Staff Report

DATE: October 9, 2024

TO: Planning Commission

FROM: Thomas McNairn, Associate Planner
Dara Dungworth, Principal Planner

SUBJECT: **Chipotle Restaurant Pick-Up Lane:** Planning Application #24-24 for Conditional Use Permit #1-24, Design Review #05-24, Demolition #03-24

Recommendation

Staff recommends that the Planning Commission hold a public hearing and approve:

1. Resolution of The Planning Commission of The City of Davis Approving a Conditional Use Permit for a Quick-Service Restaurant and Pick-Up Lane Chipotle, PA#24-24 for CUP #01-24, DR #05-24, DEMO #03-24, and Finding the Project Exempt From Review Pursuant To CEQA Regulation Guidelines Sections §15302(B) (Replacement or Reconstruction of a Commercial Structure), §15303 (New Construction of Restaurant) And §15332 (In-Fill Development); and

2. Resolution of The Planning Commission of The City of Davis Approving a Design Review for a Quick-Service Restaurant and Pick-Up Lane Chipotle, PA #24-24 for DR #05-24, CUP #01-24, DEMO #03-24 and Finding the Project Exempt From Review Pursuant To CEQA Regulation Guidelines Sections §15302(B) (Replacement Or Reconstruction Of A Commercial Structure), §15303 (New Construction Of Restaurant) And §15332 (In-Fill Development).

Project Description

The applicant is requesting planning approvals for a Conditional Use Permit, Design Review, and a Ministerial Demolition Permit for a project located at 4823 Chiles Road. The proposed project will demolish an existing building of approximately 2,393 square feet and construct a new 2,334 square foot quick-service restaurant that will be used for a Chipotle restaurant. The proposed project is applying for a Conditional Use Permit for a restaurant with a drive-through lane that is exclusively for pick-up orders (“pick-up lane)”. Additional site improvements include new site paving, landscaping, accessible EV charging stalls, lighting, and an agriculture-themed mural along the pick-up lane.

The pick-up lane is designed specifically to provide ease of access and efficiency for customers who have placed a prior order via the restaurant’s mobile application or on the restaurant’s website. It is not a traditional drive-through lane. Since orders are not placed on a menu board and payment is made through the mobile application or webpage in advance, the car queueing time is reduced by about 60% from about 6 minutes to a little

over 2.5 minutes. Thus, idling is reduced from a typical drive-through facility and reduces single-occupant vehicle emissions.

The proposed project will still operate as a normal quick-service restaurant with available seating indoor and outdoors. Nineteen parking spaces and 18 bike parking spaces will be provided for customers who want to dine in or walk in and pick up their order.

Figure 1. Aerial Vicinity Map

Project Setting

The project site is located in a commercial area with the existing improvements of the former Cindy's Restaurant. The site is zoned Commercial Mixed Use (CMU). Surrounding properties are also CMU or Auto Center (A-C). Project data, including the surrounding property zoning are provided below.

Project Data

Project Owner/Applicant:	Jay Mundy, 4010 Chiles Road, Davis, CA 95618
Project Location:	4823 Chiles Road
Lot Size:	28,531 Square Feet
General Plan Land Use:	General Commercial
Zoning:	Commercial Mixed Use
Adjacent Zoning/ Land Uses:	North: Freeway South: PD 6-18, Commercial Mixed Use, A-C, Auto Center/General Commercial

East: A-C, Auto Center,
CMU, Commercial Mixed Use/General Commercial
West: CMU, Commercial Mixed Use/General Commercial,
Neighborhood Retail

Existing Structure: 2,393 sq. ft.
Proposed Structure: 2,334 sq. ft.

General Plan
The General Plan land use of the project site is "General Commercial." The proposal for a quick-service restaurant is conditionally allowed with the designation. No General Plan Designation changes are proposed.

Zoning Consistency
The subject site is zoned Commercial Mixed Use (CMU). For zoning purposes, staff determined that the proposed pick-up lane operation is similar to a traditional drive-through facility. Because customer ordering occurs exclusively online or through the mobile app, queueing time is reduced.

The proposed restaurant and pick-up facility are conditionally allowed uses pursuant to Section 40.18 of the Davis Municipal Code (DMC). As conditioned, the proposal is consistent with applicable CMU requirements. The table below compares the proposal's compliance with applicable CMU development standards.

Table 1: Proposal's Compliance with CMU Applicable Development Standards

Development Standard	Required	Proposed	Compliance
Front Setback	25' min.	42'-8"	Yes
East Side Setback	10' min.	40'-11"	Yes
West Side Setback	10' min	18'-8"	Yes
Height	35' max. 3 stories	20'-8" 1 Story	Yes
Landscaping	10% minimum 20% encouraged	27%	Yes
Parking Lot Shading	50% min.	59%	Yes
Parking	18 Spaces	19 Spaces	Yes
Bicycle Parking	16 Spaces	18 Spaces	Yes

Drive-through facilities. Pursuant to Section 40.18.040(d) of the DMC, drive-through facilities are conditionally permitted provided they comply with the performance standards in Sections 40.26.420 and 40.26.430. The applicant has worked with staff to ensure that the project meets the required standards.

Conditional Use Permit
The CMU zone requires approval of a CUP for restaurants and drive-through facilities. The proposed demolition and reconstruction project would continue the long-standing use of the site as a restaurant the with addition of a pick-up lane. The project site is located

on a major collector street in proximity to freeway off ramps, and is well suited to serve travelers along I-80 and visitors to the nearby auto dealers. The restaurant also provides a convenience for the community as a whole with proximity to the businesses and recreation facilities east of the City limits and residents in the South Davis vicinity, where there are limited restaurant choices, and will be the first "pick-up" lane in Davis.

The restaurant's hours of operation range from 10:45 am to 11:00 pm for dine-in and pick-up services.

Pursuant to Section 40.30.030 of the DMC, in considering a CUP application the Planning Commission "*shall give due regard to the nature and condition of the proposed or existing use and all adjacent uses and structures*." In acting on the CUP the Planning Commission may deny the application or may approve it and impose requirements and conditions of approval with respect to location, construction, maintenance and operation, as the Commission may deem necessary for the protection of adjacent properties and the public interest.

The proposed project would enhance and upgrade the site with the new building, parking lot, pick-up lane, landscaping, signs, and accessibility upgrades. The site abuts the Motel 6 on the east, the Taco Bell on the west, does not create any conflicts with any adjacent properties, and is suited for the use.

In addition, Section 40.30.080 of the DMC states that the Commission shall issue a CUP if it is satisfied that the proposed structure or use conforms to the requirements and intent of this chapter and the city master plan, that any additional conditions and requirements stipulated by the Planning Commission have been or will be met, and that such use will not, under the circumstances of the particular case, constitute a nuisance or be detrimental to the public welfare of the community, and that the Community Development Director shall ensure that the development and use is undertaken and completed in compliance with such permit.

Staff finds that the restaurant and pick-up lane are compatible with the surrounding uses and are an appropriate use for the site. Given its location, the restaurant with pick-up lane coexists well with other auto-related uses in the area, including gas stations and auto sales. Approval of the proposed restaurant and pick-up lane is acceptable as the uses comply with all applicable development standards and performance standards, as conditioned.

Demolition

According to City records, construction of the building as a Cindy's Restaurant was completed in 1973 and the proposed demolition requires the consideration of any historic value of the structure. The building was identified as Cindy's #9 and was part of a small chain of restaurants which also had the same or a similar building architecture, as the standard design for the small chain. In accordance with the DMC, a historic review is required in the demolition of the building. The Historical Resource Management Commission (HRMC) reviewed a Historical Resource Analysis prepared

for the Cindy's building at 4823 Chiles Road on September 16, 2024. The Commission agreed with the survey recommendation and determined that the building does not meet the eligibility criteria to be considered for historical designation. Therefore, the demolition permit review was completed by the HRMC as required with no historical issues that would affect demolition of the structure.

Design Review

Section 40.31.020 of the DMC states that the purpose of the design review process is a comprehensive site plan and architectural review so as to determine compliance with the zoning ordinance, "*and to promote the orderly and harmonious growth of the city and the stability of land values and investments and the general welfare; and to help prevent the impairment or depreciation of land values and the development by the erection of structures, additions or alterations thereto without proper attention to siting, or of unsightly, undesirable or obnoxious appearance; and to prepare for and help to prevent problems arising affecting the community due to the nature of existing and planned uses of land and structures, such as traffic, public safety, public facilities, utilities and services, among others*."

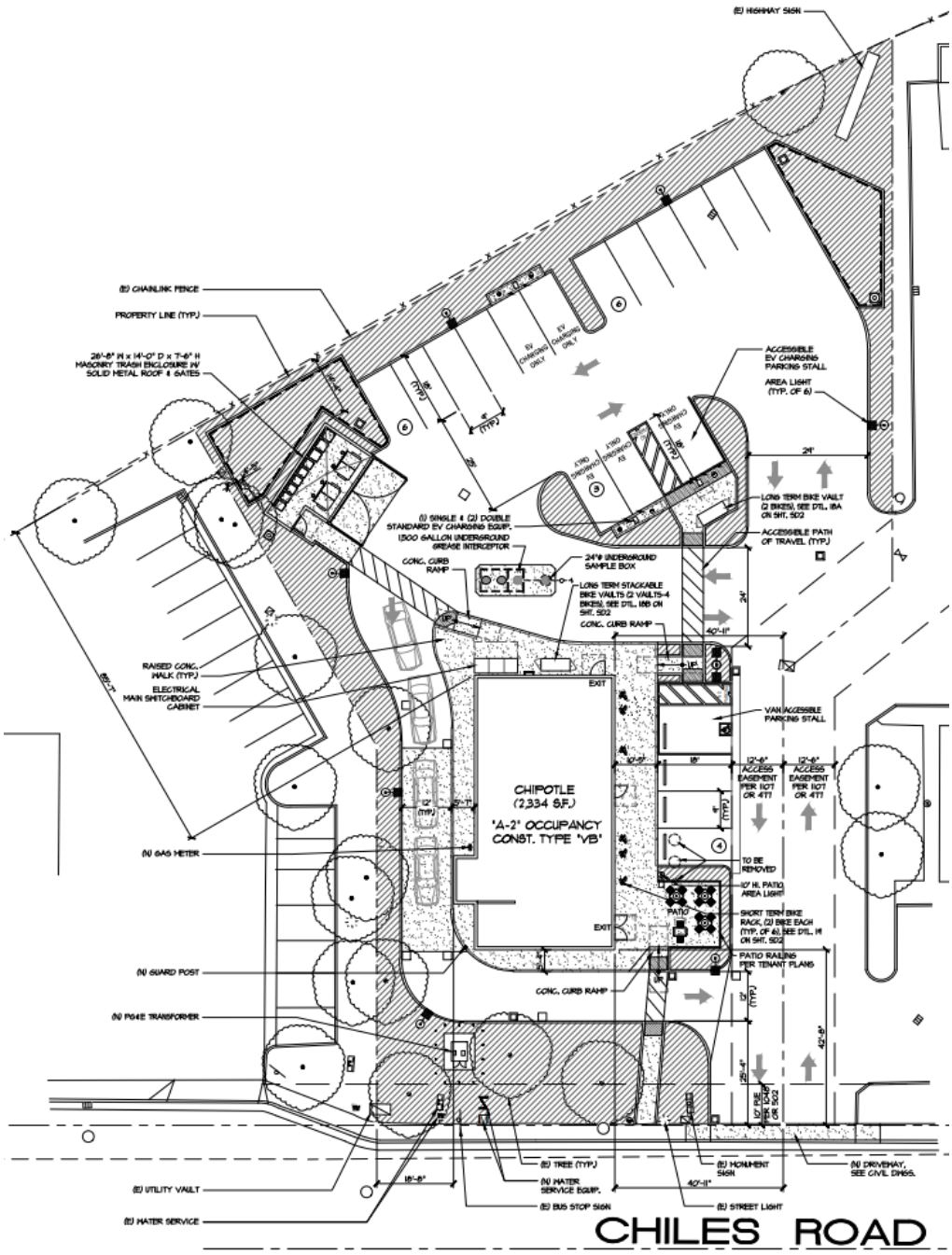

Figure 2. Proposed Site Plan

A NORTHEAST ELEVATION

B SOUTHEAST ELEVATION

B SOUTHWEST ELEVATION

Figure 3. Proposed Elevations

The proposed Chipotle restaurant is generally the same size as the previous Cindy's restaurant, only differing by approximately 59 square feet smaller. The proposed project

will be constructed in a similar location to the existing structure and will provide updated landscaping, parking spots with EV charging facilities, outdoor seating, bicycle parking, and a screened pick-up lane. The proposed project is not anticipated to cause additional traffic concerns to the surrounding area as the site can adequately support the necessary stacking associated with the shortened queueing time of a pick-up lane. See additional discussion in Pick-up Lane and Traffic Considerations sections below.

The applicant is proposing a mural along the pick-up window elevation of the project. It is agricultural themed and is consistent with Chipotle's "farm fresh" focus and recognizes the Davis community's long-standing cultural identification with, and emphasis on, local agriculture. The mural will be commissioned by a local artist as coordinated by the City's Arts and Culture Manager.

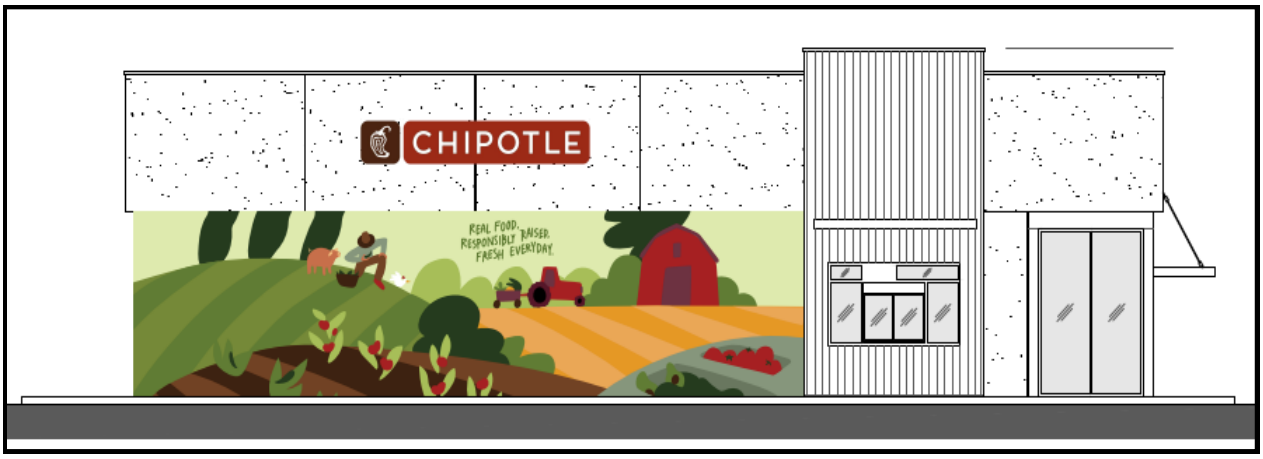

Figure 4. Proposed Mural

Pick-up Lane

The pick-up lane is located to the west of the structure to accommodate the necessary queueing away from the parking lot area. Over the last few years, the pick-up window operational model has been implemented across several local Chipotle locations, including Roseville, Granite Bay, Arden Arcade, and the in the Central Valley (Ceres, Watsonville, Patterson), and is referred to as a "Chipotlane". The windows were first introduced in 2019 to allow customers to pickup an order without having to park their vehicle and walk into the restaurant. The pick-up widow is only available to the customers who have placed a prior order via the Chipotle mobile application or Chipotle's website. Since orders are not placed from 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 with traditional drive-through lanes, as mentioned above.

Part of Staff's analysis of the project included a submittal from the applicant assessing the queueing anticipated with the proposed pick-up window. This was done to assure there would be no queuing that would back into the street or block off significant amounts of parking in the existing parking lot. Since this is not a typical drive-through there is not a comparable queueing study that was available. Therefore, the applicant

produced a study they commissioned from a company in Ohio that was peer-reviewed by an engineer licensed in California as well as by City staff. This study provided queueing information that demonstrated there would be no operational issues relating to the pick-up lane. The queueing study prepared by GDP Group is provided as Attachment 3 and is summarized in Figure 5. Additionally, the peer review performed by TJKM Transportation Consultants, that was accepted by the City, is provided as Attachment 4.

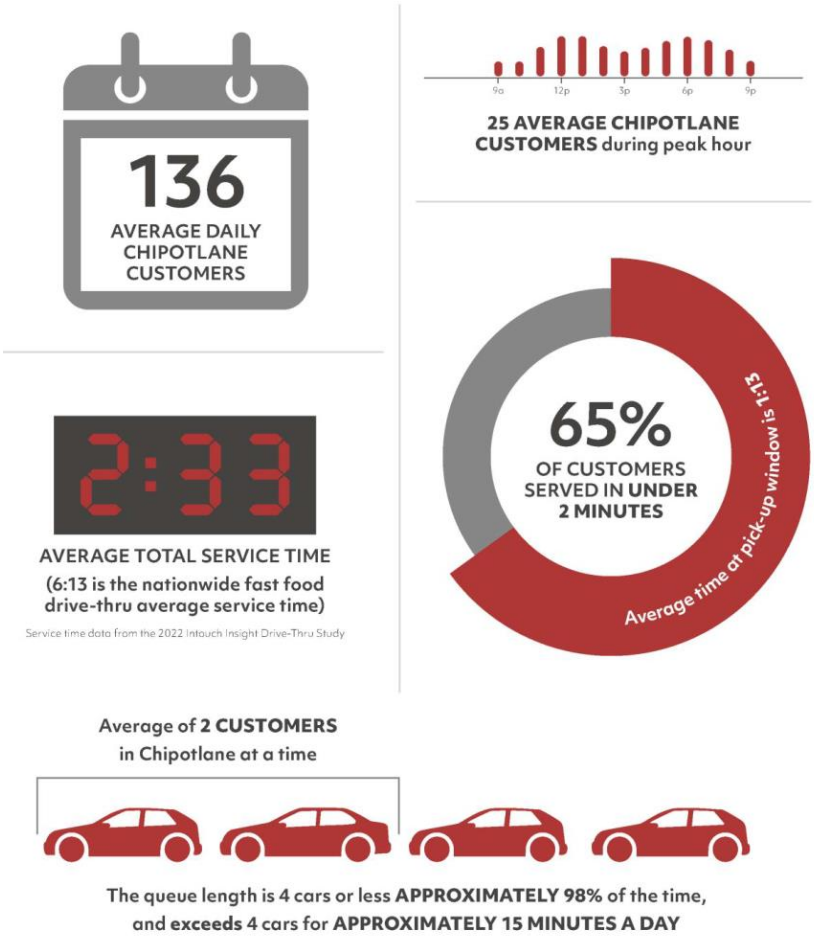

Figure 5. Summary from the Operations Study

Traffic Considerations

Staff acknowledges that conversations regarding traffic operations along Chiles Road have taken place. Staff considered several alternatives to the proposed project, such as restricting turning movements at the project driveway, especially the eastbound left turn into the driveway. Staff felt that without a viable U-turn opportunity on Chiles to the west, restricting turning movements at the driveway would increase cut-through traffic along Cowell Boulevard and El Cemonte Avenue, as this would be the shortest path of travel for automobiles. This route is not desirable since this portion of Cowell Boulevard is a residential neighborhood as well as a suggested safe route to school.

Additionally, there have been discussions about existing issues related to traffic on Chiles Road, such as existing congestion at the intersection of Chiles Road and Mace Boulevard and truck parking along Chiles Road near the project location. In this case, these issues are existing deficiencies. The City is not allowed to condition improvements on a private development project to address existing issues. If there were an identified project to address them, then the City could look at assessing a proportional share of the cost of that solution for the new traffic that would be created by this project; however, in this case, there is no such project in place. Staff will monitor the parking situation along Chiles Road and if there is a safety issue with the trucks blocking visibility at the project driveway, the City Traffic Engineer has the authority to establish a “No Parking” zones and install red curb to make sure that the necessary visibility is provided.

Environmental Determination

The City of Davis has determined that approval of the project is Categorically Exempt from review under the California Environmental Quality Act. (CEQA) (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation Section 15302(b) (Replacement or Reconstruction of a commercial structure with a new structure of substantially the same size, purpose, and capacity), Section 15303 (New Construction of a restaurant under 2500 square feet), and 15332 (In-Fill Development Projects). The demolition of the existing building was reviewed by the local Historical Resource Management Commission which determined the structure to be ineligible for historic designation under the California Register of Historic Resources or as a City of Davis Landmark or a Merit Resource. Therefore, the project is not eligible for designation pursuant to Public Resources Code 21084.1.

Public Notice and Outreach

The hearing for the project was publicly noticed in the Davis Enterprise and notices mailed out to surrounding properties in accordance with City noticing requirements. Because the first hearing was rescheduled, the project has been noticed twice. As of the publication of the first staff report, Staff received two supportive comments and one objection. Subsequent to the publication of the first packet, additional correspondence was received regarding the possible historic nature of the existing Cindy’s and Staff determined that a historical survey should be conducted. The HRMC meeting was properly noticed, as well. As of the publication of this staff report, the City has received one email comment in support of the project and no comments that indicate opposition to the project.

Attachments

1. Resolution Approving Conditional Use Permit for 4823 Chiles Road
    a. Conditions of Approval for CUP
    b. Project Plans
2. Resolution Approving Design Review for 4823 Chiles Road
    a. Conditions of Approval for Design Review
    b. Project Plans
3. Chipotle Condensed Operations Study
4. Chipotle Condensed Operations Study Peer Review Memo

RESOLUTION NO. 24-XXX, SERIES 2024

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DAVIS APPROVING A CONDITIONAL USE PERMIT FOR A QUICK-SERVICE RESTAURANT AND PICK-UP LANE CHIPOTLE, PA#24-24 FOR CUP #01-24, DR #05-24, DEMO #03-24, AND FINDING THE PROJECT EXEMPT FROM REVIEW PURSUANT TO CEQA REGULATION GUIDELINES SECTIONS §15302(B) (REPLACEMENT OR RECONSTRUCTION OF A COMMERCIAL STRUCTURE), §15303 (NEW CONSTRUCTION OF RESTAURANT) AND §15332 (IN-FILL DEVELOPMENT)

WHEREAS, A Conditional Use Permit (CUP #01-24) allows for the operation of a quick-service restaurant with a pick-up lane within a proposed building, located at 4823 Chiles Road; and

WHEREAS, the Planning Commission held a public hearing on October 9, 2024, to receive comments and consider the approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Davis does hereby resolve as follows:

SECTION 1. CEQA

1. Find and determine the approval of the project to be Categorically Exempt from review under the California Environmental Quality Act (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation Section 15302(b), which exempts the replacement or reconstruction of a commercial structure with a new structure of substantially the same size, purpose, and capacity, Section 15303 which exempts New Construction of a restaurant under 2500 square feet, and Section 15332 which exempts In-Fill Development.

SECTION 2. Findings

1. The proposed project is consistent with the objectives of the General Plan, and Zoning, complies with applicable zoning regulations including for a quick-service restaurant with a pick-up lane; that is a conditionally permitted use and is compatible with the nearby commercial uses; and the project is consistent with applicable provisions of the Davis Municipal Code, including Section 40.26.420 and 40.26.430; and includes appropriate conditions to address concerns identified as part of the approval; and
2. The proposed use will not constitute a nuisance or be detrimental to the public welfare of the community, in that the use would be consistent with existing and permitted uses; all conditions and requirements deemed necessary and in the public interest have been or will be met as they have been imposed on the application approval to reduce the impact of the use on adjacent properties and vicinity; and there are no significant privacy, noise, traffic, or visual concerns raised by the use; and

3. The nature, intensity, and condition of the proposed use is compatible with existing and adjacent uses and structures and appropriate for the site, in that the project meets all applicable development standards, is designed to address or includes improvements and measures to address potential neighborhood issues, and appropriate conditions have been made part of the approval.

SECTION 3. Approval

1. Approve the operation of a quick-service restaurant with a pick-up lane as depicted and further described in Planning Commission Resolution 2X-XXX, and subject to the Conditions of Approval listed in Exhibit A; and
2. The approved Conditions of Approval and Planning Commission Resolution 2X-XXX shall govern the use of the building for restaurant and pick-up lane operations; and
3. Unless otherwise expressly stated, the applicant/developer shall be solely responsible for satisfying each condition prior to a final Building Permit Inspection, issuance of a Certificate of Occupancy, or initiation of use, as is applicable. The agency and/or City department(s) responsible for ensuring implementation of each condition is indicated in parentheses with each condition.

PASSED AND ADOPTED by the Planning Commission of the City of Davis on this 9th day of October, 2024, by the following vote:

AYES:

NOES:

Greg Rowe
Chairperson

ATTEST:

Victor Jaimes, CPMC
Deputy City Clerk

The presence of digital signatures certifies that the foregoing is a true and correct copy as approved by the City of Davis Planning Commission.

EXHIBIT A

Chipotle Pick-Up Lane – 4823 Chiles Road
Planning Application #24-24 for CUP #01-24, DR#05-24, Demo #03-24

PROJECT APPROVAL - CONDITIONAL USE PERMIT

1. **Project Approval.** Planning Application (PA) #24-24 for Chipotle Pick Up Lane (Conditional Use Permit #01-24, Design Review #05-24), as depicted in the Exhibit B of the Design Review, is hereby approved by the Planning Commission, subject to the conditions listed below. This project expires 18 months from the date of approval if substantial construction has not commenced, unless extended pursuant to Section 40.39 of the Zoning Ordinance.

2. **Indemnification.** The applicant shall defend, indemnify, and hold harmless the City of Davis, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Davis concerning this approval, including but not limited to any approval of condition of the Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees and agents in the defense of the matter.

3. **Project Requirements and Implementation.** The approved Exhibit B of the Design Review shall govern the design and construction of the project. When exhibits and/or written conditions of approval are in conflict, the written conditions shall prevail, unless specifically stated in the conditions of approval. The fact that exhibits were included with City Staff Reports, or not appropriately corrected when signed by the department does not override and invalidate the approved written conditions of approval. All other plans, specifications, and information contained within the approved Exhibit shall be specifically applicable to the project and shall be construed as if directly stated within the conditions of approval. Unless otherwise expressly stated, the developer shall be solely responsible for satisfying each condition and each condition must be satisfied at the time listed in the condition. The agency and/or city department responsible for ensuring implementation of each condition is indicated within each condition.

4. **Consistency with Approved Project.** The operations and maintenance of the approved use shall substantially conform to the conditions of approval.

