

AGENDA



VALLEJO PLANNING COMMISSION SPECIAL MEETING – 7:00 P.M. COUNCIL CHAMBERS

555 Santa Clara Street, Vallejo, California

Jamar Stamps, Chair
Eric Blind, Vice Chair
Peggy Cohen-Thompson,
Donald Douglass
Wanda Madeiros
Anthony Taylor
Tara Beasley-Stansberry

November 13, 2023

NOTICE: Members of the public will be able to participate in-person or remotely via Zoom. City Hall and the Council Chambers will be open to members of the public 30 minutes prior to the start of the meeting.

VIEW THE MEETING:

There are four different ways you can view this public meeting:

- In Person
- Watch Vallejo local channel 28
- Stream from the City website: www.cityofvallejo.net/Streaming
- Join the Zoom webinar: <https://ZoomRegular.Cityofvallejo.net>

IMPORTANT NOTICE

This AGENDA contains a brief general description of each item to be considered. The posting of the recommended actions does not indicate what action may be taken. If comments come to the Planning Commission without prior notice for an item not listed on the AGENDA, no specific answers or responses should be expected at this meeting per State law.

Pursuant to Government Code Section 54954.3 of the Brown Act, members of the public shall be afforded the opportunity to speak on any agenda item of interest to them after being recognized by the presiding officer. Members of the public wishing to be so recognized are requested to submit a completed speaker card to the Secretary of the Planning Commission prior to the consideration of the item or raise their hand via ZOOM: (<https://ZoomRegular.Cityofvallejo.net>) or by phone: Dial (669) 900-6833. Enter Meeting ID: 914 0075 0676#. Press * 9 to digitally raise your hand from the phone. For additional instructions on how to speak remotely during public comment, please visit www.cityofvallejo.net/publiccomment. In person speakers will be recognized first.

This AGENDA contains a brief general description of each item to be considered. The posting of the recommended actions does not indicate what action may be taken. If comments come to the Planning Commission without prior notice and are not listed on the AGENDA, no specific answers or response should be expected at this meeting per State law.

Notice of Availability of Public Records: All public records relating to an open session item, which are not exempt from disclosure pursuant to the Public Records Act, that are distributed to a majority of the Planning Commission will be available on the City of Vallejo website at www.cityofvallejo.net subject to staff's ability to post the documents prior to the meeting.

Disclosure Requirements: Government Code Section 84308 (d) sets forth disclosure requirements which apply to persons who actively support or oppose projects in which they have a "financial interest", as that term is defined by the Political Reform Act of 1974. If you fall within that category, and if you (or your agent) have made a contribution of \$250 or more to any commissioner within the last twelve months to be used in a federal, state or local election, you must disclose the fact of that contribution in a statement to the Commission.

Appeal Rights: The applicant or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendition of the decision of the Planning Commission, appeal the decision by filing a written appeal with the Director of Planning and Development Services. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by Director of Planning and Development Services or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.



The Council Chambers in City Hall is ADA compliant. Devices for the hearing impaired are available from the City Clerk. Requests for disability related modifications or accommodations, aids or services may be made by a person with a disability to the City Clerk's office no less than 72 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act of 1990 and the federal rules and regulations adopted in implementation thereof.

If you have any questions regarding any of the following agenda items, please call the assigned planner or project manager at (707) 648-4326.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. PUBLIC HEARING

A. PROJECT NUMBER(S): Major Use Permit (UP22-0005)
Parcel Map (PM22-0005)
Development Review (DVR22-0013)
Design Review (DR22-0007)
Landscape Review (LR22-0003)

PREPARED BY: John Dacey, Senior Planner

PROJECT LOCATION: Vacant Property located between Sonoma
Blvd./Broadway St, south of Mini Dr /
APN: 0067-140-200

APPLICABLE GENERAL PLAN: District – North Gateway

APPLICABLE ZONING DISTRICT: Central Commercial Corridor (CC)

PROJECT SUMMARY: The project consists of a constructing a new 4,947 square-foot restaurant with a drive-through for Chick-Fil-A and the approval of a parcel map. The project will have an overall building footprint of just under 10,000 square feet including the two canopies proposed over the service area. In addition, the project will include site improvements for a three-lane drive through, new surface parking, a trash enclosure and new landscaping. The exterior is proposed to incorporate stucco and be painted SW 7566 “West Highland White”, SW 6172 “Hardware”, and SW CFA Custom “Urban Night”. The proposed canopy metal fascia is proposed with a Dark Bronze finish and the parapet wall coping is finished Midnight Bronze. The trash enclosure will have a stucco exterior and be painted SW 6172 “Hardware”, while the doors, post caps and hinges will be SW 2807 “Rockwood Medium Brown”. SW 6172 “Hardware” will also be incorporated on the exterior walls and columns for the canopy facing Sonoma Boulevard. The site will include approximately 16,331 square feet of landscaping and 88 off-street parking spaces. The parcel map will create a new 1.80-acre parcel (the project site) and a remainder 10.86-acre parcel from an existing 12.66-acre parcel.

CEQA: Staff has determined that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA. The project is exempt pursuant to CEQA Guidelines, Section 15303 (Class 3: “New Construction or Conversion of Small Structures”) because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and, further, pursuant to CEQA Guidelines Section 15315 (Class 15: “Minor Land Divisions”) because the project is in an urbanized area zoned for commercial, use, the proposed subdivision is of four or fewer parcels and the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

RECOMMENDATION: Staff recommend that the Planning Commission:

1. Adopt Resolution No. PC23-10 approving a Major Use Permit (UP22-0005), Parcel Map (PM22-0005), Design Review (DR22-0007), Development Review (DVR22-0013), Landscape Review (LR22-0003), to authorize construction restaurant with a drive-through, subject to the findings contained in the Resolution and Conditions of Approval contained in Exhibit A to the resolution.

9. ADJOURNMENT

I, Jasmine Thibeaux, do hereby certify that I have caused a true copy of the above notice and agenda to be delivered to each of the members of the Vallejo Planning Commission, at the time and in the manner prescribed by law and that this agenda was posted at City Hall, 555 Santa Clara Street, CA at 5:00 p.m. on Thursday, November 9, 2023.

Dated: November 9, 2023

Jasmine Thibeaux

Jasmine Thibeaux



**STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION**

I. PROJECT INFORMATION

Item No. 4A

DATE OF MEETING:

November 13, 2023

PROJECT NUMBER:

Major Use Permit (UP22-0005)
Parcel Map (PM22-0005)
Development Review (DVR22-0013)
Design Review (DR22-0007)
Landscape Review (LR22-0003)

PREPARED BY:

John Dacey, Senior Planner

PROJECT LOCATION:

Vacant Property located between Sonoma
Blvd/Broadway St, south of Mini Dr /
APN: 0067-140-200

**APPLICABLE ZONING
CODE SECTION(S):**

Major Use Permit (Vallejo Municipal Code (VMC)
Chapter 16.606)
Parcel Maps (VMC Chapter 15.14)
Development Review (VMC Chapter 16.605)
Design Review (VMC Chapter 16.604)
Landscape Review (VMC Chapter 16.504)

PROJECT SUMMARY:

The project is exempt from environmental review under California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303 (Class 3: "New Construction or Conversion of Small Structures") because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and further, pursuant to CEQA Guidelines, Section 15315 (Class 15: "Minor Land Divisions") because the project is located in an urbanized area zoned for commercial, use, the proposed subdivision is of four or fewer parcels and is in conformance with the General Plan and Zoning Ordinance, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within

the previous two years, and the parcel does not have an average slope greater than 20 percent.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. PC 23-XX **APPROVING** UP22-0005, PM22-0005, DVR22-0013, DR22-0007, and LR22-0003 after making the required findings and with the conditions of approval.

PROJECT DATA SUMMARY

APPLICANT:

LRG Investors JSR, LLC
ATTN: Ryan Nickelson
2099 Mt. Diablo Blvd., Suite 206
Walnut Creek, CA 94596

PROPERTY OWNER:

Sonoma Gateway, LLC
2908 Dumbarton Street NW
Washington, DC 20007

GENERAL PLAN DESIGNATION:

District – North Gateway (D-NG)

ZONING DISTRICT:

Central Corridor Commercial (CC)

EXISTING LAND USE:

Vacant

SURROUNDING LAND USE:

North – Medical Office
South – Vacant land
East – Broadway St / California Northern Railroad
West – SR 29 / Single-Family Residential

LOT AREA:

78,393.55 square feet (1.80 Acres)

TOTAL FLOOR AREA:

4,947 square feet for a quick service restaurant,
4,962 square feet service area canopies / 0.13
FAR

**PARKING REQUIREMENTS/
PROVIDED:**

Four spaces / 81 spaces

II. PROJECT DESCRIPTION

A. Background

On April 25, 2022, LRG Investors JSR, LLC, the applicant, applied for a Major Use Permit, Design Review, Development Review and Landscape Review for a new 4,947 square-foot restaurant with a drive-through for Chick-Fil-A. On September 29, 2022, the applicant applied for a Parcel Map to create the 1.80-acre lot for the project. The project includes site improvements for a three-lane drive through, new surface parking, a trash enclosure and new landscaping, among others. The project plans were routed to various agencies

for their review and the City determined the application to be complete on February 24, 2023. On October 12, 2023, the Design Review Board held a public hearing and approved a resolution recommending that the Commission approve the Design Review and Landscape Review portions of the application.

Location and Land Use Context

The project site is located on a vacant lot with frontages along Sonoma Boulevard (SR 29) and Broadway Street. The site is currently surrounded by existing commercial and residential uses to the north, east and west, with vacant land to the south:

Table 4 – Surrounding Uses	
Direction	Land Uses
North	Medical Office
East	Broadway Street California Northern Railroad Single-Family Residential
South	Vacant Land
West	Sonoma Blvd (SR 29) Single-Family Residential

The Napa County line is approximately 0.25 miles to the north, Highway 37 is approximately 0.67 miles to the south and Six Flags Discovery Kingdom is approximately 1 mile to the southeast. The immediate vicinity of the project site is characterized by existing commercial, residential, and vacant land uses. The site's General Plan 2040 Land Use Designation is District – North Gateway (D-NG) with a Zoning District of Central Corridor Commercial (CC). VMC Table 16.201-A: Zoning District and General Plan Land Use Designation shows that the Zoning District of CC is consistent and implements the General Plan Land Use Designation of D-NG.

Figure 1 – Vicinity Map



B. Project Description

The proposed project consists of a Major Use Permit, a Parcel Map, Design Review, Development Review and Landscape Review to construct a new 4,947 square-foot restaurant with three drive-through lanes for a Chick-Fil-A. The new building will have an overall footprint of 9,909 square feet including the two canopies over the drive-through service areas and an overall height of approximately 21 feet, and will be oriented primarily towards Sonoma Blvd. A parcel map is proposed to subdivide the 1.80-acre project site from the existing larger 12.66-acre parcel.

The proposed exterior is stucco painted in Sherwin Williams (SW) 7566 "West highland White", SW 6172 "Hardware", and SW CFA Custom "Urban Night". The proposed canopy metal fascia is proposed with a "Dark Bronze" finish and the parapet wall coping is finished "Midnight Bronze". The trash enclosure will have a stucco exterior and be painted SW 6172 "Hardware", while the doors, post caps and hinges will be SW 2807 "Rockwood Medium Brown". SW 6172 "Hardware" will also be incorporated on the exterior walls and columns for the canopy facing Sonoma Boulevard. The building's exterior has been designed with recessed walls and small vertical reveals to not have blank walls more than 20 feet in length. (See Figure 2.)

Figure 2 – Proposed Elevations



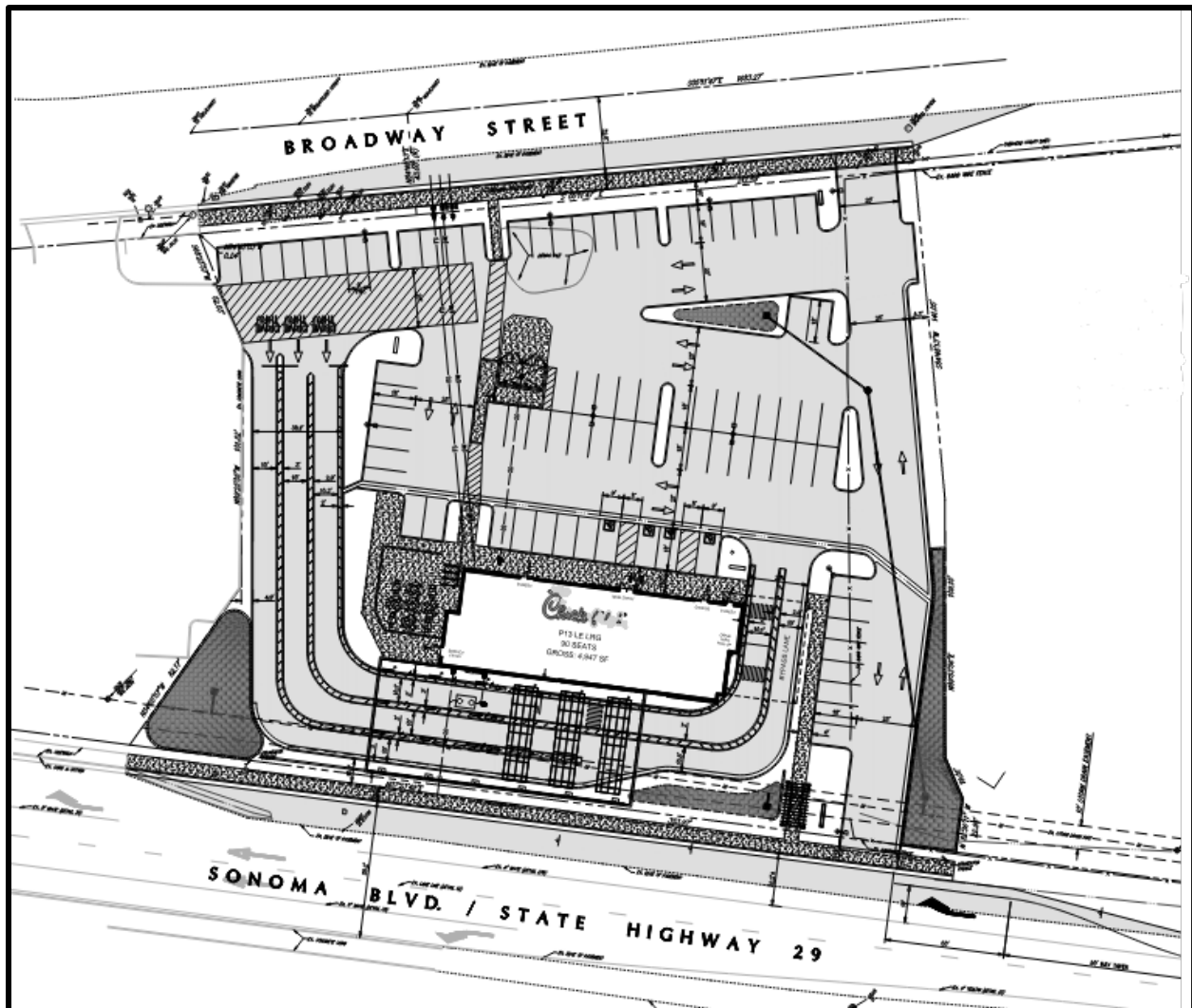
The project proposes to operate Monday through Saturday from 6 a.m. to 11 p.m., while being closed on Sundays. The restaurant would employ approximately 50-75 full- and part-time employees, with between 4 to 15 employees on site at a time.

The proposed restaurant will be accessible for pedestrians with walkways from both Sonoma Boulevard and Broadway Street. Vehicular access to the project site includes a full driveway off Broadway Street

and a right-in, right-out driveway off Sonoma Boulevard. Drive-through operations will include a three-at-a-time service section under a canopy providing sun and weather protection for customers and employees. During normal operations, customers will merge to a single lane as they proceed through the queue, picking up their order at the window on the southern elevation. During busier periods, customers will remain in the two-lane configuration as employees will deliver food directly to customers in the outside lane. The outside lane will also be utilized at times as a by-pass lane to more efficiently move customers through the operation.

Site and frontage improvements are being proposed throughout the site, including 16,331 square feet of new landscaping, a new trash enclosure, new lighting throughout the site, American Disabilities Act (ADA) paths from the parking lot, six short-term bicycle parking racks, four long-term bicycle parking storage spaces and a total of 81 off-street parking spaces. The new trash enclosure will have a total area of approximately 240 square feet with an overall height of 8 feet and eight inches. The trash enclosure will be constructed with concrete masonry unit (CMU) block, a metal roof and corrugated metal gates, with a stucco exterior. (See Figure 3).

Figure 3 – Proposed Site Plan



III. STAFF ANALYSIS

Required Permits

The project requires the following approval under the Vallejo Municipal Code (VMC):

Table 2 – Required Permits			
Permit Type	Description	VMC Chapter	Review Authority
Major Use Permit	Restaurant with Drive-Through	16.606	Planning Commission Action
Parcel Map	Creation of two new parcels	15.14	Planning Commission Action
Development Review	New Construction of Restaurant with Drive-Through	16.605	Planning Commission Action
Design Review	New Non-Residential Project	16.604	Design Review Board Recommendation to Planning Commission
Landscape Review	Installation of new landscaping exceeding 500 square feet	16.504	Design Review Board Recommendation to Planning Commission

The Planning Commission will act on the Major Use Permit, Parcel Map, and Development Review applications. It will additionally act on the Design Review and Landscape Review applications, upon the recommendation of the Design Review Board.

General Plan Consistency

The General Plan 2040 Land Use Designation for the subject property is District – North Gateway (D-NG). The General Plan characterizes this designation as follows:

The D-NG designation applies to the northern portion of the area north of Highway 37 between Sonoma Boulevard and Broadway Street, a highly-visible area that serves as a gateway to Napa Valley from Highway 37 (heading north) and to Vallejo from American Canyon (heading south). It is intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. The maximum permitted FAR in the D-NG designation is 2.0, with a minimum residential density of 30 dwelling units per acre up to 50 dwelling units per acre.

The project is consistent with the D-NG land use designation in that it includes construction of a new restaurant with a drive-through for local residents as well as consumers and visitors from a wider region. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions. Key policies and actions relevant to the project are shown in **bold**, followed by staff's analysis in *italic*:

Table 5 - General Plan 2040 Policies and Actions	
Policies and Actions	Staff's Analysis

Policy NBE-1.8: Urban Forest. Encourage planting of street trees and landscaping to beautify the city, encourage walking and biking and create a stronger sense of identity.	<i>A total of 16,331 square feet of landscaping is proposed, including 157 trees (including 23 street trees), shrubs and ground cover, which will beautify a vacant site and help create a sense of identity.</i>
Policy NBE-2.2: Inviting Gateways. Establish gateways that proudly announce entry to Vallejo with high-quality, similarly themed design and/or landscaping.	<i>The new development is located near the northern city limits along a major highway and will provide for an attractive gateway into the City of Vallejo with its high-quality design and materials, as well as extensive landscaping and street trees.</i>
Policy NBE-2.3: Inviting, Compatible Design. Promote attractive development that is compatible with surrounding uses.	<i>The new development will create an inviting and compatible design on a vacant site. The proposed project as conditioned will continue a sidewalk and underground utilities along the Broadway Street frontage, provide trees along both property lines and street frontage and be designed with attractive colors and materials, which will fit with the overall surrounding neighborhood and adjacent commercial structures.</i>
Policy NBE-2.8: Infill Development. Promote infill development targets vacant and underutilized sites for community-desired and enhancing uses that is compatible with surrounding uses.	<i>The project will be constructed on a vacant site, surrounded by existing residential and commercial development along a major highway. Adding a new business serving both residents and visitors on an underutilized site.</i>

Vallejo Municipal Code Compliance

The project site is zoned Central Corridor Commercial (CC). The Zoning Code provides the following description for the CC Zoning District:

The CC Zoning District is intended to create and establish regulations for community serving mixed-use areas along the Sonoma Boulevard Central Corridor and areas subject to the Sonoma Boulevard Specific Plan. Land uses include mixed-use with housing, medium and high density residential or non-residential uses at street level, subject to design and development standards to promote a mixed-use and pedestrian orientation.

VMC Table 16.102-A: Zoning Districts states, the CC Zoning District implements the D-NG General Plan Land Use Designation. VMC Table 16.301 – A: Land Use Regulations states, a “Restaurant with a Drive-Through” uses are permitted after obtaining a Major Use Permit.

The project is consistent with the applicable standards in the CC zoning district as demonstrated in the Table, below:

Table 6 – Regional Commercial Development Standards (VMC Chapter 16.204)			
Code Section	Development Standard	Proposal	Compliant
Table 16.204-A: Minimum Lot Size (sq. ft.)	5,000 sq. ft.	Parcel B1: 78,394 sq. ft (1.80 ac.) Parcel B2: 473,068 sq. ft. (10.86 ac)	Yes
Table 16.204-A: Minimum Lot Width	50 ft.	Parcel B1: Approx. 220 ft. Parcel B2: Approx. 300 ft.	Yes
Table 16.204-A: Maximum Non-Residential Floor Area Ratio	3.0	0.06	Yes
Table 16.204-A: Setbacks, Commercial Development	Street Frontages: 0 – 10 where abutting R District Interior Side: 5/10 ft, where abutting R District Rear: 5/10 ft, where abutting R District	Street Frontage: 0 ft. from Sonoma Blvd and 70 ft. from Broadway Street Interior Side: 60, 87 ft. Rear: 70 ft	Yes
Table 16.204-A: Building Maximum Height (Stories)	8	1	Yes
Table 16.204-A: Building Minimum Height (ft.)	N/A	21 ft.	Yes
Table 16.204-A: Ground Floor non- residential Use	15 ft.	21 ft.	Yes
Table 16.204-A: Ground Floor Ceiling Height, Non- Residential Uses	12 ft.	15 ft.	Yes
Table 16.204-A: Street Trees (ft. frontage)	1 per 30 ft. of frontage. Minimum of 22 street trees per 356 of frontage along Sonoma Blvd and 305 ft. of frontage along Broadway St	23 street trees	Yes

VMC Section 16.204.03 (C.1) – Pedestrian Entrances and Paths.	All non-residential activities located at the street level shall provide one direct at grade entrance from the public right-of-way for each street frontage exceeding 50 feet	Pedestrian paths leading to the restaurant entrance are provided from both Sonoma Boulevard and Broadway Street	Yes
VMC Section 16.204.02 (E) - Street Preservation	Existing public right-of-way shall be preserved.	No public right-of-way is being eliminated	Yes
VMC Section 16.204.02 (F) – Frontage Improvements	New Development shall provide street frontage improvements	Sidewalk will be constructed along Broadway Street, 23 street trees to be provided along both frontages, streetlights to be provided to Public Works standards	Yes
VMC Section 16.204.02 (G) – Building Orientation and Entrances	Buildings shall be oriented to face public streets; building shall be generally parallel to streets	Building is oriented to face Sonoma Boulevard	Yes
VMC Section 16.204.02 (H) – Building Transparency	Exterior walls facing and within twenty feet of a front or street side property line shall include windows, glass doors, or other openings for at least sixty percent of the building wall area located between 2.5 and seven feet above the level of the sidewalk.	Building is setback 55 ft. and the proposed canopy and landscaping will create visual interest at the pedestrian level.	Yes

The project as proposed and with the conditions of approval included in this report, follows the applicable development standards of the CC District.

Discussion

The following comments provide a summary of the staff analysis of the project. They are separated by subject theme to facilitate the review by the Planning Commission. The information provided is referenced in IV, the Findings section at the end of this report.

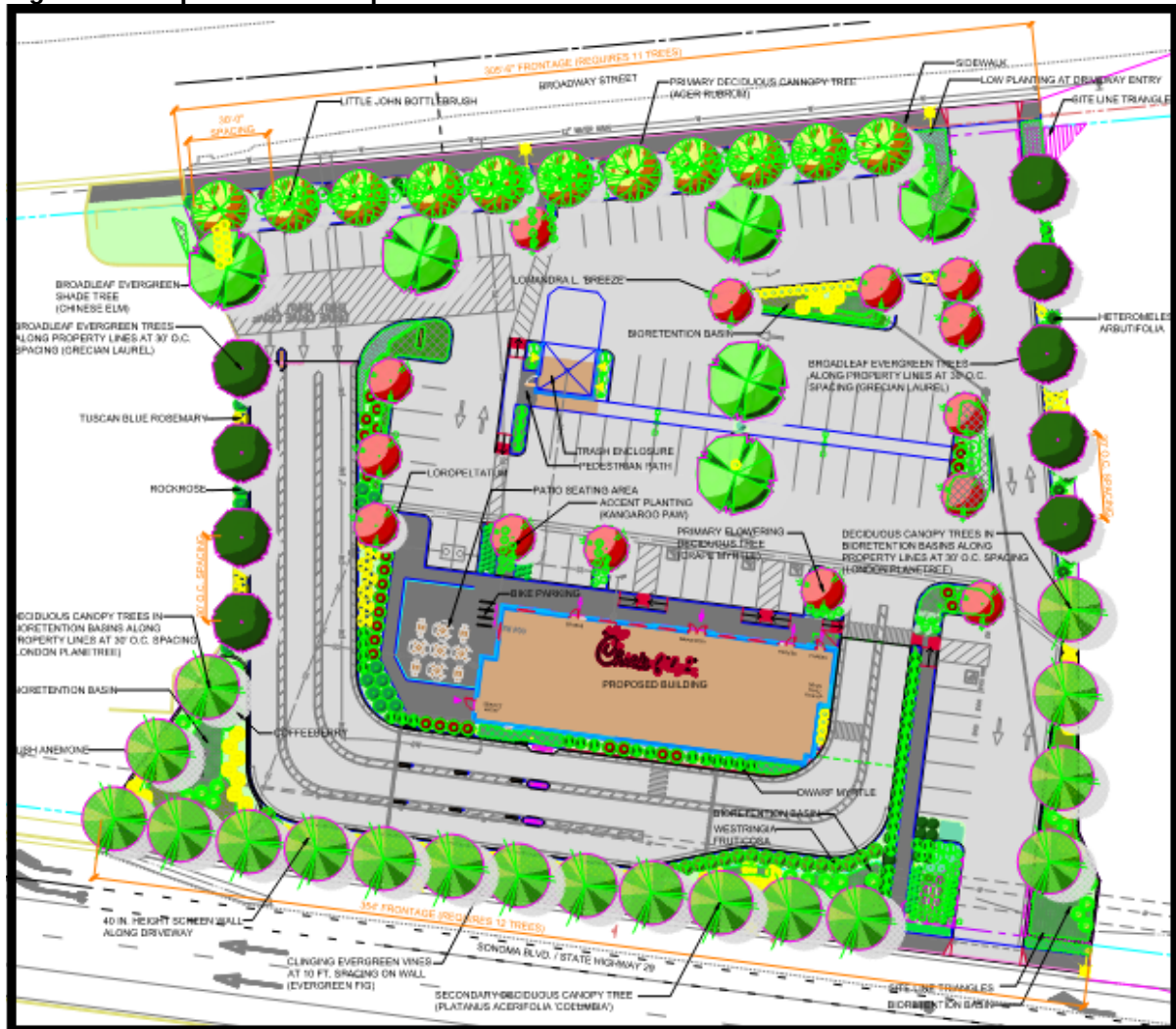
Architecture

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and modulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service areas, including two 3,728 and 1,234-square-foot in size, which will provide weather protection for employees and customers. The building features modulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area.

Landscaping

A total of 15,682 square feet of new landscaping will be installed throughout the site. Along both street frontages, a total of 23 street trees, as well as shrubs and ground cover will be planted to enhance the public realm. Additionally, 16 trees are proposed along the northern and southern property lines, along with shrubs and ground cover to screen the parking lots and proposed trash enclosure from the public right of way. The new landscaping will beautify the site and create a sense of place on an underutilized site. right of way. The new landscaping will beautify the site and create a sense of place on an underutilized site. (See Figure 4.)

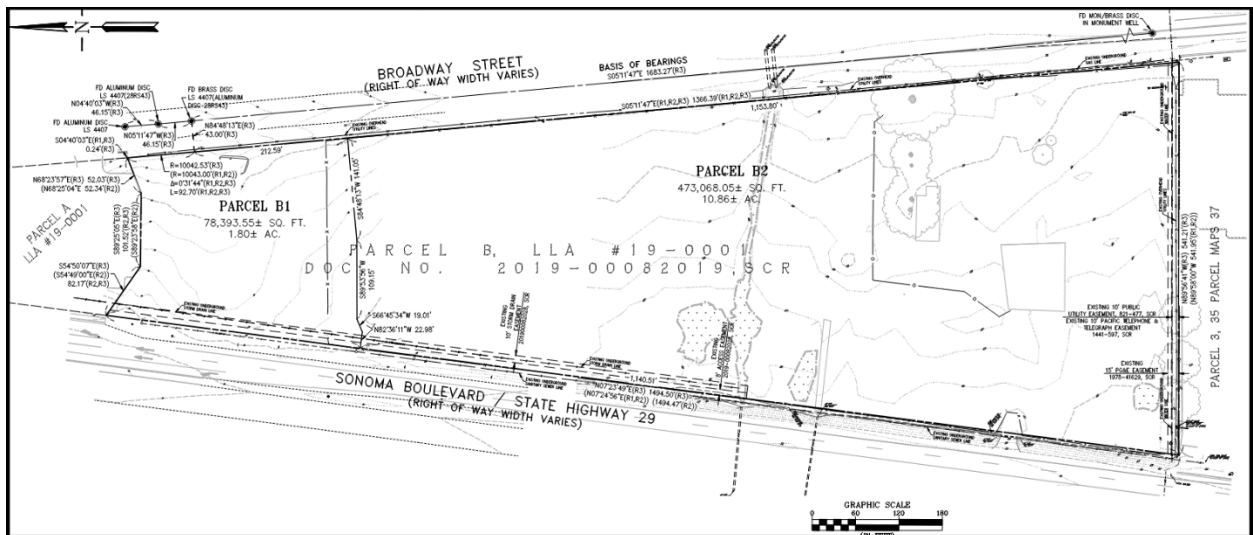
Figure 4 – Proposed Landscape Plan



Parcel Map

The project proposes the subdivision of the existing 12.66-acre parcel into two parcels, Parcel B1, the subject site, which would be 1.80-acres in size and Parcel B2, which would be 10.86-acres. The proposed parcels meet the minimum lot size and lot width requirements listed in Table 16.204-A Development Standards: Commercial Districts. No further subdivision or development is being proposed with this application for Parcel B2 and would be subject to a separate analysis for CEQA purposes. Both parcels would continue to have access from both Highway 29/Sonoma Boulevard and Broadway Street. (See Figure 5.)

Figure 5 – Proposed Tentative Parcel Map



Lighting

New exterior lighting will be proposed on the building, under the service area canopies and throughout the site. On the building, 10 wall-mounted LED Luminaire lights will be installed at 9 feet from the finished grade, providing a downward beam of light. The light will be installed around the entire structure.

Under the proposed service area canopies, a total of 20 lights will be provided. Additionally, a total of 14 light poles, with an overall height of 20 feet, will be provided within the interior of the site. Two of the light poles will have two lights and the other 12 will only have one light. As proposed, the lighting fixtures are consistent with VMC Chapter 16.506, including their overall height and installation that will direct light downward and prevent glare from spilling on to adjacent properties.

Off-Street Parking

The project proposes a total of 81 off-street parking spaces. VMC Table 16.508-B: "Off Street Parking" requires restaurants with limited service and drive through to provide two off-street parking spaces for the first 2,500 square feet of floor area plus 1 per 1000 sq. ft. above that size. The proposed restaurant building is 4,947 square- feet in size, which would require four off-street parking spaces. As proposed, the number of off-street parking spaces exceed the required four off-street parking spaces.

VMC Table 16.508-C: "Parking Dimensions "requires parking stalls at 90 degrees to be nine feet wide by 18 feet in length. As proposed, 56 out of the 81 off-street parking spaces measure nine feet wide and 18 feet in length with the other 25 spaces at nine feet wide and 16 feet in length, meeting the minimum dimensions for a compact off-street parking space. Four out of the 81 off-street parking spaces will be equipped for future electric vehicle (EV) charging stations. exceeding the number required by VMC Section 16.508.09.

Review of Potential Traffic Impacts

During the review process, planning staff had initial concerns regarding potential traffic impacts. The project is expected to generate about 1,099 daily trips, with 110 trips occurring in the a.m. peak hour and 73 trips in the p.m. peak hour. The City Traffic Engineer reviewed the site plan and project description. In order to evaluate the circulation and potential impacts, staff requested that the applicant provide a Traffic Impact Study (TIS). The TIS was provided by the applicant and reviewed by the City's Traffic Engineer. The TIS is included as Attachment 5.

The TIS was prepared to determine significant transportation impacts related to the California Environmental Quality Act (CEQA) for the project based on standards and methodologies set forth by the City of Vallejo. The potential significant impacts are based on vehicle miles traveled and not intersection level of service, as the City of Vallejo does not have adopted level of service criteria. In addition, the study evaluated vehicle site access, circulation, on-site parking and on-site queuing.

A project may be exempt from performing CEQA analysis if the project is considered a local-serving retail use less than 50,000 square feet that would serve the immediate neighborhoods. The proposed project satisfies this criterion since the project consists of a 4,947 square foot restaurant use, which is less than the 50,000 square-foot threshold. Therefore, the project will have a less than significant VMT impact.

The TIS noted that the project's proposed two new sidewalks along both the Highway 29/Sonoma Blvd and Broadway St frontages to improve pedestrian facilities meet the City's bicycle and parking requirements and can accommodate 95th percentile queues. However, should the drive-through queue exceed the available queue storage, the TIS recommended that the project provide the following:

1. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This will be a mobile order-taking point using a table or mobile device.
2. Direct drive-through customers to designated parking slots when there is a need to have additional time at the pick-up window.
3. General drive through car line management and pedestrian circulation by designated restaurant crew to ensure proposer circulation around the center.

Given the information from the TIS, the design of the drive-throughs and the conditions attached to this permit, staff believes there will be no significant impact to traffic impacts.

Access Driveway off Highway 29/Sonoma Boulevard

As part of the review process, Staff routed the project plans to Caltrans to review the proposed site plan and right-in, right-out driveway for access off Highway 29, which is a Caltrans controlled right-of-way. Caltrans was unable to make a determination on the proposed right-in, right-out access driveway and will require the applicant to file an encroachment permit following the approval of these entitlements.

Should the applicant not receive approval from Caltrans, Staff has added the condition that the applicant submit a revised project plan without the access driveway, and to the satisfaction of the Director.

Additional Standards for Drive-In and Drive-Through Facilities

VMC Section 16.316.02 provides requirements for drive-in and drive-through facilities. The permit issuing authority shall certify that the use meets the following requirements and criteria (the standards are in **bold**, and staff's determination follows in *italics*):

- A. Circulation. Drive-through facilities shall provide safe, unimpeded movement of vehicles at street access points, in travel aisles, and parking areas. A site plan showing directional movements for interior traffic circulation shall be provided for review by the Public Works Director.**

Access to the subject site will include a right-in right-out driveway off Highway 29/Sonoma Blvd and full access driveway off of Broadway Street. Based on the TIS, it is believed that sufficient queuing is proposed to accommodate customers and not impede movement of vehicles at street access points, travel areas or parking areas. A site plan was provided to the Public Works Department and no comments or concerns were raised regarding the interior circulation of the project.

- B. Pedestrian Walkways. Vehicle aisles shall not intersect with interior pedestrian walkways, unless no alternative exists. In such cases, pedestrian walkways shall have clear visibility, emphasized by enhanced paving or markings.**

Pedestrian walkways will be provided from both public rights-of-way to the building, however given the design and site constraints, both pathways will intersect vehicle aisles. The pedestrian walkway from Highway 29/Sonoma Boulevard crosses the drive-through aisle to access the building and will be clearly visible with continental crosswalk markings (high visibility stripes) to ensure it is clearly visible. The pathway from Broadway Street will have painted diagonal markings to emphasize its path of travel.

- C. Queuing. Vehicular queuing areas shall be provided to ensure that vehicles waiting for service will not interfere with public rights-of-way, private streets, or with on- or off-site parking and circulation. The queuing area size and location shall be reviewed and approved by the Public Works Director. Automobile stacking shall comply with Section 16.508.10, Stack-up spaces for Drive-in and Drive-Through Facilities.**

The location of the vehicle queuing areas has been provided to ensure that the vehicles waiting for service will not interfere with the public right-of-way or on-site parking and circulation. VMC Section 16.508.10 states, a drive-up window for restaurants and banks requires a minimum of eight stack up spaces, measuring 22 feet in length, per service window. A total of 27 stack up spaces, measuring 22 feet, have been provided for the three-lane service area.

A site plan with the queuing area was provided to Public Works Department and a Traffic Impact Study was requested. As determined in the TIS, the proposed drive-through queue should be contained with the available queue storage.

- D. Screening. Each drive-through aisle shall be screened with a combination of decorative walls and landscape to a height of 36 inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots.**

The three drive-through lines will be screened with a combination of a decorative wall and landscaping at the height of 35-inches to prevent headlight glare onto Highway 29/Sonoma Boulevard, Broadway Street, and adjacent properties.

