is a stormwater catch basin filter designed to remove high levels of trash, debris, sediments and hydrocarbons. The filter is available in several configurations including trash full capture, Kraken membrane filter, and fabric filter variations. This manual covers installation procedures of all configurations. The trash full capture and Kraken membrane filters are made of 100% stainless steel, while the fabric filter is made of a woven monofilament geotextile fabric. All filters are available at various sizes and depths, allowing them to fit in any grated catch basin inlet. The filter is generally mounted under the grate flange but can also be mounted below the grate to the wall of the basin. This configuration is recommended in areas with "direct traffic" ratings such as roads with higher speed traffic. The flange is cut to size allowing for quick and simple installation.

Delivery

- Contech shall deliver the filter(s) to the site in coordination with the Contractor.

Inspection

- Inspection of the Bio Clean® Grate Inlet Filter and all parts contained in or shipped shall be inspected at time of delivery by the site Engineer/Inspector and the Contractor. Any non-conformance to approved drawings or damage to any part of the system shall be documented on the Contech shipping ticket.

Catch Basin Preparation

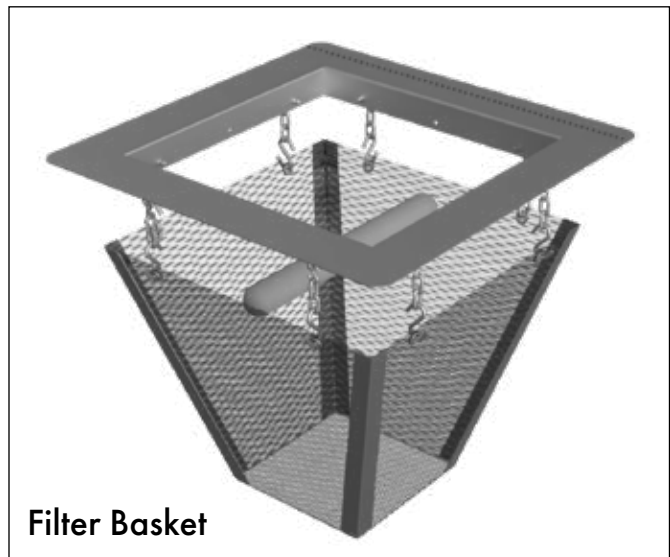
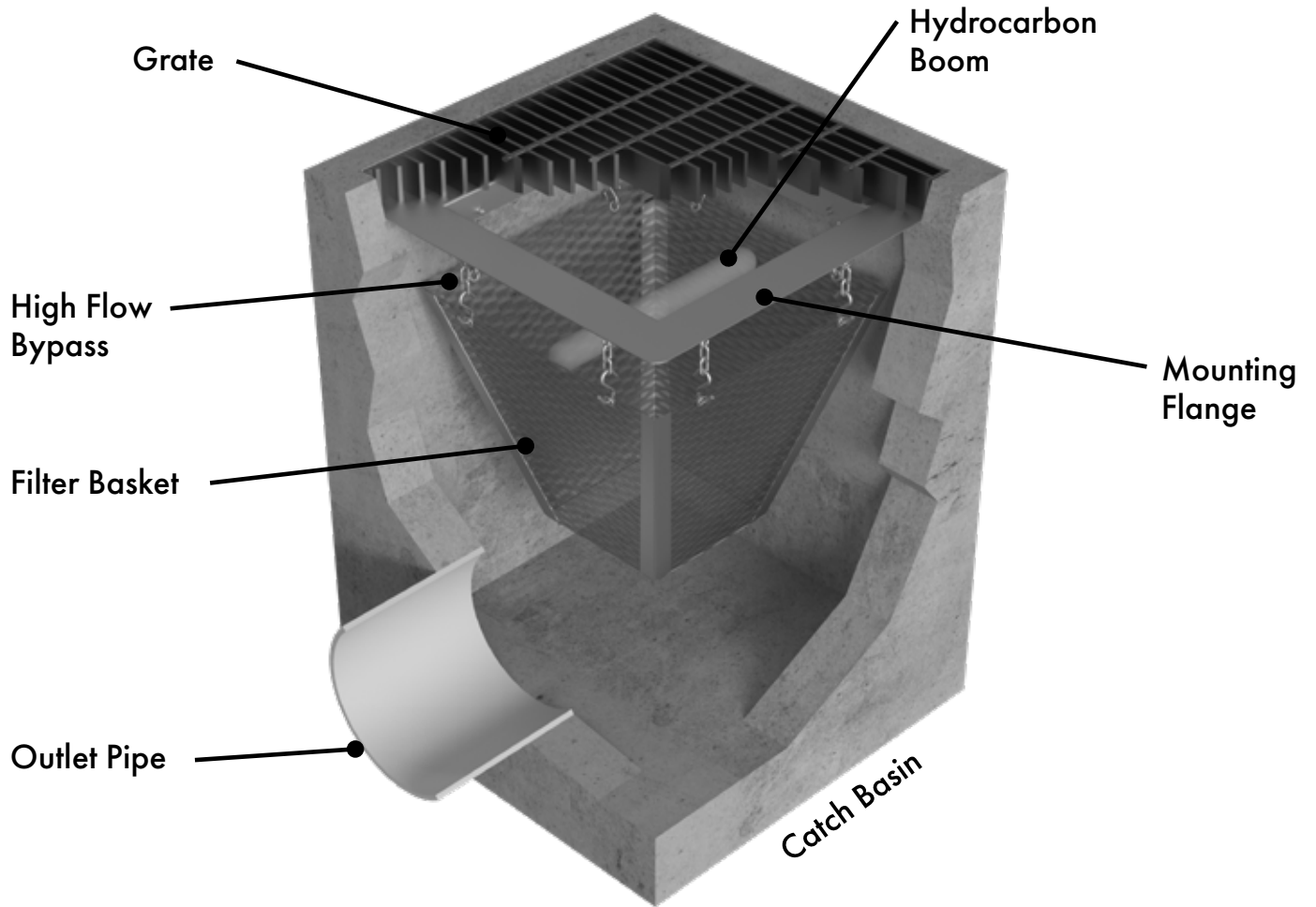
- The Contractor is responsible for providing adequate and complete catch basin and fall protection including gas metering and other safety equipment when installing the Bio Clean® Grate Inlet Filter.
- The Contractor shall adhere to all jurisdictional and/or OSHA safety rules during installation of the filter.
- The Contractor or Owner is responsible for appropriately barricading the catch basin from traffic (in accordance with local codes).



Installation

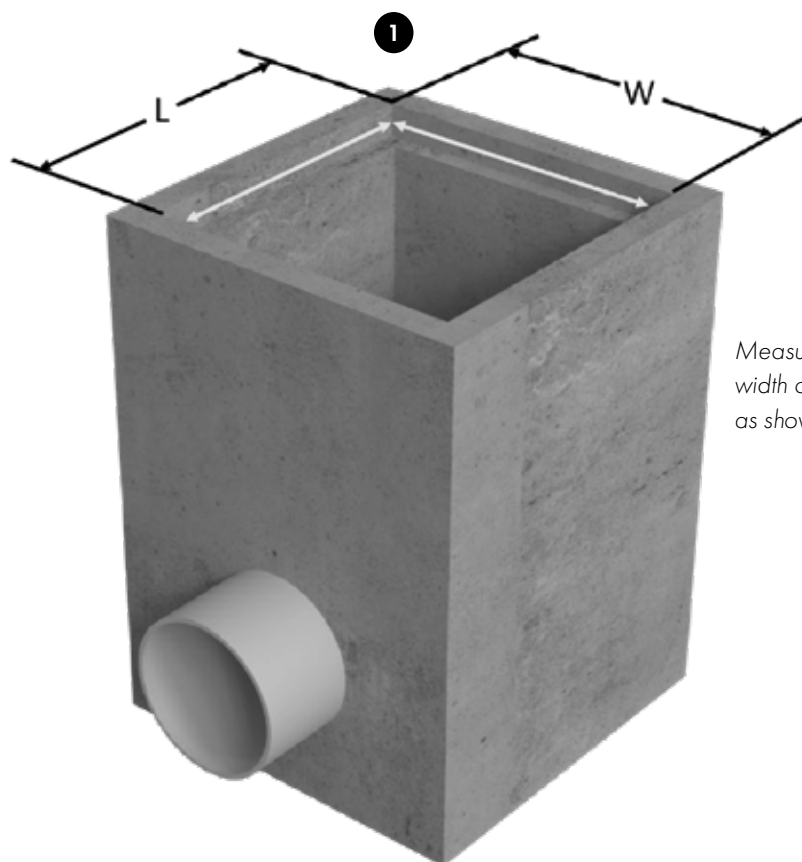
- Each Bio Clean® Grate Inlet Filter shall be installed based on the locations and elevations according to the sizes shown on the approved drawings. Any modifications to the elevation or location shall be at the direction of and approved by the Engineer.
- It is recommended that the catch basin is properly cleaned and inspected for any damage prior to installing the Grate Inlet Filter. The trough and weir system mount directly to the walls of the catch basin using concrete wedge and/or drive anchors.

System Diagram

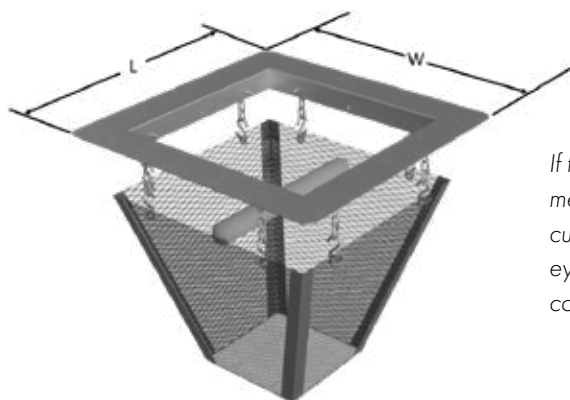


Option 1 | Mounting on Grate Flange (Preferred Method)

- **Step 1** Measure to ensure the filter will properly and fully fit the catch basin opening. Once the grate is removed use a tape measure to pull the dimensions (length and width) of catch basin walls below the grate frame lip. Next, check the dimensions (length and width) on the mounting flange. The mounting flange should be approximately $\frac{1}{4}$ " to $\frac{1}{2}$ " shorter than the catch basin ID. If the mounting flange is larger than the catch basin ID, trimming of the flange will be required. Various tools and methods can be used to cut the flange such as a circular saw, cut of saw, plasma cutter or grinder. After cutting the flange, ensure that any sharp or protruding edges are removed with a grinder. Sharp edges could cause injury. Once cut, verify again that dimensions are accurate and the filter will properly fit.