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Any proposed subsequent modification of the subject site or structure thereon, including but not limited to the following actions, shall first be reported to the city for a review and determination of consistency with this permit: actions affecting how people or materials move on, off or around the site; the physical appearance of the site or structures thereon (including but not limited to signing, architecture, landscaping, paving, etc.); the type of activities; the number of people employed or otherwise involved with on-site activities or land uses; etc.

5. **Compliance and Conditions.** Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the City of Davis Community Development Department. In the event of a violation of any of the provisions of zoning regulations, or in the event of a failure to comply with any prescribed conditions of approval, the Planning Commission may, after public notice and hearing, revoke any conditional use permit. The determination of the Planning Commission shall become final ten days after the date of decision unless appealed to the City Council.

6. **Expiration/Abandonment**. The terms and conditions of approval of the conditional use shall run with the land shall be binding upon and be to the benefit of the heirs, legal representatives, successors, and assignees of the property owner. Conditional use permits shall expire eighteen months after the date of approval if the approved conditional use has not begun operation. Where a conditional use permit has been abandoned or the conditional use has ceased activity the site for a period of six months, the approved conditional use permit shall become null and void. Under these circumstances, a new application for a conditional use permit must be processed per the provision of the zoning ordinance.

EXHIBIT B

REFERENCE EXHIBIT B OF THE CONCURRENT DESIGN REIVEW

RESOLUTION NO. 24-XXX, SERIES 2024

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DAVIS APPROVING A DESIGN REVIEW FOR A QUICK-SERVICE RESTAURANT AND PICK-UP LANE CHIPOTLE, PA #24-24 for DR #05-24, CUP #01-24, DEMO #03-24 AND FINDING THE PROJECT EXEMPT FROM REVIEW PURSUANT TO CEQA REGULATION GUIDELINES SECTIONS §15302(B) (REPLACEMENT OR RECONSTRUCTION OF A COMMERCIAL STRUCTURE), §15303 (NEW CONSTRUCTION OF RESTAURANT) AND §15332 (IN-FILL DEVELOPMENT)

WHEREAS, A Design Review (DR #03-24) approves the design and construction of a quick-service restaurant with a pick-up lane located at 4823 Chiles Road; and

WHEREAS, the Planning Commission held a public hearing on October 9, 2024, to receive comments and consider the approval of the project; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Davis does hereby resolve as follows:

SECTION 1. CEQA Find and determine the approval of the project to be Categorically Exempt from review under the California Environmental Quality Act (California Public Resources Code Section 21000, et seq.), pursuant to State CEQA Regulation Section 15302(b), which exempts the replacement or reconstruction of a commercial structure with a new structure of substantially the same size, purpose, and capacity, Section 15303 which exempts New Construction of a restaurant under 2500 square feet, and Section 15332 which exempts In-Fill Development.

SECTION 2. Findings

1. The proposed project conforms to the General Plan and is consistent with the objectives of the General Plan and Zoning, complies with applicable zoning regulations, and is consistent with any adopted design guidelines for the district within which the project is located in that the project is a new quick-service restaurant that will replace an underutilized aging that is consistent with the permitted uses and compatible with the nearby uses; and that development of the site and new structures will enhance the site and neighborhood; and promotes the orderly and harmonious growth of the city and the stability of land values and investments and the general welfare of the city; and includes appropriate conditions to address concerns identified as part of the approval; and
2. The proposed site design provides open space; access; vehicle parking; vehicle, pedestrian, and bicycle circulation; pedestrian walks and links to alternative modes of transportation; loading areas; landscaping; irrigation; and lighting which results in a safe, efficient, and harmonious development, which is consistent with the applicable goals, policies and objectives set forth in the General Plan; and is consistent with applicable goals, policies, and objectives related to traffic, public safety, public facilities, and utilities and services; and

3. The proposed site design enhances the site with site improvements, including new landscaping, new stormwater control and treatment facilities, and new lighting, and frontage improvements; and the desirability, benefits of occupancy, maintenance and reinvestment of other properties in the vicinity are retained or improved; and
4. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation and the auto, bicycle and pedestrian traffic system is adequately designed to meet anticipated traffic and is designed to provide the minimum amount of interference between the various modes, in that the project provides adequate access to the site and improved on-site circulation; it includes frontage improvements for pedestrians, bicycles, and transit and does not create excessive traffic which would degrade existing levels of service upon the local streets or additional hazards to bicyclists or pedestrians, and provides adequate parking for vehicles, bicycles. Sufficient requirements and conditions are included and address any circulation-related issues; and
5. The proposed architecture and landscape designs are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community, in that the project complies with the standards of the Planned Development and the colors, materials, height, mass, relief, scale, and proportion of the buildings will be consistent with existing and anticipated surrounding development given the applicable development standards and the proposed design for the project; the design of the new commercial building is appropriate for the use and compatible with the neighborhood, and the project replaces the aging building and enhances the site with site improvements, new landscaping, and frontage improvements; and
6. The proposed site lighting and signage are consistent with applicable standards in the Municipal Code and the Planned Development and will not cause glare or spill over onto adjoining properties; and
7. The location, climate, and environmental conditions of the site are adequately considered in determining the use of appropriate construction materials and methods, in that the project incorporates materials appropriate for the climate and site and proposed use; and
8. The project as approved preserves and accentuates the natural features of the property, such as open space, topography, trees, wetlands and water courses; provides adequate drainage for the project; and allows beneficial use to be made of the site for development; and
9. The property owner shall commence substantial construction within eighteen months from the date of the approval and intends to complete the construction within a reasonable time. The applicant has indicated their intent to begin construction as quickly as possible and adequate conditions have been incorporated to ensure compliance; and
10. The proposed demolition is consistent with and supportive of identified goals and policies of the General Plan and will not have a significant effect on the goals and purposes of zoning provisions addressing historical resources and historic districts, in that the demolition of the existing structure will not adversely affect the integrity of any historical resources and the proposed project is consistent with land use policies to encourage infill development and to support economic development.

SECTION 3. Approval

1. Approve the design and construction of Chipotlane subject to compliance with the Conditions of Approval in Exhibit A and as depicted and further described in Exhibit B attached hereto and incorporated herein; and
2. The approved Exhibits A and B shall govern the use of the building for Chipotlane operations. Any conditions directly addressing an element incorporated into Exhibit B shall be controlling and shall modify Exhibit B. All plans, specifications, details, and information contained within Exhibit B shall be specifically applicable to the project and shall be construed as if directly stated within the conditions of approval; and
3. Unless otherwise expressly stated, the applicant/developer shall be solely responsible for satisfying each condition prior to a final Building Permit Inspection, issuance of a Certificate of Occupancy, or initiation of use, as is applicable. The agency and/or City department(s) responsible for ensuring implementation of each condition is indicated in parentheses with each condition.

PASSED AND ADOPTED by the Planning Commission of the City of Davis on this 9th day of October, 2024, by the following vote:

AYES:

NOES:

Greg Rowe
Chairperson

ATTEST:

Victor Jaimes, CPMC
Deputy City Clerk

The presence of digital signatures certifies that the foregoing is a true and correct copy as approved by the City of Davis Planning Commission.

EXHIBIT A

Chipotle Pick-Up Lane – 4823 Chiles Road
Planning Application #24-24 for CUP #01-24, DR#05-24, Demo #03-24

PROJECT APPROVAL – DESIGN REVIEW

1. **Project Approval.** Planning Application (PA) #24-24 for Chipotle (Conditional Use Permit #01-24, Design Review #05-24), as depicted in the Exhibit B, is hereby approved by the Planning Commission, subject to the conditions listed below. This project expires 18 months from the date of approval if substantial construction has not commenced, unless extended pursuant to Section 40.39 of the Zoning Ordinance.

2. **Indemnification.** The applicant shall defend, indemnify, and hold harmless the City of Davis, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Davis concerning this approval, including but not limited to any approval of condition of the Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officers, employees and agents in the defense of the matter.

3. **Project Requirements and Implementation.** The approved Exhibit B shall govern the design and construction of the project. When exhibits and/or written conditions of approval are in conflict, the written conditions shall prevail, unless specifically stated in the conditions of approval. The fact that exhibits were included with City Staff Reports, or not appropriately corrected when signed by the department does not override and invalidate the approved written conditions of approval. All other plans, specifications, and information contained within the approved Exhibit shall be specifically applicable to the project and shall be construed as if directly stated within the conditions of approval. Unless otherwise expressly stated, the developer shall be solely responsible for satisfying each condition and each condition must be satisfied at the time listed in the condition. The agency and/or city department responsible for ensuring implementation of each condition is indicated within each condition.

4. **Consistency with Approved Project.** Final construction drawings and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to the Community Development Department

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and/or Public Works, as applicable. All plans including site, grading, landscape, irrigation, mechanical and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, encroachment, building, etc.) Any changes to the size, colors, construction materials, design or location of any structure on site, or other site or landscape improvements shall not be made without prior City approval. The terms and conditions of this approval shall run with the land and shall be binding upon and be to the benefit of the heirs, legal representatives, successors, and assignees of the property owner.

5. **Compliance and Conditions.** Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the City of Davis Community Development Department. The site buildings and improvements shall be inspected for compliance prior to the issuance of a certificate of occupancy.

GRADING

6. Prior to any grading or disking on the site, the developer shall submit a final grading plan prepared by a registered civil engineer that is consistent with the exhibits and conditions incorporated as a part of this entitlement, and in compliance with all applicable city standards. Upon acceptance of the final plans, the applicant shall obtain a grading permit, which has a 30 day expiration date, from the Public Works Department. A separate grading permit shall be required for any off-site borrow disposal, or staging site, if within the City limits.

   The project grading and drainage plans shall include the following:

   A. The proposed development shall be designed to comply with the City's Stormwater Management and Discharge Control Ordinance (DMC Chapter 30). For projects that create or replace 2,500 to 4,999 square feet of impervious surfacing, the developer shall submit a site plan that shows design measures consistent with Section E.12.b. of the Phase II Small MS4 General Permit including calculations to show how runoff has been reduced for the 85th percentile 24 hour storm event for Davis.

   B. For projects that create or replace more than 5,000 square feet or more of impervious surfacing, the developer shall submit a full Stormwater Quality Plan (SWQ) with the boundaries of all drainage management areas clearly delineated on site. The SWQ plan shall contain all of the following components:

      i. A site plan showing all locations and methods utilized for site design measures to reduce runoff consistent with Section E.12.b. and E.12.e.(ii)(d) of the Phase II Small MS4 General Permit (Permit).

ii. A site plan showing the location and methods for all source control measures are required in Section E.12.d. of the Permit.

iii. A complete stormwater quality plan consistent with Section E.12.e.(ii)(b) of the permit to include all of the following:

a. Total site area.
b. The amount of pre-project vs. post project impervious surfacing
c. The direction of all rainwater flow on site
d. All treatment control measures and if required bioretention areas consistent with Section E.12.e.(ii)(f) clearly identified including cross section details of treatment measures showing soil composition and substrate details.
e. All final calculations showing sizing compliance with all of all treatment control measures (Section E.12.e.(ii)(c)).
f. If the project creates or replaces more than 1 acre of impervious surfacing and the post project impervious surface area exceeds the pre-project impervious surface area, then the plan shall show the locations, method and calculations for hydromodification measures for the 2 year 24 hour storm event (2.26 inches) (Section E.12.f.(ii)(a)).
g. The plan shall show that the runoff from impervious areas for the 85th percentile 24 hour storm even for Davis (0.65 inches) shall be retained or infiltrated on site.
h. The SWQ Plan shall provide landscaping details for all treatment control measures and bioretention areas including supporting irrigation.

7. An Erosion Control plan shall be prepared by a registered Civil Engineer, for review and approval by the City Engineer prior to approval of the grading plan. This plan shall incorporate the following requirements:

A. This plan will include erosion control measures to be applied during the duration of construction activity with more specific focus during the wet season in the months of October through April. These measures may include limitations on earth moving activities in sensitive areas during this time period.

B. The plan shall provide perimeter erosion and sediment control BMPs, good housekeeping measures, protection of existing drainage inlets both on site and immediately downstream of the site in the public street, trash and construction debris management, and management and storage of construction materials and equipment. The site project frontage shall be cleaned daily of debris and sediments during active

construction using dry clean up methods consistent with the CASQA Construction Activities BMP Handbook Fact Sheet SE-7

C. The developer shall implement wind erosion and dust control measures to be applied on a year-round basis. This shall include an effective watering program to be implemented during earth moving activities during wind events in excess of 15 mph and suspension of activities in wind event in excess of 25 mph.

D. The plan will include methods for re-vegetating denuded earth slopes. Re-vegetation will be accomplished by a method which reseeds and temporarily protects the ground so that 90% germination is achieved. Future building pads are not subject to this requirement, although measures will be required to contain sediments.

E. All sediments generated by construction activities shall be contained by the use of sediment traps, such as straw wattles, silt fences, settling basins, perimeter ditches, etc.

F. When building construction will be delayed beyond the next rainy season, the developer shall provide permanent erosion control measures on each individual lot.

G. The developer shall provide details of using good housekeeping measures including a properly sized and maintained stabilized construction entrance, street frontage sweeping and maintenance, downstream drainage inlet protection, concrete washout, construction materials management, demolition and site trash management, and spill response measures.

8. The grading plan shall incorporate all details to accommodate the best practices for tree root establishment in those areas where trees existing or will be planted. The grading plan shall include the use of structured soils or suspended pavement to allow success tree root development, to the satisfaction of the City Urban Forest Manager and the City Engineer.

9. The following notes shall be included on the grading and/or improvement plans, to be implemented prior to or during construction:

   A. The applicant shall be responsible for informing all subcontractors, consultants engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein, in the City of Davis Municipal Code, including obtaining a business license, hours of operation, noise ordinance requirements, all applicable state and federal laws and regulations.

   B. Prior to the start of any on site work, the developer shall request and attend a preconstruction meeting to include the project superintendent, architect, subcontractors, as well as city staff from the Community

Development Department and Public Works: Utilities & Operations and Engineering & Transportation.

C. Two weeks prior to the start of any site work, notification to the neighborhood within a 500-foot radius of the project shall be mailed describing the basic project, construction hours, and note any traffic control measures which may be in place.

D. The developers engineer shall prepare Record Drawings that accurately indicate the completed grades and utility locations after completion of public and private improvements. Reproducible mylar copies, electronic files in Adobe PDF, and AutoCAD files of the Record Drawings of public improvements shall be provided to the city.

E. The developer shall be responsible for the ongoing maintenance and upkeep of the undeveloped portions of the project site in accordance with the City of Davis Municipal Code.

F. The developer shall keep the entire site free of trash or debris at all times.

G. The developer shall be responsible for informing all subcontractors, construction crews, consultants, engineers, other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein, in the Davis Municipal Code, including obtaining a business license, hours of operation, noise ordinance requirements, and all applicable state and federal laws.

H. Backflow prevention valve wheels and stems shall be maintained in a manner which enable inspection in order to determine whether or not the valve is open.

I. If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately. The developer shall contact the Community Development Department who shall consult with a qualified archaeologist, state coroner and a representative of the Native American Heritage Commission to develop, if necessary, further measures to reduce any cultural resource impact before construction continues.

10. The developer shall employ noise reducing construction practices. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise, and included as notes on the grading and/or improvement plans:

    A. All equipment shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.

B. As directed the city, the developer shall implement appropriate additional noise mitigation measures including but not limited to; changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

11. The following actions shall be taken during construction to minimize temporary air quality impacts from dust, and included as notes on the grading and/or improvement plans:

    A. An effective dust control grogram should be implemented whenever earth moving activities occur on the project site. In addition, all dirt loads exiting the construction site within the project area shall be well watered and/or covered.

    B. Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day of all earth surfaces during clearing, grading, earth moving and other site preparation activities. Non-potable water shall be used where feasible. Existing wells shall be used for construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto the street.

    C. Grading operations on the site shall be suspended during periods of high winds (i.e. greater than 15 miles per hour).

    D. Outdoor storage of fine particulate matter on construction sites shall be prohibited.

    E. All stockpiles of soil, sand and similar materials shall be covered.

    F. Construction related trucks shall be covered and installed with liners and on the project site shall be swept at the end of the day.

    G. Revegetation or stabilization of exposed earth surfaces shall be required in all inactive areas of the project.

    H. Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.

    I. Construction equipment and engines shall be properly maintained.

    J. Vehicle idling shall be kept to below ten minutes.

    K. Construction activities shall utilize new technologies to control ozone precursors emissions, as they become available and feasible.

    L. During smog season (May to October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.

12. The project shall comply with all of the requirements of the City's Stormwater Management and Discharge Control Ordinance (Chapter 30 of Municipal Code).

13. The developer shall prepare a stormwater maintenance agreement for review by the City Engineer prior to the issuance of building permits or the disturbance of soil upon the project site. Upon approval by the City Engineer, a copy of the fully executed and recorded (with the County of Yolo Clerk's Office) stormwater maintenance agreement shall be provided to the Public Works Department prior to the issuance of a certificate of occupancy.

14. The developer shall provide a current soil report concurrent with the submittal of the final grading plans.

15. The developer shall obtain approval from the City regarding biological clearance survey commissioned by the developer. The study and any related measures shall be consistent with mitigation measures adopted for the project and City Ordinance and shall address whether there are endangered and/or protected species on the site. The survey shall not be conducted more than 30 days prior to any equipment staging, demolition, tree removal, or grading activity.

16. The developer shall obtain all necessary encroachment permits from the City of Davis Public Works Department for all work and construction that encroaches within or over the public right-of-way, including, but not limited to, balconies, fire ladders, outdoor restaurant seating, bike parking, water meters, backflow devices, signs and curb/gutter/sidewalk improvements.

17. The developer shall submit a construction impact management plan including a project development schedule and "good neighbor" information for review and approval by the Community Development and Public Works Departments. The plan shall include, but is not limited to, public notice requirements for periods of significant impacts (noise/vibration/street or parking lot closures, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names of persons who can be contacted to correct problems, hours of construction activity, noise limits, dust control measures, and security fencing and temporary walkways. Work and/or storage of material or equipment within a City right-of-way may require the separate receipt of an Encroachment Permit

18. The developer shall ensure that the construction waste recycling program required by Davis Municipal Code 32.04 is implemented and shall either utilize the City's Franchise Hauler or have the contractor owned self-haul all project debris by their own employees

19. The project's grading plan shall not adversely affect adjacent properties and shall provide information showing where all proposed grading cuts/fills will occur within the canopy of any existing trees to remain, both on and off site.

IMPROVEMENT PLANS

20. Prior to any site improvements or other construction activities associated with this project, improvement plans shall be prepared by a register civil engineer, consistent with the exhibits and conditions incorporated as a part of this entitlement and in compliance with all applicable city standards for the review and approval by the Public Works Department.

    The improvement plans shall include all of the following off-site improvements:

    A. All work within the public right-of-way (ROW), including but not limited to utilities and grading, shall be explicitly noted on the improvement plans. The applicant shall obtain all necessary encroachment permits from the City of Davis Public Works Department for all work and construction that encroaches within or over the public right-of-way, including, but not limited to, water meters, backflow devices, and curb/gutter/sidewalk improvements.

    B. The developer shall submit improvement plans for the construction of the Chipotle Project at 4823 Chiles Road Davis, CA 95618, including but not limited to pavement restoration, sidewalk, drain inlets, curb and gutter improvements, and the following specific improvements:

        i. Developer shall install an ADA compliant heavy driveway and replace any non-compliant sidewalk along Chiles Road.

        ii. Developer shall TV inspect the existing sewer lateral along Chiles Road to confirm its acceptable condition prior to the issuance of the building permit but Staff encourages the Developer to inspect prior to the drawing of the construction materials.

    C. All improvement plans shall include pavement treatment details including type, thickness, and other design details. All street sections shall be designed based on the subgrade "R" value and the Traffic Index (TI). The TI for streets shall be as follows;

Street Classification	TI
Major Arterials	9.0
Minor Arterials	7.0
Collectors	7.0
Modified Locals	6.0
Local	5.0

Cul-de-sac	4.5
Private	4.0

D. The developer shall submit improvement plans showing all sizes, locations and grades of the utilities, including private common utilities to serve the project.

E. Improvement plans shall include the final street lighting design, including location and number of fixtures.

F. Any unused water service stubs shall be abandoned at the City's water main.

The improvement plans shall include all of the following on-site improvements:

A. All parking lots spaces shall be striped and labeled, as necessary.

B. On site drainage improvements shall be designed to comply with the City of Davis Stormwater Management and Discharge Control Ordinance and meet the requirements of the City's MS4 Phase II Permit.

21. Applicant shall install a EV charger(s) for a minimum of four parking spaces, with one meeting accessibility standards, to be incorporated in the improvement plans, subject to review and approval of the Community Development Department.

FIRE SAFETY REQUIREMENTS

22. Plans shall be reviewed and approved by the Fire Department prior to issuance of building permits. All new development shall comply with the fire safety requirements of the California Fire Code and California Building Code as adopted by the City of Davis.

POLICE SAFETY REQUIREMENTS

23. Plans shall be reviewed and approved by the Police Department prior to issuance of building permits. All new development shall comply with the City Building and Security Ordinance and other safety recommendations and requirements regarding building security as well as employee and patron security, prior to issuance of building permits.

LANDSCAPING PLANS

24. Detailed landscape and irrigation plans shall be submitted and approved by the Community Development Department prior to the issuance of building permits. Landscape plans shall specify the following:

A. Location, size and quantity of all plant materials:

B. A plant legend specifying species type (botanical and common names) container size, maximum growth habit, and quantity of all plant materials. Native plant species shall be used to the maximum extent possible. Species selection shall follow the 10-20-30 rule as noted in the Davis Municipal Code.

C. Trees shall be a minimum of 5 gallons in size. All trees shall be planted and staked in accordance with Parks and Community Services Department standards.

D. Shrubs shall be a minimum of 5 gallons in size. Ground cover may be 1 gallon or less in size. Ground cover areas shall be supplemented with additional 5-gallon size materials to provide variation and texture.

E. Bark and other surface materials may be utilized in planter areas as a mulch or accent material. Large areas that utilize only bark, decomposed granite, or other surface/mulch material are not acceptable and shall include shrubs, trees and groundcover to provide variation, texture and shade.

F. No bark or mulch shall be placed within the water line of any post construction treatment control measures. All bark or mulch must be retained on site using retention devices including but not limited to: bender board, concrete headers, rock, vegetation, or similar.

G. Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines, and other pertinent site plan features.

H. Minimum parking lot planters shall be provided in accordance with the City's Parking Lot Shading Guidelines. A minimum 6' by 6' planting area shall be provided for each tree planted in a tree well or planter strip. A minimum 4' by 8' planting area shall be provided for each tree planted in a planter island. Planter dimensions are measured from the interior side of the curb.

I. All landscape areas shall be enclosed by a six-inch raised concrete curb. All turf areas shall be separated from non-turf areas by a minimum 2" x 4" redwood header or other acceptable or equivalent material.

J. Plans and construction shall comply with the City's Parking Lot Shading and Master Parking Lot Tree list guidelines. A separate parking lot shading diagram shall include all light poles and utility boxes. Parking lot trees and parking lot light poles shall be located to avoid conflicting.

K. Planting and installation details and notes including soil amendments;

L. All existing trees on site shall be identified, including species type, trunk diameter at 4'-6" above adjacent grade, and location on site. Trees planned for removal or relocation shall be marked on the plans, methodology to preserve trees in place shall be provided on the plans;

M. Prior to the removal of any trees on the site, a tree Modification Permit in accordance the provisions of the City of Davis Municipal Code shall be submitted, subject to review and approval of the Public Works Director.

N. All plant materials, including ground cover shall be serviced with an automatic irrigation system. Details of all irrigation (drip and sprinkler) as well as all equipment such as backflow, controller and meter devices identified.

O. Two deep watering tubes per tree planted in an isolated parking lot planter island.

P. The project shall comply with Water Efficient Landscaping requirements (Section 40.42 of the Davis Municipal Code). Verification of compliance with this ordinance shall be to the satisfaction of the Community Development Department and shown on the building permit and/or improvement plans set with the irrigation plan. The plant list shall incorporate native species whenever possible throughout the site.

Q. Supporting plantings and supporting irrigation for all water quality treatment control measures. No plant species identified on the California Invasive Plant Inventory Database shall knowingly be permitted.

R. The following statement shall be included on the final landscape plan set:

"All landscaped areas shall be maintained in perpetuity upon completion and kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days. Significant trimming or pruning will not be permitted without prior City approval. Trees shall be planted and continuously maintained throughout the surface parking lot to ensure that within 15 years after establishment of the parking lot; at least fifty percent (50%) of the parking area will be shaded at noon on August 21st."

LANDSCAPE CONSTRUCTION

25. The applicant and/or owner shall retain a certified arborist to monitor the condition of trees location at 4823 Chiles Road on the subject property before and during site disturbance and construction activity. Proof of retention of the

arborist and reports prepared by the arborist shall be provided to the Public Works Department for review and approval of the landscaping plans.

INSTALLATION CONFIRMATION

26. The landscape architect for the approved plan shall submit a signed statement to the Community Development Department upon installation of the landscaping confirming that the landscape irrigation and conservation measures have been installed consistent with the approved plans and specifications.

RIGHT OF WAY LANDSCAPE MAINTENANCE

27. All landscaping and irrigation systems required to be installed within the public right-of-way shall be maintained by the developer, which shall begin upon completion of the installation prior to issuance of certificate of occupancy and shall be continuously maintained by the developer/owner in a healthy and weed-free condition.

ON SITE LANDSCAPE MAINTENANCE

28. The applicant shall maintain all landscaped areas in perpetuity upon completion and they shall be kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.

29. All trees planted or preserved in accordance with this approval shall be trimmed and maintained per guidelines established and approved by the International Society of Arboriculture (ISA). Any pruning of the trees, other than light pruning of no more than 25 percent of the foliage within any one growing season, requires review and approval of a Tree Modification Permit prior to the commencement of the work.

TREE PRESERVATION

30. The developer shall comply with the City's Tree Preservation ordinance to mitigate for the removal of trees of significance (5" or greater dbh) or other protected trees on the property. Mitigation may include replanting the equivalent dbh of the removed trees on site or off site or an in-lieu payment to the Tree Preservation Fund as determined by the Urban Forest Manager and Community Development Department. Replacement trees shall be shown on landscaping plans.

31. A Tree Protection Plan shall be submitted in an Arborist report. The project arborist must oversee work within the root protection zone. Any work within

the root protection zone must be done by hand digging and under the supervision of an ISA certified arborist.

32. Prior to the removal of any trees or pruning of any protected trees on the site, a Tree Modification Permit in accordance to the provisions of the City of Davis Municipal Code shall be submitted, subject to review and approval of the Public Works Director and Community Development Director.

