

CITY OF BUELLTON
Planning Commission Agenda Staff Report

Planning Director Review: AK
Planning Commission Agenda Item No: 4

To: The Honorable Chair and Commission Members

From: Cara Miralles, Assistant Planner

Date: November 17, 2022

Subject: Resolution No. 22-13 – “A Resolution of the Planning Commission of the City of Buellton, California, Denying a Conditional Use Permit (21-CUP-02) and Sign Exemption (22-EXP-01) for a New Drive-Through Restaurant Located at 515 McMurray Road, Assessor’s Parcel Number 137-170-046, and Making Findings in Support Thereof”

BACKGROUND

Property Owner: Dian Gran
Applicant/Agent: Marc Levun, In-N-Out Burger
Developer: Andrew Gharibian, Chaser Capital
Zoning: CR (General Commercial)
APN: 137-170-046

Dian Gran, property owner, and Marc Levun, agent (“Applicant”), with Chaser Capital as the developer, have submitted a proposed project consisting of a Conditional Use Permit (21-CUP-02) for the development of a new drive-thru fast food restaurant for In-N-Out Burger and a Sign Exemption (22-EXP-01) for additional signage above the maximum allowed for the site. The +/- 1.48 acre project site is located at 515 McMurray Road, Assessor’s Parcel Number 137-170-046 (**Attachment 1 – Vicinity Map**). The Marriott hotel is to the north, Hwy 101 to the west, McDonald’s restaurant to the south, and a vacant parcel planned for future hotel development across McMurray Road to the east. The property has a zoning designation of CR (General Commercial).

The Applicant’s project description is provided in **Attachment 2** and the project plans are provided as **Attachment 3**. The proposed project would consist of the demolition of an existing 10,053 two-story commercial building and site improvements (previously Parks Plaza Theater), and development of a new 3,885 square foot one-story building, outdoor dining area, landscaping, and parking areas, to accommodate the restaurant and drive-through operations of In-N-Out Burger. 55 parking spaces are proposed, with a 25-car capacity drive-through queue. Hours of operation would be Friday and Saturday 10:30 am – 1:30 am and Sunday to Thursday 10:30 am – 1:00 am, with a total estimated staff of 20. A Sign Exemption is proposed for a 45 foot high freestanding sign and 125 square feet of additional signage above the maximum allowed for the site.

A Color and Materials Board has been provided and is available to view at the Planning Department. Additional materials and technical studies on file at the Planning Department include: Can and Will Serve Letter (approved 12/20/21), Commitment for Title Insurance (7/02/21), Geotechnical Investigation Report (8/27/21), Preliminary Hydrology Study (12/10/21), Preliminary Stormwater Control Plan (12/10/21), and Stormwater Pollution Prevention Plan (12/10/21).

DISCUSSION

Add consistency with development standards

The Planning Commission conducted a Conceptual Review of the project on August 5, 2021 and a Preliminary Review of the project on February 17, 2022. A summary of the comments made at those meetings are set forth in **Attachments 4 and 5**, respectively. The Planning Commission expressed favorable comments in regard to the general layout of the project at the Preliminary Review, however, indicated major concerns regarding on-site and off-site circulation, and potential impacts to traffic. Other concerns were a desire to see enhanced architectural articulation and additional landscaping, and potential noise impacts. The following are key comments voiced by the Commission, annotated with *staff comments* regarding consistency reflected in the revised project plans:

- PC Comment: Desire to keep the access way open between the project site, Marriott and Chumash Employment Resource Center
 - *A private reciprocal access easement for shared access and parking exists between the project site, Marriott Hotel site, and Chumash Employment Resource Center (CERC) site. In the project plans presented at the Preliminary Review meeting, this access was revised to be kept open. However, a letter was received in the months following the meeting from the law firm representing Marriott and CERC, strongly opposing a design which would maintain the current access and easement (Attachment 6 – CERC and Marriott Letter). The extinguishment or amendment of the easement would be required to the satisfaction of Marriott and CERC property owners, and would necessitate either a site re-design to completely block vehicular access, or bollards or other blocking to allow emergency access but not regular vehicle access between the parcels.*

- PC Comment: Concerns regarding shared access between the project site and McDonald's
 - *Since McDonald's only entrance point (ingress) is onto and through the project site via a shared access easement, communication between staff, the Applicant and McDonald's has been maintained throughout the process. However, a recent letter sent by McDonald's has stated that traffic congestion and safety concerns still exist and suggests further revisions to the site plan (Attachment 7 – McDonald's Letter) to address major concerns. Revisions according to the recommendations would necessitate decreased drive-through capacity, decreased parking spaces, and decreased landscaping.*

- PC Comment: Concerns regarding increased traffic along McMurray Road and Hwy 246, and the potential for an overflow of cars onto McMurray, and the desire for vehicles to primarily utilize the R.T. Buell Drive Hwy 101 off-ramp instead of the SR 246 Hwy 101 off-ramp
 - *A Traffic Study has been provided (Attachment 8 – Revised Traffic Study 9-30-22) with a supplemental memorandum analyzing the effects of removing the interconnection between the project site and Marriott as Attachment 9. Technical appendices C - H attached to the Traffic Study, which detail calculations have been removed from the public hearing packet for brevity, but are available at the Planning Department office. The Traffic Study and supplemental memo have been peer-reviewed by the City's traffic consultant, Associated Transportation Engineers*

(ATE) (**Attachment 10 – ATE 2nd Peer-Review 10-28-22**). ATE's peer-review found that substantial impacts to LOS at McMurray and SR 246, queueing operations at the McMurray/246 and 246/ northbound Highway 101 off-ramp, and to on-site circulation operations at the project driveway and drive-through lanes were not adequately analyzed in the Traffic Study and could not be feasibly and adequately addressed through recommended improvements in the Traffic Study. A letter from the Sheriff's Office was recently provided, which summarized concerns related to project-related traffic and circulation impacts (**Attachment 11 – Sheriff's Department Letter**). The letter echoed impacts identified in the Traffic Study and additional concerns identified ATE's peer-review, and concluded that the Sheriff's Department predicts that the project would create several traffic issues during peak hours. A more detailed discussion of traffic and circulation can be found further down.

- PC Comment: Concern with pedestrian and bicycle access through the parking lot and drive-through, and insufficient bicycle parking
 - *Although two pedestrian connections were added from McMurray Road and the Marriott property, both pedestrian paths pose safety concerns with major conflict points through the drive-through lane and two drive-aisles. Bicycle capacity was doubly increased from 4 spaces to 8.*
- PC Comment: Desire to see more architectural articulation in order to enhance the generic architecture to look more unique and appealing
 - *Revised elevations and renderings include stone wainscoting around the bottom of the building and columns and an embossed palms decorative element on the south elevation.*
- PC Comment: Desire to see additional landscaping
 - *Street trees were added along McMurray Road, the same percentage of landscaping on-site has been retained (23.3%).*

Traffic and Circulation

As stated above, the City's traffic consultant ATE has conducted a peer-review of the project's Traffic Study and supplemental memorandum prepared by the Ganddini Group. ATE's peer-review found that substantial impacts from on-site circulation operations at the project driveway and drive-through lanes, impacts to LOS at McMurray and SR 246, and impacts to queueing operations at the northbound Highway 101 off-ramp, were not adequately analyzed in the Traffic Study and could not be feasibly and adequately addressed through recommended improvements in the Traffic Study. Each are of impact is discussed below.

Queueing

An intersection queueing analysis was performed for key lanes providing access to and from the project site in order to show whether there would be sufficient vehicle storage length on McMurray, SR 246, and Hwy 101 off-ramps to accommodate the project. The City has not typically requested queueing analysis in traffic studies, however, staff felt the request was justified given the significant quantity of trips estimated, compared with all other pipeline projects on McMurray Road. The four pipeline projects on McMurray Road, Cambria Hotel, Buellton Garden Apartments, Polo Village,

and Village Senior Apartments have a combined number of trips that are comparable to the number of trips projected solely for In-N-Out, as shown in the table below.

Project	New daily trips on weekdays	PM Peak Hour Trips	New daily trips on Saturdays	Saturday Mid-day Peak Hour Trips
In-N-Out	2,835	196	2,841	300
Cambria Hotel	1,710	126	1,727	154
Buellton Garden Apartments	620	47	419	38
Polo Village	236	22	588	63
Village Senior Apartments	337	25	228	20
Subtotal of other projects	2,903	220	2,962	275

The Traffic Study found that for the Existing + Project scenario, there would not be adequate storage length at the McMurray Road/SR 246 southbound through/right-turn lane, which is forecast to reach 202 feet during the peak hours, potentially blocking access to the sole driveway for the existing Taco Bell and southern A-OK driveway. The recommended improvement for this impact in the Traffic Study is to install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road. However, this improvement is already underway with planned City improvements, and while would help to keep cars from blocking Taco Bell access, would actually increase the queue length, to where the business access farther north on McMurray and cars turning left from Valley Vineyard Circle onto southbound McMurray could be impacted. The impacts of the KEEP CLEAR markings on the length of queue would need to be further analyzed.

The Traffic Study also found that for the Cumulative + Project scenario, there would not be adequate storage length at the McMurray Road/SR 246 northbound through/right-turn lane. There would be a significant increase to 300 feet queue length, which would impact businesses with access on south McMurray Road such as Chevron and businesses in the Albertsons shopping center. Feasible improvements for this impact could not be identified. Alternatives reviewed included: 1) Restriping the northbound through/right turn lane to a shared left/through/right turn lane; however, this would require changing the signal phasing back to split phase, which in turn is forecast to negate queuing improvements at SR 246 Hwy 101 northbound ramps, would require additional studies to analyze impacts to city-wide circulation, and would require Caltrans review and approval; and 2) Widening McMurray Road and restriping the northbound approach to consist of one left turn lane, one through lane, and one dedicated right turn lane, similar to the currently planned improvements on southbound McMurray Road/Highway 246, however, this improvement would require additional right-of-way.

Additionally, the Cumulative + Project would substantially impact queueing on the SR 246 Hwy 101 northbound off-ramp (both left/through and right turn lanes), to where the project would cause a backup of vehicles to stack onto the right-hand lane of Highway 101. The recommended improvement in the Study is to restripe the existing shared left/through off-ramp lane to a shared left/through/right turn lane. Any changes proposed to the off-ramp would require additional studies to analyze impacts to city-wide circulation and Caltrans review and approval. However, ATE has

initially found this improvement to be infeasible and inadequate due to the short distance between the off-ramp intersection and the McMurray Road intersection. The project added traffic from the two proposed right-turn lanes on the off-ramp would need to weave across the short distance of the eastbound 246 through lanes to turn left on McMurray to reach the project site, which would significantly increase the probability of collisions.

Level of Service

The Traffic Study has anticipated a Level of Service (LOS) D for the McMurray/SR 246 intersection with a Cumulative + Project scenario, with the implementation of planned improvements underway by the City (note that for Cumulative without Project, LOS for the intersection is anticipated at an LOS C). The Study therefore, recommended an additional improvement to decrease the project impact, to install a southbound right turn overlap signal phasing (a dedicated right-turn arrow) for cars turning right onto SR 246 from McMurray, in front of Taco Bell. However, ATE's peer-review found that the southbound right turn overlap would not improve the LOS to an acceptable level of C or better due to the queueing of cars that occurs on westbound SR 246 between McMurray and the 101 intersection, which often prevents a right-turn-on-red and sometimes a right-turn on a green signal. This improvement would require additional study for city-wide circulation impacts and Caltrans review and approval. Alternatives for the McMurray/246 intersection have been reviewed in the past but all required additional right-of-way and significant alignment changes.

On-Site Circulation

The project proposes three 10-foot-wide lanes in the driveway, one inbound lane, and two outbound lanes. The entrances to the two drive-thru lanes are sharp turns approximately 50 feet from the face of curb on McMurray Road. The Traffic Study does not show turning movements into drive-through lanes. Figure 2 of ATE's peer-review shows that an average sized vehicle will have a difficult time making the turn into the first drive-through lane. Furthermore, Figure 5 shows that an average sized pick-up truck (20') will not be able to feasibly turn into the first drive-through lane at all. Further, an average sized truck will not be able to stay within the inbound lane when turning right to enter the site and must use part of the left-turn outbound lane in order to make the turn. This would likely cause conflicts and potential collisions at the driveway between vehicles turning into the inbound lane and vehicles stopped at the outbound lanes.

Besides vehicles not having adequate turning movement onto the driveway and drive-through lanes, there is another key concern with this configuration. Entering a narrow driveway is typically slower than entering a street. The proposed driveway apron, with 10 foot wide lanes and gutter crossing followed by a sharp turn into the drive-through lanes will significantly slow the vehicle flow into the driveway. The peer-review states that this factor has not been accounted for in the analysis of LOS or queuing operations. With an estimated 173 vehicles entering and 116 exiting the site within weekday PM peak hour, and 256 vehicles entering and 197 exiting the site within the Saturday mid-day peak hour, impacts to LOS and queuing that have already been identified as substantial in the Traffic Study would be even more so than anticipated with the driveway service factor included.

The drive-through capacity provides for 25 vehicles. According to the Traffic Study, this capacity is sufficient to accommodate the average peak (22 vehicles) and 85th percentile (24 vehicles) drive-through queue. This capacity analysis was based on actual vehicular queues observed within the drive through lanes at comparable In-N-Out Burger restaurants throughout Southern California. In

the occurrence of additional vehicles above the drive-through capacity, a Vehicle Over-stacking Plan has been provided as part of the project plans. The plan would further narrow the drive-aisle to accommodate overflow vehicles, potentially impacting McDonald's sole entrance on the project site, and cars exiting the site.

From the closure of the connection point with extinguishment or amendment of the shared access easement between the project site, Marriott, and Chumash Employment Resource Center, all project ingress and egress is anticipated to be through the project site, with no alternatives to enter the site if conflicts at the driveway occur.

Lastly, there are safety concerns due to conflict points between the pedestrian paths proposed and vehicles on-site, causing pedestrians to cross the drive-through lanes on both paths to the building, and one path causing pedestrians to cross through the two entrance/exit points in the internal parking loop.

General Plan Consistency

The proposed project has been found to be inconsistent with the following General Plan policies:

***L-11.** New development shall incorporate a balanced circulation network that provides safe, multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent circulation routes.*

The Project does not propose a circulation network that is balanced, safe, or has multi-route access. There are a substantial amount of conflict points for vehicles, pedestrians, and bicyclists at both the sole entrance point on McMurray, and in the internal circulation between the connection point entering McDonald's, the drive-through entrance, the drive aisles, and the parking spaces. Existing shared access between the project site and adjacent business to the north would be cut off. The concerns at the driveway point are also compounded with the substantial impacts to queuing and LOS on McMurray, SR 246, and Hwy 101 northbound off-ramp that have been found to have no feasible/practical or adequate mitigation.

***C-5.** Level of Service "C" or better traffic conditions shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.*

As discussed above, a Level of Service (LOS) D is anticipated for the McMurray/SR 246 intersection, with no adequate improvements found to bring the intersection to an LOS C or better.

***C-8.** The City should manage the street network so that the standards presented in policy C10 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.*

Congestion levels (queuing) caused by the project on McMurray Road/SR 246 southbound through/right-turn lane and northbound through/right-turn lane, and SR 246 Hwy 101 northbound

ramp (both left/through and right turn lanes) will be unacceptable and have not been found to have feasible improvements that would adequately address impacts.

Staff has determined that the proposed Conditional Use Permit (21-CUP-02) cannot be found to be consistent with the City’s General Plan policies for circulation and traffic, that impacts identified in the Traffic Study for the project have not been adequately analyzed, and that recommended and alternative improvements to address impacts are not feasible or practical, and will not adequately address impacts on both the on-site and city-wide circulation systems.

Based on the foregoing, staff has prepared a Resolution for denial of the subject proposal.

RECOMMENDATION

Staff recommends that the Planning Commission consider the adoption of Resolution No. 22-13 – “A Resolution of the Planning Commission of the City of Buellton, California, Denying a Conditional Use Permit (21-CUP-02) and Sign Exemption (22-EXP-01) for a New Drive-Through Restaurant Located at 515 McMurray Road, Assessor’s Parcel Number 137-170-046, and Making Findings in Support Thereof”

ATTACHMENTS

Planning Commission Resolution No. 22-13

- Attachment 1 – Vicinity Map
- Attachment 2 – Project Description
- Attachment 3 – Plans (dated 10-04-2022)
- Attachment 4 – PC Conceptual Review Comment Summary
- Attachment 5 – PC Preliminary Review Comment Summary
- Attachment 6 – CERC and Marriott Letter
- Attachment 7 – McDonald’s Letter
- Attachment 8 – Revised Traffic Study (dated 09-30-2022)
- Attachment 9 – Supplemental Memo – Removal of Marriott Access
- Attachment 10 – ATE 2nd Peer-Review (dated 10-28-2022)
- Attachment 11 – Sheriff’s Department Letter

PLANNING COMMISSION RESOLUTION NO. 22-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BUELLTON, CALIFORNIA, DENYING A CONDITIONAL USE PERMIT (21-CUP-02) AND SIGN EXEMPTION (22-EXP-01) FOR A NEW DRIVE-THROUGH RESTAURANT LOCATED AT 515 MCMURRAY ROAD, ASSESSOR'S PARCEL NUMBER 137-170-046, AND MAKING FINDINGS IN SUPPORT THEREOF

BE IT RESOLVED by the Planning Commission of the City of Buellton as follows:

SECTION 1: Pursuant to the Zoning Ordinance of the City of Buellton, an application has been filed by Dian Gran, property owner, and Marc Levun, In-N-Out Burger, agent, hereinafter referred to as “Applicant”, requesting approval to demolish an existing commercial structure and develop a new drive-through restaurant on a 1.48-acre parcel located on land at 515 McMurray Road (APN 137-170-046). The subject property is planned and zoned for CR (General Commercial).

SECTION 2: The proposed Project consists of:

- A. Conditional Use Permit (21-CUP-02):** Approval of a new 3,885 square foot building with drive-through for In-N-Out Burger. The proposed development would include:
- 55 parking spaces
 - Drive-through with capacity for 25 vehicles
 - Demolition of existing pavement and structures
- B. Sign Exemption (22-EXP-01):** Approval of one 45 foot high freestanding sign, and 395 square feet of total building signage area (125 additional square feet than the maximum allowed).

SECTION 3: All proceedings having been duly taken as required by law, and upon review of the information provided in the staff report, consideration of the testimony given at the public hearing, as well as other pertinent information, the Planning Commission finds the following:

- A. Record.** Prior to rendering a decision on the Project, the Planning Commission considered the following:
1. All public testimony, both written and oral, received in conjunction with that certain public hearing conducted by the Planning Commission on November 17, 2022 (“PC Public Hearing”).
 2. All oral, written and visual materials presented in conjunction with that certain PC Public Hearing.

3. All oral, written and visual materials presented in conjunction with the Planning Commission meeting of November 17, 2022.
4. The following informational documents, which by reference, are incorporated herein:
 - a. The project file for 21-CUP-02 and 22-EXP-01, as well as the set of project plans dated October 4, 2022.
 - b. The staff report dated November 17, 2022.

B. Public Review. On the basis of evidence hereinafter listed, all administrative procedures and public participation requirements prescribed in the Buellton Zoning Ordinance have been lawfully satisfied:

1. A notice of PC Public Hearing was published in a newspaper of general circulation on November 3, 2022 (the “PC Public Notice”), a minimum of 10 days in advance of the PC Public Hearing conducted on November 17, 2022.
2. The PC Public Notice was mailed to the Applicant, affected public agencies, persons owning property within 300 feet of the Project site and others known to be interested in the matter on November 3, 2022, a minimum of 10 days in advance of the PC Public Hearing.
3. The PC Public Notice was posted in two public locations on November 3, 2022, a minimum of 10 days in advance of the PC Public Hearing.

C. Consistency Declarations. Based on (i) the evidence presented in the project file and staff reports (incorporated herein by reference), (ii) consultations with affected City Departments, and (iii) testimony and comments received in connection with the PC Public Hearing, the Planning Commission does hereby declare as follows:

1. Conditional Use Permit (21-CUP-02)

a. Findings:

- i. That the site for the project is **not** adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed due to the location of the site on McMurray Road and project’s impact on adjacent businesses and residential neighborhood.
- ii. That streets and highways are **not** adequate and properly designed pursuant to the requirements of the City Engineer, due to the limited queueing capacity and infrastructure of SR 246 and McMurray Road that are not able to

accommodate the traffic and circulation impacts of the project.

- iii. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the Project.
- vi. That the Project **will** be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and the proposed uses will **not** be compatible with the surrounding area. The adjacent businesses of McDonald's, the Marriott Hotel, and Chumash Employment Resource Center have significant concerns with the traffic and circulation posed by the intensity of the proposed project use. Concerns from McDonald's have not been adequately addressed and will be detrimental to general welfare of McDonald's, as McDonald's patrons would not have safe, comfortable, and convenient access onto their site. Residents and businesses in the surrounding neighborhood would be impacted by substantial traffic impacts that cannot be adequately addressed.
- vii. That the project is **not** in conformance with the applicable provisions of Title 19 (Zoning) of the Municipal Code and the General Plan. The project conflicts with Policies L-11, C-5, and C-8 of the General Plan Circulation Element.
- viii. That the proposed development is in conformance with the Community Design Guidelines.

b. Findings for Drive-Through Facilities:

- i. The drive-through facility is found to have no greater adverse impact upon air quality than the same use without the drive-through facility, according to the Air Quality Study conducted for the project.

2. Sign Exemption (22-EXP-01)

a. Findings:

- i. The existing standards do not allow for effective business identification due to a special (physical) circumstance applicable to the site, due to the topography of the site, and proximity to Highway 101.

- ii. All other alternatives within the established sign standards have been examined, and the results would still not provide effective business identification.
- iii. The resulting sign proposal is visually compatible with the existing site and surroundings, and meets the intents and purposes of Chapter 19.04 (Sign Title).

SECTION 4: Based on the findings set forth in Sections 2 and 3, the Planning Commission hereby denies the Conditional Use Permit (21-CUP-02) and Sign Exemption (22-EXP-01) for a new drive-through restaurant located at 515 McMurray Road.

PASSED, APPROVED and ADOPTED this 17th day of November 2022.

Patty Hammel
Chair

ATTEST:

Clare Barcelona
Planning Commission Secretary

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) **SS**
CITY OF BUELLTON)

I, Clare Barcelona, Planning Commission Secretary of the City of Buellton, do hereby certify that the foregoing Resolution No. 22-13 was duly approved by the Planning Commission of the City of Buellton at a meeting held on the 17th day of November 2022, by the following vote, to wit.

AYES: ()

NOES: ()

ABSENT: ()

NOT VOTING: ()

IN WITNESS WHEREOF, I have hereunto set my hand this 17th day of November, 2022.

Clare Barcelona
Planning Commission Secretary

Attachment 1 - Vicinity Map



APN 137-170-046
515 McMurray Road



0 120 240 480 Feet

Property Description, Project Description, and Findings for 515 McMurray Road

Introduction

Cal Gran Properties, LLC is the owner of the real property (the “Property”) located along the west side of McMurray Road approximately 700 feet north of Highway 246 within the City of Buellton (the “City”). The Property contains approximately 64,606 square feet of lot area and is described as Parcel 4 of Parcel Map 13438, as recorded in Book 32, Pages 36 and 37 of Parcel Maps in the Office of the Santa Barbara County Recorder. The Property is referenced as Assessor’s Parcel No. 137-170-046 and is commonly referred to as 515 McMurray Road. In-N-Out Burgers, a California Corporation (“INO” or the “Applicant”) intends to lease the Property, demolish the Property’s existing structure, and construct and operate a new 3,885 square foot restaurant, as well as an ancillary trash enclosure, patio, and drive-through lane (the “Project”).

The Project will require the following discretionary entitlements:

- 1) A conditional use permit (CUP), pursuant to Buellton Municipal Code (“BMC”) Section 19.08.110, to allow a drive-through use in the CR zone;
- 2) A Signage Exemption, pursuant to BMC Section 19.04.174.A.2, to permit a pole sign 45 feet in height, in lieu of the 30-foot maximum height for pole signs per BMC Section 19.04.172.B.1.c.

Property Description

The Property is currently improved with a two-story, 10,053 commercial structure previously used as a theater. The Property’s remaining lot area is improved with surface parking. The Property is zoned “CR”, or General Commercial. While restaurants are permitted by-right in the CR zone,¹ the Project’s proposed drive-through use requires conditional approval pursuant to BMC Section 19.08.110. The CR zone restricts height to 35 feet and restricts does not restrict floor area ratio.

The Property abuts Highway 101 to the west. The Property’s immediate neighbors to the north and south are a Marriott® hotel and a McDonalds® restaurant, respectively. The lot across McMurray Road to the east is currently vacant. In general, nearby portions of McMurray Road are utilized for hotels and restaurants indicative of the location’s proximity to Highway 101 and Buellton’s positioning as a main urban area between Santa Barbara and San Luis Obispo. The nearest residentially zoned properties are located on the opposite side of McMurray Road and on the east side of Valley Vineyard Circle.

While the Property is generally flat, there is an approximately 14 foot grade difference between the Property’s highest point (at its northeast corner) and its lowest point (at its northwest corner). Much of this grade differential occurs within the Property’s first few feet along McMurray Road, creating

¹ BMC Section 19.02

Attachment 2

the appearance of a landscaped berm against the public right-of-way. The Project's proposed site plan maintains this arrangement while reinforcing the grade difference with a variable height retaining wall. Pursuant to a note recorded on Parcel Map 13438, the Property has reciprocal vehicular access with Lots 3 (the Marriott) and Lot 2 (improved with a two-story structure used as a Chumash Employee Resource Center). During the Project's conceptual meeting with the City's Planning Commission on August 5, 2021, commissioners asked that INO maintain this access easement as part of the Project's design.

Project Description

The Applicant proposes to demolish the Property's existing structure and construct a new 3,885 square foot restaurant (an In-N-Out Burger) with a 26-car dedicated drive-through lane, 57 parking spaces, and an ancillary trash enclosure at the Property. The Project's 57 parking spaces easily satisfy BMC Section 19.01.142's parking requirements. The Property's additional space also allows the Project to provide over-flow drive-through queuing on-site as well as plenty area to unload trucks without the need for a formal loading space.² The Project truck movements are shown Page C30D of the attached plan set.

The proposed In-N-Out Burger will contain indoor seating for 74 guests and outdoor seating for approximately 24 guests. The covered patio is connected to the main structure. The building is located in the eastern half of the Property at approximately the same distance from McMurray Road as the McDonalds building to the south. On advice from Buellton's Planning Commission, INO altered the site plan from the conceptual design shown at the August 5 Planning Commission meeting to maintain the vehicular access to the Marriott, thereby also moving the building slightly closer to McMurray Road.

The proposed building has been elegantly designed to both enhance the community's design aesthetic while maintaining In-N-Out Burger branding. The building is single-story and approximately 23 feet to the top of the parapet. The Project's Bone China White stucco and the arches in the attached patio – which is located at the building's eastern edge and faces McMurray Road – are designed as subtle nods to the mission-style architecture prevalent in the area. Each of the building's facades includes a wall sign with In-N-Out Burger's logo. The Project also provides a 45-foot tall pole sign visible from Highway 101 (near the drive-through exit) and an eight foot monument sign visible from McMurray Road. The 584 square foot ancillary trash enclosure uses the same design motif as the rest of the Project. The proposed landscaping adds to the Project's outdoor California experience.

Construction for the restaurant will be done in a single phase and take approximately 6 months, with a typical progression of construction activities. These activities, some of which would run concurrently, include site preparation and limited grading of about 4 to 6 weeks, building construction of about 4 months, paving and striping of about 3 weeks, and landscaping of about 2 weeks.

The restaurant will operate 7 days a week, from 10:00 AM to 1:00 AM Sunday through Thursday, and from 10:00 AM to 1:30 AM on Friday and Saturday. The restaurant, drive-thru, and parking lot, as

² ~~Though not a separate entitlement, relief from BMC Section 19.04.142 may be granted as part of the Project's Final Development Plan Approval, as noted in BMC Section 19.04.140.G.~~

Attachment 2

with all In-N-Out Burgers restaurants, will be well-lit and meticulously maintained. The restaurant will be staffed by approximately 12-15 Associates per shift, with 3 shifts per day.

In-N-Out Burger cooks all of its burgers and fries to order – nothing is pre-cooked and there are no cooked food holding bins. This restaurant will be equipped with three burger grills. Two grills will operate at all times, and activation of the third grill will be done in response to high dine-in or, more typically, high drive-through demand as activating the third grill significantly increases the speed at which drive-through orders are delivered to customer vehicles. Standard store operating procedure dictates that as soon as the drive-through queue reaches the 8th car, In-N-Out Associates are deployed outside to take orders using hand-held ordering tablets. The use of these tablets puts orders into the kitchen faster than ordering at the menu boards, and, when combined with increased production from the third grill, the result is extremely fast and efficient food production with the shortest possible food wait times, and therefore the shortest possible drive-through vehicle queues.

Awareness of the queue reaching the 8th car is enhanced with outdoor cameras and indoor monitors. There will be between 4 and 6 outdoor cameras on this site, with 3 or 4 of them specifically viewing the drive-through lane. These cameras display on multiple monitors located inside the restaurant including at the manager's office, above the grills, and at both the pay and pickup windows.

There is no delivery dock or designated delivery parking bay required on the premises as deliveries are made only by In-N-Out owned and operated vehicles, after the restaurant is closed to the public, between the hours of 2 AM and 9 AM. No alcoholic beverages will be served.

Findings

BMC Sections ~~19.08.020.B~~, 19.08.110.D ~~and 19.08.120.F~~, requires the Planning Commission to make the following findings as part of a conditional use and final development plan approval:

1. *That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed.*

The Property contains 64,606 square feet of lot area. This area allows for almost double the minimum required parking for a 3,885 square foot restaurant as well as a 26-car dedicated drive-through queue and an ancillary trash enclosure. The Property is 177-feet wide, easily allowing for proper circulation, while the topography is mostly flat while sloping gently to the west, allowing for a straightforward grading plan and drainage to the storm drain already in place (at the eastern edge of the property). The Property was previously developed with a two-story theater, meaning that the utilities are already in place.

The specific location befits an In-N-Out Burger because of its proximity to Highway 101 and because local residents will enjoy an additional nearby food amenity. Adjacent segments of McMurray Road are used almost exclusively for hotels, similar fast food restaurants, and other highway-oriented land uses. An In-N-Out Burger brings synergy to the locale by giving travelers a dining option on their way from Santa Barbara to San Luis Obispo, while also providing hotel guests a fresh food option while

Attachment 2

staying in Buellton. Currently, the nearest In-N-Out Burger locations to the Property are located in Goleta and Santa Maria. Placing an In-N-Out Burger at this location keeps more jobs and more tax revenue in Buellton. At any given time, a typical INO store employs roughly 50 people. Their wages contribute to the local economy via the indirect multiplier effect (for example: as employees spend their wages, their expenditures create the demand for additional new jobs in other market sectors).

2. That adverse impacts are mitigated to the maximum extent feasible.

The Project will not create significant adverse impacts. The Applicant anticipates that the Project will utilize a Class 32 (in-fill development) Categorical Exemption as its CEQA clearance. This is possible because the Project: (1) is consistent with the General Plan; (2) is proposed within the Buellton City limits and is less than five acres in lot area; (3) is located on a site with no value as a habitat for endangered species; (4) will not have significant traffic noise, air quality or water quality impacts; and (5) can be adequately served by all required utilities and public services.³ The Project will redevelop an existing urban area with a 3,885 square foot restaurant and other ancillary uses. Technical studies affirming these findings will be prepared as part of this entitlement process.

Nevertheless, certain Project features are in place in order to minimize or eliminate any potential impact to the Property's neighbors. The Project provides additional parking and drive-through queue length to avoid circulation problems on neighboring streets. The restaurant is not located in direct proximity to any residentially zoned properties, and will not be a nuisance to its immediate neighbors.

3. That streets and highways are adequate and properly designed.

McMurray Road is designated as a commercial collector by the General Plan's Circulation Element. No additional dedications to McMurray Road are required at this time.

4. That there are adequate public services, including, but not limited to, fire protection, water supply, sewage disposal, and police protection to serve the project.

The Property is adequately served by all public services and utilities. The Project includes a redevelopment of an existing urbanized site and is located within the City of Buellton and in the service area for City of Buellton Police Department and the Santa Barbara County Fire Department. The Project's water, fire, telephone, gas, and electric lines have connections to McMurray Road, while a storm drain already exists at the Property's rear.

5. That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding areas.

The Project's location, size, height, operations and other significant features will be compatible with the surrounding neighborhood. As noted above, the Project is located within an established commercial corridor and will complement existing commercial uses and services available along

³ CEQA Guidelines – California Code of Regulations Section 15332.

Attachment 2

McMurray Road. The proposed Project is for the demolition of an existing theater and the construction, use and maintenance of a drive-through fast food restaurant. The proposed restaurant is approximately 3,885 square feet in floor area, with 74 seats indoors and 24 seats outdoors in a one-story building 23 feet in height. Proposed hours of operation are Sunday through Thursday, 10:30 AM to 1:00 AM, and Friday and Saturday, 10:30 AM to 1:30 AM. These hours provide a late-night dining service in area where few late night dining amenities currently exist.

The Project is compatible in size and height with neighboring developments, including nearby hotels and other fast food restaurants. The nearest residential uses are approximately 250 feet northeast of the proposed building's location and are separated from the Project by McMurray Road. The proposed building location is similarly setback from McMurray Boulevard as the neighboring McDonalds restaurant to the south, thereby creating design synergy with its neighbor.

6. The project is in conformance with the applicable provisions of this title and the general plan.

The Project conforms to the regulations for the CR zone and to the General Plan. The CR zone is intended to provide "areas to serve community retail business and commercial needs including stores, shops, and offices on individual lots and in shopping centers, supplying commodities or performing services for the residents of the entire community."⁴ The Project locates a new restaurant option that serves both the neighboring hotel guests and the entire City's residents.

The CR zone is consistent with the General Plan Land Use Element's "General Commercial" zone designation. The Project promotes the Land Use Element's Policy L-25 ("The visitor-serving sector of the local economy should be maintained and, as demand increases, expanded") by allocating a new restaurant near the City's primary Highway 101 off-ramp and near multiple hotels. The Project also directly conforms to the Land Use Element's Goals 1, 2, 3, and 5 by expanding the local economy by adding new jobs and creating additional sales tax, adding to the locally-available amenities for residents by providing an additional restaurant, and focusing growth inward by redeveloping an existing urbanized site.

7. That the project will not conflict with any easements required for public access through, or public use of a portion of the property.

The Project does not conflict with any public easement. As requested by the Planning Commission during the August 5, 2021 conceptual meeting, the Project will maintain two existing *private* vehicular access easements, including one easement with Lots 2 and 3 of Parcel Map 13438 (the Marriott and the Chumash Employee Resource Center) and a separate easement benefiting the McDonalds restaurant to the south.

8. That the proposed development is in conformance with the community design guidelines.

⁴ BMC Section 19.02.200

Attachment 2

The Project conforms to the Community Design Guidelines as best as possible. The Project's elevations contain mission revival design elements, including its color, its use of arches, and its overall aesthetic expression. The building features a varied color palate, including red awnings and yellow signage. The Project's building form maintains design symmetry throughout its various elements and ancillary trash enclosure. The attached patio both helps diners utilize California's wonderful climate, while also extending the building's columns outward toward McMurray Road. This patio creates a feature similar to the arcades and covered walkways directly encouraged by Community Design Guidelines Page 17.

Given the Property's large size, proximity to Highway 101, and the lack of existing pedestrian amenities along McMurray Road, the Project admirably includes various design features that help facilitate as much pedestrian activity as possible. The original site plan shown to City Planning Commission ran essentially parallel to Highway 101, with the nearest building façade located approximately 300 feet east of the sidewalk. The proposed site design re-oriens the building and includes a covered patio that extends the building over 100 feet closer to the street. The new site design includes an accessible path of travel that helps pedestrians traverse the existing grade change from the road to our structure with as little interaction with cars as possible. The outdoor patio includes a courtyard feel and seating areas to allow people to eat their food outside.

The Project's site design also conforms to the Community Design Guidelines' landscape standards. The Project uses planting materials appropriate for the climate. The Project includes trees along all portions of the parking area, including the area directly abutting Highway 101. The Project's landscaping provides both shade and additional visual appeal by adding to the Project's overall color palate. Trees are installed in 24 inch and 36 inch containers to allow mature tree growth from day one.

Additionally, the following finding is required specifically for drive-through establishments:

9. *That the drive-through facility is found to have no greater adverse impact upon air quality than the same use without the drive-through facility.*

The Project's air quality analysis will demonstrate that the Project, including the proposed drive-through use, does not create any significant adverse impact. The drive-through allows the restaurant to accommodate as many diners as possible as quickly as possible.

Lastly, the following finding is required for an exemption to the BMC's signage regulations pursuant to BMC Section 19.04.174

10. *The existing standards do not allow for effective business identification due to a special (physical) circumstance applicable to the site*

The Project is designed to satisfy the appetites of drivers as they travel along Highway 101. When the Project was originally presented to the City's Planning Commission, the building was located only 24 feet from the highway. In order to maintain the vehicular access with the Marriott, the Project now locates the building 38 feet from the highway and re-oriens the building so that the building's

Attachment 2

eastern façade is closer to McMurray Road. While this new arrangement benefits the Project's overall design and pedestrian orientation, INO can no longer assume that wall signs would sufficiently notify drivers on Highway 101 of its presence.

The Project is forced to locate its pole sign near the proposed restaurant building, farther away from the freeway and less optimally for maximum visibility. In order to be visible from Highway 101, any pole sign needs to clear a line of trees located within the Department of Transportation's right-of-way.

11. All other alternatives within the established sign standards have been examined, and the results would still not provide effective business identification.

INO reviewed potential heights and locations for signage and concluded that the pole sign must exceed 30 feet in height in order to be visible if the Project is to include the vehicular access to the hotel to the north. Please see the image below to demonstrate this:

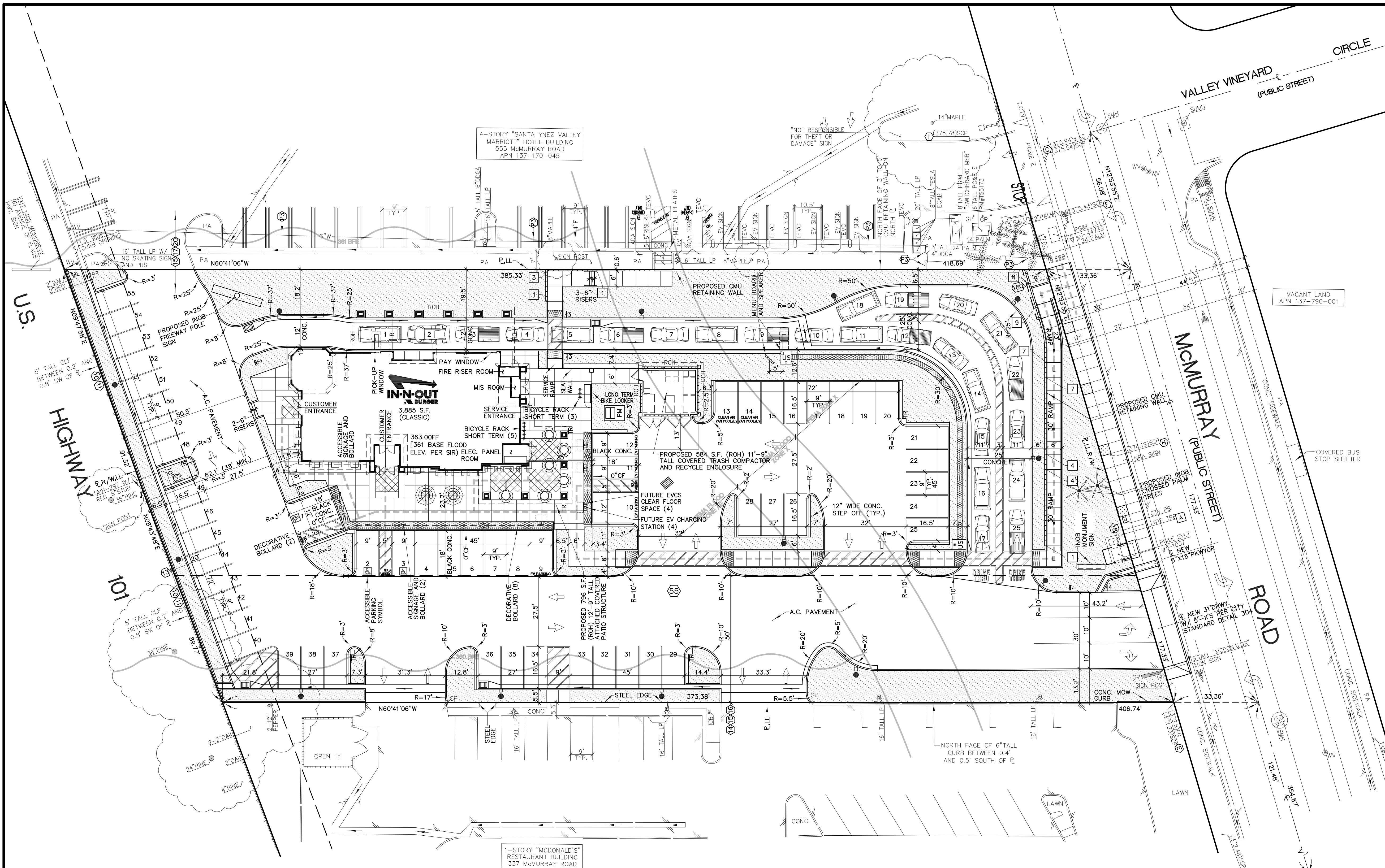


As shown above, the neighboring McDonalds pole sign, which is also approximately 45 feet in height, is barely visible above the tree line along Highway 101. Like the McDonalds sign, INO's proposed pole sign is also significantly setback from the highway's right-of-way, necessitating additional height in excess of the BMC's 30' height limit. INO intends to produce signage that is as visible as our neighbor's signage.

12. The resulting sign proposal is visually compatible with the existing site and surroundings, and meets the intents and purposes of this chapter

Attachment 2

The Project's 45-foot tall pole sign is similar in height to the neighboring McDonalds' pole sign, located approximately 200 feet south of INO's proposed sign. The pole sign will not exceed the building height of the hotel directly to the Property's north, which stands at four stories tall and includes pitched roofs that add additional height. Therefore, the Project's pole sign is visually compatible with its surroundings.



