



AGENDA

November 14, 2019

PLANNING COMMISSION MEETING

6:00 p.m.

Council Chambers

311 Vernon Street

Roseville, California

www.roseville.ca.us

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

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

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PLEDGE OF ALLEGIANCE**
4. **PUBLIC COMMENTS**
5. **CONSENT CALENDAR**
 - 5.1. Minutes of October 24, 2019

5.2. SVSP PCL WB-20 & WB-21 - Aspire at Solaire - 4380 Santucci Bl - PL19-0302

REQUEST

The applicant requests approval of a Design Review Permit for a Residential Subdivision to construct 147 detached single-family homes and to establish unit designs for the Aspire at Solaire subdivision.

Applicant: Shayal Sharma, K. Hovnanian Homes of Northern California, Inc.

Owner: Michael Wyatt, K. Hovnanian Homes of Northern California, Inc.

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Design Review Permit for Residential Subdivision subject to twenty-eight (28) conditions of approval.

6. REQUESTS/PRESENTATIONS

6.1. NCRSP Parcel 49A - Freedom Point Building B Modification - 4200 Thrive Dr - PL19-0260

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site development plan for Parcel 1 within the Parcel 49 project site, located in the North Central Roseville Specific Plan (NCRSP) area. The MPP Stage 1 would increase the overall square footage of approved Building B by approximately 1,500 square feet (from 3,600 square feet to 5,000 square feet), allow 2,200 square feet of retail within Building B, and decrease the area dedicated to Restaurant/Fast Food by approximately 900 square feet (from 3,600 square feet to 2,500 square feet). A MPP Stage 2 is requested to evaluate the architecture and design of proposed Building B. The Parcel 1 drive-through lane and parking areas have already been constructed under prior Freedom Point – Parcel 49 project approvals.

Applicant: Rocelyn Bajao and Linda Erle, Borges Architectural Group

Owner: Roseville Covenant Group LLC, Et Al.

RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL 49 Bayside Church/ Topgolf Mitigated Negative Declaration.
- B. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to six (6) conditions of approval.
- C. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-two (72) conditions of approval.

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

8. ADJOURNMENT



PLANNING COMMISSION COMMUNICATION

Title: Minutes of October 24, 2019
Contact: Lupe Nelson, lnelson@roseville.ca.us, 916-774-5281

Meeting Date: 11/14/2019
Item #: 5.1.

ATTACHMENTS:

Description

Minutes of October 24, 2019



MINUTES

October 24, 2019

PLANNING COMMISSION MEETING

6:00 p.m.

Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

1. CALL TO ORDER

Planning Manager, Greg Bitter, called the meeting to order at 6:01 p.m.

2. ROLL CALL

Present: Dohner, Jensen, Krafka, Martin, Mendonsa

Absent: Brashears, Caporusso

As the Chair and Vice-Chair were absent, an Acting Chair was elected.

Motion by Commissioner Jensen, seconded by Commissioner Mendonsa, to elect Commissioner Krafka as Acting Chair.

The Motion Passed.

Roll call vote:

Ayes: Dohner, Martin, Jensen, Krafka, Mendonsa

Absent: Brashears, Caporusso

3. PLEDGE OF ALLEGIANCE

Commissioner Mendonsa led those in attendance in the Pledge of Allegiance.

4. PUBLIC COMMENTS

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

5. CONSENT CALENDAR

Motion by Commissioner Mendonsa, seconded by Commissioner Martin, to approve the Consent Calendar.

The Motion Passed.

Roll call vote:

Ayes: Krafka, Mendonsa, Martin, Dohner, Jensen

Absent: Brashears, Caporusso

5.1. Minutes of October 10, 2019

5.2. NCRSP PCL 40 - Hotel Conference Center MPP Extension - 310 Conference Center Dr - PL19-0242

REQUEST

The applicant requests approval of a Major Project Permit Extension for the Hotel Conference Center project (PL13-0316) for an additional five years.

Applicant/Owner: City of Roseville

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Extension subject to two (2) conditions of approval.

6. REQUESTS/PRESENTATIONS

6.1. NERSP PCL 14 - Honda Motorsports Tree Removal - 360 N Sunrise Ave - PL19-0259

REQUEST

The project includes a Tree Permit and a Design Review Permit Modification to remove five (5) Valley Oak (*Quercus lobata*) trees on the northeast side of the building, with a total aggregate diameter of 76 inches. The area where the trees are located is proposed to be paved for drainage purposes. The oak trees removed were planted to mitigate for oak tree removal within the Centerpointe Marketplace development.

Applicant: Phil Gaylord, Honda Motorsports

Property Owner: Dana Tutt

RECOMMENDATION

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

- A. Adopt the Honda Motorsports Tree Removal Initial Study/Negative Declaration;
- B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to three (3) conditions of approval; and

- C. Adopt the two (2) findings of fact and approve the Tree Permit subject to twenty (20) conditions of approval.

Associate Planner, Kinnie Shallow, presented the staff report.

Chair Krafka opened the public hearing and invited comments from the applicant and/or audience.

Representative Richard O'Conner, SGI, and Dana Tutt, property owner, stated they had received a copy of the staff report and were in agreement with staff's recommendation.

No public comments. Chair Krafka closed the public hearing.

Commissioner Discussion:

- Are there penalties assessed for removing trees without prior approval?
- Were the removed trees planted during the original mitigation?

Motion by Commissioner Dohner, seconded by Commissioner Jensen to

- A. Adopt the Honda Motorsports Tree Removal Initial Study/Negative Declaration;
- B. Adopt the two (2) findings of fact and approve the Design Review Permit Modification subject to three (3) conditions of approval; and
- C. Adopt the two (2) findings of fact and approve the Tree Permit subject to twenty (20) conditions of approval.

The Motion Passed.

Roll call vote: Ayes: Martin, Mendonsa, Dohner, Jensen, Krafka

Absent: Brashears, Caporusso

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

Staff Reports

- There will be a November 14, 2019 and December 12, 2019 Planning Commission meetings.

8. ADJOURNMENT

Motion by Commissioner Mendonsa, seconded by Commissioner Jensen, to adjourn the meeting. The Motion Passed unanimously at 6:18 p.m. with a voice vote.



PLANNING COMMISSION COMMUNICATION

Title: SVSP PCL WB-20 & WB-21 - Aspire at Solaire - 4380 Santucci Bl - PL19-0302

Contact: Kinarik Shallow, kshallow@roseville.ca.us, 916-746-1309

Meeting Date: 11/14/2019

Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Tentative Map

Attachment 2 Development Standards

Exhibit A Plans

Exhibit B Color Schemes

ITEM 5.2: **Design Review Permit for Residential Subdivision – 4380 Santucci Boulevard – SVSP
PCL WB-20 & WB-21 – Aspire at Solaire – File # PL19-0302**

REQUEST

The applicant requests approval of a Design Review Permit for a Residential Subdivision to construct 147 detached single-family homes and to establish unit designs for the Aspire at Solaire subdivision.

Applicant – Shayal Sharma, K. Hovnanian Homes of Northern California, Inc.
Property Owner – Michael Wyatt, K. Hovnanian Homes of Northern California, Inc.

SUMMARY RECOMMENDATION

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

- A. Adopt the two (2) findings of fact and approve the Design Review Permit for Residential Subdivision subject to twenty-eight (28) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with all recommended conditions of approval.

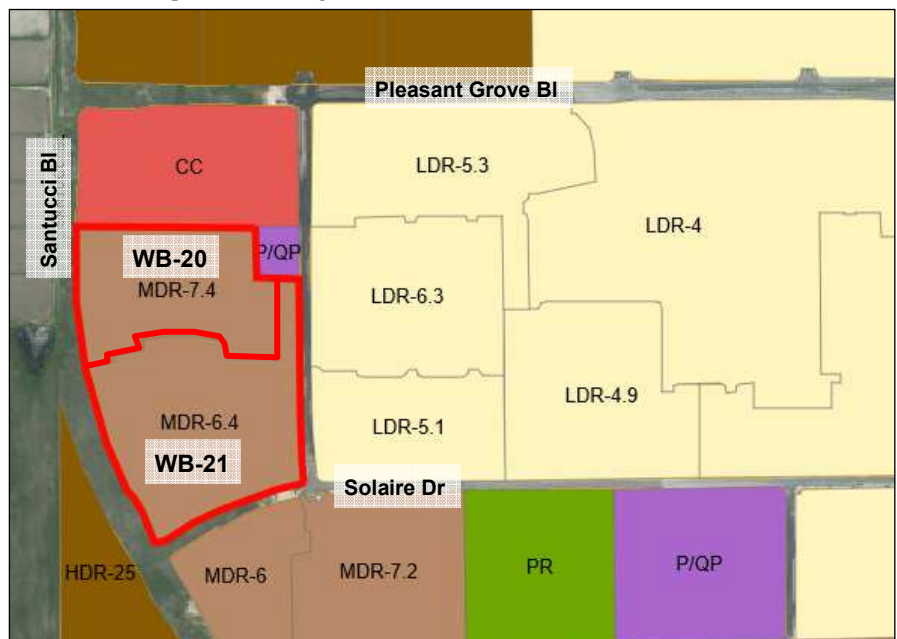
BACKGROUND

The project site is located on parcels WB-20 and WB-21 within the Westbrook area of the Sierra Vista Specific Plan (SVSP), to the east of the future Santucci Boulevard and to the north of Solaire Drive (Figure 1). The parcels have a land use designation of Medium Density Residential and a zoning designation of Small Lot Residential with modified SVSP Development Standards (RS/DS).

In June 2012, the Westbrook project (file #2011PL-043) amended much of the 400-acre Urban Reserve portion of the SVSP to a mixed land use plan with residential, commercial, and open space/park areas. The land uses within the Westbrook area were further amended by the Westbrook Phase 2 and 3 project (file #PL13-0318), which reconfigured and re-designated land uses within the Westbrook portion of the SVSP.

On January 24, 2019, the Planning Commission approved a Tentative Subdivision Map (file #PL18-0266) to create small-lot tentative subdivision maps for Parcels WB-20, WB-21, WB-22, and WB-23

Figure 1: Project Location (bordered in red)



within the Westbrook area of the SVSP. The subject parcels (WB-20 and WB-21) were approved with a total of 147 lots zoned Small Lot Residential with modified development standards (RS/DS) to allow for smaller lot sizes and reduced rear yard space. A copy of the approved Tentative Subdivision Map for parcels WB-20 and WB-21 is included as Attachment 1. A condition of approval was added to the Tentative Subdivision Map stating that approval of a Design Review Permit for a Residential Subdivision (DRRS) would be required prior to any home construction on the lots to evaluate the proposed architecture.

At this time, the applicant is requesting approval of a DRRS to allow the construction of 147 detached single-family homes on parcels WB-20 and WB-21. No modifications to the approved development standards are proposed.

SITE INFORMATION

Location: 4280 & 4380 Santucci Boulevard, SVSP Parcels WB-20 and WB-21

Total Size: 20.21 acres

Topography and Setting: The project site has been rough graded into a relatively flat condition in preparation for development of the subdivision. Surrounding land uses include a future community commercial parcel to the north, a future public/quasi-public site and low density residential to the east, future medium density residential to the south, across Solaire Drive, and a future high density parcel to the southwest, across Santucci Boulevard.

EVALUATION AND FINDINGS

Section 19.10.045 of the Zoning Ordinance specifies that a Design Review Permit is required for all compact residential development (attached or detached single-family units on land with a General Plan land use designation of Medium Density Residential or higher). Compact residential development products are more dense and urban in nature than is typical of the suburban setting, and Design Review gives staff the opportunity to examine the proposed design to determine compatibility with the surrounding community, and compliance with the intent of the Community Design Guidelines and other applicable design standards. Pursuant to Zoning Ordinance Section 19.78.060(I), the required Findings for a Design Review Permit for a Residential Subdivision are as follows:

- 1. The residential design, including the height, bulk, size and arrangement of buildings is harmonious with other buildings in the vicinity.***
- 2. The residential design is consistent with applicable design guidelines.***

This project is subject to the development standards of the City's Zoning Ordinance, the City's Community Design Guidelines (CDG), and the Sierra Vista Specific Plan (SVSP). The applicant has indicated that the previously approved development standards would apply to the proposed homes and that no deviations to these standards are proposed. These standards are included as Attachment 2. The applicant submitted conceptual elevations showing architectural treatment, floor plans, and typical landscape plans (Exhibit A).

Plan Types: The project includes four plan types, all of which are two-story, ranging in size from 1,866 square feet to 2,535 square feet. Table 1 identifies the square footage and number of bedrooms for each plan type. The floor plans offer open concept living areas with a compact footprint to maximize the available rear yard space. Plans 3578 and 3537 include a covered entry and plans 3538 and 3539 include a covered porch, and all plans include a covered patio area at the rear. All plans include a two-car garage and at least an 18' long driveway to provide adequate space for vehicles to park within the driveway.

Table 1: Plan Type Features and Dimensions

Plan Type	Square Footage	Bedrooms
Plan 3578	1,866	3
Plan 3537	1,998	3
Plan 3538	2,261	4
Plan 3539	2,535	4

Streetscape: Each of the four floor plans will be offered in one of three architectural styles—Spanish, Craftsman, and Italianate. The homes range in height from approximately 23 feet to 25 feet. Building projections and varying roof forms are used to provide visual interest in the streetscape. An example of the streetscape is shown in Figure 2. Consistent with the Community Design Guidelines, architectural treatment will be applied to all elevations of the buildings, including exterior shutters, decorative trim details on the windows, and enhanced siding. Additionally, the garages will feature panelized windows to add further detail to the façade.

Figure 2: Sample Elevations



Color and Materials: Each of the architectural styles have four color schemes consisting of generally natural or neutral tones. Brick or stacked stone veneer is applied creatively to the elevations to add texture and interest to the façade. The unit designs include a range of decorative embellishments (i.e., shutters, corbels, and gables) and exterior finishes (i.e., stucco, tile, and stone), creating a diverse streetscape that provides visual interest. The proposed colors and materials are included as Exhibit B.

Landscape: The proposed landscape will include a mix of groundcovers, shrubs of varying heights, and shade and accent trees for the front yard. The selected landscape will provide a mix of colors and textures which will complement the streetscape and is consistent with the SVSP Landscape Guidelines and the City's Water Efficient Landscape Ordinance (WELO).

CONCLUSION

Staff has reviewed the development plans for Parcel WB-20 and Parcel WB-21 and found them to be consistent with the applicable standards and guidelines. In addition, the proposed designs are similar to other housing products located in the vicinity of the project. As discussed above and with the following conditions, staff supports approval of the proposed project.

ENVIRONMENTAL DETERMINATION

The Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15182, which states:

Where a public agency has prepared an EIR on a specific plan after January 1, 1980, no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific plan if the project meets the requirements of this section.

The exemption applies unless one of the conditions requiring a Subsequent, Supplemental, or Addendum environmental document exist (pursuant to CEQA Guidelines Section 15160–15170). The project is consistent with the adopted specific plan. A Final Environmental Impact Report was certified for the SVSP on May 10, 2010 (SCH # 2008032115). City staff determined that the adopted infrastructure and financing plans are sufficient to support the Project, making any additional studies unnecessary, and that no material alterations have occurred on the site or in the vicinity which would require additional discussions or analysis. Furthermore, the current proposed action is a Design Review of the proposed home plans. Mitigation adopted as part of the prior environmental documents has been reviewed to determine if any measures apply to this Design Review; there is no applicable mitigation.

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. A notice of the public hearing was published on November 1, 2019 and distributed to all property owners within 300 feet of the site, and to the Roseville Coalition of Neighborhood Associations. To date, no comments have been received on the project.

RECOMMENDATION

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

- A. Adopt the two (2) findings of fact as listed in the staff report and approve the **DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION – 4380 SANTUCCI BOULEVARD – SVSP PCL WB-20 & WB-21 – ASPIRE AT SOLAIRE – FILE # PL19-0302** subject to twenty-eight (28) conditions of approval.

CONDITIONS OF APPROVAL FOR DESIGN REVIEW PERMIT FOR RESIDENTIAL SUBDIVISION (FILE # PL19-0302)

1. The development standards, unit designs and landscape plans for **SVSP PCL WB-20 & WB-21 – Aspire at Solaire** are approved as described in Attachment 2 and shown in Exhibits A—B, except as modified by these conditions of approval. (Planning)
2. This Design Review Permit approval shall be effectuated within a period of two (2) years from **November 14, 2019** and if not effectuated shall expire on **November 14, 2021**. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond **November 14, 2022**.
3. The project shall comply with all required environmental mitigation identified in the Sierra Vista Specific Plan EIR (SCH #2008032115, certified May 10, 2010) and subsequent Westbrook Specific Plan Amendment Mitigated Negative Declaration, and shall include all applicable mitigation measures as notes on the plans. (All Departments)
4. To provide variation along the streetscape, no two identical unit designs shall be located adjacent to one another. (Planning)

PRIOR TO ISSUANCE OF BUILDING PERMITS:

5. 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, EUD, Electric, Public Works)
- b) 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)
- c) The landscape plan shall comply with the Landscape Guidelines for Sierra Vista Specific Plan and the City of Roseville Water Efficient Landscape Ordinance. (Planning)
6. All on-site external lighting shall be installed and directed to have no off-site glare. (Planning)
7. 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)
8. 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)
9. 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)
10. 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)
11. Testing of all fire systems shall be performed prior to opening the sales office for business. (Fire)
12. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. (Fire)
13. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshal, where the project utility lines will serve non-residential uses. Fire hydrants shall not be placed behind vehicle parking stall not viewable from the public street. Sheet 37. (Fire)
14. Framing construction cannot commence until access roads and public fire hydrants are approved by the Fire Department. (Fire)
15. If this project will be phased, the fire department requirements for access and circulation throughout shall be approved by the City for such proposal. Access road shall comply in accordance with the California Fire Code, 2016 with the City of Roseville's Amendments. A separate phasing plan shall be reviewed and approved by this department. (Fire)
16. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

DURING CONSTRUCTION AND PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

17. All electric metering shall be directly outside accessible. (Electric)
18. 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)

OTHER CONDITIONS OF APPROVAL:

19. 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, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Building)
20. 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)
21. 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)
22. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000 gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
23. All alley loaded driveways shall have the address and street name of the designated unit as identified on the approved city lot maps. (Fire)
24. Signs are not approved as part of the Design Review Permit. A Sign Permit is required for all project signs. (Planning)
25. 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)
26. Fences and walls shall be consistent with the locations and treatments specified in the Sierra Vista Specific Plan Design Guidelines. (Planning)
27. 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)
28. Any relocation or modification to the existing utility facilities or other existing improvements required for the development of this subdivision shall be at the developer's expense. (Electric, Environmental Utilities, Engineering, Fire)

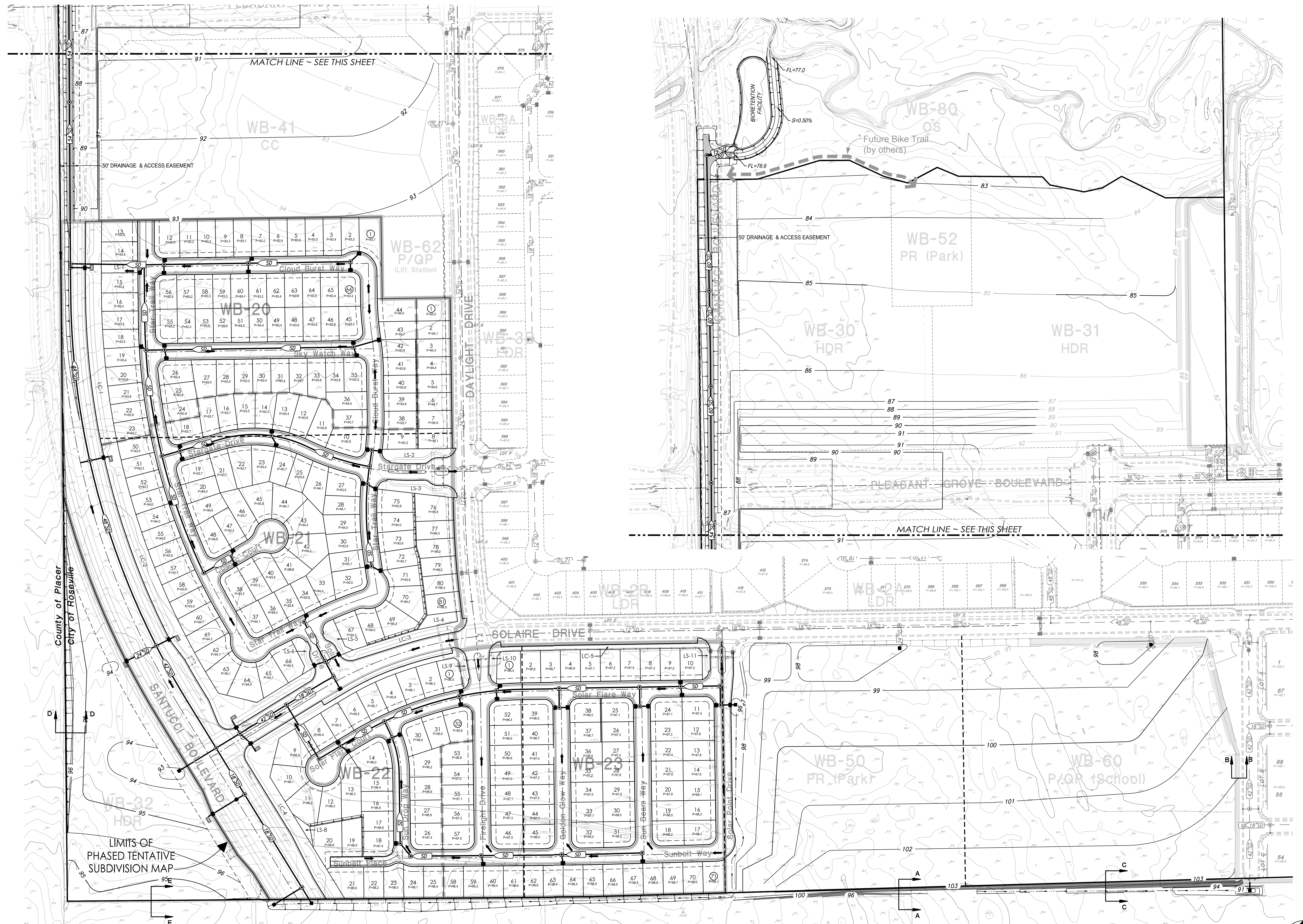
ATTACHMENTS

1. WB-20 & WB-21 Approved Tentative Subdivision Map (File #PL18-0266)
2. SVSP RS/DS Development Standards (MDR)

EXHIBITS

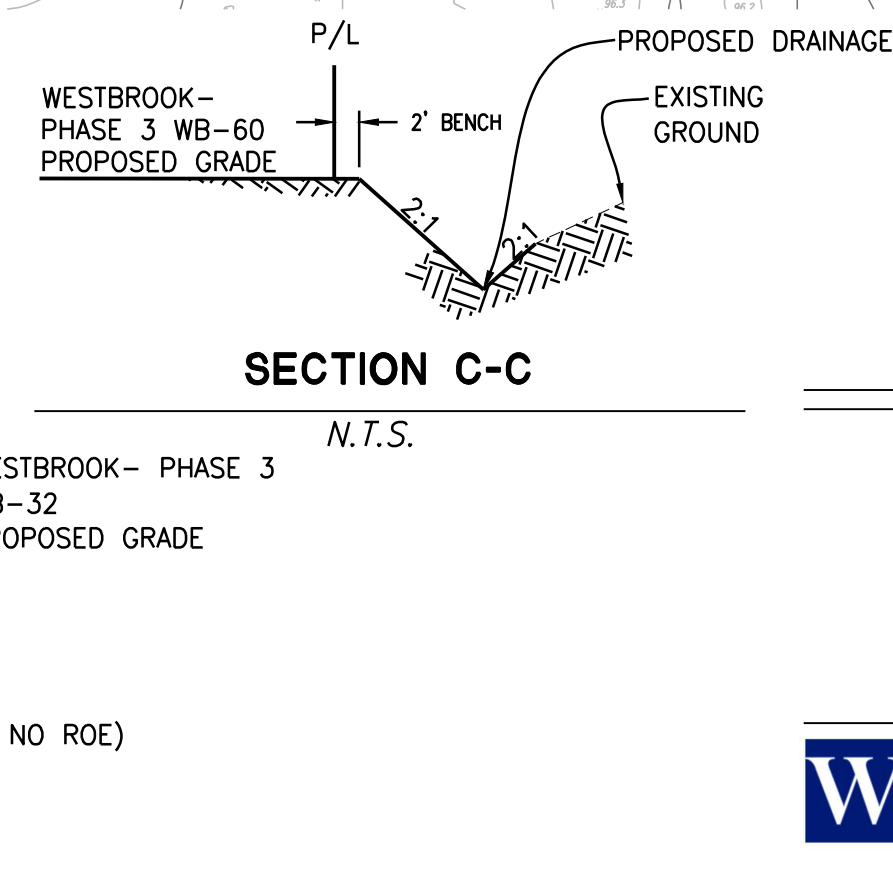
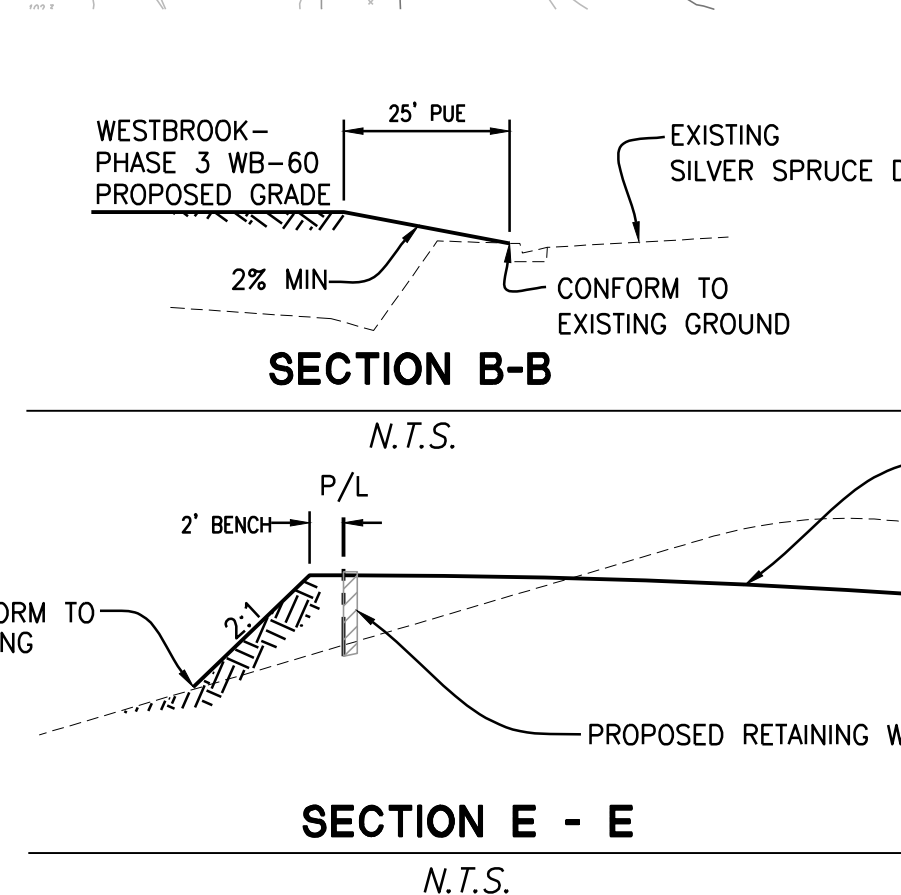
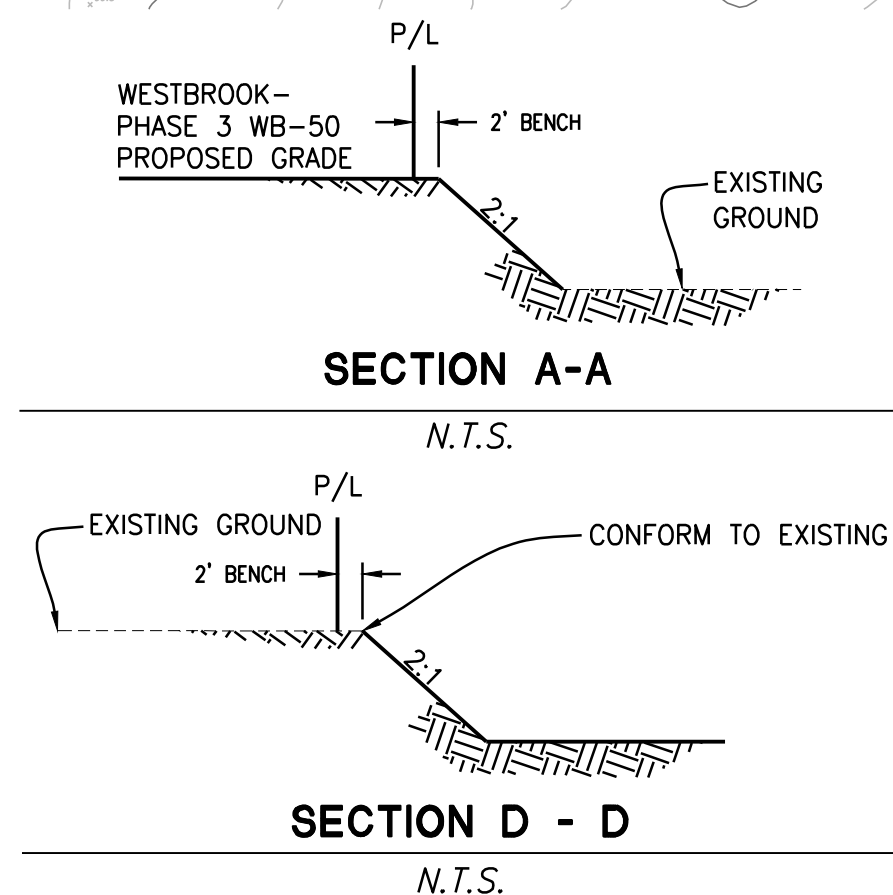
- A. Plans
- B. Colors and Materials

Note to Applicant and/or Developer: Please contact Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission 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.



PROPOSED	DESCRIPTION	EXISTING
	STORM DRAIN PIPE	
	STORM DRAIN MANHOLE	
	DROP INLET	
	BIORETENTION BASIN	
	PAD GRADE	
	OVERLAND RELEASE FOR DRAINAGE	

ESTIMATED EARTHWORK SUMMARY	
CUT:	190,500 c.y.
FILL:	190,500 c.y.
NET:	0 c.y.



CONCEPTUAL GRADING & DRAINAGE PHASED TENTATIVE SUBDIVISION MAP

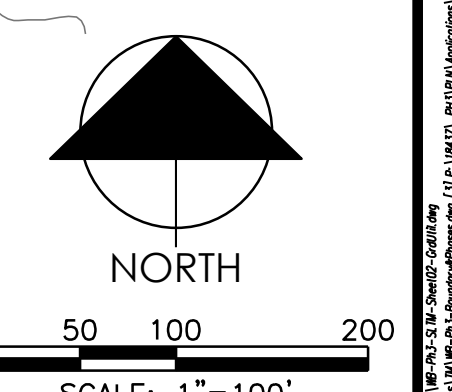
Westbrook - Phase 3

Parcels WB-20, 21, 22 & 23 of the Sierra Vista Specific Plan

WESTPARK
COMMUNITIES

Roseville, California

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS



December 7, 2018
Sheet 2 of 5

Exhibit E-1: RS/DS Development Standards

	Single Family with Attached Sidewalk ⁴	Single Family with Separated Sidewalk ^{2,4}
Lot Size (minimum)		
Area, Interior Lot	3,000 sq. ft.	2,800 sq. ft. ²
Area, Corner Lot	3,300 sq. ft.	3,000 sq. ft. ²
Width, Interior	45 ft.	45 ft.
Width, Corner	52.5 ft.	47.5 ft.
Permitted Density (maximum per lot)		
Residential Density	1 dwelling; 1 second unit	1 dwelling; 1 second unit
Setbacks (minimum)		
Front ³	14 ft. to living space or side wall of garage; 18 ft. min. driveway depth w/roll up garage door.	9 ft. to single-story living space or side wall of garage; 18 ft. min. driveway depth w/roll up garage door.
Sides ^{3,5}	5 ft. interior; 12.5 ft. street side on corner	5 ft. interior; 7.5 ft. street side on corner
Rear	10 ft. to 1 st story wall 15 ft. to 2 nd story wall	10 ft. to 1 st story wall 15 ft. to 2 nd story wall
Coverage (maximum)		
Site Coverage	None & no min. usable open space required	None & no min. usable open space required
Height (maximum)		
Height	35 ft.	35 ft.
Other Provisions		
Front Yard Stagger	None required, but optional per unit design	None required, but optional per unit design
2nd story wall separation	10 ft.	10 ft.
Two-story unit mix	No limit	No limit
Stagger for 3 rd car garages	2 ft. between 3rd car bay and two-car garage	2 ft. between 3rd car bay and two-car garage

¹ Items in *italics* represent modifications to City Zoning Ordinance standards.

² Sidewalk separated from back of curb by 5-foot planter strip.

³ Front setback (and side setback where adjacent to street) measured from back of walk.
If no sidewalk is present, setbacks measured from back of curb. Minimum separation
between two-story elements shall be 10 ft.

⁴ A DRRS permit (required for neighborhoods greater than 7 du/ac) will be used to ensure
compliance with the standards above.

⁵ Fence side yard setback is 5' from back of walk where facing a street with an attached
sidewalk. Fence side yard setback is 2.5' from back of walk where facing a street with a
detached sidewalk.

PC EXHIBIT A

PROJECT NARRATIVE & SITE PICTURES

ASPIRE AT SOLAIRE - WESTBROOK PHASE 3

Villages 20 & 21

(147) 45x85 Single Family (MDR) Lots

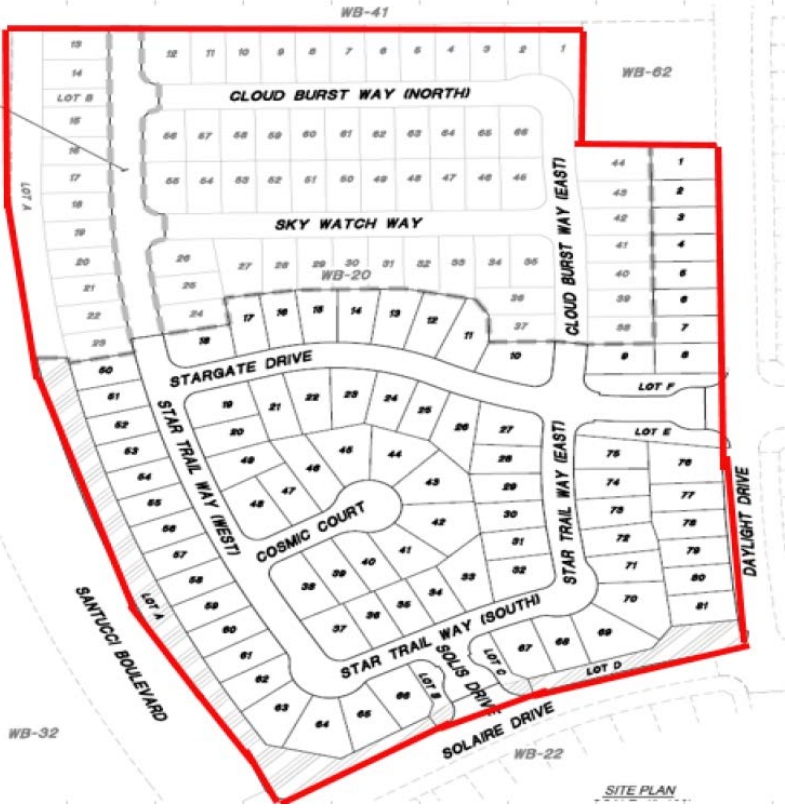
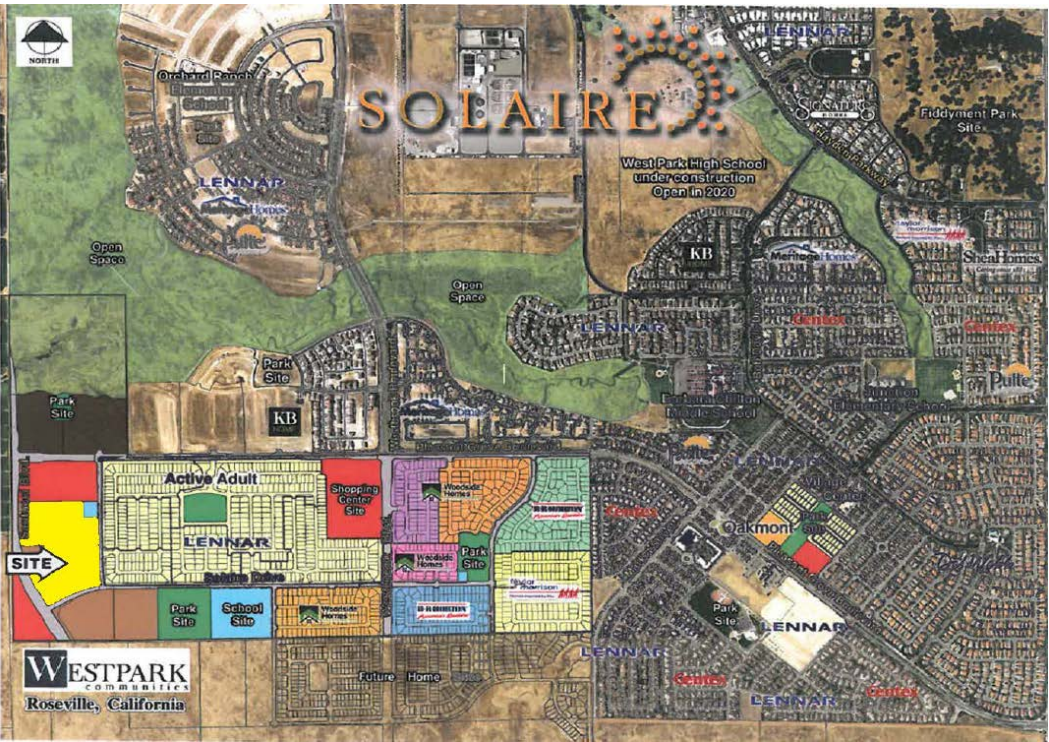
K. Hovnanian Homes is proposing the construction of 147 single-family homes on the new Westbrook Phase 3 Villages 20 and 21 developed lots in the Solaire Master Planned Community located in Roseville, CA, a continuation of a similar successful K. Hovnanian community in Westpark called Aspire at Village Center just a mile away.

A fresh look has been taken to provide home designs that will appeal to the current market realities, incorporating and addressing buyer concerns that were presented during the construction of Aspire at Village Center. These (4) new two-story floor plans being proposed are reminiscent to Aspire at Village Center and offer enhanced living features, generous open concept living areas with a compact footprint maximizing available rear yard space. We believe the combination of livability, function and design efficiency in these homes will provide a popular addition to the community.

With attention to the existing character and charm of the existing adjacent community, we have added windows, exterior shutters, masonry and trim enhancements to the originally pro-posed concepts. It has been decided to include these features on all lots.

We feel that the homes proposed meet or exceed the requirements of the applicable design guidelines and will blend in nicely with the overall aesthetic character of the community.

No deviations are proposed in this application



CITY APPROVAL

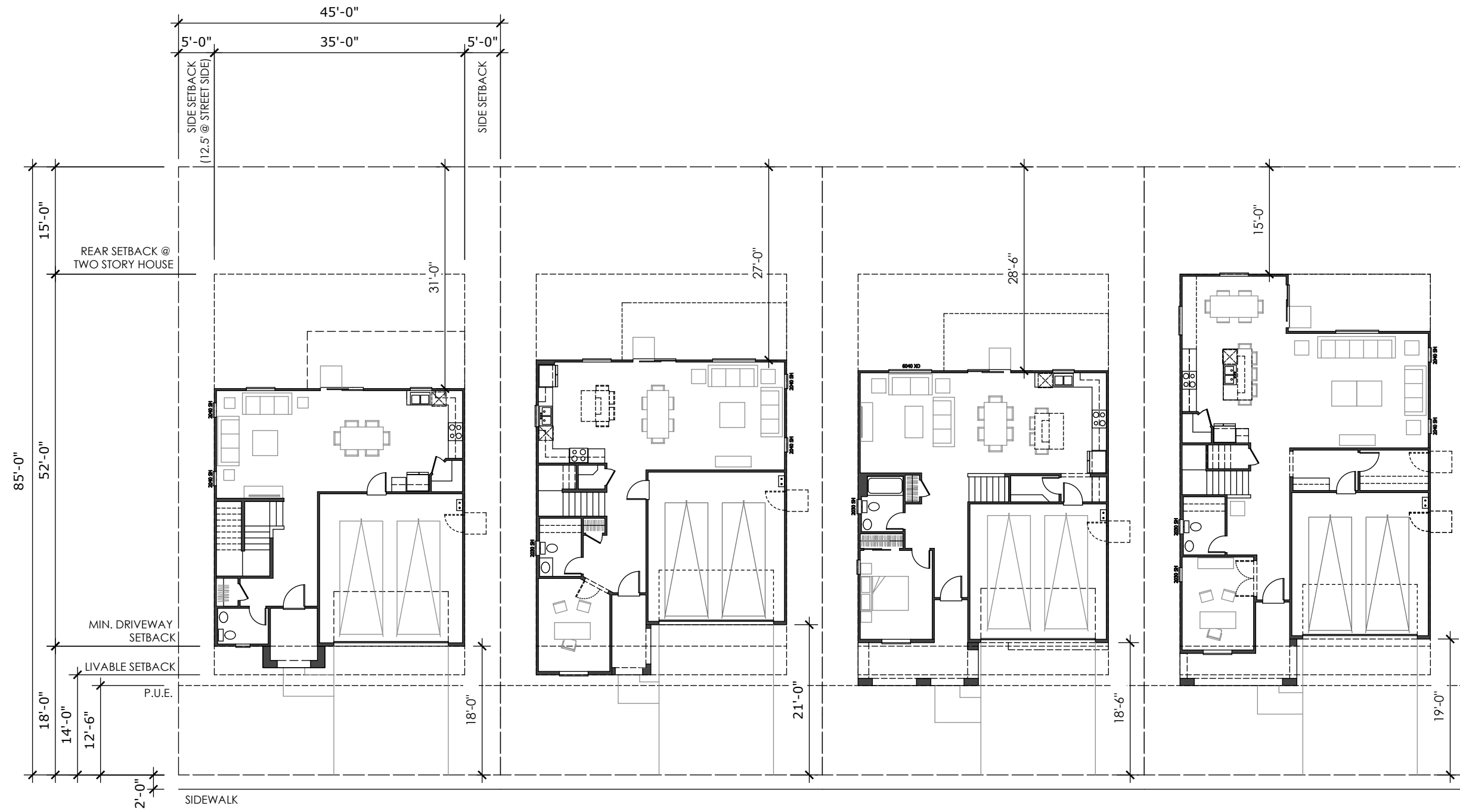
NCD - ASPIRE at SOLAIRE - ROSEVILLE, CALIFORNIA																			
35' Series																			
	Floors	Livable SF	Width	Depth	Bed Dn	Bed Up	Bath	Nook	Dining	Den	Game Room	Loft	Esuite	Esuite+	HOVHub	HOVHall	Laundry	Garage	Patio
Plan 1 Plan # 3578	2	1,866	35'	39'/47'	N/A	3 (Owner's Up)	2.5	N/A	N/A	N/A	N/A	1	N/A	N/A	N/A	N/A	UP	2	OPT
Plan 2 Plan # 3537	2	1,998	35'	44'/52'	0 (opt 1)	3 (opt 4) (Owner's Up)	2.5	1	N/A	1	N/A	1	N/A	N/A	N/A	N/A	UP	2	OPT
Plan 3 Plan # 3538	2	2,261	35'	44'/52'	0 (opt 1)	4 (Owner's Up)	2.5	1	N/A	N/A	1	OPT	N/A	N/A	N/A	N/A	UP	2	OPT
Plan 4 Plan # 3539	2	2,535	35'	53'	0 (opt 1)	4 (opt 5) (Owner's Up)	2.5	1	N/A	1	N/A	1	N/A	N/A	N/A	1	UP (OPT DN)	2	OPT

CITY APPROVAL

ASPIRE AT SOLAIRE

PLANS & ELEVATIONS

CITY APPROVAL



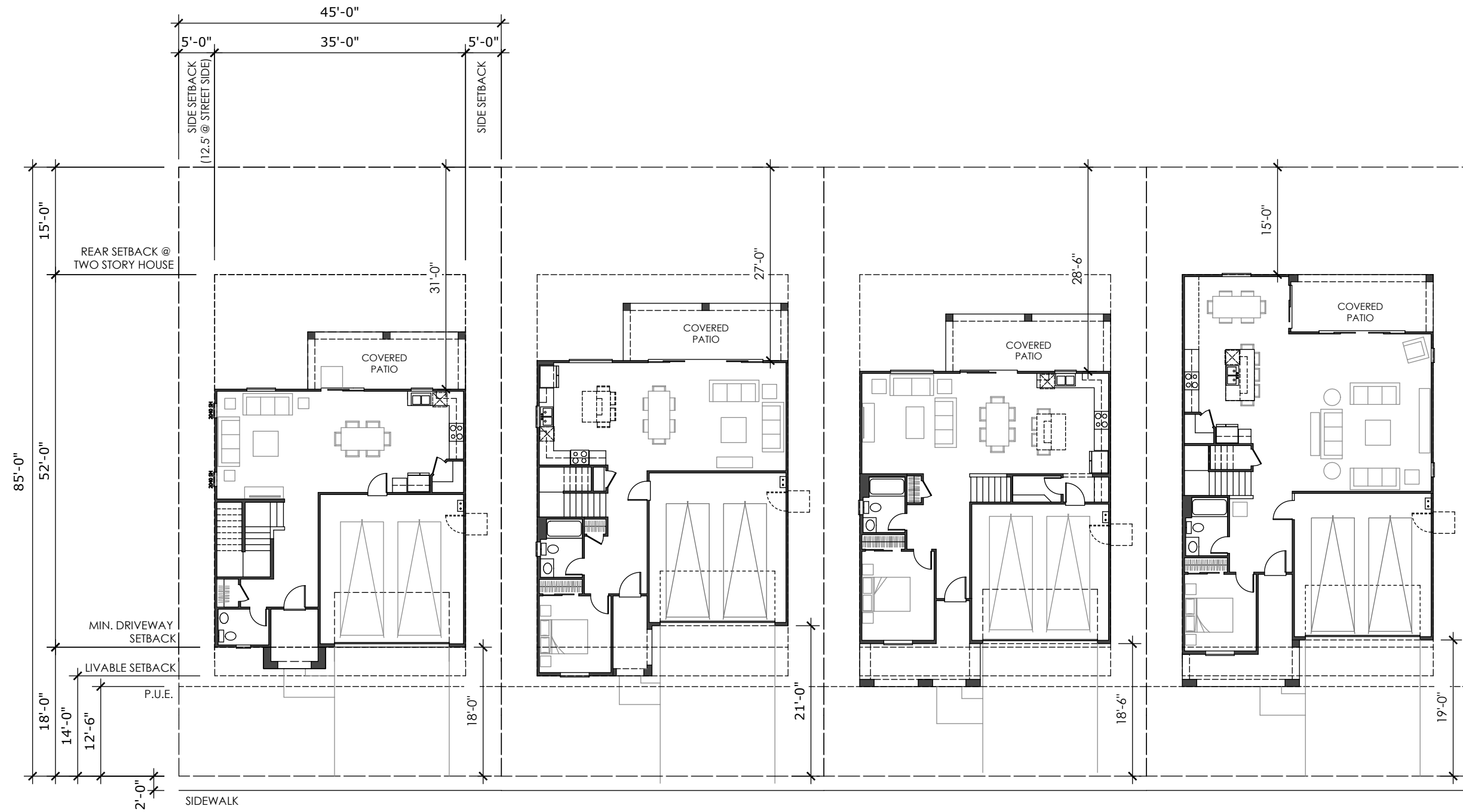
PLAN #3578
(1,866 SF)
2-STORY

PLAN #3537
(1,998 SF)
2-STORY

PLAN #3538
(2,261 SF)
2-STORY

PLAN #3539
(2,535 SF)
2-STORY

CITY APPROVAL



PLAN #3578
(1,866 SF)
2-STORY

PLAN #3537
(1,998 SF)
2-STORY

PLAN #3538
(2,261 SF)
2-STORY

PLAN #3539
(2,535 SF)
2-STORY

CITY APPROVAL



PLAN 3538
'CRAFTSMAN'

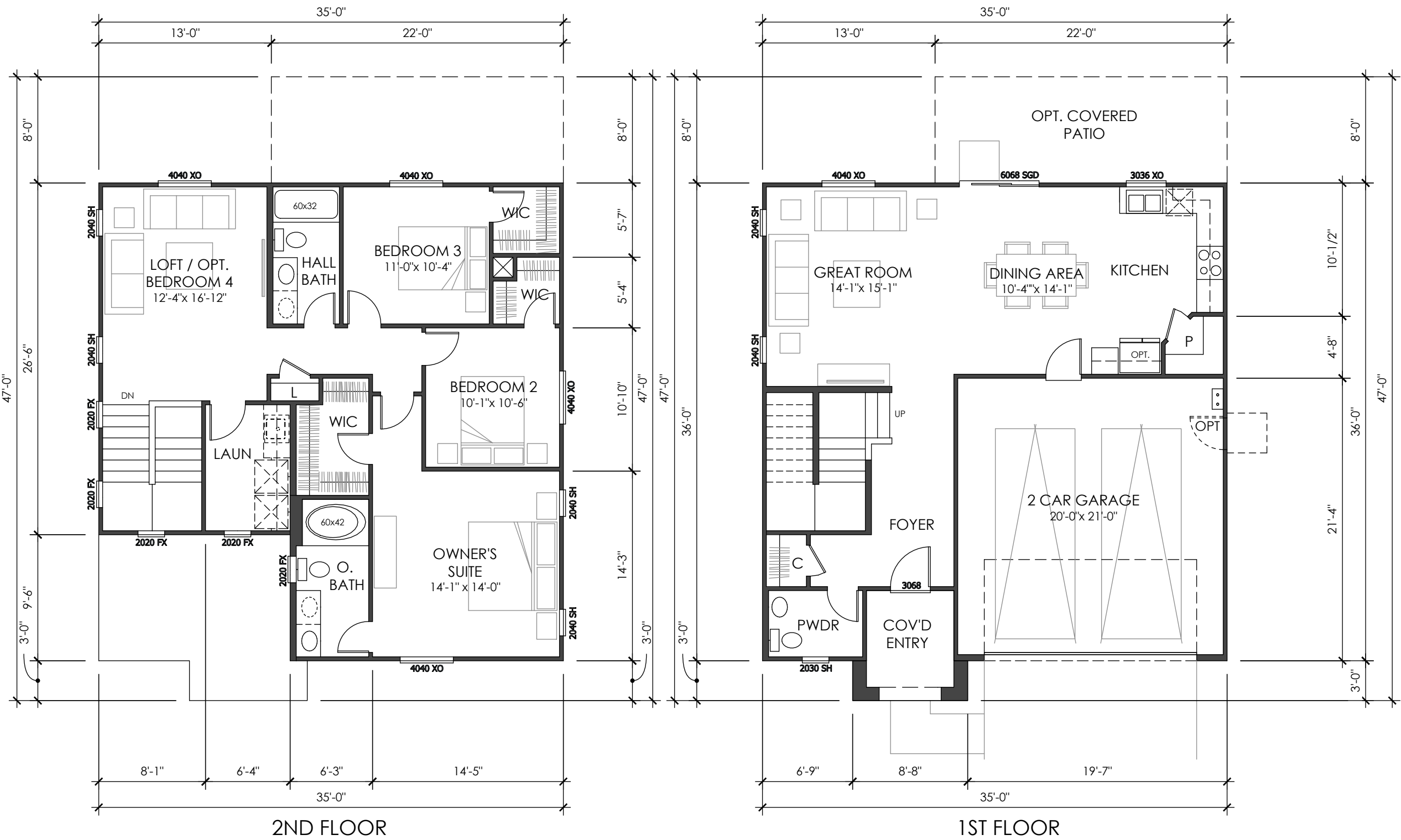
PLAN 3537
'ITALIANATE'

PLAN 3539
'SPANISH'

PLAN 3539
'CRAFTSMAN'

PLAN 3578
'ITALIANATE'

CITY APPROVAL



SERIES WIDTH
35'

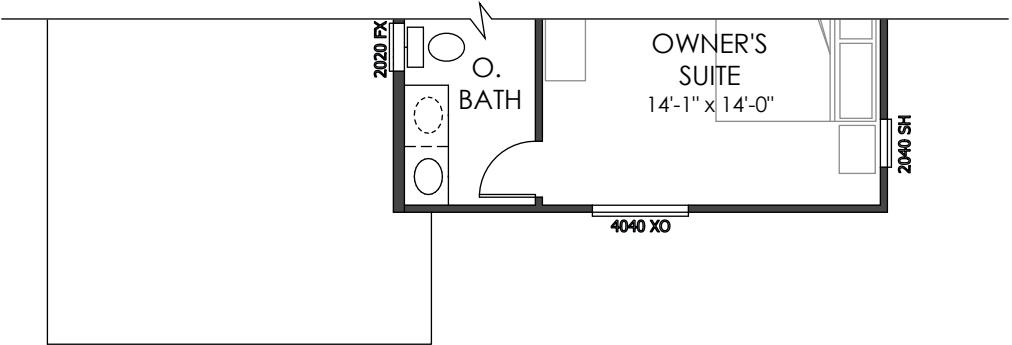
LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
SCALE: 1/8" = 1'-0"
NAME: PLAN 1

VITAL STATS
BEDROOM 3
BATH 2.5
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

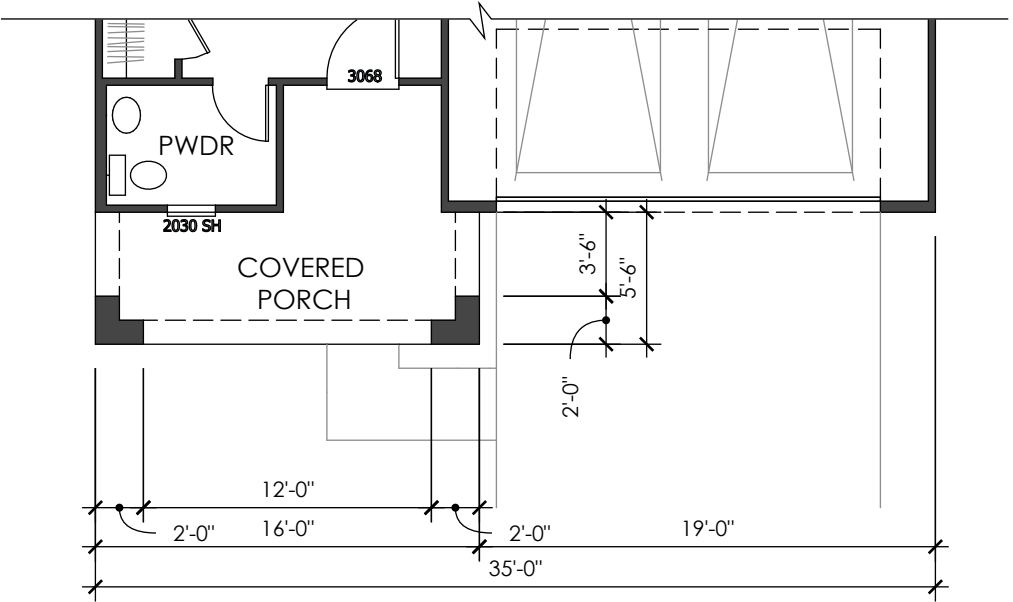
STATUS |

AREA S.F. BREAKDOWN
LIVABLE
FIRST FLOOR: 743
SECOND FLOOR: 1,123
TOTAL: 1,866
GARAGE: 434
COV'D ENTRY / PORCH
ELEVATION A: 61
ELEVATION B: 115
ELEVATION C: 123
OPT COVERED PATIO I: 104
OPT COVERED PATIO II: N/A
MAX FOOTPRINT: 1,404
TYP LOT SIZE | 45'X80' (3,600 SF)
LOT COVERAGE | 1,404 / 3,600 = 39%

CITY APPROVAL

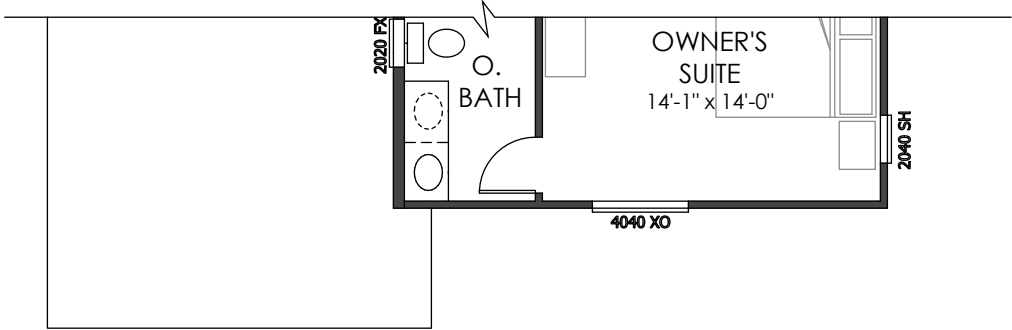


2ND FLOOR

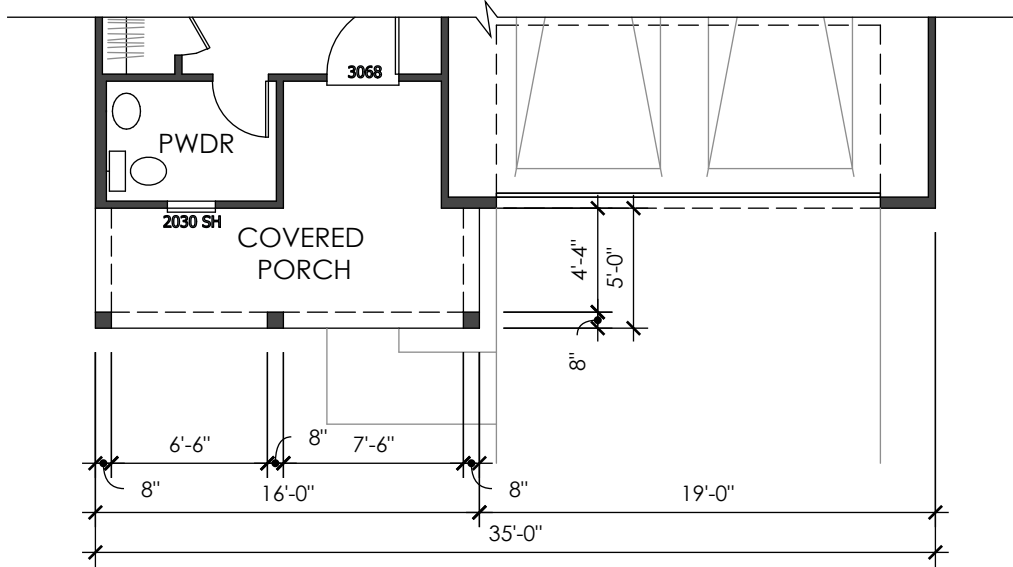


1ST FLOOR

'ITALIANATE'



2ND FLOOR



1ST FLOOR

'CRAFTSMAN'

SERIES WIDTH
35'

LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
SCALE: 1/8" = 1'-0"
NAME: PLAN 1 PARTIALS

VITAL STATS
BEDROOM 3
BATH 2.5
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

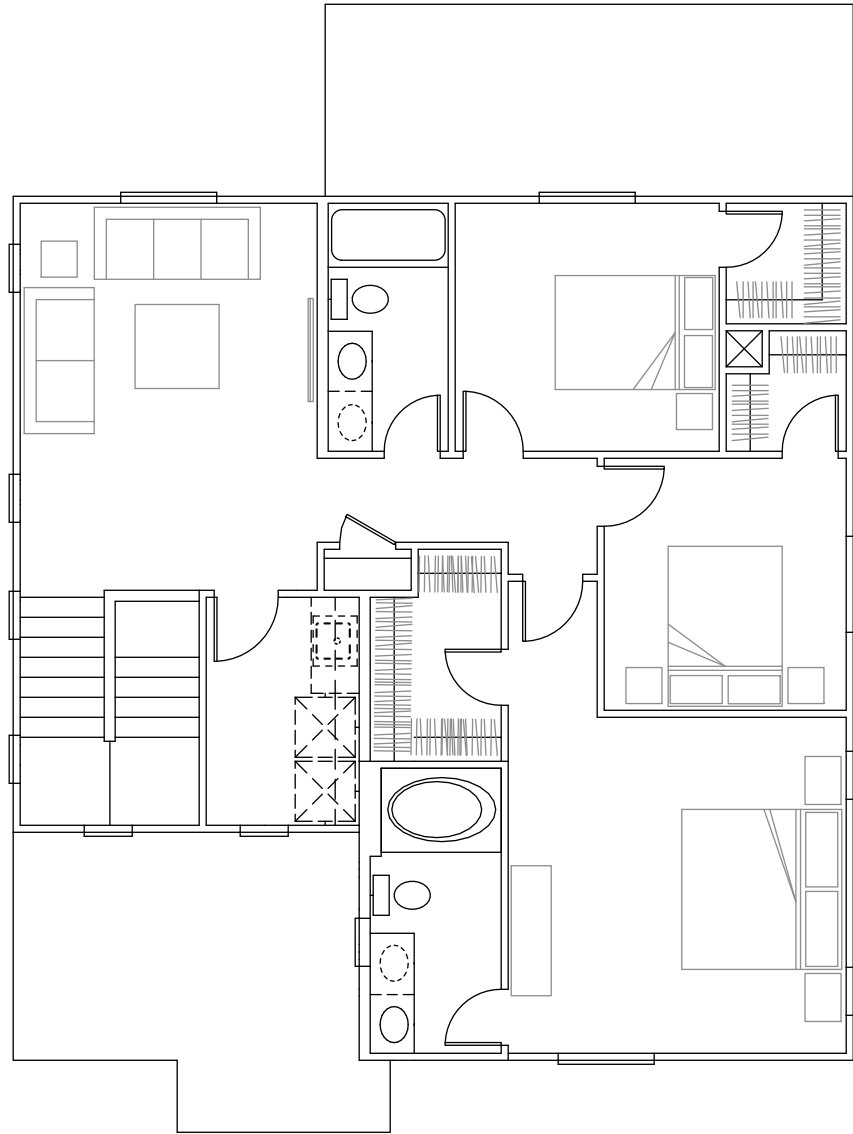
CITY APPROVAL

SERIES WIDTH
35'

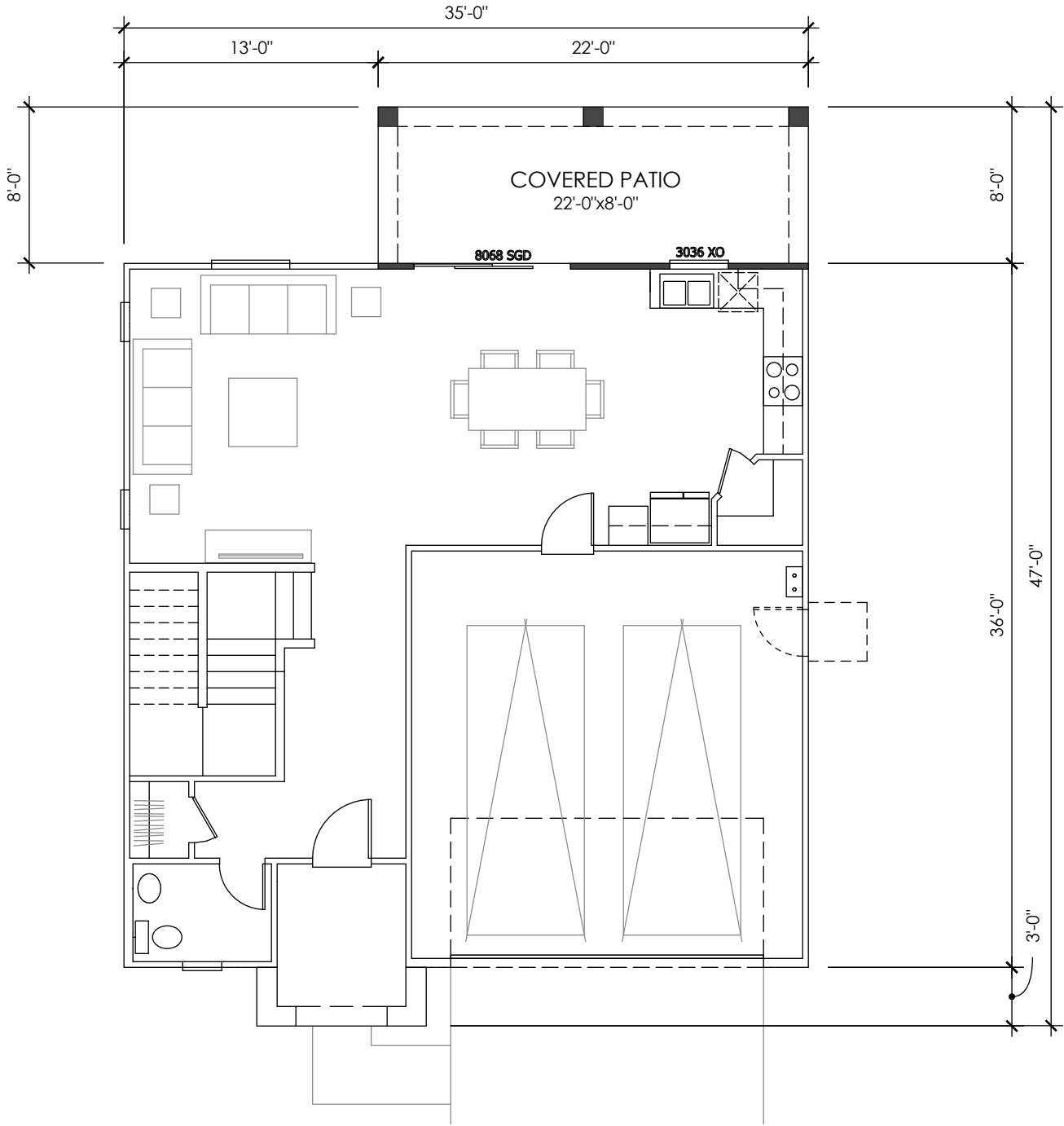
LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
SCALE: 1/8" = 1'-0"
NAME: PLAN 1 OPT

VITAL STATS
BEDROOM 3
BATH 2.5
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |



2ND FLOOR OPTIONS

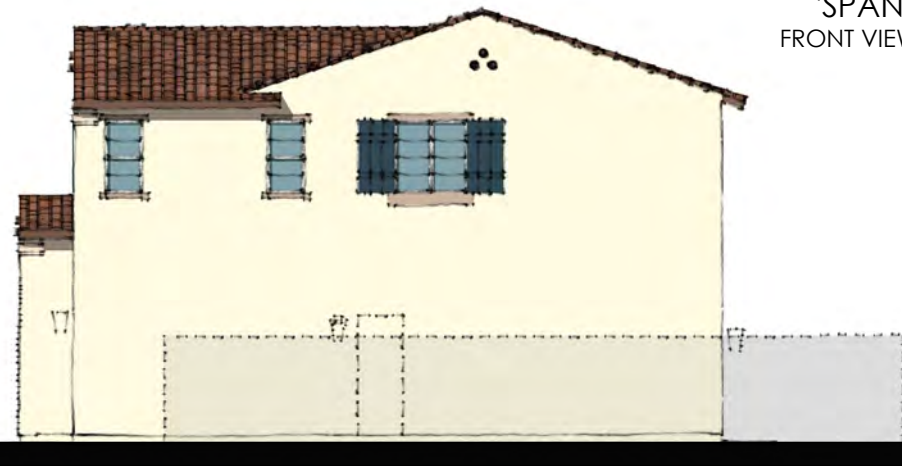


1ST FLOOR OPTIONS

CITY APPROVAL



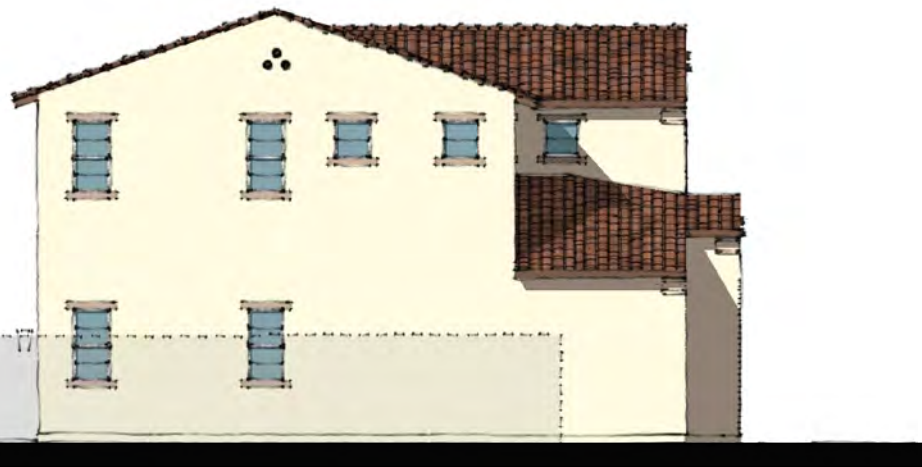
'SPANISH'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



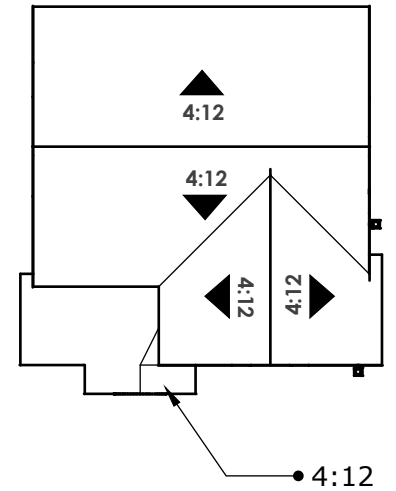
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
SPANISH



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

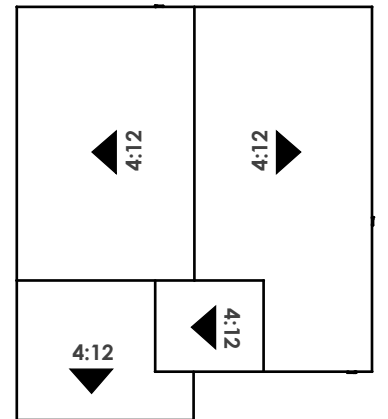
- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 0" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



SERIES WIDTH
35'

LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
CRAFTSMAN



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

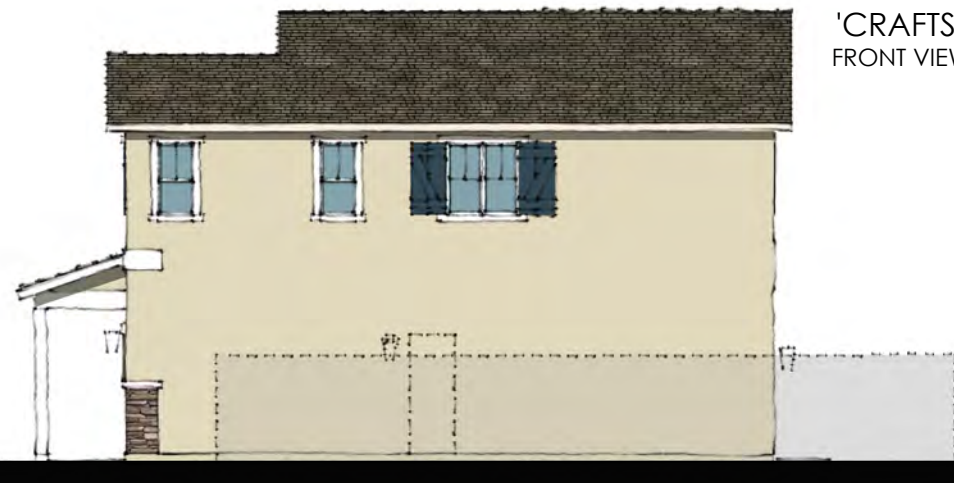
- 1 PROMINENT GABLES
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH
- 7 DECORATIVE WOOD RAILING AT PORCH

CITY APPROVAL

ASPIRE at SOLAIRE
NCD - ROSEVILLE, CALIFORNIA
07.15.2019 | REVISED: 10.02.2019

A1.05

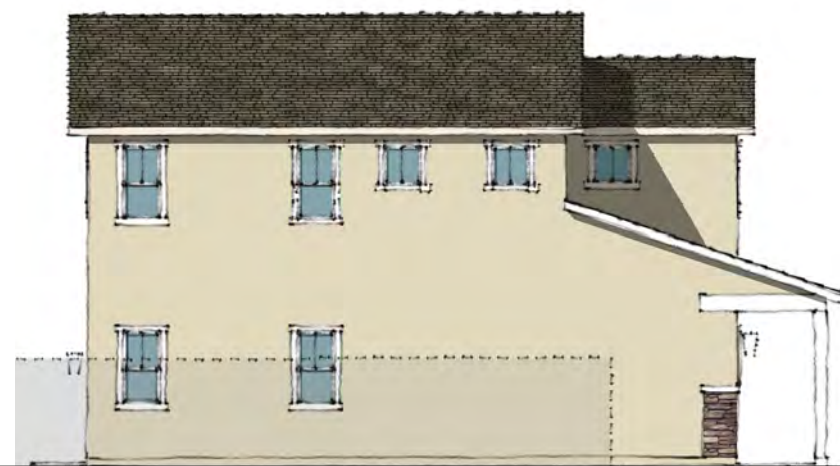
'CRAFTSMAN'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



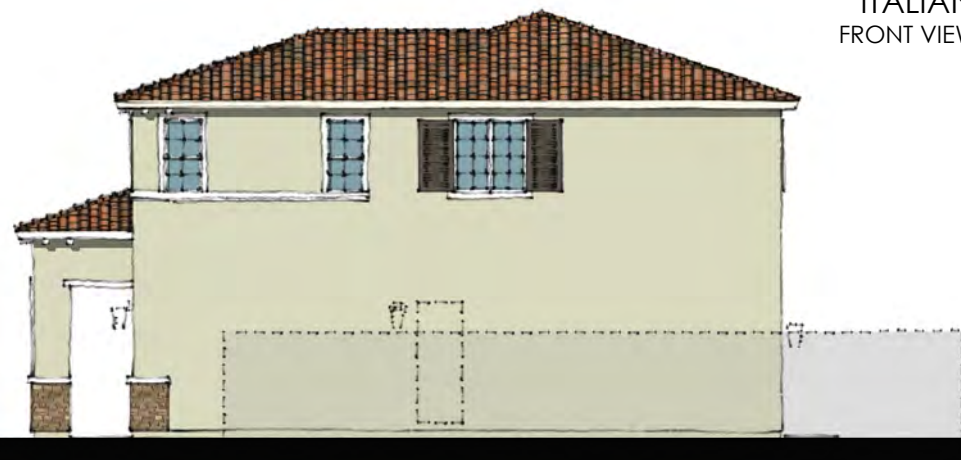
FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SCALE: 3/32" = 1'-0"





'ITALIANATE'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



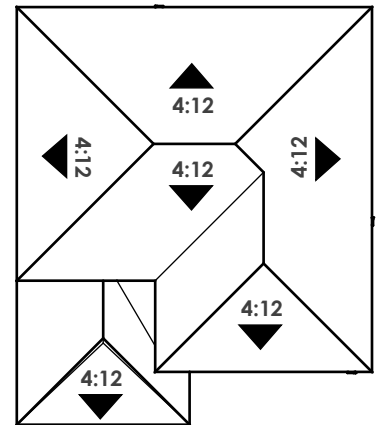
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
ITALIANATE



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE BANDING
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



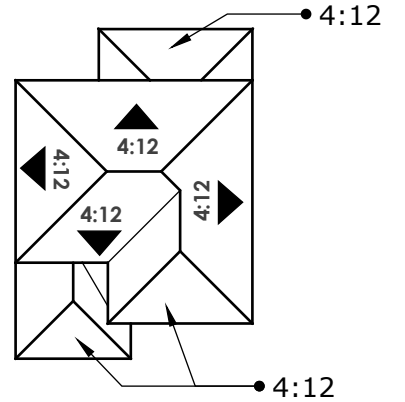
REAR ELEVATION- 'ITALIANATE'



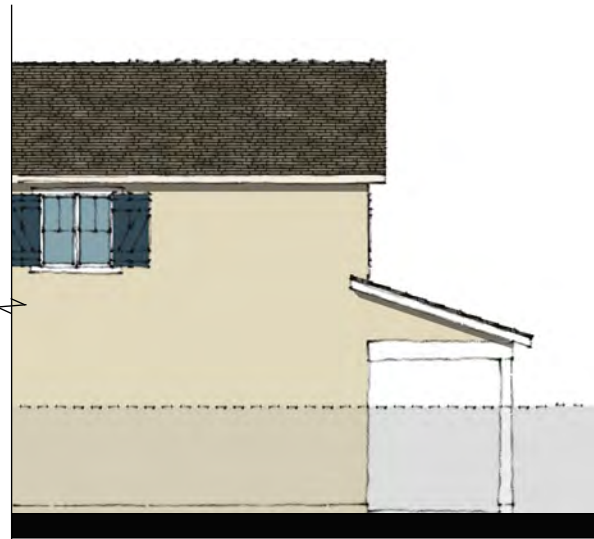
LEFT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,866
PLAN WIDTH: 35'
PLAN #: 3578
OPTION COVERED PATIO I



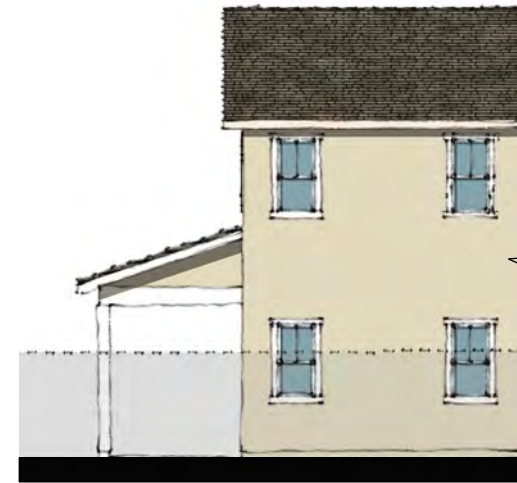
ROOF PLAN
SCALE: N.T.S.



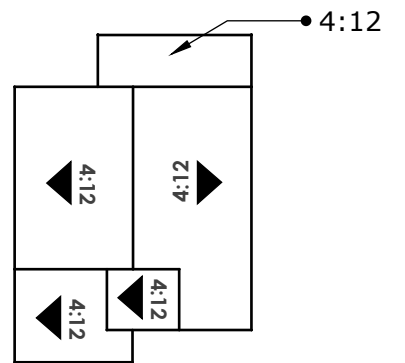
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



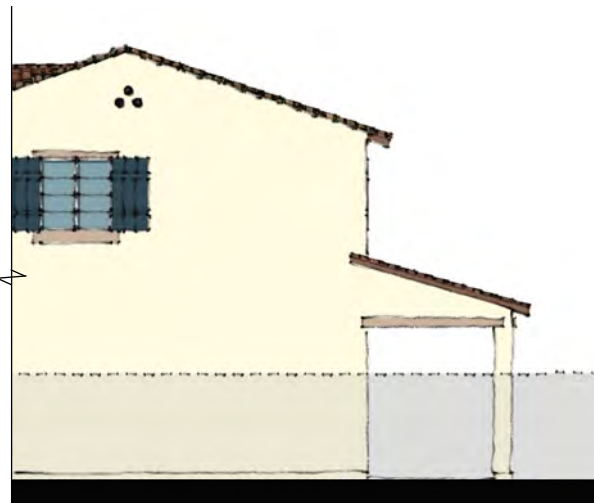
REAR ELEVATION - 'CRAFTSMAN'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



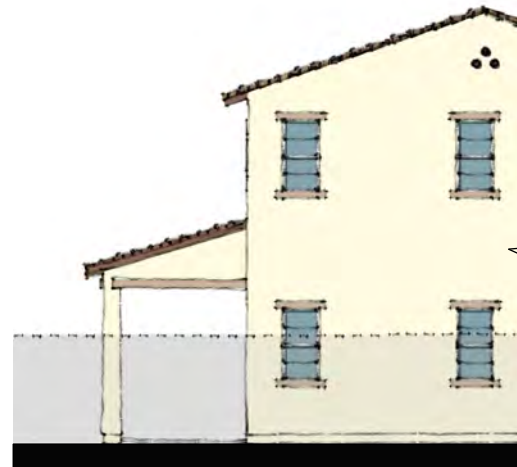
ROOF PLAN
SCALE: N.T.S.