WILDLIFE

33. Tree removal and pruning shall occur between September 1 through February 15. If pruning or removal activity must occur outside the aforementioned timeframe, a qualified wildlife biologist shall conduct a nest survey within two (2) weeks prior to disturbance. Results of this survey shall be submitted to the City of Davis within one (1) week. If an active nest is found within trees that will be pruned or removed, work may be subject to temporary delays until active nests have concluded – as determined by the wildlife biologist.

EXTERIOR LIGHTING

34. A detailed on-site lighting plan, including a photometric diagram and details of all exterior light fixtures shall be reviewed and approved by the Community Development Department prior to the issuance of permits. All exterior lighting shall be directed so as to not adversely impact traffic or adjacent sites. Light standards shall not exceed 20 feet in total height measured from adjacent grade and shall comply with the provisions of the City's Outdoor Lighting Control Ordinance as well as the City's Security Ordinance. All light fixtures shall be of a complementary design to the building architecture. The lighting plan shall include plaza area lighting fixtures, building lighting fixtures (exterior) and parking lot lighting fixtures. Lights with motion detectors and/or glare shields shall be installed in the portions of the parking lot adjacent to residential uses.

35. An on-site final inspection of the photometric standards shall be conducted by the electrical engineering consultant to confirm that all lights were correctly installed according to the approved photometric plan.

WASTE ENCLOSURES

36. All required waste enclosure areas (for waste, recycling and organics) shall be covered and constructed with a minimum 6' high wall and shall have a self-closing, lockable gate constructed of solid metal materials attached to posts embedded in concrete and have a solid cover, plumbed to drain to the interior of the building pad, and to the sanitary sewer. Trash enclosure shall meet the minimum dimension and specifications as determined by Recology

and Public Works Utilities and Operations. Details of waste enclosure design shall be submitted for review and approval by the Public Works Utilities & Operations Department and Community Development Department prior to the issuance of building permits. Waste enclosures shall be adequately screened from public view and shall be architecturally compatible with proposed building design by utilizing consistent materials and colors.

37. For commercial use: All sets of waste, recycling, and organics receptacles for public and employee use shall be included in the construction equipment plans and consistent with SB 1383 regulations

38. The developer shall install a 6-inch curb at the rear of the waste enclosure to protect the back wall from the carts, as requested by Recology.

39. The developer shall submit verification from Recology Davis that they will be able to serve the project for waste, recycling, organics and yard trimmings removal and that their vehicles will be able to access the waste bins from the proposed enclosures. The space within the enclosure should be sufficient to provide 75% of the total waste service for recycling and organics collection and 25% of the space for waste service. The enclosures must provide equal access to recycling and organics bins as to waste bins (access to recycling and organics bins cannot be blocked by waste bins).

GREASE INTERCEPTOR

40. All new building construction that has been designated specifically as a Food Service Establishment (FSE) as defined in Davis Municipal Code Section 33.03.030 or new buildings or uses that will have internal food preparation area(s) shall install a grease interceptor, in accordance with DMC Section 33.03.165. All required details shall be provided in the construction document for review and approval of the Public Works Utilities & Operations Department prior to issuance of building permits.

BICYCLE PARKING

41. The developer shall provide bicycle parking calculations with a breakdown for long- and short-term parking, the parking locations and type of spaces and demonstrate compliance with the Davis Bike Parking Plan. Bike parking should be conveniently located on site or adjacent to the sidewalk or front courtyard for accessibility reasons. Placement of racks shall be carefully considered to minimize conflicts with pedestrian travel. If bike parking must be located within the pedestrian right of way, then the applicant shall provide 4' for pedestrian right of way and 6' for bike parking. Bicycle racks shall be SCH Enterprises Series LR Lightning Bolt or Park a Bike Varsity Bike Dock Rack or equal. Minor adjustment in bicycle parking locations and locking mechanism

details may be approved by the Community Development and Public Works Departments.

FENCES AND WALLS

42. All wooden fence footings and foundations shall be constructed of galvanized steel, reinforced concrete, masonry or treated wood materials when contact with the ground will be permitted. All required notes/details shall be provided on landscape plans prior to the issuance of building permits.

MECHANICAL EQUIPMENT SCREENS AND SCREENING

43. All ground mounted utility appurtenances such as transformers, AC condensers, etc., shall be located out of public view and adequately screened in such a manner as to minimize the visual and acoustical impact of the unit. To the extent possible, equipment shall be located behind the building setback, on the side of the building or outside public view. Equipment within public view shall be screened to the satisfaction of the Community Development Director and may include a combination of landscaping and/or masonry or lattice walls or berms.

44. All roof mounted appurtenances, including air conditioners and other equipment and/or projections shall be screened from view. Such screening shall be architecturally integrated with the building design to the satisfaction of the Community Development Department prior to the issuance of building permits.

45. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the Community Development and Public Works Departments, and then must be completely screened from view.

46. The developer shall prepare a final site plan and elevations of all on-site mechanical equipment (including HVAC condensers, transformers, switch boxes, backflow devices, PG&E transformers, etc.) including specifics of how all such equipment shall be screened from public view. The plan, with an approval stamp from the City of Davis Community Development Department, shall be submitted by the developer to the utility provider for review. Any necessary changes or deviations made by the utility providers from the approved utility location and/or screening shall be reviewed by the Community Development Department prior to installation and may be subject to discretionary Design Review processing and fees by the Community Development Department.

BUILDING AND SITE DESIGN

47. No substantive deviations from the approved building design may be permitted without Design Review approval. However, minor changes may be approved through the minor improvement application process.

48. The design, placement and color of the building materials shall be as provided on the approved project plans and material, except as modified by the conditions of approval for the project. Details shall be provided on the construction drawings to the satisfaction of the Community Development Department prior to the issuance of permits. Minor changes in materials and color selection may be made through the Community Development Department's Minor Improvement process.

49. Prior to the issuance of building permits, preliminary exterior paint colors (and materials) shall be submitted for review and approval by the Community Development Department.

50. The construction drawing set shall include adequate detailing of application, construction and materials proposed for all exterior architectural enhancements including but not limited to building and window trim, depth of recessed features, grout or reveal width/depth, awning materials, trellis construction, building material application such as tile/brick. Adequate detailing may necessitate the use of cross-sections. Review and approval of the details shall be to the satisfaction of the Community Development Department.

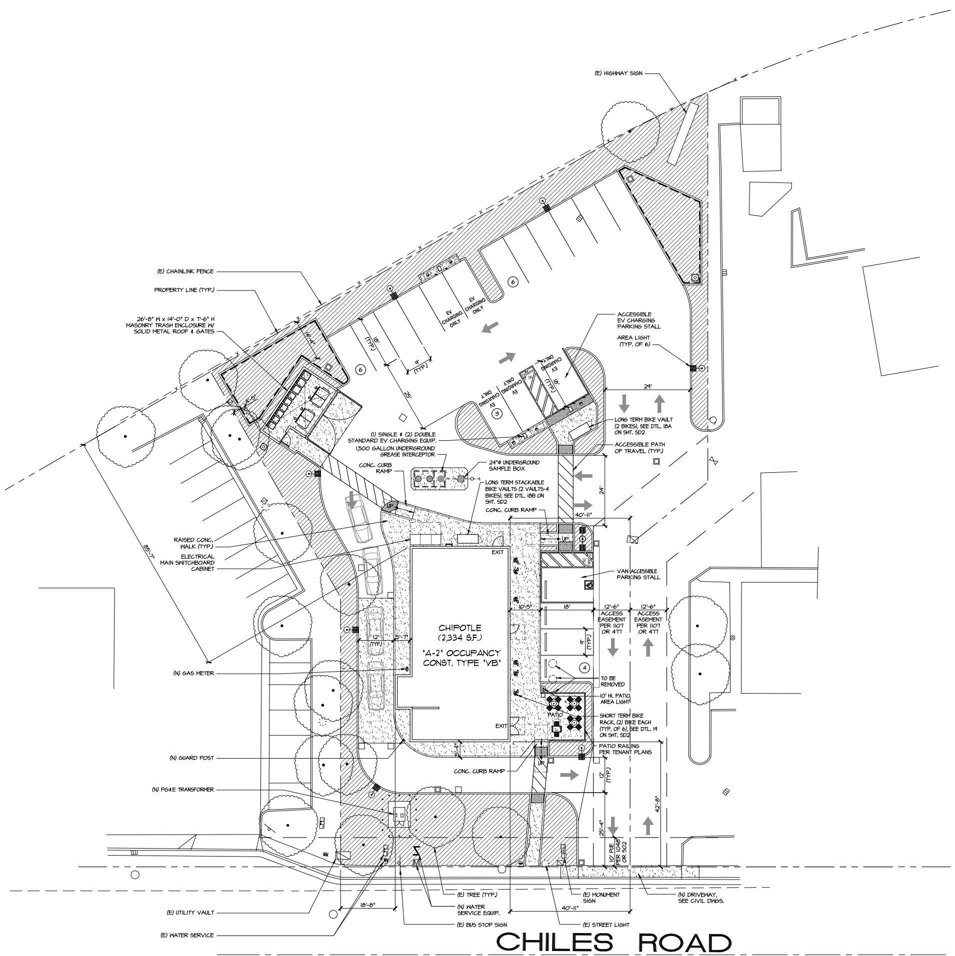
51. Placement and design of photovoltaic panels shall be architecturally integrated with the building design and/or parking area and shall be to the satisfaction of the Community Development Department.

52. The project shall include the development and installation of a mural located adjacent to the pick-up lane along the west side of the project. The paintings shall be agricultural-themed and allow creative expression through the commissioned artist. The applicant shall coordinate with the Arts and Culture Manager to contract a local artist to commission the painting.
    A. Building wall murals shall not contain advertising or signage, unless reviewed and approved consistent with signage requirements.

SIGNAGE

53. A Minor Improvement shall be required for new signage and existing sign face changes consistent with the Citywide Sign Design Guidelines, subject to Community Development Department approval and shall be consistent with the sign requirements in Zoning Ordinance Section 40.26.020. Signage not

consistent with the Sign Design Guidelines shall require a Design Review application, subject to Community Development Department Approval. Application and approval by the Community Development Department is required prior to installation. All signs shall comply with section 40.26.020 of the City's Zoning Ordinance and the Downtown Sign Guidelines. Sign plans shall be submitted in the form of a sign program prior to issuance of Certificate of Occupancy.



1 SITE PLAN
SCALE: 1" = 20'-0"

GRAPHIC SCALE: 1" = 20'-0"
20 0 10 20 40 FEET

NORTH

BICYCLE PARKING NOTES

1. LONG TERM BIKE RACK & SHORT TERM BIKE RACK SHALL COMPLY WITH THE CITY OF DAVIS BIKE PARKING ORDINANCE & THE CITY OF DAVIS STANDARDS.
2. LONG TERM BIKE RACK SHALL BE VARSITY DV211, (2) BIKE RACK, MANUFACTURED BY GROUND CONTROL SYSTEMS.
3. SHORT TERM BIKE STORAGE SHALL BE METAL BIKE VAULT - MBV, (2) STORAGE, MANUFACTURED BY GROUND CONTROL SYSTEMS.

DRAWING INDEX

SITE INFORMATION

APN# 068-010-003

ZONING: COMMERCIAL (MIXED USED)

EXISTING USE: RESTAURANT

PROPOSED USE: QUICK SERVICE RESTAURANT (QSR)

SITE AREA: 28,531 S.F. (.65 ACRES)

(N) LANDSCAPE AREA: ±7,615 S.F. (27%)

PARKING REQUIREMENTS:

QSR: (1) SPACE PER 3 SEATS:
(54 SEATS / 3 SEATS): 18 SPACES

PARKING PROVIDED:

STANDARD PARKING STALLS (9' x 18'): 13 SPACES
VAN ACCESSIBLE (17' x 18'): 1 SPACE
FAST EV VAN ACCESSIBLE PARKING (17' x 18'): 1 SPACE
STANDARD EV STANDARD PARKING (9' x 18'): 4 SPACES

TOTAL PARKING PROVIDED: 19 SPACES

BIKE PARKING REQUIRED: (1) SPACE PER 150 S.F.

2334 / 150 = 15.56 ≈ 16

SHORT TERM (75 %): 12
LONG TERM (25 %): 4

BIKE PARKING PROVIDED: 18

SHORT TERM 12
LONG TERM 6

SITE PLAN LEGEND

NEW LANDSCAPING

NEW CONCRETE PAVING

BIO-RETENTION AREA, SEE CIVIL DWGS.

4 FT. WIDE (MIN.) ACCESSIBLE ROUTE OF TRAVEL, SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE

EXISTING TO REMAIN

EXISTING CURB TO REMAIN

NEW CONCRETE CURB

PROJECT DIRECTORY

ARCHITECT
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MR. JAY MUNDY

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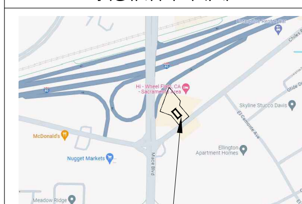
STUKAM CONSULTING ENGINEERS, INC.
8999 GREENBACK LANE, 2ND FLOOR
ORANGEVALE, CA 95662
TEL: (916) 835-5791
FAX: (916) 988-6316
MR. FAREED T. SIDDIQUI, P.E.

LANDSCAPE ARCHITECT
CIARDELLA ASSOCIATES
200 CLOCK TOWER PLACE, SUITE D100-A
CARMEL, CA 93923
TEL: (650) 326-6100
CELL: (831) 624-6100
MR. RICHARD CIARDELLA

VICINITY MAP



NORTH

PROJECT SITE
APN# 068-010-003

M I Architects

M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@miarchitect.com
www.miarchitect.com

NOT FOR CONSTRUCTION

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95818

- ISSUED FOR CONSTRUCTION
- ISSUED FOR PLAN CHECK
- ISSUED FOR PLANNING

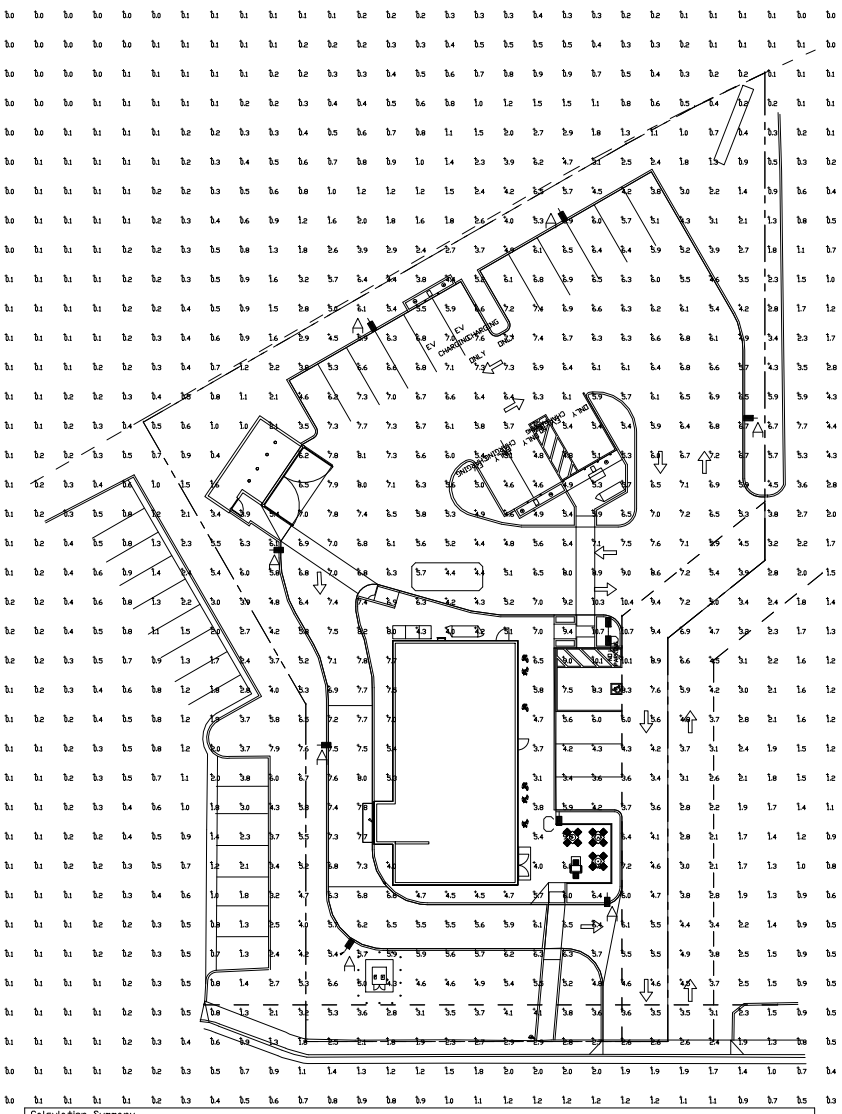
NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SITE PLAN

PROJECT #: 23-14701
DRAWN: JM CHECKED: MII
SCALE: AS NOTED DATE: 01-02-24

SD1

SHEET OF



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CALCULATION POINTS @ GRADE	Illuminance	Fc	2.82	10.7	0.0	N.A.	N.A.
PARKING & DRIVE SUMMARY	Illuminance	Fc	6.29	10.7	2.6	2.42	4.12

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts
	7	A	Single	SLM-LED-24L-SIL-FT-50-70CRI-SINGLE	25'	1.000	1.000	25143	161
	1	B	D180°	SLM-LED-24L-SIL-5W-50-70CRI-D180	25'	1.000	1.000	49718	322
	1	C	Single	EWP, AJLED10Y (SUPPLY BY OTHERS)	10'	1.000	1.000	1297	12.1

Total Project Watts
Total Watts = 1461.1

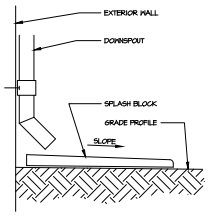
SD1-L

LIGHTING PROPOSAL LO-159978-1

CHIPOTLE
4803 DIBLES ROAD
DAVIS,CA

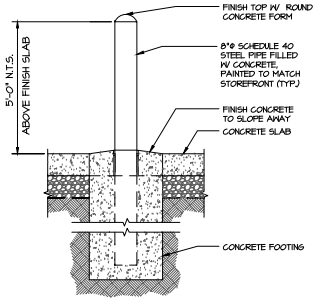
BYGMM | DATE:4/8/24 | REV:4/11/24 | SHEET 1 OF 1

SCALE: 1"=16' 0 16



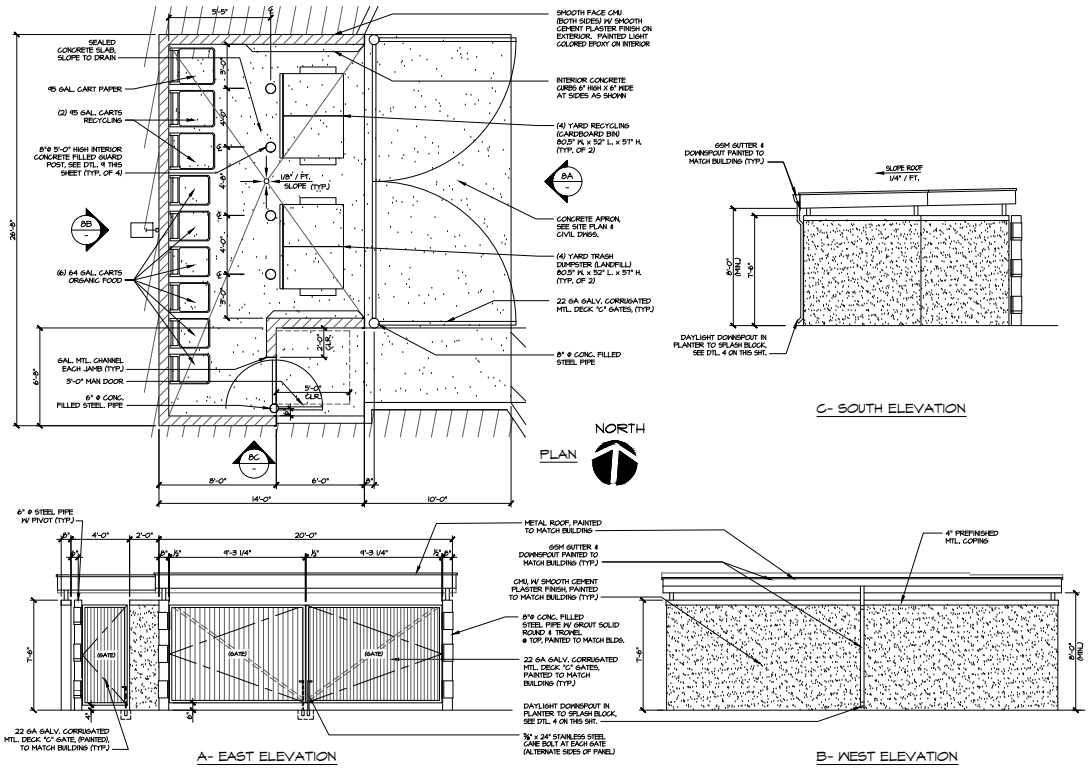
5 NOT USED

4 DOWNSPOUT TO SPLASH BLOCK
1 1/2"=1'-0"



10 NOT USED

9 GUARD POST @ TRASH ENCLOSURE
3/4" = 1'-0"

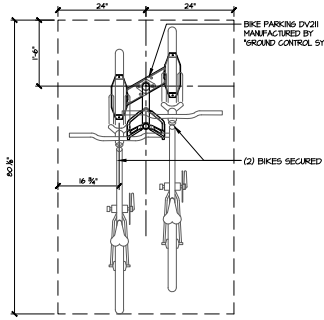


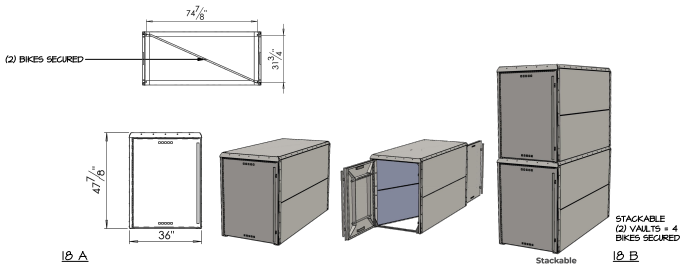
8 TRASH ENCLOSURE PLAN & ELEVATIONS
1/4" = 1'-0"

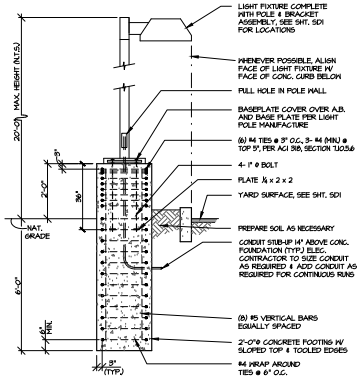
15 NOT USED

14 NOT USED

13 NOT USED







NOTE: REFER TO SITE PLAN, SHEET 3 FOR APPROX. LOCATION.