E. Site Design.

- 1. Drive-through elements shall be placed to the side or rear of the building. Drive-through windows shall be oriented away from the street frontage and provide adequate screening measures through landscaping and design to minimize visibility of the drive-through.**

The drive-through windows has been placed on the west and south facing elevations, while the front of the building is oriented to the east elevation. The drive-through lanes will be screened with a combination of decorative wall and landscaping to minimize the visibility of the drive-through.

- 2. The design of freestanding drive-through facilities shall be compatible with the principal building, in terms of building color, materials, and form.**

The trash enclosure, menu boards and freestanding signs are compatible with the principal building, carrying materials and color scheme throughout.

- F. Site Maintenance. The site shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 100 feet of the premises. One permanent, non-flammable trash receptacle shall be installed near to the entrance/exit of the building and near the drive-through lane.**

As conditioned, the operator shall provide daily removal of trash, litter, and debris from the premises and on all abutting sidewalks within 100 feet of the premises. One permanent trash receptacle shall be installed near to the entrance/exit of the building and near the drive-through lane.

- G. Solid waste, Recycling, and Organic Waste. Solid waste and recycling containers shall be provided in locations suitably enclosed and screened from a public right-of-way.**

Solid waste, recycling and organic waste containers will be stored in the new trash enclosure ensuring the containers are enclosed and screened from the public right-of-way. The new trash enclosure will have a total area of approximately 200 square feet with an overall building height of 11 feet. The trash enclosure will be constructed with CMU block, a metal roof and corrugated metal gates, painted SW 2807 "Rookwood Medium Brown".

IV. FINDINGS

Major Use Permit Findings

VMC Section 16.606.03, requires the review authority to make the following findings prior to granting a Major Use Permit (the findings are in bold, and staff's determination follows in italics):

- A. The proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code.**

The proposed project is located on a property zoned Central Corridor Commercial (CC). Vallejo Municipal Code Table 16.301-A: Land Use Regulations, requires a Major Use Permit for a restaurant with a drive-through. The project is consistent with the applicable development standards outlined in Title 16 of the Vallejo Municipal Code (VMC), as proposed and conditioned.

- B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.**

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

C. The subject parcel is physically suitable for the type of land use being proposed.

The proposed project is located on a vacant parcel and will construct a new restaurant with three drive-through lanes with site improvements. The subject parcel is physically suitable for the establishment of a restaurant with a drive-through, in that it allows ample room for the structures, required parking and landscaping. Further, the TIS has demonstrated that the location of the site and layout of the drive-through in relation to the street will not create negative impacts on the surrounding properties.

D. The proposed use is compatible with existing and permissible land uses within the zoning district and the general area in which the proposed use is to be located which may include but not be limited to size, intensity, hours of operation, number of employees, or the nature of the operation.

The proposed project is compatible with existing and permissible land uses within the zoning district, as it is an allowed use, it will activate a vacant site with a restaurant with a three-lane drive-through and includes site improvements. The proposed use plans to operate between the hours of 6 a.m. to 11 p.m., Monday-Saturday. Conditions of approval have been added to address vehicle queuing from conflicting with parking lot circulation or spilling outside the parking lot.

E. The physical location or placement of the use on the site is compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

The physical location of the proposed project on an underutilized vacant site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. Conditions of approval have been added to address vehicle queuing from conflicting with parking lot circulation or spilling outside the parking lot.

F. The proposed use and related project features will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions and would not otherwise be detrimental to the public interest, health, safety, or general welfare.

As proposed, the restaurant with three drive-through lanes will incorporate landscaping at a height of 36-inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. The proposed drive-through lanes will have adequate queuing space to prevent vehicle spillover from outside the parking lot to not interfere with the adjacent public rights-of-way or the circulation of the site. Conditions of approval have been added to address vehicle queuing from conflicting with parking lot circulation or spilling outside the parking lot. As proposed and conditioned, the use will not be detrimental to the public interest, health, safety, or general welfare.

G. The project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

Following a review of the project, staff has determined that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15303 (Class 3: "New Construction or Conversion of Small Structures") because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and further, pursuant to Guidelines, Section 15315 (Class 15: "Minor Land Divisions") because the project is located in an urbanized area zoned for commercial use, the proposed subdivision is into four or fewer parcels and the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

Parcel Map Findings

VMC Section 15.080.050, requires the review authority make the following findings prior to approving a subdivision (the findings are in bold, and staff's determination follows in italics):

A. Is consistent with the goals and policies of the Vallejo general plan and any applicable specific plans.

As described above, the proposed subdivision is of a 12.66-acre parcel into two parcels measuring 1.80 acres and 10.86 acres, respectively. The proposed subdivision is consistent with the goals and policies of General Plan 2040 in that it will allow the development of a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The newly created parcels will continue to allow commercial development and will not change the current land use designations or zoning.

B. Conforms with this title and the zoning ordinance.

As described above, the proposed subdivision conforms with Chapter 15.14 (Parcel Maps) and VMC Table 16.204-A (Development Regulations: Commercial Districts) of the VMC based on Public Works and Planning Division review of Parcel Map compliance with VMC Sections 15.12.030-15.12.050.

C. Conforms with the Subdivision Map Act.

As described above, the proposed subdivision conforms to the Subdivision Map Act, as the procedure for processing, approval, conditional approval, or disapproval of parcel maps as provided by local ordinance has been achieved.

Development Review Findings

VMC Section 16.605.03, requires the review authority make the following findings prior to granting a Development Review (the findings are in bold, and staff's determination follows in italics):

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Central Corridor Commercial (CC). The project is the construction of a new restaurant with three drive-through lanes with site improvements on an underutilized vacant site that will provide restaurant services for residents as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in Title 16 of the Vallejo Municipal Code as noted in the report.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

C. Complies with any design conditions, standards, or requirements imposed by a discretionary approval including but not limited to a major or minor use permit, variance, specific plan, planned development, or tentative map applicable to the project or the location where it is proposed.

The proposed project site is vacant and does not have any existing effective discretionary approvals. The new development shall comply with the approved design and conditions of approval imposed by the attached Resolution.

D. Is in substantial compliance with any applicable adopted design guidelines.

The Project is not subject to any applicable adopted design guidelines, other than the general design guidelines below.

E. Will serve to achieve groupings of structures that are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; only elements of design which have some significant relationship to outside appearance shall be considered.

The proposed project consists of the establishment of a restaurant with three drive-through lanes and site improvements, such as new landscaping, new trash enclosure and a mixture of metal siding and stacked CMU, will result in a well-composed urban design. The overall building height and massing is consistent with buildings in the immediate area. The new development will activate an underutilized, vacant site and will complement the existing uses in the immediate area.

F. Will be of a quality and demonstrates thoughtful site planning that will serve to protect the value of private and public investments in the area.

The proposed project demonstrates thoughtful site planning in that it meets all the development standards required in the subject location and will serve to protect the value of the private and public investments.

G. That the project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

The project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15303 (Class 3: "New Construction or Conversion of Small Structures") because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and further, pursuant to Guidelines, Section 15315 (Class 15: "Minor Land Divisions") because the project is located in an urbanized area zoned for commercial, use, the proposed subdivision is of four or fewer parcels and is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

Design Review Findings

VMC Section 16.604.03 (B), requires the Director to make a recommendation to the Planning Commission for final design review approval (the findings are in bold, and staff's determination follows in italics):

A. Is consistent with the purposes of this chapter, the design policies of the general plan and any applicable specific plan, any adopted applicable design guidelines.

Purposes of the Chapter

1. Establish regulations for an objective process that applies urban design principles to ensure that new construction supports the best of the city's architectural traditions.

As proposed, the project meets the objective design standards called out in VMC Chapter 16.204 – Commercial Districts, as discussed in detail below.

2. Encourage new structures that show creativity and imagination, add distinction, interest, and variety to the community, and are environmentally sustainable.

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. The building features modulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

3. Promote architectural and design excellence in new construction and discourage poor quality development.

The proposed building will be comprised of a stucco finish with the coping, fascia and canopies made of metal. The building will be painted with the variety of Sherwin-Williams colors, including "Hardware", "Urban Night" and "Rockwood Medium Brown". The proposed metal coping and fascia will be finished in a "Midnight Bronze" color. The project details, colors,

materials, and landscaping are integrated with one and another that create a visually consistent proposal. Overall, the project uses high-quality, long-lasting material resulting in quality development.

4. **Ensure that future development should:**
 - a. **Reflect the values of the community.**
 - b. **Enhance the surrounding environment.**
 - c. **Visually harmonize with its surroundings and not unnecessarily obstruct scenic views; and**
 - d. **Avoid nostalgic misrepresentations that may confuse the relationships among structures over time.**

The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project will enhance the surrounding environment by enhancing a city gateway and adding a new commercial business to serve local residents and visitors alike. Due to its location, the project will not obstruct scenic views and due to its nature and design, nor will it confuse the relationships among structures over time.

5. **Ensure that decisions on housing development projects are based on objective design standards as required by the State Housing Accountability Act (Government Code Section 65589.5).**

Not applicable; the proposed project is non-residential and therefore not subject to the State Housing Accountability Act.

6. **Provide for new landscaping to create a visually pleasing setting for structures on the site.**

A total of 15,682 square feet square feet of new landscaping will be installed throughout the site. A total of 39 new trees, shrubs and ground cover will be planted to enhance the public realm within the subject site. The new landscaping will create a visually pleasing settling for structures on the site.

7. **Promote the protection and retention of landmark, native, and specimen trees and if feasible mature canopy trees and other significant landscaping of aesthetic and environmental value.**

Not applicable; no existing mature trees are present at the location.

8. **Ensure that the design, quality, and location of signs are consistent with the character and scale of the structures to which they are attached and are visually harmonious with surrounding development.**

Not applicable. The applicant has requested signage be reviewed later under a separate Zoning Compliance Review application.

9. **Promote the conservation, enhancement, preservation, and protection of historic resources.**

Not applicable; there are no historic resources near this project's location.

Design policies of the General Plan

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted applicable design guidelines.

The subject site is not within an adopted specific plan and design guidelines have not been adopted for this location.

B. Is consistent with any planning or zoning approvals by the director or the planning commission.

Staff finds that the project is consistent with the CC zoning district in that it proposes a new Restaurant with Drive-Through that meets all appropriate development standards of the Vallejo Municipal Code.

C. Complies with any other relevant city policies or regulations.

The project as proposed complies with VMC Chapter 16.316 – Drive-in and Drive-Through Facilities, as the project has been designed to meet the requirements and beautify an underutilized site.

D. Meets the following criteria:

- a. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.**

The overall design and landscaping of the project is appropriate to the function of the project and will provide an attractive and comfortable environment for visitors and the general community. The proposed project will activate and beautify an underutilized site with a new project and landscaping.

- b. Project details, colors, materials, and landscaping are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.**

The proposed building will be comprised of a stucco finish with the coping, fascia and canopies made of metal. The building will be painted with a variety of Sherwin-Williams colors, including Hardware, Urban Night and Rockwood Medium Brown. The proposed metal coping and fascia will be finished in a Midnight Bronze color. The project details, colors, materials, and landscaping are integrated with one and another that create a visually consistent proposal.

- c. The project has been designed with consideration of neighboring development.**

The project has been designed with consideration of existing neighboring development in that the drive-through lane has been screened by landscaping to a height of 36 inches and a wall to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. Trees and landscaping have been included along the perimeter of the site to

screen the proposed use and parking lot. Additionally, all lighting on the site will be properly screened and will be directed to point to the ground. Finally, conditions of approval have been added to address vehicle queuing from conflicting with parking lot circulation or spilling outside the parking lot.

- d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.**

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and modulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service doors, and service areas in the drive-through, providing weather protection. The building features modulation, wall articulation, and materials that are aesthetically pleasing and compatible with other newer developments in the community.

- e. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.**

The proposed project will activate an underutilized, vacant site with street frontage and site improvements on an underutilized, vacant site to create an attractive street presence for pedestrians and passing motorists. The added sidewalks will allow for more pedestrian traffic and eyes on street for the surrounding neighborhood.

- f. The proposed design is compatible with the historical or visual character of any area recognized by the city as having such character.**

Not applicable; subject site is not within any historic district of the city.

- g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.**

The project has been designed to preserve the public views from the public streets and will enhance them by providing areas for pedestrian activity such as the 900 square-foot outdoor seating area.

- h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape, and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Vallejo's climate.**

The proposed landscaping includes trees, shrubs and ground covering has been designed to improve the appearance of an underutilized site and minimize hardscape. The landscaping incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with City of Vallejo's climate.

- i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.**

As required by the California Building Code, the project has been designed to be energy efficient, for example LED lighting that is properly shielded will be installed throughout the site and providing EV charging stations. The proposed landscaping has been designed to incorporate plant materials that are drought tolerant consistent with the California Water Efficient Landscaping Standards.

- j. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features.**

Not applicable; no natural features including creeks, open space, significant vegetation, and geologic features are on the subject site.

V. ENVIRONMENTAL REVIEW

Following a review of the project, staff has determined that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15303 (Class 3: "New Construction or Conversion of Small Structures") because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and further, pursuant to Guidelines, Section 15315 (Class 15: "Minor Land Divisions") because the project consists is in an urbanized area zoned for commercial, use, the proposed subdivision is into four or fewer parcels and the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent and therefore, no further environmental review is required..

VI. NOTICING AND PUBLIC COMMENTS

On October 30, 2023, pursuant to VMC Section 16.602.08 – Noticing. A notice of this hearing was published in the Times Herald, mailed to all active neighborhood groups, all property owners within 500 feet of the subject property, and any other local agency expected to provide water, wastewater treatment, or other essential facilities or services to the project, as well as to members of the Planning Commission, the applicant and property owner.

Staff has not received any comments or questions from the public on the application as of writing this staff report.

VII. CONCLUSION / STAFF RECOMMENDATION

Based on the analysis contained in this staff report and the project's consistency with General Plan 2040 and the Vallejo Municipal Code, staff recommends that the Planning Commission **APPROVE** Major Use Permit (UP22-0005), Parcel Map (PM22-0005), Development Review (DVR22-0013), Design Review (DR22-0007), and Landscape Review (LR22-0003) based on the findings and provided in the attached Resolution and subject to the Conditions of Approval provided as Exhibit A to the Resolution.

VIII. EXPIRATION

Pursuant to VMC Section 16.602.12 (A.2), approval of the Major Use Permit, Development Review, Design Review, Landscape Review shall automatically expire two years after approval, unless authorized construction has commenced prior to the expiration date (November 13, 2025; if approved at this meeting and not appealed).

Pursuant to VMC Section 15.08.110 (A), approval of the Parcel Map shall automatically expire 36 months of approval. However, if the subdivider is subject to a requirement of one hundred thousand dollars or more to construct, improve or finance the construction or improvement of public improvements outside the boundaries of the tentative map, each filing of a final map shall extend the expiration of the approved tentative snap by thirty-six months from the date of its expiration as provided in this section, or the date of the previously filed final map, whichever is later. The extensions shall not extend the tentative map more than ten years from its approval or conditional approval. However, a tentative map on property subject to a development agreement may be extended for the period provided for in the agreement, but not beyond the duration of the agreement. The number of phased final maps which may be filed shall be determined by the Planning Commission at the time of the approval of the tentative map. "Public improvement," as used in this title, include traffic controls, streets, roads, highways, freeways, bridges, overcrossings, street interchanges, flood control or storm drain facilities, sewer facilities, water facilities, and lighting facilities.

IX. APPEAL PROCEDURE

VMC Section 16.602.14, Appeals, the applicant, or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendering of the decision of the Planning Commission, may appeal in writing to the City Council by filing a written appeal with a fee of \$1,409.21 with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it has been received by the City Clerk or designee no later than the close of business on the tenth calendar day after the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within five hundred feet of the project boundary. The Council may affirm, reverse, or modify any decision of the Planning Commission that is appealed.

X. ATTACHMENTS

1. Resolution No. PC 23-010
 - a. Exhibit A – Conditions of Approval
2. Project Plans
3. Landscape Plans
4. Material Sample Board
5. Traffic Impact Study dated July 2023

Approved as to form:

By:  for
Veronica A.F. Nebb
City Attorney

ATTACHMENT 1

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 23-010

A RESOLUTION APPROVING 1) A MAJOR USE PERMIT (UP22-0005), 2) PARCEL MAP (PM22-0005), DEVELOPMENT REVIEW (DVR22-0013), DESIGN REVIEW (DR22-0007), AND LANDSCAPE REVIEW (LR22-0003) FOR A NEW 4,947 SQUARE-FOOT RESTAURANT WITH A THREE LANE DRIVE-THROUGH ON VACANT PROPERTY BETWEEN SONOMA BOULEVARD AND BROADWAY STREET, SOUTH OF MINI DRIVE (APN: 0067-140-200) AFTER FINDING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTIONS 15303 AND 15315

I. GENERAL FINDINGS

WHEREAS, on August 29, 2017, the City Council adopted General Plan 2040; and

WHEREAS, the property which is the subject of the above-referenced proposed entitlements (Subject Property) has a General Plan 2040 land use designation of Retail/Entertainment; and

WHEREAS, on July 22, 2021, the City Council adopted a new Zoning Code and Zoning Map; and

WHEREAS, the Subject Property is located in the Central Corridor Commercial Zoning District; and

WHEREAS, on April 25, 2023, LRG Investors JSR, LLC submitted an application seeking a Major Use Permit, Development Review, Design Review and Landscape Review for a new 4,947 square-foot restaurant with a drive-through on the Subject Property located at APN: 0067-140-200 ("Project"); and

WHEREAS, on September 29, 2022, the application was amended by the applicant to include a Parcel Map for the creation of a 1.80-acre parcel (the Project Site) from the larger existing 12.66-acre parcel (APN: 0067-140-200); and

WHEREAS, on February 24, 2023, the application was determined to be complete for processing; and

WHEREAS, on October 12, 2023, the Design Review Board held a public hearing on Design Review (DR22-0007) and Landscape (LR22-0003), and after considering all oral

and/or written testimony, adopted Resolution No. DR23-04, recommending Planning Commission approval of the Design Review and Landscape Review applications; and

WHEREAS, on November 13, 2023, the City of Vallejo Planning Commission, after giving all public notices required by State law and the City of Vallejo Municipal Code, conducted a duly noticed public hearing; and

WHEREAS, the Planning Commission considered testimony and evidence, both written and oral, provided at the public hearing, as well as other documents contained in the record of proceedings relating to the Project, which are maintained in the offices of the City of Vallejo Planning Division; and

WHEREAS, based on evidence received in the staff report and at the public hearing, the Planning Commission makes the following factual findings:

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDING

Following a review of the project, staff has determined that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The project is exempt pursuant to CEQA Guidelines, Section 15303 (Class 3: "New Construction or Conversion of Small Structures") because the project is less than 10,000 square feet in floor area and located on a site zoned for the proposed use and it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment and, further, pursuant to CEQA Guidelines Section 15315 (Class 15: "Minor Land Divisions") because the project is in an urbanized area zoned for commercial, use, the proposed subdivision is of four or fewer parcels and the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are to local standards and are available, the parcel has not been involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

III. FINDINGS RELEVANT TO THE APPROVAL OF THE MAJOR USE PERMIT (VMC Section 16.606.03)

- A. The proposed use is conditionally allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and all other titles of the Vallejo Municipal Code.**

The proposed project is located on a property zoned Central Corridor Commercial (CC). Vallejo Municipal Code Table 16.301-A: Land Use Regulations, which requires a Major Use Permit for a restaurant with a drive-through. The project is consistent with the applicable development standards outlined in Title 16 of the Vallejo Municipal Code (VMC), as proposed and conditioned.

- B. The proposed use is consistent with the general plan and any applicable specific plan or planned development and any other applicable plans.**

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation is intended to foster an

integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

C. The subject parcel is physically suitable for the type of land use being proposed.

The proposed project is located on a vacant parcel and proposes construction of a new restaurant with three drive-through lanes with site improvements. The subject parcel is physically suitable for the establishment of a restaurant with a drive-through in that it allows ample room for the structures, required parking and landscaping. Conditions of approval have been added based upon the Transportation Impact Study to prevent queuing vehicles from conflicting with parking lot circulation or from spilling outside the parking lot.

D. The proposed use is compatible with existing and permissible land uses within the zoning district and the general area in which the proposed use is to be located which may include but not be limited to size, intensity, hours of operation, number of employees, or the nature of the operation.

The proposed project is compatible with existing and permissible land uses within the zoning district, will activate a vacant site with a new restaurant with three drive-through lanes. The restaurant proposes operations between the hours of 6 a.m. to 11 p.m., Monday-Saturday. Conditions of approval have been added to prevent queuing vehicles from conflicting with parking lot circulation or from spilling outside the parking lot.

E. The physical location or placement of the use on the site is compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

The physical location of the proposed project on an underutilized vacant site will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. Conditions of approval have been added to prevent queuing vehicles from conflicting with parking lot circulation or from spilling outside the parking lot.

F. The proposed use and related project features will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions and would not otherwise be detrimental to the public interest, health, safety, or general welfare.

As proposed, the restaurant with three drive-through lanes will incorporate landscaping at a height of 36-inches to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. The proposed drive-through lanes will have adequate queuing space to prevent vehicle spillover from outside the parking lot to not interfere with the adjacent public rights-of-way or the circulation of the site. Conditions of approval have been added to prevent queuing vehicles from conflicting with parking lot circulation or from spilling outside the parking lot. As proposed and conditioned, the use will not be detrimental to the public interest, health, safety, or general welfare.

G. The project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

Following a review of the project, staff has determined that it is exempt from the requirements of the California Environmental Quality Act (CEQA). Under CEQA, the State has identified classes of projects which have been determined to not have a significant impact on the environment and are therefore exempt from the requirements of CEQA.

The project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15303 (c) ("New Construction or Conversion of Small Structures") because the project consists of the construction of a new restaurant under 10,000 square feet in an urbanized area, and all necessary public facilities are available, and the surrounding area is not environmentally sensitive. Approval of a parcel map is exempt under Guidelines Section 15315 (Class 2: "Minor Land Divisions") because the project consists of the division of property in an urbanized zoned for commercial use into two parcels, in conformance with the General Plan and zoning, no variance or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.

IV. FINDINGS RELEVANT TO THE APPROVAL OF THE PARCEL MAP (VMC Section 15.080.050)

A. Is consistent with the goals and policies of the Vallejo general plan and any applicable specific plans.

As described above, the proposed subdivision is of a 12.66-acre parcel into two parcels measuring 1.80 acres and 10.86 acres, respectively. The proposed subdivision is consistent with the goals and policies of General Plan 2040 in that it will allow the development of a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The newly created parcels will continue to allow commercial development and will not change the current land use designations or zoning.

B. Conforms with this title and the zoning ordinance.

As described above, the proposed subdivision conforms with Chapter 15.14 (Parcel Maps) and VMC Table 16.204-A (Development Regulations: Commercial Districts) of the VMC based on Public Works and Planning Division review of Parcel Map compliance with VMC Sections 15.12030-15.12.050.

C. Conforms with the Subdivision Map Act.

As described above, the proposed subdivision conforms to the Subdivision Map Act, as the procedure for processing, approval, conditional approval, or disapproval of parcel maps as provided by local ordinance has been achieved.

V. FINDINGS RELEVANT TO THE APPROVAL OF THE DESIGN REVIEW (VMC Section 16.604.03 (B))

A. Is consistent with the purposes of this chapter, the design policies of the general plan and any applicable specific plan, any adopted applicable design guidelines.

Purposes of the Chapter

1. **Establish regulations for an objective process that applies urban design principles to ensure that new construction supports the best of the city's architectural traditions.**

As proposed, the project meets the objective design standards called out in VMC Chapter 16.204 – Commercial Districts, as discussed in detail below.

2. **Encourage new structures that show creativity and imagination, add distinction, interest, and variety to the community, and are environmentally sustainable.**

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. The building features modulation in the roof lines, wall articulation, and building materials that are aesthetically pleasing and compatible with other newer developments in the surrounding area. Additionally, the project will be designed to meet the California Building Code Title 24 (energy efficiency standards) and the Green Building Standards.

3. **Promote architectural and design excellence in new construction and discourage poor quality development.**

The proposed building will be comprised of a stucco finish with the coping, fascia and canopies made of metal. The building will be painted with a variety of Sherwin-Williams colors, including "Hardware", "Urban Night" and "Rockwood Medium Brown". The proposed metal coping and fascia will be finished in a "Midnight Bronze" color. The project details, colors, materials, and landscaping are integrated with one and another that create a visually consistent proposal. Overall, the project uses high quality, long-lasting material resulting in quality development.

4. **Ensure that future development should:**
 - a. **Reflect the values of the community.**
 - b. **Enhance the surrounding environment.**
 - c. **Visually harmonize with its surroundings and not unnecessarily obstruct scenic views; and**
 - d. **Avoid nostalgic misrepresentations that may confuse the relationships among structures over time.**

The project reflects the promotion of infill development that targets underutilized sites, which is a policy identified in the General Plan. The new project will enhance the surrounding environment by enhancing a city gateway and adding a new commercial business to serve local residents and visitors alike. Due to its location, the project will not obstruct scenic views and due to its nature and design, nor will it confuse the relationships among structures over time.

5. **Ensure that decisions on housing development projects are based on objective design standards as required by the State Housing Accountability Act (Government Code Section 65589.5).**

Not applicable; the proposed project is non-residential and therefore not subject to the State Housing Accountability Act.

6. **Provide for new landscaping to create a visually pleasing setting for structures on the site.**

A total of 15,682 square feet square feet of new landscaping will be installed throughout the site. A total of 39 new trees, shrubs and ground cover will be planted to enhance the public realm within the subject site. The new landscaping will create a visually pleasing settling for structures on the site.

- 7. Promote the protection and retention of landmark, native, and specimen trees and if feasible mature canopy trees and other significant landscaping of aesthetic and environmental value.**

Not applicable; no existing mature trees are present at the location.

- 8. Ensure that the design, quality, and location of signs are consistent with the character and scale of the structures to which they are attached and are visually harmonious with surrounding development.**

Not applicable; the applicant has requested signage be reviewed at a later date under a separate Zoning Compliance Review application.

- 9. Promote the conservation, enhancement, preservation, and protection of historic resources.**

Not applicable; there are no historic resources near this project's location.

Design policies of the General Plan

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. Additionally, the project is also consistent with applicable General Plan 2040 policies and actions.

Adopted applicable design guidelines

The subject site is not within an adopted specific plan and design guidelines have not been adopted for this location.

- B. Is consistent with any planning or zoning approvals by the director or the planning commission.**

Staff finds that the project is consistent with the CC zoning district in that it is an application for a new major use permit to operate a new quick service restaurant with drive-through. Further, the project as proposed meets all appropriate development standards of the Vallejo Municipal Code

- C. Complies with any other relevant city policies or regulations.**

The project as proposed complies with VMC Chapter 16.316 – Drive-in and Drive-Through Facilities, as the project has been designed to meet the requirements and beautify an underutilized site.

- D. Meets the following criteria:**

- a. **The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.**

The overall design and landscaping of the project is appropriate to the function of the project and will provide an attractive and comfortable environment for visitors and the general community. The proposed project will activate and beautify an underutilized site with a new project and landscaping.

- b. **Project details, colors, materials, and landscaping are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.**

The proposed building will be comprised of a stucco finish with the coping, fascia and canopies made of metal. The building will be painted with a variety of Sherwin-Williams colors, including "Hardware", "Urban Night" and "Rockwood Medium Brown". The proposed metal coping and fascia will be finished in a "Midnight Bronze" color. The project details, colors, materials, and landscaping are integrated with one and another that create a visually consistent proposal.

- c. **The project has been designed with consideration of neighboring development.**

The project has been designed with consideration of existing neighboring development in that the drive-through lane has been screened by landscaping to a height of 36 inches and a wall to prevent headlight glare and direct visibility of vehicles from adjacent streets and parking lots. Trees and landscaping have been included along the perimeter of the site to screen the proposed use and parking lot. Additionally, all lighting on the site will be properly screened and will be directed to point to the ground. Finally, conditions of approval have been added to address vehicle queuing from conflicting with parking lot circulation or spilling outside the parking lot.

- d. **The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.**

The proposed building is visually interesting and will be constructed with a variety of high-quality building materials and painted with simple, complementary colors. Vertical and horizontal façade breaks, building massing, and modulation have all been incorporated into the design of the building. Canopy awnings are provided over all entrances and service doors, and service areas in the drive-through, providing weather protection. The building features modulation, wall articulation, and materials that are aesthetically pleasing and compatible with other newer developments in the community.

- e. **Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.**

The proposed project will activate an underutilized, vacant site with street frontage and site improvements on an underutilized, vacant site to create an attractive street

presence for pedestrians and passing motorists. The added sidewalks will allow for more pedestrian traffic and eyes on street for the surrounding neighborhood.

- f. The proposed design is compatible with the historical or visual character of any area recognized by the city as having such character.**

Not applicable; subject site is not within any historic district of the City.

- g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.**

The project has been designed to preserve the public views from the public streets and will enhance them by providing areas for pedestrian activity such as the 900 square-foot outdoor seating area.

- h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape, and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Vallejo's climate.**

The proposed landscaping includes trees, shrubs and ground covering has been designed to improve the appearance of an underutilized site and minimize hardscape. The landscaping incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with City of Vallejo's climate.

- i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.**

As required by the California Building Code, the project has been designed to be energy efficient, for example LED lighting that is properly shielded will be installed throughout the site and providing EV charging stations. The proposed landscaping has been designed to incorporate plant materials that are drought tolerant consistent with the California Water Efficient Landscaping Standards.

- j. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features.**

Not applicable; no natural features including creeks, open space, significant vegetation, and geologic features are on the subject site.

VI. FINDINGS RELEVANT TO THE APPROVAL OF THE DEVELOPMENT REVIEW (VMC Section 16.605.03)

A. Complies with all applicable specific standards and criteria of this Zoning Code.

The proposed project is located on a property zoned Central Corridor Commercial (CC). The project is the construction of a new restaurant with three drive-through lanes with site improvements on an underutilized vacant site that will provide restaurant services for residents as well as consumers and visitors from the region. The project, as proposed and conditioned, is consistent with the applicable development standards outlined in Title 16 of the Vallejo Municipal Code as noted in the report.

B. Is consistent with the general plan and any applicable approved specific plan or planned development.

The project site is designated as District – North Gateway (D-NG) on the General Plan Land Use Map. The General Plan 2040 D-NG designation intended to foster an integrated, pedestrian-oriented place with a mix of uses, such as retail, dining, entertainment, and lodging, that cater to both motorists passing through and surrounding neighborhoods. It also incorporates higher-density residential development that supports nearby services and activates the area. As proposed, the project is consistent with the D-NG land use designation in that it incorporates a quick-service restaurant use that caters to both motorists passing through and residents of surrounding neighborhoods. The project is also consistent with applicable General Plan 2040 policies as noted in the report.

C. Complies with any design conditions, standards, or requirements imposed by a discretionary approval including but not limited to a major or minor use permit, variance, specific plan, planned development, or tentative map applicable to the project or the location where it is proposed.

The proposed project site is vacant and does not have any existing effective discretionary approvals. The new development shall comply with the approved design and conditions of approval imposed by the attached Resolution.

D. Is in substantial compliance with any applicable adopted design guidelines.

The Project is not subject to any applicable adopted design guidelines, other than the general design guidelines below.

E. Will serve to achieve groupings of structures that are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area; only elements of design which have some significant relationship to outside appearance shall be considered.

The proposed project consists of the establishment of a quick service restaurant with three drive-through lanes and site improvements, such as new landscaping, new trash enclosure and a mixture of metal siding and stacked CMU, will result in a well-composed urban design. The overall building height and massing is consistent with buildings in the immediate area. The new development will activate an underutilized, vacant site and will complement the existing uses in the immediate area.

F. Will be of a quality and demonstrates thoughtful site planning that will serve to protect the value of private and public investments in the area.

The proposed project demonstrates thoughtful site planning in that it meets all the development standards required in the subject location and will serve to protect the value of private and public investments.

G. That the project has been reviewed in compliance with the California Environmental Quality Act, if applicable, and the requirements of this chapter.

As noted above, the project is exempt pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15303 (c) ("New Construction or Conversion of Small

Structures”) because the project consists of the construction of a new restaurant under 10,000 square feet in an urbanized area, and all necessary public facilities are available, and the surrounding area is not environmentally sensitive. The Parcel Map is exempt per Section 15315 (Class 2: “Minor Land Divisions”) because the project consists of the division of property in an urbanized area zoned for commercial use into two parcels in conformance with the General Plan and zoning, no variance or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent and therefore, no further environmental review is required.

VII. RESOLUTION APPROVING THE PROJECT

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby determines that the Project **APPROVES** Major Use Permit (UP22-0005), Parcel Map (PM22-0005), Development Review (DVR22-0013), Design Review (DR22-0007), And Landscape Review (LR22-0003), on the above findings and subject to the Conditions of Approval attached to this Resolution.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 13th day of November, 2023 by the following vote to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

JAMAR STAMPS, CHAIRPERSON
City of Vallejo Planning Commission

Attest:

CHRISTINA RATCLIFFE, SECRETARY
City of Vallejo Planning Commission

Attachment 1: Conditions of Approval

CONDITIONS OF APPROVAL

MAJOR USE PERMIT (UP22-0005) PARCEL MAP (PM22-0005) DEVELOPMENT REVIEW (DVR22-0013) DESIGN REVIEW (DR22-0007) LANDSCAPE REVIEW (LR22-0003) APN # 0067-140-200

PERMIT DESCRIPTION: The project consists of a Major Use Permit, a Parcel Map, Design Review, Development Review and Landscape Review for a new 4,947 square-foot restaurant with a drive-through for Chick-Fil-A and the approval of a Parcel Map. The project will have an overall building footprint of 9,909 square feet including the two canopies proposed over the service area. In addition, the project will include site improvements for a three-lane drive through, new surface parking, a trash enclosure and new landscaping. Days and hours of operation are proposed as Monday through Saturday, 6 a.m. to 11 p.m. The parcel map will create a new 1.80-acre parcel (the project site) and a remaining 10.86-acre parcel from an existing 12.66-acre parcel.

A. **PLANNING DIVISION**

John Dacey | john.dacey@cityofvallejo.net | (707) 648-4506

Pre-Building Permit

1. Prior to building permit issuance, submit a numbered list to the Planning Division with a written response on how each condition of approval (COA) contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project. The approved COA will be included in the permit set after the cover sheet with each condition listed and how the applicant will address each condition in writing.
2. Prior to building permit issuance, obtain an Administrative Permit from the Planning Division for any temporary office or construction trailer.
3. Prior to building permit issuance, the **Planning Division** shall confirm that the building permit drawings and subsequent construction substantially conform with the approved Planning application drawings included in this report.
4. Prior to the issuance of a building permit, the Director may require the applicant to submit such information as proposed machinery, processes, products, or environmental impacts as may be necessary to demonstrate the ability of the proposed uses to comply with applicable performance standards. Such required information may include reports by expert consultants. Whenever an environmental impact report has been submitted and determined to be adequate under state and city guidelines, no further information shall be required. (VMC Section 16.505.02 (B))
5. Prior to the issuance of a building permit, should Caltrans not approve the driveway on Sonoma, the Applicant shall submit a revised project plan to address that modification, to the satisfaction of the Director.

During Construction

1. Construction activities shall be managed in compliance with the following requirements:
 - a. Site Watering. During the construction of a project, all portions of the site shall be watered as necessary to reduce emissions of dust and other particulate matter, and all stockpiles shall be covered.

- b. Maintenance. Streets and sidewalks shall be made dirt free at the completion of construction.
 - c. Noise. All construction and transport equipment shall be muffled in accordance with state and federal laws.
 - d. Emissions. Construction and transport equipment shall be operated so as to minimize exhaust emissions. During construction, trucks and equipment should be running only when necessary.
 - e. Hours of Operation. Grading and pile driving operations within ¼ mile of residential units shall be limited to between 8:00 am and 5:00 p.m. on weekdays to ensure compliance with the requirements for construction activity in Subsection 16.502.12.D.1., Maximum Noise Level for Temporary Construction Activity, or as otherwise restricted as part of an approval.
 - f. Water Run-off. All water run-off from construction sites shall be controlled. During construction, trucks and equipment should be running only when necessary, and shall comply with Chapter 12.41 of the Vallejo Municipal Code.
2. No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any excessive noise, annoying noise, amplified sound or vibrations that are physically annoying to reasonable persons of normal sensitivity or that are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons of normal sensitivity located at the lot line of the property from which these noises emanate or that interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or that may detrimentally or adversely affect such residences or places of business. (VMC Section 16.502.09 (C))
 3. Construction, demolition, and related loading/unloading activities that may generate noise shall be limited to the following: 7 a.m. and 6 p.m. in Monday- Friday, Saturday 9 am- 6 pm and Sundays and holidays not allowed. (VMC Section 16.502.09 (D))
 4. The fencing for construction sites shall not be installed until a building permit or grading permit has been issued and shall be removed prior to final inspection. In the event that the building permits expire before the construction is completed, the Director may issue a temporary use permit pursuant to Chapter 16.339, Temporary Uses, to allow the fencing to remain for a longer period of time. (VMC Section 16.505.08 (B))

Pre-Operation

1. Prior to operation/final building inspection, the landscape architect shall provide a complete Certificate of Completion and Certificate of Installation According to the Landscape Documentation in accordance with VMC Chapter 16.71: Water Efficient Landscape Requirements. The documentation shall include the following:
 - a. Irrigation Scheduling (VMC Section 16.71.050)
 - b. Schedule of Landscape and Irrigation Maintenance (VMC Section 16.71.051)
 - c. Landscape Irrigation Audit Report (VMC Section 16.71.052)
 - d. Soil Management Report (VMC Section 16.71.045)
2. Prior to occupancy/final building inspection, the applicant shall install landscaping and irrigation per approved plans. The landscape architect shall verify in writing that the landscaping and irrigation have been installed in accordance with the approved landscape plans with respect to size, health, number and species of plants, and the overall design concept.
3. Prior to operation/final building inspection, new American Disabilities Act (ADA) improvements shall be installed including a new ADA compliant access path from the public right-of-way to the convenience store, as well as an ADA compliant restroom and a new ADA compliant parking stall.