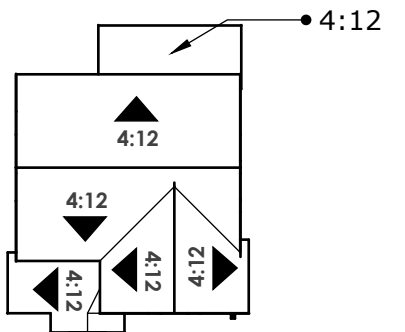
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



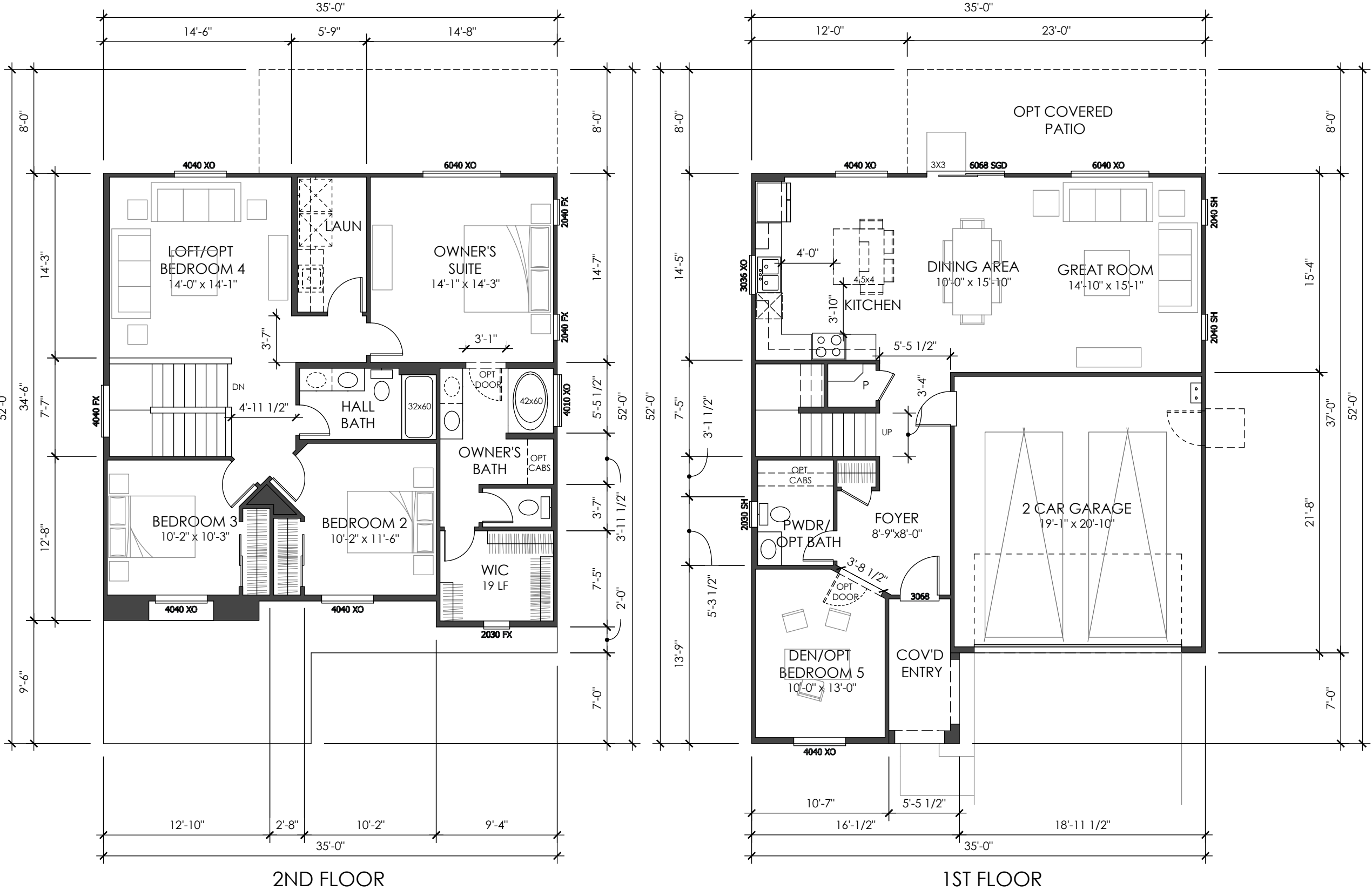
REAR ELEVATION - 'SPANISH'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.



SERIES WIDTH
35'

LIV. SF: 1,998

PLAN WIDTH: 35'

PLAN #: 3537

SCALE: 1/8" = 1'-0"

NAME: PLAN 2

VITAL STATS

BEDROOM 3 (OPT 5)

BATH 2.5 (OPT 3)

CAR 2

CEILING: 8' | 9'

WINDOW HDR: 7' | 7'

STATUS |

AREA S.F. BREAKDOWN

LIVABLE

FIRST FLOOR: 893

SECOND FLOOR: 1,105

TOTAL: 1,998

GARAGE: 415

COV'D ENTRY / PORCH

ELEVATION A: 58

ELEVATION B: 62

ELEVATION C: 62

OPT COVERED PATIO I: 184

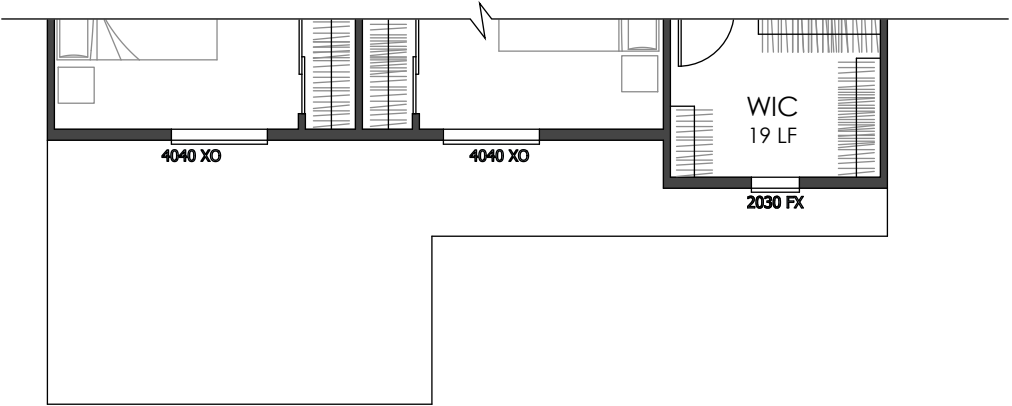
OPT COVERED PATIO II: N/A

MAX FOOTPRINT: 1,554

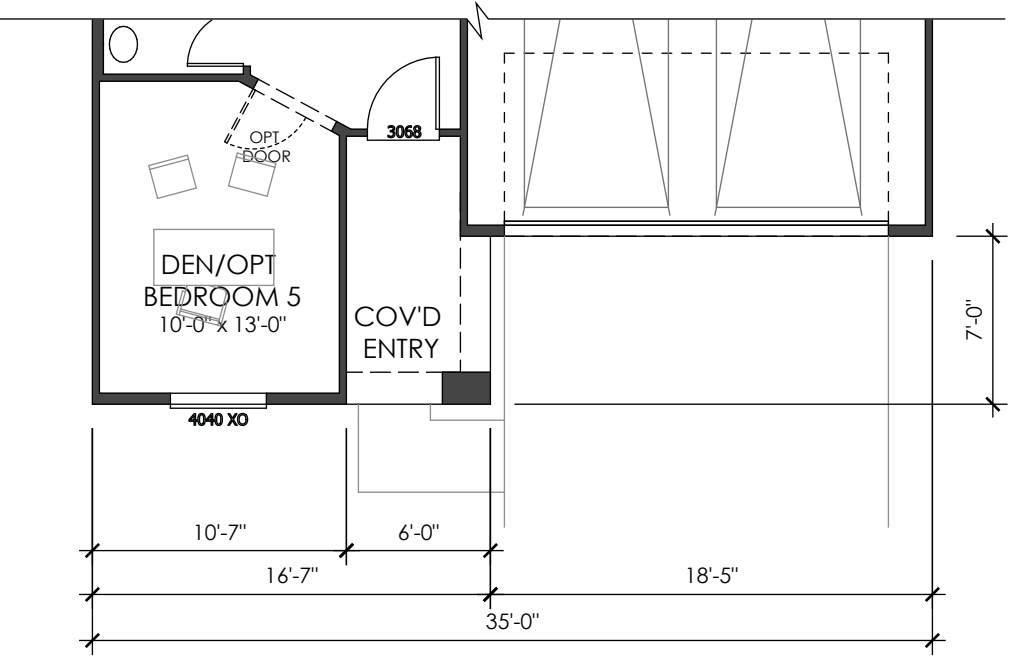
TYP LOT SIZE | 45'X80' (3,600 SF)

LOT COVERAGE | 1,554 / 3,600 = 43%

CITY APPROVAL

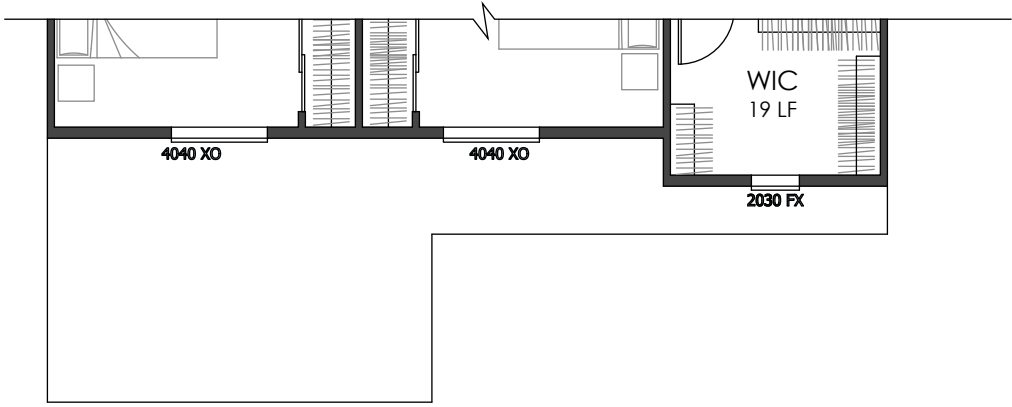


2ND FLOOR

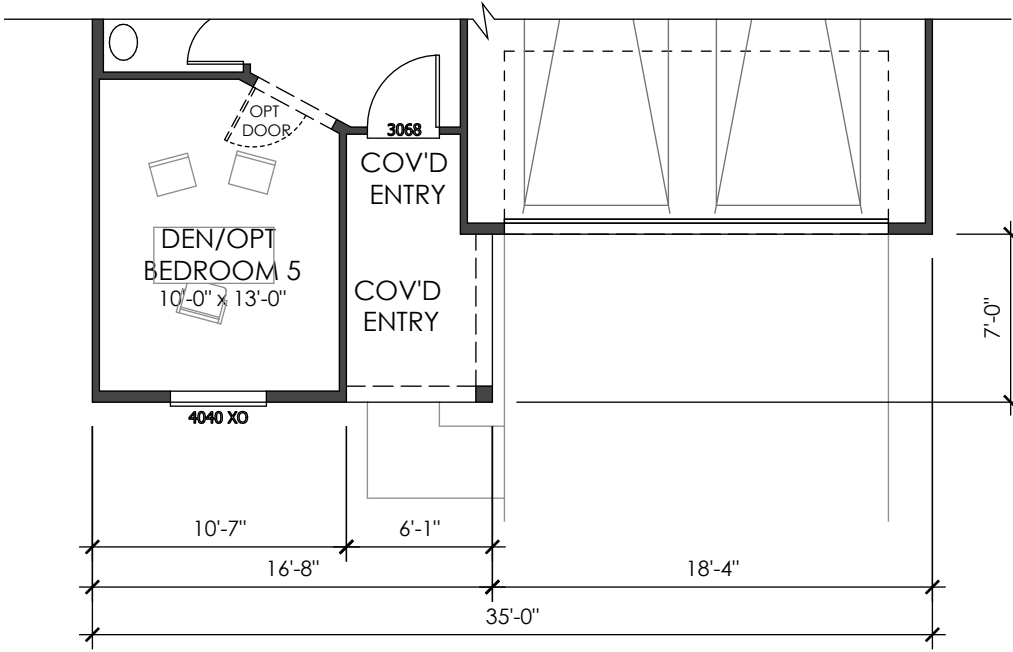


1ST FLOOR

'ITALIANATE'



2ND FLOOR



1ST FLOOR

'CRAFTSMAN'

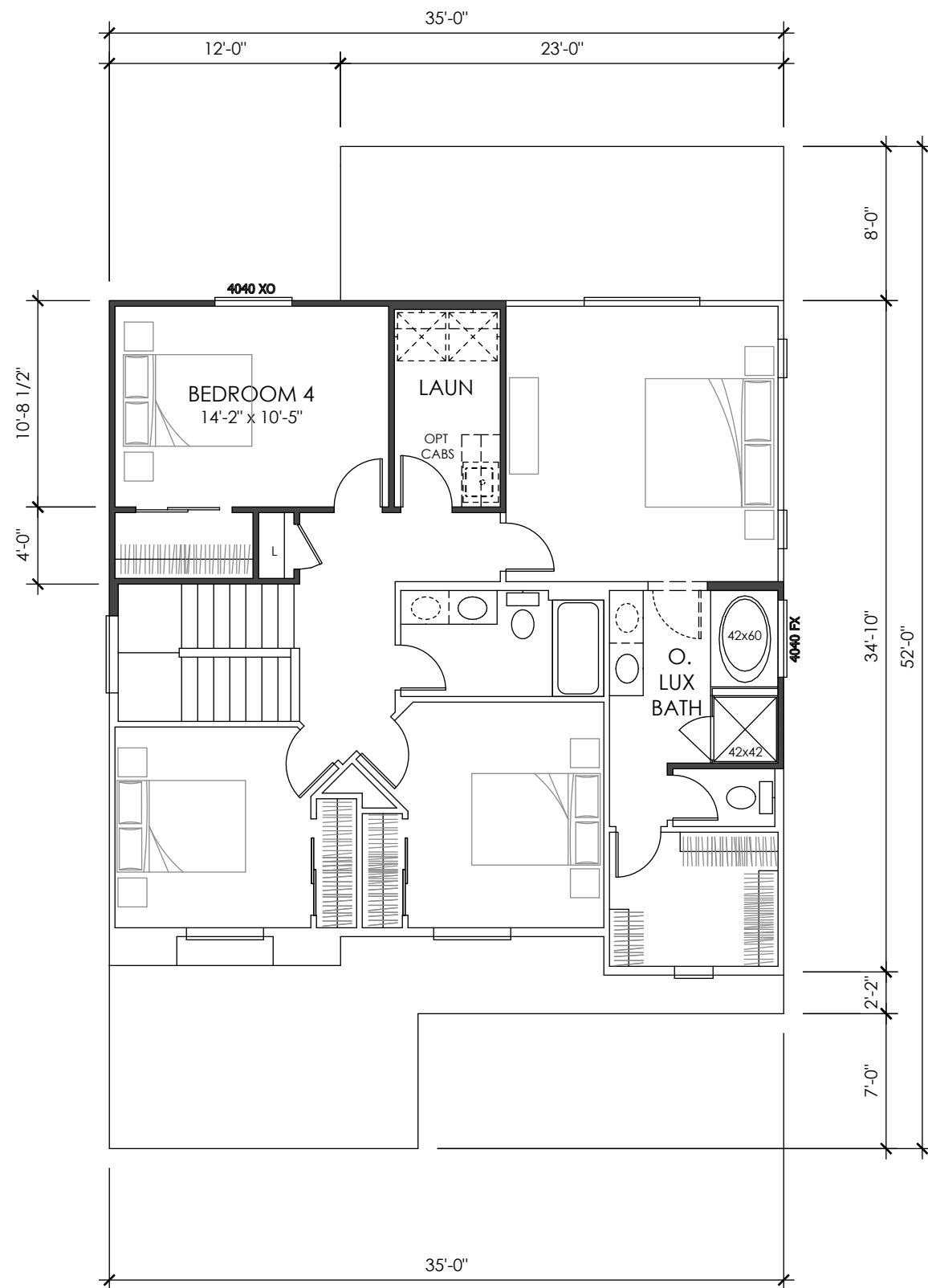
SERIES WIDTH
35'

LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
SCALE: 1/8" = 1'-0"
NAME: PLAN 2 PARTIALS

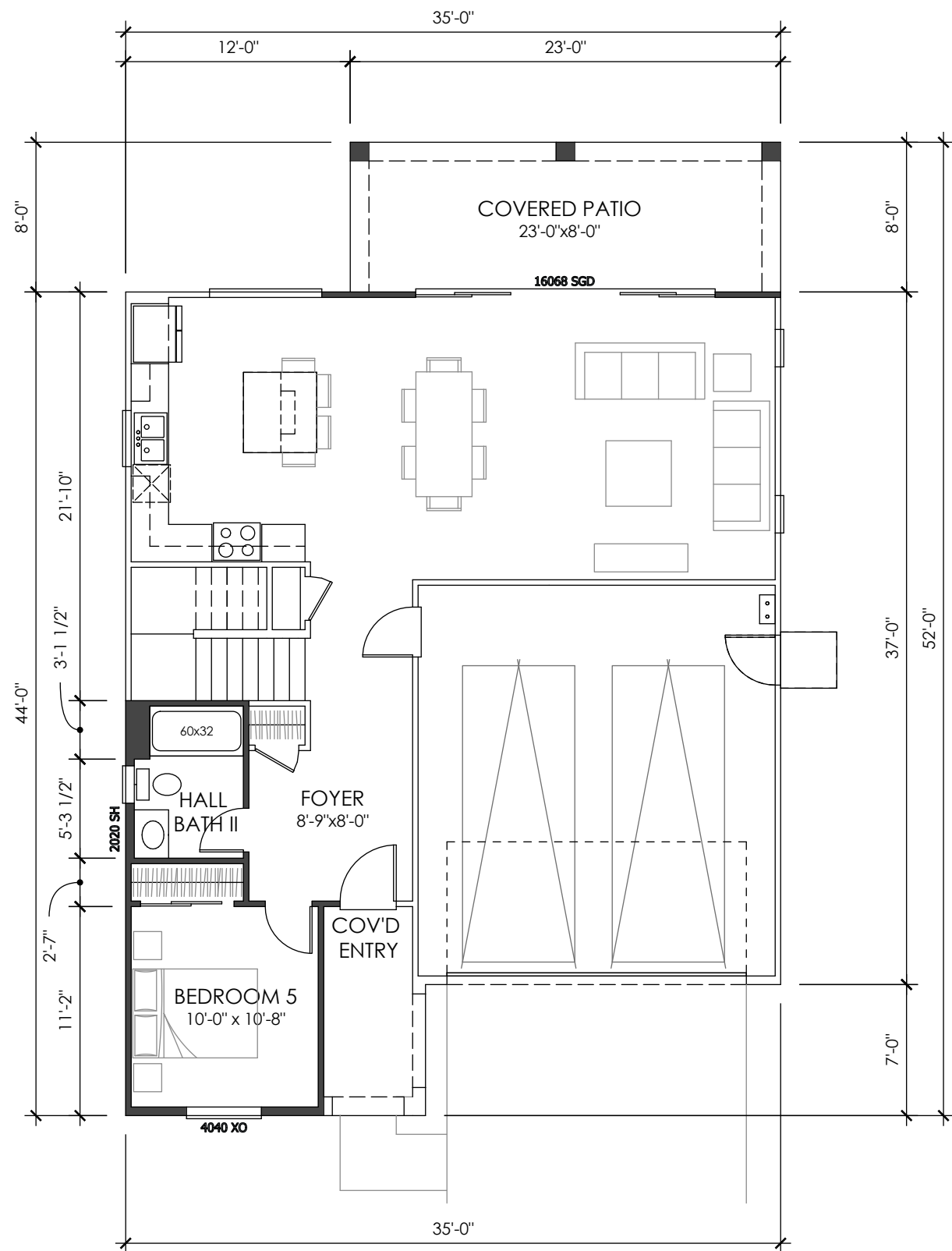
VITAL STATS
BEDROOM 3 (OPT 5)
BATH 2.5 (OPT 3)
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL



2ND FLOOR OPTIONS



1ST FLOOR OPTIONS

SERIES WIDTH
35'

LIV. SF: 1,998

PLAN WIDTH: 35'

PLAN #: 3537

SCALE: 1/8" = 1'-0"

NAME: PLAN 2 OPTS

VITAL STATS

BEDROOM 3 (OPT 5)

BATH 2.5 (OPT 3)

CAR 2

CEILING: 8' | 9'

WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL

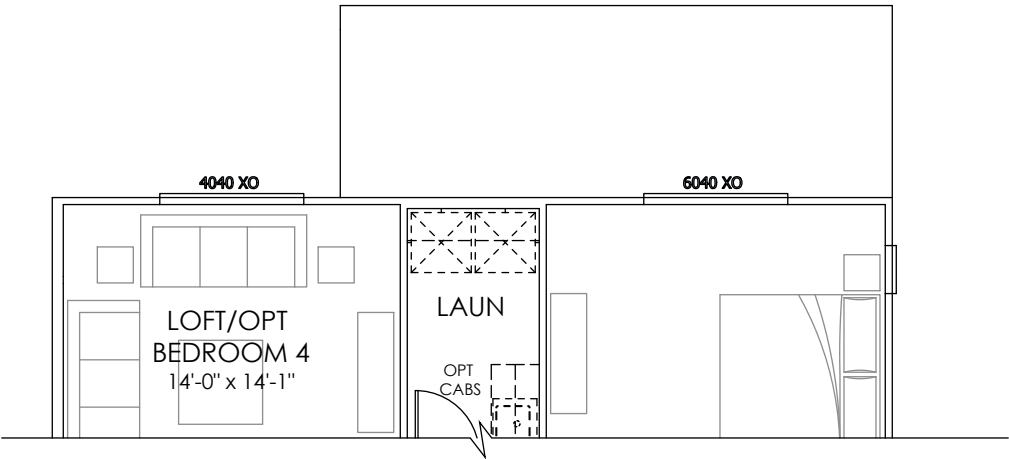


SERIES WIDTH
35'

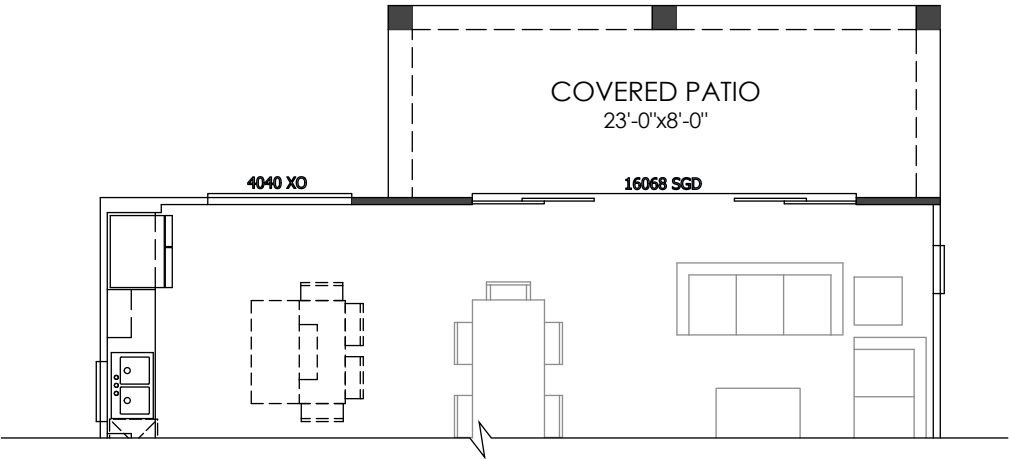
LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
SCALE: 1/8" = 1'-0"
NAME: PLAN 2 OPTS

VITAL STATS
BEDROOM 3 (OPT 5)
BATH 2.5 (OPT 3)
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

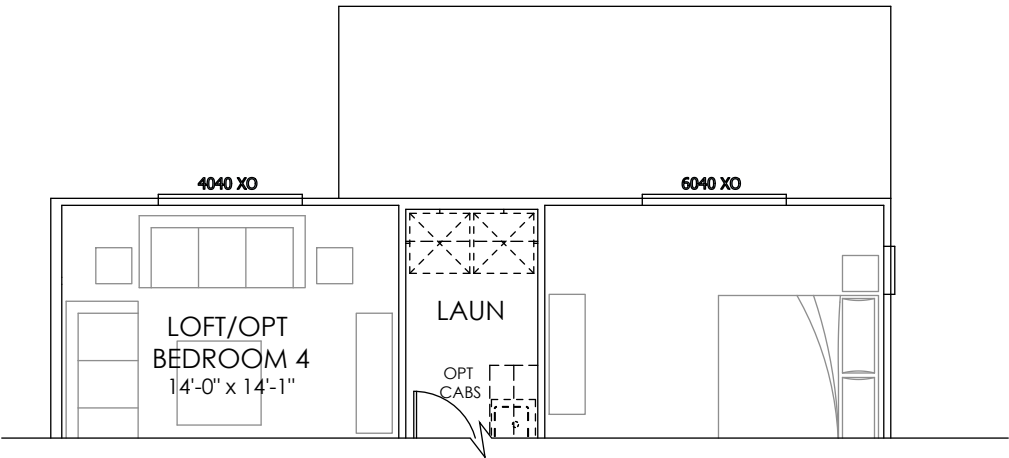


2ND FLOOR

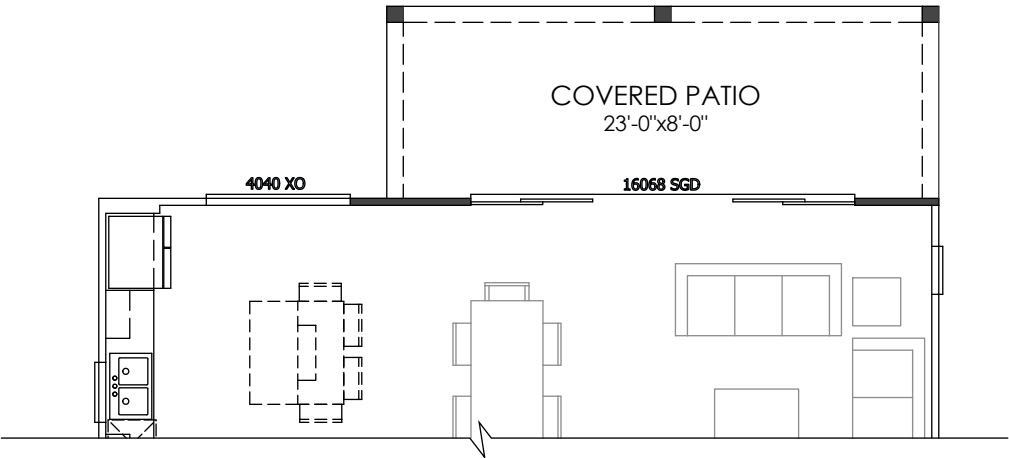


1ST FLOOR OPTIONS

'ITALIANATE'



2ND FLOOR



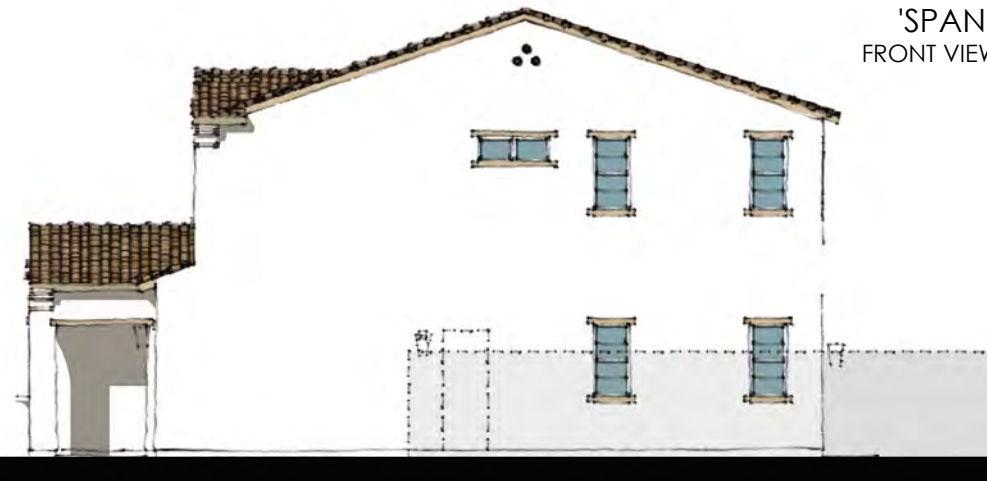
1ST FLOOR OPTIONS

'CRAFTSMAN'

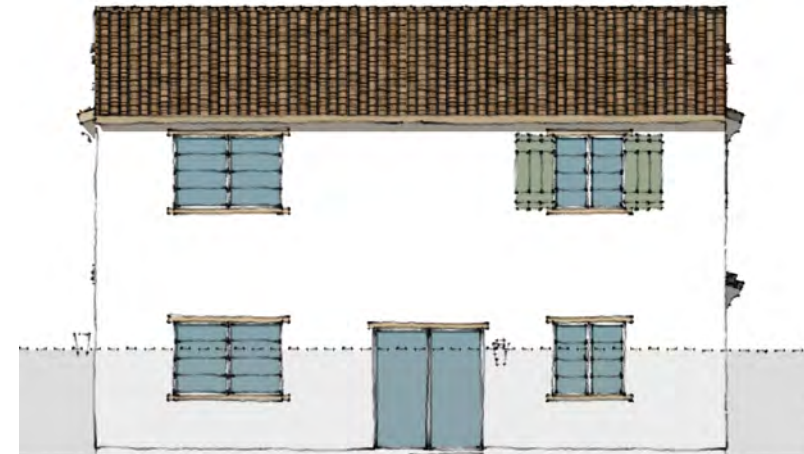
CITY APPROVAL



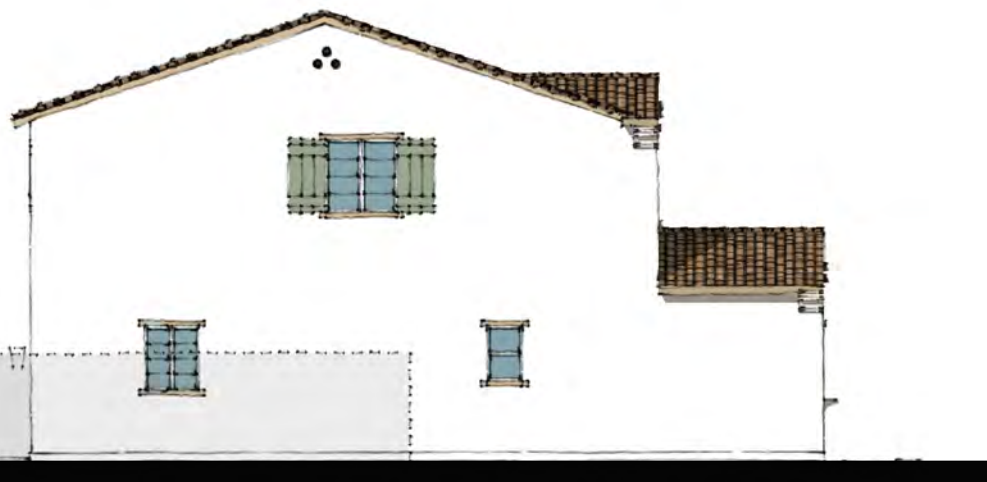
'SPANISH'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



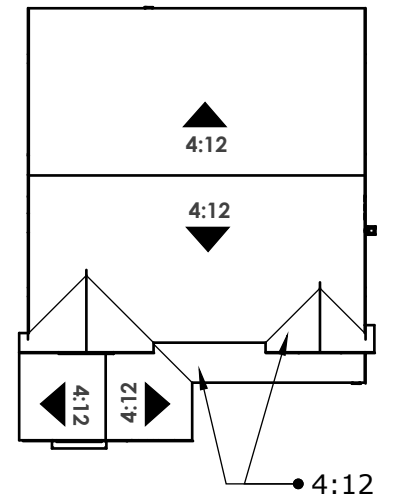
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
SPANISH



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

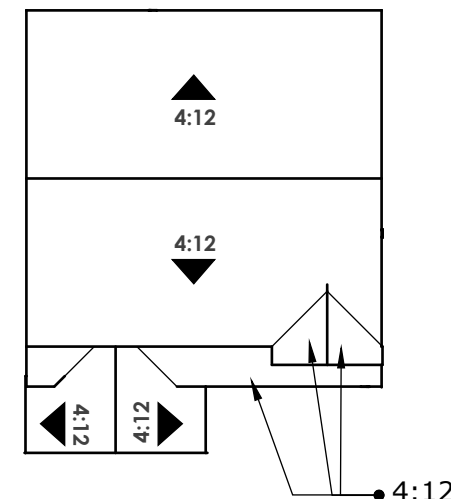
- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 0" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



SERIES WIDTH
35'

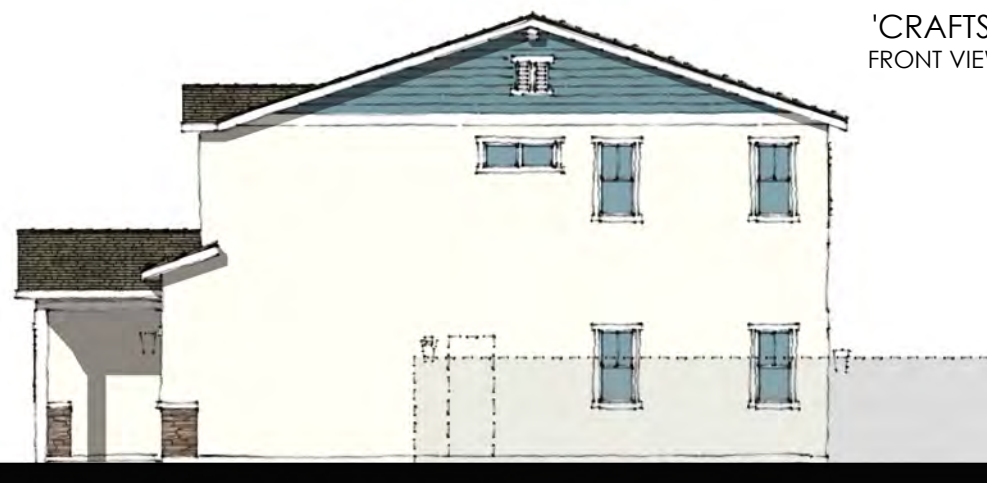
LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
CRAFTSMAN



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

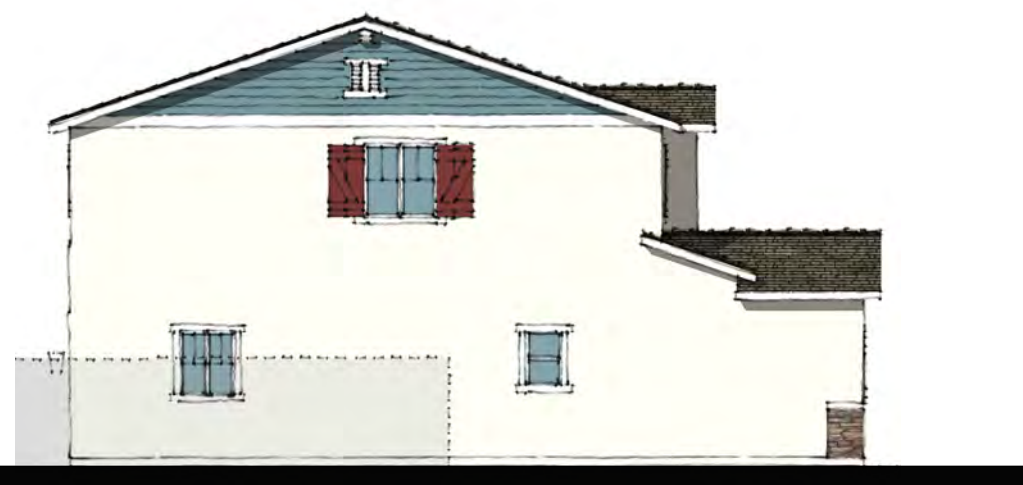


RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

'CRAFTSMAN'
FRONT VIEW: N.T.S.



REAR ELEVATION
SCALE: 3/32" = 1'-0"



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

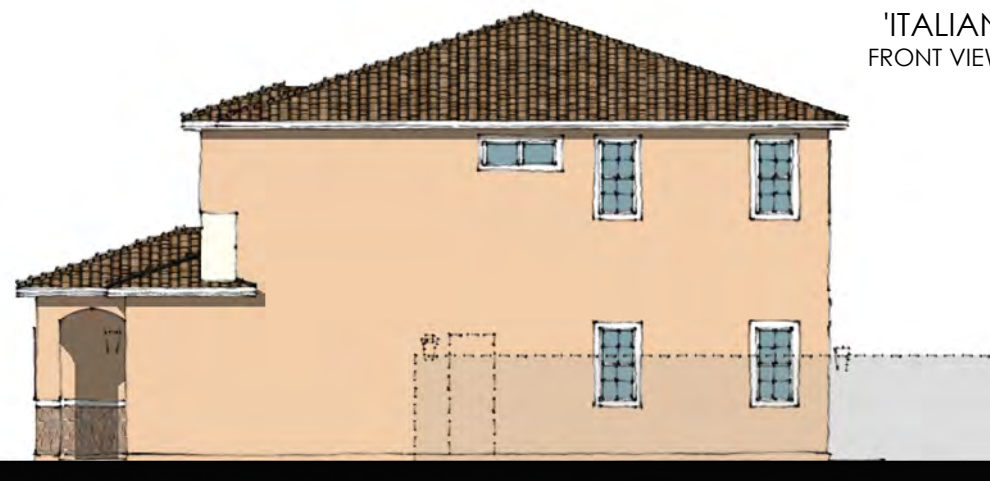


FRONT ELEVATION
SCALE: 3/32" = 1'-0"

CITY APPROVAL



'ITALIANATE'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



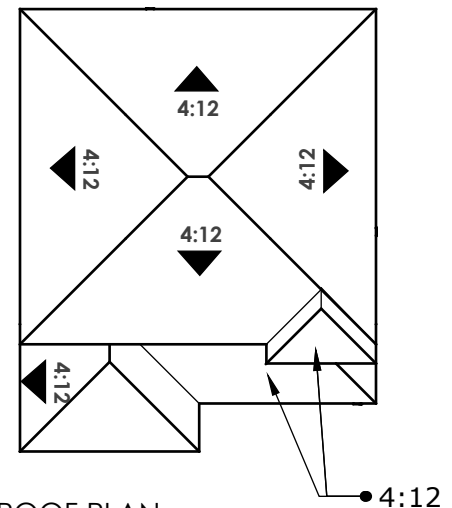
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
ITALIANATE

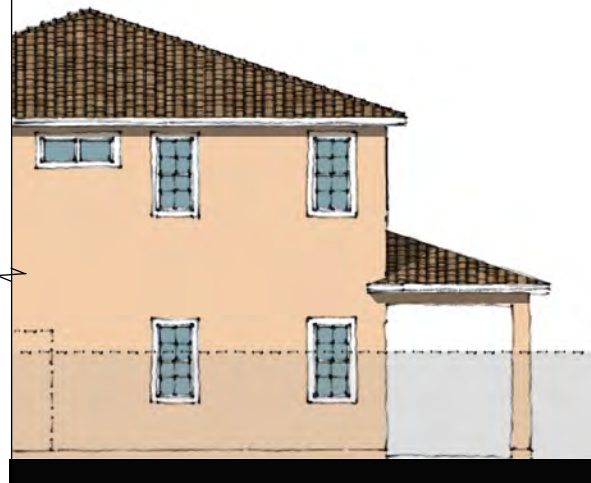


ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE BANDING
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

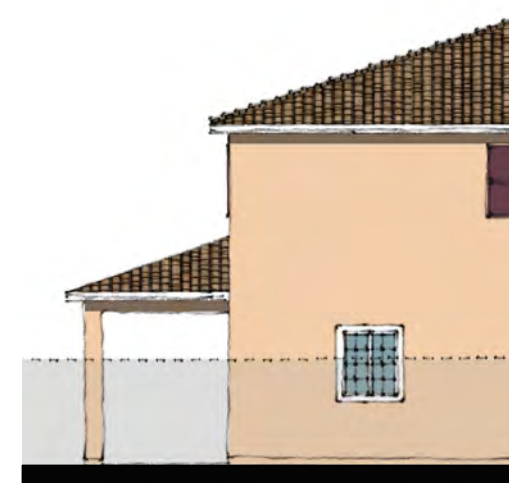
CITY APPROVAL



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



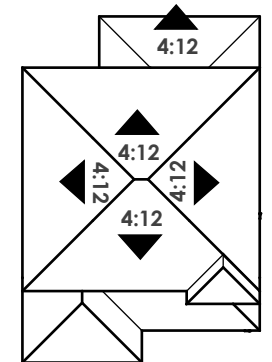
REAR ELEVATION- 'ITALIANATE'



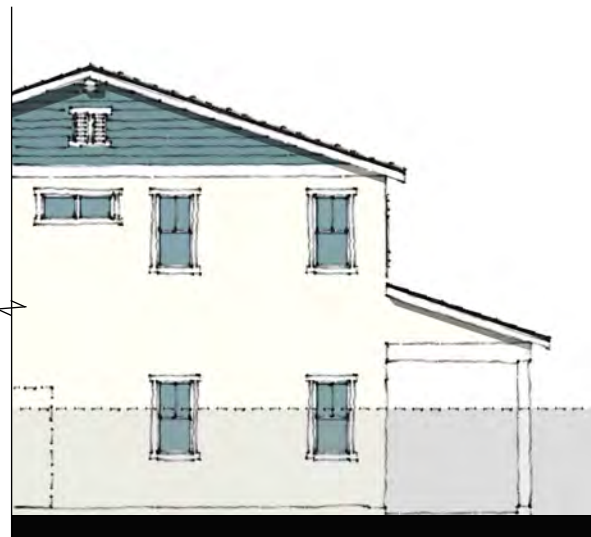
LEFT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 1,998
PLAN WIDTH: 35'
PLAN #: 3537
OPTION COVERED PATIO I



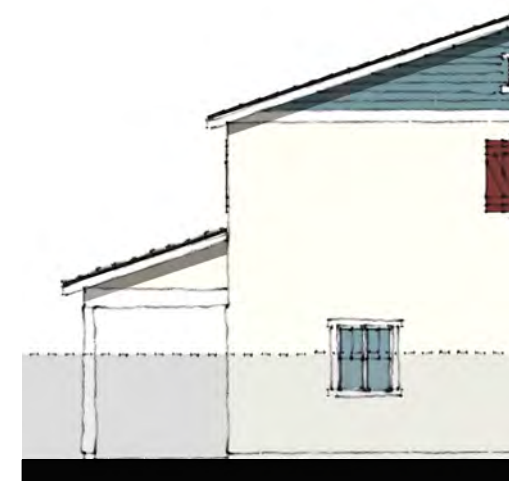
ROOF PLAN
SCALE: N.T.S.



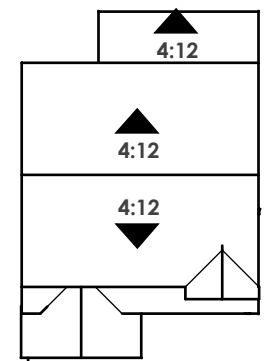
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



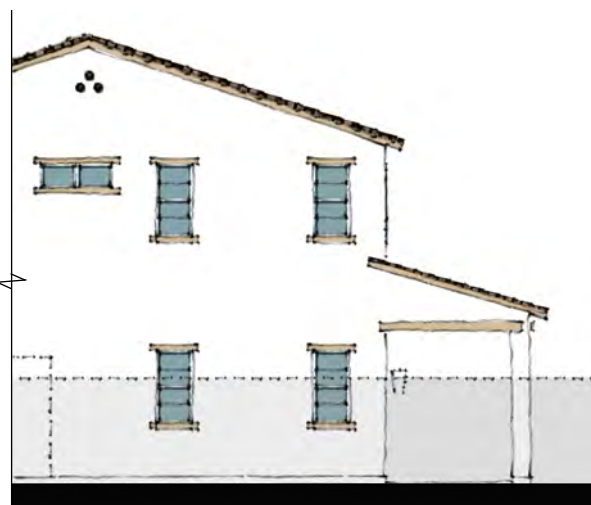
REAR ELEVATION - 'CRAFTSMAN'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



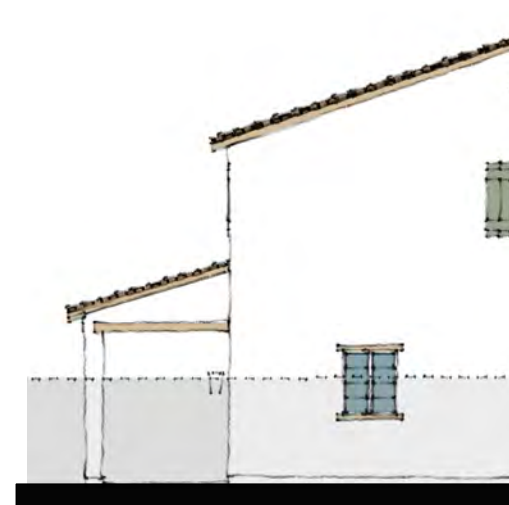
ROOF PLAN
SCALE: N.T.S.



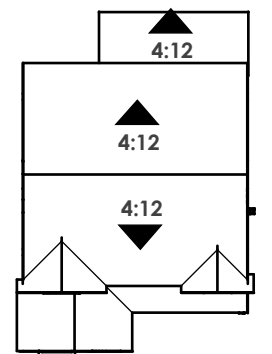
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



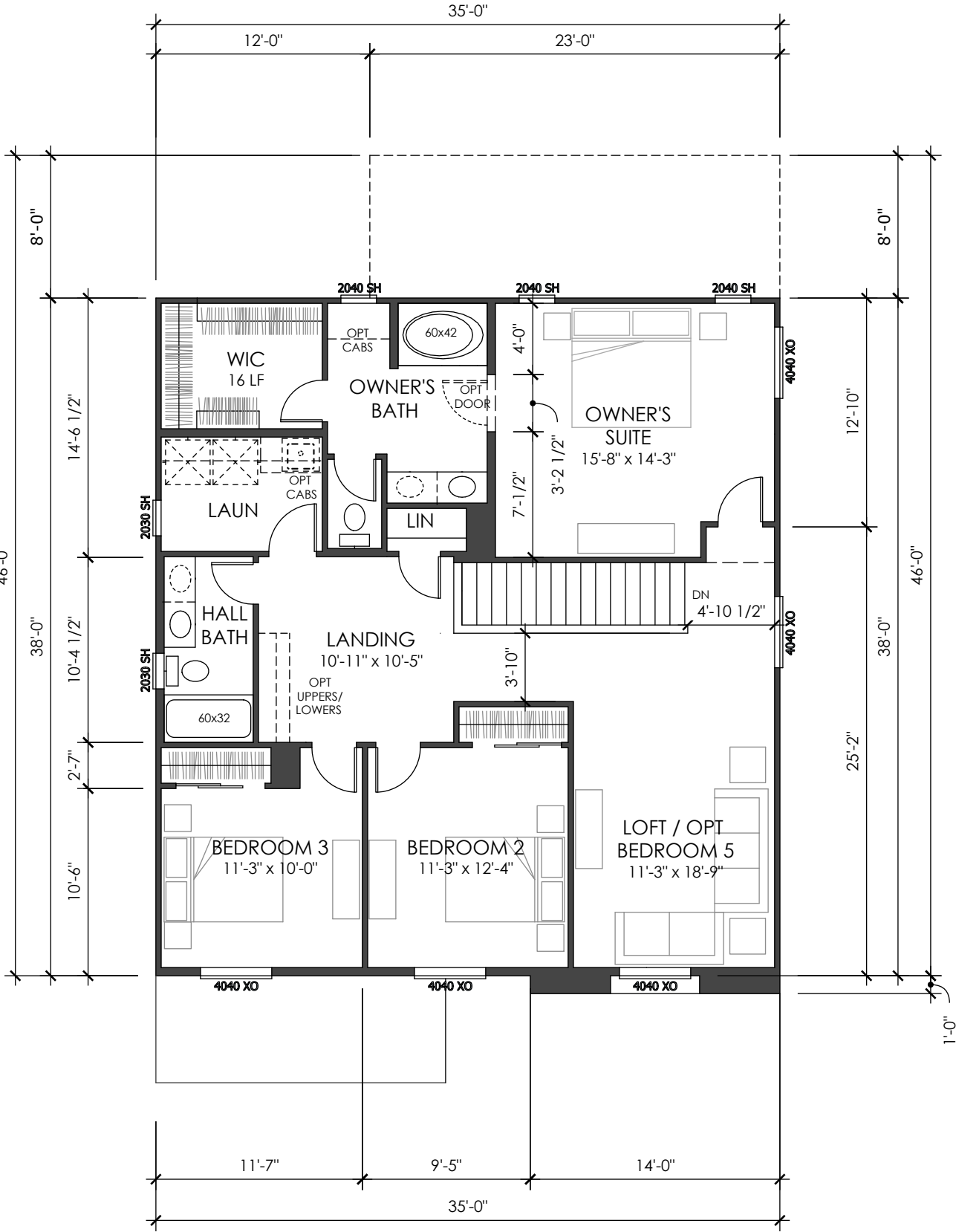
REAR ELEVATION - 'SPANISH'



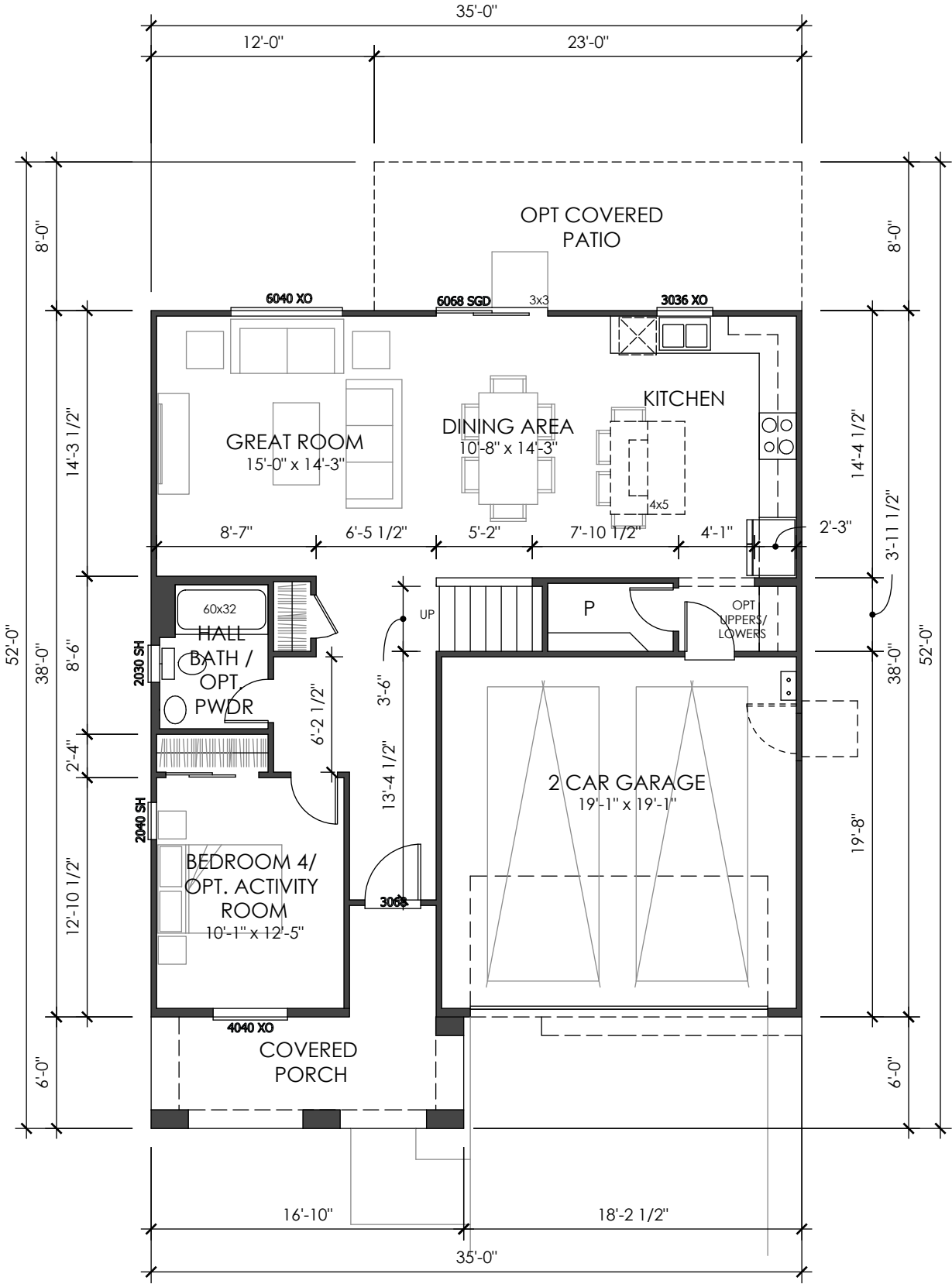
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.



2ND FLOOR



1ST FLOOR

SERIES WIDTH
35'

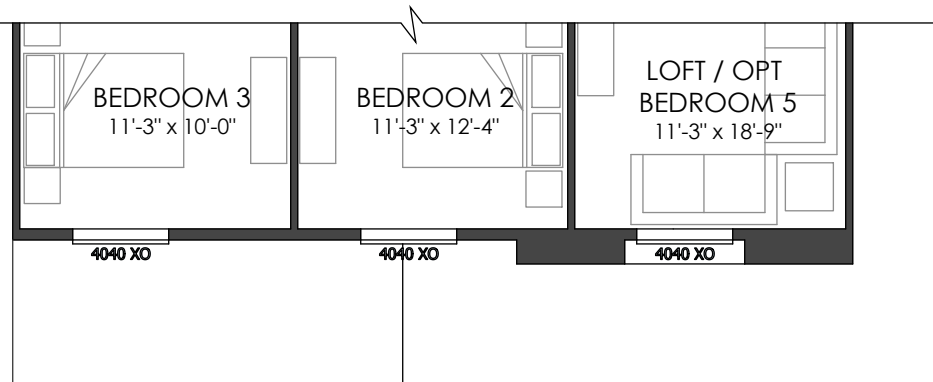
LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
SCALE: 1/8" = 1'-0"
NAME: TBD

VITAL STATS
BEDROOM: 4 (OPT 5)
BATH: 2.5 (OPT 3)
CAR: 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

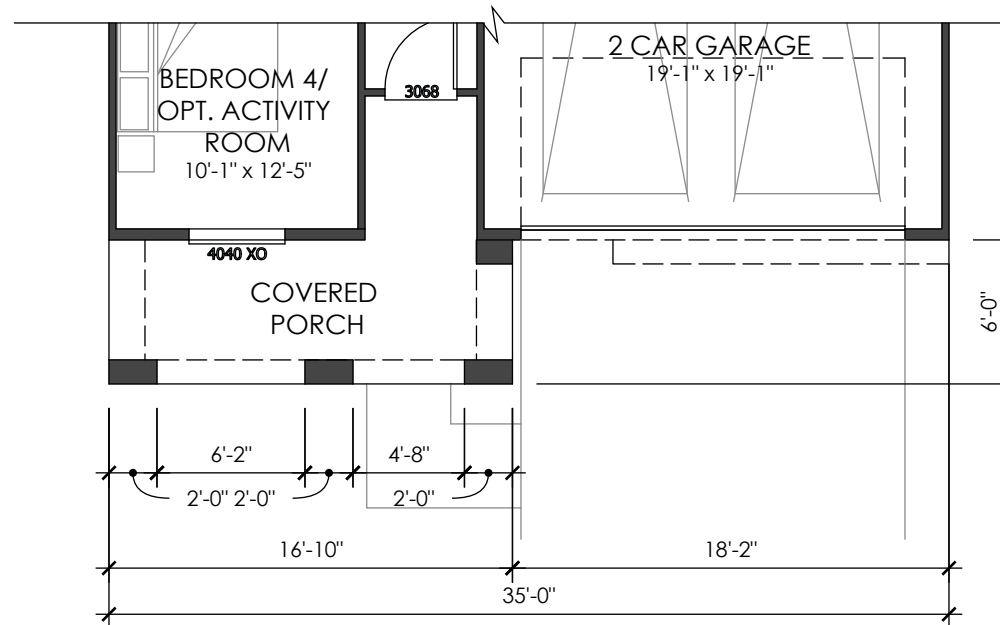
STATUS |

AREA S.F. BREAKDOWN
LIVABLE
FIRST FLOOR: 931
SECOND FLOOR: 1,330
TOTAL: 2,261
GARAGE: 375
COV'D ENTRY / PORCH
ELEVATION A: 129
ELEVATION B: 124
ELEVATION C: 129
OPT COVERED PATIO I: 184
OPT COVERED PATIO II: N/A
MAX FOOTPRINT: 1,619
TYP LOT SIZE | 45'X80' (3,600 SF)
LOT COVERAGE | 1,619 / 3,600 = 45%

CITY APPROVAL

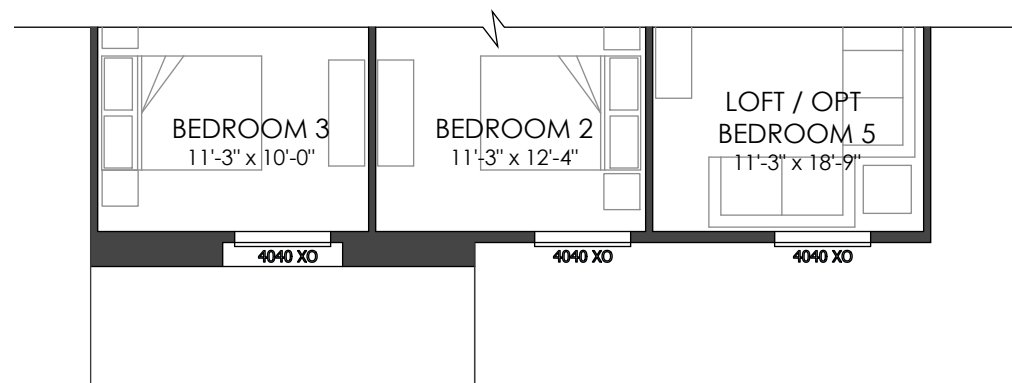


2ND FLOOR

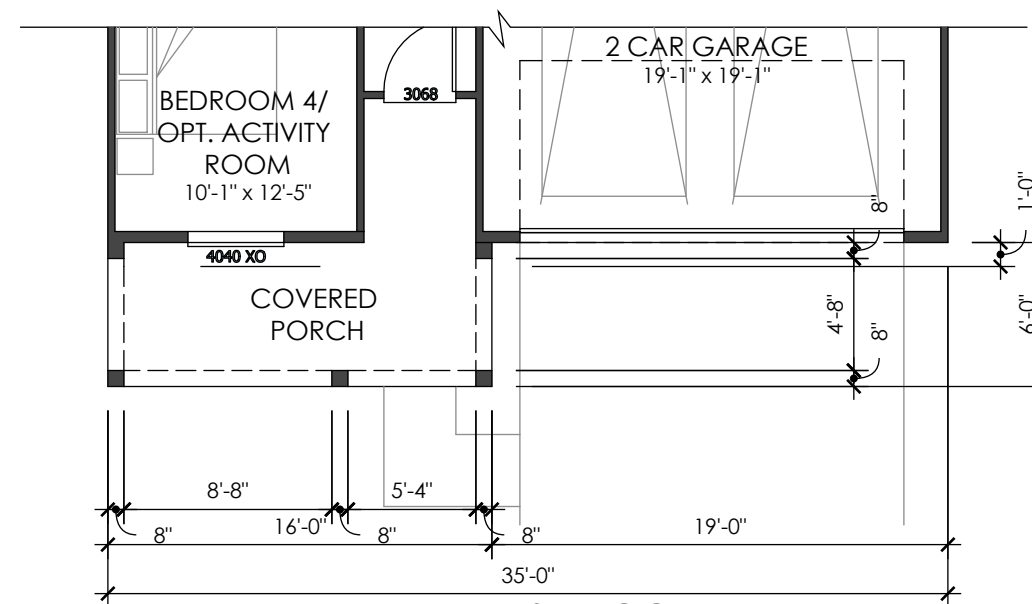


1ST FLOOR

'ITALIANATE'



2ND FLOOR



1ST FLOOR

'CRAFTSMAN'

SERIES WIDTH
35'

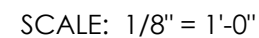
LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
SCALE: 1/8" = 1'-0"
NAME: TBD PLAN 3 PARTIALS

VITAL STATS
BEDROOM 4 (OPT 5)
BATH 2.5 (OPT 3)
CAR 2
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL

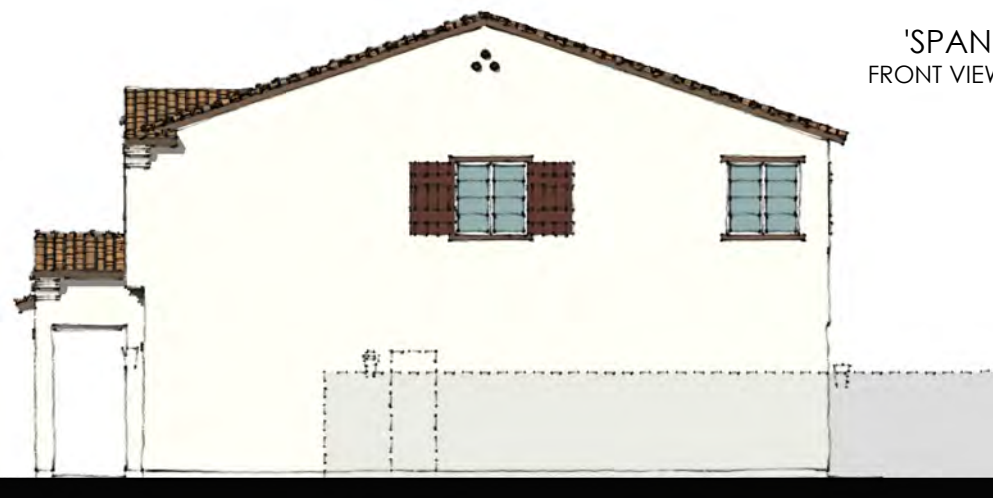




A3.03



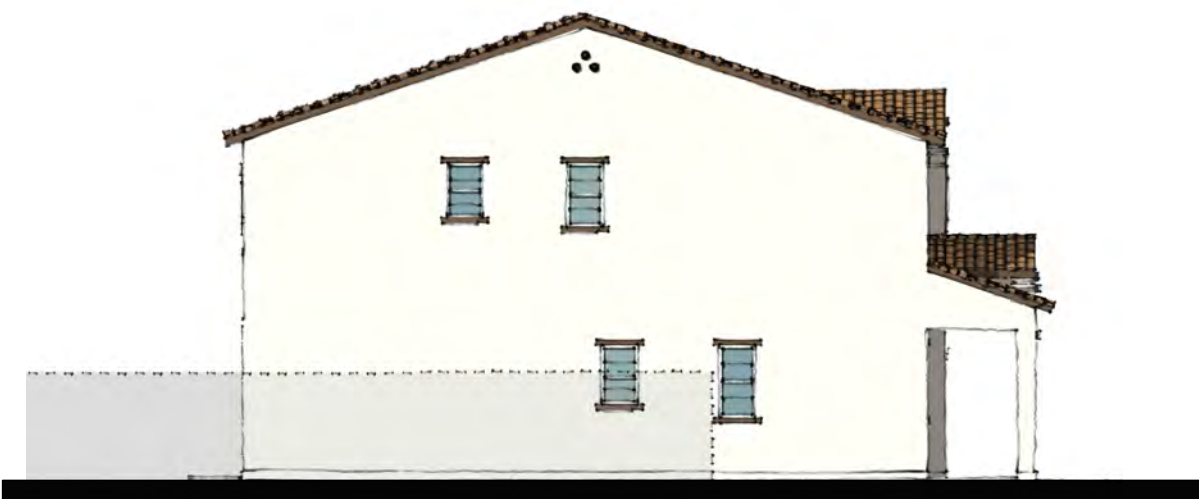
'SPANISH'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



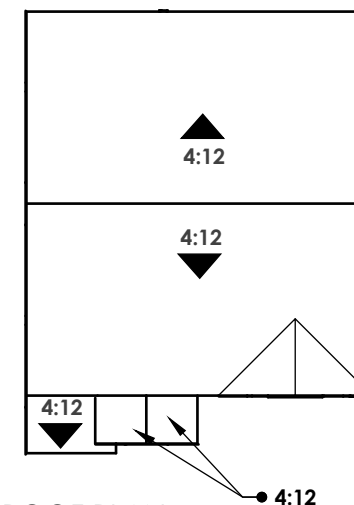
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
SPANISH



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

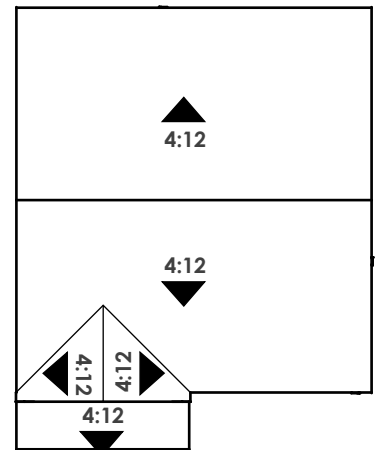
- 1 PROMINENT GABLES
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



SERIES WIDTH
35'

LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
CRAFTSMAN



ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH
- 7 DECORATIVE WOOD RAILING AT PORCH

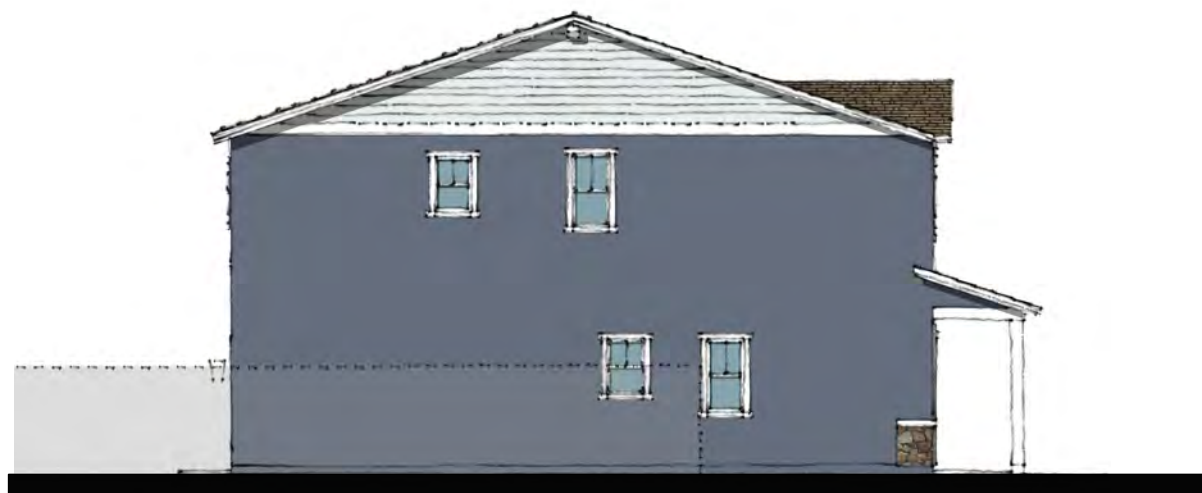
CITY APPROVAL



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



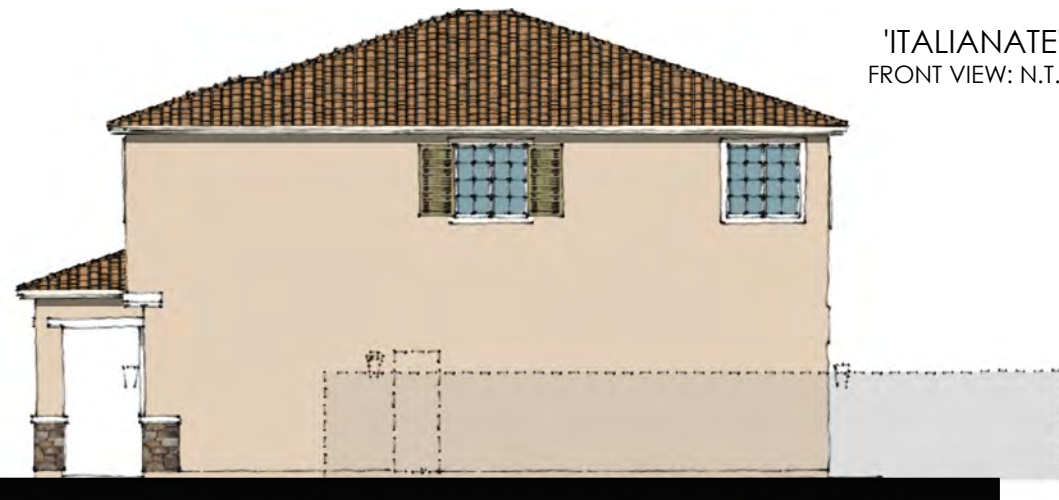
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



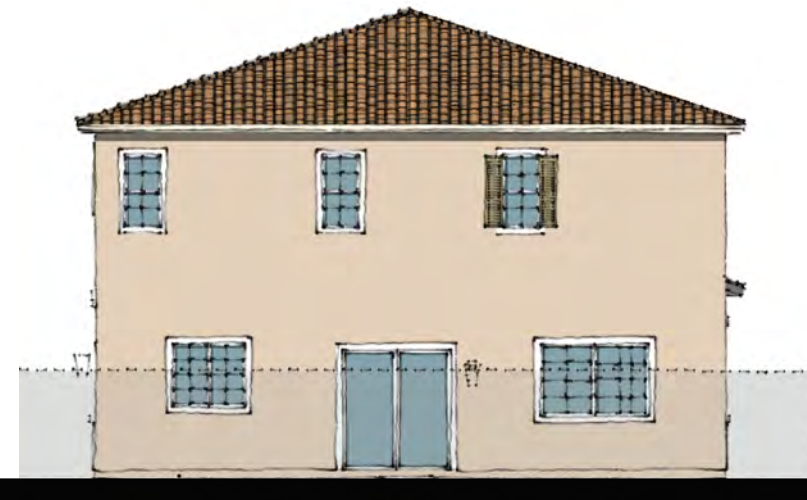
FRONT ELEVATION
SCALE: 3/32" = 1'-0"



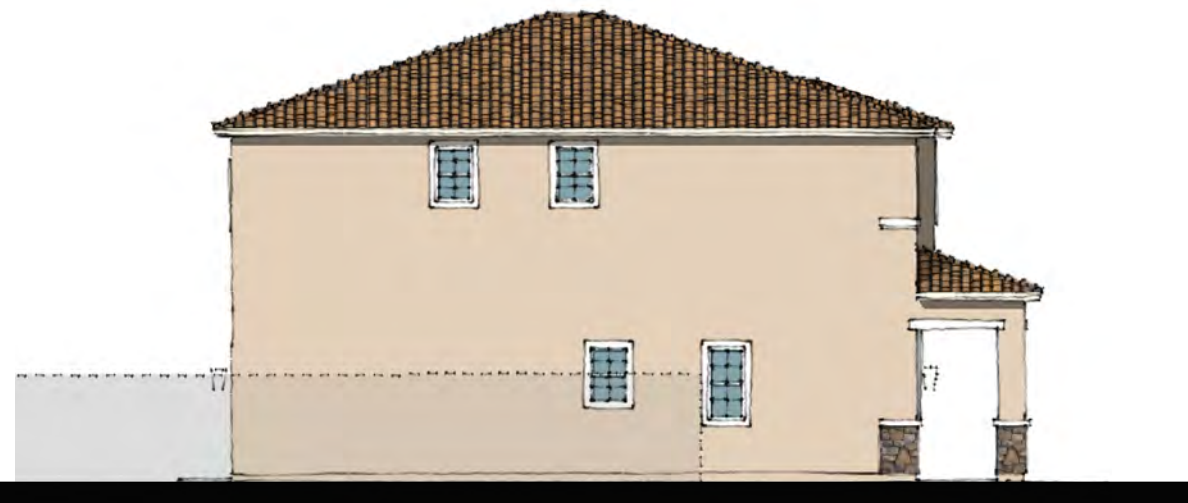
'ITALIANATE'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



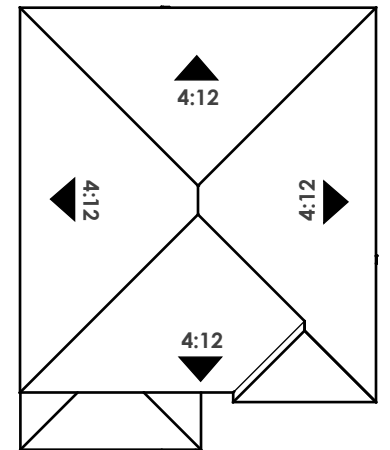
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
ITALIANATE

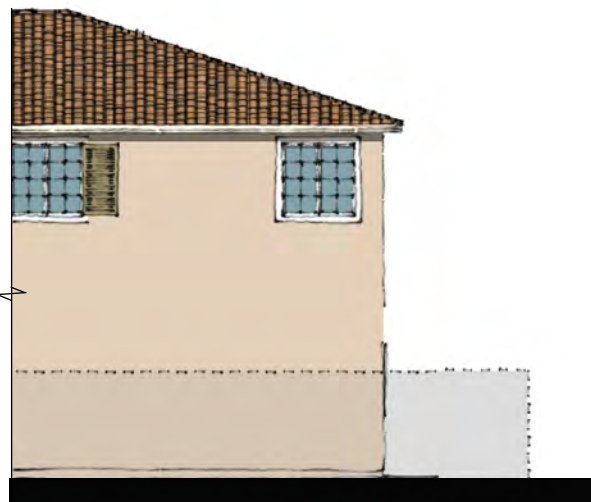


ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE BANDING
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

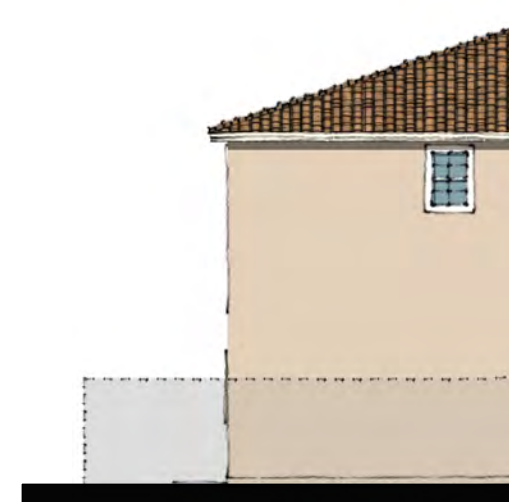
CITY APPROVAL



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



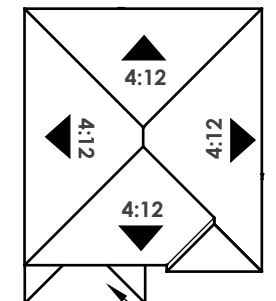
FRONT ELEVATION- 'ITALIANATE'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
OPTION ACTIVITY ROOM



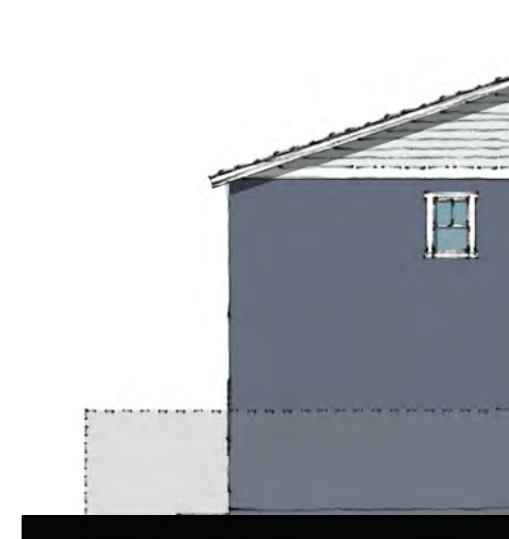
ROOF PLAN
SCALE: N.T.S.



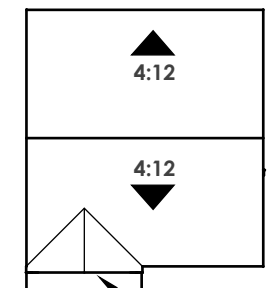
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



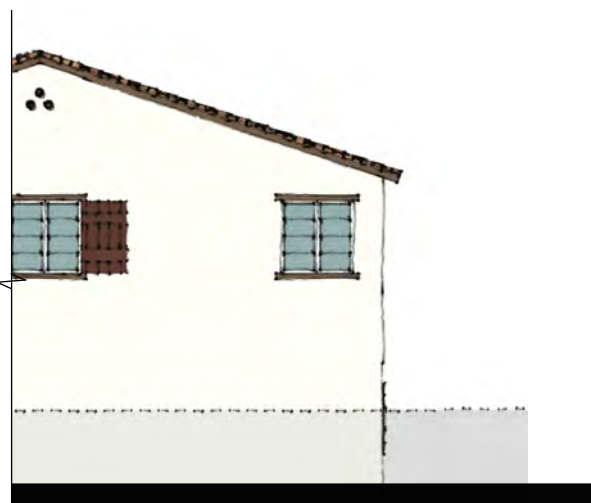
FRONT ELEVATION - 'CRAFTSMAN'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



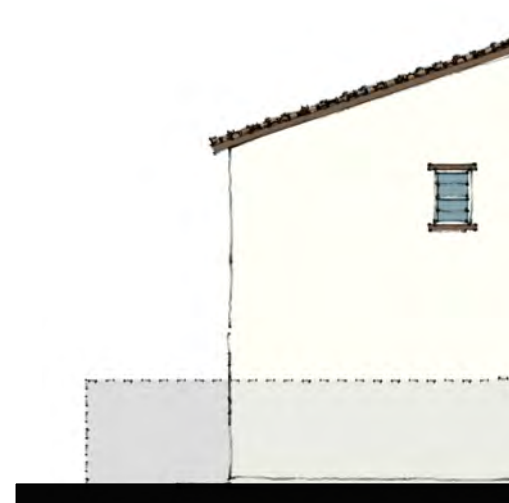
ROOF PLAN
SCALE: N.T.S.



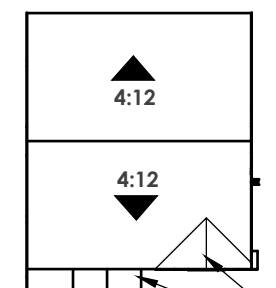
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



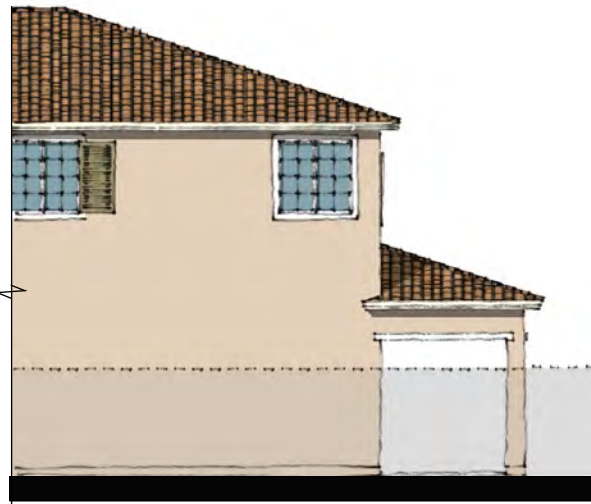
FRONT ELEVATION - 'SPANISH'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



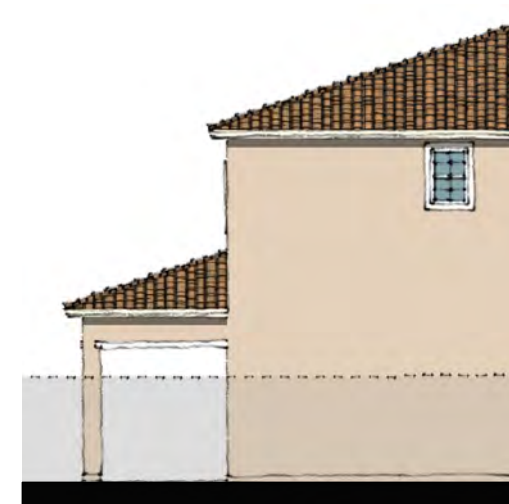
ROOF PLAN
SCALE: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



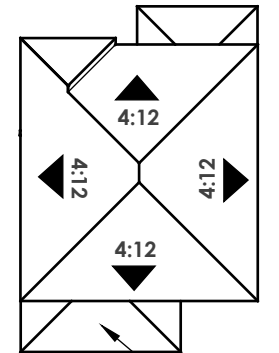
REAR ELEVATION- 'ITALIANATE'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,261
PLAN WIDTH: 35'
PLAN #: 3538
OPTION COVERED PATIO I



ROOF PLAN
SCALE: N.T.S.



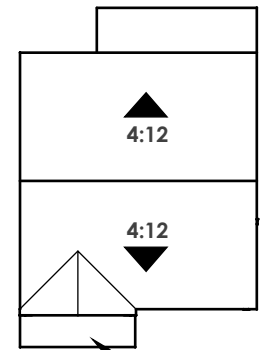
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION - 'CRAFTSMAN'



LEFT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.