20 NOT USED

19 BIKE RACK
3/4" = 1'-0"

18 METAL BIKE VAULT - MVB2
NONE

16 AREA LIGHT
3/8" = 1'-0"

M I Architects, Inc.
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925-818-4875 Cell
muthana@miarchitect.com
www.miarchitect.com

NOT FOR CONSTRUCTION

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95618

NO.	DATE	DESCRIPTION
-		ISSUED FOR CONSTRUCTION
-		ISSUED FOR PLAN CHECK
-		ISSUED FOR PLANNING
1	09-22-11	REVISED PER PLANCHECK COMMENTS
2		
3		
4		
5		

SITE DETAILS

PROJECT #: 23-14701
DRAWN: DP CHECKED: MII
SCALE: AS NOTED DATE: 01-02-24

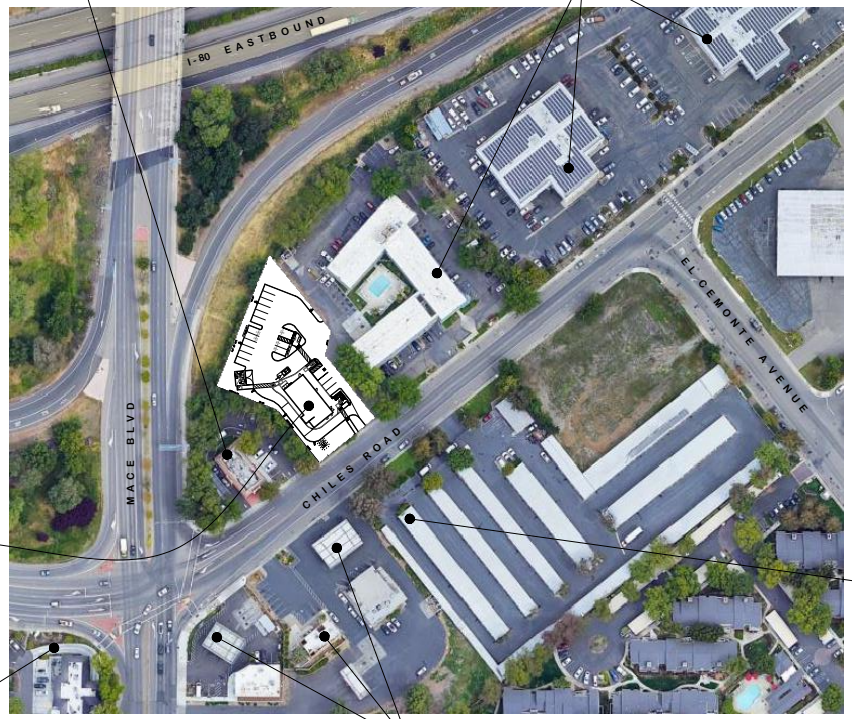
SD2

SHEET OF

S:\1-Projects\23-14701 4823 CHILES ROAD Davis - Chipotle\Dwg\A\Planning\23-14701-SD2.dwg modified by mkauser4 at Jun 06, 2024 - 12:14pm

NORTHWEST VIEW: (LEFT) MACE BLVD NORTHBOUND AND ON RAMP I-80 EASTBOUND BEHIND TACO BELL

NORTHEAST VIEW: (FOREGROUND) MOTEL 6 ; (RIGHT) CAR DEALERS



PROJECT SITE:
4823 CHILES ROAD

SOUTHEAST VIEW: STORAGE FACILITY

SOUTHWEST VIEW: STARBUCKS AT CORNER STREETS OF MACE BLVD & CHILES ROAD

SOUTH VIEW: (FOREGROUND) CONVENIENCE STORE, QSR & GAS STATION (LEFT)

1 NEIGHBORHOOD CONTEXT
N.T.S

NORTH

M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
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NOT FOR CONSTRUCTION

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95618

-	ISSUED FOR CONSTRUCTION
-	ISSUED FOR PLAN CHECK
-	ISSUED FOR PLANNING

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

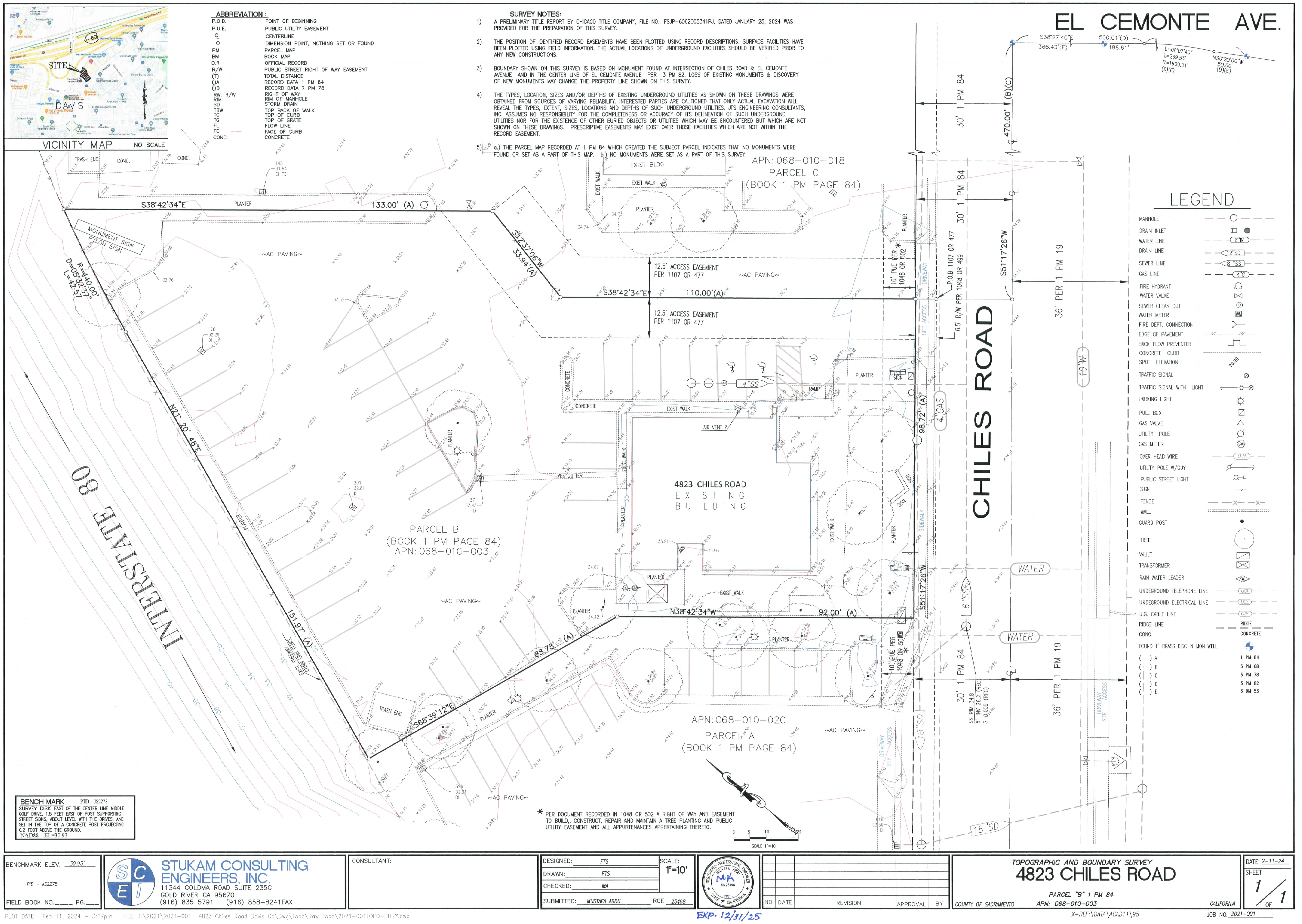
NEIGHBORHOOD CONTEXT

PROJECT #: 23-14701
DRAWN: EG CHECKED: MII
SCALE: AS NOTED DATE: 01-02-24

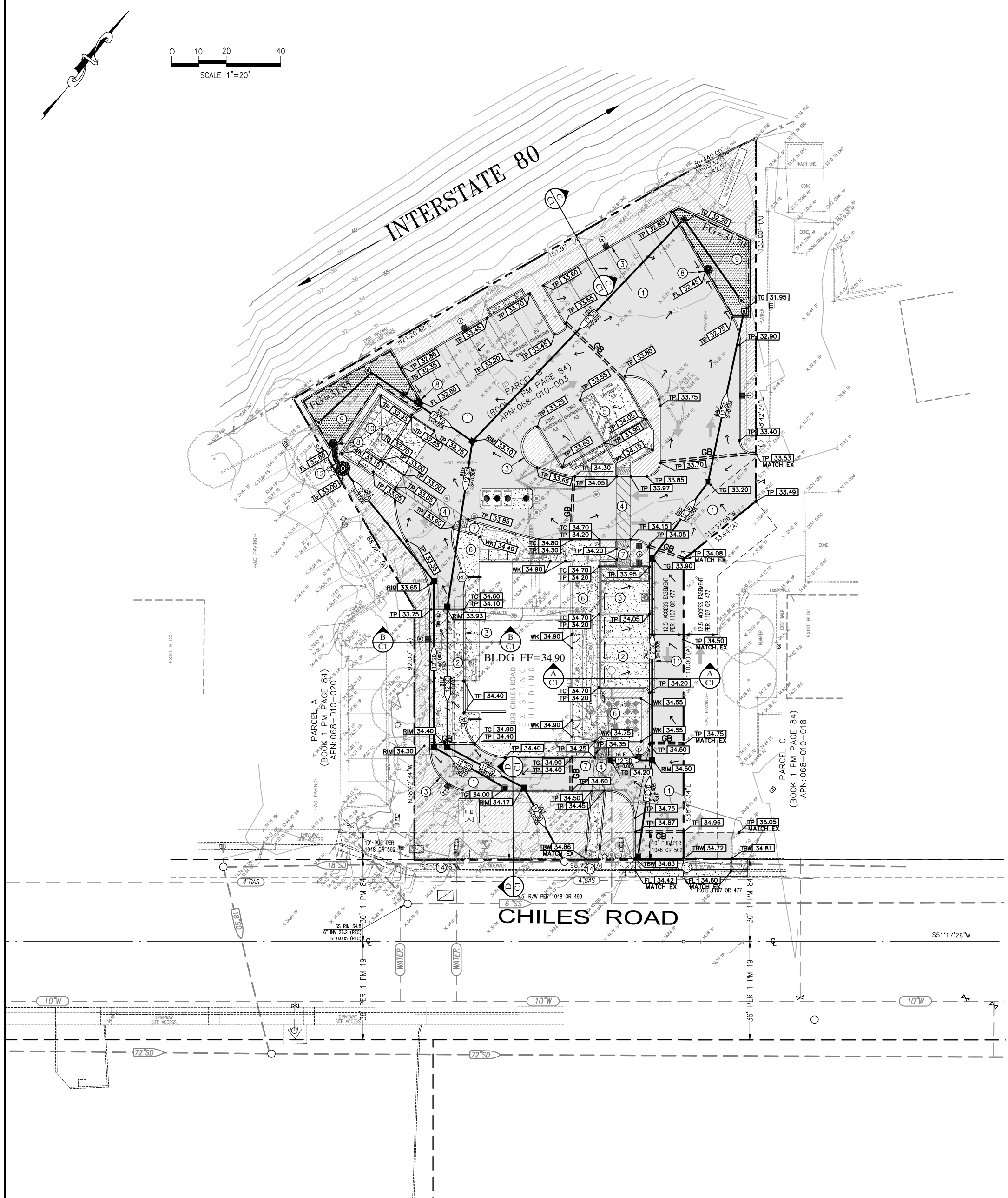
SD3

SHEET OF

S:\1-Projects\23-14701 4823 CHILES ROAD Davis - Chipotle\Dwg\A\Planning\23-14701-SD3.dwg modified by mkuwar2 at Apr 16, 2024 - 4:05pm

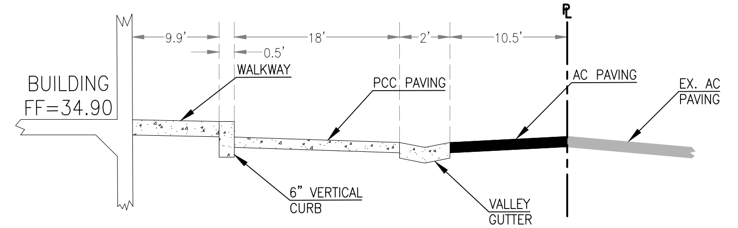


VICINITY MAP NO SCALE
SITE
DAVIS
ABBREVIATION:
P.O.B. POINT OF BEGINNING
P.U.E. PUBLIC UTILITY EASEMENT
CL CENTERLINE
O DIMENSION POINT, NOTHING SET OR FOUND
PM PARCEL MAP
BM BOOK MAP
O.R OFFICIAL RECORD
R/W PUBLIC STREET RIGHT OF WAY EASEMENT
(T) TOTAL DISTANCE
()A RECORD DATA 1 PM 84
()B RECORD DATA 7 PM 78
RW, R/W RIGHT OF WAY
RIM RIM OF MANHOLE
SD STORM DRAIN
TBW TOP BACK OF WALK
TC TOP OF CURB
TG TOP OF GRATE
FL FLOW LINE
FC FACE OF CURB
CONC. CONCRETE
SURVEY NOTES:
1) A PRELIMINARY TITLE REPORT BY CHICAGO TITLE COMPANY, FILE NO.: FSJP-6062005341PJ, DATED JANUARY 25, 2024 WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY.
2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.
3) BOUNDARY SHOWN ON THIS SURVEY IS BASED ON MONUMENT FOUND AT INTERSECTION OF CHILES ROAD & EL CEMONTE AVENUE AND IN THE CENTER LINE OF EL CEMONTE AVENUE PER 3 PM 82. LOSS OF EXISTING MONUMENTS & DISCOVERY OF NEW MONUMENTS MAY CHANGE THE PROPERTY LINE SHOWN ON THIS SURVEY.
4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. JTS ENGINEERING CONSULTANTS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.
5) a.) THE PARCEL MAP RECORDED AT 1 PM 84 WHICH CREATED THE SUBJECT PARCEL INDICATES THAT NO MONUMENTS WERE FOUND OR SET AS A PART OF THIS MAP. b.) NO MONUMENTS WERE SET AS A PART OF THIS SURVEY.
EL CEMONTE AVE.
APN: 068-010-018
PARCEL C
(BOOK 1 PM PAGE 84)
EXIST BLDG
EXIST WALK
PLANTER
S38°42'34"E
133.00' (A)
S12°37'06"W
33.94'(A)
MONUMENT SIGN
PYLON SIGN
~AC PAVING~
12.5' ACCESS EASEMENT PER 1107 OR 477
S38°42'34"E
110.00'(A)
R=440.00'
D=05°32'37"
L=42.57'
N21°20'45"E
INTERSTATE 80
4823 CHILES ROAD
EXISTING BUILDING
PARCEL B
(BOOK 1 PM PAGE 84)
APN: 068-010-003
CONCRETE
EXIST WALK
AIR VENT
PLANTER
N38°42'34"W
92.00' (A)
98.72' (A)
S51°17'26"W
151.97' (A)
88.78' (A)
S68°39'12"E
TRASH ENC.
APN: 068-010-020
PARCEL A
(BOOK 1 PM PAGE 84)
CHILES ROAD
470.00' (B)(C)
30' 1 PM 84
36' PER 1 PM 19
10' PUE PER 1048 OR 502 *
P.O.B 1107 OR 477
6.5' R/W PER 1048 OR 499
WATER
4"GAS
10"W
6"SS
18"SD
LEGEND
MANHOLE
DRAIN INLET
WATER LINE
DRAIN LINE
SEWER LINE
GAS LINE
FIRE HYDRANT
WATER VALVE
SEWER CLEAN OUT
WATER METER
FIRE DEPT. CONNECTION
EDGE OF PAVEMENT
BACK FLOW PREVENTER
CONCRETE CURB
SPOT ELEVATION
TRAFFIC SIGNAL
TRAFFIC SIGNAL WITH LIGHT
PARKING LIGHT
PULL BOX
GAS VALVE
UTILITY POLE
GAS METER
OVER HEAD WIRE
UTILITY POLE W/GUY
PUBLIC STREET LIGHT
SIGN
FENCE
WALL
GUARD POST
TREE
VAULT
TRANSFORMER
RAIN WATER LEADER
UNDERGROUND TELEPHONE LINE
UNDERGROUND ELECTRICAL LINE
U.G. CABLE LINE
RIDGE LINE
CONC.
FOUND 1" BRASS DISC IN MON WELL
( ) A 1 PM 84
( ) B 5 PM 68
( ) C 3 PM 78
( ) D 3 PM 82
( ) E 6 BM 53
BENCH MARK PID - JS2278
SURVEY DISK EAST OF THE CENTER LINE MIDDLE GOLF DRIVE, 1.5 FEET EAST OF POST SUPPORTING STREET SIGNS, ABOUT LEVEL WITH THE DRIVES, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.2 FOOT ABOVE THE GROUND.
NAD88 EL=30.93
* PER DOCUMENT RECORDED IN 1048 OR 502 A RIGHT OF WAY AND EASEMENT TO BUILD,, CONSTRUCT, REPAIR AND MAINTAIN A TREE PLANTING AND PUBLIC UTILITY EASEMENT AND ALL APPURTENANCES APPERTAINING THERETO.
NORTH
SCALE 1"=10'
BENCHMARK ELEV. 30.93'
PID - JS2278
FIELD BOOK NO.____ PG.___
STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD SUITE 235C
GOLD RIVER CA 95670
(916) 835 5791 (916) 858-8241FAX
CONSULTANT:
DESIGNED: FTS
DRAWN: FTS
CHECKED: MA
SUBMITTED: MUSTAFA ABDU RCE 25498
SCALE: 1"=10'
REGISTERED PROFESSIONAL ENGINEER MUSTAFA ABDU No.25498 CIVIL STATE OF CALIFORNIA
EXP. 12/31/25
NO DATE REVISION APPROVAL BY
TOPOGRAPHIC AND BOUNDARY SURVEY
4823 CHILES ROAD
PARCEL "B" 1 PM 84
APN: 068-010-003
COUNTY OF SACRAMENTO
CALIFORNIA
DATE: 2-11-24
SHEET 1 OF 1
JOB NO: 2021-001
X-REF:\DATA\ACAD11\95
4823 CHILES ROAD 2021-001 02-11-2024
PLOT DATE: Feb 11, 2024 - 3:17pm FILE: T:\2021\2021-001 4823 Chiles Road Davis Ca\Dwg\Topo\Raw Topo\2021-001TOPO-EDRY.dwg



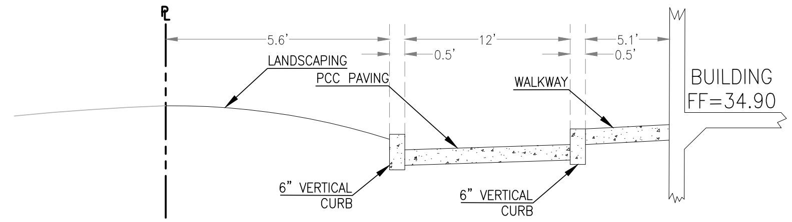
PROPOSED IMPROVEMENT NOTES:

1. PLACE AC PAVING.
2. PLACE 6" PCC PAVING.
3. CONSTRUCT 6" VERTICAL CURB.
4. ADA PATH OF TRAVEL. MAXIMUM SLOPE IN DIRECTION OF TRAVEL IS 4.8% WITH 1.9% MAXIMUM CROSS SLOPE.
5. ADA ACCESSIBLE PARKING. PLACE 6" PCC PAVING. MAXIMUM SLOPE IN ALL DIRECTIONS IS 1.8%.
6. CONSTRUCT PCC SIDEWALK, MAXIMUM 1.9% SLOPE IN ALL DIRECTIONS.
7. PLACE CURB RAMP, MAXIMUM SLOPE IN DIRECTION OF TRAVEL IS 8.33% WITH 1.9% MAXIMUM CROSS SLOPE.
8. CONSTRUCT 18" CURB OPENING.
9. CONSTRUCT BIORETENTION PLANTER.
10. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS.
11. CONSTRUCT 2' WIDE VALLEY GUTTER.
12. PLACE 2' OF COBBLES AROUND BUBBLER AND CONNECT TO 2' WIDE COBBLE-LINED SWALE SLOPED AT 2%, WITH 3:1 MAXIMUM SIDE SLOPES.
13. REMOVE AND REPLACE STANDARD TYPE 1 HEAVY DRIVEWAY PER CITY OF DAVIS STANDARD DETAIL 301-4.
14. REMOVE AND REPLACE UP TO COLD JOINT ANY DAMAGED OR NON-ADA COMPLIANT SIDEWALK ON PROJECT FRONTAGE PER CITY OF DAVIS STANDARD DETAIL 301-1.



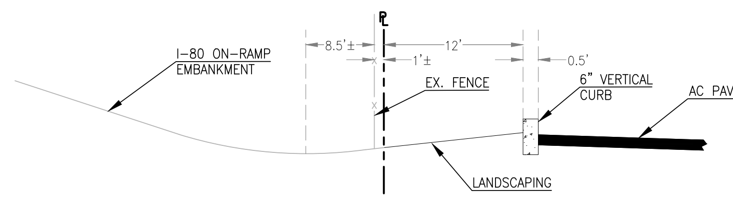
CROSS-SECTION A - A

NTS



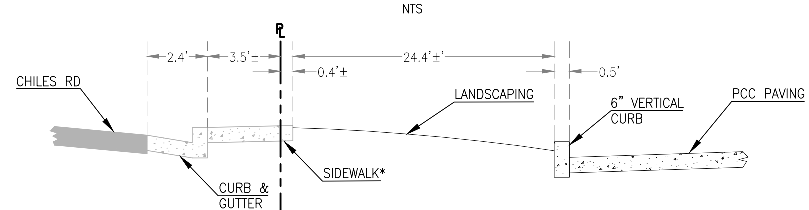
CROSS-SECTION B - B

NTS



CROSS-SECTION C - C

NTS



*NOTE: REPLACE SIDEWALK IF DAMAGED OR NON-ADA COMPLIANT.

CROSS-SECTION D- D

NTS

REVISIONS | BY | CD | DATE

TERA PROPERTIES, LLC
Mr. Joy Mundy
4810 Chiles Road
Davis CA 95618
TEL: (530) 400-5288

STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD, SUITE 235C
GOLD RIVER CA 95670
(916) 835 5791
(916) 858-8241(FAX)

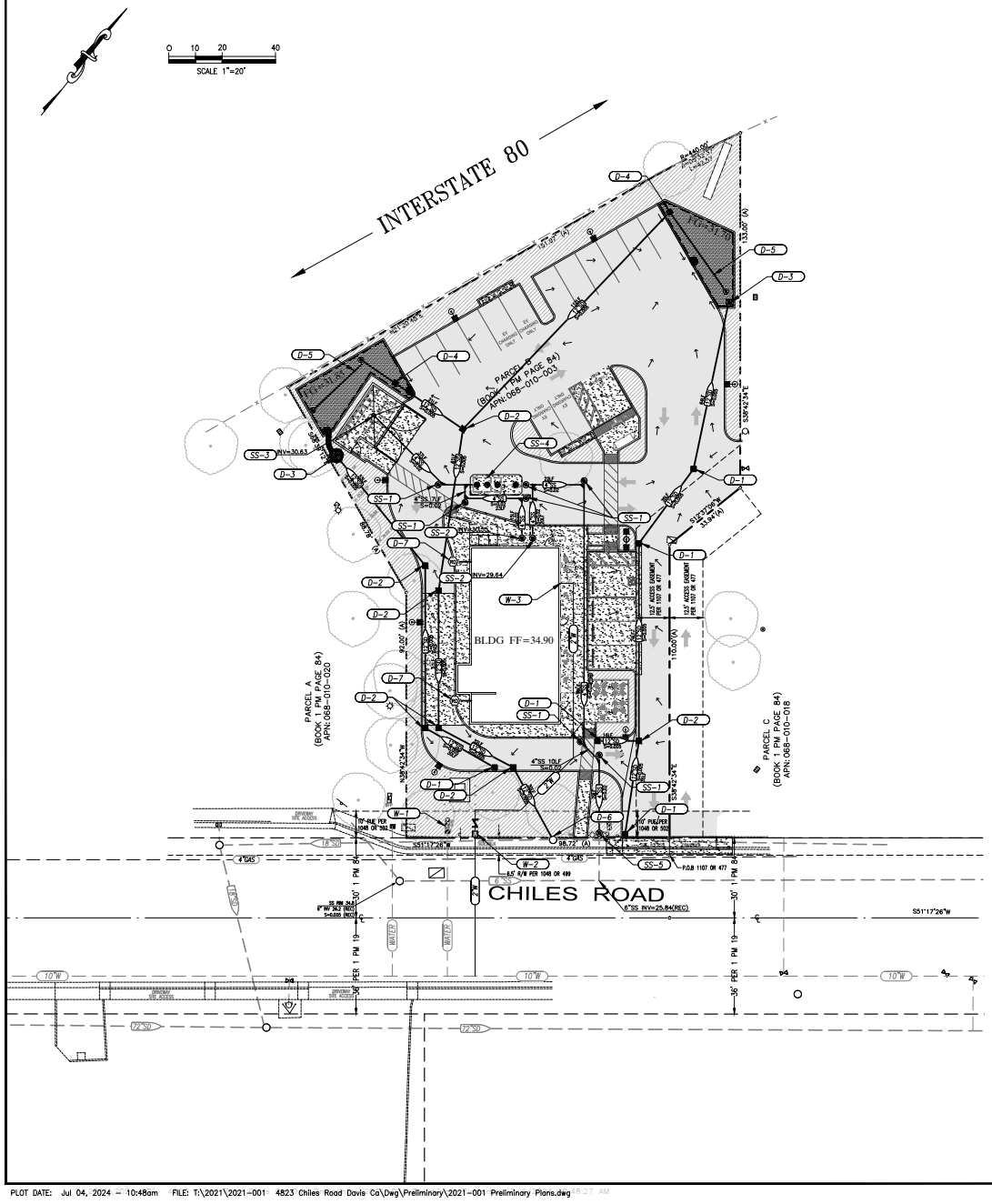
PRELIMINARY GRADING PLAN
4823 CHILES ROAD
CHIPOTLE
APN: 068-010-003
CITY OF DAVIS, YOLO COUNTY CALIFORNIA
JOB NO: 2021-001 | Designed: FTS | Checked: FTS | Date: 5/30/2024

SHEET C1 Of 3 SHEETS

JOB NUMBER: 2021-001

PRELIMINARY NOT FOR CONSTRUCTION

PLOT DATE: Jul 04, 2024 - 10:48am FILE: T:\2021\2021-001 4823 Chiles Road Davis Ca\Dwg\Preliminary\2021-001 Preliminary Plans.dwg



STORM DRAIN NOTES:

- D-1 INSTALL CATCH BASIN, WITH TRAFFIC RATED GRATE.
- D-2 INSTALL CATCH BASIN, WITH TRAFFIC RATED SOLID GRATE FOR USE AS A JUNCTION BOX.
- D-3 INSTALL CATCH BASIN, WITH PEDESTRIAN RATED GRATE FOR USE AS A BUBBLER.
- D-4 INSTALL CATCH BASIN, WITH PEDESTRIAN RATED GRATE FOR USE AS AN OVERFLOW.
- D-5 INSTALL 6" PERFORATED PIPE AND TERMINATE PIPE WITH CLEANOUT.
- D-6 CONNECT ONSITE STORM DRAIN SYSTEM TO EXISTING MANHOLE ALONG CHILES ROAD FRONTAGE.
- D-7 DAYLIGHT ROOF DRAIN THROUGH CURB.

SANITARY SEWER NOTES:

- SS-1 INSTALL CLEANOUT AND BOX TO GRADE.
- SS-2 INSTALL CLEANOUT AND BOX TO GRADE 3' OUTSIDE BUILDING, SEE PLUMBING PLANS FOR CONTINUANCE INTO BUILDING.
- SS-3 INSTALL FLOOR DRAIN IN TRASH ENCLOSURE AND CONNECT TO SANITARY SEWER.
- SS-4 INSTALL 1500 GAL GREASE INTERCEPTOR WITH SAMPLE BOX AND CONNECT TO SANITARY SEWER. INSTALL 2" VENT UPSTREAM AND DOWNSTREAM OF GREASE INTERCEPTOR. EXTEND VENT TO BUILDING, SEE PLUMBING PLANS FOR CONTINUANCE.
- SS-5 INSTALL CLEANOUT AND BOX TO GRADE BEHIND CHILES RD SIDEWALK ON EXISTING 4" SEWER LATERAL. REMOVE EXISTING ONSITE SANITARY SEWER SYSTEM UPSTREAM OF CLEANOUT AND CONNECT NEW ONSITE SANITARY SEWER TO CLEANOUT.

WATER NOTES:

- W-1 REUSE EXISTING WATER SERVICE, WATER METER AND BACK FLOW PREVENTER FOR IRRIGATION SERVICE.
- W-2 INSTALL NEW 2" WATER SERVICE, 2" WATER METER AND 2" BACK FLOW PREVENTER WITH PROTECTIVE CAGE.
- W-3 EXTEND 2" WATER SERVICE TO BUILDING.