Operation

1. Should the drive-through queue spill outside the drive-through lane, the operator shall do the following:
 - a. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This will be a mobile order-taking point using a table or mobile device.
 - b. Direct drive-through customer to designated parking slots when there is a need to have additional time at the pick-up window.
 - c. General drive-through car line management and pedestrian circulation by designated restaurant crew to ensure proper circulation around the site.
2. Hours of operation shall be between 6 a.m. to 11 p.m., Monday through Saturday. Changes to hours of operation shall be reviewed by the City of Vallejo Planning Division. All late-night business operations (before 6 a.m. and after 12 a.m.), located within three hundred feet of a residential zoning district, and commenced on or after the effective date of the Zoning Code, shall require a Major Use Permit, as prescribed in VMC Chapter 16.606. (VMC Section 16.323.02).
3. The site shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter, and debris from premises and on all abutting sidewalks within 100 feet of the premises. One permanent, non-flammable trash receptacle shall be installed near to the entrance/exit of the building and near the drive-through lane. (VMC Section 16.316.02 (F))

Landscaping

1. Maintenance Required. All landscaping shall be permanently maintained in a healthy and thriving condition at all times, in compliance with the approved landscape plan. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the original approved design or upgraded to reflect current best practices for water efficiency. Regular maintenance shall include:
 - a. Adjusting, checking, and repairing irrigation equipment; resetting automatic controllers; aerating and de-thatching turf areas; adding/replenishing fertilizer, mulch, soil amendments; insect control; the replacement of dead or diseased plants; pruning; watering; and weeding all landscaped areas.
 - b. The trimming of vegetation as necessary to maintain the effective functioning of solar energy facilities and passive solar design features installed both on site and on adjacent properties.
 - c. The trimming of vegetation as necessary to keep pedestrian and bicycle paths clear. (VMC Section 16.504.08 (A))
2. Litter shall be removed from all landscaped areas in a timely fashion. (VMC Section 16.504.08 (B))
3. Turf areas shall be mowed on a regular basis and be kept green. Accumulation of leaves, twigs, bark, and other similar materials shall be removed on a regular basis. Planting areas shall be kept free of weeds at all times. (VMC Section 16.504.08 (C))
4. Landscaping maintenance shall include:
 - a. Pruning, cultivating, weeding, fertilizing, replacement of plants, and watering on a regular basis.
 - b. Pruning or removal of overgrown vegetation, cultivated or uncultivated, that may harbor rats, vermin, or other nuisances, or otherwise be detrimental to neighboring properties.

- c. The removal of dead, decayed, diseased, or hazardous trees, weeds and debris that create an unsightly appearance and may be dangerous to public safety and welfare or detrimental to neighboring properties or property values. Compliance shall be by removal, replacement, or maintenance.
- d. Landscaping (trees, shrubs, ground cover, turf, etc.) which, due to accident, damage, disease, lack of maintenance, or other cause, fails to show a healthy appearance and growth, shall be replaced. Replacement plants shall conform to all standards that govern the original planting installation, approved landscaping plan, or as approved by the Director. (VMC Section 16.504.08 (D))

Fences, Walls, and Screening

- 1. Maintenance. Fencing and walls shall be continuously maintained with no sign of rust or disrepair. Graffiti shall be removed within forty-eight hours. (VMC Section 16.505.02 (B)).
- 2. General Requirements. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry section, back-up and emergency generators, and similar utility devices.
 - a. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure.
 - b. Equipment shall be screened on all sides, and screening materials shall be opaque.
 - c. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed so that, at the time of building occupancy, such plants effectively screen their respective equipment.
 - d. The use of wood expanded metal lath, and chain link for the purpose of screening is prohibited. (VMC Section 16.505.10)

Lighting

- 1. Lighting shall be designed, located, and installed to be directed downward or toward structures, be shielded or fully shielded, and shall be well-maintained in order to prevent glare, light trespass (unwanted light on adjacent lots and public rights-of-way), and light pollution to the maximum extent feasible. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Director. (VMC Section 16.506.04 (B))
- 2. Timing. All outdoor lighting in non-residential zoning districts shall be turned off during daylight hours and during any hours when the building is not in use and the lighting is not required for security. Time clocks or photo-sensor systems may be required as a condition of approval of a discretionary permit. (VMC Section 16.506.04 (D))

Parking

- 1. In parking facilities containing twenty or more spaces serving multi-unit residential, mixed-use, commercial and hotels and motels, at least three percent of parking spaces shall be electric vehicle (EV) charging stations. Such spaces may be counted towards the parking requirements of this Zoning Code.
 - a. Size. Electric vehicle charging stations shall be the same size as other spaces, and electric vehicle charging equipment shall not reduce the size of the space.

- b. Signage. Each electrical vehicle charging station shall be clearly marked with a sign reading "Electrical Vehicle Charging Station" and the associated California Vehicle Code restrictions, and only a vehicle that is connected for electric charging shall be allowed to park in the stalls or spaces so designated.
- c. Equipment. Electrical vehicle charging stations shall be equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment, as necessary for public use. (VMC Section 16.508.09)

Signs

1. No signs be installed until the applicant receives Zoning Compliance Review approval by City of Vallejo Planning Division.
2. Temporary Signs Within Commercial Zoning Districts. Temporary signs are allowed within commercial zoning districts without a sign permit for a maximum of sixty days after the opening of a new business, provided that the area of the temporary signs shall not exceed fifty percent of the total sign area allowed on the site by Section 16.509.04, General Requirements for All Signs. (VMC Section 16.509.03 (P)).
3. Moving, Flashing, Electronic/Digital and Windblown Signs. No moving, rotating, flashing, or changing of color intensity or signs with electronic/digitally created content (i.e., electronic reader board signs), and no windblown signs, such as posters, pennants, streamers, or strings of light bulbs, balloons, or other inflated objects are permitted. The only exceptions to these requirements are time and temperature devices and signs installed by a governmental agency in carrying out its responsibility to protect public health, safety, and general welfare. (VMC Section 16.509.07 (C))
4. Portable Signs. An "A" frame sign or other sign attached to a device used to allow the sign to be rolled or moved around is prohibited. Included in this category are signs larger than three square feet affixed to a vehicle intended for the purpose of business identification, directional to a business, or advertisement of a business. (VMC Section 16.509.07 (D))

General Requirements

1. A final decision on an application for any discretionary approval subject to appeal shall become effective after the expiration of ten calendar days following the date of action unless an appeal is filed. No building permit or business license shall be issued until the 11th day following the date of the action. If a different termination date is fixed at the time of granting, or if actual construction or alteration has begun under valid building permits, the ten-day, period may be waived. (VMC Section 16.602.11)
2. The review authority, in the granting of any permit, may specify a time, consistent with the purposes of the use and necessary to safeguard the public safety, health and welfare, within which the proposed use must be undertaken and actively and continuously pursued. If no time period is specified, any permit granted under the Zoning Code shall automatically expire within two years of the effective date (November 13, 2025; if approved) (VMC Section 16.602.12 (A)). All Planning permits associated with this approval shall expire on November 13, 2025 unless exercised or extended.
3. If a permit is granted in conjunction with approval of new construction, issuance of a building permit shall constitute exercise of rights; provided, however, that, unless otherwise specified as a condition of project approval, the permit shall expire if:
 - i. The Building Permit expires.
 - ii. Final inspection is not completed, or certificate of occupancy issued within the time specified as a condition of project approval.

- iii. The rights granted under the permit are not exercised within one year following the earliest to occur of the following: issuance of a certificate of occupancy; or if no certificate of occupancy is required, the last required final inspection for the new construction. (VMC Section 16.602.11 (B))
4. The Director may approve a one-year extension of any permit or approval granted for a residential or non-residential project under the Zoning Code upon receipt of a written application and fees received fifteen calendar days (October 29, 2025) before the expiration date with the required fee prior to expiration of the permit. (VMC Section 16.602.11 (C.1))
5. No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in the Zoning Code. For the purpose of this chapter, the modification of a permit may include minor modification of a development review approval that is in substantial compliance as determined by the Director. (VMC Section 16.602.11 (D))
6. Applications for changes to an approved permit must be filed and processed in compliance with the requirements in Section 16.602.02, Application Forms and Fees, and shall be subject to a fee established by the Master Fee Schedule.
 - a. Minor Modifications. The Director may approve minor changes to approved plans that are consistent with the original findings and conditions approved by the hearing body and would not intensify any potentially detrimental effects of the project.
 - b. Major Modifications. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan that would affect the findings adopted as a basis for project approval shall be treated as a new application, except that the Director may approve changes that he or she determines to be minor. (VMC Section 16.602.11 (E))
7. A request for major changes to an approved site plan or building plan that will not affect the findings adopted as a basis for project approval, but are still considered substantial, shall be forwarded to the original review authority for the discretionary permit for review and approval. Any changes to the proposed colors shall require approval by the Director. (VMC Section 16.602.11 (F))
8. For new developments, utilities including, but not limited to, all electrical, telephone, cable television, fiber-optic cable, gas, water, sewer, irrigation/recycled water, and similar distribution lines providing direct service to a project shall be installed underground within the site. This requirement may be waived by the Director upon determining that underground installation is infeasible, or the electrical line is otherwise exempt from an under-grounding requirement. (VMC Section 16.501.10)
9. Within five business days after project approval, the applicant/operator shall pay the Notice of Exemption filing fee (the latest fees in effect at the time of payment) for County Clerk processing, made payable to Solano County and submitted to the City of Vallejo Planning Division. If an in-person filing is required, such filing shall be completed by the applicant, unless directed otherwise by the Planning Division. NOTE: If the fees are not paid and the Notice of Exemption is not filed within five working days after approval of the project, it will extend time frames for California Environmental Quality Act (CEQA) legal challenges.
10. Obtain an inspection from the Planning Division prior to occupancy/final building inspection. All inspections require a minimum 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping are completed and finalized in accordance with the approved plans and required conditions of approval or a bond has been posted to cover all costs of the unfinished work as agreed to by the Director.
11. Applicant shall indemnify, hold harmless, and defend City, its officers, officials, directors, employees, agents, volunteers and affiliates and each of them from any and all claims, demands,

causes of action, damages, costs, expenses, actual attorney's fees, applicant's fees, expert fees, losses or liability, in law or in equity, of every kind and nature whatsoever arising out of or in connection with Applicant's operations, or any subcontractor's operations, to be performed under this agreement for Applicant's or subcontractor's tort negligence including active or passive, or strict negligence, including but not limited to personal injury including, but not limited to bodily injury, emotional injury, sickness or disease, or death to persons and/or damage to property of anyone, including loss of use thereof, caused or alleged to be caused by any act or omission of Applicant, or any subcontractor, or anyone directly or indirectly employed by any of them or anyone for the full period of time allowed by the law, regardless to any limitation by insurance, with the exception of the sole negligence or willful misconduct of the City. No modification of the project, any application, permit, certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's indemnity obligation.

B. BUILDING DIVISION

Steve Arnold | steve.arnold@cityofvallejo.net | (707) 648-4387

1. Plans and permits required for Building, mechanical, plumbing, and electrical work per California Code of Regulations, Title 24, and applicable City Ordinance in effect at the time of completed Building Permit application date and required fees paid at time of application.
2. Soils report will be required for foundation design plan review.
3. 2022 California Code of Regulations applies if permit application(s) are received before the end of 2025. After 12-31-2025 the 2025 California Code of Regulations will apply.
4. Accessibility required per CBC 11B and 2010 ADA.

C. PUBLIC WORKS

Bryan Little | bryan.little@cityofvallejo.net | (707) 648-5306

**PUBLIC WORKS
STANDARD CONDITIONS OF APPROVAL**

1. **PUBLIC IMPROVEMENT STANDARDS.** All public improvements shall be designed to City of Vallejo standards and to accepted engineering design standards. The **City Engineer** has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (COV, Regulations & Standard Specifications, 2011).
2. **IMPROVEMENT PLANS.** Prior to building permit submittals, submit three sets of plans to the **Department of Public Works** for plan check review and approval. (Improvement or civil plans shall be prepared by a California licensed civil engineer.) Plans are to include, but may not be limited to, grading and utility plans, improvement plans, joint trench plans, erosion control plans, street light plans, and landscaping, irrigation and fencing plans and all supporting documentation, calculations and pertinent reports. (COV, Regulations & Standard Specifications, 2011, Section 1.1.7-A).
3. **GRADING** Prior to issuance of grading permit, submit a soils report prepared by a California licensed geotechnical engineer for review. An independent soils and geological review of the project may be required. The City will select the geotechnical engineer with the cost of the study to be borne by the developer/project sponsor. Site grading shall comply with City Municipal Code. (VMC, Chapter 12.40).

4. **LINE OF SIGHT CRITERION.** In design of grading and landscaping, line of sight distance shall be provided based on Caltrans standards. Installation of fencing, signage, above ground utility boxes, etc. shall not block the line of sight of traffic and must be set back as necessary. (VMC Chapter 10.14).
5. **ON-SITE SOILS ENGINEER.** During grading operations, the project geologist or soils engineer and necessary soils testing equipment must be present on site. In the absence of the soils engineer or his representative on site, the **Department of Public Works** shall shut down the grading operation. (VMC Chapter 12.40.080).
6. **DUST AND EROSION CONTROL.** All dust and erosion control shall be in conformance with City standards and ordinances. (VMC Chapters 12.40.050 & 12.40.070).
7. **COMPACTION TESTS.** Prior to building permit issuance or acceptance of grading, compaction test results and certification letter from the project soils engineer and civil engineer confirming that the grading is in conformance with the approved plans must be submitted to the **Department of Public Works** for review and approval. Test values must meet minimum relative compaction recommended by the soils engineer (usually at least 90 percent). (COV, Regulations & Standard Specifications, 2011, Section 2.4.1).
8. **DRIVEWAY STANDARDS.** Entrances to any private project must be standard driveway approaches unless deviation is permitted by the **City Engineer**. (VMC, Chapter 10.04.260). Prior to start of construction of sidewalk or driveway, applicant to obtain a sidewalk permit.
9. **STREET EXCAVATION PERMIT.** Obtain a street excavation permit from the **Department of Public Works** prior to performing any work within City streets, public rights-of-way and/or public easements, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC Chapter 10.08).
10. **ENCROACHMENT PERMIT.** Prior to building permit issuance, obtain an encroachment permit from the **Department of Public Works** for all work proposed within the public right-of-way or public easements. (VMC Chapter 10.16).
11. **COORDINATION OF CONSTRUCTION INSPECTION.** Construction inspection shall be coordinated with the **Department of Public Works** and no construction shall deviate from the approved plans. (COV, Regulation & Standard Specification Sections 1.1.4 & 1.1.5).
12. **PLAN CHANGES.** The project design engineer shall be responsible for the project plans. If plan deviations are necessary, the project engineer must first prepare a revised plan or details of the proposed change for review by the **Department of Public Works** and, when applicable, by **Vallejo Flood and Wastewater District**. Changes shall be made in the field only after approval by the City. At the completion of the project, the design engineer must prepare and sign the "as built" plans. (COV, Regulation & Standard Specification Section 1.1.9).
13. **INSTALL IMPROVEMENTS.** Prior to occupancy/final building inspection, install the improvements required by the **Department of Public Works** including but not limited to streets and utilities

14. **SIDEWALK REPAIR.** Prior to occupancy/final building inspection, remove and replace any broken curb, gutter, sidewalk or driveway approach as directed in the field by the **City Engineer**. (VMC, Section 10.04).
15. **STREET TREES.** Prior to release for occupancy, plant required street trees in accordance with City Municipal Code. The list of approved trees is available in the office of the Public Works Director. The minimum standard shall be at least one tree for each 50 feet of street frontage or fraction thereof, including secondary or side streets. Street tree(s) shall be inspected by Public Works Landscape Inspector prior to release for occupancy. (VMC Chapter 15.06.190 and Regulations and Standard Specifications Section 3.3.48).
16. **JOINT TRENCH.** The developer shall provide joint trench plans for the underground electrical, gas, telephone, cable television and communications conduits and cables including the size, location and details of all trenches, location of all building utility service stubs and meters and placement or arrangements of junction structures as a part of the Improvement Plans submitted for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer. (VMC Chapters 15.06.160 & 15.06.170).
17. **STORMWATER CONTROL PLAN AND C.3 REQUIREMENTS.** Applicant shall provide the following and obtain approval prior to issuance of grading permit:
 - a. Submit a Stormwater Control Plan (SWCP) prepared in accordance with the current C.3 Guidebook for review and approval by Engineering Services prior to issuance of any permit. The C.3 Guidebook shall mean the most recent version of the Contra Costa Clean Water Program (CCCWP) Stormwater C.3 Guidebook including any addenda and the most recent version of the City of Vallejo Addendum to the CCCWP Stormwater C.3 Guidebook. The SWCP shall be prepared and certified by a Civil Engineer, registered in the State of California, demonstrating an understanding of the design of treatment measures for water quality and groundwater protection principles applicable to the project site. Include features and facilities to ensure runoff is treated before leaving the site. Use the LID Design Guide including sizing factors and criteria for treatment only. (ENGR)
 - b. Prior to issuance of permits for building, site improvements, or landscaping, applicant shall submit a permit application consistent with the applicant's approved Stormwater Control Plan (SWCP), and include drawings and specifications necessary for construction of site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMP's, permanent source control BMP's, and other features that control stormwater flow and potential stormwater pollutants. The permit application shall include a completed "Stormwater Control Plan Checklist" as described in the C.3 Guidebook, and a detailed draft Stormwater BMP Operation and Maintenance Plan consistent with the general O&M plan included in the applicant's approved Stormwater Control Plan. Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are in Chapter 6 of the C.3 Guidebook. (ENGR)
 - c. Construct stormwater treatment measures per the approved SWCP prior to occupancy approval. (ENGR)

- d. Submit a final Stormwater BMP Operation and Maintenance Plan (O&M Plan) in accordance with City of Vallejo Guidelines, for review and approval by Engineering Services, prior to occupancy approval. This O&M Plan shall incorporate City comments on the draft O&M Plan and any revisions resulting from changes made during construction. The implementation of the O&M Plan shall be the responsibility of each property owner concurrently and individually or through a recorded joint maintenance agreement where one exists or through a Business Owners Association (BOA). (ENGR)
- e. Execute and record any agreements identified in the SWCP which pertain to the transfer of ownership, right-of-entry for inspection or abatement, and/or long-term maintenance of stormwater treatment or hydrograph modification BMPs, prior to occupancy approval. (ENGR)

PUBLIC WORKS
PROJECT SPECIFIC CONDITIONS OF APPROVAL

18. **PAVEMENT RESTORATION.** Restore asphalt pavement, striping, and pavement markers across the full width of Broadway and Sonoma Boulevard (Hwy 29) and the full length of Parcel B1 prior to the issuance of the encroachment permit. The restoration treatment shall be determined by the PCI of both roads as provided for in the Metropolitan Transportation Commission's Budget Option Report for Vallejo in effect at the time of the first submission of improvement plans. The applicant or his/her designee is responsible to obtain an encroachment permit from Caltrans for work within Caltrans' right of way on Sonoma Boulevard (Hwy 29).
19. **DRAINAGE REPORT.** Submit a drainage report prepared by a California licensed civil engineer concurrently with the first submittal of the grading and utility plans.

D. Water

John Peña | john.pena@cityofvallejo.net | (707) 645-2610

1. Tentative Parcel Map (PM22-0005) will need to show the 12" water main extension on Broadway St along entire frontage from Parcel B1 and Parcel B2.
2. Condition of Approval to have the full installation of waterline for the Parcel Map (PM-0005).

E. Fire Prevention

Vincent Sproete | vincent.sproete@cityofvallejo.net | (707) 648 – 4566

1. Access roads shall be designed and maintained to support the imposed loads of fire apparatus weighing 70,000 lbs. with an all-weather driving surface.
2. Access roads shall have an unobstructed width of not less than 20' (16' for single residential) with a maximum grade of 15%. Access roads shall have a minimum of 13'-6" of vertical clearance, including trees, wires and overhead signs. Speed bumps or other vertical traffic calming devices are prohibited on routes of fire access.

3. All access roads shall be installed and maintained serviceable prior to and during combustible construction.
4. Access roads that are fire lanes shall either be posted with permanent all-weather signs constructed and installed in accordance with the Fire Department Fire Lane Marking Standards or shall all have curbs painted red and a sign posted at each entrance. Contact the Fire Prevention Bureau for further information and design templates. Location of such area's shall be determined prior to final inspection.
5. All fire protection equipment and building utilities including gas shut-off valves, and electrical service disconnects shall be located in a single area to allow use by the Fire Department without having to transit through a structure. In new construction, equipment should be located within an interior room having an exterior access door or in an exterior enclosure attached to the building, specifically for the purpose of housing such equipment.
6. The building electrical service disconnecting means shall be installed in a readily accessible location either outside the building or nearest the point of entrance of the service conductors. The disconnecting means shall be accessible to emergency personnel, either directly or by a remote actuating device without requiring transit of the building interior.
7. Prior to final Inspection, in accordance with the 2019 California Fire Code rooms or areas containing controls for HVAC systems, electrical panels, automatic fire extinguishing systems, fire alarm equipment or other detection, suppression or control elements shall be identified with appropriate signs.
8. A flush-mounted (recessed) Knox Box (key box) mounted no higher than 5 feet above the finished floor containing appropriate keys for emergency Fire Department access shall be provided. The minimum size box is the 3200 series with a hinged door and recessed mounting kit. The tamper kit is not required, box color may be any of the Knox options. It takes approximately 2 weeks for delivery. For more information call the Fire Prevention Division at (707) 658-4565 or visit www.knoxbox.com
9. Keys for the Knox Box entry system required by the Fire Department shall be attached to durable tags with permanent marking identifying the door(s) or lock(s) that the key functions with. i.e. "MASTER" or "MECHANICAL ROOM".
10. Prior to final inspection, in accordance with the 2019 California Fire Code approved address numbers shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Said numbers shall clearly contrast with their background. The characters shall be a minimum of 4" high (6" for Commercial) with a 1/2" stroke. The size of the building and distance or location of the address numbers from the roadway may necessitate larger numbers.
11. Prior to final inspection, the minimum fire-extinguisher requirement shall be one 2A-10BC rated portable unit in such locations so that maximum floor-travel distance does not exceed 75' to the nearest extinguisher from any portion of the building with a maximum of 3,000 square feet of floor area surveyed. Plan submittal shall include the proposed location of extinguishers. Final location shall be approved in the field by the Fire Department.
12. All fire extinguishers shall be mounted in a conspicuous and readily accessible location either on a bracket or within an approved storage cabinet. Fire extinguishers shall be mounted so the top of the unit is 3 feet to 5 feet off the finished floor. If the extinguisher is not readily visible, a sign shall be located directly above the extinguisher. The sign shall be legible and of a contrasting color with

its background. Final installation measures and identification signage shall be approved in the field by the Fire Department prior to final inspection.

13. Provide an approved automatic fire extinguishing system to protect all cooking equipment. A permit is required from the Fire Marshal's office for fixed fire extinguishing systems. Please submit 2 sets of plans for review and approval. Design and system calculations shall be prepared by a licensed C-16 Contractor.
14. Activation of the (kitchen) fixed fire extinguishing system shall activate the fire sprinkler monitoring system alarm.
15. Smoke detection/dampers for HVAC systems shall be required as set forth in the Mechanical Code. Areas served by a single or multiple units exceeding 2000 CFM shall have detectors installed and supervised by the fire alarm system. Detectors shall not trip a general alarm. Detectors shall be self-restoring or a readily accessible manual reset shall be installed.
16. An automatic fire sprinkler system is required for the proposed building. Please submit 2 sets of plans and calculations to the Fire Marshal's Office and obtain permit prior to installation. Please note the density of the system must be compatible with the occupancy classification and designed in accordance with NFPA 13.
17. Prior to final inspection an approved fire sprinkler monitoring system shall be designed and installed as specified in the 2019 California Fire Code and NFPA 72. Please submit 2 sets of fire alarm monitoring plans and obtain permit from the Fire Marshal's Office prior to installation. Please include listed device selections cut sheets.
18. An underground fire service main is required for this building. Please submit 2 sets of plans for the underground fire service main for review and permitting requirements.
19. Fire hydrants must be installed and approved by the fire department prior to combustible construction. Fire hydrants shall be spaced a maximum of 300 feet apart. Please indicate on the plans the location of all existing and proposed Fire hydrants.
20. This project shall comply with the California Fire Code regarding fire flow requirements, including Appendix B. Fire flow calculations shall be designed by a fire protection engineer or C-16 licensed contractor.
21. Approved impact protection shall be installed as necessary to protect fire hydrants from vehicular impact.
22. The building owner shall be responsible for painting of private hydrants, verifying street valves are fully open and the placement of blue reflective dots prior to requesting a final inspection. Maintenance, inspection and testing of private hydrants are the responsibility of the property owner. Private hydrants shall be painted yellow.
23. Means of egress illumination shall be provided and maintained at any time the building is occupied. The means of egress shall be illuminated of not less than 1 foot candle power and shall be approved by the Fire Prevention Division prior to sign-off of the final inspection.
24. Emergency exit lighting shall be provided at or near all exits and as designated by the Fire Marshal. Final exit lighting shall be approved by the Fire Marshal prior to sign-off of the final inspection.
25. In accordance with the 2019 California Fire Code Chapter 10, all emergency lighting and exit signs lights shall have two separate sources of power.

26. All buildings shall comply with the 2019 California Building Code, Chapter 10 Means of Egress requirements. Including but not limited to; exit signs, exit doors, exit hardware and exit illumination.
27. Provide panic hardware on all required exits. All exit doors shall open in the exit direction of travel when the occupant load exceeds 50.
28. Post an occupant load sign in a conspicuous place near the main exit from all rooms designated as "Assembly Areas". The sign shall read as follows;

Maximum Occupants;
General _____
Dining _____ (calculations shall be provided by the Architect)
29. Businesses will require an annual fire department permit for "Places of Assembly" A permit fee of \$412 will be due and payable annually.
30. All roof material shall be rated class "A" or better.

F. VALLEJO FLOOD AND WASTEWATER DISTRICT

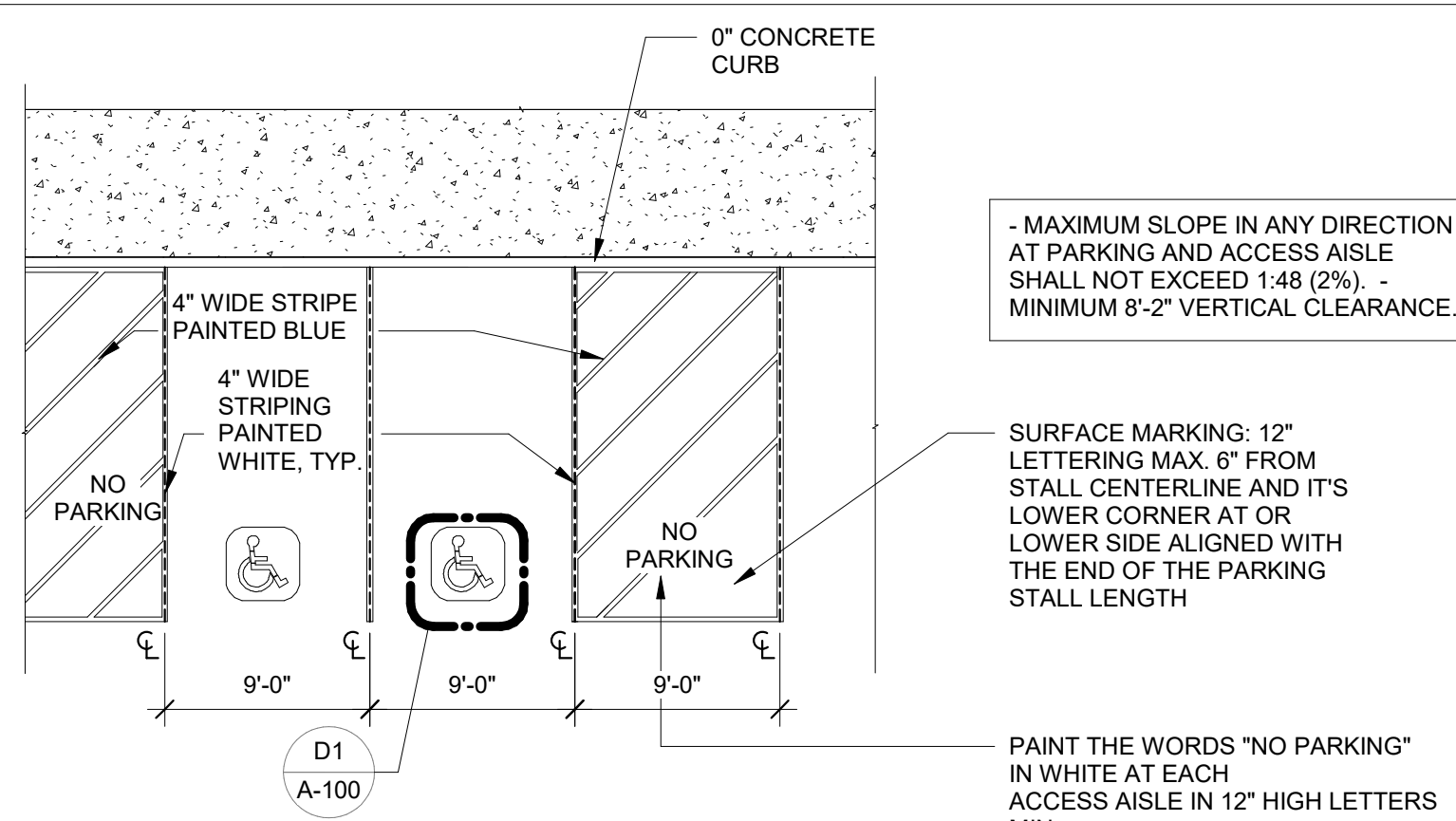
Alan Mitchell, P.E. | alan.mitchell@ponticelloinc.com | (530) 681-0553

1. In the event any claim, action or proceeding is commenced naming VFWD or its agents, officers, and employees as defendant, respondent or cross defendant arising or alleged to arise from VFWD's approval of the project, the project Applicant shall defend, indemnify, and hold harmless VFWD or its agents, officers and employees, from liability, damages, penalties, costs or expense in any such claim, action, or proceeding to attach, set aside, void, or annul an approval of the City of Vallejo, or any advisory agency to the City. Project applicant shall defend such action at applicant's sole cost and expense which includes court costs and attorney fees. VFWD shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense. Nothing in this condition shall be construed to prohibit the VFWD from participating in the defense of any claim, action, or proceeding, if VFWD bears its own attorney fees and cost, and defends the action in good faith. Applicant shall not be required to pay or perform any settlement unless the applicant in good faith approves the settlement, and the settlement imposes no direct or indirect cost on VFWD, or its agents, officers, and employees.
2. Submit complete improvement plans and support documentation, for proposed sanitary sewage and storm drainage work, to VFWD for review and approval.
3. Applicant shall coordinate with Caltrans regarding off-site drainage, as the system is under their jurisdiction.
4. The Applicant shall comply with all aspects of the latest VFWD Engineering Standards and Details.
5. Provide District Pre-Treatment Questionnaire (PTQ) describing the nature of proposed food service and whether or not it triggered District grease intercepting and other requirements. Here is the link to the PTQ. https://www.vallejowastewater.org/Site_PDFs/Pretreatment_Questionnaire_2017.pdf.
6. Provide calculations for grease interceptor for VFWD review.
7. A VFWD Sewer and/or Storm Drain Connection Permit is required. Applicant shall pay all applicable plan review and connection fees.
8. All planned development projects within the Sears Point Pump Station sewershed shall pay a supplemental fee to Vallejo Flood and Wastewater District, prior to building permit issuance, that represents the project's fair share contribution towards wastewater capacity improvements that are

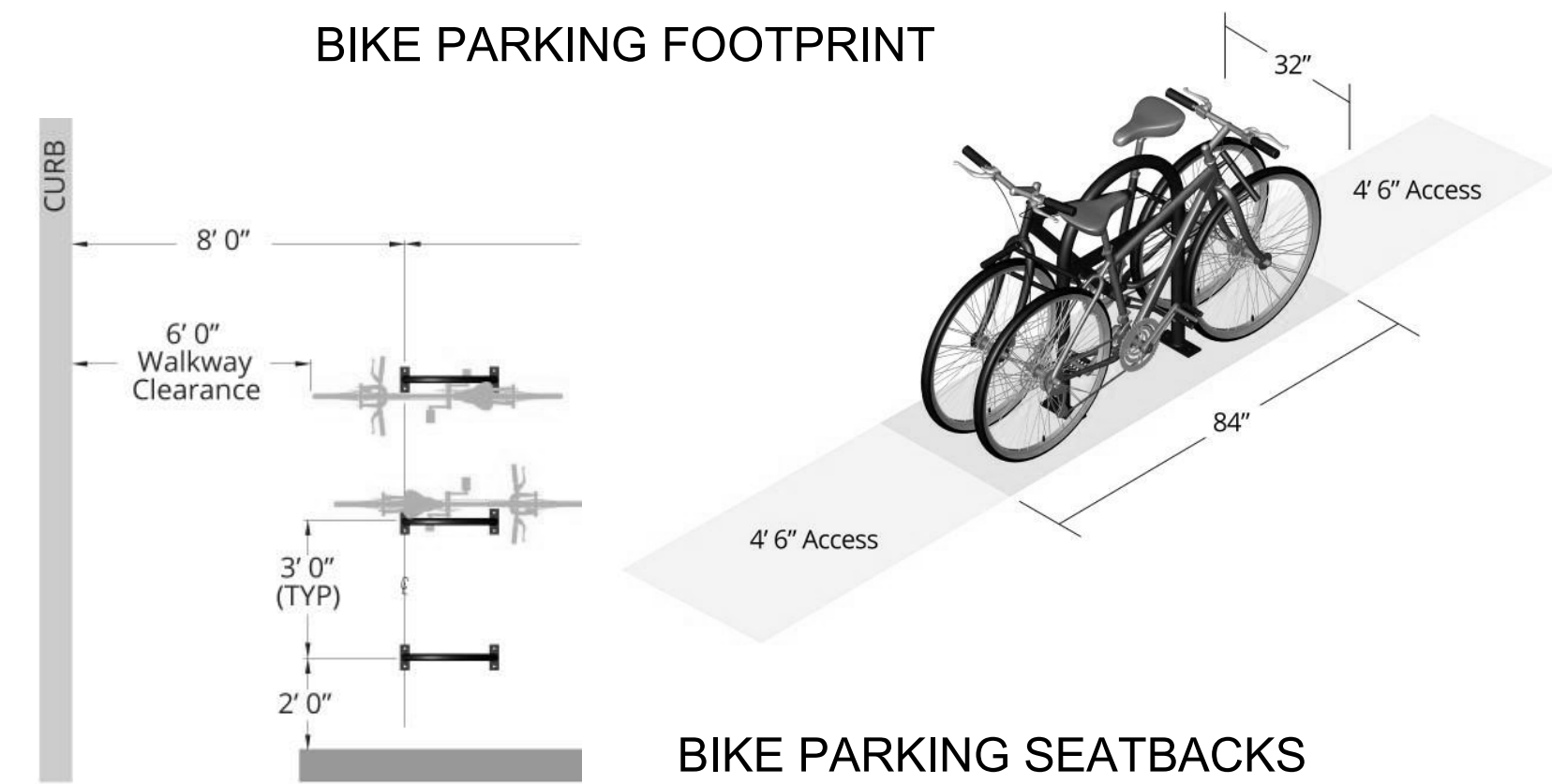
needed to facilitate development of the project, namely the construction of the Sears Point Sewer Storage Facility #2 and related improvements.