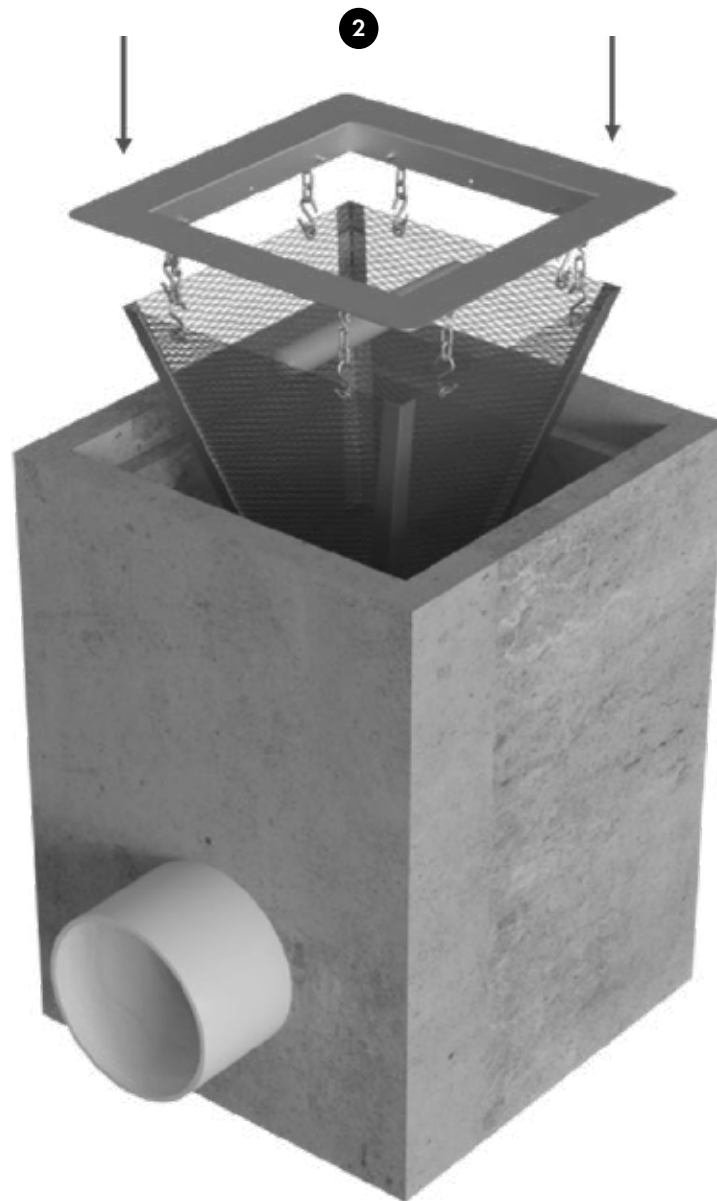
Measure the length and width of the catch basin ID as shown to the left.



If trimming of the mounting flange is required, use a tape measure along with a straightedge and a marker to draw a cutting line. Use proper tools and safety protection such as eye wear before cutting. Once cut, verify measurements are correct.

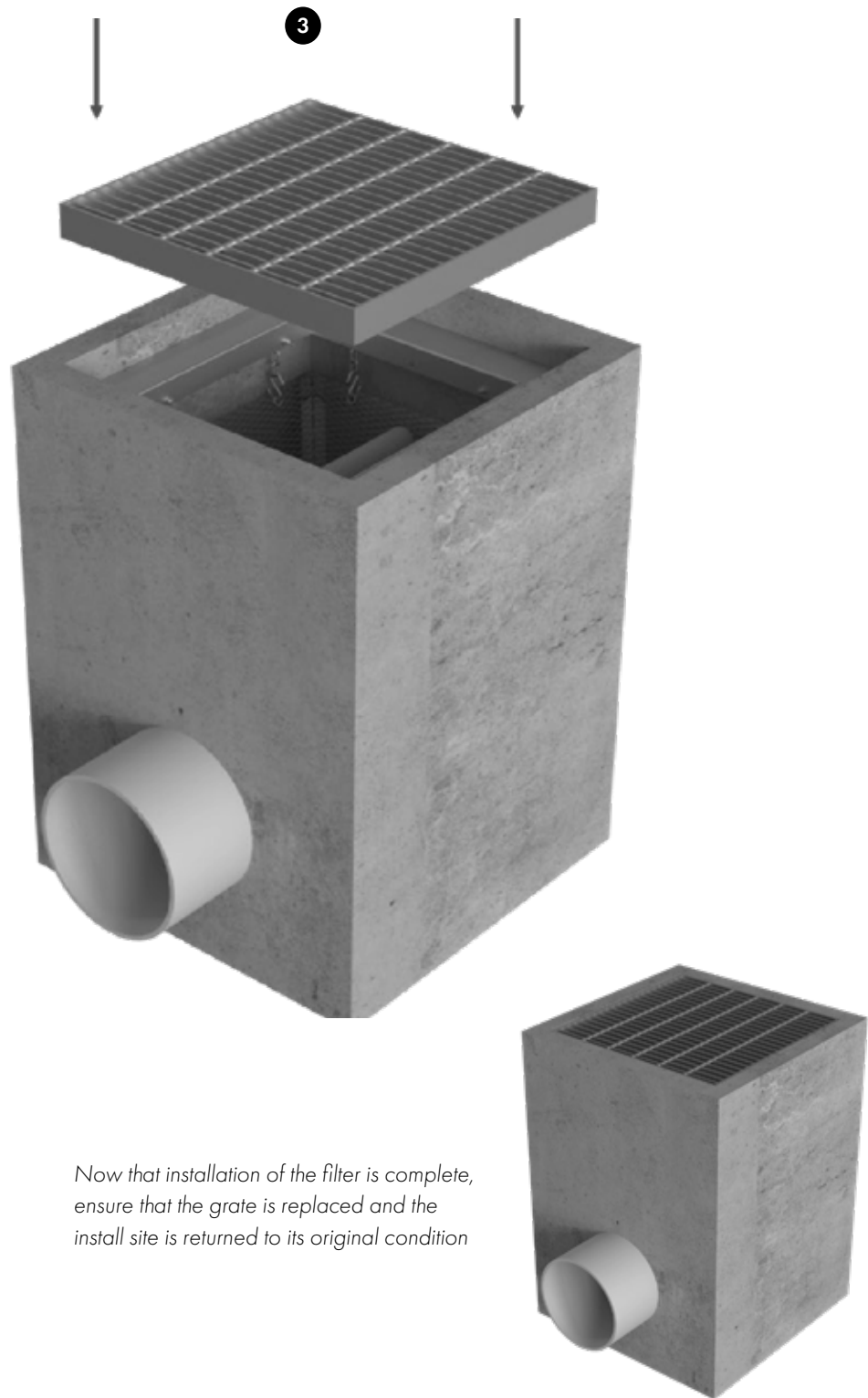
Measure the length and width of the mounting flange as shown to the right.

- **Step 2** Now that the filter is ready for installation, simply set the filter into place, resting the mounting flange on the grate frame lip.



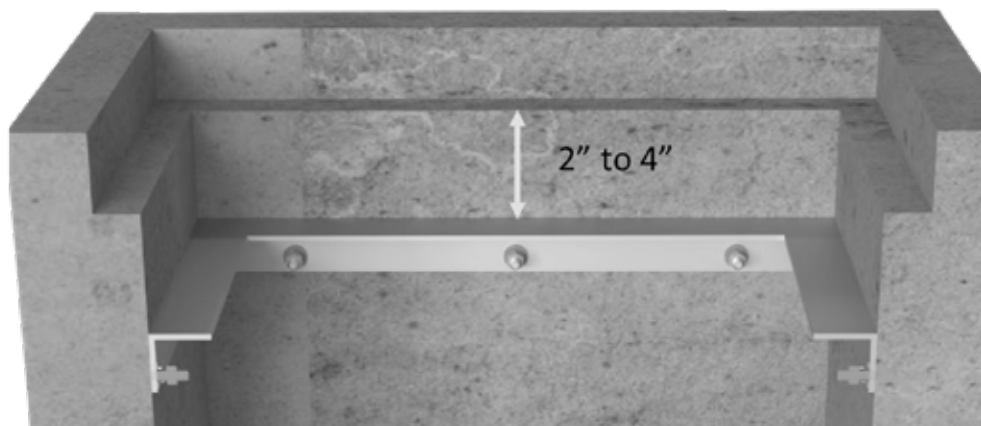
Installation of the filter is simple and fast. Set the filter in place on the grate frame lip and center.

- **Step 3** installation is now complete. Be sure to remove all tools and seal up the catch basin by replacing the grate and taking down any traffic control.

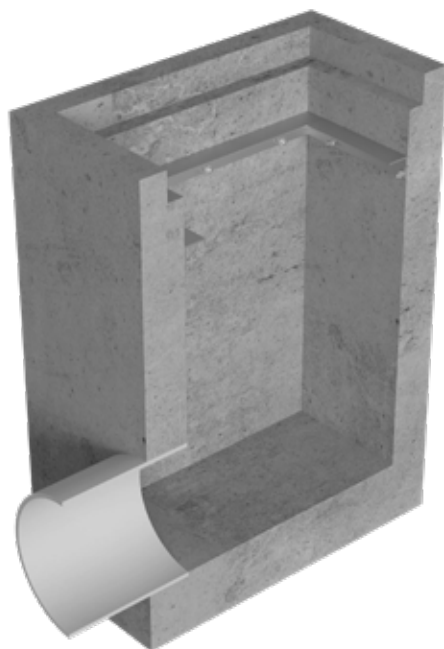


Option 2 | Under Mount Configuration

- **Step 1** involves mounting the under mounts, which are supplied with the filter. Under mounts will be stainless-steel L-metal with holes pre-drilled for mounting. Using a tape measure and chalk or a large marker, draw a guideline 2" to 4" below the edge of the grate flange on all four sides of the basin walls. Ensure that the lines are level. This guideline shows where the top edge of the L metal under mounts will be positioned. Next check the length of each under mount. There should be two longer pieces and two shorter pieces. Double check their length and trim down if necessary to properly fit inside the basin. Next, while holding the first under mount in place, use a rotary hammer with a $\text{Ø}1/4"$ concrete drill bit to drill holes 2 $\frac{3}{4}"$ deep (minimum) at each location along the under mount that there is a predrilled hole. Once all holes are drilled, insert a $\text{Ø}1/4"$ by 2 $\frac{3}{4}"$ long stainless-steel drive pin into each hole. This will temporarily support the weight of the under mount. Next, drive the wedge anchors or drive pin tight using the hammer. Repeat the process on the other three under mounts.



- **Step 2** now that the filter is ready for installation and the under mounts are installed, simply set the filter into place, resting the mounting flange onto the under mounts. Before setting, clean the under mounts of any debris. It is recommended that gloves are worn and proper lifting techniques are use. Larger filters may require two people to set in place. Do not drop the filter in place. Ensure that the filter is in proper position. Center the filter in the grate frame so any gaps are even on all four sides.
- **Step 3** installation is now complete. Be sure to remove all tools and seal up the catch basin by replacing the grate and taking down any traffic control.



Under mounts should be installed with their top flange 2 to 4" below the grate flange to allow for proper clearance. Ensure the under mounts are level.