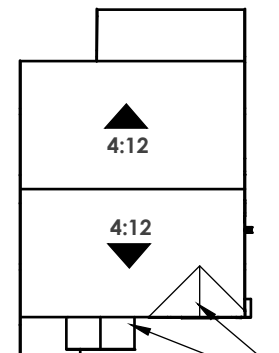
RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



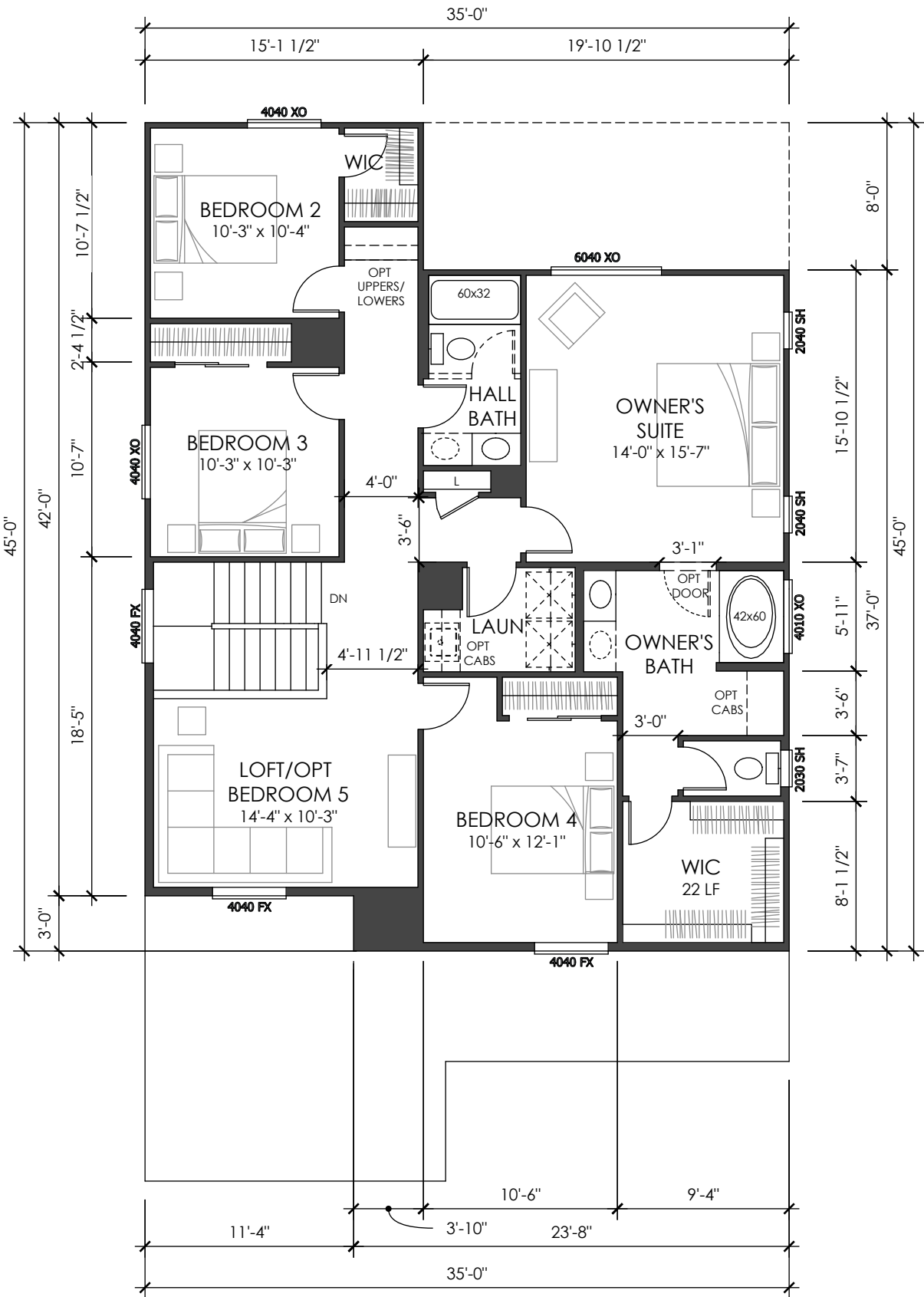
REAR ELEVATION - 'SPANISH'



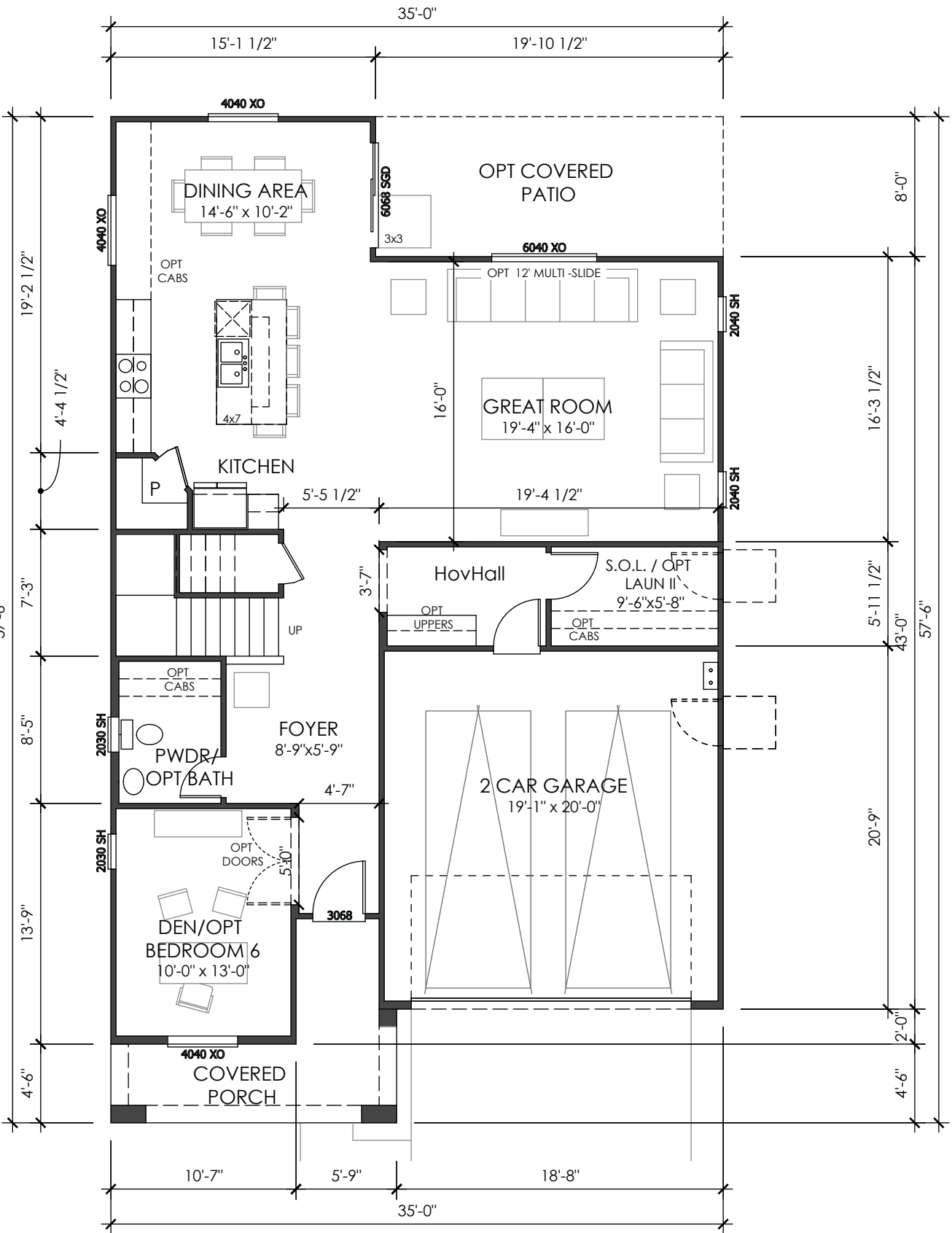
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



ROOF PLAN
SCALE: N.T.S.



2ND FLOOR



1ST FLOOR

'SPANISH'

SCALE: 1/8" = 1'-0"



SERIES WIDTH
35'

LIV. SF: 2,535

PLAN WIDTH: 35'

PLAN #: 3539

SCALE: 1/8" = 1'-0"

NAME: PLAN 4

VITAL STATS

BEDROOM 4 (OPT 6)

BATH 2.5 (OPT 3)

CAR 2 (OPT 3)

CEILING: 8' | 9'

WINDOW HDR: 7' | 7'

STATUS |

AREA S.F. BREAKDOWN

LIVABLE

FIRST FLOOR: 1,165

SECOND FLOOR: 1,370

TOTAL: 2,535

GARAGE 398

COV'D ENTRY / PORCH

ELEVATION A: 110

ELEVATION B: 113

ELEVATION C: 110

OPT COVERED PATIO: 159

MAX FOOTPRINT: 1,835

TYP LOT SIZE | 45'X80' (3,600 SF)

LOT COVERAGE | 1,835 / 3,600 = 51%

CITY APPROVAL

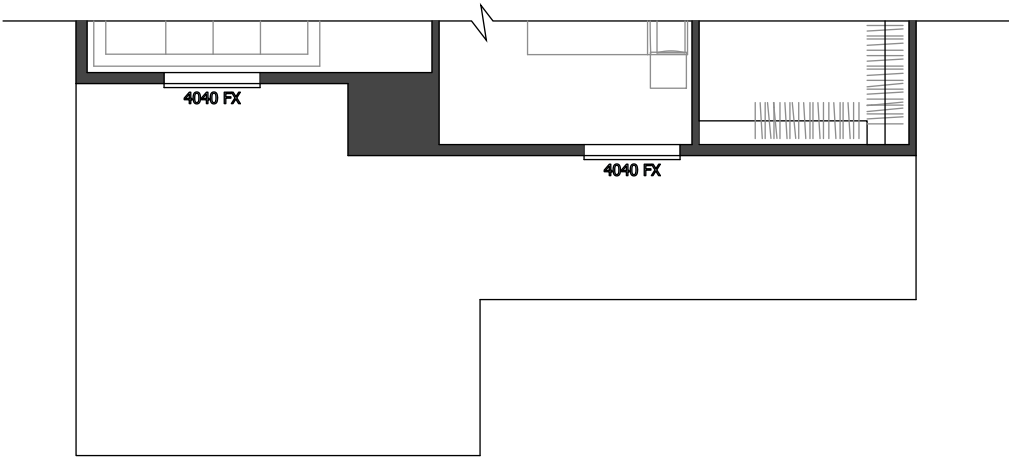
KHovnanian
Homes

ASPIRE at SOLAIRE

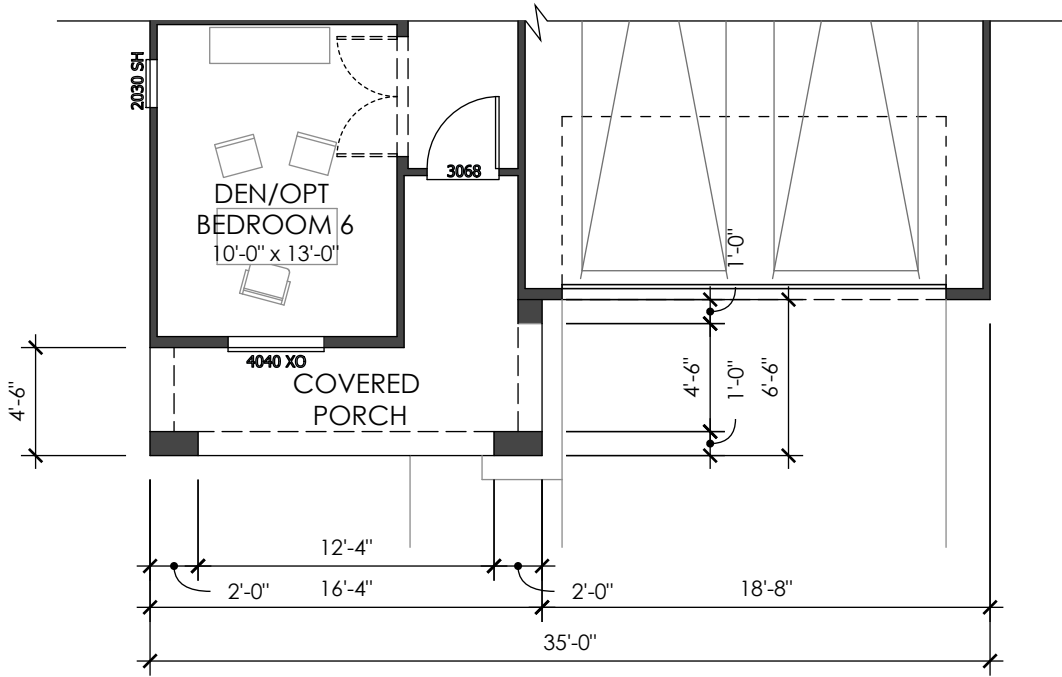
NCD - ROSEVILLE, CALIFORNIA

07.15.2019 | REVISED: 10.02.2019

A4.01

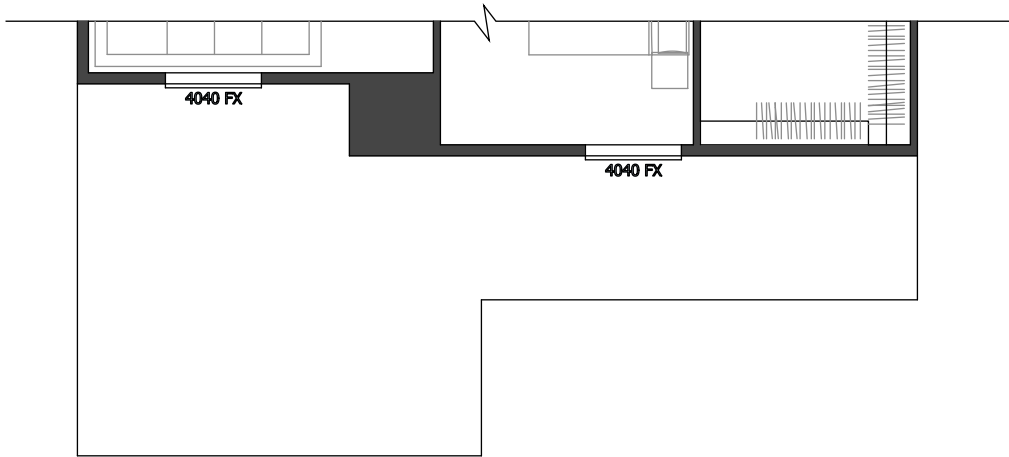


2ND FLOOR

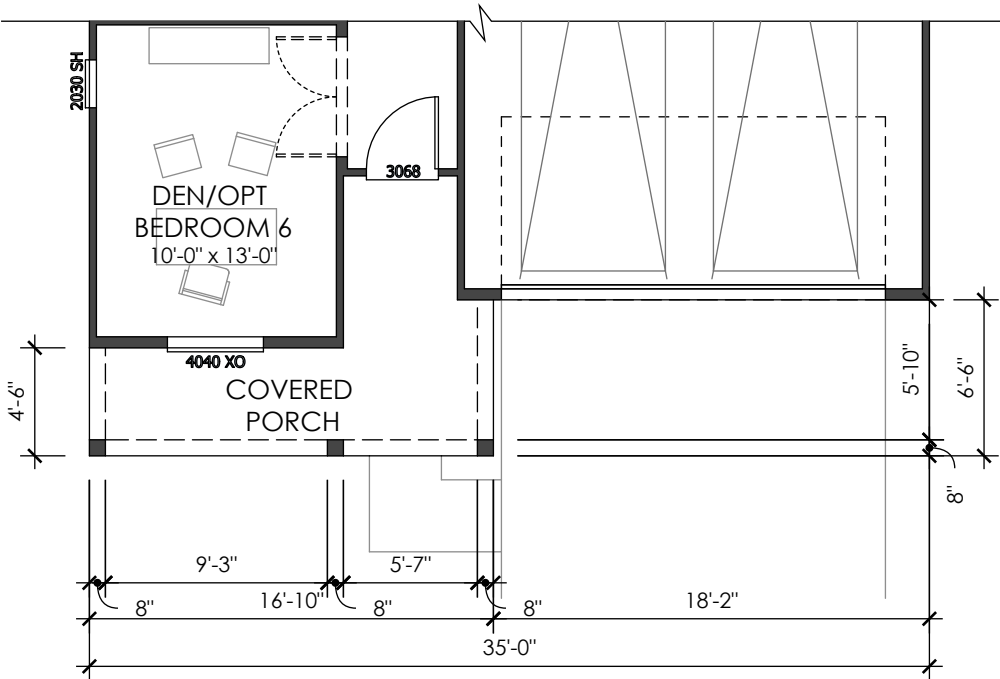


1ST FLOOR

'ITALIANATE'



2ND FLOOR



1ST FLOOR

'CRAFTSMAN'

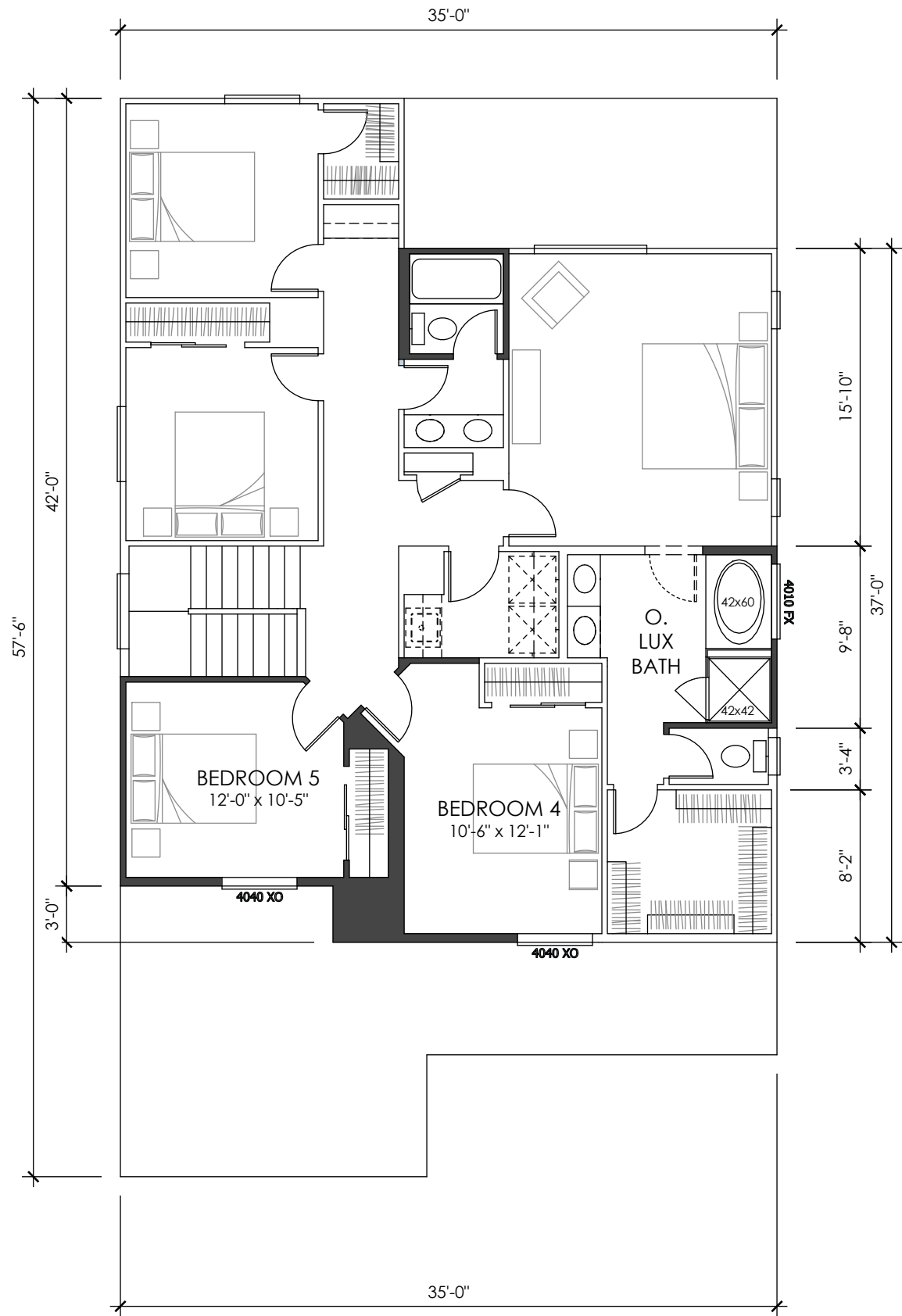
SERIES WIDTH
35'

LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
SCALE: 1/8" = 1'-0"
NAME: PLAN 4 PARTIALS

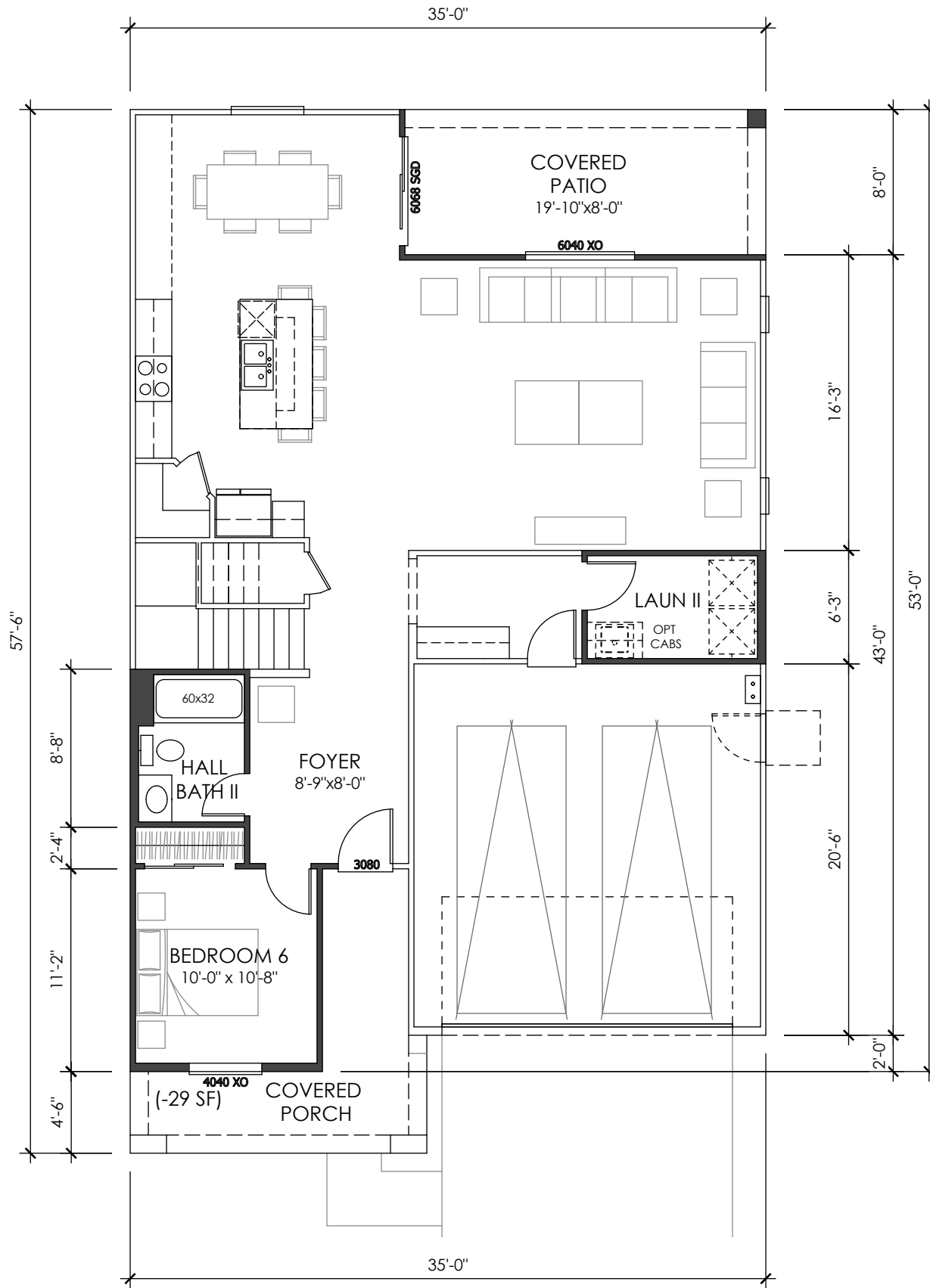
VITAL STATS
BEDROOM 4 (OPT 6)
BATH 2.5 (OPT 3)
CAR 2 (OPT 3)
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL



2ND FLOOR OPTIONS



1ST FLOOR OPTIONS

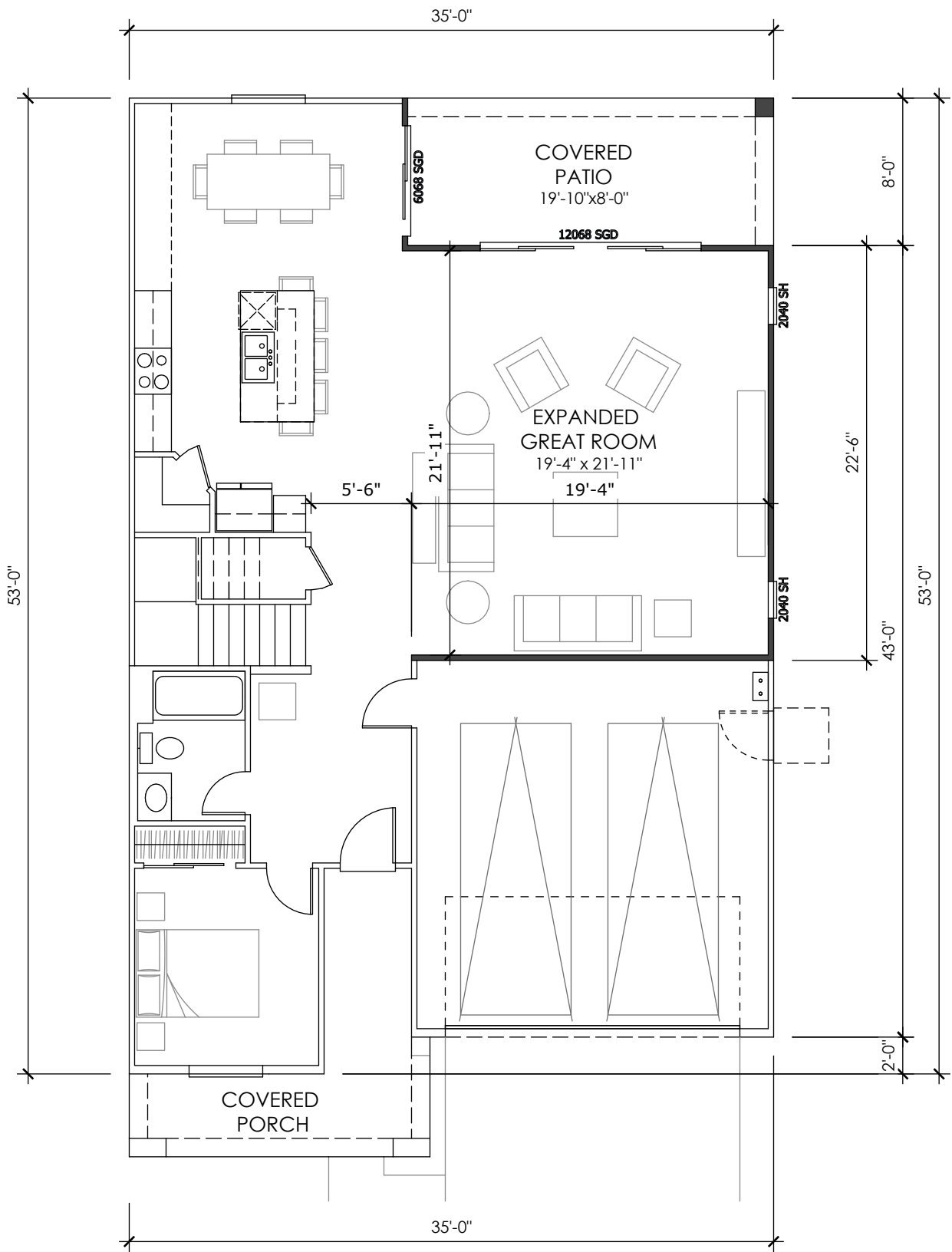
SERIES WIDTH
35'

LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
SCALE: 1/8" = 1'-0"
NAME: PLAN 4 OPTS

VITAL STATS
BEDROOM 4 (OPT 6)
BATH 2.5 (OPT 3)
CAR 2 (OPT 3)
CEILING: 8' | 9'
WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL



1ST FLOOR OPTIONS

SERIES WIDTH
35'

LIV. SF: 2,535

PLAN WIDTH: 35'

PLAN #: 3539

SCALE: 1/8" = 1'-0"

NAME: PLAN 4 OPTS

VITAL STATS

BEDROOM 4 (OPT 6)

BATH 2.5 (OPT 3)

CAR 2 (OPT 3)

CEILING: 8' | 9'

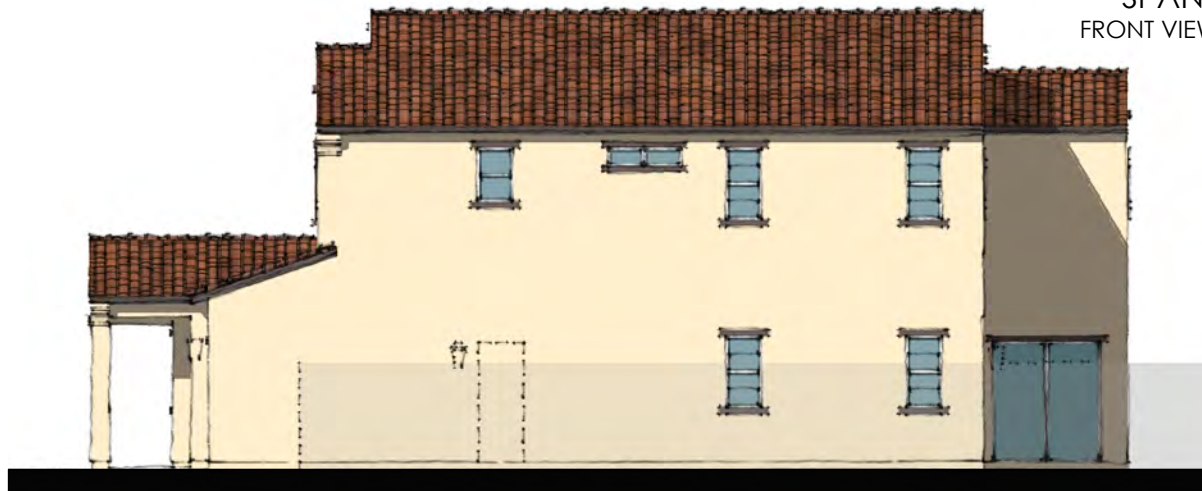
WINDOW HDR: 7' | 7'

STATUS |

CITY APPROVAL



'SPANISH'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



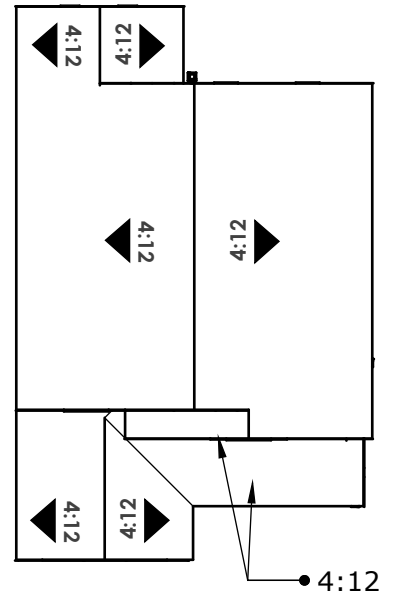
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
SPANISH

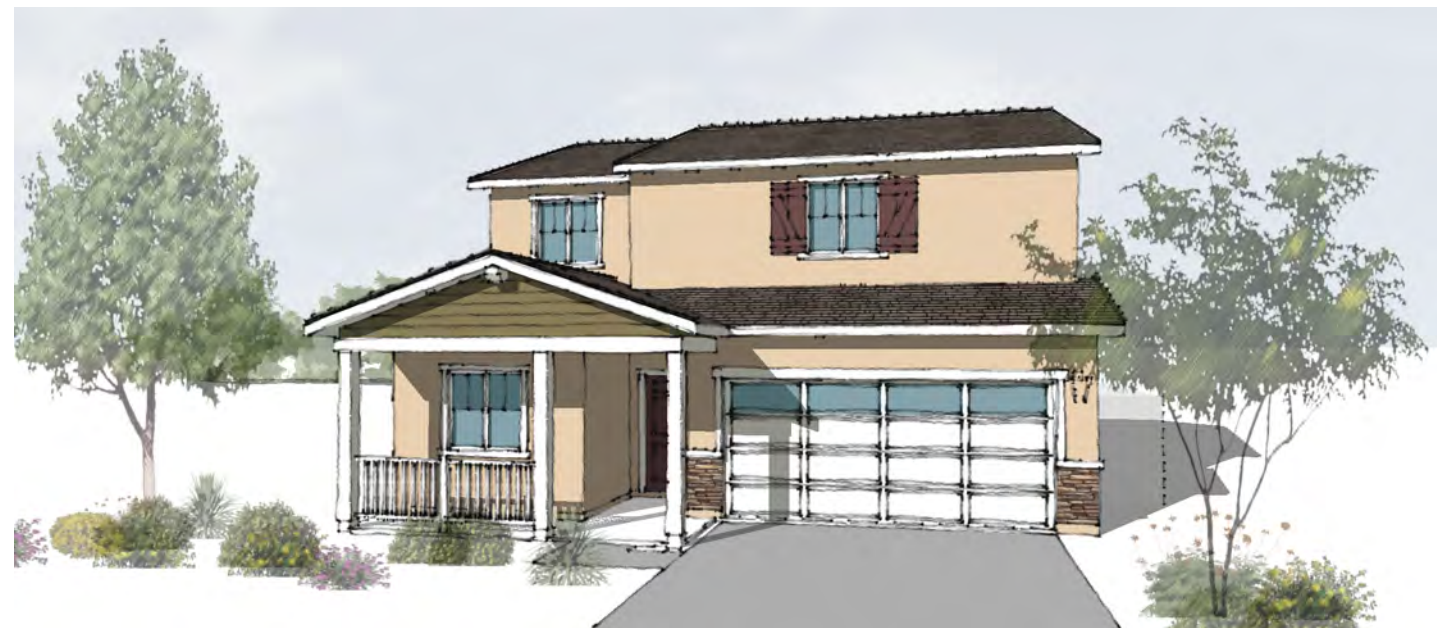


ROOF PLAN
SCALE: N.T.S.

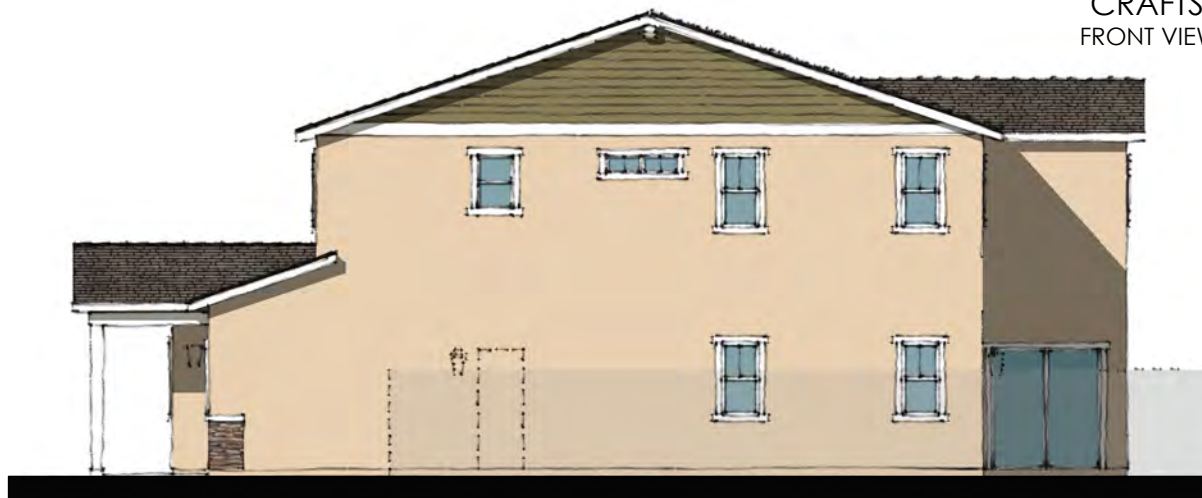
STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE BANDING
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



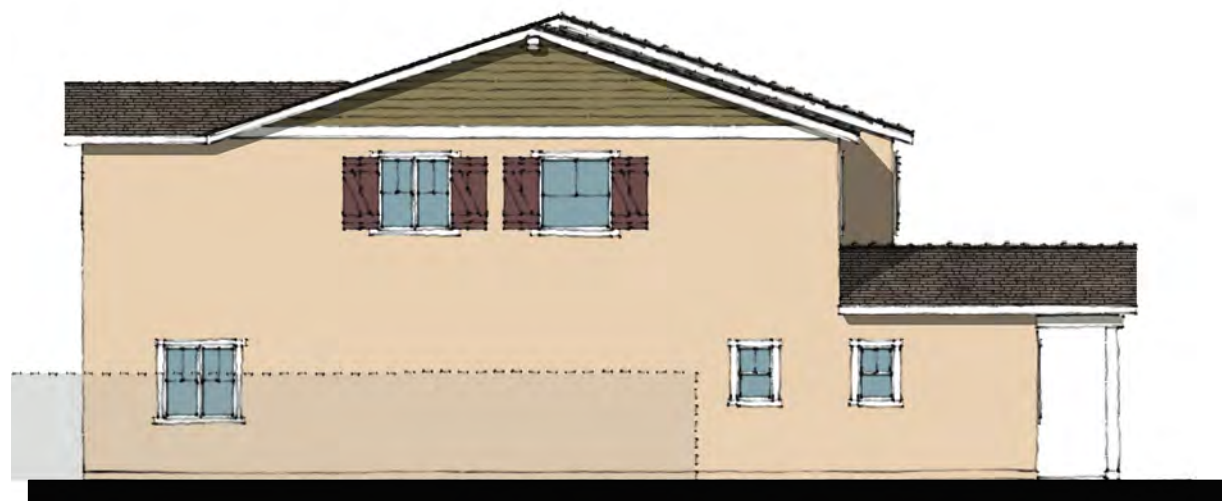
'CRAFTSMAN'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



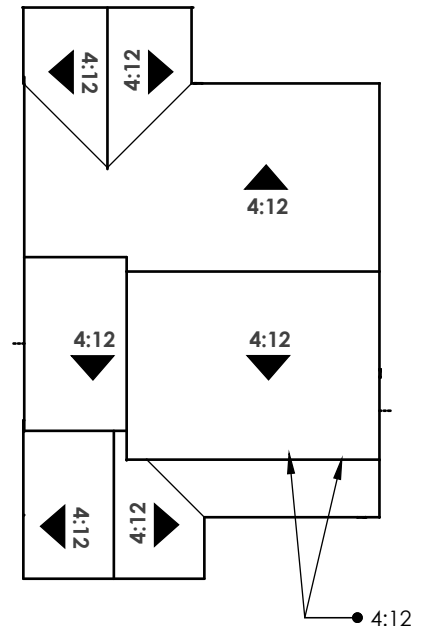
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
CRAFTSMAN



ROOF PLAN
SCALE: N.T.S.

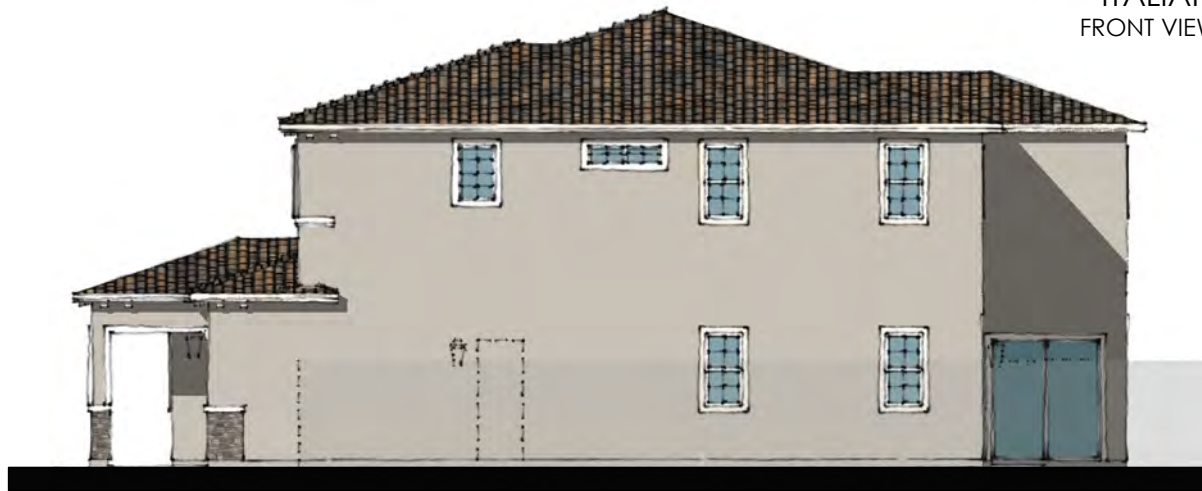
STYLE LEGEND:

- 1 PROMINENT GABLES
- 2 CONCRETE 'FLAT' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE GABLE DETAILS
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH
- 7 DECORATIVE WOOD RAILING AT PORCH

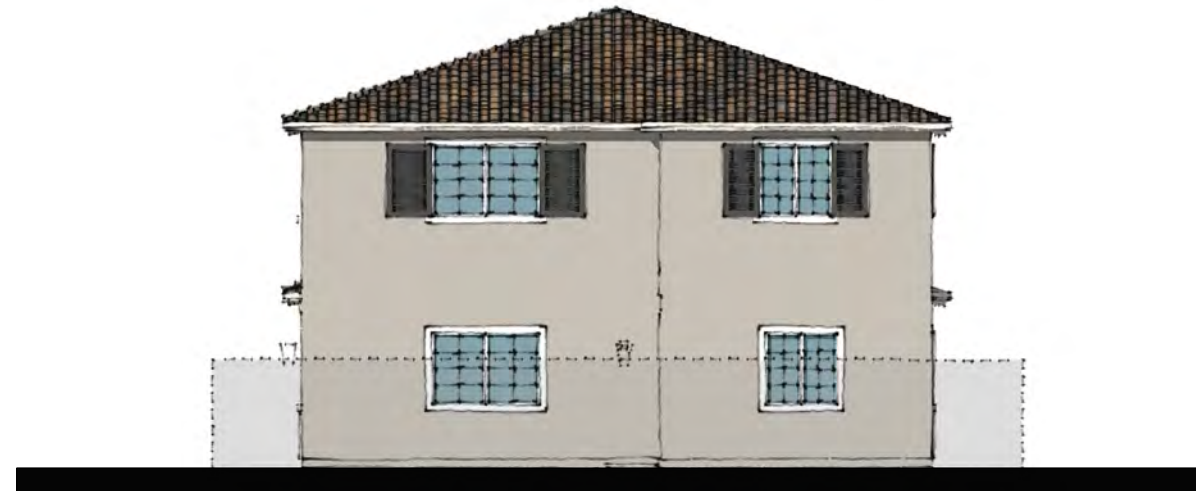
CITY APPROVAL



'ITALIANATE'
FRONT VIEW: N.T.S.



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION
SCALE: 3/32" = 1'-0"



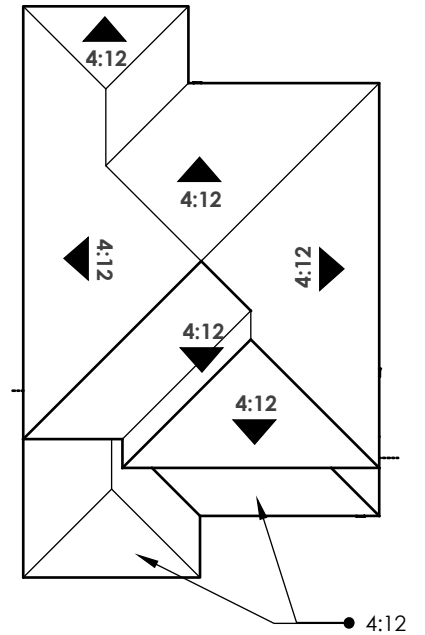
LEFT ELEVATION
SCALE: 3/32" = 1'-0"



FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SERIES WIDTH
35'

LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
ITALIANATE

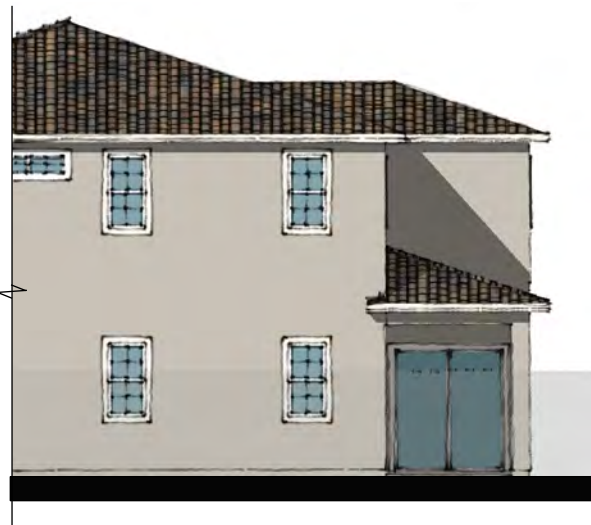


ROOF PLAN
SCALE: N.T.S.

STYLE LEGEND:

- 1 PROMINENT HIPS
- 2 CONCRETE 'S' TILES
- 3 12" RAKES AND 12" EAVES
- 4 DECORATIVE BANDING
- 5 DECORATIVE SHUTTERS
- 6 4:12 ROOF PITCH

CITY APPROVAL



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION- 'ITALIANATE'



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



REAR ELEVATION - 'CRAFTSMAN'



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



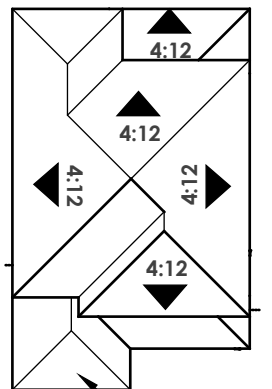
REAR ELEVATION - 'SPANISH'

SCALE: 3/32" = 1'-0"

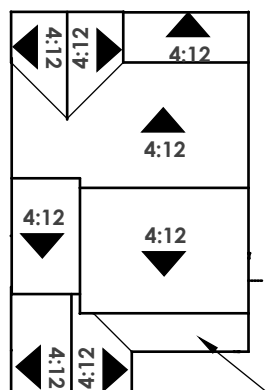
12' 6' 0 12' 24'

SERIES WIDTH
35'

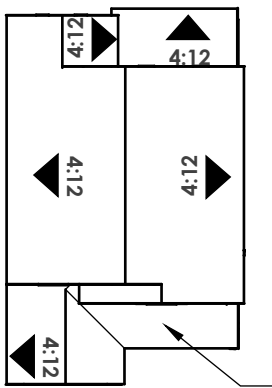
LIV. SF: 2,535
PLAN WIDTH: 35'
PLAN #: 3539
OPTION COVERED PATIO



ROOF PLAN
SCALE: N.T.S.



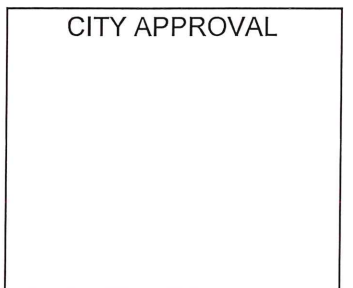
ROOF PLAN
SCALE: N.T.S.



ROOF PLAN
SCALE: N.T.S.

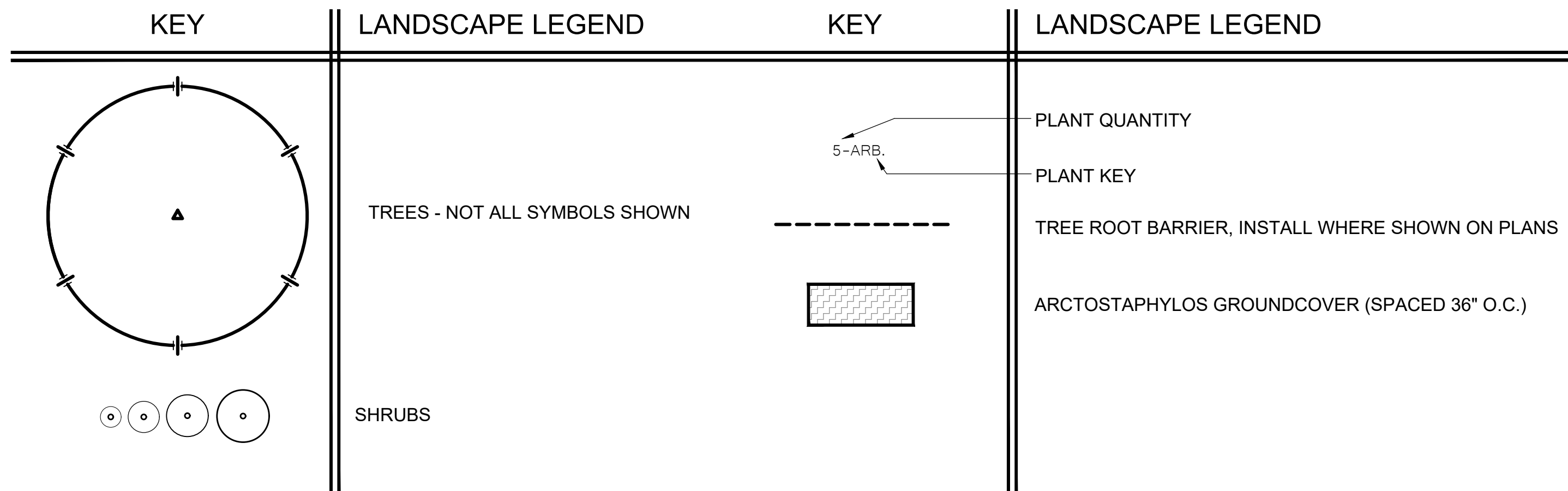
ASPIRE AT SOLAIRE

LANDSCAPE TYPICAL



STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	560	168	0.81	6,713
		TOTAL AREA	560		ETWU TOTAL	6,713 GAL
ET ₀	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ET ₀)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ET ₀)(0.62)(0.55 x LA) = GAL/YEAR						
					MAWA TOTAL	9,968 GAL

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	1200	360	0.81	14,384
		TOTAL AREA	1,200		ETWU TOTAL	14,384 GAL
ET ₀	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ET ₀)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ET ₀)(0.62)(0.55 x LA) = GAL/YEAR						
					MAWA TOTAL	21,360 GAL



WATER USE	SIZE	KEY	BOTANICAL NAME ... COMMON NAME
			TREES:
MEDIUM MEDIUM LOW MEDIUM MEDIUM LOW	15 G.C. 15 G.C. 15 G.C. 15 G.C. 15 G.C. 15 G.C.	ACE.B. ACE.R. CER. LAG. MAG. PRU. ULM.	ACER BUERGERIANUM ... TRIDENT MAPLE ACER RUBRUM ... RED MAPLE CERCIS CANADENSIS ... EASTERN REDBUD LACERSTROEMIA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE MAGNOLIA SOULANGEANA ... SAUCER MAGNOLIA PRUNUS 'KANZAN' ... JAPANESE FLOWERING CHERRY ULMUS WILSONIANA 'PROSPECTOR' ... PROSPECTOR ELM
			SHRUBS:
LOW LOW	1 G.C. 5 G.C. 1 G.C. 1 G.C. 5 G.C. 1 G.C. 5 G.C. 5 G.C. 1 G.C. 5 G.C. 1 G.C. 5 G.C. 5 G.C. 1 G.C. 5 G.C. 1 G.C. 5 G.C. 1 G.C. 5 G.C. 1 G.C. 5 G.C.	ACH. ACA. BOU. CEA. COP. DIA. GRE. LAN.P. LAN.W. LAV. MUH.C. MUH.R. PEN. NER. RHA. SAL. TEU. WES.	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW ACACIA REDOLENS ... PROSTRATE ACACIA BOUTELOUA GRACILIS ... BLUE GRAMA CEANOETHUS 'VALLEY VIOLET' ... VALLEY VIOLET CEANOETHUS COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA GREVILLEA 'NOELLI' ... GREVILLEA LANTANA SELLOWIANA 'PINK' ... PINK TRAILING LANTANA LANTANA SELLOWIANA 'WHITE' ... WHITE TRAILING LANTANA LAVANDULA X INTERMEDIA ... LAVANDIN MUHLENBERGIA CAPILLARIS ... PINK MUHL MUHLENBERGIA RIGENS ... DEER GRASS PENNISETUM 'LITTLE BUNNY' ... LITTLE BUNNY DWARF FOUNTAIN GRASS NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER RHAPHIOLEPS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN SALVIA LEUCANTHA 'MIDNIGHT' ... MIDNIGHT MEXICAN SAGE TEUCRIUM CHAMÆDRYS ... GERMANDER WESTRINGIA FRUTICOSA 'MUNDI' ... MUNDT WESTRINGIA
			GROUND COVER (SPACED 36" O.C.):
LOW	1 G.C.	ARC.	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' KINNICKINNICK ... MASSACHUSETTS KINNICKINNICK

1. ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
2. FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
 - 8 FEET CLEARANCE FROM SEWER OR WATER LINES.
 - 5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
 - 15 FEET FROM STREET LIGHTS
 - 25 FEET FROM STOP SIGNS/STOP LIGHTS.
3. SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
4. TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 5' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
5. CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
 - A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
 - B. CERTIFICATION BY LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
 - C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
 - D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
 - E. IRRIGATION AUDIT REPORT.
 - F. SOILS ANALYSIS REPORT.
6. THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
7. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: OPERATION, SYSTEM MAINTENANCE, LEAK, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
8. LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
9. THIS PROJECT DOES INCORPORATE LANDSCAPING IN CONFORMANCE TO THE MWEO REQUIREMENTS PER TITLE 23 OF THE CALIFORNIA CODE OF REGULATIONS, DIVISION 2, CHAPTER 2.7. REFER TO LANDSCAPE PLAN FOR DESIGN AND INSTALLATION REQUIREMENTS.

LANDSCAPE ARCHITECT

DATE _____

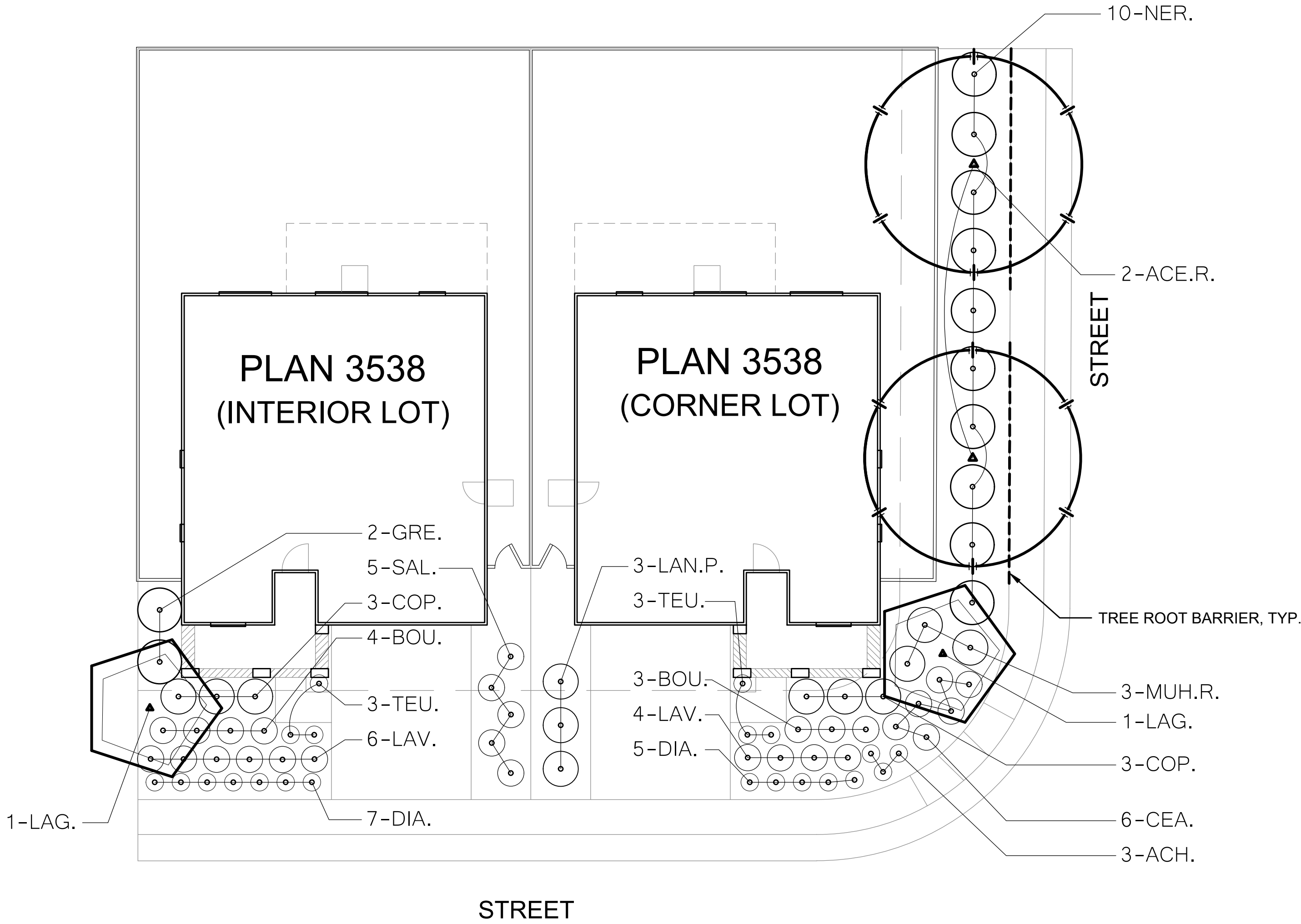


PLAN 3538 (INTERIOR LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	508	152	0.81	6,089
		TOTAL AREA	508		ETWU TOTAL	6,089 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
				MAWA TOTAL		9,043 GAL

PLAN 3538 (CORNER LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	1157	347	0.81	13,869
		TOTAL AREA	1,157		ETWU TOTAL	13,869 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
				MAWA TOTAL		20,595 GAL



KEY	LANDSCAPE LEGEND	KEY	LANDSCAPE LEGEND
	TREES - NOT ALL SYMBOLS SHOWN		PLANT KEY
	SHRUBS		TREE ROOT BARRIER, INSTALL WHERE SHOWN ON PLANS
			ARCTOSTAPHYLOS GROUNDCOVER (SPACED 36" O.C.)

NOTE: SEE SHEET LD.1 FOR BIFURCATED SIDEWALK PLANTING

MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	BOTANICAL NAME ... COMMON NAME
			TREES:
MEDIUM	15 G.C.	ACE.B.	ACER BUERGERIANUM ... TRIDENT MAPLE
MEDIUM	15 G.C.	ACE.R.	ACER RUBRUM ... RED MAPLE
MEDIUM	15 G.C.	CER.	CERCIS CANADENSIS ... EASTERN REDBUD
LOW	15 G.C.	LAG.	LAGERSTROEMIA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
MEDIUM	15 G.C.	MAG.	MAGNOLIA SOULANGEANA ... SAUCER MAGNOLIA
MEDIUM	15 G.C.	PRU.	PRUNUS 'KANZAN' ... JAPANESE FLOWERING CHERRY
LOW	15 G.C.	ULM.	ULMUS WILSONIANA 'PROSPECTOR' ... PROSPECTOR ELM
			SHRUBS:
LOW	1 G.C.	ACH.	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	ACA.	ACACIA REDOLENS ... PROSTRATE ACACIA
LOW	1 G.C.	BOU.	BOUTELOUA GRACILIS ... BLUE GRAMA
LOW	1 G.C.	CEA.	CEANOTHUS 'VALLEY VIOLET' ... VALLEY VIOLET CEANOTHUS
LOW	5 G.C.	COP.	COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH
LOW	1 G.C.	DIA.	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	GRE.	GREVILLEA 'NOELLI' ... GREVILLEA
LOW	5 G.C.	LAN.P.	LANTANA SELLOWIANA 'PINK' ... PINK TRAILING LANTANA
LOW	5 G.C.	LAN.W.	LANTANA SELLOWIANA 'WHITE' ... WHITE TRAILING LANTANA
LOW	1 G.C.	LAV.	LAVANDULA X INTERMEDIA ... LAVANDIN
LOW	5 G.C.	MUH.C.	MUHLENBERGIA CAPILLARIS ... PINK MUHLY
LOW	5 G.C.	MUH.R.	MUHLENBERGIA RIGENS ... DEER GRASS
LOW	1 G.C.	PEN.	PENNISETUM 'LITTLE BUNNY' ... LITTLE BUNNY DWARF FOUNTAIN GRASS
LOW	5 G.C.	NER.	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	RHA.	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	1 G.C.	SAL.	SALVIA LEUCANTHA 'MIDNIGHT' ... MIDNIGHT MEXICAN SAGE
LOW	1 G.C.	TEU.	TEUCRIUM CHAMAEDRYIS ... GERMANDER
LOW	5 G.C.	WES.	WESTRIGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA
			GROUNDCOVER (SPACED 36" O.C.):
LOW	1 G.C.	ARC.	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' KINNICKINNICK ... MASSACHUSETTS KINNICKINNICK

LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
- FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
- SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
- TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 5' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
- CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
E. IRRIGATION AUDIT REPORT.
F. SOILS ANALYSIS REPORT.
- THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
- IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
- THIS PROJECT DOES INCORPORATE LANDSCAPING IN CONFORMANCE TO THE MWEO REQUIREMENTS PER TITLE 23 OF THE CALIFORNIA CODE OF REGULATIONS, DIVISION 2, CHAPTER 2.7. REFER TO LANDSCAPE PLAN FOR DESIGN AND INSTALLATION REQUIREMENTS.

SOIL TESTING NOTES

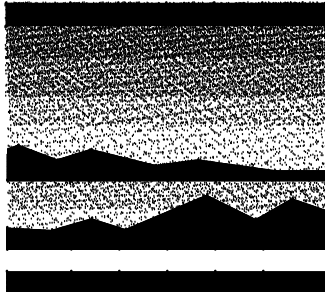
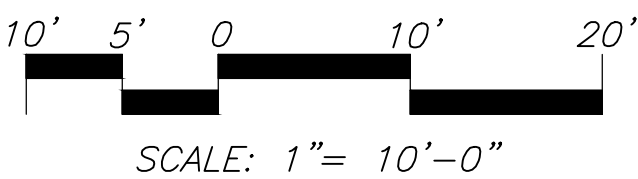
- COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
- EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
- AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
- SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

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

LANDSCAPE ARCHITECT

10/9/19

DATE



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

ASPIRE AT SOLAIRE
TYPICAL PRODUCTION
HOMES
ROSEVILLE, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	10/9/19
JOB NO.	19-30.P
SHEET TITLE	

PLAN 3538
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L2.1

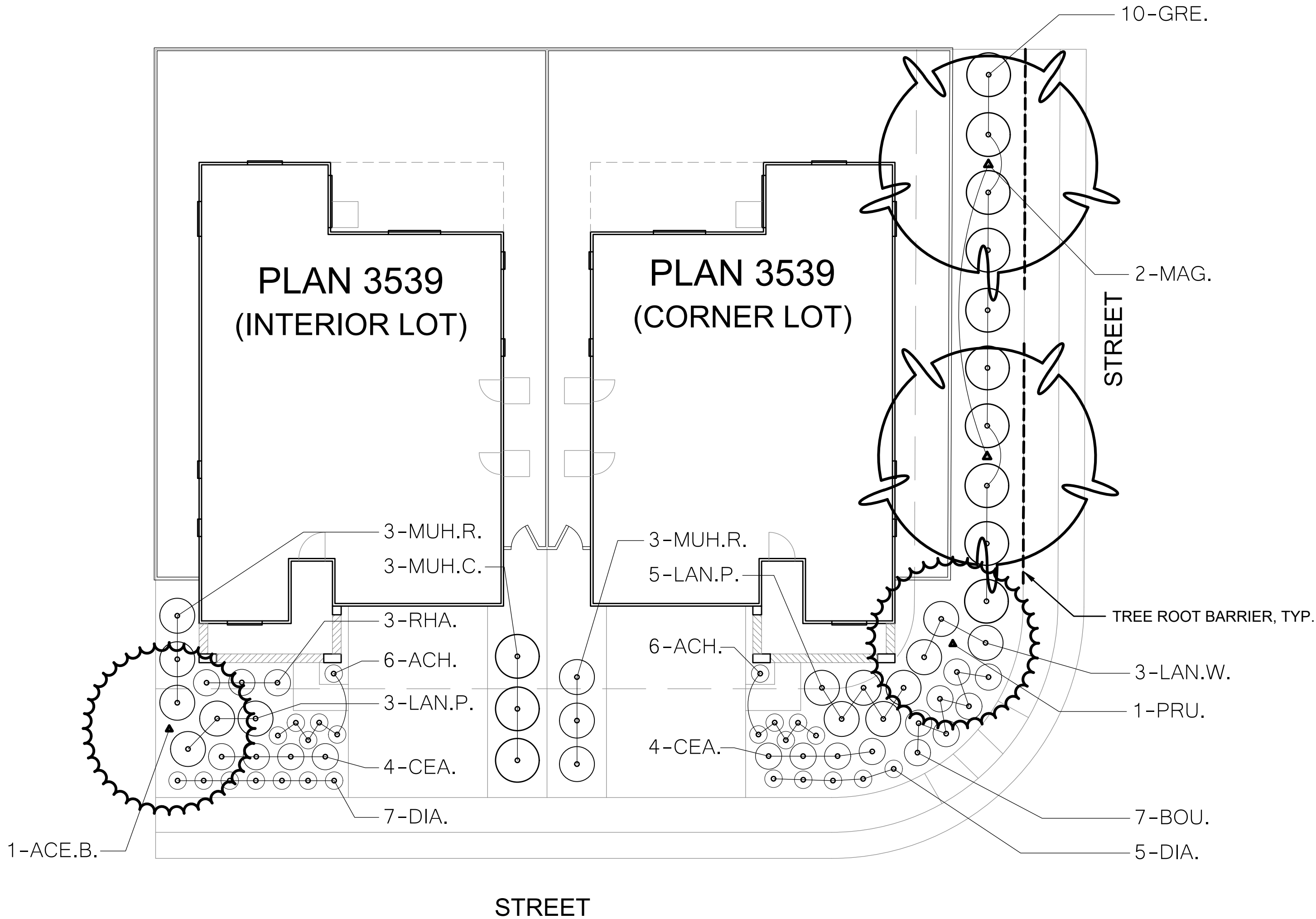
SHEET 2 OF 5

PLAN 3539 (INTERIOR LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	553	166	0.81	6,629
		TOTAL AREA	553		ETWU TOTAL	6,629 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
				MAWA TOTAL		9,844 GAL

PLAN 3539 (CORNER LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	1202	361	0.81	14,408
		TOTAL AREA	1,202		ETWU TOTAL	14,408 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
				MAWA TOTAL		21,396 GAL



KEY	LANDSCAPE LEGEND	KEY	LANDSCAPE LEGEND
	TREES - NOT ALL SYMBOLS SHOWN		SHRUBS
	TREE ROOT BARRIER, INSTALL WHERE SHOWN ON PLANS		ARCTOSTAPHYLOS GROUNDCOVER (SPACED 36" O.C.)

NOTE: SEE SHEET LD.1 FOR BIFURCATED SIDEWALK PLANTING

MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	BOTANICAL NAME ... COMMON NAME
			TREES:
MEDIUM	15 G.C.	ACE.B.	ACER BUERGERIANUM ... TRIDENT MAPLE
MEDIUM	15 G.C.	ACE.R.	ACER RUBRUM ... RED MAPLE
MEDIUM	15 G.C.	CER.	CERCIS CANADENSIS ... EASTERN REDBUD
LOW	15 G.C.	LAG.	LAGERSTROEMIA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
MEDIUM	15 G.C.	MAG.	MAGNOLIA SOULANGEANA ... SAUCER MAGNOLIA
MEDIUM	15 G.C.	PRU.	PRUNUS 'KANZAN' ... JAPANESE FLOWERING CHERRY
LOW	15 G.C.	ULM.	ULMUS WILSONIANA 'PROSPECTOR' ... PROSPECTOR ELM
			SHRUBS:
LOW	1 G.C.	ACH.	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	ACA.	ACACIA REDOLENS ... PROSTRATE ACACIA
LOW	1 G.C.	BOU.	BOUTELOUA GRACILIS ... BLUE GRAMA
LOW	1 G.C.	CEA.	CEANOTHUS 'VALLEY VIOLET' ... VALLEY VIOLET CEANOTHUS
LOW	5 G.C.	COP.	COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH
LOW	1 G.C.	DIA.	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	GRE.	GREVILLEA 'NOELLI' ... GREVILLEA
LOW	5 G.C.	LAN.P.	LANTANA SELLOWIANA 'PINK' ... PINK TRAILING LANTANA
LOW	5 G.C.	LAN.W.	LANTANA SELLOWIANA 'WHITE' ... WHITE TRAILING LANTANA
LOW	1 G.C.	LAV.	LAVANDULA X INTERMEDIA ... LAVANDIN
LOW	5 G.C.	MUH.C.	MUHLENBERGIA CAPILLARIS ... PINK MUHLY
LOW	5 G.C.	MUH.R.	MUHLENBERGIA RIGENS ... DEER GRASS
LOW	1 G.C.	PEN.	PENNISETUM 'LITTLE BUNNY' ... LITTLE BUNNY DWARF FOUNTAIN GRASS
LOW	5 G.C.	NER.	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	RHA.	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	1 G.C.	SAL.	SALVIA LEUCANTHA 'MIDNIGHT' ... MIDNIGHT MEXICAN SAGE
LOW	1 G.C.	TEU.	TEUCRIUM CHAMAEDRYIS ... GERMANDER
LOW	5 G.C.	WES.	WESTRIGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA
			GROUNDCOVER (SPACED 36" O.C.):
LOW	1 G.C.	ARC.	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' KINNICKINNICK ... MASSACHUSETTS KINNICKINNICK

LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
- FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
- SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
- TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 5' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
- CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWINGS SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
E. IRRIGATION AUDIT REPORT.
F. SOILS ANALYSIS REPORT.
- THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
- IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
- THIS PROJECT DOES INCORPORATE LANDSCAPING IN CONFORMANCE TO THE MWEO REQUIREMENTS PER TITLE 23 OF THE CALIFORNIA CODE OF REGULATIONS, DIVISION 2, CHAPTER 2.7. REFER TO LANDSCAPE PLAN FOR DESIGN AND INSTALLATION REQUIREMENTS.

SOIL TESTING NOTES

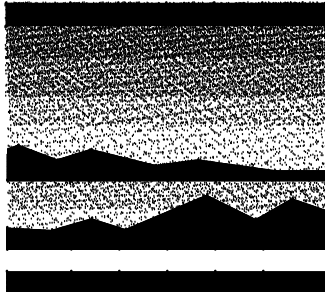
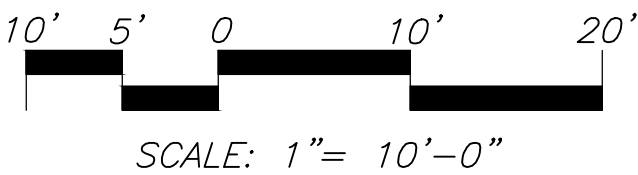
- COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR, COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
- EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
- AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
- SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

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

LANDSCAPE ARCHITECT

10/9/19

DATE



MTW *group*
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

ASPIRE AT SOLAIRE
TYPICAL PRODUCTION
HOMES
ROSEVILLE, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	10/9/19
JOB NO.	19-30.P
SHEET TITLE	

PLAN 3539
TYPICAL LANDSCAPE
PLANTING PLAN

SHEET NO.

L3.1

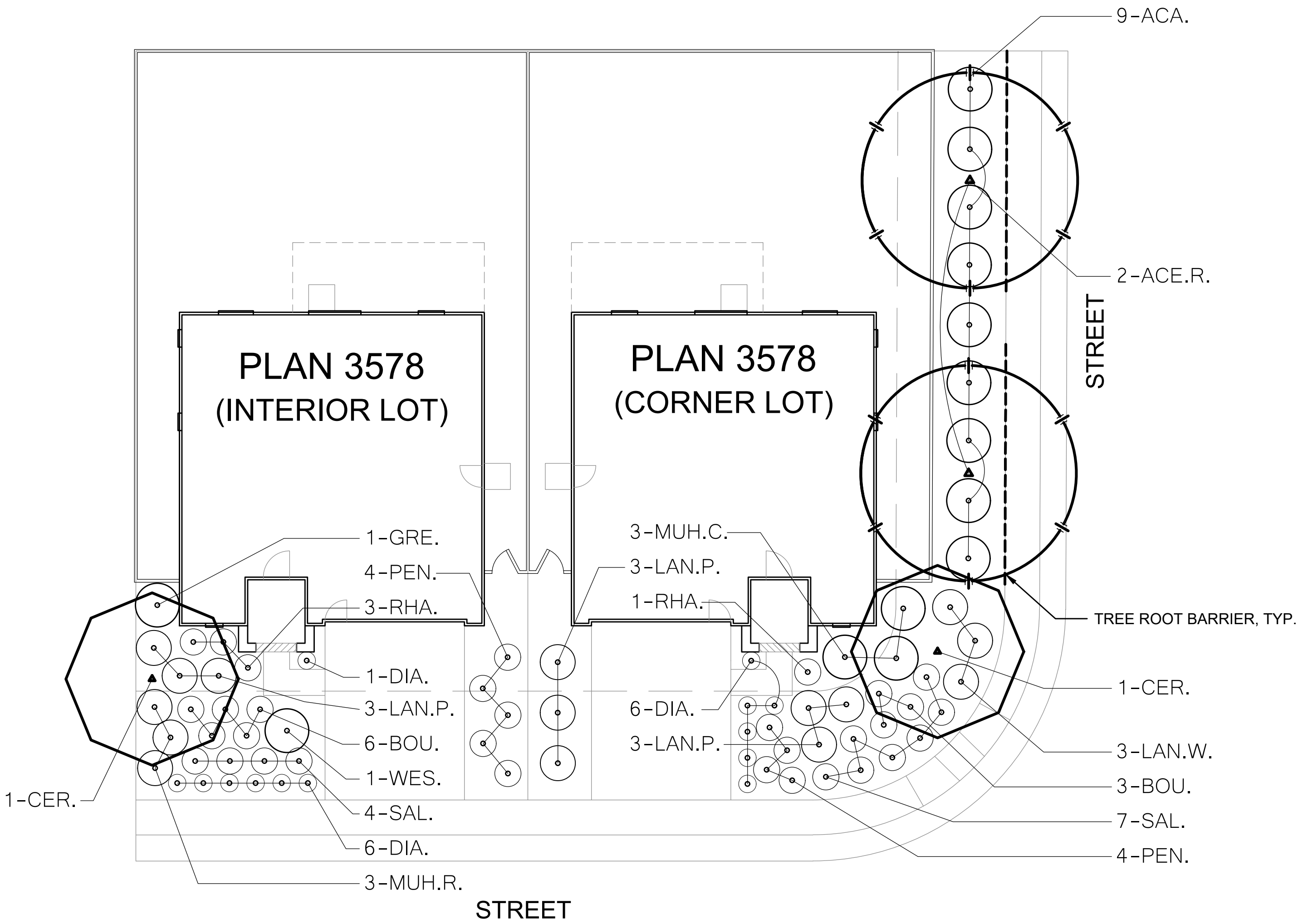
SHEET 3 OF 5

PLAN 3578 (INTERIOR LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	581	174	0.81	6,964
		TOTAL AREA	581		ETWU TOTAL	6,964 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
MAWA TOTAL						10,342 GAL

PLAN 3578 (CORNER LOT) IRRIGATION HYDROZONE INFORMATION TABLE

STATION /HYDROZONE	PLANT WATER USE TYPE	PLANT FACTOR (PF)	HYDROZONE AREA (HA) (SQ.FT.)	PF X HA (SQ.FT.)	IRRIGATION EFFICIENCY	ETWU (GALLONS)
1	LOW	0.3	1231	369	0.81	14,756
		TOTAL AREA	1,231		ETWU TOTAL	14,756 GAL
ETo	52.2					
ESTIMATED TOTAL WATER USAGE (ETWU) = (ETo)(0.62)(PF)(HA)/IE = GAL/YEAR						
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = (ETo)(0.62)(0.55 x LA) = GAL/YEAR						
MAWA TOTAL						21,912 GAL



KEY	LANDSCAPE LEGEND	KEY	LANDSCAPE LEGEND
	TREES - NOT ALL SYMBOLS SHOWN		SHRUBS
			PLANT KEY
	TREE ROOT BARRIER, INSTALL WHERE SHOWN ON PLANS		5-ARB.
	ARCTOSTAPHYLOS GROUNDCOVER (SPACED 36" O.C.)		

NOTE: SEE SHEET LD.1 FOR BIFURCATED SIDEWALK PLANTING

MASTER PLANT MATERIAL LIST

WATER USE	SIZE	KEY	BOTANICAL NAME ... COMMON NAME
TREES:			
MEDIUM	15 G.C.	ACE.B.	ACER BUERGERIANUM ... TRIDENT MAPLE
MEDIUM	15 G.C.	ACE.R.	ACER RUBRUM ... RED MAPLE
MEDIUM	15 G.C.	CER.	CERCIS CANADENSIS ... EASTERN REDBUD
LOW	15 G.C.	LAC.	LAGERSTROEMIA 'MUSKOGEE' ... MUSKOGEE CRAPE MYRTLE
MEDIUM	15 G.C.	MAG.	MAGNOLIA SOULANGEANA ... SAUCER MAGNOLIA
MEDIUM	15 G.C.	PRU.	PRUNUS 'KANZAN' ... JAPANESE FLOWERING CHERRY
LOW	15 G.C.	ULM.	ULMUS WILSONIANA 'PROSPECTOR' ... PROSPECTOR ELM
SHRUBS:			
LOW	1 G.C.	ACH.	ACHILLEA MILLEFOLIUM 'APPLE BLOSSOM' ... APPLE BLOSSOM YARROW
LOW	5 G.C.	ACA.	ACACIA REDOLENS ... PROSTRATE ACACIA
LOW	1 G.C.	BOU.	BOUTELOUA GRACILIS ... BLUE GRAMA
LOW	1 G.C.	CEA.	CEANOETHUS 'VALLEY VIOLET' ... VALLEY VIOLET CEANOETHUS
LOW	5 G.C.	COP.	COPROSMA 'EVENING GLOW' ... EVENING GLOW MIRROR BUSH
LOW	1 G.C.	DIA.	DIANELLA REVOLUTA 'COOLVISTA' ... COOLVISTA DIANELLA
LOW	5 G.C.	GRE.	GREVILLEA 'NOELLI' ... GREVILLEA
LOW	5 G.C.	LAN.P.	LANTANA SELLOWIANA 'PINK' ... PINK TRAILING LANTANA
LOW	5 G.C.	LAN.W.	LANTANA SELLOWIANA 'WHITE' ... WHITE TRAILING LANTANA
LOW	1 G.C.	LAV.	LAVANDULA X INTERMEDIA ... LAVANDIN
LOW	5 G.C.	MUH.C.	MUHLENBERGIA CAPILLARIS ... PINK MUHLY
LOW	5 G.C.	MUH.R.	MUHLENBERGIA RIGENS ... DEER GRASS
LOW	1 G.C.	PEN.	PENNISSETUM 'LITTLE BUNNY' ... LITTLE BUNNY DWARF FOUNTAIN GRASS
LOW	5 G.C.	NER.	NERIUM OLEANDER 'PETITE SALMON' ... PETITE SALMON OLEANDER
LOW	5 G.C.	RHA.	RHAPHIOLEPIS UMBELLATA 'MINOR' ... DWARF YEDDO HAWTHORN
LOW	1 G.C.	SAL.	SALVIA LEUCANTHA 'MIDNIGHT' ... MIDNIGHT MEXICAN SAGE
LOW	1 G.C.	TEU.	TEUCRIUM CHAMAEDRYS ... GERMANDER
LOW	5 G.C.	WES.	WESTRIGIA FRUTICOSA 'MUNDI' ... MUNDI WESTRINGIA
GROUNDCOVER (SPACED 36" O.C.):			
LOW	1 G.C.	ARC.	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' KINNICKINNICK ... MASSACHUSETTS KINNICKINNICK

LANDSCAPE PLANTING NOTES

- ALL SHRUB AREAS SHALL BE COMPLETELY COVERED WITH A 3" LAYER OF DECORATIVE WALK-ON BARK. PROVIDE SAMPLE TO OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION.
- FIELD ADJUST TREES AS NECESSARY TO MAINTAIN THE FOLLOWING MINIMUM CLEARANCES:
8 FEET CLEARANCE FROM SEWER OR WATER LINES.
5 FEET CLEARANCE FROM STORM DRAIN, JOINT TRENCH AND FIRE HYDRANTS
15 FEET FROM STREET LIGHTS
25 FEET FROM STOP SIGNS/STOP LIGHTS.
- SEE SOIL TESTING NOTES FOR SOIL AMENDMENT AND FERTILIZER RATES.
- TREES TO RECIEVE ROOTBARRIER IF PLANTED WITHIN 5' OF HARDSCAPE. SEE DETAIL ON SHEET LD.1 FOR MORE INFORMATION.
- CERTIFICATION OF COMPLETION TO BE COMPLETED BY THE CONTRACTOR FOR EACH HOUSE INSTALLED AND EXCEEDS 500 SQ.FT. OF LANDSCAPE AREA. THE CERTIFICATION OF COMPLETION TO CONTAIN THE FOLLOWING INFORMATION:
A. DATE, PROJECT NAME, PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS, PROJECT ADDRESS AND LOCATION, AND PROPERTY OWNER NAME, TELEPHONE AND MAILING ADDRESS.
B. CERTIFICATION BY LICENSED LANDSCAPE CONTRACTOR WHO INSTALLED THE LANDSCAPING AND IRRIGATION. WHERE SIGNIFICATE CHANGES ARE MADE IN THE FIELD DURING CONSTRUCTION "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED. A COPY OF THE IRRIGATION PLAN OR RECORD DRAWING SHALL BE PLACED WITH THE IRRIGATION CONTROLLER.
C. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
D. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE
E. IRRIGATION AUDIT REPORT.
F. SOILS ANALYSIS REPORT.
- THE OWNERS SHALL BE RESPONSIBLE FOR ANY LANDSCAPE MAINTENANCE NEEDED DURING OWNERSHIPS.
- IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- LANDSCAPE PLANTING WILL BE IRRIGATED WITH DRIP IRRIGATION. IRRIGATION WATER WILL BE DOMESTIC WATER.
- THIS PROJECT DOES INCORPORATE LANDSCAPING IN CONFORMANCE TO THE MWEO REQUIREMENTS PER TITLE 23 OF THE CALIFORNIA CODE OF REGULATIONS, DIVISION 2, CHAPTER 2.7. REFER TO LANDSCAPE PLAN FOR DESIGN AND INSTALLATION REQUIREMENTS.