	BY	CD	DATE	REVISIONS
△				
△				
△				
△				
△				

REGISTERED PROFESSIONAL ENGINEER — 06/30/22 — CIVIL — STATE OF CALIFORNIA

PRELIMINARY NOT FOR CONSTRUCTION

TERA PROPERTIES, LLC
Mr. Jay Mundy
4810 Chiles Road
Davis CA 95618
TEL: (530) 400-5288

STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD, SUITE 235C
GOLD RIVER CA 95670
(916) 835 3791
(916) 858-8241(FAX)

PRELIMINARY UTILITY PLAN

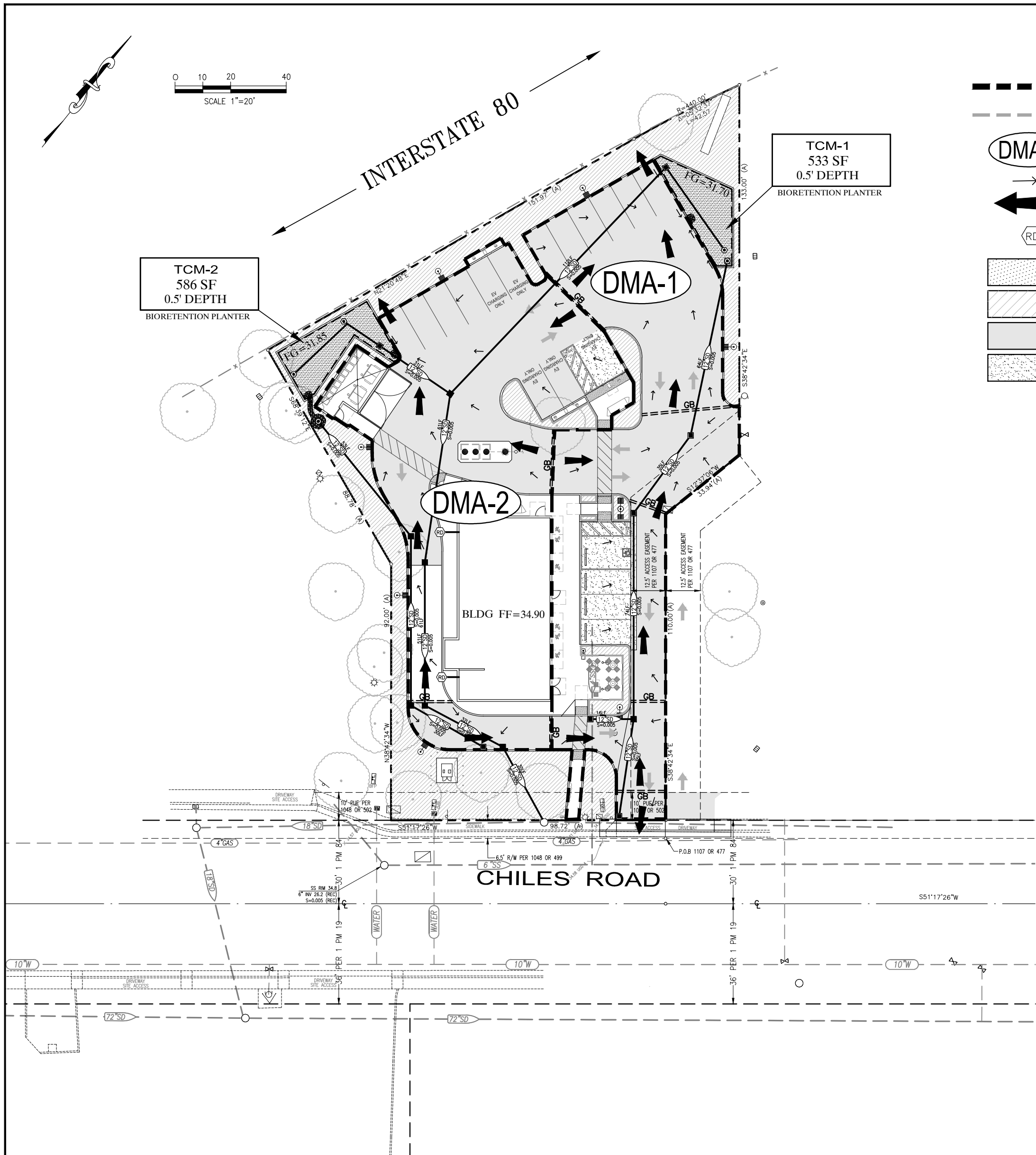
4823 CHILES ROAD

CHIPOTLE
APN: 068-010-003
CITY OF DAVIS, YOLO COUNTY, CALIFORNIA
JOB NO: 2021-001 | Designed: FTS | Checked: FTS | Date: 5/30/2024

SHEET C2 Of 3 SHEETS

JOB NUMBER: 2021-001

PLOT DATE: Jul 04, 2024 - 10:48am FILE: T:\2021\2021-001 4823 Chiles Road Davis Ca\Dwg\Preliminary\2021-001 Preliminary Plans.dwg



LEGEND

- DMA BOUNDARY
- DMA PERVIOUS BOUNDARY
- DMA-1 — DRAINAGE AREA
- DIRECTION OF STORMWATER FLOW
- OVERLAND RELEASE*
- RD — ROOF DRAIN
- BIORETENTION PLANTER
- LANDSCAPING
- AC PAVING
- PCC PAVING/SIDEWALK

DMA 1:

DETERMINE DESIGN IMPERVIOUSNESS (Iwq):

SITE ELEMENT	UNIT AREA (SQ. FT.)	PERCENT IMPERVIOUSNESS	WEIGHTING FACTOR	WEIGHTED % IMPERVIOUSNESS
SIDEWALK / PAVEMENT	9,483	100	0.95	95.0
GRAVEL PAVEMENT	0	40	0	0
ROOFS	0	90	0	0
POROUS PAVEMENT	0	55	0	0
LAWN/TURF	451	0	0.05	0
OPEN SPACE	0	0	0	0
TOTAL CONTRIBUTING AREA	9,934	-	-	95.0

DETERMINE UNIT BASIN STORAGE VOLUME (Vu):

Iwq= 95.0%
Using Iwq= 95.0 and a 12hr drawdown (drawdown time specified for the Stormwater Planter in the City of Davis SW Manual (2008) in TCM Fact Sheet), Vu= 0.33

CALCULATE STORMWATER QUALITY DESIGN FLOW (SQDV):

SQDV = Vu x Aeff
Aeff = 9,483 x 1.0 + 451 x 0.0 = 9,483 ft^2
SQDV = (0.33 in) x (9,483 ft^2) x (1ft/12 in) = 261 ft^3

SIZE SURFACE AREA (As) FOR STORMWATER PLANTER, TCM 1:

SQDV = 261 ft^3
A design average surcharge depth, Ds, will be 0.5 feet. So Ds= 0.5 ft.
As = SQDV / Ds = 261 ft^3 / 0.5 ft = 522 ft^2
As = 522 ft^2, the proposed As = 533 ft^2
533 ft^2 > 522 ft^2

DMA 2:

DETERMINE DESIGN IMPERVIOUSNESS (Iwq):

SITE ELEMENT	UNIT AREA (SQ. FT.)	PERCENT IMPERVIOUSNESS	WEIGHTING FACTOR	WEIGHTED % IMPERVIOUSNESS
SIDEWALK / PAVEMENT	8,293	100	0.74	74.0
GRAVEL PAVEMENT	0	40	0	0
ROOFS	2,614	90	0.23	20.7
POROUS PAVEMENT	0	55	0	0
LAWN/TURF	231	0	0.03	0
OPEN SPACE	0	0	0	0
TOTAL CONTRIBUTING AREA	11,138	-	-	94.7

DETERMINE UNIT BASIN STORAGE VOLUME (Vu):

Iwq= 94.7%
Using Iwq= 94.7 and a 12hr drawdown (drawdown time specified for the Stormwater Planter in the City of Davis SW Manual (2008) in TCM Fact Sheet), Vu= 0.33

CALCULATE STORMWATER QUALITY DESIGN FLOW (SQDV):

SQDV = Vu x Aeff
Aeff = 8,293 x 1.0 + 2,614 x 0.9 + 229 x 0.0 = 10,645 ft^2
SQDV = (0.33 in) x (10,645 ft^2) x (1ft/12 in) = 293 ft^3

SIZE SURFACE AREA (As) FOR STORMWATER PLANTER, TCM 2:

SQDV = 293 ft^3
A design average surcharge depth, Ds, will be 0.5 feet. So Ds= 0.5 ft.
As = SQDV / Ds = 293 ft^3 / 0.5 ft = 586 ft^2
As = 586 ft^2, the proposed As = 590 ft^2
586 ft^2 > 586 ft^2

PROJECT NARRATIVE

THE EXISTING CINDY'S RESTAURANT SITE IS BEING DEMOLISHED, SO A NEW CHIPOTLE RESTAURANT CAN BE CONSTRUCTED. ALL OF THE SITE'S IMPERVIOUS AREA IS BEING REMOVED. THE SHARED DRIVEWAY IS BEING REPLACED PER CITY'S STANDARDS. THE SIDEWALK ALONG CHILES ROAD WILL BE REPLACED UP TO THE NEAREST COLD JOINT FOR ANY PORTION OF THE SIDEWALK THAT IS BROKEN OR OTHERWISE NON-ADA COMPLIANT. THE TREES IN THE FRONT ALONG CHILES ROAD AND ALONG THE SITE'S PERIPHERY ARE GOING TO REMAIN IF POSSIBLE. ALL OF THE SITE'S STORMWATER IS GOING TO BE CAPTURED AND CONVEYED TO TWO BIORETENTION PLANTERS IN THE BACK, WHICH HAVE BEEN SIZED TO MATCH THE DRAINAGE MANAGEMENT AREAS SHOWN IN PLAN VIEW. A CONNECTION TO THE CITY'S STORM DRAIN SYSTEM WILL BE MADE TO CONVEY TREATED STORMWATER OFFSITE.

PRE-PROJECT AREAS:

LANDSCAPE:	4,176 SF
ROOF:	2,398 SF
SIDEWALK/PAVING:	21,336 SF
TOTAL PERVIOUS:	4,176 SF
TOTAL IMPERVIOUS:	23,734 SF
TOTAL:	27,910 SF

POST-PROJECT AREAS:

LANDSCAPE:	6,397 SF
BIORETENTION:	1,123 SF
ROOF:	2,614 SF
SIDEWALK/PAVING:	17,776 SF
TOTAL PERVIOUS:	6,397 SF
TOTAL IMPERVIOUS:	21,513 SF
TOTAL:	27,910 SF

*NOTE

OVERLAND RELEASE OCCURS WHEN THE ONSITE STORM DRAIN SYSTEM IS INCAPACITATED, SO STORMWATER STARTS TO BUILD UP. THE ARROWS INDICATE WHERE THE STORMWATER WILL RUNOFF TO ESCAPE THE SITE.

REVISIONS | BY | CD | DATE

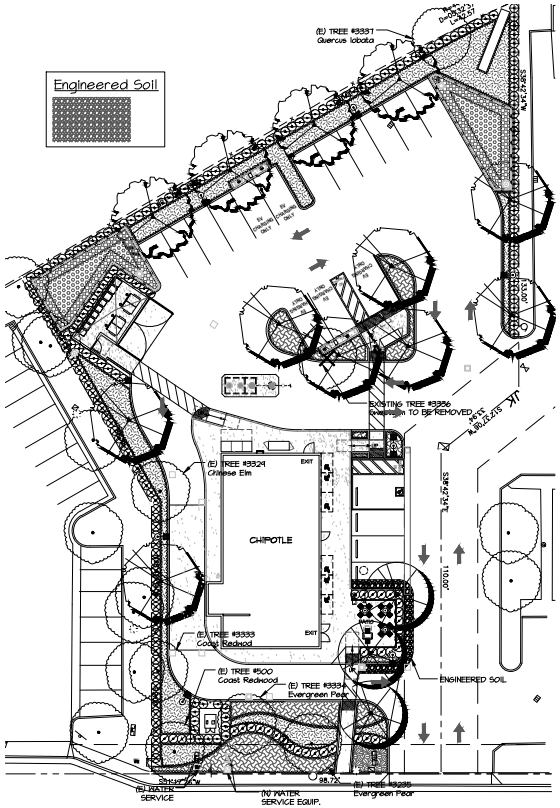
TERA PROPERTIES, LLC
Mr. Jay Mundy
4810 Chiles Road
Davis CA 95618
TEL: (530) 400-5288

STUKAM CONSULTING ENGINEERS, INC.
11344 COLOMA ROAD, SUITE 235C
GOLD RIVER CA 95670
(916) 835 5791
(916) 858-8241(FAX)

STORMWATER CONTROL PLAN
4823 CHILES ROAD
CHIPOTLE
APN: 068-010-003
CITY OF DAVIS, YOLO COUNTY CALIFORNIA
JOB NO: 2021-001 | Designed: FTS | Checked: FTS | Date: 5/30/2024

SHEET C3 Of 3 SHEETS
JOB NUMBER: 2021-001

PLOT DATE: Jul 04, 2024 - 10:48am FILE: T:\2021\2021-001 4823 Chiles Road Davis Ca\Dwg\Preliminary\2021-001 Preliminary Plans.dwg

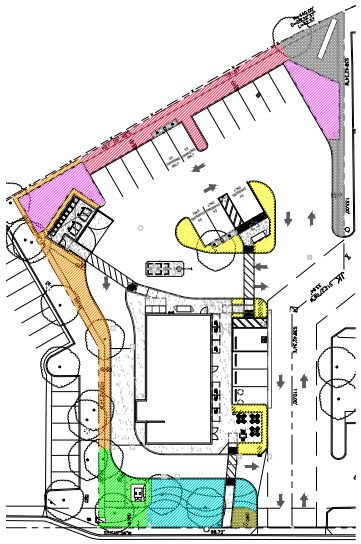


1 LANDSCAPE PLAN

1" = 20'-0"

GRAPHIC SCALE: 1" = 20'-0"

NORTH



2 HYDROZONE MAP

1" = 30'-0"

HYDROZONE LEGEND

#1 #2 #3 #4

#5 #6 #7 #8

Water Efficient Landscape Worksheet

Reference Evapotranspiration (ETo) 52.2

Hydrozone # /Planting Description*	Plant Factor (PF)	Irrig. Method	Irrig. Eff. (IE)**	ETAF (PF/IE)	Landscape Area (sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)**
Regular Landscape Areas							
1 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	1,069	393.7	12,742
2 Med Wtr Use Plt'g	0.6	Drip	0.81	0.74	106	78.5	2,541
3 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	642	236.3	8,298
4 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	1,188	435.4	14,204
5 Med Wtr Use Plt'g	0.6	Drip	0.81	0.74	1,165	863.0	27,924
6 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	955	364.6	11,801
7 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	1,066	394.6	12,770
8 Low Wtr Use Plt'g	0.3	Drip	0.81	0.37	619	241.9	8,067
				Totals	6,935	3094.9	98,368
					(A)	(B)	
Special Landscape Areas							
				1			
				1			
				1			
				Totals	0	0	0
					(C)	(D)	
						ETWU Total	98,368
					Maximum Allowed Water Allowance		101,000

ETAF Calculations

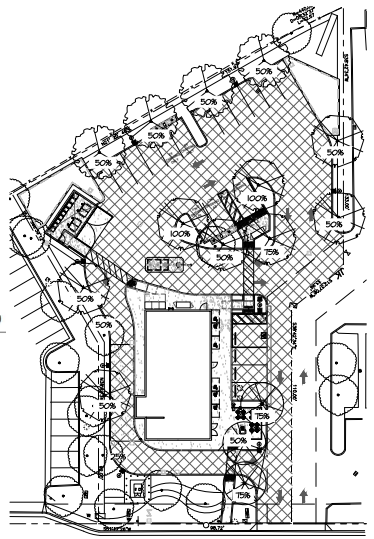
Regular Landscape Areas

Total ETAF x Area	(B)	3,094
Total Area	(A)	6,935
Average ETAF	B ÷ A	0.44

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas

Total ETAF x Area	(B+D)	3,094
Total Area	(A+C)	6,935
Biteuide ETAF	(B+D) ÷ (A+C)	0.37



3 PARKING LOT SHADING DIAGRAM

1" = 30'-0"

Parking Lot Shading Worksheet

Botanical Name / Common Name	Quantity @Full Shade / Sq. Ft.	Quantity @ 3/4 Shade / Sq. Ft.	Quantity @ 1/2 Shade / Sq. Ft.	Quantity @ 1/4 Shade / Sq. Ft.	Total (Sq. Ft.)
Platnus acerifolia			4 @ 481		1,924
Zelcova serrata 'Green Vase'	2 @ 962	1 @ 722	5 @ 481		5,051
Pistachia Chinensis		2 @ 531	1 @ 354		1,416
Exisitng Tree #9329			1 @ 354		354
	Covered Stalls 0		Total Surface Area=	14,807	
			50% SHADE AREA REQUIRED=	7,404	
			TOTAL SHADE AREA PROVIDED=	8,745	
			PERCENT SHADE=		59.06%

PROJECT DIRECTORY

ARCHITECT	CIVIL ENGINEER	DEVELOPER
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Ciardella associates
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Urban Design
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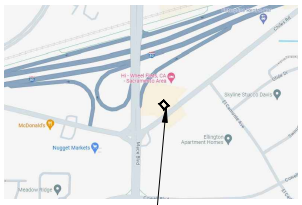
Tel 650 326 6100
ca@ciardella-assoc.com

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

VICINITY MAP



NORTH

PLANTING LEGEND

Symbol	BOTANICAL NAME	COMMON NAME	H2O	SIZE	QTY
Tree					
	Platanus acerifolia 'Bloodgood'	Yarwood Plane	M	24" Box	4
	Zekova serrata 'Green Vase'	Green Vase Zelcova	L	24" Box	8
	Pistacia chinensis 'Keith Davey'	Chinese Pistache (Male only)	L	24" Box	3
	Existing Tree to remain				
X	Existing Tree to be removed				

See Arborist Report by California Tree and Landscape Consulting, Inc., dated April 16, 2024

Symbol	BOTANICAL NAME	COMMON NAME	H2O	SIZE	QTY
Shrubs and Vines					
⊖	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	L	5 Gallon	76
⊗	Euonymus japonicus	Evergreen Euonymus	L	5 Gallon	64
⊘	Pittosporum tobira and cvs.	Mock Orange	L	5 Gallon	16
⊕	Xylosma congestum	Shiny Xylosma	L	5 Gallon	38
■	Parthenocissus tricuspidata	Boston Ivy	L	1 Gallon	3
Ground Cover					
ROS	Rosmarinus officinalis 'Huntington Carpet'	Rosemary	L	1 Gallon @ 30"oc	
MYO	Myoporum parvifolium 'Putah Creek'	Prostrate Myoporum	L	1 Gallon @ 30"oc	
ANN	Annual Flowers		M	4" Pots 18"oc	
Bioretention Area					
CHT	Chondropetalum tectorum	Small Cape Rush	L	1 Gallon @ 48" oc	42
CHE	Chondropetalum elephantinum	Large Cape Rush	L	1 Gallon @ 48" oc	30

ANN ROS MYO COE COT

LANDSCAPE NOTES

1. All trees are to be staked as shown in the staking diagram.
2. Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
3. A minimum 3-inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.
4. All ground cover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in one year.
5. There shall be no storing of material or equipment, permitting of any burning or operating or parking of equipment under branches of any existing plants to remain. If existing plants to remain are damaged during construction, the plants shall be replaced with the same species an size as those damaged.
6. All plant material shall be nursery grown stock. All plant materials shall be tagged at the nursery at least 1 month prior to planting for the Landscape Architects review.
7. Review layout of all landscape elements with the Landscape Architect prior to installation. Field modifications may be necessary. Final layout to be reviewed by the Landscape Architect .
8. Written dimensions supersede scaled dimension Measurements are from the wall face, back of curb, edge of walk, building wall, property line or center line as graphically indicated.
9. All layout corners are at 90 degrees right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freeform curves.
10. HERBICIDE APPLICATION: Herbicide shall not be used until all plant material has been planted a minimum of 20-days. All planting areas shall be kept weed-free by non-herbicide methods during this time period. Herbicide shall not be applied to any areas which are or have been seeded. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.
11. Plantings shall be installed consistent with approved plans and shall be maintained in a healthy and vigorous manner.
12. Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
13. All planted areas will be automatically irrigated utilizing ET based controller system. All ground cover areas shall be top-dressed with a 3" layer of bark mulch. No bardk mulch, rocks or organic matter soil1 be placed adjacent to city right of way.
14. All groundcover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in one year.
15. All layout corners are at 90 degrees right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freeform curves.
16. All planting areas shall be kept weed-free. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.
17. Structural soil shall be placed as indicated on the plan to a depth consistent with the pavement base rock section. The structural soil material is designed as follows. The three components of the structural soil are mixed in the following proportions by weight, crushed stone: 100 clay loam: 20; hydrogel: 0.03. Total moisture at mixing should be 10% (AASHTO T-99 optimum moisture). Crushed stone (granite or limestone) should be narrowly graded from 3/4 -1 1/2 inch, highly angular with no fines. The clay loam should conform to the USDA soil classification system (gravel <5%, sand 25-30%, silt 20-40%, clay 25-40%). Organic matter should range between 2% and 5%. The hydrogel, a potassium propenoate-propenamide copolymer is added in a small amount to act as a tackifier, preventing separation of the stone and soil during mixing and installation. Mixing can be done on a paved surface using front end loaders. Typically the stone is spread in a layer, the dry hydrogel is spread evenly on top and the screened moist loam is the top layer. The entire pile is turned and mixed until a uniform blend is produced. The structural soil is then installed and compacted in 6 inch lifts.
18 Materials determined from the soils test shall be uniformly distributed throughout all irrigated planting areas and incorporated to a homogeneously blended soil depth of six inches. Assume per 1000 square feet:6 cubic yards Nitrogen Stabilized Organic Amendment 30 pounds Commercial Fertilizer (6-20-20). 10 pounds Iron Sulfate

Total Landscape = 6,935 sf

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muthana@miarchitect.com
www.miarchitect.com

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95618

NO.	DATE	DESCRIPTION
-		ISSUED FOR CONSTRUCTION
-		ISSUED FOR PLAN CHECK
-		ISSUED FOR PLANNING
△		
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LANDSCAPE PLAN

PROJECT #: 23-14701
DRAWN: BB CHECKED: RC
SCALE: AS NOTED DATE: 01-02-24

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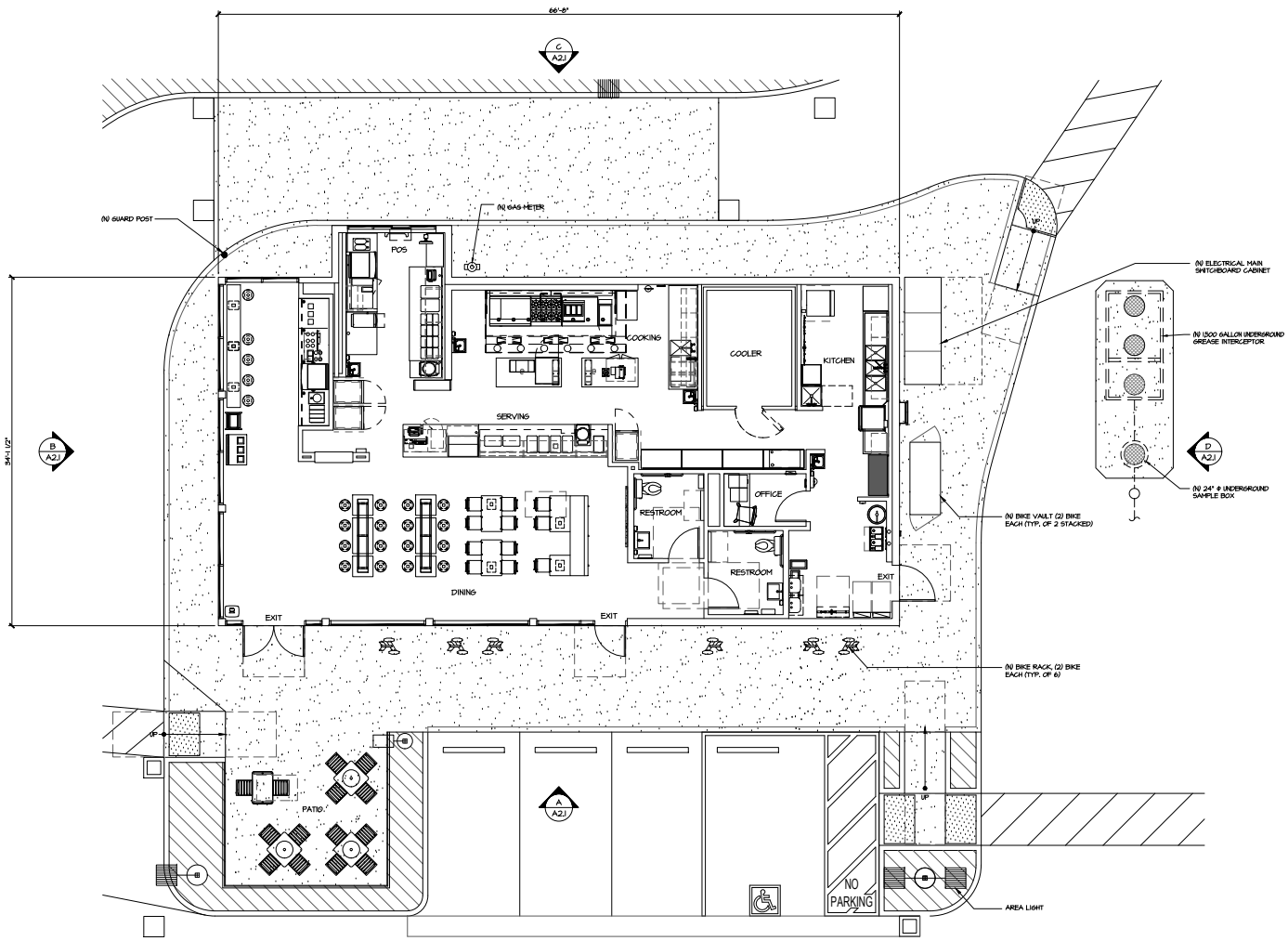

1 FLOOR PLAN
3/16" = 1'-0"

GRAPHIC SCALE: 3/16" = 1'-0"
5 0 5 10 FEET

NORTH

M I Architects
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NOT FOR CONSTRUCTION