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BC Grate Inlet Filter Install Guide 9/22

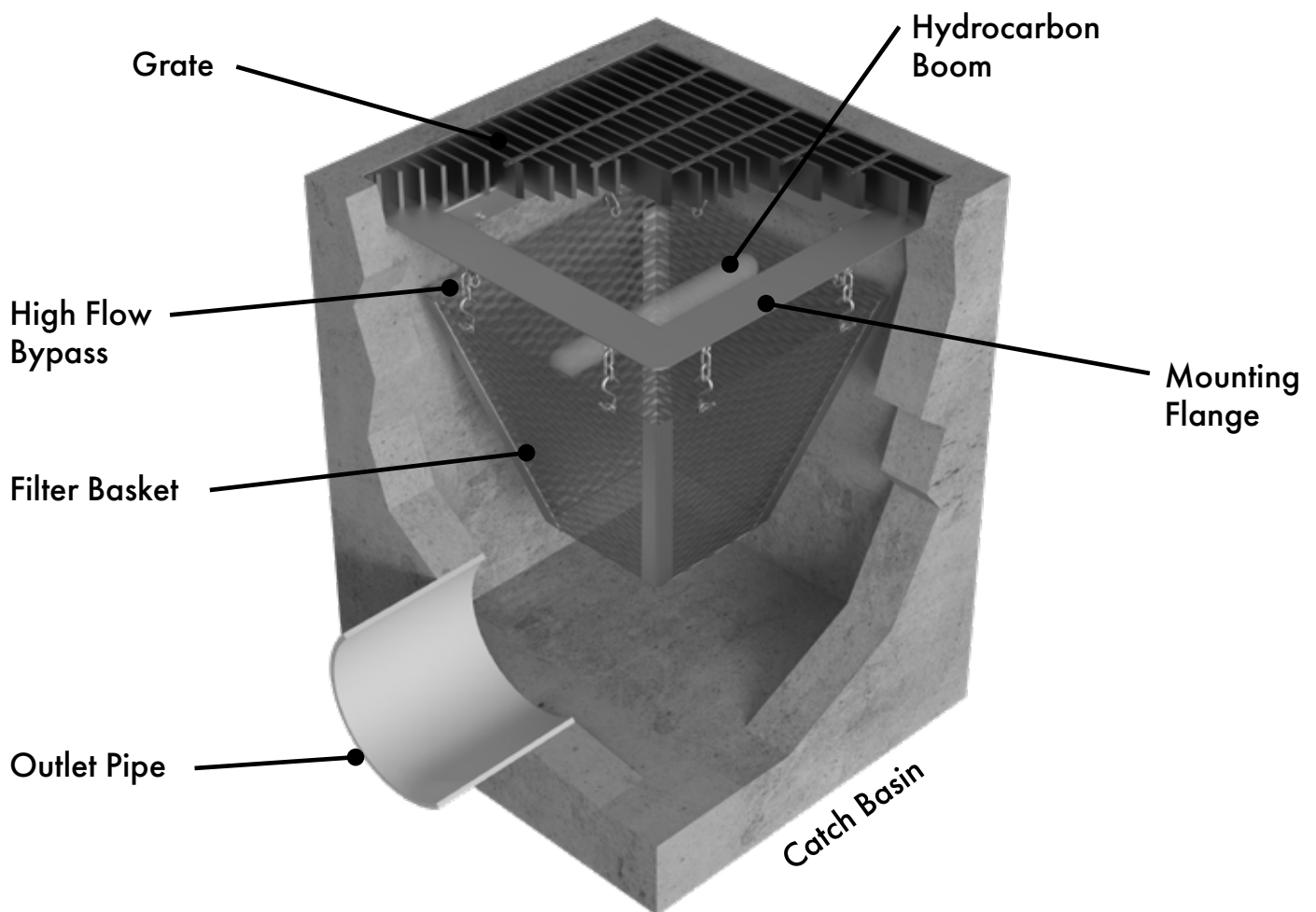
Bio Clean[®] Grate Inlet Filter Operation & Maintenance Manual



Operation & Maintenance

Contech's Bio Clean® Grate Inlet Filter is a stormwater device designed to remove high levels of trash, debris, sediments and hydrocarbons. The filter is available in several configurations including trash full capture, Kraken® membrane filter, and fabric filter variations. This manual covers maintenance procedures of the trash full capture and fabric filter configurations. A supplemental manual is available for the Kraken variation. The trash full capture filter is made of 100% stainless steel, while the fabric filter is made of a woven monofilament geotextile fabric. Both filters are available at various sizes and depths allowing them to fit in any grated catch basin inlet. The filters heavy duty construction allows for cleaning with any vacuum truck. The filter can also easily be cleaned by hand.

As with all stormwater BMPs, inspection and maintenance on the Grate Inlet Filter is necessary. Stormwater regulations require BMPs be inspected and maintained to ensure they are operating as designed to allow for effective pollutant removal and provide protection to receiving water bodies. It is recommended that inspections be performed multiple times during the first year to assess site-specific loading conditions. This is recommended because pollutant loading can vary greatly from site to site. Variables such as nearby soil erosion or construction sites, winter sanding of roads, amount of daily traffic and land use can increase pollutant loading on the system. The first year of inspections can be used to set inspection and maintenance intervals for subsequent years. Without appropriate maintenance, a BMP can exceed its storage capacity which can negatively affect its continued performance in removing and retaining captured pollutants.



System Diagram

Inspection Equipment

Following is a list of equipment to allow for simple and effective inspection of the Grate Inlet Filter:

- Contech Inspection Form (contained within this manual).
- Manhole hook or appropriate tools to remove access hatches and covers.
- Appropriate traffic control signage and procedures.
- Protective clothing and eye protection.
- Note: entering a confined space requires appropriate safety and certification. It is generally not required for routine inspections or maintenance of the system.



Inspection Steps

The core to any successful stormwater BMP maintenance program is routine inspections. The inspection steps required on the Grate Inlet Filter are quick and easy. As mentioned above, the first year should be seen as the maintenance interval establishment phase. During the first year, more frequent inspections should occur in order to gather loading data and maintenance requirements for that specific site. This information can be used to establish a base for long-term inspection and maintenance interval requirements.

The Grate Inlet Filter can be inspected through visual observation. All necessary pre-inspection steps must be carried out before inspection occurs, such as safety measures to protect the inspector and nearby pedestrians from any dangers associated with an open grated inlet. Once the grate has been safely removed, the inspection process can proceed:

- Prepare the inspection form by writing in the necessary information including project name, location, date & time, unit number and other info (see inspection form).
- Observe the filter with the grate removed.
- Look for any out of the ordinary obstructions on the grate or in the filter and its bypass. Write down any observations on the inspection form.
- Through observation and/or digital photographs estimate the amount of trash, foliage and sediment accumulated inside the filter basket. Record this information on the inspection form.
- Observe the condition and color of the hydrocarbon boom. Record this information on the inspection form.
- Finalize inspection report for analysis by the maintenance manager to determine if maintenance is required.

Maintenance Indicators

Based upon observations made during inspection, maintenance of the system may be required based on the following indicators:

- Missing or damaged internal components.
- Obstructions in the filter basket and its bypass.
- Excessive accumulation of trash, foliage and sediment in the filter basket. Maintenance is required when the basket is greater than half-full.
- The following chart shows the 50% and 100% storage capacity of each filter height:

Basket Model	Height ¹ (inches)	Top Width (inches)	Top Length (inches)	Bottom Width (inches)	Bottom Length (inches)	50% Storage Capacity (CF)	100% Storage Capacity (CF)
BIO-GRATE-FULL/ FABRIC-12-12-12	6.00	10.00	10.00	8.31	8.31	0.15	0.30
BIO-GRATE-FULL/ FABRIC-18-18-12	6.00	15.00	15.00	12.50	12.50	0.33	0.66
BIO-GRATE-FULL/ FABRIC-24-24-12	6.00	20.00	20.00	16.69	16.69	0.59	1.18
BIO-GRATE-FULL/ FABRIC-24-24-24	18.00	20.00	20.00	10.00	10.00	1.22	2.44
BIO-GRATE-FULL/ FABRIC-24-40-12	6.00	20.00	30.00	16.69	25.00	0.88	1.76
BIO-GRATE-FULL/ FABRIC-24-40-24	18.00	20.00	30.00	10.00	15.00	1.82	3.64
BIO-GRATE-FULL/ FABRIC-36-36-24	18.00	30.00	30.00	15.00	15.00	2.73	5.46
BIO-GRATE-FULL/ FABRIC-24-40-24	18.00	20.00	30.00	10.00	15.00	1.82	3.64
BIO-GRATE-FULL/ FABRIC-36-36-24	18.00	30.00	30.00	15.00	15.00	2.73	5.46

¹ Refers to basket height, total system height is equal to basket height plus 6 inches for bypass.

Maintenance Equipment

It is recommended that a vacuum truck be utilized to minimize the time required to maintain the Curb Inlet Filter, though it can easily be cleaned by hand:

- Contech Maintenance Form (contained in O&M Manual).
- Manhole hook or appropriate tools to remove the grate.
- Appropriate safety signage and procedures.
- Protective clothing and eye protection.
- Note: entering a confined space requires appropriate safety and certification. It is generally not required for routine maintenance of the system. Small or large vacuum truck (with pressure washer attachment preferred).

Maintenance Procedures

It is recommended that maintenance occurs at least two days after the most recent rain event to allow debris and sediments to dry out. Maintaining the system while flows are still entering it will increase the time and complexity required for maintenance. Cleaning of the Grate Inlet Filter can be performed utilizing a vacuum truck. Once all safety measures have been set up, cleaning of the Grate Inlet Filter can proceed as followed:

- Remove grate (traffic control and safety measures to be completed prior)
- Using an extension on a vacuum truck, position the hose over the opened catch basin. Insert the vacuum hose down into the filter basket and suck out trash, foliage and sediment. A pressure wash is recommended and will assist in spraying off any debris stuck on the side or bottom of the filter basket. Power wash off the filter basket sides and bottom.
- Next, remove the hydrocarbon boom that is attached to the inside of the filter basket. The hydrocarbon boom is fastened to rails on two opposite sides of the basket (vertical rails). Assess the color and condition of the boom using the following information in the next bullet point. If replacement is required, install and fasten on a new hydrocarbon boom. Booms can be ordered directly from the manufacturer.
- The following is a replacement indication color chart for the hydrocarbon booms:

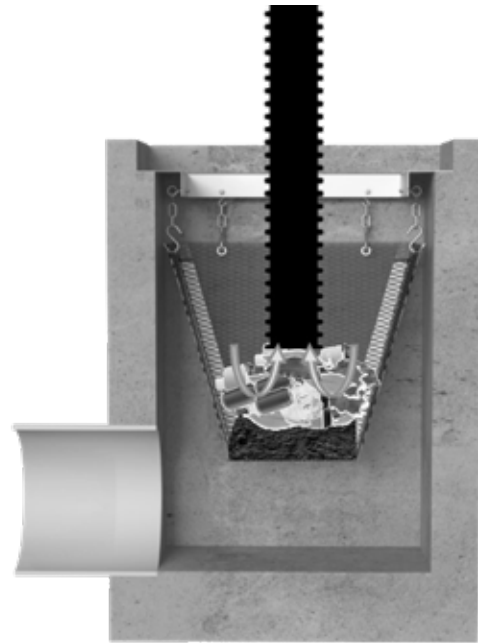


- The last step is to replace the grate and remove all traffic control.
- All removed debris and pollutants shall be disposed of following local and state requirements.
- Disposal requirements for recovered pollutants may vary depending on local guidelines. In most areas the sediment, once dewatered, can be disposed of in a sanitary landfill. It is not anticipated that the sediment would be classified as hazardous waste.
- In the case of damaged components, replacement parts can be ordered from the manufacturer. Hydrocarbon booms can also be ordered directly from the manufacturer as previously noted.