SOIL TESTING NOTES

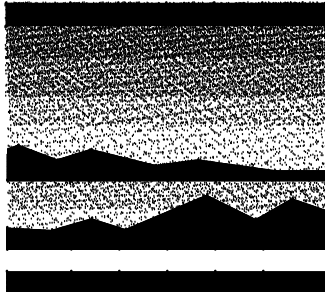
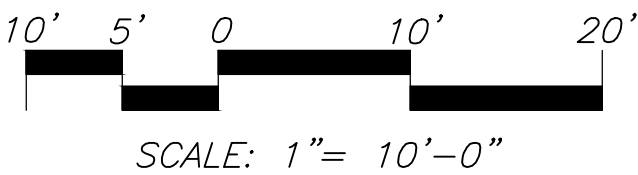
- COORDINATE SOIL TESTING IN AN EXPEDITIOUS AND TIMELY MANNER AS REQUIRED FOR ON-SITE MATERIALS. RESPONSIBILITY OF CONTRACTING WITH A SOIL LABORATORY SHALL BE BORNE BY CONTRACTOR. COST OF SAMPLING AND TESTING SHALL BE INCLUDED IN CONTRACT PRICE. ONE SAMPLE PER SEVEN LOTS, OR APPROXIMATELY 15% IS REQUIRED. CONTRACTOR TO COLLECT SAMPLES IN THE PRESENCE OF OWNER'S REPRESENTATIVE. SAMPLES LOCATIONS TO BE IDENTIFIED ON PLAN.
- EACH SAMPLE SHALL BE SUBMITTED TO A LABORATORY. THE LABORATORY MUST BE APPROVED BY THE OWNER. SUBMIT SAMPLE SIZES AS REQUIRED BY LABORATORY.
- AS A MINIMUM, SOIL SAMPLES SHALL BE ANALYZED FOR: SOIL TEXTURE, INFILTRATION RATE, PERCENT OF ORGANIC MATTER, TOTAL SOLUBLE SALTS, PH, AMMONIA, PHOSPHATE, POTASSIUM, CALCIUM, MAGNESIUM, BORON, AND SODIUM LEVELS. LABORATORY TO PROVIDE APPRAISAL OF CHEMICAL PROPERTIES, INCLUDING PARTICLE SIZE AND RECOMMENDATIONS FOR TYPES AND QUANTITIES OF AMENDMENTS AND FERTILIZERS. CONTRACTOR TO ADVISE TESTING LAB THAT THE FOLLOWING AMENDMENTS ARE TO BE INCLUDED IN RECOMMENDATIONS: GRO-POWER PLUS (MINIMUM RATE OF 150 LBS/1000 SQ.FT.) AND 90% BARK BASE PRODUCT, 1/4 INCH SIZE, TREATED WITH NITROGEN, 1/2-0-0. (MINIMUM RATE OF 4 CY PER 1000 SQ.FT.)
- SOIL TEST RESULTS FROM THE MODEL HOMES MAY BE USED FOR THE PRODUCTION HOMES.

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

LANDSCAPE ARCHITECT

10/9/19

DATE



MTW group

LANDSCAPE ARCHITECTURE

AND PLANNING

2707 K Street, Suite 205

Sacramento, CA 95816

916 369-3990



Peter D. Larimer

C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS

NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX

NO.	DWG BY	DATE	REVIEWED

ASPIRE AT SOLAIRE
TYPICAL PRODUCTION
HOMES
ROSEVILLE, CA

K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

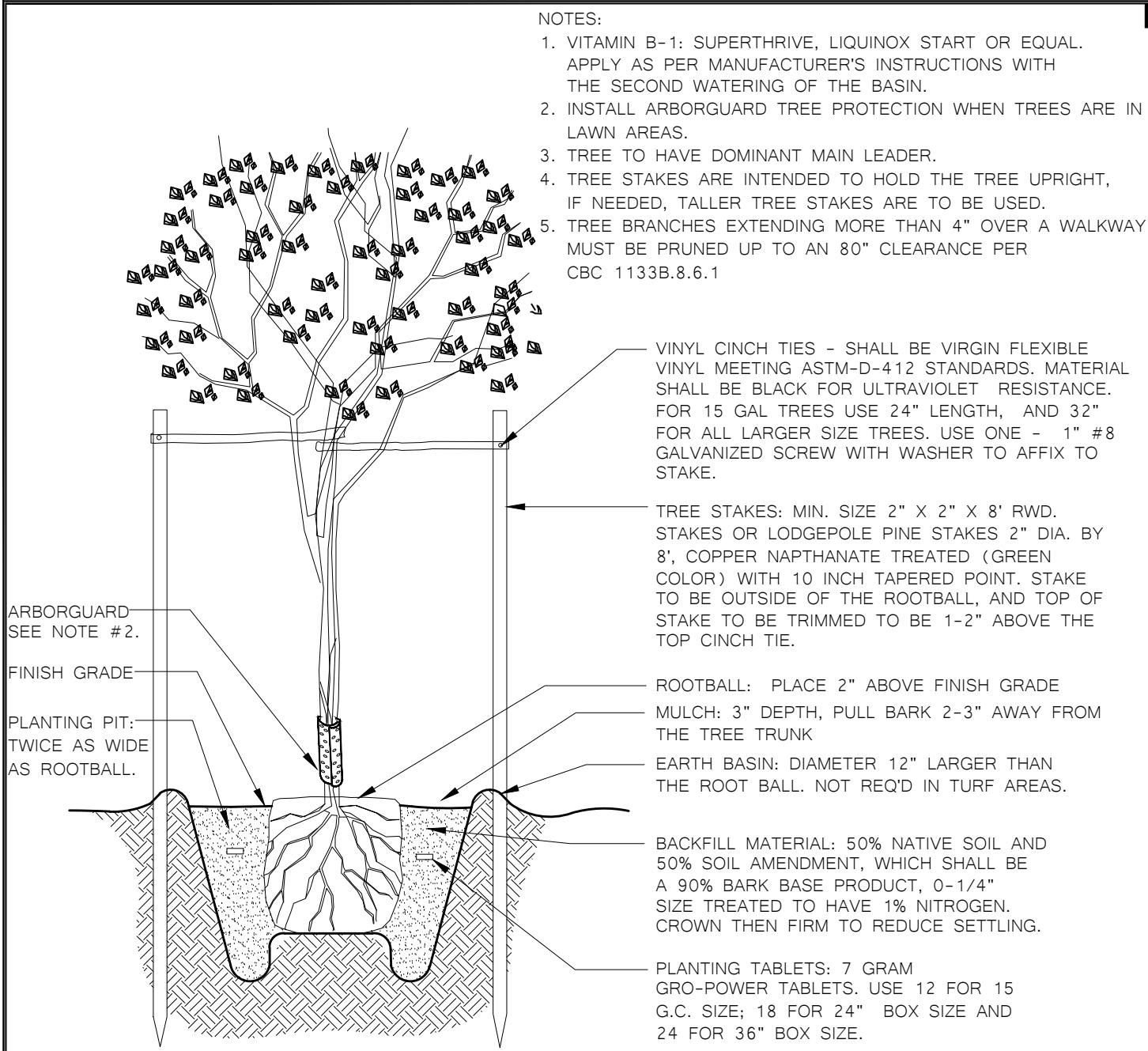
DATE	10/9/19
JOB NO.	19-30.P
SHEET TITLE	

PLAN 3578
TYPICAL LANDSCAPE
PLANTING PLAN

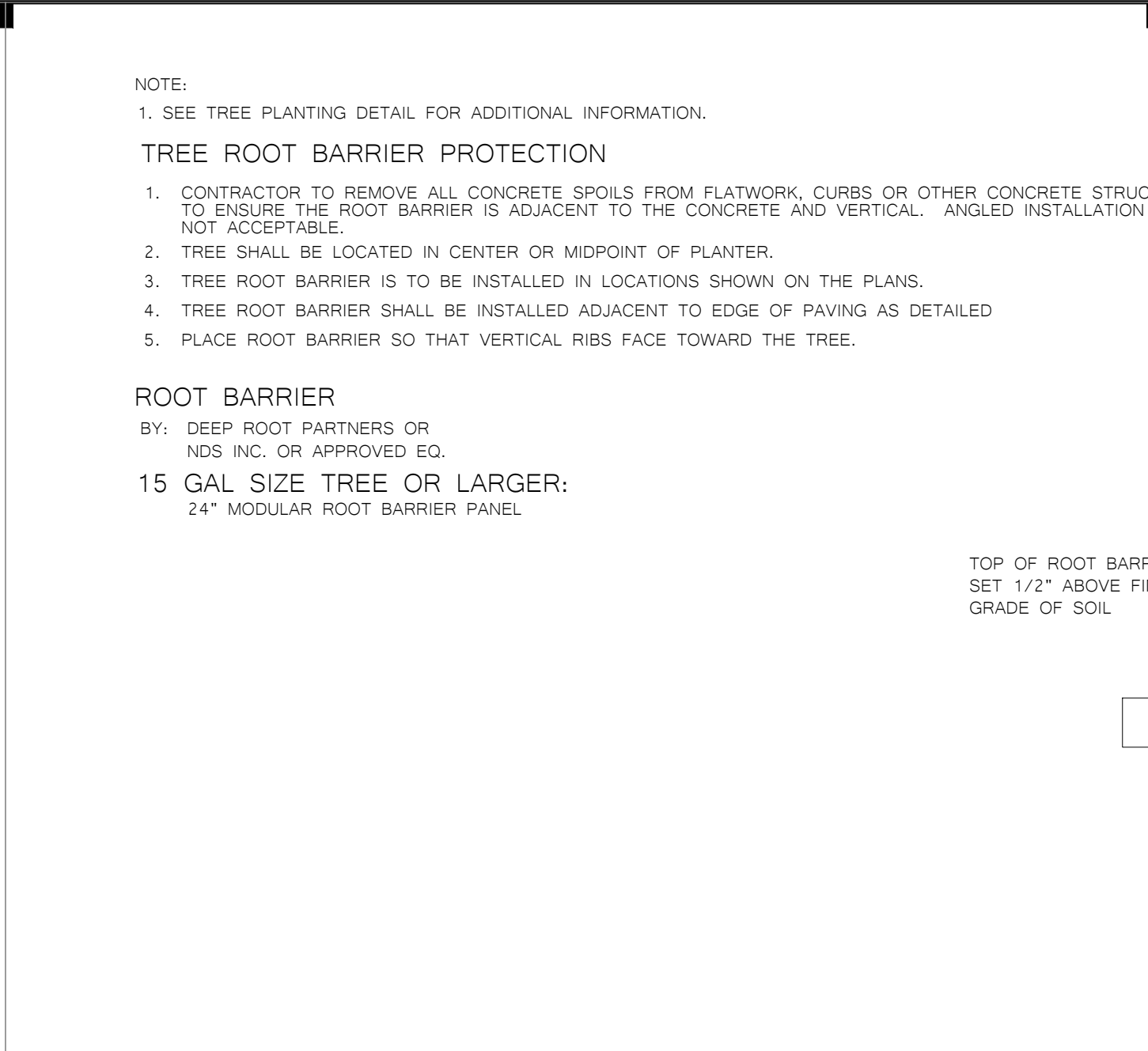
SHEET NO.

L4.1

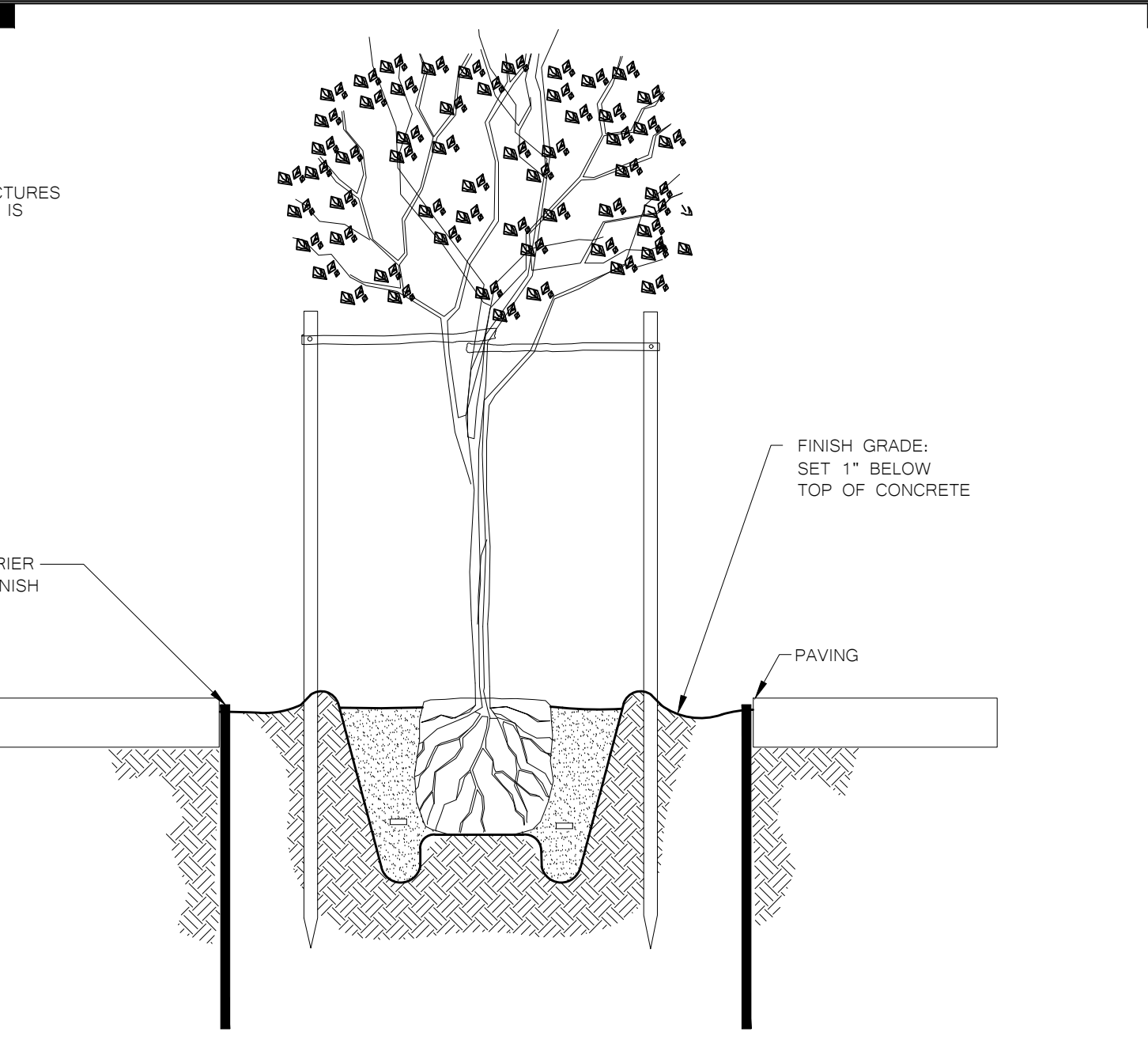
SHEET 4 OF 5



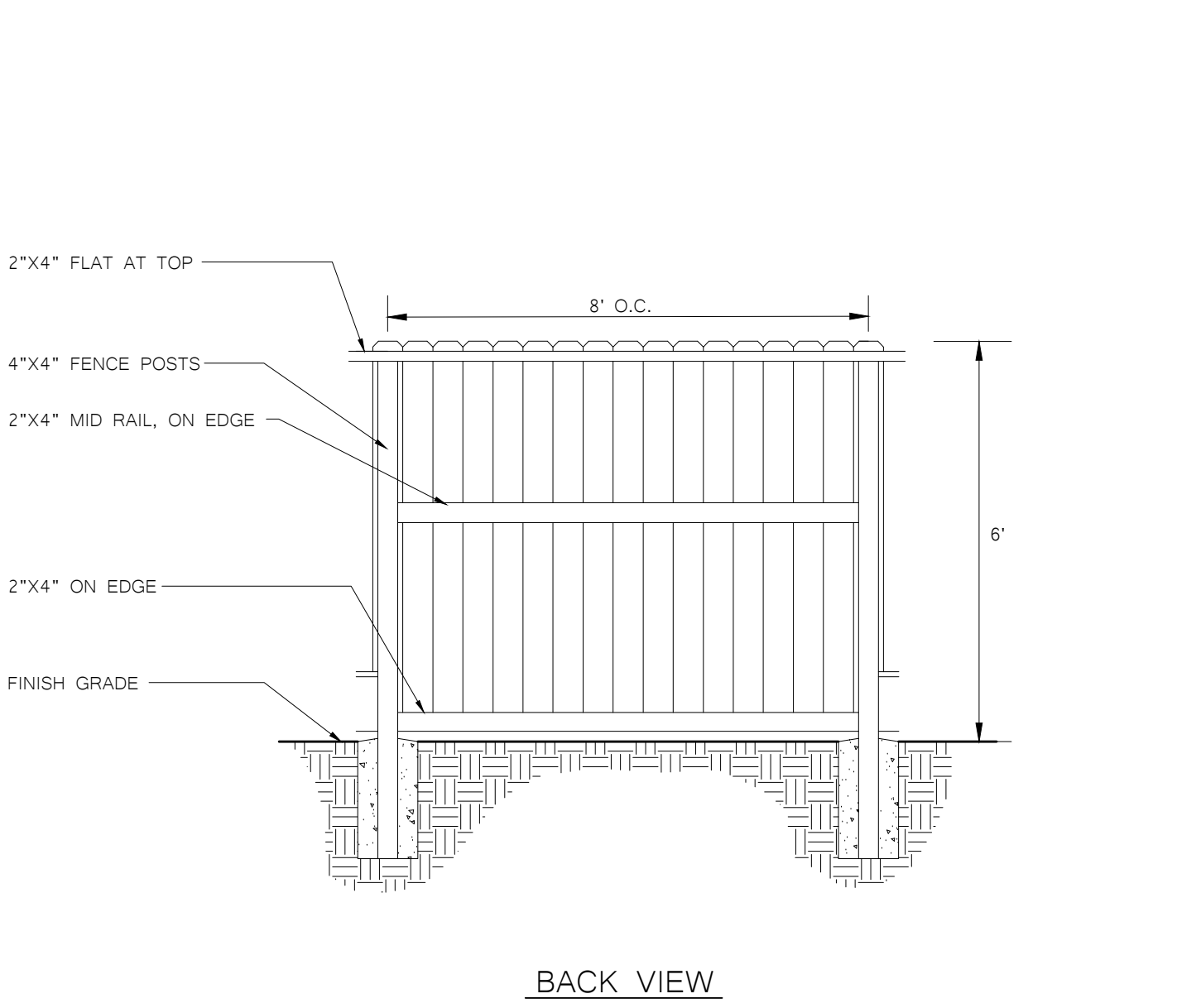
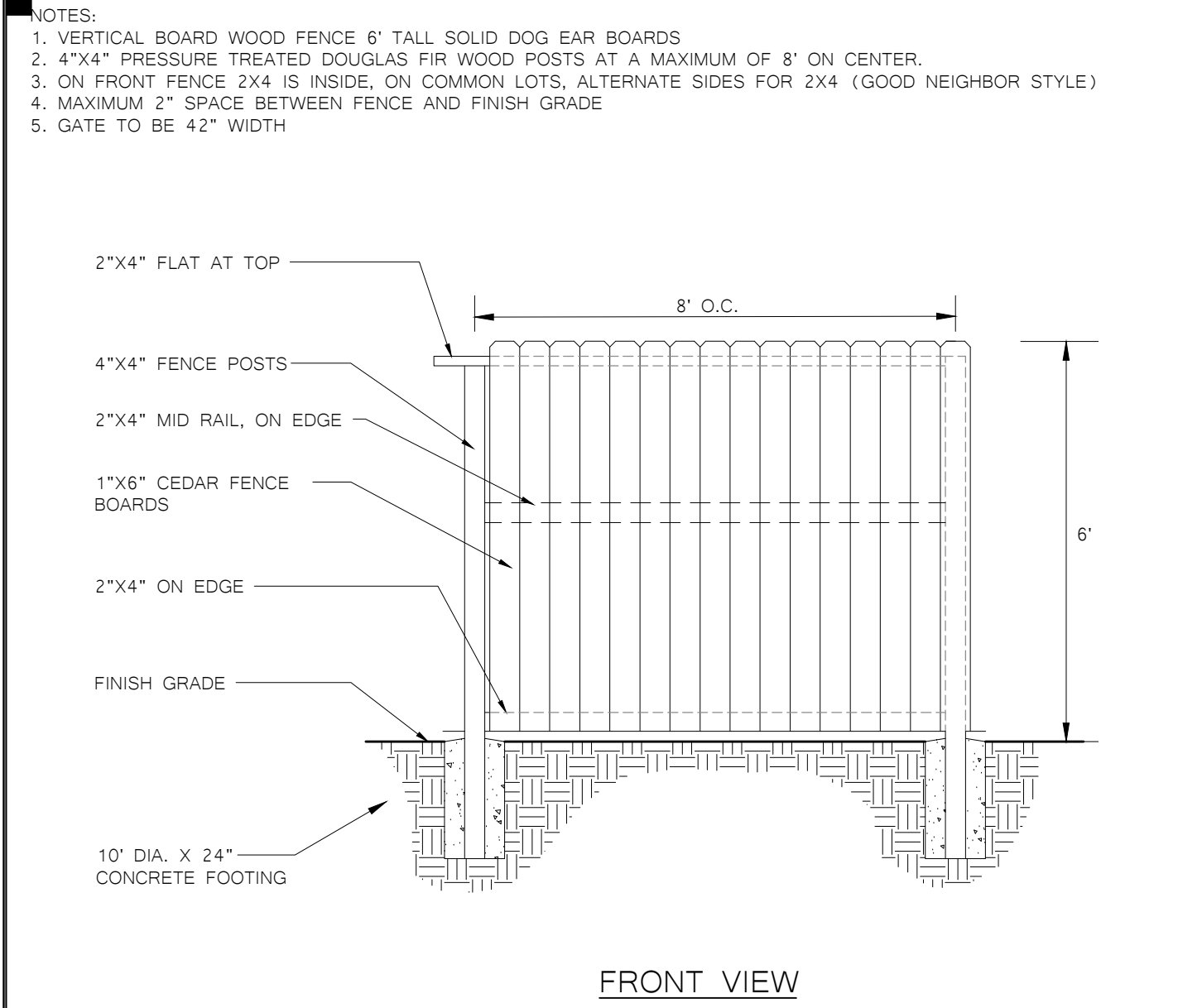
1 TREE PLANTING AND STAKING DETAIL



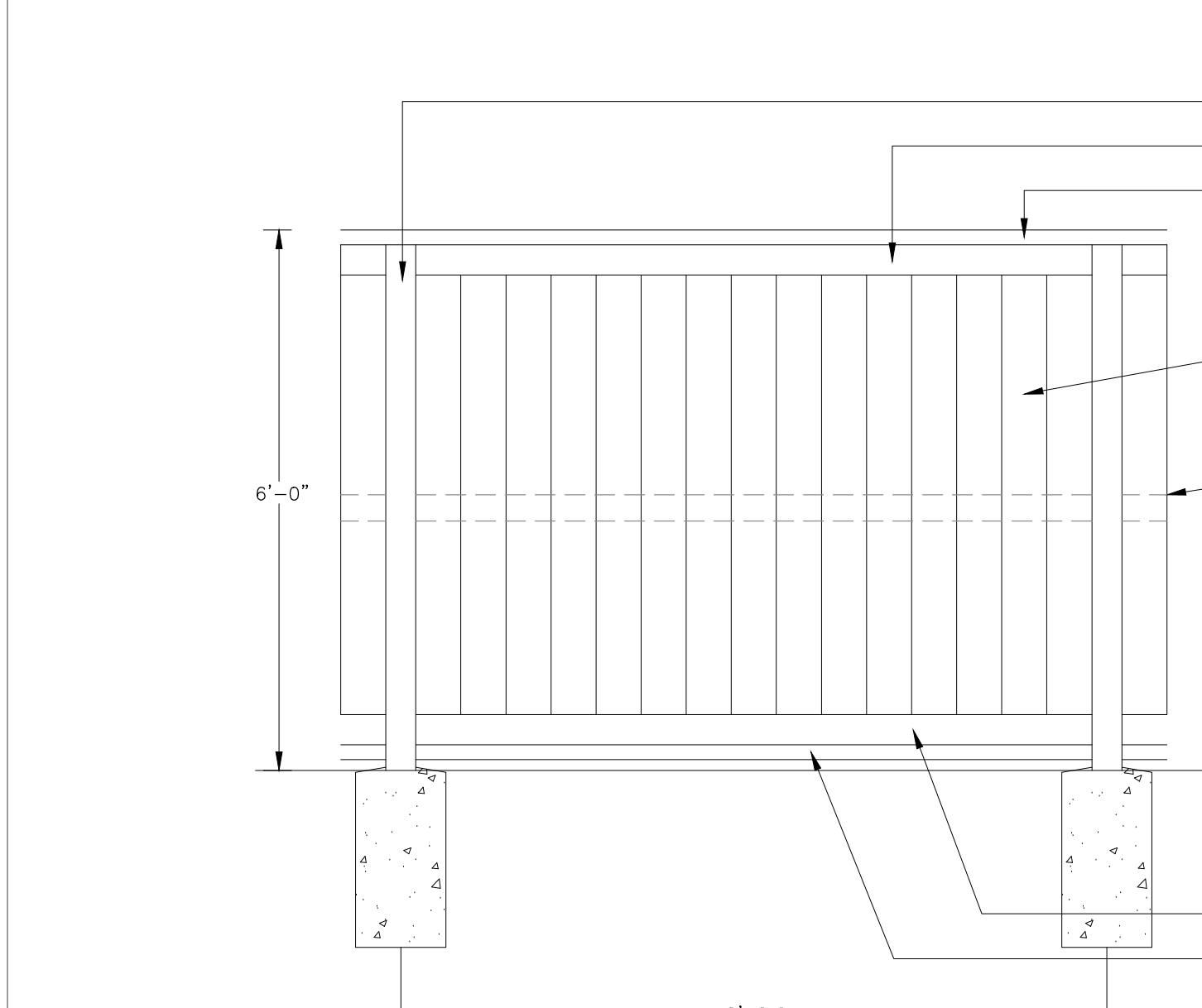
2 ROOT BARRIER CONTROL DETAIL



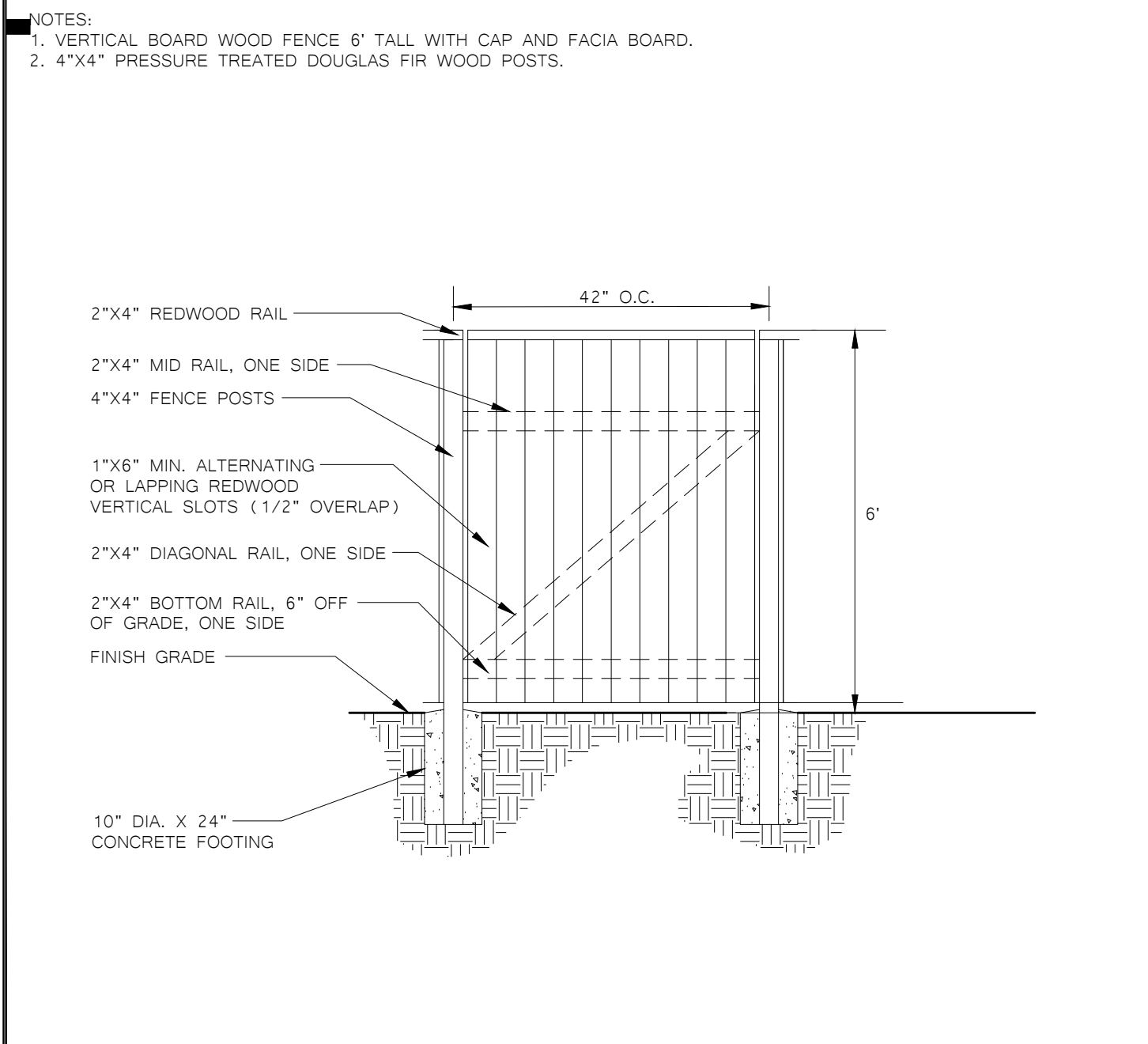
3 SHRUB PLANTING DETAIL



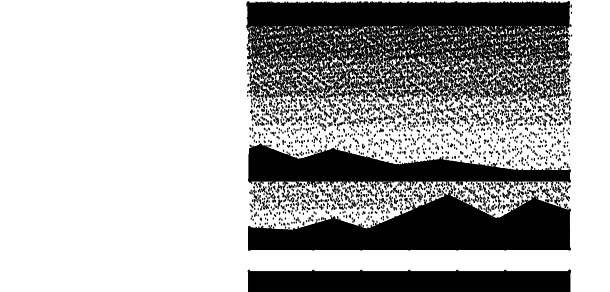
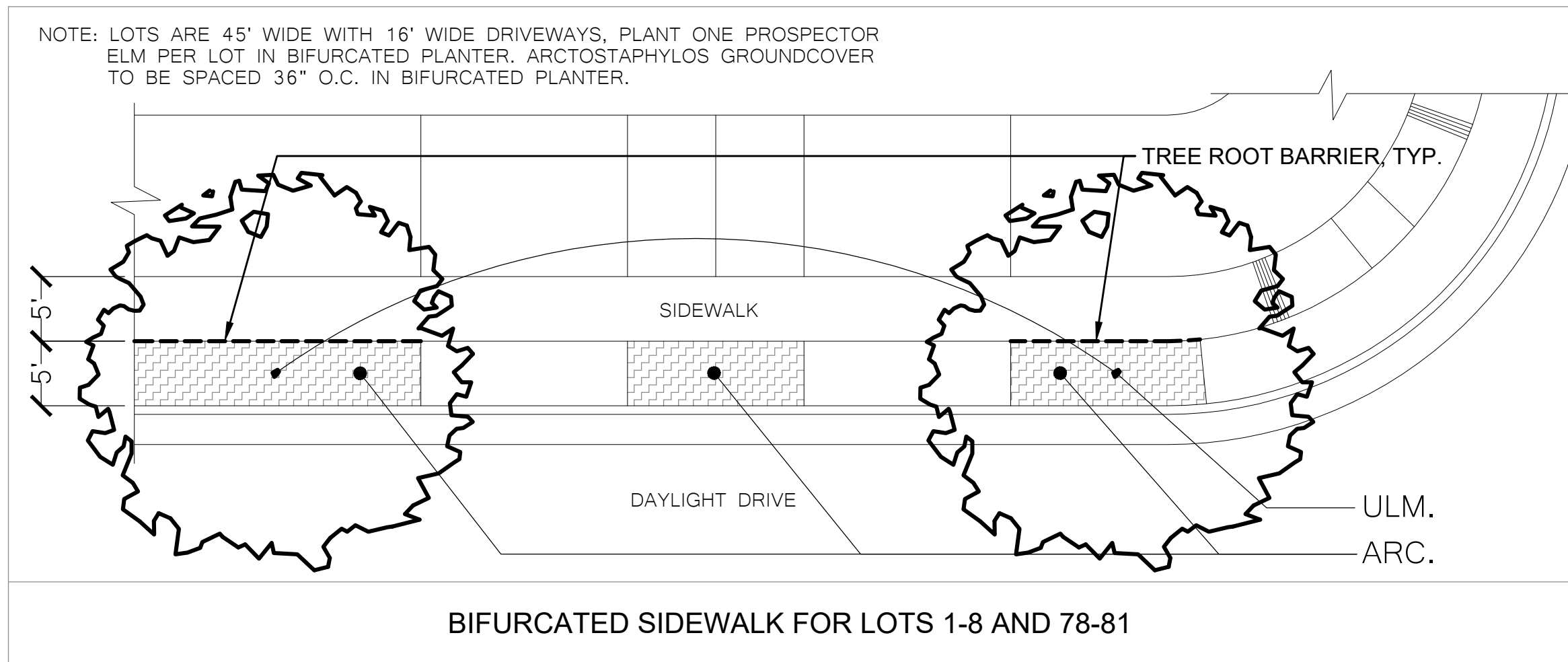
4 WOOD FENCE DETAIL



5 ENHANCED WOOD FENCE FACING STREET DETAIL



6 WOOD FENCE GATE DETAIL



MTW group
LANDSCAPE ARCHITECTURE
AND PLANNING
2707 K Street, Suite 205
Sacramento, CA 95816
916 369-3990



Peter D. Larimer C-5284

The Landscape Architects do not represent that these plans or the specifications in connection therewith are suitable, whether or not modified for any other site than the one for which they were specifically prepared. The Landscape Architects disclaim responsibility for these plans and specifications if they are used in whole or in part at any other site.

REVISIONS			
NO.	DESCRIPTION	DATE	REV'D

INITIAL BOX			
NO.	DWG BY	DATE	REVIEWED

ASPIRE AT SOLAIRE
TYPICAL PRODUCTION
HOMES
ROSEVILLE, CA
K. HOVNANIAN HOMES
3721 DOUGLAS BLVD. #150
ROSEVILLE, CA 95661
(916) 945-5347

DATE	10/9/19
JOB NO.	19-30.P
SHEET TITLE	PLANTING DETAILS

PLANTING DETAILS

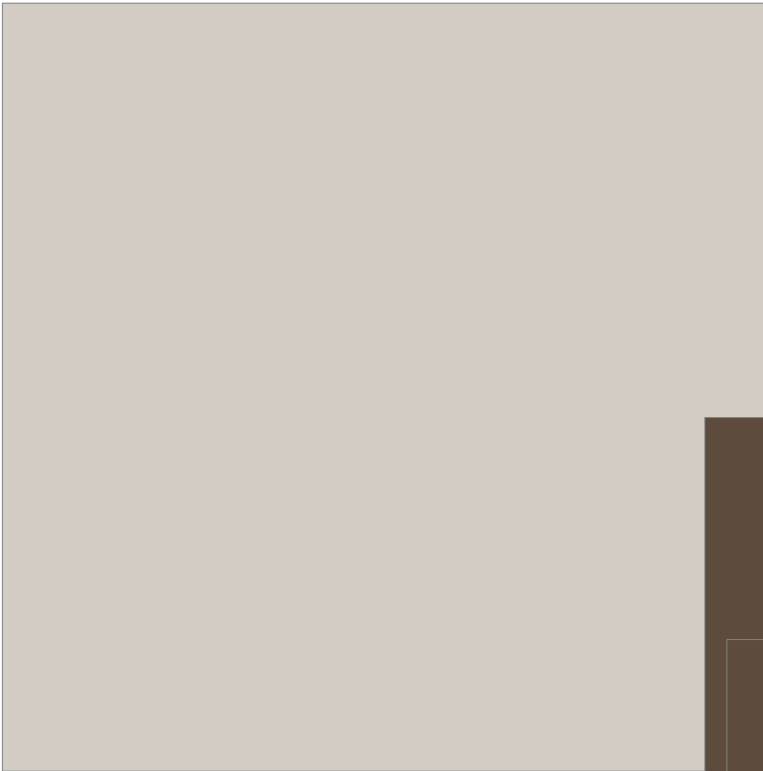
SHEET NO.
LD.1
SHEET 5 OF 5

COLOR SCHEME #1022

SPANISH



(A)



Color Legend

(A) **Body:** SW 7634 Pediment (LRV:61)

(B) **Trim:** SW 6083 Sable

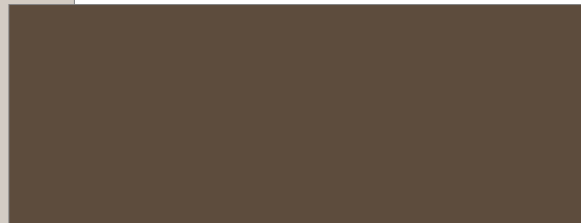
(C) **Fascia:** SW 6083 Sable

(D) **Garage Door:** SW 6083 Sable

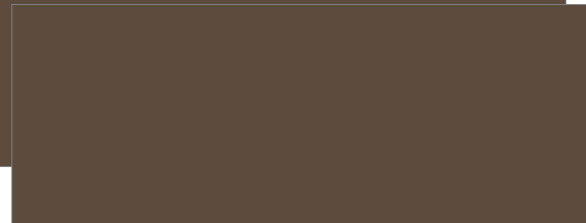
(E) **Entry:** SW 9182 Rojo Marrón

(H) **Shutters:** SW 9182 Rojo Marrón

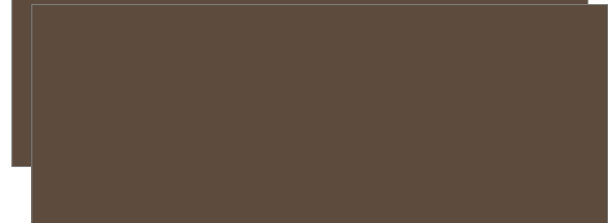
(B)



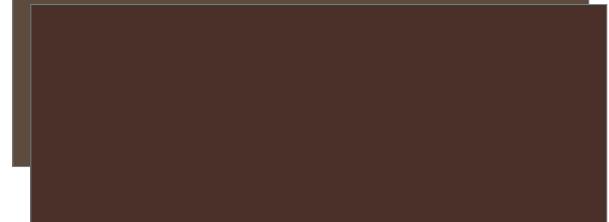
(C)



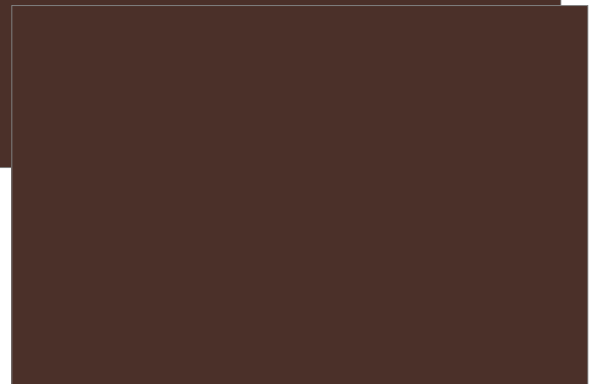
(D)



(E)



(H)



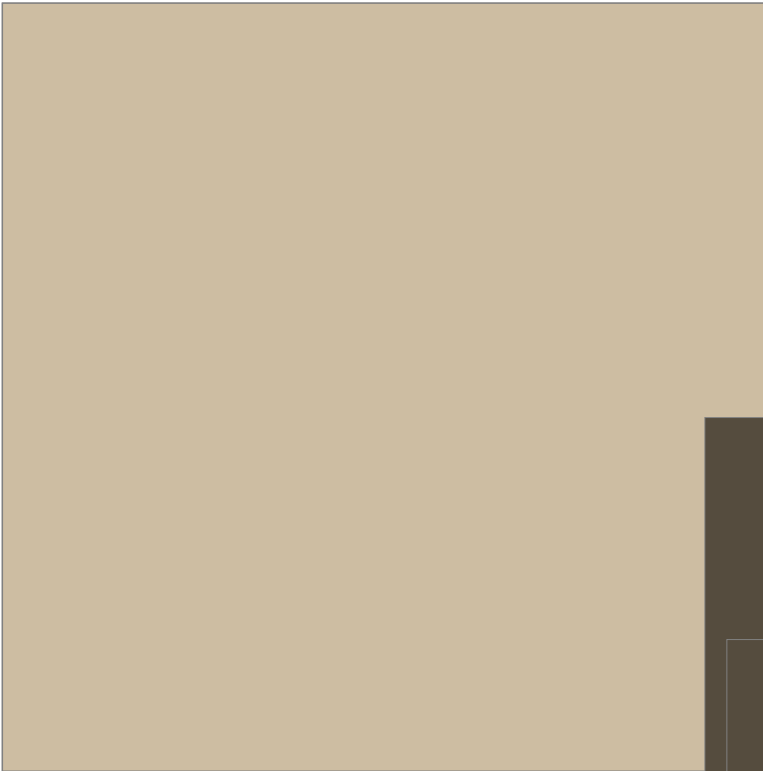
Roof: Eagle - 3645 Sunrise Blend

COLOR SCHEME #1032 B

SPANISH



(A)



Color Legend

(A) **Body:** SW 6156 Ramie (LRV: 52)

(B) **Trim:** SW 7055 Enduring Bronze

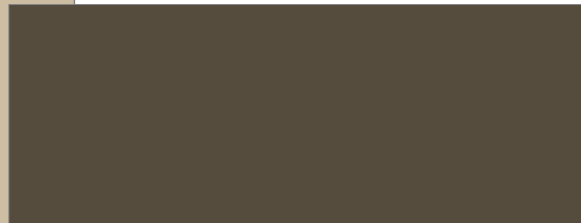
(C) **Fascia:** SW 7055 Enduring Bronze

(D) **Garage Door:** SW 7055 Enduring Bronze

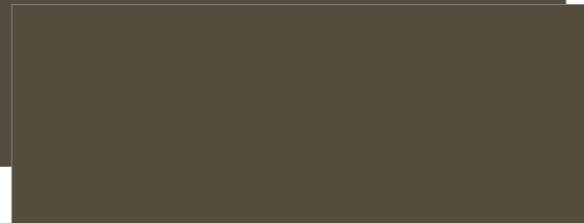
(E) **Entry:** SW 6118 Leather Bound

(H) **Shutters:** SW 9183 Dark Clove

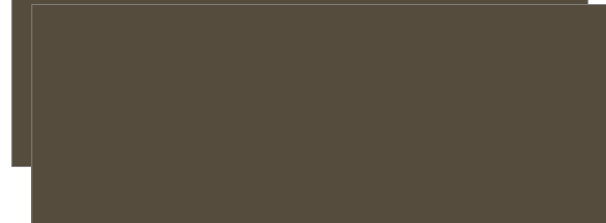
(B)



(C)



(D)



(E)



(H)



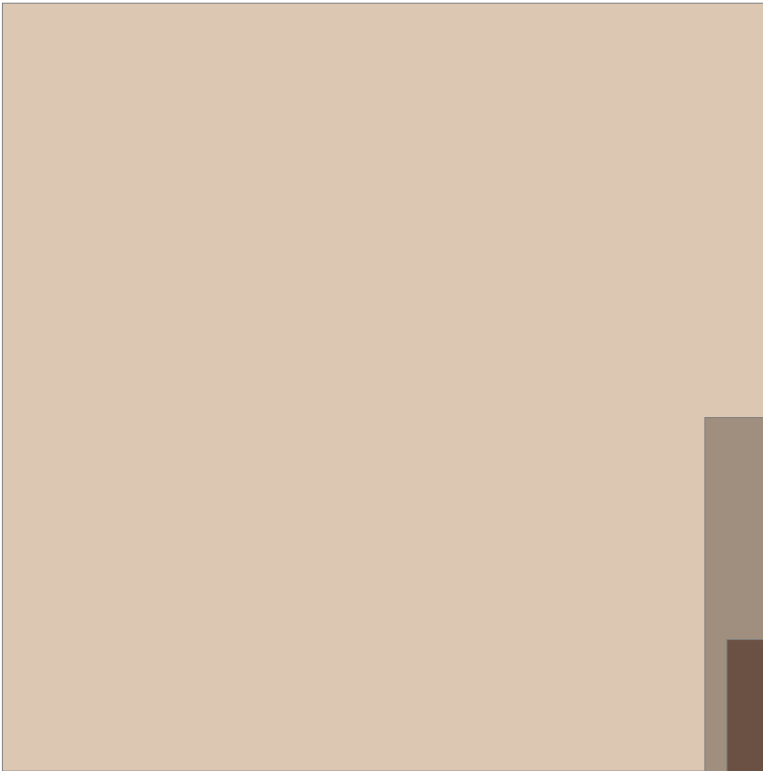
Roof: Eagle - 3615 Weathered Terra Cotta

COLOR SCHEME #1050

SPANISH



(A)



Color Legend

(A) **Body:** SW 9094 Playa Arenosa (LRV:60)

(B) **Trim:** SW 9084 Cocoa Whip

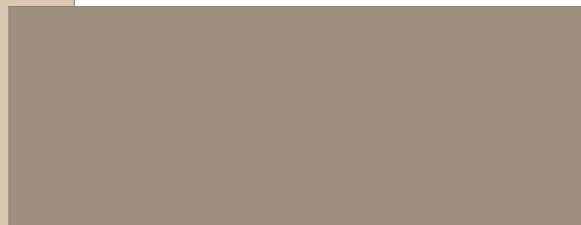
(C) **Fascia:** SW 7520 Planation Shutters

(D) **Garage Door:** SW 7520 Plantation Shutters

(E) **Entry:** SW 6237 Dark Night

(H) **Shutters:** SW 6237 Dark Night

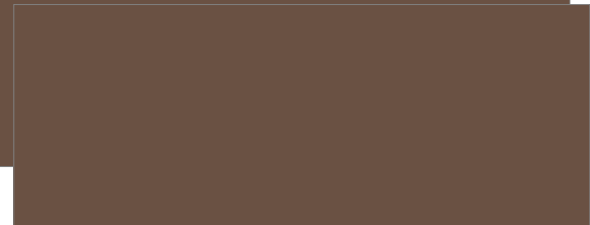
(B)



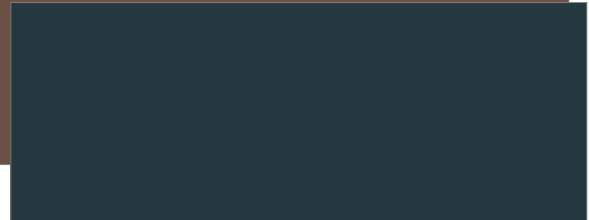
(C)



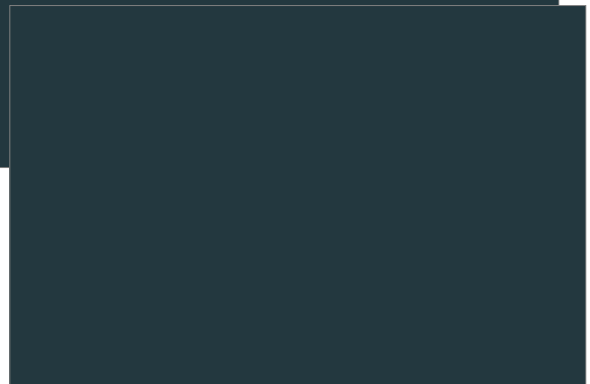
(D)



(E)



(H)



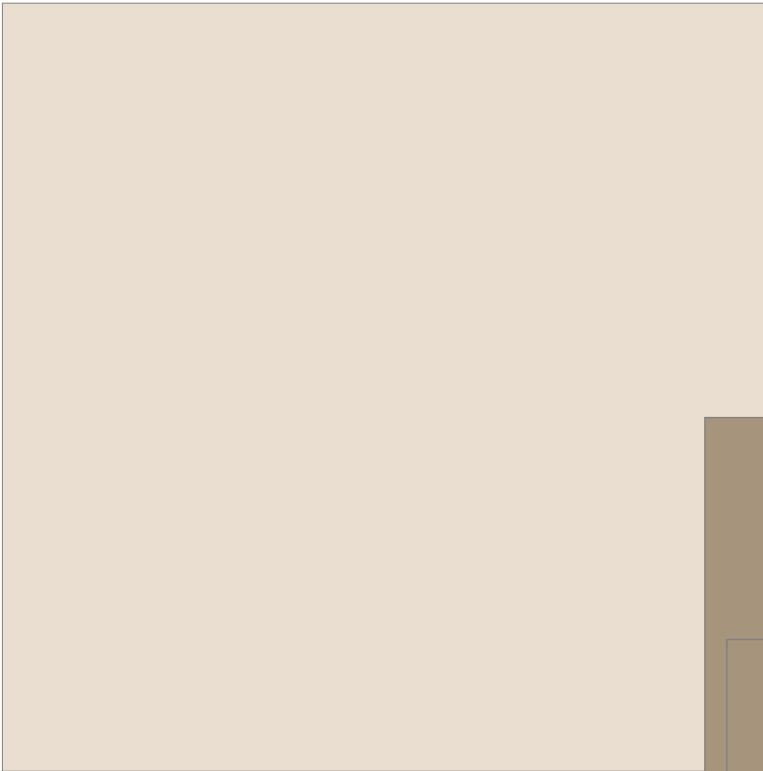
Roof: Eagle - 3636 Piedmont Blend

COLOR SCHEME # 1071

SPANISH

KHovnanian
Homes

(A)



Color Legend

(A) **Body:** SW 6140 Moderate White (LRV:74)

(B) **Trim:** SW 2827 Colonial Revival Stone

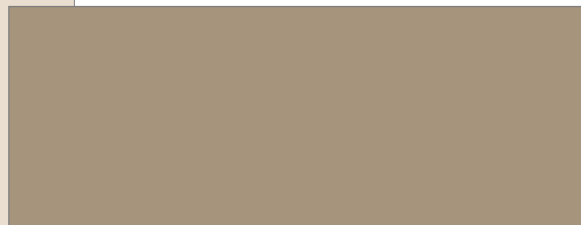
(C) **Fascia:** SW 2827 Colonial Revival Stone

(D) **Garage Door:** SW 2827 Colonial Revival Stone

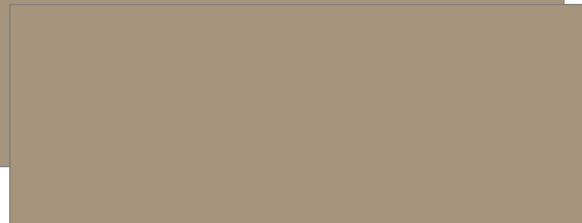
(E) **Entry:** SW 6186 Dried Thyme

(S) **Shutters:** SW 6186 Dried Thyme

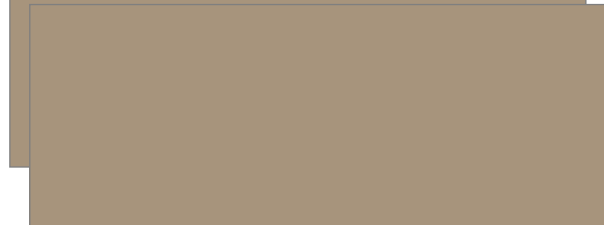
(B)



(C)



(D)



(E)



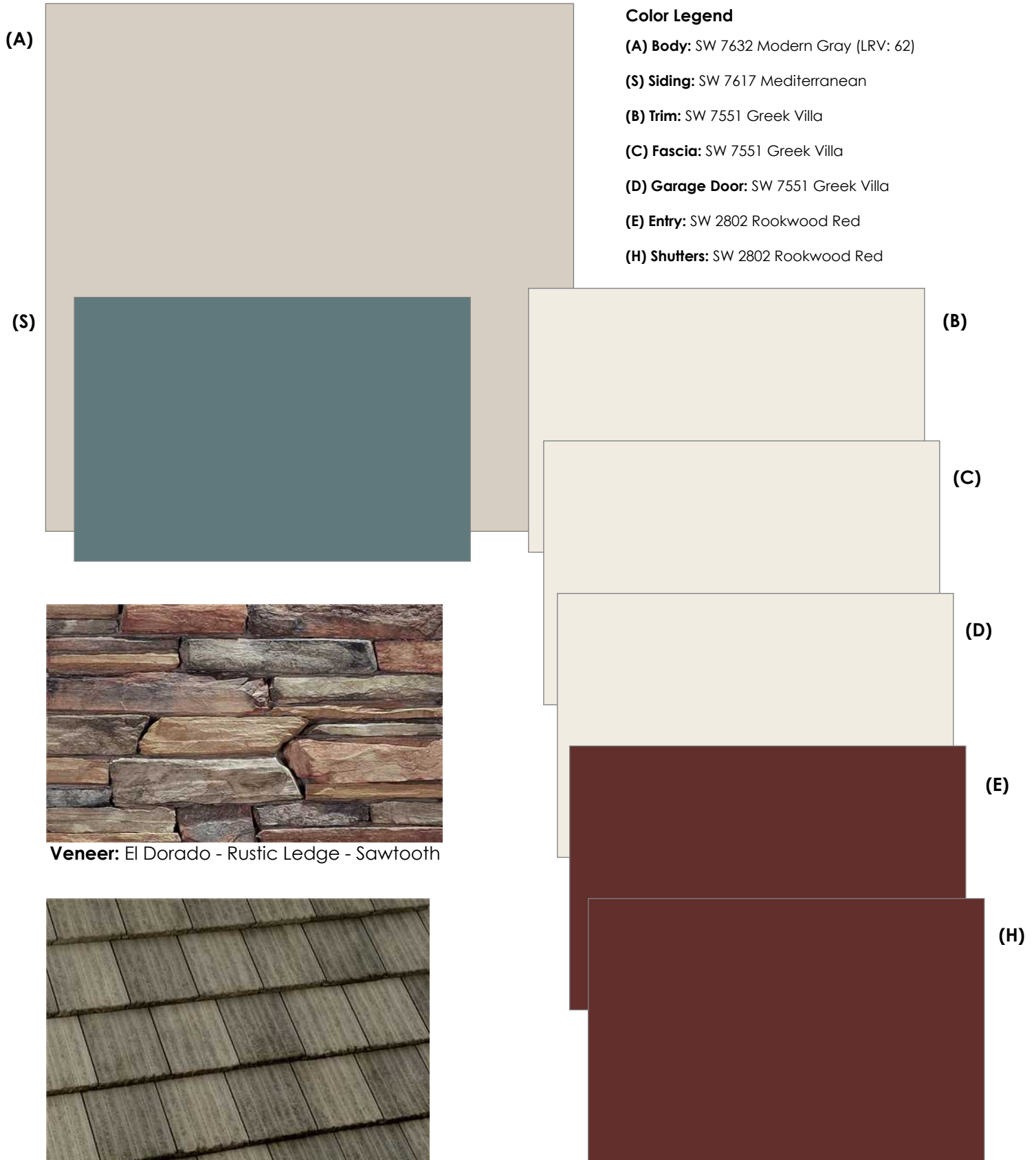
(H)



Roof: Eagle - 3646 Sunset Blend

COLOR SCHEME #4005 B

CRAFTSMAN



Color Legend

(A) Body: SW 7632 Modern Gray (LRV: 62)

(S) Siding: SW 7617 Mediterranean

(B) Trim: SW 7551 Greek Villa

(C) Fascia: SW 7551 Greek Villa

(D) Garage Door: SW 7551 Greek Villa

(E) Entry: SW 2802 Rookwood Red

(H) Shutters: SW 2802 Rookwood Red

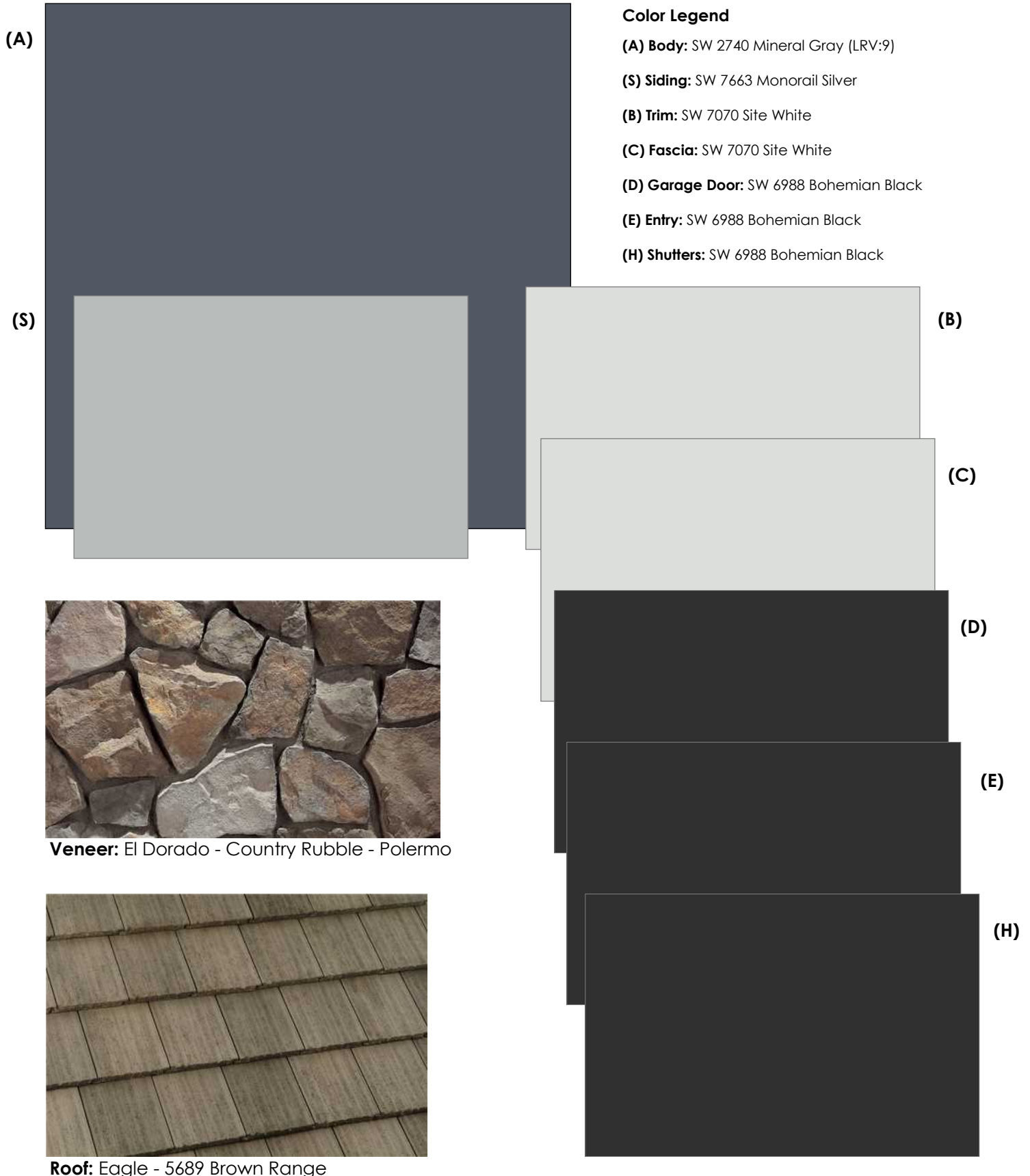


Veneer: El Dorado - Rustic Ledge - Sawtooth



Roof: Eagle - 5687 Brown Gray Range

COLOR SCHEME #4009 C
CRAFTSMAN



Color Legend

(A) Body: SW 2740 Mineral Gray (LRV:9)

(S) Siding: SW 7663 Monorail Silver

(B) Trim: SW 7070 Site White

(C) Fascia: SW 7070 Site White

(D) Garage Door: SW 6988 Bohemian Black

(E) Entry: SW 6988 Bohemian Black

(H) Shutters: SW 6988 Bohemian Black



Veneer: El Dorado - Country Rubble - Polermo



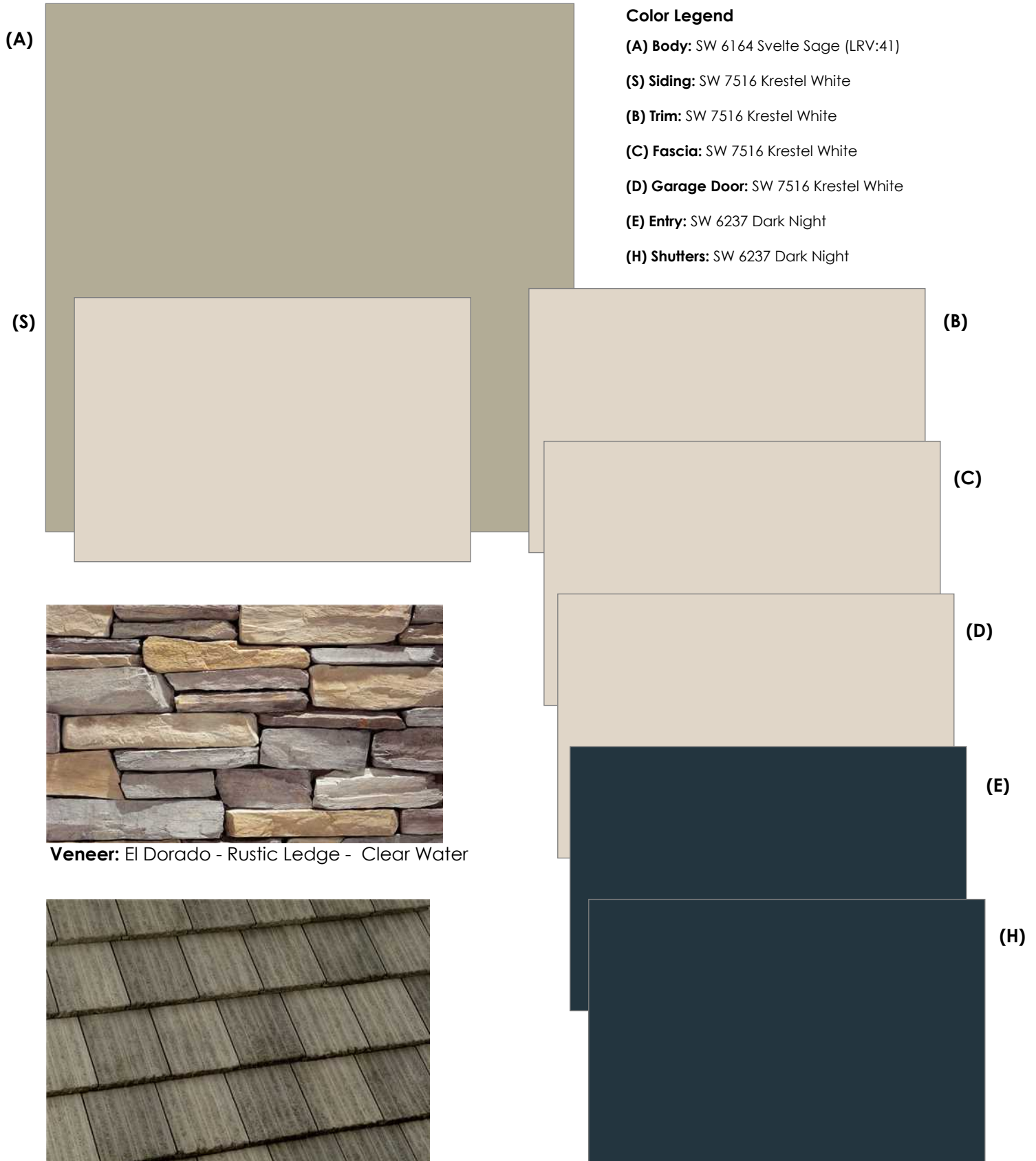
Roof: Eagle - 5689 Brown Range

COLOR SCHEME #4070 B
CRAFTSMAN



COLOR SCHEME #4073 D

CRAFTSMAN



Color Legend

(A) **Body:** SW 6164 Svelte Sage (LRV:41)

(S) **Siding:** SW 7516 Krestel White

(B) **Trim:** SW 7516 Krestel White

(C) **Fascia:** SW 7516 Krestel White

(D) **Garage Door:** SW 7516 Krestel White

(E) **Entry:** SW 6237 Dark Night

(H) **Shutters:** SW 6237 Dark Night



Veneer: El Dorado - Rustic Ledge - Clear Water



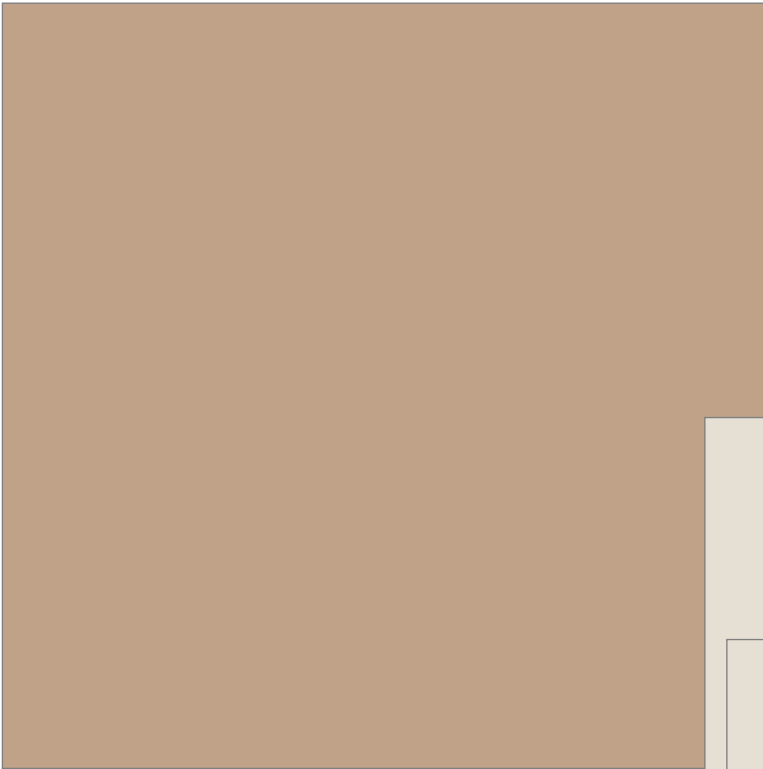
Roof: Eagle - 5687 Brown Gray Range

COLOR SCHEME #6000 B

ITALIANATE

KHovnanian
Homes

(A)



Color Legend

(A) **Body:** SW 7714 Oak Barrel (LRV: 39)

(B) **Trim:** SW 7042 Shoji White

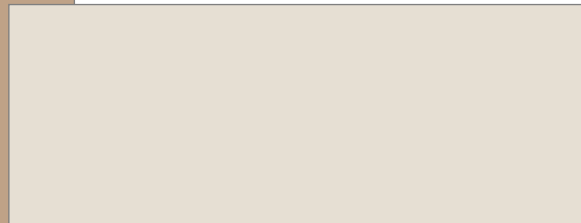
(C) **Fascia:** SW 7042 Shoji White

(D) **Garage Door:** SW 7042 Shoji White

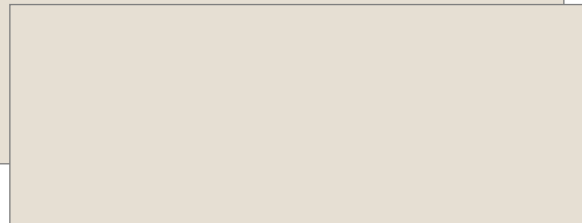
(E) **Entry:** SW 2704 Merlot

(H) **Shutters:** SW 2704 Merlot

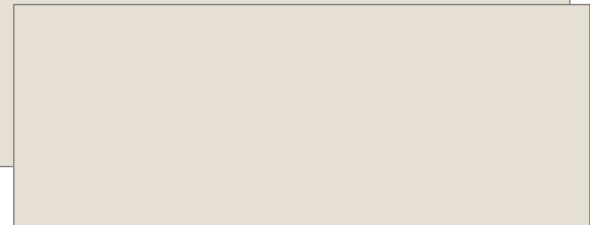
(B)



(C)



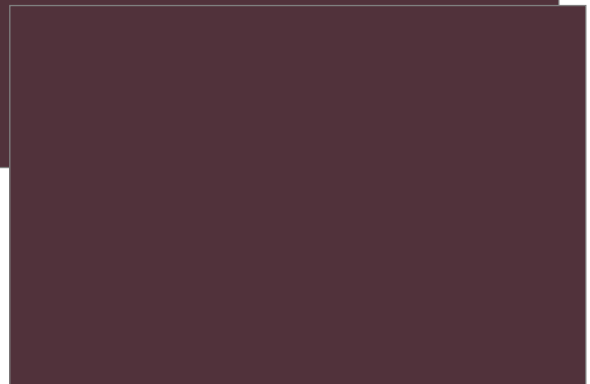
(D)



(E)



(H)



Veneer: El Dorado - Fieldledge - Meseta

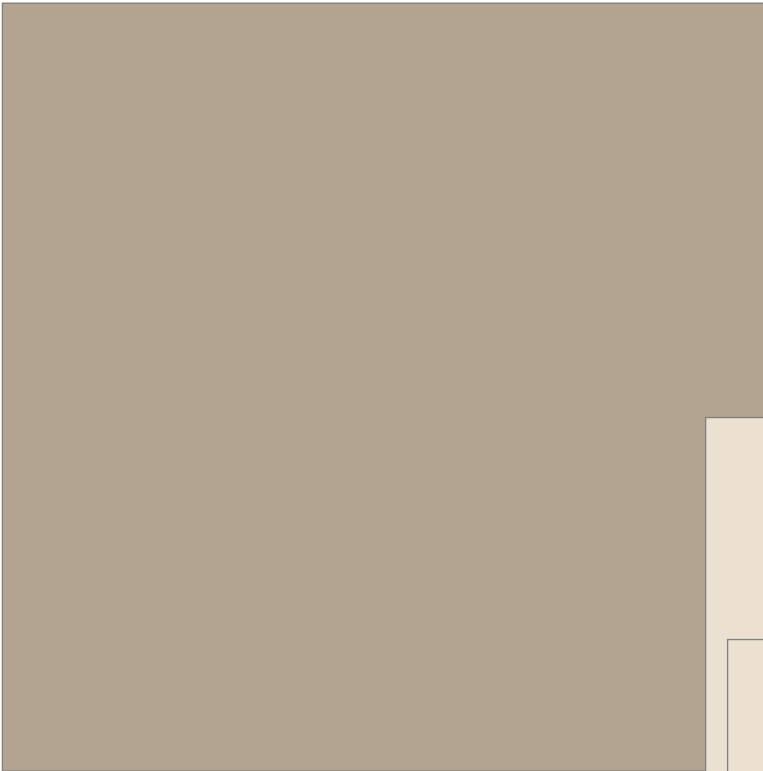


Roof: Eagle - 3646 Sunset Blend

COLOR SCHEME #6002 D
ITALIANATE



(A)



Color Legend

(A) Body: SW 7507 Stone Lion (LRV:38)

(B) Trim: SW 7554 Steamed Milk

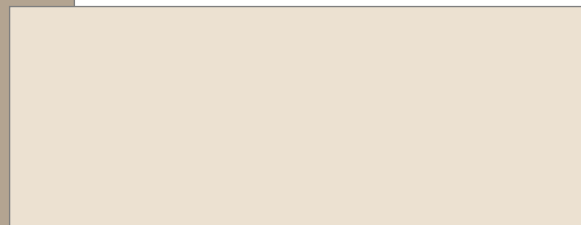
(C) Fascia: SW 7554 Steamed Milk

(D) Garage Door: SW 7554 Steamed Milk

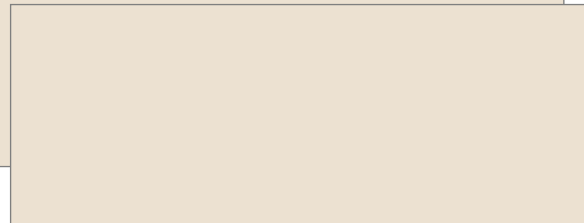
(E) Entry: SW 2861 Avocado

(H) Shutters: SW 2861 Avocado

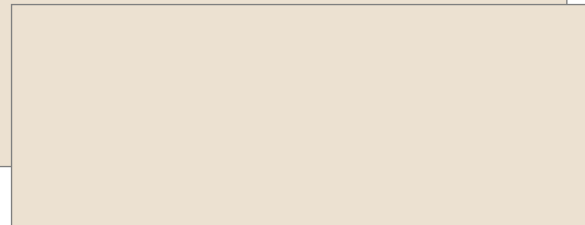
(B)



(C)



(D)



(E)



(H)



Veneer: El Dorado - Hillstone - Verona



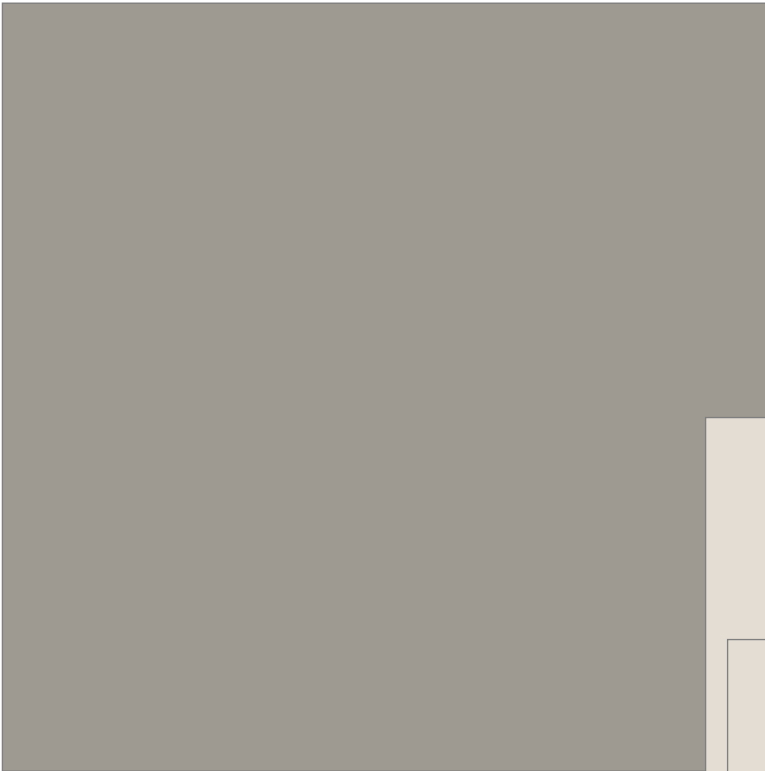
Roof: Eagle - 3645 Sunrise Blend

COLOR SCHEME #6007

ITALIANATE

KHovnanian
Homes

(A)



Color Legend

(A) **Body:** SW 9170 Acier (LRV: 32)

(B) **Trim:** SW 7035 Aesthetic White

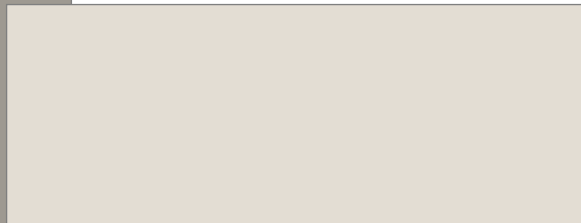
(C) **Fascia:** SW 7035 Aesthetic White

(D) **Garage Door:** SW 7035 Aesthetic White

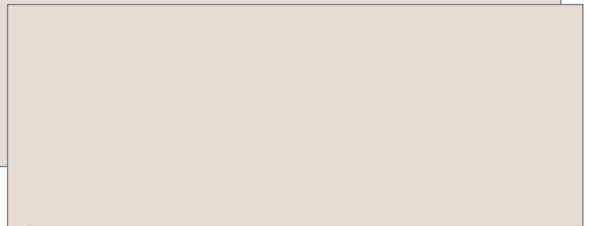
(E) **Entry:** SW 7069 Iron Ore

(H) **Shutters:** SW 7069 Iron Ore

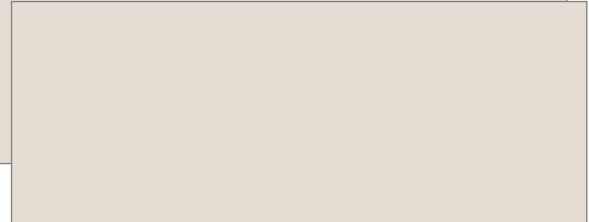
(B)



(C)



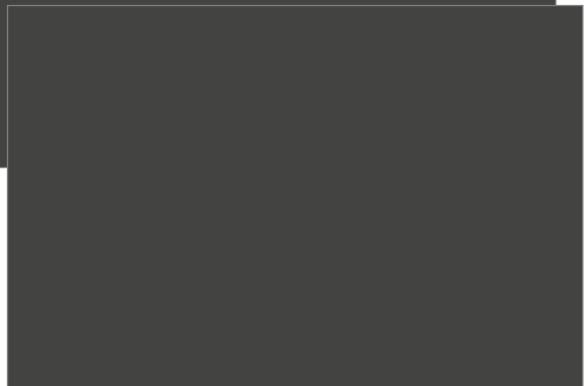
(D)



(E)



(H)



Veneer: El Dorado - Fieldledge - Andante



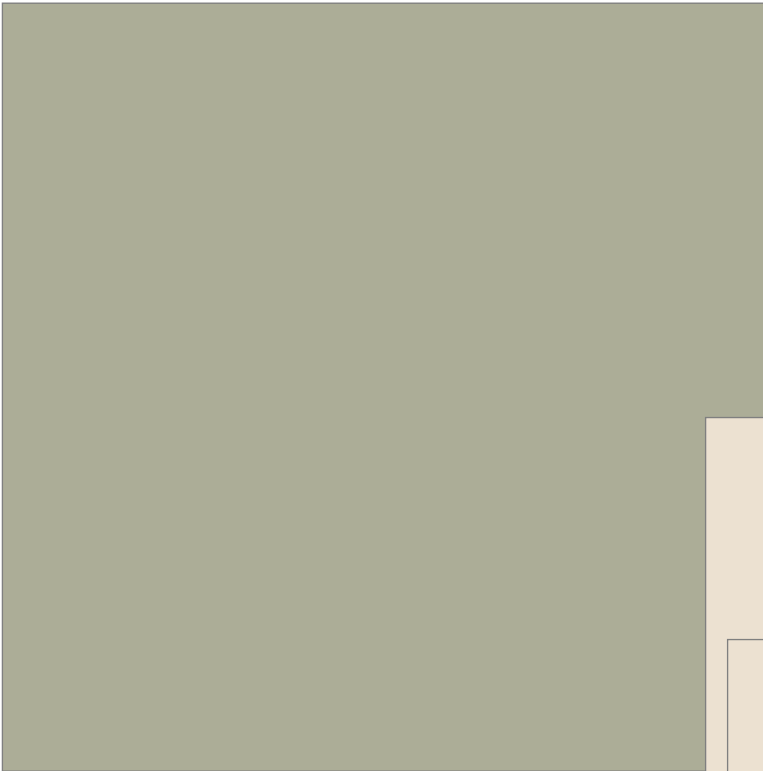
Roof: Eagle - 3687 Brown Gray Range

COLOR SCHEME #6015

ITALIANATE

KHovnanian
Homes

(A)



Color Legend

(A) **Body:** SW 6178 Clary Sage (LRV:41)

(B) **Trim:** SW 7554 Steamed Milk

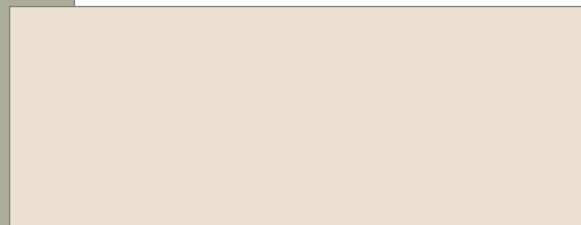
(C) **Fascia:** SW 7554 Steamed Milk

(D) **Garage Door:** SW 7511 Bungalow Beige

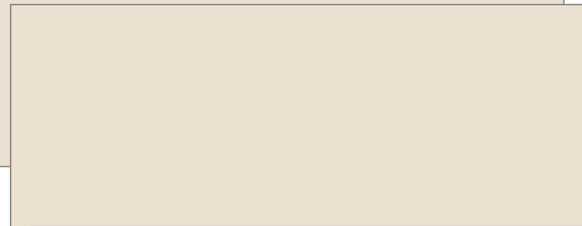
(E) **Entry:** SW 7020 Black Fox

(H) **Shutters:** SW 7020 Black Fox

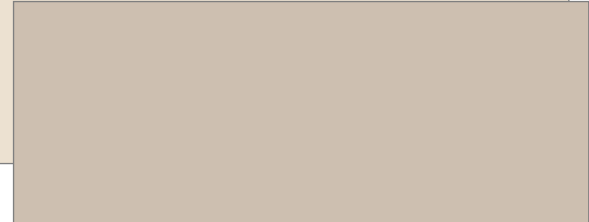
(B)



(C)



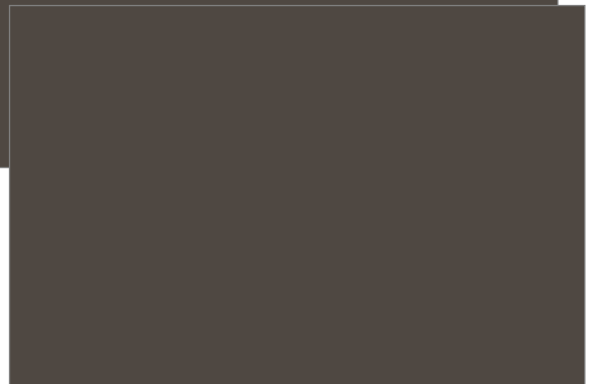
(D)



(E)



(H)



Veneer: El Dorado - Fieldledge - Padova



Roof: Eagle - 3723 Adobe Blend



PLANNING COMMISSION COMMUNICATION

Title: NCRSP Parcel 49A - Freedom Point Building B Modification - 4200 Thrive Dr - PL19-0260
Contact: Shelby Vockel, svockel@roseville.ca.us, 916-746-1347

Meeting Date: 11/14/2019
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 Addendum to Bayside Church Topgolf MND

Attachment 2 Chipotle Operations Study

Exhibit A Site Plans

Exhibit B Floor Plan and Roof Plan

Exhibit C Elevations, Colors and Materials

Exhibit D Grading Plan

Exhibit E Utility Plan

Exhibit F Photometric Plan

Exhibit G Landscape Plan and Entry Treatment

ITEM 6.1: **MPP Stage 1 Modification and MPP Stage 2 – 4200 Thrive Drive – NCRSP PCL 49A – Freedom Point Building B Modification – PL19-0260**

REQUEST

The applicant requests approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site development plan for Parcel 1 within the Parcel 49 project site, located in the North Central Roseville Specific Plan (NCRSP) area. The MPP Stage 1 would increase the overall square footage of approved Building B by approximately 1,500 square feet (from 3,600 square feet to 5,000 square feet), allow 2,200 square feet of retail within Building B, and decrease the area dedicated to Restaurant/Fast Food by approximately 900 square feet (from 3,600 square feet to 2,500 square feet). A MPP Stage 2 is requested to evaluate the architecture and design of proposed Building B. The Parcel 1 drive-through lane and parking areas have already been constructed under prior Freedom Point – Parcel 49 project approvals.