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95618

NO.	DATE	DESCRIPTION
-		ISSUED FOR CONSTRUCTION
-		ISSUED FOR PLAN CHECK
-		ISSUED FOR PLANNING

FLOOR PLAN

PROJECT #: 23-14701
DRAWN: JM CHECKED: MII
SCALE: AS NOTED DATE: 01-02-24

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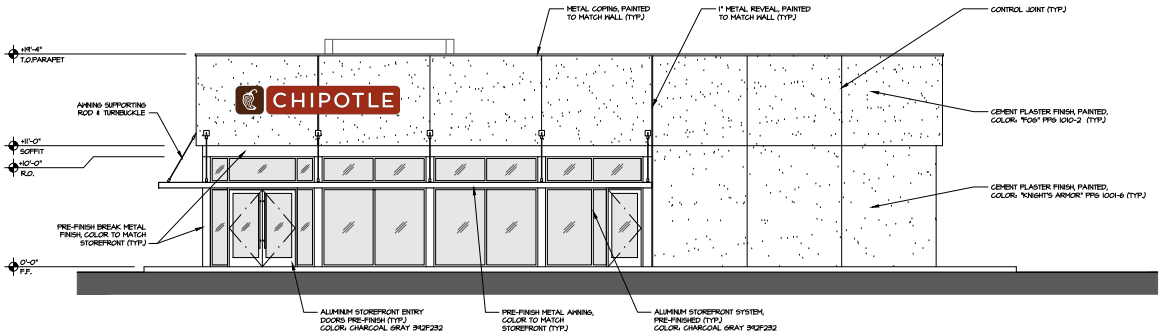
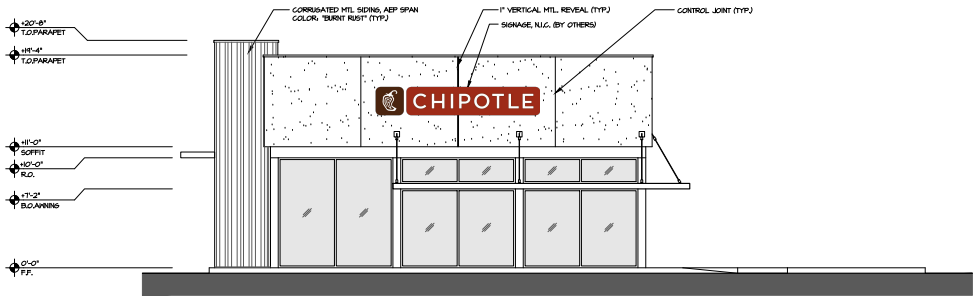
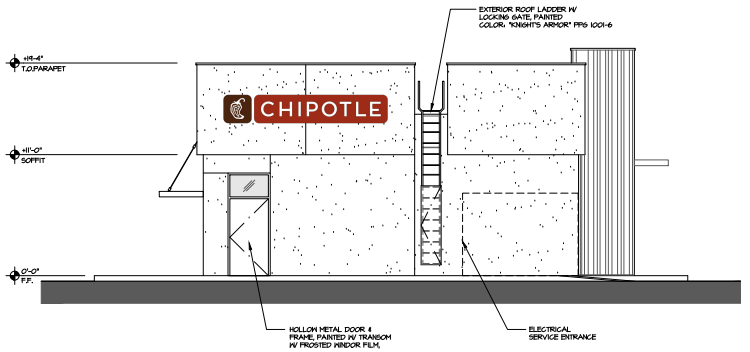


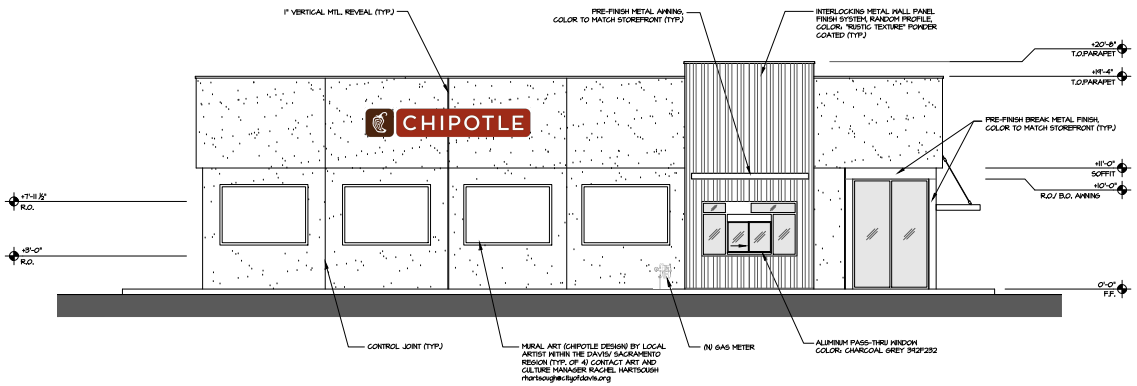
A NORTHEAST ELEVATION
3/16" = 1'-0"



B SOUTHEAST ELEVATION
3/16" = 1'-0"



C NORTHWEST ELEVATION
3/16" = 1'-0"



D SOUTHWEST ELEVATION
3/16" = 1'-0"

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

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NOT FOR CONSTRUCTION

CHIPOTLE
4823 CHILES ROAD
DAVIS, CA 95618

NO.	DATE	DESCRIPTION
-		ISSUED FOR CONSTRUCTION
-		ISSUED FOR PLAN CHECK
-		ISSUED FOR PLANNING

EXTERIOR ELEVATIONS

PROJECT #: 23-14701
DRAWN: BB CHECKED: MII
SCALE: AS NOTED DATE: 01-02-24

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OPERATIONS STUDY
VARIOUS LOCATIONS

CHIPOTLANE PICK-UP WINDOW OPERATIONS

PREPARED BY GPD GROUP FOR: CHIPOTLE MEXICAN GRILL
NOVEMBER 2022

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

OPERATIONS STUDY

Chipotlane Pick-Up Window

Various Locations

Prepared For:

CHIPOTLE MEXICAN GRILL

Prepared By:

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

November 2022

Engineer's Seal

STATE OF OHIO
MICHAEL A. HOBBS
E-68713
REGISTERED PROFESSIONAL ENGINEER

Prepared By:

Curtis Deibel, P.E., RSP_2
Ohio Registration No. 81305
Certification No. 105

Prepared Under The Responsible Charge of:

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

November 17, 2022
Date

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

TABLE OF CONTENTS

LIST OF APPENDICES

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LIST OF TABLES

I. Executive Summary:

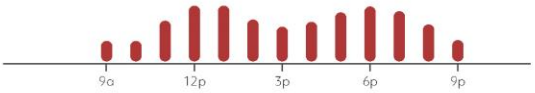
This Operations Study is being prepared at the request of Chipotle Mexican Grill in association with the Chipotlane pick-up window which has been implemented across the country by Chipotle Mexican Grill. The purpose of this Operations Study is to analyze the operational characteristics of the Chipotlane pick-up window to determine the typical volumes, queue lengths and service times associated with this new configuration. This study will analyze the operation of six (6) existing Chipotlanes at high-volume locations with two (2) restaurants in the Los Angeles, California area, two (2) restaurants in the Boston, Massachusetts area, and two (2) restaurants in the Columbus, Ohio area.

A mobile pick-up window has been implemented at select Chipotle locations, referred to as a Chipotlane. These windows were first introduced in 2019 and allow customers to pick up an order without having to park their vehicle and walk into the restaurant. This pick-up window is only available to those customers who have placed a prior order via the Chipotle mobile application or Chipotle's website. Since orders are not placed on 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.

For this study video recording devices were deployed at the six (6) Chipotle locations to capture the operational characteristics of the Chipotlane pick-up window. Multiple 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 videos for all hours of operation over four (4) continuous days. GPD Group personnel then reviewed over 270 hours of video footage to document the operational characteristics of each Chipotlane being analyzed. The overall findings from this analysis are summarized on the following page.

Chipotlane by the Numbers

136
AVERAGE DAILY CHIPOTLANE CUSTOMERS

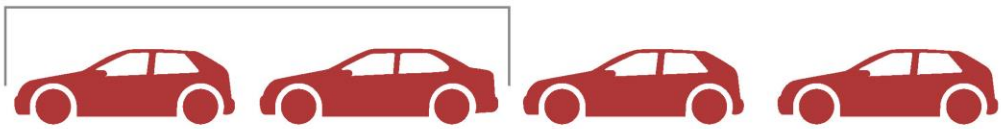


25 AVERAGE CHIPOTLANE CUSTOMERS during peak hour

AVERAGE TOTAL SERVICE TIME
(6:13 is the nationwide fast food drive-thru average service time)

Service time data from the 2022 Intouch Insight Drive-Thru Study

Average of 2 CUSTOMERS in Chipotlane at a time



The queue length is 4 cars or less **APPROXIMATELY 98%** of the time, and **exceeds** 4 cars for **APPROXIMATELY 15 MINUTES A DAY**

II Purpose:

This Operations Study is being prepared at the request of Chipotle Mexican Grill in association with the Chipotlane pick-up window which has been implemented across the country by Chipotle Mexican Grill. The purpose of this Operations Study is to analyze the operational characteristics of the Chipotlane pick-up window to determine the typical volumes, queue lengths and service times associated with this new configuration. This study will analyze the operation of six (6) existing Chipotlanes at high-volume locations with two (2) restaurants in the Los Angeles, California area, two (2) restaurants in the Boston, Massachusetts area, and two (2) restaurants in the Columbus, Ohio area.

III. Project Setting:

Costa Mesa, CA Chipotle Location

The first Chipotle Mexican Grill location evaluated for this study is in the City of Costa Mesa, CA at 468 E. 17th Street. This Chipotle has one (1) access point located along E. 17th Street and is located along a commercial corridor and is surrounded by large residential developments. It is currently open seven days a week from 10:30 AM – 10:00 PM. See **Figure 1** for an aerial photograph of the Costa Mesa Chipotle location.

Foothill Ranch, CA Chipotle Location

The second Chipotle Mexican Grill location is in the City of Lake Forest, CA at 26592 Towne Center Drive, Suite 120. This location has three (3) access points to an internal drive. This Chipotle location is located in the Towne Center Plaza the surrounding developments are primarily residential with some commercial developments to the east. This location is currently open seven days a week from 10:30 AM – 10:00 PM. See **Figure 2** for an aerial photograph of the Foothill Chipotle location.

Hanover, MA Chipotle Location

The third Chipotle Mexican Grill location is in the City of Hanover, MA at 1773 Washington Street. This location has two (2) access points to an internal drive (serving the Chipotle and adjacent parcel). This Chipotle is located within Hanover Crossing along a primarily commercial corridor surrounded by residential developments. This location is currently open seven days a week from 10:45 AM – 10:00 PM. See **Figure 3** for an aerial photograph of the Hanover Chipotle location.

Norwich, CT Chipotle Location

The fourth Chipotle Mexican Grill location is in the City of Norwich, CT at 30 Salem Turnpike. This location has two (2) access points, one along Salem Turnpike and another along Surrey Lane. This Chipotle is located along a primarily commercial corridor surrounded by residential developments. This location is currently open seven days a week from 10:45 AM – 10:00 PM. See **Figure 4** for an aerial photograph of the Hanover Chipotle location.

Pickerington, OH Chipotle Location

The fifth Chipotle Mexican Grill location is 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. It is currently open seven days a week from 10:45 AM – 10:00 PM. See **Figure 5** for an aerial photograph of the Pickerington Chipotle location.

Obetz, OH Chipotle Location

The sixth Chipotle Mexican Grill location is in the City 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. Alum Creek Drive is a 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 – 10:00 PM. See **Figure 6** for an aerial photograph of the Pickerington Chipotle location.

Chipotlane Description

A mobile pick-up window has been implemented at select Chipotle locations, referred to as a Chipotlane. These windows were first introduced in 2019 and allow 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 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, Tri-State Traffic Data, and Quality Counts, LLC deployed video recording devices at the six (6) Chipotle locations to capture the operational characteristics of the Chipotlane pick-up window. Multiple 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 videos for all hours of operation over four (4) continuous days from Wednesday, July 13th through Saturday, July 16th, 2022, for the sites located within the Los Angeles and Boston areas, and four (4) continuous days from Wednesday, August 3rd through Saturday, August 6th, 2022, for the sites located within the Columbus area. The following images provide an example of the camera views that were recorded:

Camera angle facing southwest (view of the window queue of the Costa Mesa Chipotle)

Camera angle facing northeast (view from the front of the Foothill Ranch Chipotle)

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

IV. Data Analysis:

Analysis Methodology

GPD Group personnel reviewed over 270 hours of video footage to document the operational characteristics of each Chipotlane being analyzed as part of this study. The below image is a screenshot from the analysis spreadsheet created to log the data:

Restaurant Location:	468 East 17th Street, Costa Mesa, CA 92627						
Data Collection Date:	Saturday, July 16, 2022						
	Time Entering Pick-Up Lane	Number of Vehicles in Queue	Time Arriving At Window	Time Exiting Pick-Up Lane	Time In Queue Prior To Window	Time At Window	Total Service Time
Vehicle 1	10:43:11 AM	1	10:43:11 AM	10:45:09 AM	0:00:00	0:01:58	0:01:58
Vehicle 2	11:10:47 AM	1	11:10:47 AM	11:11:09 AM	0:00:00	0:00:22	0:00:22
Vehicle 3	11:19:25 AM	1	11:19:25 AM	11:20:20 AM	0:00:00	0:00:55	0:00:55
Vehicle 4	11:23:53 AM	1	11:23:53 AM	11:24:09 AM	0:00:00	0:00:16	0:00:16
Vehicle 5	11:47:51 AM	1	11:47:51 AM	11:53:29 AM	0:00:00	0:05:38	0:05:38
Vehicle 6	11:48:27 AM	2	11:53:37 AM	11:54:40 AM	0:05:10	0:01:03	0:06:13
Vehicle 7	11:55:22 AM	1	11:55:22 AM	11:56:28 AM	0:00:00	0:01:06	0:01:06
Vehicle 8	11:56:14 AM	2	11:56:37 AM	11:57:30 AM	0:00:23	0:00:53	0:01:16
Vehicle 9	12:00:26 PM	1	12:00:26 PM	12:01:57 PM	0:00:00	0:01:31	0:01:31
Vehicle 10	12:12:54 PM	1	12:12:54 PM	12:13:09 PM	0:00:00	0:00:15	0:00:15

As shown in the above image, data recorded for each vehicle utilizing the Chipotlane 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 the queue and time arrived at the window are the same when the arriving vehicle was the only vehicle in the queue at that time. See the following appendices for complete data sheets:

- **Appendix A** – Costa Mesa, CA Data
- **Appendix B** – Foothill Ranch, CA Data
- **Appendix C** – Hanover, MA Data
- **Appendix D** – Norwich, CT Data
- **Appendix E** – Pickerington, OH Data
- **Appendix F** – Obetz, OH Data

Costa Mesa, CA Chipotle Data Analysis

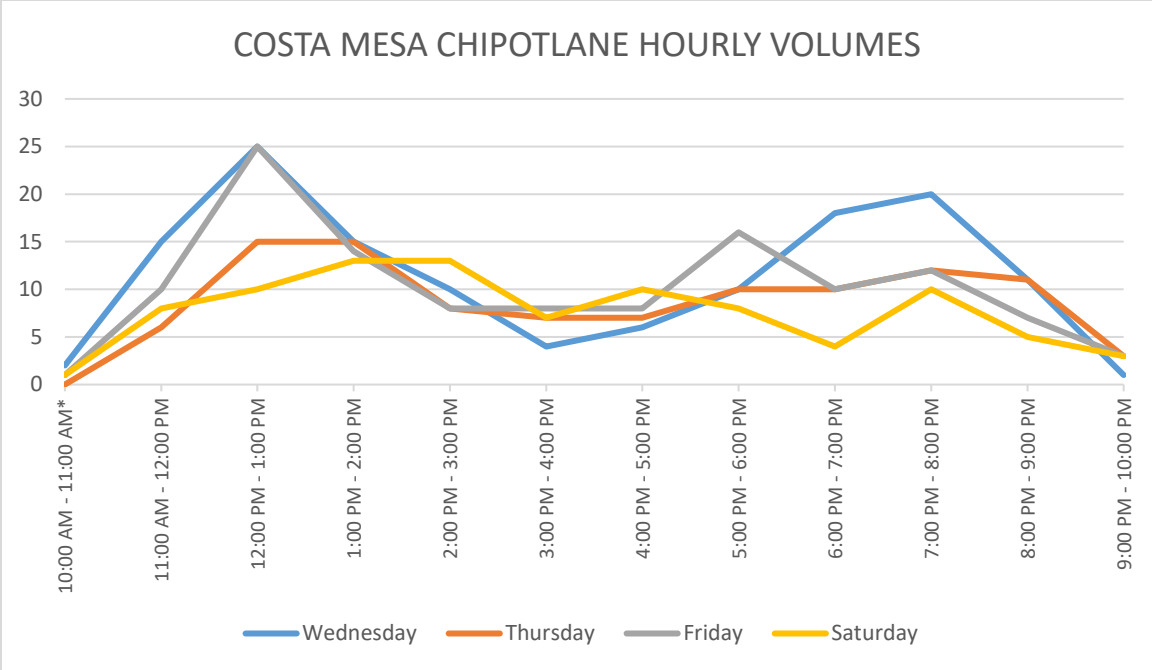
The data collected in the spreadsheets discussed above was then analyzed to look at the various factors that impact the operation and efficiency of the pick-up window. The first category that was investigated was vehicular volume. **Table 1** shows the number of vehicles that used the Costa Mesa Chipotlane, 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 provides a graphical representation of this data.

Table 1: Costa Mesa Volume Summary

Timeframe	Wednesday	Thursday	Friday	Saturday	Average
10:00 AM - 11:00 AM*	2	0	1	1	1
11:00 AM - 12:00 PM	15	6	10	7	10
12:00 PM - 1:00 PM	24	15	25	10	19
1:00 PM - 2:00 PM	15	15	13	13	14
2:00 PM - 3:00 PM	10	8	8	13	10
3:00 PM - 4:00 PM	4	7	8	7	7
4:00 PM - 5:00 PM	6	7	8	10	8
5:00 PM - 6:00 PM	10	10	15	8	11
6:00 PM - 7:00 PM	18	10	10	4	11
7:00 PM - 8:00 PM	20	12	12	10	14
8:00 PM - 9:00 PM	11	11	7	5	9
9:00 PM - 10:00 PM	1	3	3	3	3
Total	136	104	120	91	113
Average	12	9	10	8	9
Maximum	24	15	25	13	19

* Chipotle operating hours begin at 10:30 AM

It should be noted that a total of 4 vehicles (1 on Wednesday, 2 on 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 assumed that these patrons were not aware that orders must be placed in advance as they were typically seen parking their vehicles and walking into the restaurant afterward. These vehicles were not included in the analysis.



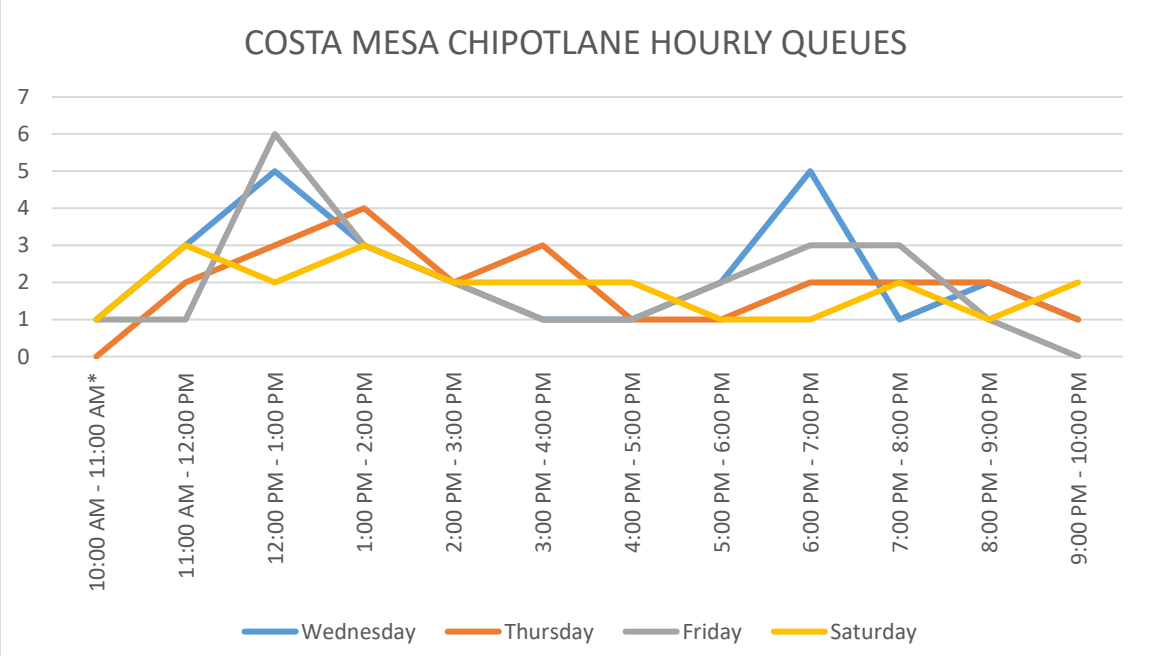
As shown in **Table 1** and the above graph, the data collected on Wednesday, July 13th reflects the highest daily volume (136) as well as the highest hourly volume (24). While the Chipotlane was found to be well utilized, these volumes are only about one-fifth of the daily drive-thru volume of an average fast-food restaurant (approximately 750) and about one-third of the peak hourly volume (approximately 75). Over the entire day, the Chipotlane was found to average between 1 and 19 vehicles per hour but was generally found to experience higher demand between 11:00 AM and 2:00 PM which confirmed the expectation that this restaurant would see higher usage during the lunch hours due to being located on a major commercial corridor surrounded by 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 Costa Mesa 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: Costa Mesa Queue Length Summary

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

* Chipotle operating hours begin at 10:30 AM



As shown in **Table 2** and the graph above, the data indicates that the typical maximum queue length is three (3) vehicles while there was a single instance where the queue length reached six (6) vehicles between 12:00 PM and 1:00 PM on Friday, July 16th. The maximum queue for each day was found to occur between 12:00 PM and 2:00 PM which is consistent with the 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. 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) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Costa Mesa location, which is 690 minutes per day. **Table 3** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 3: Costa Mesa Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	0.30%	0.00%	0.68%	0.00%	0.24%
5 Vehicles or More (Minutes per Day)	02:05	00:00	04:42	00:00	01:41

As shown in **Table 3**, the queue was observed to only extend beyond four (4) vehicles for under two (2) minutes per day over the four (4) days studied.

The final component 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 the pick-up window (time in queue) and the amount of time spent at the pick-up window (time at the 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: Costa Mesa Service Time Summary

Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	00:17	00:16	00:40	00:11	00:21
Time at Window	00:40	00:48	01:06	01:06	00:55
Total Service Time	00:57	01:04	01:46	01:17	01:16

As shown in **Table 4**, the average service time varied between 57 seconds and 1 minute and 46 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 four points of delay; placing the order, paying for the order, waiting for the order to be cooked and receiving the order. Chipotlane derives its efficiency from the fact that it has

eliminated three (3) actions that contribute to the overall service time – placing the order, making the payment and waiting for food to be cooked.

All of these factors help contribute to the relatively low service times shown in the above table, all of which are significantly less than the average service times experienced at a traditional fast-food restaurant, based on the 2022 Intouch Insight Drive-Thru Study. This study sent shoppers through ten (10) different fast food restaurant brands' drive-thru's between June and July of 2022, with a total of 1,537 drive-thru shops completed nationwide. This study found that the average time it took a vehicle to wait in the queue, place the order, pay for and receive the ordered food was 6 minutes and 13 seconds.

Foothill Ranch, CA Chipotle Data Analysis

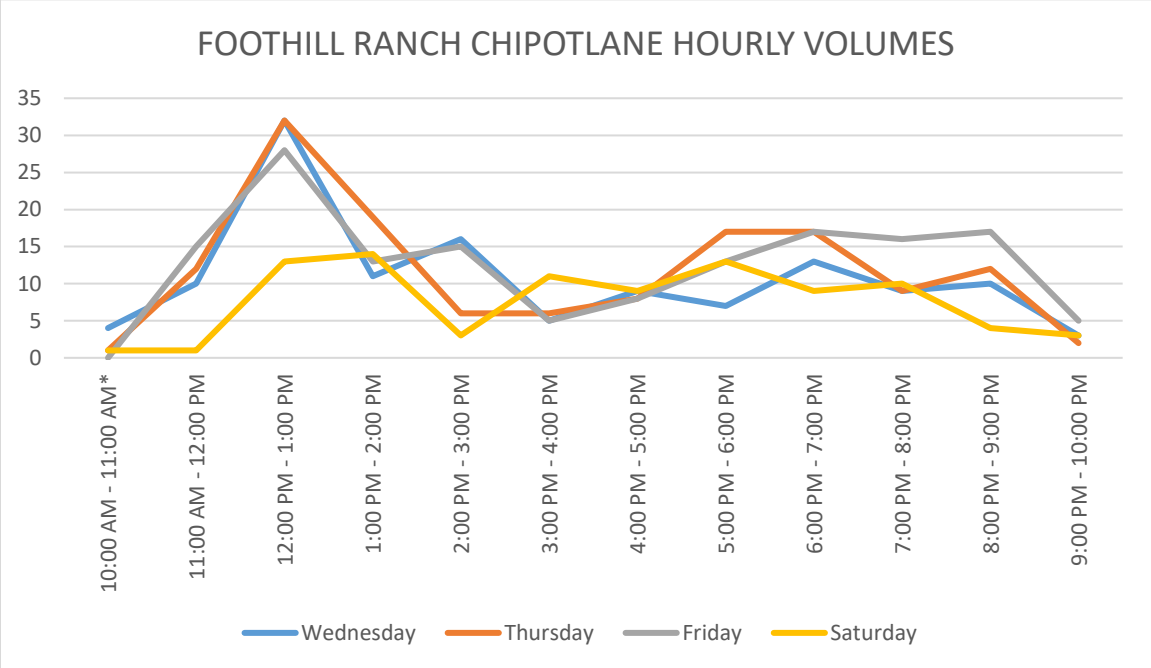
Table 5 shows the number of vehicles that used the Foothill Ranch Chipotlane, broken down by the day of the week as well as the hour of the day. A line graph is also provided on the following page that provides a graphical representation of this data.

Table 5: Foothill Ranch Volume Summary

Timeframe	Wednesday	Thursday	Friday	Saturday	Average
10:00 AM - 11:00 AM*	4	1	0	1	2
11:00 AM - 12:00 PM	10	12	15	1	10
12:00 PM - 1:00 PM	32	32	27	13	26
1:00 PM - 2:00 PM	11	19	13	14	14
2:00 PM - 3:00 PM	15	6	14	3	10
3:00 PM - 4:00 PM	5	6	5	11	7
4:00 PM - 5:00 PM	9	8	8	9	9
5:00 PM - 6:00 PM	7	17	12	13	12
6:00 PM - 7:00 PM	13	17	17	9	14
7:00 PM - 8:00 PM	9	9	16	10	11
8:00 PM - 9:00 PM	10	12	17	4	11
9:00 PM - 10:00 PM	3	2	5	3	3
Total	128	141	149	91	127
Average	11	12	13	8	11
Maximum	32	32	27	14	26

* Chipotle operating hours begin at 10:30 AM

Similar to what was observed in Costa Mesa a total of 4 vehicles (1 on Wednesday and 3 on Friday) 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 and these vehicles were not included in the analysis.