9. VFWD may use a consultant to provide plan review for new development. Applicant shall be responsible for all costs associated with consultant's review.
10. Trash enclosures drains shall not connect to drain system, and any sewer connection must have prior VFWD approval.
11. Provide a standard VFWD cleanout at the right-of-way/easement line per District standards and a two-way cleanout at the building per the U.P.C unless an alternative layout is approved by VFWD

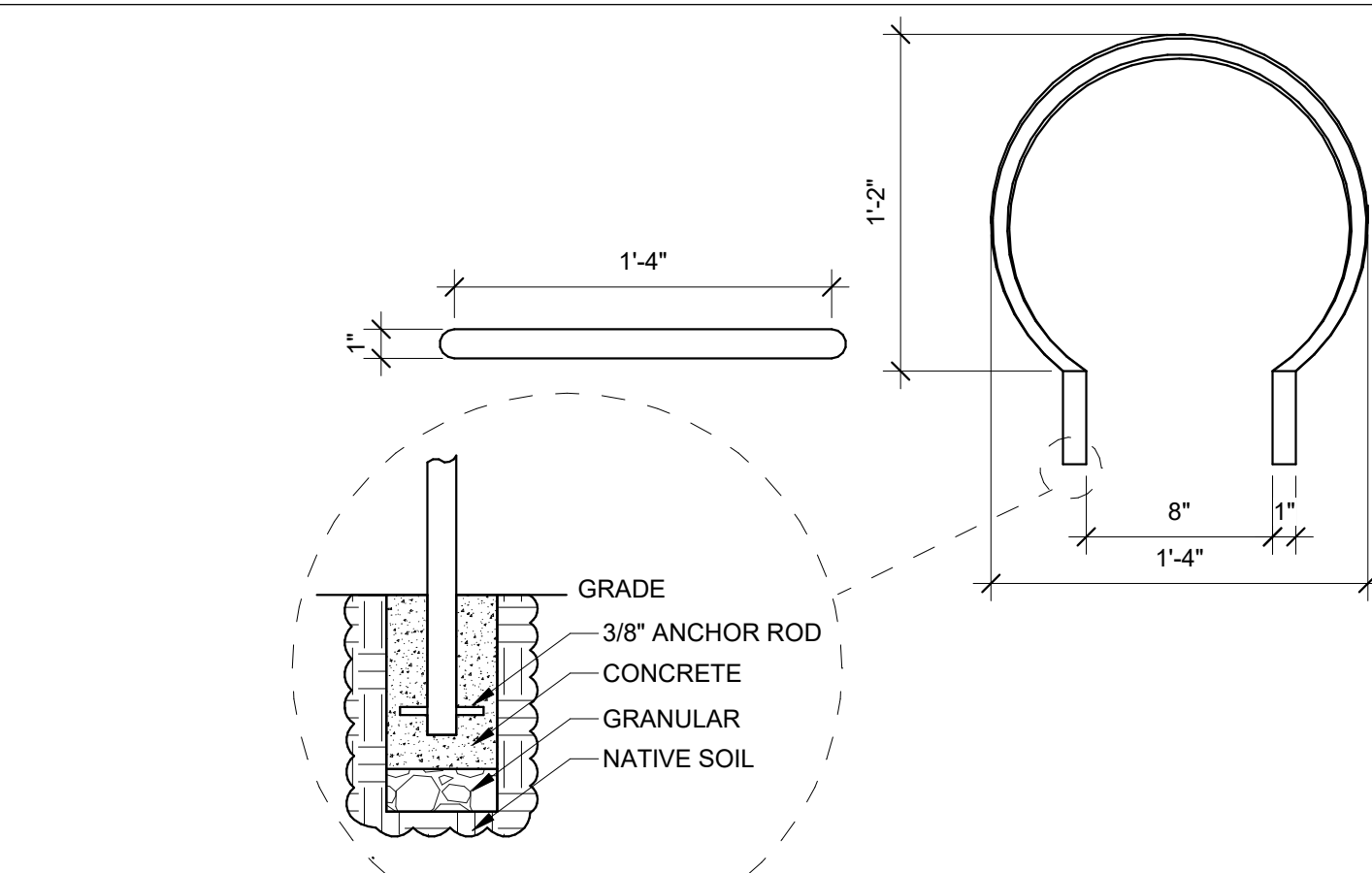
B2 SITE PLAN
1" = 20'-0"



A4 ACCESSIBLE PARKING SPACES DETAIL
1/8" = 1'-0"



A3 BIKE RACK
12" = 1'-0"



A2 BIKE RACK DETAIL
1 1/2" = 1'-0"

GENERAL NOTES:

GENERAL NOTES BODY

SITE PLAN KEYNOTES

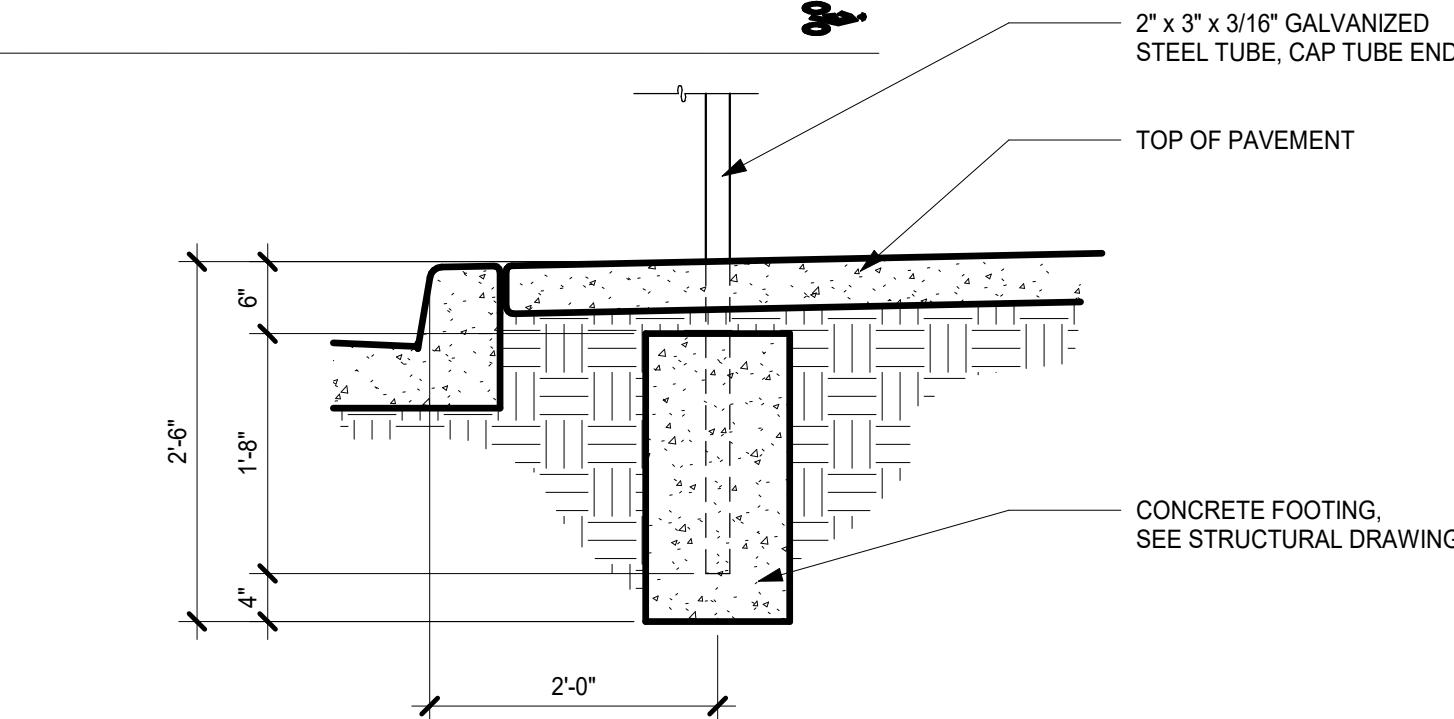
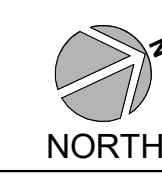
1	SIGNAGE PER SIGNAGE PACKAGE, TYP.
2	CLEARANCE BAR PER SIGNAGE PACKAGE.
3	LOW SCREEN WALL FENCING.
4	BIORETENTION, RE: CIVIL.
5	SHORT-TERM BIKE PARKING.
6	LOCATION OF LONG-TERM BIKE STORAGE.
7	FLAG POLE.
8	DRIVE-THRU MENU BOARDS.
9	LANDSCAPE WALL, HEIGHT 3'-6", WIDTH 5", PAINT SC-2.

PROJECT DATA

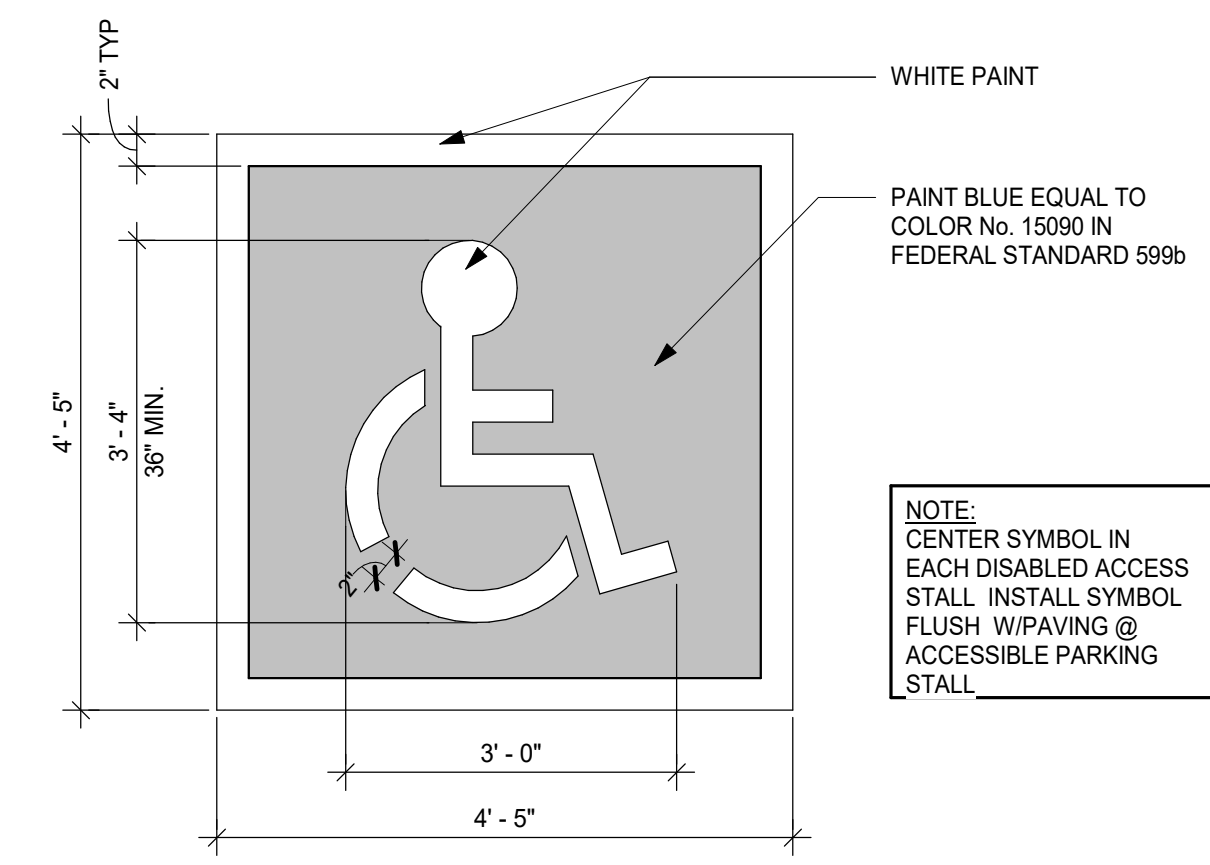
SITE AREA:	1.80 AC
GROSS:	78,408 SF
BUILDING FOOTPRINT:	4,947 SF
CHICK-FIL-A:	1,234 SF
CANOPY/BIKE STORAGE:	3,713 SF
TOTAL FOOTPRINT:	9,909 SF
COVERAGE:	6%
GROSS:	6%
PARKING REQUIRED:	11/100 SF
RESTAURANT:	49 STALLS
PARKING PROVIDED:	81 STALLS
AUTO:	81 STALLS
REQ. ACCESSIBLE:	4 STALLS
OT CAR STACK:	52 CARS
ORDER POINT:	10TH CAR AT INNER LANE
DEVELOPMENT STANDARDS:	
ZONING:	C2
MAX. HEIGHT:	8 STORIES
BUILDING SETBACKS:	
FRONT:	0 FT
SIDE:	5 FT
REAR:	5 FT
LANDSCAPE SETBACKS:	
FRONT:	5 FT
SIDE:	5 FT
REAR:	5 FT
LANDSCAPE REQ. OFF-STREET PARKING:	10%
STANDARD:	9x18
COMPACT:	TBD
COMPACT %:	TBD
DRIVE AISLE:	24 FT
OVERHANG:	TBD
REQ. PARKING RATIO BY USE:	
RESTAURANT:	3/1000 SF
NOTES:	
1.	TYPE A, FOR PARKING AREAS LESS THAN 50,000 SF-5% OTHERWISE 8%.
2.	10 FT WHEN ABUTTING RESIDENTIAL DISTRICTS.
3.	2 SPACES FOR THE FIRST 2,000 SF OF GPA THEN 1 PER 1,000 SF OF GPA ABOVE 2,000 SF.
4.	3% OF TOTAL PARKING SPACES SHALL BE DEDICATED TO EV CHARGING STALLS. IN ADDITION, THERE SHALL BE 1 LANDSCAPED ISLAND FOR EVERY 8 PARKING STALLS.
5.	PARKING SHOULD NOT BE INCLUDED IN THE FRONT SETBACK TO ALLOW FOR STREETWALK ACCESS FOR PEDESTRIANS. HOWEVER, NO SETBACK VALUE IS GIVEN FOR FRONT YARD SO INFORMATION PROVIDED IS BASED ON SIDE AND REAR SETBACK REQUIREMENTS.
6.	TO BE DETERMINED BY CITY.
PARKING CALCULATION:	
ACCESSIBLE STALL REQUIRED:	
PER CBC 11B 208.2:	4
ACCESSIBLE STALLS PROVIDED:	4
SHORT TERM BIKE STORAGE REQUIRED:	4.05
SHORT TERM BIKE STORAGE PROVIDED:	6
LONG TERM BIKE STORAGE REQUIRED:	4
LONG TERM BIKE STORAGE PROVIDED:	4

SITE PLAN LEGEND

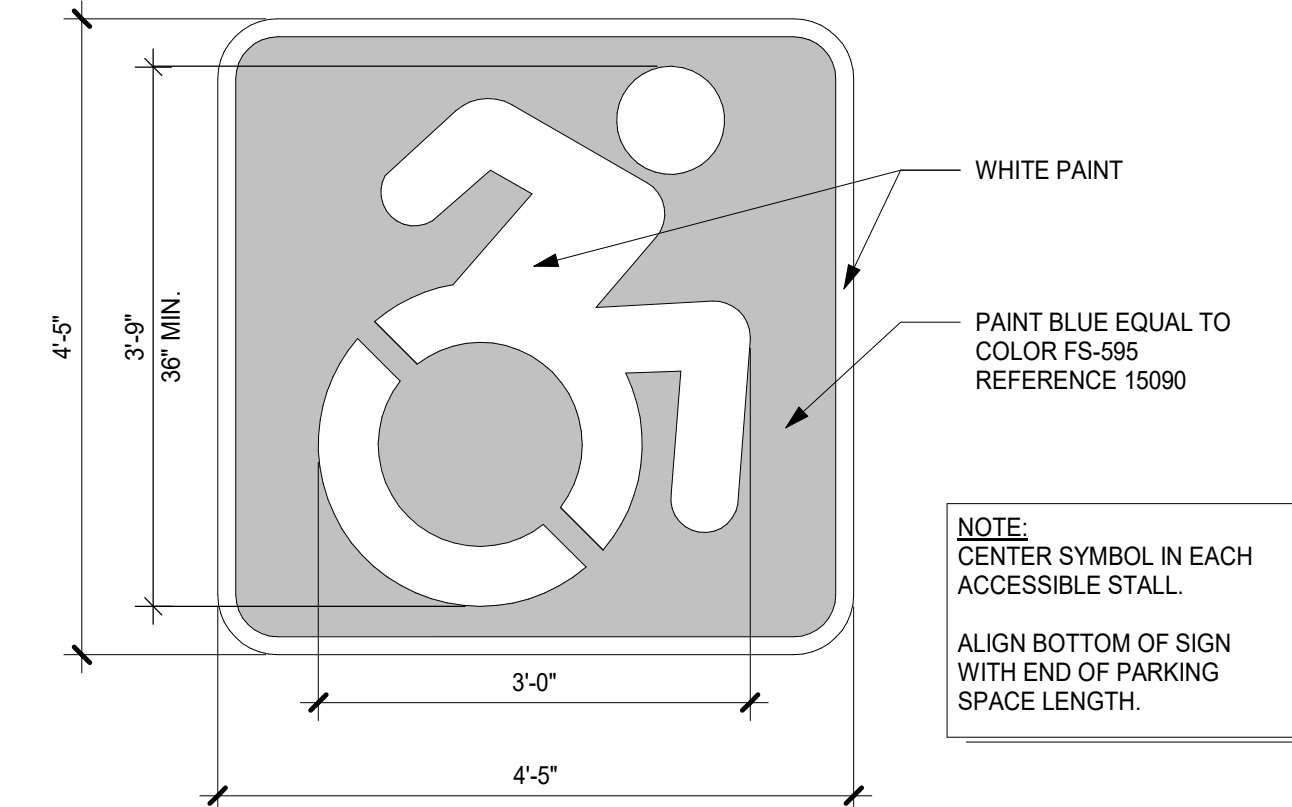
LANDSCAPE	*****
PROPERTY LINE	----
BUILDING LINE	=====
NEW 6" CURB	=====
NEW SIDEWALK	=====
NEW CURBS AND SIDEWALKS	=====
OUTDOOR SEATING	=====
ACCESSIBLE ROUTE 2% MAX SLOPE	----->
4" WIDE DIAGONAL STRIPPING	=====
PARKING LIGHT FIXTURE (SEE ELECTRICAL DRAWING)	=====
EASEMENT LINE	----->
VEHICLE (20'-0" LENGTH TYP.)	=====



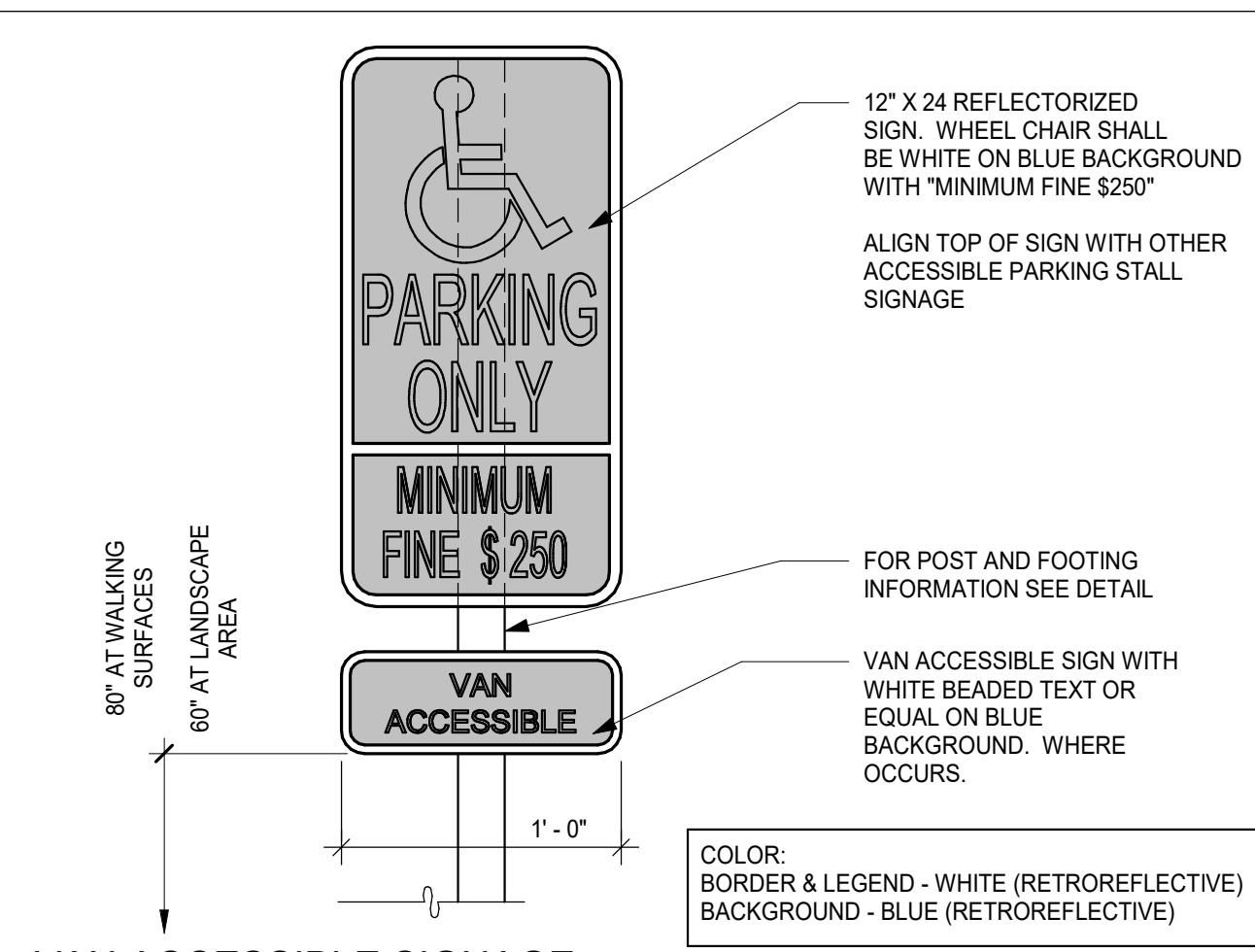
E1 TYPICAL SIGN FOUNDATION
3/4" = 1'-0"



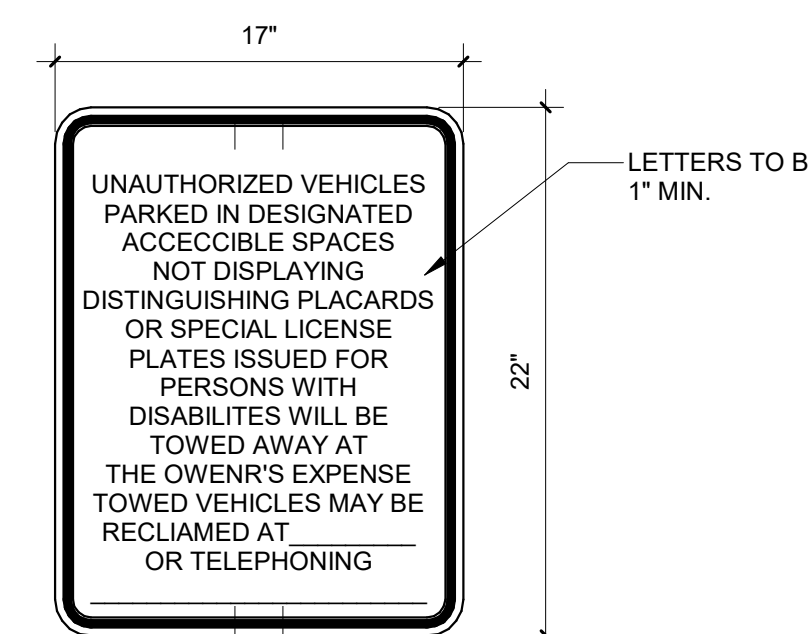
D1 ACCESSIBLE STALL SYMBOL
1" = 1'-0"



C1 SYMBOL OF ACCESSIBILITY
3/4" = 1'-0"



B1 VAN ACCESSIBLE SIGNAGE
1 1/2" = 1'-0"



A1 EV PARKING SPACES DETAIL
1 1/2" = 1'-0"



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

WARE MALCOMB

500 S Broadway, Suite #320
Denver, Colorado 80209
P 720.485.2626

ARCHITECTURE
PLANNING
INTERIORS

CHICK-FIL-A
HWY 29 & MINI

SONOMA BOULEVARD
VALLEJO, CALIFORNIA 94589

FSR#05211

BUILDING TYPE / SIZE: P13 LE LRG
RELEASE: 22-05

REVISION SCHEDULE
NO. DATE DESCRIPTION

CONSULTANT PROJECT # DEN22-0109-00
DATE: 06/23/2023

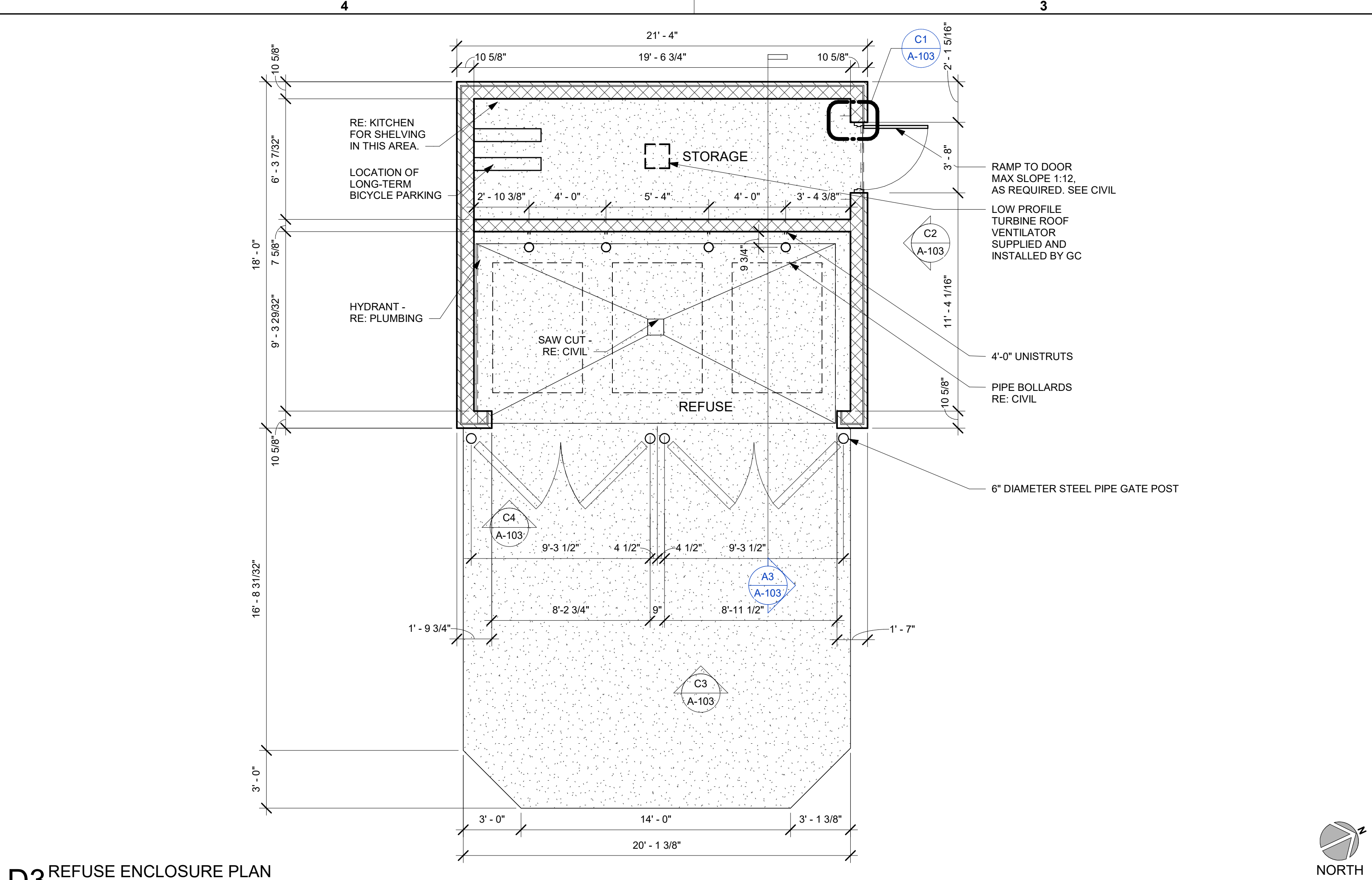
DRAWN BY: V.Z.
V.Z.
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SHEET
SITE PLAN

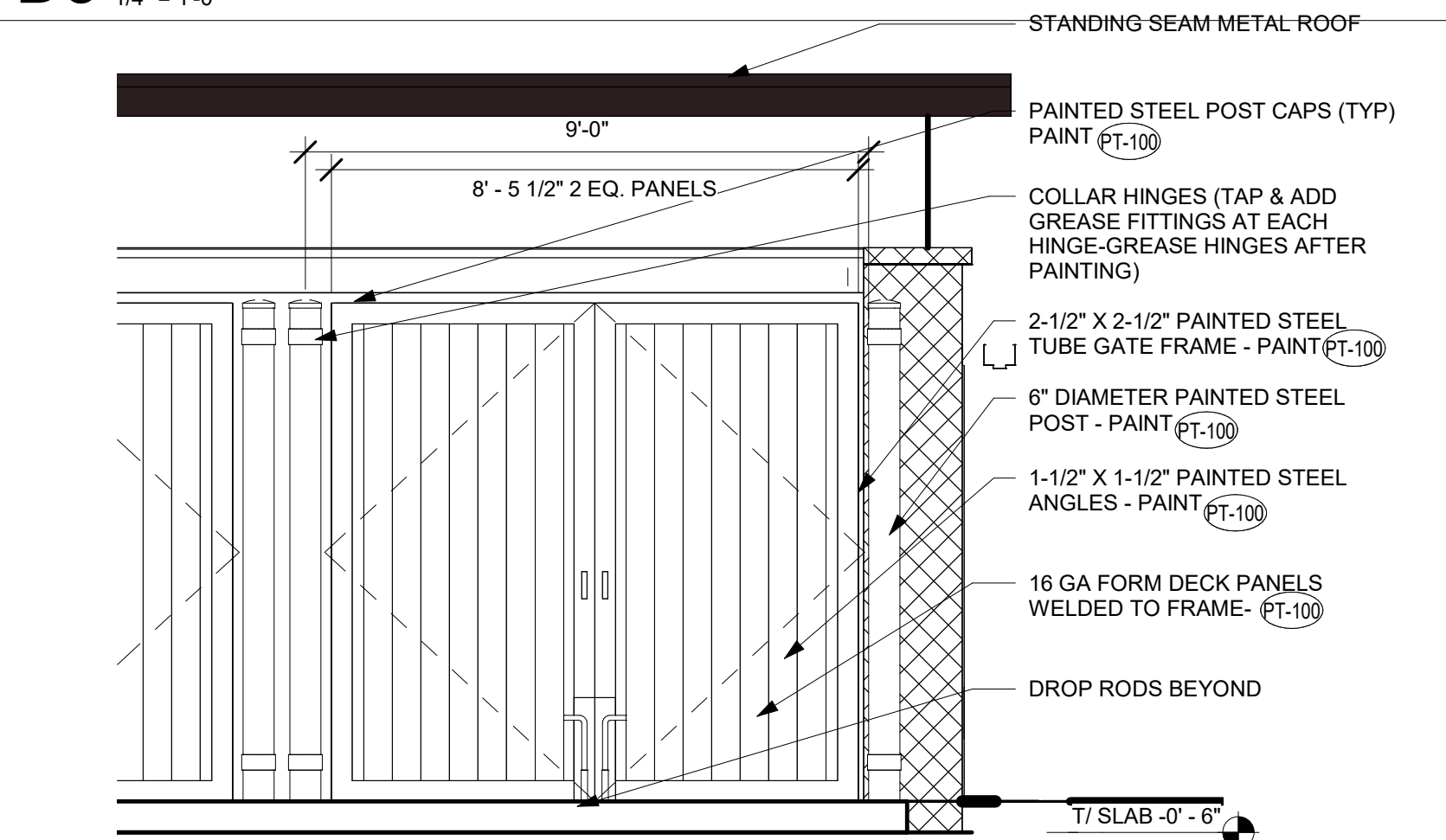
SHEET NUMBER

A-100

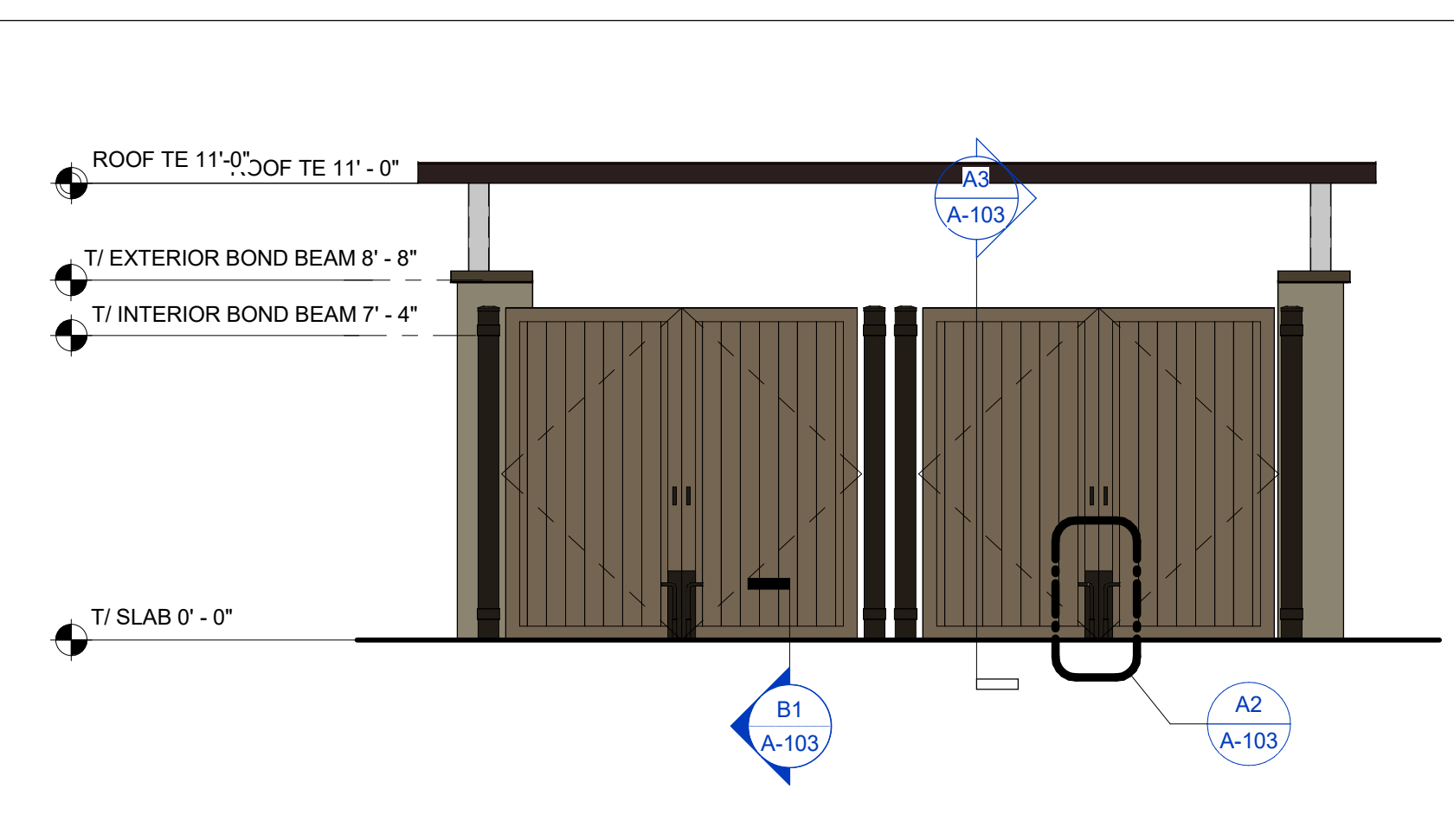
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10-LE-05211-A-103-REFUSE ENCLOSURE



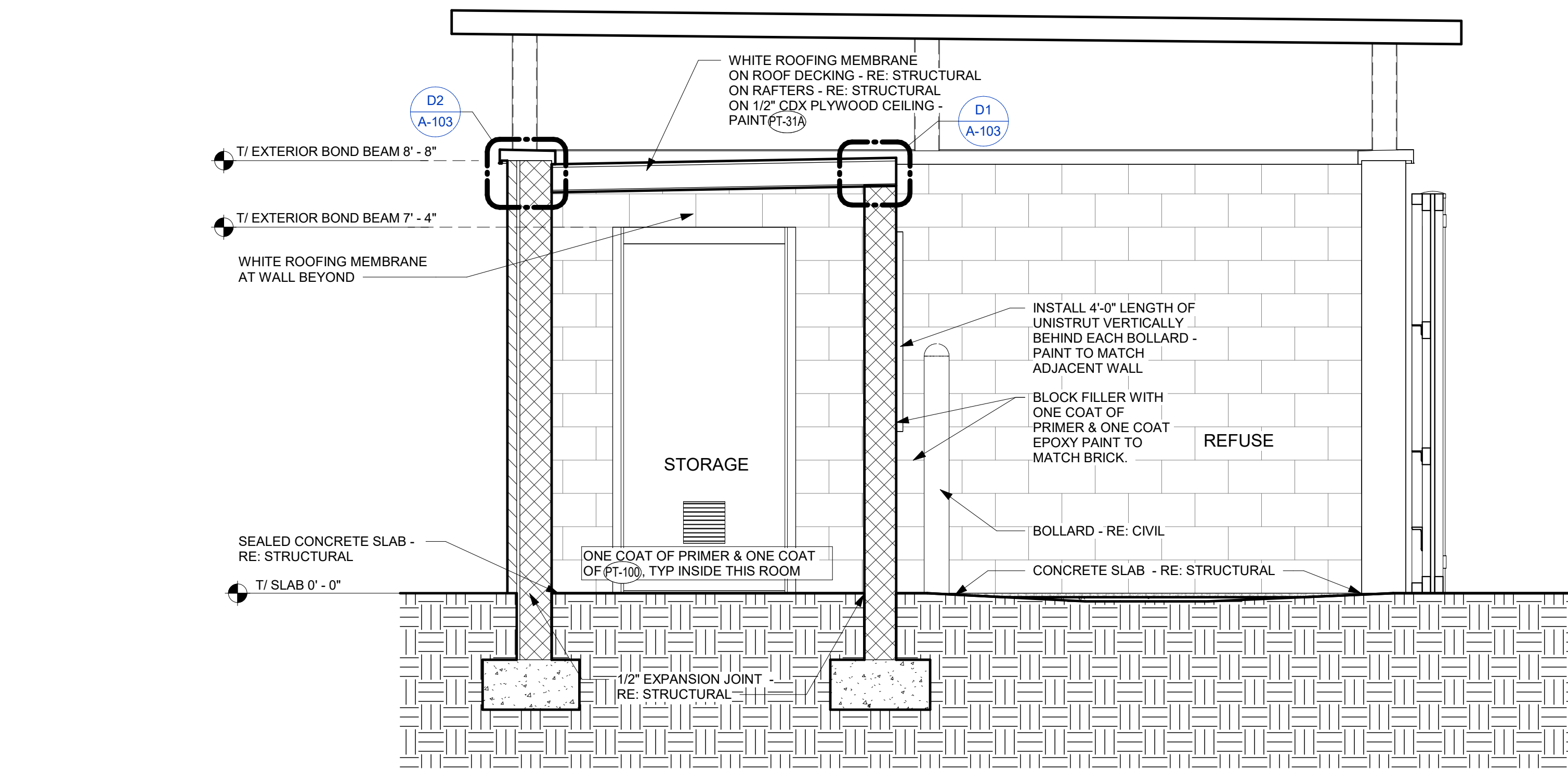
D3 REFUSE ENCLOSURE PLAN
1/4" = 1'-0"