Applicant – Rocelyn Bajao and Linda Erlic, Borges Architectural Group
Owner – Roseville Covenant Group LLC, Et Al.

SUMMARY RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL 49 Bayside Church/ Topgolf Mitigated Negative Declaration.
- B. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 1 Modification subject to six (6) conditions of approval.
- C. Adopt the two (2) findings of fact and approve the Major Project Permit Stage 2 subject to seventy-two (72) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

BACKGROUND

As is typical for major commercial parcels, North Central Roseville Specific Plan (NCRSP) Parcel 49 has had several different projects approved for the site. Beginning in 2000 and continuing through 2018, NCRSP Parcel 49 has been approved for office, commercial retail, community assembly, and other uses. Site development plans and modifications have been approved for the NCRSP Parcel 49 site through the Major Project Permit (MPP) process, which allows phased development of the project area. Prior approvals include the MPP Stage 1, MPP Stage 2, Conditional Use Permit, and Tentative Subdivision Map for the Bayside Church/Topgolf project (File # PL14-0252) in 2015; a MPP Stage 1 Modification and MPP Stage 2 for Phase 2A (File # PL16-0168), which included the two hotels on site, in 2016; and a MPP Stage 1 Modification and MPP Stage 2 for Phase 2B (File # PL17-0055), which evaluated restaurant and retail uses on Parcels 1, 2, and 5 within the Freedom Point portion of the NCRSP Parcel 49 site in 2017. Each of these applications reallocated the allowable square footage and uses identified in the original MPP Stage 1 development plan. Most recently, in June 2019, the approval of a Specific Plan Amendment, Ordinance Amendment, MPP Stage 1 Modification, and MPP Stage 2 for the Living Spaces

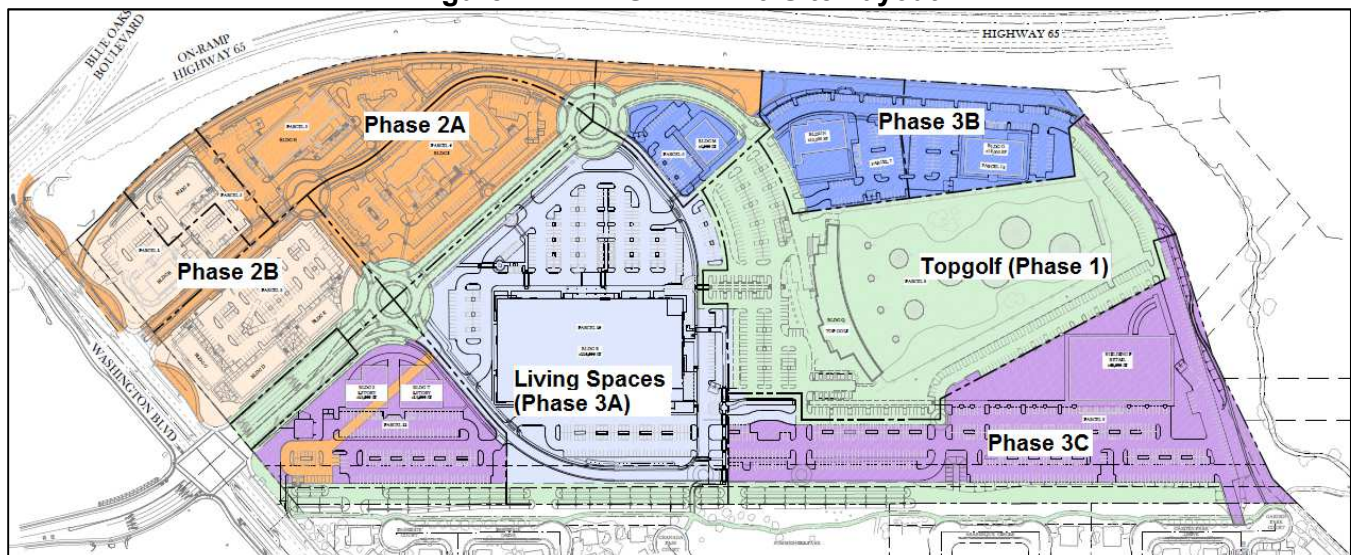
furniture store (File # PL18-0388) resulted in the following use and square footage allocations for the NCRSP Parcel 49 project site:

- 148,790 square feet of hotel (211 rooms, Phase 2A);
- 46,175 square feet of restaurant use;
- 159,075 square feet of retail use;
- 24,000 square feet of office;
- Eliminated the community assembly use (reduction of 130,000 square feet); and
- 64,232 square feet of indoor/outdoor recreation (Topgolf)

Currently on the NCRSP Parcel 49 site, Topgolf (Phase 1), the two hotels (Phase 2A), and Phase 2B pad buildings (with the exception of currently proposed Building B) have been completed. The Living Spaces furniture store is under construction.

The proposed project includes a MPP Stage 1 Modification and a MPP Stage 2 for the development of Building B on Parcel 1 within the Freedom Point portion of the NCRSP Parcel 49 site. The MPP Stage 1 Modification would increase the overall area of approved Building B by approximately 1,500 square feet (from 3,600 square feet to 5,000 square feet), allow 2,200 square feet of retail within Building B, and decrease the area dedicated to Restaurant/Fast Food by approximately 900 square feet (from 3,600 square feet to 2,500 square feet). A MPP Stage 2 is requested to evaluate the architecture and design of proposed Building B. The Parcel 1 drive-through lane and parking areas have already been constructed under the prior Freedom Point/NCRSP Parcel 49 project approvals.

Figure 1 – NCRSP PCL 49 Site Layout



SITE INFORMATION

Location: 4200 Thrive Dr.

Total Size: 1.56 acres

Topography and Setting: The project site has been graded and partially developed as a part of the Freedom Point – Parcel 49 project. The drive-through lane and frontage improvements along Washington Bl. have been installed as part of prior approvals (PL17-0055).

EVALUATION

The proposed project is being evaluated through the Major Project Permit (MPP) entitlement process. The intent of the MPP process is to streamline the review of large and diverse projects that could be constructed over a period of several years. The MPP process allows for the resolution of site issues prior to the review of more detailed architectural and landscape issues that may not be finalized at the time the site plan is ready. In accordance with the City's MPP Ordinance, the MPP review process is segregated into three separate stages. The evaluation section of this report includes an analysis of the requested MPP Stage 1 Modification and MPP Stage 2. Each entitlement is analyzed separately for its consistency with the goals and policies of the applicable regulations, including the General Plan, the Zoning Ordinance, the Community Design Guidelines (CDG), and the North Central Roseville Specific Plan (NCRSP).

MPP Stage 1 Modification

The MPP Stage 1 Modification section includes an evaluation of the proposed changes to the NCRSP Parcel 49 site layout and land use types to ensure compliance with the intent of the original approval. The MPP Stage 1 Modification plans are as shown in Exhibit A.

Site Plan: The project proposes to increase the allowable area of Building B above what was previously approved for Parcel 1 in PL17-0055. The previous project approval (PL17-0055) allowed approximately 3,600 square feet of restaurant/fast food for Building B. The currently proposed project would allow an approximately 5,000 square foot building, with approximately 2,500 square feet dedicated to restaurant/fast food space, and 2,200 square feet dedicated to two retail suites. The proposed site plan modification would also eliminate a previously anticipated landscape area around Building B to accommodate the larger structure. It is noted that the drive-through lane and the frontage landscaping adjacent to Parcel 1 Building B have already been installed, and no modifications to these areas are proposed. A screen wall along the west and south sides of the drive-through lane are proposed as part of the construction for Building B, consistent with the previous project approval.

Parking: The Zoning Ordinance outlines the parking requirements based on use type and an associated ratio per the square footage for each use type. Within the NCRSP Parcel 49 site, parking is shared among all tenants per a reciprocal parking agreement. During a previous modification of the NCRSP Parcel 49

Figure 2 – Project Site Aerial Photo, 2019



development plan, File # PL17-0055, it was assumed that 72 parking spaces would be necessary for Building B, based on an assumed 3,600 square feet of restaurant/fast food.

The current project proposes an approximately 5,000 square foot building, with 2,500 square feet dedicated to restaurant/fast food (Chipotle), and approximately 2,200 square feet dedicated to retail. The parking ratio for restaurant/fast food is one parking space for every 50 square feet, and the ratio for retail is one parking space for every 300 square feet. This results in a total minimum requirement of 58 parking spaces for proposed Building B. The parking area on Parcel 1, where Building B is proposed, has already been constructed as part of prior project File #PL17-0055, under the assumption that 72 parking spaces would have been necessary for the building. Therefore, no additional parking is required for the proposed project.

MPP Stage 1 Modification Summary: Section 19.78.060. J of the City of Roseville Zoning Ordinance requires that two findings be made to approve a MPP Stage 1 Modification. The required findings for approval are listed in the Recommendation section below. In summary, based on the evaluation above, staff finds that the modifications to the NCRSP Parcel 49 project are in substantial compliance with the intent of the original approval and are consistent with the Major Project Permit provisions of the Zoning Ordinance and the CDG. As proposed and conditioned, the project complies with the required findings for approval. For these reasons, staff recommends approval of the MPP Stage 1 Modification.

MPP Stage 2

Stage 2 of the MPP process includes the review of the architectural design and landscape treatment for proposed Building B. The project has been evaluated based on the applicable design standards of the NCRSP Design Guidelines, the NCRSP Parcel 49 Design Intent, and the City's CDG. The proposed building is one story in height, and is designed to be architecturally consistent with the previously approved buildings in Phase 2B, Buildings A, C, D, and E (File #PL17-0055). The parking area and drive-through lane that will be utilized by the tenants of Building B were installed with the development of that prior project, and are not proposed for modification by this application. The details of the building architecture and landscaping are further evaluated below. The MPP Stage 2 plans are provided as Exhibits A-G.

Architecture: The architecture of proposed Building B is consistent with the previously approved architecture in Phase 2B, Buildings A, C, D, and E. The building is rectangular in shape, one story in height, with a flat roof that varies in elevation. The architectural style is contemporary modern. The building façade has overlapping rectangular forms with varied color and textures to provide visual interest, including stucco in shades of neutral cream, olive, grey, and rust. A blue accent color on the primary storefronts is consistent with the other Freedom Point pad buildings. A slate grey stone and wood tile accent, similar to the materials used on Topgolf and the hotels, accents the façade. The design also includes glass storefronts with anodized aluminum to enhance all sides of the building, including the rear elevation which faces the drive through lane and Thrive Drive (Figure 3).

Figure 3 – Building B Proposed Elevations



Drive-Through Lane: CDG Policy CC-30 requires a minimum of 180 feet of stacking space from the entrance of a drive-through lane to the pick-up window to prevent conflict with other vehicle circulation on the project site. The proposed project includes a Chipotle restaurant with a drive-through lane on the western half of Building B, with two retail suites occupying the remainder of the building. As proposed, the drive-through lane provides 164 feet of stacking, which does not comply with Policy CC-30. The existing drive-through lane anticipated a smaller (approximately 3,600 square foot) restaurant building that would have been entirely dedicated to fast food. The proposed modification includes a building that is approximately 5,000 square feet in area with only the western portion of the building dedicated to fast food, resulting in a reduced distance between the entrance of the drive-through lane and the location of the pick-up window.

The applicant provided an Operations Study (Attachment 2) to demonstrate that the reduced length drive-through lane would not be detrimental to site circulation, using existing facilities in two Ohio cities as test cases. The study shows that, unlike traditional fast food facilities where the order is placed at the beginning of the drive-through lane and picked up at the window, the users of the “Chipotlane” will be picking up orders that were already placed and paid for online. For the two locations studied, the “Chipotlane” facilities averaged 11 to 18 vehicles per hour, with a high peak of 37 vehicles in an hour for the busier dinnertime location. This resulted in queue lengths of a maximum of six or seven vehicles at the busiest times, with an average total service time of one to two minutes. With 164 feet of stacking distance, a maximum of eight or nine vehicles can be expected to occupy the proposed “Chipotlane” at any one time, exceeding the peak hour number anticipated by the study. Therefore, it is anticipated that vehicular demand, queues, and service times will be lower than those of a traditional fast food restaurant. Staff supports the reduced drive-through lane, given the evidence provided in the study.

Landscaping: As stated in the MPP Stage 1 Modification section, the larger building proposed by the project eliminates some of the landscape area previously anticipated around Building B to accommodate the larger building. A smaller landscape planter on the northwest side of Building B will accommodate a tree adjacent to the entrance of the drive-through lane. The previous iteration of the project showed a small landscape area for shrubs and groundcover between Building B and the drive-through lane. All

other landscaping and frontage improvements along Thrive Dr. and Washington Bl. have already been installed, consistent with the MPP. The proposed project also includes the installation of a low three-foot-tall wall on the west and south sides of the drive-through lane for additional screening, also consistent with the previous approval. The proposed landscaping will provide ample screening and parking lot shade per the NCRSP and the CDG. The plan is substantially consistent with the approved MPP, with the small area between the building and the drive-through lane removed to accommodate the larger building size.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on November 1, 2019, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

The proposed project is consistent with the City of Roseville General Plan, NCRSP, Zoning Ordinance, CDG, and the prior Parcel 49 project approvals. Therefore, staff recommends that the Planning Commission approve the proposed MPP Stage 1 Modification and the MPP Stage 2 for Freedom Point Building B.

ENVIRONMENTAL DETERMINATION

Consistent with CEQA Guidelines Section 15164, regarding previously certified and adopted negative declarations, an Addendum to the NCRSP PCL 49 Bayside Church/ Topgolf Mitigated Negative Declaration (adopted February 26, 2015) was prepared for File # PL17-0055 to cover minor technical changes and additions necessary to describe the amendments to Parcel 49 parcels 1, 2, and 5 (Attachment 1). The currently proposed project is substantially consistent with the previously approved project, and is within the scope of the previously prepared Addendum. The Addendum did not identify any new environmental impacts from the project.

RECOMMENDATION

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

- A. Consider the Addendum to the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration;
- B. Adopt the two (2) findings of fact as stated below and approve the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – NCRSP PCL 49A – FREEDOM POINT BUILDING B MODIFICATION – 4200 THRIVE DRIVE – FILE # PL19-0260** subject to six (6) conditions of approval; and
 1. *The proposed modification is in substantial compliance with the intent of the original approval, prior conditions of approval, and all applicable design, development, and improvement standards in effect as of the date of application for the modification.*
 2. *The proposed modification is in compliance with all standards and requirements of the City's Zoning Ordinance, with the applicable goals, policies, and objectives set forth in the General Plan and the applicable Community Design Guidelines.*
- C. Adopt the two (2) findings of fact as stated below and approve the **MAJOR PROJECT PERMIT STAGE 1 MODIFICATION – NCRSP PCL 49A – FREEDOM POINT BUILDING B**

MODIFICATION – 4200 THRIVE DRIVE – FILE # PL19-0260 subject to seventy-two (72) conditions of approval.

1. *The Architecture and Landscaping is consistent with the General Plan, North Central Roseville Design Guidelines, and Community Design Guidelines; and*
2. *The design shall not be detrimental to the public, health and safety, or be materially detrimental to the public welfare.*

CONDITIONS OF APPROVAL FOR MPP STAGE 1 MODIFICATION (FILE # PL19-0260)

1. This Major Project Permit Stage 1 Modification approval shall be effectuated within a period of two (2) years from this date and if not effectuated shall expire on November 14, 2021. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than a total of one year from November 14, 2022.
2. The project is approved as shown in Exhibits A-G and as conditioned below. (Planning)
3. The project is subject to the previously approved conditions of approval for the MPP Stage 1 – NCRSP PCL 49 Bayside Church/ Topgolf (PL14-0252) and Freedom Point MPP MOD (PL17-0055) except as conditioned or modified below. (Planning)
4. The project shall comply with all applicable required environmental mitigation identified in the NCRSP PCL 49 Bayside Church/ Topgolf Mitigated Negative Declaration. (Planning)
5. Additional internal easements will be required to cover primary electrical facilities to the project when the final electrical design is completed. Additional P.U.E.'s shall be granted per approved Roseville Electric site design to cover high voltage electric facilities. Building permits shall not be finalized until these easements are recorded with Placer County. (Electric)
6. Automatic fire extinguishing system risers, fire alarm system panels and digital alarm communicator system panels shall be located within an approved fire control room and shall be accessible from an adjacent fire apparatus roadway. Said fire control room shall be a minimum size of thirty-five (35) square feet in size and shall be openable from the exterior via an approved door opening. (Fire)

CONDITIONS OF APPROVAL FOR MPP STAGE 2 (FILE # PL19-0260)

1. This Major Project Permit approval shall be effectuated within a period of two (2) years from November 14, 2019 and if not effectuated shall expire on November 14, 2021. Prior to said expiration date, the applicant may apply for an extension of time, provided this approval does not extend the expiration beyond November 14, 2022. (Planning)
2. The project is approved as shown in Exhibits A-G and as conditioned or modified below. (Planning)
3. The project shall comply with all applicable required environmental mitigation identified in the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration. (Planning)
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 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

8. 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)
9. Signs and/or striping shall be provided on-site as required by the Development Services Department – Planning Division to control on-site traffic movements. Parking lot striping and signage shall be maintained in a visible and legible manner. (Planning)
10. The plans submitted to the Building Divisions for permits shall indicate all approved revisions/alterations as approved by the Commission, including all conditions of approval. (Planning)

11. 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 preventer; fire department connections; and public water, sewer, and storm drain facilities. (Planning, Fire, Environmental Utilities, Electric, Engineering)
- 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 North Central Roseville 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 Electrical Department's Landscape Requirements and Work Clearances as outlined in Section 10.00 of the Department's "Specification for Commercial Construction". (Electric)
- g) Slopes within landscape planter 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)

12. Any roof-mounted equipment and satellite dishes proposed shall be shown on the building plans. The equipment shall be fully screened from public streets and the surrounding properties. (Planning)

13. At the time of building permit application and plan submittal, the project applicant shall submit a proposed plan which shows the proposed suite addressing for individual tenant spaces within 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)

14. A separate Architectural Site Accessibility Plan which details the projects' site accessibility information as required by California Title 24, Part 2 shall be submitted as part of the project Building Permit Plans. (Building)

15. 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)

16. 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)

17. For restaurants, other food services, or commercial swimming pools: The developer shall obtain all required approvals and permits from the Placer County Health Department. (Building)
18. For restaurants, other food services, or commercial swimming pools: 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)
19. 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)
20. 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 Engineering prior to approval of any plans. (Engineering)
21. 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)
22. 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)
23. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city’s current standards on the shelter pad as conditioned above. Upon installation and final inspection by the City of Roseville, the bus shelter and related improvements shall become the property of the City of Roseville. The Developer and City may enter into a construction fee agreement or other agreement based upon a construction cost of \$10,000 per shelter for future construction of the Bus Shelter on the northeast corner of Industrial Avenue and Freedom Way (shelter number 249). (Engineering, Alternative Transportation)
24. Bike parking and clean air vehicle spaces shall be provided per the California Green Building Standards. Bike rack/locker design and location shall be approved by Alternative Transportation. (Alternative Transportation, Building)
25. 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. 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)

26. Prior to the approval of the Improvement Plans, the project proponent shall provide proof of preparation and submittal of a Storm Water Pollution Prevention Plan (SWPPP) to the Regional Water Quality Control Board (RWQCB). Proof shall be in the form of the Waste Discharge Identification Number (WDID#), provided to the applicant from RWQCB, placed on the coversheet of the improvement plans. Upon approval of the improvement plans, a copy of the SWPPP shall be required onsite and available for viewing by City inspection staff upon request. (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, 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 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. The applicant/developer shall prepare a Transportation Systems Management (TSM) Plan for NCRSP Parcel 49 to be reviewed and approved by the Transportation Commission. (Alternative Transportation)
31. Prior to 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 elevation 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)
32. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)
33. Water and sewer infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards and shall include:
 - a) Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12 feet unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes.

- b) Water, sewer, and recycled mains shall not exceed a depth of 12 feet below finished grade, unless authorized in these conditions of approval.
 - c) All sewer manholes shall have all-weather, 10-ton vehicle access unless otherwise authorized by these conditions of approval. (Environmental Utilities)
34. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and City of Roseville Construction Standards. The applicants shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)
35. 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)
36. 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)
37. A trash enclosure and recycling enclosure is required for each building and each tenant, otherwise, the building owner is responsible for the trash service. (Refuse)
38. 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)
39. 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)
40. The Electric Department requires the submitted 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
41. 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 a 0.5 foot-candle of light, respectively. All exterior light fixtures shall be vandal resistant. (Planning, Police)
42. 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)
43. It is the developer's responsibility to notify PG&E of any work requiring on PG&E facilities. (PG&E)

DURING CONSTRUCTION & PRIOR TO ISSUANCE OF OCCUPANCY PERMITS:

44. Any backflow preventers visible from the street shall be painted 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)
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. (Engineering, Environmental Utilities, Electric)
46. Inspection of the potable water supply system on new commercial/industrial/office project 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 building/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. The applicant/developer shall prepare a Transportation Systems Management (TSM) Agreement to be reviewed and approved by the City Manager. (Engineering, Alternative Transportation)

50. Water, sewer, and reclaimed water shall be constructed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. (Environmental Utilities)
51. All water backflow devices shall be tested and approved by the Environmental Utilities Department. (Environmental Utilities)
52. **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)
53. 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)
54. 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 revaluation, 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)
55. All Electric Department facilities, including streetlights where applicable, shall be designed and built to the "City of Roseville Specifications for Commercial Construction." (Electric)
56. 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)
57. Any relocation, rearrangement, or change of existing electric facilities due to this development shall be at the developer's expense. (Electric)
58. 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)
59. 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)
60. One 3/4 inch conduit with a 2-pair phone line shall be installed from the building's telephone service panel to the meter section of the customer's electrical switchgear or panel. (Electric)

61. 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)

OTHER CONDITIONS OF APPROVAL:

62. Signs shown on the elevations are not approved as part of the Major Project Permit. A Sign Permit is required for all project signs. (Planning)
63. Following the installation of the landscaping, all-landscaping 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)
64. The City reserves the right to restrict vehicle turning movements within the public right-of-way in the future if deemed necessary by the City Engineer. (Engineering)
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. Temporary aboveground storage tanks may be used at construction sites for diesel fuel only and shall not exceed 1,000-gallon capacity. Tanks shall comply with all provisions found within the Fire Code. A Fire Department Permit shall be obtained prior to tank installation. The permit shall expire after 90 days from the date of issuance, unless extended by the Fire Chief. (Fire)
67. 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)
68. 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)
69. 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)
70. 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)
71. 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)

72. 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)

Attachments

- 1. Addendum to the NCRSP PCL 49 Bayside Church/ Topgolf Mitigated Negative Declaration
- 2. Chipotle Operations Study

Exhibits

- A. Site Plans
- B. Floor Plan and Roof Plan
- C. Elevations, Colors and Materials
- D. Grading Plan
- E. Utility Plan
- F. Photometric Plan
- G. Landscape Plan and Entry Treatment

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission 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.



 DEVELOPMENT SERVICES DEPARTMENT-PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

ADDENDUM TO THE NCRSP PCL 49 BAYSIDE CHURCH/TOPGOLF MITIGATED NEGATIVE DECLARATION (ADOPTED FEBRUARY 26, 2015)

Project Title/File Number:	NCRSP PCL49 Freedom Point; PL17-0055
Project Address & Location:	1928 Freedom Way; APN 336-020-087(& 088, & 091)-000
Project Description:	The project includes a request for approval of a Major Project Permit (MPP) Stage 1 Modification to change the approved site plan for Parcels 1, 2 and 5 within the Parcel 49 project site. The MPP Stage 1 would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. A MPP Stage 2 is requested to allow development of Parcels 1, 2 & 5 with four single story restaurant/retail buildings, totaling 23,650 square feet, with associated parking and landscaping.
Project Applicant:	Neal Deridder, Borges Architectural Group, Inc.
Property Owner:	Christopher Aguon, Roseville Covenant Group LLC
Lead Agency Contact:	Gina McColl, Associate Planner (916) 774-5452

An Addendum to a previously certified and adopted negative declaration may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the below analysis has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the adopted negative declaration adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review, but can be included in or attached to the adopted negative declaration for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

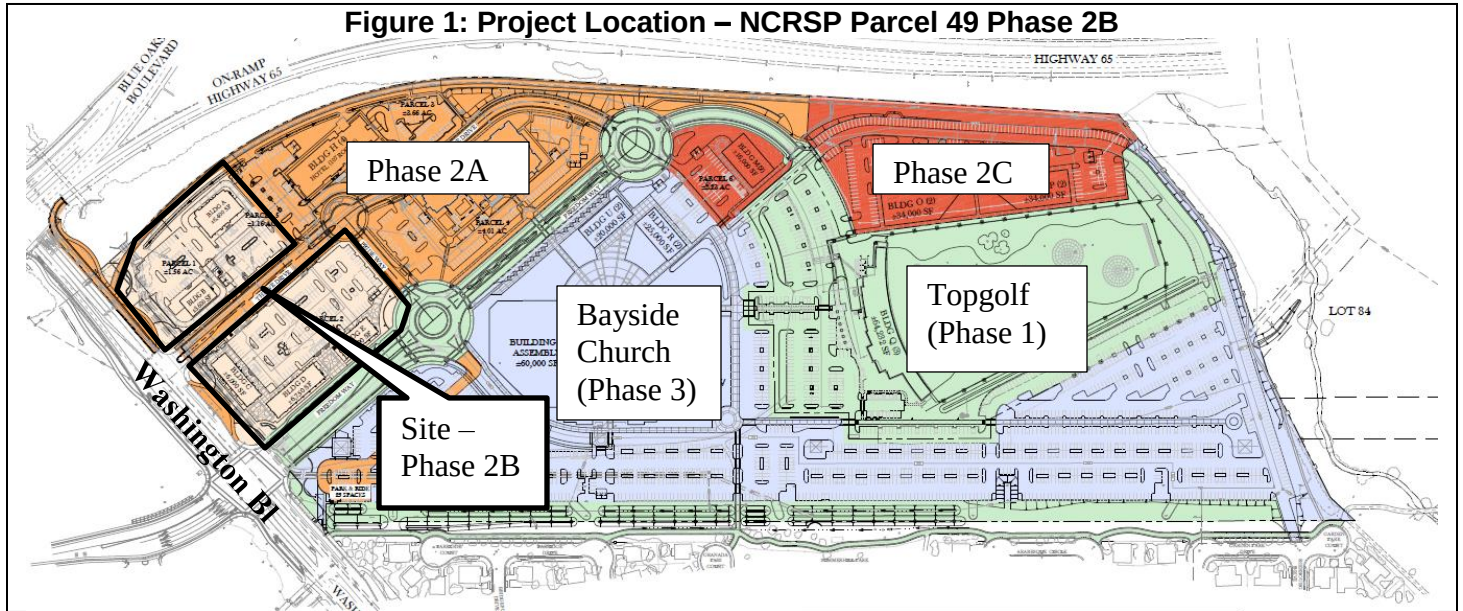
Table of Contents

Project Description.....	3
Purpose and Scope of Addendum	4
Environmental Checklist	4
I. Aesthetics	7
II. Agricultural & Forestry Resources	8
III. Air Quality and Greenhouse Gases	9
IV. Biological Resources	10
V. Cultural Resources	12
VI. Geology and Soils	13
VII Hazards and Hazardous Materials	14
VIII. Hydrology and Water Quality	16
IX. Land Use and Planning	18
X. Mineral Resources	19
XI. Noise	20
XII. Population and Housing	21
XIII. Public Services	22
XIV. Recreation	23
XV. Transportation / Traffic	24
XVI. Utilities and Service Systems	26
XVII. Mandatory Findings of Significance	27
Environmental Determination	29
Attachments	29

PROJECT DESCRIPTION

Project Location

The project is located at the southeastern corner of the intersection of Washington Boulevard, Blue Oaks Boulevard and the Highway 65 southbound onramp. The site is within the North Central Roseville Specific Plan (NCRSP) area of the City of Roseville. The address of the project site is 1928 Freedom Way and includes three parcels within the NCRSP Parcel 49 site (see Figure 1).



Background

The NCRSP Parcel 49 site has been anticipated for development since the 1990 adoption of the NCRSP. In 2000, a Rezone and General Plan, Specific Plan, and Development Agreement Amendments were approved for NCRSP Parcel 49 which established a new PD zone for a portion of the site that allowed for retail, restaurant, lodging, educational, and office uses in addition to light industrial uses. In 2007, the City Council designated NCRSP Parcel 49 as a Corporate Center Site, which allowed for an increased height limit and additional square footage. The additional square footage increased the development potential of the site to 1.2 million square feet (58.883 acres x 0.50). This development potential has been programed in the City's service demand models.

On February 26, 2015, the Planning Commission approved several entitlements for development of the NCRSP Parcel 49 site with the project identified as NCRSP Parcel 49 Bayside Church/Topgolf. The project included the following:

- 130,000 square feet of community assembly use (Bayside Church) including a 2,800 seat assembly area and 45 classrooms/activity rooms,
- 64,232 square feet of indoor/outdoor recreation use (Topgolf),
- 116,500 square feet of office use (5 buildings),
- 37,800 square feet of retail use (7 buildings),
- 11,200 square feet of restaurant use (3 buildings), and
- a 83,700 square foot hotel (125 rooms).

The entitlements included a Major Project Permit (MPP) Stage 1 permit, MPP Stage 2 permits, a Conditional Use Permit, and a Tentative Subdivision Map. The MPP entitlement allowed for multi phased development of

the site. A Mitigated Negative Declaration was also adopted which covered development of the site with the proposed project. Refer to the Purpose and Scope of Addendum section.

On October 27, 2016, the Planning Commission approved a MPP Stage 1 Modification permit to modify the uses on the parcels formally referred to as Parcel 3,4, and 5 within the NCRSP Parcel 49 site. The modification replaced the approved Phase 2A buildings with a 104 room hotel and a 107 room hotel. The modification resulted in a reduction of 17,600 square feet of retail uses and 7,500 square feet of office uses and an overall increase of 86 hotel rooms for NCRSP Parcel 49 site. Also approved was the building architecture and on site improvements for the two hotel parcels, identified as Phase 2A, as well as a Lot Line Adjustment.

Proposed Project

The proposed project includes two entitlements to allow development of Phase 2B of the NCRSP Parcel 49 site, as follows:

- A Major Project Permit Stage 1 Modification to change the approved site layout for Parcels 1, 2 and 5 within the project site (Phase 2B). The MPP Stage 1 Modification would increase the square footage dedicated to restaurant uses by 5,475 square feet (including adding an additional drive-thru restaurant) and decrease the square footage dedicated to retail uses by 9,625 square feet. The proposed square footages for Phase 2B will be 4,150 square feet less than was previously anticipated for this phase of the NCRSP Parcel 49 project; and
- A Major Project Permit Stage 2 to allow development of four single story restaurant/retail buildings (Buildings A, C, D & E) totaling 23,650 square feet, with associated parking and landscaping. Pad Building B is not included in the MPP Stage 2 request and will be evaluated with a future MPP Stage 2 entitlement.

PURPOSE AND SCOPE OF ADDENDUM

As discussed in the Background section, a Mitigated Negative Declaration (MND) for the NCRSP PCL 49 Bayside Church/Topgolf project was adopted on February 26, 2015. The MND covered a site development of the entire NCRSP Parcel 49 project site. The MND, supporting Initial Study, and related attachments are included as Attachment 1 of this Addendum. The adopted MND analyzed impacts related to aesthetics, agricultural and forestry resources, air quality and greenhouse gases, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The proposed project is significantly consistent with the previous development project contemplated in the MND.

The analyses below rely on the MND analysis with minor supplements or technical updates where appropriate. Most of the project impacts remain identical to the impacts of the MND because the proposed project only changes the balance of anticipated commercial use types but does not change the development footprint, or grading and building square footage assumptions for the site. No changes are proposed to the land use or zoning designation of the site. Impacts to physical resources (such as agricultural land, biological resources, etc.) are based on the grading and development of an area, not on the proposed use types of the buildings (i.e. restaurant vs. retail) on the property. For other types of impacts which are affected by use type and square footage, the project uses reduce or maintain the same level of potential impacts.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A “no” answer does not necessarily mean there are no potential impacts relative to the

environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed

This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals, will result in a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either “yes” or “no” will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If “no,” then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If “none” is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	Page 10	No	No	No	None
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Same	No	No	No	None
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Same	No	No	No	None
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Same	No	No	No	None
Discussion: The primary aesthetic disruption is due to the conversion of an undeveloped site to urban development. This impact was covered in the MND. The Findings of Fact for the CEQA Implementing Procedures (discussed in the MND) indicate that compliance with the Community Design Guidelines (Resolution 95-347), and applicable Specific Plan Policies and/or Specific Plan Design Guidelines will prevent significant impacts related to construction of buildings in urban settings. Therefore, pursuant to CEQA Guidelines section 15164, subdivision (a), the City finds that <i>"none of the conditions described in Section 15162 calling for preparation of a subsequent FEIR have occurred"</i> relative to aesthetic resources. Mitigation Measures: None required for this Project.					

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page 11	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Same	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Same	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Page 12	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Same	No	No	No	None
Discussion: The MND concluded there were no resources to be affected by conversion of the site to urban uses. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

III. Air Quality and Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	Page 12	No	No	No	None
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same	No	No	No	None
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Same	No	No	No	None
d) Expose sensitive receptors to substantial pollutant concentrations?	Page 13	No	No	No	None
e) Create objectionable odors affecting a substantial number of people?	Same	No	No	No	None
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Same	No	No	No	None
g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same	No	No	No	None
Discussion: The MND concluded that standard dust control and other construction measures would be sufficient to avoid construction impacts, and that Citywide measures for the control of greenhouse gases were likewise sufficient for both construction and operation of allowed uses on the site. The MND further found that there are no substantial odor-producers in the vicinity, and the probable uses on the site would not produce substantial odors. The MND also concluded that the operational emissions of the project would be below the identified thresholds. The project will					

not introduce new uses types to the project site. The project's decrease in square footage and increase in trips is negligible. Therefore the MND findings are still applicable to this Project.

Mitigation Measures: None required for this Project.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Page 24	No	No	No	None
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Same	No	No	No	None
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Same	No	No	No	None

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Same	No	No	No	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 25	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Same	No	No	No	None
Discussion: The MND acknowledged the on-site biological resources have been evaluated on multiple occasions and that no biological resources are present on the site and all required permits, related to biological resources, for development of the site have been obtained. The site has been graded and is partially developed. This project will have not change the findings of fact and will have no new impact on biological resources. Mitigation Measures: None required for this Project.					

V. Cultural, Archeological, or Paleontological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	Page 26	No	No	No	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Page 27	No	No	No	None
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same	No	No	No	None
d) Disturb any human remains, including those interred outside of formal cemeteries?	Same	No	No	No	None
Discussion: The MND discussed the potential for subsurface remains or deposits to be found on the site where unlikely due to previous surveys of the plan area. However, applying the City's standard construction measures, which requires cessation of work should any item of cultural interest be found, to the project ensures the project will have a less than significant impact on cultural resources. This condition remains applicable to the proposed project and no additional mitigation measure is required. Mitigation Measures: None required for this Project					

VI. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	Page 27	No	No	No	None
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	Same	No	No	No	None
ii) Strong seismic ground shaking?	Page 28	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Same	No	No	No	None
iv) Landslides?	Same	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Same	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Same	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Same	No	No	No	None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Same	No	No	No	None
Discussion: The MND indicated that compliance with existing regulations and permit requirements would be sufficient to avoid impacts related to these issues. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

VII. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Page 29	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Same	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	Same	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Same	No	No	No	None

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	Page 30	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Same	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Same	No	No	No	None

Discussion: The MND considered that the church, commercial, and office uses proposed for the site do not typically store and/or transport large quantities of hazardous materials. The MND concluded that the City's existing regulations and permits would prevent significant impacts as it relates to construction activities on the site and the future tenant's storage and handling of any unanticipated hazardous materials. The proposed project use types remain consistent with the commercial uses considered with the MND. The proposed project's increase in restaurant uses and decrease in retail uses on the site does not significantly change the project's potential impacts related to hazardous materials.

Mitigation Measures: None required for this Project.

VIII. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements?	Page 31	No	No	No	None
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Same	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	Same	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	Same	No	No	No	None
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	Same	No	No	No	None
f) Otherwise substantially degrade water quality?	Page 32	No	No	No	None

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Same	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Same	No	No	No	None
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Same	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	Same	No	No	No	None
Discussion: The MND indicated that there would be no impact with respect to flooding, and that existing regulations and permits would ensure that water quality and stormwater impacts would be less than significant. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

IX. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	Page 34	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Same	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Same	No	No	No	None
Discussion: The MND concluded that developing the property consistent with its land use designations would not result in significant impacts. This Project remains consistent with the land use plan, NCRSP, Zoning Ordinance, and PD zoning designation and therefore, this conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

X. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 36	No	No	No	None
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same	No	No	No	None
Discussion: The MND indicated that there were no significant mineral resources in the area. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

XI. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Exposer of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Page 36	No	No	No	Yes
b) Exposure of persons to or generation of excessive ground borne vibration of ground borne noise levels?	Same	No	No	No	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Same	No	No	No	Yes
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Page 37	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Same	No	No	No	None

Discussion: The MND addressed construction noise, and found the impact to be less than significant. In terms of operational noise, two noise studies were completed to evaluate the potential noise impacts on the adjacent residential properties. Based on the proposed uses and the proposed site plan, the Parcel 49 noise studies concluded that noise produced from the on-going operation of the project, with the exception of the Topgolf facility, will not generate noise that exceeds the Noise Ordinance regulations or result in a substantial permanent increase in existing ambient noise conditions. Mitigation measures were applied to ensure the noise levels from Topgolf would be reduced to less than significant noise levels. Topgolf is constructed and the mitigation measures have been implemented. The increase in restaurant uses and decrease in retail uses on the site will not create new impacts not previously analyzed and therefore the previous findings remain appropriate to this Project.

Mitigation Measures: None required for this Project.

XII. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Page 39	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Page 40	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Same	No	No	No	None

Discussion: The MND concluded that site development was not housing-related, was consistent with the land use designations and thus would not induce unplanned growth, and would not displace housing. This conclusion remains appropriate for this Project.

Mitigation Measures: None required for this Project.

XIII. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	Page 40	No	No	No	None
b) Police protection?	Same	No	No	No	None
c) Schools?	Same	No	No	No	None
d) Parks?	Page 41	No	No	No	None
e) Other public facilities?	Same	No	No	No	None
Discussion: The MND indicates that the City's General Plan examined Citywide service needs based on land use designations, so any project consistent with existing land use designations would not negatively impact services. This conclusion remains appropriate for this Project. Mitigation Measures: None required for this Project.					

XIV. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	Page 42	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same	No	No	No	None
Discussion: As indicated in the MND, development of the property with commercial uses does not result in any additional recreational facility demand. Mitigation Measures: None required for this Project.					

XV. Transportation/Traffic

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Page 42	No	No	Yes	Yes
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Page 43	No	No	Yes	Yes
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Same	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Same	No	No	No	None
e) Result in inadequate emergency access?	Same	No	No	No	None

f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Same	No	No	No	None
Discussion: A traffic impact analysis was prepared for the previous project to evaluate potential traffic impacts. Based on the results of the study, the MND found that with mitigation the traffic impacts would be less than significant. The mitigation measures required a dedicated right-turn lane onto HWY 65 from Washington Boulevard with the development of Phase 2A of the site and, with the Bayside Church MPP Stage 2 application, a traffic management plan and operational plan showing a 60 minute separation between service start and end times. With this Project, a supplemental analysis was prepared to evaluate any additional traffic impacts as a result of the increase of restaurant square footage and the additional drive thru restaurant use. Fehr & Peers provided the findings of the supplemental analysis in a Technical Memo (Attachment 2). The analysis studied the potential impacts from the project during all six previously evaluated peak hour timeframes (Weekday AM & PM, Saturday 5:15-6:15 pm, Saturday 7:00-8:00 PM, Sunday 10:15-11:15 AM, & Sunday 12:00-1:00 PM). The analysis found that while the Project will increase the number of anticipated trips during these peak hours, the project will not change the level of service (LOS) at the studied intersections. The original traffic analysis showed a LOS D would occur at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection during the Saturday PM peak hour. With adoption of the Amoruso Specific Plan, the acceptable LOS was changed from a D to E at this intersection. This project maintains the LOS E at the Washington Boulevard/Blue Oaks Boulevard/SR 65 on ramp intersection. The supplemental analysis concluded the Project's increase in trips is negligible, creates a less than significant impact, and would not result in any unanticipated traffic impacts. Mitigation Measures: None required for this Project.					

XVI. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Page 47	No	No	No	None
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same	No	No	No	None
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Page 48	No	No	No	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Same	No	No	No	None
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	Same	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Same	No	No	No	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Same	No	No	No	None

Discussion: The MND found that the previous project would have a less than significant impact on utilities and services. The Project is consistent with existing land use designations, remains below the anticipated square footage for development on the site, and will therefore not result in significant impacts.

Mitigation Measures: None required for this Project.

XVII. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	Page 49	No	No	No	None
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Same	No	No	No	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Same	No	No	No	None

Discussion: The MND indicated that because development of the site would be consistent with existing land use designations, that any cumulative impacts had already been addressed via the City's General Plan and the NCRSP. This conclusion remains appropriate for this Project. The SVSP EIR evaluated the potential for project specific and cumulative impacts. The proposed project would make minor modifications to the land uses plan, would slightly reduce the P/QP (church) uses but would not change the total number of residential units. Buildout of the SVSP with the proposed changes would be substantially consistent with the development assumptions of the previous SVSP EIR; therefore the project would not substantially increase the severity of the identified significant cumulative impacts. Thus, pursuant to CEQA Guidelines Section 15164, subdivision (a), the City finds that "none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred" relative to the mandatory findings.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the NCRSP PCL 49 Bayside Church/Topgolf Mitigated Negative Declaration, the Lead Agency makes the following findings:

[X] No substantial changes are proposed in the project which would require major revisions of the previous EIR or mitigated negative declaration.

[X] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[X] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete or the mitigated negative declaration was adopted.

[X] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

Gina McColl Associate Planner
City of Roseville, Planning Division

Attachments:

1. NCRSP PCL49 Bayside Church/Topgolf Initial Study and MND (available to view at the Permit Center, 311 Vernon Street, Roseville CA 95678 during normal business hours or online at: <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774480> ; once on the Planning Projects of Interest webpage, go to the NCRSP PCL 49, then scroll down to the NCRSP PCL 49 Bayside Church/Top Golf (File# PL14-0252))
2. Traffic Memorandum, NCRSP Parcel 49 Phase 2B, Fehr & Peers, October 26, 2017



OPERATIONS STUDY

Chipotle Pick-Up Window

Pickerington & Obetz, Ohio



Prepared For:



Prepared By:

GPD Group
520 South Main Street
Suite 2531
Akron, OH 44311

June 2019

OPERATIONS STUDY Chipotle Pick-Up Window

Pickerington & Obetz, Ohio

Prepared For:



Prepared By:

GPD Group
520 South Main Street
Suite 2531
Akron, OH 44311

June 2019

Engineer's Seal

Prepared By:

A blue ink signature of Ryan M. Gillespie.

Ryan M. Gillespie, P.E., PTOE
Registration No. 74312
Certification No. 3183

Prepared
Under The Responsible
Charge of:

A blue ink signature of Michael A. Hobbs.

Michael A. Hobbs, P.E., PTOE
Registration No. 68713
Certification No. 1346



06/07/2019



TABLE OF CONTENTS

I.	Study Purpose:	1
II.	Project Setting:	1
	Pickerington Chipotle Location	1
	Obetz Chipotle Location	1
	Chipotle Description	1
	Data Collection	2
III.	Data Analysis:	3
	Analysis Methodology	3
	Pickerington Chipotle Data Analysis.....	4
	Obetz Chipotle Data Analysis	8
IV.	Summary of Findings:	12

LIST OF TABLES

Table 1:	Pickerington Chipotle Volume Summary
Table 2:	Pickerington Chipotle Queue Length Summary
Table 3:	Pickerington Chipotle Utilization Summary
Table 4:	Pickerington Chipotle Service Time Summary
Table 5:	Obetz Chipotle Volume Summary
Table 6:	Obetz Chipotle Queue Length Summary
Table 7:	Obetz Chipotle Utilization Summary
Table 8:	Obetz Chipotle Service Time Summary

LIST OF FIGURES

Figure 1:	Pickerington Chipotle Aerial Photograph
Figure 2:	Obetz Chipotle Aerial Photograph

LIST OF APPENDICES

Appendix A:	Pickerington Chipotle Data Collection Spreadsheets
Appendix B:	Obetz Chipotle Data Collection Spreadsheets



I. Study Purpose:

This Operations Study is being prepared at the request of Chipotle Mexican Grill in association with the ‘Chipotlane’ pick-up window now being implemented at various Chipotle sites nationwide. The purpose of this Operations Study is to analyze the operational characteristics of the Chipotlane pick-up window in order to determine the typical volumes, queue lengths and service times associated with this new configuration. This study will analyze the operation of two (2) existing Chipotlanes located at high-volume locations within the Columbus market.

II. Project Setting:

Pickerington Chipotle Location

The first Chipotle Mexican Grill location evaluated for this study is located in the City of Pickerington at 1291 Hill Road N. (State Route 256) on the northwest quadrant of the Hill Road N. / Stonecreek Drive intersection. This Chipotle location has four (4) access points, one (1) to each adjacent parcel to the north and south and two (2) to an internal shopping center drive to the west. The Hill Road N. corridor has an Average Daily Traffic (ADT) volume of approximately 36,970 vehicles according to a traffic count performed in 2018 by the Ohio Department of Transportation (ODOT). This Chipotle location is located along a primarily commercial corridor with large residential developments located to the east and west. It is currently open seven days a week from 10:45 AM – 11:00 PM. See **Figure 1** for an aerial photograph of the Pickerington Chipotle location.

Obetz Chipotle Location

The second Chipotle Mexican Grill location evaluated for this study is located in the Village of Obetz at 5051 Groveport Road on the southwest quadrant of the Alum Creek Drive / Groveport Road intersection. This location has two (2) access points to an internal drive (serving the Chipotle and adjacent parcel) that connects to both Alum Creek Drive and Groveport Road. Groveport Road has an estimated ADT of approximately 11,110 vehicles according to a 2016 traffic count performed by ODOT while Alum Creek Drive has an estimated ADT of 36,390 vehicles based on an ODOT count from 2017. Alum Creek Drive is major north-south corridor connecting I-270 to the north of the Chipotle location to a major warehousing and distribution hub to the south. This location is currently open seven days a week from 10:45 AM – 12:00 AM. See **Figure 2** for an aerial photograph of the Obetz Chipotle location.

Chipotlane Description

A new pick-up window being implemented at select Chipotle locations, referred to as a ‘Chipotlane’, is a relatively new concept for the restaurant that allows customers to pick up an order without having to park their vehicle and walk into the restaurant. Unlike traditional fast-food restaurants, the Chipotlane does not function as a typical drive-thru lane as customers cannot place an order at a menu board or the pick-up window. This pick-up window is only available to those customers who have placed a prior order via the Chipotle



mobile application or via Chipotle’s website. Since the Chipotlane is designed for pick-up only, the vehicular demand, queues and service times would be expected to be lower than that of a fast-food restaurant which derives a high percentage of sales from impulsive pass-by traffic. Additionally, since orders are not placed at a menu board and payment is made through the mobile application or website in advance, Chipotle should be able to process vehicles far more efficiently than fast-food restaurants as well.

Data Collection

For this study, Cummins Consulting Services deployed video recording devices at both Chipotle locations to capture the operational characteristics of the Chipotlane pick-up window. Six (6) separate cameras were installed at each location to provide views from both the front and rear of the building to ensure that the pick-up window and full vehicular queue were able to be seen at all times. These cameras were deployed and captured video for all hours of operation over four (4) continuous days from Wednesday, May 29th through Saturday, June 1st, 2019 which yielded 102 hours of Chipotlane operations. The following images depict the camera views that were utilized at both the Pickerington and Obetz Chipotle locations:



Camera angle facing west (view from front of the Pickerington Chipotle)



Camera angle facing east (view from rear of the Pickerington Chipotle)



Camera angle facing south (view from front of the Obetz Chipotle)



Camera angle facing north (view from rear of the Obetz Chipotle)

III. Data Analysis:

Analysis Methodology

CPD Group personnel reviewed over 100 hours of video footage in order to document the operational characteristics for each Chipotle being analyzed as part of this study. The below image is a screenshot from the analysis spreadsheet created to log the data:

Restaurant Location:	1291 Hill Road N, Pickerington, OH 43147					
Data Collection Date:	Friday, May 31, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:45:00	1	10:45:00	10:45:46	0:00:46	0:00:46
Vehicle 2	10:49:41	1	10:49:41	10:49:52	0:00:11	0:00:11
Vehicle 3	11:30:18	1	11:30:18	11:30:28	0:00:10	0:00:10
Vehicle 4	11:38:32	1	11:38:32	11:38:46	0:00:14	0:00:14
Vehicle 5	11:40:40	1	11:40:40	11:42:49	0:02:09	0:02:09
Vehicle 6	11:47:04	1	11:47:04	11:47:55	0:00:51	0:00:51
Vehicle 7	11:50:27	1	11:50:27	11:51:08	0:00:41	0:00:41
Vehicle 8	11:53:50	1	11:53:50	11:54:10	0:00:20	0:00:20
Vehicle 9	11:54:50	1	11:54:50	11:55:11	0:00:21	0:00:21
Vehicle 10	11:57:36	1	11:57:36	11:58:55	0:01:19	0:01:19

As shown on the above image, data recorded for each vehicle utilizing the Chipotle pick-up window includes the time in which the vehicle entered the queue, the queue position for that vehicle, the time the vehicle arrived at the pick-up window, and the time the

vehicle left the pick-up window. Time durations were then calculated to determine the total time the vehicle was in the queue (the time it took from entering the queue until leaving the pick-up window) and the amount of time they were at the pick-up window itself. It should be noted that the time entered queue and time arrived at window are the same when the arriving vehicle was the only vehicle in the queue at that time. For complete data sheets, see **Appendix A** for the Pickerington Chipotle location data and **Appendix B** for the Obetz Chipotle location data. These appendices include the information for every vehicle using the Chipotlane for each of the four (4) days evaluated.

The data analysis was performed for each Chipotle location independently as these two (2) restaurants are located within different areas. The Pickerington Chipotle is located along a suburban commercial corridor surrounded by extensive residential development while the Obetz location is located near an Interstate and distribution hub that has very little residential development in the vicinity. Due to the surrounding land uses, the Pickerington location is anticipated to experience more demand during the evening (dinner time) while the Obetz location would be anticipated to be busier around noon (lunch time).

Pickerington Chipotle Data Analysis

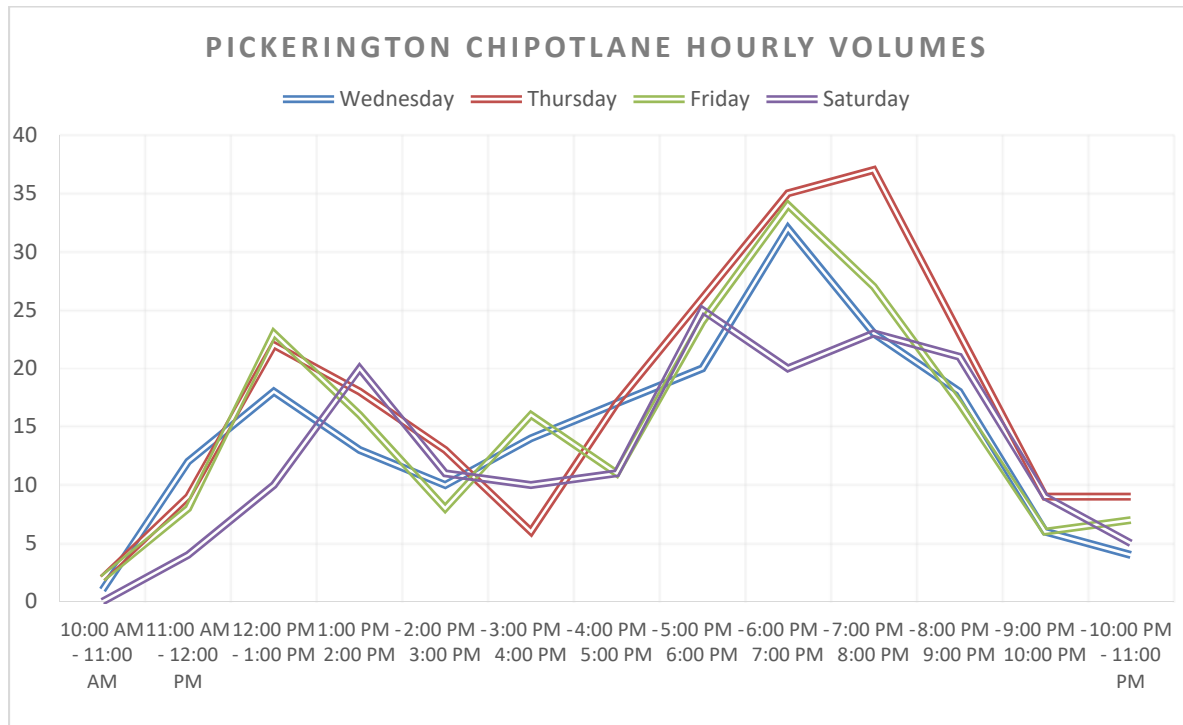
The data collected in the spreadsheets discussed above was then analyzed to look at the various factors that impact the operation and efficiency of a pick-up window. The first category that was investigated was vehicular volume. **Table 1** shows the number of vehicles that used the Pickerington Chipotlane, broken down by the day of the week as well as the hour of the day. A line graph is also provided on the following page that provides a graphical representation of this data.

Table 1: Pickerington Chipotlane Volume Summary					
Timeframe	Wednesday	Thursday	Friday	Saturday	Average
10:00 AM - 11:00 AM*	1	2	2	0	1
11:00 AM - 12:00 PM	12	9	8	4	8
12:00 PM - 1:00 PM	18	22	23	10	18
1:00 PM - 2:00 PM	13	18	16	20	17
2:00 PM - 3:00 PM	10	13	8	11	11
3:00 PM - 4:00 PM	14	6	16	10	12
4:00 PM - 5:00 PM	17	17	11	11	14
5:00 PM - 6:00 PM	20	26	24	25	24
6:00 PM - 7:00 PM	32	35	34	20	30
7:00 PM - 8:00 PM	23	37	27	23	28
8:00 PM - 9:00 PM	18	23	17	21	20
9:00 PM - 10:00 PM	6	9	6	9	8
10:00 PM - 11:00 PM	4	9	7	5	6
Total	188	226	199	169	197
Average	15	18	16	13	15
Maximum	32	37	34	25	30

* Chipotle operating hours begin at 10:45 AM



It should be noted that a total of 7 vehicles (1 on Wednesday, Thursday and Friday each and 4 on Saturday) were observed entering the pick-up window queue but then leaving the queue without receiving an order at the pick-up window. It is assumed that these patrons were not aware that orders must be placed in advance as they were typically seen parking their vehicle and walking into the restaurant afterwards. These vehicles were not included in the analysis.



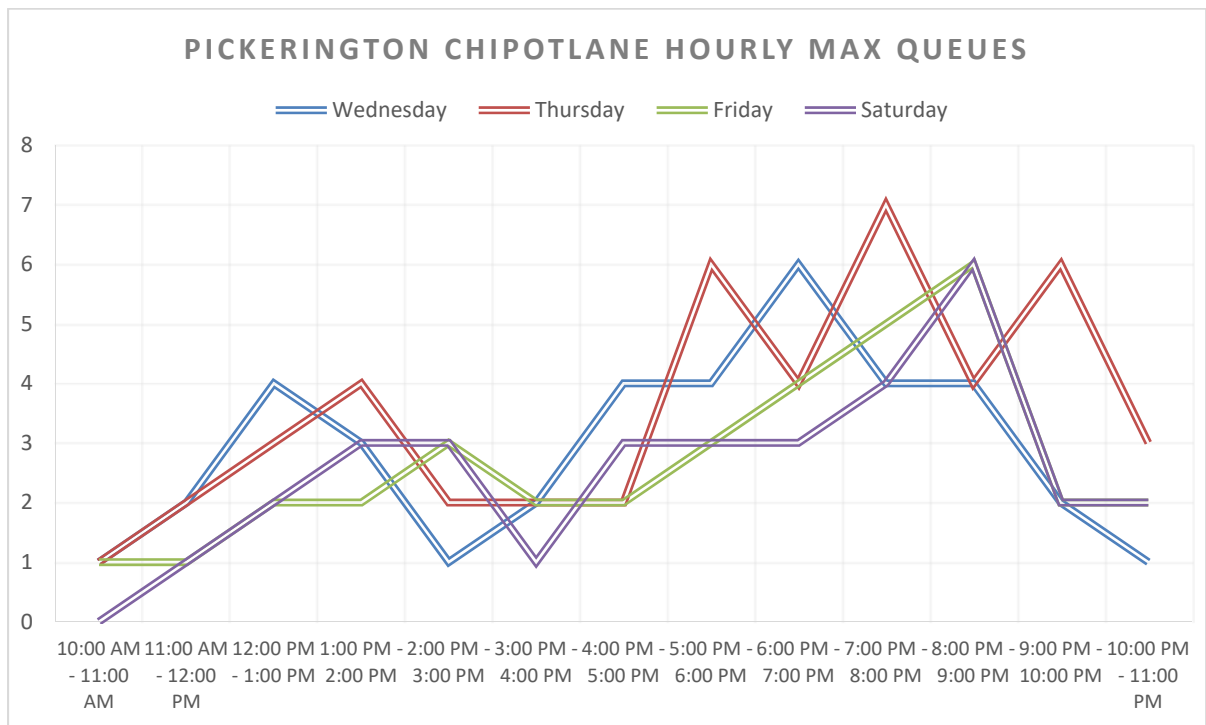
As shown in **Table 1** and the above graph, the data collected on Thursday, May 30th reflects the highest daily volume (226) as well as the highest hourly volume (37). While the Chipotlane was found to be well utilized, these volumes are only about one-third of the daily drive-thru volume of an average fast-food restaurant (approximately 750) and about one-half of the peak hourly volume (approximately 75). Over the entire day, the Chipotlane was found to average between 13 and 18 vehicles per hour, but was generally found to experience higher demand between 5:00 PM and 9:00 PM which confirmed the expectation that this restaurant would see higher usage during the evening hours due to the proximity to residential development.

Also included in the data collection was the number of vehicles in the pick-up lane queue, including the vehicle at the pick-up window. **Table 2** on the following page shows the maximum queue length experienced at the Pickerington Chipotlane, broken down by the day of the week as well as the hour of the day. A line graph is also shown on the following page that provides a graphical representation of the below table.



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

* Chipotle operating hours begin at 10:45 AM



As shown on **Table 2** and the graph above, the data indicates that the typical maximum queue length is six (6) vehicles while there was a single instance where the queue length reached seven (7) vehicles between 7:00 PM and 8:00 PM on Thursday, May 30th. The maximum queue for each day was found to occur between 5:00 PM and 9:00 PM which is consistent with the time periods that experience the highest demand at this location.



When assessing the observed maximum queue length, it's also important to note the duration of the maximum queue lengths as well. Based on the above graph, it appears that the pick-up window queue will be four (4) vehicles or less throughout the majority of the day. While the queue was observed to be longer during the peak periods, it likely only extended back that far for a limited amount of time within each of those hours. The duration in which the queue was five (5), six (6) or seven (7) vehicles was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Pickerington location, is 735 minutes per day. **Table 3** below shows the percentage of total operating time in which the queue length was either four (4) vehicles or less or five (5) vehicles or less.

Table 3: Pickerington Chipotlane Utilization Summary					
Queue Length	Wednesday	Thursday	Friday	Saturday	Overall
4 Vehicles or Less	99.75%	98.59%	99.76%	99.54%	99.37%
5 Vehicles or Less	99.86%	99.67%	99.99%	99.99%	99.88%

As shown in **Table 3**, the queue was observed to only extend beyond four (4) vehicles during 0.63% of the operating hours over the course of the four (4) days studied. The queue length only ever reached six (6) or seven (7) vehicles for a total of 3 minutes and 32 seconds of the 2,940 minutes of observed operation which equates to 0.12% of the time.

The final component in which was analyzed as part of this study is the amount of time it takes a vehicle to proceed through a Chipotlane pick-up lane and receive their order. Wait times at a pick-up window can be broken down into two separate components; the amount of time waiting in the queue to get to pick-up window (time in queue) and the amount of time spent at the pick-up window (time at window). These two durations added together then represent the total service time. **Table 4** below shows the average service times as defined above, broken down by the day of the week.

Table 4: Pickerington Chipotlane Service Time Summary					
Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	1:13	1:00	1:02	1:31	1:11
Time at Window	0:37	0:54	0:32	0:53	0:44
Total Service Time	1:50	1:54	1:34	2:24	1:55

As shown in **Table 4**, the average service time varied between 1 minute and 34 seconds and 2 minutes and 24 seconds depending on the day of the week, but overall averaged under two (2) minutes which is extremely fast for a drive-thru. A typical fast food restaurant drive-thru lane has three points of delay; placing the order, paying for the order and then receiving the order. The Chipotlane derives its efficiency from the fact that it has eliminated two (2) actions that contribute to the overall service time – placing the order and making the payment. Additionally, when picking up the order, the driver does not have to wait for the food to be made like they do at a fast-food restaurant. All of these factors help contribute to the relatively low service times shown in the above table, all which are significantly less than the average service times experienced at a traditional fast-food restaurant.

Obetz Chipotle Data Analysis

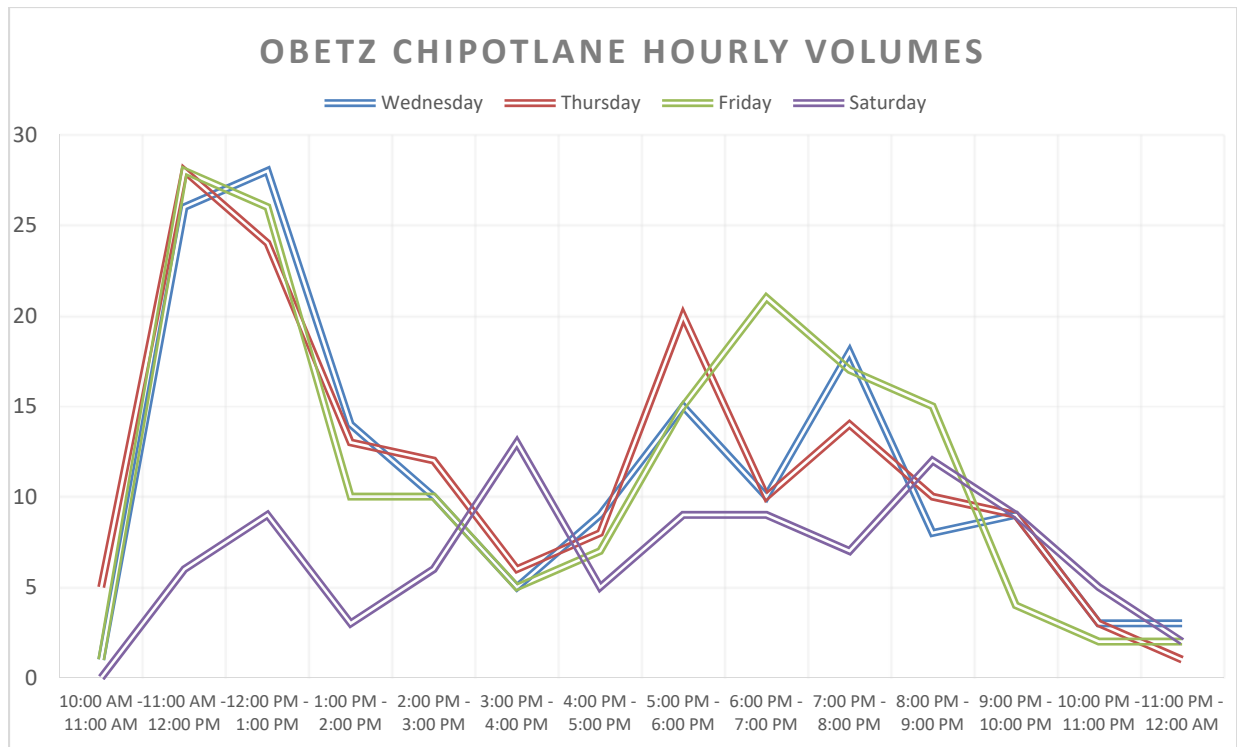
Table 1 shows the number of vehicles that used the Obetz Chipotlane, once again broken down by the day of the week as well as the hour of the day. A line graph is also provided on the following page that provides a graphical representation of this data.

Table 5: Obetz Chipotlane Volume Summary					
Timeframe	Wednesday	Thursday	Friday	Saturday	Average
10:00 AM - 11:00 AM*	1	5	1	0	2
11:00 AM - 12:00 PM	26	28	28	6	22
12:00 PM - 1:00 PM	28	24	26	9	22
1:00 PM - 2:00 PM	14	13	10	3	10
2:00 PM - 3:00 PM	10	12	10	6	10
3:00 PM - 4:00 PM	5	6	5	13	7
4:00 PM - 5:00 PM	9	8	7	5	7
5:00 PM - 6:00 PM	15	20	15	9	15
6:00 PM - 7:00 PM	10	10	21	9	13
7:00 PM - 8:00 PM	18	14	17	7	14
8:00 PM - 9:00 PM	8	10	15	12	11
9:00 PM - 10:00 PM	9	9	4	9	8
10:00 PM - 11:00 PM	3	3	2	5	3
11:00 PM - 12:00 AM	3	1	2	2	2
Total	159	163	163	95	145
Average	11	12	12	7	10
Maximum	28	28	28	13	22

* Chipotle operating hours begin at 10:45 AM

Similar to what was observed in Pickerington, a total of 5 vehicles (2 each on Thursday and Friday and 1 on Saturday) were observed entering the pick-up window queue but then leaving the queue without receiving an order at the pick-up window. It is once again assumed that these patrons were not aware that orders must be placed in advance as they were typically seen parking their vehicle and walking into the restaurant afterwards. These vehicles were not included in the analysis.





As shown in **Table 5** and the above graph, the data collected on both Thursday, May 30th and Friday, May 31st reflects the highest daily volume (163) as well as the highest hourly volume (28). Both the daily and peak hourly volumes at the Obetz location were found to be less than what was observed at the Pickerington location, and once again far less than the demand experienced by a fast-food restaurant. Over the entire day, this Chipotle was found to average between 7 and 11 vehicles per hour, but was generally found to experience higher demand between 11:00 AM and 1:00 PM which confirmed the expectation that this restaurant would see higher usage during the lunch hours due to the proximity to the Interstate and nearby distribution hub.

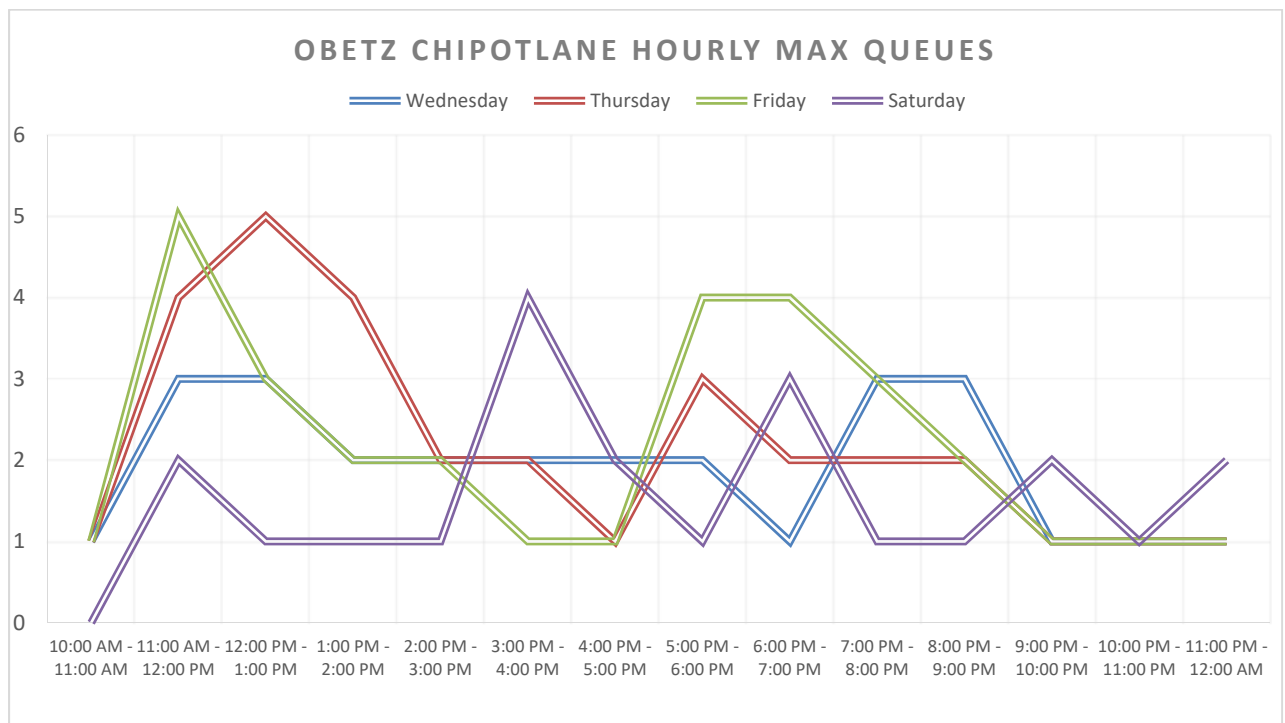
Table 6 on the following page shows the maximum queue length experienced at the Obetz Chipotle, once again broken down by the day of the week as well as the hour of the day. A line graph is also shown on the following page that provides a graphical representation of the below table.



Table 6: Obetz Chipotlane Queue Length Summary

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

* Chipotle operating hours begin at 10:45 AM



As shown on **Table 6** and the graph above, the data indicates that the typical maximum queue length is either four (4) or five (5) vehicles. The maximum queue for each day was found to occur between 11:00 AM and 1:00 PM which is again consistent with the time periods that experience the highest demand at this location.



Based on the above graph, it appears that the Obetz pick-up window queue will also be four (4) vehicles or less throughout the majority of the day. While the queue was observed to be longer during the peak periods, it likely only extended back that far for a limited amount of time within each of those hours. The duration in which the queue was five (5) was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Obetz location, is 795 minutes per day. **Table 7** below shows the percentage of total operating time in which the queue length was either four (4) vehicles or less or five (5) vehicles or less.

Table 7: Obetz Chipotlane Utilization Summary					
Queue Length	Wednesday	Thursday	Friday	Saturday	Overall
4 Vehicles or Less	100.0%	99.68%	99.50%	100.0%	99.79%
5 Vehicles or Less	100.0%	100.0%	100.0%	100.0%	100.0%

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

Table 8 below shows the average service times as defined above, broken down by the day of the week.

Table 8: Obetz Chipotlane Service Time Summary					
Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	0:12	0:36	0:31	0:18	0:24
Time at Window	0:49	1:04	1:04	1:00	0:59
Total Service Time	1:01	1:30	1:35	1:18	1:21

As shown in **Table 8**, the average service time varied between 1 minute and 1 second and 1 minutes and 35 seconds depending on the day of the week, but overall averaged under one and one-half minutes which is even more efficient than the Pickerington location. While the average time at the window in Obetz was 15 seconds longer than what was observed in Pickerington, the average time in the queue was far less due to less demand and shorter queues at this location. This resulted in an even more efficient average service time of 1 minute and 21 seconds which is one again significantly less than the average service times experienced at a traditional fast-food restaurant.



IV. Summary of Findings:

This Operations Study has been prepared at the request of Chipotle Mexican Grill in association with the ‘Chipotlane’ pick-up window now being implemented at various Chipotle sites nationwide. The purpose of this Operations Study was to analyze the operational characteristics of the Chipotlane pick-up window in order to determine the typical volumes, queue lengths and service times associated with this new configuration. This study has analyzed the operation of two (2) existing Chipotlanes located at high-volume locations within the Columbus market.

A new pick-up window being implemented at select Chipotle locations, referred to as a ‘Chipotlane’, is a relatively new concept for the restaurant that allows customers to pick up an order without having to park their vehicle and walk into the restaurant. Unlike traditional fast-food restaurants, the Chipotlane does not function as a typical drive-thru lane as customers cannot place an order at a menu board or the pick-up window. This pick-up window is only available to those customers who have placed a prior order via the Chipotle mobile application or via Chipotle’s website.

In Summary,

1. The first Chipotle Mexican Grill location evaluated for this study is located in the City of Pickerington at 1291 Hill Road N. (State Route 256) on the northwest quadrant of the Hill Road N. / Stonecreek Drive intersection. This Chipotle location has four (4) access points, one (1) to each adjacent parcel to the north and south and two (2) to an internal shopping center drive to the west. This location operates from 10:45 AM to 11:00 PM daily.
2. The second Chipotle Mexican Grill location evaluated for this study is located in the Village of Obetz at 5051 Groveport Road on the southwest quadrant of the Alum Creek Drive / Groveport Road intersection. This location has two (2) access points to an internal drive (serving the Chipotle and adjacent parcel) that connects to both Alum Creek Drive and Groveport Road. This location operates from 10:45 AM to 12:00 AM daily.
3. The Chipotlane at the Pickerington location was found to experience a peak daily volume of 226 vehicles as well as peak hourly volume of 37 vehicles, while the Obetz location had a peak daily volume of 163 vehicles and a peak hourly volume of 28 vehicles. Throughout the study period, the Pickerington location averaged between 13 and 18 vehicles per hour each day while the Obetz location only averaged between 7 and 11 vehicles per hour.
4. The Pickerington Chipotle, which is located in a suburban area with extensive residential development in the vicinity, was found to experience higher demand during dinner hours from 5:00 PM and 9:00 PM, while the Obetz Chipotle, which is located near an Interstate and large employment base, was found to experience higher demand during lunch hours from 11:00 AM to 1:00 PM.



5. While the Chipotle was found to be well utilized at both locations, the documented volumes utilizing the pick-up lane are only about one-third or less of the daily drive-thru volume of an average fast-food restaurant (approximately 750) and about one-half or less of the peak hourly volume (approximately 75) of a fast-food restaurant.
6. Observations found the typical maximum queue length at the Pickerington location to be six (6) vehicles with a single instance where the queue length reached seven (7) vehicles on the evening of Thursday, May 30th. The maximum queue length at the Obetz location never exceeded five (5) vehicles which only occurred during two (2) of the four (4) days observed.
7. Based on the total operating hours over the four (4) day study period, the Chipotle queue in Pickerington was found to be four (4) vehicles or less for 99.37% of the time, and five (5) vehicles or less for 99.88% of the time. A queue length of six (6) or seven (7) vehicles only ever occurred for a total of 3 minutes and 32 seconds out of the total 2,940 minutes of observed operation which represents only 0.12% of the overall time. In Obetz, the Chipotle queue was four (4) vehicles or less 99.79% of the time and five (5) vehicles or less 100.00% of the time as it was never observed to reach six (6) vehicles in length.
8. When reviewing the pick-up window service times of the Pickerington Chipotle, it was found that the average service time varied between 1 minute and 34 seconds and 2 minutes and 24 seconds depending on the day of the week, but overall averaged under two (2) minutes. At the Obetz Chipotle, the average service time varied between 1 minute and 1 second and 1 minutes and 35 seconds depending on the day of the week, but overall averaged under one and one-half minutes. While the average time at the window in Obetz was 15 seconds longer than what was observed in Pickerington, the average time in the queue was far less due to less demand and shorter queues at this location.
9. Both Chipotle locations were found to have service times that are far less than what is experienced at a traditional fast-food restaurant. A fast food restaurant drive-thru lane has three points of delay; placing the order, paying for the order and then receiving the order. The Chipotle derives its efficiency from the fact that it has eliminated two (2) actions that contribute to the overall service time – placing the order and making the payment. Additionally, when picking up the order, the customer does not have to wait for the food to be made like they do at a fast-food restaurant. All of these factors help contribute to the relatively low service times which allow the Chipotle to operate with greater efficiency and shorter vehicle queues.

FIGURES



CAD FILE: C:\2019\2019201\01 - OBETZ & PICKERINGTON, OH\TRAFFIC\FIGURES\FIGURE 1.DWG
DATE: 6/6/2019 TIME: 8:30:49 PM



N.T.S.

FIGURE 1

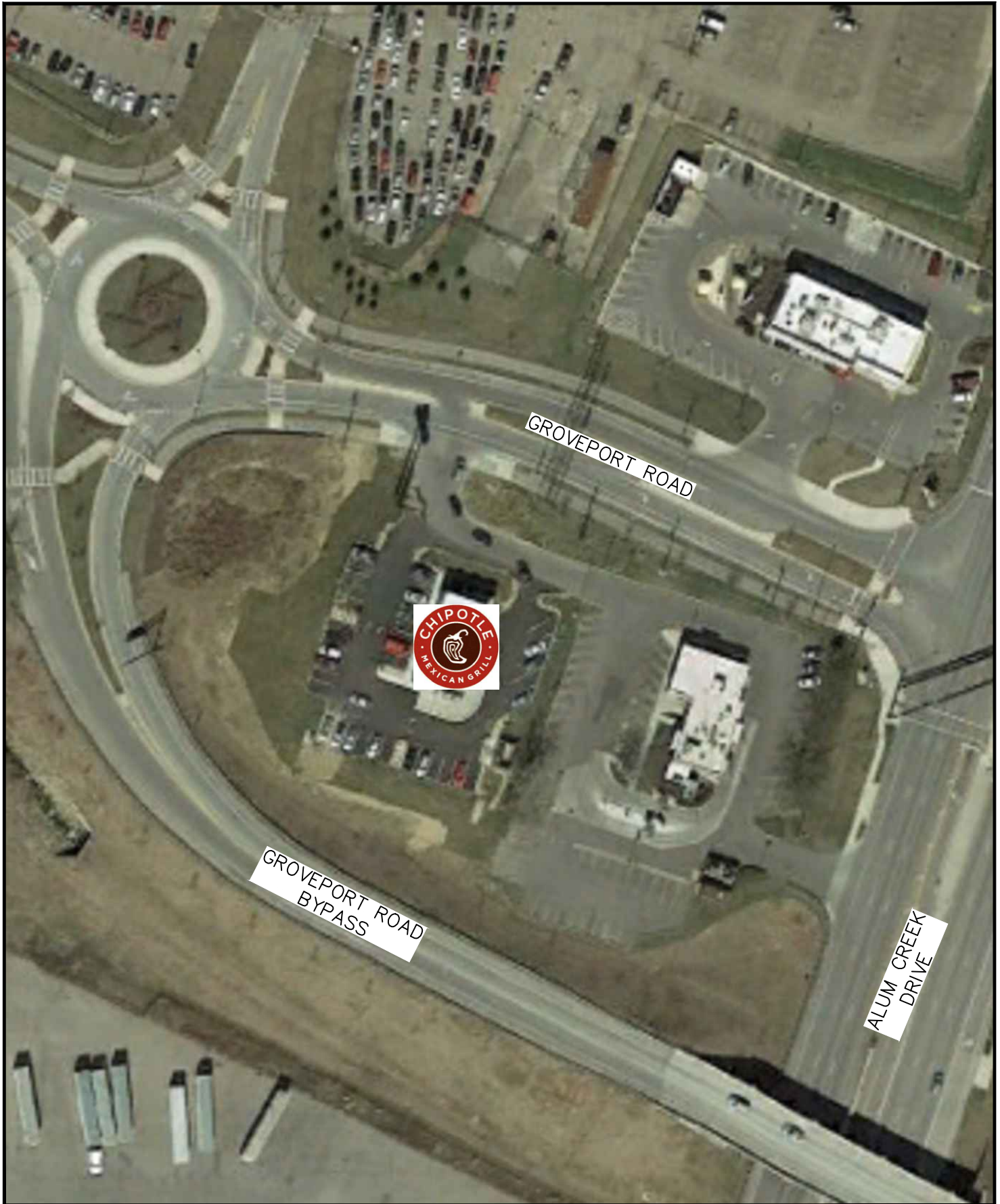
PICKERINGTON CHIPOTLE
AERIAL PHOTOGRAPH

JUNE 2019



Glaus, Pyle, Schomer, Burns & DeHaven, Inc.
Copyright: Glaus, Pyle, Schomer, Burns & DeHaven, Inc. 2019

TECHNICIAN: CDEIBEL



CAD FILE: C:\2019\2019201\01 - OBETZ & PICKERINGTON, OH\TRAFFIC\FIGURES\FIGURE 2.DWG
DATE: 6/6/2019 TIME: 8:23:27 PM
TECHNICIAN: CDEIBEL



N.T.S.