- ### LEGEND
- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
 - PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE, INCLUDING AREA UNDER BUILDING ROOF OVERHANG (ROH), CONSISTING OF APPROXIMATELY 15,078 SQUARE FEET (23.3%).
 - BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP.
 - VEHICLE DETECTOR LOOP.
 - PROPERTY LINE.
 - OUTDOOR SEATING PATIO TABLE WITH AN UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (2 SEATS).
 - NEW 3' TALL 18"x24" LIT "DRIVE THRU" DIRECTIONAL SIGN.
 - NEW 3' TALL 18"x24" LIT "THANK YOU, DO NOT ENTER" DIRECTIONAL SIGN.
 - NEW PEDESTRIAN CROSSWALK SIGN.
 - NEW ACCESSIBILITY ENTRY SIGN.
 - IN-N-OUT BURGER.
 - INOB LEASE PREMISES LINE.
 - CF CURB FACE.
 - PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET.
 - TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION.
 - BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION.
 - LOC INOB LIMITS OF PROPOSED CONSTRUCTION.
 - VOH 2' VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE.
 - ADA ACCESSIBLE PATH OF TRAVEL. ACCESSIBLE PATH OF TRAVEL IS NOT LESS THAN 4 FEET WIDE, AND DOES NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) OR A CROSS SLOPE IN EXCESS OF 1:50 (2%). REFER TO SHEET C33 FOR SPECIFIC SLOPES AND GRADES.
 - PGEA ELECTRIC PAD MOUNT TRANSFORMER WITH BOLLARDS.
 - TR PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD.
 - NEW CONCRETE SIDEWALK.
 - C BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
 - 15 SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
 - 5 DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
 - FUTURE EV (ELECTRIC VEHICLE) CHARGEPOINT EXPRESS 250 CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE.
 - 24" WIDE MATTED INOB ASSOCIATE WALKWAY PER --- CONSISTING OF APPROXIMATELY 252 SQUARE FEET.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE IN McMURRAY ROAD CONSISTING OF APPROXIMATELY 374 SQUARE FEET.
 - PROPOSED 18" TO 27" TALL 22" WIDE STUCCO COVERED SEAT/SCREEN WALL WITH A PRECAST CONCRETE CAP.
 - PROPOSED STUCCO COVERED GRAY COLOR CMU SMOOTH FACE WALL PAINTED WHITE TO MATCH THE BUILDING.
 - 180 EASEMENT TO BE QUITCLAIMED.

- ### GENERAL NOTES
- IN-N-OUT BURGER LEASE PREMISES AREA = 64,606 SQ. FT. OR 1.483 ACRES.
 - EXISTING CITY ZONE: CR GENERAL COMMERCIAL.
 - GENERAL PLAN LAND USE DESIGNATION:
 - EXISTING LAND USE: TWO STORY PARKS PLAZA THEATRE BUILDING WITH 75 PAVED STRIPED PARKING SPACES.
PROPOSED LAND USE: NEW IN-N-OUT BURGER SIT DOWN RESTAURANT WITH A DRIVE-THRU LANE PERMITTED WITH A CONDITIONAL USE PERMIT IN THE CITY ZONE.
 - PROPOSED SCOPE OF WORK:
(A) CONSTRUCT A 3,885 SQUARE FOOT SIT-DOWN (74 SEATS INSIDE) RESTAURANT BUILDING, A 56 VEHICLE PAVED PARKING LOT, AND A 26 VEHICLE LONG DRIVE THRU QUEUE.
 - IN-N-OUT BURGER CLASSIC BUILDING AREA WITH 20 ASSOCIATES = 3,885 S.F. BUILDING AREA FOR PATRON USAGE = 1,885 S.F. ATTACHED COVERED PATIO STRUCTURE ROOF OVERHANG = 796 S.F. COVERED TRASH ENCLOSURE ROOF OVERHANG = 584 S.F. INDOOR SEATING = 74 SEATS OUTDOOR SEATING = 56 SEATS (20 TABLES) OUTDOOR SEATING AREA = 796 S.F. STRUCTURE PLUS 64 S.F. EACH FOR 2-4 SEAT TABLES (128 S.F.) PLUS 20 S.F. EACH FOR 9-2 SEAT TABLES (180 S.F.) = 1,044 S.F.
 - REQUIRED PARKING: 1 SPACE PER 300 S.F. OF BUILDING AREA (13) PLUS OUTDOOR SEATING AREA (4) PLUS 1 SPACE PER 2 ASSOCIATES (10) = 27 SPACES
 - MAXIMUM FLOOR AREA RATIO (FAR) = NONE FAR PROVIDED = 0.06.
 - REQUIRED SITE LANDSCAPE AREA (5%) = 3,231 S.F.
 - LANDSCAPE AREA PROVIDED WITHIN PROPERTY = 15,078 S.F. (23.3%).

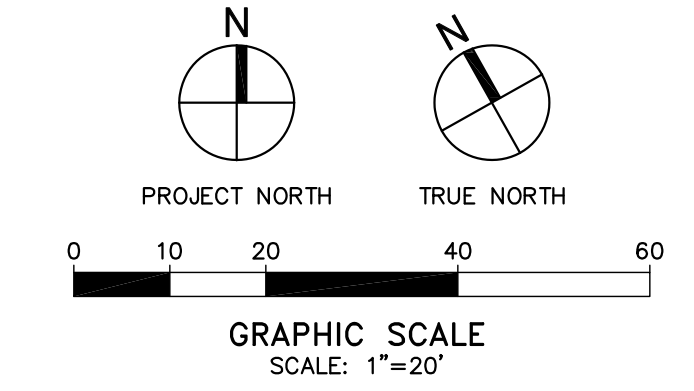
IN-N-OUT BURGER PARKING SPACE DETAILED SUMMARY TABLE

DESCRIPTION	EXISTING	REQUIRED	PROPOSED
1. STANDARD SPACE (9'x16.5' WITH A 27.5' DRIVE AISLE)	0	22	46
2. EXISTING STANDARD SPACE (SIZE VARIES)	70	0	0
3. ACCESSIBLE VAN SPACE (17'x18' PLUS A 2' VOH)	3	1	1
4. ACCESSIBLE SPACE (14'x18' PLUS A 2' VOH)	2	1	2
5. FUTURE EV VAN ACCESSIBLE SPACE (17'x18' PLUS A 2' VOH)	0	1	1
6. FUTURE EV PARKING SPACE (9'x18' PLUS A 2' VOH)	0	1	3
7. CLEAN AIR/VAN POOL/EV (9'x18')	0	1	2
8. TOTAL	75	27	55
9. IN-N-OUT BURGER DRIVE THRU VEHICLE QUEUE (20' LONG INOB VEHICLE)	0	0	25
10. SHORT-TERM BICYCLE PARKING WITHIN DESIGNATED BIKE RACK	0	0	8
11. LONG-TERM BICYCLE PARKING WITHIN A LOCKABLE PERMANENTLY ANCHORED LOCKER ON A CONCRETE SLAB-AMERICAN BICYCLE SECURITY COMPANY BIKE-SHELL MODEL 302, FINISH: MEDIUM GRAY	0	1	1

- ALL NEW SIGNS SHALL BE APPROVED BY A SEPARATE CITY PERMIT.
- ASSESSOR PARCEL NUMBER: 137-170-046.
- EXISTING TREES ONSITE = 22. ONSITE TREES TO BE PROTECTED IN PLACE = 0. OFFSITE STREET TREES TO BE REMOVED = 0. TOTAL TREES TO BE REMOVED = 22.
- EXISTING LANDSCAPE AREA ONSITE = 9,846 S.F. (15.2%).
- VEHICLE PARKING AND ACCESS IS RECIPROCAL WITH THE BALANCE OF THE CENTER.
- SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENTS.

SHEET INDEX OF CITY ENTITLEMENT DRAWINGS

NO.	SHEET TITLE
C30	CITY ENTITLEMENT NEW SITE PLAN
C31	CITY ENTITLEMENT EXISTING SITE PLAN
C32	CITY ENTITLEMENT DEMOLITION PLAN
C33	CITY ENTITLEMENT GRADING AND DRAINAGE PLAN
C34	CITY ENTITLEMENT STORM DRAIN AND UTILITY PLAN
C35	CITY ENTITLEMENT STORMWATER CONTROL PLAN (SCP) EXHIBIT
C36.0	CITY ENTITLEMENT HYDROLOGY STUDY MAP-EXISTING CONDITION
C36.1	CITY ENTITLEMENT HYDROLOGY STUDY MAP-PROPOSED CONDITION
C37	CITY ENTITLEMENT TOPOGRAPHY SURVEY MAP
C38	CITY ENTITLEMENT RECORD BOUNDARY AND EASEMENT MAP
C39	CITY ENTITLEMENT EROSION CONTROL PLAN
LPP.1	CITY ENTITLEMENT LANDSCAPE PLANTING PLAN
LCP.1	CITY ENTITLEMENT COLORED LANDSCAPE PLANTING PLAN
LCC.1	CITY ENTITLEMENT SITE CONCEPT CONSTRUCTION DETAILS



DEVELOPER:
IN-N-OUT BURGER
13502 HAMBURGER LANE
BALDWIN PARK, CA 91706
CONTACT: MARC LEVUN
PHONE: 626 813-5378

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Architecture/Development
14901 Quorum Drive
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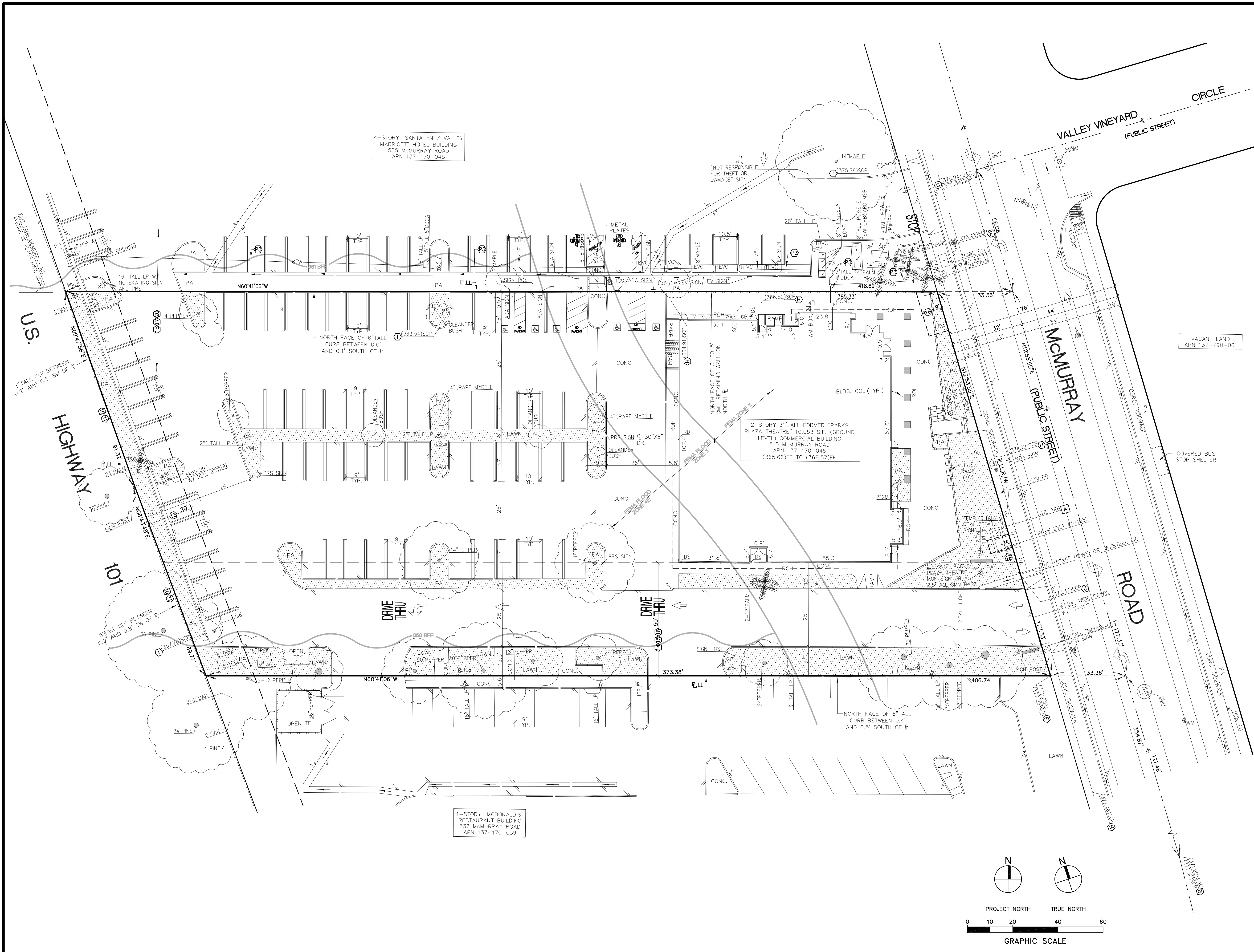
CIVIL ENGINEER:
MSI MSL ENGINEERING, INC.
CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT
301 NORTH SAN DIMAS AVENUE, SAN DIMAS, CA. 91773
(909) 305-2395 FAX (909) 305-2397
Mark S. Lamoureux
MARK S. LAMOUREUX R.C.E. 38382 DATE 08-09-2022

IN-N-OUT BURGER
515 McMURRAY ROAD
BUELLTON, CA 93427

**CITY ENTITLEMENT
NEW SITE PLAN**

C30

JN 2044-2044 C30c090

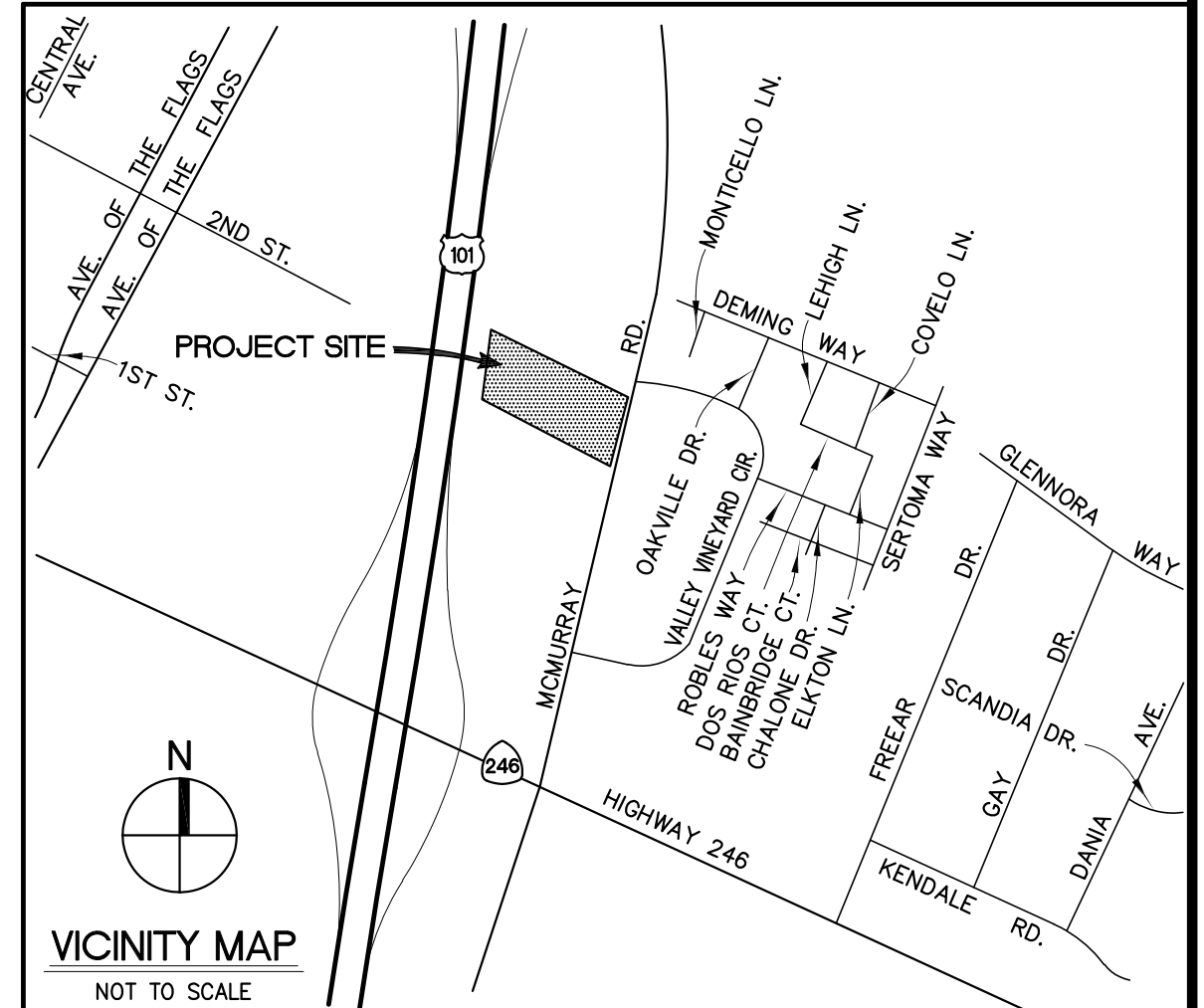


4-STORY "SANTA YNEZ VALLEY MARRIOTT" HOTEL BUILDING
555 McMURRAY ROAD
APN 137-170-045

2-STORY 31' TALL FORMER "PARKS PLAZA THEATRE" 10,053 S.F. (GROUND LEVEL) COMMERCIAL BUILDING
515 McMURRAY ROAD
APN 137-170-046
(365.66)FF TO (368.57)FF

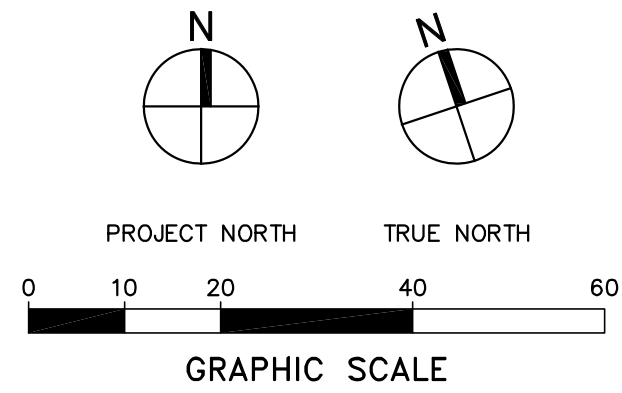
1-STORY "MCDONALD'S" RESTAURANT BUILDING
337 McMURRAY ROAD
APN 137-170-039

VACANT LAND
APN 137-790-001



ENCROACHMENT NOTES
A 2' BY 3' TELEPHONE PULL BOX AND UNDERGROUND TELEPHONE CONDUIT WITH WIRING ENCRONES UP TO 7" INSIDE OF AND WEST OF THE EAST SURVEYED PROPERTY LINE AND THE WEST RIGHT OF WAY LINE OF McMURRAY ROAD

PARTIAL LEGEND
 (C) REFER TO THE BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTIONS SHOWN ON SHEET C38.
 (15) REFER TO EASEMENT DESCRIPTIONS SHOWN ON SHEET C38
 TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION
 BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION



DEVELOPER:
IN-N-OUT BURGER
13502 HAMBURGER LANE
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CONTACT: MARC LEVUN
PHONE: 626 813-5378



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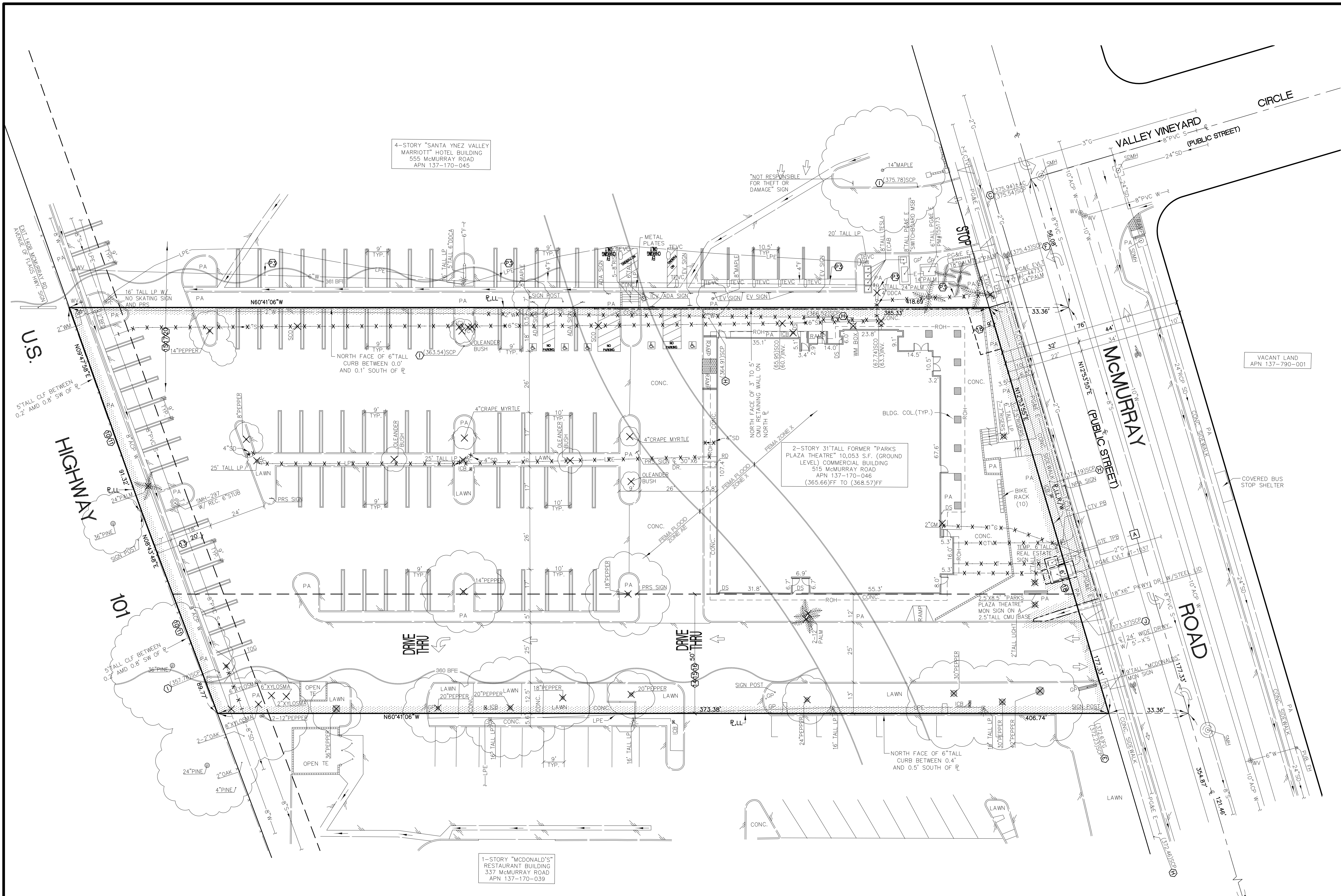
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 301 NORTH SAN DIMAS AVENUE, SAN DIMAS, CA. 91773
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 Mark S. Lamoureux
 MARK S. LAMOUREUX R.C.E. 38382 DATE 05-18-2022



IN-N-OUT BURGER
 515 McMURRAY ROAD
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CITY ENTITLEMENT EXISTING SITE PLAN

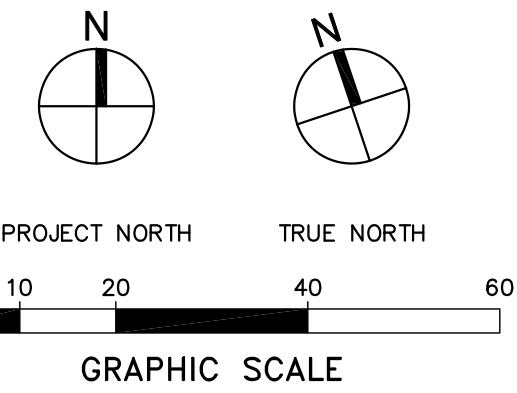
C31



4-STORY "SANTA YNEZ VALLEY MARRIOTT" HOTEL BUILDING
555 McMURRAY ROAD
APN 137-170-045

2-STORY 31-TALL FORMER "PARKS PLAZA THEATRE" 10,053 S.F. (GROUND LEVEL) COMMERCIAL BUILDING
515 McMURRAY ROAD
APN 137-170-046
(365.66)FF TO (368.57)FF

1-STORY "MCDONALD'S" RESTAURANT BUILDING
337 McMURRAY ROAD
APN 137-170-039



PARTIAL LEGEND

- [Hatched Area] LIMITS OF 64,606 SQ. FT. (1.483 ACRES) ONSITE PLUS 425 SQ. FT. (0.010 ACRES) OFFSITE IN McMURRAY ROAD DEMOLITION FOR NEW SITE IMPROVEMENTS WITH A TOTAL OF 65,031 SQ. FT. (1.493 ACRES).
- [X] 22 ONSITE TREES PLUS 0 OFFSITE PRIVATE TREE, ROOTS AND LIMBS TO BE REMOVED PER CITY TREE REMOVAL PERMIT FOR A TOTAL OF 22 TREES.
- [X-X] ABANDON IN PLACE EXISTING UNDERGROUND UTILITY AND STORM DRAIN PIPE
- [X-X] WHICH ARE NOT IN CONFLICT WITH THE NEW SITE IMPROVEMENTS OR REMEDIAL GRADING.



DEVELOPER:
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PHONE: 626 813-5378



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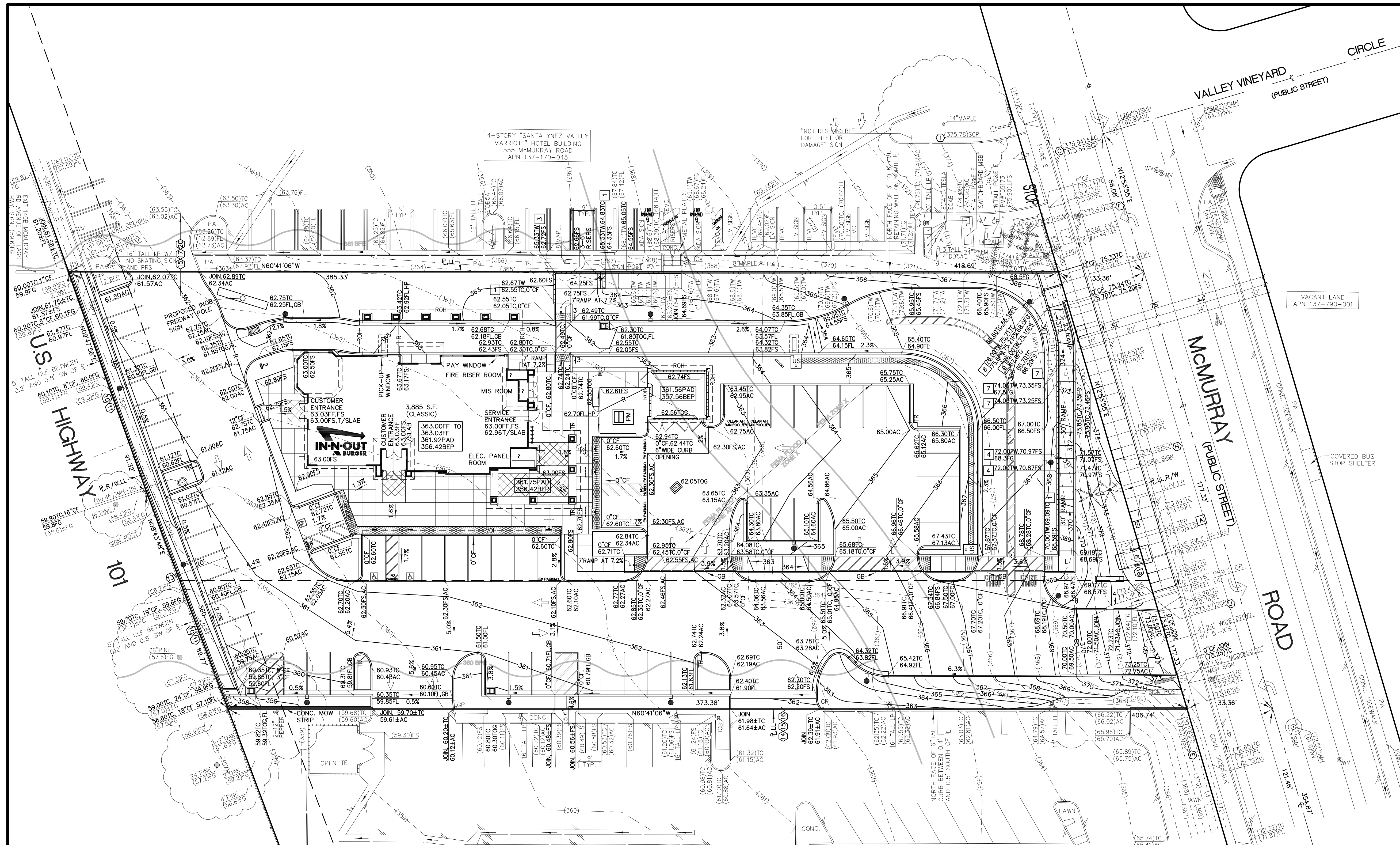
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Mark S. Lamoureux
MARK S. LAMOUREUX R.C.E. 38382 DATE 05-18-2022



IN-N-OUT BURGER
515 McMURRAY ROAD
BUELLTON, CA 93427

CITY ENTITLEMENT DEMOLITION PLAN

C32



ENGINEER'S PRELIMINARY ESTIMATED EARTHWORK QUANTITIES

1. RAW CUT (INCLUDES 800 C.Y. FOOTING EXCAVATION, STORM DRAIN AND UTILITY SPOILS).	1,400 CU. YDS.
2. OVEREXCAVATE THE LOOSE SOIL UNDER THE NEW BUILDING, COVERED PATIO AND COVERED TRASH ENCLOSURE AREA IDENTIFIED AS THE BOTTOM OF EXCAVATED PLANE (BEP) UP TO THE PAD ELEVATION. (11,000 S.F.)	2,200 CU. YDS.
3. OVEREXCAVATE THE TOP 1 FOOT OF LOOSE SOIL UNDER THE PROPOSED PAVEMENT AND EXTERIOR HARDSCAPE SUBGRADE WITHIN THE DEVELOPED SITE. (40,000 S.F.)	1,500 CU. YDS.
4. TOTAL SOIL CUT.	5,100 CU. YDS.
5. RAW FILL.	910 CU. YDS.
6. SHRINKAGE OF RAW FILL USING AN ASSUMED 10% SHRINKAGE LOSS.	90 CU. YDS.
7. RECOMPACT EXISTING ONSITE SOILS FOR THE AREAS DETAILED IN ITEM NO. 2 ABOVE USING AN ASSUMED 10% SHRINKAGE LOSS.	2,400 CU. YDS.
8. RECOMPACT EXISTING ONSITE SOILS FOR AREAS DETAILED IN ITEM NO. 3 ABOVE USING AN ASSUMED 10% SHRINKAGE LOSS.	1,700 CU. YDS.
9. TOTAL COMPACTED FILL SOIL.	5,100 CU. YDS.
10. ESTIMATED AMOUNT OF SOIL TO EXPORT FROM THE SITE.	0 CU. YDS.

NOTE: THE GRADING CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THEIR OWN EARTHWORK QUANTITIES FOR BIDDING PURPOSES. THE QUANTITIES SHOWN HEREON ARE THE ENGINEER'S ESTIMATE ONLY.

LEGEND

<ul style="list-style-type: none"> PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM. BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP. VEHICLE DETECTOR LOOP. PROPERTY LINE. NEW 3' TALL 18"x24" LIT "DRIVE THRU" DIRECTIONAL SIGN. NEW 3' TALL 18"x24" LIT "THANK YOU, DO NOT ENTER" DIRECTIONAL SIGN. NEW PEDESTRIAN CROSSWALK SIGN. NEW ACCESSIBILITY ENTRY SIGN. INOB IN-N-OUT BURGER. LL INOB LEASE PREMISES LINE. CF CURB FACE. PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET. PROPOSED STUCCO COVERED GRAY COLOR CMU SMOOTH FACE WALL PAINTED WHITE TO MATCH THE BUILDING. 	<ul style="list-style-type: none"> LOC INOB LIMITS OF PROPOSED CONSTRUCTION. VOH 2' VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE. TR PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD. NEW CONCRETE SIDEWALK. BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38. SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38. DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND. FUTURE EV (ELECTRIC VEHICLE) CHARGEPOINT EXPRESS 250 CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE. 24" WIDE MATTED INOB ASSOCIATE WALKWAY PER CONSISTING OF APPROXIMATELY 252 SQUARE FEET. EASEMENT TO BE QUITCLAIMED. NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
--	---

IN-N-OUT BURGER

DEVELOPER:
 IN-N-OUT BURGER
 13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706
 CONTACT: MARC LEVIN
 PHONE: 626 813-5378

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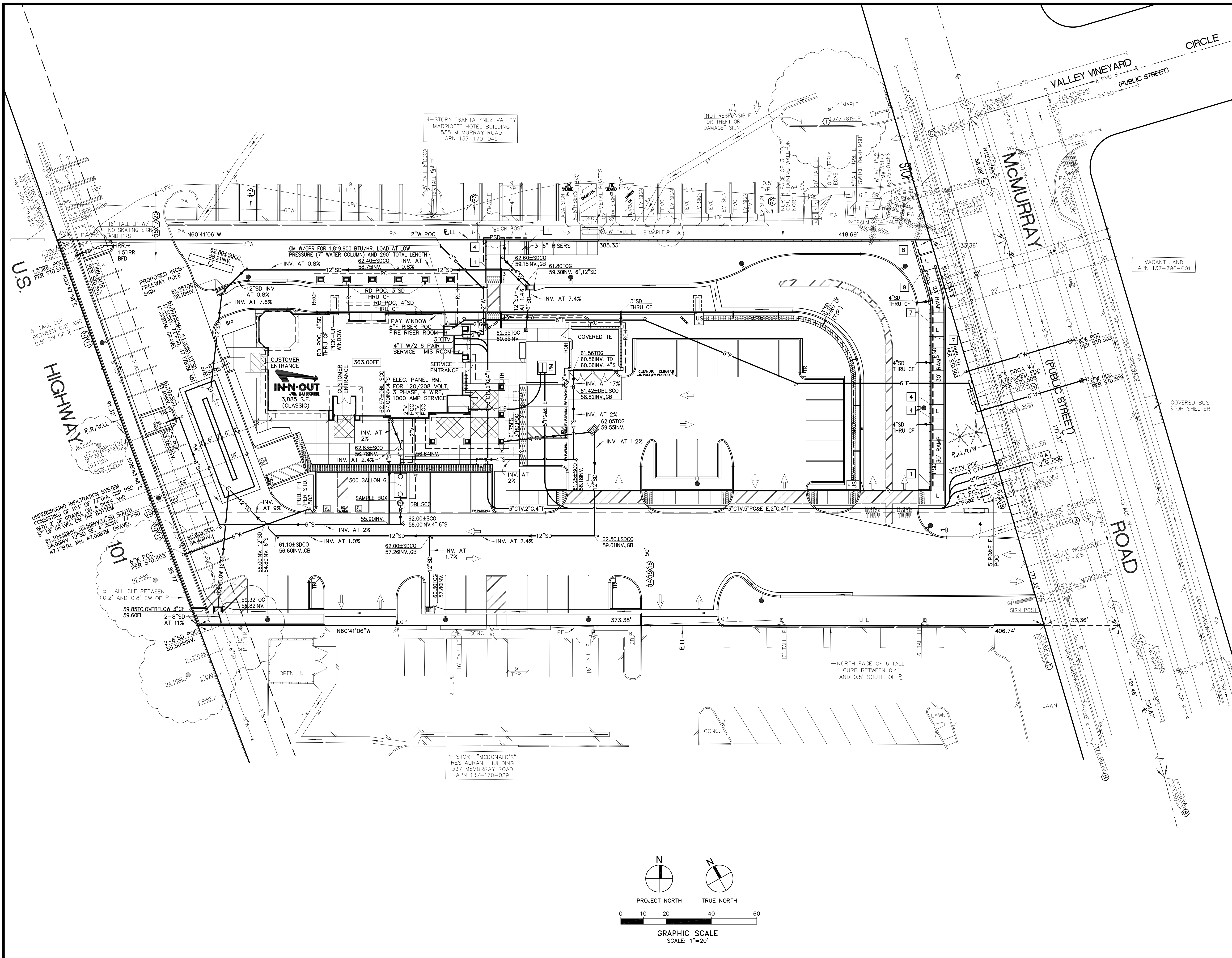
Mark S. Lamoureux
 MARK S. LAMOUREUX R.C.E. 38382 05-18-2022 DATE

REGISTERED PROFESSIONAL ENGINEER
 MARK S. LAMOUREUX
 No. 38382
 CIVIL
 STATE OF CALIFORNIA

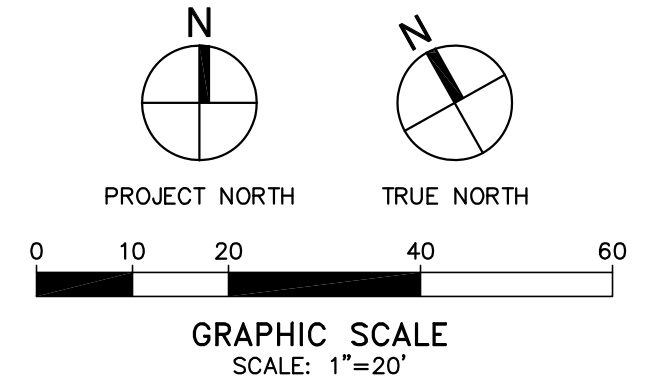
IN-N-OUT BURGER
 515 McMURRAY ROAD
 BUELLTON, CA 93427

**CITY ENTITLEMENT
 GRADING AND
 DRAINAGE PLAN**

C33



LEGEND	
	NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
	PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
	BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP.
	VEHICLE DETECTOR LOOP.
	PROPERTY LINE.
	NEW 3' TALL 18"x24" LIT 'DRIVE THRU' DIRECTIONAL SIGN.
	NEW 3' TALL 18"x24" LIT 'THANK YOU, DO NOT ENTER' DIRECTIONAL SIGN.
	NEW PEDESTRIAN CROSSWALK SIGN.
	NEW ACCESSIBILITY ENTRY SIGN.
	INOB IN-N-OUT BURGER.
	INOB LEASE PREMISES LINE.
	CURB FACE.
	PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET.
	INOB LIMITS OF PROPOSED CONSTRUCTION.
	2' VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE.
	PG&E ELECTRIC PAD MOUNT TRANSFORMER WITH BOLLARDS.
	PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD.
	NEW CONCRETE SIDEWALK.
	BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
	SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
	DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
	FUTURE EV (ELECTRIC VEHICLE) CHARGEPOINT EXPRESS 250 CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE.
	24" WIDE MATTED INOB ASSOCIATE WALKWAY PER CONSISTING OF APPROXIMATELY 252 SQUARE FEET.
	PROPOSED 18" TO 27" TALL 22" WIDE STUCCO COVERED SEAT/SCREEN WALL WITH A PRECAST CONCRETE CAP.
	PROPOSED STUCCO COVERED GRAY COLOR CMU SMOOTH FACE WALL PAINTED WHITE TO MATCH THE BUILDING.
	EASEMENT TO BE QUITCLAIMED.



IN-N-OUT BURGER

DEVELOPER:
 IN-N-OUT BURGER
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Mark S. Lamoureux
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05-18-2022 DATE

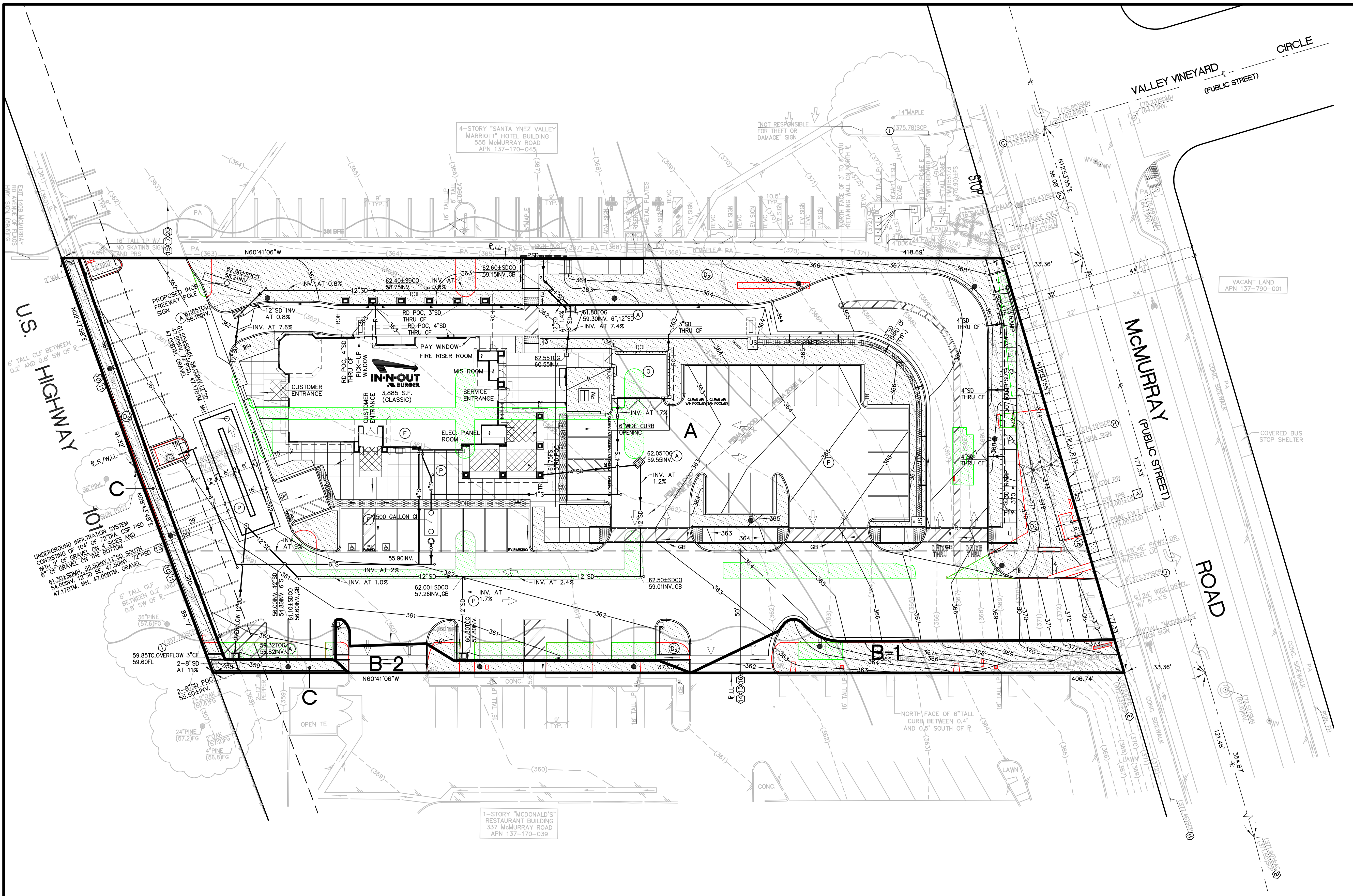
IN-N-OUT BURGER
 515 McMURRAY ROAD
 BUELLTON, CA 93427

**CITY ENTITLEMENT
 STORM DRAIN AND
 UTILITY PLAN**

C34

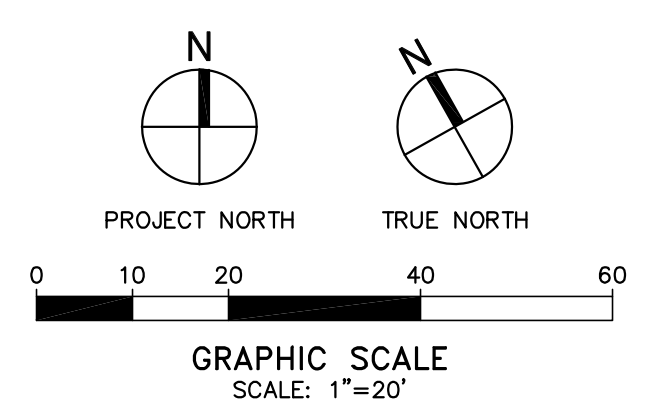
POTENTIAL SOURCES OF RUNOFF POLLUTION

- (A) ON-SITE STORM DRAIN INLETS (UNAUTHORIZED NON-STORMWATER DISCHARGES AND ACCIDENTAL SPILLS OR LEAKS)
- (B) LANDSCAPE/ OUTDOOR PESTICIDE USE/BUILDING AND GROUNDS MAINTENANCE
- (F) FOOD SERVICE
- (G) REFUSE AREA
- (P) PLAZAS, SIDEWALKS, AND PARKING LOTS.