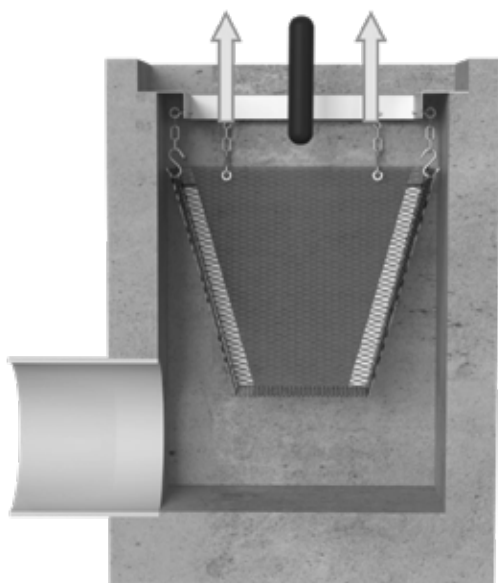
Maintenance Sequence



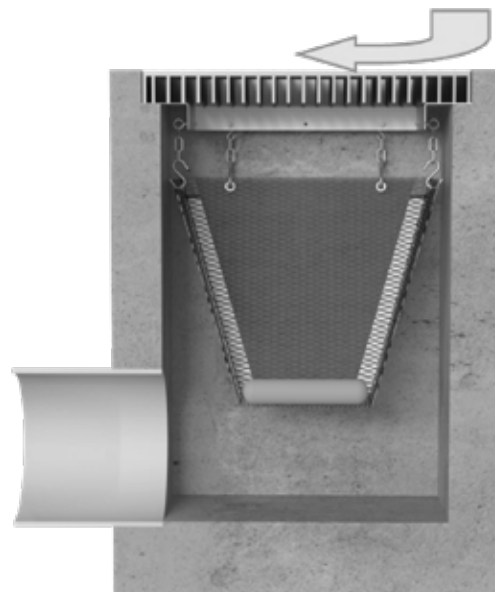
1. Remove grate and set up vacuum truck to clean the filter basket.



2. Insert the vacuum hose down into the filter basket and suck out debris. Use a pressure washer to assist in vacuum removal. Pressure wash off screens.



3. Remove the hydrocarbon boom that is attached to the inside of the filter basket. The hydrocarbon boom is fastened to rails on two opposite sides of the basket (vertical rails). Assess the color and condition of the boom using the information in the chart above. If replacement is required, install and fasten on a new hydrocarbon boom.



4. Close up and replace the grate and remove all traffic control. All removed debris and pollutants shall be disposed of following local and state requirements.



Inspection and Maintenance Report Catch Basin Only

Project Name _____

For Office Use Only

Project Address _____
(city) (Zip Code)

(Reviewed By)

Owner / Management Company _____

(Date)

Contact _____

Phone () -

Office personnel to complete section to the left.

Inspector Name _____

Date ____ / ____ / ____

Time ____ AM / PM

Type of Inspection ☐ Routine ☐ Follow Up ☐ Complaint

☐ Storm

Storm Event in Last 72-hours? ☐ No ☐ Yes

Weather Condition _____

Additional Notes _____

Site Map #	GPS Coordinates of Insert	Catch Basin Size	Evidence of Illicit Discharge?	Trash Accumulation	Foliage Accumulation	Sediment Accumulation	Signs of Structural Damage?	Functioning Properly or Maintenance Needed?
1	Lat: _____							
	Long: _____							
2	Lat: _____							
	Long: _____							
3	Lat: _____							
	Long: _____							
4	Lat: _____							
	Long: _____							
5	Lat: _____							
	Long: _____							
6	Lat: _____							
	Long: _____							
7	Lat: _____							
	Long: _____							
8	Lat: _____							
	Long: _____							
10	Lat: _____							
	Long: _____							
11	Lat: _____							
	Long: _____							
12	Lat: _____							
	Long: _____							

Comments:



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Grate Inlet Filter Operation & Maintenance Manual 08/22

Inspection and Maintenance Report Catch Basin Only

Project Name _____

Project Address _____ (city) (Zip Code)

Owner / Management Company _____

Contact _____ Phone () -

Inspector Name _____ Date ____ / ____ / ____ Time ____ AM / PM

Type of Inspection ☐ Routine ☐ Follow Up ☐ Complaint ☐ Storm Storm Event in Last 72-hours? ☐ Yes ☐ No

Weather Condition _____

Additional Notes

For Office Use Only

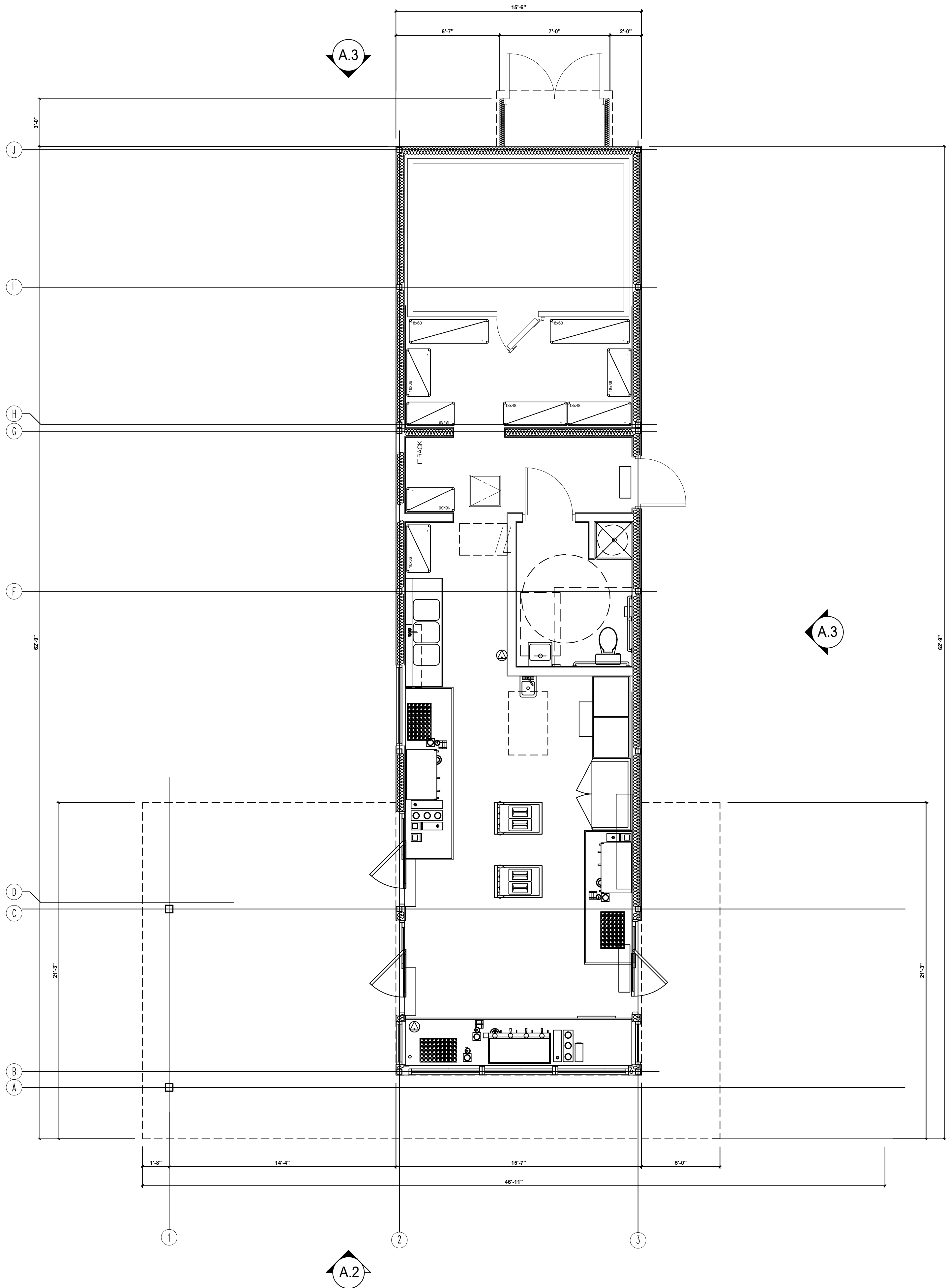
(Reviewed By)

(Date)
Office personnel to complete section to the left.

Site Map #	GPS Coordinates of Insert	Catch Basin Size	Evidence of Illicit Discharge?	Trash Accumulation	Foliage Accumulation	Sediment Accumulation	Signs of Structural Damage?	Functioning Properly or Maintenance Needed?
1	Lat: Long:							
2	Lat: Long:							
3	Lat: Long:							
4	Lat: Long:							
5	Lat: Long:							
6	Lat: Long:							
7	Lat: Long:							
8	Lat: Long:							
10	Lat: Long:							
11	Lat: Long:							
12	Lat: Long:							

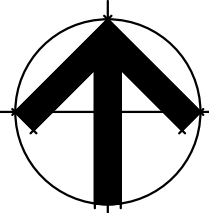
Comments:

A.2



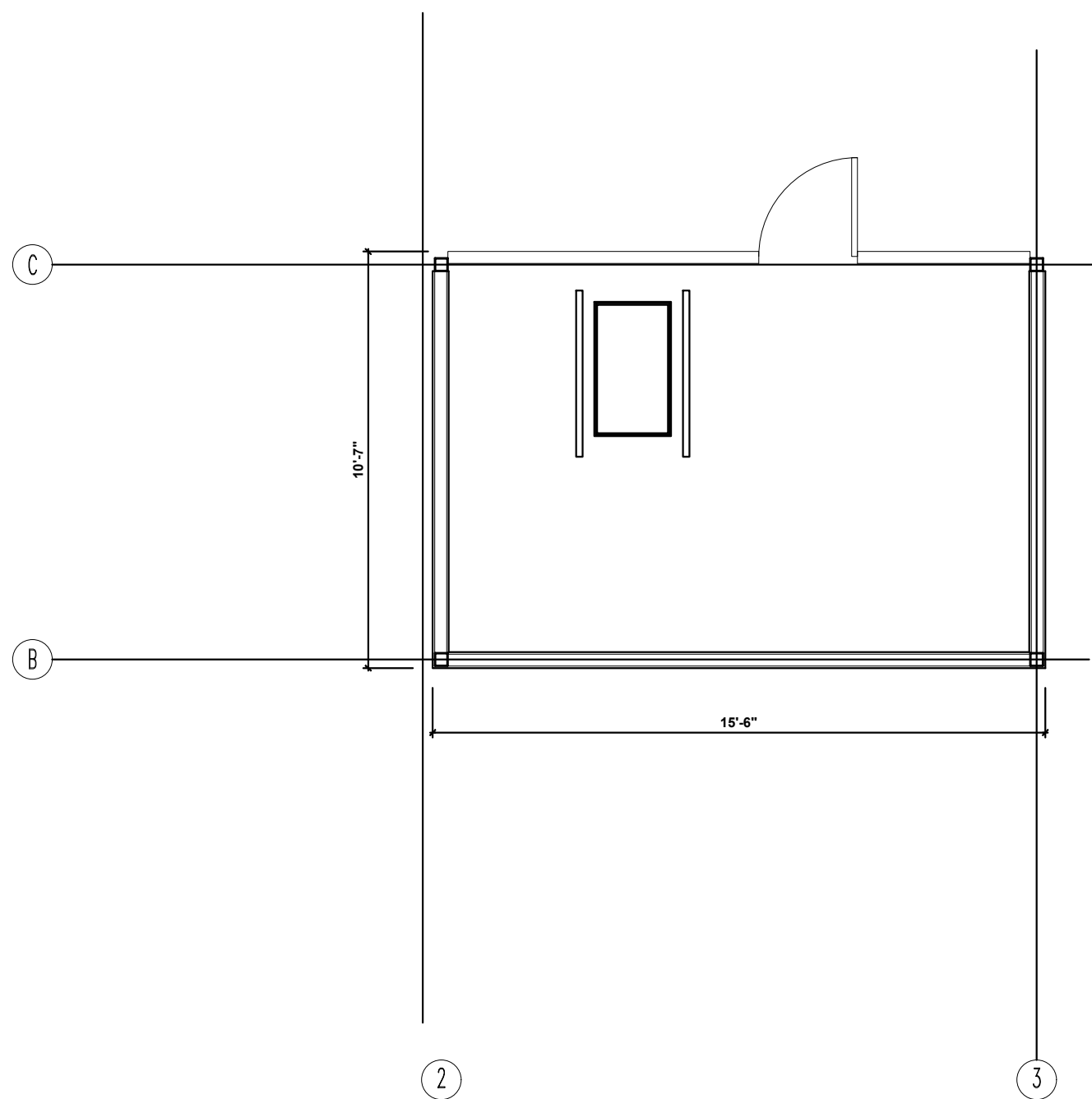
FLOOR PLAN

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



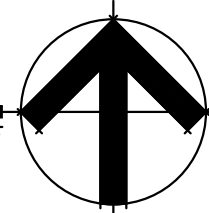
A.2

A.3



MECH. ACCESS ROOM PLAN

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



Building Area Breakdown

TOTAL GROUND FLOOR AREA:	910.00 S.F.
DESCRIPTION:	AREA
SERVICE AREA	704.00 SF.
RESTROOM	66.00 SF.
COOLER	140.00 SF.
MECH ACCESS ROOM	164.00 SF.

NOT FOR CONSTRUCTION

THIS DRAWING IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. APPROVAL FROM THE ARCHITECT AND GOVERNING JURISDICTIONS MUST BE OBTAINED PRIOR TO THE ISSUANCE OF CONSTRUCTION DOCUMENTS. THE ARCHITECT AND HIS CONSULTANTS ASSUME NO RESPONSIBILITY FOR CONSTRUCTION PERFORMED FROM THESE DRAWINGS.

REVISIONS

No.	DATE	DESCRIPTION

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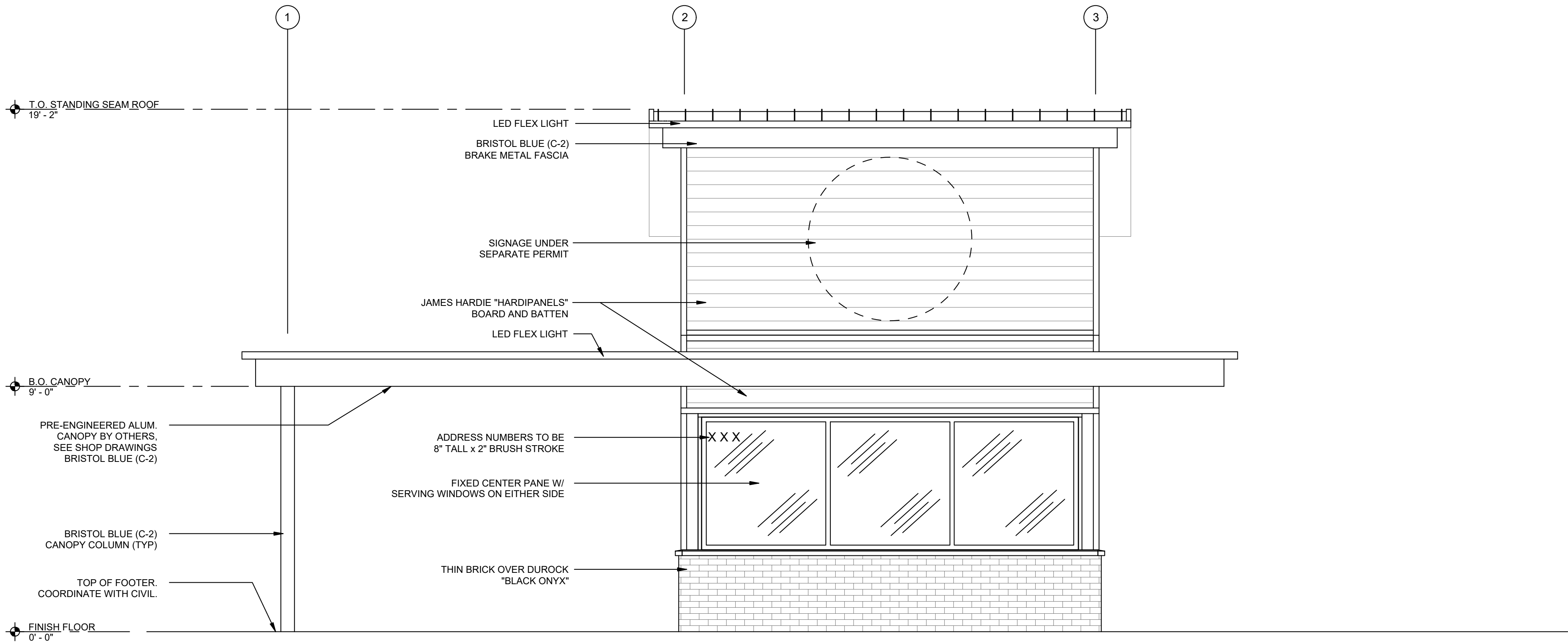


PROJECT NAME
7 BREW
MODULAR BUILDING FOR CALIFORNIA
10201 FAIRWAY DR
ROSEVILLE, CA 95678

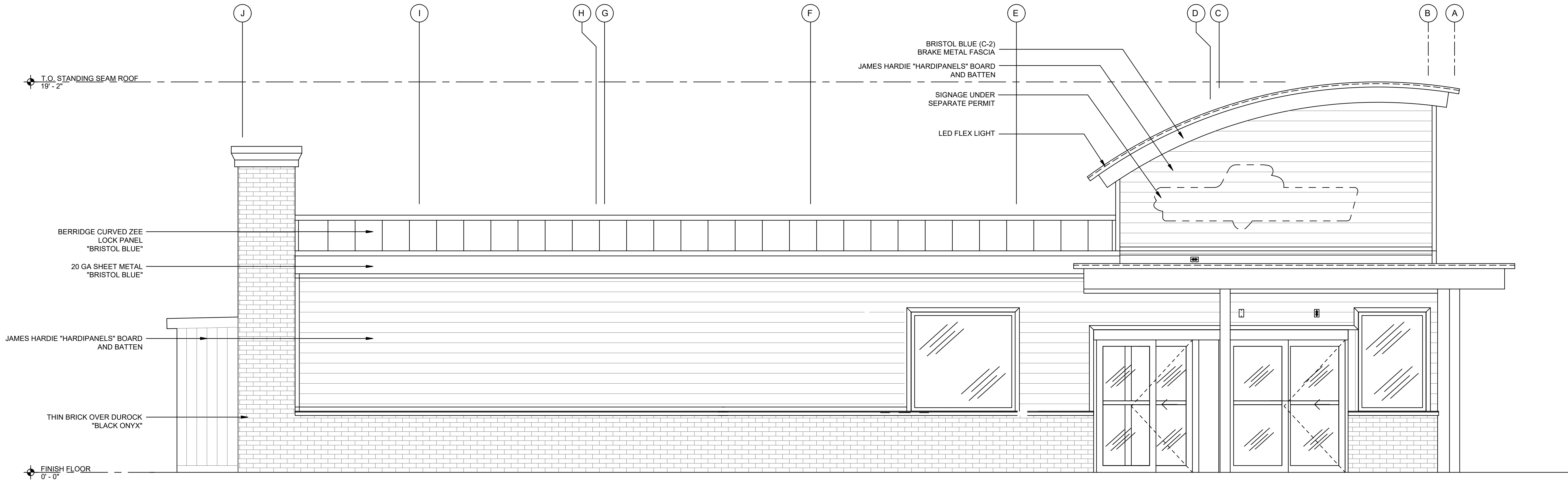
SHEET NAME
CONCEPTUAL FLOOR PLANS

DRAWN	CHECKED
DATE	05/26/26
SCALE	
PROJECT NUMBER	
SHEET	

A1



SOUTH ELEVATION



WEST ELEVATION

NOT FOR CONSTRUCTION
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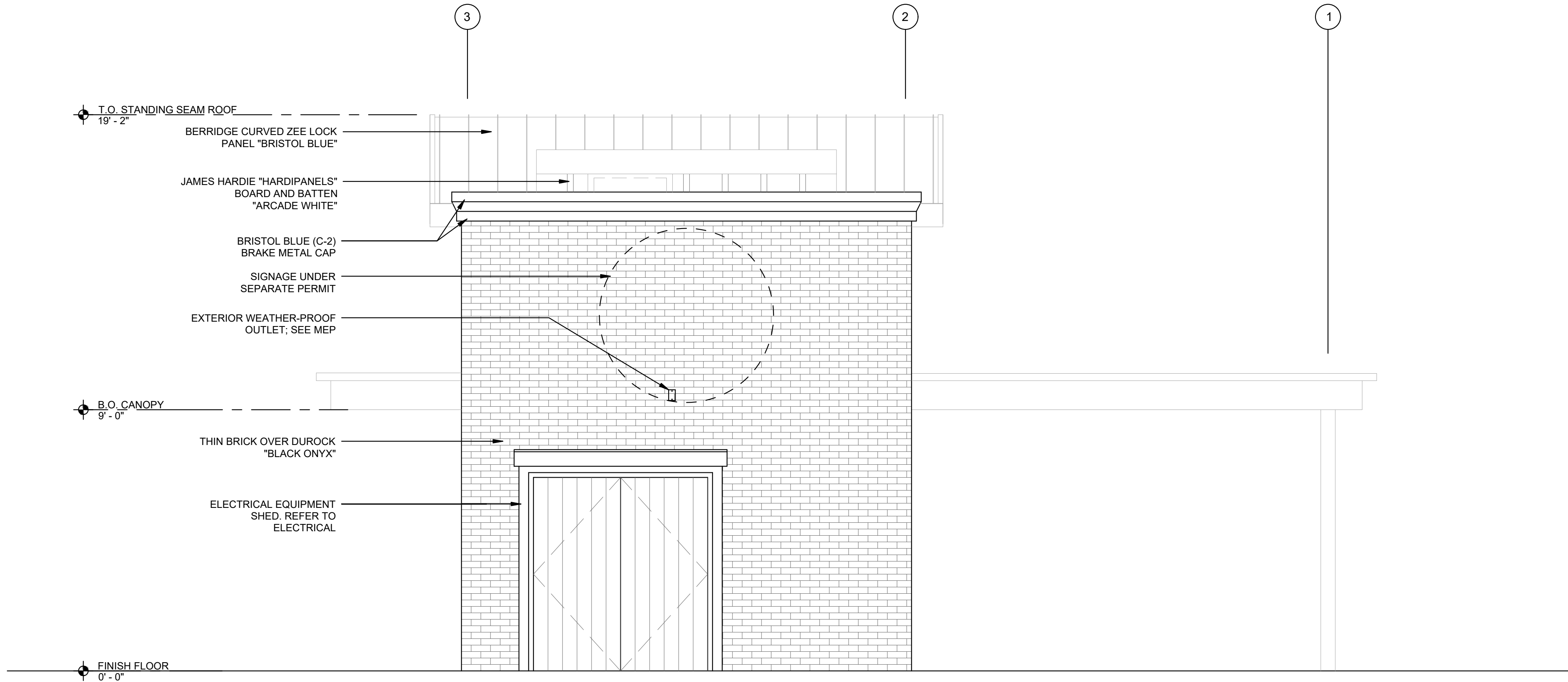
REVISIONS		
No.	DATE	DESCRIPTION