FIGURE 2

OBETZ CHIPOTLE
AERIAL PHOTOGRAPH

JUNE 2019



Glaus, Pyle, Schomer, Burns & DeHaven, Inc.
Copyright: Glaus, Pyle, Schomer, Burns & DeHaven, Inc. 2019

APPENDIX A
PICKERINGTON CHIPOTLANE
DATA COLLECTION SPREADSHEETS

Restaurant Location:	1291 Hill Road N, Pickerington, OH 43147					
Data Collection Date:	Wednesday, May 29, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:58:10 AM	1	10:58:10 AM	10:58:42 AM	0:00:32	0:00:32
Vehicle 2	11:05:20 AM	1	11:05:20 AM	11:06:33 AM	0:01:13	0:01:13
Vehicle 3	11:11:01 AM	1	11:11:01 AM	11:12:03 AM	0:01:02	0:01:02
Vehicle 4	11:18:59 AM	1	11:18:59 AM	11:20:00 AM	0:01:01	0:01:01
Vehicle 5	11:25:47 AM	1	11:25:47 AM	11:26:28 AM	0:00:41	0:00:41
Vehicle 6	11:37:52 AM	1	11:37:52 AM	11:38:29 AM	0:00:37	0:00:37
Vehicle 7	11:39:07 AM	1	11:39:07 AM	11:40:58 AM	0:01:51	0:01:51
Vehicle 8	11:39:09 AM	2	11:41:03 AM	11:44:48 AM	0:05:39	0:03:45
Vehicle 9	11:46:39 AM	1	11:46:39 AM	11:47:02 AM	0:00:23	0:00:23
Vehicle 10	11:54:14 AM	1	11:54:14 AM	11:54:32 AM	0:00:18	0:00:18
Vehicle 11	11:54:48 AM	1	11:54:48 AM	11:57:21 AM	0:02:33	0:02:33
Vehicle 12	11:57:36 AM	1	11:57:36 AM	11:58:34 AM	0:00:58	0:00:58
Vehicle 13	11:58:32 AM	2	11:58:40 AM	11:59:58 AM	0:01:26	0:01:18
Vehicle 14	12:01:55 PM	1	12:01:55 PM	12:02:25 PM	0:00:30	0:00:30
Vehicle 15	12:02:37 PM	1	12:02:37 PM	12:02:52 PM	0:00:15	0:00:15
Vehicle 16	12:06:22 PM	1	12:06:22 PM	12:06:59 PM	0:00:37	0:00:37
Vehicle 17	12:11:00 PM	1	12:11:00 PM	12:11:14 PM	0:00:14	0:00:14
Vehicle 18	12:20:34 PM	1	12:20:34 PM	12:23:15 PM	0:02:41	0:02:41
Vehicle 19	12:21:28 PM	2	12:23:22 PM	12:24:25 PM	0:02:57	0:01:03
Vehicle 20	12:26:26 PM	1	12:26:26 PM	12:27:09 PM	0:00:43	0:00:43
Vehicle 21	12:27:34 PM	1	12:27:34 PM	12:27:52 PM	0:00:18	0:00:18
Vehicle 22	12:27:49 PM	2	12:27:59 PM	12:28:35 PM	0:00:46	0:00:36
Vehicle 23	12:31:16 PM	1	12:31:16 PM	12:31:59 PM	0:00:43	0:00:43
Vehicle 24	12:32:09 PM	1	12:32:09 PM	12:35:11 PM	0:03:02	0:03:02
Vehicle 25	12:46:48 PM	1	12:46:48 PM	12:48:31 PM	0:01:43	0:01:43
Vehicle 26	12:47:40 PM	2	12:48:41 PM	12:49:19 PM	0:01:39	0:00:38
Vehicle 27	12:47:42 PM	3	12:49:37 PM	12:50:56 PM	0:03:14	0:01:19
Vehicle 28	12:47:59 PM	4	12:51:03 PM	12:51:44 PM	0:03:45	0:00:41
Vehicle 29	12:50:24 PM	3	12:51:51 PM	12:56:15 PM	0:05:51	0:04:24
Vehicle 30	12:55:46 PM	2	12:56:23 PM	1:00:38 PM	0:04:52	0:04:15
Vehicle 31	12:58:18 PM	2	1:00:43 PM	1:01:03 PM	0:02:45	0:00:20
Vehicle 32	1:05:25 PM	1	1:05:25 PM	1:06:12 PM	0:00:47	0:00:47
Vehicle 33	1:08:09 PM	1	1:08:09 PM	1:09:08 PM	0:00:59	0:00:59
Vehicle 34	1:09:04 PM	2	1:09:14 PM	1:09:48 PM	0:00:44	0:00:34
Vehicle 35	1:10:26 PM	1	1:10:26 PM	1:17:00 PM	0:06:34	0:06:34
Vehicle 36	1:15:53 PM	2	1:17:06 PM	1:18:24 PM	0:02:31	0:01:18
Vehicle 37	1:16:54 PM	3	1:18:31 PM	1:19:14 PM	0:02:20	0:00:43
Vehicle 38	1:21:02 PM	1	1:21:02 PM	1:21:35 PM	0:00:33	0:00:33
Vehicle 39	1:25:35 PM	1	1:25:35 PM	1:28:14 PM	0:02:39	0:02:39
Vehicle 40	1:34:17 PM	1	1:34:17 PM	1:34:47 PM	0:00:30	0:00:30
Vehicle 41	1:42:27 PM	1	1:42:27 PM	1:43:11 PM	0:00:44	0:00:44
Vehicle 42	1:43:17 PM	1	1:43:17 PM	1:43:37 PM	0:00:20	0:00:20
Vehicle 43	1:43:57 PM	1	1:43:57 PM	1:46:19 PM	0:02:22	0:02:22
Vehicle 44	1:49:32 PM	1	1:49:32 PM	1:50:32 PM	0:01:00	0:01:00
Vehicle 45	2:02:39 PM	1	2:02:39 PM	2:03:21 PM	0:00:42	0:00:42
Vehicle 46	2:05:47 PM	1	2:05:47 PM	2:06:40 PM	0:00:53	0:00:53
Vehicle 47	2:16:30 PM	1	2:16:30 PM	2:16:55 PM	0:00:25	0:00:25
Vehicle 48	2:18:47 PM	1	2:18:47 PM	2:18:58 PM	0:00:11	0:00:11
Vehicle 49	2:20:30 PM	1	2:20:30 PM	2:21:21 PM	0:00:51	0:00:51
Vehicle 50	2:40:30 PM	1	2:40:30 PM	2:41:25 PM	0:00:55	0:00:55
Vehicle 51	2:46:37 PM	1	2:46:37 PM	2:47:06 PM	0:00:29	0:00:29
Vehicle 52	2:50:38 PM	1	2:50:38 PM	2:51:35 PM	0:00:57	0:00:57
Vehicle 53	2:53:09 PM	1	2:53:09 PM	2:54:12 PM	0:01:03	0:01:03
Vehicle 54	2:59:37 PM	1	2:59:37 PM	3:00:51 PM	0:01:14	0:01:14
Vehicle 55	3:00:11 PM	1	3:00:57 PM	3:01:48 PM	0:01:37	0:00:51
Vehicle 56	3:04:31 PM	1	3:04:31 PM	3:04:55 PM	0:00:24	0:00:24
Vehicle 57	3:15:22 PM	1	3:15:22 PM	3:15:41 PM	0:00:19	0:00:19
Vehicle 58	3:23:15 PM	1	3:23:15 PM	3:25:44 PM	0:02:29	0:02:29
Vehicle 59	3:28:34 PM	1	3:28:34 PM	3:28:51 PM	0:00:17	0:00:17
Vehicle 60	3:29:22 PM	1	3:29:22 PM	3:30:03 PM	0:00:41	0:00:41
Vehicle 61	3:33:20 PM	1	3:33:20 PM	3:33:46 PM	0:00:26	0:00:26
Vehicle 62	3:33:24 PM	2	3:33:51 PM	3:34:03 PM	0:00:39	0:00:12
Vehicle 63	3:34:27 PM	1	3:34:27 PM	3:34:49 PM	0:00:22	0:00:22
Vehicle 64	3:36:15 PM	1	3:36:15 PM	3:36:52 PM	0:00:37	0:00:37
Vehicle 65	3:41:00 PM	1	3:41:00 PM	3:41:17 PM	0:00:17	0:00:17
Vehicle 66	3:41:50 PM	1	3:41:50 PM	3:42:15 PM	0:00:25	0:00:25
Vehicle 67	3:43:34 PM	1	3:43:34 PM	3:43:58 PM	0:00:24	0:00:24
Vehicle 68	3:48:50 PM	1	3:48:50 PM	3:53:32 PM	0:04:42	0:04:42
Vehicle 69	4:05:23 PM	1	4:05:23 PM	4:05:50 PM	0:00:27	0:00:27
Vehicle 70	4:05:36 PM	2	4:05:57 PM	4:06:15 PM	0:00:39	0:00:18
Vehicle 71	4:08:16 PM	1	4:08:16 PM	4:08:42 PM	0:00:26	0:00:26
Vehicle 72	4:14:04 PM	1	4:14:04 PM	4:14:47 PM	0:00:43	0:00:43

Vehicle 73	4:18:03 PM	1	4:18:03 PM	4:18:27 PM	0:00:24	0:00:24
Vehicle 74	4:27:19 PM	1	4:27:19 PM	4:27:53 PM	0:00:34	0:00:34
Vehicle 75	4:32:38 PM	1	4:32:38 PM	4:33:25 PM	0:00:47	0:00:47
Vehicle 76	4:36:37 PM	1	4:36:37 PM	4:37:41 PM	0:01:04	0:01:04
Vehicle 77	4:39:36 PM	1	4:39:36 PM	4:40:10 PM	0:00:34	0:00:34
Vehicle 78	4:41:40 PM	1	4:41:40 PM	4:45:06 PM	0:03:26	0:03:26
Vehicle 79	4:49:32 PM	1	4:49:32 PM	4:49:54 PM	0:00:22	0:00:22
Vehicle 80	4:50:39 PM	1	4:50:39 PM	4:52:04 PM	0:01:25	0:01:25
Vehicle 81	4:56:35 PM	1	4:56:35 PM	4:56:54 PM	0:00:19	0:00:19
Vehicle 82	4:57:10 PM	1	4:57:10 PM	5:00:24 PM	0:03:14	0:03:14
Vehicle 83	4:58:23 PM	2	5:00:33 PM	5:01:40 PM	0:03:17	0:01:07
Vehicle 84	4:59:36 PM	3	5:01:52 PM	5:03:02 PM	0:03:26	0:01:10
Vehicle 85	4:59:55 PM	4	5:03:07 PM	5:03:26 PM	0:03:31	0:00:19
Vehicle 86	5:05:56 PM	1	5:05:56 PM	5:06:36 PM	0:00:40	0:00:40
Vehicle 87	5:08:22 PM	1	5:08:22 PM	5:09:05 PM	0:00:43	0:00:43
Vehicle 88	5:09:09 PM	1	5:09:09 PM	5:10:20 PM	0:01:11	0:01:11
Vehicle 89	5:09:58 PM	2	5:10:27 PM	5:12:00 PM	0:02:02	0:01:33
Vehicle 90	5:11:17 PM	2	5:12:05 PM	5:12:19 PM	0:01:02	0:00:14
Vehicle 91	5:11:50 PM	3	5:12:25 PM	5:13:12 PM	0:01:22	0:00:47
Vehicle 92	5:14:31 PM	1	5:14:31 PM	5:15:23 PM	0:00:52	0:00:52
Vehicle 93	5:17:31 PM	1	5:17:31 PM	5:17:55 PM	0:00:24	0:00:24
Vehicle 94	5:18:53 PM	1	5:18:53 PM	5:19:19 PM	0:00:26	0:00:26
Vehicle 95	5:21:11 PM	1	5:21:11 PM	5:26:42 PM	0:05:31	0:05:31
Vehicle 96	5:24:30 PM	2	5:26:48 PM	5:27:02 PM	0:02:32	0:00:14
Vehicle 97	5:24:57 PM	3	5:27:10 PM	5:28:24 PM	0:03:27	0:01:14
Vehicle 98	5:25:17 PM	4	5:28:30 PM	5:29:03 PM	0:03:46	0:00:33
Vehicle 99	5:31:38 PM	1	5:31:38 PM	5:31:59 PM	0:00:21	0:00:21
Vehicle 100	5:31:54 PM	2	5:32:05 PM	5:36:36 PM	0:04:42	0:04:31
Vehicle 101	5:40:28 PM	1	5:40:28 PM	5:41:38 PM	0:01:10	0:01:10
Vehicle 102	5:40:49 PM	2	5:41:48 PM	5:43:21 PM	0:02:32	0:01:33
Vehicle 103	5:45:09 PM	1	5:45:09 PM	5:45:34 PM	0:00:25	0:00:25
Vehicle 104	5:50:19 PM	1	5:50:19 PM	5:55:07 PM	0:04:48	0:04:48
Vehicle 105	5:51:34 PM	2	5:55:13 PM	5:56:00 PM	0:04:26	0:00:47
Vehicle 106	6:00:00 PM	1	6:00:00 PM	6:01:48 PM	0:01:48	0:01:48
Vehicle 107	6:06:36 PM	1	6:06:36 PM	6:07:16 PM	0:00:40	0:00:40
Vehicle 108	6:07:38 PM	1	6:07:38 PM	6:08:04 PM	0:00:26	0:00:26
Vehicle 109	6:10:26 PM	1	6:10:26 PM	6:10:57 PM	0:00:31	0:00:31
Vehicle 110	6:11:27 PM	1	6:11:27 PM	6:11:59 PM	0:00:32	0:00:32
Vehicle 111	6:12:26 PM	1	6:12:26 PM	6:12:41 PM	0:00:15	0:00:15
Vehicle 112	6:14:13 PM	1	6:14:13 PM	6:14:40 PM	0:00:27	0:00:27
Vehicle 113	6:14:54 PM	1	6:14:54 PM	6:15:29 PM	0:00:35	0:00:35
Vehicle 114	6:16:24 PM	1	6:16:24 PM	6:16:48 PM	0:00:24	0:00:24
Vehicle 115	6:18:16 PM	1	6:18:16 PM	6:18:31 PM	0:00:15	0:00:15
Vehicle 116	6:18:32 PM	2	6:18:42 PM	6:19:10 PM	0:00:38	0:00:28
Vehicle 117	6:19:58 PM	1	6:19:58 PM	6:21:08 PM	0:01:10	0:01:10
Vehicle 118	6:20:01 PM	2	6:21:17 PM	6:21:55 PM	0:01:54	0:00:38
Vehicle 119	6:21:17 PM	2	6:22:00 PM	6:24:29 PM	0:03:12	0:02:29
Vehicle 120	6:26:08 PM	1	6:26:08 PM	6:26:26 PM	0:00:18	0:00:18
Vehicle 121	6:26:11 PM	2	6:26:32 PM	6:31:31 PM	0:05:20	0:04:59
Vehicle 122	6:27:27 PM	2	6:31:38 PM	6:32:07 PM	0:04:40	0:00:29
Vehicle 123	6:29:40 PM	3	6:32:12 PM	6:32:39 PM	0:02:59	0:00:27
Vehicle 124	6:30:59 PM	4	6:32:46 PM	6:33:57 PM	0:02:58	0:01:11
Vehicle 125	6:31:24 PM	5	6:34:04 PM	6:35:12 PM	0:03:48	0:01:08
Vehicle 126	6:34:57 PM	2	6:35:18 PM	6:40:21 PM	0:05:24	0:05:03
Vehicle 127	6:39:48 PM	2	6:40:25 PM	6:41:12 PM	0:01:24	0:00:47
Vehicle 128	6:40:11 PM	3	6:41:20 PM	6:41:35 PM	0:01:24	0:00:15
Vehicle 129	6:41:43 PM	1	6:41:43 PM	6:42:31 PM	0:00:48	0:00:48
Vehicle 130	6:46:02 PM	1	6:46:02 PM	6:47:28 PM	0:01:26	0:01:26
Vehicle 131	6:46:41 PM	2	6:47:34 PM	6:48:15 PM	0:01:34	0:00:41
Vehicle 132	6:47:15 PM	3	6:48:20 PM	6:54:28 PM	0:07:13	0:06:08
Vehicle 133	6:50:07 PM	2	6:54:35 PM	6:54:46 PM	0:04:39	0:00:11
Vehicle 134	6:52:17 PM	3	6:54:59 PM	6:55:57 PM	0:03:40	0:00:58
Vehicle 135	6:52:52 PM	4	6:56:02 PM	6:57:04 PM	0:04:12	0:01:02
Vehicle 136	6:53:02 PM	5	6:57:09 PM	6:58:40 PM	0:05:38	0:01:31
Vehicle 137	6:53:27 PM	6	6:58:46 PM	7:01:36 PM	0:08:09	0:02:50
Vehicle 138	7:02:50 PM	1	7:02:50 PM	7:04:19 PM	0:01:29	0:01:29
Vehicle 139	7:05:56 PM	1	7:05:56 PM	7:06:14 PM	0:00:18	0:00:18
Vehicle 140	7:07:01 PM	1	7:07:01 PM	7:07:28 PM	0:00:27	0:00:27
Vehicle 141	7:09:07 PM	1	7:09:07 PM	7:15:10 PM	0:06:03	0:06:03
Vehicle 142	7:14:03 PM	2	7:15:20 PM	7:15:57 PM	0:01:54	0:00:37
Vehicle 143	7:16:45 PM	1	7:16:45 PM	7:21:22 PM	0:04:37	0:04:37
Vehicle 144	7:17:20 PM	2	7:21:28 PM	7:21:43 PM	0:04:23	0:00:15
Vehicle 145	7:17:26 PM	3	7:21:49 PM	7:23:00 PM	0:05:34	0:01:11
Vehicle 146	7:20:08 PM	4	7:23:06 PM	7:24:03 PM	0:03:55	0:00:57
Vehicle 147	7:26:23 PM	1	7:26:23 PM	7:26:59 PM	0:00:36	0:00:36
Vehicle 148	7:28:05 PM	1	7:28:05 PM	7:28:28 PM	0:00:23	0:00:23

Vehicle 149	7:29:32 PM	1	7:29:32 PM	7:29:44 PM	0:00:12	0:00:12
Vehicle 150	7:34:07 PM	1	7:34:07 PM	7:34:33 PM	0:00:26	0:00:26
Vehicle 151	7:34:40 PM	1	7:34:40 PM	7:35:06 PM	0:00:26	0:00:26
Vehicle 152	7:35:48 PM	1	7:35:48 PM	7:38:00 PM	0:02:12	0:02:12
Vehicle 153	7:37:47 PM	2	7:38:06 PM	7:39:33 PM	0:01:46	0:01:27
Vehicle 154	7:42:24 PM	1	7:42:24 PM	7:47:55 PM	0:05:31	0:05:31
Vehicle 155	7:42:27 PM	2	7:48:02 PM	7:48:25 PM	0:05:58	0:00:23
Vehicle 156	7:43:28 PM	3	7:48:32 PM	7:49:39 PM	0:06:11	0:01:07
Vehicle 157	7:49:46 PM	1	7:49:46 PM	7:50:26 PM	0:00:40	0:00:40
Vehicle 158	7:49:54 PM	2	7:50:33 PM	7:51:11 PM	0:01:17	0:00:38
Vehicle 159	7:50:25 PM	3	7:51:18 PM	7:51:28 PM	0:01:03	0:00:10
Vehicle 160	7:54:48 PM	1	7:54:48 PM	7:56:54 PM	0:02:06	0:02:06
Vehicle 161	8:00:42 PM	1	8:00:42 PM	8:00:55 PM	0:00:13	0:00:13
Vehicle 162	8:01:49 PM	1	8:01:49 PM	8:02:28 PM	0:00:39	0:00:39
Vehicle 163	8:03:05 PM	1	8:03:05 PM	8:03:30 PM	0:00:25	0:00:25
Vehicle 164	8:10:27 PM	1	8:10:27 PM	8:13:02 PM	0:02:35	0:02:35
Vehicle 165	8:10:37 PM	2	8:13:13 PM	8:13:32 PM	0:02:55	0:00:19
Vehicle 166	8:12:54 PM	3	8:13:38 PM	8:14:46 PM	0:01:52	0:01:08
Vehicle 167	8:13:19 PM	3	8:15:53 PM	8:16:14 PM	0:02:55	0:00:21
Vehicle 168	8:13:29 PM	4	8:16:19 PM	8:17:33 PM	0:04:04	0:01:14
Vehicle 169	8:16:10 PM	3	8:17:41 PM	8:18:01 PM	0:01:51	0:00:20
Vehicle 170	8:19:12 PM	1	8:19:12 PM	8:20:03 PM	0:00:51	0:00:51
Vehicle 171	8:26:01 PM	1	8:26:01 PM	8:26:23 PM	0:00:22	0:00:22
Vehicle 172	8:26:20 PM	2	8:26:32 PM	8:27:49 PM	0:01:29	0:01:17
Vehicle 173	8:27:16 PM	2	8:27:54 PM	8:28:30 PM	0:01:14	0:00:36
Vehicle 174	8:31:58 PM	1	8:31:58 PM	8:32:12 PM	0:00:14	0:00:14
Vehicle 175	8:37:51 PM	1	8:37:51 PM	8:38:32 PM	0:00:41	0:00:41
Vehicle 176	8:50:42 PM	1	8:50:42 PM	8:51:49 PM	0:01:07	0:01:07
Vehicle 177	8:50:50 PM	2	8:51:55 PM	8:52:36 PM	0:01:46	0:00:41
Vehicle 178	8:57:11 PM	1	8:57:11 PM	8:58:18 PM	0:01:07	0:01:07
Vehicle 179	9:22:42 PM	1	9:22:42 PM	9:25:36 PM	0:02:54	0:02:54
Vehicle 180	9:32:50 PM	1	9:32:50 PM	9:34:22 PM	0:01:32	0:01:32
Vehicle 181	9:39:27 PM	1	9:39:27 PM	9:40:38 PM	0:01:11	0:01:11
Vehicle 182	9:50:29 PM	1	9:50:29 PM	9:54:45 PM	0:04:16	0:04:16
Vehicle 183	9:55:00 PM	1	9:55:00 PM	9:55:58 PM	0:00:58	0:00:58
Vehicle 184	9:55:23 PM	2	9:56:05 PM	9:56:33 PM	0:01:10	0:00:28
Vehicle 185	10:00:12 PM	1	10:00:12 PM	10:03:40 PM	0:03:28	0:03:28
Vehicle 186	10:11:33 PM	1	10:11:33 PM	10:12:31 PM	0:00:58	0:00:58
Vehicle 187	10:13:39 PM	1	10:13:39 PM	10:14:38 PM	0:00:59	0:00:59
Vehicle 188	10:24:24 PM	1	10:24:24 PM	10:25:39 PM	0:01:15	0:01:15

Restaurant Location:	1291 Hill Road N, Pickerington, OH 43147					
Data Collection Date:	Thursday, May 30, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:44:54 AM	1	10:44:54 AM	10:48:06 AM	0:03:12	0:03:12
Vehicle 2	10:55:30 AM	1	10:55:30 AM	10:55:42 AM	0:00:12	0:00:12
Vehicle 3	11:22:44 AM	1	11:22:44 AM	11:23:05 AM	0:00:21	0:00:21
Vehicle 4	11:22:51 AM	2	11:23:10 AM	11:23:25 AM	0:00:34	0:00:15
Vehicle 5	11:28:05 AM	1	11:28:05 AM	11:28:29 AM	0:00:24	0:00:24
Vehicle 6	11:28:34 AM	1	11:28:34 AM	11:29:54 AM	0:01:20	0:01:20
Vehicle 7	11:32:03 AM	1	11:32:03 AM	11:33:28 AM	0:01:25	0:01:25
Vehicle 8	11:34:41 AM	1	11:34:41 AM	11:37:00 AM	0:02:19	0:02:19
Vehicle 9	11:41:43 AM	1	11:41:43 AM	11:42:18 AM	0:00:35	0:00:35
Vehicle 10	11:47:07 AM	1	11:47:07 AM	11:48:05 AM	0:00:58	0:00:58
Vehicle 11	11:54:34 AM	1	11:54:34 AM	11:55:49 AM	0:01:15	0:01:15
Vehicle 12	12:02:38 PM	1	12:02:38 PM	12:03:36 PM	0:00:58	0:00:58
Vehicle 13	12:03:43 PM	1	12:03:43 PM	12:04:28 PM	0:00:45	0:00:45
Vehicle 14	12:11:14 PM	1	12:11:14 PM	12:15:02 PM	0:03:48	0:03:48
Vehicle 15	12:12:19 PM	2	12:15:10 PM	12:15:30 PM	0:03:11	0:00:20
Vehicle 16	12:15:11 PM	2	12:15:35 PM	12:15:43 PM	0:00:32	0:00:08
Vehicle 17	12:18:23 PM	1	12:18:23 PM	12:18:44 PM	0:00:21	0:00:21
Vehicle 18	12:20:23 PM	1	12:20:23 PM	12:22:01 PM	0:01:38	0:01:38
Vehicle 19	12:20:24 PM	2	12:22:06 PM	12:22:19 PM	0:01:55	0:00:13
Vehicle 21	12:22:10 PM	3	12:23:22 PM	12:27:26 PM	0:05:16	0:04:04
Vehicle 22	12:22:11 PM	3	12:27:32 PM	12:28:14 PM	0:06:03	0:00:42
Vehicle 20	12:22:11 PM	2	12:22:26 PM	12:23:09 PM	0:00:58	0:00:43
Vehicle 24	12:28:01 PM	2	12:28:19 PM	12:29:09 PM	0:01:08	0:00:50
Vehicle 25	12:28:24 PM	2	12:29:15 PM	12:30:42 PM	0:02:18	0:01:27
Vehicle 26	12:30:42 PM	1	12:30:42 PM	12:31:30 PM	0:00:48	0:00:48
Vehicle 27	12:34:41 PM	1	12:34:41 PM	12:39:08 PM	0:04:27	0:04:27
Vehicle 28	12:42:17 PM	1	12:42:17 PM	12:43:06 PM	0:00:49	0:00:49
Vehicle 29	12:43:26 PM	1	12:43:26 PM	12:44:09 PM	0:00:43	0:00:43
Vehicle 30	12:46:09 PM	1	12:46:09 PM	12:46:33 PM	0:00:24	0:00:24
Vehicle 31	12:55:02 PM	1	12:55:02 PM	12:55:18 PM	0:00:16	0:00:16
Vehicle 32	12:55:43 PM	1	12:55:43 PM	12:56:07 PM	0:00:24	0:00:24
Vehicle 33	12:57:31 PM	1	12:57:31 PM	12:57:57 PM	0:00:26	0:00:26
Vehicle 34	12:57:36 PM	2	12:58:07 PM	1:01:31 PM	0:03:55	0:03:24
Vehicle 35	1:00:31 PM	2	1:01:37 PM	1:02:25 PM	0:01:54	0:00:48
Vehicle 36	1:08:27 PM	1	1:08:27 PM	1:09:15 PM	0:00:48	0:00:48
Vehicle 37	1:08:56 PM	2	1:09:24 PM	1:10:09 PM	0:01:13	0:00:45
Vehicle 38	1:10:35 PM	1	1:10:35 PM	1:11:06 PM	0:00:31	0:00:31
Vehicle 39	1:11:27 PM	1	1:11:27 PM	1:12:32 PM	0:01:05	0:01:05
Vehicle 40	1:13:07 PM	1	1:13:07 PM	1:14:07 PM	0:01:00	0:01:00
Vehicle 41	1:16:16 PM	1	1:16:16 PM	1:16:48 PM	0:00:32	0:00:32
Vehicle 42	1:18:02 PM	1	1:18:02 PM	1:18:26 PM	0:00:24	0:00:24
Vehicle 43	1:27:45 PM	1	1:27:45 PM	1:27:57 PM	0:00:12	0:00:12
Vehicle 44	1:28:51 PM	1	1:28:51 PM	1:29:31 PM	0:00:40	0:00:40
Vehicle 45	1:29:07 PM	2	1:29:41 PM	1:32:13 PM	0:03:06	0:02:32
Vehicle 46	1:29:13 PM	3	1:32:19 PM	1:35:54 PM	0:06:41	0:03:35
Vehicle 47	1:29:30 PM	4	1:36:01 PM	1:36:16 PM	0:06:46	0:00:15
Vehicle 48	1:31:04 PM	4	1:36:21 PM	1:36:29 PM	0:05:25	0:00:08
Vehicle 49	1:35:06 PM	4	1:36:28 PM	1:36:47 PM	0:01:41	0:00:19
Vehicle 50	1:37:56 PM	1	1:37:56 PM	1:39:51 PM	0:01:55	0:01:55
Vehicle 51	1:44:37 PM	1	1:44:37 PM	1:45:32 PM	0:00:55	0:00:55
Vehicle 52	1:58:56 PM	1	1:58:56 PM	2:00:25 PM	0:01:29	0:01:29
Vehicle 53	2:03:21 PM	1	2:03:21 PM	2:04:23 PM	0:01:02	0:01:02
Vehicle 54	2:04:23 PM	2	2:04:30 PM	2:05:44 PM	0:01:21	0:01:14
Vehicle 55	2:04:32 PM	2	2:05:51 PM	2:06:14 PM	0:01:42	0:00:23
Vehicle 56	2:10:04 PM	1	2:10:04 PM	2:13:09 PM	0:03:05	0:03:05
Vehicle 57	2:17:03 PM	1	2:17:03 PM	2:18:47 PM	0:01:44	0:01:44
Vehicle 58	2:19:10 PM	1	2:19:10 PM	2:19:46 PM	0:00:36	0:00:36
Vehicle 59	2:21:38 PM	1	2:21:38 PM	2:25:07 PM	0:03:29	0:03:29
Vehicle 60	2:25:56 PM	1	2:25:56 PM	2:26:13 PM	0:00:17	0:00:17
Vehicle 61	2:27:18 PM	1	2:27:18 PM	2:27:37 PM	0:00:19	0:00:19
Vehicle 62	2:39:26 PM	1	2:39:26 PM	2:39:45 PM	0:00:19	0:00:19
Vehicle 63	2:40:14 PM	1	2:40:14 PM	2:40:35 PM	0:00:21	0:00:21
Vehicle 64	2:44:12 PM	1	2:44:12 PM	2:44:24 PM	0:00:12	0:00:12
Vehicle 65	2:46:26 PM	1	2:46:26 PM	2:46:44 PM	0:00:18	0:00:18
Vehicle 66	3:20:50 PM	1	3:20:50 PM	3:22:25 PM	0:01:35	0:01:35
Vehicle 67	3:25:11 PM	1	3:25:11 PM	3:26:15 PM	0:01:04	0:01:04
Vehicle 68	3:25:32 PM	2	3:26:24 PM	3:26:42 PM	0:01:10	0:00:18
Vehicle 69	3:34:05 PM	1	3:34:05 PM	3:35:05 PM	0:01:00	0:01:00
Vehicle 70	3:58:41 PM	1	3:58:41 PM	3:59:02 PM	0:00:21	0:00:21
Vehicle 71	3:59:14 PM	1	3:59:14 PM	3:59:35 PM	0:00:21	0:00:21
Vehicle 72	4:00:23 PM	1	4:00:23 PM	4:01:16 PM	0:00:53	0:00:53
Vehicle 73	4:01:40 PM	1	4:01:40 PM	4:02:41 PM	0:01:01	0:01:01
Vehicle 74	4:02:34 PM	2	4:02:46 PM	4:03:35 PM	0:01:01	0:00:49

Vehicle 75	4:09:02 PM	1	4:09:02 PM	4:10:17 PM	0:01:15	0:01:15
Vehicle 76	4:11:56 PM	1	4:11:56 PM	4:12:20 PM	0:00:24	0:00:24
Vehicle 77	4:18:42 PM	1	4:18:42 PM	4:19:18 PM	0:00:36	0:00:36
Vehicle 78	4:19:48 PM	1	4:19:48 PM	4:20:11 PM	0:00:23	0:00:23
Vehicle 79	4:32:39 PM	1	4:32:39 PM	4:34:13 PM	0:01:34	0:01:34
Vehicle 80	4:41:04 PM	1	4:41:04 PM	4:41:28 PM	0:00:24	0:00:24
Vehicle 81	4:42:18 PM	1	4:42:18 PM	4:43:08 PM	0:00:50	0:00:50
Vehicle 82	4:45:12 PM	1	4:45:12 PM	4:45:50 PM	0:00:38	0:00:38
Vehicle 83	4:47:44 PM	1	4:47:44 PM	4:48:08 PM	0:00:24	0:00:24
Vehicle 84	4:49:46 PM	1	4:49:46 PM	4:50:20 PM	0:00:34	0:00:34
Vehicle 85	4:49:50 PM	2	4:50:28 PM	4:51:21 PM	0:01:31	0:00:53
Vehicle 87	4:52:30 PM	2	4:53:07 PM	4:53:40 PM	0:01:10	0:00:33
Vehicle 86	4:52:30 PM	1	4:52:30 PM	4:53:00 PM	0:00:30	0:00:30
Vehicle 88	4:56:12 PM	1	4:56:12 PM	5:01:59 PM	0:05:47	0:05:47
Vehicle 89	5:02:58 PM	1	5:02:58 PM	5:03:41 PM	0:00:43	0:00:43
Vehicle 90	5:04:03 PM	1	5:04:03 PM	5:04:59 PM	0:00:56	0:00:56
Vehicle 91	5:06:56 PM	1	5:06:56 PM	5:07:13 PM	0:00:17	0:00:17
Vehicle 92	5:09:04 PM	1	5:09:04 PM	5:09:48 PM	0:00:44	0:00:44
Vehicle 93	5:14:36 PM	1	5:14:36 PM	5:15:42 PM	0:01:06	0:01:06
Vehicle 94	5:23:08 PM	1	5:23:08 PM	5:24:46 PM	0:01:38	0:01:38
Vehicle 95	5:23:57 PM	2	5:24:51 PM	5:25:18 PM	0:01:21	0:00:27
Vehicle 96	5:25:35 PM	1	5:25:35 PM	5:26:08 PM	0:00:33	0:00:33
Vehicle 97	5:26:28 PM	1	5:26:28 PM	5:27:34 PM	0:01:06	0:01:06
Vehicle 98	5:28:19 PM	1	5:28:19 PM	5:28:38 PM	0:00:19	0:00:19
Vehicle 99	5:32:35 PM	1	5:32:35 PM	5:33:00 PM	0:00:25	0:00:25
Vehicle 100	5:35:04 PM	1	5:35:04 PM	5:36:43 PM	0:01:39	0:01:39
Vehicle 101	5:36:53 PM	1	5:36:53 PM	5:37:59 PM	0:01:06	0:01:06
Vehicle 102	5:37:18 PM	2	5:38:06 PM	5:38:43 PM	0:01:25	0:00:37
Vehicle 103	5:41:15 PM	1	5:41:15 PM	5:41:23 PM	0:00:08	0:00:08
Vehicle 104	5:44:49 PM	1	5:44:49 PM	5:45:22 PM	0:00:33	0:00:33
Vehicle 105	5:47:13 PM	1	5:47:13 PM	5:47:42 PM	0:00:29	0:00:29
Vehicle 106	5:51:44 PM	1	5:51:44 PM	5:52:40 PM	0:00:56	0:00:56
Vehicle 107	5:52:01 PM	2	5:52:46 PM	5:52:56 PM	0:00:55	0:00:10
Vehicle 108	5:52:40 PM	3	5:53:02 PM	5:54:40 PM	0:02:00	0:01:38
Vehicle 109	5:53:04 PM	2	5:54:46 PM	5:55:35 PM	0:02:31	0:00:49
Vehicle 110	5:53:24 PM	3	5:55:42 PM	5:55:56 PM	0:02:32	0:00:14
Vehicle 111	5:53:28 PM	4	5:56:02 PM	5:59:57 PM	0:06:29	0:03:55
Vehicle 112	5:54:08 PM	4	6:00:03 PM	6:00:21 PM	0:06:13	0:00:18
Vehicle 113	5:54:48 PM	5	6:00:29 PM	6:01:08 PM	0:06:20	0:00:39
Vehicle 114	5:59:49 PM	4	6:01:14 PM	6:01:36 PM	0:01:47	0:00:22
Vehicle 115	6:01:04 PM	3	6:01:41 PM	6:02:16 PM	0:01:12	0:00:35
Vehicle 116	6:02:24 PM	1	6:02:24 PM	6:05:24 PM	0:03:00	0:03:00
Vehicle 117	6:06:42 PM	1	6:06:42 PM	6:07:07 PM	0:00:25	0:00:25
Vehicle 118	6:11:28 PM	1	6:11:28 PM	6:12:19 PM	0:00:51	0:00:51
Vehicle 119	6:11:32 PM	2	6:12:25 PM	6:12:39 PM	0:01:07	0:00:14
Vehicle 120	6:11:50 PM	3	6:12:46 PM	6:13:17 PM	0:01:27	0:00:31
Vehicle 121	6:12:47 PM	2	6:13:23 PM	6:14:12 PM	0:01:25	0:00:49
Vehicle 122	6:15:52 PM	1	6:15:52 PM	6:16:27 PM	0:00:35	0:00:35
Vehicle 123	6:16:17 PM	2	6:16:35 PM	6:16:49 PM	0:00:32	0:00:14
Vehicle 124	6:21:14 PM	1	6:21:14 PM	6:22:05 PM	0:00:51	0:00:51
Vehicle 125	6:22:15 PM	1	6:22:15 PM	6:23:14 PM	0:00:59	0:00:59
Vehicle 126	6:23:13 PM	2	6:23:22 PM	6:23:47 PM	0:00:34	0:00:25
Vehicle 127	6:26:09 PM	1	6:26:09 PM	6:26:36 PM	0:00:27	0:00:27
Vehicle 128	6:28:21 PM	1	6:28:21 PM	6:29:11 PM	0:00:50	0:00:50
Vehicle 129	6:28:45 PM	2	6:29:20 PM	6:29:54 PM	0:01:09	0:00:34
Vehicle 130	6:29:32 PM	2	6:29:59 PM	6:30:47 PM	0:01:15	0:00:48
Vehicle 131	6:31:51 PM	1	6:31:51 PM	6:32:13 PM	0:00:22	0:00:22
Vehicle 132	6:32:48 PM	1	6:32:48 PM	6:33:33 PM	0:00:45	0:00:45
Vehicle 133	6:33:04 PM	2	6:33:40 PM	6:35:13 PM	0:02:09	0:01:33
Vehicle 134	6:33:11 PM	3	6:35:19 PM	6:35:57 PM	0:02:46	0:00:38
Vehicle 135	6:33:16 PM	4	6:36:02 PM	6:36:33 PM	0:03:17	0:00:31
Vehicle 136	6:36:17 PM	2	6:36:38 PM	6:37:17 PM	0:01:00	0:00:39
Vehicle 137	6:40:04 PM	1	6:40:04 PM	6:40:58 PM	0:00:54	0:00:54
Vehicle 138	6:40:08 PM	2	6:41:05 PM	6:41:42 PM	0:01:34	0:00:37
Vehicle 139	6:42:37 PM	1	6:42:37 PM	6:43:52 PM	0:01:15	0:01:15
Vehicle 140	6:46:40 PM	1	6:46:40 PM	6:47:17 PM	0:00:37	0:00:37
Vehicle 141	6:46:55 PM	2	6:47:23 PM	6:49:00 PM	0:02:05	0:01:37
Vehicle 142	6:47:08 PM	3	6:49:10 PM	6:50:09 PM	0:03:01	0:00:59
Vehicle 143	6:49:31 PM	2	6:50:16 PM	6:50:42 PM	0:01:11	0:00:26
Vehicle 144	6:51:21 PM	1	6:51:21 PM	6:51:40 PM	0:00:19	0:00:19
Vehicle 145	6:52:19 PM	1	6:52:19 PM	6:52:37 PM	0:00:18	0:00:18
Vehicle 146	6:56:32 PM	1	6:56:32 PM	6:57:01 PM	0:00:29	0:00:29
Vehicle 147	6:57:16 PM	1	6:57:16 PM	6:58:14 PM	0:00:58	0:00:58
Vehicle 148	6:59:15 PM	1	6:59:15 PM	7:00:00 PM	0:00:45	0:00:45
Vehicle 149	6:59:21 PM	2	7:00:08 PM	7:00:18 PM	0:00:57	0:00:10

Vehicle 150	7:01:58 PM	1	7:01:58 PM	7:02:14 PM	0:00:16	0:00:16
Vehicle 151	7:03:14 PM	1	7:03:14 PM	7:03:38 PM	0:00:24	0:00:24
Vehicle 152	7:05:42 PM	1	7:05:42 PM	7:06:23 PM	0:00:41	0:00:41
Vehicle 153	7:08:05 PM	1	7:08:05 PM	7:09:24 PM	0:01:19	0:01:19
Vehicle 154	7:09:23 PM	2	7:09:32 PM	7:10:46 PM	0:01:23	0:01:14
Vehicle 155	7:10:22 PM	2	7:10:55 PM	7:11:31 PM	0:01:09	0:00:36
Vehicle 156	7:11:39 PM	1	7:11:39 PM	7:12:30 PM	0:00:51	0:00:51
Vehicle 157	7:11:53 PM	2	7:12:39 PM	7:13:00 PM	0:01:07	0:00:21
Vehicle 158	7:11:58 PM	3	7:13:07 PM	7:14:27 PM	0:02:29	0:01:20
Vehicle 159	7:15:56 PM	1	7:15:56 PM	7:16:40 PM	0:00:44	0:00:44
Vehicle 160	7:16:49 PM	1	7:16:49 PM	7:17:08 PM	0:00:19	0:00:19
Vehicle 161	7:17:06 PM	2	7:17:15 PM	7:18:17 PM	0:01:11	0:01:02
Vehicle 162	7:17:18 PM	2	7:18:24 PM	7:19:11 PM	0:01:53	0:00:47
Vehicle 163	7:17:57 PM	3	7:19:20 PM	7:20:49 PM	0:02:52	0:01:29
Vehicle 164	7:18:05 PM	4	7:20:56 PM	7:21:39 PM	0:03:34	0:00:43
Vehicle 165	7:18:17 PM	5	7:21:48 PM	7:22:11 PM	0:03:54	0:00:23
Vehicle 166	7:18:21 PM	6	7:22:19 PM	7:22:59 PM	0:04:38	0:00:40
Vehicle 168	7:21:05 PM	4	7:24:54 PM	7:25:19 PM	0:04:14	0:00:25
Vehicle 167	7:21:31 PM	4	7:23:06 PM	7:24:44 PM	0:03:13	0:01:38
Vehicle 169	7:22:26 PM	4	7:25:25 PM	7:27:57 PM	0:05:31	0:02:32
Vehicle 170	7:22:36 PM	5	7:28:07 PM	7:28:37 PM	0:06:01	0:00:30
Vehicle 171	7:25:46 PM	3	7:28:46 PM	7:29:06 PM	0:03:20	0:00:20
Vehicle 172	7:26:01 PM	4	7:29:13 PM	7:29:33 PM	0:03:32	0:00:20
Vehicle 173	7:26:43 PM	5	7:29:39 PM	7:30:20 PM	0:03:37	0:00:41
Vehicle 174	7:27:27 PM	6	7:30:27 PM	7:30:54 PM	0:03:27	0:00:27
Vehicle 175	7:27:30 PM	7	7:31:01 PM	7:32:23 PM	0:04:53	0:01:22
Vehicle 176	7:29:58 PM	4	7:32:30 PM	7:33:10 PM	0:03:12	0:00:40
Vehicle 177	7:31:07 PM	3	7:33:18 PM	7:33:36 PM	0:02:29	0:00:18
Vehicle 178	7:36:51 PM	1	7:36:51 PM	7:37:23 PM	0:00:32	0:00:32
Vehicle 179	7:43:05 PM	1	7:43:05 PM	7:43:58 PM	0:00:53	0:00:53
Vehicle 180	7:44:58 PM	1	7:44:58 PM	7:45:52 PM	0:00:54	0:00:54
Vehicle 181	7:45:59 PM	1	7:45:59 PM	7:46:13 PM	0:00:14	0:00:14
Vehicle 182	7:46:44 PM	1	7:46:44 PM	7:47:00 PM	0:00:16	0:00:16
Vehicle 183	7:48:14 PM	1	7:48:14 PM	7:49:41 PM	0:01:27	0:01:27
Vehicle 184	7:54:03 PM	1	7:54:03 PM	7:54:56 PM	0:00:53	0:00:53
Vehicle 185	7:57:05 PM	1	7:57:05 PM	7:57:56 PM	0:00:51	0:00:51
Vehicle 186	7:59:59 PM	1	7:59:59 PM	8:00:17 PM	0:00:18	0:00:18
Vehicle 187	8:00:31 PM	1	8:00:31 PM	8:02:02 PM	0:01:31	0:01:31
Vehicle 188	8:00:36 PM	2	8:02:11 PM	8:02:18 PM	0:01:42	0:00:07
Vehicle 189	8:00:54 PM	3	8:02:25 PM	8:02:55 PM	0:02:01	0:00:30
Vehicle 190	8:08:02 PM	1	8:08:02 PM	8:09:33 PM	0:01:31	0:01:31
Vehicle 191	8:08:34 PM	2	8:09:40 PM	8:12:08 PM	0:03:34	0:02:28
Vehicle 192	8:09:11 PM	3	8:12:15 PM	8:12:48 PM	0:03:37	0:00:33
Vehicle 193	8:10:45 PM	3	8:12:55 PM	8:14:56 PM	0:04:11	0:02:01
Vehicle 194	8:10:57 PM	4	8:15:06 PM	8:17:21 PM	0:06:24	0:02:15
Vehicle 195	8:15:39 PM	2	8:17:29 PM	8:18:28 PM	0:02:49	0:00:59
Vehicle 196	8:17:48 PM	2	8:18:41 PM	8:19:53 PM	0:02:05	0:01:12
Vehicle 197	8:17:55 PM	3	8:19:59 PM	8:22:10 PM	0:04:15	0:02:11
Vehicle 198	8:19:29 PM	3	8:22:17 PM	8:22:27 PM	0:02:58	0:00:10
Vehicle 199	8:30:25 PM	1	8:30:25 PM	8:33:29 PM	0:03:04	0:03:04
Vehicle 200	8:31:31 PM	2	8:33:36 PM	8:33:50 PM	0:02:19	0:00:14
Vehicle 201	8:46:08 PM	1	8:46:08 PM	8:48:52 PM	0:02:44	0:02:44
Vehicle 202	8:50:23 PM	1	8:50:23 PM	8:52:00 PM	0:01:37	0:01:37
Vehicle 203	8:52:14 PM	1	8:52:14 PM	8:53:06 PM	0:00:52	0:00:52
Vehicle 204	8:54:21 PM	1	8:54:21 PM	8:57:09 PM	0:02:48	0:02:48
Vehicle 205	8:55:24 PM	2	8:57:17 PM	8:58:06 PM	0:02:42	0:00:49
Vehicle 206	8:56:13 PM	3	8:58:13 PM	9:02:38 PM	0:06:25	0:04:25
Vehicle 207	8:57:11 PM	4	9:02:47 PM	9:03:34 PM	0:06:23	0:00:47
Vehicle 208	8:57:56 PM	4	9:03:42 PM	9:05:29 PM	0:07:33	0:01:47
Vehicle 209	8:59:59 PM	4	9:05:37 PM	9:06:36 PM	0:06:37	0:00:59
Vehicle 210	9:00:13 PM	5	9:06:43 PM	9:08:09 PM	0:07:56	0:01:26
Vehicle 211	9:02:55 PM	5	9:08:15 PM	9:09:12 PM	0:06:17	0:00:57
Vehicle 212	9:03:00 PM	6	9:09:19 PM	9:09:38 PM	0:06:38	0:00:19
Vehicle 213	9:04:49 PM	6	9:09:45 PM	9:12:51 PM	0:08:02	0:03:06
Vehicle 214	9:08:49 PM	4	9:12:57 PM	9:13:13 PM	0:04:24	0:00:16
Vehicle 215	9:08:53 PM	5	9:13:21 PM	9:13:38 PM	0:04:45	0:00:17
Vehicle 216	9:19:08 PM	1	9:19:08 PM	9:19:40 PM	0:00:32	0:00:32
Vehicle 217	9:29:53 PM	1	9:29:53 PM	9:30:42 PM	0:00:49	0:00:49
Vehicle 218	9:46:17 PM	1	9:46:17 PM	9:47:13 PM	0:00:56	0:00:56
Vehicle 219	10:00:15 PM	1	10:00:15 PM	10:03:11 PM	0:02:56	0:02:56
Vehicle 220	10:00:56 PM	2	10:03:16 PM	10:03:54 PM	0:02:58	0:00:38
Vehicle 221	10:01:45 PM	3	10:04:00 PM	10:04:52 PM	0:03:07	0:00:52
Vehicle 222	10:13:12 PM	1	10:13:12 PM	10:15:44 PM	0:02:32	0:02:32
Vehicle 223	10:17:58 PM	1	10:17:58 PM	10:18:22 PM	0:00:24	0:00:24
Vehicle 224	10:26:28 PM	1	10:26:28 PM	10:28:05 PM	0:01:37	0:01:37
Vehicle 225	10:28:44 PM	1	10:28:44 PM	10:30:22 PM	0:01:38	0:01:38
Vehicle 226	10:30:56 PM	1	10:30:56 PM	10:32:14 PM	0:01:18	0:01:18
Vehicle 227	10:41:45 PM	1	10:41:45 PM	10:42:35 PM	0:00:50	0:00:50

Restaurant Location:	1291 Hill Road N, Pickerington, OH 43147					
Data Collection Date:	Friday, May 31, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:45:00 AM	1	10:45:00 AM	10:45:46 AM	0:00:46	0:00:46
Vehicle 2	10:49:41 AM	1	10:49:41 AM	10:49:52 AM	0:00:11	0:00:11
Vehicle 3	11:30:18 AM	1	11:30:18 AM	11:30:28 AM	0:00:10	0:00:10
Vehicle 4	11:38:32 AM	1	11:38:32 AM	11:38:46 AM	0:00:14	0:00:14
Vehicle 5	11:40:40 AM	1	11:40:40 AM	11:42:49 AM	0:02:09	0:02:09
Vehicle 6	11:47:04 AM	1	11:47:04 AM	11:47:55 AM	0:00:51	0:00:51
Vehicle 7	11:50:27 AM	1	11:50:27 AM	11:51:08 AM	0:00:41	0:00:41
Vehicle 8	11:53:50 AM	1	11:53:50 AM	11:54:10 AM	0:00:20	0:00:20
Vehicle 9	11:54:50 AM	1	11:54:50 AM	11:55:11 AM	0:00:21	0:00:21
Vehicle 10	11:57:36 AM	1	11:57:36 AM	11:58:55 AM	0:01:19	0:01:19
Vehicle 11	12:06:14 PM	1	12:06:14 PM	12:07:39 PM	0:01:25	0:01:25
Vehicle 12	12:08:52 PM	1	12:08:52 PM	12:09:27 PM	0:00:35	0:00:35
Vehicle 13	12:15:10 PM	1	12:15:10 PM	12:15:35 PM	0:00:25	0:00:25
Vehicle 14	12:18:57 PM	1	12:18:57 PM	12:19:12 PM	0:00:15	0:00:15
Vehicle 15	12:23:19 PM	1	12:23:19 PM	12:24:04 PM	0:00:45	0:00:45
Vehicle 16	12:27:39 PM	1	12:27:39 PM	12:28:13 PM	0:00:34	0:00:34
Vehicle 17	12:30:52 PM	1	12:30:52 PM	12:31:29 PM	0:00:37	0:00:37
Vehicle 18	12:31:47 PM	1	12:31:47 PM	12:32:21 PM	0:00:34	0:00:34
Vehicle 19	12:32:15 PM	2	12:32:28 PM	12:33:00 PM	0:00:45	0:00:32
Vehicle 20	12:34:40 PM	1	12:34:40 PM	12:35:20 PM	0:00:40	0:00:40
Vehicle 21	12:35:46 PM	1	12:35:46 PM	12:37:12 PM	0:01:26	0:01:26
Vehicle 22	12:37:22 PM	1	12:37:22 PM	12:37:47 PM	0:00:25	0:00:25
Vehicle 23	12:38:24 PM	1	12:38:24 PM	12:39:27 PM	0:01:03	0:01:03
Vehicle 24	12:40:38 PM	1	12:40:38 PM	12:41:01 PM	0:00:23	0:00:23
Vehicle 25	12:42:41 PM	1	12:42:41 PM	12:43:27 PM	0:00:46	0:00:46
Vehicle 26	12:44:27 PM	1	12:44:27 PM	12:44:51 PM	0:00:24	0:00:24
Vehicle 27	12:44:40 PM	2	12:44:59 PM	12:45:45 PM	0:01:05	0:00:46
Vehicle 28	12:46:04 PM	1	12:46:04 PM	12:46:20 PM	0:00:16	0:00:16
Vehicle 29	12:47:54 PM	1	12:47:54 PM	12:48:17 PM	0:00:23	0:00:23
Vehicle 30	12:49:21 PM	1	12:49:21 PM	12:50:00 PM	0:00:39	0:00:39
Vehicle 31	12:49:52 PM	2	12:50:06 PM	12:50:34 PM	0:00:42	0:00:28
Vehicle 32	12:56:27 PM	1	12:56:27 PM	12:57:15 PM	0:00:48	0:00:48
Vehicle 33	12:58:49 PM	1	12:58:49 PM	12:59:09 PM	0:00:20	0:00:20
Vehicle 34	1:01:08 PM	1	1:01:08 PM	1:01:46 PM	0:00:38	0:00:38
Vehicle 35	1:07:19 PM	1	1:07:19 PM	1:08:12 PM	0:00:53	0:00:53
Vehicle 36	1:21:21 PM	1	1:21:21 PM	1:22:43 PM	0:01:22	0:01:22
Vehicle 37	1:22:16 PM	2	1:22:51 PM	1:26:17 PM	0:04:01	0:03:26
Vehicle 38	1:26:05 PM	2	1:26:25 PM	1:28:14 PM	0:02:09	0:01:49
Vehicle 39	1:30:09 PM	1	1:30:09 PM	1:30:29 PM	0:00:20	0:00:20
Vehicle 40	1:35:06 PM	1	1:35:06 PM	1:35:15 PM	0:00:09	0:00:09
Vehicle 41	1:37:47 PM	1	1:37:47 PM	1:38:15 PM	0:00:28	0:00:28
Vehicle 42	1:40:21 PM	1	1:40:21 PM	1:41:10 PM	0:00:49	0:00:49
Vehicle 43	1:41:42 PM	1	1:41:42 PM	1:42:03 PM	0:00:21	0:00:21
Vehicle 44	1:42:18 PM	1	1:42:18 PM	1:43:17 PM	0:00:59	0:00:59
Vehicle 45	1:45:43 PM	1	1:45:43 PM	1:47:06 PM	0:01:23	0:01:23
Vehicle 46	1:47:22 PM	1	1:47:22 PM	1:48:45 PM	0:01:23	0:01:23
Vehicle 47	1:49:26 PM	1	1:49:26 PM	1:50:16 PM	0:00:50	0:00:50
Vehicle 48	1:54:19 PM	1	1:54:19 PM	1:58:02 PM	0:03:43	0:03:43
Vehicle 49	1:58:13 PM	1	1:58:13 PM	2:00:12 PM	0:01:59	0:01:59
Vehicle 50	2:12:54 PM	1	2:12:54 PM	2:13:26 PM	0:00:32	0:00:32
Vehicle 51	2:13:09 PM	2	2:13:46 PM	2:14:13 PM	0:01:04	0:00:27
Vehicle 52	2:41:25 PM	1	2:41:25 PM	2:43:13 PM	0:01:48	0:01:48
Vehicle 53	2:45:56 PM	1	2:45:56 PM	2:46:17 PM	0:00:21	0:00:21
Vehicle 54	2:47:10 PM	1	2:47:10 PM	2:48:02 PM	0:00:52	0:00:52
Vehicle 55	2:47:19 PM	2	2:48:11 PM	2:48:36 PM	0:01:17	0:00:25
Vehicle 56	2:47:37 PM	3	2:48:44 PM	2:48:55 PM	0:01:18	0:00:11
Vehicle 57	2:59:49 PM	1	2:59:49 PM	3:01:31 PM	0:01:42	0:01:42
Vehicle 58	3:03:48 PM	1	3:03:48 PM	3:04:27 PM	0:00:39	0:00:39
Vehicle 59	3:11:07 PM	1	3:11:07 PM	3:12:01 PM	0:00:54	0:00:54
Vehicle 60	3:18:18 PM	1	3:18:18 PM	3:18:44 PM	0:00:26	0:00:26
Vehicle 61	3:24:15 PM	1	3:24:15 PM	3:24:25 PM	0:00:10	0:00:10
Vehicle 62	3:25:06 PM	1	3:25:06 PM	3:25:33 PM	0:00:27	0:00:27
Vehicle 63	3:26:54 PM	1	3:26:54 PM	3:27:12 PM	0:00:18	0:00:18
Vehicle 64	3:31:52 PM	1	3:31:52 PM	3:32:10 PM	0:00:18	0:00:18
Vehicle 65	3:32:41 PM	1	3:32:41 PM	3:32:52 PM	0:00:11	0:00:11
Vehicle 66	3:34:55 PM	1	3:34:55 PM	3:35:40 PM	0:00:45	0:00:45
Vehicle 67	3:38:21 PM	1	3:38:21 PM	3:39:15 PM	0:00:54	0:00:54
Vehicle 68	3:40:09 PM	1	3:40:09 PM	3:40:23 PM	0:00:14	0:00:14
Vehicle 69	3:42:16 PM	1	3:42:16 PM	3:42:32 PM	0:00:16	0:00:16
Vehicle 70	3:42:23 PM	2	3:42:42 PM	3:42:58 PM	0:00:35	0:00:16
Vehicle 71	3:55:02 PM	1	3:55:02 PM	3:55:57 PM	0:00:55	0:00:55
Vehicle 72	3:57:44 PM	1	3:57:44 PM	4:01:20 PM	0:03:36	0:03:36

Vehicle 73	3:58:03 PM	2	4:01:27 PM	4:02:05 PM	0:04:02	0:00:38
Vehicle 74	4:04:03 PM	1	4:04:03 PM	4:04:49 PM	0:00:46	0:00:46
Vehicle 75	4:04:05 PM	2	4:04:58 PM	4:05:04 PM	0:00:59	0:00:06
Vehicle 76	4:12:32 PM	1	4:12:32 PM	4:15:37 PM	0:03:05	0:03:05
Vehicle 77	4:20:51 PM	1	4:20:51 PM	4:21:06 PM	0:00:15	0:00:15
Vehicle 78	4:36:55 PM	1	4:36:55 PM	4:37:35 PM	0:00:40	0:00:40
Vehicle 79	4:44:21 PM	1	4:44:21 PM	4:46:16 PM	0:01:55	0:01:55
Vehicle 80	4:53:00 PM	1	4:53:00 PM	4:53:23 PM	0:00:23	0:00:23
Vehicle 81	4:53:06 PM	2	4:53:28 PM	4:54:26 PM	0:01:20	0:00:58
Vehicle 82	4:56:42 PM	1	4:56:42 PM	4:58:23 PM	0:01:41	0:01:41
Vehicle 83	4:56:49 PM	2	4:58:31 PM	5:01:16 PM	0:04:27	0:02:45
Vehicle 84	4:59:26 PM	2	5:01:24 PM	5:01:58 PM	0:02:32	0:00:34
Vehicle 85	5:00:26 PM	3	5:02:09 PM	5:03:30 PM	0:03:04	0:01:21
Vehicle 86	5:02:56 PM	2	5:03:41 PM	5:04:11 PM	0:01:15	0:00:30
Vehicle 87	5:11:45 PM	1	5:11:45 PM	5:13:02 PM	0:01:17	0:01:17
Vehicle 88	5:12:07 PM	2	5:13:09 PM	5:13:38 PM	0:01:31	0:00:29
Vehicle 89	5:12:55 PM	3	5:13:47 PM	5:14:14 PM	0:01:19	0:00:27
Vehicle 90	5:15:42 PM	1	5:15:42 PM	5:18:08 PM	0:02:26	0:02:26
Vehicle 91	5:18:09 PM	1	5:18:15 PM	5:18:37 PM	0:00:28	0:00:22
Vehicle 92	5:18:58 PM	1	5:18:58 PM	5:24:08 PM	0:05:10	0:05:10
Vehicle 93	5:20:53 PM	2	5:24:16 PM	5:24:29 PM	0:03:36	0:00:13
Vehicle 94	5:29:12 PM	1	5:29:12 PM	5:29:31 PM	0:00:19	0:00:19
Vehicle 95	5:30:14 PM	1	5:30:14 PM	5:30:36 PM	0:00:22	0:00:22
Vehicle 96	5:31:13 PM	1	5:31:13 PM	5:31:56 PM	0:00:43	0:00:43
Vehicle 97	5:31:28 PM	2	5:32:06 PM	5:32:36 PM	0:01:08	0:00:30
Vehicle 98	5:37:21 PM	1	5:37:21 PM	5:37:43 PM	0:00:22	0:00:22
Vehicle 99	5:38:11 PM	1	5:38:11 PM	5:39:08 PM	0:00:57	0:00:57
Vehicle 100	5:40:03 PM	1	5:40:03 PM	5:40:36 PM	0:00:33	0:00:33
Vehicle 101	5:40:23 PM	2	5:40:41 PM	5:41:24 PM	0:01:01	0:00:43
Vehicle 102	5:45:55 PM	1	5:45:55 PM	5:46:21 PM	0:00:26	0:00:26
Vehicle 103	5:48:30 PM	1	5:48:30 PM	5:49:13 PM	0:00:43	0:00:43
Vehicle 104	5:49:06 PM	2	5:49:54 PM	5:50:54 PM	0:01:48	0:01:00
Vehicle 105	5:54:00 PM	1	5:54:00 PM	5:54:30 PM	0:00:30	0:00:30
Vehicle 106	5:55:23 PM	1	5:55:23 PM	5:56:06 PM	0:00:43	0:00:43
Vehicle 107	5:55:27 PM	2	5:56:13 PM	5:57:10 PM	0:01:43	0:00:57
Vehicle 108	5:59:04 PM	1	5:59:04 PM	6:02:44 PM	0:03:40	0:03:40
Vehicle 109	6:01:53 PM	2	6:02:51 PM	6:03:20 PM	0:01:27	0:00:29
Vehicle 110	6:01:57 PM	3	6:03:27 PM	6:03:53 PM	0:01:56	0:00:26
Vehicle 111	6:02:42 PM	4	6:04:03 PM	6:04:55 PM	0:02:13	0:00:52
Vehicle 112	6:03:44 PM	3	6:05:03 PM	6:05:45 PM	0:02:01	0:00:42
Vehicle 113	6:04:18 PM	3	6:05:52 PM	6:06:16 PM	0:01:58	0:00:24
Vehicle 114	6:04:50 PM	4	6:06:23 PM	6:06:57 PM	0:02:07	0:00:34
Vehicle 115	6:07:06 PM	1	6:07:06 PM	6:07:29 PM	0:00:23	0:00:23
Vehicle 116	6:11:47 PM	1	6:11:47 PM	6:12:32 PM	0:00:45	0:00:45
Vehicle 117	6:11:54 PM	2	6:12:40 PM	6:14:11 PM	0:02:17	0:01:31
Vehicle 118	6:16:53 PM	1	6:16:53 PM	6:18:05 PM	0:01:12	0:01:12
Vehicle 119	6:17:09 PM	2	6:18:13 PM	6:20:07 PM	0:02:58	0:01:54
Vehicle 120	6:18:37 PM	2	6:20:17 PM	6:21:43 PM	0:03:06	0:01:26
Vehicle 121	6:20:52 PM	2	6:21:54 PM	6:22:52 PM	0:02:00	0:00:58
Vehicle 122	6:23:20 PM	1	6:23:20 PM	6:23:35 PM	0:00:15	0:00:15
Vehicle 123	6:26:10 PM	1	6:26:10 PM	6:26:18 PM	0:00:08	0:00:08
Vehicle 124	6:28:21 PM	1	6:28:21 PM	6:28:35 PM	0:00:14	0:00:14
Vehicle 125	6:28:32 PM	2	6:28:42 PM	6:29:01 PM	0:00:29	0:00:19
Vehicle 126	6:31:53 PM	1	6:31:53 PM	6:32:22 PM	0:00:29	0:00:29
Vehicle 127	6:33:16 PM	1	6:33:16 PM	6:33:38 PM	0:00:22	0:00:22
Vehicle 128	6:33:39 PM	1	6:33:46 PM	6:34:17 PM	0:00:38	0:00:31
Vehicle 129	6:36:54 PM	1	6:36:54 PM	6:38:14 PM	0:01:20	0:01:20
Vehicle 130	6:42:00 PM	1	6:42:00 PM	6:44:12 PM	0:02:12	0:02:12
Vehicle 131	6:44:20 PM	1	6:44:20 PM	6:44:53 PM	0:00:33	0:00:33
Vehicle 132	6:45:04 PM	1	6:45:04 PM	6:45:52 PM	0:00:48	0:00:48
Vehicle 133	6:45:07 PM	2	6:45:57 PM	6:46:07 PM	0:01:00	0:00:10
Vehicle 134	6:45:28 PM	3	6:46:15 PM	6:47:20 PM	0:01:52	0:01:05
Vehicle 135	6:45:56 PM	3	6:47:41 PM	6:47:59 PM	0:02:03	0:00:18
Vehicle 136	6:47:46 PM	2	6:48:08 PM	6:48:18 PM	0:00:32	0:00:10
Vehicle 137	6:50:33 PM	1	6:50:33 PM	6:51:25 PM	0:00:52	0:00:52
Vehicle 138	6:53:55 PM	1	6:53:55 PM	6:54:29 PM	0:00:34	0:00:34
Vehicle 139	6:54:40 PM	1	6:54:40 PM	6:55:11 PM	0:00:31	0:00:31
Vehicle 140	6:57:11 PM	1	6:57:11 PM	6:58:13 PM	0:01:02	0:01:02
Vehicle 141	6:57:53 PM	2	6:58:20 PM	6:58:31 PM	0:00:38	0:00:11
Vehicle 142	6:59:17 PM	1	6:59:17 PM	6:59:53 PM	0:00:36	0:00:36
Vehicle 143	7:00:10 PM	1	7:00:10 PM	7:01:46 PM	0:01:36	0:01:36
Vehicle 144	7:02:04 PM	1	7:02:04 PM	7:03:22 PM	0:01:18	0:01:18
Vehicle 145	7:03:47 PM	1	7:03:47 PM	7:04:26 PM	0:00:39	0:00:39
Vehicle 146	7:10:04 PM	1	7:10:04 PM	7:13:29 PM	0:03:25	0:03:25
Vehicle 147	7:12:04 PM	2	7:13:38 PM	7:14:39 PM	0:02:35	0:01:01
Vehicle 148	7:12:17 PM	3	7:14:45 PM	7:15:22 PM	0:03:05	0:00:37

Vehicle 149	7:13:18 PM	4	7:15:29 PM	7:18:50 PM	0:05:32	0:03:21
Vehicle 150	7:13:51 PM	4	7:18:56 PM	7:19:34 PM	0:05:43	0:00:38
Vehicle 151	7:15:30 PM	3	7:19:40 PM	7:19:54 PM	0:04:24	0:00:14
Vehicle 152	7:17:34 PM	4	7:20:02 PM	7:20:23 PM	0:02:49	0:00:21
Vehicle 153	7:17:41 PM	5	7:20:32 PM	7:21:48 PM	0:04:07	0:01:16
Vehicle 154	7:22:02 PM	1	7:22:02 PM	7:22:55 PM	0:00:53	0:00:53
Vehicle 155	7:23:27 PM	1	7:23:27 PM	7:24:02 PM	0:00:35	0:00:35
Vehicle 156	7:24:30 PM	1	7:24:30 PM	7:24:50 PM	0:00:20	0:00:20
Vehicle 157	7:28:10 PM	1	7:28:10 PM	7:28:28 PM	0:00:18	0:00:18
Vehicle 158	7:29:02 PM	1	7:29:02 PM	7:29:39 PM	0:00:37	0:00:37
Vehicle 159	7:31:05 PM	1	7:31:05 PM	7:33:57 PM	0:02:52	0:02:52
Vehicle 160	7:31:20 PM	2	7:34:04 PM	7:36:24 PM	0:05:04	0:02:20
Vehicle 161	7:33:55 PM	3	7:36:33 PM	7:37:41 PM	0:03:46	0:01:08
Vehicle 162	7:36:53 PM	2	7:37:53 PM	7:41:10 PM	0:04:17	0:03:17
Vehicle 163	7:41:31 PM	1	7:41:31 PM	7:46:16 PM	0:04:45	0:04:45
Vehicle 164	7:44:30 PM	2	7:46:36 PM	7:47:54 PM	0:03:24	0:01:18
Vehicle 165	7:44:51 PM	3	7:48:01 PM	7:48:15 PM	0:03:24	0:00:14
Vehicle 166	7:48:22 PM	1	7:48:22 PM	7:48:58 PM	0:00:36	0:00:36
Vehicle 167	7:51:37 PM	1	7:51:37 PM	7:52:15 PM	0:00:38	0:00:38
Vehicle 168	7:52:26 PM	1	7:52:26 PM	7:54:15 PM	0:01:49	0:01:49
Vehicle 169	7:55:31 PM	1	7:55:31 PM	7:56:19 PM	0:00:48	0:00:48
Vehicle 170	8:01:09 PM	1	8:01:09 PM	8:01:32 PM	0:00:23	0:00:23
Vehicle 171	8:12:28 PM	1	8:12:28 PM	8:12:44 PM	0:00:16	0:00:16
Vehicle 172	8:17:47 PM	1	8:17:47 PM	8:20:21 PM	0:02:34	0:02:34
Vehicle 173	8:24:39 PM	1	8:24:39 PM	8:25:17 PM	0:00:38	0:00:38
Vehicle 174	8:25:10 PM	2	8:25:25 PM	8:26:05 PM	0:00:55	0:00:40
Vehicle 175	8:26:55 PM	1	8:26:55 PM	8:27:18 PM	0:00:23	0:00:23
Vehicle 176	8:27:01 PM	2	8:27:30 PM	8:28:17 PM	0:01:16	0:00:47
Vehicle 177	8:32:29 PM	1	8:32:29 PM	8:32:43 PM	0:00:14	0:00:14
Vehicle 178	8:33:05 PM	1	8:33:05 PM	8:33:36 PM	0:00:31	0:00:31
Vehicle 179	8:38:21 PM	1	8:38:21 PM	8:45:53 PM	0:07:32	0:07:32
Vehicle 180	8:38:38 PM	2	8:45:59 PM	8:47:00 PM	0:08:22	0:01:01
Vehicle 181	8:42:58 PM	3	8:47:06 PM	8:47:50 PM	0:04:52	0:00:44
Vehicle 182	8:45:02 PM	4	8:47:56 PM	8:49:18 PM	0:04:16	0:01:22
Vehicle 183	8:45:21 PM	5	8:49:25 PM	8:49:41 PM	0:04:20	0:00:16
Vehicle 184	8:45:54 PM	6	8:49:48 PM	8:50:01 PM	0:04:07	0:00:13
Vehicle 185	8:48:05 PM	4	8:50:08 PM	8:56:40 PM	0:08:35	0:06:32
Vehicle 186	8:58:36 PM	1	8:58:36 PM	9:03:16 PM	0:04:40	0:04:40
Vehicle 187	9:00:47 PM	2	9:03:23 PM	9:04:03 PM	0:03:16	0:00:40
Vehicle 188	9:03:41 PM	2	9:04:11 PM	9:04:22 PM	0:00:41	0:00:11
Vehicle 189	9:12:10 PM	1	9:12:10 PM	9:12:31 PM	0:00:21	0:00:21
Vehicle 190	9:18:29 PM	1	9:18:29 PM	9:19:40 PM	0:01:11	0:01:11
Vehicle 191	9:18:34 PM	2	9:19:48 PM	9:20:12 PM	0:01:38	0:00:24
Vehicle 192	9:44:58 PM	1	9:44:58 PM	9:46:29 PM	0:01:31	0:01:31
Vehicle 193	10:04:07 PM	1	10:04:07 PM	10:06:04 PM	0:01:57	0:01:57
Vehicle 194	10:14:42 PM	1	10:14:42 PM	10:17:33 PM	0:02:51	0:02:51
Vehicle 195	10:15:01 PM	2	10:17:41 PM	10:18:23 PM	0:03:22	0:00:42
Vehicle 196	10:20:41 PM	1	10:20:41 PM	10:24:24 PM	0:03:43	0:03:43
Vehicle 197	10:29:09 PM	1	10:29:09 PM	10:29:35 PM	0:00:26	0:00:26
Vehicle 198	10:30:57 PM	1	10:30:57 PM	10:33:24 PM	0:02:27	0:02:27
Vehicle 199	10:36:18 PM	1	10:36:18 PM	10:39:48 PM	0:03:30	0:03:30

Restaurant Location:	1291 Hill Road N, Pickerington, OH 43147					
Data Collection Date:	Saturday, June 1, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	11:13:34 AM	1	11:13:34 AM	11:14:08 AM	0:00:34	0:00:34
Vehicle 2	11:33:34 AM	1	11:33:34 AM	11:36:12 AM	0:02:38	0:02:38
Vehicle 3	11:36:42 AM	1	11:36:42 AM	11:37:31 AM	0:00:49	0:00:49
Vehicle 4	11:39:56 AM	1	11:39:56 AM	11:41:55 AM	0:01:59	0:01:59
Vehicle 5	12:01:03 PM	1	12:01:03 PM	12:03:00 PM	0:01:57	0:01:57
Vehicle 6	12:01:45 PM	2	12:03:08 PM	12:05:29 PM	0:03:44	0:02:21
Vehicle 7	12:17:46 PM	1	12:17:46 PM	12:18:01 PM	0:00:15	0:00:15
Vehicle 8	12:29:34 PM	1	12:29:34 PM	12:32:27 PM	0:02:53	0:02:53
Vehicle 9	12:30:32 PM	2	12:32:33 PM	12:33:09 PM	0:02:37	0:00:36
Vehicle 10	12:38:14 PM	1	12:38:14 PM	12:40:27 PM	0:02:13	0:02:13
Vehicle 11	12:44:14 PM	1	12:44:14 PM	12:44:36 PM	0:00:22	0:00:22
Vehicle 12	12:45:56 PM	1	12:45:56 PM	12:46:10 PM	0:00:14	0:00:14
Vehicle 13	12:47:07 PM	1	12:47:07 PM	12:47:25 PM	0:00:18	0:00:18
Vehicle 14	12:47:47 PM	1	12:47:47 PM	12:48:18 PM	0:00:31	0:00:31
Vehicle 15	1:00:26 PM	1	1:00:26 PM	1:01:38 PM	0:01:12	0:01:12
Vehicle 16	1:00:39 PM	2	1:01:44 PM	1:02:50 PM	0:02:11	0:01:06
Vehicle 17	1:04:03 PM	1	1:04:03 PM	1:04:38 PM	0:00:35	0:00:35
Vehicle 18	1:06:32 PM	1	1:06:32 PM	1:07:23 PM	0:00:51	0:00:51
Vehicle 19	1:12:09 PM	1	1:12:09 PM	1:12:48 PM	0:00:39	0:00:39
Vehicle 20	1:14:25 PM	1	1:14:25 PM	1:15:04 PM	0:00:39	0:00:39
Vehicle 21	1:14:34 PM	2	1:15:11 PM	1:15:43 PM	0:01:09	0:00:32
Vehicle 22	1:15:58 PM	1	1:15:58 PM	1:16:18 PM	0:00:20	0:00:20
Vehicle 23	1:16:39 PM	1	1:16:39 PM	1:17:55 PM	0:01:16	0:01:16
Vehicle 24	1:20:18 PM	1	1:20:18 PM	1:22:13 PM	0:01:55	0:01:55
Vehicle 25	1:27:04 PM	1	1:27:04 PM	1:33:58 PM	0:06:54	0:06:54
Vehicle 26	1:32:36 PM	2	1:34:07 PM	1:34:26 PM	0:01:50	0:00:19
Vehicle 27	1:33:39 PM	3	1:34:36 PM	1:40:14 PM	0:06:35	0:05:38
Vehicle 28	1:41:10 PM	1	1:41:10 PM	1:41:31 PM	0:00:21	0:00:21
Vehicle 29	1:44:03 PM	1	1:44:03 PM	1:44:42 PM	0:00:39	0:00:39
Vehicle 30	1:45:47 PM	1	1:45:47 PM	1:48:11 PM	0:02:24	0:02:24
Vehicle 31	1:48:02 PM	2	1:48:19 PM	1:48:35 PM	0:00:33	0:00:16
Vehicle 32	1:48:30 PM	2	1:48:40 PM	1:48:54 PM	0:00:24	0:00:14
Vehicle 33	1:54:36 PM	1	1:54:36 PM	1:55:20 PM	0:00:44	0:00:44
Vehicle 34	1:59:20 PM	1	1:59:20 PM	2:01:05 PM	0:01:45	0:01:45
Vehicle 35	2:00:31 PM	2	2:01:15 PM	2:01:59 PM	0:01:28	0:00:44
Vehicle 36	2:16:06 PM	1	2:16:06 PM	2:21:14 PM	0:05:08	0:05:08
Vehicle 37	2:20:41 PM	2	2:21:22 PM	2:22:46 PM	0:02:05	0:01:24
Vehicle 38	2:24:33 PM	1	2:24:33 PM	2:27:28 PM	0:02:55	0:02:55
Vehicle 39	2:25:38 PM	2	2:27:36 PM	2:30:56 PM	0:05:18	0:03:20
Vehicle 40	2:27:55 PM	2	2:31:03 PM	2:34:04 PM	0:06:09	0:03:01
Vehicle 41	2:29:22 PM	3	2:34:13 PM	2:34:23 PM	0:05:01	0:00:10
Vehicle 42	2:31:16 PM	3	2:34:32 PM	2:35:49 PM	0:04:33	0:01:17
Vehicle 43	2:41:42 PM	1	2:41:42 PM	2:43:03 PM	0:01:21	0:01:21
Vehicle 44	2:46:14 PM	1	2:46:14 PM	2:46:39 PM	0:00:25	0:00:25
Vehicle 45	2:46:45 PM	1	2:46:45 PM	2:47:01 PM	0:00:16	0:00:16
Vehicle 46	3:01:44 PM	1	3:01:44 PM	3:02:13 PM	0:00:29	0:00:29
Vehicle 47	3:07:56 PM	1	3:07:56 PM	3:08:51 PM	0:00:55	0:00:55
Vehicle 48	3:09:48 PM	1	3:09:48 PM	3:10:03 PM	0:00:15	0:00:15
Vehicle 49	3:15:27 PM	1	3:15:27 PM	3:16:02 PM	0:00:35	0:00:35
Vehicle 50	3:27:51 PM	1	3:27:51 PM	3:28:15 PM	0:00:24	0:00:24
Vehicle 51	3:30:24 PM	1	3:30:24 PM	3:30:38 PM	0:00:14	0:00:14
Vehicle 52	3:33:17 PM	1	3:33:17 PM	3:33:36 PM	0:00:19	0:00:19
Vehicle 53	3:45:00 PM	1	3:45:00 PM	3:45:13 PM	0:00:13	0:00:13
Vehicle 54	3:52:18 PM	1	3:52:18 PM	3:52:33 PM	0:00:15	0:00:15
Vehicle 55	3:56:13 PM	1	3:56:13 PM	3:56:34 PM	0:00:21	0:00:21
Vehicle 56	4:11:21 PM	1	4:11:21 PM	4:13:27 PM	0:02:06	0:02:06
Vehicle 57	4:20:21 PM	1	4:20:21 PM	4:24:01 PM	0:03:40	0:03:40
Vehicle 58	4:21:16 PM	2	4:24:09 PM	4:24:29 PM	0:03:13	0:00:20
Vehicle 59	4:25:32 PM	1	4:25:32 PM	4:26:04 PM	0:00:32	0:00:32
Vehicle 60	4:31:08 PM	1	4:31:08 PM	4:32:19 PM	0:01:11	0:01:11
Vehicle 61	4:32:16 PM	1	4:32:16 PM	4:33:15 PM	0:00:59	0:00:59
Vehicle 62	4:32:50 PM	2	4:33:21 PM	4:34:43 PM	0:01:53	0:01:22
Vehicle 63	4:33:02 PM	3	4:34:51 PM	4:35:04 PM	0:02:02	0:00:13
Vehicle 64	4:41:23 PM	1	4:41:23 PM	4:41:46 PM	0:00:23	0:00:23
Vehicle 65	4:47:32 PM	1	4:47:32 PM	4:50:19 PM	0:02:47	0:02:47
Vehicle 66	4:49:03 PM	2	4:50:26 PM	4:50:38 PM	0:01:35	0:00:12
Vehicle 67	5:02:02 PM	1	5:02:02 PM	5:02:40 PM	0:00:38	0:00:38
Vehicle 68	5:05:08 PM	1	5:05:08 PM	5:05:18 PM	0:00:10	0:00:10
Vehicle 69	5:05:15 PM	2	5:05:25 PM	5:06:07 PM	0:00:52	0:00:42
Vehicle 70	5:06:25 PM	1	5:06:25 PM	5:07:20 PM	0:00:55	0:00:55
Vehicle 71	5:07:44 PM	1	5:07:44 PM	5:08:32 PM	0:00:48	0:00:48
Vehicle 72	5:07:52 PM	2	5:08:42 PM	5:18:35 PM	0:10:43	0:09:53