DRAINAGE AREAS			
ID	AREA (SF)	IMPERVIOUS (SF/%)	PERVIOUS (SF/%)
A	59,890	48,988/81.8%	10,902/18.2%
B-1	2,263	354/15.6%	1,909/84.4%
B-2	1,018	467/45.9%	551/54.1%
C	1,435	361/8.0%	1,074/92.0%
TOTAL	64,606	50,070/77.3%	14,436/22.8%

- PARTIAL LEGEND**
- (C) BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
 - (E) SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
 - PROPOSED LANDSCAPE PLANTER AREA ONSITE
 - NEW IMPERVIOUS AREA CONSISTING OF 4,047 S.F. (EXISTING IMPERVIOUS THAT WILL BE NEW IMPERVIOUS AREA IN THE PROPOSED CONDITIONS)



DEVELOPER:
 IN-N-OUT BURGER
 13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706
 CONTACT: MARC LEVUN
 PHONE: 626 813-5378



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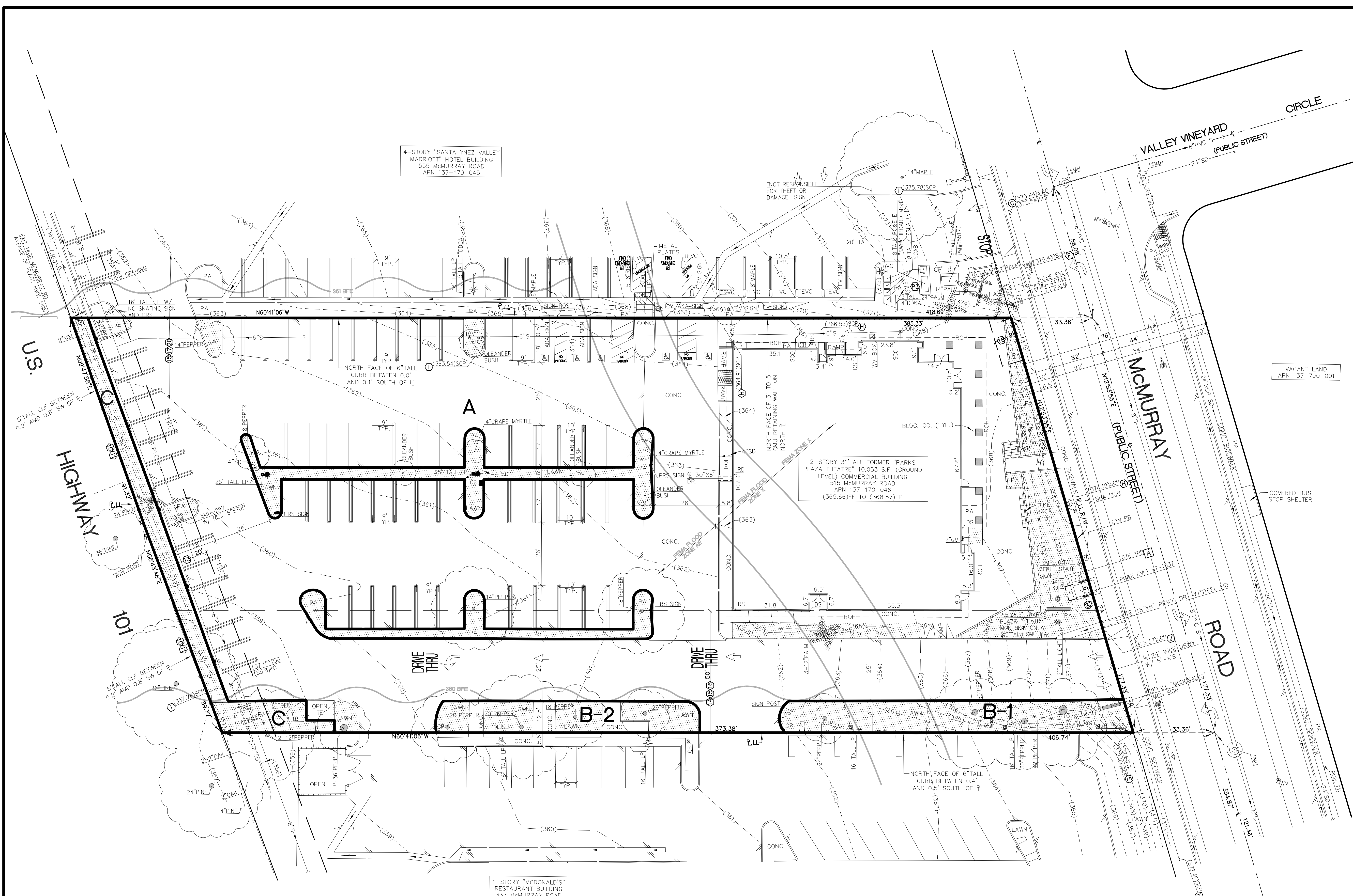
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 MARK S. LAMOUREUX R.C.E. 38382 05-18-2022 DATE



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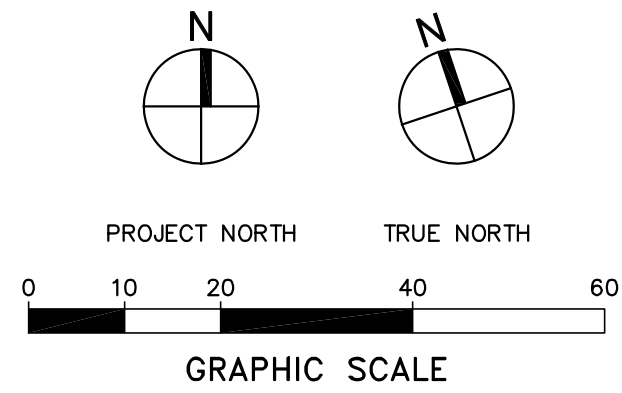
**CITY ENTITLEMENT
 STORMWATER
 CONTROL PLAN (SCP)
 EXHIBIT**

C35



DRAINAGE AREAS			
ID	AREA (SF)	IMPERVIOUS (SF/%)	PERVIOUS (SF/%)
A	59,620	54,155/90.8%	5,465/9.2%
B-1	1,873	94/5.0%	1,779/95.0%
B-2	1,391	411/29.5%	980/70.5%
C	1,722	195/11.3%	1,527/88.7%
TOTAL	64,606	54,855/84.9%	9,751/15.1%

- PARTIAL LEGEND**
- ⊙ REFER TO THE BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTIONS SHOWN ON SHEET C38.
 - Ⓢ REFER TO EASEMENT DESCRIPTIONS SHOWN ON SHEET C38
 - TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION
 - BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION
 - EXISTING LANDSCAPE PLANTER AREA ONSITE CONSISTING OF 9,751 SQ. FT. OR 15.1% OF THE GROSS SITE AREA.



DEVELOPER:
IN-N-OUT BURGER
 13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706
 CONTACT: MARC LEVUN
 PHONE: 626 813-5378



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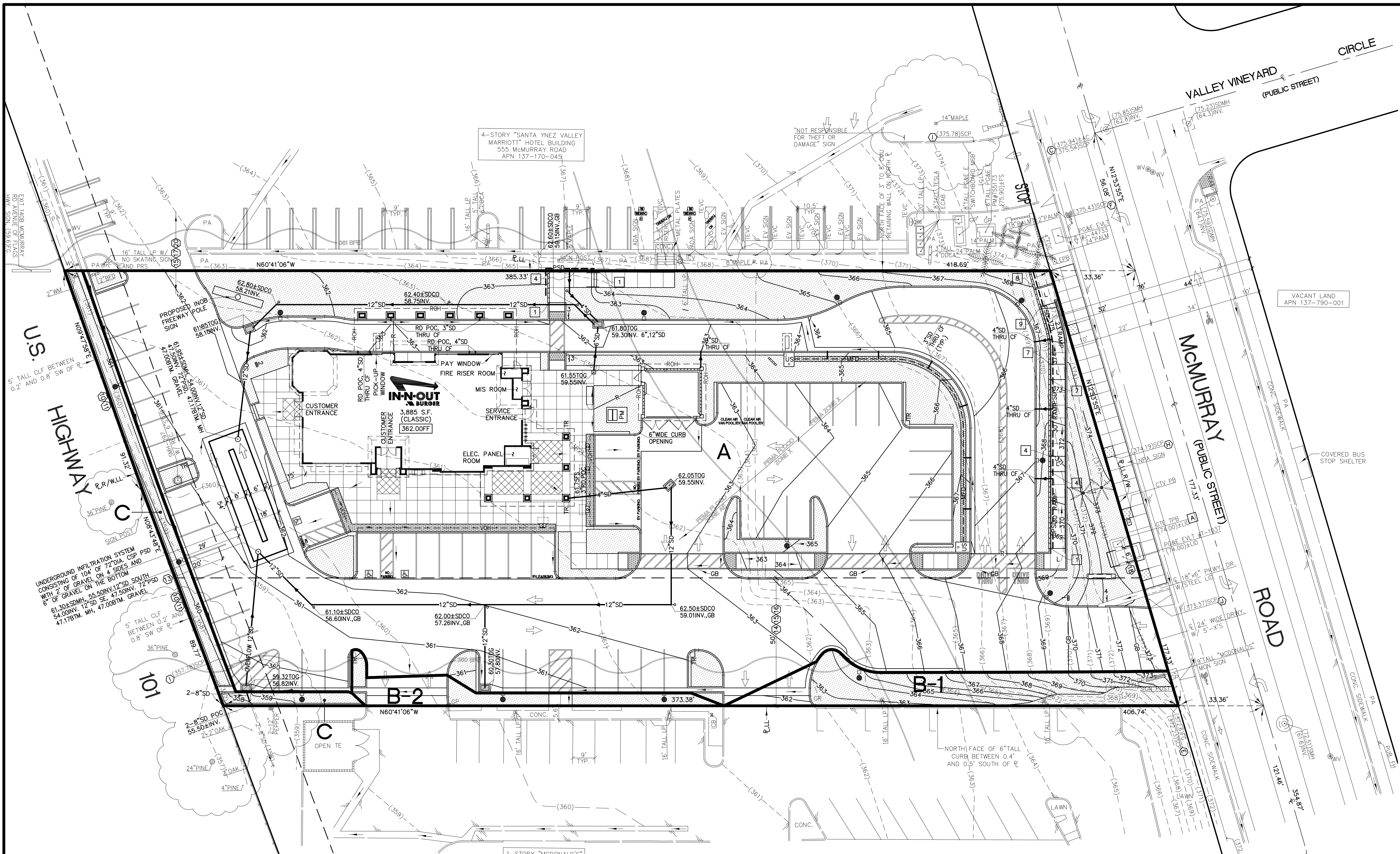
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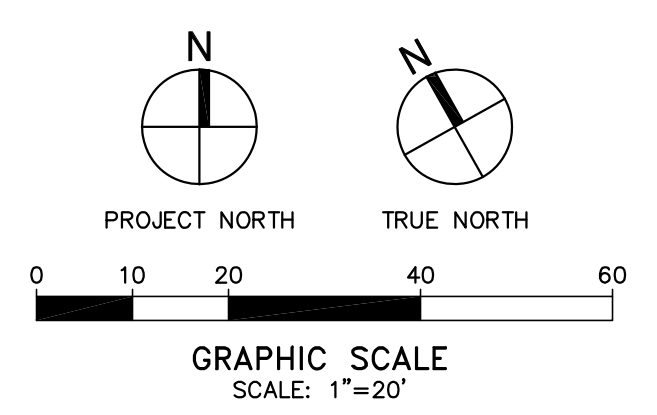
**CITY ENTITLEMENT
 HYDROLOGY STUDY
 MAP - EXISTING
 CONDITION**

C36.0



VACANT LAND
APN 137-790-001

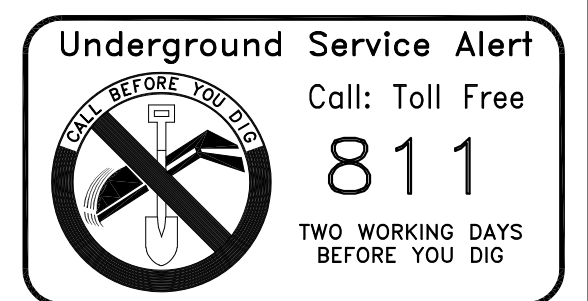
DRAINAGE AREAS			
ID	AREA (SF)	IMPERVIOUS (SF/%)	PERVIOUS (SF/%)
A	59,890	49,293/82.3%	10,597/17.7%
B-1	2,263	354/15.6%	1,909/84.4%
B-2	1,018	467/45.9%	551/54.1%
C	1,435	361/25.2%	1,074/74.8%
TOTAL	64,606	50,475/78.1%	14,131/21.9%



- PARTIAL LEGEND**
- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
 - BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
 - SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
 - PROPOSED LANDSCAPE PLANTER AREA ONSITE CONSISTING OF 13,948 S.F. OR 21.6% OF THE GROSS SITE AREA.



DEVELOPER:
IN-N-OUT BURGER
13502 HAMBURGER LANE
BALDWIN PARK, CA 91706
CONTACT: MARC LEVUN
PHONE: 626 813-5378



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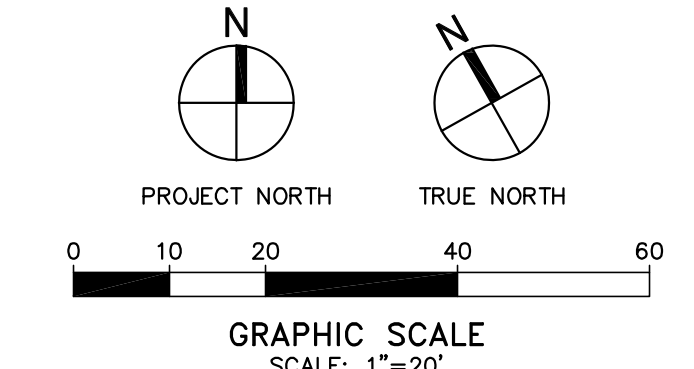
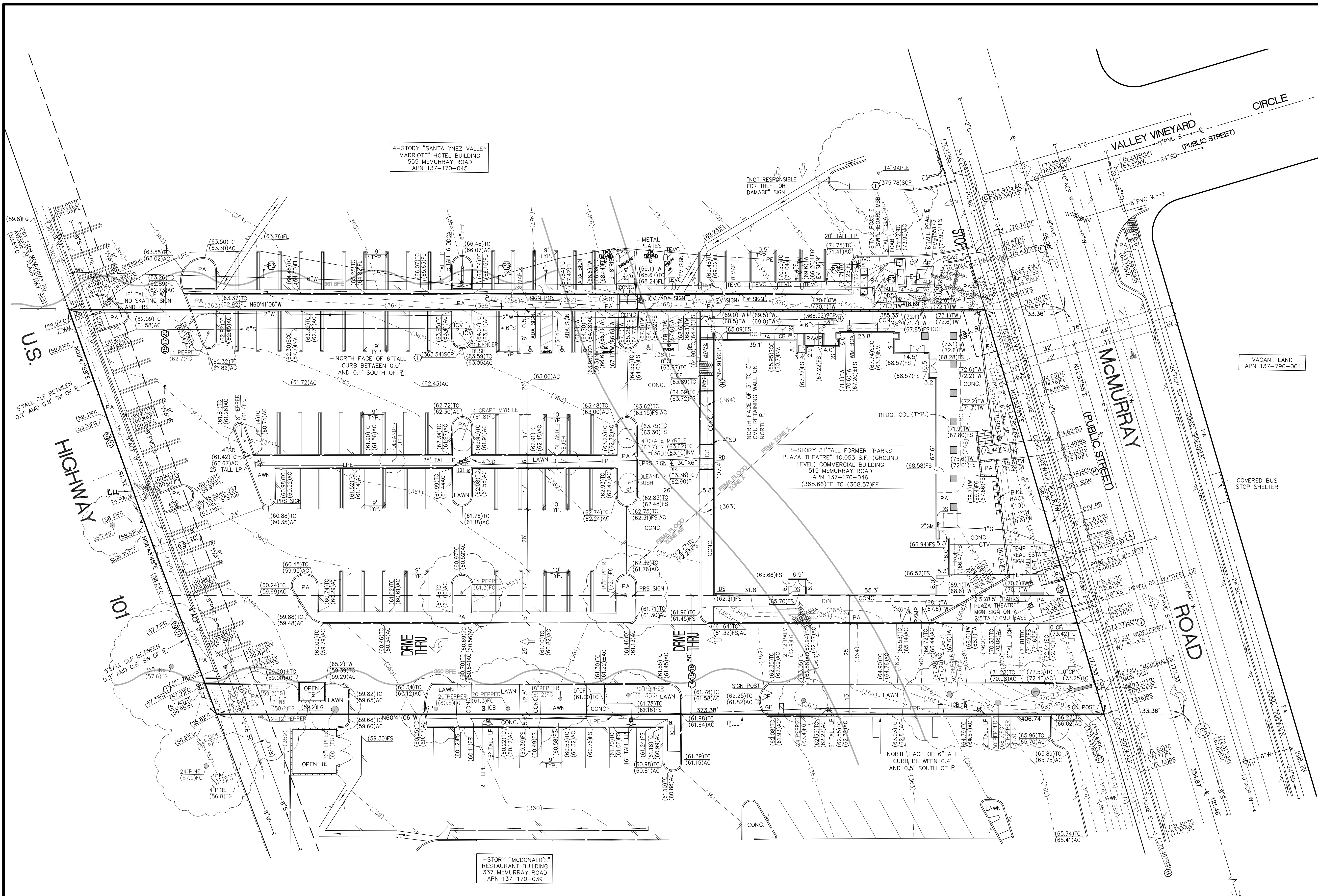
IN-N-OUT BURGER
515 McMURRAY ROAD
BUELLTON, CA 93427

**CITY ENTITLEMENT
HYDROLOGY STUDY
MAP - PROPOSED
CONDITION**

C36.1

ENCROACHMENT NOTES

A 2' BY 3' TELEPHONE PULL BOX AND UNDERGROUND TELEPHONE CONDUIT WITH WIRING ENCLOSES UP TO 7' INSIDE OF AND WEST OF THE EAST SURVEYED PROPERTY LINE AND THE WEST RIGHT OF WAY LINE OF McMURRAY ROAD



PARTIAL LEGEND

- ⊙ REFER TO THE BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTIONS SHOWN ON SHEET C38.
- Ⓢ REFER TO EASEMENT DESCRIPTIONS SHOWN ON SHEET C38.
- TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION.
- BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION.

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Mark S. Lamoureux
 MARK S. LAMOUREUX R.C.E. 38382 DATE 05-18-2022

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 515 McMURRAY ROAD
 BUELLTON, CA 93427

CITY ENTITLEMENT TOPOGRAPHY SURVEY MAP

C37

5/20/2022 10:08:30 AM, MSL ENGINEERING, INC. (SA)

LEGAL DESCRIPTION SHOWN ON TITLE REPORT EXHIBIT "A"

WITH SURVEYOR RECOMMENDED DELETIONS WITH A LINE THROUGH THE TEXT AND SURVEYOR RECOMMENDED TEXT [ADDITIONS] IN BRACKETS.

REFERENCE: FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES PRELIMINARY TITLE REPORT WITH A COMMITMENT NO. OF NCS-1076939-SAI DATED JULY 02, 2021 OUT OF THEIR IRVINE, CA OFFICE. TITLE OFFICER IS JEFFERY PASCHAL AT 949-885-2481 (paschal@firstam.com).

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BUELLTON, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:
PARCEL 4 OF PARCEL MAP 13,438, IN THE COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA, AS SHOWN ON MAP FILED IN BOOK 32, PAGES 36 AND 37 OF PARCEL MAPS, IN THE OFFICE OF THE SANTA BARBARA COUNTY RECORDER.

PARCEL TWO:
A NON-EXCLUSIVE EASEMENT FOR INGRESS-EGRESS, PUBLIC UTILITIES, PARKING AND MAINTENANCE OVER THOSE PORTIONS OF PARCELS 2 AND 3 OF PARCEL MAP 13,438 AND SHALL EXIST OVER AREA DESIGNATED ON THE FINAL DEVELOPMENT PLAN FOR CASE NO. 81-RZ-49 "SANTA BARBARA COUNTY RESOURCE MANAGEMENT DEPARTMENT" AS SHOWN ON DOCUMENT RECORDED FEBRUARY 26, 1985, AS INSTRUMENT NO. 1985-9442 AND CONSTRUCTED AS PARKING LOTS AND DRIVEWAYS LOCATED WITHIN PARCELS 2, 3 AND 4 FOR PURPOSES OF FURNISHING INGRESS-EGRESS TO AND BETWEEN PARCELS, AND PROVIDING AND MAINTAINING ALL NECESSARY UTILITIES TO BE USED BY SAID PARCELS; SAID EASEMENT TO BE APPURTENANT [TO] PARCEL 1 ABOVE AND ANY PORTION INTO WHICH IT MAY BE DIVIDED.

PARCEL THREE:
A NON-EXCLUSIVE EASEMENT [OVER PARCEL 3 OF PARCEL MAP NO. 13,438] FOR WATERLINE AND PURPOSES INCIDENTAL [PURPOSES] THERETO [TO PROVIDE WATER TO PARCEL 4 OF PARCEL MAP NO. 13,438 FOR ITS FIRE CONTROL BUILDING SPRINKLER SYSTEM] AS SET FORTH IN DOCUMENT RECORDED MARCH 29, 1985, AS INSTRUMENT NO. 1985-015525 OF OFFICIAL RECORDS.

FOR CONVEYANCING PURPOSES ONLY: APN 137-170-046

SIMPLIFIED PLOTTABLE EASEMENTS

WITH MSL ENGINEERING, INC. RECOMMENDATIONS AND OPINIONS SHOWN IN [BRACKETS]

REFERENCE: FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES PRELIMINARY TITLE REPORT WITH A COMMITMENT NO. OF NCS-1076939-SAI DATED JULY 02, 2021 OUT OF THEIR IRVINE, CA OFFICE. TITLE OFFICER IS JEFFERY PASCHAL AT 949-885-2481 (paschal@firstam.com).

ITEM NO. 10:
ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE HIGHWAY ABUTTING SAID LAND HAVE BEEN RELINQUISHED TO THE STATE OF CALIFORNIA IN THE DOCUMENT ENTITLED "GRANT DEED (INDIVIDUAL)" DATED AUGUST 28, 1983, RECORDED JANUARY 03, 1984 IN BOOK 2028 AT PAGE 1461, OFFICIAL RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 11:
A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS HIGHWAY AS CONTAINED IN THE DOCUMENT ENTITLED "GRANT DEED (INDIVIDUAL)" DATED AUGUST 28, 1983, RECORDED JANUARY 03, 1984 IN BOOK 2028 AT PAGE 1461, OFFICIAL RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 13:
A 20.00 FOOT WIDE EASEMENT IN FAVOR OF THE BUELLTON COMMUNITY SERVICES DISTRICT, A BODY POLITICAL AND CORPORATE, FOR SEWER LINE, PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN THE DOCUMENT ENTITLED "EASEMENT DEED" DATED OCTOBER 12, 1978, RECORDED JANUARY 08, 1979 AS INSTRUMENT NO. 79-1086 OF OFFICIAL RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 14:
A 50.00 FOOT WIDE DRIVEWAY EASEMENT SHOWN OR DEDICATED ON PARCEL MAP NO. 12,882 FILED MAY 29, 1980 IN BOOK 24 OF PARCEL MAPS AT PAGES 91 AND 92, RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 15:
AN EASEMENT FOR PARKING LOTS AND DRIVEWAYS, FURNISHING INGRESS, EGRESS, AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON PARCEL MAP NO. 13,438 FILED AUGUST 17, 1983 IN BOOK 32 OF PARCEL MAPS AT PAGES 36 AND 37, RECORDS OF SANTA BARBARA COUNTY.

[AMONG OTHER THINGS, THIS ITEM STATES THAT (1) THERE IS A 50.00 FOOT WIDE EASEMENT FOR DRIVEWAY PURPOSES PER PARCEL MAP NO. 12,822 AND PER INSTRUMENT NO. 81-5166 RECORDED FEBRUARY 05, 1981; (2) THE SURVEYED PROPERTY IS SHOWN AS PARCEL 4 OF THIS PARCEL MAP NO. 13,438; AND (3) APPURTENANT RECIPROCAL EASEMENTS FOR THE MUTUAL BENEFIT OF PARCELS 2, 3, AND 4 OF THIS MAP SHALL EXIST OVER AREAS DESIGNATED ON THE FINAL DEVELOPMENT PLAN FOR CASE NO. 81-RZ-49 "SANTA BARBARA COUNTY RESOURCE MANAGEMENT DEPARTMENT" AND CONSTRUCTED AS PARKING LOTS AND DRIVEWAYS LOCATED WITHIN PARCELS 2, 3, AND 4 FOR THE PURPOSES OF FURNISHING INGRESS-EGRESS TO AND BETWEEN SAID PARCELS PROVIDING PARKING AND PROVIDING AND MAINTAINING ALL NECESSARY UTILITIES TO BE USED BY SAID PARCELS.]

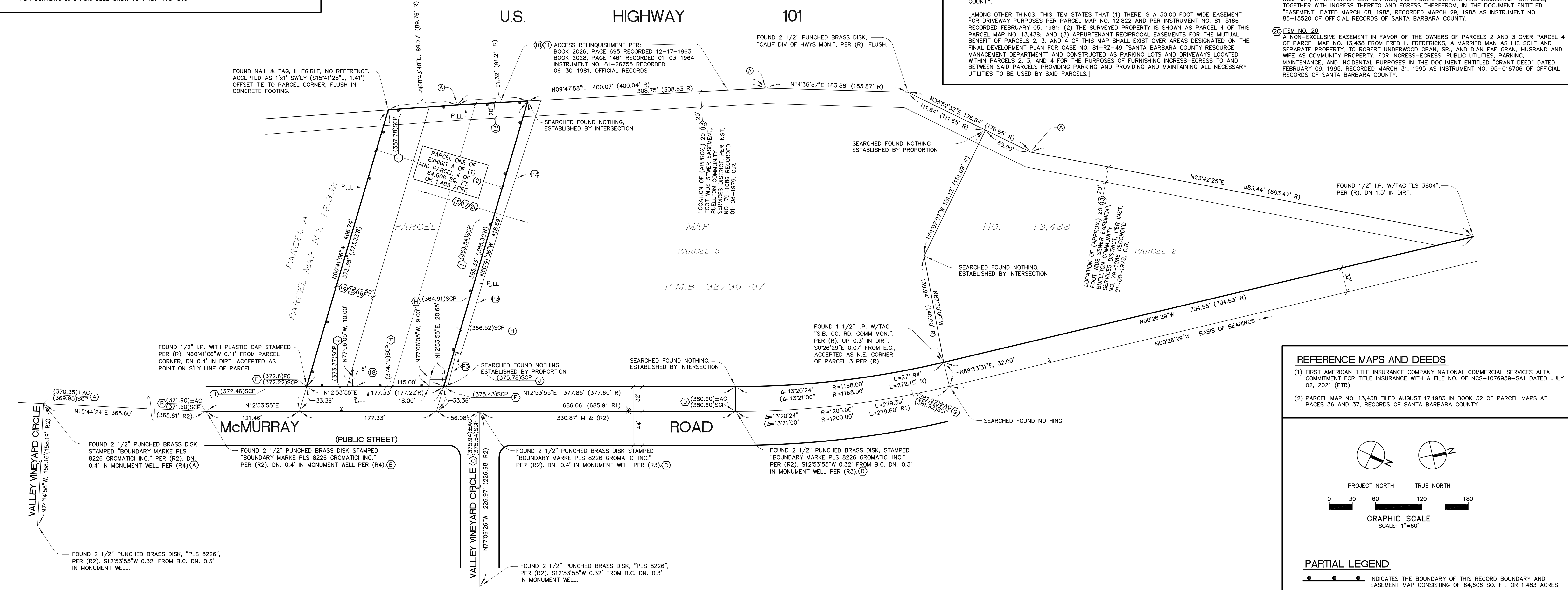
ITEM NO. 16:
A 50.00 FOOT NON-EXCLUSIVE PERPETUAL EASEMENT FROM JAMES L. BROCK AND MARTHA J. BROCK, TRUSTEES, UNDER THE J. AND M. BROCK LIVING TRUST, DATED MAY 12, 1980 ("SELLER") TO MC DONALD'S CORPORATION, A DELAWARE CORPORATION, FOR INGRESS AND EGRESS, PARKING, LANDSCAPING, DRAINAGE, SLOPES AND INCIDENTAL PURPOSES, WITH THE RIGHT AND DUTY TO CONSTRUCT AND TO MAINTAIN SAME OVER THAT PORTION OF PARCEL B OF PARCEL MAP NO. 12,822 (THE SURVEYED PROPERTY) SHOWN AS "50 FOOT DRIVEWAY EASEMENT" ALONG THE SOUTHERLY LINE OF SAID PARCEL B, IN THE DOCUMENT ENTITLED "GRANT DEED" DATED OCTOBER 17, 1980, RECORDED FEBRUARY 05, 1981 AS INSTRUMENT NO. 81-5166 OF OFFICIAL RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 17:
ANY ADVERSE CLAIM OR BOUNDARY DISPUTE WHICH MAY EXIST OR ARISE BY FAILURE OF THAT CERTAIN DOCUMENT ENTITLED "CONSTRUCTION DEED OF TRUST, ASSIGNMENT OF RENTS AND SECURITY AGREEMENT" AMONG THE TRUSTOR/GRANTOR, FRED L. FREDERICKS, INC., A CALIFORNIA CORPORATION (HEREIN "BORROWER"), SUPERIOR TITLE SERVICE, INC., A CALIFORNIA CORPORATION (HEREIN "TRUSTEE"), AND THE BENEFICIARY, UNION FEDERAL SAVINGS AND LOAN ASSOCIATION, A FEDERALLY CHARTERED SAVINGS AND LOAN ASSOCIATION, DATED FEBRUARY 20, 1985, RECORDED FEBRUARY 26, 1985 AS INSTRUMENT NO. 85-9442 OF OFFICIAL RECORDS OF SANTA BARBARA COUNTY TO DEFINE OR LOCATE WITH CERTAINTY THE BOUNDARIES OF THE LAND DESCRIBED OR DEFINED THEREIN AND DESCRIBED AS PARCEL TWO.

[AMONG OTHER THINGS, THIS ITEM STATES THAT (1) IT IS FOR PARCEL 3 OF PARCEL MAP NO. 13,438 (THE SURVEYED PROPERTY IS PARCEL 4 OF PARCEL MAP NO. 13,438) RESERVING THEREFROM RECIPROCAL EASEMENTS APPURTENANT TO PARCEL 2 AND 4 OF SAID MAP AND ANY PORTION INTO WHICH THEY MAY BE DIVIDED FOR THE MUTUAL BENEFIT OF PARCELS 2 AND 4 OF PARCEL MAP 13,349 OVER PARCEL 3 AND SHALL EXIST OVER AREAS DESIGNATED ON THE FINAL DEVELOPMENT PLAN FOR CASE NO. 81-RZ-49 "SANTA BARBARA COUNTY RESOURCE MANAGEMENT DEPARTMENT" ATTACHED HERETO AND CONSTRUCTED AS PARKING LOTS AND DRIVEWAYS LOCATED WITHIN PARCELS 2, 3, AND 4 FOR THE PURPOSES OF FURNISHING INGRESS-EGRESS TO AND BETWEEN SAID PARCELS, PROVIDING PARKING, AND PROVIDING AND MAINTAINING ALL NECESSARY UTILITIES TO BE USED BY SAID PARCELS.]

ITEM NO. 18:
A 6.00 FOOT WIDE AND 9.00 FOOT WIDE EASEMENT IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION, FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, TOGETHER WITH INGRESS THERETO AND EGRESS THEREFROM, IN THE DOCUMENT ENTITLED "EASEMENT" DATED MARCH 08, 1985, RECORDED MARCH 29, 1985 AS INSTRUMENT NO. 85-15520 OF OFFICIAL RECORDS OF SANTA BARBARA COUNTY.

ITEM NO. 20:
A NON-EXCLUSIVE EASEMENT IN FAVOR OF THE OWNERS OF PARCELS 2 AND 3 OVER PARCEL 4 OF PARCEL MAP NO. 13,438 FROM FRED L. FREDERICKS, A MARRIED MAN AS HIS SOLE AND SEPARATE PROPERTY, TO ROBERT UNDERWOOD GRAN, SR., AND DIAN FAE GRAN, HUSBAND AND WIFE AS COMMUNITY PROPERTY, FOR INGRESS-EGRESS, PUBLIC UTILITIES, PARKING, MAINTENANCE, AND INCIDENTAL PURPOSES IN THE DOCUMENT ENTITLED "GRANT DEED" DATED FEBRUARY 09, 1995, RECORDED MARCH 31, 1995 AS INSTRUMENT NO. 95-016706 OF OFFICIAL RECORDS OF SANTA BARBARA COUNTY.



RECORD BOUNDARY AND EASEMENT MAP

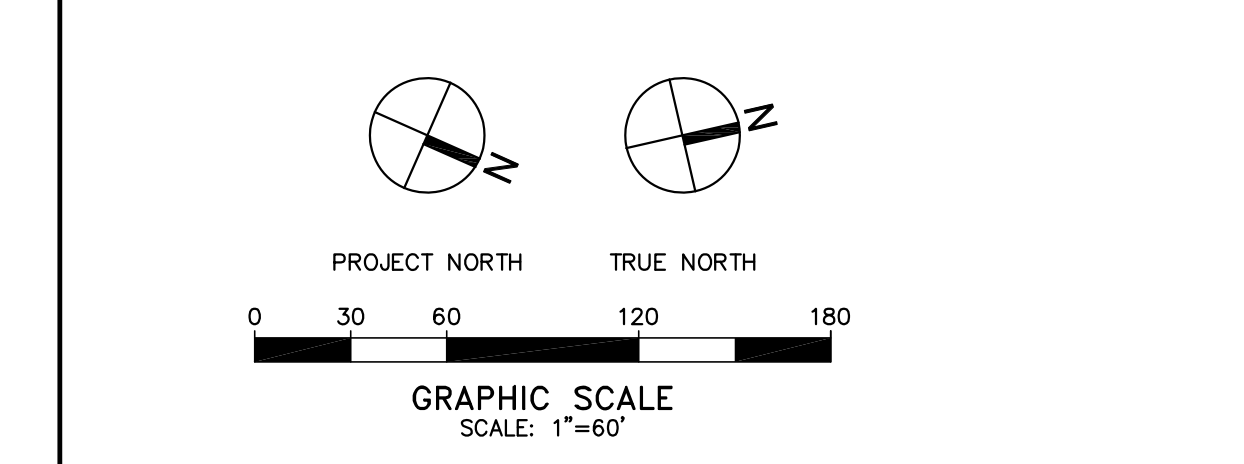
REFERENCE - TRUXAW AND ASSOCIATES, INC. SEPTEMBER 16, 2021 ALTA/NSPS LAND TITLE SURVEY SHEET 2 OF 3

BOUNDARY ESTABLISHMENT NOTE:
⊙ = SEARCHED, FOUND NOTHING, ESTABLISHED PER PARCEL MAP NO. 13,438, BOOK 32, PAGES 36-37 OF MAPS, BETWEEN SOUTHWESTERLY CORNER OF PARCEL 4 OF SAID MAP AND THE NORTHERLY CORNER OF PARCEL 2 OF SAID MAP, USING THE B.L.M. METHOD DESCRIBED IN ARTICLE 5-44 OF THE MANUAL OF SURVEYING INSTRUCTIONS 1973, PUBLISHED BY THE DEPARTMENT OF THE INTERIOR.

RECORD DATA:
(R) = RECORD DATA PER PARCEL MAP NO. 13,438, IN BOOK 32, PAGES 36-37.
(R1) = RECORD DATA PER PARCEL MAP NO. 12,882, IN BOOK 24, PAGES 91-92.
(R2) = RECORD DATA PER TRACT NO. 31,052, IN BOOK 205, PAGES 69-70.
(R3) = CORNER RECORD DOCUMENT 5808 FILED APRIL 14, 2020
(R4) = CORNER RECORD DOCUMENT 5809 FILED APRIL 14, 2020

REFERENCE MAPS AND DEEDS

- (1) FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES ALTA COMMITMENT FOR TITLE INSURANCE WITH A FILE NO. OF NCS-1076939-SAI DATED JULY 02, 2021 (PTR).
- (2) PARCEL MAP NO. 13,438 FILED AUGUST 17, 1983 IN BOOK 32 OF PARCEL MAPS AT PAGES 36 AND 37, RECORDS OF SANTA BARBARA COUNTY.



PARTIAL LEGEND

- ● ● INDICATES THE BOUNDARY OF THIS RECORD BOUNDARY AND EASEMENT MAP CONSISTING OF 64,606 SQ. FT. OR 1.483 ACRES
- ⊙ REFER TO THE BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTIONS SHOWN ON SHEET HEREON.
- Ⓜ REFER TO EASEMENT DESCRIPTIONS SHOWN ON SHEET HEREON.