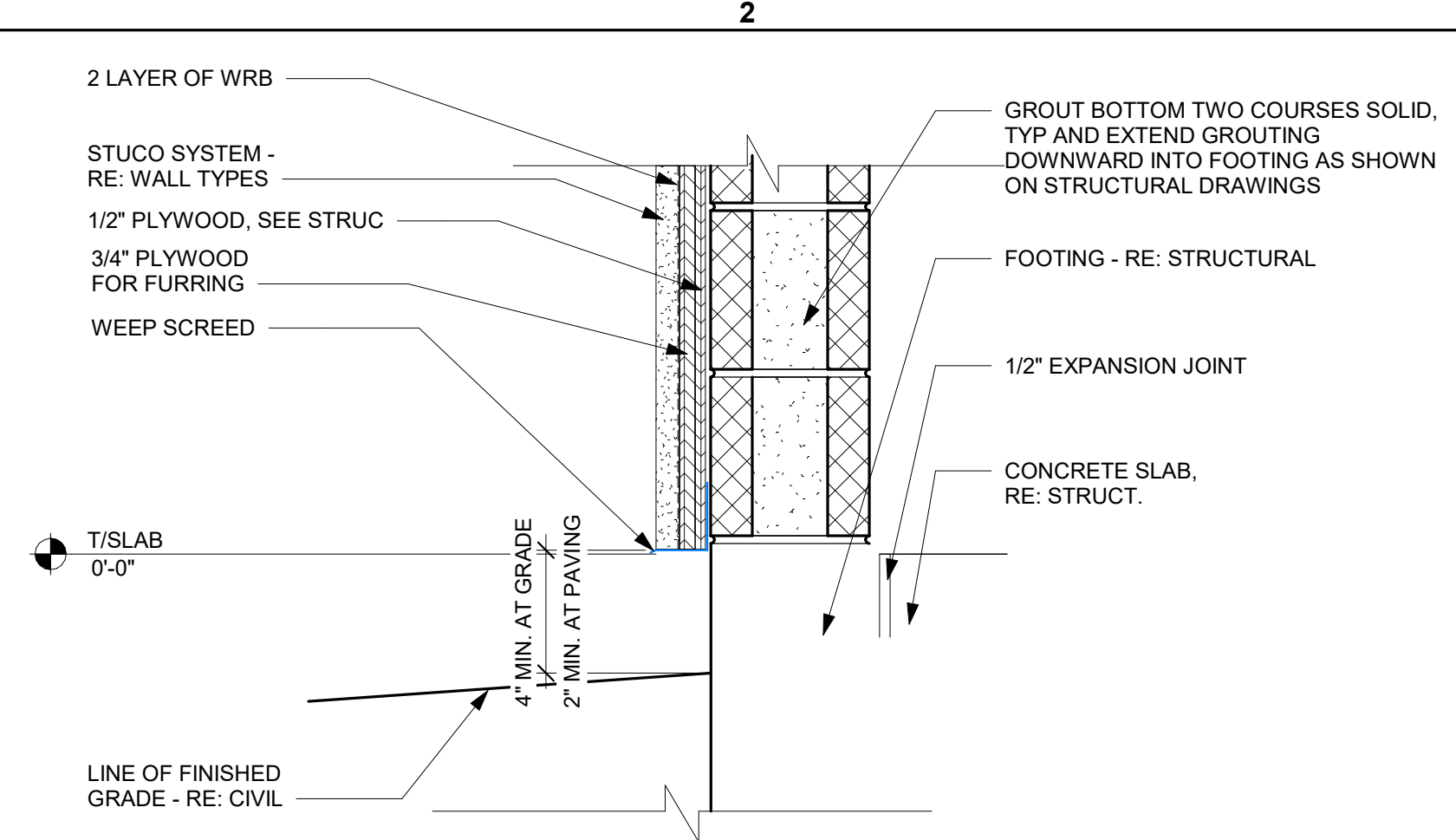
C4 REFUSE ENCLOSURE GATE REAR ELEVATION
3/8" = 1'-0"



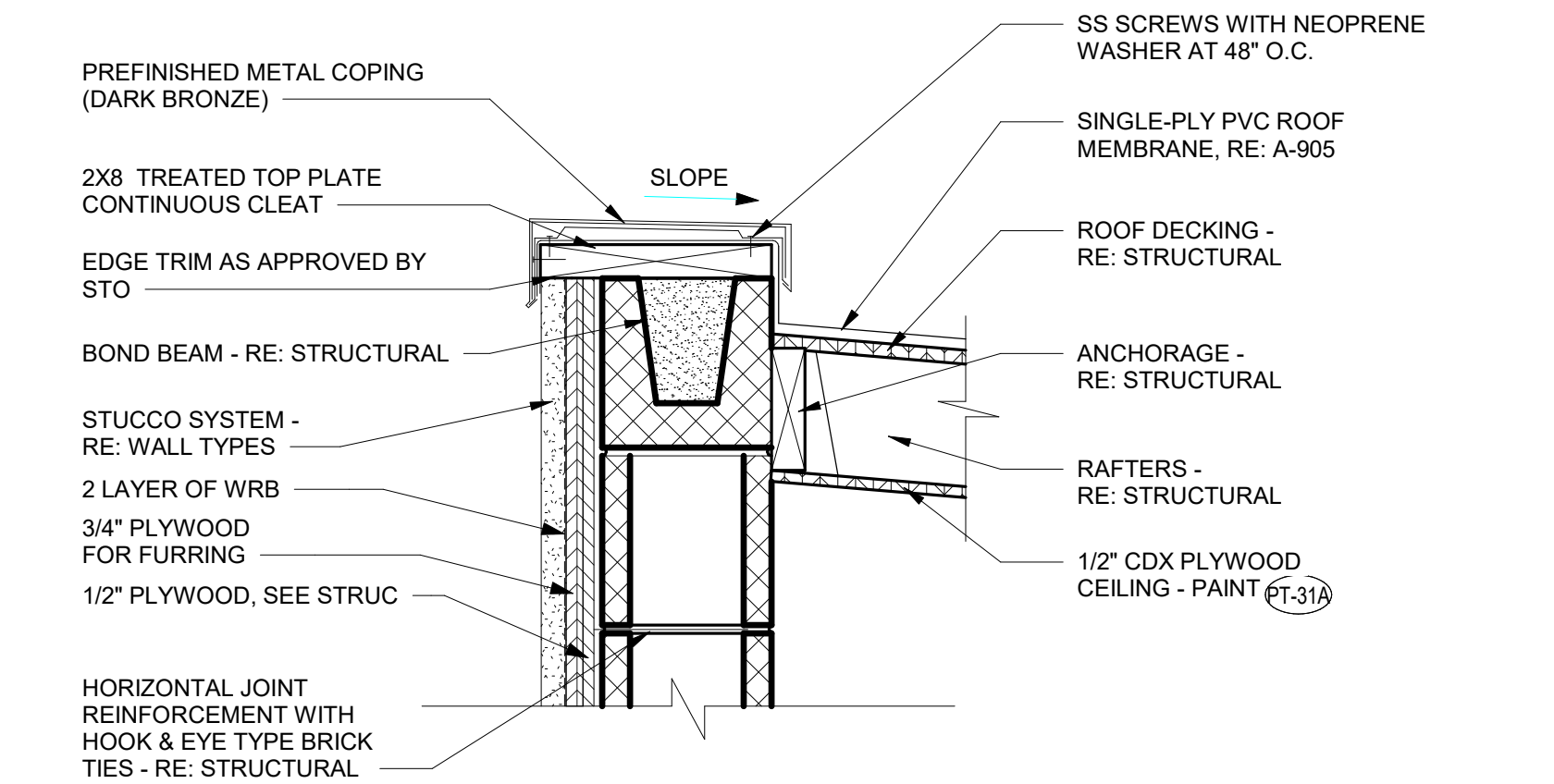
C3 REFUSE ENCLOSURE ELEVATION
1/4" = 1'-0"



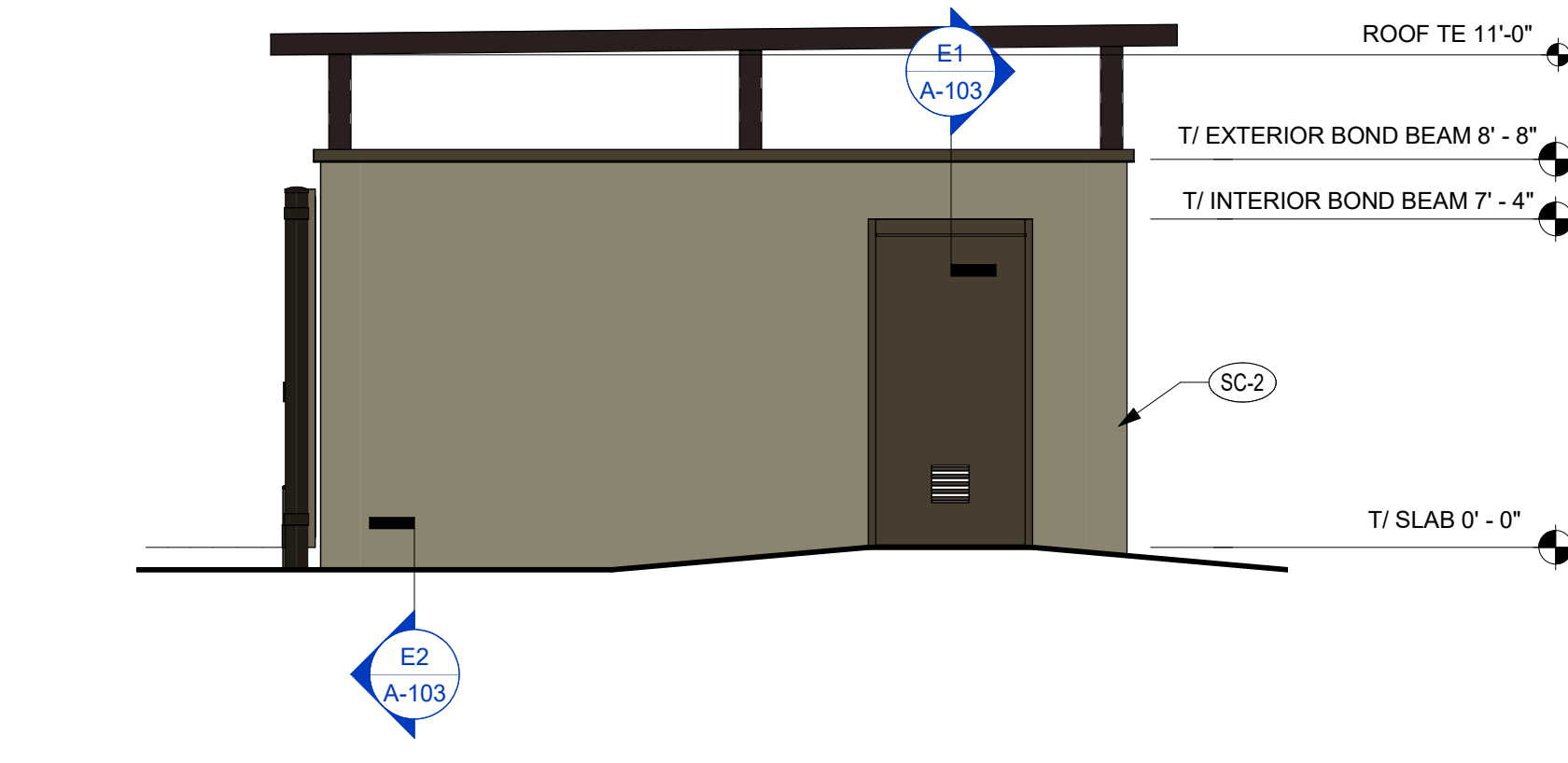
A3 REFUSE ENCLOSURE SECTION
1/2" = 1'-0"



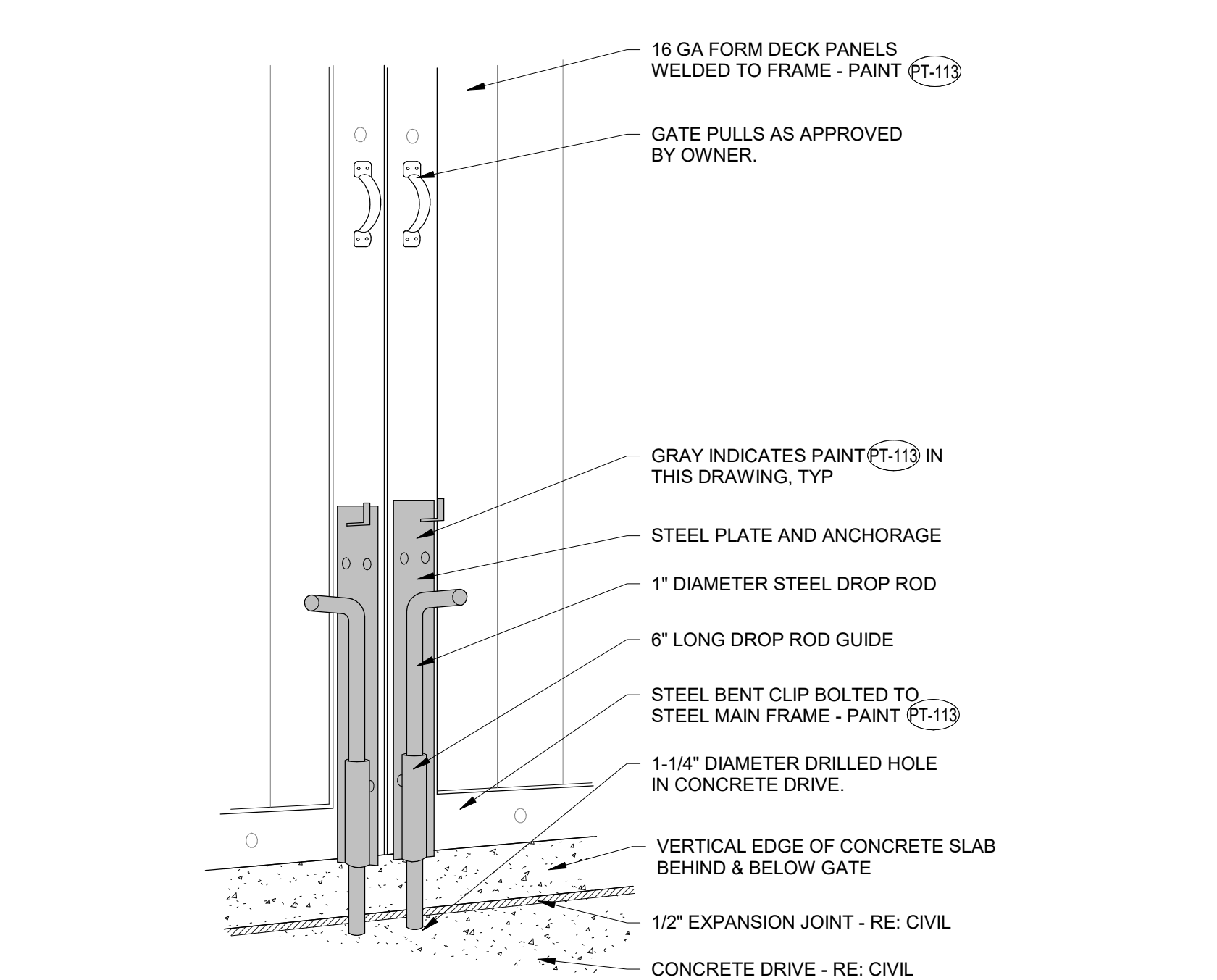
E2 REFUSE ENCLOSURE BASE DETAIL
1 1/2" = 1'-0"



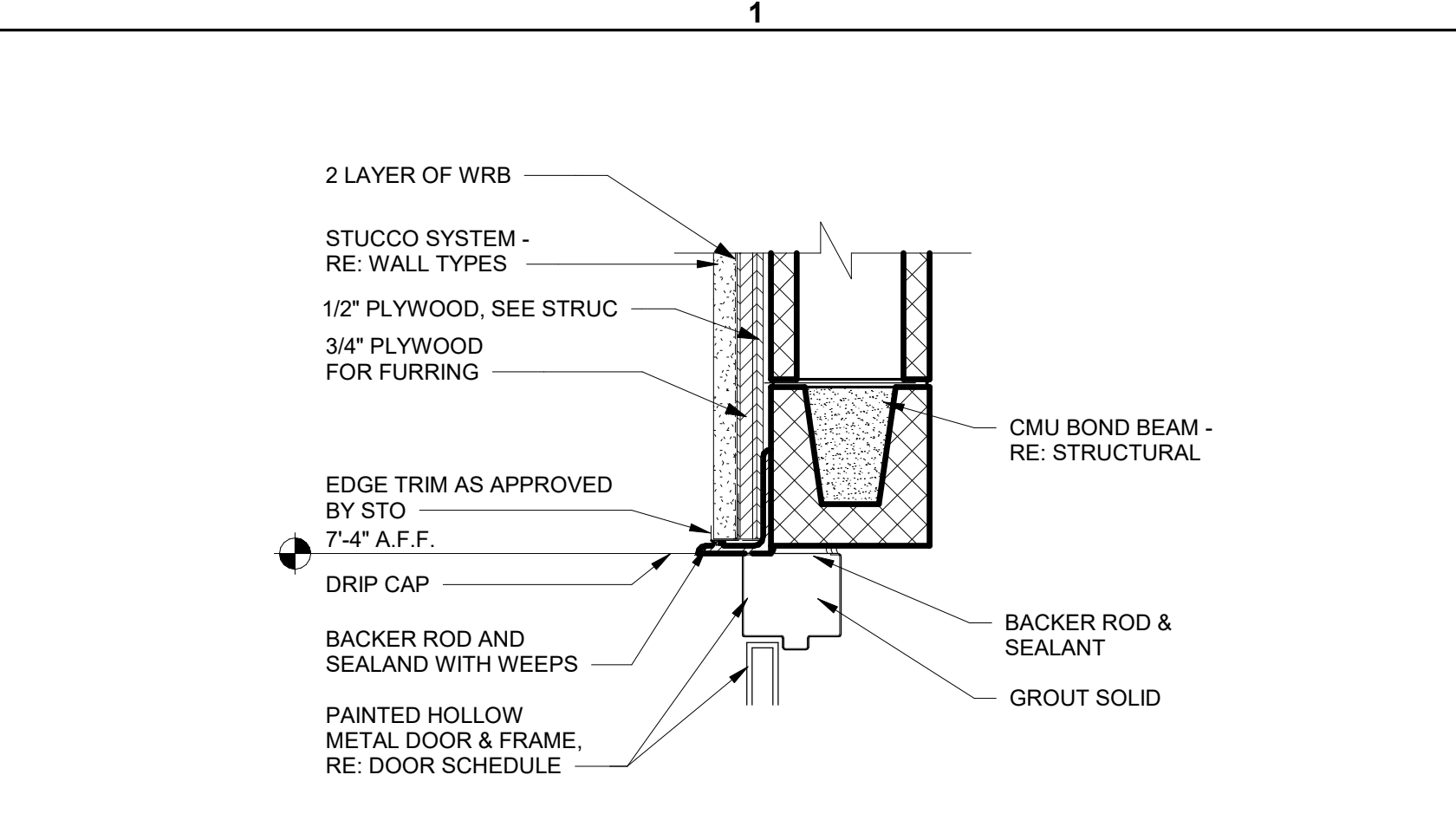
D2 REFUSE ENCLOSURE ROOF EDGE DETAIL
1 1/2" = 1'-0"



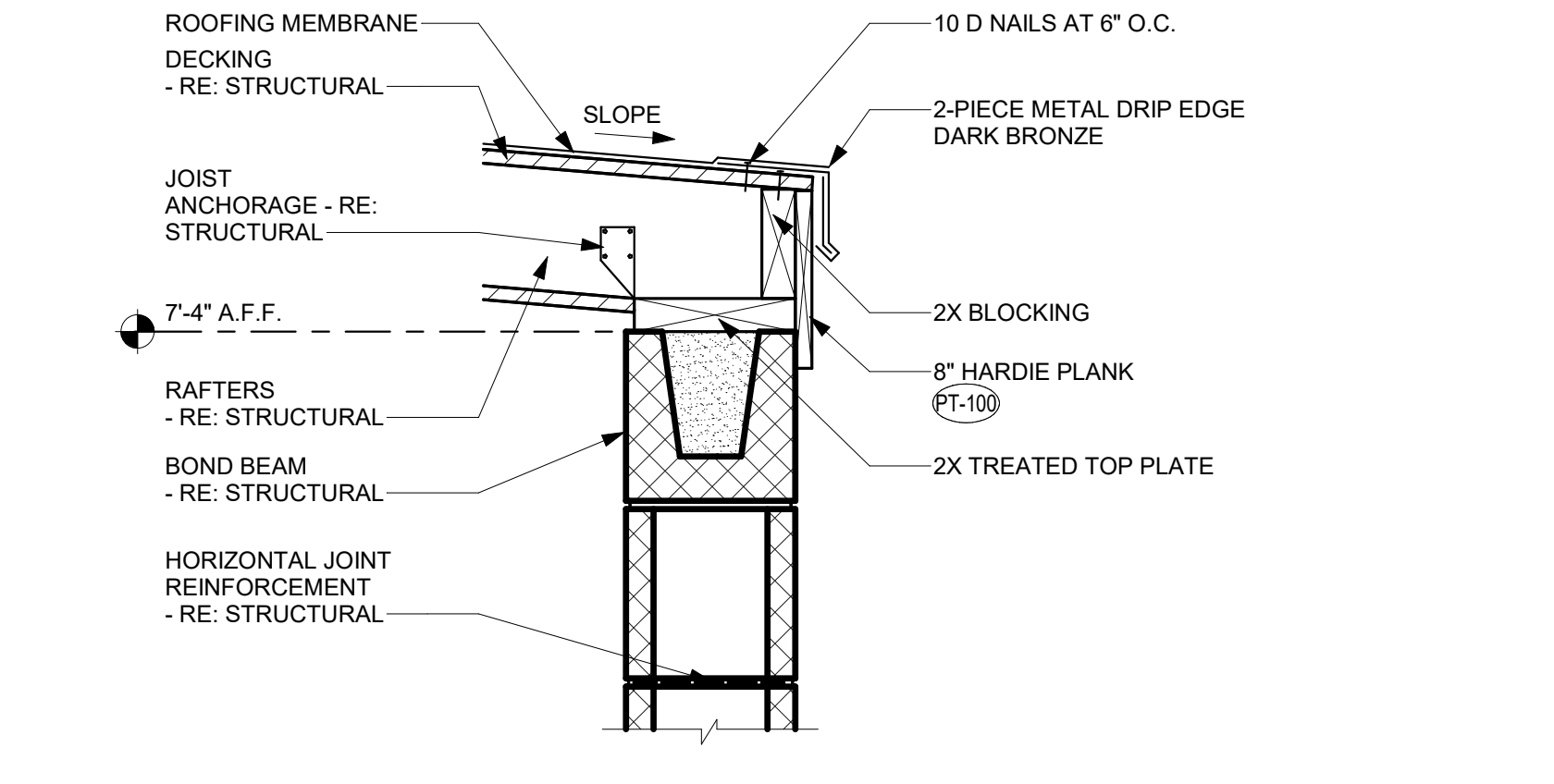
C2 REFUSE ENCLOSURE ELEVATION
1/4" = 1'-0"



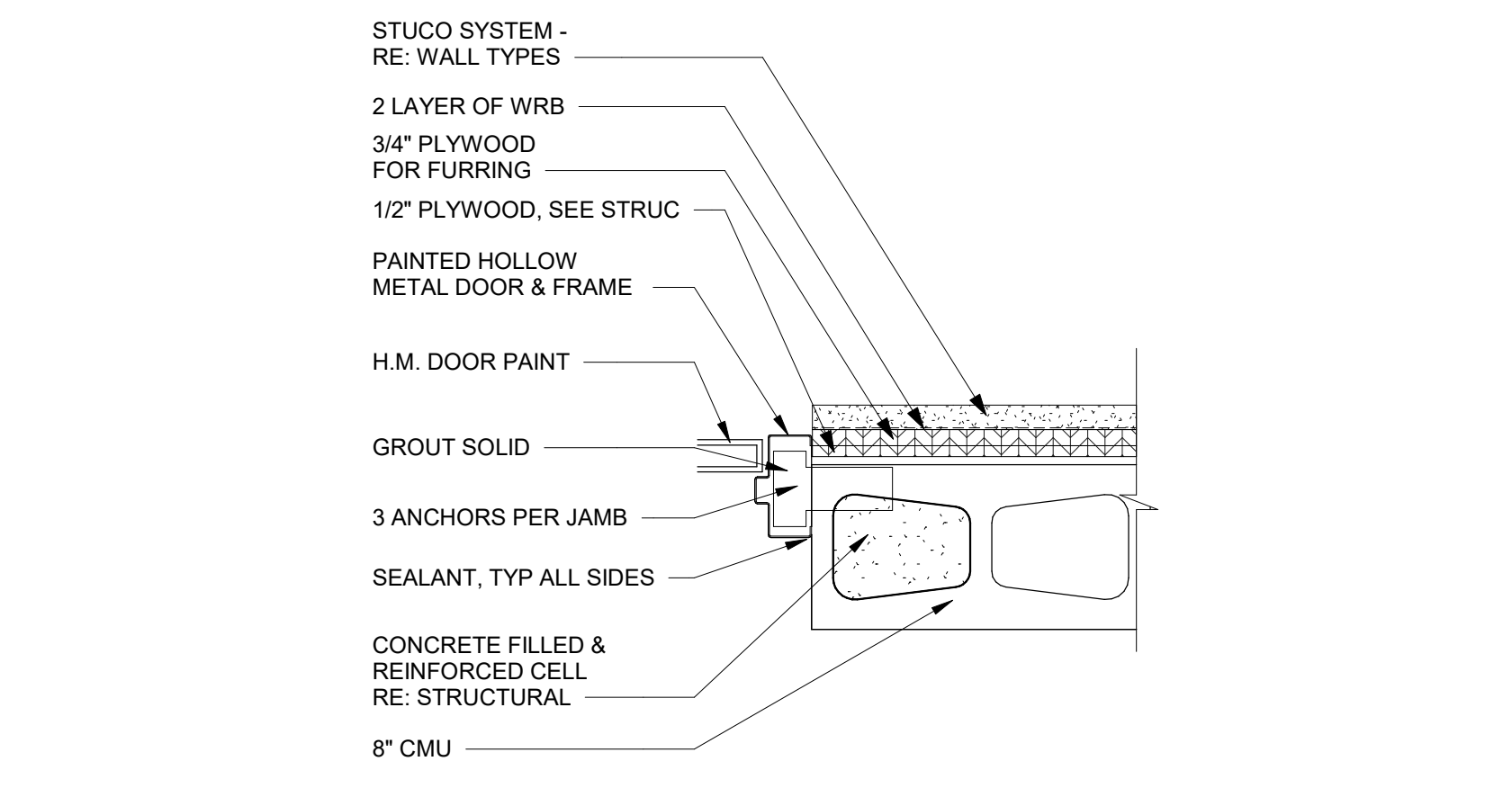
A2 REFUSE ENCLOSURE DROP ROD 3-D DECK PANEL DETAIL
1/2" = 1'-0"



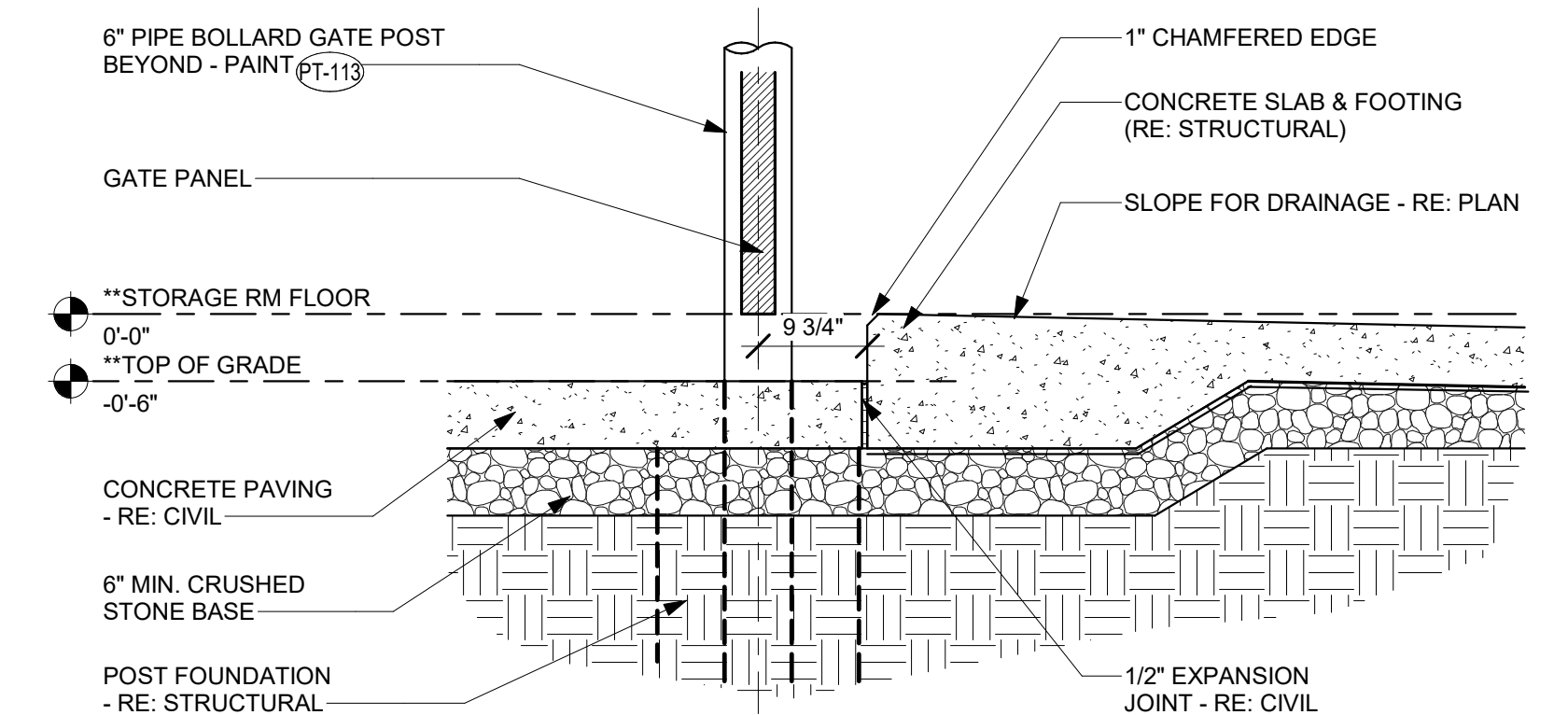
E1 REFUSE ENCLOSURE DOOR HEAD DETAIL
1 1/2" = 1'-0"



D1 REFUSE ENCLOSURE DRIP EDGE
1 1/2" = 1'-0"



C1 REFUSE ENCLOSURE DOOR JAMB DETAIL
1 1/2" = 1'-0"



B1 REFUSE PAD AT CONCRETE PAVING DETAIL
3/4" = 1'-0"

REFUSE ENCLOSURE NOTES

1. IN THE ARCHITECTURAL DRAWINGS, REFUSE ENCLOSURE AND MAIN BUILDING ARE BOTH NOTED WITH FINISH SLAB AT 0'-0". ACTUAL FINISH SLAB HEIGHTS WILL VARY BETWEEN MAIN BUILDING AND REFUSE ENCLOSURE. REFER TO CIVIL FOR ALL FINISH SLAB HEIGHTS.