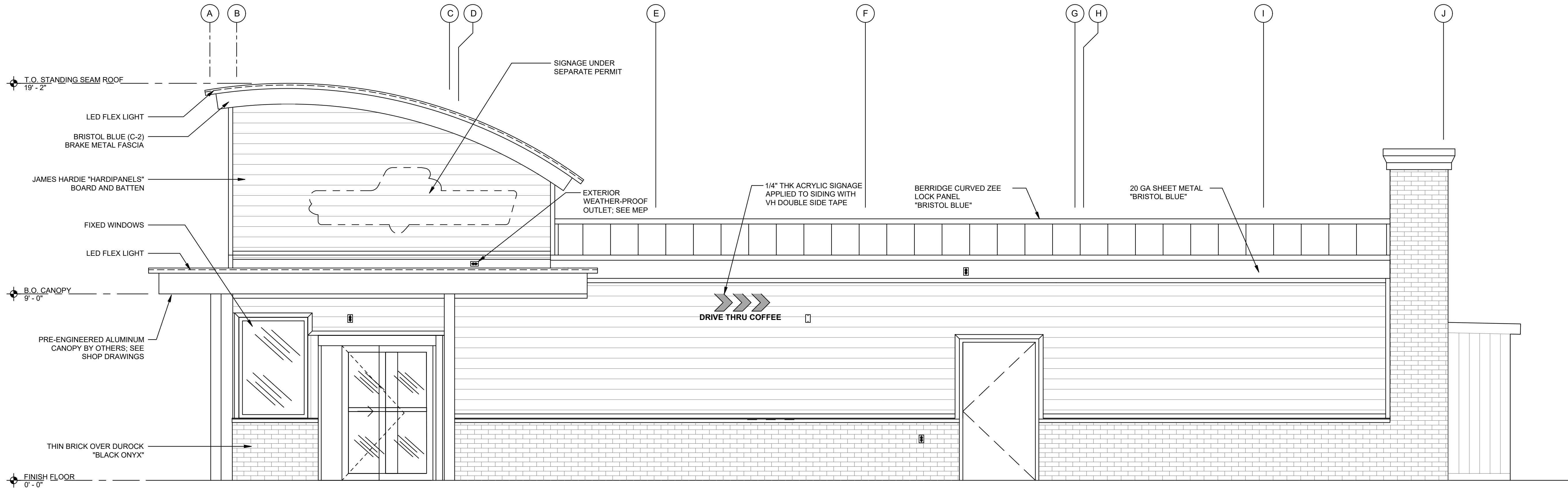
PROJECT NAME
**7 BREW
MODULAR BUILDING FOR CALIFORNIA
10201 FAIRWAY DR
ROSEVILLE, CA 95678**

SHEET NAME
CONCEPTUAL ELEVATIONS

DRAWN	CHECKED
DATE	05/26/26
SCALE	
PROJECT NUMBER	
SHEET	



NORTH ELEVATION



EAST ELEVATION



Kinetic Design

29833 Santa Margarita Pkwy., Suite 300
Rancho Santa Margarita, CA 92688
Main: 951.710.6334 Web: kineticdesign.build
Email: info@kineticdesign.build

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REVISIONS

No.	DATE	DESCRIPTION
1	03/19/26	PLANNING

CLIENT INFORMATION



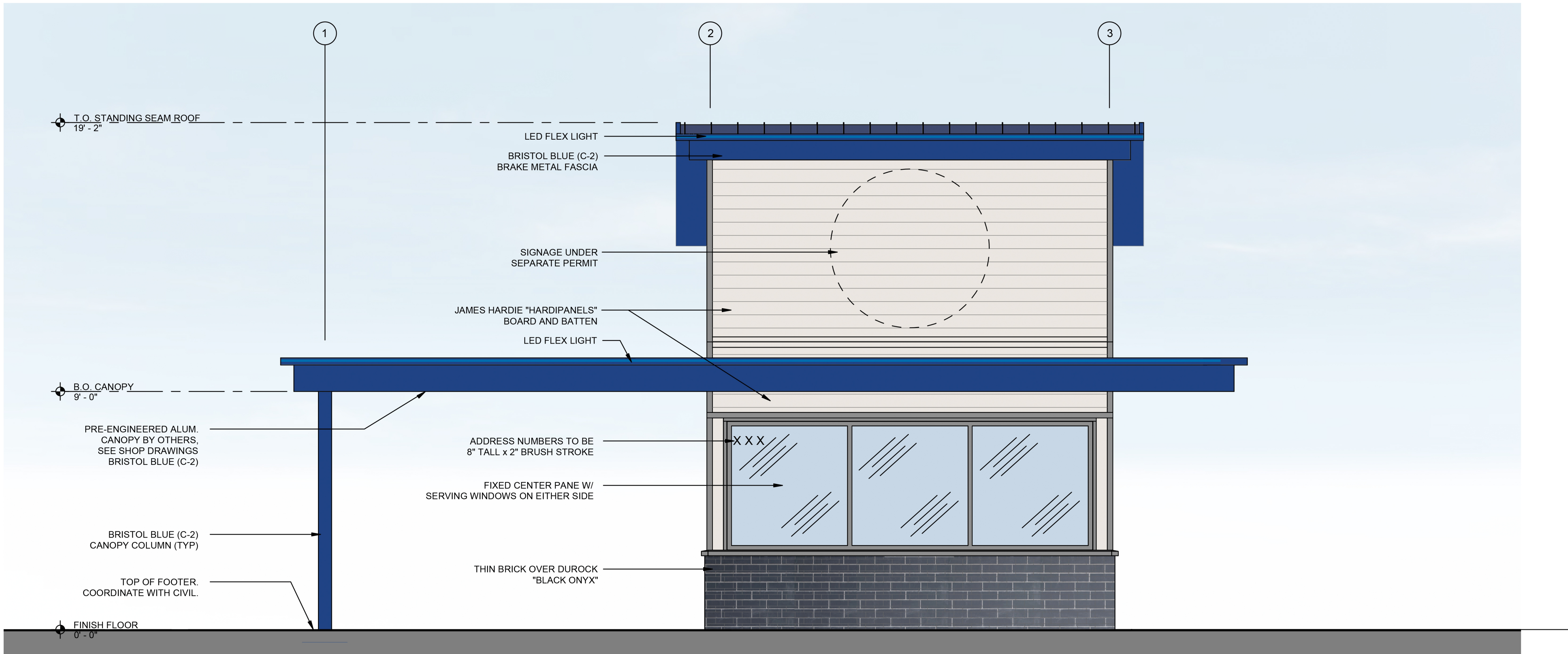
**7 BREW
MODULAR BUILDING FOR CALIFORNIA**

**10201 FAIRWAY DR
ROSEVILLE, CA 95678**

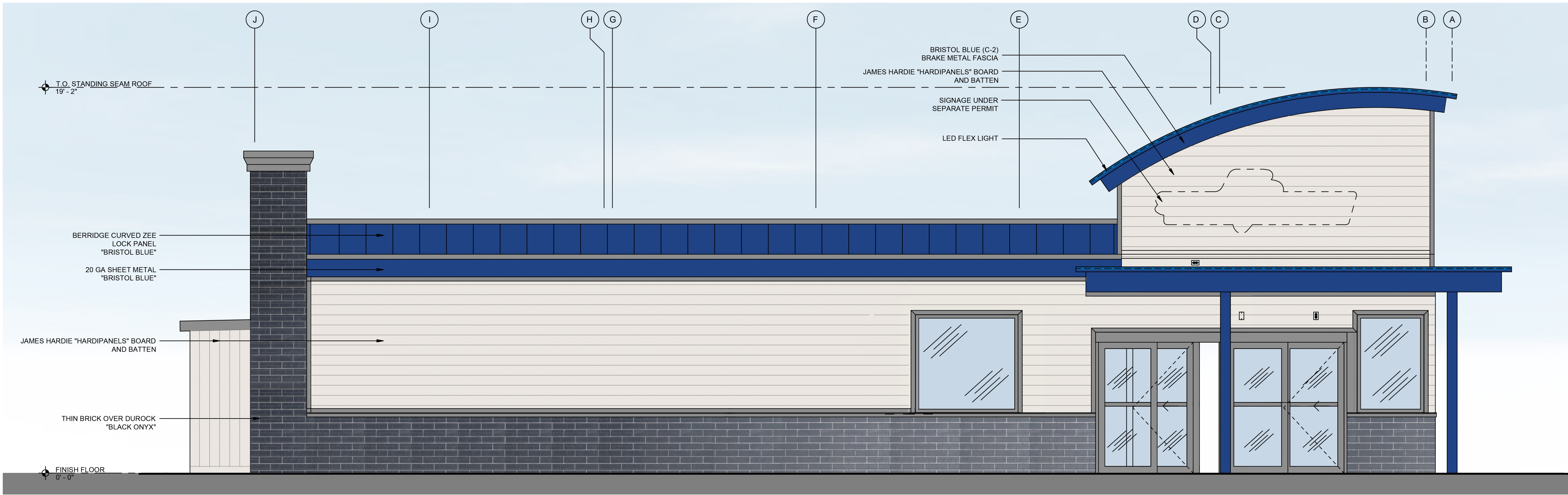
CONCEPTUAL ELEVATIONS

DRAWN	CHECKED
DATE	05/26/26
SCALE	
PROJECT NUMBER	
SHEET	

A3



SOUTH ELEVATION



WEST ELEVATION

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REVISIONS		
No.	DATE	DESCRIPTION
1	03/19/26	PLANNING