SURVEY CONTROL POINTS

- ⓕ FOUND PUNCHED 1 1/2\"/>

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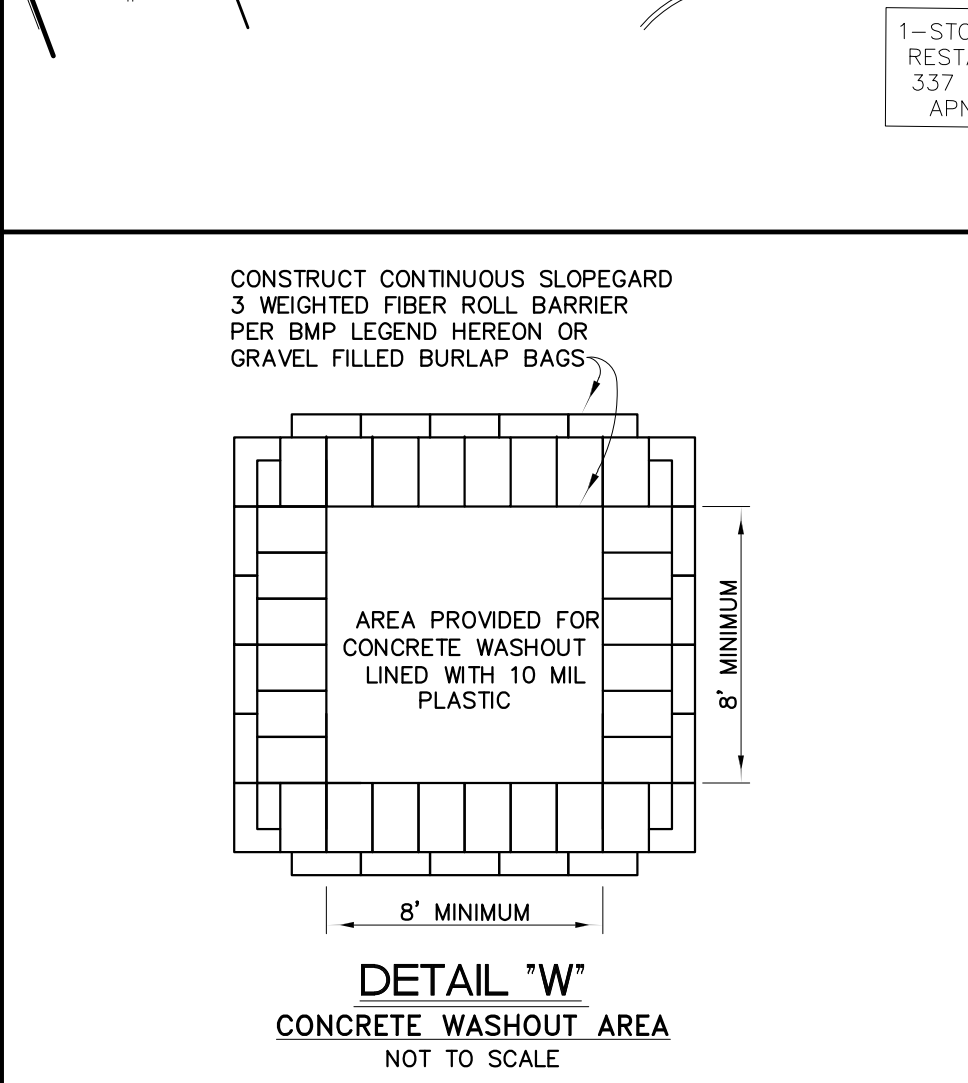
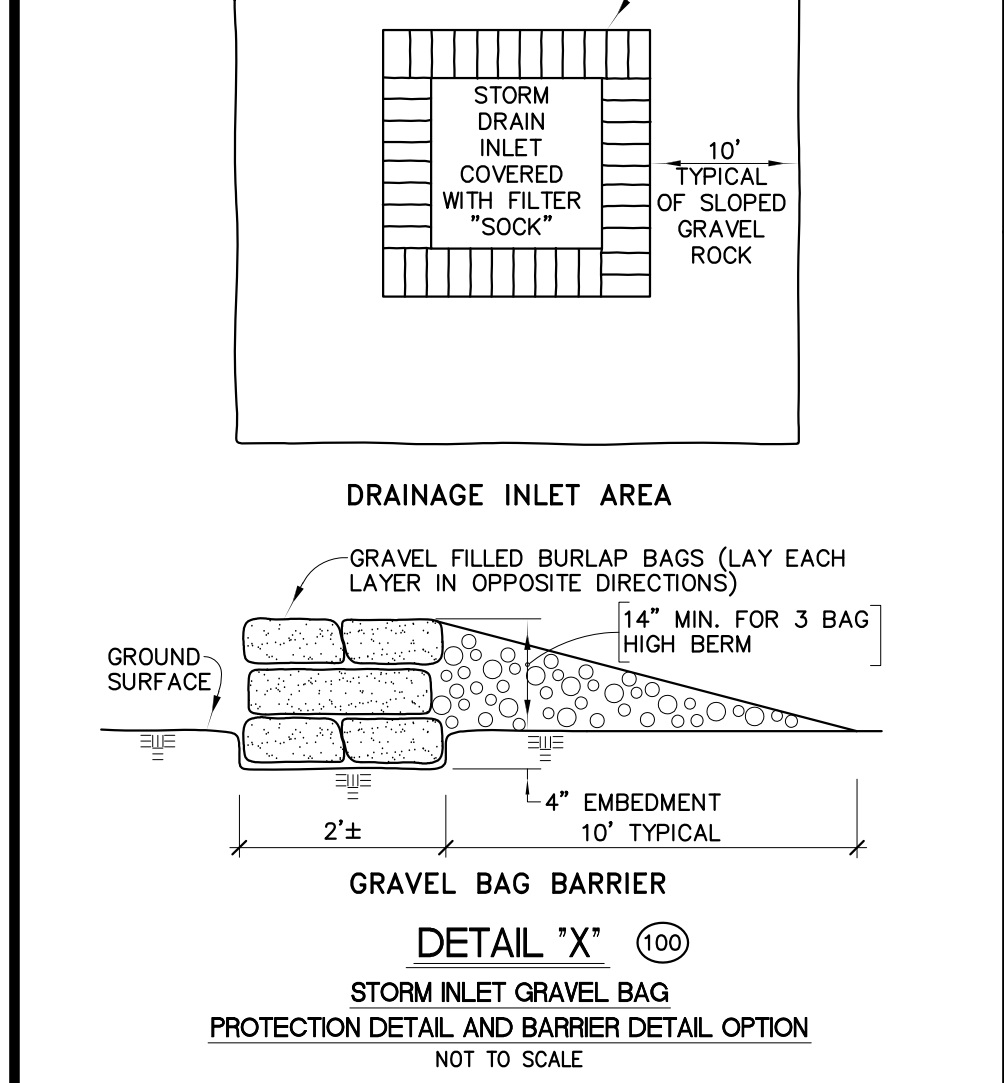
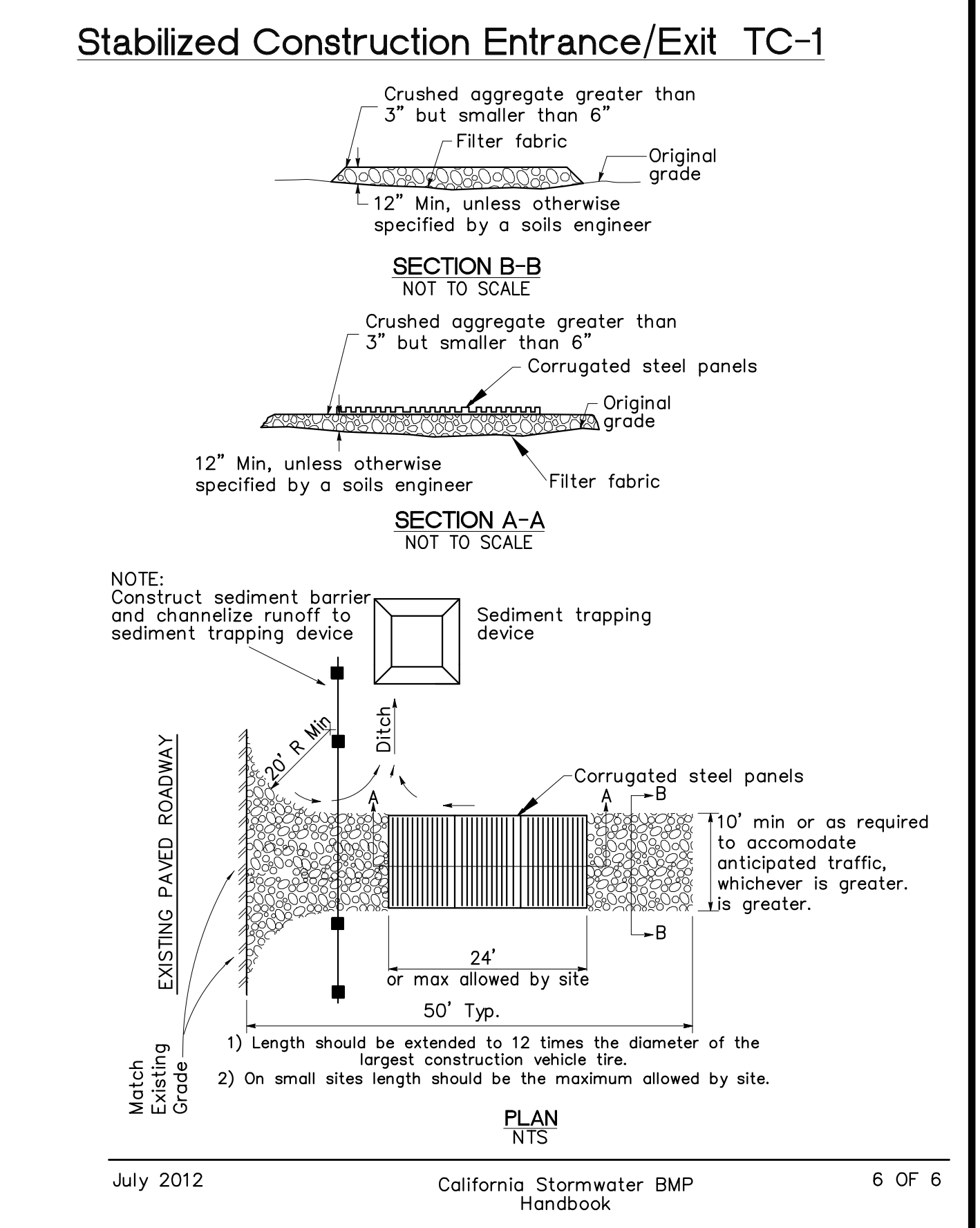
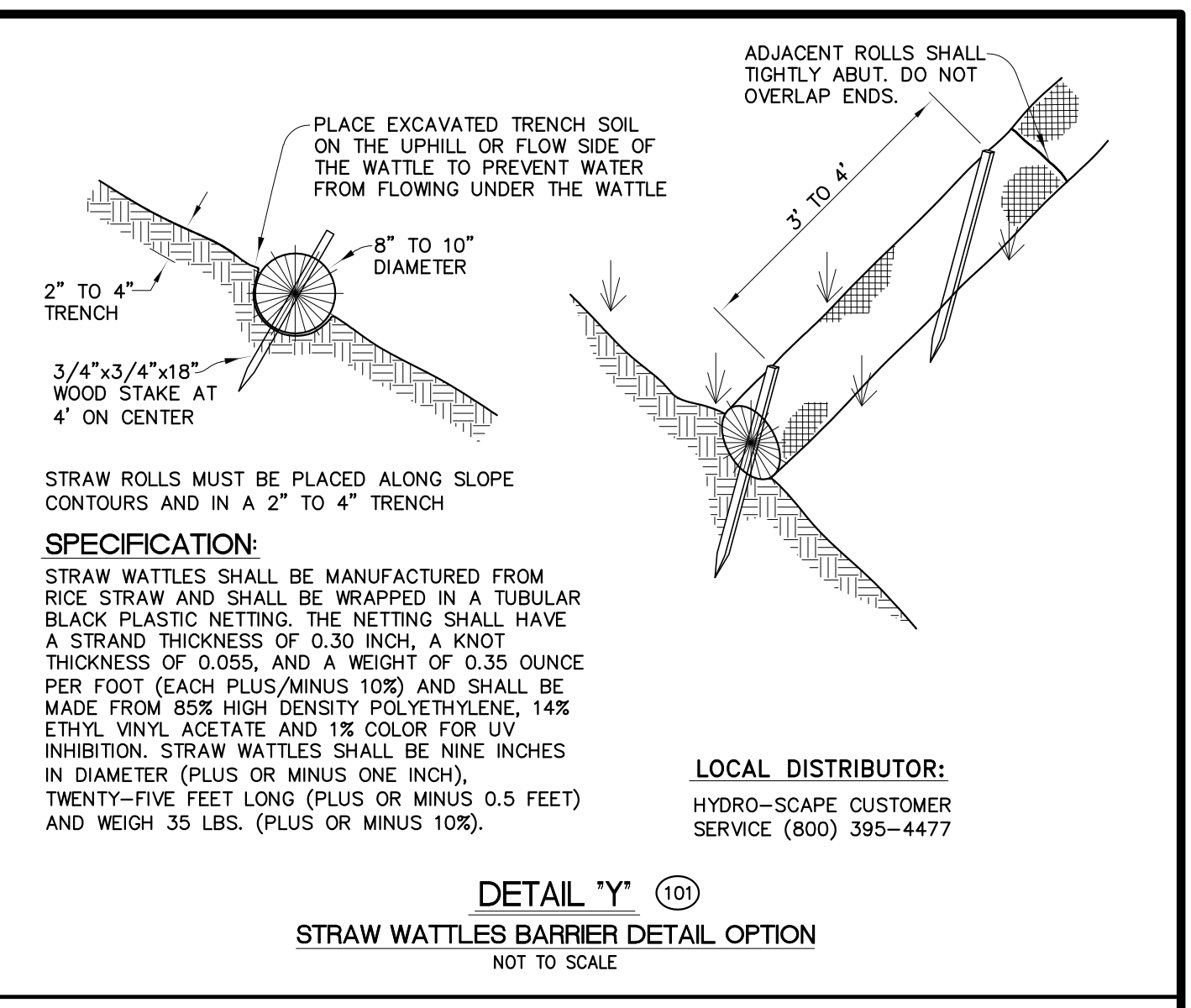
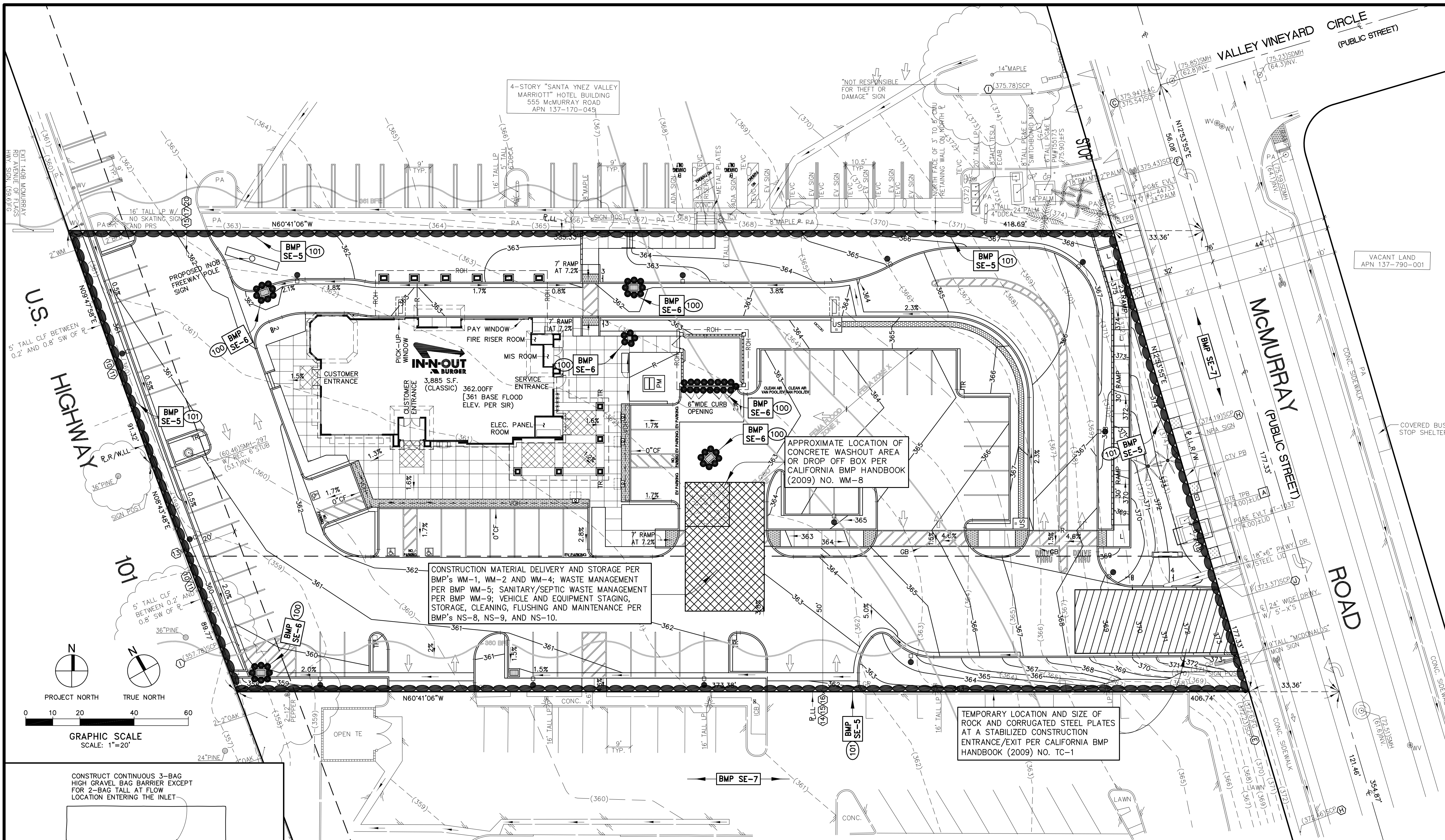
REVISIONS

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(909) 305-2395 FAX (909) 305-2397
Mark S. Lamoureux
MARK S. LAMOUREUX R.C.E. 38382 05-18-2022 DATE

IN-N-OUT BURGER
515 McMURRAY ROAD
BUELLTON, CA 93427

CITY ENTITLEMENT RECORD BOUNDARY AND EASEMENT MAP
C38
JN2044-21044 C38cover



- ### LIST OF MAJOR CONSTRUCTION MATERIALS, WASTE AND ACTIVITIES AT THE PROJECT SITE
- CONCRETE PAVEMENT.
 - CONCRETE CURBS AND WALKS.
 - UTILITY SERVICES TO PROPOSED BUILDING.
 - PARKING LOT LIGHTS.
 - LANDSCAPING AND IRRIGATION.
 - ASPHALT PAVEMENT.
 - EARTHWORK MOVED AND GRADED.
 - STORM DRAIN PIPE AND DRAIN BOX INLETS.

- ### LIST OF BEST MANAGEMENT PRACTICES (BMP'S)-USE AS APPLICABLE
- (REFERENCE: CALIFORNIA STORM WATER BEST MANAGEMENT PRACTICE HANDBOOK FOR CONSTRUCTION ACTIVITY)
- EROSION AND SEDIMENT CONTROL BMP'S**
- EC-1 SCHEDULING
 - EC-2 PRESERVATION OF EXISTING VEGETATION
 - EC-3 HYDRAULIC MULCH
 - EC-4 HYDROSEEDING
 - EC-5 SOIL BINDERS
 - EC-6 STRAW MULCH
 - EC-7 GEOTEXTILES AND MATS
 - EC-8 WOOD MULCHING
 - EC-9 EARTH DIKES AND DRAINAGE SWALES
 - EC-10 VELOCITY DISSIPATION DEVICES
 - EC-11 SLOPE DRAINS
 - EC-12 STREAMBANK STABILIZATION
 - EC-13 POLYACRYLAMIDE
 - EC-14 COMPOST BLANKETS
 - EC-15 SOIL PREPARATION / ROUGHENING
 - EC-16 NON-VEGETATED STABILIZATION
- WIND EROSION CONTROL**
- WE-1 WIND EROSION CONTROL
- EQUIPMENT TRACKING CONTROL**
- TC-1 STABILIZED CONSTRUCTION ENTRANCE/EXIT
 - TC-2 STABILIZED CONSTRUCTION ROADWAY
 - TC-3 ENTRANCE/OUTLET TIRE WASH
- NON-STOP WATER MANAGEMENT AND MATERIAL MANAGEMENT (BMP'S)**
- NS-1 WATER CONSERVATION PRACTICES
 - NS-2 DEWATERING OPERATIONS
 - NS-3 PAVING AND GRINDING OPERATIONS
 - NS-4 TEMPORARY STREAM CROSSING
 - NS-5 CLEAR WATER DIVERSION
 - NS-6 ILLICIT CONNECTION/DISCHARGE
 - NS-7 POTABLE WATER/IRRIGATION
 - NS-8 VEHICLE AND EQUIPMENT CLEANING
 - NS-9 VEHICLE AND EQUIPMENT MAINTENANCE
 - NS-10 VEHICLE AND EQUIPMENT MAINTENANCE
 - NS-11 FUEL DRIVING OPERATIONS
 - NS-12 CONCRETE CURING
 - NS-13 CONCRETE FINISHING
 - NS-14 MATERIAL AND EQUIPMENT USE
 - NS-15 DEMOLITION ADJACENT TO WATER
 - NS-16 TEMPORARY BATCH PLANTS
- EROSION AND SEDIMENT CONTROL BMP'S**
- SE-1 SILT FENCE
 - SE-2 SEDIMENT BASIN
 - SE-3 SEDIMENT TRAP
 - SE-4 CHECK DAM
 - SE-5 FIBER ROLLS
 - SE-6 GRAVEL BAG BARRIER
 - SE-7 STREET SWEEPING AND VACUUMING
 - SE-8 SANDBAG BARRIER
 - SE-9 STRAW BALE BARRIER
 - SE-10 STORM DRAIN INLET PROTECTION
- WASTE MANAGEMENT AND MATERIAL POLLUTION CONTROL**
- WM-1 MATERIAL DELIVERY AND STORAGE
 - WM-2 MATERIAL USE
 - WM-3 STOCKPILE MANAGEMENT
 - WM-4 SPILL PREVENTION AND CONTROL
 - WM-5 SOLID WASTE MANAGEMENT
 - WM-6 HAZARDOUS WASTE MANAGEMENT
 - WM-7 CONTAMINATED SOIL MANAGEMENT
 - WM-8 CONCRETE WASTE MANAGEMENT
 - WM-9 SANITARY/SEPTIC WASTE MANAGEMENT
 - WM-10 LIQUID WASTE MANAGEMENT

- ### BMP LEGEND
- INSTALL STRAW WATTLES BARRIER PER CONSTRUCTION NOTE (Y) AND DETAIL "Y" SHOWN HEREON.
 - INSTALL GRAVEL BAG BARRIER PER SE-6 AND PER DETAIL "X" SHOWN HEREON.
 - VEHICLE STAGING, STORAGE, CLEANING, FUELING AND MAINTENANCE PER BMP'S NS-5, NS-9 AND NS-10, CONSTRUCTION MATERIAL DELIVERY AND STORAGE PER BMP'S WM-1, WM-2 AND WM-4, AND WASTE MANAGEMENT PER BMP'S WM-5, WM-8 AND WM-9.
 - TEMPORARY ROCK AT A STABILIZED CONSTRUCTION ENTRANCE/EXIT WITH CORRUGATED STEEL PANELS PER BMP TC-1 MODIFIED TO FIT SITE CONDITIONS.

- ### EROSION CONTROL PLAN CONSTRUCTION NOTES
- INSTALL GRAVEL BAG BARRIER PER DETAIL "X" SHOWN ON SHEET C39 AND PER BMP SE-6. WHEN THIS BARRIER IS INSTALLED AROUND A DRAIN BOX, STORM DRAIN, OR CATCH BASIN INLET, INSTALL A PERMEABLE FILTER FABRIC ON TOP OF THE INLET TO PREVENT SILT FROM ENTERING THE INLET.
 - INSTALL BMP SE-5 STRAW WATTLES FIBER ROLL BARRIER PER DETAIL "Y" SHOWN ON SHEET C39 AS AN ACCEPTABLE SUBSTITUTION TO THE SLOPEGUARD MATERIAL CALLED OUT TO INSTALL ON THIS PLAN.

DEVELOPER:
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13502 HAMBURGER LANE
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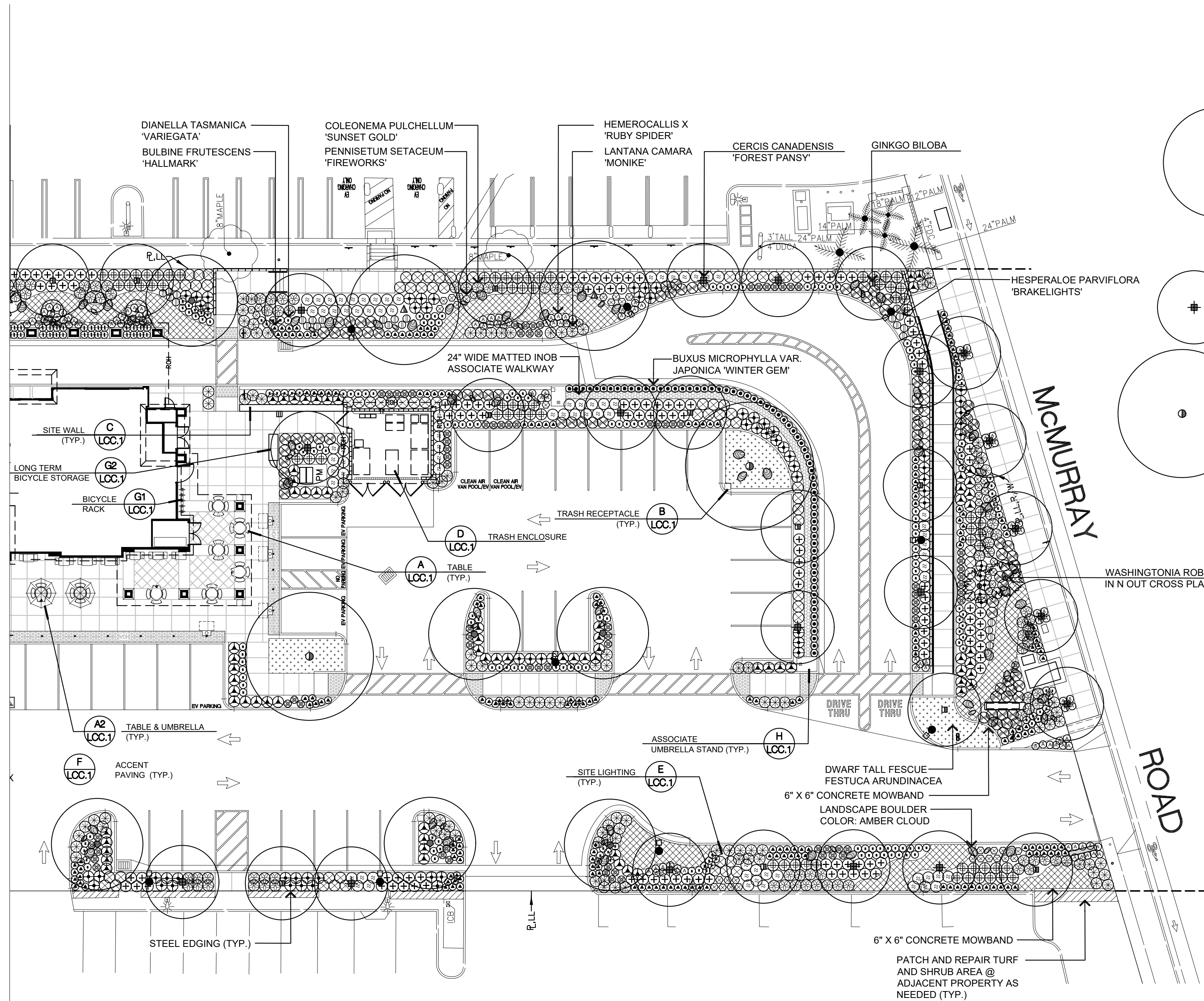
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CITY ENTITLEMENT EROSION CONTROL PLAN

C39



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QUANTITY	REMARKS	WUCOLS ZONE #
TREES							
▲	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE	36" BOX	PER PLAN +/-	5	STANDARDS MATCHED	MED
●	ACER PALMATUM 'RHODE ISLAND RED'	RHODE ISLAND RED JAPANESE MAPLE	36" BOX	PER PLAN +/-	5	STANDARDS MATCHED	MED
●	ARBUTUS X 'MARINA'	MARINA STRAWBERRY TREE	24" BOX	PER PLAN +/-	8	STANDARDS - MATCHED	MED
●	CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD	24" BOX	PER PLAN +/-	20	STANDARDS - MATCHED	MED
●	GINKGO BILOBA	MAIDENHAIR TREE	24" BOX	PER PLAN +/-	16	STANDARDS - MATCHED	MED
●	PISTACIA X 'RED PUSH'	RED PUSH PISTACHE	48" BOX	PER PLAN +/-	3	STANDARDS - MATCHED	MED
●	WASHINGTONIA ROBUSTA IN N OUT CROSS PLAMS	MEXICAN FAN PALM	20" CBT	PER PLAN +/-	2	SKIN TRUNKS TO INDUSTRY STANDARD DOCUMENT ANSI Z60.1	LOW
SHRUBS							
●	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA GRASS	1 GALLON	24" O.C.	+/- 109	TRIANGLE SPACING	LOW
●	BULBINE FRUTESCENS 'HALLMARK'	'HALLMARK' BULBINE	1 GALLON	24" O.C.	+/- 204	TRIANGLE SPACING	LOW
●	BUXUS MICROPHYLLA VAR. JAPONICA 'WINTER GEM'	WINTER GEM BOXWOOD	5 GALLON	24" O.C.	+/- 65	TRIANGLE SPACING	MED
●	BERBERIS THUNBERGII 'ORANGE ROCKET'	ORANGE ROCKET BARBERRY	5 GALLON	36" O.C.	+/- 83	TRIANGLE SPACING	MED
●	CUPHEA HYSSOPIFOLIA 'MONGA'	WHITE FALSE HEATHER	5 GALLON	36" O.C.	+/- 40	TRIANGLE SPACING	MED
●	COLEONEMA PULCHELLUM 'SUNSET GOLD'	SUNSET GOLD BREATH OF HEAVEN	5 GALLON	36" O.C.	+/- 92	TRIANGLE SPACING	MED
●	HEMEROCALLIS X 'RUBY SPIDER'	RUBY SPIDER DAYLILY	5 GALLON	36" O.C.	+/- 132	TRIANGLE SPACING	LOW
●	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY	5 GALLON	24" O.C.	+/- 210	TRIANGLE SPACING	MED
●	HESPERALOE PARVIFLORA 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	5 GALLON	24" O.C.	+/- 32	TRIANGLE SPACING	LOW
●	LIGUSTRUM SINENSIS 'SUNSHINE'	SUNSHINE LIGUSTRUM	5 GALLON	36" O.C.	+/- 115	TRIANGLE SPACING	LOW
●	LIRIOPE 'GIANTEA'	GIANT LILY TURF	5 GALLON	36" O.C.	+/- 110	TRIANGLE SPACING	LOW
●	MAHONIA AQUIFOLIUM	OREGON GRAPE	15 GALLON	36" O.C.	+/- 118	TRIANGLE SPACING	LOW
●	NANDINA DOMESTICA 'OBSESSION'	OBSESSION NANDINA	5 GALLON	36" O.C.	+/- 104	TRIANGLE SPACING	LOW
●	PENNISETUM SETACEUM 'FIREWORKS'	FIREWORKS FOUNTAIN GRASS	5 GALLON	36" O.C.	+/- 49	TRIANGLE SPACING	LOW
●	RHAPHIOLEPIS INDICA 'BALLERINA'	BALLERINA INDIAN HAWTHORN	5 GALLON	36" O.C.	+/- 158	TRIANGLE SPACING	LOW
●	TECOMA HYBRID 'SOLAR FLARE'	SOLAR FLARE ESPARANZA	15 GALLON	36" O.C.	+/- 105	TRIANGLE SPACING	LOW
GROUND COVER							
●	LANTANA CAMARA 'MONIKE'	TEENIE GENIE	1 GALLON	36" O.C.	+/- 120	TRIANGLE SPACING	LOW
●	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER	1 GALLON	36" O.C.	+/- 1,772	TRIANGLE SPACING SQ. FT.	LOW
●	DWARF TALL FESCUE FESTUCA ARUNDINACEA	WEST COASTER WEST COAST TURF	SOD	PER PLAN	+/- 850	PER PLAN SQ. FT.	MED
●	PATCH AND REPAIR TURF AND SHRUB AREA AS NEEDED (TYP.)						

PE CONSTRUCTION LEGEND

MATERIAL	SQ. FT.
3" THICK MULCH LAYER TO BE INSTALLED IN ALL PLANTERS WITHOUT DRY STREAM BED, GRAVEL, OR BIOSWALES.	+/- 14,602 S.F.
6" X 6" MOW CONCRETE BAND TO SEPARATE ALL LAWN AREAS FROM PLANTER AREAS REFER TO CIVIL PLANS FOR DETAILS.	
24" WIDE MATTED INOB ASSOCIATE WALKWAY	

WATER EFFICIENT LANDSCAPE COMPLIANCE NOTE

WITH THE CRITERIA OF THE WATER EFFICIENT LANDSCAPE ORDINANCE PER CALIFORNIA TITLE 23, DIVISION 2, CHAPTER 2.7) AND APPLIED THEM ACCORDINGLY TO THE USE OF LANDSCAPE DESIGN PLAN.

UNION, _____ DATE: May 18, 2022

IRRIGATION INTENT:

TO PROVIDE AN IRRIGATION DESIGN UTILIZING DRIP IRRIGATION SYSTEM FOR THE BURIED A CONSTANT 4" BELOW FINISH GRADE AND STAPLED DOWN @ 5' ADDED PROTECTION. THE IRRIGATION SYSTEM SHALL BE CONTROLLED BY A CONTROLLER WITH ONSITE WEATHER SENSOR AND REMOTE OPERATION THROUGH THE CENTRAL LOCATION. CONTROLLER SHALL BE A TYPE WHICH AUTOMATICALLY ADJUSTS TIMES AND FREQUENCIES BASED, NOT ONLY ON HISTORICAL ET, BUT ACTUAL ET CONDITIONS.

California Water Efficient Landscape Worksheet

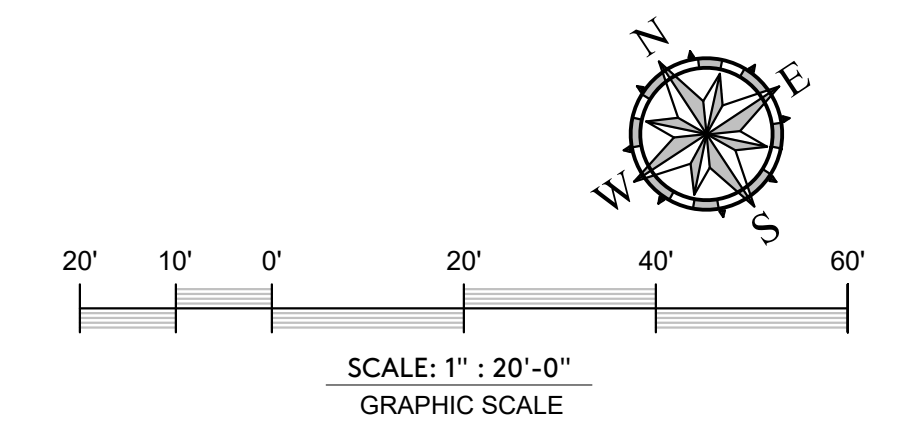
Reference Evapotranspiration (ET _r)	48.8	Project Type	Non-Residential	ETAF	0.45		
Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (Sq. Ft.)	ETAF x Area	Estimated Total Water Use (ETWU)
Regular Landscape Areas							
Station 1 / LOW	0.3	Drip	0.81	0.37	14,602	5,408	163,629
Station 2 / Med. Turf	0.5	Drip	0.81	0.62	850	525	15,875
					Totals	15,452	179,504
Special Landscape Areas							
					1.0	-	-
					Totals	-	-
						ETWU Total	179,504
						Maximum Allowed Water Allowance (MAWA) Gallons	210,382

ETAF Calculations		All Landscape Areas	
Regular Landscape Areas	Total ETAF x Area	Total ETAF x Area	5,933
	Total Area	Total Area	15,452
	Average ETAF	Average ETAF	0.38

- NOTE:
- TREES - ALL TREES SHALL BE A MINIMUM OF 24" BOX SIZE, UNLESS INDICATED OTHERWISE PER PLAN.
 - CONTRACTOR SHALL CONTACT IN-N-OUT PERSONNEL FOR FIELD LOCATION OF SAID BOULDERS. REFER TO BOULDER DETAIL.
 - QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY COUNT.
 - ALL PLANT MATERIAL SHALL BE REVIEWED AND APPROVED BY IN-N-OUT REP. AND LANDSCAPE ARCHITECT.
 - ALIGN TREES WITH PARKING STALLS STRIPING.
 - CONTRACTOR SHALL INSTALL RWS-M ROOT WATERING SYSTEMS WITH BUBBLER FOR ALL PALMS/TREES. 2 FOR ALL PALMS/TREES

CIVIL DRAWINGS REFERENCE NOTE:

REFER TO CIVIL DRAWINGS SHEET C3 FOR THE FOLLOWING ITEMS:
 - DIMENSIONS OF ALL PROPERTY LINES
 - LABELING OF ALL EXISTING AND PROPOSED BUILDINGS, STRUCTURES, AND LANDSCAPING ELEMENTS.
 - ALL TABULATION OF SITE ITEMS INCLUDING PERMEABLE AND NON PERMEABLE SURFACES.



LANDSCAPE AREA CALCULATION NOTE:

TOTAL INSTALLED TURF AREA: 850 S.F. (6%)
 TOTAL INSTALLED PLANTING (SHRUB/GROUND COVER) AREA: 14,602 S.F. (94%)
 TOTAL INSTALLED LANDSCAPE AREA: 15,452 S.F. (100%)

LANDSCAPE ARCHITECT:

BPA
LANDSCAPE ARCHITECTS

BRANDON PETRUNIO & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS

Design Studio: 301 N. San Dimas Ave., San Dimas, CA. 91773
 Corp Office: 15699 Cherry Leaf Lane, Fontana, CA. 92336
 T: (424) 235-8940, M: (951) 312-9943, E: brandon@bpalas.com

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Mark S. Lamoureux
MARK S. LAMOUREUX R.C.E. 38382 DATE 05-18-2022

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**CITY ENTITLEMENT
LANDSCAPE PLANTING
PLAN**

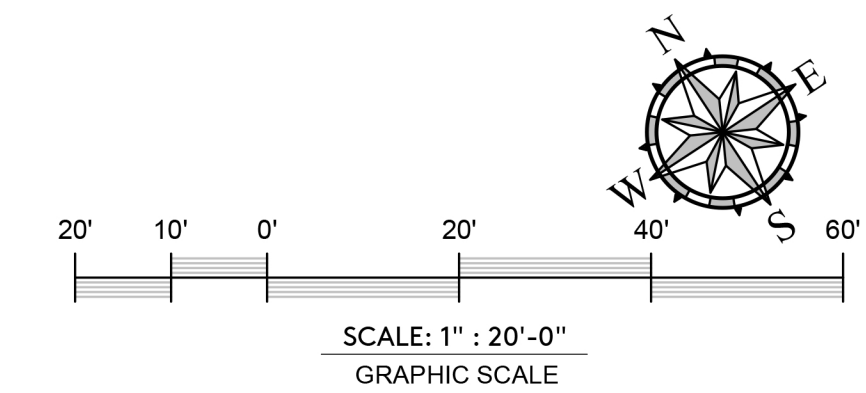
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JN 2044-2044 C300enp



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES		
	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE
	ACER PALMATUM 'RHODE ISLAND RED'	RHODE ISLAND RED JAPANESE MAPLE
	ARBUTUS X 'MARINA'	MARINA STRAWBERRY TREE
	CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD
	GINKGO BILOBA	MAIDENHAIR TREE
	PISTACIA X 'RED PUSH'	RED PUSH PISTACHE
	WASHINGTONIA ROBUSTA IN N OUT CROSS PLAMS	MEXICAN FAN PALM
SHRUBS		
	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA GRASS
	BULBINE FRUTESCENS 'HALLMARK'	'HALLMARK' BULBINE
	BUXUS MICROPHYLLA VAR. JAPONICA 'WINTER GEM'	WINTER GEM BOXWOOD
	BERBERIS THUNBERGII 'ORANGE ROCKET'	ORANGE ROCKET BARBERRY
	CUPHEA HYSSOPIFOLIA 'MONGA'	WHITE FALSE HEATHER
	COLEONEMA PULCHELLUM 'SUNSET GOLD'	SUNSET GOLD BREATH OF HEAVEN
	HEMEROCALLIS X 'RUBY SPIDER'	RUBY SPIDER DAYLILY
	DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY
	HESPERALOE PARVIFLORA 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA
	LIGUSTRUM SINENSIS 'SUNSHINE'	SUNSHINE LIGUSTRUM
	LIRIOPE 'GIGANTEA'	GIANT LILY TURF
	MAHONIA AQUIFOLIUM	OREGON GRAPE
	NANDINA DOMESTICA 'OBSESSION'	OBSESSION NANDINA
	PENNISSETUM SETACEUM 'FIREWORKS'	FIREWORKS FOUNTAIN GRASS
	RHAPHIOLEPIS INDICA 'BALLERINA'	BALLERINA INDIAN HAWTHORN
	TECOMA HYBRID 'SOLAR FLARE'	SOLAR FLARE ESPERANZA
GROUNDCOVER		
	LANTANA CAMARA 'MONIKE'	TEENIE GENIE
	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER
	DWARF TALL FESCUE FESTUCA ARUNDINACEA	WEST COASTER WEST COAST TURF



LANDSCAPE ARCHITECT:

BPA
LANDSCAPE ARCHITECTS

BRANDON PETRUNIO & ASSOCIATES, INC.
LANDSCAPE ARCHITECTS

Design Studio: 301 N. San Dimas Ave., San Dimas, CA. 91773
Corp Office: 15699 Cherry Leaf Lane, Fontana, CA. 92336
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DEVELOPER:
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13502 HAMBURGER LANE
BALDWIN PARK, CA 91706
CONTACT: MARC LEVUN
PHONE: 626 813-5378

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GHA PROJECT NO. -----

Architecture/Development
14901 Quorum Drive
Suite 300
Dallas Texas 75254
Ph: (972) 239-8884
Fax: (972) 239-5054

CIVIL ENGINEER:
MSI MSL ENGINEERING, INC.
CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT
301 NORTH SAN DIMAS AVENUE, SAN DIMAS, CA. 91773
(909) 305-2395 FAX (909) 305-2397

Mark S. Lamoureux
MARK S. LAMOUREUX R.C.E. 38382 DATE 05-18-2022

IN-N-OUT BURGER
515 McMURRAY ROAD
BUELLTON, CA 93427

**CITY ENTITLEMENT
LANDSCAPE COLORED
PLAN**

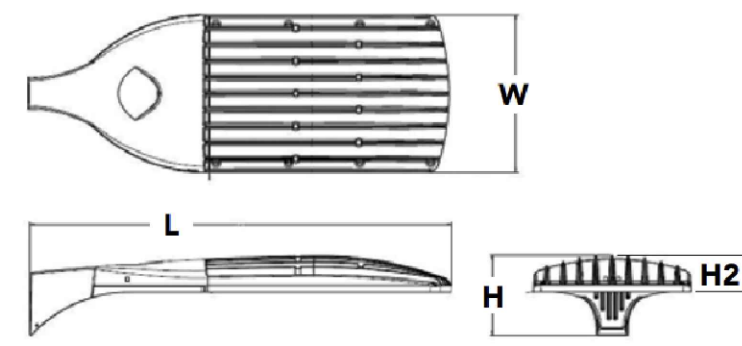
LCP.1



D-Series Size 2
LED Area Luminaire



Specifications
EPA: 1.1 ft²
 (0.10 m²)
Length: 40"
 (101.6 cm)
Width: 15"
 (38.1 cm)
Height 1: 7-1/4"
 (18.4 cm)
Height 2: 3.5"
Weight: 36lbs

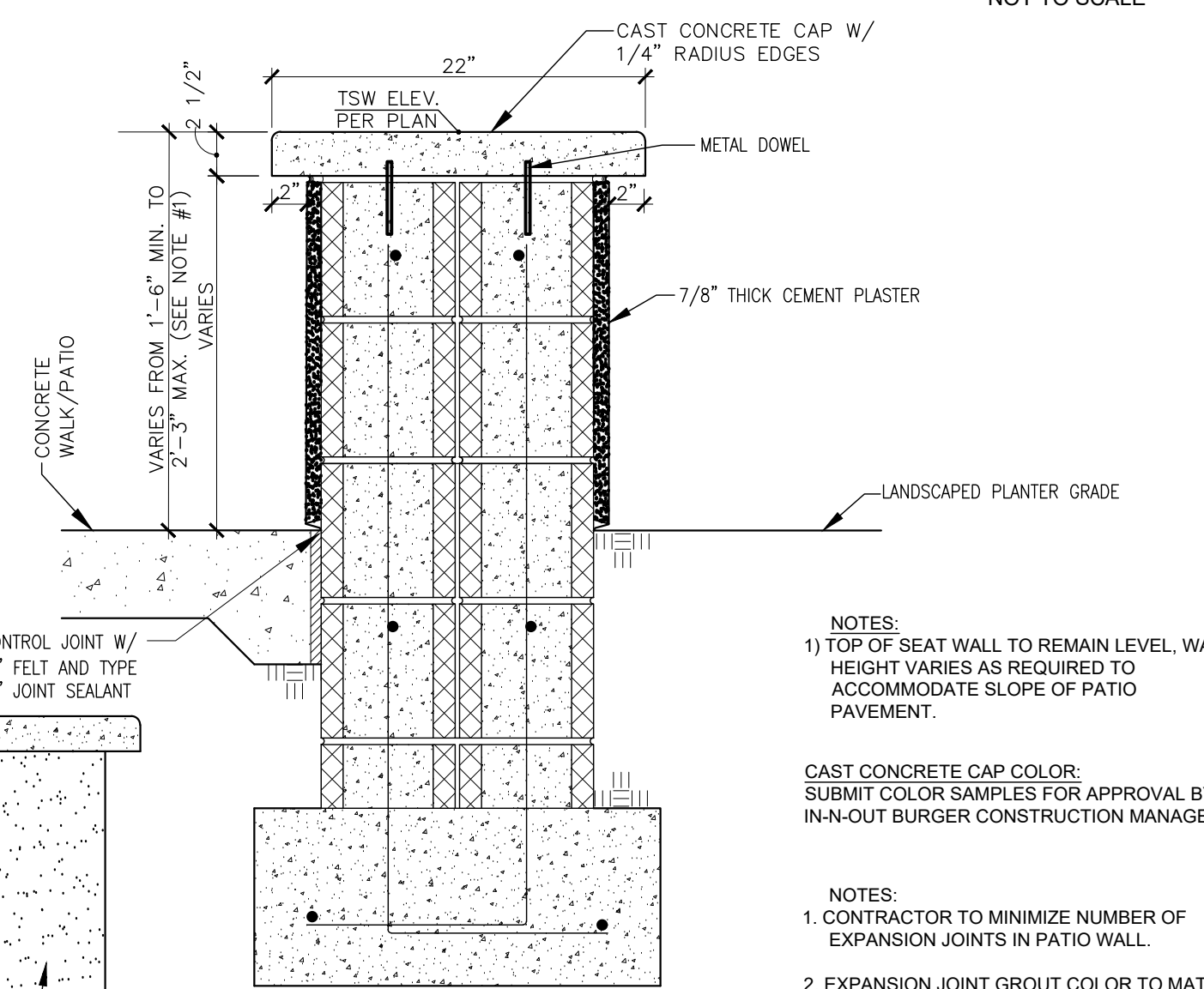


PROPOSED LIGHT HEAD



TRASH DESCRIPTION
 W30 WEATHERSTONE BRIGHT WHITE TRASH RECEPTACLE
 58 BEIGE GRANITE TRASH CAN LID WITH POLISHED DOOR.
 TRASH CONTAINER AND LID - MODEL: TF1015W30F-58

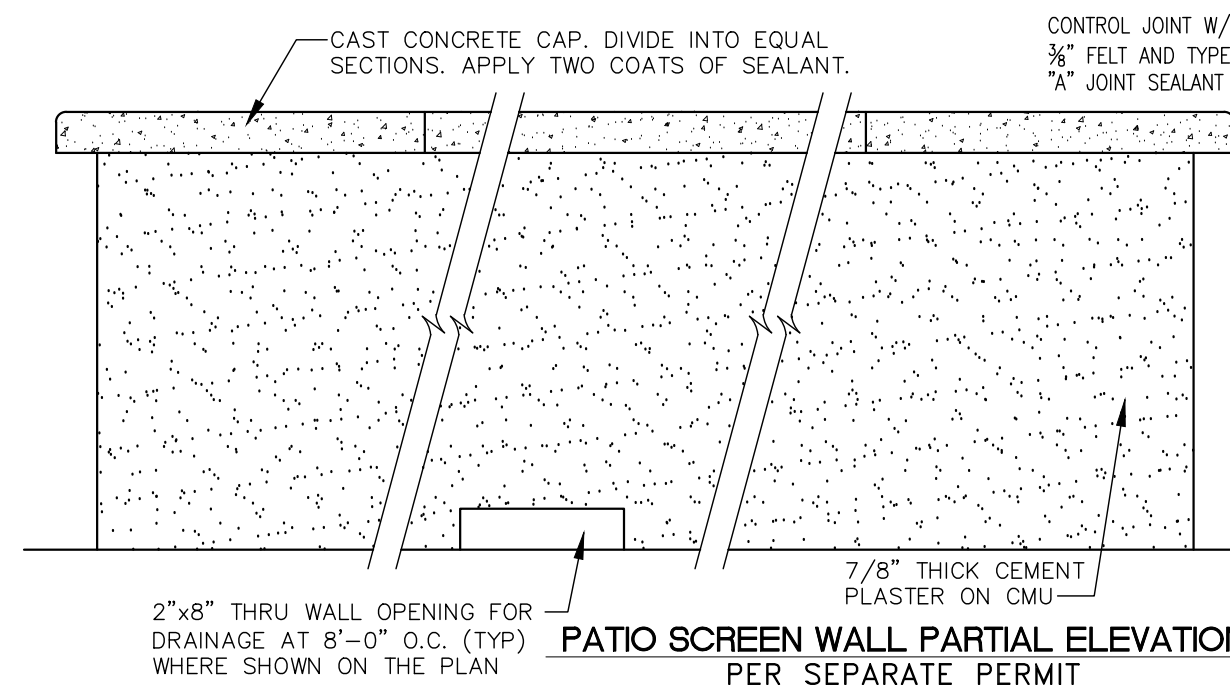
B EXAMPLE INOB STANDARD TRASH RECEPTACLE



NOTES:
 1) TOP OF SEAT WALL TO REMAIN LEVEL WALL HEIGHT VARIES AS REQUIRED TO ACCOMMODATE SLOPE OF PATIO PAVEMENT.
 CAST CONCRETE CAP COLOR: SUBMIT COLOR SAMPLES FOR APPROVAL BY IN-N-OUT BURGER CONSTRUCTION MANAGER.