Chick-fil-A

Chick-fil-A
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BRANDING
BUILDING MEASUREMENT
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Denver, CO 80202
P 720.485.2626

CHICK-FIL-A
HWY 29 & MINI

SONOMA BOULEVARD
VALLEJO, CALIFORNIA 94589

FSR#05211

BUILDING TYPE / SIZE: P13 LE LRG
RELEASE: 22.05
PRINTED FOR
SD SET

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION
1	06/23/2023	CONSULTANT PROJECT # DEN22-0109-00

SD SET
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REFUSE ENCLOSURE

SHEET NUMBER
A-103



Chick-fil-A
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Atlanta, Georgia
30349-2998

WARE MALCOMB

ARCHITECTURE CIVIL ENGINEERING
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INTERIORS BUILDING MEASUREMENT

500 S Broadway, Suite #520
Denver, CO 80202
P 720.485.2626

CHICK-FIL-A
HWY 29 & MINI

SONOMA BOULEVARD
VALLEJO, CALIFORNIA 94589

FSR#05211

BUILDING TYPE / SIZE: P13 LE LRG

RELEASE: 22.05

PRINTED FOR

SD SET

REVISION SCHEDULE

NO. DATE DESCRIPTION

CONSULTANT PROJECT # DEN22-0109-00
DATE: 06/23/2023

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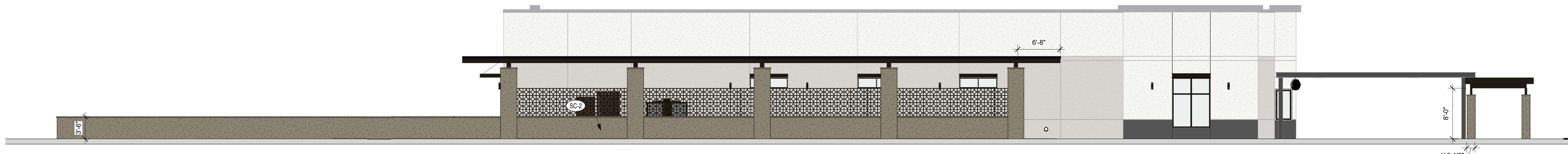
SHEET
ORDER POINT CANOPY
ELEVATIONS

SHEET NUMBER

A-301a



2 EXTERIOR ELEVATION
1/8" = 1'-0"



1 EXTERIOR ELEVATION
1/8" = 1'-0"

7/7/2023 3:42:54 PM Autodesk Docs://CA_05211_Hwy 29 & Mini_20227_FSR05211_Hwy 29 & Mini_ARC.rvt 10-LE-05211-A-301-EXTERIOR ELEVATIONS



Chick-fil-A
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WARE MALCOMB

ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING MEASUREMENT

CHICK-FIL-A
HWY 29 & MINI

SONOMA BOULEVARD
VALLEJO, CALIFORNIA 94589

FSR#05211

BUILDING TYPE / SIZE: P13 LE LRG
RELEASE: 22.05
PRINTED FOR

SD SET

REVISION SCHEDULE
NO. DATE DESCRIPTION

CONSULTANT PROJECT # DEN22-0109-00
DATE: 06/23/2023

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EXTERIOR ELEVATIONS

SHEET NUMBER

A-301

D1 WEST EXTERIOR ELEVATION
1/4" = 1'-0"

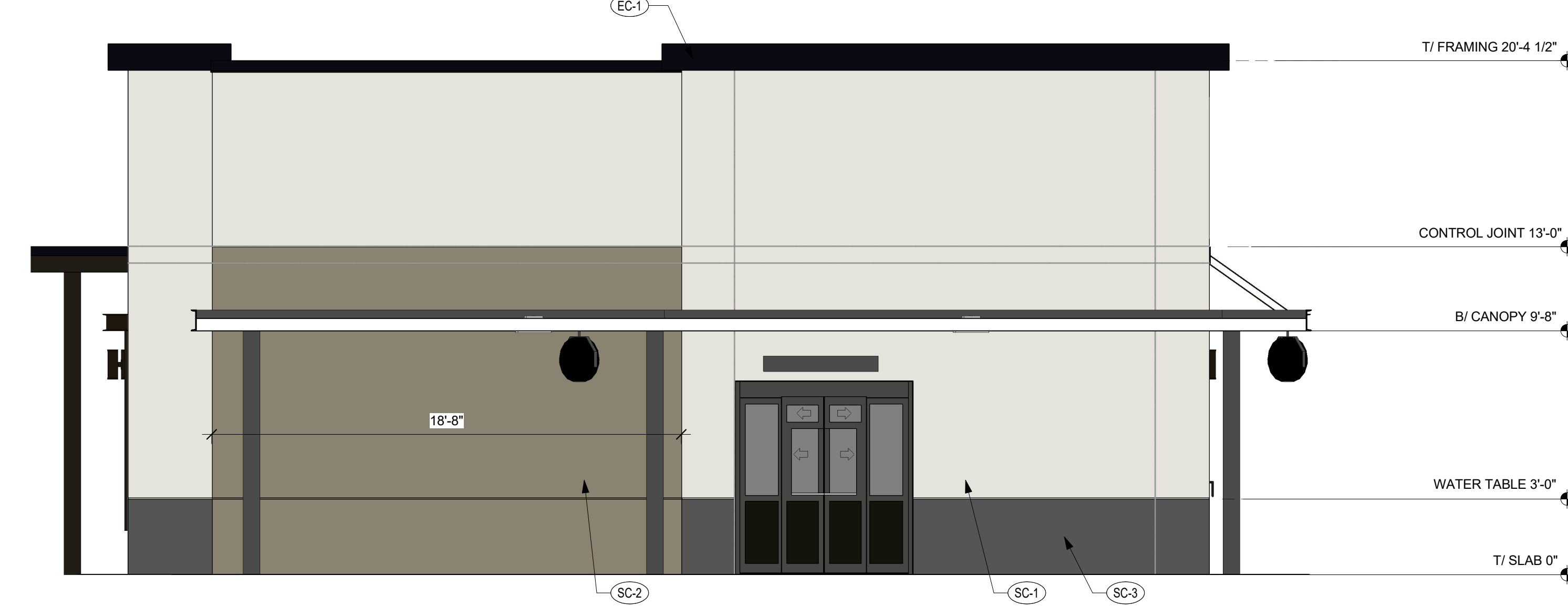


C1 EAST EXTERIOR ELEVATION
1/4" = 1'-0"



B3 NORTH EXTERIOR ELEVATION
1/4" = 1'-0"

B1 SOUTH EXTERIOR ELEVATION
1/4" = 1'-0"



FINISH SCHEDULE - EXTERIOR

MARK	DESCRIPTION	MANUFACTURER	MODEL NAME	MODEL NUMBER	COLOR	NOTE
CP-1	CANOPY METAL FASCIA		DURA COAT	DC19ST-2703	DARK BRONZE	OIL RUBBED BRONZE METALLIC TEXTURE PVD
CP-2	CANOPY METAL DECK	DIUROLAST/			WHITE	SMOOTH WHITE, HIGH GLOSS
EC-1	PARAPET WALL COPING	EXCEPTIONAL METALS			MIDNIGHT BRONZE	
PT-100	EXTERIOR PAINT	SHERWIN WILLIAMS	SHER-CRYL HIGH PERFORMANCE ACRYLIC #866-350	SW 2807	ROOKWOOD	REFUSE ENCLOSURE. FINISH: SEMI-GLOSS ON DOOR FRAMES, SATIN ON WALLS
PT-113	EXTERIOR PAINT	SHERWIN WILLIAMS	SHER-CRYL HIGH PERFORMANCE ACRYLIC #866-350		DARK BRONZE	FINISH: SEMI-GLOSS
SC-1	STUCCO	SHERWIN WILLIAMS	POWERWALL	SW7566	WESTHIGHLAN D WHITE	FINISH: SAND MEDIUM
SC-2	STUCCO	SHERWIN WILLIAMS	POWERWALL	SW6172	HARDWARE	FINISH: SAND MEDIUM
SC-3	STUCCO	SHERWIN WILLIAMS	POWERWALL	CFA CUSTOM	URBAN NIGHT	FINISH: SAND MEDIUM
ST-1	STOREFRONT	YKK	YES 45		DARK BRONZE (MATTE)	

ATTACHED CANOPY SCHEDULE

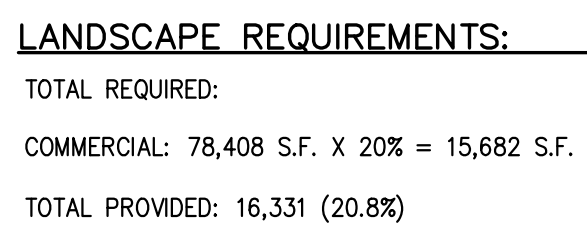
Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting
C1-C	Exterior Canopy	10	6'-4"	1'-0"	0"	No
C1-K	Exterior Canopy	1	6'-4"	1'-0"	0"	Yes
C4-B	Exterior Canopy	2	5'-4"	4'-0"	2'-4"	Yes
C4-L	Exterior Canopy	1	17'-10 1/2"	4'-0"	2'-4"	Yes
Grand total		14				

GENERAL NOTES
1. ALL SIGNAGE PROVIDED BY OTHERS
2. REF FLOOR PLAN AND WINDOW LEGEND FOR STOREFRONT INFORMATION

CANOPY NOTES:
BUILDING MOUNTED CANOPIES - 8" THICK CANOPY
- KYNAR FINISH OF STRUCTURE, FASCIA, & DECKING TO MATCH (CP-1)
COLUMN MOUNTED CANOPIES - 10" THICK CANOPY
- FINISH OF STRUCTURE TO BE (CP-1)
- FINISH OF DECKING TO BE (CP-2)

LEGEND

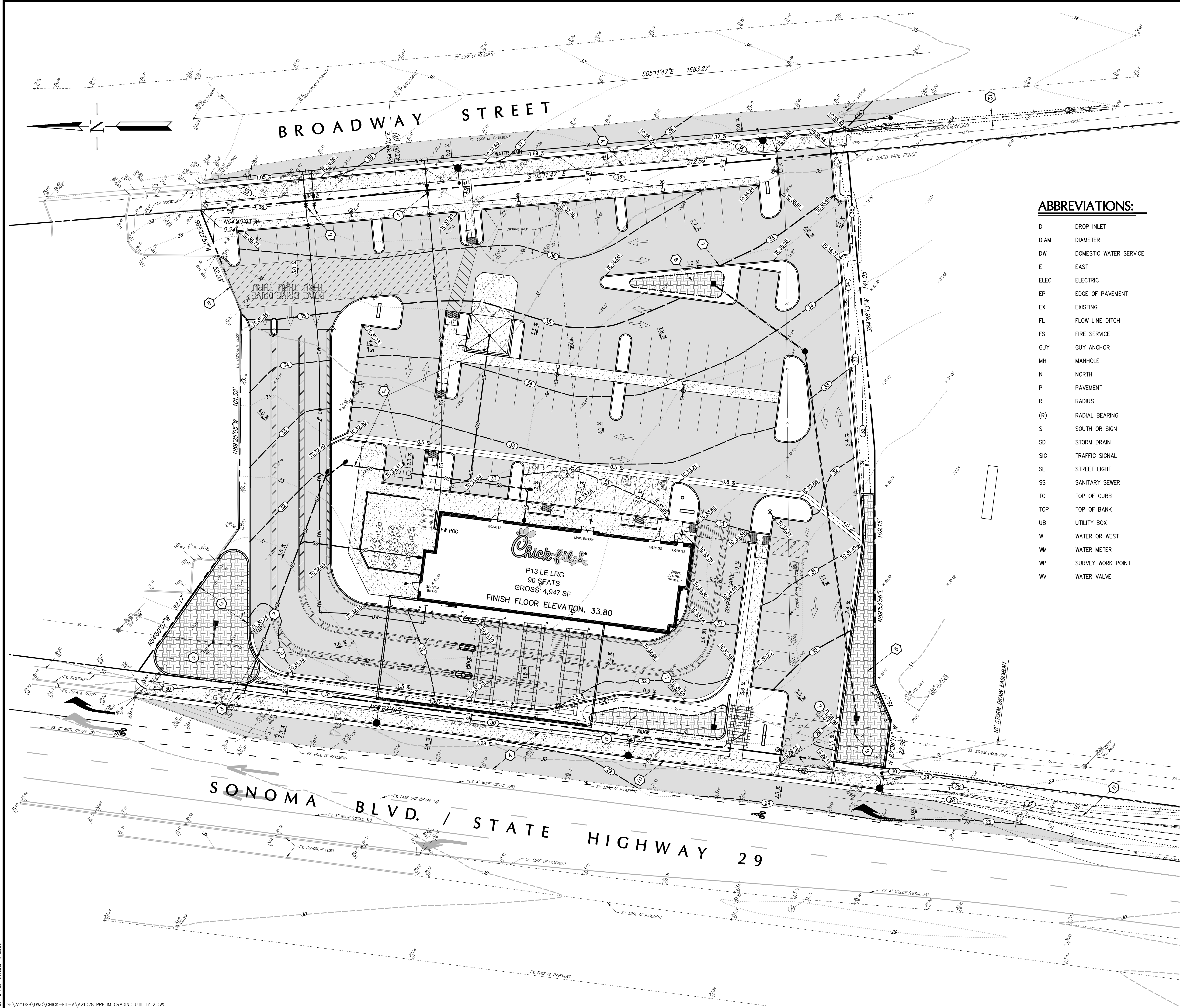
	SC-1 PAINT SHERWIN WILLIAMS #SW7566 "WESTHIGHLAND WHITE"		EXPANSION JOINT, SEALANT COLOR TO MATCH MORTAR COLOR		OIL EXTRACTION PORT ACCESS BOX
	SC-2 PAINT SHERWIN WILLIAMS #SW6172 "HARDWARE"		CARD READER BY SECURITY VENDOR - RE: ELEC		CO2 FILL BOX - RE: KITCHEN
	SC-3 PAINT SHERWIN WILLIAMS CFA CUSTOM "URBAN NIGHT"		MDP - PTL113 RE: ELECTRICAL		LIGHT FIXTURE - RE: ELECTRICAL
	EC-1 PREFINISHED METAL COPING COLOR: DARK BRONZE		CT CABINET - PTL113 RE: ELECTRICAL		OVERFLOW FOR INTERNAL DRAINAGE



ABBREVIATIONS:

DI	DROP INLET	(R)	RADIAL BEARING
DIAM	DIAMETER	S	SOUTH OR SIGN
DW	DOMESTIC WATER SERVICE	SD	STORM DRAIN
E	EAST	SIG	TRAFFIC SIGNAL
ELEC	ELECTRIC	SL	STREET LIGHT
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
EV	ELECTRIC VEHICLE	TC	TOP OF CURB
EX	EXISTING	TOP	TOP OF BANK
FL	FLOW LINE DITCH	UB	UTILITY BOX
FS	FIRE SERVICE	W	WATER OR WEST
GUY	GUY ANCHOR	WM	WATER METER
MH	MANHOLE	WP	SURVEY WORK
N	NORTH	WV	WATER VALVE
P	PAVEMENT		
R	RADIUS		





LEGEND:

PROPOSED	EXISTING
BOUNDARY LINE	---
PARCEL LINE	---
EASEMENT LINE	---
CENTERLINE	---
WATER LINE	W
FIRE SERVICE	FS
DOMESTIC WATER SERVICE	DW
SANITARY SEWER LINE	SS
STORM DRAIN PIPE	---
DRAINAGE INLET	■
CLEANOUT	●
MANHOLE	○
WATER VALVE	⊗
BLOW OFF	⊙
FIRE HYDRANT	⊕
BACKFLOW PREVENTION DEVICE	⊖
TRAFFIC SIGN	⊘
UTILITY BOX AS NOTED	□
VERTICAL CURB	---
CURB AND GUTTER	---
VALLEY GUTTER	---
RETAINING WALL	---
CONTOUR	---
GRADE BREAK	---
FLOW LINE SWALE	---
GRADING DAYLITE	---
SPOT ELEVATION	x 34.50
FLOW LINE ELEVATION	FL 34.50
PAVEMENT GRADE ELEVATION	P 34.50
TOP OF CURB ELEVATION	TC 34.50
FINISH GRADE ELEVATION	FG 34.50
CONCRETE SURFACE	---
NEW ASPHALT PAVING	---
DRAINAGE TREATMENT AREA	---

ABBREVIATIONS:

DI	DROP INLET
DIA	DIAMETER
DW	DOMESTIC WATER SERVICE
E	EAST
ELEC	ELECTRIC
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOW LINE DITCH
FS	FIRE SERVICE
GUY	GUY ANCHOR
MH	MANHOLE
N	NORTH
P	PAVEMENT
R	RADIUS
(R)	RADIAL BEARING
S	SOUTH OR SIGN
SD	STORM DRAIN
SIG	TRAFFIC SIGNAL
SL	STREET LIGHT
SS	SANITARY SEWER
TC	TOP OF CURB
TOP	TOP OF BANK
UB	UTILITY BOX
W	WATER OR WEST
WM	WATER METER
WP	SURVEY WORK POINT
WV	WATER VALVE

- CONSTRUCTION NOTES:**
- NEW FIRE SERVICE CONNECTION TO PUBLIC MAIN WITH CITY STANDARD BACKFLOW PREVENTER.
 - INSTALL NEW 2" DOMESTIC AND 3/4" LANDSCAPE IRRIGATION SERVICES WITH METERS AND REDUCED PRESSURE BACKFLOW PREVENTERS. CONNECT TO EXISTING CITY MAIN.
 - PROPOSED SANITARY SEWER SERVICE LINE FROM EXISTING MANHOLE. INSTALL GREASE INTERCEPTOR AND EXTEND LINE TO TRASH ENCLOSURE WITH FLOOR DRAIN.
 - PROPOSED PUBLIC CURB, GUTTER, SIDEWALK AND STREET WIDENING TO CITY AND STATE STANDARDS.
 - PROPOSED BIO-RETENTION BASIN WITH SUBDRAIN AND RETAINING WALL ENCLOSURE.
 - PROPOSED BIO-RETENTION BASIN WITH SUBDRAIN.
 - PROVIDE DRAINAGE OPENING TO BIO-RETENTION BASIN AT LOW POINT AND SPACED ALONG BIO-RETENTION FRONTAGE.
 - MATCH PAVEMENT GRADE OF ADJOINING PROPERTY.
 - PROPOSED CONNECTION TO PUBLIC STORM DRAIN PIPE.
 - CONSTRUCT A "SLOTTED CORRUGATED STEEL PIPE DRAIN" LOCATED UNDER PROPOSED GUTTER FLOW LINE. REFER TO CALTRANS STANDARD PLAN D98B.
 - RE-GRADE EXISTING ROAD SIDE DITCH TO DRAIN FROM CORRUGATED STEEL PIPE OUTFALL AT END OF CURB AND GUTTER.
 - GRADE A 1% ROAD SIDE SWALE ALONG BROADWAY FROM GUTTER FLOW LINE TO DAYLIGHT.



ROBERT A. KARN & ASSOCIATES, INC.
707 BERRY AVENUE
FAIRFIELD, CALIFORNIA 94533
Phone: (707) 435-9999
e-mail: rak@rakengineers.com

CIVIL ENGINEERS

PRELIMINARY GRADING & UTILITY PLAN

CHICK-FIL-A

VALLEJO, CALIFORNIA

SCALE: 1"=20'

DATE: 4 OCT 2023

BY: CK

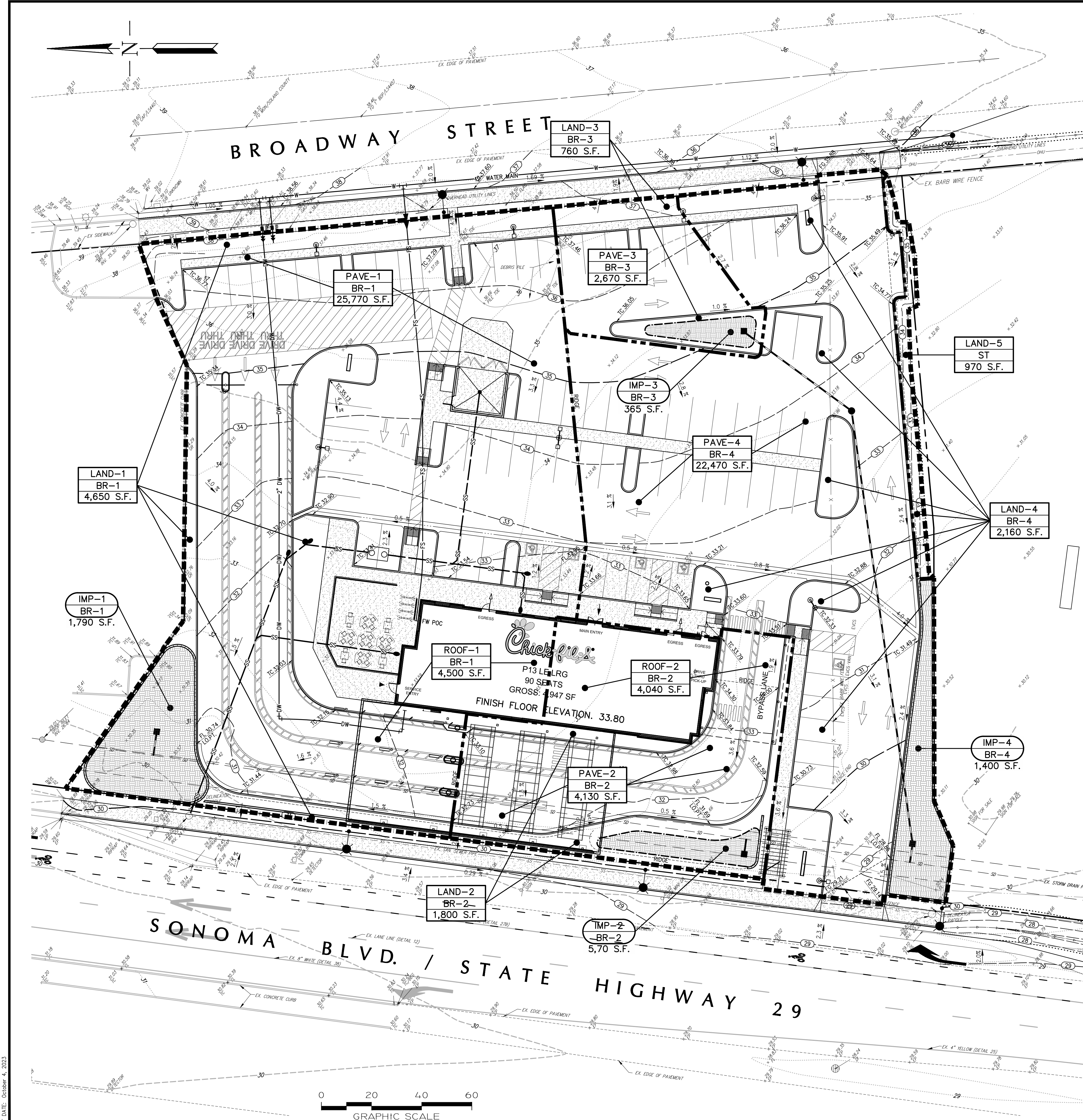
REVISIONS:

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

SHEET NO. **C2**

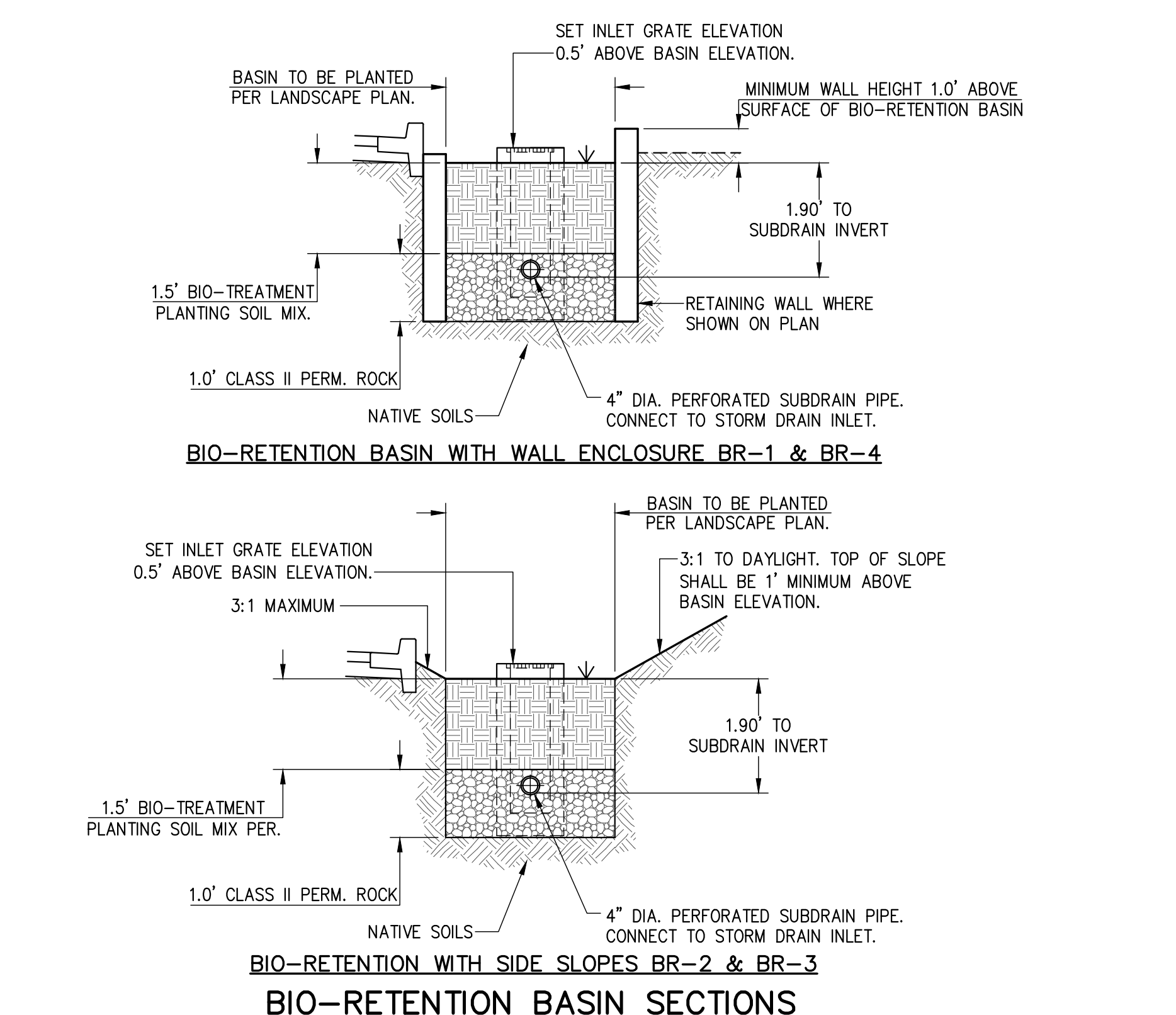
OF 3 SHEETS

JOB NO. **A21028**



LEGEND:

LIMIT OF IMPROVEMENTS	PROPOSED	BOUNDARY LINE	PROPOSED	EXISTING
DRAINAGE AREA BOUNDARY		PARCEL LINE		
BIO-RETENTION TREATMENT AREA		STORM DRAIN PIPE		
DRAINAGE MANAGEMENT AREA (DMA) ID	PAVE 1	DRAINAGE INLET		
TREATMENT DEVICE ID	BR-1	VERTICAL CURB		
BIO-RETENTION (BR) SELF TREATED (ST)	sq.ft.	CURB AND GUTTER		
		VALLEY GUTTER		
		CONTOUR		
		GRADE BREAK		
		SPOT ELEVATION		
		FLOW LINE ELEVATION		
		FINISH GRADE ELEVATION		
		TOP OF CURB ELEVATION		



Project Name: **Chick-fil-A Restaurant**
Type: **Treatment & Flow Control**
Mean Annual Precipitation: **22.25 inches**
Porosity Factor (for V2- Gravel Layer): **0.40**

Location: **Sonoma Blvd & Broadway**
Drainage Area: **78,045 SF**
Soil Group: **D**

Self-Treating Areas

DMA Name	Area (SF)
LAND-5	970

IMP Name: IMP1 (BR-1)- Bio-Retention Facility

DMA Name	DMA Area (SF)	Post-Project Surface Type	DMA Runoff Factor	DMA Area X Runoff Factor
ROOF-1	4,500	Roof	1.0	4,500
PAVE-1	25,770	Asphalt	1.0	25,770
LAND-1	4,650	Landscaping	0.1	465
Total				30,735

IMP Sizing Factor	Rain Adjust. Factor	Minimum Area or Vol/Depth	Proposed Area or Depth
A: 0.05	0.91	1,398	1,790
V1: 0.042	0.91	1,174/8"	6"
V2: 0.055	0.91	1,538/10"	12"

IMP Name: IMP2 (BR-2)- Bio-Retention Facility

DMA Name	DMA Area (SF)	Post-Project Surface Type	DMA Runoff Factor	DMA Area X Runoff Factor
ROOF-2	4,040	Roof	1.0	4,040
PAVE-2	4,130	Asphalt	1.0	4,130
LAND-2	1,800	Landscaping	0.1	180
Total				8,350

IMP Sizing Factor	Rain Adjust. Factor	Minimum Area or Vol/Depth	Proposed Area or Depth
A: 0.05	0.91	380	570
V1: 0.042	0.91	319/7"	6"
V2: 0.055	0.91	418/9"	12"

IMP Name: IMP3 (BR-3)- Bio-Retention Facility

DMA Name	DMA Area (SF)	Post-Project Surface Type	DMA Runoff Factor	DMA Area X Runoff Factor
PAVE-3	2,670	Asphalt	1.0	2,670
LAND-3	760	Landscaping	0.1	76
Total				2,746

IMP Sizing Factor	Rain Adjust. Factor	Minimum Area or Vol/Depth	Proposed Area or Depth
A: 0.05	0.91	125	365
V1: 0.042	0.91	105/3"	6"
V2: 0.055	0.91	137/5"	12"

IMP Name: IMP4 (BR-4)- Bio-Retention Facility

DMA Name	DMA Area (SF)	Post-Project Surface Type	DMA Runoff Factor	DMA Area X Runoff Factor
PAVE-4	22,470	Asphalt	1.0	22,470
LAND-4	2,160	Landscaping	0.1	216
Total				22,686

IMP Sizing Factor	Rain Adjust. Factor	Minimum Area or Vol/Depth	Proposed Area or Depth
A: 0.05	0.91	1,032	1,400
V1: 0.042	0.91	867/7"	6"
V2: 0.055	0.91	1,135/10"	12"

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707 BERRY AVENUE
FAIRFIELD, CALIFORNIA 94533
Phone: (707) 435-9999
e-mail: rak@rakengineers.com

CIVIL ENGINEERS

PRELIMINARY STORMWATER PLAN
CHICK-FIL-A
VALLEJO, CALIFORNIA

SCALE: 1"=20'
DATE: 4 OCT 2023
DRAWN BY: AD
CHECKED BY: WMP
PROJ. MGR.: RAK

SHEET REVISIONS

DATE: MK

SHEET NO. **C3**
OF 3 SHEETS
JOB NO. A21028

 EXISTING BOUNDARY
 PROPOSED PARCEL LINE
 ADJACENT PROPERTY LINE
 EXISTING CENTERLINE
 EXISTING EASEMENT LINE
 FOUND SURVEY MONUMENT, AS NOTED

(R3) RECORD OF SURVEY FILED OCTOBER 8, 2020 IN BOOK 34 OF SURVEYS
AT PAGE 56, SOLANO COUNTY RECORDS.

THE BEARINGS ON THIS MAP ARE BASED ON THE CENTERLINE OF BROADWAY STREET BETWEEN FOUND SURVEY MONUMENTS AS SHOWN ON THAT RECORD OF SURVEY FILED OCTOBER 8, 2020 IN BOOK 34 OF SURVEYS MAPS AT PAGE 56, SOLANO COUNTY RECORDS.
TAKEN AS SOUTH 05°11'47" EAST.

NGS BENCHMARK DISK, DESIGNATION P 467 RESET, PID JTO400; DESCRIBED BY COAST AND GEODETIC SURVEY 1966 3.6 MILE NORTH FROM VALLEJO. 3.5 MILES NORTH ALONG STATE HIGHWAY 29 FROM THE CASA DE VALLEJO HOTEL AT VALLEJO, THENCE 0.1 MILE WEST ALONG MINI DRIVE, AT THE INTERSECTION OF DANROSE DRIVE, AT THE INTERSECTION OF THE CENTERLINES OF THE DRIVES, SET 1 THE TOP OF A 6-INCH CONCRETE CYLINDER 1.0 FOOT BELOW THE SURFACE OF THE DRIVES, AND BENEATH A CAST IRON COVER INSCRIBED CITY MONUMENT. ELEVATION = 27.8 (NAVD 1988)

1. OWNER: SONOMA GATEWAY, LLC
2908 DUMBARTON STREET, NW
WASHINGTON, DC 20007

2. ENGINEER: ROBERT A. KARN & ASSOCIATES, INC.
707 BECK AVENUE
FAIRFIELD, CA 94533
PHONE: (707) 435-9999
EMAIL: RAK@RAKENGINEERS.COM

CONTACT: ROBERT KARN/TONY PERFETTO

3. DEVELOPER LRG INVESTORS
2099 MT. DIABLO BOULEVARD, SUITE 206
WALNUT CREEK, CA 94596
PHONE: (925) 627-7900
EMAIL: RYAN@LRGINVESTORS.COM

CONTACT: RYAN NICKELSON

4. SITE INFORMATION:

ASSESSOR'S PARCEL NO.: 0067-140-200

CURRENT USE: VACANT LAND

GENERAL PLAN DESIGNATION: DISTRICT-NORTH GATEWAY (N/G)

CURRENT ZONING: CC CENTRAL CORRIDOR COMMERCIAL

PROPOSED USE: COMMERCIAL / MULTI-FAMILY

SITE LOCATION: NO SITUS ADDRESS

ADJACENT LAND USES: COMMERCIAL

5. TOTAL AREA: 551,462.6± SQUARE FEET / 12.66± ACRES

6. LOCATED IN FEMA ZONE X. AREA OF MINIMAL FLOOD HAZARD.

7. PROPOSED SUBDIVISION OF EXISTING PARCEL B (LLA #19-0001), NOTICE OF MINOR LOT LINE ADJUSTMENT RECORDED NOVEMBER 8, 2019 AS DOCUMENT NO. 2019-00082019, SOLANO COUNTY RECORDS INTO FOUR (4) PARCELS.

PROPOSED PARCEL B1 = 78,393.55± SQUARE FEET / 1.80± ACRES

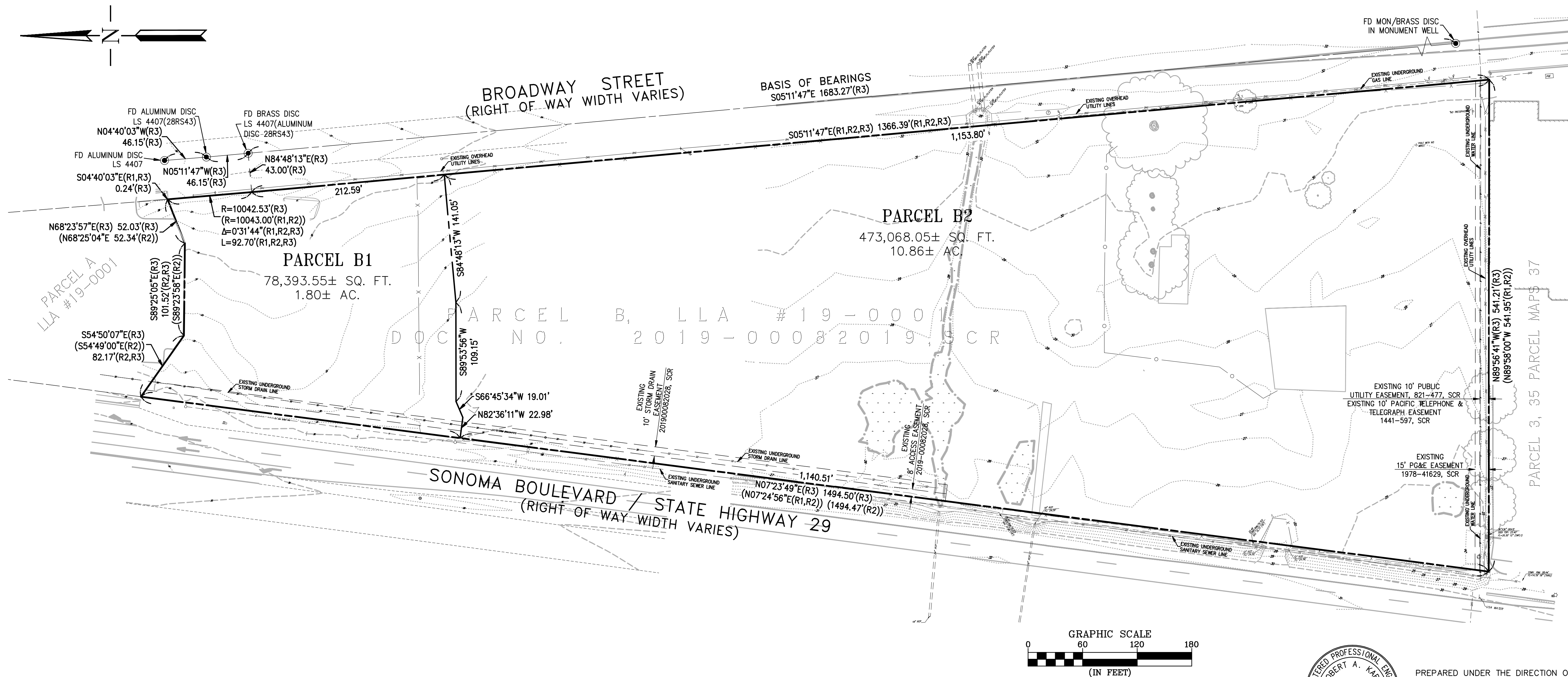
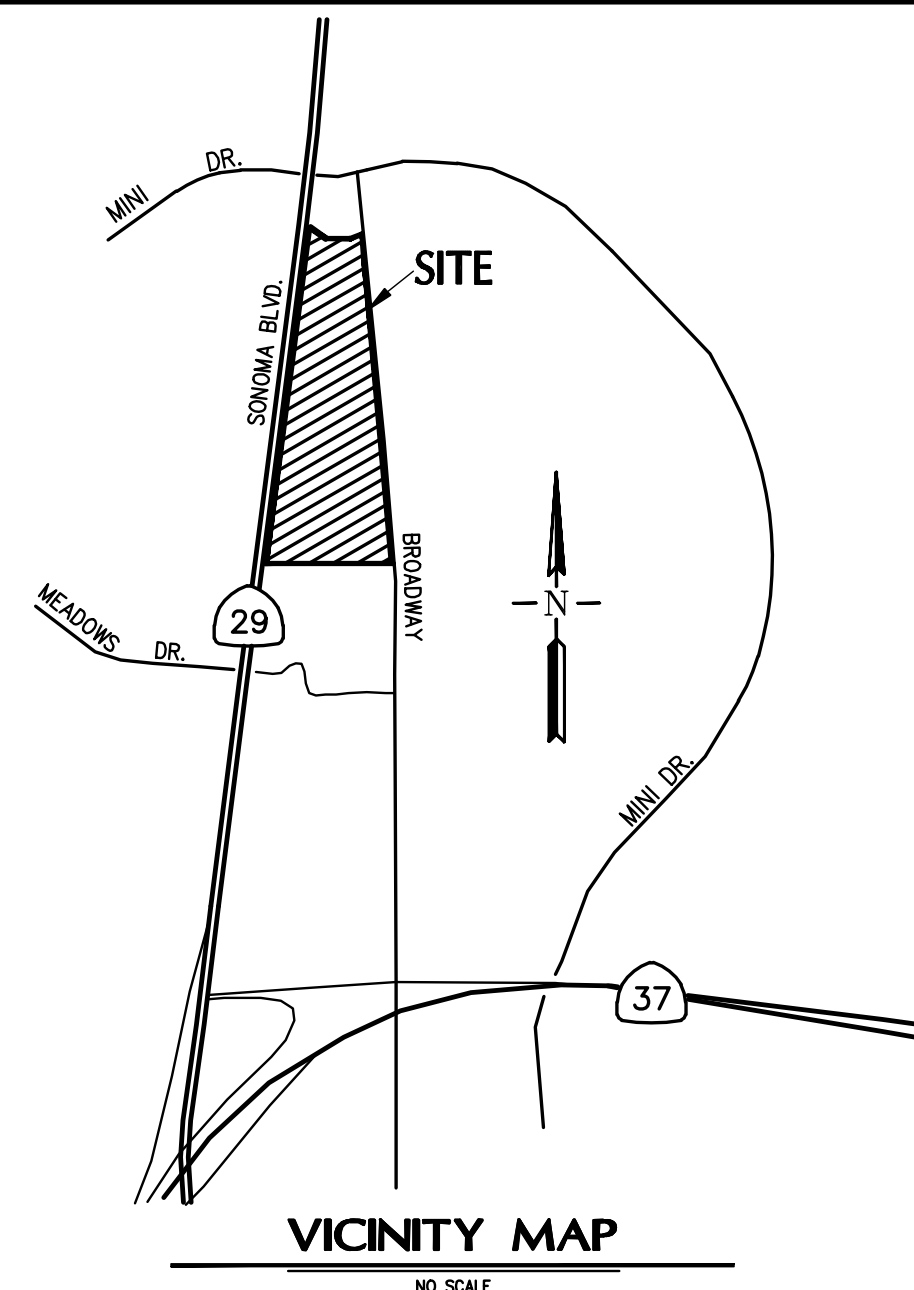
PROPOSED PARCEL B2 = 473,068.01± SQUARE FEET / 1.91± ACRES

SAID PARCEL B AS SHOWN ON THAT "RECORD OF SURVEY OF THE LANDS MARKDEV-DV VALLEJO, LLC DOCUMENT NUMBER 2019-00082021, SCR" FILED OCTOBER 8, 2020 IN BOOK 34 OF SURVEY MAPS AT PAGE 56 AND SHOWN AS LANDS OF SONOMA GATEWAY LLC DN 2019-00082020. SCR.