Vehicle 73	5:15:30 PM	2	5:18:44 PM	5:19:27 PM	0:03:57	0:00:43
Vehicle 74	5:17:53 PM	3	5:19:35 PM	5:21:23 PM	0:03:30	0:01:48
Vehicle 75	5:27:30 PM	1	5:27:30 PM	5:28:23 PM	0:00:53	0:00:53
Vehicle 76	5:28:13 PM	2	5:28:32 PM	5:28:54 PM	0:00:41	0:00:22
Vehicle 77	5:28:48 PM	2	5:29:02 PM	5:29:17 PM	0:00:29	0:00:15
Vehicle 78	5:28:49 PM	3	5:29:25 PM	5:29:51 PM	0:01:02	0:00:26
Vehicle 79	5:34:15 PM	1	5:34:15 PM	5:34:45 PM	0:00:30	0:00:30
Vehicle 80	5:37:13 PM	1	5:37:13 PM	5:38:08 PM	0:00:55	0:00:55
Vehicle 81	5:38:58 PM	1	5:38:58 PM	5:39:56 PM	0:00:58	0:00:58
Vehicle 82	5:41:33 PM	1	5:41:33 PM	5:44:48 PM	0:03:15	0:03:15
Vehicle 83	5:45:36 PM	1	5:45:36 PM	5:45:51 PM	0:00:15	0:00:15
Vehicle 84	5:45:48 PM	2	5:45:59 PM	5:46:11 PM	0:00:23	0:00:12
Vehicle 85	5:47:10 PM	1	5:47:10 PM	5:47:27 PM	0:00:17	0:00:17
Vehicle 86	5:48:00 PM	1	5:48:00 PM	5:48:47 PM	0:00:47	0:00:47
Vehicle 87	5:49:53 PM	2	5:50:20 PM	5:54:21 PM	0:04:28	0:04:01
Vehicle 88	5:50:09 PM	3	5:54:28 PM	5:54:50 PM	0:04:41	0:00:22
Vehicle 89	5:53:43 PM	3	5:55:01 PM	5:55:34 PM	0:01:51	0:00:33
Vehicle 90	5:55:14 PM	2	5:55:46 PM	5:56:16 PM	0:01:02	0:00:30
Vehicle 91	5:59:36 PM	1	5:59:36 PM	5:59:53 PM	0:00:17	0:00:17
Vehicle 92	6:01:05 PM	1	6:01:05 PM	6:01:19 PM	0:00:14	0:00:14
Vehicle 93	6:07:15 PM	1	6:07:15 PM	6:11:52 PM	0:04:37	0:04:37
Vehicle 94	6:12:25 PM	1	6:12:25 PM	6:14:50 PM	0:02:25	0:02:25
Vehicle 95	6:14:31 PM	2	6:15:01 PM	6:15:23 PM	0:00:52	0:00:22
Vehicle 96	6:14:32 PM	3	6:15:32 PM	6:16:04 PM	0:01:32	0:00:32
Vehicle 97	6:16:02 PM	2	6:16:12 PM	6:16:35 PM	0:00:33	0:00:23
Vehicle 98	6:21:23 PM	1	6:21:23 PM	6:21:37 PM	0:00:14	0:00:14
Vehicle 99	6:25:57 PM	1	6:25:57 PM	6:26:28 PM	0:00:31	0:00:31
Vehicle 100	6:26:06 PM	2	6:26:35 PM	6:26:48 PM	0:00:42	0:00:13
Vehicle 101	6:28:22 PM	1	6:28:22 PM	6:29:28 PM	0:01:06	0:01:06
Vehicle 102	6:29:48 PM	1	6:29:48 PM	6:30:57 PM	0:01:09	0:01:09
Vehicle 103	6:30:30 PM	2	6:31:04 PM	6:31:15 PM	0:00:45	0:00:11
Vehicle 104	6:31:20 PM	1	6:31:20 PM	6:31:57 PM	0:00:37	0:00:37
Vehicle 105	6:31:26 PM	2	6:32:03 PM	6:32:44 PM	0:01:18	0:00:41
Vehicle 106	6:38:11 PM	1	6:38:11 PM	6:38:38 PM	0:00:27	0:00:27
Vehicle 107	6:48:41 PM	1	6:48:41 PM	6:49:00 PM	0:00:19	0:00:19
Vehicle 108	6:48:50 PM	2	6:49:07 PM	6:49:38 PM	0:00:48	0:00:31
Vehicle 109	6:49:17 PM	2	6:49:45 PM	6:50:28 PM	0:01:11	0:00:43
Vehicle 110	6:57:38 PM	1	6:57:38 PM	6:58:04 PM	0:00:26	0:00:26
Vehicle 111	6:59:51 PM	1	6:59:51 PM	7:00:15 PM	0:00:24	0:00:24
Vehicle 112	7:00:56 PM	1	7:00:56 PM	7:01:46 PM	0:00:50	0:00:50
Vehicle 113	7:02:48 PM	1	7:02:48 PM	7:03:26 PM	0:00:38	0:00:38
Vehicle 114	7:02:50 PM	2	7:03:36 PM	7:04:13 PM	0:01:23	0:00:37
Vehicle 115	7:07:26 PM	1	7:07:26 PM	7:08:30 PM	0:01:04	0:01:04
Vehicle 116	7:08:02 PM	2	7:08:39 PM	7:08:50 PM	0:00:48	0:00:11
Vehicle 117	7:10:54 PM	1	7:10:54 PM	7:11:27 PM	0:00:33	0:00:33
Vehicle 118	7:20:12 PM	1	7:20:12 PM	7:25:16 PM	0:05:04	0:05:04
Vehicle 119	7:22:21 PM	2	7:25:23 PM	7:25:49 PM	0:03:28	0:00:26
Vehicle 120	7:23:00 PM	3	7:25:57 PM	7:26:09 PM	0:03:09	0:00:12
Vehicle 121	7:25:01 PM	4	7:26:17 PM	7:27:29 PM	0:02:28	0:01:12
Vehicle 122	7:25:53 PM	3	7:27:36 PM	7:28:17 PM	0:02:24	0:00:41
Vehicle 123	7:26:42 PM	3	7:28:27 PM	7:29:13 PM	0:02:31	0:00:46
Vehicle 124	7:30:20 PM	1	7:30:20 PM	7:31:27 PM	0:01:07	0:01:07
Vehicle 125	7:31:10 PM	2	7:31:35 PM	7:34:01 PM	0:02:51	0:02:26
Vehicle 126	7:32:53 PM	2	7:34:08 PM	7:34:54 PM	0:02:01	0:00:46
Vehicle 127	7:32:59 PM	3	7:35:01 PM	7:37:36 PM	0:04:37	0:02:35
Vehicle 128	7:37:08 PM	2	7:37:43 PM	7:41:20 PM	0:04:12	0:03:37
Vehicle 129	7:46:30 PM	1	7:46:30 PM	7:47:27 PM	0:00:57	0:00:57
Vehicle 130	7:49:06 PM	1	7:49:06 PM	7:49:30 PM	0:00:24	0:00:24
Vehicle 131	7:51:08 PM	1	7:51:08 PM	7:55:21 PM	0:04:13	0:04:13
Vehicle 132	7:53:28 PM	2	7:55:26 PM	7:55:42 PM	0:02:14	0:00:16
Vehicle 133	7:54:31 PM	3	7:55:48 PM	7:56:06 PM	0:01:35	0:00:18
Vehicle 134	7:55:07 PM	4	7:56:13 PM	7:57:07 PM	0:02:00	0:00:54
Vehicle 135	8:00:39 PM	1	8:00:39 PM	8:01:14 PM	0:00:35	0:00:35
Vehicle 136	8:05:06 PM	1	8:05:06 PM	8:05:31 PM	0:00:25	0:00:25
Vehicle 137	8:06:50 PM	1	8:06:50 PM	8:07:53 PM	0:01:03	0:01:03
Vehicle 138	8:07:22 PM	2	8:08:05 PM	8:10:23 PM	0:03:01	0:02:18
Vehicle 139	8:11:40 PM	1	8:11:40 PM	8:12:00 PM	0:00:20	0:00:20
Vehicle 140	8:19:07 PM	1	8:19:07 PM	8:20:52 PM	0:01:45	0:01:45
Vehicle 141	8:24:49 PM	1	8:24:49 PM	8:26:51 PM	0:02:02	0:02:02
Vehicle 142	8:25:33 PM	2	8:27:11 PM	8:29:43 PM	0:04:10	0:02:32
Vehicle 143	8:26:28 PM	3	8:29:49 PM	8:30:08 PM	0:03:40	0:00:19
Vehicle 144	8:27:15 PM	3	8:30:15 PM	8:30:29 PM	0:03:14	0:00:14
Vehicle 145	8:28:27 PM	4	8:30:36 PM	8:37:23 PM	0:08:56	0:06:47
Vehicle 146	8:28:44 PM	5	8:37:29 PM	8:37:40 PM	0:08:56	0:00:11
Vehicle 147	8:31:56 PM	3	8:37:48 PM	8:41:09 PM	0:09:13	0:03:21
Vehicle 148	8:32:46 PM	4	8:41:15 PM	8:43:35 PM	0:10:49	0:02:20

Vehicle 149	8:35:14 PM	5	8:43:43 PM	8:47:35 PM	0:12:21	0:03:52
Vehicle 150	8:37:17 PM	6	8:47:42 PM	8:48:51 PM	0:11:34	0:01:09
Vehicle 151	8:41:27 PM	4	8:48:56 PM	8:49:19 PM	0:07:52	0:00:23
Vehicle 152	8:46:06 PM	4	8:49:26 PM	8:50:56 PM	0:04:50	0:01:30
Vehicle 153	8:50:07 PM	2	8:51:08 PM	8:55:36 PM	0:05:29	0:04:28
Vehicle 154	8:58:18 PM	1	8:58:18 PM	9:00:58 PM	0:02:40	0:02:40
Vehicle 155	8:58:45 PM	2	9:01:07 PM	9:03:01 PM	0:04:16	0:01:54
Vehicle 156	9:06:27 PM	1	9:06:27 PM	9:12:54 PM	0:06:27	0:06:27
Vehicle 157	9:09:29 PM	2	9:13:06 PM	9:18:30 PM	0:09:01	0:05:24
Vehicle 158	9:14:39 PM	2	9:18:37 PM	9:19:31 PM	0:04:52	0:00:54
Vehicle 159	9:20:26 PM	1	9:20:26 PM	9:25:36 PM	0:05:10	0:05:10
Vehicle 160	9:21:05 PM	2	9:25:43 PM	9:27:11 PM	0:06:06	0:01:28
Vehicle 161	9:28:51 PM	1	9:28:51 PM	9:30:50 PM	0:01:59	0:01:59
Vehicle 162	9:32:57 PM	1	9:32:57 PM	9:37:00 PM	0:04:03	0:04:03
Vehicle 163	9:48:41 PM	1	9:48:41 PM	9:49:01 PM	0:00:20	0:00:20
Vehicle 164	9:54:50 PM	1	9:54:50 PM	10:10:10 PM	0:15:20	0:15:20
Vehicle 165	10:07:03 PM	2	10:10:18 PM	10:11:28 PM	0:04:25	0:01:10
Vehicle 166	10:16:00 PM	1	10:16:00 PM	10:20:15 PM	0:04:15	0:04:15
Vehicle 167	10:20:28 PM	1	10:20:28 PM	10:20:45 PM	0:00:17	0:00:17
Vehicle 168	10:28:40 PM	1	10:28:40 PM	10:33:34 PM	0:04:54	0:04:54
Vehicle 169	10:47:03 PM	1	10:47:03 PM	10:50:13 PM	0:03:10	0:03:10

APPENDIX B
OBETZ CHIPOTLANE
DATA COLLECTION SPREADSHEETS

Restaurant Location:	5051 Groveport Rd, Obetz, OH 43207					
Data Collection Date:	Wednesday, May 29, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:56:26 AM	1	10:56:26 AM	10:57:22 AM	0:00:56	0:00:56
Vehicle 2	11:01:46 AM	1	11:01:46 AM	11:02:04 AM	0:00:18	0:00:18
Vehicle 3	11:02:12 AM	1	11:02:12 AM	11:02:30 AM	0:00:18	0:00:18
Vehicle 4	11:03:54 AM	1	11:03:54 AM	11:04:11 AM	0:00:17	0:00:17
Vehicle 5	11:04:00 AM	2	11:04:18 AM	11:04:27 AM	0:00:27	0:00:09
Vehicle 6	11:06:04 AM	1	11:06:04 AM	11:06:27 AM	0:00:23	0:00:23
Vehicle 7	11:13:20 AM	1	11:13:20 AM	11:14:34 AM	0:01:14	0:01:14
Vehicle 8	11:13:22 AM	2	11:14:44 AM	11:16:06 AM	0:02:44	0:01:22
Vehicle 9	11:13:55 AM	3	11:16:16 AM	11:17:47 AM	0:03:52	0:01:31
Vehicle 10	11:18:09 AM	1	11:18:09 AM	11:18:54 AM	0:00:45	0:00:45
Vehicle 11	11:29:55 AM	1	11:29:55 AM	11:31:53 AM	0:01:58	0:01:58
Vehicle 12	11:29:55 AM	2	11:32:01 AM	11:32:26 AM	0:02:31	0:00:25
Vehicle 13	11:34:57 AM	1	11:34:57 AM	11:36:26 AM	0:01:29	0:01:29
Vehicle 14	11:35:38 AM	2	11:36:34 AM	11:36:51 AM	0:01:13	0:00:17
Vehicle 15	11:35:44 AM	3	11:36:58 AM	11:37:36 AM	0:01:52	0:00:38
Vehicle 16	11:39:38 AM	1	11:39:38 AM	11:39:55 AM	0:00:17	0:00:17
Vehicle 17	11:40:09 AM	1	11:40:09 AM	11:40:54 AM	0:00:45	0:00:45
Vehicle 18	11:40:51 AM	2	11:40:59 AM	11:41:06 AM	0:00:15	0:00:07
Vehicle 19	11:43:19 AM	1	11:43:19 AM	11:43:50 AM	0:00:31	0:00:31
Vehicle 20	11:44:00 AM	1	11:44:00 AM	11:44:24 AM	0:00:24	0:00:24
Vehicle 21	11:44:02 AM	2	11:44:29 AM	11:45:26 AM	0:01:24	0:00:57
Vehicle 22	11:45:59 AM	1	11:45:59 AM	11:46:48 AM	0:00:49	0:00:49
Vehicle 23	11:46:07 AM	2	11:46:57 AM	11:50:02 AM	0:03:55	0:03:05
Vehicle 24	11:51:19 AM	1	11:51:19 AM	11:54:39 AM	0:03:20	0:03:20
Vehicle 25	11:55:28 AM	1	11:55:28 AM	11:55:59 AM	0:00:31	0:00:31
Vehicle 26	11:56:26 AM	1	11:56:26 AM	11:56:49 AM	0:00:23	0:00:23
Vehicle 27	11:58:48 AM	1	11:58:48 AM	11:59:06 AM	0:00:18	0:00:18
Vehicle 28	12:00:14 PM	1	12:00:14 PM	12:00:41 PM	0:00:27	0:00:27
Vehicle 29	12:00:22 PM	2	12:00:56 PM	12:01:31 PM	0:01:09	0:00:35
Vehicle 30	12:03:41 PM	1	12:03:41 PM	12:04:03 PM	0:00:22	0:00:22
Vehicle 31	12:06:09 PM	1	12:06:09 PM	12:06:30 PM	0:00:21	0:00:21
Vehicle 32	12:06:44 PM	1	12:06:44 PM	12:07:35 PM	0:00:51	0:00:51
Vehicle 33	12:06:46 PM	2	12:07:41 PM	12:08:18 PM	0:01:32	0:00:37
Vehicle 34	12:09:27 PM	1	12:09:27 PM	12:09:47 PM	0:00:20	0:00:20
Vehicle 35	12:09:31 PM	2	12:09:59 PM	12:11:42 PM	0:02:11	0:01:43
Vehicle 36	12:10:34 PM	2	12:11:50 PM	12:12:16 PM	0:01:42	0:00:26
Vehicle 37	12:11:05 PM	3	12:12:30 PM	12:13:02 PM	0:01:57	0:00:32
Vehicle 38	12:12:34 PM	2	12:13:09 PM	12:13:22 PM	0:00:48	0:00:13
Vehicle 39	12:16:08 PM	1	12:16:08 PM	12:16:31 PM	0:00:23	0:00:23
Vehicle 40	12:20:03 PM	1	12:20:03 PM	12:20:54 PM	0:00:51	0:00:51
Vehicle 41	12:25:59 PM	1	12:25:59 PM	12:26:23 PM	0:00:24	0:00:24
Vehicle 42	12:27:02 PM	1	12:27:02 PM	12:29:05 PM	0:02:03	0:02:03
Vehicle 43	12:28:58 PM	2	12:29:13 PM	12:30:35 PM	0:01:37	0:01:22
Vehicle 44	12:33:54 PM	1	12:33:54 PM	12:35:10 PM	0:01:16	0:01:16
Vehicle 45	12:34:16 PM	2	12:35:18 PM	12:36:54 PM	0:02:38	0:01:36
Vehicle 46	12:34:51 PM	3	12:36:59 PM	12:37:49 PM	0:02:58	0:00:50
Vehicle 47	12:35:23 PM	3	12:37:58 PM	12:39:49 PM	0:04:26	0:01:51
Vehicle 48	12:38:54 PM	2	12:39:56 PM	12:40:12 PM	0:01:18	0:00:16
Vehicle 49	12:38:54 PM	3	12:40:18 PM	12:40:37 PM	0:01:43	0:00:19
Vehicle 50	12:43:16 PM	1	12:43:16 PM	12:43:51 PM	0:00:35	0:00:35
Vehicle 51	12:46:09 PM	1	12:46:09 PM	12:46:24 PM	0:00:15	0:00:15
Vehicle 52	12:46:31 PM	1	12:46:31 PM	12:46:48 PM	0:00:17	0:00:17
Vehicle 53	12:49:20 PM	1	12:49:20 PM	12:49:47 PM	0:00:27	0:00:27
Vehicle 54	12:55:26 PM	1	12:55:26 PM	12:55:38 PM	0:00:12	0:00:12
Vehicle 55	12:56:37 PM	1	12:56:37 PM	12:57:05 PM	0:00:28	0:00:28
Vehicle 56	1:00:34 PM	1	1:00:34 PM	1:01:09 PM	0:00:35	0:00:35
Vehicle 57	1:02:46 PM	1	1:02:46 PM	1:03:13 PM	0:00:27	0:00:27
Vehicle 58	1:02:49 PM	2	1:03:23 PM	1:04:02 PM	0:01:13	0:00:39
Vehicle 59	1:12:21 PM	1	1:12:21 PM	1:12:41 PM	0:00:20	0:00:20
Vehicle 60	1:15:23 PM	1	1:15:23 PM	1:15:59 PM	0:00:36	0:00:36
Vehicle 61	1:17:39 PM	1	1:17:39 PM	1:19:26 PM	0:01:47	0:01:47
Vehicle 62	1:22:40 PM	1	1:22:40 PM	1:23:12 PM	0:00:32	0:00:32
Vehicle 63	1:30:11 PM	1	1:30:11 PM	1:30:52 PM	0:00:41	0:00:41
Vehicle 64	1:31:30 PM	1	1:31:30 PM	1:31:50 PM	0:00:20	0:00:20
Vehicle 65	1:32:31 PM	1	1:32:31 PM	1:33:05 PM	0:00:34	0:00:34
Vehicle 66	1:45:22 PM	1	1:45:22 PM	1:45:35 PM	0:00:13	0:00:13
Vehicle 67	1:51:29 PM	1	1:51:29 PM	1:52:28 PM	0:00:59	0:00:59
Vehicle 68	1:54:01 PM	1	1:54:01 PM	1:55:00 PM	0:00:59	0:00:59
Vehicle 69	1:56:32 PM	1	1:56:32 PM	1:57:52 PM	0:01:20	0:01:20
Vehicle 70	2:14:51 PM	1	2:14:51 PM	2:16:16 PM	0:01:25	0:01:25
Vehicle 71	2:15:43 PM	2	2:16:22 PM	2:17:05 PM	0:01:22	0:00:43
Vehicle 72	2:19:28 PM	1	2:19:28 PM	2:19:48 PM	0:00:20	0:00:20

Vehicle 73	2:25:44 PM	1	2:25:44 PM	2:26:38 PM	0:00:54	0:00:54
Vehicle 74	2:28:56 PM	1	2:28:56 PM	2:29:39 PM	0:00:43	0:00:43
Vehicle 75	2:33:52 PM	1	2:33:52 PM	2:34:08 PM	0:00:16	0:00:16
Vehicle 76	2:43:05 PM	1	2:43:05 PM	2:43:53 PM	0:00:48	0:00:48
Vehicle 77	2:44:18 PM	1	2:44:18 PM	2:44:31 PM	0:00:13	0:00:13
Vehicle 78	2:58:54 PM	1	2:58:54 PM	2:59:18 PM	0:00:24	0:00:24
Vehicle 79	2:59:25 PM	1	2:59:25 PM	3:00:10 PM	0:00:45	0:00:45
Vehicle 80	3:04:19 PM	1	3:04:19 PM	3:05:16 PM	0:00:57	0:00:57
Vehicle 81	3:04:57 PM	2	3:05:24 PM	3:05:38 PM	0:00:41	0:00:14
Vehicle 82	3:12:17 PM	1	3:12:17 PM	3:12:59 PM	0:00:42	0:00:42
Vehicle 83	3:30:03 PM	1	3:30:03 PM	3:30:18 PM	0:00:15	0:00:15
Vehicle 84	3:31:27 PM	1	3:31:27 PM	3:31:47 PM	0:00:20	0:00:20
Vehicle 85	4:01:06 PM	1	4:01:06 PM	4:01:23 PM	0:00:17	0:00:17
Vehicle 86	4:18:42 PM	1	4:18:42 PM	4:19:44 PM	0:01:02	0:01:02
Vehicle 87	4:18:44 PM	2	4:19:53 PM	4:20:22 PM	0:01:38	0:00:29
Vehicle 88	4:21:38 PM	1	4:21:38 PM	4:23:57 PM	0:02:19	0:02:19
Vehicle 89	4:29:29 PM	1	4:29:29 PM	4:29:52 PM	0:00:23	0:00:23
Vehicle 90	4:34:35 PM	1	4:34:35 PM	4:35:17 PM	0:00:42	0:00:42
Vehicle 91	4:42:47 PM	1	4:42:47 PM	4:44:06 PM	0:01:19	0:01:19
Vehicle 92	4:47:27 PM	1	4:47:27 PM	4:47:43 PM	0:00:16	0:00:16
Vehicle 93	4:59:35 PM	1	4:59:35 PM	5:04:13 PM	0:04:38	0:04:38
Vehicle 94	5:06:50 PM	1	5:06:50 PM	5:07:04 PM	0:00:14	0:00:14
Vehicle 95	5:13:02 PM	1	5:13:02 PM	5:14:20 PM	0:01:18	0:01:18
Vehicle 96	5:16:27 PM	1	5:16:27 PM	5:16:55 PM	0:00:28	0:00:28
Vehicle 97	5:21:25 PM	1	5:21:25 PM	5:22:08 PM	0:00:43	0:00:43
Vehicle 98	5:25:00 PM	1	5:25:00 PM	5:25:25 PM	0:00:25	0:00:25
Vehicle 99	5:33:31 PM	1	5:33:31 PM	5:34:13 PM	0:00:42	0:00:42
Vehicle 100	5:33:33 PM	2	5:34:24 PM	5:34:41 PM	0:01:08	0:00:17
Vehicle 101	5:35:13 PM	1	5:35:13 PM	5:35:41 PM	0:00:28	0:00:28
Vehicle 102	5:38:48 PM	1	5:38:48 PM	5:39:28 PM	0:00:40	0:00:40
Vehicle 103	5:41:52 PM	1	5:41:52 PM	5:42:34 PM	0:00:42	0:00:42
Vehicle 104	5:44:00 PM	1	5:44:00 PM	5:44:43 PM	0:00:43	0:00:43
Vehicle 105	5:47:52 PM	1	5:47:52 PM	5:48:15 PM	0:00:23	0:00:23
Vehicle 106	5:52:03 PM	1	5:52:03 PM	5:52:25 PM	0:00:22	0:00:22
Vehicle 107	5:52:06 PM	2	5:52:31 PM	5:53:47 PM	0:01:41	0:01:16
Vehicle 108	5:59:28 PM	1	5:59:28 PM	5:59:45 PM	0:00:17	0:00:17
Vehicle 109	6:00:11 PM	1	6:00:11 PM	6:00:29 PM	0:00:18	0:00:18
Vehicle 110	6:04:31 PM	1	6:04:31 PM	6:04:53 PM	0:00:22	0:00:22
Vehicle 111	6:13:32 PM	1	6:13:32 PM	6:13:59 PM	0:00:27	0:00:27
Vehicle 112	6:14:04 PM	1	6:14:04 PM	6:14:55 PM	0:00:51	0:00:51
Vehicle 113	6:15:45 PM	1	6:15:45 PM	6:16:34 PM	0:00:49	0:00:49
Vehicle 114	6:19:55 PM	1	6:19:55 PM	6:20:38 PM	0:00:43	0:00:43
Vehicle 115	6:39:39 PM	1	6:39:39 PM	6:40:57 PM	0:01:18	0:01:18
Vehicle 116	6:47:04 PM	1	6:47:04 PM	6:47:57 PM	0:00:53	0:00:53
Vehicle 117	6:49:39 PM	1	6:49:39 PM	6:50:16 PM	0:00:37	0:00:37
Vehicle 118	6:53:06 PM	1	6:53:06 PM	6:53:47 PM	0:00:41	0:00:41
Vehicle 119	7:01:27 PM	1	7:01:27 PM	7:02:09 PM	0:00:42	0:00:42
Vehicle 120	7:02:03 PM	2	7:02:16 PM	7:02:31 PM	0:00:28	0:00:15
Vehicle 121	7:07:48 PM	1	7:07:48 PM	7:08:13 PM	0:00:25	0:00:25
Vehicle 122	7:08:28 PM	1	7:08:28 PM	7:09:44 PM	0:01:16	0:01:16
Vehicle 123	7:27:41 PM	1	7:27:41 PM	7:27:57 PM	0:00:16	0:00:16
Vehicle 124	7:30:00 PM	1	7:30:00 PM	7:30:57 PM	0:00:57	0:00:57
Vehicle 125	7:33:06 PM	1	7:33:06 PM	7:34:05 PM	0:00:59	0:00:59
Vehicle 126	7:33:44 PM	2	7:34:13 PM	7:34:39 PM	0:00:55	0:00:26
Vehicle 127	7:34:17 PM	2	7:34:47 PM	7:35:18 PM	0:01:01	0:00:31
Vehicle 128	7:34:31 PM	3	7:35:26 PM	7:35:46 PM	0:01:15	0:00:20
Vehicle 129	7:36:36 PM	1	7:36:36 PM	7:36:45 PM	0:00:09	0:00:09
Vehicle 130	7:42:53 PM	1	7:42:53 PM	7:43:10 PM	0:00:17	0:00:17
Vehicle 131	7:43:17 PM	1	7:43:17 PM	7:43:46 PM	0:00:29	0:00:29
Vehicle 132	7:45:20 PM	1	7:45:20 PM	7:45:41 PM	0:00:21	0:00:21
Vehicle 133	7:55:21 PM	1	7:55:21 PM	7:55:53 PM	0:00:32	0:00:32
Vehicle 134	7:55:37 PM	2	7:55:59 PM	7:56:32 PM	0:00:55	0:00:33
Vehicle 135	7:56:03 PM	2	7:56:43 PM	7:56:55 PM	0:00:52	0:00:12
Vehicle 136	7:59:22 PM	1	7:59:22 PM	8:01:15 PM	0:01:53	0:01:53
Vehicle 137	8:04:51 PM	1	8:04:51 PM	8:05:17 PM	0:00:26	0:00:26
Vehicle 138	8:18:54 PM	1	8:18:54 PM	8:20:36 PM	0:01:42	0:01:42
Vehicle 139	8:20:10 PM	1	8:20:45 PM	8:22:08 PM	0:01:58	0:01:23
Vehicle 140	8:24:22 PM	1	8:24:22 PM	8:27:50 PM	0:03:28	0:03:28
Vehicle 141	8:29:40 PM	1	8:29:40 PM	8:31:19 PM	0:01:39	0:01:39
Vehicle 142	8:30:57 PM	2	8:31:27 PM	8:31:52 PM	0:00:55	0:00:25
Vehicle 143	8:31:06 PM	3	8:32:00 PM	8:32:46 PM	0:01:40	0:00:46
Vehicle 144	8:46:45 PM	1	8:46:45 PM	8:47:27 PM	0:00:42	0:00:42
Vehicle 145	9:02:52 PM	1	9:02:52 PM	9:04:18 PM	0:01:26	0:01:26
Vehicle 146	9:08:40 PM	1	9:08:40 PM	9:09:24 PM	0:00:44	0:00:44
Vehicle 147	9:09:42 PM	1	9:09:42 PM	9:11:54 PM	0:02:12	0:02:12
Vehicle 148	9:13:14 PM	1	9:13:14 PM	9:13:57 PM	0:00:43	0:00:43

Vehicle 149	9:24:21 PM	1	9:24:21 PM	9:24:48 PM	0:00:27	0:00:27
Vehicle 150	9:31:34 PM	1	9:31:34 PM	9:35:04 PM	0:03:30	0:03:30
Vehicle 151	9:38:44 PM	1	9:38:44 PM	9:39:16 PM	0:00:32	0:00:32
Vehicle 152	9:43:44 PM	1	9:43:44 PM	9:46:07 PM	0:02:23	0:02:23
Vehicle 153	9:46:35 PM	1	9:46:35 PM	9:49:42 PM	0:03:07	0:03:07
Vehicle 154	10:39:17 PM	1	10:39:17 PM	10:39:35 PM	0:00:18	0:00:18
Vehicle 155	10:49:10 PM	1	10:49:10 PM	10:49:39 PM	0:00:29	0:00:29
Vehicle 156	10:57:23 PM	1	10:57:23 PM	10:59:08 PM	0:01:45	0:01:45
Vehicle 157	11:10:43 PM	1	11:10:43 PM	11:10:53 PM	0:00:10	0:00:10
Vehicle 158	11:21:21 PM	1	11:21:21 PM	11:22:39 PM	0:01:18	0:01:18
Vehicle 159	11:26:32 PM	1	11:26:32 PM	11:26:55 PM	0:00:23	0:00:23

Restaurant Location:	5051 Groveport Rd, Obetz, OH 43207					
Data Collection Date:	Thursday, May 30, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:32:44 AM	1	10:32:44 AM	10:39:01 AM	0:06:17	0:06:17
Vehicle 2	10:45:11 AM	1	10:45:11 AM	10:45:36 AM	0:00:25	0:00:25
Vehicle 3	10:54:34 AM	1	10:54:34 AM	10:55:19 AM	0:00:45	0:00:45
Vehicle 4	10:55:44 AM	1	10:55:44 AM	10:56:04 AM	0:00:20	0:00:20
Vehicle 5	10:59:00 AM	1	10:59:00 AM	11:03:09 AM	0:04:09	0:04:09
Vehicle 6	11:02:18 AM	2	11:03:09 AM	11:05:15 AM	0:02:57	0:02:06
Vehicle 7	11:07:34 AM	1	11:07:34 AM	11:07:54 AM	0:00:20	0:00:20
Vehicle 8	11:07:35 AM	2	11:08:00 AM	11:08:40 AM	0:01:05	0:00:40
Vehicle 9	11:08:27 AM	2	11:08:48 AM	11:09:06 AM	0:00:39	0:00:18
Vehicle 10	11:10:01 AM	1	11:10:01 AM	11:10:26 AM	0:00:25	0:00:25
Vehicle 11	11:10:38 AM	1	11:10:38 AM	11:12:05 AM	0:01:27	0:01:27
Vehicle 12	11:18:08 AM	1	11:18:08 AM	11:18:57 AM	0:00:49	0:00:49
Vehicle 13	11:18:46 AM	2	11:19:03 AM	11:19:25 AM	0:00:39	0:00:22
Vehicle 14	11:20:31 AM	1	11:20:31 AM	11:21:18 AM	0:00:47	0:00:47
Vehicle 15	11:27:10 AM	1	11:27:10 AM	11:28:18 AM	0:01:08	0:01:08
Vehicle 16	11:29:42 AM	1	11:29:42 AM	11:30:10 AM	0:00:28	0:00:28
Vehicle 17	11:30:51 AM	1	11:30:51 AM	11:32:03 AM	0:01:12	0:01:12
Vehicle 18	11:30:58 AM	2	11:32:10 AM	11:32:24 AM	0:01:26	0:00:14
Vehicle 19	11:31:15 AM	3	11:32:37 AM	11:32:49 AM	0:01:34	0:00:12
Vehicle 20	11:31:54 AM	4	11:32:56 AM	11:33:41 AM	0:01:47	0:00:45
Vehicle 21	11:34:26 AM	1	11:34:26 AM	11:34:54 AM	0:00:28	0:00:28
Vehicle 22	11:36:32 AM	1	11:36:32 AM	11:37:48 AM	0:01:16	0:01:16
Vehicle 23	11:36:49 AM	2	11:37:55 AM	11:38:05 AM	0:01:16	0:00:10
Vehicle 24	11:41:40 AM	1	11:41:40 AM	11:42:20 AM	0:00:40	0:00:40
Vehicle 25	11:42:42 AM	1	11:42:42 AM	11:43:02 AM	0:00:20	0:00:20
Vehicle 26	11:43:46 AM	1	11:43:46 AM	11:44:17 AM	0:00:31	0:00:31
Vehicle 27	11:43:50 AM	2	11:44:31 AM	11:45:02 AM	0:01:12	0:00:31
Vehicle 28	11:48:11 AM	1	11:48:11 AM	11:50:04 AM	0:01:53	0:01:53
Vehicle 29	11:55:17 AM	1	11:55:17 AM	11:55:54 AM	0:00:37	0:00:37
Vehicle 30	11:57:41 AM	1	11:57:41 AM	12:00:55 PM	0:03:14	0:03:14
Vehicle 31	11:58:03 AM	2	12:01:34 PM	12:03:11 PM	0:05:08	0:01:37
Vehicle 32	11:59:42 AM	3	12:03:17 PM	12:03:47 PM	0:04:05	0:00:30
Vehicle 33	11:59:45 AM	4	12:03:55 PM	12:04:14 PM	0:04:29	0:00:19
Vehicle 34	12:00:15 PM	5	12:04:19 PM	12:04:29 PM	0:04:14	0:00:10
Vehicle 35	12:01:19 PM	5	12:04:35 PM	12:04:58 PM	0:03:39	0:00:23
Vehicle 36	12:07:28 PM	1	12:07:28 PM	12:08:30 PM	0:01:02	0:01:02
Vehicle 37	12:07:34 PM	2	12:08:37 PM	12:10:08 PM	0:02:34	0:01:31
Vehicle 38	12:09:26 PM	2	12:10:24 PM	12:10:39 PM	0:01:13	0:00:15
Vehicle 39	12:11:32 PM	1	12:11:32 PM	12:11:54 PM	0:00:22	0:00:22
Vehicle 40	12:12:54 PM	1	12:12:54 PM	12:13:40 PM	0:00:46	0:00:46
Vehicle 41	12:14:41 PM	1	12:14:41 PM	12:15:42 PM	0:01:01	0:01:01
Vehicle 42	12:14:58 PM	2	12:15:48 PM	12:17:21 PM	0:02:23	0:01:33
Vehicle 43	12:20:11 PM	1	12:20:11 PM	12:20:34 PM	0:00:23	0:00:23
Vehicle 44	12:20:14 PM	2	12:20:41 PM	12:20:51 PM	0:00:37	0:00:10
Vehicle 45	12:22:00 PM	1	12:22:00 PM	12:23:06 PM	0:01:06	0:01:06
Vehicle 46	12:22:38 PM	2	12:23:14 PM	12:27:51 PM	0:05:13	0:04:37
Vehicle 47	12:22:48 PM	3	12:28:00 PM	12:29:07 PM	0:06:19	0:01:07
Vehicle 48	12:23:23 PM	3	12:29:22 PM	12:29:39 PM	0:06:16	0:00:17
Vehicle 49	12:28:23 PM	3	12:29:56 PM	12:30:57 PM	0:02:34	0:01:01
Vehicle 50	12:29:26 PM	3	12:31:03 PM	12:31:17 PM	0:01:51	0:00:14
Vehicle 51	12:34:48 PM	1	12:34:48 PM	12:36:38 PM	0:01:50	0:01:50
Vehicle 52	12:38:24 PM	1	12:38:24 PM	12:39:39 PM	0:01:15	0:01:15
Vehicle 53	12:38:46 PM	2	12:39:48 PM	12:40:05 PM	0:01:19	0:00:17
Vehicle 54	12:42:52 PM	1	12:42:52 PM	12:43:24 PM	0:00:32	0:00:32
Vehicle 55	12:56:02 PM	1	12:56:02 PM	12:56:20 PM	0:00:18	0:00:18
Vehicle 56	12:58:14 PM	1	12:58:14 PM	12:58:54 PM	0:00:40	0:00:40
Vehicle 57	12:59:25 PM	1	12:59:25 PM	1:00:06 PM	0:00:41	0:00:41
Vehicle 58	1:02:50 PM	1	1:02:50 PM	1:03:06 PM	0:00:16	0:00:16
Vehicle 59	1:06:23 PM	1	1:06:23 PM	1:06:40 PM	0:00:17	0:00:17
Vehicle 60	1:11:51 PM	1	1:11:51 PM	1:12:16 PM	0:00:25	0:00:25
Vehicle 61	1:12:24 PM	1	1:12:24 PM	1:12:49 PM	0:00:25	0:00:25
Vehicle 62	1:16:46 PM	1	1:16:46 PM	1:16:48 PM	0:00:02	0:00:02
Vehicle 63	1:20:49 PM	1	1:20:49 PM	1:22:36 PM	0:01:47	0:01:47
Vehicle 64	1:27:45 PM	1	1:27:45 PM	1:32:38 PM	0:04:53	0:04:53
Vehicle 65	1:29:57 PM	3	1:32:47 PM	1:33:18 PM	0:03:21	0:00:31
Vehicle 66	1:30:42 PM	4	1:33:24 PM	1:34:06 PM	0:03:24	0:00:42
Vehicle 67	1:42:52 PM	1	1:42:52 PM	1:43:10 PM	0:00:18	0:00:18
Vehicle 68	1:43:21 PM	1	1:43:21 PM	1:43:38 PM	0:00:17	0:00:17
Vehicle 69	1:47:51 PM	1	1:47:51 PM	1:49:00 PM	0:01:09	0:01:09
Vehicle 70	1:52:57 PM	1	1:52:57 PM	1:54:11 PM	0:01:14	0:01:14
Vehicle 71	2:01:03 PM	1	2:01:03 PM	2:02:58 PM	0:01:55	0:01:55
Vehicle 72	2:10:42 PM	1	2:10:42 PM	2:11:08 PM	0:00:26	0:00:26

Vehicle 73	2:16:19 PM	1	2:16:19 PM	2:17:34 PM	0:01:15	0:01:15
Vehicle 74	2:17:14 PM	2	2:17:43 PM	2:17:52 PM	0:00:38	0:00:09
Vehicle 75	2:18:39 PM	1	2:18:39 PM	2:19:13 PM	0:00:34	0:00:34
Vehicle 76	2:19:35 PM		2:19:35 PM	2:23:34 PM	0:03:59	0:03:59
Vehicle 77	2:24:16 PM	1	2:24:16 PM	2:25:42 PM	0:01:26	0:01:26
Vehicle 78	2:33:51 PM	1	2:33:51 PM	2:34:10 PM	0:00:19	0:00:19
Vehicle 79	2:42:15 PM	1	2:42:15 PM	2:42:54 PM	0:00:39	0:00:39
Vehicle 80	2:42:19 PM	2	2:43:01 PM	2:43:32 PM	0:01:13	0:00:31
Vehicle 81	2:46:33 PM		2:46:33 PM	2:47:01 PM	0:00:28	0:00:28
Vehicle 82	2:57:22 PM	1	2:57:22 PM	2:58:16 PM	0:00:54	0:00:54
Vehicle 83	3:01:21 PM	1	3:01:21 PM	3:01:58 PM	0:00:37	0:00:37
Vehicle 84	3:17:33 PM	1	3:17:33 PM	3:18:02 PM	0:00:29	0:00:29
Vehicle 85	3:19:13 PM	1	3:19:13 PM	3:22:10 PM	0:02:57	0:02:57
Vehicle 86	3:21:49 PM	2	3:22:22 PM	3:23:12 PM	0:01:23	0:00:50
Vehicle 87	3:44:10 PM	1	3:44:10 PM	3:44:34 PM	0:00:24	0:00:24
Vehicle 88	3:59:05 PM	1	3:59:05 PM	4:02:25 PM	0:03:20	0:03:20
Vehicle 89	4:09:09 PM	1	4:09:09 PM	4:09:21 PM	0:00:12	0:00:12
Vehicle 90	4:14:24 PM	1	4:14:24 PM	4:15:29 PM	0:01:05	0:01:05
Vehicle 91	4:28:37 PM	1	4:28:37 PM	4:28:58 PM	0:00:21	0:00:21
Vehicle 92	4:32:58 PM	1	4:32:58 PM	4:37:17 PM	0:04:19	0:04:19
Vehicle 93	4:40:21 PM	1	4:40:21 PM	4:42:31 PM	0:02:10	0:02:10
Vehicle 94	4:52:24 PM	1	4:52:24 PM	4:54:37 PM	0:02:13	0:02:13
Vehicle 95	4:57:12 PM	1	4:57:12 PM	4:59:07 PM	0:01:55	0:01:55
Vehicle 96	4:59:23 PM	1	4:59:23 PM	4:59:51 PM	0:00:28	0:00:28
Vehicle 97	5:00:24 PM	1	5:00:24 PM	5:00:54 PM	0:00:30	0:00:30
Vehicle 98	5:04:27 PM	1	5:04:27 PM	5:04:58 PM	0:00:31	0:00:31
Vehicle 99	5:07:38 PM	1	5:07:38 PM	5:07:53 PM	0:00:15	0:00:15
Vehicle 100	5:08:53 PM	1	5:08:53 PM	5:09:29 PM	0:00:36	0:00:36
Vehicle 101	5:26:58 PM	1	5:26:58 PM	5:27:33 PM	0:00:35	0:00:35
Vehicle 102	5:27:01 PM	2	5:27:41 PM	5:28:03 PM	0:01:02	0:00:22
Vehicle 103	5:27:16 PM	3	5:28:10 PM	5:29:31 PM	0:02:15	0:01:21
Vehicle 104	5:31:11 PM	1	5:31:11 PM	5:31:56 PM	0:00:45	0:00:45
Vehicle 105	5:37:43 PM	1	5:37:43 PM	5:38:23 PM	0:00:40	0:00:40
Vehicle 106	5:40:53 PM	1	5:40:53 PM	5:41:08 PM	0:00:15	0:00:15
Vehicle 107	5:42:48 PM	1	5:42:48 PM	5:45:41 PM	0:02:53	0:02:53
Vehicle 108	5:44:49 PM	2	5:45:48 PM	5:48:59 PM	0:04:10	0:03:11
Vehicle 109	5:45:09 PM	3	5:49:07 PM	5:49:45 PM	0:04:36	0:00:38
Vehicle 110	5:48:14 PM	3	5:49:52 PM	5:50:39 PM	0:02:25	0:00:47
Vehicle 111	5:52:18 PM	1	5:52:18 PM	5:52:39 PM	0:00:21	0:00:21
Vehicle 112	5:53:20 PM	1	5:53:20 PM	5:53:45 PM	0:00:25	0:00:25
Vehicle 113	5:54:18 PM	1	5:54:18 PM	5:54:40 PM	0:00:22	0:00:22
Vehicle 114	5:55:10 PM	1	5:55:10 PM	5:55:32 PM	0:00:22	0:00:22
Vehicle 115	5:58:54 PM	1	5:58:54 PM	5:59:19 PM	0:00:25	0:00:25
Vehicle 116	5:59:41 PM	1	5:59:41 PM	6:00:37 PM	0:00:56	0:00:56
Vehicle 117	6:02:21 PM	1	6:02:21 PM	6:02:37 PM	0:00:16	0:00:16
Vehicle 118	6:11:23 PM	1	6:11:23 PM	6:12:13 PM	0:00:50	0:00:50
Vehicle 119	6:27:47 PM	1	6:27:47 PM	6:28:12 PM	0:00:25	0:00:25
Vehicle 120	6:33:24 PM	1	6:33:24 PM	6:33:45 PM	0:00:21	0:00:21
Vehicle 121	6:41:02 PM	1	6:41:02 PM	6:41:19 PM	0:00:17	0:00:17
Vehicle 122	6:46:41 PM	1	6:46:41 PM	6:47:27 PM	0:00:46	0:00:46
Vehicle 123	6:47:36 PM	1	6:47:36 PM	6:47:53 PM	0:00:17	0:00:17
Vehicle 124	6:56:06 PM	1	6:56:06 PM	6:56:39 PM	0:00:33	0:00:33
Vehicle 125	6:56:16 PM	2	6:56:45 PM	6:57:12 PM	0:00:56	0:00:27
Vehicle 126	6:58:56 PM	1	6:58:56 PM	6:59:49 PM	0:00:53	0:00:53
Vehicle 127	7:00:50 PM	1	7:00:50 PM	7:01:17 PM	0:00:27	0:00:27
Vehicle 128	7:11:29 PM	1	7:11:29 PM	7:12:43 PM	0:01:14	0:01:14
Vehicle 129	7:13:13 PM	1	7:13:13 PM	7:13:54 PM	0:00:41	0:00:41
Vehicle 130	7:16:49 PM	1	7:16:49 PM	7:17:11 PM	0:00:22	0:00:22
Vehicle 131	7:24:04 PM	1	7:24:04 PM	7:24:24 PM	0:00:20	0:00:20
Vehicle 132	7:24:57 PM	1	7:24:57 PM	7:25:12 PM	0:00:15	0:00:15
Vehicle 133	7:25:01 PM	2	7:25:23 PM	7:26:34 PM	0:01:33	0:01:11
Vehicle 134	7:37:05 PM	1	7:37:05 PM	7:37:48 PM	0:00:43	0:00:43
Vehicle 135	7:39:38 PM	1	7:39:38 PM	7:41:15 PM	0:01:37	0:01:37
Vehicle 136	7:39:58 PM	2	7:41:22 PM	7:41:50 PM	0:01:52	0:00:28
Vehicle 137	7:45:16 PM	1	7:45:16 PM	7:45:50 PM	0:00:34	0:00:34
Vehicle 138	7:46:04 PM	1	7:46:04 PM	7:46:54 PM	0:00:50	0:00:50
Vehicle 139	7:46:35 PM	2	7:47:03 PM	7:47:19 PM	0:00:44	0:00:16
Vehicle 140	7:51:17 PM	1	7:51:17 PM	7:53:24 PM	0:02:07	0:02:07
Vehicle 141	8:00:28 PM	1	8:00:28 PM	8:01:05 PM	0:00:37	0:00:37
Vehicle 142	8:05:20 PM	1	8:05:20 PM	8:06:32 PM	0:01:12	0:01:12
Vehicle 143	8:11:11 PM	1	8:11:11 PM	8:12:28 PM	0:01:17	0:01:17
Vehicle 144	8:17:53 PM	1	8:17:53 PM	8:18:21 PM	0:00:28	0:00:28
Vehicle 145	8:20:50 PM	1	8:20:50 PM	8:22:39 PM	0:01:49	0:01:49
Vehicle 146	8:23:21 PM	1	8:23:21 PM	8:25:29 PM	0:02:08	0:02:08
Vehicle 147	8:27:58 PM	1	8:27:58 PM	8:33:27 PM	0:05:29	0:05:29
Vehicle 148	8:30:52 PM	2	8:33:36 PM	8:41:48 PM	0:10:56	0:08:12

Vehicle 149	8:38:40 PM	2	8:41:57 PM	8:44:00 PM	0:05:20	0:02:03
Vehicle 150	8:55:52 PM	1	8:55:52 PM	8:58:24 PM	0:02:32	0:02:32
Vehicle 151	9:07:06 PM	1	9:07:06 PM	9:08:22 PM	0:01:16	0:01:16
Vehicle 152	9:08:17 PM	2	9:08:35 PM	9:13:35 PM	0:05:18	0:05:00
Vehicle 153	9:13:51 PM	1	9:13:51 PM	9:14:27 PM	0:00:36	0:00:36
Vehicle 154	9:18:57 PM	1	9:18:57 PM	9:20:28 PM	0:01:31	0:01:31
Vehicle 155	9:32:19 PM	1	9:32:19 PM	9:33:01 PM	0:00:42	0:00:42
Vehicle 156	9:32:23 PM	2	9:33:08 PM	9:33:25 PM	0:01:02	0:00:17
Vehicle 157	9:38:49 PM	1	9:38:49 PM	9:40:05 PM	0:01:16	0:01:16
Vehicle 158	9:49:28 PM	1	9:49:28 PM	9:50:16 PM	0:00:48	0:00:48
Vehicle 159	9:55:59 PM	1	9:55:59 PM	9:56:17 PM	0:00:18	0:00:18
Vehicle 160	10:12:03 PM	1	10:12:03 PM	10:12:32 PM	0:00:29	0:00:29
Vehicle 161	10:33:16 PM	1	10:33:16 PM	10:33:55 PM	0:00:39	0:00:39
Vehicle 162	10:49:22 PM	1	10:49:22 PM	10:49:37 PM	0:00:15	0:00:15
Vehicle 163	11:03:19 PM	1	11:03:19 PM	11:03:45 PM	0:00:26	0:00:26

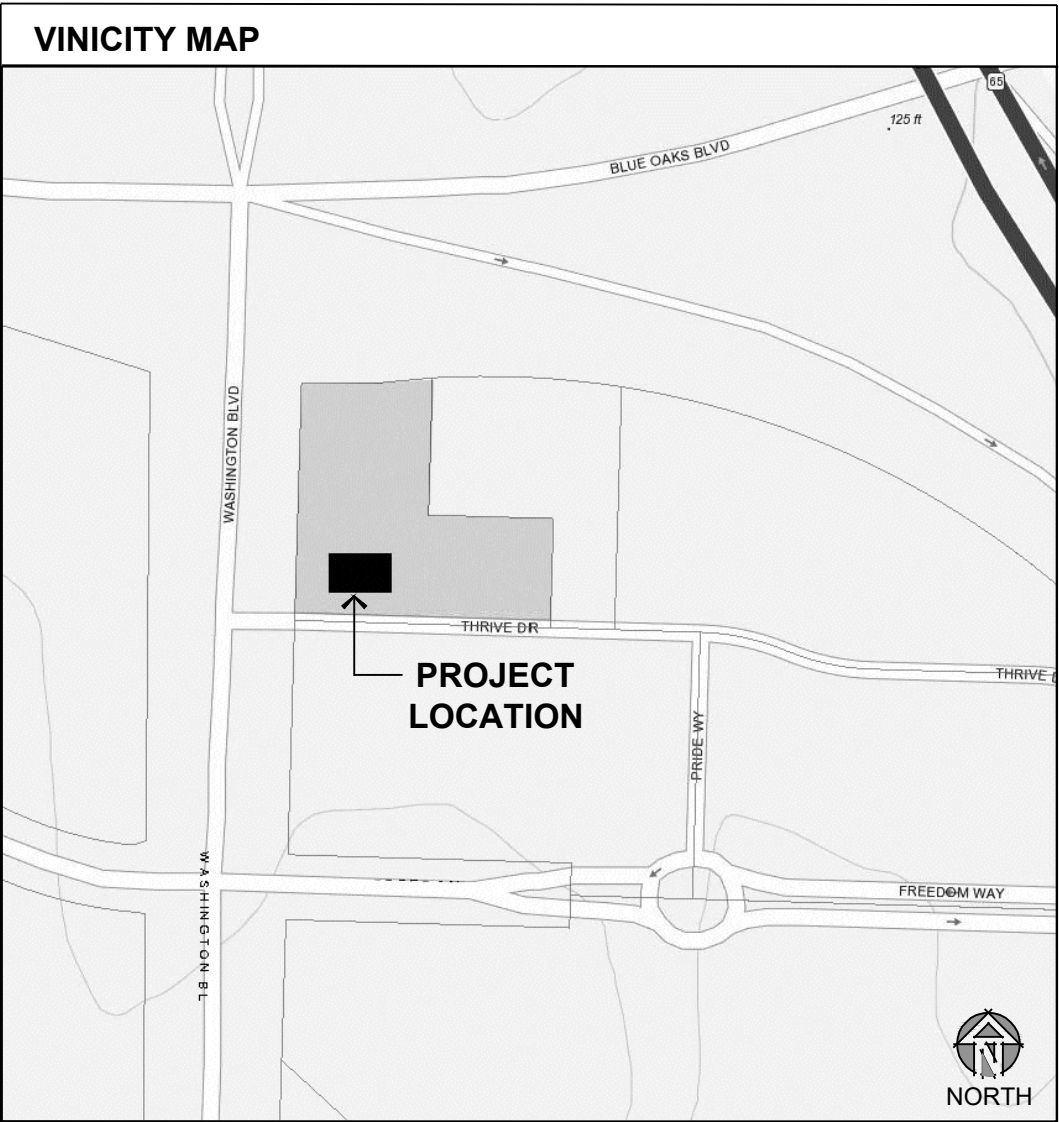
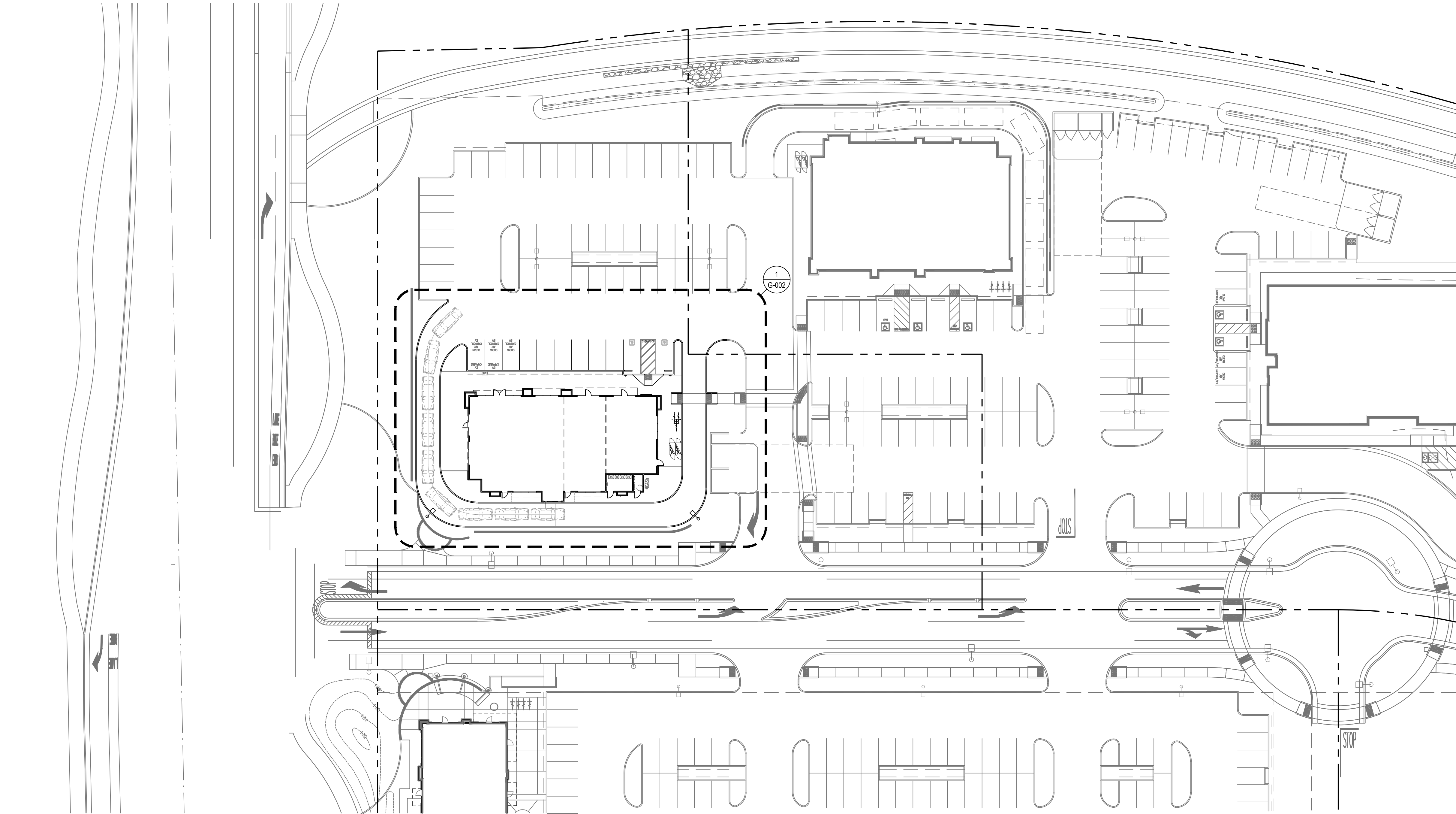
Restaurant Location:	5051 Groveport Rd, Obetz, OH 43207					
Data Collection Date:	Friday, May 31, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	10:53:11 AM	1	10:53:11 AM	10:54:22 AM	0:01:11	0:01:11
Vehicle 2	11:01:23 AM	1	11:01:23 AM	11:01:52 AM	0:00:29	0:00:29
Vehicle 3	11:07:26 AM	1	11:07:26 AM	11:09:45 AM	0:02:19	0:02:19
Vehicle 4	11:14:25 AM	1	11:14:25 AM	11:15:18 AM	0:00:53	0:00:53
Vehicle 5	11:15:25 AM	1	11:15:25 AM	11:15:52 AM	0:00:27	0:00:27
Vehicle 6	11:17:51 AM	1	11:17:51 AM	11:18:15 AM	0:00:24	0:00:24
Vehicle 7	11:21:54 AM	1	11:21:54 AM	11:22:12 AM	0:00:18	0:00:18
Vehicle 8	11:23:35 AM	1	11:23:35 AM	11:24:34 AM	0:00:59	0:00:59
Vehicle 9	11:24:55 AM	1	11:24:55 AM	11:26:00 AM	0:01:05	0:01:05
Vehicle 10	11:25:10 AM	2	11:26:09 AM	11:26:21 AM	0:01:11	0:00:12
Vehicle 11	11:25:17 AM	3	11:26:27 AM	11:26:43 AM	0:01:26	0:00:16
Vehicle 12	11:27:33 AM	1	11:27:33 AM	11:28:37 AM	0:01:04	0:01:04
Vehicle 13	11:31:57 AM	1	11:31:57 AM	11:32:35 AM	0:00:38	0:00:38
Vehicle 14	11:36:50 AM	1	11:36:50 AM	11:38:09 AM	0:01:19	0:01:19
Vehicle 15	11:41:02 AM	1	11:41:02 AM	11:42:05 AM	0:01:03	0:01:03
Vehicle 16	11:42:20 AM	1	11:42:20 AM	11:44:34 AM	0:02:14	0:02:14
Vehicle 17	11:42:22 AM	2	11:44:41 AM	11:45:06 AM	0:02:44	0:00:25
Vehicle 18	11:42:28 AM	3	11:45:12 AM	11:47:05 AM	0:04:37	0:01:53
Vehicle 19	11:43:23 AM	4	11:47:12 AM	11:47:42 AM	0:04:19	0:00:30
Vehicle 20	11:45:40 AM	3	11:47:52 AM	11:48:47 AM	0:03:07	0:00:55
Vehicle 21	11:47:02 AM	4	11:48:55 AM	11:49:18 AM	0:02:16	0:00:23
Vehicle 22	11:47:04 AM	5	11:48:24 AM	11:49:50 AM	0:02:46	0:01:26
Vehicle 23	11:52:12 AM	1	11:52:12 AM	11:53:51 AM	0:01:39	0:01:39
Vehicle 24	11:53:00 AM	2	11:53:57 AM	11:54:46 AM	0:01:46	0:00:49
Vehicle 25	11:55:42 AM	1	11:55:42 AM	11:58:06 AM	0:02:24	0:02:24
Vehicle 26	11:56:32 AM	2	11:58:15 AM	11:58:37 AM	0:02:05	0:00:22
Vehicle 27	11:56:37 AM	3	11:58:44 AM	11:58:55 AM	0:02:18	0:00:11
Vehicle 28	11:58:38 AM	2	11:59:02 AM	11:59:19 AM	0:00:41	0:00:17
Vehicle 29	11:58:53 AM	3	11:59:29 AM	11:59:52 AM	0:00:59	0:00:23
Vehicle 30	12:01:14 PM	1	12:01:14 PM	12:01:52 PM	0:00:38	0:00:38
Vehicle 31	12:02:46 PM	1	12:02:46 PM	12:04:28 PM	0:01:42	0:01:42
Vehicle 32	12:03:28 PM	2	12:04:39 PM	12:05:19 PM	0:01:51	0:00:40
Vehicle 33	12:03:37 PM	3	12:05:28 PM	12:06:42 PM	0:03:05	0:01:14
Vehicle 34	12:05:36 PM	2	12:06:53 PM	12:07:12 PM	0:01:36	0:00:19
Vehicle 35	12:06:17 PM	3	12:07:23 PM	12:08:22 PM	0:02:05	0:00:59
Vehicle 36	12:13:19 PM	1	12:13:19 PM	12:13:58 PM	0:00:39	0:00:39
Vehicle 37	12:13:38 PM	2	12:14:06 PM	12:14:41 PM	0:01:03	0:00:35
Vehicle 38	12:14:11 PM	2	12:14:50 PM	12:15:37 PM	0:01:26	0:00:47
Vehicle 39	12:16:05 PM	1	12:16:05 PM	12:17:06 PM	0:01:01	0:01:01
Vehicle 40	12:17:28 PM	1	12:17:28 PM	12:18:00 PM	0:00:32	0:00:32
Vehicle 41	12:17:43 PM	2	12:18:08 PM	12:19:04 PM	0:01:21	0:00:56
Vehicle 42	12:21:24 PM	1	12:21:24 PM	12:23:21 PM	0:01:57	0:01:57
Vehicle 43	12:23:02 PM	2	12:23:38 PM	12:24:13 PM	0:01:11	0:00:35
Vehicle 44	12:23:58 PM	2	12:25:35 PM	12:25:56 PM	0:01:58	0:00:21
Vehicle 45	12:25:16 PM	2	12:26:06 PM	12:26:16 PM	0:01:00	0:00:10
Vehicle 46	12:30:17 PM	1	12:30:17 PM	12:30:58 PM	0:00:41	0:00:41
Vehicle 47	12:31:37 PM	1	12:31:37 PM	12:32:47 PM	0:01:10	0:01:10
Vehicle 48	12:36:17 PM	1	12:36:17 PM	12:37:37 PM	0:01:20	0:01:20
Vehicle 49	12:38:42 PM	1	12:38:42 PM	12:39:22 PM	0:00:40	0:10:40
Vehicle 50	12:40:58 PM	1	12:40:58 PM	12:42:10 PM	0:01:12	0:01:12
Vehicle 51	12:44:53 PM	1	12:44:53 PM	12:45:54 PM	0:01:01	0:01:01
Vehicle 52	12:47:58 PM	1	12:47:58 PM	12:48:45 PM	0:00:47	0:00:47
Vehicle 53	12:48:53 PM	1	12:48:53 PM	12:49:18 PM	0:00:25	0:00:25
Vehicle 54	12:52:24 PM	1	12:52:24 PM	12:53:13 PM	0:00:49	0:00:49
Vehicle 55	12:53:14 PM	1	12:53:22 PM	12:54:27 PM	0:01:13	0:01:05
Vehicle 56	1:00:25 PM	1	1:00:25 PM	1:02:02 PM	0:01:37	0:01:37
Vehicle 57	1:00:58 PM	2	1:02:10 PM	1:02:27 PM	0:01:29	0:00:17
Vehicle 58	1:04:41 PM	1	1:04:41 PM	1:04:59 PM	0:00:18	0:00:18
Vehicle 59	1:31:41 PM	1	1:31:41 PM	1:32:53 PM	0:01:12	0:01:12
Vehicle 60	1:38:19 PM	1	1:38:19 PM	1:43:09 PM	0:04:50	0:04:50
Vehicle 61	1:39:46 PM	2	1:43:19 PM	1:46:07 PM	0:06:21	0:02:48
Vehicle 62	1:51:26 PM	1	1:51:26 PM	1:52:14 PM	0:00:48	0:00:48
Vehicle 63	1:53:09 PM	1	1:53:09 PM	1:53:52 PM	0:00:43	0:00:43
Vehicle 64	1:53:49 PM	2	1:54:02 PM	1:55:03 PM	0:01:14	0:01:01
Vehicle 65	1:59:36 PM	1	1:59:36 PM	2:00:10 PM	0:00:34	0:00:34
Vehicle 66	2:01:19 PM	1	2:01:19 PM	2:01:46 PM	0:00:27	0:00:27
Vehicle 67	2:09:58 PM	1	2:09:58 PM	2:10:09 PM	0:00:11	0:00:11
Vehicle 68	2:19:16 PM	1	2:19:16 PM	2:19:57 PM	0:00:41	0:00:41
Vehicle 69	2:22:18 PM	1	2:22:18 PM	2:23:02 PM	0:00:44	0:00:44
Vehicle 70	2:23:47 PM	1	2:23:47 PM	2:24:35 PM	0:00:48	0:00:48
Vehicle 71	2:29:42 PM	1	2:29:42 PM	2:30:35 PM	0:00:53	0:00:53
Vehicle 72	2:35:24 PM	1	2:35:24 PM	2:35:57 PM	0:00:33	0:00:33

Vehicle 73	2:39:47 PM	1	2:39:47 PM	2:40:04 PM	0:00:17	0:00:17
Vehicle 74	2:54:42 PM	1	2:54:42 PM	2:55:23 PM	0:00:41	0:00:41
Vehicle 75	2:54:47 PM	2	2:55:36 PM	2:55:42 PM	0:00:55	0:00:06
Vehicle 76	3:26:29 PM	1	3:26:29 PM	3:29:22 PM	0:02:53	0:02:53
Vehicle 77	3:33:25 PM	1	3:33:25 PM	3:33:54 PM	0:00:29	0:00:29
Vehicle 78	3:41:08 PM	1	3:41:08 PM	3:41:45 PM	0:00:37	0:00:37
Vehicle 79	3:51:49 PM	1	3:51:49 PM	3:54:22 PM	0:02:33	0:02:33
Vehicle 80	3:59:12 PM	1	3:59:12 PM	3:59:40 PM	0:00:28	0:00:28
Vehicle 81	4:12:30 PM	1	4:12:30 PM	4:13:18 PM	0:00:48	0:00:48
Vehicle 82	4:14:46 PM	1	4:14:46 PM	4:18:12 PM	0:03:26	0:03:26
Vehicle 83	4:28:49 PM	1	4:28:49 PM	4:30:03 PM	0:01:14	0:01:14
Vehicle 84	4:44:53 PM	1	4:44:53 PM	4:45:39 PM	0:00:46	0:00:46
Vehicle 85	4:49:06 PM	1	4:49:06 PM	4:49:54 PM	0:00:48	0:00:48
Vehicle 86	4:51:46 PM	1	4:51:46 PM	4:52:16 PM	0:00:30	0:00:30
Vehicle 87	4:56:19 PM	1	4:56:19 PM	4:57:28 PM	0:01:09	0:01:09
Vehicle 88	5:04:55 PM	1	5:04:55 PM	5:06:15 PM	0:01:20	0:01:20
Vehicle 89	5:07:48 PM	1	5:07:48 PM	5:09:24 PM	0:01:36	0:01:36
Vehicle 90	5:14:38 PM	1	5:14:38 PM	5:15:48 PM	0:01:10	0:01:10
Vehicle 91	5:26:18 PM	1	5:26:18 PM	5:26:51 PM	0:00:33	0:00:33
Vehicle 92	5:27:09 PM	1	5:27:09 PM	5:28:38 PM	0:01:29	0:01:29
Vehicle 93	5:30:44 PM	1	5:30:44 PM	5:30:59 PM	0:00:15	0:00:15
Vehicle 94	5:31:20 PM	1	5:31:20 PM	5:32:02 PM	0:00:42	0:00:42
Vehicle 95	5:38:38 PM	1	5:38:38 PM	5:40:12 PM	0:01:34	0:01:34
Vehicle 96	5:40:49 PM	1	5:40:49 PM	5:42:15 PM	0:01:26	0:01:26
Vehicle 97	5:49:17 PM	1	5:49:17 PM	5:49:35 PM	0:00:18	0:00:18
Vehicle 98	5:50:06 PM	1	5:50:06 PM	5:54:13 PM	0:04:07	0:04:07
Vehicle 99	5:50:08 PM	2	5:54:23 PM	5:55:14 PM	0:05:06	0:00:51
Vehicle 100	5:50:18 PM	3	5:55:21 PM	5:56:14 PM	0:05:56	0:00:53
Vehicle 101	5:52:31 PM	4	5:56:26 PM	5:57:09 PM	0:04:38	0:00:43
Vehicle 102	5:59:53 PM	1	5:59:53 PM	6:03:25 PM	0:03:32	0:03:32
Vehicle 103	6:05:16 PM	1	6:05:16 PM	6:06:22 PM	0:01:06	0:01:06
Vehicle 104	6:06:13 PM	2	6:06:28 PM	6:07:35 PM	0:01:22	0:01:07
Vehicle 105	6:06:18 PM	3	6:07:43 PM	6:10:25 PM	0:04:07	0:02:42
Vehicle 106	6:06:49 PM	3	6:10:35 PM	6:11:06 PM	0:04:17	0:00:31
Vehicle 107	6:08:50 PM	3	6:11:17 PM	6:11:54 PM	0:03:04	0:00:37
Vehicle 108	6:10:00 PM	4	6:12:03 PM	6:12:59 PM	0:02:59	0:00:56
Vehicle 109	6:15:12 PM	1	6:15:12 PM	6:16:29 PM	0:01:17	0:01:17
Vehicle 110	6:15:27 PM	2	6:16:36 PM	6:23:04 PM	0:07:37	0:06:28
Vehicle 111	6:16:48 PM	2	6:23:14 PM	6:24:24 PM	0:07:36	0:01:10
Vehicle 112	6:18:35 PM	3	6:24:35 PM	6:25:23 PM	0:06:48	0:00:48
Vehicle 113	6:18:46 PM	4	6:25:30 PM	6:26:10 PM	0:07:24	0:00:40
Vehicle 114	6:19:05 PM	5	6:26:18 PM	6:27:04 PM	0:07:59	0:00:46
Vehicle 115	6:29:23 PM	1	6:29:23 PM	6:29:55 PM	0:00:32	0:00:32
Vehicle 116	6:31:33 PM	1	6:31:33 PM	6:32:05 PM	0:00:32	0:00:32
Vehicle 117	6:34:26 PM	1	6:34:26 PM	6:35:26 PM	0:01:00	0:01:00
Vehicle 118	6:39:32 PM	1	6:39:32 PM	6:39:56 PM	0:00:24	0:00:24
Vehicle 119	6:44:58 PM	1	6:44:58 PM	6:45:29 PM	0:00:31	0:00:31
Vehicle 120	6:46:48 PM	1	6:46:48 PM	6:47:07 PM	0:00:19	0:00:19
Vehicle 121	6:50:32 PM	1	6:50:32 PM	6:50:56 PM	0:00:24	0:00:24
Vehicle 122	6:53:49 PM	1	6:53:49 PM	6:54:47 PM	0:00:58	0:00:58
Vehicle 123	6:55:01 PM	1	6:55:01 PM	6:55:31 PM	0:00:30	0:00:30
Vehicle 124	7:02:14 PM	1	7:02:14 PM	7:02:36 PM	0:00:22	0:00:22
Vehicle 125	7:06:17 PM	1	7:06:17 PM	7:12:24 PM	0:06:07	0:06:07
Vehicle 126	7:11:56 PM	2	7:12:35 PM	7:13:08 PM	0:01:12	0:00:33
Vehicle 127	7:12:39 PM	2	7:13:16 PM	7:13:28 PM	0:00:49	0:00:12
Vehicle 128	7:13:07 PM	3	7:13:35 PM	7:13:56 PM	0:00:49	0:00:21
Vehicle 129	7:14:36 PM	1	7:14:36 PM	7:14:59 PM	0:00:23	0:00:23
Vehicle 130	7:16:02 PM	1	7:16:02 PM	7:16:37 PM	0:00:35	0:00:35
Vehicle 131	7:17:15 PM	1	7:17:15 PM	7:17:40 PM	0:00:25	0:00:25
Vehicle 132	7:19:41 PM	1	7:19:41 PM	7:20:33 PM	0:00:52	0:00:52
Vehicle 133	7:29:40 PM	1	7:29:40 PM	7:30:23 PM	0:00:43	0:00:43
Vehicle 134	7:39:59 PM	1	7:39:59 PM	7:40:08 PM	0:00:09	0:00:09
Vehicle 135	7:42:50 PM	1	7:42:50 PM	7:43:23 PM	0:00:33	0:00:33
Vehicle 136	7:45:20 PM	1	7:45:20 PM	7:46:05 PM	0:00:45	0:00:45
Vehicle 137	7:45:49 PM	2	7:46:15 PM	7:46:29 PM	0:00:40	0:00:14
Vehicle 138	7:49:52 PM	1	7:49:52 PM	7:51:24 PM	0:01:32	0:01:32
Vehicle 139	7:50:00 PM	2	7:51:33 PM	7:51:53 PM	0:01:53	0:00:20
Vehicle 140	7:57:30 PM	1	7:57:30 PM	8:00:06 PM	0:02:36	0:02:36
Vehicle 141	8:02:59 PM	1	8:02:59 PM	8:03:24 PM	0:00:25	0:00:25
Vehicle 142	8:04:45 PM	1	8:04:45 PM	8:05:23 PM	0:00:38	0:00:38
Vehicle 143	8:05:22 PM	2	8:05:31 PM	8:06:05 PM	0:00:43	0:00:34
Vehicle 144	8:14:51 PM	1	8:14:51 PM	8:15:48 PM	0:00:57	0:00:57
Vehicle 145	8:19:33 PM	1	8:19:33 PM	8:22:08 PM	0:02:35	0:02:35
Vehicle 146	8:22:53 PM	1	8:22:53 PM	8:23:18 PM	0:00:25	0:00:25
Vehicle 147	8:37:19 PM	1	8:37:19 PM	8:38:17 PM	0:00:58	0:00:58
Vehicle 148	8:37:22 PM	2	8:38:33 PM	8:39:05 PM	0:01:43	0:00:32

Vehicle 149	8:43:04 PM	1	8:43:04 PM	8:43:22 PM	0:00:18	0:00:18
Vehicle 150	8:44:02 PM	1	8:44:02 PM	8:45:13 PM	0:01:11	0:01:11
Vehicle 151	8:46:51 PM	1	8:46:51 PM	8:47:58 PM	0:01:07	0:01:07
Vehicle 152	8:51:51 PM	1	8:51:51 PM	8:53:00 PM	0:01:09	0:01:09
Vehicle 153	8:52:07 PM	2	8:53:08 PM	8:53:17 PM	0:01:10	0:00:09
Vehicle 154	8:57:06 PM	1	8:57:06 PM	8:57:18 PM	0:00:12	0:00:12
Vehicle 155	8:58:02 PM	1	8:58:02 PM	8:58:48 PM	0:00:46	0:00:46
Vehicle 156	9:13:24 PM	1	9:13:24 PM	9:15:02 PM	0:01:38	0:01:38
Vehicle 157	9:41:23 PM	1	9:41:23 PM	9:41:53 PM	0:00:30	0:00:30
Vehicle 158	9:57:58 PM	1	9:57:58 PM	9:58:36 PM	0:00:38	0:00:38
Vehicle 159	9:59:16 PM	1	9:59:16 PM	9:59:38 PM	0:00:22	0:00:22
Vehicle 160	10:03:25 PM	1	10:03:25 PM	10:03:57 PM	0:00:32	0:00:32
Vehicle 161	10:24:25 PM	1	10:24:25 PM	10:25:39 PM	0:01:14	0:01:14
Vehicle 162	11:02:07 PM	1	11:02:07 PM	11:03:02 PM	0:00:55	0:00:55
Vehicle 163	11:29:19 PM	1	11:29:19 PM	11:30:15 PM	0:00:56	0:00:56

Restaurant Location:	5051 Groveport Rd, Obetz, OH 43207					
Data Collection Date:	Saturday, June 1, 2019					
	Time Entered Queue	Number of Vehicles in Queue	Time Arrived At Window	Time Exited Queue / Left Window	Time In The Queue (sec)	Time At Window (sec)
Vehicle 1	11:01:56 AM	1	11:01:56 AM	11:02:08 AM	0:00:12	0:00:12
Vehicle 2	11:33:46 AM	1	11:33:46 AM	11:34:56 AM	0:01:10	0:01:10
Vehicle 3	11:33:56 AM	2	11:35:06 AM	11:35:30 AM	0:01:34	0:00:24
Vehicle 4	11:43:07 AM	1	11:43:07 AM	11:43:29 AM	0:00:22	0:00:22
Vehicle 5	11:48:13 AM	1	11:48:13 AM	11:48:52 AM	0:00:39	0:00:39
Vehicle 6	11:50:02 AM	1	11:50:02 AM	11:51:04 AM	0:01:02	0:01:02
Vehicle 7	12:14:48 PM	1	12:14:48 PM	12:15:05 PM	0:00:17	0:00:17
Vehicle 8	12:22:44 PM	1	12:22:44 PM	12:23:23 PM	0:00:39	0:00:39
Vehicle 9	12:27:27 PM	1	12:27:27 PM	12:28:15 PM	0:00:48	0:00:48
Vehicle 10	12:33:35 PM	1	12:33:35 PM	12:33:49 PM	0:00:14	0:00:14
Vehicle 11	12:35:59 PM	1	12:35:59 PM	12:36:21 PM	0:00:22	0:00:22
Vehicle 12	12:44:16 PM	1	12:44:16 PM	12:45:22 PM	0:01:06	0:01:06
Vehicle 13	12:46:27 PM	1	12:46:27 PM	12:47:14 PM	0:00:47	0:00:47
Vehicle 14	12:48:46 PM	1	12:48:46 PM	12:48:57 PM	0:00:11	0:00:11
Vehicle 15	12:51:25 PM	1	12:51:25 PM	12:51:48 PM	0:00:23	0:00:23
Vehicle 16	1:06:16 PM	1	1:06:16 PM	1:07:30 PM	0:01:14	0:01:14
Vehicle 17	1:31:40 PM	1	1:31:40 PM	1:33:28 PM	0:01:48	0:01:48
Vehicle 18	1:45:10 PM	1	1:45:10 PM	1:46:40 PM	0:01:30	0:01:30
Vehicle 19	2:00:18 PM	1	2:00:18 PM	2:02:19 PM	0:02:01	0:02:01
Vehicle 20	2:02:54 PM	1	2:02:54 PM	2:08:32 PM	0:05:38	0:05:38
Vehicle 21	2:09:48 PM	1	2:09:48 PM	2:10:57 PM	0:01:09	0:01:09
Vehicle 22	2:17:25 PM	1	2:17:25 PM	2:18:36 PM	0:01:11	0:01:11
Vehicle 23	2:19:11 PM	1	2:19:11 PM	2:19:22 PM	0:00:11	0:00:11
Vehicle 24	2:58:28 PM	1	2:58:28 PM	2:59:21 PM	0:00:53	0:00:53
Vehicle 25	3:09:34 PM	1	3:09:34 PM	3:14:33 PM	0:04:59	0:04:59
Vehicle 26	3:13:34 PM	2	3:14:41 PM	3:19:40 PM	0:06:06	0:04:59
Vehicle 27	3:14:09 PM	3	3:19:49 PM	3:21:47 PM	0:07:38	0:01:58
Vehicle 28	3:15:24 PM	3	3:21:53 PM	3:22:17 PM	0:06:53	0:00:24
Vehicle 29	3:18:44 PM	4	3:22:30 PM	3:23:54 PM	0:05:10	0:01:24
Vehicle 30	3:29:29 PM	1	3:29:29 PM	3:30:57 PM	0:01:28	0:01:28
Vehicle 31	3:29:41 PM	2	3:31:07 PM	3:33:11 PM	0:03:30	0:02:04
Vehicle 32	3:31:00 PM	2	3:33:20 PM	3:34:05 PM	0:03:05	0:00:45
Vehicle 33	3:37:57 PM	1	3:37:57 PM	3:38:26 PM	0:00:29	0:00:29
Vehicle 34	3:42:40 PM	1	3:42:40 PM	3:44:03 PM	0:01:23	0:01:23
Vehicle 35	3:45:47 PM	1	3:45:47 PM	3:47:16 PM	0:01:29	0:01:29
Vehicle 36	3:47:31 PM	1	3:47:31 PM	3:49:12 PM	0:01:41	0:01:41
Vehicle 37	3:51:09 PM	1	3:51:09 PM	3:52:49 PM	0:01:40	0:01:40
Vehicle 38	4:13:12 PM	1	4:13:12 PM	4:13:47 PM	0:00:35	0:00:35
Vehicle 39	4:17:24 PM	1	4:17:24 PM	4:18:22 PM	0:00:58	0:00:58
Vehicle 40	4:30:42 PM	1	4:30:42 PM	4:32:13 PM	0:01:31	0:01:31
Vehicle 41	4:34:50 PM	1	4:34:50 PM	4:37:06 PM	0:02:16	0:02:16
Vehicle 42	4:36:18 PM	2	4:37:13 PM	4:37:40 PM	0:01:22	0:00:27
Vehicle 43	5:04:02 PM	1	5:04:02 PM	5:04:15 PM	0:00:13	0:00:13
Vehicle 44	5:04:24 PM	1	5:04:24 PM	5:05:21 PM	0:00:57	0:00:57
Vehicle 45	5:19:07 PM	1	5:19:07 PM	5:20:36 PM	0:01:29	0:01:29
Vehicle 46	5:26:34 PM	1	5:26:34 PM	5:27:51 PM	0:01:17	0:01:17
Vehicle 47	5:36:37 PM	1	5:36:37 PM	5:37:01 PM	0:00:24	0:00:24
Vehicle 48	5:40:40 PM	1	5:40:40 PM	5:41:51 PM	0:01:11	0:01:11
Vehicle 49	5:48:16 PM	1	5:48:16 PM	5:48:38 PM	0:00:22	0:00:22
Vehicle 50	5:51:52 PM	1	5:51:52 PM	5:52:34 PM	0:00:42	0:00:42
Vehicle 51	5:56:30 PM	1	5:56:30 PM	5:56:47 PM	0:00:17	0:00:17
Vehicle 52	6:05:29 PM	1	6:05:29 PM	6:06:11 PM	0:00:42	0:00:42
Vehicle 53	6:22:25 PM	1	6:22:25 PM	6:22:46 PM	0:00:21	0:00:21
Vehicle 54	6:27:18 PM	1	6:27:18 PM	6:27:46 PM	0:00:28	0:00:28
Vehicle 55	6:28:36 PM	1	6:28:36 PM	6:28:54 PM	0:00:18	0:00:18
Vehicle 56	6:35:57 PM	1	6:35:57 PM	6:36:19 PM	0:00:22	0:00:22
Vehicle 57	6:43:17 PM	1	6:43:17 PM	6:43:41 PM	0:00:24	0:00:24
Vehicle 58	6:52:42 PM	1	6:52:42 PM	6:54:11 PM	0:01:29	0:01:29
Vehicle 59	6:53:20 PM	2	6:54:19 PM	6:54:29 PM	0:01:09	0:00:10
Vehicle 60	6:53:29 PM	3	6:54:38 PM	6:54:52 PM	0:01:23	0:00:14
Vehicle 61	7:02:32 PM	1	7:02:32 PM	7:03:25 PM	0:00:53	0:00:53
Vehicle 62	7:06:59 PM	1	7:06:59 PM	7:07:40 PM	0:00:41	0:00:41
Vehicle 63	7:09:57 PM	1	7:09:57 PM	7:10:47 PM	0:00:50	0:00:50
Vehicle 64	7:15:04 PM	1	7:15:04 PM	7:15:44 PM	0:00:40	0:00:40
Vehicle 65	7:17:36 PM	1	7:17:36 PM	7:17:57 PM	0:00:21	0:00:21
Vehicle 66	7:18:35 PM	1	7:18:35 PM	7:18:57 PM	0:00:22	0:00:22
Vehicle 67	7:39:41 PM	1	7:39:41 PM	7:41:20 PM	0:01:39	0:01:39