NOTES:
 1. CONTRACTOR TO MINIMIZE NUMBER OF EXPANSION JOINTS IN PATIO WALL.
 2. EXPANSION JOINT GROUT COLOR TO MATCH STONE CAP.
 3. ALL DIMENSIONS ARE TO THE CENTERLINE (C) OF THE WALL.

C LOW SEAT / SCREEN WALL TYPICAL



PATIO SCREEN WALL PARTIAL ELEVATION PER SEPARATE PERMIT



TABLE/ CHAIRS DESCRIPTION
 G20 GROUND & POLISHED WHITE TABLE TOPS AND SEATS
 L20 WHITE SMOOTH STAINED TABLE LEGS



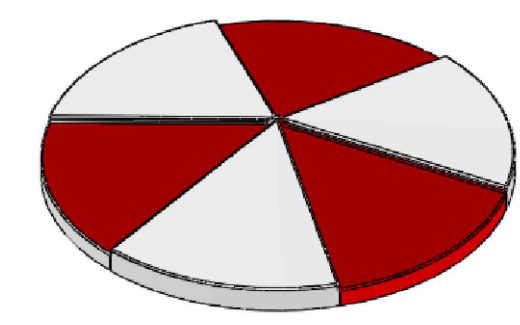
WASAU TILE INC.
 STANDARD 4 SEAT ROUND (MODEL: TF3125G20F/L20)
 ADA COMPLIANT 3 SEAT ROUND (MODEL: TF3128G20F/L20)

A EXAMPLE INOB STANDARD CONCRETE TABLE

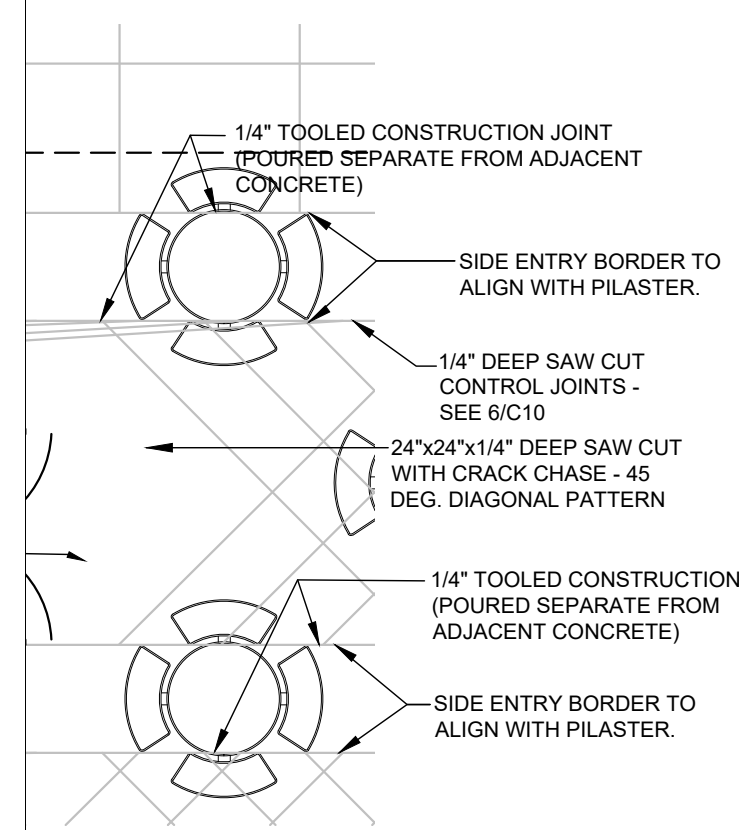


WASAU TILE INC.
 2 SEAT - BUILDING TABLE SET (MODEL: TF3105G20F/L20)

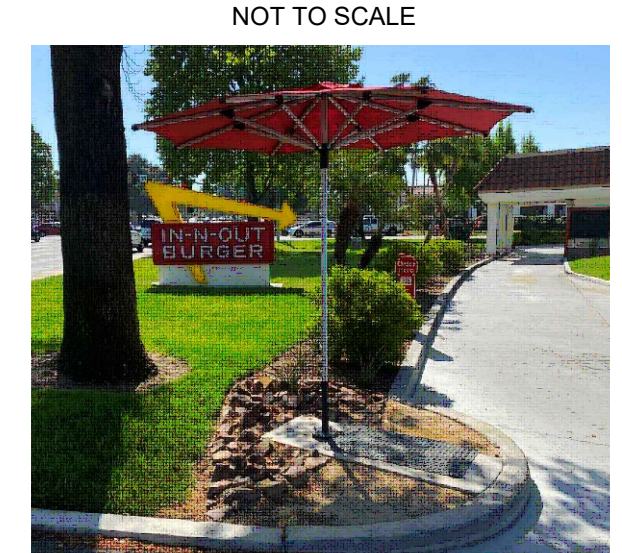
A1 EXAMPLE INOB STANDARD CONCRETE TABLE-2 PERSON BUILDING EDGE



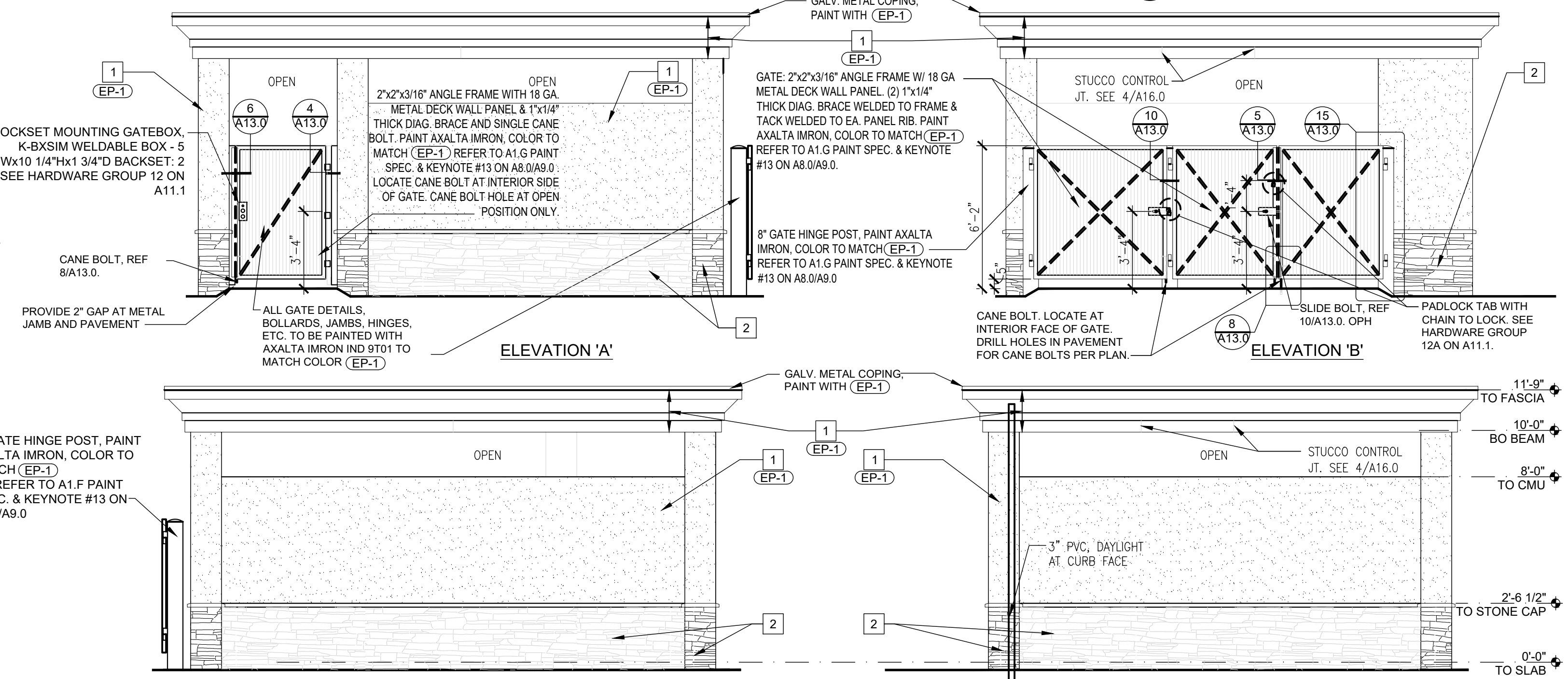
A2 EXAMPLE INOB STANDARD CONCRETE TABLE UMBRELLA



PLAN FOR LOCATION OF RODS, DETECTABLE WARNINGS, AND 6" CURB OR 6" CURB OCCURS.



H ASSOCIATE UMBRELLA STAND



D COVERED TRASH ENCLOSURE CONCEPT

FINISH KEY NOTES

1	STUCCO - 20/30 SAND FINISH TEXTURE FINISH.
2	STONE VENEER - PRO-LEDGE WHITE STACKED STONE BY CORONADO STONE WITH MATCHING CORONADO STONE WAINSCOT SILL. APPLY PER MFR RECOMMENDATIONS. DRY STACK.

EXTERIOR PAINT KEY NOTES

EP-1	DUNN EDWARDS	COLOR #: DEW 339	COLOR NAME: BONE CHINA
EP-4	AXALTA	COLOR #: SEE EP-4 SPEC ON A8.0	COLOR NAME: INO RED H/G

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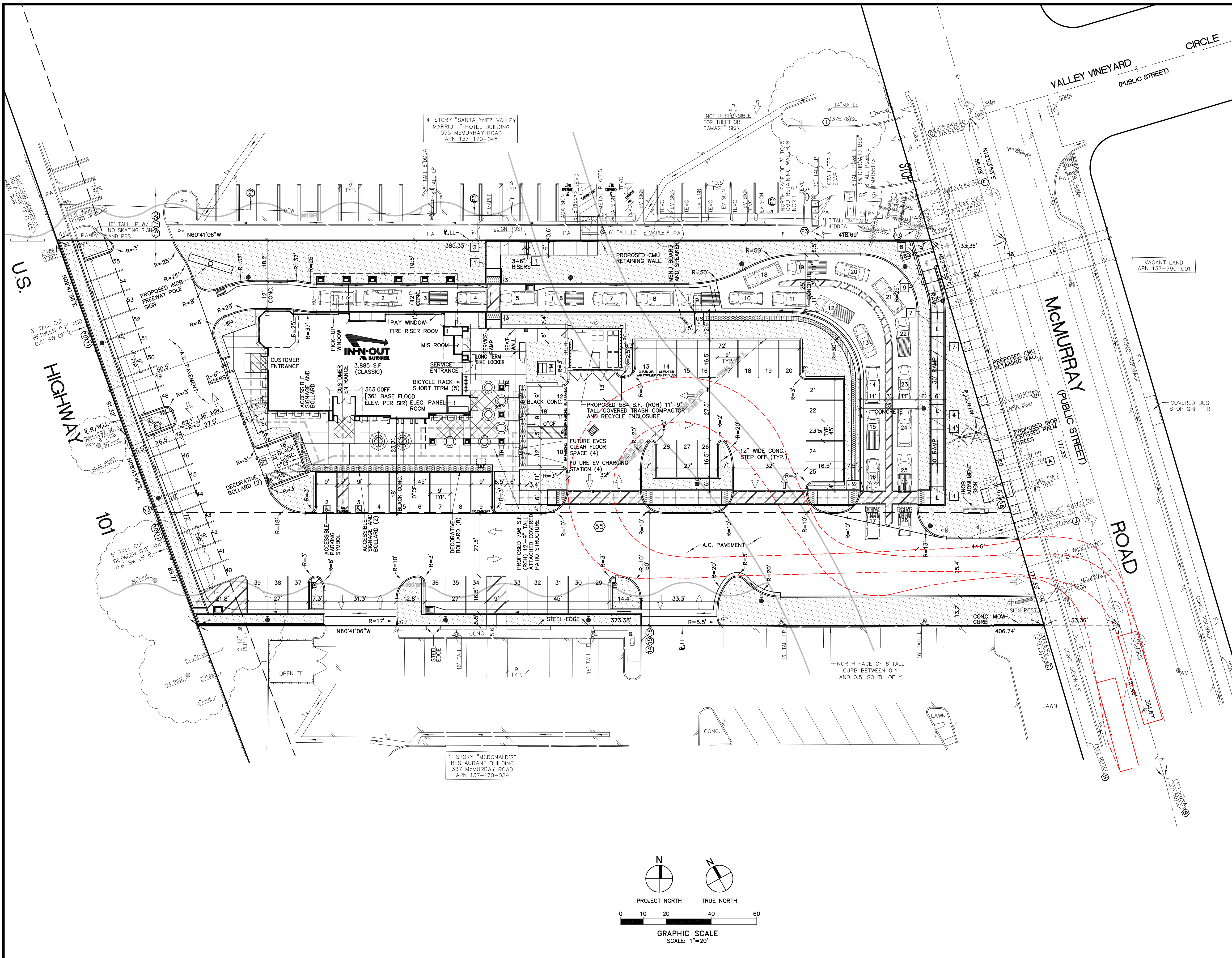


IN-N-OUT BURGER
 515 McMURRAY ROAD
 BUELLTON, CA 93427

SITE CONCEPT CONSTRUCTION DETAILS

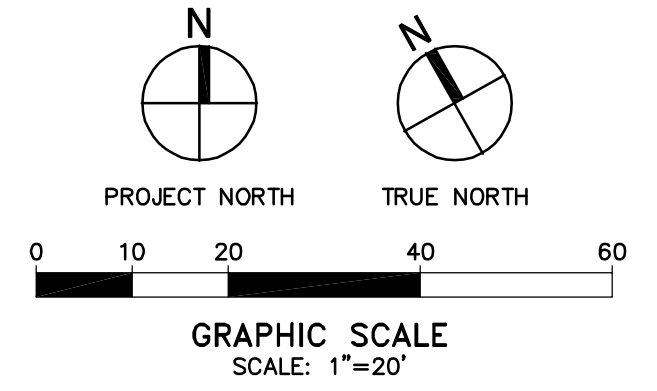
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LCC.1



- ### LEGEND
- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOORGRAD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
 - PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM ONSITE, INCLUDING AREA UNDER BUILDING ROOF OVERHANG (ROH), CONSISTING OF APPROXIMATELY 15,078 SQUARE FEET (23.3%).
 - BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP.
 - VEHICLE DETECTOR LOOP.
 - PROPERTY LINE.
 - OUTDOOR SEATING PATIO TABLE WITH AN UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (2 SEATS).
 - INOB IN-N-OUT BURGER.
 - INOB LEASE PREMISES LINE.
 - CF CURB FACE.
 - PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET.
 - TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION.
 - BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION.
 - ADA ACCESSIBLE PATH OF TRAVEL. ACCESSIBLE PATH OF TRAVEL IS NOT LESS THAN 4 FEET WIDE, AND DOES NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) OR A CROSS SLOPE IN EXCESS OF 1:50 (2%). REFER TO SHEET C33 FOR SPECIFIC SLOPES AND GRADES.
 - POSE ELECTRIC PAD MOUNT TRANSFORMER WITH BOLLARDS.
 - TR PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD.
 - NEW CONCRETE SIDEWALK.
 - BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
 - SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
 - DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
 - FUTURE EV (ELECTRIC VEHICLE) CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE.
 - 24" WIDE MATTED INOB ASSOCIATE WALKWAY PER --- CONSISTING OF APPROXIMATELY 252 SQUARE FEET.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE IN McMURRAY ROAD CONSISTING OF APPROXIMATELY 374 SQUARE FEET.
 - PROPOSED 18" TO 27" TALL 22" WIDE STUCCO COVERED SEAT/SCREEN WALL WITH A PRECAST CONCRETE CAP.
 - PROPOSED STUCCO COVERED GRAY COLOR CMU SMOOTH FACE WALL PAINTED WHITE TO MATCH THE BUILDING.
 - EASEMENT TO BE QUITCLAIMED.
 - AUTOTURN GENERATED BODY ENVELOPE COLLECTION TRUCK.

- ### GENERAL NOTES
- IN-N-OUT BURGER LEASE PREMISES AREA = 64,606 SQ. FT. OR 1.483 ACRES.
 - EXISTING CITY ZONE: CR GENERAL COMMERCIAL.
 - GENERAL PLAN LAND USE DESIGNATION:
 - EXISTING LAND USE: TWO STORY PARKS PLAZA THEATRE BUILDING WITH 75 PAVED STRIPED PARKING SPACES.
PROPOSED LAND USE: NEW IN-N-OUT BURGER SIT DOWN RESTAURANT WITH A DRIVE-THRU LANE PERMITTED WITH A CONDITIONAL USE PERMIT IN THE CITY ZONE.
 - PROPOSED SCOPE OF WORK:
(A) CONSTRUCT A 3,885 SQUARE FOOT SIT-DOWN (74 SEATS INSIDE) RESTAURANT BUILDING, A 56 VEHICLE PAVED PARKING LOT, AND A 26 VEHICLE LONG DRIVE THRU QUEUE.
 - IN-N-OUT BURGER CLASSIC BUILDING AREA WITH 20 ASSOCIATES = 3,885 S.F. BUILDING AREA FOR PATRON USAGE = 1,885 S.F. ATTACHED COVERED PATIO STRUCTURE ROOF OVERHANG = 796 S.F. COVERED TRASH ENCLOSURE ROOF OVERHANG = 584 S.F. INDOOR SEATING = 74 SEATS OUTDOOR SEATING = 66 SEATS (20 TABLES) OUTDOOR SEATING AREA = 796 S.F. STRUCTURE PLUS 64 S.F. EACH FOR 2-4 SEAT TABLES (128 S.F.) PLUS 20 S.F. EACH FOR 9-2 SEAT TABLES (180 S.F.) = 1,044 S.F.
 - REQUIRED PARKING: 1 SPACE PER 300 S.F. OF BUILDING AREA (13) PLUS OUTDOOR SEATING AREA PLUS 1 SPACE PER 2 ASSOCIATES (10) = 27 SPACES
 - MAXIMUM FLOOR AREA RATIO (FAR) = NONE FAR PROVIDED = 0.06.
 - REQUIRED SITE LANDSCAPE AREA (5%) = 3,231 S.F.
 - LANDSCAPE AREA PROVIDED WITHIN PROPERTY = 15,078 S.F. (23.3%).
- #### IN-N-OUT BURGER PARKING SPACE DETAILED SUMMARY TABLE
- | DESCRIPTION | EXISTING | REQUIRED | PROPOSED |
|--|----------|----------|----------|
| 1. STANDARD SPACE (9'x16.5' WITH A 27.5' DRIVE AISLE) | 0 | 22 | 46 |
| 2. EXISTING STANDARD SPACE (SIZE VARIES) | 70 | 0 | 0 |
| 3. ACCESSIBLE VAN SPACE (17'x18' PLUS A 2' VOH) | 3 | 1 | 1 |
| 4. ACCESSIBLE SPACE (14'x18' PLUS A 2' VOH) | 2 | 1 | 2 |
| 5. FUTURE EV VAN ACCESSIBLE SPACE (17'x18' PLUS A 2' VOH) | 0 | 1 | 1 |
| 6. FUTURE EV PARKING SPACE (9'x18' PLUS A 2' VOH) | 0 | 1 | 3 |
| 7. CLEAN AIR/VAN POOL/EV (9'x18') | 0 | 1 | 2 |
| 8. TOTAL | 75 | 27 | 55 |
| 9. IN-N-OUT BURGER DRIVE THRU VEHICLE QUEUE (20' LONG INOB VEHICLE) | 0 | 0 | 26 |
| 10. SHORT-TERM BICYCLE PARKING WITHIN DESIGNATED BIKE RACK | 0 | 0 | 5 |
| 11. LONG-TERM BICYCLE PARKING WITHIN A LOCKABLE PERMANENTLY ANCHORED LOCKER ON A CONCRETE SLAB-AMERICAN BICYCLE SECURITY COMPANY BIKE-SHELL MODEL 302, FINISH: MEDIUM GRAY | 0 | 1 | 1 |
- ALL NEW SIGNS SHALL BE APPROVED BY A SEPARATE CITY PERMIT.
 - ASSESSOR PARCEL NUMBER: 137-170-046.
 - EXISTING TREES ONSITE = 22. ONSITE TREES TO BE PROTECTED IN PLACE = 0. OFFSITE STREET TREES TO BE REMOVED = 0. TOTAL TREES TO BE REMOVED = 22.
 - EXISTING LANDSCAPE AREA ONSITE = 9,846 S.F. (15.2%).
 - VEHICLE PARKING AND ACCESS IS RECIPROCAL WITH THE BALANCE OF THE CENTER.
 - SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENTS.



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13502 HAMBURGER LANE
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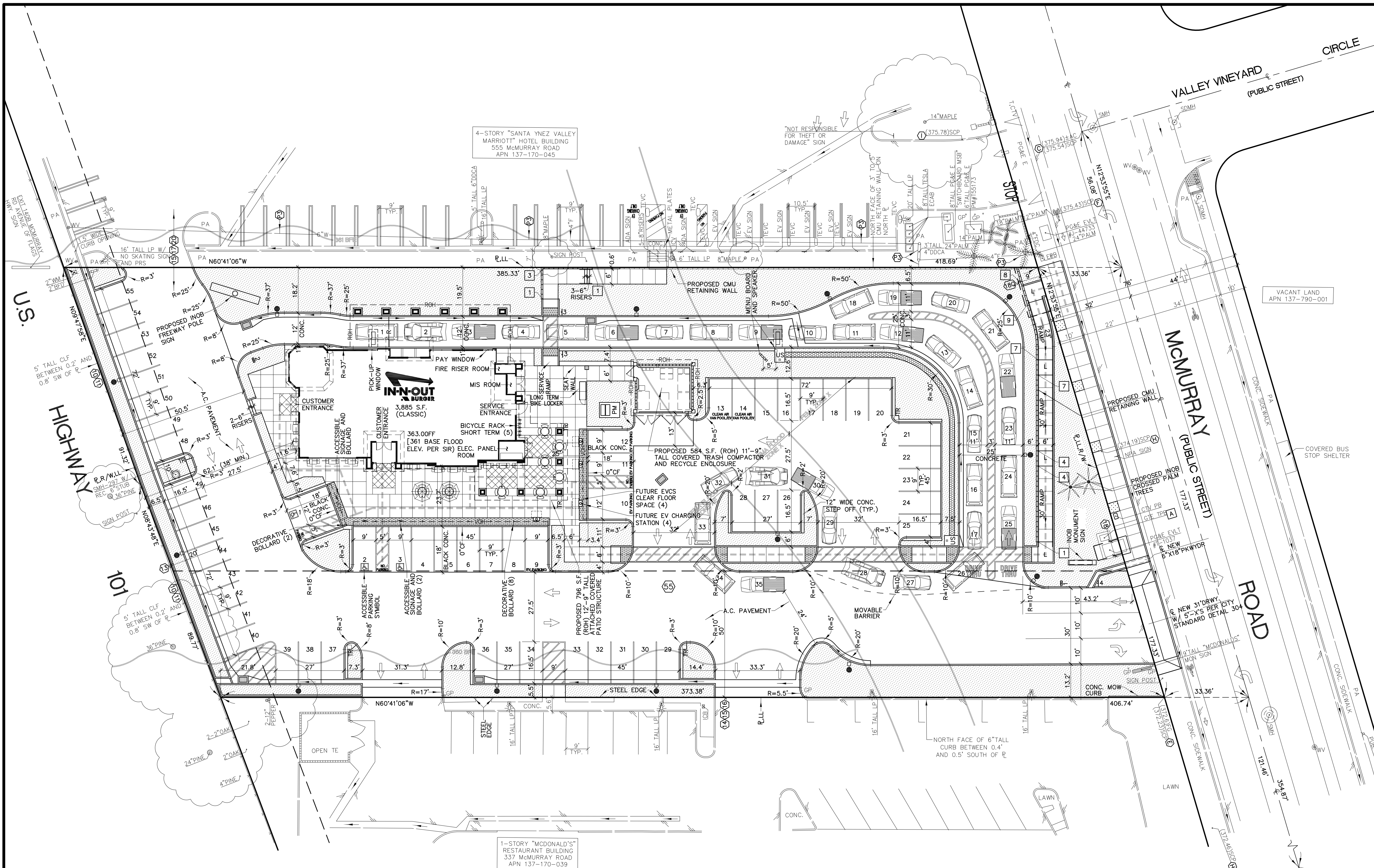
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515 McMURRAY ROAD
BUELLTON, CA 93427

CITY ENTITLEMENT
NEW SITE PLAN-
Refuse Collection Truck
AutoTURN
C30T



- ### LEGEND
- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
 - PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
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 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (4 SEATING).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (2 SEATING).
 - NEW 3' TALL 18"x24" LIT "DRIVE THRU" DIRECTIONAL SIGN.
 - NEW 3' TALL 18"x24" LIT "THANK YOU, DO NOT ENTER" DIRECTIONAL SIGN.
 - NEW PEDESTRIAN CROSSWALK SIGN.
 - NEW ACCESSIBILITY ENTRY SIGN.
 - IN-N-OUT BURGER.
 - INOB LEASE PREMISES LINE.
 - CF CURB FACE.
 - PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET.
 - TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION.
 - BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION.
 - LOC INOB LIMITS OF PROPOSED CONSTRUCTION.
 - VOH 2' VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE.
 - ADA ACCESSIBLE PATH OF TRAVEL. ACCESSIBLE PATH OF TRAVEL IS NOT LESS THAN 4 FEET WIDE, AND DOES NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) OR A CROSS SLOPE IN EXCESS OF 1:50 (2%). REFER TO SHEET C33 FOR SPECIFIC SLOPES AND GRADES.
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 - 5 DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
 - FUTURE EV (ELECTRIC VEHICLE) CHARGEPOINT EXPRESS 250 CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE.
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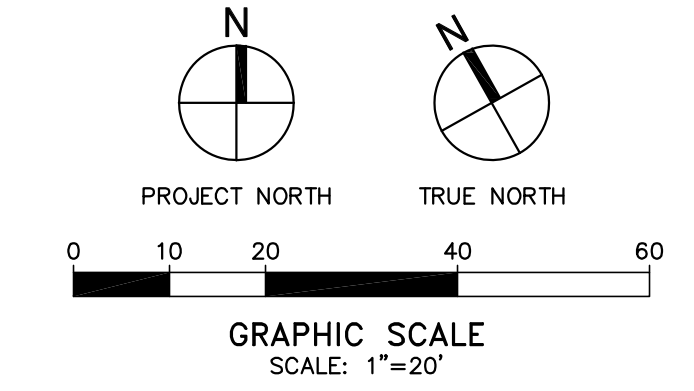
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1. STANDARD SPACE (9'x16.5' WITH A 27.5' DRIVE AISLE)	0	22	46
2. EXISTING STANDARD SPACE (SIZE VARIES)	70	0	0
3. ACCESSIBLE VAN SPACE (17'x18' PLUS A 2' VOH)	3	1	1
4. ACCESSIBLE SPACE (14'x18' PLUS A 2' VOH)	2	1	2
5. FUTURE EV VAN ACCESSIBLE SPACE (17'x18' PLUS A 2' VOH)	0	1	1
6. FUTURE EV PARKING SPACE (9'x18' PLUS A 2' VOH)	0	1	3
7. CLEAN AIR/VAN POOL/EV (9'x18')	0	1	2
8. TOTAL	75	27	55
9. IN-N-OUT BURGER DRIVE THRU VEHICLE QUEUE (20' LONG INOB VEHICLE)	0	0	25
10. SHORT-TERM BICYCLE PARKING WITHIN DESIGNATED BIKE RACK	0	0	5
11. LONG-TERM BICYCLE PARKING WITHIN A LOCKABLE PERMANENTLY ANCHORED LOCKER ON A CONCRETE SLAB-AMERICAN BICYCLE SECURITY COMPANY BIKE-SHELL MODEL 302, FINISH: MEDIUM GRAY	0	1	1

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- ASSESSOR PARCEL NUMBER: 137-170-046.
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SHEET INDEX OF CITY ENTITLEMENT DRAWINGS

NO.	SHEET TITLE
C30	CITY ENTITLEMENT NEW SITE PLAN
C31	CITY ENTITLEMENT EXISTING SITE PLAN
C32	CITY ENTITLEMENT DEMOLITION PLAN
C33	CITY ENTITLEMENT GRADING AND DRAINAGE PLAN
C34	CITY ENTITLEMENT STORM DRAIN AND UTILITY PLAN
C35	CITY ENTITLEMENT STORMWATER CONTROL PLAN (SCP) EXHIBIT
C36.0	CITY ENTITLEMENT HYDROLOGY STUDY MAP-EXISTING CONDITION
C36.1	CITY ENTITLEMENT HYDROLOGY STUDY MAP-PROPOSED CONDITION
C37	CITY ENTITLEMENT TOPOGRAPHY SURVEY MAP
C38	CITY ENTITLEMENT RECORD BOUNDARY AND EASEMENT MAP
C39	CITY ENTITLEMENT EROSION CONTROL PLAN
LPP.1	CITY ENTITLEMENT LANDSCAPE PLANTING PLAN
LCP.1	CITY ENTITLEMENT COLORED LANDSCAPE PLANTING PLAN
LCC.1	CITY ENTITLEMENT SITE CONCEPT CONSTRUCTION DETAILS



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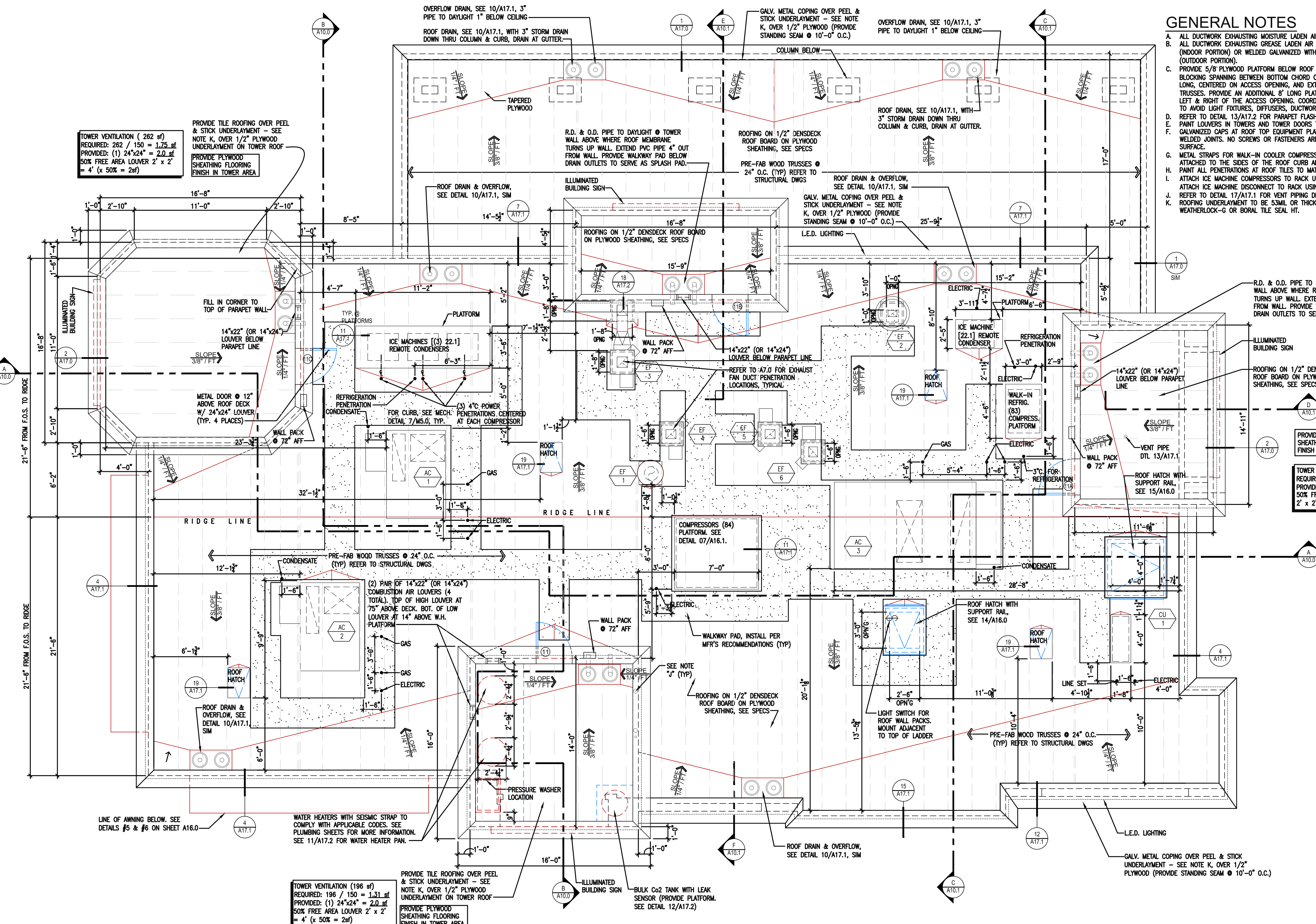
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CITY ENTITLEMENT NEW SITE PLAN WITH VEHICLE OVER-STACKING
C30A

GENERAL NOTES

- A. ALL DUCTWORK EXHAUSTING MOISTURE LADEN AIR SHALL BE STAINLESS STEEL.
- B. ALL DUCTWORK EXHAUSTING GREASE LADEN AIR SHALL BE WELDED BLACK STEEL (INDOOR PORTION) OR WELDED GALVANIZED WITH WELD AREAS COLD GALVANIZED (OUTDOOR PORTION).
- C. PROVIDE 5/8" PLYWOOD PLATFORM ROOF ACCESS PANELS WITH WOOD BLOCKING SPANNING BETWEEN BOTTOM CHORD OF TRUSSES. PLATFORM TO BE 8' LONG, CENTERED ON ACCESS OPENING, AND EXTEND IN THE DIRECTION OF THE TRUSSES. PROVIDE AN ADDITIONAL 8' LONG PLATFORM AT EACH TRUSS BAY TO THE LEFT & RIGHT OF THE ACCESS OPENING. COORDINATE INSTALLATION OF PLATFORMS TO AVOID LIGHT FIXTURES, DIFFUSERS, DUCTWORK, ETC.
- D. REFER TO DETAIL 13/A17.2 FOR PARAPET FLASHING TERMINATION AT TOWERS.
- E. PAINT LOUVERS IN TOWERS AND TOWER DOORS TO MATCH ADJACENT SURFACE.
- F. GALVANIZED CAPS AT ROOF TOP EQUIPMENT PLATFORMS ARE TO HAVE FULLY WELDED JOINTS. NO SCREWS OR FASTENERS ARE TO PENETRATE THROUGH THE TOP SURFACE.
- G. METAL STRAPS FOR WALK-IN COOLER COMPRESSOR AND "CU-1" ARE TO BE ATTACHED TO THE SIDES OF THE ROOF CURB AND NOT THE TOP.
- H. PAINT ALL PENETRATIONS AT ROOF TILES TO MATCH TILE.
- I. ATTACH ICE MACHINE COMPRESSORS TO RACK USING 3/8" TEK SCREWS OR BETTER. ATTACH ICE MACHINE DISCONNECT TO RACK USING BOLTS (NO SCREWS).
- J. REFER TO DETAIL 17/A17.1 FOR VENT PIPING DETAIL AT TILE ROOFS.
- K. ROOFING UNDERLAYMENT TO BE 53ML OR THICKER - OWENS CORNING WEATHERLOCK-G OR BORAL TILE SEAL HT.



TOWER VENTILATION (262 sf)
 REQUIRED: 262 / 150 = 1.75 sf
 PROVIDED: (1) 24"x24" = 2.0 sf
 50% FREE AREA LOUVER 2' x 2' = 4' (x 50% = 2sf)

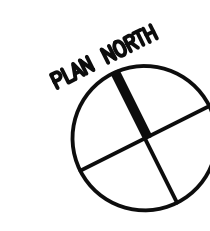
PROVIDE TILE ROOFING OVER PEEL & STICK UNDERLAYMENT - SEE NOTE K, OVER 1/2" PLYWOOD UNDERLAYMENT ON TOWER ROOF
 PROVIDE PLYWOOD SHEATHING FLOORING FINISH IN TOWER AREA

TOWER VENTILATION (148sf)
 REQUIRED: 148 / 150 = .99sf
 PROVIDED: (1) 24"x24" = 4.0sf
 50% FREE AREA LOUVER = 2' x 2' = 4' (x 50% = 2sf)

TOWER VENTILATION (196 sf)
 REQUIRED: 196 / 150 = 1.31 sf
 PROVIDED: (1) 24"x24" = 2.0 sf
 50% FREE AREA LOUVER 2' x 2' = 4' (x 50% = 2sf)

PROVIDE TILE ROOFING OVER PEEL & STICK UNDERLAYMENT - SEE NOTE K, OVER 1/2" PLYWOOD UNDERLAYMENT ON TOWER ROOF
 PROVIDE PLYWOOD SHEATHING FLOORING FINISH IN TOWER AREA

1 ROOF PLAN
 A6.0 SCALE: 1/4" = 1'-0"



13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706

SHEET OF 1
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BUELLTON, CA
 515 MCMURRAY RD.

Attachment 3

PRELIMINARY ROOF PLAN (515 MCMURRAY RD) BUELLTON, CA

(515 MCMURRAY RD.)