8. SEE PRELIMINARY SITE PLAN - FAST CASUAL SITE PLAN FOR CHICK-FIL-A TO BE LOCATED ON PROPOSED PARCEL B-1; SAID PLAN SHOWS PROPOSED BUILDING SQUARE FOOTAGE, PROPOSED PARKING, LIGHTING AND SITE IMPROVEMENTS; PREPARED BY ROBERT A. KARN & ASSOCIATES, INC.

9. EXISTING PLOTTABLE EASEMENTS OF RECORD AS SHOWN AND LABELED HEREON.

10. LOCATION OF EXISTING UTILITIES, I.E., WATER LINE, SANITARY SEWER LINE, STORM DRAIN LINE AND OVERHEAD UTILITY LINES. AS CALLED OUT HEREON.



PREPARED UNDER THE DIRECTION OF:

Robert A. Karn
ROBERT A. KARN R.C.E. 33173
ROBERT A. KARN & ASSOCIATES, INC.

01-10-2023
DATE

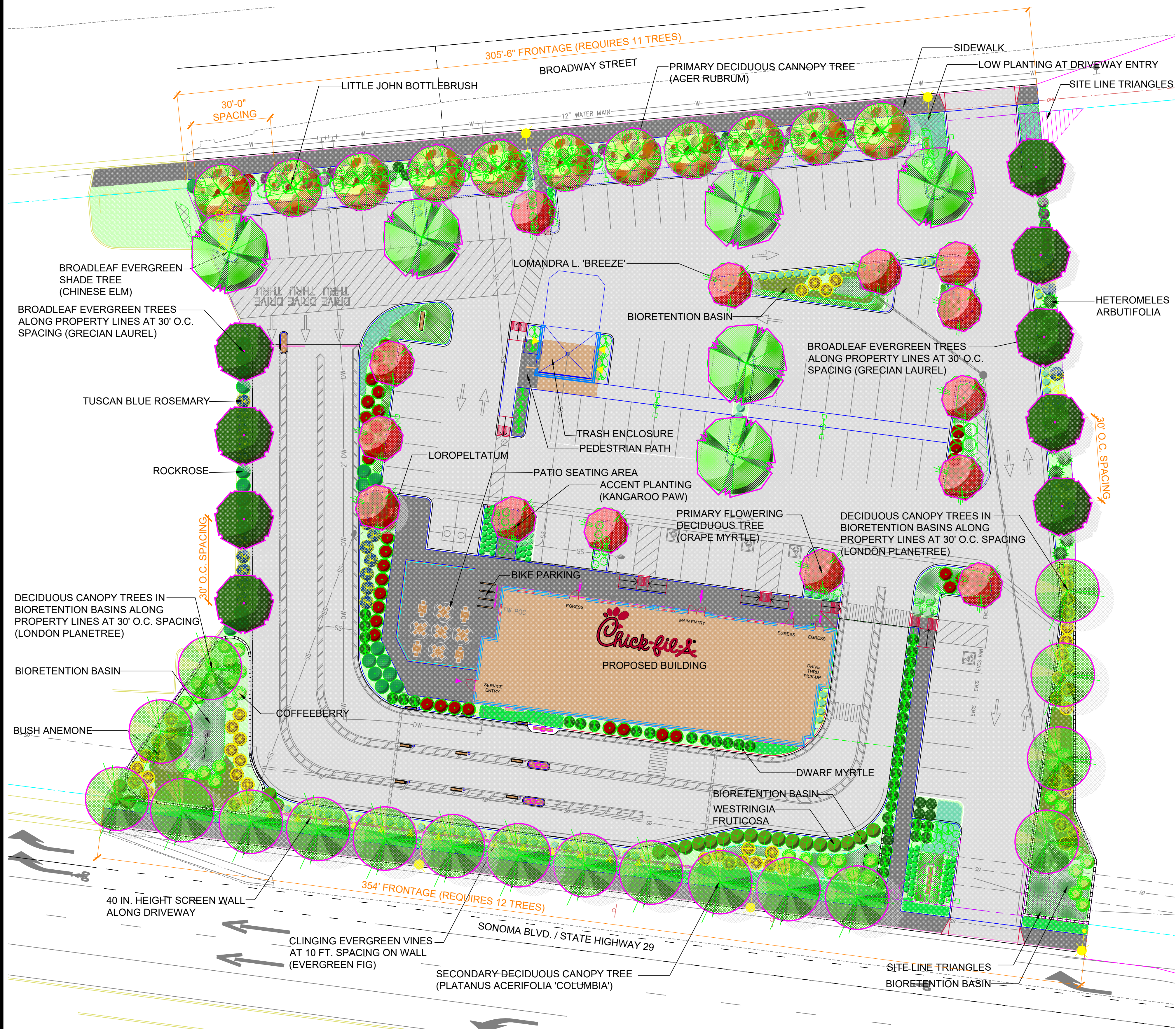
TENTATIVE PARCEL MAP
SUBDIVISION OF APN: 0067-140-200 BEING
PARCEL B, DOCUMENT NO. 2019-00082019, SCR
VALLEJO, SOLANO COUNTY, CALIFORNIA

[illegible]

**ROBERT A. KARN
ASSOCIATES, INC.**

CC
CIVIL ENGINEERS

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GENERAL NOTES:

1. ALL PLANTING SHALL BE WATERED BY FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM.
2. ALL PLANTING AREAS SHALL RECEIVE A 3\"/>

CERTIFICATION STATEMENT:

I CERTIFY THAT THE LANDSCAPE AND IRRIGATION PLANS COMPLY WITH THE LANDSCAPE DESIGN STANDARDS AND REQUIREMENTS FOR THE STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.

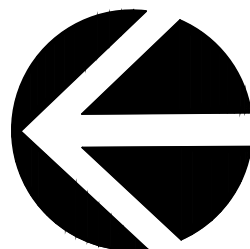
RICK STOVER
RW STOVER AND ASSOCIATES, INC.
LANDSCAPE ARCHITECT

SIGNATURE- LANDSCAPE ARCHITECT DATE

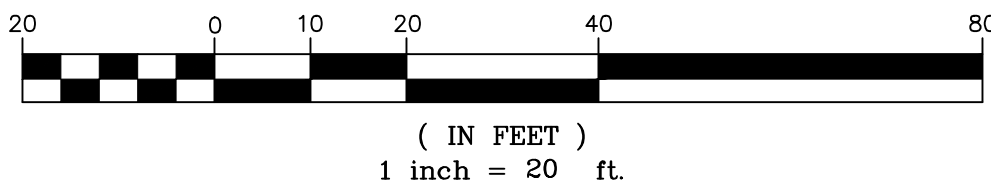
8-16-22

#3017
STATE LICENSE NUMBER

REFER TO SHEET L2 FOR PLANT IMAGES



GRAPHIC SCALE



PLANT LIST: SYMBOL / BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
TREES:			
ACER RUBRUM	RED MAPLE	24" BOX	MED
LAGERSTROEMIA 'TUSCARORA'	CRAPE MYRTLE	15 GA	LOW
LAURUS NOBLIS 'SARATOGA'	GRECIAN LAUREL	24" BOX	MED
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WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GA	LOW
VINES:			
FICUS PUMILA	CREEPING EVERGREEN FIG	5 GA	MED
PERENNIALS:			
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GROUNDCOVERS:			
COPROSMA 'KIRKII'	CREEPING MIRROR PLANT	1 GA @36" O.C.	LOW
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REVISIONS

1	10/20/22	10/20/22	10/20/22
2	10/20/22	10/20/22	10/20/22
3	10/20/22	10/20/22	10/20/22
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8	10/20/22	10/20/22	10/20/22
9	10/20/22	10/20/22	10/20/22
10	10/20/22	10/20/22	10/20/22

RW Stover & Associates, Inc.

Landscape Architecture

1620 Walnut Creek, CA 94596

Ph: 925.933.2383

CHICK FIL-A

BROADWAY STREET

VALLEJO, CALIFORNIA

LANDSCAPE PLAN

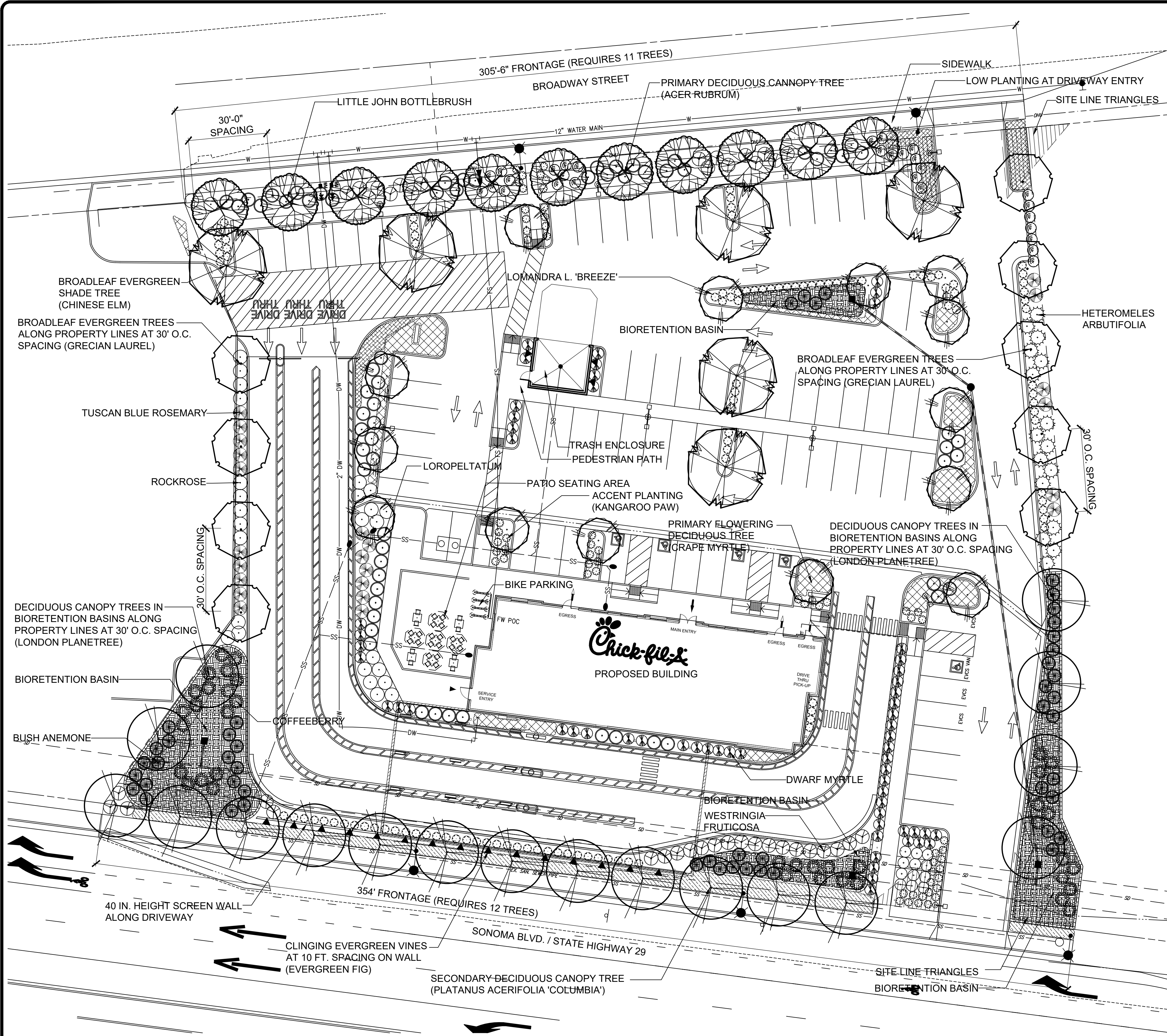
RENDERING

DESIGNED:	DRAWN:
CHECKED:	JOB NO:
DATE:	04-15-22
SCALE:	

SHEET

L1a

OF SHEETS



GENERAL NOTES:

1. ALL PLANTING SHALL BE WATERED BY FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM.
2. ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF FIRBARK MULCH DRESSING.

CERTIFICATION STATEMENT:

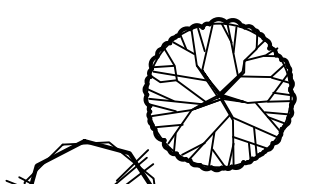
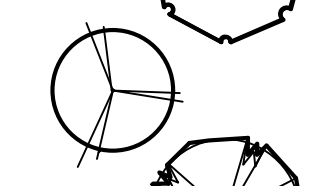
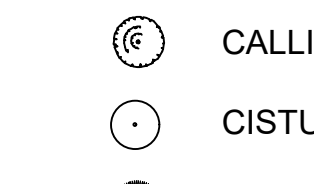
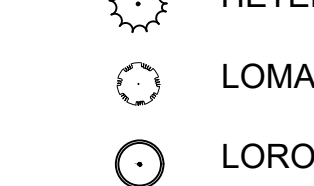
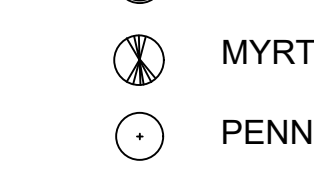
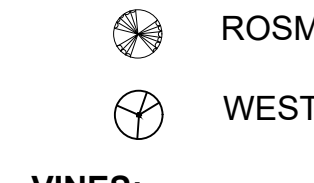
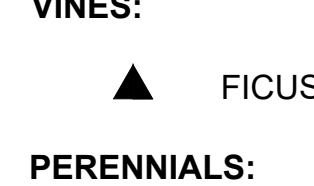
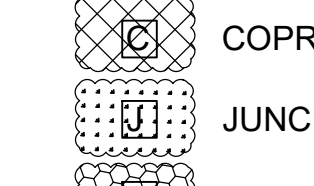
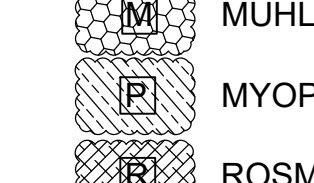
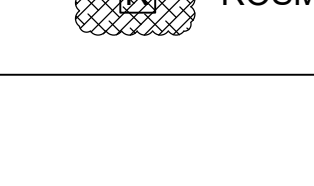
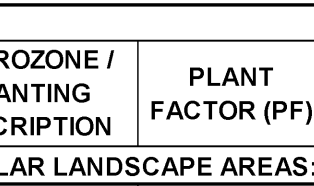
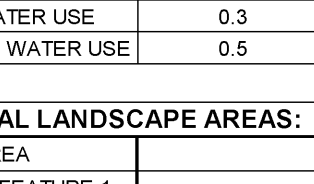
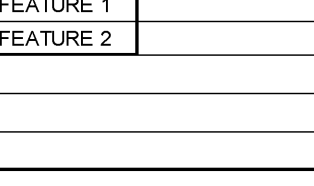
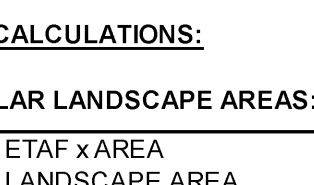
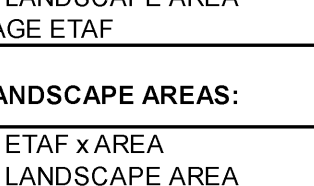
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RICK STOVER
RW STOVER AND ASSOCIATES, INC.
LANDSCAPE ARCHITECT

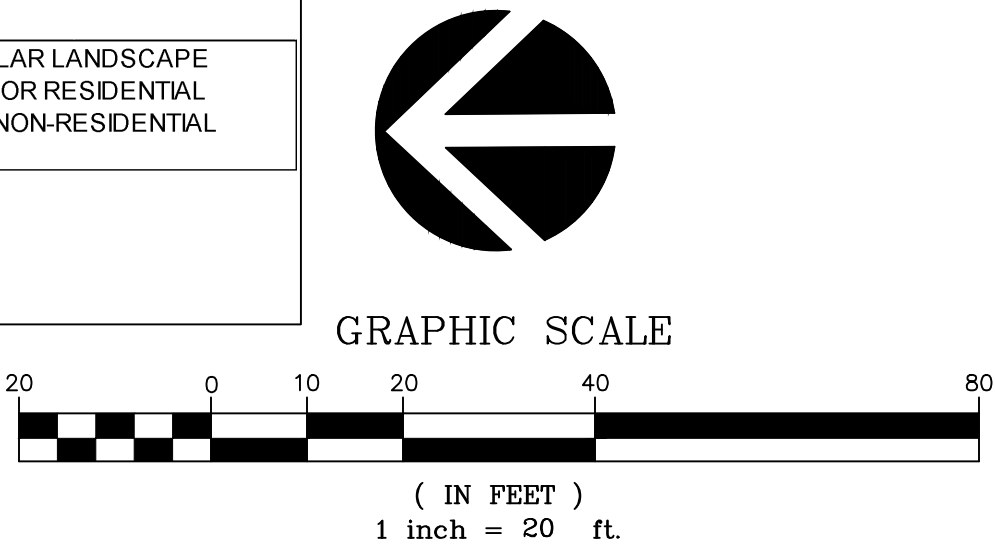
#3017
STATE LICENSE NUMBER


SIGNATURE- LANDSCAPE ARCHITECT

8-16-22
DATE

PLANT LIST:			
SYMBOL / BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
TREES:			
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 LAGERSTROEMIA 'TUSCARORA'	CRAPE MYRTLE	15 GA	LOW
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 LOROPELTATUM CHIN. 'JAZZ HANDS'	LOROPETATUM	5 GA	LOW
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 MYOPORUM PARVIFOLIUM	MYOPORUM	1 GA @36" O.C.	LOW
 ROSMARINUS PROSTRATUS	PROSTRATE ROSEMARY	1 GA @36" O.C.	LOW

WATER EFFICIENT LANDSCAPE WORKSHEET							
REFERENCE EVAPOTRANSPIRATION (ET ₀):		40.3					
HYDROZONE / PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREAS:							
LOW WATER USE	0.3	Drip	0.81	0.3703703	15944	5905.194063	147548.9
MEDIUM WATER USE	0.5	BUBBLER	0.81	0.6172839	387	238.8889693	5968.9
TOTALS:					16331	6144	
SPECIAL LANDSCAPE AREAS:							
REC. AREA				0	0	0	0
WATER FEATURE 1				0	0	0	0
WATER FEATURE 2				0	0	0	0
TOTALS:					0	0	
ETWU TOTAL:							153,516
MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):							183,621
ETAF CALCULATIONS:							
REGULAR LANDSCAPE AREAS:							
TOTAL ETAF x AREA		6.144					
TOTAL LANDSCAPE AREA		16,331					
AVERAGE ETAF		0.38					
ALL LANDSCAPE AREAS:							
TOTAL ETAF x AREA		6.144					
TOTAL LANDSCAPE AREA		16,331					
SITEWIDE ETAF		0.38					
NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.							



REFER TO SHEET L2 FOR PLANT IMAGES

REVISIONS

08-16-22	Planning	Comments
09-22-22	Planning	Comments
09-22-22	Resubmittal	
01-26-23	Resubmittal	
07-17-23		

RW Stover & Associates, Inc.

Landscape Architecture

1620 W. Broadway Street, Suite 4

Walnut Creek, CA 94596

Ph: 925.933.2383

LANDSCAPE ARCHITECT

2017

Signature

SEAL

CHICK FIL-A

BROADWAY STREET

VALLEJO, CALIFORNIA

PRELIMINARY

LANDSCAPE PLAN

DESIGNED:

DRAWN:

CHECKED:

JOB NO:

DATE

04-15-22

SCALE

SHEET

L1b

OF

SHEETS

TREES:



ACER RUBRUM



LAGERSTROEMIA 'TUSCARORA' (STD.)



LAURUS NOBLIS 'SARATOGA'



PLATANUS ACERIFOLIA 'COLUMBIA'



ULMUS PARVIFOLIA

SHRUBS:



CALLISTEMON VIMINALIS 'LITTLE JOHN'



CISTUS PURPUREUS



CARPENTERIA CALIFORNICA



FRANGULA CALIFORNICA 'EVE CASE'



HETEROMELES ARBUTIFOLIA



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PENNISETUM 'BUNNY TAILS'



ROSMARINUS OFFICINALIS 'TUSCAN BLUE'



WESTRINGIA FRUTICOSA

CLINGING VINES:



FICUS PUMILA

CLINGING VINES:



ANIGOZANTHOS 'BUSH BABY'

GROUNDCOVER:



COPROSMA 'KIRKII'



JUNCUS PATENS



MUHLENBERGIA RIGENS



MYOPORUM PARVIFOLIUM



ROSMARINUS PROSTRATUS

REVISIONS

△	Planning	Comments
△	07-18-22	
△	Planning	Comments
△	09-27-22	
△	Resubmit	
△	01-28-23	
△	Resubmit	
△	07-17-23	
△		
△		

RW Stover & Associates, Inc.

Landscaping Architecture

16201
Walnut Creek, CA 94596
Ph: 925.933.2383

LANDSCAPE ARCHITECT

2017

SIGNATURE

DATE

07/17/23

CHICK FIL-A

BROADWAY STREET

VALLEJO, CALIFORNIA

PLANT

IMAGES

DESIGNED:

DRAWN:

CHECKED:

JOB NO:

DATE

04-15-22

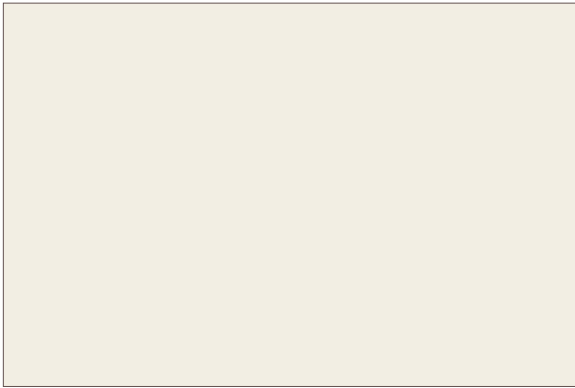
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SHEET

L2

OF

SHEETS



1 SW 7566 WESTHIGHLAND WHITE
STUCCO SYSTEM (STC-1)



2 SW "DARK BRONZE"
EXTERIOR PAINT



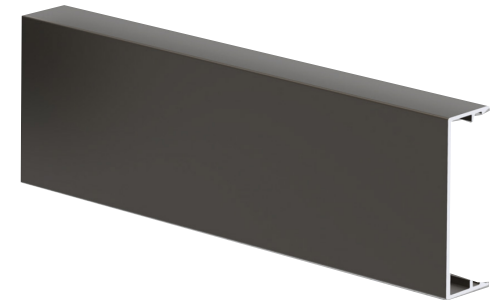
3 SW 6172 HARDWARE
STUCCO SYSTEM (STC-2)



4 SW CFA CUSTOM "URBAN NIGHT"
STUCCO SYSTEM (STC-3)



5 SW 2807 ROOKWOOD MEDIUM BROWN
EXTERIOR PAINT



6 YKK YES 45 DARK BRONZE
STORE FRONT



TRAFFIC IMPACT ANALYSIS

Vallejo Chick-Fil-A

Sonoma Boulevard (SR-29), Vallejo CA

PREPARED FOR:



CITY OF VALLEJO

JULY 2023 | FINAL

Prepared By:

Kimley»Horn

WARNING!

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CONTENTS

Contents	iii
Tables.....	i
Figures.....	i
Executive Summary	i
Trip Generation.....	i
Project Impacts and Deficiencies.....	i
1. Introduction	1
Study Area.....	1
Study Methodology	4
Report Organization	4
2. Vehicle Miles Traveled	5
CEQA Vehicle Miles Traveled (VMT) Analysis.....	5
Project Screening.....	5
3. Existing Conditions.....	6
Existing Roadway Network.....	6
Existing Bicycle Facilities	6
Existing Transit Facilities.....	9
Existing Pedestrian Facilities.....	9
4. Project Description	11
Trip Generation.....	11
5. Parking.....	12
Required Parking	12
Proposed Parking	12
6. Vehicle Queuing and Site Access and Circulation	13
Drive-through Queuing.....	13
Vehicular Site Access and Circulation	15
Sight Distance Analysis.....	16
Vehicle AutoTurn Analysis.....	19
7. Bicycle, Transit, and Pedestrian Facilities	23
Bicycle.....	23
Transit	23
Pedestrian	23
8. Conclusions and Recommendations	24
Vehicle Miles Traveled Screening.....	24
Off-site Roadway Improvements	24
Pedestrian Facilities	24
Bicycle Facilities.....	24
Parking Requirements.....	24

Project Driveways	24
Drive-through Queuing	24
APPENDIX.....	26



TABLES

Table 1: Project Trip Generation	11
Table 2: Weekday Drive-Through Queuing	14

FIGURES

Figure 1: Project Location	2
Figure 2: Site Plan	3
Figure 3: Existing and Proposed Bicycle Facilities	8
Figure 4: Transit Facilities	10
Figure 5: West Project Driveway Sight Distance	17
Figure 6: East Project Driveway Sight Distance	18
Figure 7: Passenger Car AutoTURN Evaluation.....	20
Figure 8: Trash Truck AutoTURN Evaluation	21
Figure 9: Fire Truck AutoTURN Evaluation	22

EXECUTIVE SUMMARY

The following traffic impact analysis (TIA) has been prepared to determine potential Vehicle Miles Traveled (VMT) impacts associated with the Vallejo Chick-Fil-A project ("Project"), a 4,947-square foot restaurant with a drive-through. The proposed project is located between Sonoma Boulevard (SR-29) and Broadway and to the south of Mini Drive in Vallejo, CA. The Project will utilize two driveways: one along Sonoma Boulevard (SR-29) and one along Broadway.

This traffic impact analysis was prepared to determine significant transportation impacts related to the California Environmental Quality Act (CEQA) for the project based on standards and methodologies set forth by the City of Vallejo. These potential significant impacts are based on vehicle miles traveled and not intersection level of service. In addition, the study evaluates vehicle site access, circulation, on-site parking, and on-site queuing.

TRIP GENERATION

The Project's proposed trip generation was based on the equations for Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window), from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*.

The Project is expected to generate 1,099 daily trips, 110 AM peak hour trips (56 inbound and 54 outbound), and 73 PM peak hour trips (38 inbound and 35 outbound).

PROJECT IMPACTS AND DEFICIENCIES

The following summarizes the transportation impacts and project deficiencies related to the proposed project and the study area. Transportation impacts are based on vehicle miles traveled and not intersection level of service. Per the City, an intersection level of service analysis was not performed because the City does not have level of service criteria and is focusing on VMT impacts only.

VEHICLE MILES TRAVELED (VMT)

A project may be exempt from performing CEQA analysis if the project is considered a local-serving retail use less than 50,000 square feet that would serve the immediate neighborhoods. The proposed project satisfies this criterion since the Project consists of 4,947 square feet of retail restaurant uses, which is less than 50,000 square-foot threshold. **Therefore, the project will have a less than significant VMT impact.**

PROJECT DEFICIENCIES

CEQA significant impact methodology for transportation impacts uses VMT as opposed to LOS. Therefore, impacts and mitigations for the proposed project were based on VMT only.

1. INTRODUCTION

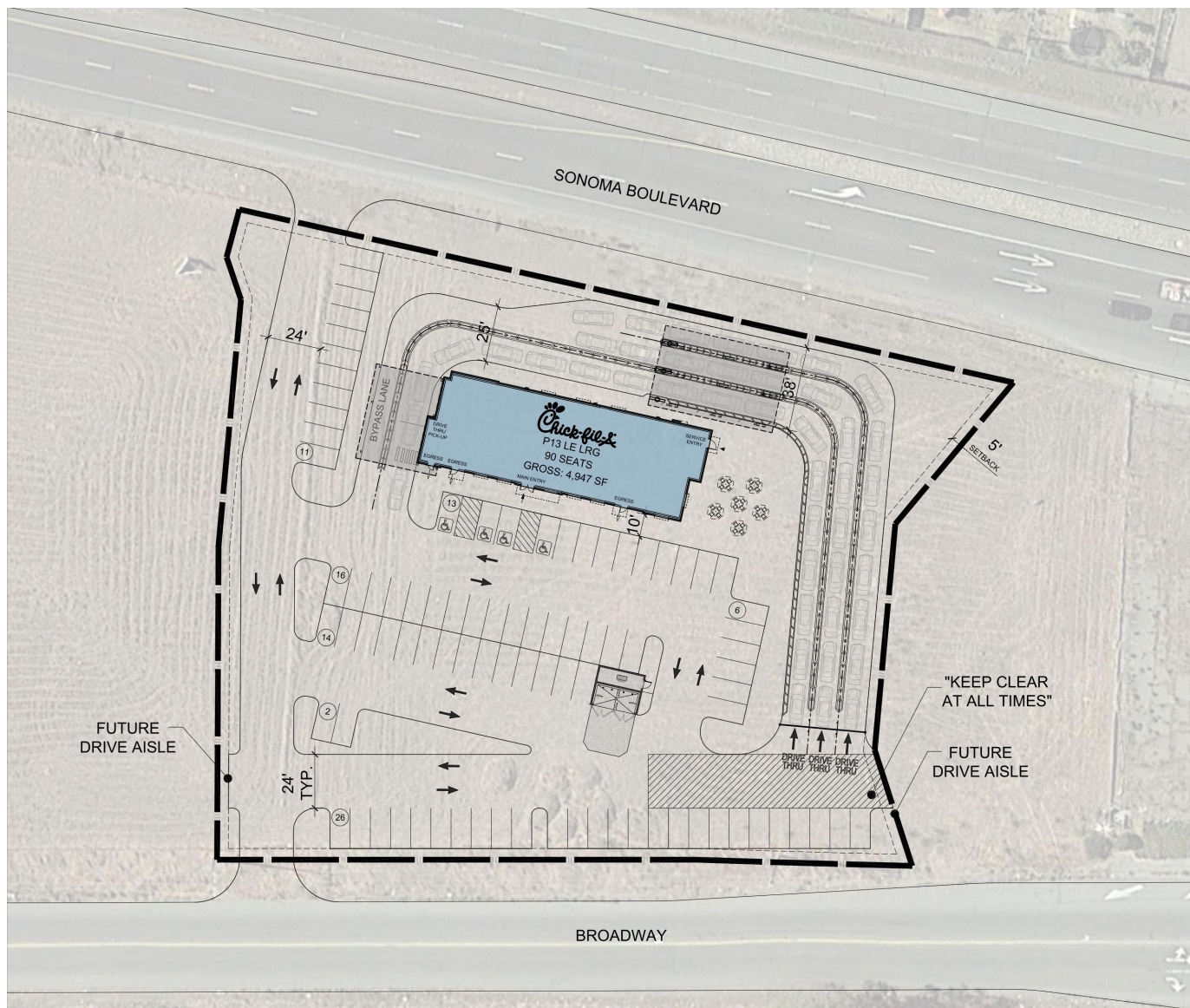
This report presents the results of the Traffic Impact Analysis (TIA) for the proposed Vallejo Chick-Fil-A located at on Sonoma Boulevard (SR-29) in the City of Vallejo, CA. The proposed project is located between Sonoma Boulevard (SR-29) and Broadway and to the south of Mini Drive in Vallejo, CA (City). The proposed restaurant is 4,947 square feet and includes a drive-through. The Project will utilize two driveways: one along Sonoma Boulevard (SR-29) and one along Broadway.

The TIA consists of a VMT evaluation, a trip generation analysis, and an evaluation of site access and circulation. This report documents the methodology, assumptions, and results of the TIA.

PROJECT LOCATION

The proposed project would generate new vehicular trips that would increase traffic volumes on the nearby street network. **Figure 1** shows the project location. **Figure 2** shows the site plan.





Source: WARE MALCOMB

STUDY METHODOLOGY

As of July 1, 2020, the State of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). **Therefore, impacts and mitigations for the proposed project will be based on VMT only.**

REPORT ORGANIZATION

The remainder of the report is divided into the following chapters:

- Chapter 2: Vehicle Miles Traveled – describes the City’s screening criteria for vehicle miles traveled.
- Chapter 3: Existing Conditions – describes the existing roadway network, transit system, pedestrian facilities, and bicycle facilities.
- Chapter 4: Project Description – describes the proposed project and trip generation.
- Chapter 5: Parking – describes the project’s parking supply in comparison to the City’s parking requirements.
- Chapter 6: Vehicle Queuing and Site Access and Circulation – describes on-site and off-site vehicle queuing, site access, and on-site circulation for the project.
- Chapter 7: Bicycle, Transit, and Pedestrian Facilities – describes potential effects the proposed project may have on the transit system, pedestrian facilities, and bicycle facilities.
- Chapter 8: Conclusions and Recommendations – describes the conclusions and recommendations for project improvements.

2. VEHICLE MILES TRAVELED

CEQA VEHICLE MILES TRAVELED (VMT) ANALYSIS

As of July 1, 2020, the State of California has fully adopted a change in the CEQA significant impact methodology for transportation impacts to use VMT as opposed to LOS via SB 743. To address this change, the City of Vallejo adopted the *Interim VMT Evaluation Method*.

PROJECT SCREENING

The interim approach applies a screening process that states if a project generates less than or equal to 1,080 VMT per day, is located in a transit priority area, or is local-serving retail, it is determined to have a less than significant impact with respect to VMT and can be approved as long as it is consistent with the General Plan 2040 and the Zoning Code. A project may be exempt from performing CEQA analysis if the project is considered a local-serving retail use less than 50,000 square feet that would serve the immediate neighborhoods. The proposed project satisfies this criterion since the Project consists of 4,947 square feet of retail restaurant use, which is less than the 50,000-square foot threshold. Therefore, the project will have a less than significant VMT impact. No additional VMT analysis is required for the project.

3. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway network, transit service, pedestrian facilities, and bicycle facilities within the vicinity of the project site.

EXISTING ROADWAY NETWORK

This section provides a description of the specific roadways included in this study.

Sonoma Boulevard (SR-29) is a four-lane, north-south roadway located adjacent to the project site. It connects to Airport Boulevard to the north and to I-80 to the south. The roadway provides regional access to Napa and the East Bay Area. On-street parking is not allowed within the study area. The speed limit within the study area is 50 miles per hour (mph). The *State Route 29 Comprehensive Multimodal Corridor Plan*¹, which supersedes the SR 29 Gateway Corridor Improvement Plan, includes a proposal to provide multimodal improvements on SR 29 between SR 37 and Napa Junction Road. Improvements would maintain the existing travelled lanes and add off-corridor Class I shared use paths on both sides of the roadway, 8-foot shoulders, pedestrian refuge islands at intersections, and landscaped planting strips to separate the Class I paths from vehicle traffic. Within the study area, Caltrans plans to add capacity on SR-29 from SR-12 to Napa/Solano County Line.

Broadway is a two-lane, north-south roadway within the study area. It transitions into Lincoln Highway to the north and into Alameda Street to the south. The roadway provides access to commercial and residential land uses within the study area. On-street parking is allowed south of Lewis Brown Drive. The speed limit within the study area is 30 mph.

Mini Drive is a two-lane, east-west roadway within the study area. It connects to Severus Drive to the east and Lewis Brown Drive to the west. The roadway provides access to residential land uses within the study area. On-street parking is allowed on both sides of the roadway. The speed limit within the study area is 25 mph.

Meadows Drive is a two-lane, east-west roadway within the study area. It connects to Catalina Way to the east and Sonoma Boulevard (SR-29) to the west. The roadway provides access to residential uses within the study area. On-street parking is on both sides of the roadway. The speed limit within the study area is 35 mph.

EXISTING BICYCLE FACILITIES

Figure 3 shows existing bicycle facilities within the study area. Bicycle facilities are provided throughout the City of Vallejo. The following lists the bicycle facilities that are located within the study area.