Vehicle 68	8:13:06 PM	1	8:13:06 PM	8:13:58 PM	0:00:52	0:00:52
Vehicle 69	8:17:44 PM	1	8:17:44 PM	8:18:19 PM	0:00:35	0:00:35
Vehicle 70	8:25:22 PM	1	8:25:22 PM	8:26:01 PM	0:00:39	0:00:39
Vehicle 71	8:27:15 PM	1	8:27:15 PM	8:27:51 PM	0:00:36	0:00:36
Vehicle 72	8:28:58 PM	1	8:28:58 PM	8:29:22 PM	0:00:24	0:00:24
Vehicle 73	8:31:18 PM	1	8:31:18 PM	8:31:39 PM	0:00:21	0:00:21
Vehicle 74	8:34:42 PM	1	8:34:42 PM	8:35:10 PM	0:00:28	0:00:28
Vehicle 75	8:45:29 PM	1	8:45:29 PM	8:46:58 PM	0:01:29	0:01:29
Vehicle 76	8:47:26 PM	1	8:47:26 PM	8:48:26 PM	0:01:00	0:01:00
Vehicle 77	8:50:43 PM	1	8:50:43 PM	8:51:02 PM	0:00:19	0:00:19
Vehicle 78	8:57:30 PM	1	8:57:30 PM	8:57:50 PM	0:00:20	0:00:20
Vehicle 79	8:59:14 PM	1	8:59:14 PM	8:59:35 PM	0:00:21	0:00:21
Vehicle 80	9:06:35 PM	1	9:06:35 PM	9:08:08 PM	0:01:33	0:01:33
Vehicle 81	9:06:41 PM	2	9:08:18 PM	9:08:29 PM	0:01:48	0:00:11
Vehicle 82	9:12:58 PM	1	9:12:58 PM	9:13:16 PM	0:00:18	0:00:18
Vehicle 83	9:29:25 PM	1	9:29:25 PM	9:30:10 PM	0:00:45	0:00:45
Vehicle 84	9:31:01 PM	1	9:31:01 PM	9:31:23 PM	0:00:22	0:00:22
Vehicle 85	9:33:15 PM	1	9:33:15 PM	9:34:28 PM	0:01:13	0:01:13
Vehicle 86	9:41:42 PM	1	9:41:42 PM	9:43:19 PM	0:01:37	0:01:37
Vehicle 87	9:42:27 PM	2	9:43:32 PM	9:44:07 PM	0:01:40	0:00:35
Vehicle 88	9:46:50 PM	1	9:46:50 PM	9:48:45 PM	0:01:55	0:01:55
Vehicle 89	10:22:22 PM	1	10:22:22 PM	10:25:33 PM	0:03:11	0:03:11
Vehicle 90	10:30:17 PM	1	10:30:17 PM	10:31:19 PM	0:01:02	0:01:02
Vehicle 91	10:36:37 PM	1	10:36:37 PM	10:37:35 PM	0:00:58	0:00:58
Vehicle 92	10:51:11 PM	1	10:51:11 PM	10:52:05 PM	0:00:54	0:00:54
Vehicle 93	10:57:25 PM	1	10:57:25 PM	10:57:46 PM	0:00:21	0:00:21
Vehicle 95	11:28:41 PM	1	11:28:41 PM	11:29:24 PM	0:00:43	0:00:43
Vehicle 96	11:28:42 PM	2	11:29:38 PM	11:29:48 PM	0:01:06	0:00:10



DRAWING INDEX

STAGE I & STAGE II:

- G-001 COVER SHEET & OVERALL SITE PLAN
- SP-1 PRELIMINARY SITE PLAN
- SP-2 PRELIMINARY UTILITY PLAN
- SP-3 PRELIMINARY GRADING PLAN
- G-002 ENLARGED ARCHITECTURAL SITE PLAN
- A-101 FLOOR PLAN & ROOF PLAN
- A-201 EXTERIOR ELEVATIONS
- PL1.0 LANDSCAPE PLAN
- L2 ENTRY TREATMENT
- E-100 SITE PHOTOMETRIC ANALYSIS (LIGHTING PLAN)
- A-901 MATERIAL BOARD

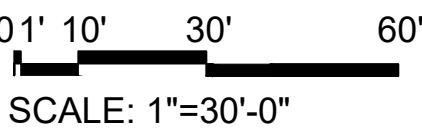
PROJECT DATA

ACCESSOR'S PARCEL No:	363-022-021-000
ZONING:	PD/SA-NC
SUBJECT LOT AREA:	+/- 1.56 AC (+/- 67,975 SF)
TYPE OF CONSTRUCTION:	V-B
FIRE SPRINKLER:	YES
OCCUPANCY TYPE:	M
BUILDING HEIGHT:	26'-6" (60'-0" ALLOWED, CBC TABLE 504.3)
STORIES:	1 (2 STORIES ALLOWED, CBC TABLE 504.4)
GROSS FLOOR AREA:	+/- 5,000 S.F. (36,000 SF ALLOWED, CBC TABLE 506.2)
FIRE SEPARATION DISTANCES: (2016 CBC TABLE 602)	NORTH: 177'-8" - 0-RATING REQUIRED WEST: 46'-10" - 0-RATING REQUIRED SOUTH: 56'-0" - 0-RATING REQUIRED EAST: 166'-11 1/2" - 0-RATING REQUIRED

ALLOWABLE EXTERIOR WALL OPENINGS AT FOUR SIDES: NO LIMIT (2016 CBC TABLE 705.8)

OWNER / CONSULTANT INDEX

OWNER'S REP: COVENANT REAL ESTATE GROUP 2044 CALIFORNIA AVE. CORONA, CA 92881 JULIE MARGETICH email: margetichj@pacificdentalservices.com TEL: (951) 582-5745	CIVIL ENGINEER: TSD ENGINEERING, INC. 785 ORCHARD DRIVE, SUITE #110 FOLSOM, CA 95630 CASEY FEICKERT email: cfeickert@tsdeng.com TEL: (916) 608-0707 FAX: (916) 608-0701
ARCHITECT: BORGES ARCHITECTURAL GROUP 1478 STONE POINT DR., STE. 350 ROSEVILLE, CA 95661 ROCELYN BAJAO email: rocelyn@borgesarch.com TEL: (916) 782-7200	LANDSCAPE ARCHITECT: FUHRMAN LEAMY LAND GROUP 2140 PROFESSIONAL DR., STE. 115 ROSEVILLE, CA 95661 STEVE FUHRMAN email: stevef@flandgroup.com TEL: (916) 783-5263

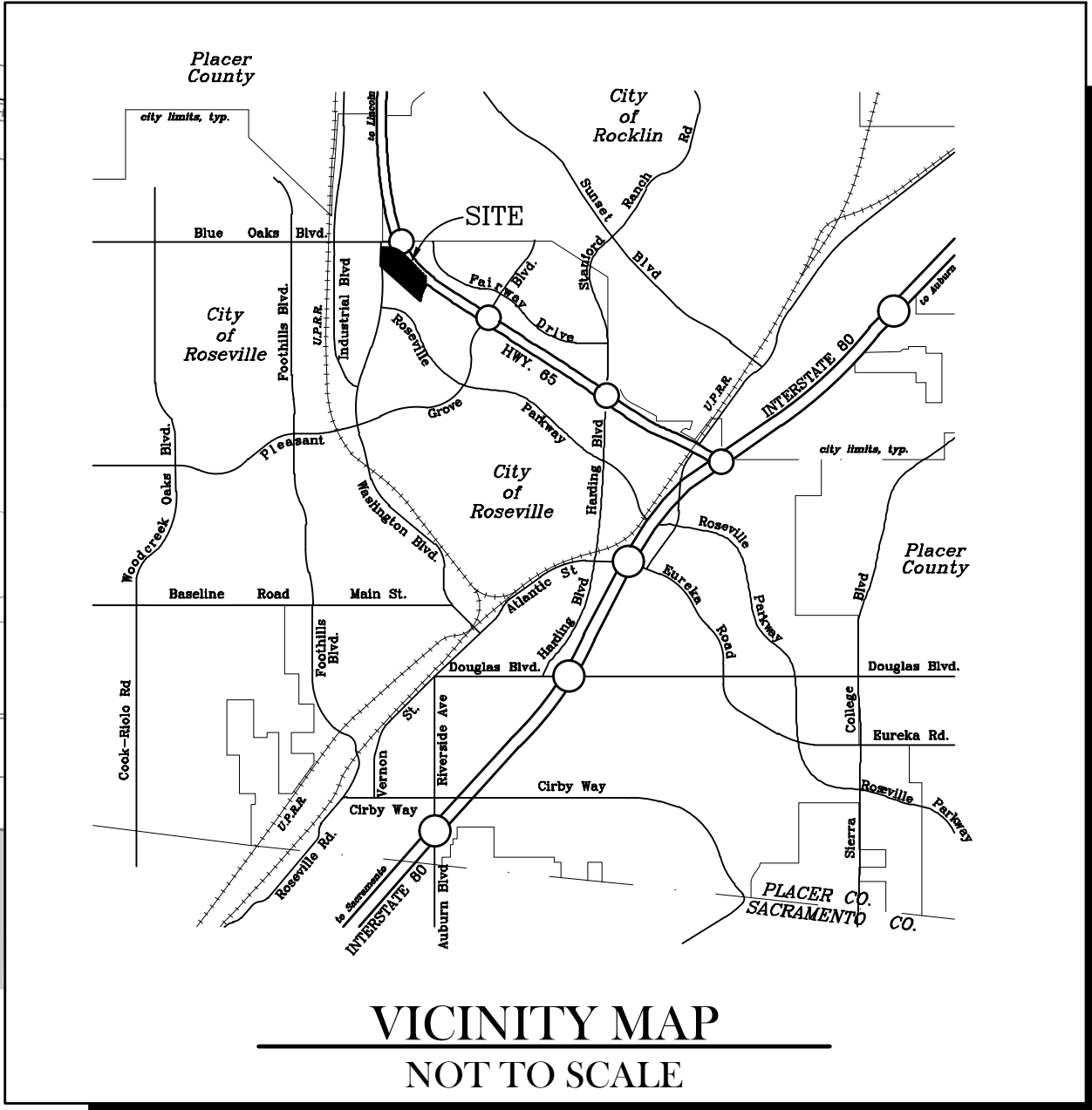


FREEDOM POINT BUILDING B COVER SHEET & OVERALL SITE PLAN

G-001



PRELIMINARY SITE PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT
STAGE 1 - PARCEL 1 & 5
FREEDOM POINT
ROSEVILLE, CA



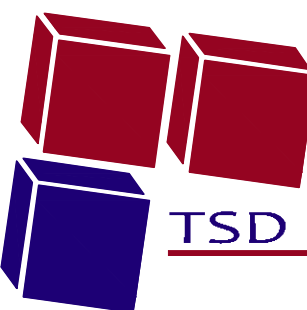
PARCEL 49 PARKING SUMMARY

				PARKING	
Space	Use	Stories	Approx. SQ. FT.	Parking Ratio	Total
A - Suite 100	Restaurant/Fast Food	1	2,290	1/50	46
A - Suite 120	Retail	1	2,350	1/300	8
A - Suite 140	Retail	1	2,100	1/300	7
B - Chipotle	Restaurant/Fast Food	1	2,500	1/50	50
B - Tenant 1	Retail	1	1,100	1/300	4
B - Tenant 2	Retail	1	1,100	1/300	4
SITE TOTALS:			11,440		119

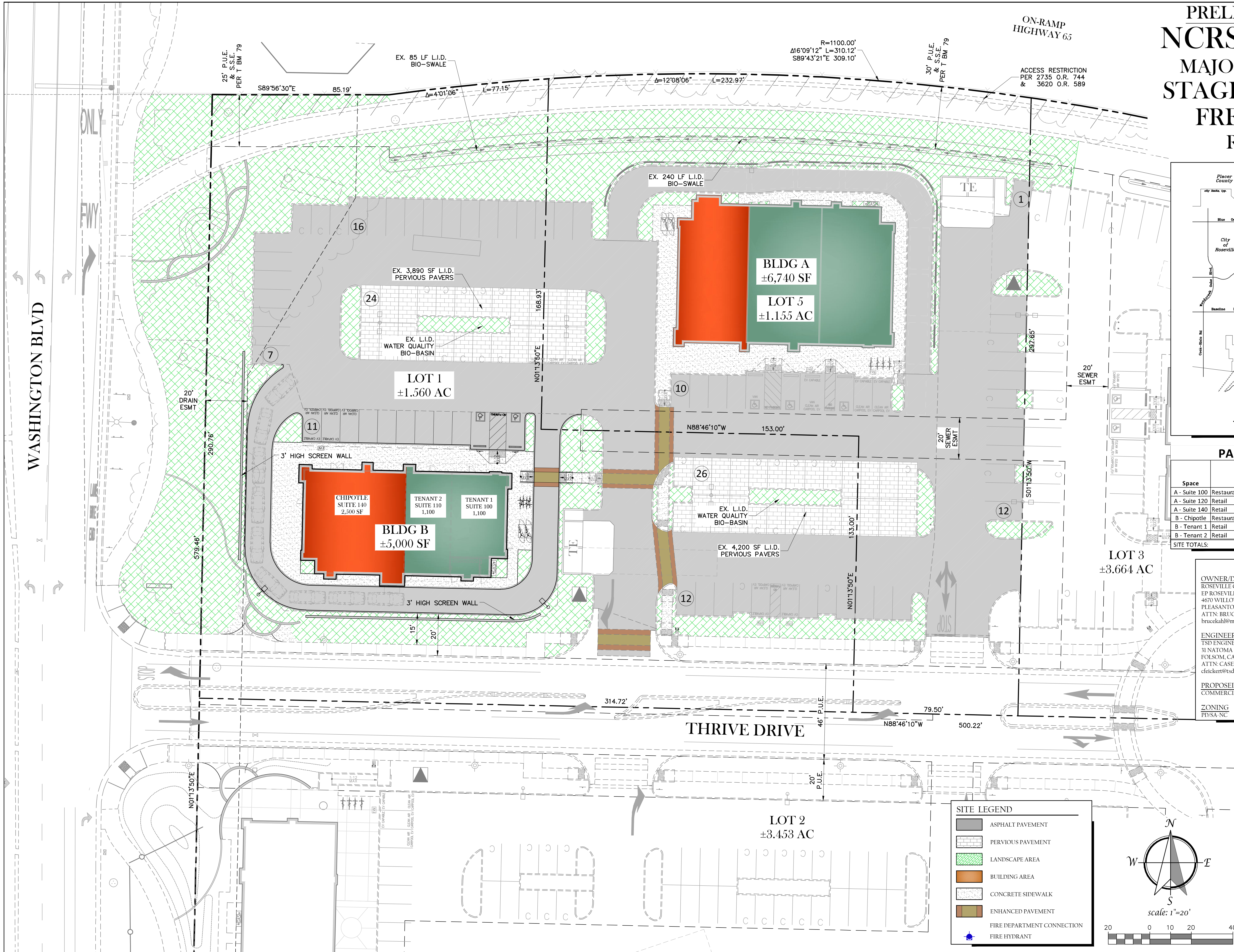
PROJECT SUMMARY

OWNER/DEVELOPER		ASSESSORS PARCEL NO & LOT AREA	
ROSEVILLE COVENANT GROUP, LLC EP ROSEVILLE, LLC 4670 WILLOW ROAD, SUITE 200 PLEASANTON, CA 94588 ATTN: BRUCE KAHL brucekahl@me.com		APN	AREA
		LOT 1	363-022-021 ±1.560 AC
		LOT 5	363-022-022 ±1.155 AC
ENGINEER		PARKING SUMMARY	
TSD ENGINEERING, INC. 31 NATOMA ST #160 FOLSOM, CA 95630 ATTN: CASEY FEICKERT cfeickert@tsdeng.com		LOT 1 & 5 STANDARD STALLS COMPACT ACCESSIBLE	REQUIRED PROPOSED
		TOTAL	119 119
PROPOSED USE COMMERCIAL/RETAIL			
ZONING PD/SA-NC			

MAJOR PROJECT PERMIT - STAGE 1
PRELIMINARY SITE PLAN
LOT 1 & 5
OCTOBER 01, 2019

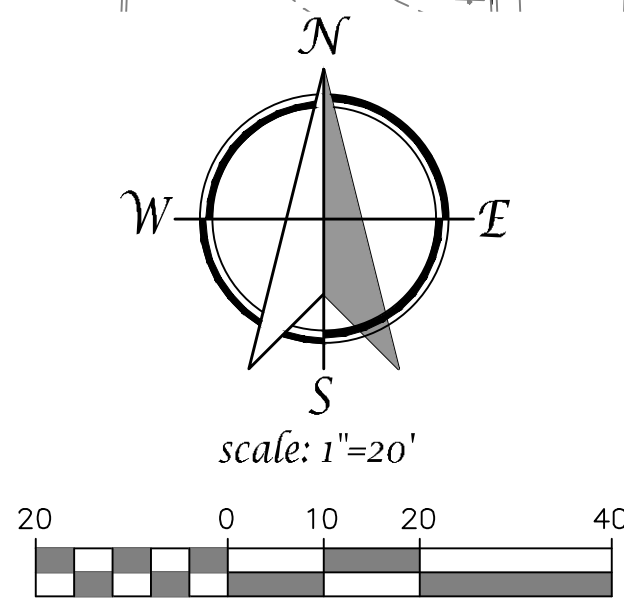

TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-1



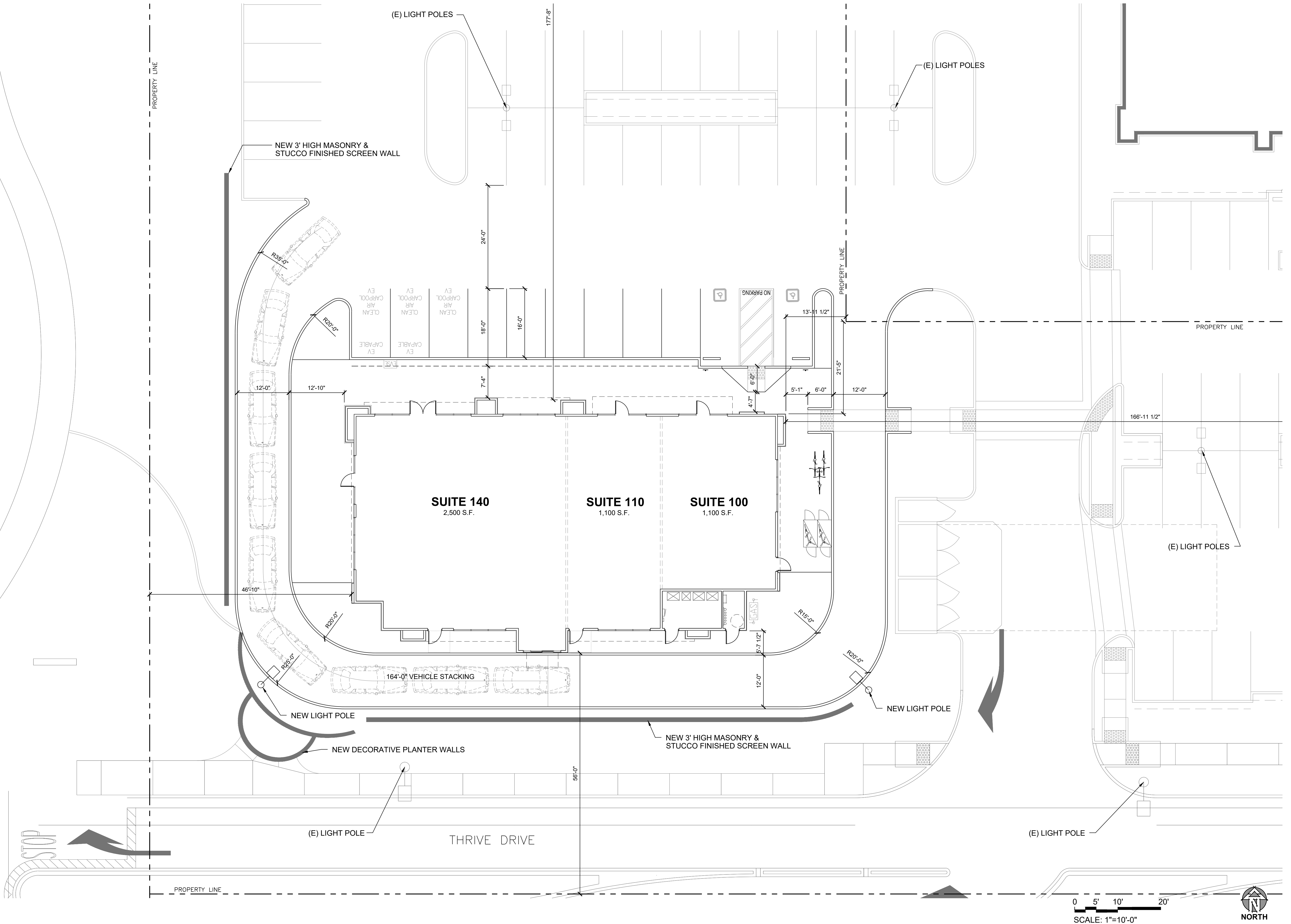
SITE LEGEND

- ASPHALT PAVEMENT
- PERVIOUS PAVEMENT
- LANDSCAPE AREA
- BUILDING AREA
- CONCRETE SIDEWALK
- ENHANCED PAVEMENT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT



WASHINGTON BOULEVARD

LANE
BIKE
END



FREEDOM POINT BUILDING B ENLARGED SITE PLAN

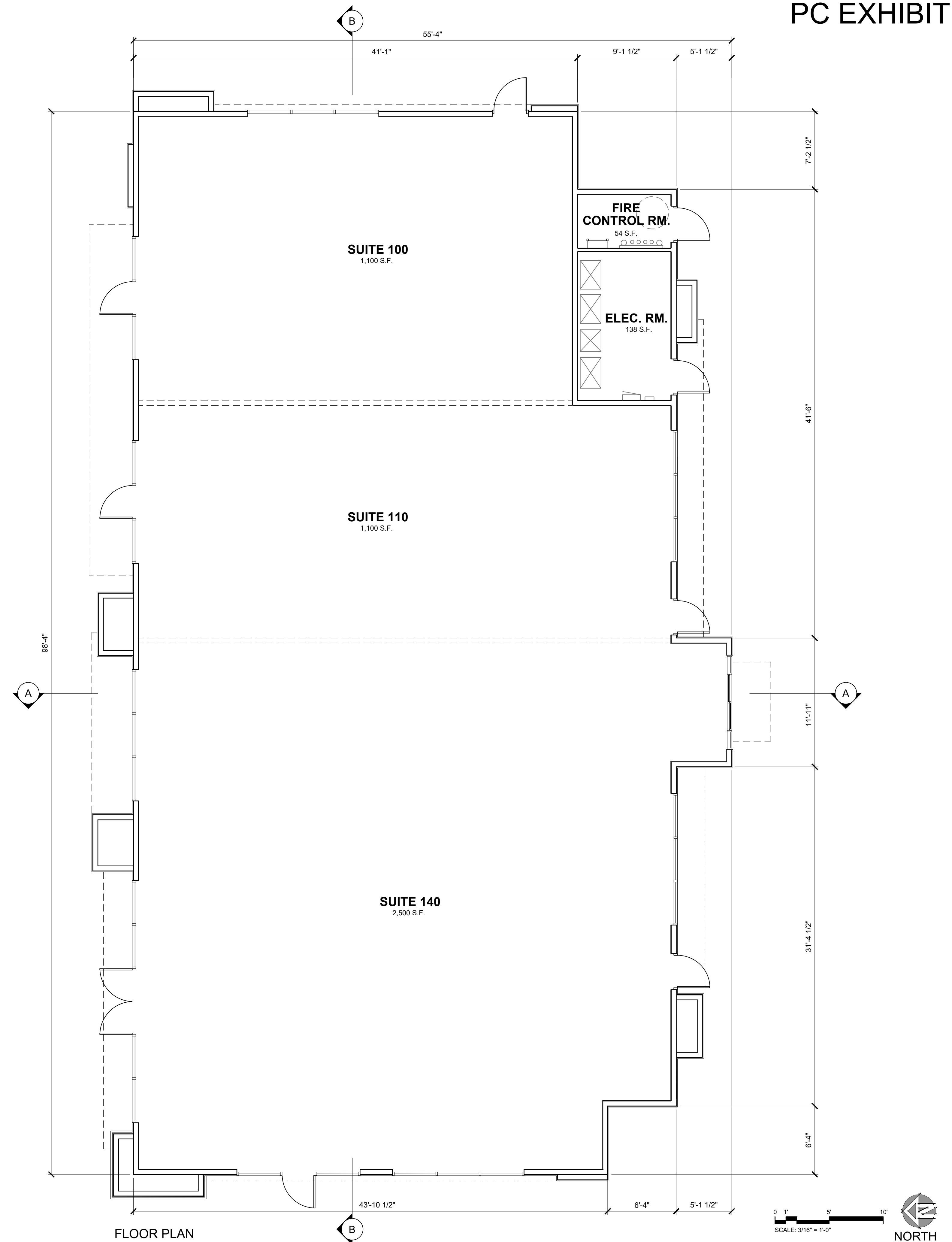
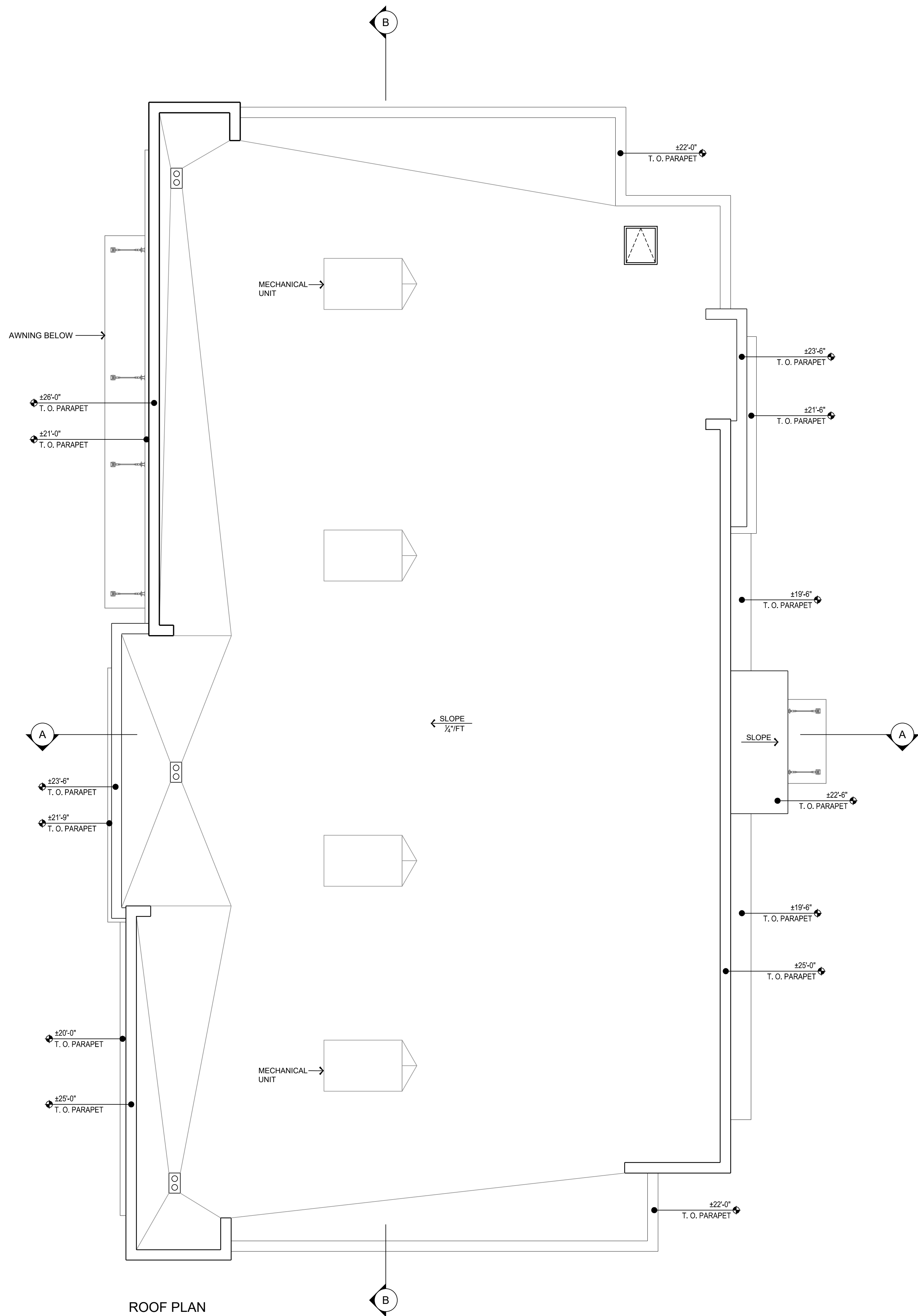
4200 THRIVE DRIVE, ROSEVILLE, CA

17002-B 09-30-2019

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com

G-002

ARCHITECTURAL GROUP
Borges



FREEDOM POINT BUILDING B FLOOR PLAN & ROOF PLAN

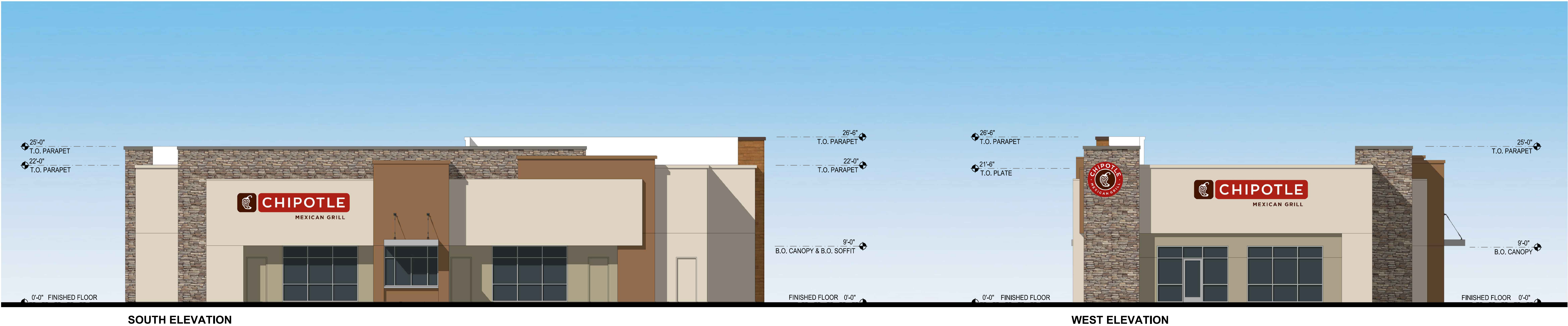
4200 THRIVE DRIVE, ROSEVILLE, CA

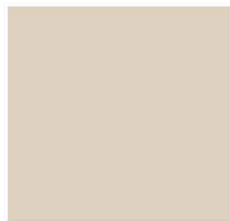
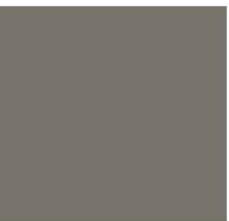
17002-B 09-30-2019

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com

A-101

ARCHITECTURAL GROUP
Borges



 P1 NATURAL CREAM	 P2 QUIVER TAN	 P3 UMBER RUST	 P4 LUXE BLUE	 P5 GAUNTLET GRAY (METAL COPING ABOVE S1-STONE)	 P6 OTTER (METAL COPING ABOVE W1-TILE)	 M1 METAL AWNING	 W1 PORCELAIN TILE	 S1 EL DORADO STONE
--	---	---	--	--	---	---	---	--

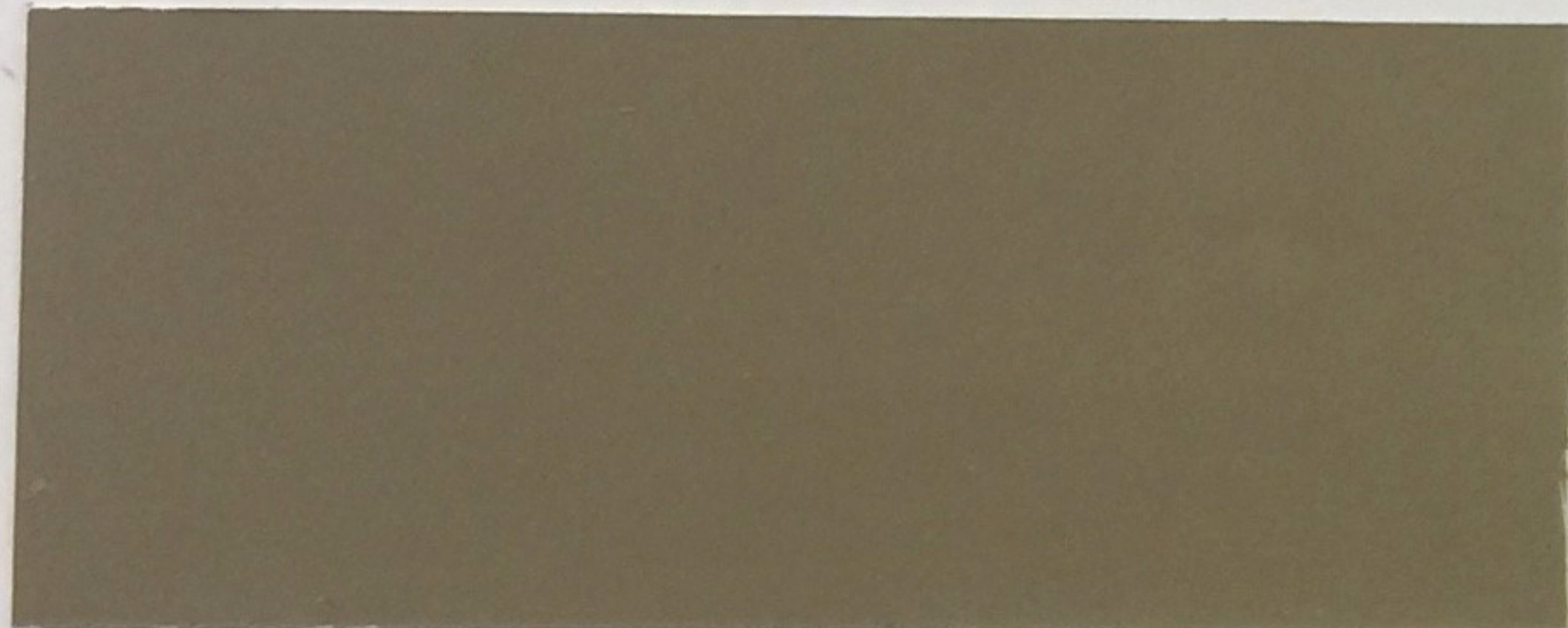
FREEDOM POINT BUILDING B EXTERIOR ELEVATIONS

A-201

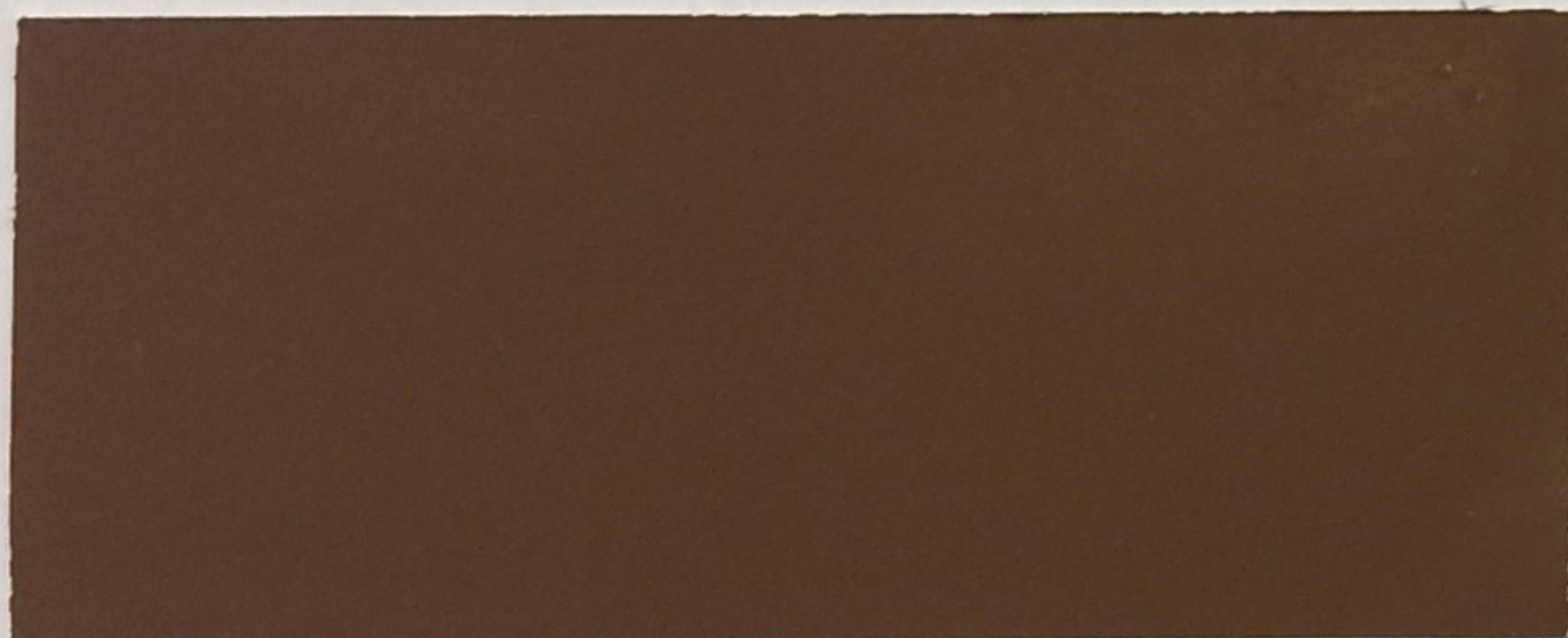




P1 BENJAMIN MOORE OC-14
"NATURAL CREAM"



P2 SHERWIN WILLIAMS 6151
"QUIVER TAN"



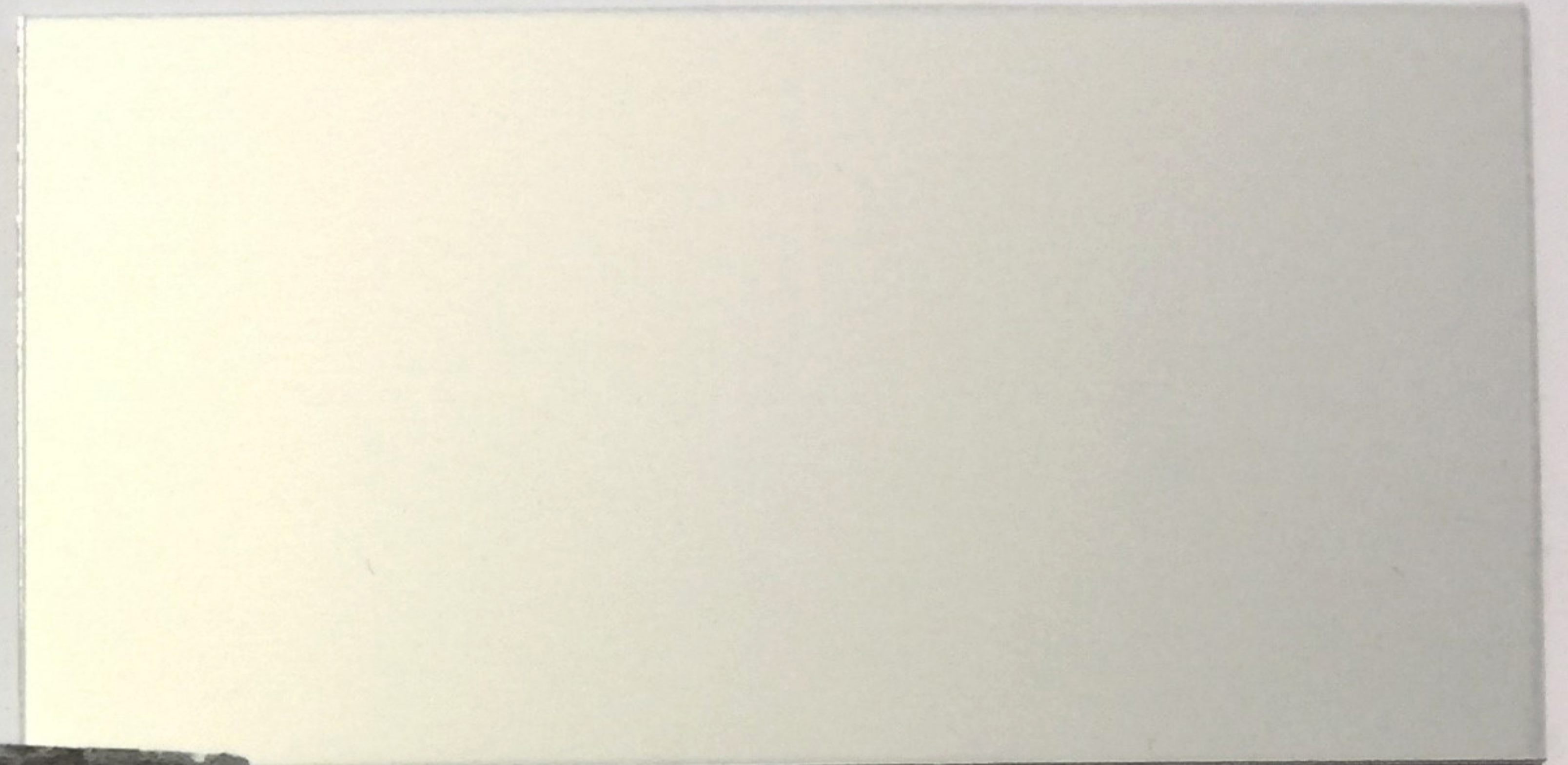
P3 SHERWIN WILLIAMS 9100
"UMBER RUST"



P4 SHERWIN WILLIAMS 6537
"LUXE BLUE"



STONE
"SLATE GRAY"



A1

ANODIZED ALUMINUM



T1

ELEGANZA
"ANTICHO CHESTNUT"

FREEDOM POINT BLDG. B MATERIAL BOARD

A-901

ARCHITECTURAL GROUP
Borges

PRELIMINARY GRADING PLAN
NCRSP - PARCEL 49
MAJOR PROJECT PERMIT
STAGE 1 - PARCEL 1 & 5
FREEDOM POINT
ROSEVILLE, CA

- GRADING NOTES
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
 3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
 4. THE EXISTING GROUND CONTOURS SHOWN ON THIS EXHIBIT REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.
 5. THE CONCEPTUAL GRADING PLAN IS BASED ON A CONCEPTUAL SITE PLAN AND IS SUBJECT TO CHANGE.
 6. FINAL SITE DESIGN MAY ALTER THE GRADING AND EARTHWORK DESIGN SHOWN HEREON.

LEGEND

DESCRIPTION	PROPOSED	EXISTING
DESIGN ELEVATION	130.0 FG	(98.0) FF
CONTOUR	130	130
STORM DRAIN	12" SD	12" SD
MANHOLE	MANHOLE	MANHOLE
DROP INLET	DROP INLET	DROP INLET
WATER QUALITY DEVICE	WQD	WQD
GRADE BREAK	HP	HP
OVERLAND RELEASE	OR	OR
LANDSCAPE FLOW DIRECTION	LF	LF
SWALE FLOWLINE	SW	SW

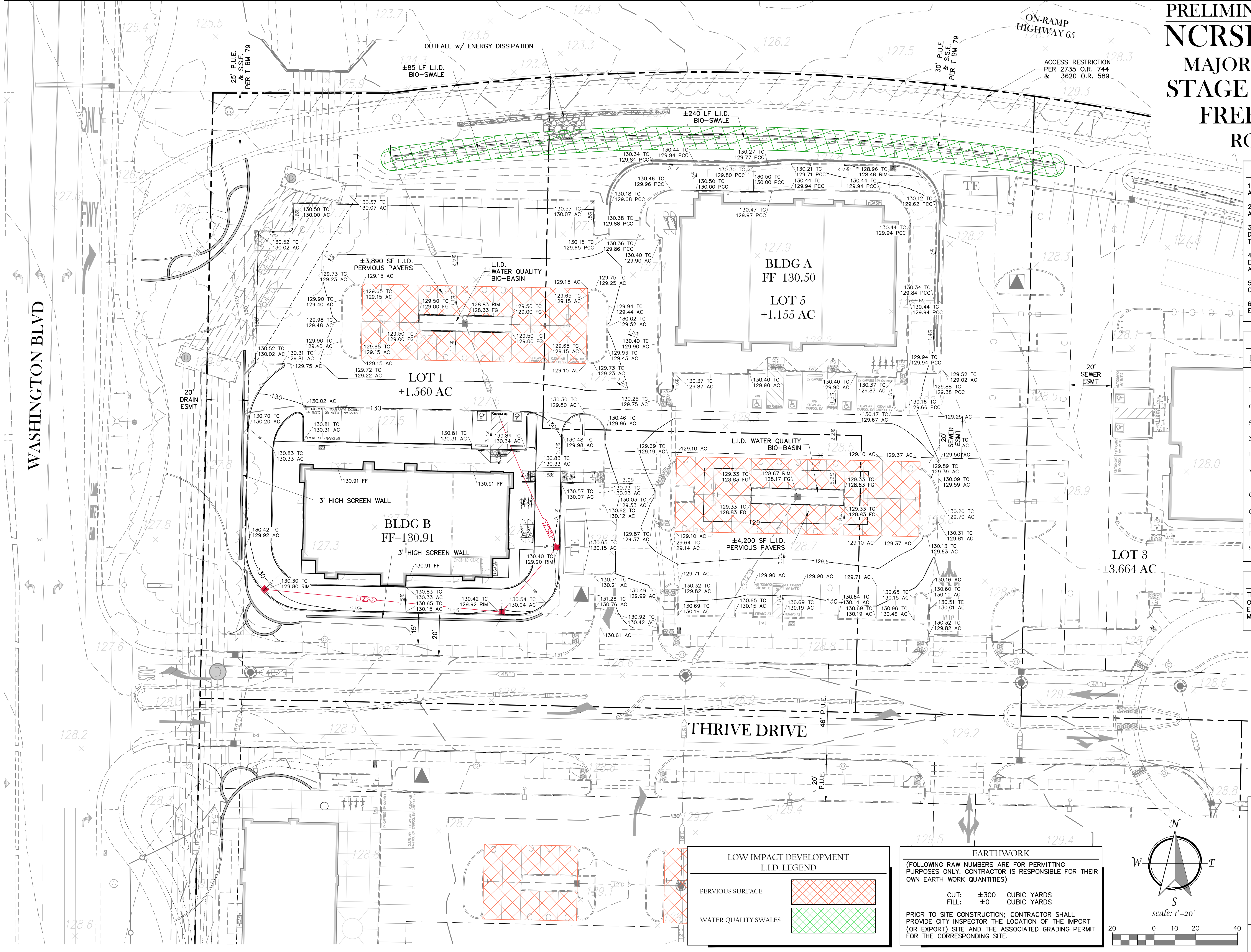
FLOOD ZONE

THIS SITE IS WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NO. 06061C0413 F, DATED JUNE 8, 1998.

MAJOR PROJECT PERMIT - STAGE 1
PRELIMINARY GRADING PLAN
LOT 1 & 5
FREEDOM POINT RETAIL
OCTOBER 01, 2019

TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-3



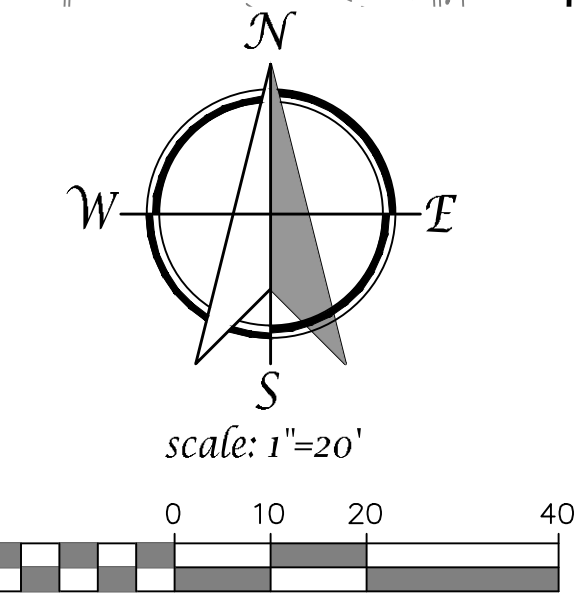
LOW IMPACT DEVELOPMENT
L.I.D. LEGEND

PERVIOUS SURFACE	PERVIOUS SURFACE
WATER QUALITY SWALES	WATER QUALITY SWALES

EARTHWORK
(FOLLOWING RAW NUMBERS ARE FOR PERMITTING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR THEIR OWN EARTH WORK QUANTITIES)

CUT: ±300 CUBIC YARDS
FILL: ±0 CUBIC YARDS

PRIOR TO SITE CONSTRUCTION: CONTRACTOR SHALL PROVIDE CITY INSPECTOR THE LOCATION OF THE IMPORT (OR EXPORT) SITE AND THE ASSOCIATED GRADING PERMIT FOR THE CORRESPONDING SITE.



PRELIMINARY UTILITY PLAN

NCRSP - PARCEL 49

MAJOR PROJECT PERMIT

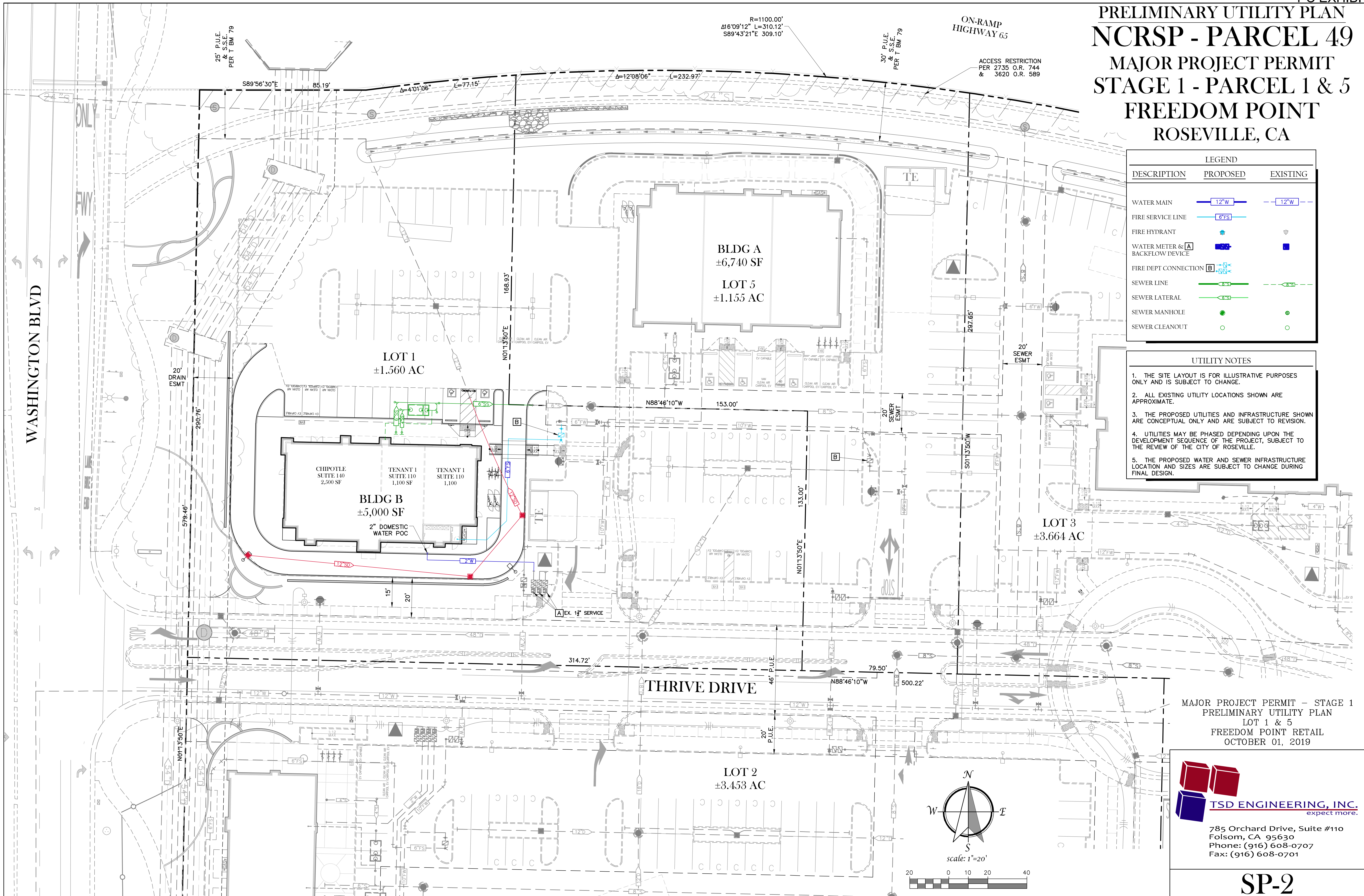
STAGE 1 - PARCEL 1 & 5

FREEDOM POINT

ROSEVILLE, CA

LEGEND		
DESCRIPTION	PROPOSED	EXISTING
WATER MAIN	12" W	12" W
FIRE SERVICE LINE	6" FS	
FIRE HYDRANT		
WATER METER & A BACKFLOW DEVICE		
FIRE DEPT CONNECTION B		
SEWER LINE	8" S	8" S
SEWER LATERAL	8" S	
SEWER MANHOLE		
SEWER CLEANOUT		

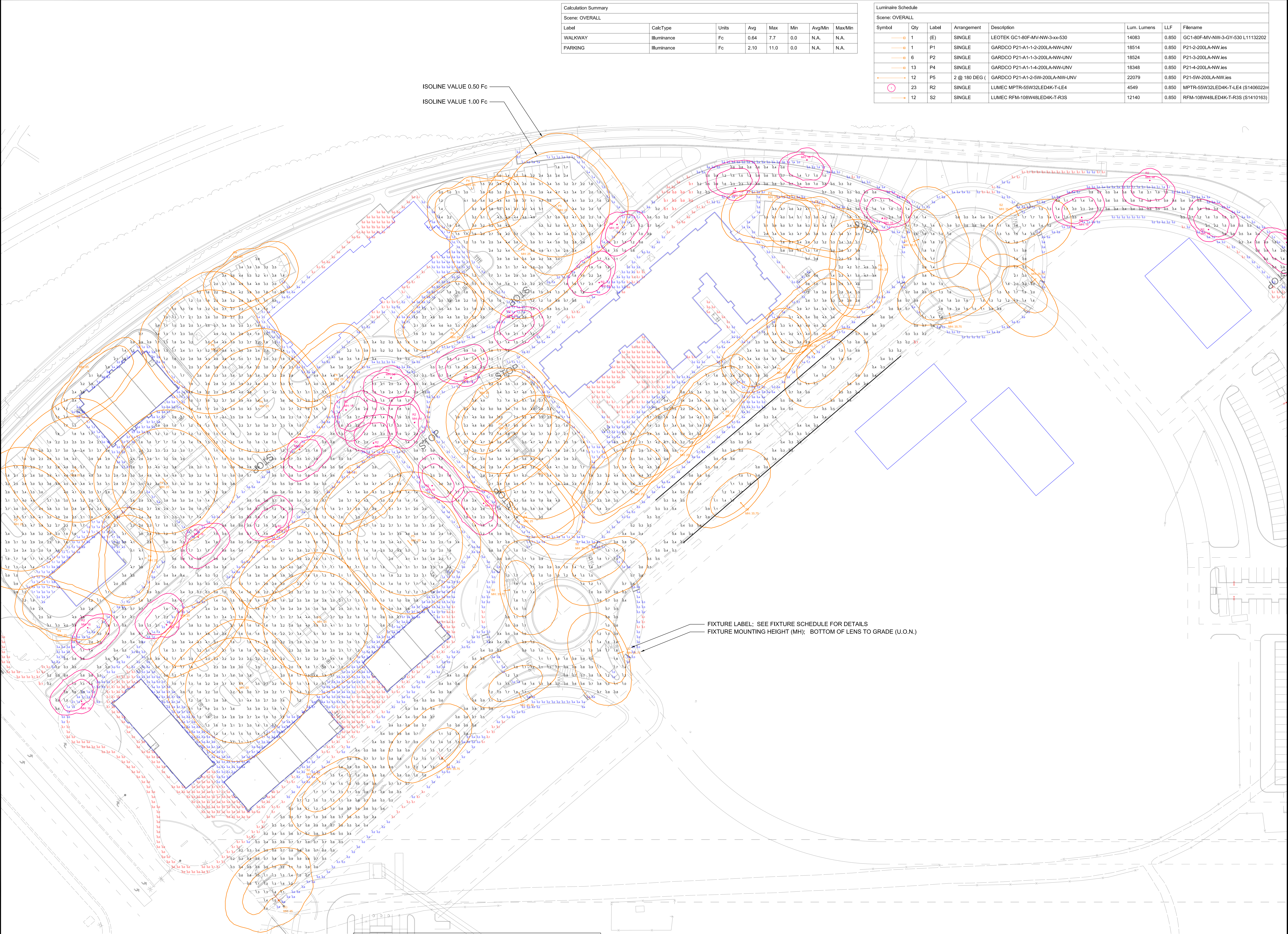
- UTILITY NOTES**
1. THE SITE LAYOUT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.
 2. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
 3. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
 4. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF ROSEVILLE.
 5. THE PROPOSED WATER AND SEWER INFRASTRUCTURE LOCATION AND SIZES ARE SUBJECT TO CHANGE DURING FINAL DESIGN.



TSD ENGINEERING, INC.
expect more.

785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SP-2



Calculation Summary						
Scene: OVERALL						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
WALKWAY	Illuminance	Fc	0.64	7.7	0.0	N.A.
PARKING	Illuminance	Fc	2.10	11.0	0.0	N.A.

Luminaire Schedule						
Scene: OVERALL						
Symbol	Qty	Label	Arrangement	Description	Lum. Lumens	LLF
1	1	(E)	SINGLE	LEOTEK GC1-80F-MV-NW-3-xx-530	14083	0.850
6	1	P1	SINGLE	GARDCO P21-A1-1-2-200LA-NW-UNV	18514	0.850
6	1	P2	SINGLE	GARDCO P21-A1-1-3-200LA-NW-UNV	18524	0.850
13	1	P4	SINGLE	GARDCO P21-A1-1-4-200LA-NW-UNV	18348	0.850
12	1	P5	2 @ 180 DEG (	GARDCO P21-A1-2-5W-200LA-NW-UNV	22079	0.850
23	1	R2	SINGLE	LUMEC MPTR-55W32LED4K-T-LE4	4549	0.850
12	1	S2	SINGLE	LUMEC RFM-108W48LED4K-T-R3S	12140	0.850

Please note that the light loss factor (LLF) used in calculations is based on published mean lumen ratings by the major lamp manufacturers: 0.75 LLF for pulse start metal halide; 0.80 LLF for high pressure sodium and induction lamps; 0.85 LLF for fluorescent and LED sources; 0.90 LLF for Cosmo and Elite lamps.

PRELIMINARY NOT FOR CONSTRUCTION

PROJECT PLAN LIGHTING LAYOUT - PHOTOMETRIC ANALYSIS
SCALE: 1" = 40'-0" (ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE, U.O.N.)

Associated Lighting Representatives
7300 FOLSOM BOULEVARD, SUITE 201
SACRAMENTO, CA 95826
PH: 916 363-6600 FAX: 916 363-6600
www.alrhco.com

AR
ANSR

Associated Network Systems Representatives

AG02 VERSION 2.32
AGI (C) 2002 AGI, INC.
1034 WEST CHATFIELD AVENUE, SUITE 100, LITTLETON, CO 80127

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS
IS BASED ON ESTABLISHED ES PROCEDURES AND PUBLISHED
LAMP RATINGS. FIELD PERFORMANCE WILL DEPEND ON ACTUAL
INSTALLATION, MAINTENANCE, AND SITE CHARACTERISTICS.

REPORT FOR
STEVE FUHRMAN
FUHRMAN LEAVY LAND GROUP

DATE REPRESENTATIVE
PATRICK ROBITALLE
ASSOCIATED LIGHTING REPRESENTATIVES

PROJECT DESCRIPTION
HR Parcel 49 - PHASE 1 - ROB-6

SCALE
1/4" = 1'

DATE
1/4/18

SHEET
1 OF 1

REV
0

AS NOTED

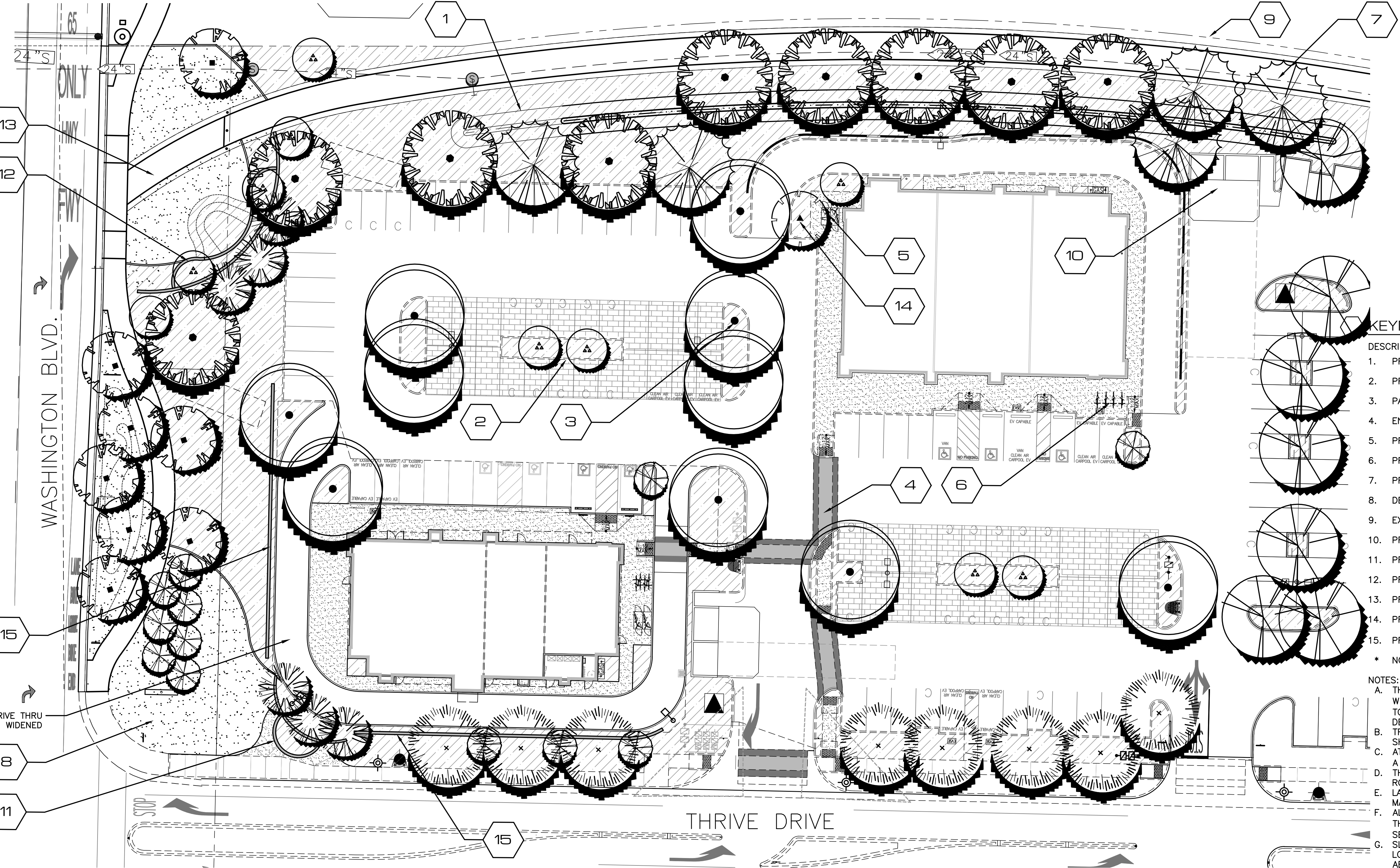
SHADE STUDY CALCULATIONS			
PROJECT:	PARCELS 1 & 2 STAGE 2		7.25.19
OVERALL PARCELS 1 & 2 STAGE 2 SITE			
STANDARD STALLS	164	44,280	
COMPACT STALLS	64	16,128	
HANDICAP STALLS	8	2,016	
TOTAL PAVED PARKING AREA:		62,424	
TOTAL SHADE REQUIRED:	50%	31,212	
TOTAL SHADE PROVIDED:		33,005	
TOTAL SHADE PERCENTAGE		52.9%	

SYMBOL	PATTERN	QTY.	UNIT	TOTAL S.F.
30 TO 35' TREES				
ULMUS P., PINUS P.	35-I	4	X	961
MAGNOLIA G., PLATANUS A., CEDRUS D., PISTACIA C., QUERCUS L.	35-P	42	X	481
	35-N	11	X	240
25 TO 30' TREES				
QUERCUS R., PINUS H., FRAXINUS P.	30-I	0	X	707
	30-P	0	X	354
	30-N	0	X	177
20 TO 25' TREES				
PYRUS C., ACER N.	25-I	8	X	491
	25-P	9	X	246
	25-N	0	X	123
15 TO 20' TREES				
	20-I	0	X	314
	20-P	0	X	157
	20-N	0	X	79
10 TO 15' TREES				
COTINUS C., LAURUS N., CHILOPSIS L., RAPHIOLEPIS I., PHOENIX, MALUS, LAGERSTROIMIA I.	15-I	1	X	177
	15-P	0	X	88
	15-N	0	X	44
TOTAL				33,005

KEYNOTES

- DESCRIPTION
1. PROPOSED VEGETATIVE SWALE
2. PROPOSED WATER QUALITY BASIN
3. PARKING LOT TREES
4. ENHANCED PEDESTRIAN LINKAGE
5. PROPOSED BIKE LOCKERS
6. PROPOSED BIKE RACKS
7. PROPOSED PERIMETER TRAIL
8. DENOTES LANDSCAPED AREA
9. EXISTING PERIMETER FENCE
10. PROPOSED TRASH ENCLOSURE
11. PROPOSED DECORATIVE PLANTER WALLS
12. PROPOSED ENTRY FEATURE WALL
13. PROPOSED PEDESTRIAN LINK TO PERIMETER TRAIL AND SEWER ACCESS ROAD.
14. PROPOSED SPECIMEN ACCENT TREES
15. PROPOSED 36" HEIGHT MASONRY AND STUCCO FINISHED SCREEN WALL.
- * NOTE FURNISHINGS TO BE FINISHED IN BRONZE COLOR.

- NOTES:
- 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.
- B. TREE PLANTINGS IN THE PARKING LOT SHALL BE DESIGNED TO PROVIDE A MINIMUM OF 50% SHADE COVERAGE AFTER 15 YEARS.
- 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.
- D. THE LANDSCAPE PLAN SHALL COMPLY WITH THE LANDSCAPE GUIDELINES FOR NORTH CENTRAL ROSEVILLE SPECIFIC PLAN AND THE CITY OF ROSEVILLE WATER EFFICIENT LANDSCAPE ORDINANCE.
- E. LANDSCAPING ADJACENT TO PRESERVE AREAS SHALL CONSIST OF DROUGHT-TOLERANT PLANT MATERIAL.
- 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."
- 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.
- 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.



PLANT LIST AND LEGEND: STAGE 2 PERMIT

USE TYPE	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / SPACING	HGT / WIDTH	WATER USE
PARKING LOTS AND PERIMETER						
SHADE TREE		ACER RUBRUM 'RED SUNSET'	RED MAPLE	15 G./VARIES	50'/25'	MATCHED
		PISTACIA CHINENSIS	CHINESE PISTACHE	15 G./VARIES	40'/30'	MATCHED
		PLATANUS ACERFOLIA	'BLOODGOOD'	15 G./VARIES	60'/40'	MATCHED
		PODOCARPUS GRACILIOR	FERN PINE	24" BOX / VARIES	40'/35'	MATCHED
		POPULUS ALBA PYRAMIDALIS	BOWHALL POPLAR	24" BOX /VARIES	80'/15'	MATCHED
SUBORDINATE & SCREEN TREES						
		CEDRUS DEODORA	DEODAR CEDAR	24 BOX	70'/35'	MATCHED
		CERIS CANADENSIS 'MERLOT'	MERLOT EASTERN REDBUD	24 BOX	20'/15'	MATCHED
		LAGERSTROEMIA X. ARAPAHO	CRAPE MYRTLE	24 BOX	20'/15'	MATCHED
		PYRUS CALLERYANA 'RED SPIRE'	FLOWERING PEAR	24 BOX	35'/25'	MATCHED
		QUERCUS WISLIZNEII	INTERIOR LIVE OAK	36" BOX /VARIES	40'/40'	NATURAL
ACCENT TREE						
		QUERCUS WISLIZNEII	INTERIOR LIVE OAK	36" BOX /VARIES	40'/40'	NATURAL

BACKGROUND OR FOUNDATION SHRUB MATERIAL

EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCHTOSTAPHYLOS H. MCINN	1/5 GAL.	5'o.c.	LOW
ARBITUS U. COMPACTA	1/5 GAL.	3'o.c.	LOW
GREVILLEA CANBERRA	1/5 GAL.	6'o.c.	LOW
NERIUM OLEANDER 'MRS. ROEDING'	1/5 GAL.	6'o.c.	LOW
FRANGLIA CALIFORNICA	1/5 GAL.	6'o.c.	LOW
RHAPHILEPIS JACK EVANS	5 GAL.	6'o.c.	MED
XYLOSMA C. 'COMPACTA'	5 GAL.	3'o.c.	LOW

FACER SHRUB MATERIAL

EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR 'TERRACING' OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CEANOTHUS SPP.	1/5 GAL.	3'o.c.	LOW
RHAMNUS 'SAN BRUNO'	5 GAL.	4'o.c.	LOW
CISTUS SP.	1/5 GAL.	5'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3'o.c.	LOW
LEPTOSPERMUM SPP	1/5 GAL.	4'o.c.	MOD
RHAPHIOLEPIS SPP.	1 GAL.	4'o.c.	MOD
ROSMARINUS O. TUSCAN BLUE	1 GAL.	3'o.c.	LOW

ACCENT SHRUB MATERIAL

EVERGREEN OR PERENNIAL SHRUBS TO 3'-0", SOMETIMES LARGER. USED FOR AESTHETIC VALUE IN LANDSCAPE THROUGH BLOOM, LEAF COLOR, OR OVERALL CHARACTER.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
HESPERALOE SPP.	1 GAL.	18" o.c.	MED
DIETES SP.	1 GAL.	3'o.c.	LOW
HEMEROCALLIS HYBRIDS	1 GAL.	2'o.c.	MED
LAVANDULA SP.	1 GAL.	2'o.c.	LOW
MAHONIA A. 'COMPACTA'	1/5 GAL.	3'o.c.	LOW
CALLISTEMON LITTLE JOHN	1 GAL.	3'o.c.	LOW
NANDINA 'HARBOR DWARF'	1 GAL.	2'o.c.	LOW
PENNISETUM SP.	1 GAL.	2'o.c.	LOW

GROUND COVER MATERIAL

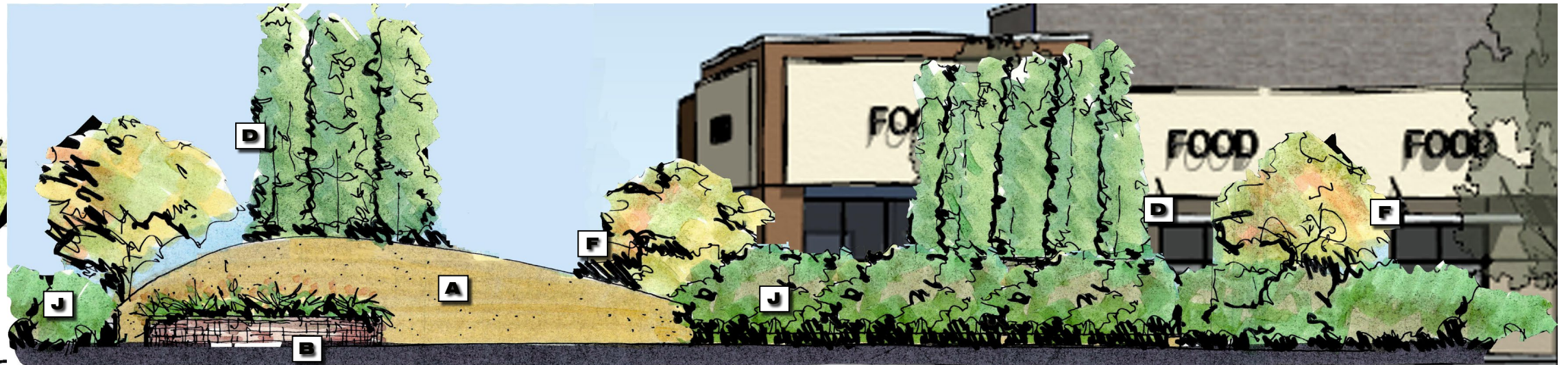
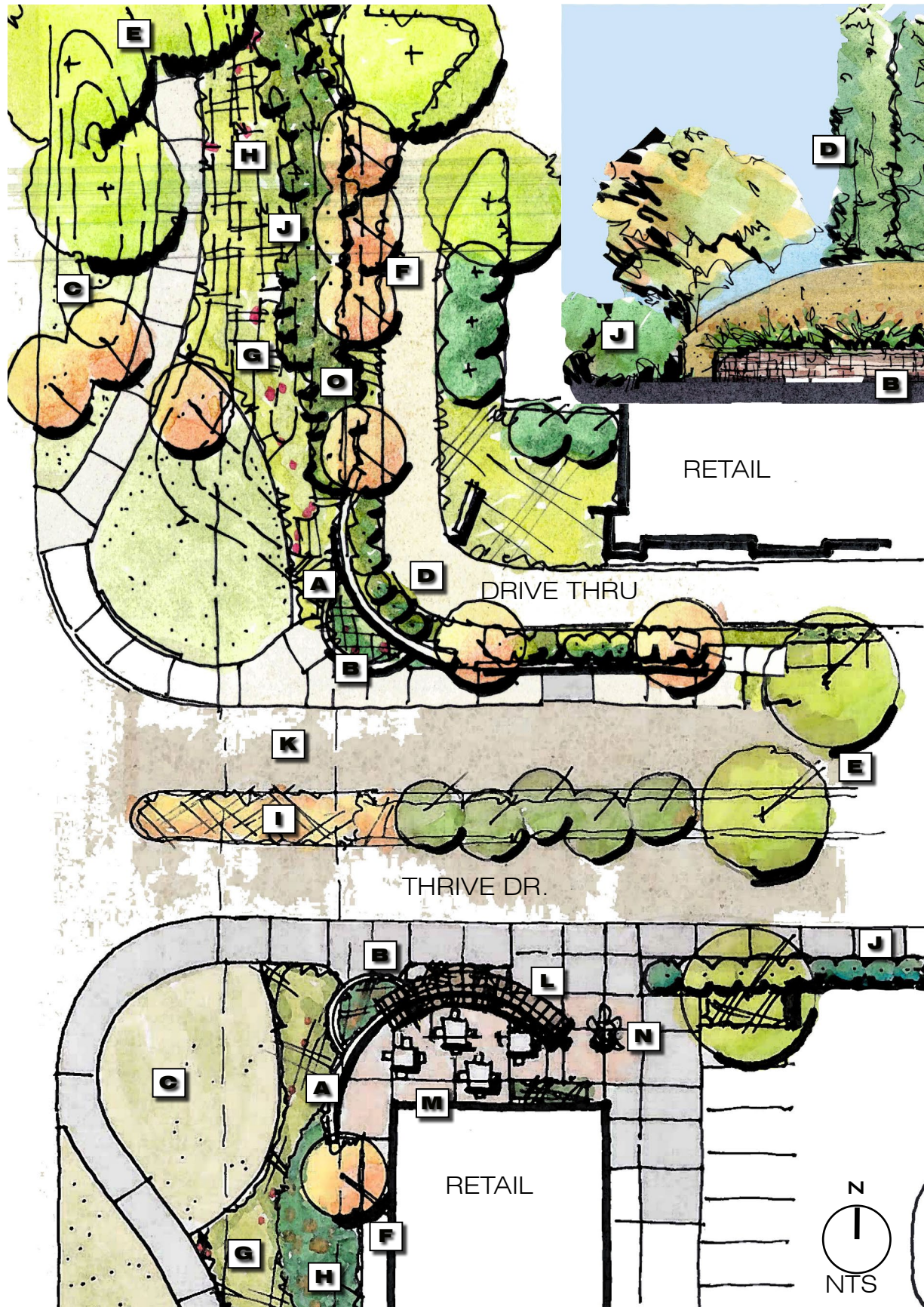
EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
ARCTOSTAPHYLOS SP.	1 GAL.	36" o.c.	LOW
BACCHARIS PILULARIS	1 GAL.	24" o.c.	LOW
COFFROSA X KIRKII	1 GAL.	36" o.c.	MOD
NANDINA H DWARF	1 GAL.	24" o.c.	LOW
ROSMARINUS O. 'PROSTRATUS'	1 GAL.	36" o.c.	LOW
ROSA 'FLOWER CARPET' SP.	1 GAL.	36" o.c.	MOD
TRACHELOSPERMUM JASMINOIDES	1 GAL.	36" o.c.	MOD
ROSA SPP.	1 GAL.	24" o.c.	LOW

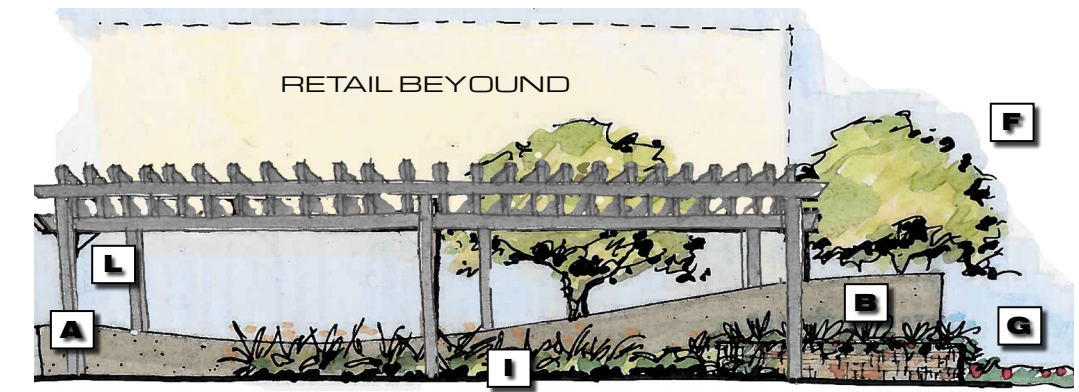
WATER QUALITY AREAS

EVERGREEN OR PERENNIAL SHRUBS TO 30" HIGH. USED TO BLANKET LARGER AREAS AND AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.

Botanical Name	Size (Min.)	Spacing (Min.)	Water Use
CORNUS SERICEA	1 GAL.	4' o.c.	MOD
FESTUCA RUBRA	1 GAL.	18" o.c.	LOW
FESTUCA IDAHOENSIS	1 GAL.	18" o.c.	LOW
JUNCUS BALTIUS	1 GAL.	18" o.c.	LOW
PRUNUS CISTENA	1 GAL.	5' o.c.	LOW
ELYMUS SPP.	1 GAL.	18" o.c.	LOW
SPIREA SPP.	1 GAL.	3' o.c.	MOD
MAHONIA COMPACTA	1 GAL.	3' o.c.	LOW



A SOUTH ELEVATION - BLDG. B



B NORTH ELEVATION - BLDG. C

LEGEND

- A "ARCHING" & CURVED ACCENT SCREEN WALL
STUCCO FINISH - WARM GREY, 6' MAX. HGT. @
APEX
- B CURVED, CAPPED, PLANTER WALL WITH EDS
VENEER CUT COARSE STONE,
MADRONA
- C "NO MOW" TURF TO MATCH ROUNDABOUT
- D VERTICAL ACCENT TREE TO MATCH
ROUNDABOUT - ITALIAN CYPRESS OR
POPULUS
- E STREET TREE - (PODOCARPUS GRACILIOR -
THRIVE DR, ACER RUBRUM - WASHINGTON
BLVD.).
- F FLOWERING ACCENT TREE - LAGERSTROEMIA
I. CRAPE MYRTLE
- G FLOWERING ACCENT FILLER - ROSA FLOWER
CARPET ROSE
- H FLOWERING ACCENT FILLER - CALLISTEMON

LITTLE JOHN

- I ACCENT PLANTING - HESPERALOE P. RED
YUCCA
- J BACKGROUND SCREEN SHRUB
- K EXISTING STORM DRAIN LINES.
- L STEEL CURVED, SHED, ARBOR OVER PATIO - SEE B
ELEVATION ABOVE.
- M COLORED, SCORED CONCRETE PATIO
- N LARGE, ACCENT POT WITH ACCENT SHRUB
- O MOUNDED, +42" HEIGHT, PLANTER AREA FOR SCREENING
DRIVE THRU.