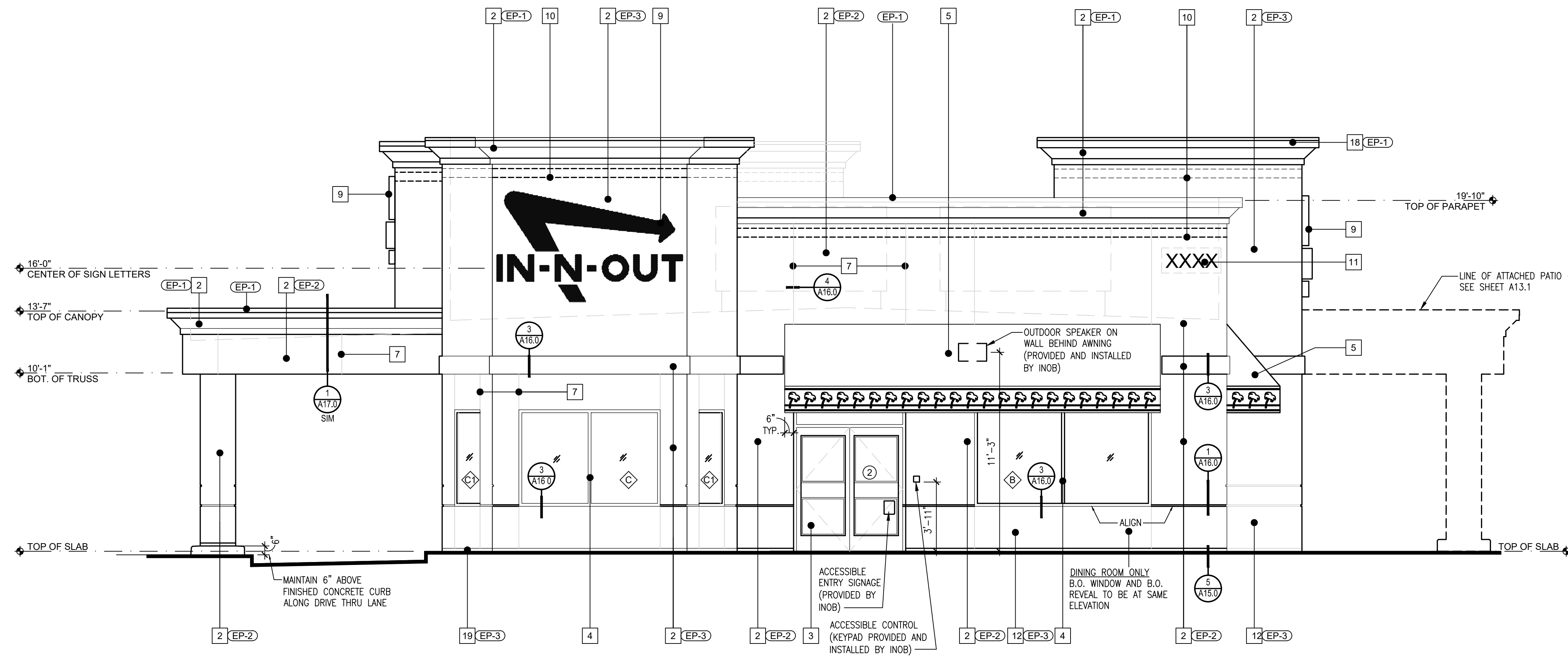
KEY NOTES

1	
2	STUCCO: 20/30 FINE SAND FLOAT FINISH
3	ALUMINUM STOREFRONT DOORS: CLEAR ANODIZED ALUMINUM.
4	ALUMINUM WINDOWS: CLEAR ANODIZED ALUMINUM.
5	AWINGS: PVC COATED WICK-RESISTANT ERADICABLE POLYESTER AWINGS WITH CUSTOM PALM TREE ERADICATED TO WHITE COLOR BY COOLEY BRITE CUSTOM RED 79-L1124A, FLAME RETARDANT PER UL-48, UL-94, NFPA 701. PROVIDE LED BACKLIGHTING. SEE: 5/A16.0 & 6/A16.0.
6	STUCCO BAND: PAINT (EP-1) INTEGRAL COLOR ACRYLIC PLASTER TO MATCH PAINT (EP-1). 1" ALUMINUM REVEAL TOP AND BOTTOM (DO NOT PAINT REVEALS). SEE DETAILS 1/A16.0 & 13/A17.0
7	1/4" WIDE METAL PENN SCREED: SEE DETAIL 4/A16.0. ALIGN CONTROL JOINTS ON DRIVE-THRU CANOPY FASCIA WITH CONTROL JOINTS ON BOTTOM OF SOFFIT.
8	SLOPED ALUMINUM WINDOWS: U.S. ALUMINUM S-010. GLASS JOINTS TO HAVE POLISHED EDGES WITH SILICONE JOINTS. REDWOOD FRAMES TO BE PRIMED WITH AXALTA IMRON IND 9P01 - PRIMER CAN BE TINTED GRAY. FINISH COAT TO BE AXALTA IMRON IND 9T01 TINTED CUSTOM COLOR EP-4.
9	IN-N-OUT BURGER ILLUMINATED LOGO SIGN: UNDER SEPARATE PERMIT.
10	L.E.D. DOUBLE BAND LIGHTING: UNDER SEPARATE PERMIT.
11	BUILDING ADDRESS NUMBERS TO BE 12" HIGH, 4" MIN. W/ MIN. STROKE WIDTH OF 0.5 INCH PER FIRE DEPARTMENT AND CITY JURISDICTION ADDRESS DISPLAY REQUIREMENTS: 1. ADDRESS SHALL BE DISPLAYED & VISIBLE FROM BOTH STREET DIRECTIONS OF APPROACHING VEHICLES. 2. PERMANENT NUMBERS AND LETTERS SHALL BE MADE OF DURABLE AND CLEARLY VISIBLE MATERIAL SUCH AS WOOD, METAL, CERAMIC, PLASTIC AND VINYL. (PAINTED OR GLUED ON NUMBERS ARE NOT ACCEPTABLE MATERIALS). 3. NUMBERS SHALL BE OF COLORS CONTRASTING WITH BACKGROUND TO WHICH THEY ARE ATTACHED. 4. NUMBERS SHALL BE A MINIMUM PROPORTION RATIO OF 6:1 (HEIGHT TO WIDTH). 5. NUMBERS CANNOT BE SPELLED.
12	PRO-LEDGE WHITE STONE WAINSCOT ON BOTH THE BUILDING AND THE COLUMNS
13	HOLLOW METAL DOOR: SEE SHEET A11.0. HM DOORS AND JAMBS SHALL HAVE POWDER COAT FINISH AS FOLLOWS: INTERIOR DOORS: TIGER DRYLAC - SMOOTH, HIGH GLOSS FINISH, "BENGAL WHITE"; EXTERIOR DOORS: CARDINAL - GLOSS, SMOOTH FINISH, "BONE CHINA" OR TO MATCH EXTERIOR STUCCO PAINT COLOR - (VERIFY ELEVATIONS- EP-1). WHERE FIELD PAINTING DOORS AND JAMBS IS NECESSARY- NOT RECOMMENDED, THE ALTERNATE WOULD BE TO USE AXALTA IMRON IND 9P01 WHITE PRIMER. FINISH COAT TO BE AXALTA IMRON IND 9T01 GLOSS WHITE. EXTERIOR HM DOORS & JAMBS- USE SAME PRODUCT TINTED TO MATCH EXTERIOR BUILDING PAINT COLOR EP-1. NOTE: TRASH ENCLOSURE METAL DOORS AND POSTS TO BE FIELD PAINTED USING AXALTA IMRON AS DESCRIBED ABOVE.
14	5'-0" HIGH STUB OUT FOR C&2 LINE
15	4" MIN. HIGH WHITE LETTERING "RISER ROOM" ON RED BACKGROUND SIGN. MOUNT ON RISER ROOM DOOR
16	RECESSED KNOX BOX AT 5'-0" HIGH TO THE RIGHT OF FIRE RISER ROOM. SEE DETAIL 10/A17.0
17	RECESSED 8" LED LIGHT FIXTURE IN SOFFIT. SEE DETAIL 9/A17.1
18	GUTTER AND DOWNSPOUT. REFER TO DETAIL 8/A17.2
19	TEXTURE EXPOSED FOUNDATION WALL BELOW STUCCO WEEP SCREED AND PAINT TO MATCH WALL.

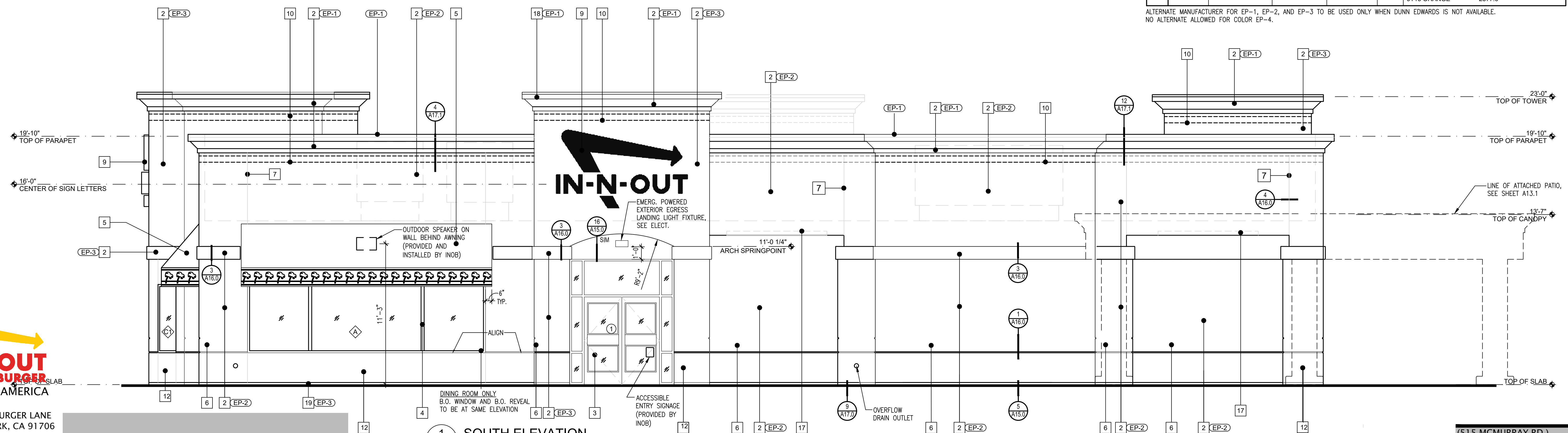
EXTERIOR PAINT SCHEDULE

NO.	MFR.	MODEL	COLOR #	COLOR NAME	FINISH	REMARKS
EP-1	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	B66W00611	IN-N-OUT BONE CHINA	HIGH GLOSS	STUCCO: PRIME W/ LOXON CONCRETE & EXT LATEX PRIMER WHITE - A24W08300. GALV LATEX: PRIME W/ GALVITE HS ACRYLIC COATING - B50WZ0030, OFF WHITE
EP-2	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	A84W01151	IN-N-OUT BONE CHINA	HIGH GLOSS	SEE REMARKS FOR EP-1 ALT. MFR.
EP-3	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	A84W01151	IN-N-OUT BONE CHINA	HIGH GLOSS	SEE REMARKS FOR EP-1 ALT. MFR.
EP-4	AXALTA	IMRON	SEE REMARKS FOR COLOR FORMULA	INO RED	HIGH GLOSS	PRIMER: AXALTA IMRON IND 9P01. PRIMER CAN BE TINTED GRAY. FINISH COAT: AXALTA IMRON IND 9T01 GLOSS POLYURETHANE. COLOR FORMULA: NON-CUM GUIDE 2/20/20. MIX SIZE: 102.4OZ (GALLON). 9T04 VIOLET 321.2. 9T10 RED-ORANGE 349.3. 9T13 ORANGE 2577.6

ALTERNATE MANUFACTURER FOR EP-1, EP-2, AND EP-3 TO BE USED ONLY WHEN DUNN EDWARDS IS NOT AVAILABLE. NO ALTERNATE ALLOWED FOR COLOR EP-4.



2 WEST ELEVATION
A8.0 SCALE: 1/4" = 1'-0"



1 SOUTH ELEVATION
A8.0 SCALE: 1/4" = 1'-0"

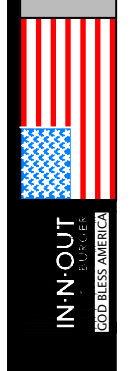
IN-N-OUT BURGER
GOD BLESS AMERICA

13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

SHEET OF 1
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(515 MCMURRAY RD.)

PRELIMINARY ELEVATIONS | (515 MCMURRAY RD) BUELLTON, CA



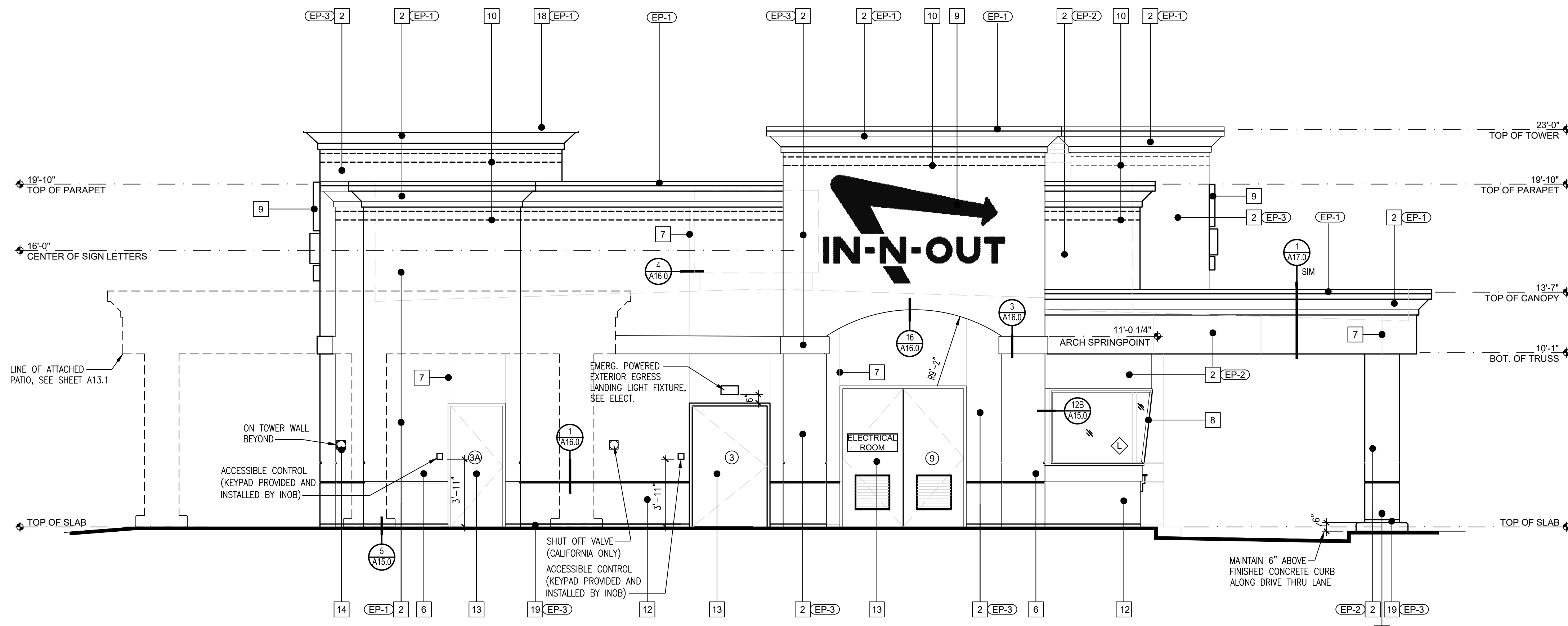
KEY NOTES

- 1 STUCCO: 20/30 FINE SAND FLOAT FINISH
- 2 ALUMINUM STOREFRONT DOORS: CLEAR ANODIZED ALUMINUM.
- 3 ALUMINUM WINDOWS: CLEAR ANODIZED ALUMINUM.
- 4 AWNINGS: PVC COATED WICK-RESISTANT ERADICABLE POLYESTER AWNINGS WITH CUSTOM PALM TREE ERADICATED TO WHITE COLOR BY COOLEY BRITE CUSTOM RED 79-L1124A, FLAME RETARDANT PER UL-48, UL-94, NFPA 701. PROVIDE LED BACKLIGHTING. SEE: 5/A16.0 & 6/A16.0.
- 5 STUCCO BAND: PAINT (EP-1) INTEGRAL COLOR ACRYLIC PLASTER TO MATCH PAINT (EP-1). 1" ALUMINUM REVEAL TOP AND BOTTOM (DO NOT PAINT REVEALS). SEE DETAILS 1/A16.0 & 13/A17.0
- 6 1/4" WIDE METAL PENN SCREED: SEE DETAIL 4/A16.0. ALIGN CONTROL JOINTS ON DRIVE-THRU CANOPY FASCIA WITH CONTROL JOINTS ON BOTTOM OF SOFFIT.
- 7 SLOPED ALUMINUM WINDOWS: U.S. ALUMINUM S-010. GLASS JOINTS TO HAVE POLISHED EDGES WITH SILICONE JOINTS. REDWOOD FRAMES TO BE PRIMED WITH AXALTA IMRON IND 9P01 - PRIMER CAN BE TINTED GRAY. FINISH COAT TO BE AXALTA IMRON IND 9T01 TINTED CUSTOM COLOR EP-4.
- 8 IN-N-OUT BURGER ILLUMINATED LOGO SIGN: UNDER SEPARATE PERMIT.
- 9 L.E.D. DOUBLE BAND LIGHTING: UNDER SEPARATE PERMIT.
- 10 BUILDING ADDRESS NUMBERS TO BE 12" HIGH, 4" MIN. W/ MIN. STROKE WIDTH OF 0.5 INCH PER FIRE DEPARTMENT AND CITY JURISDICTION ADDRESS DISPLAY REQUIREMENTS:
1. ADDRESS SHALL BE DISPLAYED & VISIBLE FROM BOTH STREET DIRECTIONS OF APPROACHING VEHICLES.
2. PERMANENT NUMBERS AND LETTERS SHALL BE MADE OF DURABLE AND CLEARLY VISIBLE MATERIAL SUCH AS WOOD, METAL, CERAMIC, PLASTIC AND VINYL. (PAINTED OR GLUED ON NUMBERS ARE NOT ACCEPTABLE MATERIALS).
3. NUMBERS SHALL BE OF COLORS CONTRASTING WITH BACKGROUND TO WHICH THEY ARE ATTACHED.
4. NUMBERS SHALL BE A MINIMUM PROPORTION RATIO OF 6:1 (HEIGHT TO WIDTH).
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- 11 PRO LEDGE WHITE STONE WAINSCOT ON BOTH THE BUILDING AND THE COLUMNS.
- 12 HOLLOW METAL DOORS: SEE SHEET A11.0. HM DOORS AND JAMBS SHALL HAVE POWDER COAT FINISH AS FOLLOWS:
INTERIOR DOORS: TIGER DRYLAC - SMOOTH, HIGH GLOSS FINISH, "BENGAL WHITE"; EXTERIOR DOORS: CARDINAL - GLOSS, SMOOTH FINISH, "BONE CHINA" OR TO MATCH EXTERIOR STUCCO PAINT COLOR - (VERIFY ELEVATIONS- EP-1). WHERE FIELD PAINTING DOORS AND JAMBS IS NECESSARY- NOT RECOMMENDED, THE ALTERNATE WOULD BE TO USE AXALTA IMRON IND 9P01 WHITE PRIMER. FINISH COAT TO BE AXALTA IMRON IND 9T01 GLOSS WHITE. EXTERIOR HM DOORS & JAMBS- USE SAME PRODUCT TINTED TO MATCH EXTERIOR BUILDING PAINT COLOR EP-1. NOTE- TRASH ENCLOSURE METAL DOORS AND POSTS TO BE FIELD PAINTED USING AXALTA IMRON AS DESCRIBED ABOVE.
- 13 4" MIN. HIGH WHITE LETTERING "RISER ROOM" ON RED BACKGROUND SIGN. MOUNT ON RISER ROOM DOOR
- 14 RECESSED KNOX BOX AT 5'-0" HIGH TO THE RIGHT OF FIRE RISER ROOM. SEE DETAIL 10/A17.0
- 15 RECESSED 8" LED LIGHT FIXTURE IN SOFFIT. SEE DETAIL 9/A17.1
- 16 GUTTER AND DOWNSPOUT. REFER TO DETAIL 8/A17.2
- 17 TEXTURE EXPOSED FOUNDATION WALL BELOW STUCCO WEEP SCREED AND PAINT TO MATCH WALL.

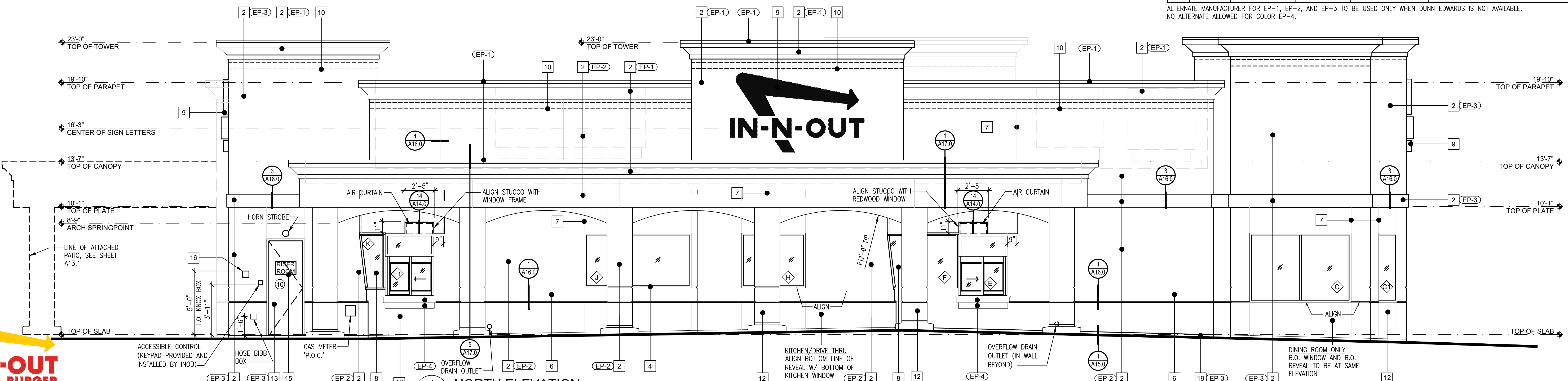
EXTERIOR PAINT SCHEDULE

NO.	MFR.	MODEL	COLOR #	COLOR NAME	FINISH	REMARKS
EP-1	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	B66W00611	IN-N-OUT BONE CHINA	HIGH GLOSS	STUCCO: PRIME W/ LOXON CONCRETE & EXT LATEX PRIMER WHITE - A24W08300. GALV METAL: PRIME W/ GALVITE HS ACRYLIC COATING - B50WZ0030, OFF WHITE
EP-2	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	A84W01151	IN-N-OUT BONE CHINA	HIGH GLOSS	SEE REMARKS FOR EP-1 ALT. MFR.
EP-3	DUNN EDWARDS	ARISTOSHIELD 70	DEW 339	BONE CHINA	HIGH GLOSS	PRIME W/ D.E. ULTRA-GRIP PREMIUM PRIMER
ALT. MFR.	SHERWIN WILLIAMS	SUPER PAINT LATEX	A84W01151	IN-N-OUT BONE CHINA	HIGH GLOSS	SEE REMARKS FOR EP-1 ALT. MFR.
EP-4	AXALTA	IMRON	SEE REMARKS FOR COLOR FORMULA	INO RED	HIGH GLOSS	PRIMER: AXALTA IMRON IND 9P01. PRIMER CAN BE TINTED GRAY. FINISH COAT: AXALTA IMRON IND 9T01 GLOSS POLYURETHANE. COLOR FORMULA: NON-CUM GUIDE 2/20/20. MIX SIZE: 102.4OZ (GALLON). 9T04 VIOLET 321.2. 9T10 RED-ORANGE 349.3. 9T13 ORANGE 2577.6

ALTERNATE MANUFACTURER FOR EP-1, EP-2, AND EP-3 TO BE USED ONLY WHEN DUNN EDWARDS IS NOT AVAILABLE. NO ALTERNATE ALLOWED FOR COLOR EP-4.



2 EAST ELEVATION
A9.0 SCALE: 1/4" = 1'-0"



1 NORTH ELEVATION
A9.0 SCALE: 1/4" = 1'-0"



13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

SHEET OF 1

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REVISIONS
 R1: Chg A1 to 45 feet OAH - 12/20/21 TT
 R2: Revised building elevations - 04/01/22 TT

515 McMurray Road Buellton, CA 93427

IN-N-OUT APPROVAL			
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION
SIGNATURE	NAME	DATE	REVISION



4444 Federal Blvd San Diego, CA 92102
 (619) 527-6100 signtech.com

In-N-Out
 515 McMurray Road Buellton, CA 93427

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Attachment 3

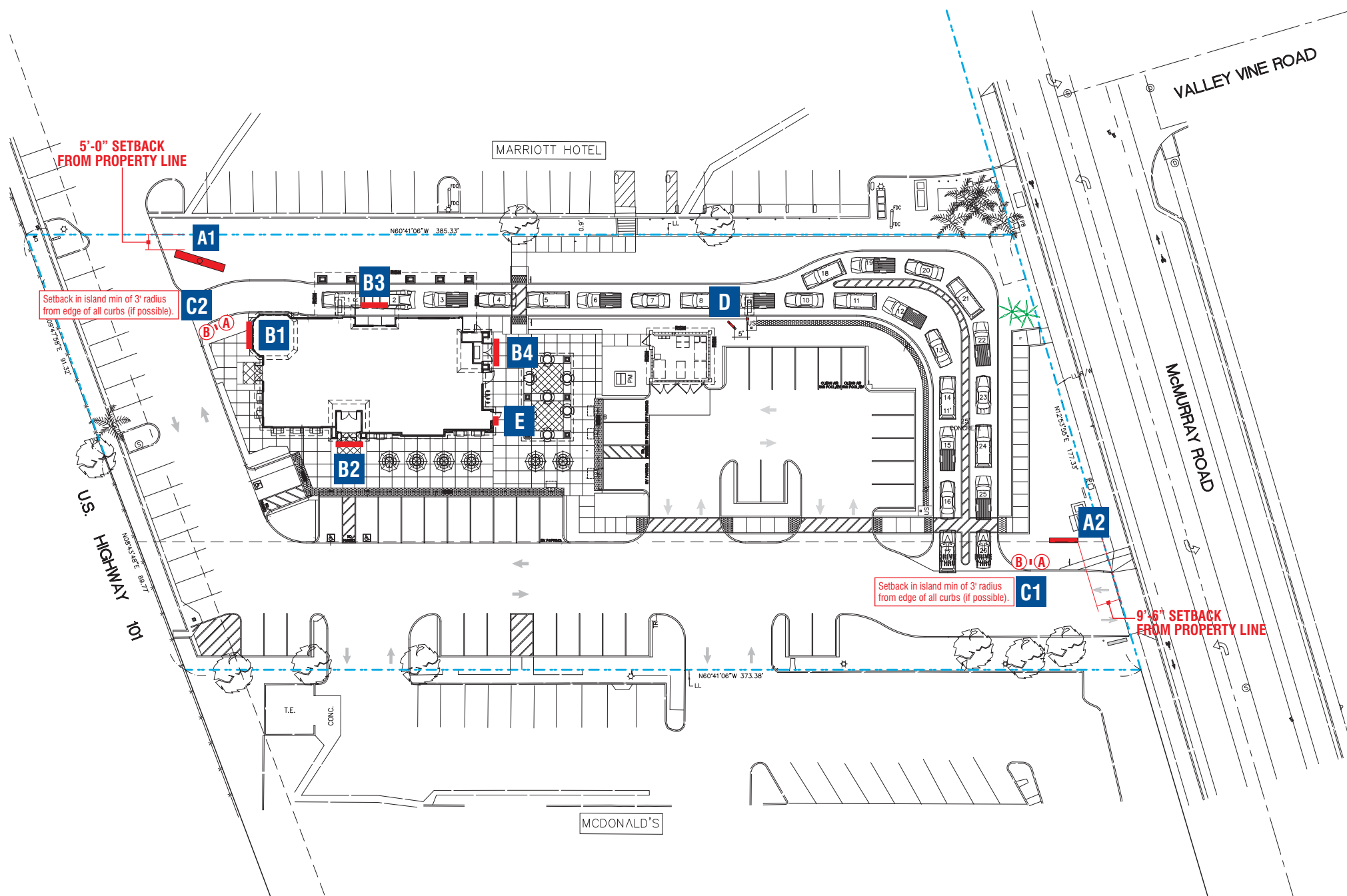
Sales: Bob McCarter
 Coordinator: Garry Wilcox
 Design: Thomsen
 Engineering:

Date: 11/02/21
 Drawing: 21-01777 Rev: 2-04/01/22
 Quote:
 Project ID: IN-N-OUT_McMURRAY_1

SIGN LEGEND

SIGN #	DESCRIPTION	SIGN TYPE	SF	QTY
A1	PYLON SIGN	INO-PYL-36X108X540	83.12	1
A2	MONUMENT SIGN	INO-MON-28X81X96	48.3	1
B1	WALL SIGN	INO-WS-75x126	65.8	1
B2	WALL SIGN	INO-WS-75x126	65.8	1
B3	WALL SIGN	INO-WS-75x126	65.8	1
B4	WALL SIGN	INO-WS-75x126	65.8	1
C1	DIRECTIONAL SIGN (DT)*	INO-DIR-18x24x36	N/A	1
C2	DIRECTIONAL SIGN (TY/DNE)*	INO-DIR-18x24x36	N/A	1
D	MENU BOARD	IN-MB-54x51x79	N/A	1
E	ADDRESS NUMERALS	INO-CL-PL-12-ADDRESS-515	N/A	1
F	LED TUBE WALL ACCENT	INO-LED BORDER TUBE	N/A	1
G	INTERIOR NEON WALL SIGN	INO-QYCT-NEON-18x57	N/A	1

***NOTE: PUSH ALL DIRECTIONAL SIGNS INTO ISLAND A MINIMUM OF 3'-0" (36") FROM FACE OF CURB**



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In-N-Out

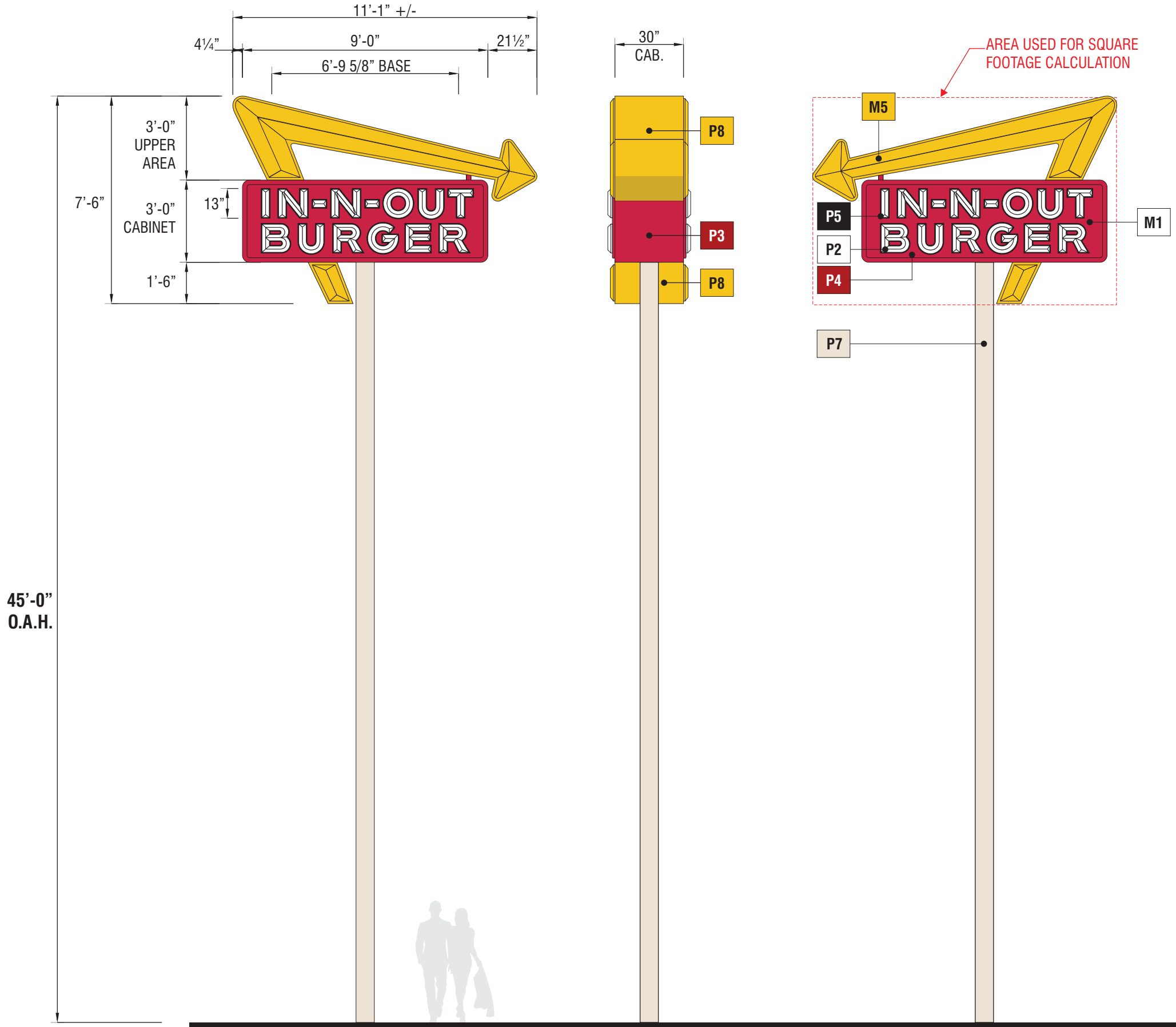
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Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
Engineering:

Date: 11/02/21
Drawing: 21-01777 Rev: 2-04/01/22
Quote:
Project ID: IN-N-OUT_McMURRAY_1



SIDE A SCALE: 1/4" = 1'-0"
83.12 SQ. FT.

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

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

A1 SIGNTYPE INO-PYL-36X108X540

MANUFACTURE AND INSTALL ONE (1) D/F INTERNALLY ILLUMINATED POLE SIGN

- BASE:** FABRICATED ALUMINUM
- LETTER CABINET:** FABRICATED ALUMINUM W/ FABRICATED RETAINERS AND FORMED ACRYLIC FACES WITH SECOND SURFACE PAINTED GRAPHICS
- LETTER ILLUMINATION:** SLOAN SIGN BOX II 6500K DUAL SIDED
- ARROW:** FABRICATED CHANNEL WITH FORMED TUFFAK 1869 YELLOW POLYCARBONATE FACES
- ARROW ILLUMINATION:** 5000k WHITE LEDs

PAINT

- P1** PAINTED TO MATCH DUNN EDWARDS #SP-514 'BONE CHINA' w/ SATIN FINISH
- P2** WHITE
- P3** TO MATCH 'IN-N-OUT RED' WITH **HIGH GLOSS FINISH**
- P4** INO 443 RED / 25% CLEAR
- P5** BLACK
- P8** PAINT TO MATCH MATTHEWS #MP4944 'MOWER YELLOW' WITH **HIGH GLOSS FINISH**

MATERIALS

- M1** CLEAR MODIFIED ACRYLIC
- M5** TUFFAK 1869 YELLOW POLYCARBONATE



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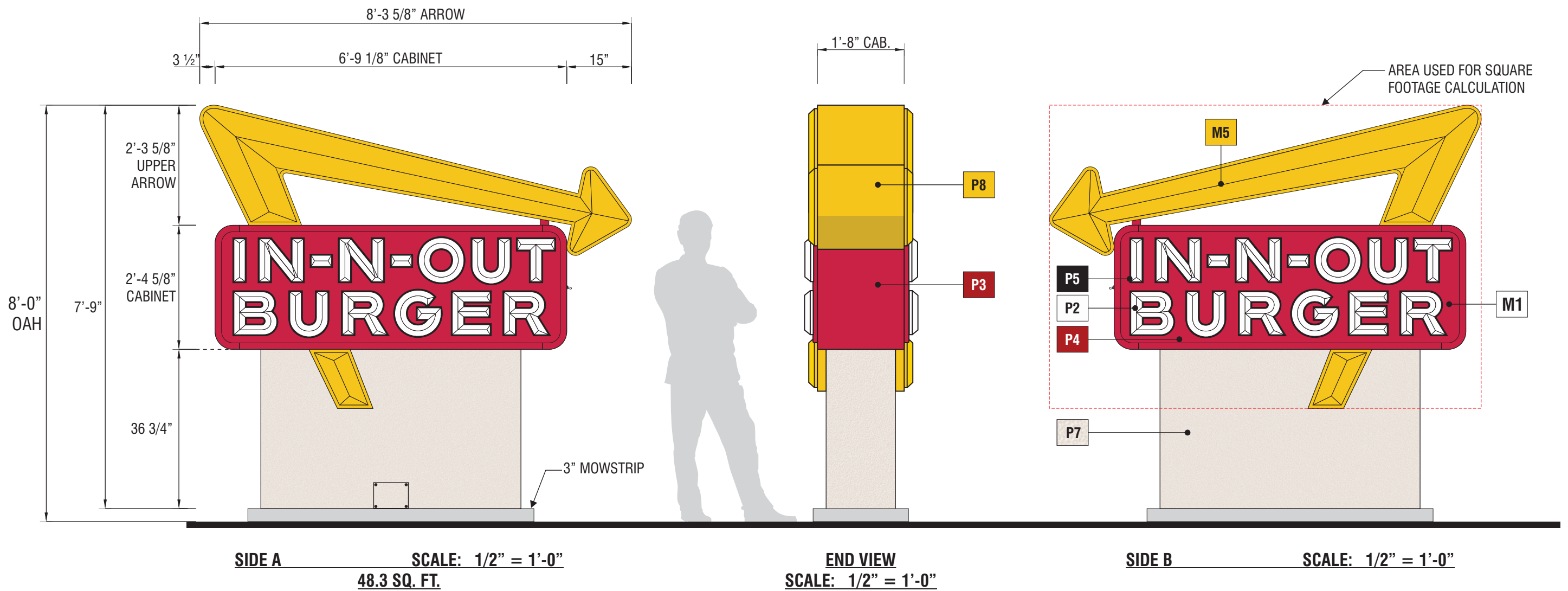
In-N-Out
515 McMurray Road Buellton, CA 93427

Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
Engineering:

Date: 11/02/21
Drawing: 21-01777 **Rev:** 2-04/01/22
Quote:
Project ID: IN-N-OUT_McMURRAY_1

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Attachment 3



A2 SIGNTYPE INO-MON-28X81X96

MANUFACTURE AND INSTALL ONE (1) D/F INTERNALLY ILLUMINATED MONUMENT SIGN

BASE: FABRICATED ALUMINUM

LETTER CABINET: FABRICATED ALUMINUM W/ FABRICATED RETAINERS AND FORMED ACRYLIC FACES WITH SECOND SURFACE PAINTED GRAPHICS

LETTER ILLUMINATION: SLOAN SIGN BOX II 6500K DUAL SIDED

ARROW: FABRICATED CHANNEL WITH FORMED TUFFAK 1869 YELLOW POLYCARBONATE FACES

ARROW ILLUMINATION: 5000k WHITE LEDs

ADDRESS NUMBERS: FORMED RED ACRYLIC - NON-ILLUMINATED

PAINT

- P2** WHITE
- P3** TO MATCH 'IN-N-OUT RED' WITH HIGH GLOSS FINISH
- P4** INO 443 RED / 25% CLEAR
- P5** BLACK
- P7** PAINTED TO MATCH DUNN EDWARDS #SP-514 'BONE CHINA' W/ MEDIUM TEXCOTE FINISH
- P8** PAINT TO MATCH MATTHEWS #MP4944 'MOWER YELLOW' WITH HIGH GLOSS FINISH

MATERIALS

- M1** CLEAR MODIFIED ACRYLIC
- M4** RED ACRYLIC #211-1
- M5** TUFFAK 1869 YELLOW POLYCARBONATE



4444 Federal Blvd San Diego, CA 92102
 (619) 527-6100 signtech.com

In-N-Out

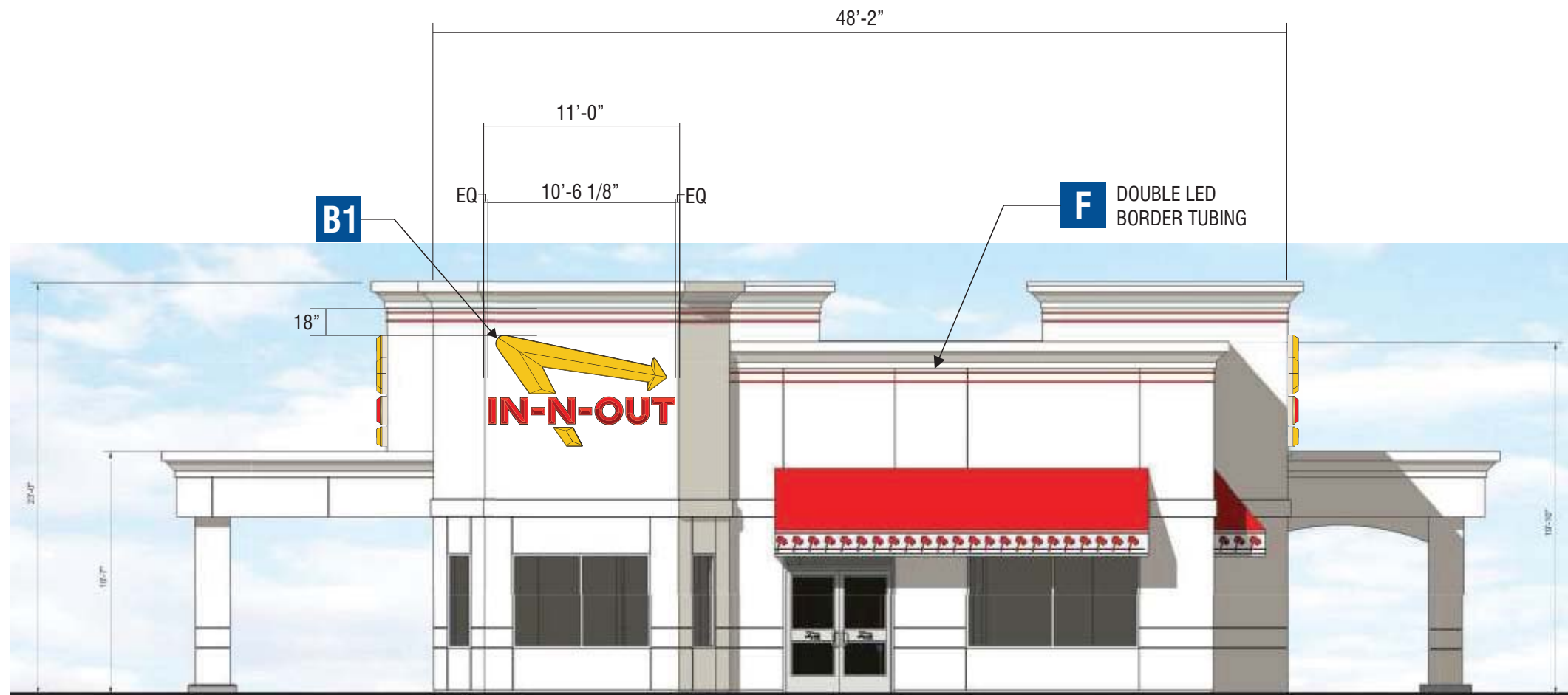
515 McMurray Road Buellton, CA 93427

Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
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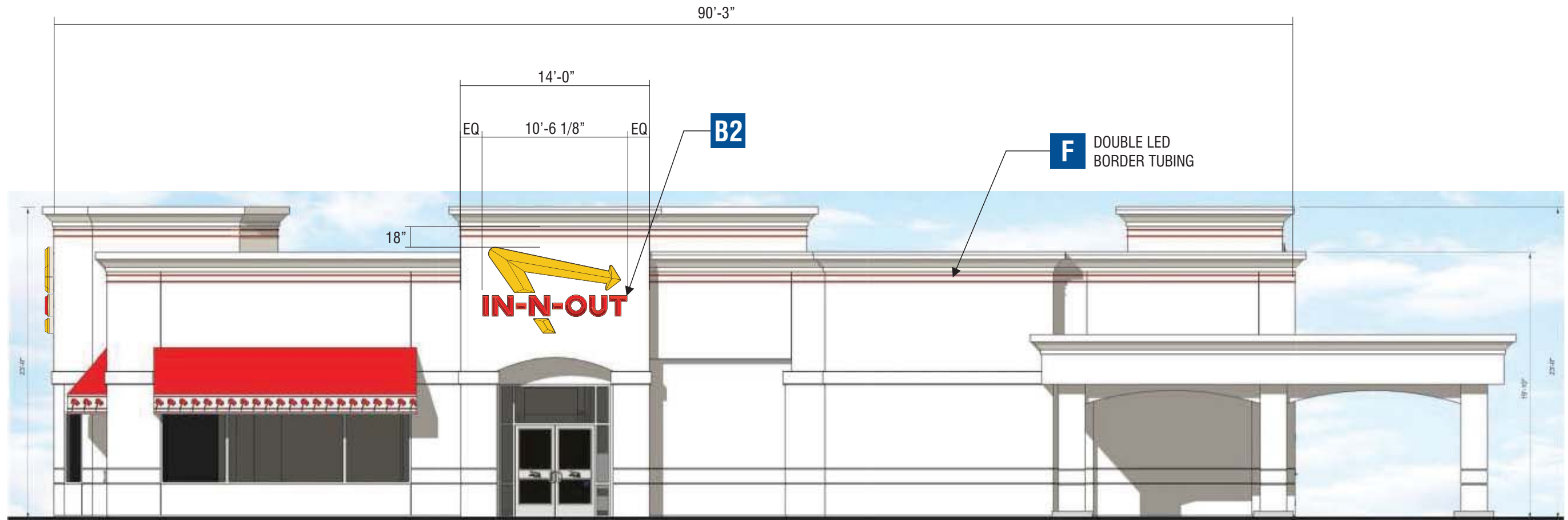
Date: 11/02/21
Drawing: 21-01777 Rev: 2-04/01/22
Quote:
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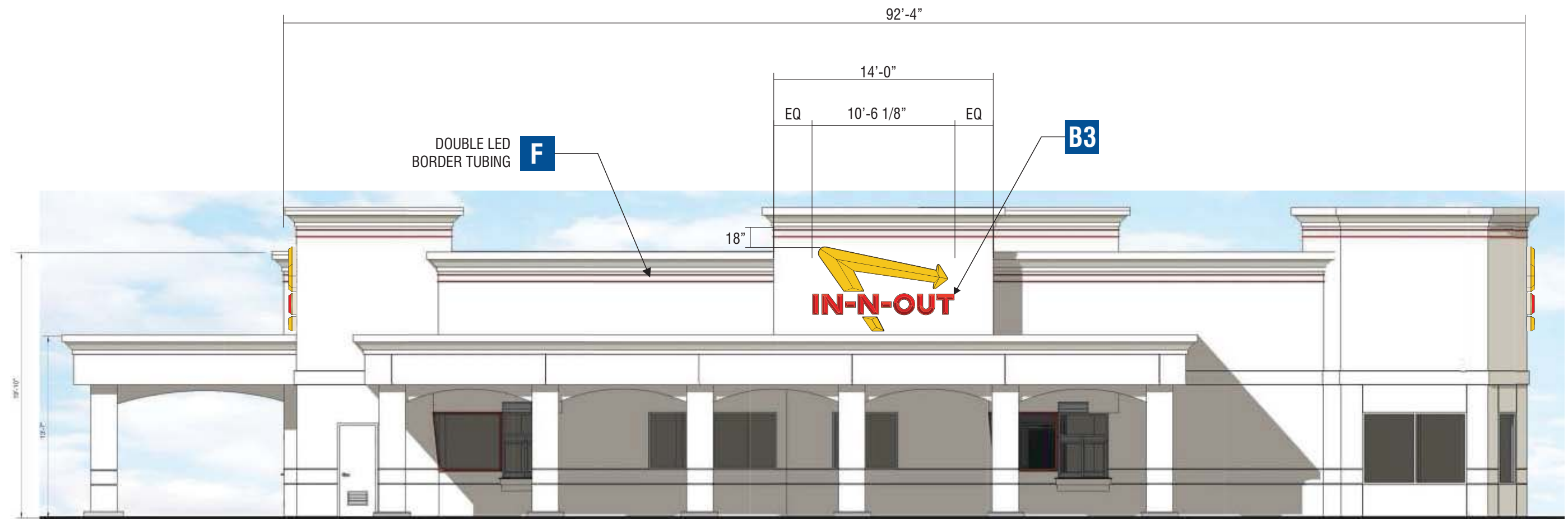
Attachment 3