CLIENT INFORMATION

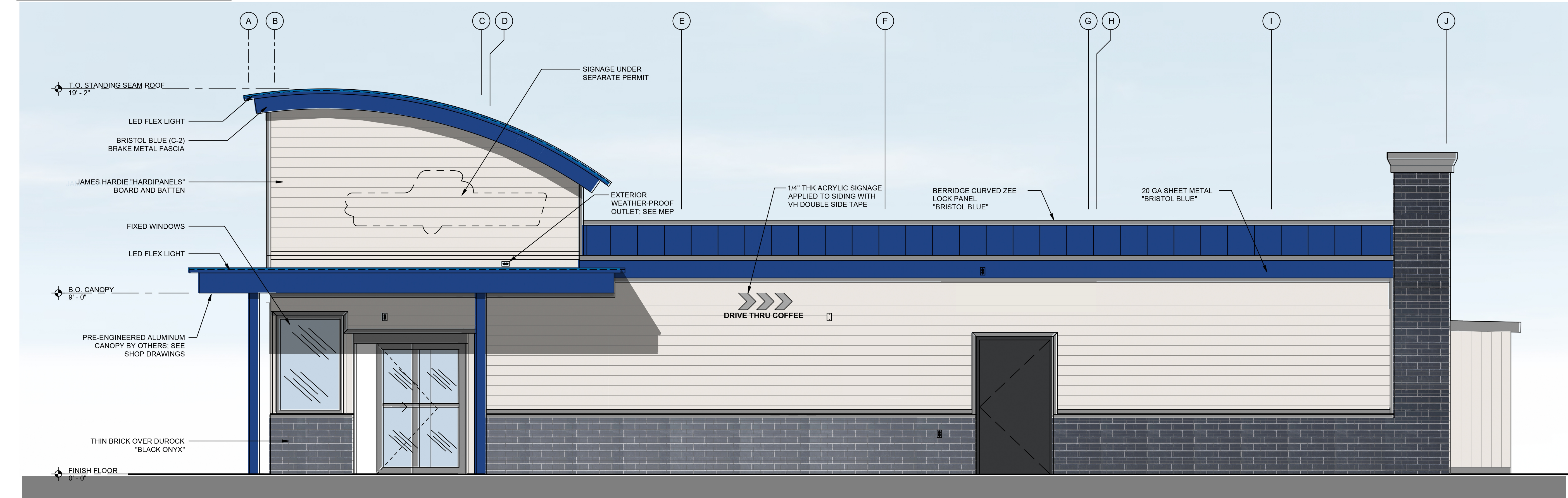


7 BREW
MODULAR BUILDING FOR CALIFORNIA
10201 FAIRWAY DR
ROSEVILLE, CA 95678
PROJECT NAME
SHEET NAME
COLOR ELEVATIONS

DRAWN	CHECKED
DATE	05/26/26
SCALE	
PROJECT NUMBER	
SHEET	



NORTH ELEVATION



EAST ELEVATION

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REVISIONS		
No.	DATE	DESCRIPTION
1	03/19/26	PLANNING



7 BREW
MODULAR BUILDING FOR CALIFORNIA
10201 FAIRWAY DR
ROSEVILLE, CA 95678
SHEET NAME
COLORS ELEVATIONS

DRAWN	CHECKED
DATE	05/26/26
SCALE	
PROJECT NUMBER	
SHEET	



LEFT - REAR SIDE VIEW



RIGHT -REAR SIDE VIEW



FRONT - RIGHT SIDE VIEW



FRONT - LEFT SIDE VIEW

KD

Kinetic Design

29833 Santa Margarita Pkwy., Suite 300
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REVISIONS		
No.	DATE	DESCRIPTION
1	03/19/26	PLANNING

CLIENT INFORMATION

SEVEN 7 BREW

DRIVE THRU COFFEE

PROJECT NAME

7 BREW

MODULAR BUILDING FOR CALIFORNIA

10201 FAIRWAY DR

ROSEVILLE, CA 95678

SHEET NAME

COLOR ELEVATIONS

DRAWN

CHECKED

DATE

05/26/26

SCALE

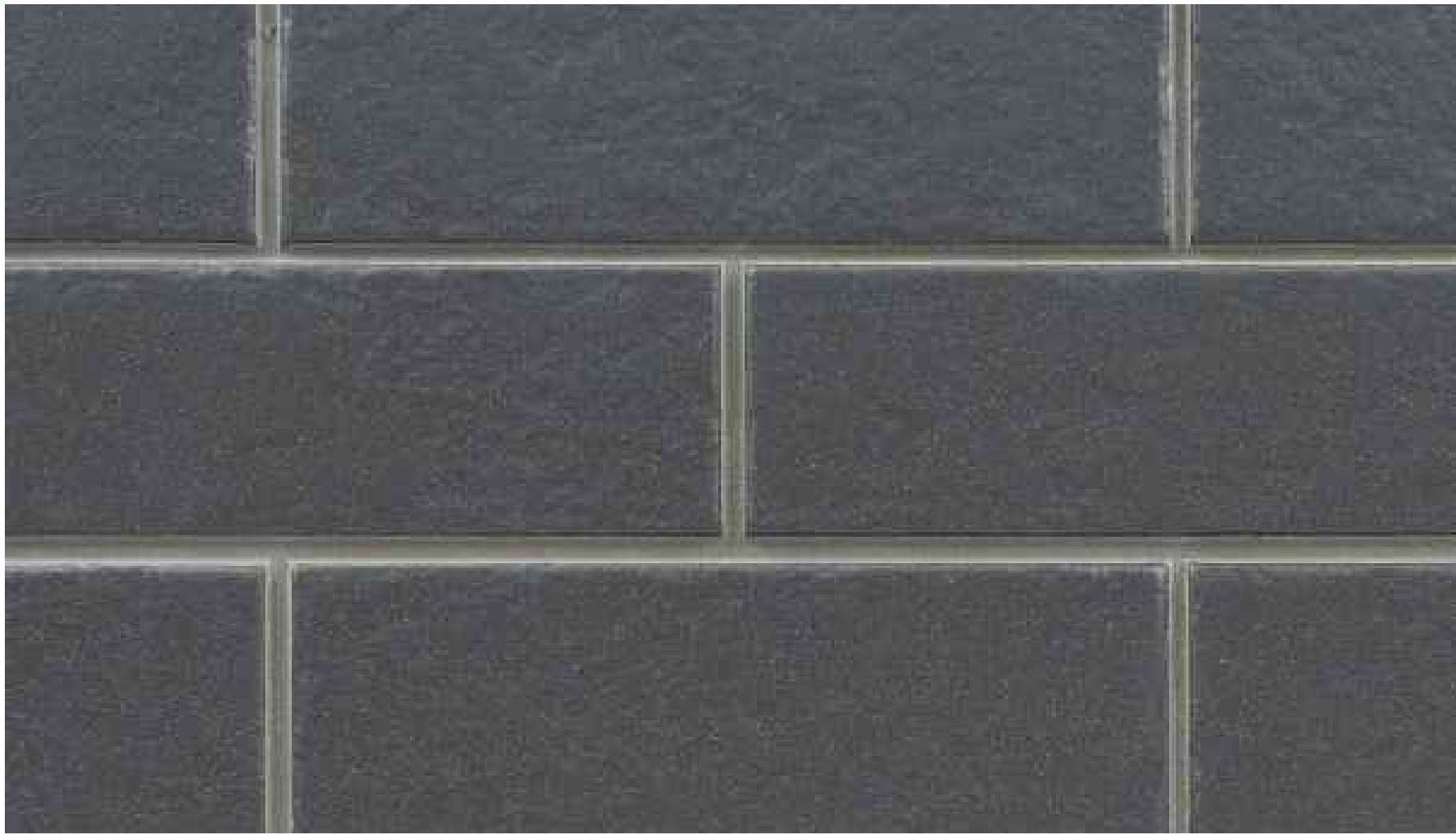
PROJECT NUMBER

SHEET

A6

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Page 103 of 106



FIBER CEMENT PANEL
BRAND: NICHIIHA - MODERN BRICK
COLOR: MIDNIGHT
FINISH: SMOOTH



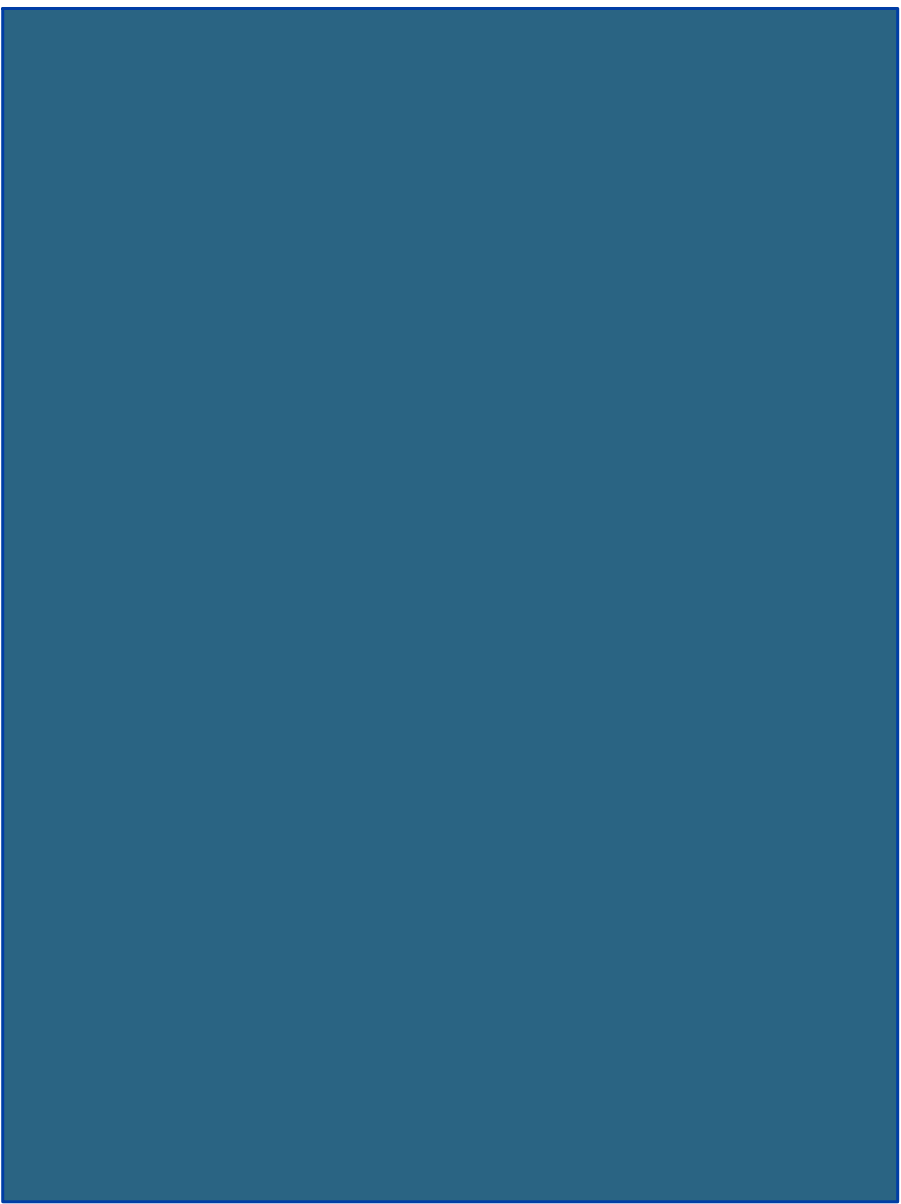
CLEAR ANODIZED WINDOW FRAME
BRAND: KAWNEER - TRIFAB II 451
COLOR: CLEAR ANODIZED
FINISH: BRUSHED ALUMINUM



BOARD AND BATTEN WALL SIDING
BRAND: JAMES HARDIE : "HARDIEPANELS"
COLOR: LIGHT GRAY
FINISH: WOOD GRAIN



GRAY METAL COPING & FLASHING
BRAND: KINKSPAN - MORIN
COLOR: ZINC GRAY
FINISH: SMOOTH

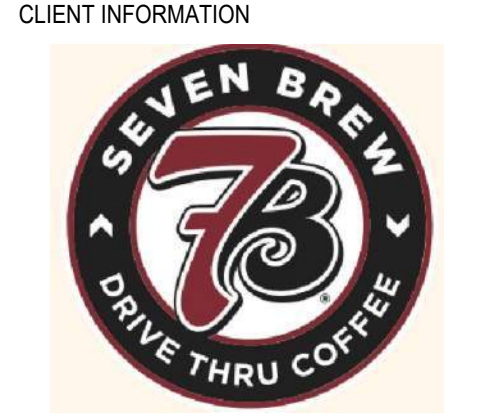


BLUE METAL STANDING SEAM
BRAND: KINGSPAN - MORIN
COLOR: REGAL BLUE
FINISH: SMOOTH

NOT FOR CONSTRUCTION

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REVISIONS		
No.	DATE	DESCRIPTION