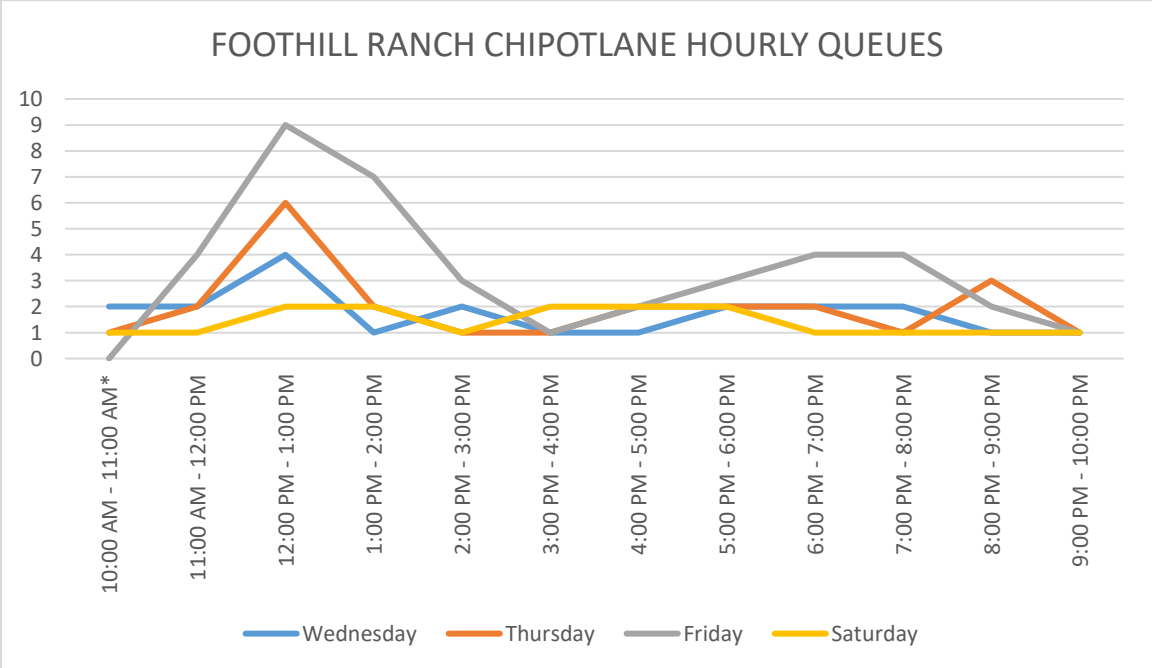


As shown in **Table 5** and the above graph, the data collected on Friday, July 16th reflects the highest daily volume (149), but the highest hourly volume of (32) occurred on Wednesday and Thursday. Over the entire day, the Chipotlane was found to average between 2 and 26 vehicles per hour, but was generally found to experience higher demand between 11:00 AM and 2:00 PM which confirmed the expectation that this restaurant would see higher usage during the lunch hours due to being located in a busy shopping area.

Table 6 on the following page shows the maximum queue length experienced at the Foothill Ranch 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 6: Foothill Ranch Queue Length Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
10:00 AM - 11:00 AM*	2	1	0	1	2
11:00 AM - 12:00 PM	2	2	4	1	4
12:00 PM - 1:00 PM	4	6	9	2	9
1:00 PM - 2:00 PM	1	2	7	2	7
2:00 PM - 3:00 PM	1	1	3	1	3
3:00 PM - 4:00 PM	1	1	1	2	2
4:00 PM - 5:00 PM	1	2	2	2	2
5:00 PM - 6:00 PM	2	2	3	2	3
6:00 PM - 7:00 PM	2	2	4	1	4
7:00 PM - 8:00 PM	2	1	4	1	4
8:00 PM - 9:00 PM	1	3	2	1	3
9:00 PM - 10:00 PM	1	1	1	1	1
Maximum	4	6	9	2	9

* Chipotle operating hours begin at 10:30 AM



As shown in **Table 6** and the graph above, the data indicates that the typical maximum queue length is two (2) vehicles while there was a single instance where the queue length reached nine (9) vehicles between 12:00 PM and 1:00 PM on Friday, July 16th. The maximum queue for each day was found to occur between 12:00 PM and 1:00 PM which is consistent with the periods that experience the highest demand at this location.

The duration in which the queue was five (5) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Foothill Ranch location, which is 690 minutes per day. **Table 7** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 7: Foothill Ranch Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	0.00%	0.56%	5.75%	0.00%	1.58%
5 Vehicles or More (Minutes per Day)	00:00	03:53	39:42	00:00	10:54

As shown in **Table 7**, the queue was observed to only extend beyond four (4) vehicles for approximately eleven (11) minutes per day over the course of the four (4) days studied.

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

Table 8: Foothill Ranch Service Time Summary

Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	00:09	00:25	02:07	00:04	00:41
Time at Window	00:40	00:46	01:29	00:33	00:52
Total Service Time	00:49	01:11	03:36	00:37	01:33

As shown in **Table 8**, the average service time varied between 49 seconds and 3 minutes and 36 seconds depending on the day of the week, but overall averaged under two (2) minutes.

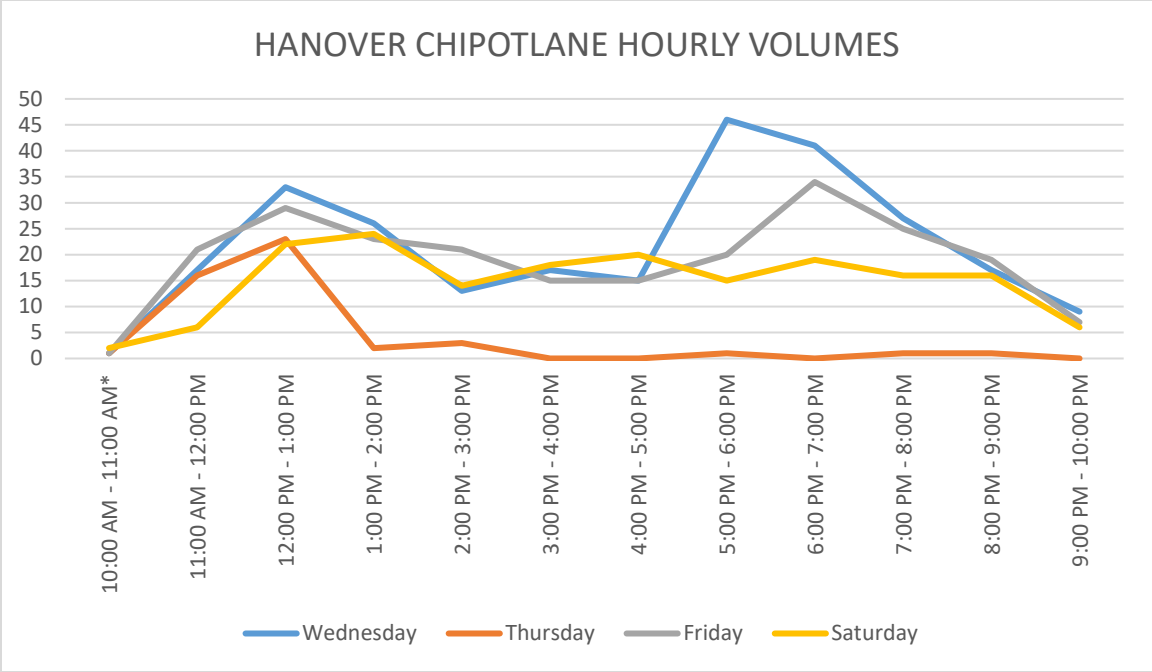
Hanover, MA Chipotle Data Analysis

Table 9 shows the number of vehicles that used the Hanover 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 9: Hanover Volume Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
10:00 AM - 11:00 AM*	1	1	1	2	1
11:00 AM - 12:00 PM	17	16	21	6	15
12:00 PM - 1:00 PM	33	23	29	22	27
1:00 PM - 2:00 PM	26	2	23	24	19
2:00 PM - 3:00 PM	13	3	21	14	13
3:00 PM - 4:00 PM	17	0	15	18	13
4:00 PM - 5:00 PM	15	0	15	19	12
5:00 PM - 6:00 PM	46	1	20	15	21
6:00 PM - 7:00 PM	41	0	33	19	23
7:00 PM - 8:00 PM	26	1	25	16	17
8:00 PM - 9:00 PM	17	1	19	16	13
9:00 PM - 10:00 PM	9	0	7	6	6
Total	261	48	229	177	179
Average	22	4	19	15	15
Maximum	46	23	33	24	27

* Chipotle operating hours begin at 10:45 AM

Similar to what was previously observed at the other Chipotle locations, a total of three (3) vehicles (one (1) on Thursday, Friday, and 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 and these vehicles were not included in the analysis.

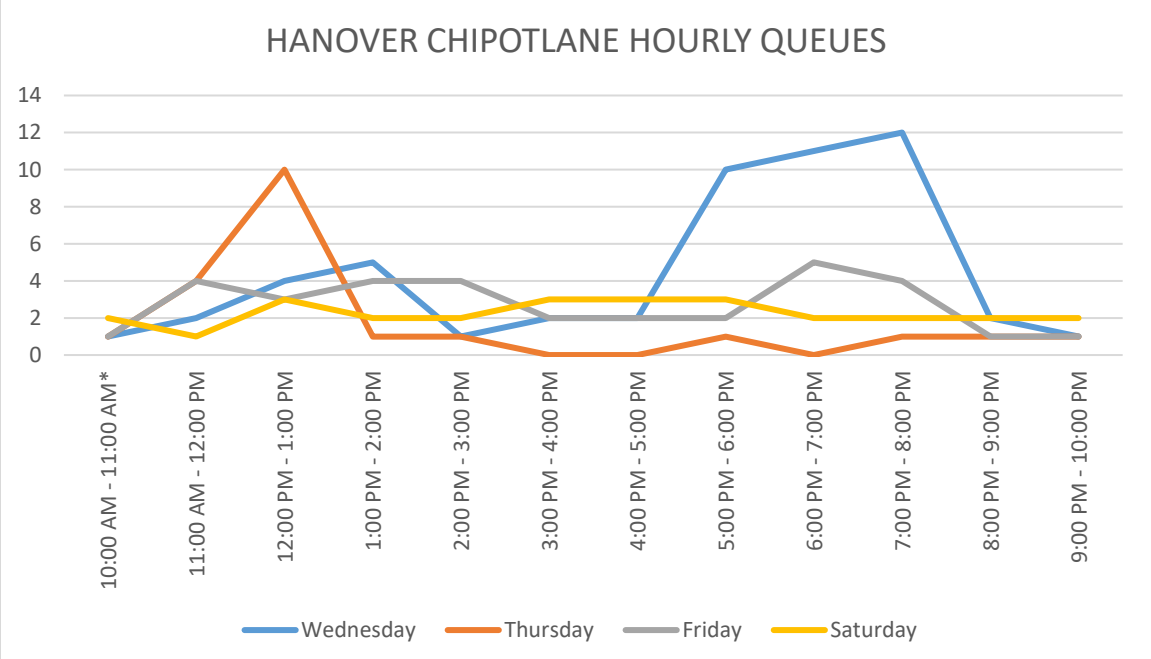


As shown in **Table 9** and the above graph, the data collected on Wednesday, July 13th reflects the highest daily volume (261) as well as the highest hourly volume (46). Over the entire day, the Chipotlane was found to average between 1 and 27 vehicles per hour, but was generally found to experience higher demand between 11:00 AM - 2:00 PM and 5:00 PM – 9:00 PM which confirmed the expectation that this restaurant would see higher usage during the lunch hours due to being located on a busy commercial corridor and in close proximity to a highway system. Additionally, a restaurant would see higher usage during the evening hours due to the proximity to residential land uses.

Table 10 on the following page shows the maximum queue length experienced at the Hanover 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 10: Hanover Queue Length Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
10:00 AM - 11:00 AM*	1	1	1	1	1
11:00 AM - 12:00 PM	2	4	4	1	4
12:00 PM - 1:00 PM	4	10	3	3	10
1:00 PM - 2:00 PM	5	1	4	2	5
2:00 PM - 3:00 PM	1	1	4	2	4
3:00 PM - 4:00 PM	2	0	2	3	3
4:00 PM - 5:00 PM	2	0	2	3	3
5:00 PM - 6:00 PM	10	1	2	3	10
6:00 PM - 7:00 PM	11	0	5	2	11
7:00 PM - 8:00 PM	12	1	4	2	12
8:00 PM - 9:00 PM	2	1	1	2	2
9:00 PM - 10:00 PM	1	1	1	2	2
Maximum	12	10	5	3	12

* Chipotle operating hours begin at 10:45 AM



As shown in **Table 10** and the graph above, the data indicates that the typical maximum queue length is three (3) vehicles while there was a single instance where the queue length reached twelve (12) vehicles between 7:00 PM and 8:00 PM on Wed, July 13th. The maximum queue for each day was found to occur between 11:00 AM – 2:00 PM and 5:00 PM - 8:00 PM which is consistent with the periods that experience the highest demand at this location.

The duration in which the queue was five (5) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which for the Hanover location, is 675 minutes per day. **Table 11** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 11: Hanover Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	14.83%	4.44%	0.01%	0.00%	4.84%
5 Vehicles or More (Minutes per Day)	100:06	29:58	00:39	00:00	32:40

As shown in **Table 11**, the queue was observed to only extend beyond four (4) vehicles for under thirty-three (33) minutes over the course of the four (4) days studied.

Table 12 below shows the average service times as defined above, broken down by the day of the week.

Table 12: Hanover Service Time Summary

Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	03:08	04:49	00:30	00:15	02:10
Time at Window	00:58	01:30	00:50	00:47	01:01
Total Service Time	04:06	06:19	01:20	01:02	03:11

As shown in **Table 12**, the average service time varied between 1 minute and 2 seconds and 6 minutes and 19 seconds depending on the day of the week, but overall averaged just over three (3) minutes.

Norwich, CT Chipotle Data Analysis

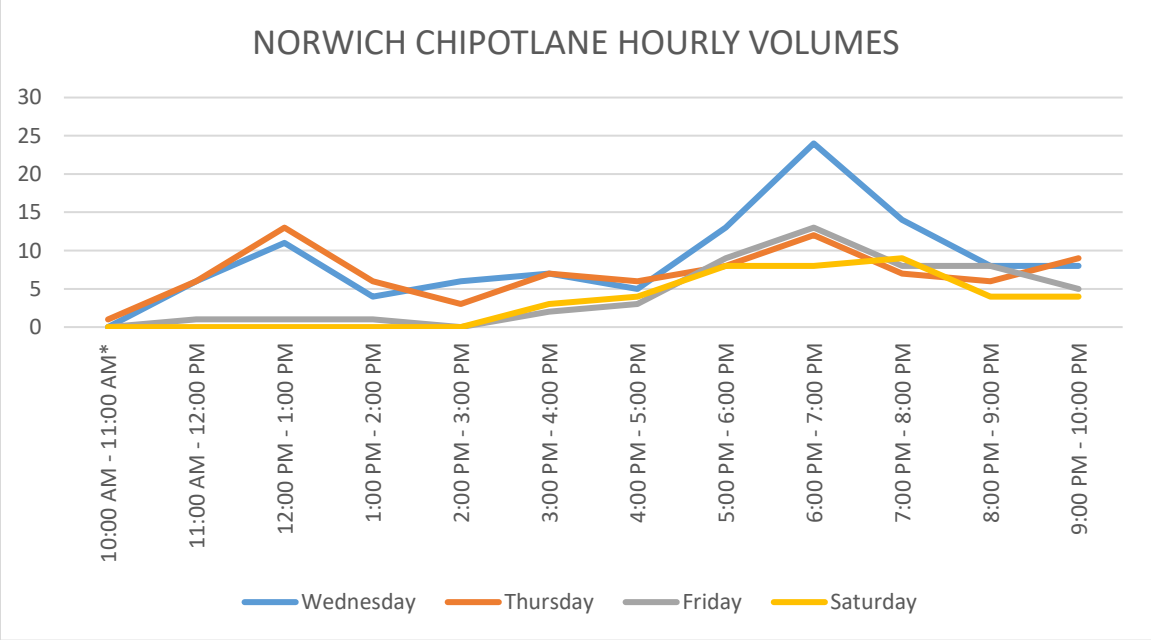
Table 13 shows the number of vehicles that used the Norwich Chipotlane, broken down by the day of the week as well as the hour of the day. A line graph is also provided on the following page that provides a graphical representation of this data.

Table 13: Norwich Volume Summary

Timeframe	Wednesday	Thursday	Friday	Saturday	Average
10:00 AM - 11:00 AM*	0	1	0	0	0
11:00 AM - 12:00 PM	5	6	1	0	3
12:00 PM - 1:00 PM	11	13	1	0	6
1:00 PM - 2:00 PM	4	6	1	0	3
2:00 PM - 3:00 PM	6	3	0	0	2
3:00 PM - 4:00 PM	7	7	2	3	5
4:00 PM - 5:00 PM	5	6	3	4	5
5:00 PM - 6:00 PM	13	8	9	8	10
6:00 PM - 7:00 PM	24	12	11	8	14
7:00 PM - 8:00 PM	14	7	8	9	10
8:00 PM - 9:00 PM	8	6	8	4	7
9:00 PM - 10:00 PM	8	9	5	4	7
Total	105	84	49	40	70
Average	9	7	4	4	6
Maximum	24	13	11	9	14

* Chipotle operating hours begin at 10:45 AM

Similar to what was previously observed at the other Chipotle locations a total of 1 vehicle (Friday) was 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 and these vehicles were not included in the analysis.



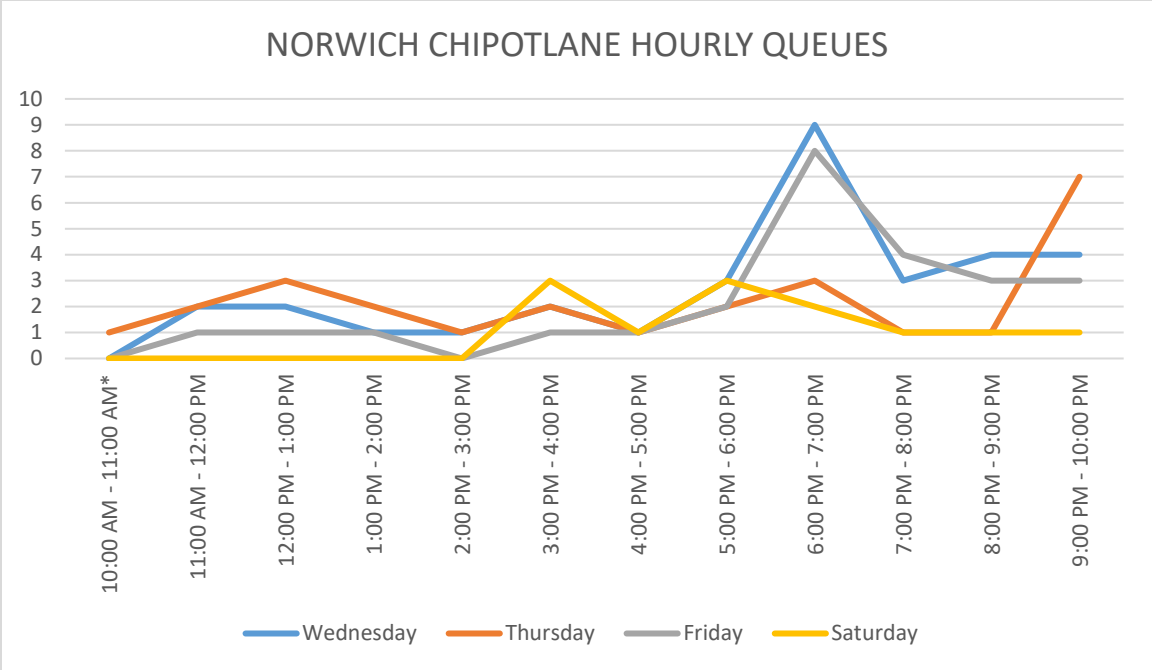
As shown in **Table 13** and the above graph, the data collected on Wednesday, July 13th reflects the highest daily volume (105) as well as the highest hourly volume (24). Over the entire day, the Chipotlane was found to average between 0 and 14 vehicles per hour, but was generally found to experience higher demand between 5:00 PM and 10:00 PM which confirmed the expectation that this restaurant would see higher usage during the evening hours due to the close proximity of residential land uses.

Table 14 on the following page shows the maximum queue length experienced at the Norwich 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 14: Norwich Queue Length Summary

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

* Chipotle operating hours begin at 10:45 AM



As shown in **Table 14** and the graph above, the data indicates that the typical maximum queue length is two (2) vehicles while there was a single instance where the queue length reached twelve (9) vehicles between 6:00 PM and 7:00 PM on Wed, July 13th. The maximum queue for each day was found to occur between 5:00 PM and 10:00 PM which is consistent with the periods that experience the highest demand at this location.

The duration in which the queue was five (5) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Norwich location, is 675 minutes per day. **Table 15** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 15: Norwich Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	5.69%	2.99%	2.69%	0.00%	2.84%
5 Vehicles or More (Minutes per Day)	38:26	20:09	18:11	00:00	19:10

As shown in **Table 15**, the queue was observed to only extend beyond four (4) vehicles for approximately nineteen (19) minutes per day over the course of the four (4) days studied.

Table 16 below shows the average service times as defined above, broken down by the day of the week.

Table 16: Norwich Service Time Summary					
Average Service Times	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Time in Queue	02:52	01:41	03:31	00:19	02:05
Time at Window	02:18	02:02	02:44	01:06	02:02
Total Service Time	05:10	03:43	06:15	01:25	04:07

As shown in **Table 16**, the average service time varied between 3 minutes and 43 seconds and 6 minutes and 15 seconds depending on the day of the week, but overall averaged around four (4) minutes.

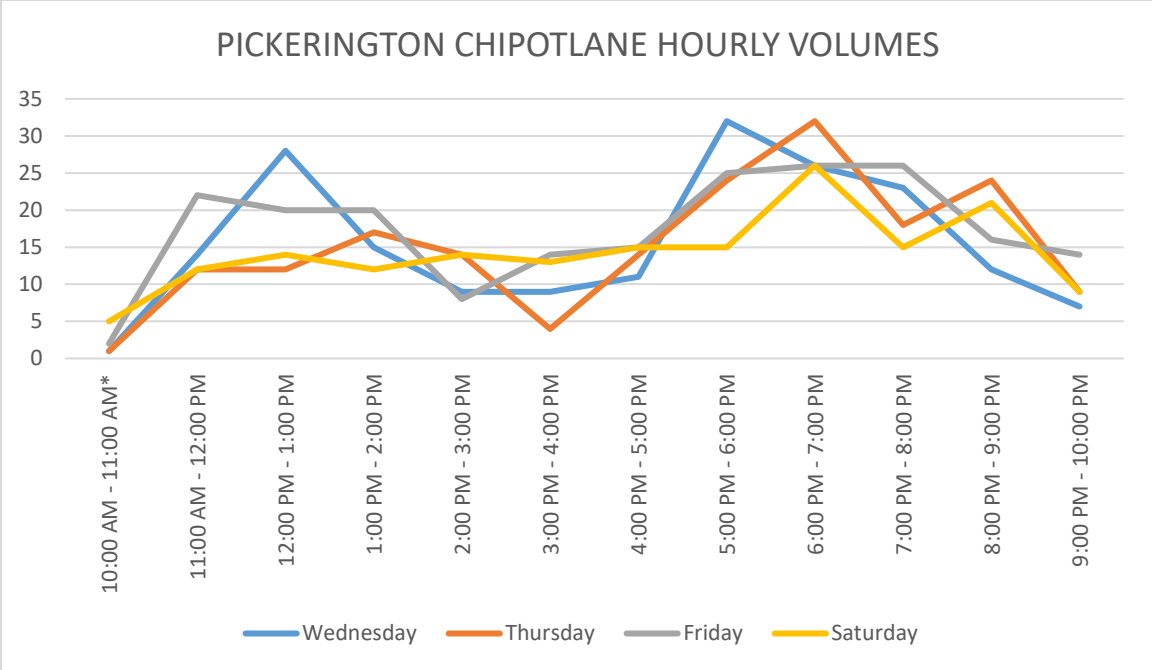
Pickerington, OH Chipotle Data Analysis

Table 17 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 17: Pickerington Volume Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
10:00 AM - 11:00 AM*	1	1	2	5	2
11:00 AM - 12:00 PM	14	12	22	12	15
12:00 PM - 1:00 PM	28	12	20	14	19
1:00 PM - 2:00 PM	15	16	20	12	16
2:00 PM - 3:00 PM	9	14	8	14	11
3:00 PM - 4:00 PM	9	4	14	13	10
4:00 PM - 5:00 PM	11	14	15	15	14
5:00 PM - 6:00 PM	32	24	25	15	24
6:00 PM - 7:00 PM	26	32	26	26	28
7:00 PM - 8:00 PM	23	18	26	15	21
8:00 PM - 9:00 PM	12	24	16	21	18
9:00 PM - 10:00 PM	7	9	14	9	10
Total	187	180	208	171	187
Average	16	15	17	14	16
Maximum	32	32	26	26	28

* Chipotle operating hours begin at 10:45 AM

Similar to what was previously observed at the other Chipotle locations a total of 1 vehicle (Thursday) was 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 and these vehicles were not included in the analysis.

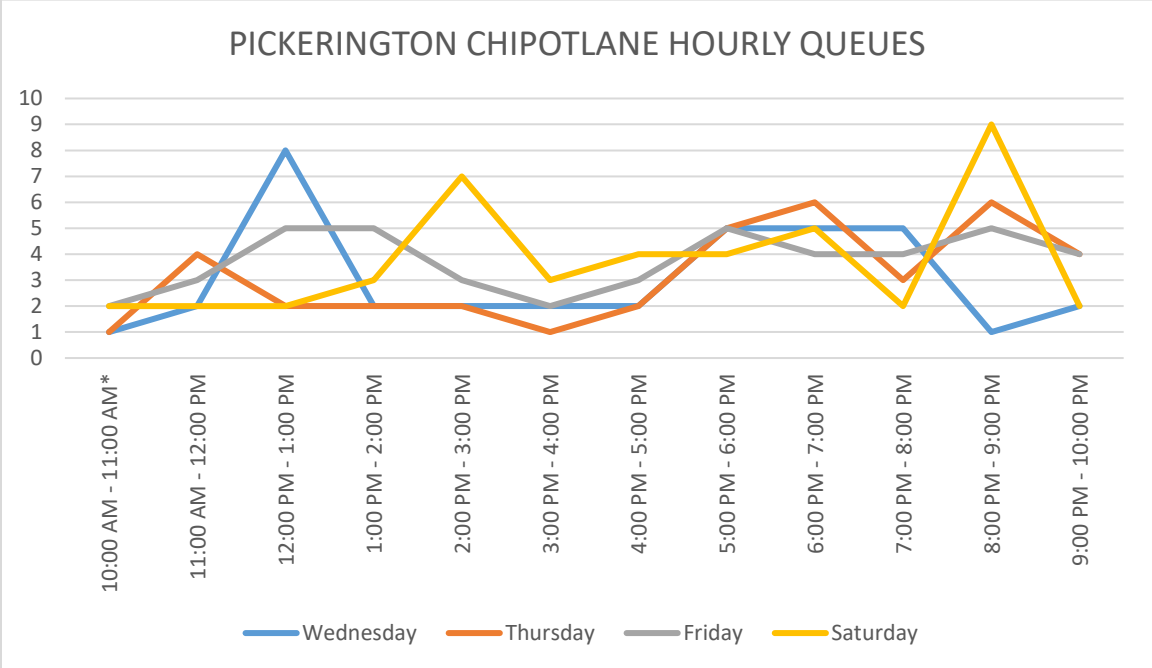


As shown in **Table 17** and the above graph, the data collected on Friday, August 5th reflects the highest daily volume (208), but the highest hourly volume of (32) was experienced on both Wednesday and Thursday. Over the entire day, the Chipotlane was found to average between 2 and 28 vehicles per hour, but was generally found to experience higher demand between 5:00 PM and 8:00 PM which confirmed the expectation that this restaurant would see higher usage during the evening hours due to the proximity to residential development.