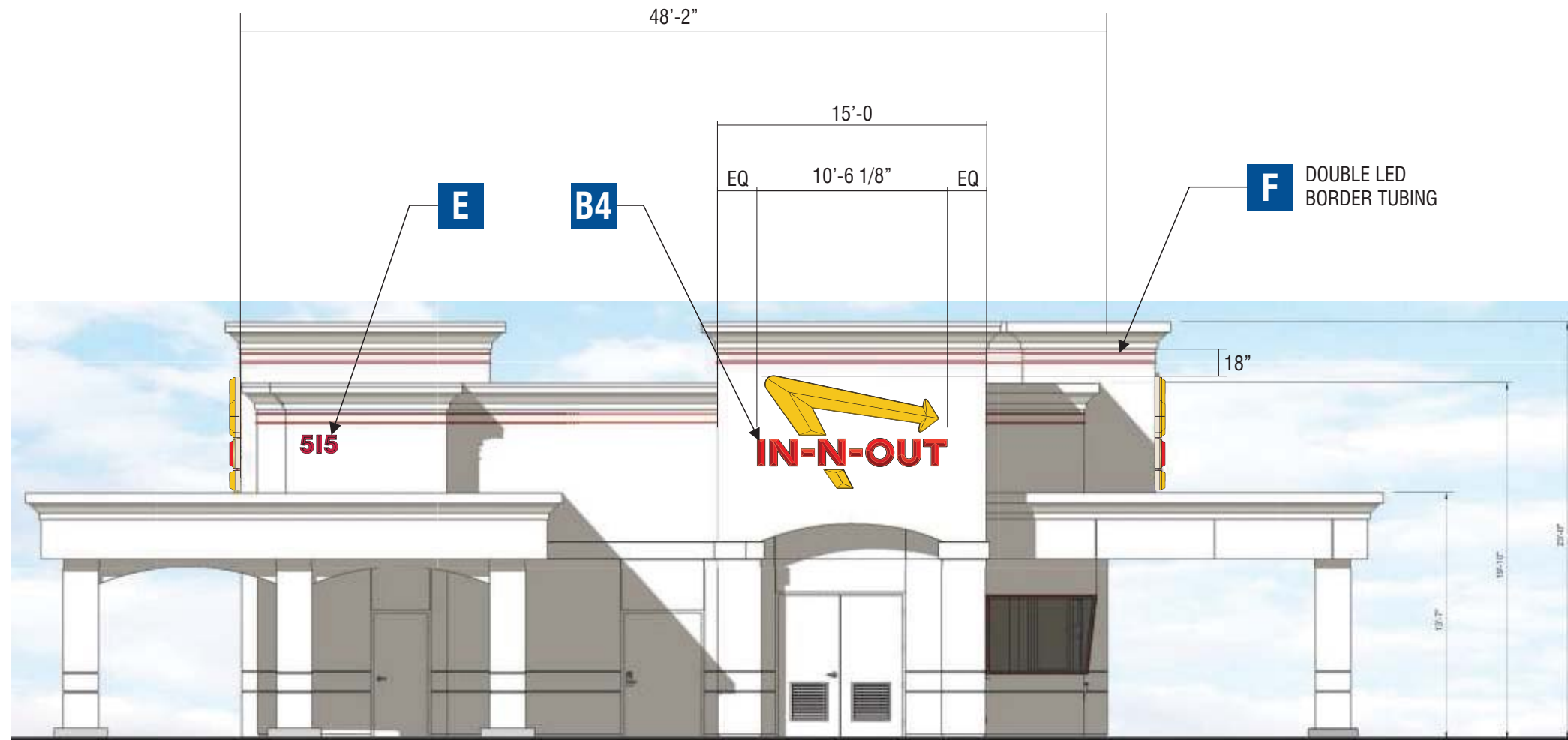
WEST - FRONT ELEVATION SCALE: 1/8" = 1'-0"



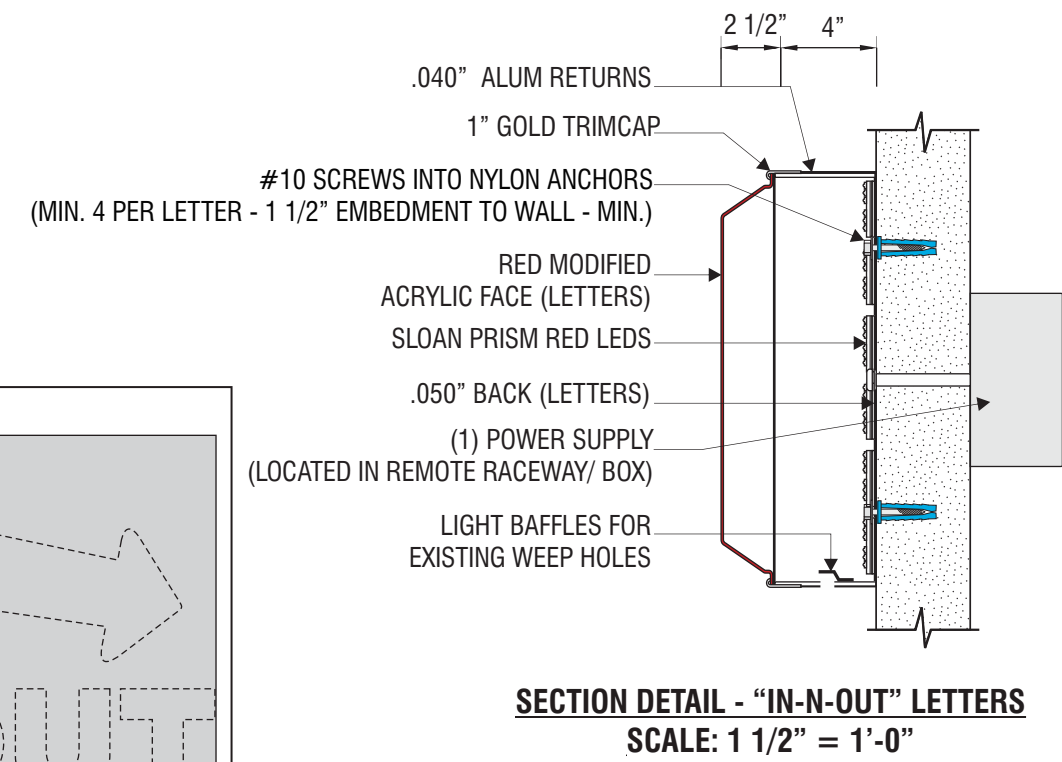
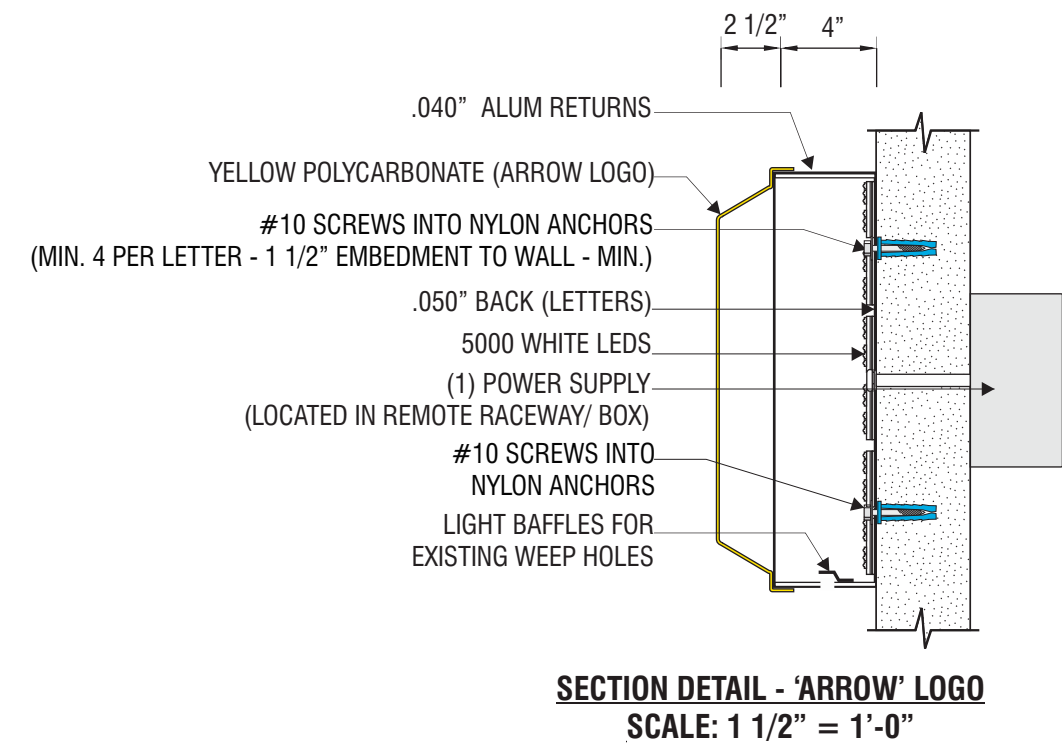
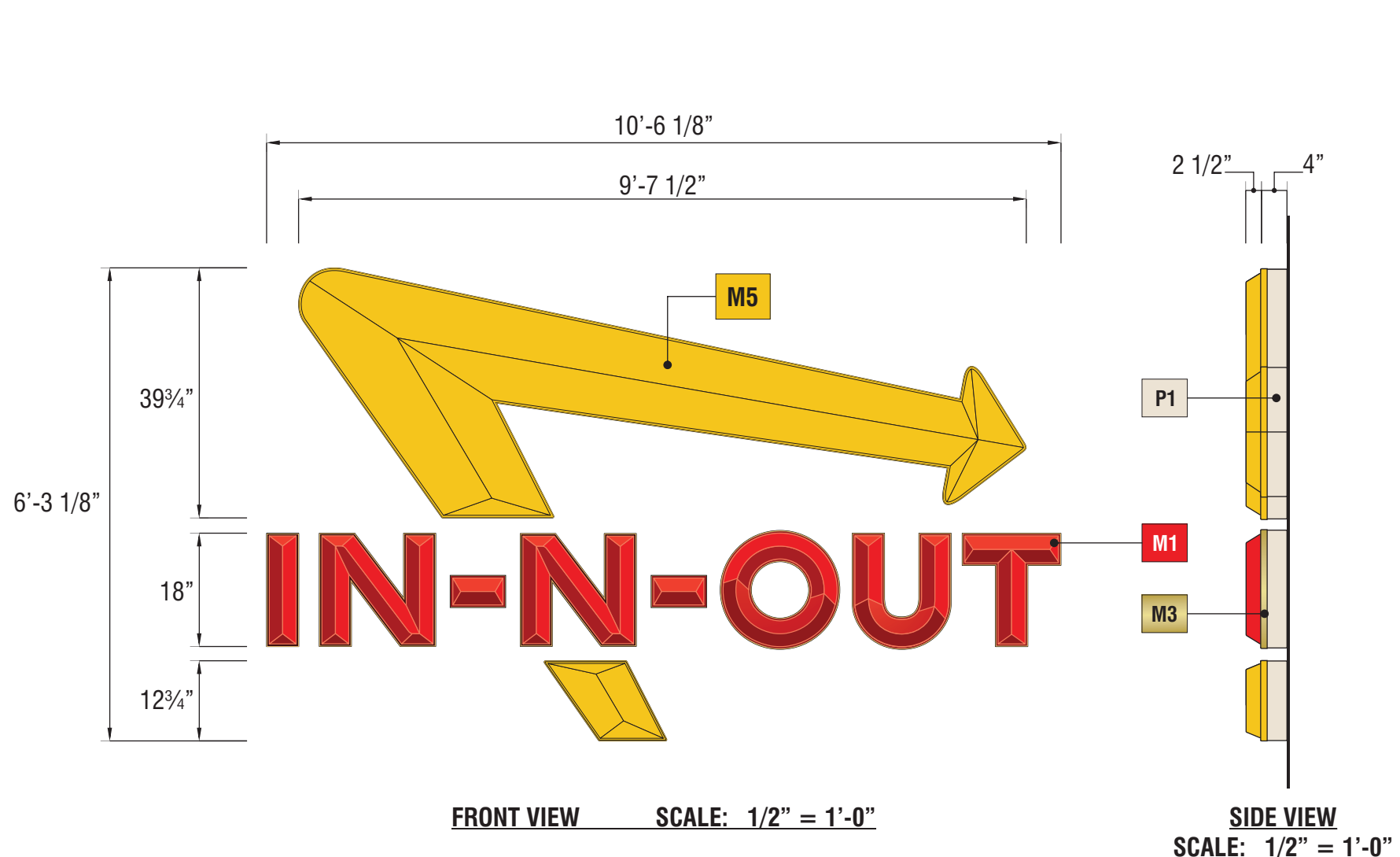
SOUTH - 'PUBLIC SIDE' ELEVATION SCALE: 1/8" = 1'-0"



NORTH - DRIVE THRU ELEVATION SCALE: 1/8" = 1'-0"



EAST - REAR ELEVATION SCALE: 1/8" = 1'-0"

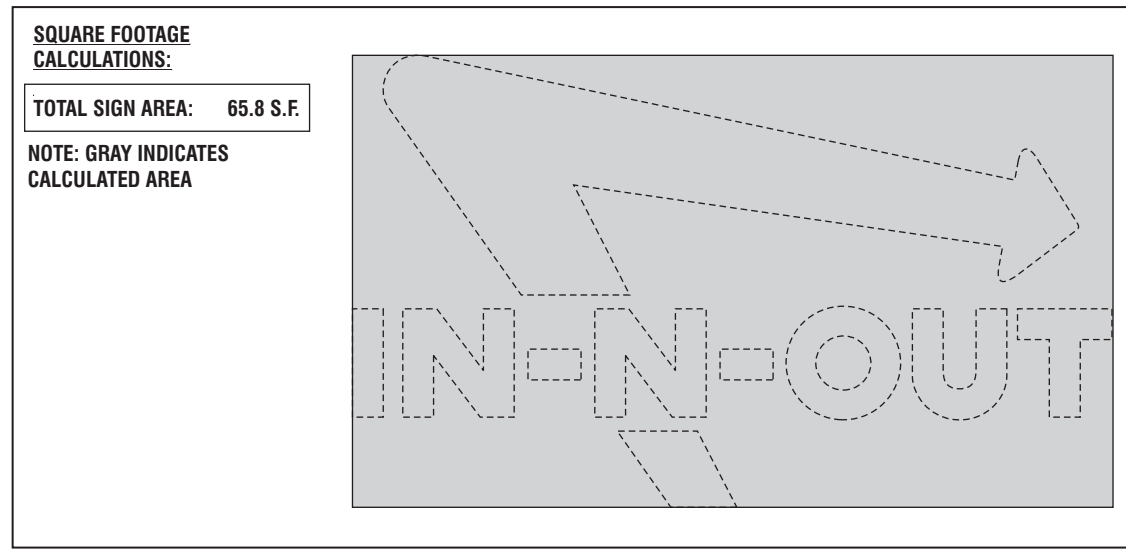


B1 B2 B3 B4 SIGNTYPE INO-WS-75x126

MANUFACTURE AND INSTALL FOUR (4) SINGLE-FACED INTERNALLY ILLUMINATED CHANNEL LETTER WALL SIGNS

- ARROW:** FABRICATED CHANNEL WITH FORMED TUFFAK 1869 YELLOW POLYCARBONATE
LED ILLUMINATION: SLOAN PRISM 5000K WHITE LEDs
- COPY:** FABRICATED CHANNEL WITH FORMED RED ACRYLIC FACE WITH 1" GOLD TRIMCAP
LED ILLUMINATION: SLOAN PRISM RED LEDs
- INSTALLATION:** FLUSH MOUNT TO WALL

- | | |
|--|--|
| MATERIALS | PAINT |
| M1 RED ACRYLIC #211-1 | P1 TO MATCH 'BONE CHINA' SP 514 BY DUNN EDWARDS W/ SATIN FINISH |
| M3 1" GOLD TRIMCAP | |
| M5 TUFFAK 1869 YELLOW POLYCARBONATE | |



4444 Federal Blvd San Diego, CA 92102
(619) 527-6100 signtech.com

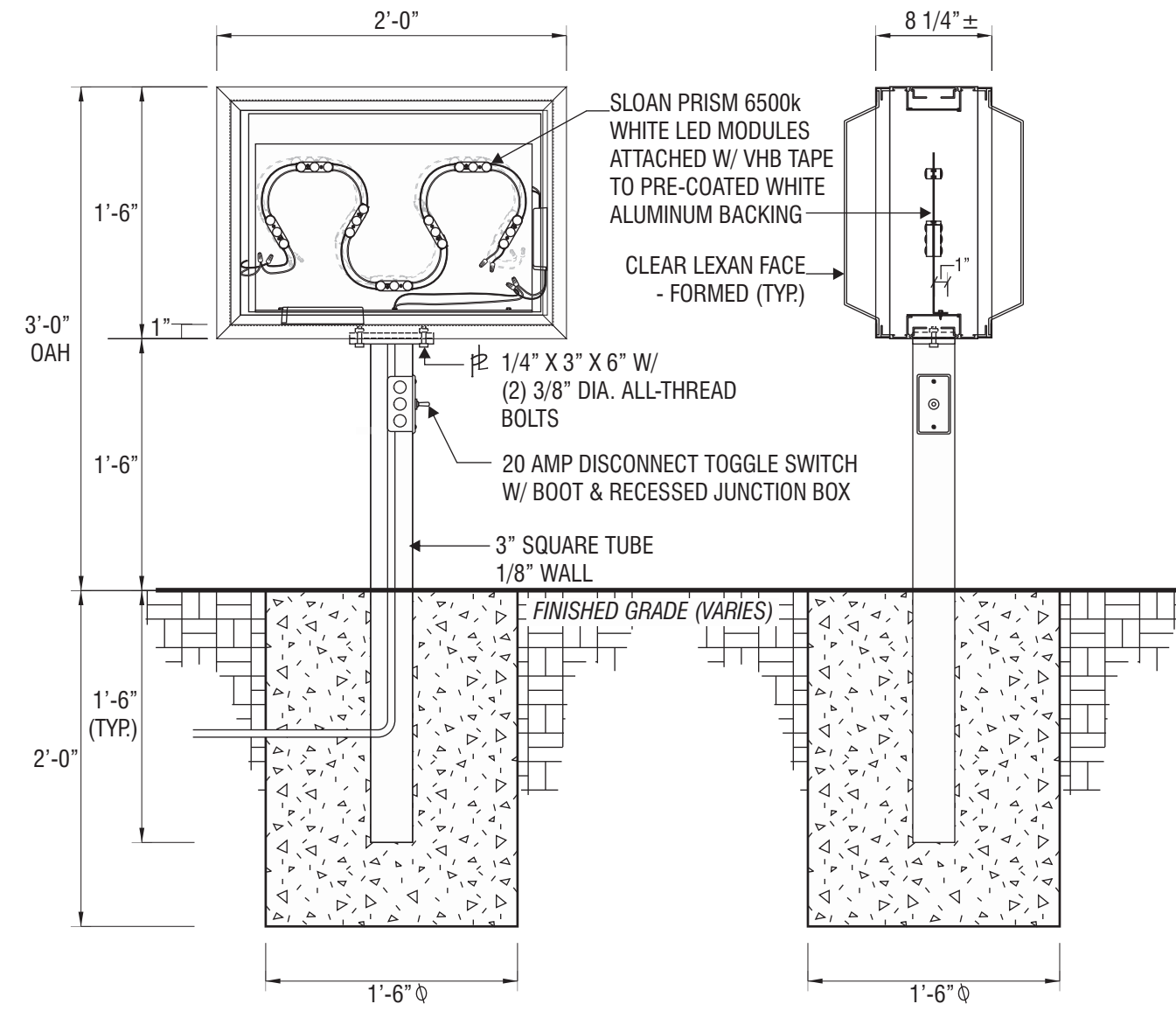
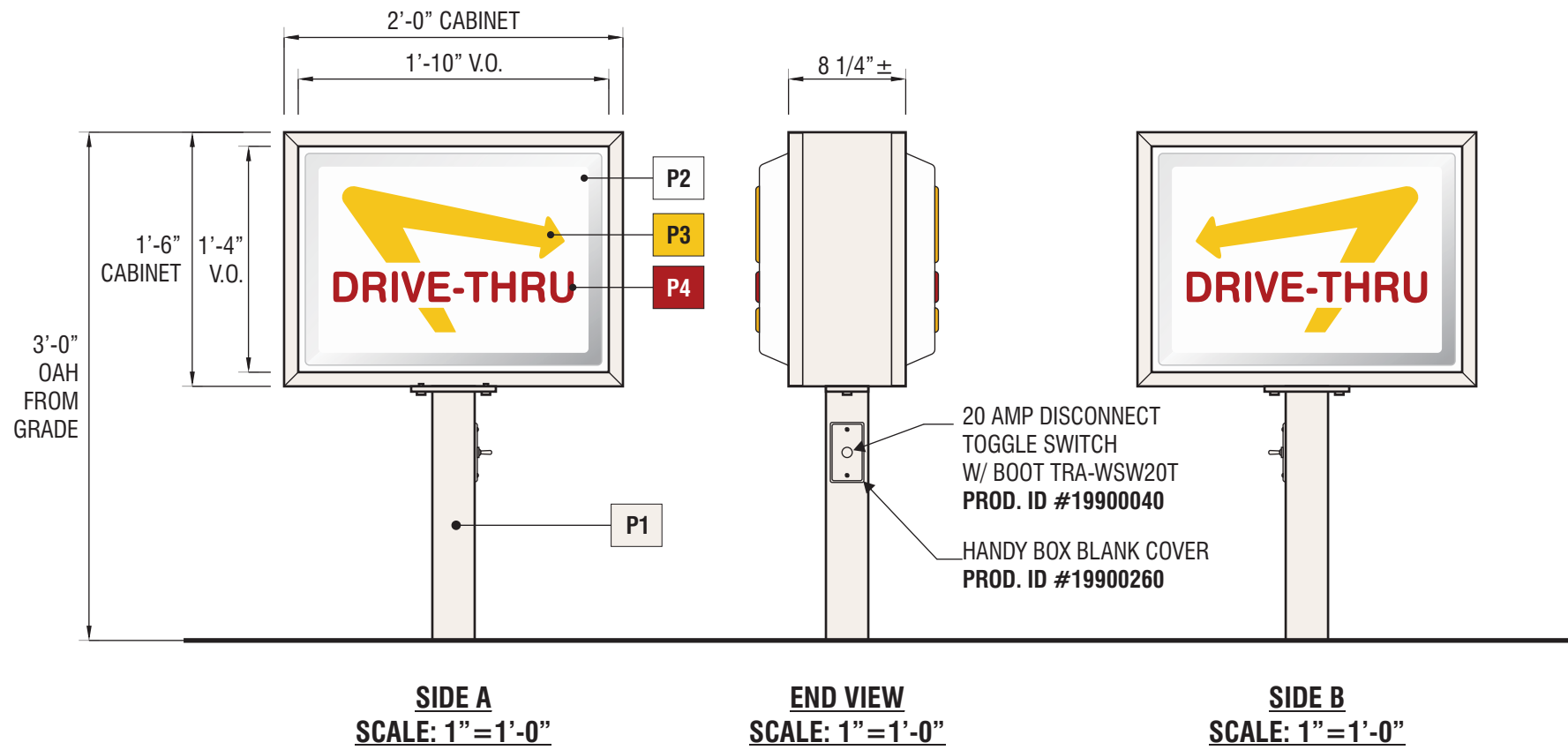
In-N-Out
515 McMurray Road Buellton, CA 93427

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Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
Engineering:

Date: 11/02/21
Drawing: 21-01777 Rev: 2-04/01/22
Quote:
Project ID: IN-N-OUT_McMURRAY_1

Attachment 3



ELEVATION DETAIL VIEW
SCALE: 1"=1'-0"

SIDE DETAIL VIEW
SCALE: 1"=1'-0"

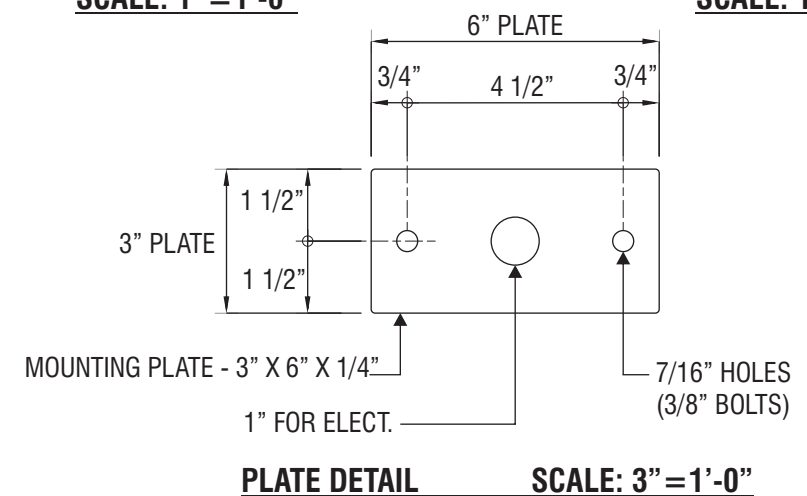


PLATE DETAIL SCALE: 3"=1'-0"

C1 SIGNTYPE INO-DIR-18x24x36

MANUFACTURE AND INSTALL ONE (1) DOUBLE-FACED INTERNALLY ILLUMINATED DIRECTIONAL SIGNS

FACES: PAN FORMED .093" CLEAR SG LEXAN WITH FORMED COPY & ARROW

CABINET: EXTRUDED ALUMINUM

POLE: 3" SQUARE TUBE WITH 1/8" WALL

ILLUMINATION: SLOAN PRISM 6500k WHITE LED MODULES

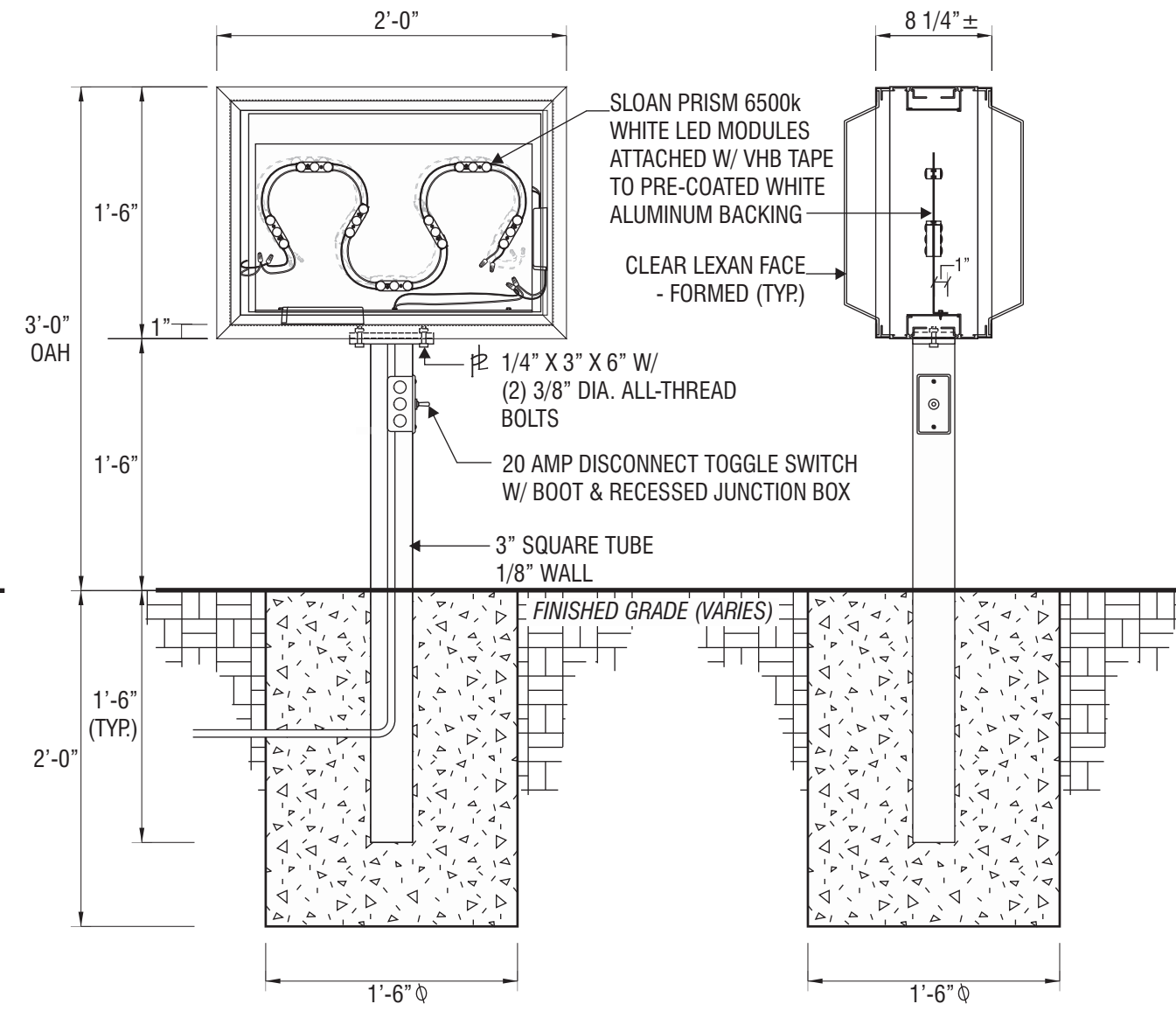
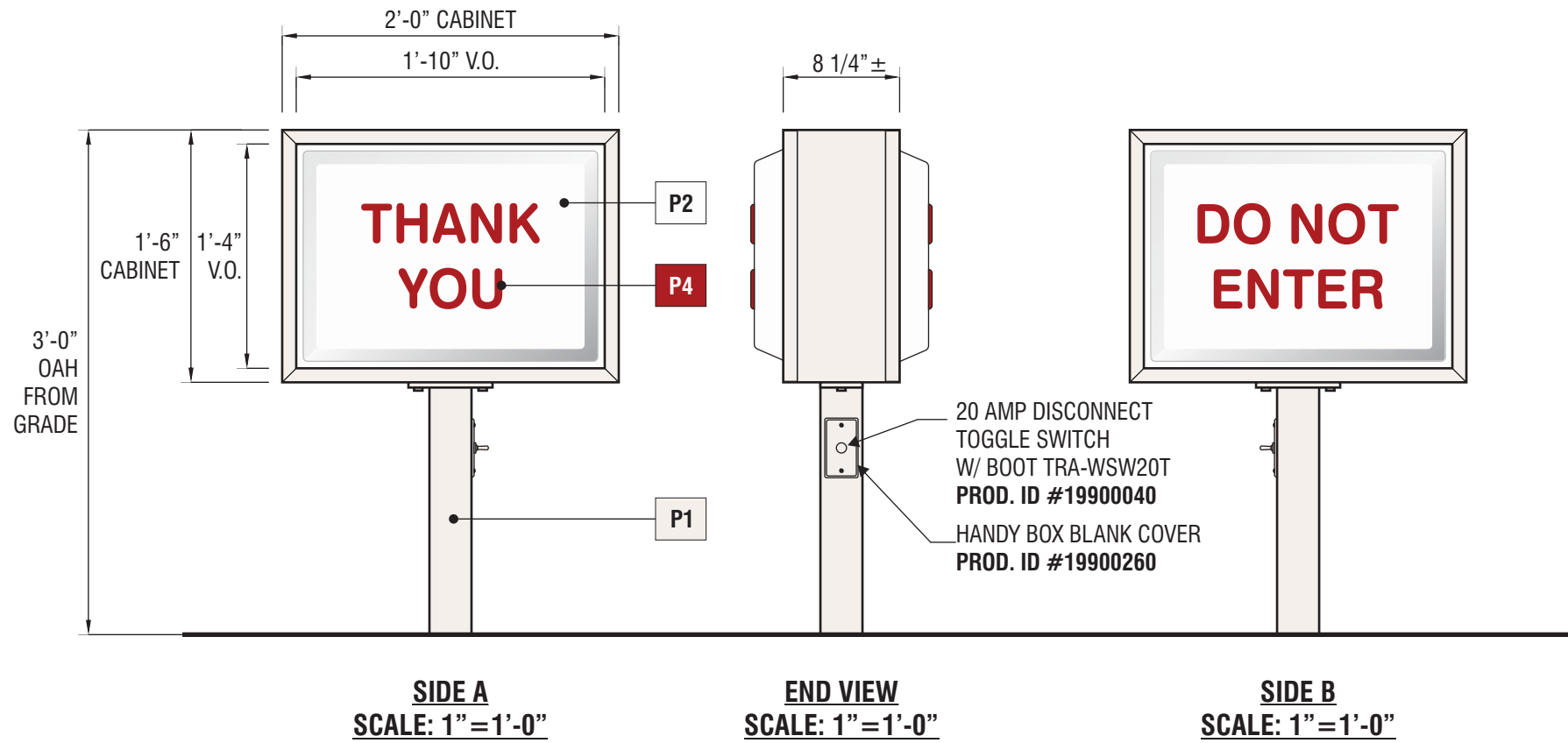
PAINT

P1 PAINTED TO MATCH DUNN EDWARDS #SP-514 'BONE CHINA' w/ SATIN FINISH

P2 INO WHITE

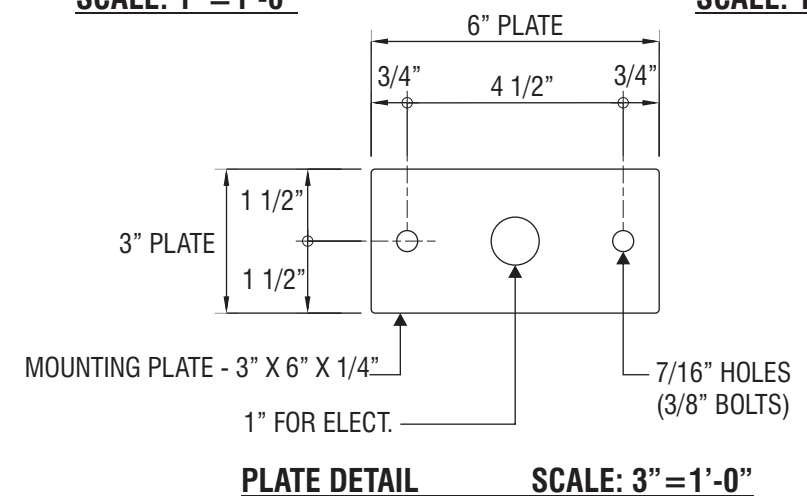
P3 TO MATCH 3M VINYL #3630-235 'AUTUMN YELLOW'

P4 INO 443 RED / 25% CLEAR



ELEVATION DETAIL VIEW
SCALE: 1"=1'-0"

SIDE DETAIL VIEW
SCALE: 1"=1'-0"



C2 SIGNTYPE INO-DIR-18x24x36

MANUFACTURE AND INSTALL ONE (1) DOUBLE-FACED INTERNALLY ILLUMINATED DIRECTIONAL SIGN

FACES: PAN FORMED .093" CLEAR SG LEXAN WITH FORMED COPY

CABINET: EXTRUDED ALUMINUM

POLE: 3" SQUARE TUBE WITH 1/8" WALL

ILLUMINATION: SLOAN PRISM 6500k WHITE LED MODULES

PAINT

P1 PAINTED TO MATCH DUNN EDWARDS #SP-514 'BONE CHINA' w/ SATIN FINISH

P2 INO WHITE

P4 INO 443 RED / 25% CLEAR



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(619) 527-6100 signtech.com

In-N-Out

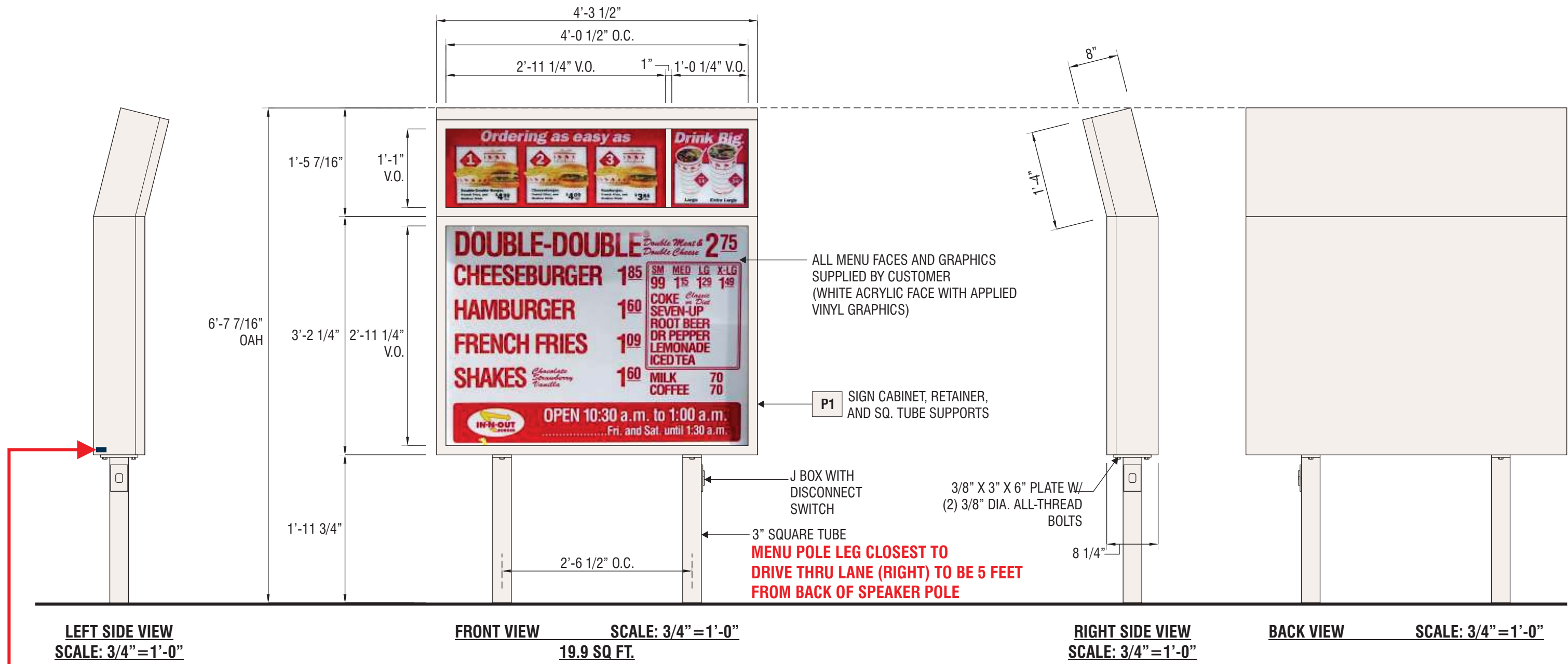
515 McMurray Road Buellton, CA 93427

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Attachment 3

Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
Engineering:

Date: 11/02/21
Drawing: 21-01777 Rev: 2-04/01/22
Quote:
Project ID: IN-N-OUT_McMURRAY_1



**PRODUCTION NOTE:
UL & SIGNTECH LABELS
TO BE PLACED ON
LOWER LEFT SIDE
OF MENU AS
VIEWING MENU**

D SIGNTYPE INO-MB-54x51x79

MANUFACTURE AND INSTALL ONE (1) SINGLE-FACED INTERNALLY ILLUMINATED MENU BOARD
CABINET: EXTRUDED ALUMINUM W
FACES: WHITE ACRYLIC WITH FIRST SURFACE APPLIED GRAPHICS (BY OTHERS)
POLES: 3" SQUARE TUBE
ILLUMINATION: SLOAN SIGN BOX II SINGLE SIDED 5000K LEDs