PROJECT NAME

7 BREW
MODULAR BUILDING FOR CALIFORNIA
10201 FAIRWAY DR
ROSEVILLE, CA 95678

SHEET NAME

MATERIAL COLOR BOARD

DRAWN

CHECKED

DATE

05/26/26

SCALE

PROJECT NUMBER

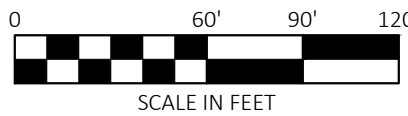
SHEET

A7

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TENTATIVE PARCEL MAP

A PORTION OF LOT 46B OF "AMENDED FINAL MAP FOR HIGHLAND RESERVE NORTH, PHASE NO. "B" THROUGH "F" LARGE LOT SUBDIVISION" CITY OF ROSEVILLE, CA



SITE BENCHMARK

TBM #1

SET MAG-NAIL NORTHINGS: 2049582.42 EASTING: 6767045.73 ELEVATION: 199.89'

TBM #2

SET MAG-NAIL NORTHINGS: 2049584.62 EASTING: 6767187.20 ELEVATION: 198.73'

BASS OF BEARING

CALIFORNIA COORDINATE SYSTEM (CCSR), CALIFORNIA ZONE 2

VERTICAL DATUM

NAVD88 IN US SURVEY FEET



CEI ENGINEERING ASSOCIATES, INC.
2600 NE 11TH ST, SUITE 300
BENTONVILLE, AR 72712
PHONE: (479) 273-9472

LINE TABLE		
LINE	BEARING	DISTANCE
L1(M)	S 57°16'15" E	9.57'
L1(R)	S 57°50'08" E	9.49'
L2(M)	N 50°24'13" E	15.09'
L3(M)	N 45°23'04" E	24.44'

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(M)	1962.00'	77.67'	77.67'	S 44°34'59" E	2°16'06"
C2(M)	1962.00'	176.75'	176.69'	S 40°54'42" E	5°09'42"
C3(M)	1962.00'	221.22'	221.10'	S 35°08'03" E	6°27'57"
C4(M)	2038.00'	259.78'	259.61'	S 35°31'53" E	7°18'12"
C4(R)	2038.00'	259.83'	259.65'	S 35°30'41" E	7°18'17"
C5(M)	39.97'	63.61'	57.11'	S 89°02'39" E	91°10'52"



PROJECT SUMMARY

OWNER

LOWE'S HW, INC., A WASHINGTON CORPORATION
300 DESCHUTES WAY SW STE 208
MC-CSC1
TUMWATER, WA 98501

DEVELOPER/APPLICANT

FLYNN RESTAURANT GROUP
LISA PERMAN
6200 OAK TREE BLVD, SUITE 250
INDEPENDENCE, OH 44131

ENGINEER

CEI ENGINEERING ASSOCIATES, INC
2600 NE 11TH ST., SUITE 300
BENTONVILLE, AR 72712
POC: MICHAEL SERRATO
MSERRATO@CEIENG.COM

PROPOSED USE

DRIVE THRU BEVERAGE RETAIL SALE

ZONING

CC/SR-HR COMMUNITY COMMERCIAL
SPECIAL AREA

NUMBER OF PARCELS

1 EXISTING PARCEL
634,355 SQ. FEET ±, OR
14.563 ACRES ±

1 PROPOSED LOT

RESULTANT PARCEL

21,727 SQ. FEET ±, OR
0.499 ACRES ±

APN

017-123-068-000

SERVICE PROVIDERS

STORMWATER

ROSEVILLE ENVIRONMENTAL UTILITIES
2005 HILLTOP CIRCLE
ROSEVILLE, CA 95747
RANA MOORE
PHONE: (916) 774-5300
EMAIL: RCMOORE@ROSEVILLE.CA.US

FIRE DEPARTMENT

ROSEVILLE FIRE DEPARTMENT
316 VERNON STREET, SUITE 480
ROSEVILLE, CA 95678
MATT WALLING
PHONE: (916) 774-5806
EMAIL: MWALLING@ROSEVILLE.CA.US

HEALTH DEPARTMENT

PLACER COUNTY ENVIRONMENTAL HEALTH
11434 B AVENUE, SUITE 400
AUBURN, CA 95603
ASHLEY FARIAS
PHONE: (530) 745-2319
EMAIL: AFARIAS@PLACER.CA.GOV

WATER AND SEWER

ROSEVILLE ENVIRONMENTAL UTILITIES
2005 HILLTOP CIRCLE
ROSEVILLE, CA 95747
RANA MOORE
PHONE: (916) 774-5750
EMAIL: RCMOORE@ROSEVILLE.CA.US

ELECTRIC

ROSEVILLE ELECTRIC
311 VERNON STREET
ROSEVILLE, CA 95678
JOEY MCKINNEY
PHONE: (916) 797-6937
EMAIL: JMCKINNEY@ROSEVILLE.CA.US

NATURAL GAS

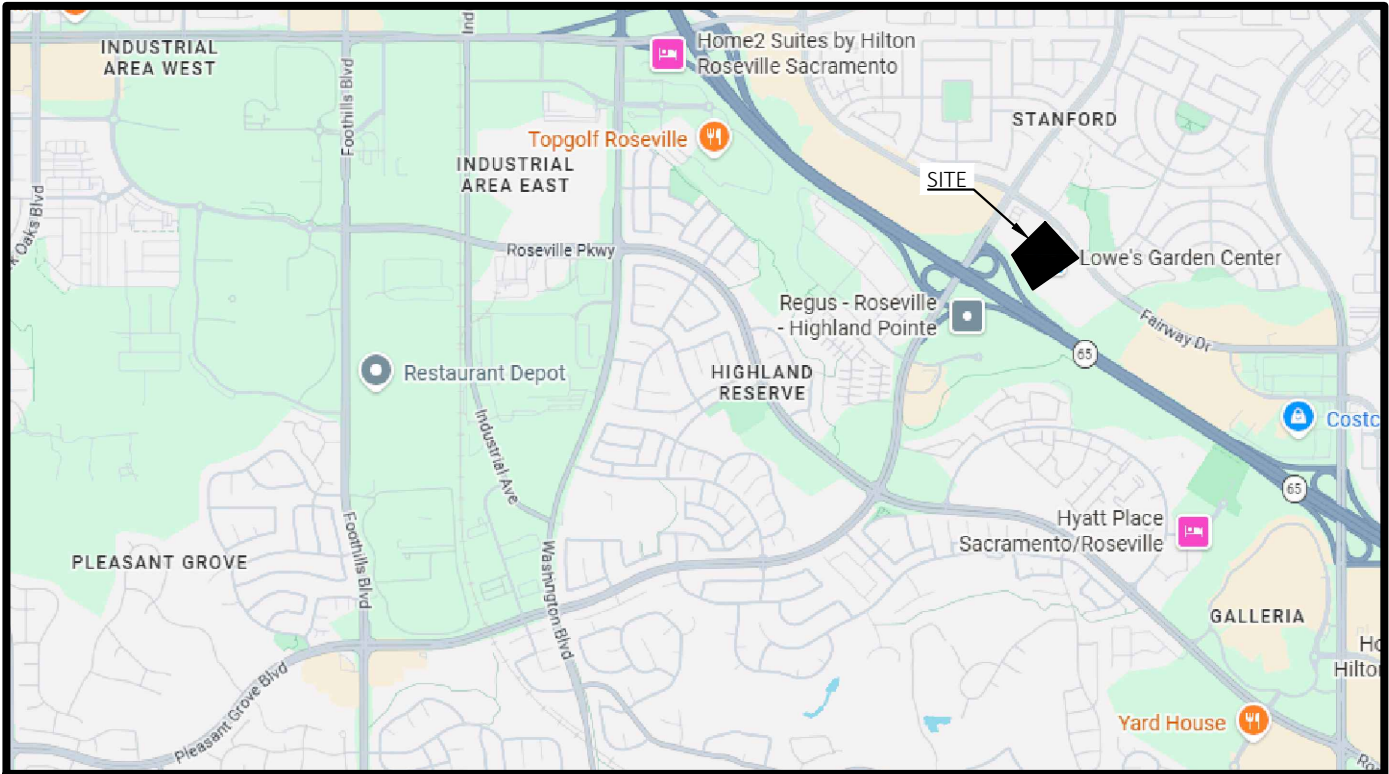
PACIFIC GAS & ELECTRIC
TAF GVARADA
PHONE: (650) 350-2869
EMAIL: TAF_GVARADA@PGE.COM

TELEPHONE

FIDUUM FIBER
KELLY SPUTT
PHONE: (608) 217-1567
EMAIL: KELLY.SPUTT@FIDUUM.COM

GENERAL NOTES:

- PARCEL DIMENSIONS AND AREAS ARE APPROXIMATE.
- PARCEL LINES AND AREAS MAY BE ADJUSTED AT THE TIME OF THE FINAL PARCEL MAP PROVIDED NO NEW ADDITIONAL PARCELS ARE CREATED, SUBJECT TO THE APPROVAL OF THE CITY OF ROSEVILLE.
- THE FINAL MAPPING AND SUBSEQUENT DEVELOPMENT OF LOTS MAY BE PHASED IN ANY SEQUENCE PROVIDED EACH PHASE PROVIDES ACCESS AND FOR BACKBONE INFRASTRUCTURE, SUBJECT TO THE APPROVAL OF THE CITY OF ROSEVILLE.
- PURSUANT TO GOVERNMENT CODE SECTION 66456.1, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE PARCEL MAP. THE FILING OF THE FINAL MAP ON A PORTION OF THIS TENTATIVE PARCEL MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE PARCEL MAP.
- RECIPROCAL ACCESS, PARKING, DRAINAGE, AND UTILITY INFRASTRUCTURE AGREEMENTS ARE TO BE RECORDED WITH THE FILING OF EACH PARCEL MAP RELATING TO THIS TENTATIVE PARCEL MAP.
- EASEMENTS TO ACCOMMODATE NEW PUBLIC UTILITY IMPROVEMENTS, ACCESS REQUIRED FOR PARCEL DEVELOPMENT, OR OTHER SIMILAR MAPPING REQUIREMENTS NEEDED TO ACCOMPLISH THE FINAL DESIGN MAY BE ADDED PRIOR TO EACH FINAL MAP BASED ON THIS TENTATIVE PARCEL MAP.



VICINITY MAP
NOT TO SCALE

FLOOD ZONE:

BY SCALED MAP LOCATION AND GRAPHICAL PLOTTING ONLY. THIS PROPERTY IS LOCATED IN ZONE "X" UNSHADED WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN DETERMINED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP FOR PLACER COUNTY, CALIFORNIA
MAP NUMBER: D0601C0942H
MAP REVISED: NOVEMBER 2, 2018

SHEET NUMBER

1

DRAWING LOCATION: P:\34000\34819\0\DRAWINGS\DESIGNWORKING\24819 - TENTATIVE MAP DWG - SAVED BY: ARDORIGUEZ.TGCA

TENTATIVE PARCEL MAP

PROPOSED GRADING