Table 18 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 18: Pickerington Queue Length Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
10:00 AM - 11:00 AM*	1	1	2	2	2
11:00 AM - 12:00 PM	2	4	3	2	4
12:00 PM - 1:00 PM	8	2	5	2	8
1:00 PM - 2:00 PM	2	2	5	3	5
2:00 PM - 3:00 PM	2	2	3	7	7
3:00 PM - 4:00 PM	2	1	2	3	3
4:00 PM - 5:00 PM	2	2	3	4	4
5:00 PM - 6:00 PM	5	5	5	4	5
6:00 PM - 7:00 PM	5	6	4	5	6
7:00 PM - 8:00 PM	5	3	4	2	5
8:00 PM - 9:00 PM	1	6	5	9	9
9:00 PM - 10:00 PM	2	4	4	2	4
Maximum	8	6	5	9	9

* Chipotle operating hours begin at 10:45 AM



As shown in **Table 18** and the graph above, the data indicates that the typical maximum queue length is two (2) vehicles while there was a single instance where the queue length reached twelve (9) vehicles between 8:00 PM and 9:00 PM on Sat, August 6th. The maximum queue for each day was found to occur between 5:00 PM and 9:00 PM which is consistent with the periods that experience the highest demand at this location.

The duration in which the queue was five (5) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Foothill Ranch location, which is 690 minutes per day. **Table 19** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 19: Pickerington Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	1.80%	2.04%	2.51%	4.82%	2.79%
5 Vehicles or More (Minutes per Day)	12:09	13:46	16:58	32:31	18:51

As shown in **Table 19**, the queue was observed to only extend beyond four (4) vehicles for approximately nineteen (19) minutes per day over the course of the four (4) days studied.

Table 20 below shows the average service times as defined above, broken down by the day of the week.

Table 20: Pickerington Service Time Summary

Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	01:10	00:53	01:47	01:55	01:26
Time at Window	01:19	01:21	01:47	01:42	01:32
Total Service Time	02:29	02:14	03:34	03:37	02:58

As shown in **Table 20**, the average service time varied between 2 minutes and 14 seconds and 3 minutes and 37 seconds depending on the day of the week, but overall averaged under three (3) minutes.

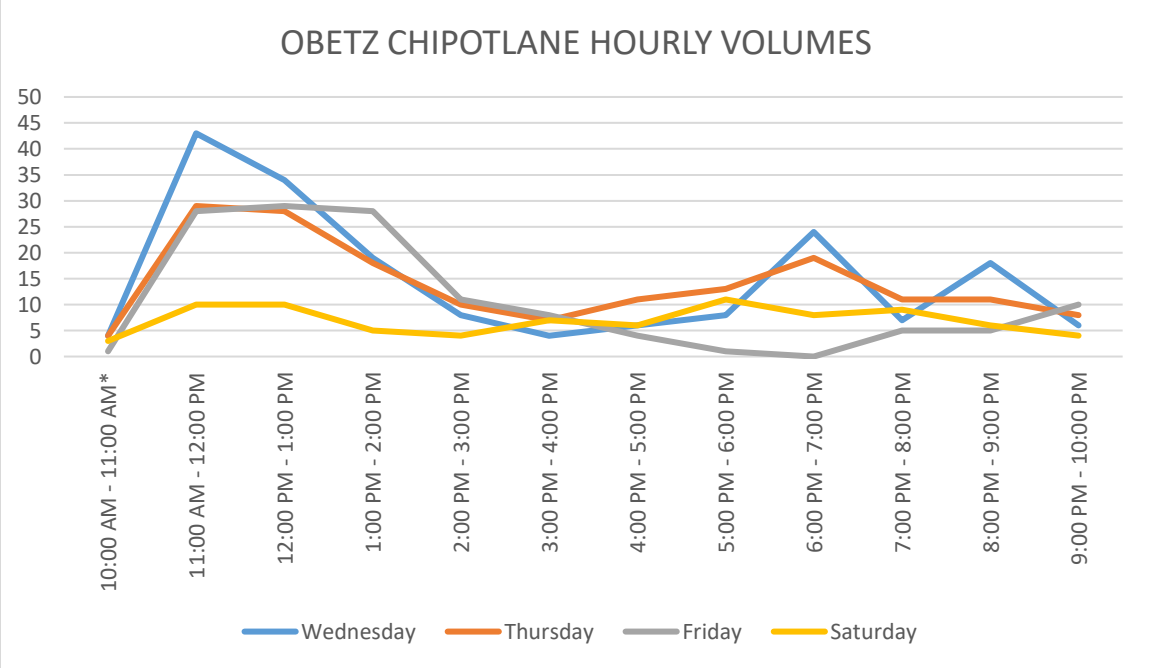
Obetz, OH Chipotle Data Analysis

Table 21 shows the number of vehicles that used the Obetz 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 21: Obetz Volume Summary					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
10:00 AM - 11:00 AM*	4	4	1	3	3
11:00 AM - 12:00 PM	43	29	27	10	27
12:00 PM - 1:00 PM	33	28	28	10	25
1:00 PM - 2:00 PM	19	18	27	5	17
2:00 PM - 3:00 PM	8	10	10	4	8
3:00 PM - 4:00 PM	4	7	8	7	7
4:00 PM - 5:00 PM	6	11	4	6	7
5:00 PM - 6:00 PM	8	13	1	11	8
6:00 PM - 7:00 PM	24	19	0	8	13
7:00 PM - 8:00 PM	7	11	5	9	8
8:00 PM - 9:00 PM	18	11	5	6	10
9:00 PM - 10:00 PM	6	8	10	4	7
Total	180	168	126	83	140
Average	15	14	11	7	12
Maximum	43	29	28	11	27

* Chipotle operating hours begin at 10:45 AM

Similar to what was previously observed at the other Chipotle locations a total of 3 vehicles (1 on Wednesday, 1 on Thursday, and 1 on Friday) 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 and these vehicles were not included in the analysis.



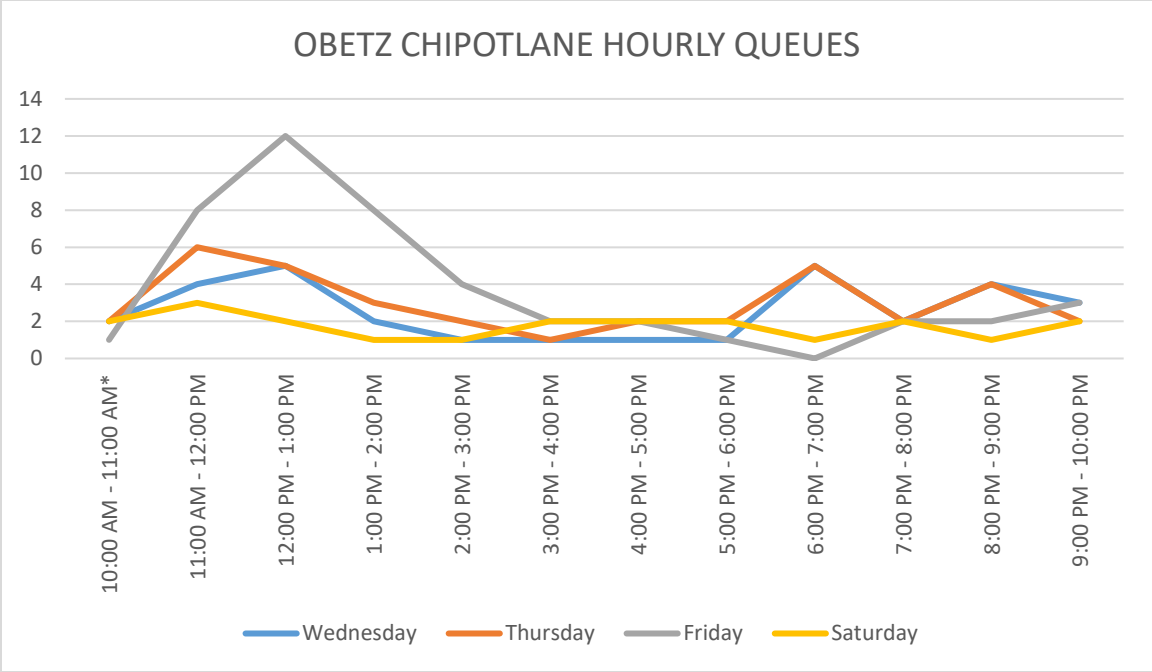
As shown in **Table 21** and the above graph, the data collected on Wednesday, August 3rd reflects the highest daily volume (180), as well as the highest hourly volume (43). Over the entire day, the Chipotlane was found to average between 3 and 27 vehicles per hour, but was generally found to experience higher demand between 11:00 AM and 2:00 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 22 on the following page shows the maximum queue length experienced at the Obetz 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 22: Obetz Queue Length Summary

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

* Chipotle operating hours begin at 10:45 AM



As shown in **Table 22** and the graph above, the data indicates that the typical maximum queue length is either four (4) or five (5) vehicles while there was a single instance where the queue length reached twelve (12) vehicles between 12:00 PM and 1:00 PM on Friday, August 5th. The maximum queue for each day was found to occur between 11:00 AM and 1:00 PM which is again consistent with the periods that experience the highest demand at this location. It should be noted that upon reviewing Friday, August 6th video footage of this location it appeared that this location was redirecting in-store pick-ups to the Chipotlane between 12:00 PM and 1:00 PM, hence the longer queue during that timeframe.

The duration in which the queue was five (5) vehicles or larger was quantified and compared to the total amount of time that the pick-up window is in operation, which is the case of the Foothill Ranch location, which is 675 minutes per day. **Table 23** below shows the percentage of total operating time in which the queue length was four (4) vehicles or less.

Table 23: Obetz Utilization Summary

Queue Length	Wednesday	Thursday	Friday	Saturday	Average
5 Vehicles or More (Percentage)	0.05%	1.18%	10.75%	100%	1.95%
5 Vehicles or More (Minutes per Day)	00:20	8:00	72:33	00:00	13:11

As shown in **Table 23**, the queue was observed to only extend beyond four (4) vehicles for approximately thirteen (13) minutes per day over the course of the four (4) days studied.

Table 24 below shows the average service times as defined above, broken down by the day of the week.

Table 24: Obetz Average Service Time Summary

Average Service Times	Wednesday	Thursday	Friday	Saturday	Average
Time in Queue	00:50	00:59	04:11	00:13	01:33
Time at Window	01:10	01:01	01:51	01:21	01:20
Total Service Time	02:00	02:00	06:02	01:34	02:53

As shown in **Table 24**, the average service time varied between 1 minute and 34 seconds and 6 minutes and 2 seconds depending on the day of the week, but overall averaged under three (3) minutes.

All Chipotle Data Analysis

The total number of Chipotlane trips observed at the six (6) Chipotle sites (twenty-four (24) total days of operations) was 3,256, which is more than double the number of data points used in the 2022 Intouch Insight Drive-Thru Study. An analysis of all 3,256 Chipotlane trips found the average time in the queue of one minute twenty seconds, the average time at the window to be one minute and thirteen seconds with a total average service time of two minutes and thirty-three seconds. This total service time is nearly 60% less than the average service time provided in the 2022 Intouch Insight Drive-Thru Study of six minutes and thirteen seconds.

Furthermore, it should be noted that 74% of the observed Chipotlane customers were in the queue waiting to get to the pick-up window for less than one minute, 64% were at the pick-up window for less than one minute and 65% of users had a total service time of less than two minutes.

V. Data Comparison

GPD group performed the initial Chipotlane Operations Study in 2019 that included the same restaurants in Pickerington and Obetz that were included in this study. The results of the 2019 study are being compared to the results of the 2022 data to determine whether any operational characteristics have changed since 2019, considering a global pandemic occurred between the two sets of data. This comparison will include frequency of usage, average and maximum vehicle queue, and average and maximum service time between the different years.

It should be noted that the hours of operation at both locations have changed since the 2019 study was performed. In 2019, the Pickerington location operated seven days a week from 10:45 AM – 11:00 PM, while the Obetz location operated seven days a week from 10:45 AM – 12:00 AM while both stores currently operate from 10:45 AM – 10:00 PM. For the purpose of this comparison, only the data collected in 2019 between 10:45 AM – 10:00 PM was considered.

Pickerington, OH Chipotle Data Comparison

Table 25 below shows the 2019 and 2022 total number of vehicles that used the Pickerington Chipotlane, broken down by the day of the week.

Table 25: Pickerington Volume Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total	187	180	208	171	187
Average	16	15	17	14	16
Maximum	32	32	26	26	28
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total	184	217	192	164	189
Average	16	19	17	15	17
Maximum	32	37	34	25	32

As shown in **Table 25**, the data comparison shows that a similar number of vehicles are utilizing the Pickerington location between 2019 and 2022.

Table 26 on the following page**,** shows the average maximum queue length experienced at the Pickerington Chipotlane, broken down by the day.

Table 26: Pickerington Queue Length Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
Maximum	8	6	5	9	9
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
Maximum	6	7	6	6	7

As shown in **Table 26**, the maximum queue length experienced at the Pickerington location increased between 2019 and 2022. However, the maximum queue length is still significantly below what a typical fast-food restaurant would experience during peak service times.

Table 27 below shows the average total service times, broken down by the day of the week.

Table 27: Pickerington Service Time Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total Service Time	02:29	02:14	03:35	03:39	02:58
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total Service Time	1:50	1:54	1:34	2:24	1:55

As shown in **Table 27**, the average total service time over the four days of data collection shows an increase in total service time. However, the 2 minute and 58 second average service time is still significantly quicker than what is experienced at a typical fast-food restaurant during peak service times.

Obetz, OH Chipotle Data Comparison

Table 28 below shows the 2019 and 2022 total number of vehicles that used the Obetz Chipotlane, broken down by the day of the week.

Table 28: Obetz Volume Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total	180	168	126	83	140
Average	15	14	11	7	12
Maximum	43	29	28	11	27
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total	153	159	159	88	140
Average	14	14	14	8	13
Maximum	28	28	28	13	28

As shown in **Table 28**, the data comparison shows that a similar number of vehicles are utilizing the Obetz location between 2019 and 2022.

Table 29 below**,** shows the average maximum queue length experienced at the Obetz Chipotlane, broken down by the day.

Table 29: Obetz Queue Length Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
Maximum	5	6	12	3	12
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Maximum**
Maximum	3	5	5	4	5

As shown in **Table 29**, the maximum queue length experienced at the Obetz location has increased between 2019 and 2022. However, the maximum queue length is still significantly below what a typical fast-food restaurant would experience during peak service times.

Table 30 below shows the average total service times at the Obetz location, broken down by the day of the week.

Table 30: Obetz Service Time Comparison Summary

2022 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total Service Time	02:00	02:00	06:02	01:34	02:53
2019 Data					
Timeframe	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Average**
Total Service Time	1:01	1:30	1:35	1:18	1:21

As shown in **Table 30**, the average total service time over the four days of data collection shows an increase in total service time. However, the 2 minute and 53 second average service time is still significantly quicker than what is experienced at a typical fast-food restaurant during peak service times.

VI. Summary of Findings:

This Operations Study is being prepared at the request of Chipotle Mexican Grill in association with the Chipotlane pick-up window which has been implemented across the country by Chipotle Mexican Grill. The purpose of this Operations Study is to analyze the operational characteristics of the Chipotlane pick-up window to determine the typical volumes, queue lengths and service times associated with this new configuration. This study will analyze the operation of six (6) existing Chipotlanes at high-volume locations with two (2) restaurants in the Los Angeles, California area, two (2) restaurants in the Boston, Massachusetts area, and two (2) restaurants in the Columbus, Ohio area.

In Summary,

1. The Chipotlane at the Costa Mesa, CA location was found to experience a peak daily volume of 136 vehicles as well as a peak hourly volume of 24 vehicles with an hourly average volume between 1 and 19 vehicles. Additionally, the average service time over the four (4) days of operations was found to be under two (2) minutes.

2. The Chipotlane at the Foothill Ranch, CA location was found to experience a peak daily volume of 149 vehicles as well as a peak hourly volume of 32 vehicles with an hourly average volume between 2 and 26 vehicles. Additionally, the average service time over the four (4) days of operations was found to be under two (2) minutes.

3. The Chipotlane at the Hanover, MA location was found to experience a peak daily volume of 261 vehicles as well as a peak hourly volume of 46 vehicles with an hourly average volume between 1 and 27 vehicles. Additionally, the average service time over the four (4) days of operations was found to be just over three (3) minutes.

4. The Chipotlane at the Norwich, CT location was found to experience a peak daily volume of 105 vehicles as well as a peak hourly volume of 24 vehicles with an hourly average volume between 0 and 14 vehicles. Additionally, the average service time over the four (4) days of operations was found to be around four (4) minutes.

5. The Chipotlane at the Pickerington, OH location was found to experience a peak daily volume of 208 vehicles as well as a peak hourly volume of 32 vehicles with an hourly average volume between 2 and 28 vehicles. Additionally, the average service time

over the four (4) days of operations was found to be under three (3) minutes.

6. The Chipotlane at the Obetz, OH location was found to experience a peak daily volume of 180 vehicles as well as a peak hourly volume of 43 vehicles with an hourly average volume between 3 and 27 vehicles. Additionally, the average service time over the four (4) days of operations was found to be under three (3) minutes.

7. The total number of Chipotlane trips observed at the six (6) Chipotle sites (twenty-four (24) total days of operations) was 3,256, which is over double the number of data points used in the 2022 Intouch Insight Drive-Thru Study. An analysis of all 3,256 Chipotlane trips found the average time in the queue of one minute twenty seconds, the average time at the window to be one minute and thirteen seconds with a total average service time of two minutes and thirty-three seconds. This total service time is nearly 60% less than the average service time provided in the 2022 Intouch Insight Drive-Thru Study of 6 minutes and thirteen seconds for a typical fast-food restaurant.

8. GPD group performed a Chipotlane operations study in 2019 that included the same two (2) locations in the State of Ohio. The results of the 2019 study were compared to the results of this study to compare the operational characteristics between the 2019 data and the 2022 data.

9. When comparing the 2019 volumes and 2022 volumes at both Pickerington and Obetz locations it was observed that the number of customers that use the Chipotlane at each location remained consistent between the two data sets. Additionally, the 2022 data does show an increase in the maximum queue length and average service time at both locations when compared to the 2019 data set.

TECHNICAL MEMORANDUM

Date:	April 25, 2024	
To:	Jay Mundy	Tera Properties LLC
CC:	Muthana Ibrahim	MI Architects INC
From:	Steven Matthew Dauterman, P.E., T.E., PTOE, RSP$_1$	TJKM
Subject:	**Peer Review of GPD Group's "Chipotlane" Pick-Up Window Operations Study**	

Mr. Mundy,

TJKM Transportation Consultants (TJKM) has completed its peer review of an operational study conducted by GPD Group, titled Chipotlane Pick-Up Window Operations, and dated November 2022 (hereafter referred to as the "GPD Study") and its applicability to your proposed Chipotle development at 4823 Chiles Road in the City of Davis (City), California.

Peer Review

GPD collected data and analyzed over 270 hours of video footage at six locations (two in southern California; two in the Columbus (Ohio) region; and two in Boston (Massachusetts) region). Video footage was captured generally from Wednesday to Saturday. The two sites in southern California were in the City of Costa Mesa and in the City of Lake Forest. Five of the six locations can be classified as being "general suburban" settings (i.e., outside of a dense urban core), with one exception (the Costa Mesa site, which would be more likely classified as an "urban-core" setting). Though the layouts of each site varied, their footprint, general characteristics, surroundings, and hours of operation were all similar.

Using the video footage collected, GPD created queuing profiles to analyze service times and queue lengths for over 3,200 vehicles. The report concludes that on average there would be two vehicles or fewer in the "Chipotlane" and that there is only a 2% chance that the queue may exceed four vehicles in length during typical hours of operations.

TJKM reviewed the GPD Study's methodology, data collection efforts, analysis, findings, and conclusions. TJKM found that the methodology and data collection efforts were conducted to professional industry standards. TJKM subsequently spot-reviewed the analysis and found no calculation errors. As such, we concur with the GPD Study's analysis, findings, and conclusions.

Davis Site Applicability

TJKM was provided the current site plan by MI Architects INC. As illustrated on the site plan (see **Figure 1**), the proposed development would be situated on one parcel of land that is approximately 0.65 acres in area. The property is currently zoned Commercial (Mixed Use), is

addressed at 823 Chiles Road in the City of Davis, and can be identified with the following Assessor's Parcel Number (APN): 068-010-003. The plans illustrate the replacement of an existing restaurant building (that has been vacant as of December 2022, according to Google Street View) with a new Chipotle restaurant that is approximately 2,334 square feet. The proposed Chipotle will include a "Chipotlane" with a storage capacity of four vehicles between the service window and its entrance. The start of the "Chipotlane" would be located towards the west side of the property within the parking lot and away from Chiles Road. This layout is beneficial as it would allow any extremely unlikely queue overflow conditions to stack on-site without disrupting operations on Chiles Road; thus providing redundancy.

The proposed site shares multiple similar characteristics to the sites that were analyzed in the GPD Study. The size of the proposed Chipotle is comparable to the studied sites. It will be located in a "general suburban" setting (which tend to be more vehicular-oriented) and near a major thoroughfare. The current expected hours of operation would be from 10:45 AM to 11:00 PM. Based on these similar characteristics, TJKM expects that the findings of the GPD Study are applicable to the proposed site and that the "Chipotlane" in its current configuration would adequately serve patrons.

Conclusions

Based on TJKM's review, we support the following conclusions:

- We concur with the methodology, data collection efforts, analysis, findings, and conclusions of the GPD Study. TJKM agrees that the Chipotlane would experience faster service times and reduced queues as compared to traditional drive-through lanes with order boards, given its approach; this in turn corresponds to requiring less storage capacity for waiting vehicles.
- With respect to your proposed site at 4823 Chiles Road in the City of Davis, TJKM would expect that the proposed Chipotlane (with stacking ability for up to four vehicles before the service window) would operate with similar characteristics to the sites reviewed in the GPD Study and would adequately serve patrons.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Digitally signed by Steven Matthew R Dauterman
Date: 2024.04.25 14:31:39 -07'00'

Steven Matthew R. Dauterman, P.E.*, T.E., PTOE, RSP$_1$ (*CA, FL, TX, VA)
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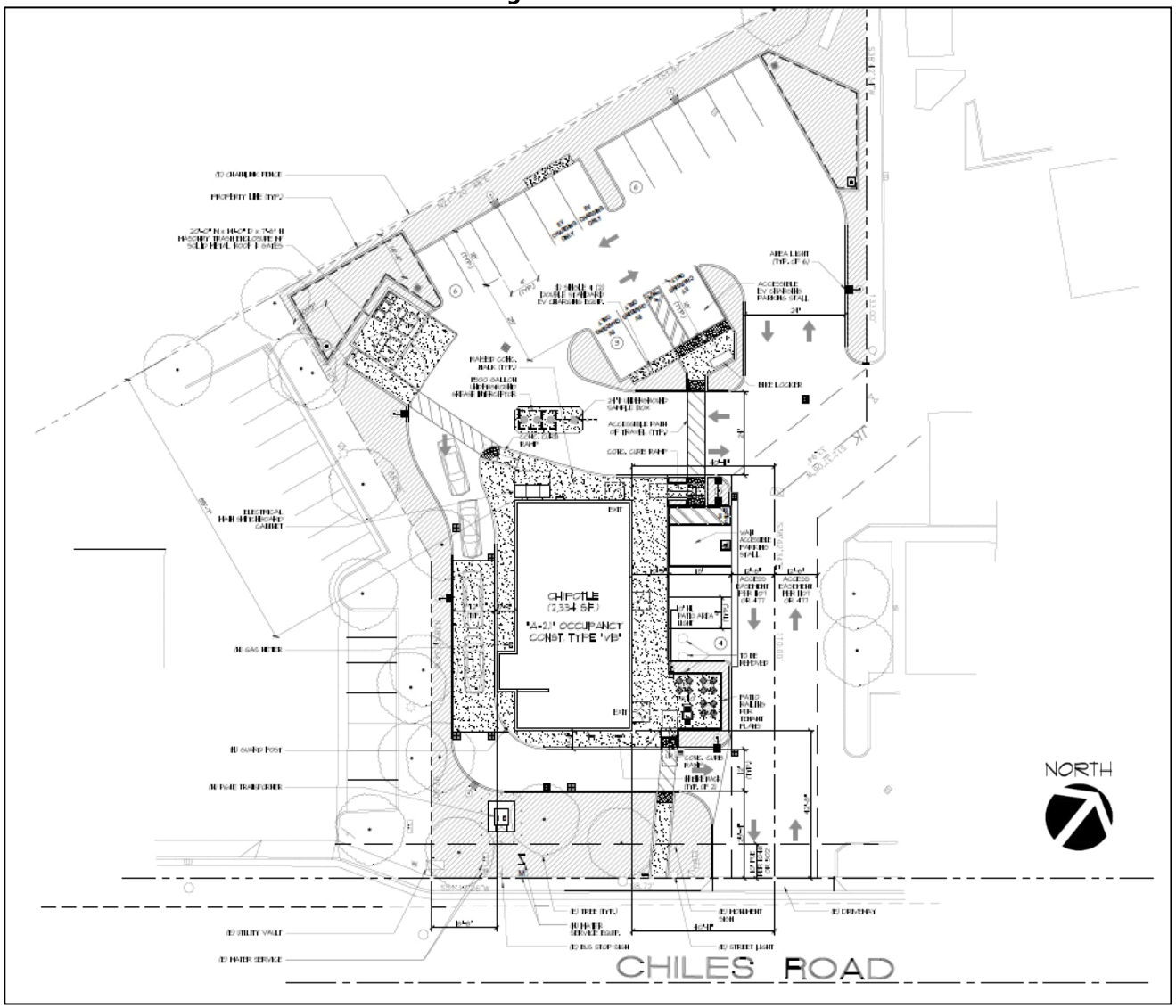
Figure 1: Site Plan



Source: MI Architects INC (Received April 24, 2024)