The following lists the Class I shared bicycle paths near the study area:

- Broadway between north of the project area and Meadows Drive (future)
- Meadows Drive between Broadway and Sonoma Boulevard (SR-29) (future)

The following lists the Class II bicycle lanes near the study area:

- Lewis Brown Drive between Sonoma Boulevard (SR-29) and B.W. Williams Drive

¹ State Route 29 Comprehensive Multimodal Corridor Plan, GHD, May 2020

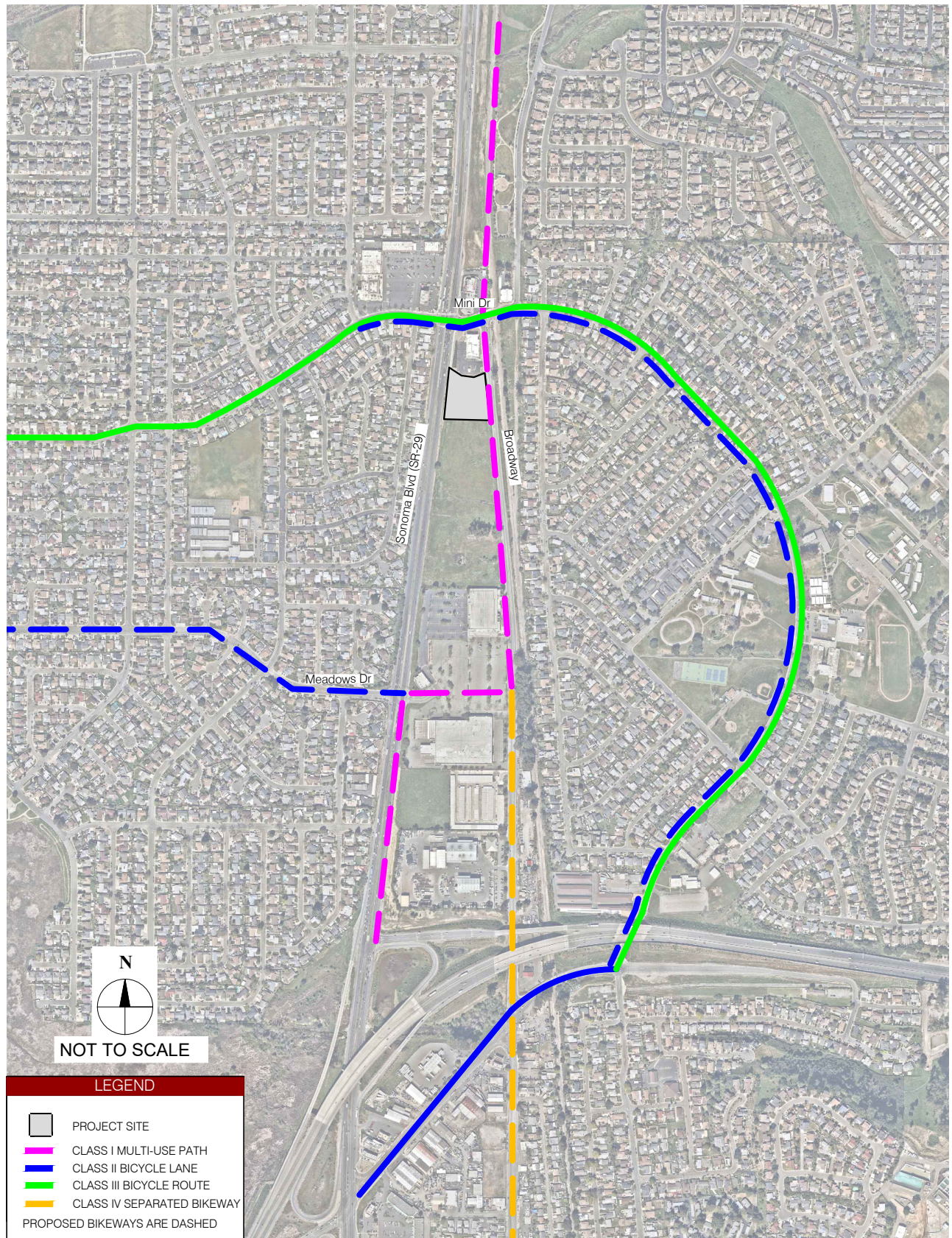
- Mini Drive between Danross Drive and Lewis Brown Drive (future)

The following lists the Class III bicycle routes near the study area:

- Mini Drive between Severus Drive and Lewis Brown Drive

The following lists the Class IV separate bikeways near the study area:

- Meadows Drive between Catalina Way and Azalea Court (future)
- Broadway between Meadows Drive and Redwood Street (future)



EXISTING TRANSIT FACILITIES

Solano County Transit (SolTrans) and Napa Valley Transportation Authority (NVRTA) provide local transit services within the City of Vallejo. Multiple bus routes operate within the study area and operate adjacent to the project site along Sonoma Boulevard (SR-29) and Broadway. Existing transit services within the study area are shown in **Figure 4** and described in this section. Schedules for each bus route described below are current as of June 2022.

SolTrans provides two bus routes near the project site within the City of Vallejo and are described below.

Route 1 is a local bus route that operates between Vallejo Transit Center and Rancho Square. Within the vicinity of the project site, Route 1 operates along Mini Drive, Meadows Drive, and Sonoma Boulevard (SR-29). On weekdays, Route 1 operates between 6:42 AM and 9:11 PM with approximately 60-minute headways. On Saturdays, Route 1 operates between 8:30 AM and 7:26 PM with 60-minute headways. The nearest bus stop for Route 1 is at the southwest corner of Sonoma Boulevard (SR-29) and Mini Drive.

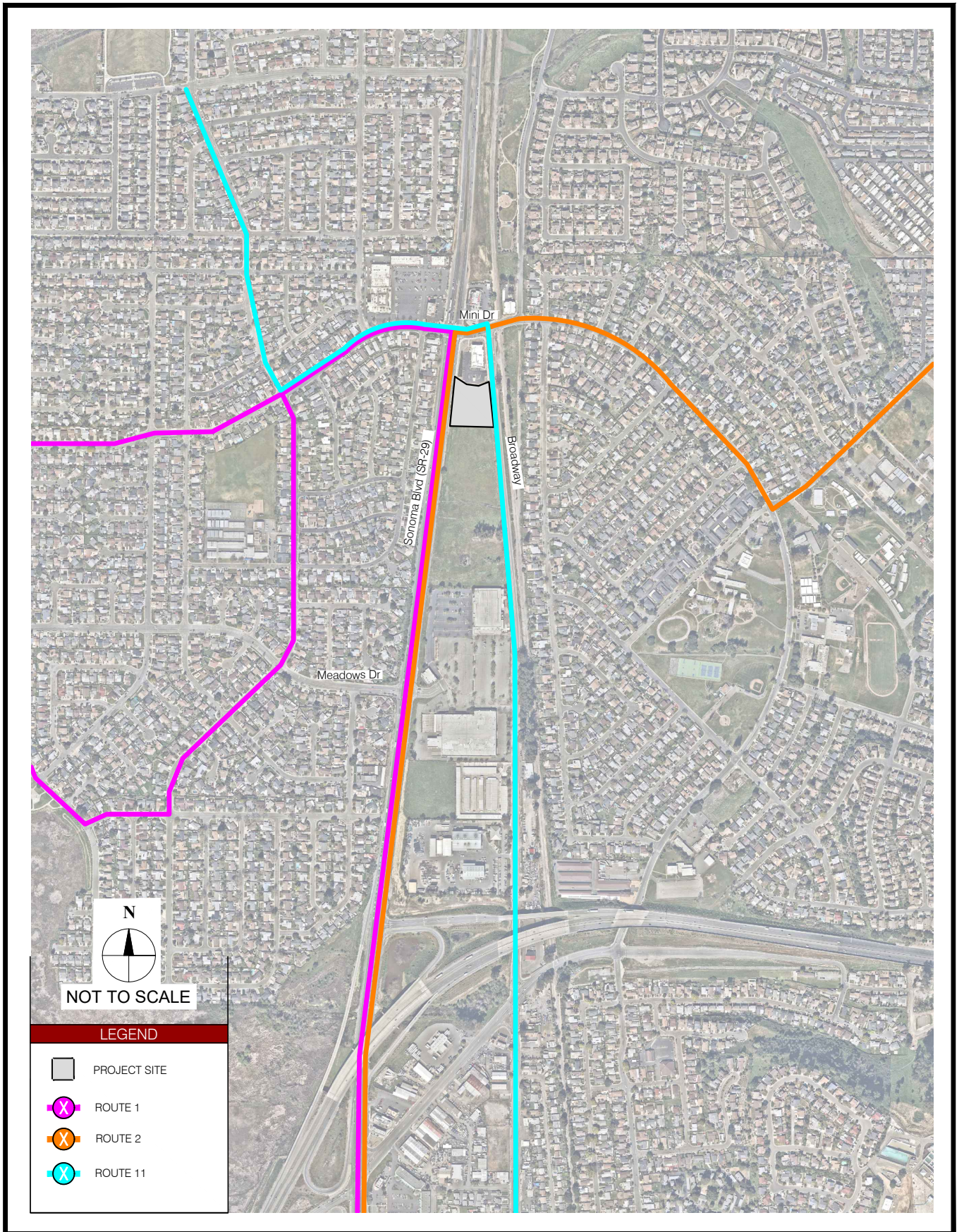
Route 2 is a local bus route that operates between the Vallejo Transit Center and Northeast Vallejo Corners. Within the vicinity of the project site, Route 2 operates along Mini Drive and Sonoma Boulevard (SR-29). On weekdays, Route 2 operates between 7:00 AM and 9:15 PM with 60-minute headways. On Saturdays, Route 2 operates between 9:00 AM and 6:56 PM with approximately 60-minute headways. The nearest bus stop for Route 2 is at the southeast corner of Broadway and Mini Drive.

NVRTA provides one bus route near the project site within the City of Vallejo and is described below.

Route 11 is a local bus route that operates between the Redwood Park and Ride in the City of Napa and the Vallejo Ferry Terminal in the City of Vallejo. Within the vicinity of the project site, Route 11 operates along Mini Drive and Broadway. On weekdays, Route 11 operates between 5:30 AM and 9:30 PM with approximately 60- to 70-minute headways. On weekends, Route 11 operates between 7:00 AM and 9:28 PM with 60-minute headways. The nearest bus stop for Route 11 is at the southwest corner of Broadway and Mini Drive.

EXISTING PEDESTRIAN FACILITIES

Sidewalks and crosswalks are provided at locations within the study area to allow pedestrians access to nearby transit stops, residential uses, and commercial uses with gaps in the pedestrian facility. There are no existing sidewalks directly adjacent to the Project site along Sonoma Boulevard (SR-29) or Broadway. The sidewalk on the east side of Sonoma Boulevard (SR-29) ends approximately 250 feet south of Mini Drive and there is no sidewalk on the west side. The sidewalk on the west side of Broadway ends approximately 290 feet south of Mini Drive and there is no sidewalk on the east side. There are crosswalks on all legs of the three signalized study intersections, except the east leg at Broadway and Mini Drive.



4. PROJECT DESCRIPTION

A description of the project trip generation is described below.

TRIP GENERATION

Trip generation for projects is typically calculated based on information contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*.² The manual is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of land uses. A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site and therefore, a single visitor to a site is counted as two trips.

Table 1 presents the trip generation for the proposed project. The number of project trips was estimated using the industry standard Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. This reference estimates project trips based on survey data by land use category. The average rates for ITE Land Use 934, Fast-Food Restaurant with Drive-Through Window were used.

Pass-by trip reductions were assumed to account for trips that were already on the road under no project conditions and would likely now stop at proposed project under with project conditions, as they pass by the site. Pass-by reductions for Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) based on the ITE *Trip Generation Manual, 11th Edition* indicates an average AM peak hour pass-by reduction of 50% percent in the AM peak hour and 55 percent in the PM peak hour. Since daily pass-by trips were not provided, it was assumed to be the average of the AM and PM peak hour pass-by trip percentages.

As shown in **Table 1**, the Project generates approximately 1,099 daily trips, 110 AM peak hour trips, and 73 PM peak hour trips.

Table 1: Project Trip Generation

ITE Land Use Code ¹	Land Use		Units	Daily Rate	AM Peak Hour Rate			PM Peak Hour Rate		
					Total	In%	Out %	Total	In%	Out %
934	Fast-Food Restaurant with Drive-Through Window		1,000 SF GFA	467.48	44.61	51%	49%	33.03	52%	48%
ITE Land Use Code ¹	Land Use	Size	Units	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					Total	In	Out	Total	In	Out
934	Fast-Food Restaurant with Drive-Through Window	4.947	1,000 SF GFA	2,314	221	113	108	163	85	78
Pass-by (Daily: 52.5%, AM: 50%, PM: 55%) ¹				-1,215	-111	-57	-54	-90	-47	-43
Net New Project Trips				1,099	110	56	54	73	38	35

Source: ITE *Trip Generation Manual, 11th Edition*

¹ *Trip Generation Manual, 11th Edition* does not include a pass-by reduction for daily trips, therefore the average percentage of the AM and PM peak hours was assumed.

² *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, 2021.

5. PARKING

A parking analysis was conducted to determine if there would be a sufficient number of parking spaces for the project.

REQUIRED PARKING

Required parking for vehicles is based on land use. In accordance with the Vallejo Municipal Code, parking for restaurants with a drive-through shall be provided at the following rate:

- Restaurant, Limited Service & Drive-through: 2 for the first 2,500 sq. ft. plus 1 per 1000 sq. ft. above that size

Assuming the project site has an area of 4,947 square feet, a minimum of 5 vehicle parking spaces would be required.

PROPOSED PARKING

The site plan provided by the project applicant includes a breakdown of vehicle parking provided:

- Standard passenger car parking spaces = 84 parking spaces
- Accessible stalls = 4 parking spaces

The project provides a total of 88 parking spaces, which provides adequate parking as required by the City.

6. VEHICLE QUEUING AND SITE ACCESS AND CIRCULATION

This chapter presents the results from the on-site vehicle queuing analysis and discussion of site access and circulation for the proposed project site.

DRIVE-THROUGH QUEUING

A drive-through queuing analysis was conducted for the proposed project to evaluate the adequacy of the drive-through lane queuing capacity.

The opening to the drive-through lanes would be along the east side of the project site. The three lanes wrap around the building in a counter-clockwise direction, merge into two lanes after the order boards, and exit on the west side of the site. During non-peak hours, the outer two lanes serve as bypass lanes to either allow customers to exit the drive-through without ordering or customers whose food is ready before the customers ahead of them to reach the pick-up window without waiting in the queue. During peak hours, the outer two lanes serve as additional drive-through lanes to provide more capacity.

The drive-through would provide three entry lanes and two order boards, with the outer two lanes merging into one lane before reaching the pay and pick-up window. There will be a total of approximately 680 feet of queuing lane capacity from the opening of the drive-through lane to the order board and approximately 320 feet from the order board to the pick-up window. This would provide a total drive-through queue length of approximately 900 feet, for a drive-through queuing capacity of 45 vehicles, assuming 20 feet per vehicle, from the beginning of the drive-through lane to the pick-up window.

QUEUING DATA COLLECTION

In the *Traffic Impact Study for 2060 South Bascom Avenue*³, drive-through queuing observations and counts were conducted at the following five (5) existing drive-through sites throughout Northern California:

- City of Sunnyvale: 550 W El Camino Real
- City of San Jose: 2280 Monterey Road
- City of Fremont: 5539 Auto Mall Parkway
- City of Fremont: 5245 Mowry Avenue
- City of Santa Rosa: 1452 Mendocino Avenue

The drive-through activity was observed in 2018 and 2019 during the following times for both sites on a typical weekday:

- 7:00 AM – 9:00 AM
- 5:00 PM – 7:00 PM

QUEUING OBSERVATIONS

The queuing activity was observed to vary throughout the data collection periods. **Table 2** shows the weekday queuing observations of the drive-through operations at the study locations during the peak periods.

³ *Traffic Impact Study for 2060 South Bascom Avenue*, W-Trans, 2019.

Table 2: Weekday Drive-Through Queuing

Time Period	Maximum Number of Cars Observed in Drive-Through Lane							Weekday Average
	550 W. El Camino Real		2280 Monterey Road	5539 Auto Mall Parkway		5245 Mowry Avenue	1452 Mendocino Avenue	
Month/Year	Oct 2018	Sept 2018	Oct 2018	Sept 2018	Jan 2019	Jan 2019	Sept 2018	
7:00-7:30 AM	3	N/A	1	3	N/A	2	N/A	2.3
7:30-8:00 AM	2	N/A	1	4	N/A	3	N/A	2.5
8:00-8:30 AM	4	N/A	3	7	N/A	3	N/A	4.3
8:30-9:00 AM	5	N/A	5	6	N/A	3	N/A	2.8
AM Maximum	5	N/A	5	7	N/A	3	N/A	5.0
5:00-5:30 PM	13	9	14	4	3	3	12	8.3
5:30-6:00 PM	15	6	16	6	7	6	18	10.6
6:00-6:30 PM	15	16	15	9	7	15	25	14.6
6:30-7:00 PM	21	17	23	16	4	12	11	14.9
PM Maximum	21	17	23	16	7	15	25	17.7

Source: W-Trans

The data collected shows a weekday average of 5 vehicles in the AM and 17.7 vehicles in the PM. Data was also collected for the Saturday mid-day peak, which had an average of 21.3 vehicles in queue. Based on the existing data, with the proposed drive-through lane queuing capacity of 45 vehicles, the proposed drive-through queue should be contained within the available queue storage.

QUEUING RECOMMENDATIONS

Chick-Fil-A will be monitoring vehicle build up in the drive-through, especially during peak lunchtime and dinnertime periods. In the unlikely event that the drive-through queue spills over outside the drive-through lane, the following are recommendations to maintain the drive-through queue within the project site and not conflict with parking lot circulation:

1. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This will be a mobile order-taking point using a tablet or mobile device.
2. Direct drive-through customer to designated parking slots when there is a need to have additional time at the pick-up window.
3. General drive through car line management and pedestrian circulation by designated restaurant crew to ensure proper circulation around the center.

VEHICULAR SITE ACCESS AND CIRCULATION

Vehicles may access the site at the two proposed unsignalized driveways. One driveway is located along Sonoma Boulevard (SR-29), approximately 450 feet south of Mini Drive. The other driveway is located along Broadway, approximately 400 feet south of Mini Drive.

DRIVEWAY ACCESS

The project proposes two unsignalized driveways, one on Sonoma Boulevard (SR-29) and one on Broadway. The following summarizes the project access locations:

- Sonoma Boulevard (SR-29) & West Project Driveway
 - o Right-in-right-out driveway
 - o Stop-controlled westbound movement for project driveway
- Broadway & East Project Driveway
 - o Full access driveway
 - o Stop-controlled eastbound movement for project driveway

Appendix A contains the queuing worksheets for the Project's driveways. These AM and PM peak hour worksheets are the results of estimated project trips during future conditions and show that the proposed driveway throats are a sufficient length to accommodate the project queues during the site's peak hours. For the West Project Driveway, the throat depth was measured as 25 feet, which is the distance from the adjacent roadway to the first parking space on the west side of the project site. As shown, the estimated outbound vehicle queue is less than 25 feet, or less than one vehicle. This is less than the throat depth of 25 feet, and therefore it is not anticipated any parked vehicles along the west parking lot of the project site would be blocked by the outbound vehicles. For the East Project Driveway, the throat depth was measured as 40 feet, which is the distance from the adjacent roadway to the drive aisle along the east side of the project site. As shown, the estimated outbound vehicle queue is 32.5 feet, or 1.3 vehicles. This is less than the throat depth of 40 feet, and therefore it is not anticipated that any vehicles along drive aisle on the east side of the project site would be blocked by the outbound vehicles.

SIGHT DISTANCE ANALYSIS

A sight distance analysis for each project driveway was conducted to determine if vehicles exiting each driveway would have adequate sight distance to observe conflicting traffic along the major roadways adjacent to the project site. Intersection sight distance for the project driveways were evaluated following methodology from the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highway and Street, 7th Edition*⁴. Sight distance for each project driveway was determined based the proposed project site plan and the following AASHTO intersection sight distance criteria formula:

$$\text{Intersection Sight Distance} = 1.47 \times V_{\text{major}} \times t_g$$

Where V_{major} is the design speed of the major road and t_g is the time gap for the vehicle to exit the project driveway and enter the major road. No spot speed study was conducted; posted speed limits and design speeds were used to determine sight distance.

SONOMA BOULEVARD (SR-29) / WEST PROJECT DRIVEWAY

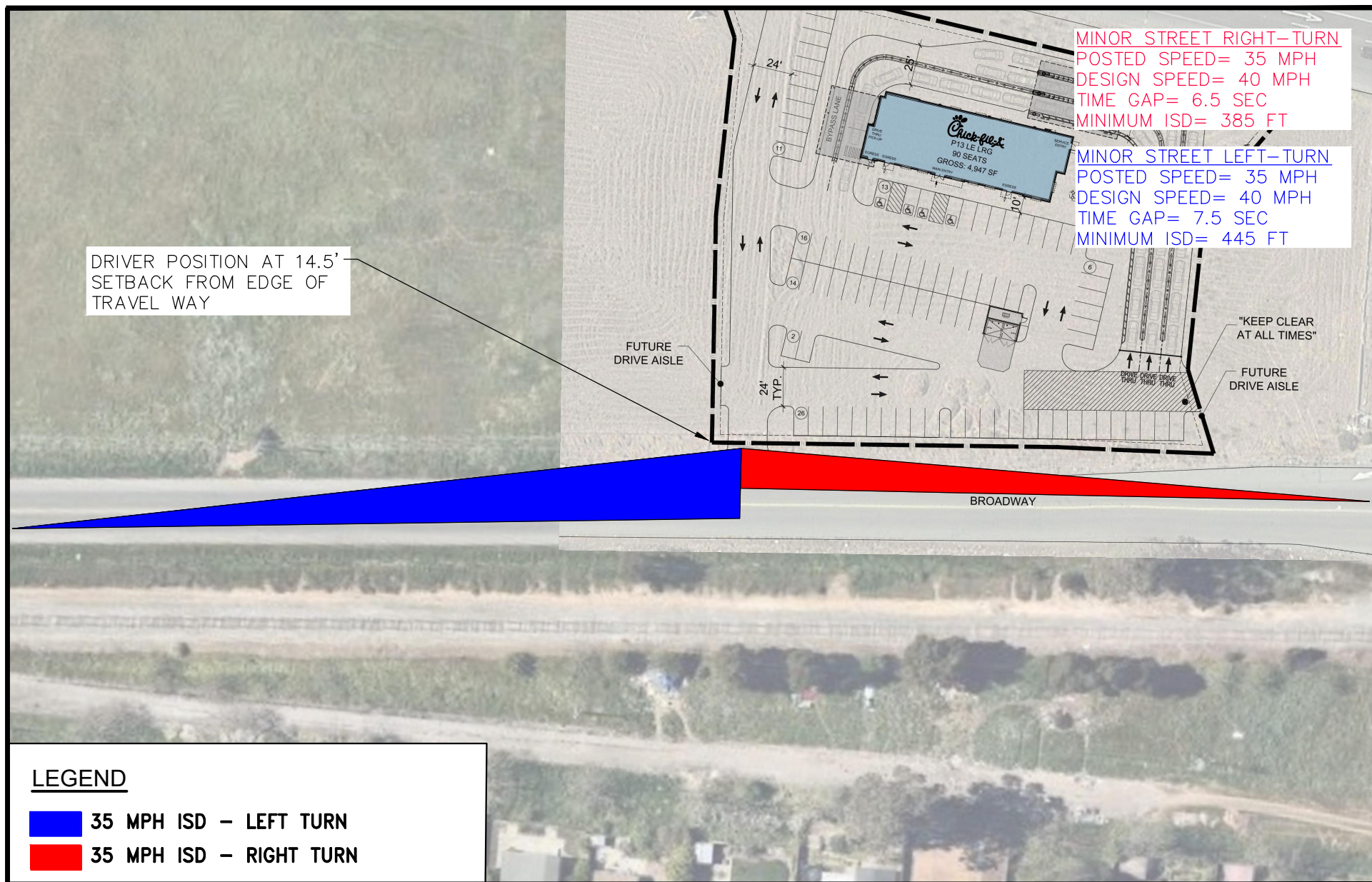
The West Project Driveway provides access primarily to passenger cars to the site. The time gap for a passenger car to make a right-turn onto Sonoma Boulevard (SR-29) is 6.5 seconds. With a 55 mph design speed along Sonoma Boulevard (SR-29), the sight distance criteria for passenger cars making a right-turn is 530 feet. As shown in the **Figure 5**, the sight triangle at West Project Driveway should be clear of obstructions for a passenger car exiting the driveway to observe oncoming northbound vehicles along Sonoma Boulevard (SR-29).

BROADWAY / EAST PROJECT DRIVEWAY

The East Project Driveway provides access primarily to passenger cars to the site. The time gap for a passenger car to make a left-turn and right-turn onto Broadway is 7.5 seconds and 6.5 seconds, respectively. With a 40 mph design speed along Broadway, the sight distance criteria for passenger cars making a left-turn is 385 feet and making a right-turn is 445 feet. As shown in the **Figure 6**, the sight triangles at East Project Driveway should be clear of obstructions for a passenger car exiting the driveway to observe oncoming northbound and southbound vehicles along Broadway.

⁴ *A Policy on Geometric Design of Highway and Street, 7th Edition*, American Association of State Highway and Transportation Officials (AASHTO), 2018.



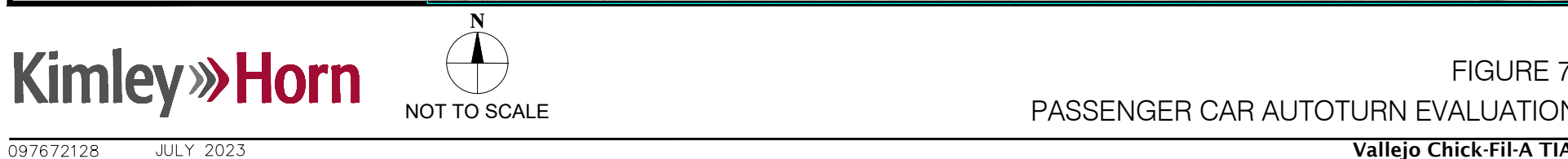


VEHICLE AUTOTURN ANALYSIS

On-site vehicular circulation for passenger cars, trash trucks, and emergency vehicles were evaluated using AutoTurn software to determine whether vehicles can access the project site without conflicting with on-site objects such as parking spaces and curbs. A vehicle turning evaluation was conducted for passenger cars to navigate through the drive-through. As shown in **Figure 7**, a passenger vehicle is able to maneuver through the drive-through without any conflict with proposed curbs.

The site has a trash enclosure located to the east side of the project site. A vehicle turning evaluation was completed for a trash truck to determine whether there are potential maneuvering issues as the truck enters and exits the site through the project driveways. As shown in **Figure 8**, the trash truck can access the enclosure without any on-site conflicts. The trash truck would enter from Sonoma Boulevard (SR-29), continue along the private drive aisle, proceed to the trash enclosure, reverse and exit using the Broadway driveway access.

A vehicle turning evaluation was also conducted for a fire truck to access the site. As shown in **Figure 9**, the fire truck can access the project site from Sonoma Boulevard (SR-29) and navigate through the drive aisles without any on-site conflicts. Section 503.2.1 of the California Fire Code states that fire apparatus access roads shall have an unobstructed width of not less than 20 feet. The drive aisles of the site are 24 feet or more; hence, this requirement is met. Therefore, all vehicle types are able to access the site without conflicting with any existing or proposed objects.



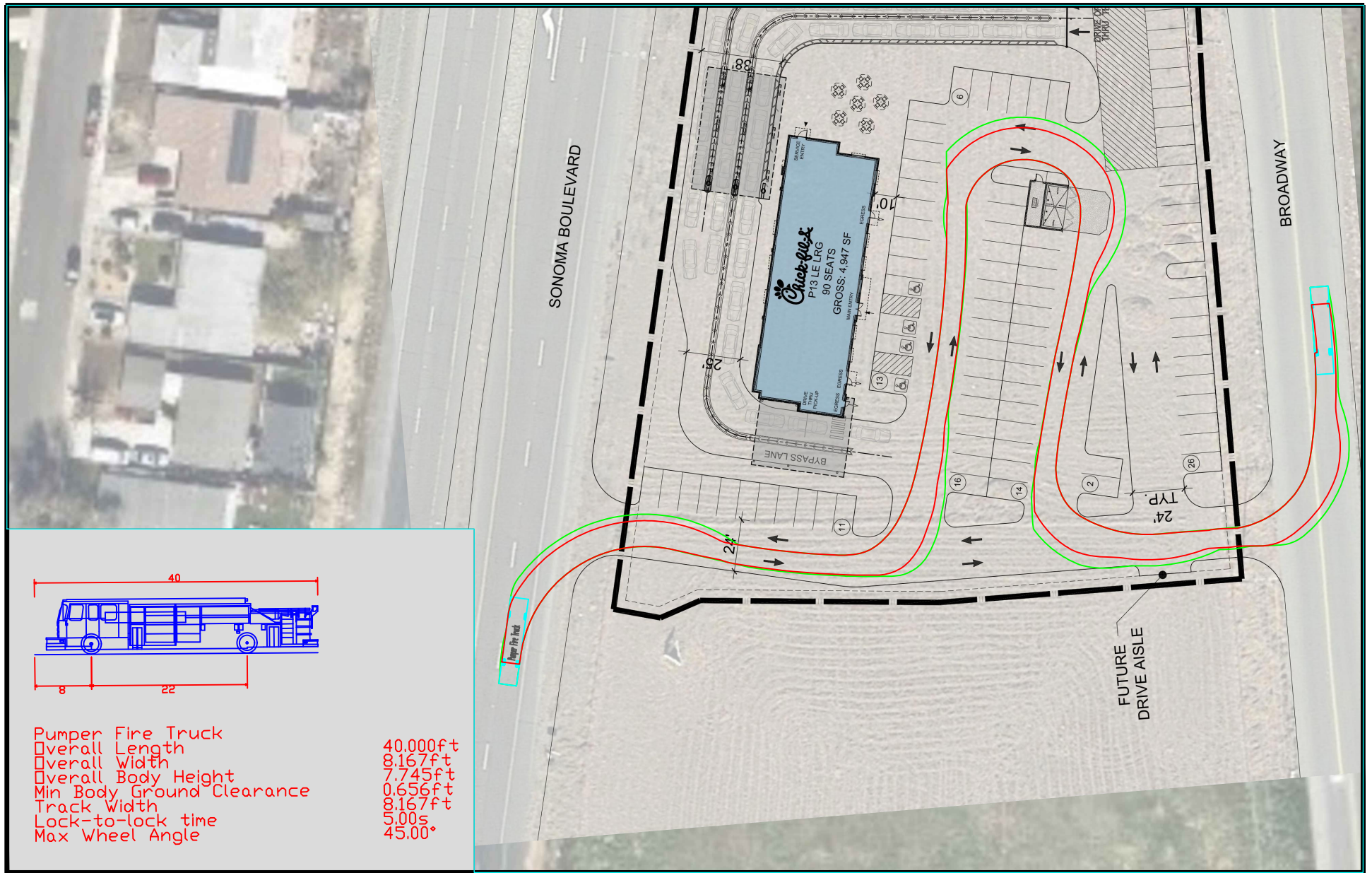


FIGURE 9
FIRE TRUCK AUTOTURN EVALUATION

7. BICYCLE, TRANSIT, AND PEDESTRIAN FACILITIES

The proposed project was evaluated to review the project's access and connection to transit, pedestrian, and bicycle facilities.

BICYCLE

The *Vallejo Active Transportation Plan* designates Mini Drive as a Class III Bicycle Route between Severus Drive and Lewis Brown Drive. Based on the site plan, the project will not interfere with existing bicycle plans and policies. However, Broadway is identified as a proposed Class I Multi-Use Path. Therefore, the project may need to contribute towards future bikeway improvements along the project's frontage length on Broadway.

Bicyclists may access the site by the Class III Bicycle Route along Mini Drive. The Project currently does not provide bicycle parking, but it is recommended that the Project provide at least two short-term and 2 long-term bicycle parking spaces to comply with the City of Vallejo's Municipal Code.

TRANSIT

Solano County Transit (SolTrans) bus routes 1, 2 and, 11 provide transit service within the study area. In the vicinity of the project site, the nearest bus stop for route 1 is at the southwest corner of Sonoma Boulevard (SR-29) and Mini Drive, the nearest bus stop for route 2 is at the southeast corner of Broadway and Mini Drive, and the nearest bus stop for route 11 is at the southwest corner of Broadway and Mini Drive. Based on the site plan, the project will not interfere with existing transit plans and policies.

Patrons using transit would depart from the route 1 and walk along Sonoma Boulevard (SR-29) or depart from routes 2 or 11 and walk along Broadway to the project using the new proposed sidewalks along the project frontages.

PEDESTRIAN

Sidewalks and crosswalks should be provided throughout the study area to allow pedestrians to access nearby transit stops, residential uses, and commercial uses. There are no existing sidewalks adjacent to the Project site along Sonoma Boulevard (SR-29) or Broadway. The sidewalk on the east side of Sonoma Boulevard (SR-29) ends approximately 250 feet south of Mini Drive and there is no sidewalk on the west side. The sidewalk on the west side of Broadway ends approximately 290 feet south of Mini Drive and there is no sidewalk on the east side. There are crosswalks on all legs of the three signalized study intersections, except the east leg at Broadway and Mini Drive. Based on the site plan, the project will construct sidewalks along the frontages of the site along Sonoma Boulevard (SR-29) and Broadway to provide pedestrian access.

8. CONCLUSIONS AND RECOMMENDATIONS

VEHICLE MILES TRAVELED SCREENING

To assess the project's potential VMT impact, a screening evaluation was completed for the project. A project may be exempt from performing CEQA analysis if the project is considered a local-serving retail use less than 50,000 square feet that would serve the immediate neighborhoods. The proposed project satisfies this criterion since the Project consists of 4,947 square feet of retail restaurant use, which is less than the 50,000-square foot threshold. Therefore, the project will have a less than significant VMT impact. No additional VMT analysis is required for the project.

OFF-SITE ROADWAY IMPROVEMENTS

The project does not propose any off-site roadway improvements associated with the project design. Recommended roadway improvements to improve on roadway deficiencies are discussed later.

PEDESTRIAN FACILITIES

There are no existing sidewalks along the project frontage on Sonoma Boulevard (SR-29) or Broadway; however, the project proposes sidewalks along its project frontages to provide pedestrian access to the site.

BICYCLE FACILITIES

The *Vallejo Active Transportation Plan* designates Broadway as a proposed Class I Multi-Use Path. Therefore, the project may need to contribute towards future bikeway improvements along the project's frontage length on Broadway. The site provides 2 short-term and 2 long-term bicycle parking spaces, which meets the City's requirement.

PARKING REQUIREMENTS

The project is proposing to provide 88 vehicle parking spaces. The project provides more than the minimum of 5 parking spaces required by the City.

PROJECT DRIVEWAYS

The development of the Project proposes the construction of two unsignalized driveways, one on Sonoma Boulevard (SR-29) and one on Broadway.

- Sonoma Boulevard (SR-29) & West Project Driveway
 - o Right-in-right-out driveway
 - o Stop-controlled westbound movement for project driveway
- Broadway & East Project Driveway
 - o Full access driveway
 - o Stop-controlled eastbound movement for project driveway

DRIVE-THROUGH QUEUING

A drive-through queuing evaluation was conducted and determined that the proposed driveway would be

able to accommodate the drive-through queuing. The average queue in the PM peak hour and Saturday mid-day peak hour is approximately 18 vehicles and 22 vehicles in length, respectively. The proposed drive-through can accommodate up to 45 vehicles; therefore, the drive-through queue should be contained within the available queue storage.

Although the drive-through is expected to accommodate the 95th percentile queues, the following are suggested recommendations in the event that the queuing exceeds the storage:

1. Provide extra ordering point(s) to alleviate ordering placement at the actual drive-through window point. This will be a mobile order-taking point using a tablet or mobile device.
2. Direct drive-through customer to designated parking slots when there is a need to have additional time at the pick-up window.
3. General drive through car line management and pedestrian circulation by designated restaurant crew to ensure proper circulation around the center.

APPENDIX

A – SYNCHRO OUTPUTS

A – Synchro Outputs



HCM 6th TWSC
4: Sonoma Blvd & West Project Dwy

Cumulative Plus Project AM

Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	623	37	0	1370
Future Vol, veh/h	0	51	623	37	0	1370
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	677	40	0	1489
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	359	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	638	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	638	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	638		-		
HCM Lane V/C Ratio	-	0.087		-		
HCM Control Delay (s)	-	11.2		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.3		-		

HCM 6th TWSC
5: Broadway & East Project Dwy

Cumulative Plus Project AM

Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	47	16	651	951	59
Future Vol, veh/h	10	47	16	651	951	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	51	17	708	1034	64
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1808	1066	1098	0	-	0
Stage 1	1066	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	87	270	636	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	270	636	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	32	0.3		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	636	-	194	-	-	
HCM Lane V/C Ratio	0.027	-	0.319	-	-	
HCM Control Delay (s)	10.8	0	32	-	-	
HCM Lane LOS	B	A	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

HCM 6th TWSC
4: Sonoma Blvd & West Project Dwy

Cumulative plus Project PM

Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	843	27	0	1537
Future Vol, veh/h	0	36	843	27	0	1537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	916	29	0	1671
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	473	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	538	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	538	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 538		-		
HCM Lane V/C Ratio	-	- 0.073		-		
HCM Control Delay (s)	-	- 12.2		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.2		-		

HCM 6th TWSC
5: Broadway & East Project Dwy

Cumulative plus Project PM

Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	35	13	549	799	45
Future Vol, veh/h	7	35	13	549	799	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	38	14	597	868	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1518	893	917	0	-	0
Stage 1	893	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	131	340	744	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	340	744	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.3	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	744	-	266	-	-	
HCM Lane V/C Ratio	0.019	-	0.172	-	-	
HCM Control Delay (s)	9.9	0	21.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0.1	-	0.6	-	-	