PAINT

P1 PAINTED TO MATCH "BONE CHINA" SP 514 BY DUNN EDWARDS W/ SATIN FINISH



4444 Federal Blvd San Diego, CA 92102
(619) 527-6100 signtech.com

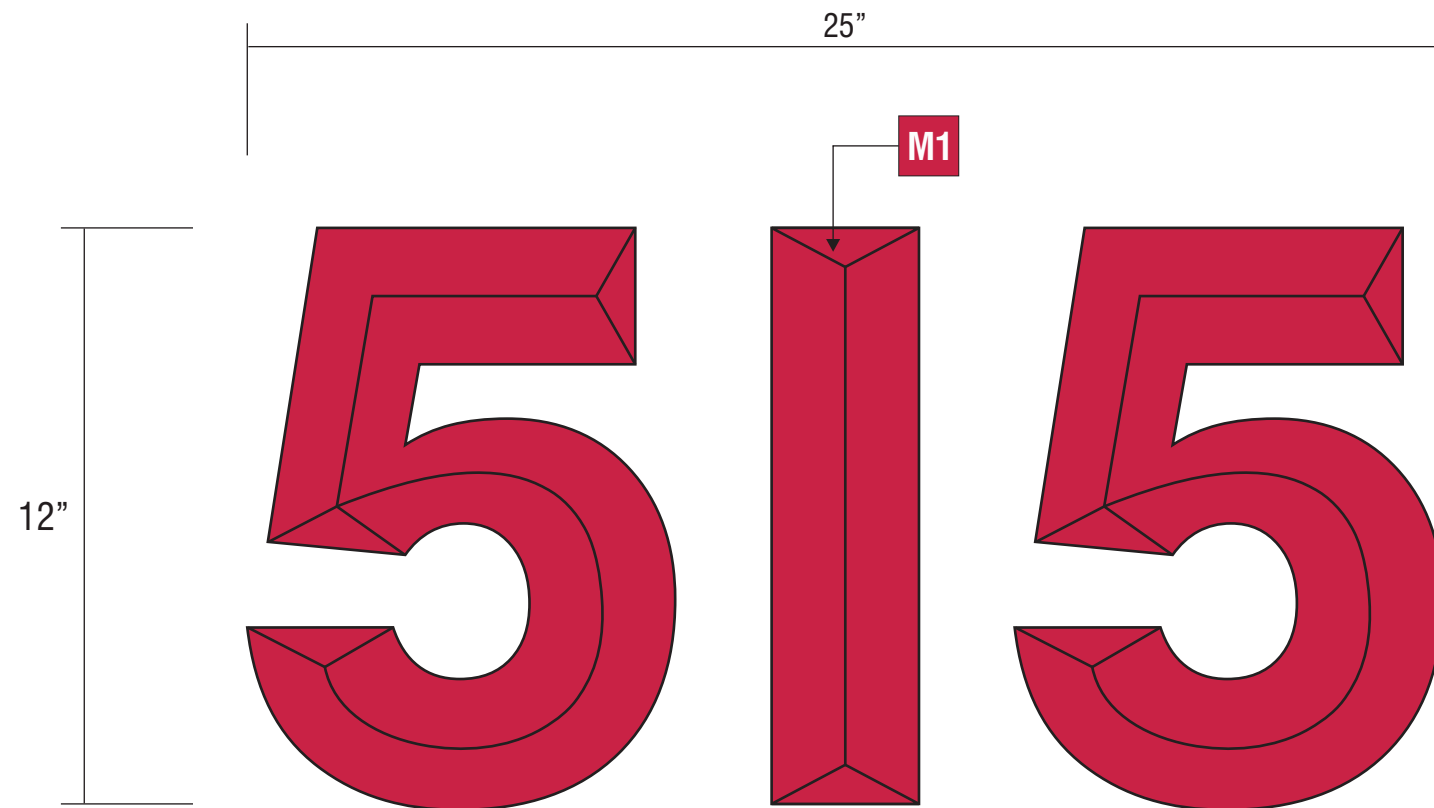
In-N-Out
515 McMurray Road Buellton, CA 93427

Sales: Bob McCarter
Coordinator: Garry Wilcox
Design: Thomsen
Engineering:

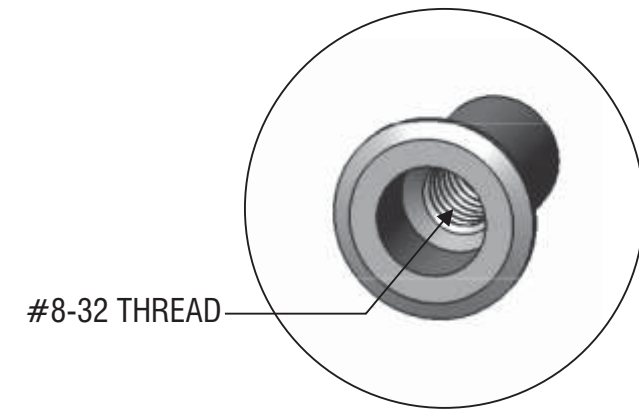
Date: 11/02/21
Drawing: 21-01777 **Rev:** 2-04/01/22
Quote:
Project ID: IN-N-OUT_McMURRAY_1

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Attachment 3

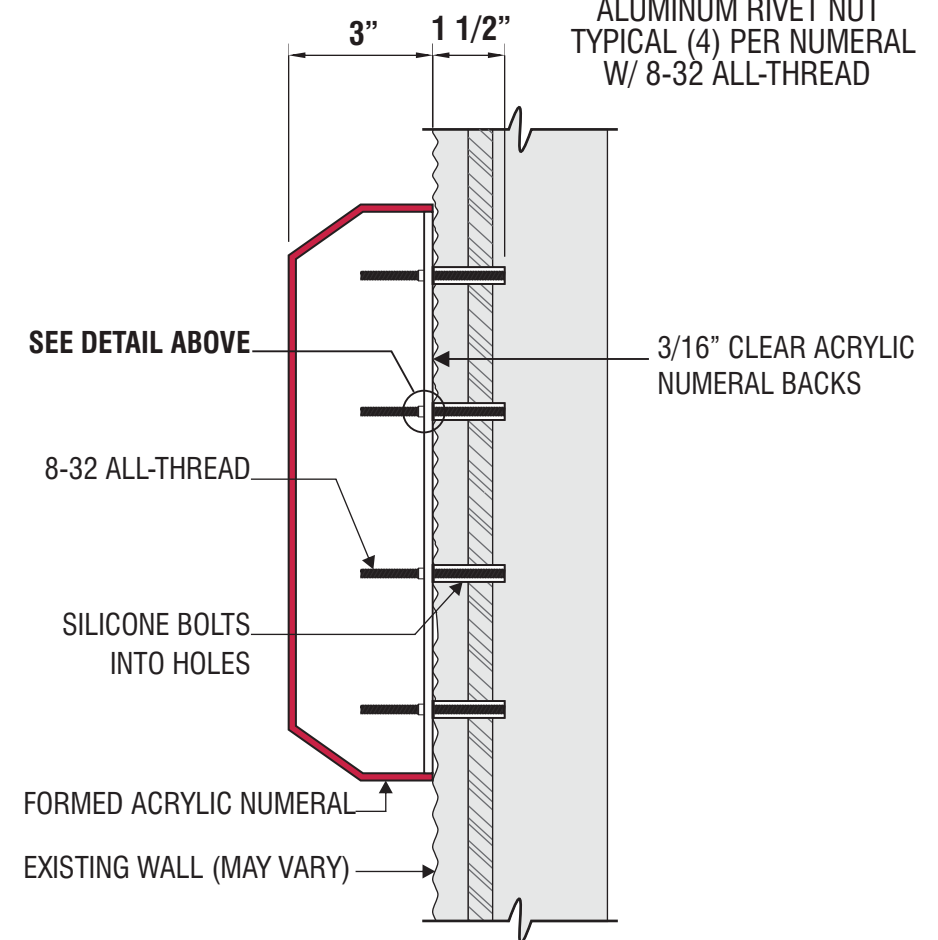


SCALE: 3" = 1'-0"



#8-32 THREAD

ALUMINUM RIVET NUT
TYPICAL (4) PER NUMERAL
W/ 8-32 ALL-THREAD



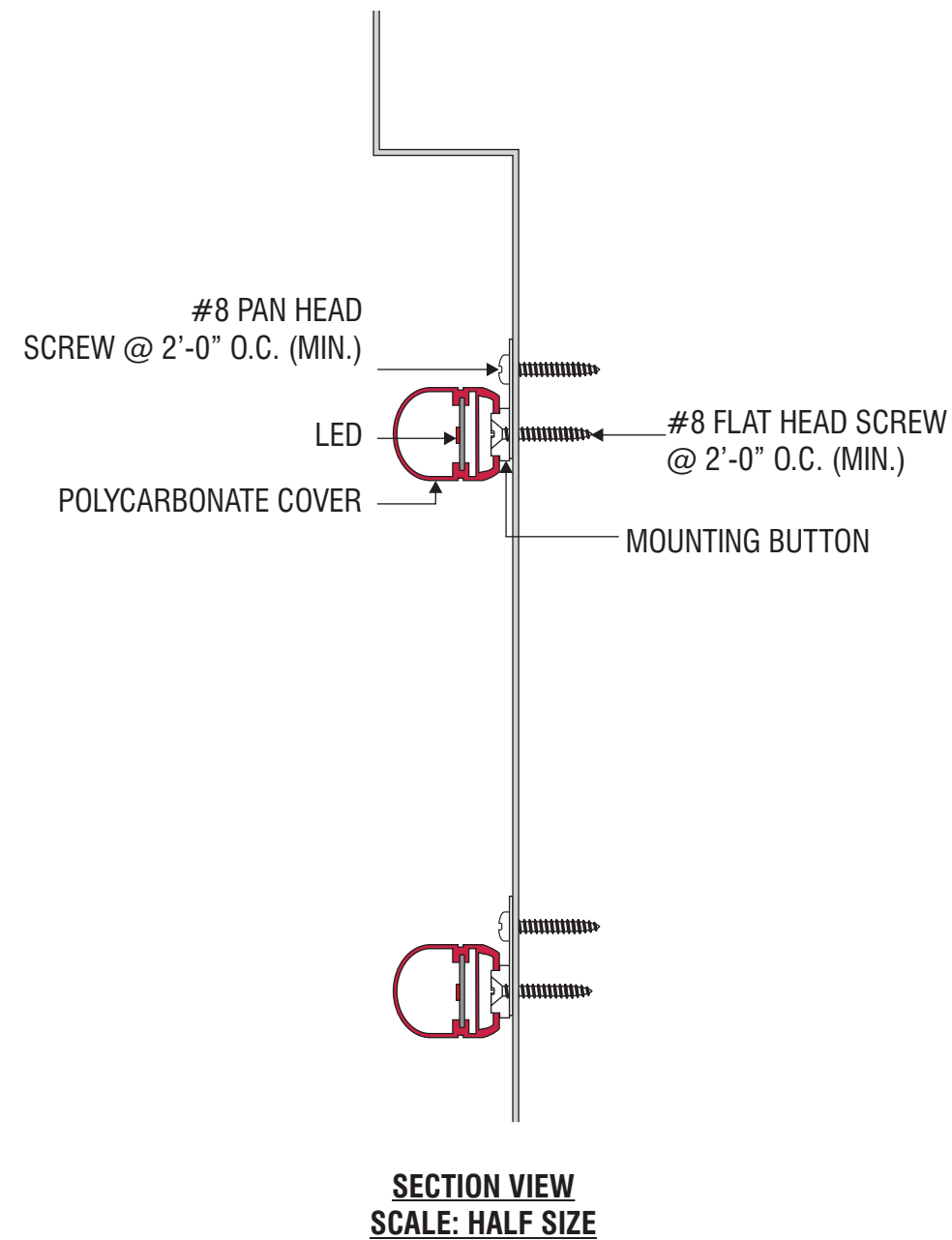
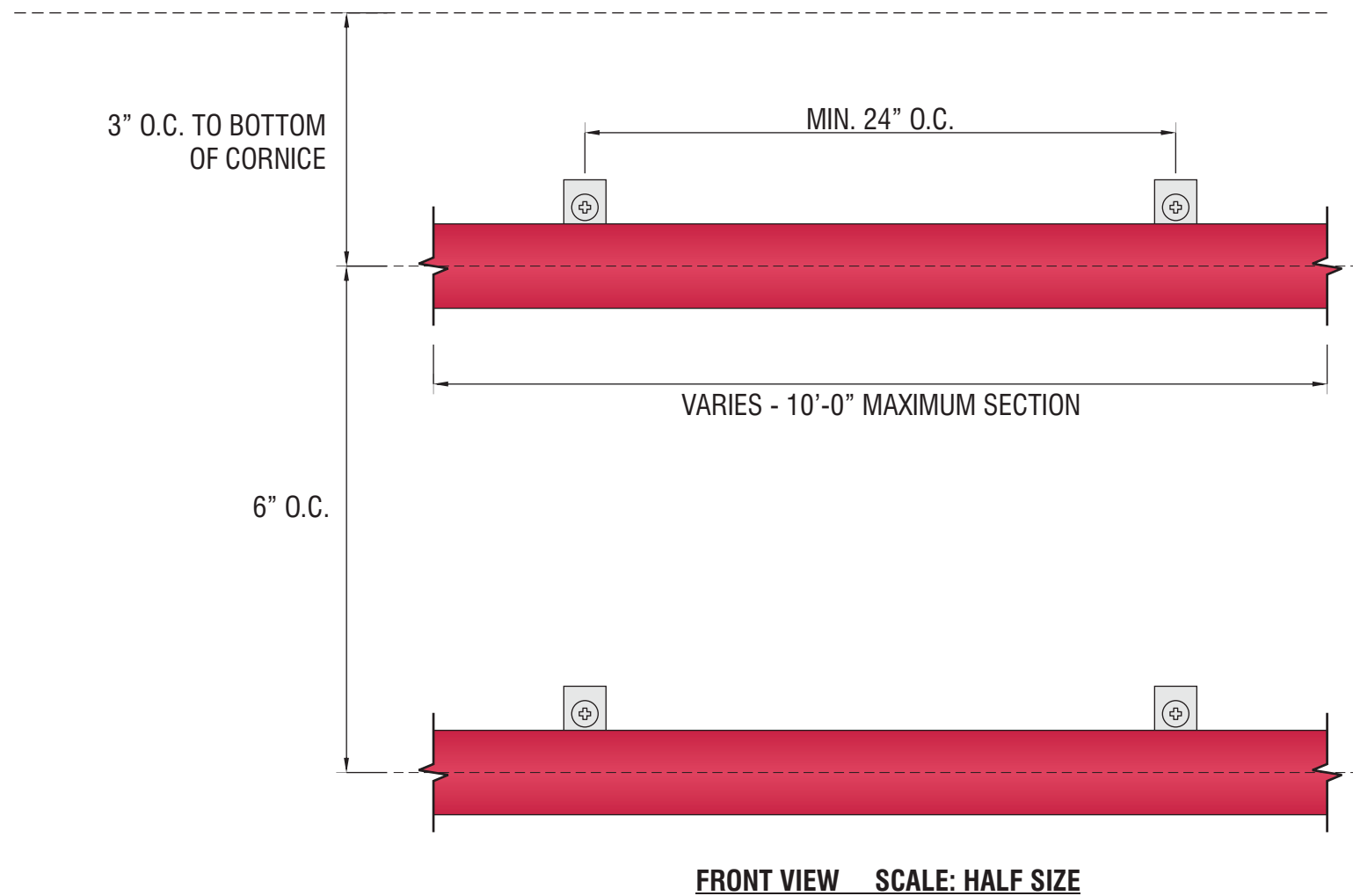
SECTION / INSTALLATION DETAIL 3" = 1'-0"

E SIGTYPE **INO-CL-PL-12-ADDRESS-515**

MANUFACTURE AND INSTALL ONE (1) SET OF NON-ILLUMINATED ADDRESS NUMERALS

MATERIAL

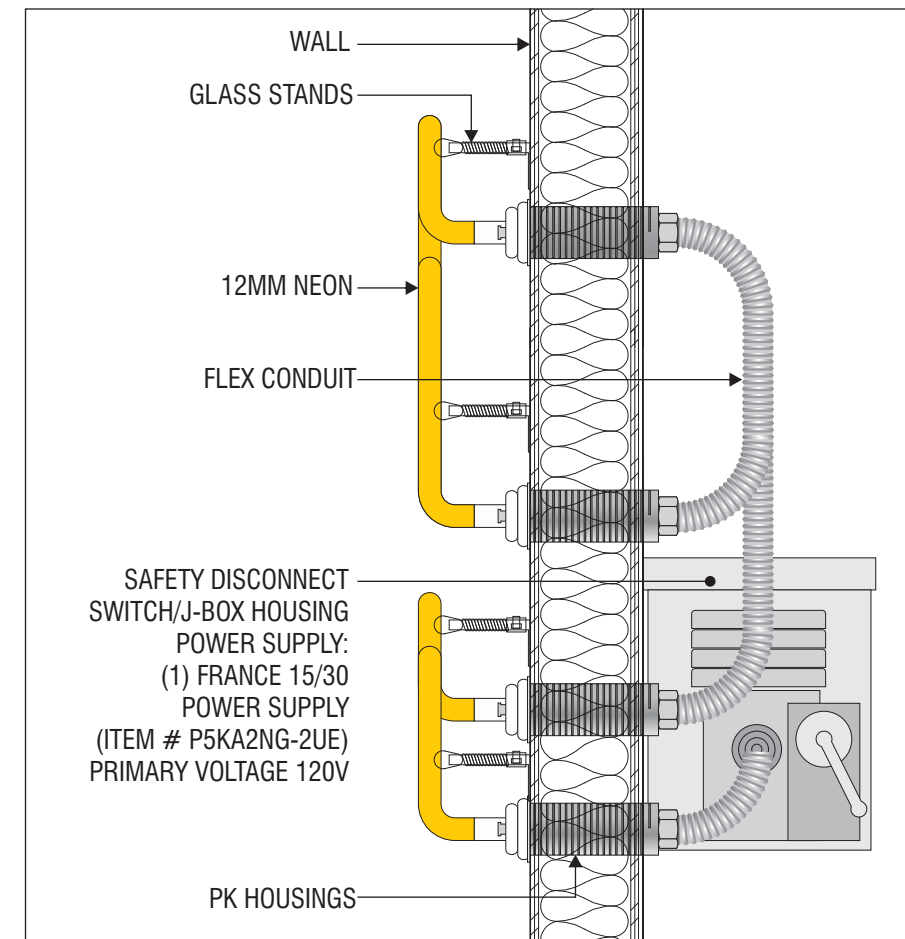
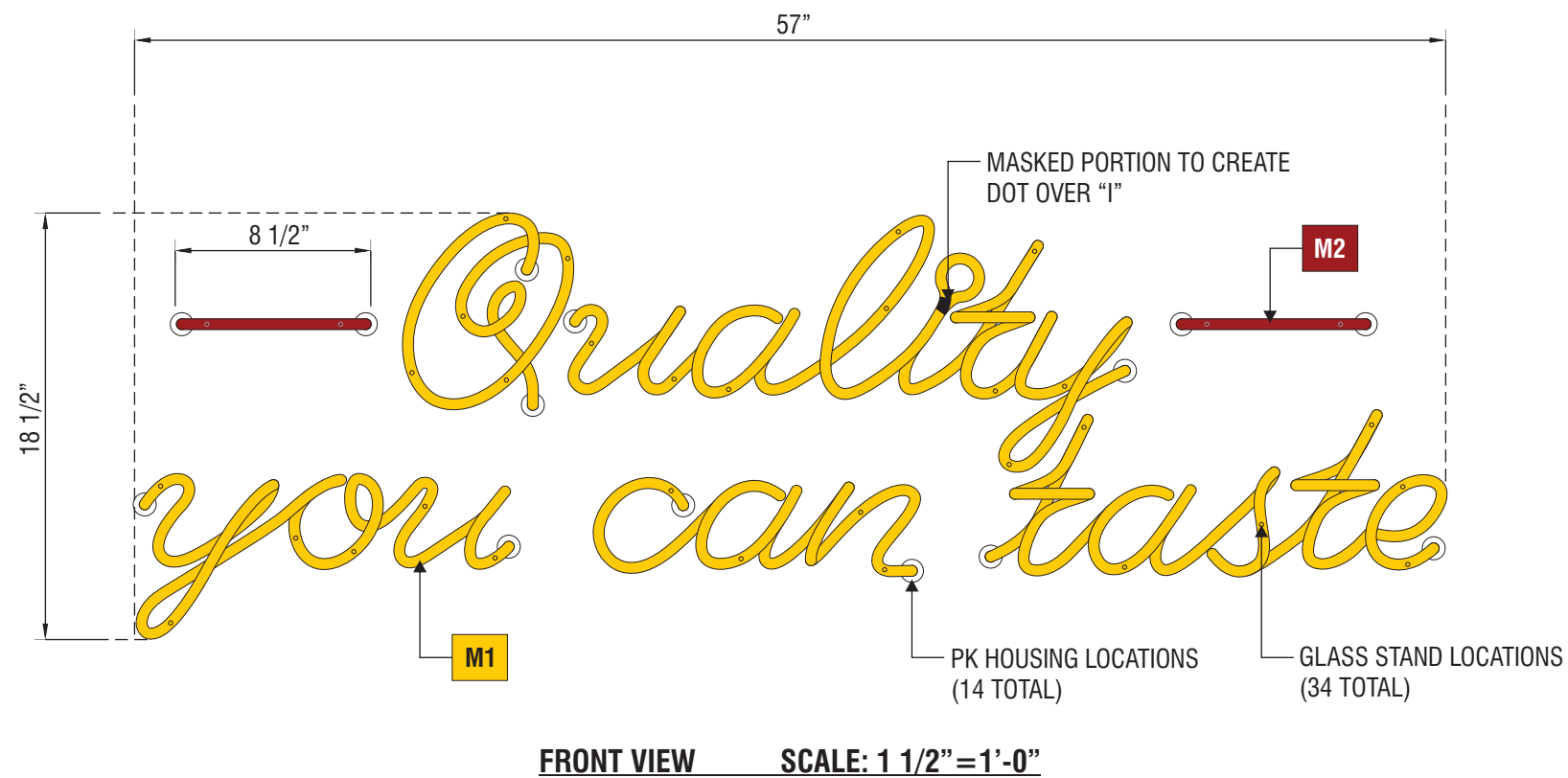
M1 RED ACRYLIC #211-1



F SIGNTYPE INO-LED BORDER TUBE

MANUFACTURE AND INSTALL LED TUBE BORDER STRIPES

'SLOAN' LED RED LIGHTING SYSTEM.
 ALL ELECTRICAL COMPONENTS
 TO BE UL LISTED. ATTACH TO WALL AS REQUIRED.



G SIGNTYPE **INO-QYCT-NEON-18x57**

MANUFACTURE AND INSTALL ONE (1) INTERIOR EXPOSED NEON WALL SIGN

MATERIALS

- M1** EGL DOUBLE COATED 'NOVIOL GOLD' P73 EXPOSED NEON ILLUMINATION (12MM)
- M2** EGL DOUBLE COATED 'RUBY RED' EXPOSED NEON ILLUMINATION (12MM)





"GOD BLESS AMERICA"

13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

BUELLTON, CA

BONE CHINA STUCCO, PRO LEDGE WHITE WAINSCOT, COOLEY BRITE AWNINGS

ISSUED: 06/29/22

Attachment 3



"GOD BLESS AMERICA"

13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

BUELLTON, CA

BONE CHINA STUCCO, PRO LEDGE WHITE WAINSCOT, COOLEY BRITE AWNINGS

ISSUED: 06/29/22

Attachment 3

Attachment 4

Planning Commission Conceptual Review Comments – In-N-Out 8/5/2021

- Commissioner Blokdyk – keeping the access easement between Marriott and property is non-negotiable; disagrees with providing staff-suggested dedicated truck parking on site as an alternative for semis currently parking on McMurray Road or Avenue of Flags; traffic concerns, especially on Hwy 246 and McMurray
- Commissioner Sarquilla – would like to see an entrance on northeast side too; would not want to give up access between Marriott; traffic concerns
- Commissioner Liggitt – agrees with comments made in the staff report; wants the building to look more unique – looks generic design-wise with very little vegetation; agrees with making project more pedestrian and bicycle friendly; should have pedestrian corridor to the building and unique outdoor seating with plaza; screening along McMurray with street trees is important – noise and odor screening; does not matter where the building is located
- Vice Chair Mercado – should make project more pedestrian friendly, and include bike racks; does not matter where building is located; building design needs to be more appealing, blank walls need to be broken up, possibly by adding more vegetation, maybe trellises; traffic concerns; improvements to Hwy 246/McMurray will be needed, especially for truck movement
- Chair Hammel – does not want the building at the front of the property but not at the back either, maybe somewhere in the middle – set back a bit will act as a natural buffer; maintaining the shared driveway between McDonald's, property, and Marriott will be problematic [with the current site design], maybe add a northeast driveway as Commissioner Sarquilla suggested; need a noise buffer for speaker system; suggested directing traffic on In-N-Out's website to the RT Buell Dr. off-ramp; suggested working with the Visitor's Bureau to direct restaurant goes into the City for more tourism opportunity
- Comments from the public made were in regards to the following:
 - traffic impacts on adjacent roads; overflow of drive-thru cars; noise impacts; odor and air quality impacts; concerns with late hours of operation; historical significance of the Parks Plaza Theater; safe pedestrian/bicycle access through the parking lot and drive-thru

Attachment 5

Planning Commission Preliminary Review 2/17/2022 – In-N-Out Comment Summary

- Commissioner Liggett – major traffic concerns at Hwy 246/McMurray; current design is more thoughtful than previous conceptual plan, overall one of the better project designs; do not disregard pedestrian friendly development simply because the area is not currently pedestrian oriented – future planned development in the area should create this; suggestion to add a pedestrian path just north of the monument sign instead of starting at the north side
- Vice Chair Mercado – pedestrian crossings from Marriott and across McMurray will be utilized a lot more than is believed with the future planned development, and truckers crossing McMurray; suggestion to add flashing pedestrian crossing at the driveway entrance; would like to see more landscaping (trellises); overall improvements made on the plans were good
- Commissioner Sarquilla – traffic concerns at Hwy246/McMurray – recommend measures to get cars to take Rufus T Buell Drive exits instead of Hwy 246 exits such as adding signage as cars go north on the 101 to exit at 140B McMurray Road/Avenue of Flags and south on the 101 to take exit Avenue of Flags, turn left at Rufus T Buell Drive (Damassa) and right on McMurray
- Commissioner Blokdyk – site plan addresses pedestrian access and access easement between Marriott and property; review appropriateness of plants proposed to the local climate; bicycle parking seems insufficient, recommend adding more; believes trash and recycling proposed location is best for wind pattern to direct the odor away from the outdoor seating areas, wind will direct odor towards McMurray Rd.
- Chair Hammel – question regarding what flood proofing measures may be required; recommend delivery truck restriction to off-hours only; in agreement with signage exemption request; recommend including Atascadero In-N-Out in the traffic study; make sure trash and recycling has appropriate screening; recommend adding more architectural articulation

Attachment 6



PRICE, POSTEL & PARMA LLP

Counsellors at Law

200 East Carrillo Street, Suite 400
Santa Barbara, CA 93101-2190

Mailing Address: P.O. Box 99
Santa Barbara, CA 93102-0099

www.ppplaw.com

Ph (805) 962-0011 Fax (805) 965-3978

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Melissa J. Fassett
Ian M. Fisher
Arthur R. Gaudi
Cameron Goodman
Christopher E. Haskell
James H. Hurley, Jr.
Eric P. Hvolbøll
Mark S. Manion
Steven K. McGuire

Our File Number:
24821-1

Timothy E. Metzinger
Shereef Moharram
Craig A. Parton
Kenneth J. Pontifex
Hana Princip
Paul A. Roberts
Douglas D. Rossi
Peter D. Slaughter
Jeremy D. Stone
David W. Van Horne
C.E. Chip Wullbrandt
Ryan D. Zick

CAMERON PARK OFFICE

3330 Cameron Park Drive, Suite 100
Cameron Park, CA 95682-7652
Ph (805) 962-0011
Fax (805) 965-3978

July 28, 2022

VIA E-MAIL ONLY

John Rickenbach
Contract Planning Consultant
City of Buellton
jfrickenbach@aol.com

Re: In-N-Out Burger Project Concerns; 515 McMurray Road

Dear Mr Rickenbach:

This firm represents the Chumash Employment Resource Center (CERC), and Harrell Hospitality (which provides management and consulting services for the Buellton Marriott Hotel). Our clients' businesses are both located along Mc Murray Road, adjacent and to the north of the proposed In-N-Out Burger development at 515 McMurray Road.

The Marriott is the premier visitor serving hotel in Buellton, and CERC supports significant revenue generation to the entire Valley. While our clients otherwise could be supportive of the addition of an In-N-Out Burger to our local economy, they strongly oppose the currently proposed traffic circulation design of the project, which will impose In-N-Out's constant and significant traffic through the otherwise quiet parking lots of the Marriott and CERC. This is not acceptable to the property owners, and should not be acceptable to the City. The City can and should instead implement this new project in a fashion which retains the quiet enjoyment (and so best visitor experience) of the Marriott Hotel and CERC properties.

John Rickenbach

July 28, 2022

Page 2

To be clear, retaining driveway connection through our clients' properties for the proposed In-N-Out project does not retain the historic reciprocal easement relationship. The significant increase in traffic with an In-N-Out, combined with the drive thru design which directs customers from the pick-up window to the area of lot connection will simply overwhelm potential use by Marriott and CERC customers with the constant stream of In-N-Out customers. This design not only fails to retain reciprocal benefit for the Marriott and CERC, but also creates new impacts that will unreasonably impact the quiet enjoyment expected by the customers of the Marriott Hotel and of CERC.

For decades the property at 515 McMurray Road was a movie theatre, serving mostly local Buellton and Santa Ynez Valley families. With that limited use, the movie theatre parking lot had a small connection with the Marriot Hotel parking lot, which then connected through the CERC (formerly Frederico's restaurant) parking lot. Each of these properties also have their own outlets onto McMurray Road, and the travel between the parking lots has historically been limited for the convenience of the few customers passing between these businesses.

As we understand, when these properties were developed, an easement was included for that limited reciprocal access and to allow for some sharing of the parking lots. With the movie theatre, use was periodic at most, limited to the time between approximately two-hour windows (the period of each movie) and also limited to early evening hours and some weekend day use. This limited use did not conflict with Marriott Hotel or CERC visitors.

As we are all aware, an In-N-Out Burger Drive Thru is a significantly different use. It will draw pass-by customers at all hours of the day and night from the adjacent Highway 101 to long lines at drive thru lanes, where workers maximize traffic by taking customer orders in constant traffic lines. The very purpose of the In-N-Out Burger design and its business model is to maximize such traffic flow, and to draw traffic in from the freeway through a combination of tall signage and with customer use of GPS devices to direct those faithful customers to the fastest route to each location.

With the original In-N-Out conceptual proposal in August of 2021, the applicants presented a site design and traffic flow which limited customer traffic to go directly into the property from McMurray Road in front of the site, through the drive-thru, and then back out on to McMurray Road via In-N-Out's own driveway.

Unfortunately, it is our understanding that at that City conceptual review meeting, there was some likely well-meaning interest from the City for In-N-Out to revise its traffic circulation to retain the connection to the Marriott and CERC parking lots. As noted above, this additional flow through the CERC and Marriott parking lots will not retain the historic reciprocal benefit to our clients as provided by the easement, and will instead impose on our clients' properties a

Attachment 6

John Rickenbach

July 28, 2022

Page 3

nearly 24/7 short cut “frontage road” type arrangement from and to the northerly Highway 101 offramp, overcrossing and onramp area. This In-N-Out customer access “frontage road” use is made even more likely by the congested conditions at and near the intersection of McMurray with Highway 246, already burdened by the traffic design, turning restrictions and back up caused by the large commercial projects near that intersection, and with recent relatively large housing projects in this section along the east side of McMurray Road.

The three subject parking lots were designed for the purpose of individual parking lots, again with some limited connection for the convenience of those going between the businesses. In particular, the connection between the Marriott lot and the former movie theatre lot is fairly narrow, with the connection more appropriate for the limited number of former movie theatre customers who availed themselves of the opportunity to charge their electric cars at the Marriott while enjoying a movie.

As now proposed, the exit from the In-N-Out drive thru is directly adjacent to the connection between the parking lots. It is almost certain that In-N-Out customers, particularly those looking for the quickest and most convenient route back to the 101, will make a right-hand turn and continue north, and In-N-Out customers will likely be guided by GPS or Yelp type reviews (or local knowledge) to follow the “de facto frontage road” through the CERC and Marriott parking lots as the shortest route to the Drive Thru.

Creating such an alternative “frontage road” through our clients’ parking lots clearly represents both an overburdening of the limited easement for shared customer access between these adjacent but very separate businesses, creates significant traffic safety and congestion problems and design conflicts, and also fails to deal with the cumulative traffic issues in the area.

We think it is clear that the City has failed to take into consideration in its environmental review the reasonably foreseeable impacts from turning our clients’ parking lots into a de facto frontage road for the tens of thousands of faithful In-N-Out fans who will use this “short cut” and congestion bypass, and has also not considered the business and bed tax losses that would result from turning these quiet parking lots into an IN-N-Out access road.

Attachment 6

John Rickenbach
July 28, 2022
Page 4

We therefore strongly urge that In-N-Out and the City return to the original In-N-Out proposed design, with no vehicular connection to the Marriott parking lot, and that In-N-Out be directed to work with our clients to replace or extinguish the subject easement. Alternatively, if the City does move forward to hearing with the current proposed design, we believe the City needs to prepare an Environmental Impact Report (EIR) including with full analysis of traffic congestion and traffic safety issues.

Thank you for your consideration of these concerns.

Sincerely,



C.E. Chip Wullbrandt
for PRICE, POSTEL & PARMA LLP

cc: Sam Cohen, CERC
Mike Hendrick, Harrell Hospitality
Clareb@cityofbuellton.com



McDonald's Corporation
Real Estate * design * construction

October 19, 2022

Cara Miralles
Assistant Planner
City of Buelton
331B Park Street
PO Box 1819
Buelton, CA 93427

RECEIVED

By Cara Meche at 2:17 pm, Oct 21, 2022

**RE: In-N-Out Burger
515 McMurray Road
Buellton, CA
L/C: McDonald's LC 4-1012**

Dear Ms. Miralles:

Thank you for the opportunity to revisit and review the updated Site Plan submitted by In-N-Out to be located at 515 McMurray Road, (Parks Plaza Theater), APN 137-170-04. Although the updated plan makes a few adjustments from the original C30 Plan dated Dec. 10, 2021, which we appreciate, some of the suggested changes McDonald's submitted were not incorporated and we would respectfully ask that you reconsider those outlined below in the interest of avoiding traffic congestion and safety concerns. In addition, as mentioned in an earlier communication, McDonald's shares many access points throughout California with In-N-Out and that experience tells us that the flow of vehicles and stacking can create problems if not appropriately managed. In this case, we believe problems can be avoided by keeping the ingress and egress as clear and open as possible and by utilizing the access driveway to its full width.

With those goals in mind, I have annotated the updated Site Plan attached and outlined our comments below.

- The combination of the proposed two-car stacking to the In-N-Out drive-thru and the single ingress lane at the McMurray Road curb cut will create congestion and back-ups on McMurray Road. Additionally, it will have a negative impact on McDonald's customers by not allowing them to by-pass traffic waiting to enter the In-N-Out drive-thru lane. We suggest creating two ingress lanes at McMurray Road thereby permitting traffic destined for the McDonald's restaurant to avoid getting held up by traffic waiting to enter the In-N-Out drive thru.
- Eliminate two (2) car stacking at the entrance of the drive-thru since this will increase the likelihood of congestion in the shared access driveway.

Attachment 7

Page Two
October 19, 2022
Cara Miralles
Assistant Planner
City of Buelton

- Shorten landscape cut out to allow the full use of the access driveway to avoid congestion and safety concerns.
- Eliminate parking and landscape cut outs at parking spaces 29 thru 36 to allow the full use of the access driveway and to avoid congestion and safety concerns.

McDonald's appreciates the City's consideration of our suggested changes for the reduction of vehicular congestion and safety concerns at the planned In-N-Out restaurant.

We look forward to hearing from you. Please feel free to give me a call if you have any questions. I can be reached at 916-407-8087 or via email at yolanda.matranga@us.mcd.com.

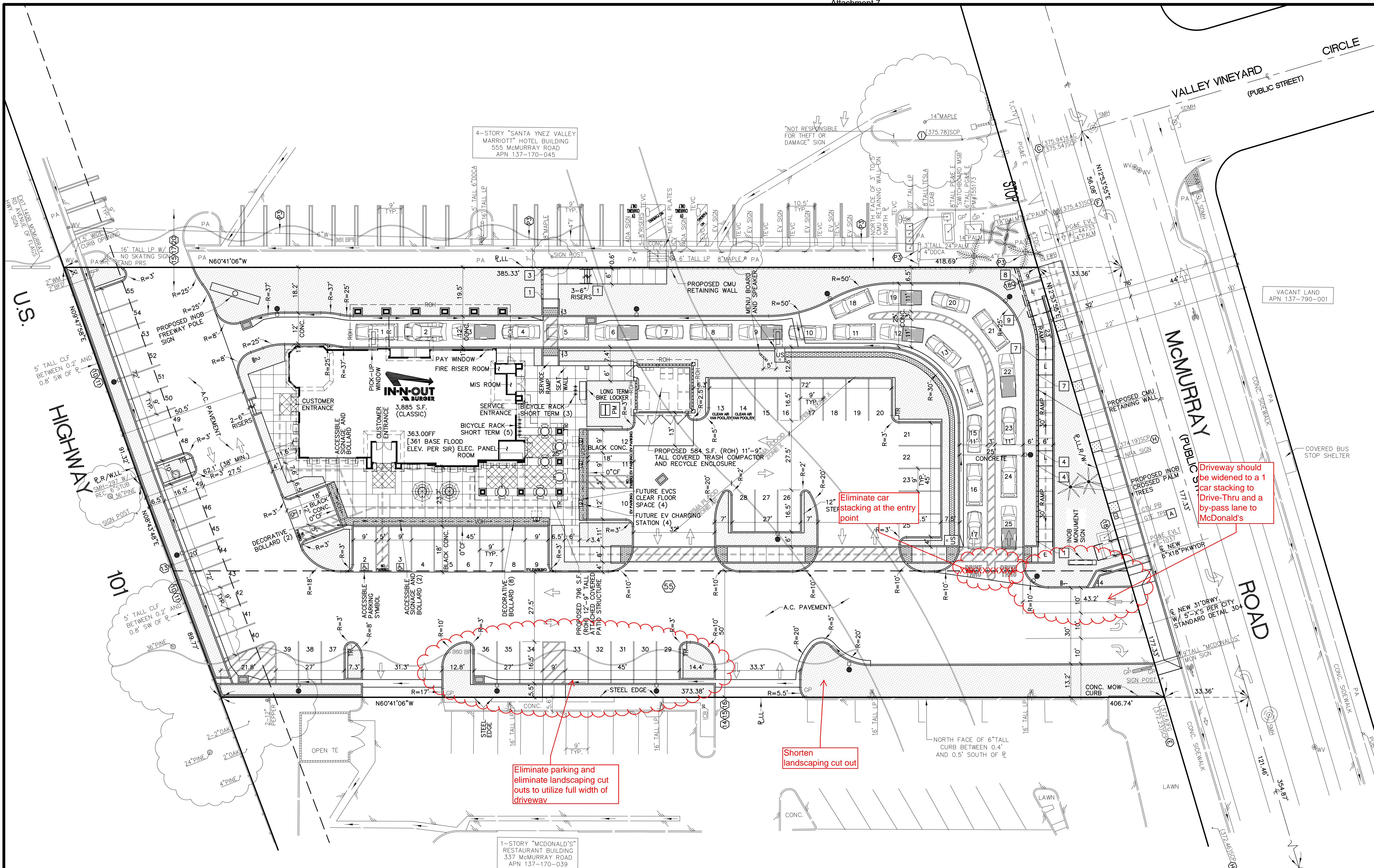
Sincerely,

McDONALD'S USA, LLC



Yoli Matranga
Real Estate Portfolio Mgr.

Cc: Victor Quiroz, McDonald's Franchisee



- ### LEGEND
- NEW 24"x36" CONCRETE DRAIN BOX INLET WITH A FLOGARD PLUS FOSSIL FILTER INSERT FOR THE PRE-TREATMENT OF STORMWATER RUNOFF.
 - PROPOSED INOB INSTALLED AND MAINTAINED 22'-6" TALL FIXTURE HEIGHT LIGHT POLE ON TOP OF A 30" TALL 24" DIAMETER CONCRETE BASE FOR A TOTAL HEIGHT OF 25' TALL MAXIMUM.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE, INCLUDING AREA UNDER BUILDING ROOF OVERHANG (ROH), CONSISTING OF APPROXIMATELY 15,078 SQUARE FEET (23.3%).
 - BLACK TRUNCATED DOMES DETECTABLE WARNING STRIP.
 - VEHICLE DETECTOR LOOP.
 - PROPERTY LINE.
 - OUTDOOR SEATING PATIO TABLE WITH AN UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (4 SEATS).
 - OUTDOOR SEATING PATIO TABLE WITH NO UMBRELLA (2 SEATS).
 - NEW 3' TALL 18"x24" LIT "DRIVE THRU" DIRECTIONAL SIGN.
 - NEW 3' TALL 18"x24" LIT "THANK YOU, DO NOT ENTER" DIRECTIONAL SIGN.
 - NEW PEDESTRIAN CROSSWALK SIGN.
 - NEW ACCESSIBILITY ENTRY SIGN.
 - IN-N-OUT BURGER.
 - INOB LEASE PREMISES LINE.
 - CF CURB FACE.
 - PROPOSED HEIGHT OF INOB RETAINING WALL IN FEET.
 - TEVC 5.5' TALL TESLA ELECTRIC VEHICLE SUPER-CHARGING STATION.
 - BFE FEMA 100-YEAR STORM BASE FLOOD ELEVATION.
 - INOB LIMITS OF PROPOSED CONSTRUCTION.
 - 2' VEHICLE OVERHANG WITH NO OBSTRUCTIONS INCLUDING LIGHT POLES, TREES AND SIGNAGE.
 - ADA ACCESSIBLE PATH OF TRAVEL. ACCESSIBLE PATH OF TRAVEL IS NOT LESS THAN 4 FEET WIDE, AND DOES NOT EXCEED A RUNNING SLOPE OF 1:20 (5%) OR A CROSS SLOPE IN EXCESS OF 1:50 (2%). REFER TO SHEET C33 FOR SPECIFIC SLOPES AND GRADES.
 - POE ELECTRIC PAD MOUNT TRANSFORMER WITH BOLLARDS.
 - PORTABLE TRASH RECEPTACLE ON A MINIMUM 24"x24"x4" CONCRETE PAD.
 - NEW CONCRETE SIDEWALK.
 - BOUNDARY MONUMENT AND SURVEY CONTROL POINT DESCRIPTION SHOWN ON SHEET C38.
 - SIMPLIFIED PLOTTABLE EASEMENT DESCRIPTION SHOWN ON SHEET C38.
 - DRIVE-THRU CATWALK CONCRETE PAD WITH UMBRELLA STAND.
 - FUTURE EV (ELECTRIC VEHICLE) CHARGEPOINT EXPRESS 250 CHARGING STATION (OR EQUIVALENT), PROPOSED 4" DIAMETER ELECTRIC PULL BOX AND CLEAR FLOOR SPACE.
 - 24" WIDE MATTED INOB ASSOCIATE WALKWAY PER - CONSISTING OF APPROXIMATELY 252 SQUARE FEET.
 - PROPOSED INOB INSTALLED AND MAINTAINED DROUGHT TOLERANT LANDSCAPED PLANTER AND IRRIGATION SYSTEM OFFSITE IN McMURRAY ROAD CONSISTING OF APPROXIMATELY 374 SQUARE FEET.
 - PROPOSED 18" TO 27" TALL 22" WIDE STUCCO COVERED SEAT/SCREEN WALL WITH A PRECAST CONCRETE CAP.
 - PROPOSED STUCCO COVERED GRAY COLOR CMU SMOOTH FACE WALL PAINTED WHITE TO MATCH THE BUILDING.
 - EASEMENT TO BE QUITCLAIMED.

- ### GENERAL NOTES
- IN-N-OUT BURGER LEASE PREMISES AREA = 64,606 SQ. FT. OR 1.483 ACRES.
 - EXISTING CITY ZONE: CR GENERAL COMMERCIAL.
 - GENERAL PLAN LAND USE DESIGNATION:
 - EXISTING LAND USE: TWO STORY PARKS PLAZA THEATRE BUILDING WITH 75 PAVED STRIPED PARKING SPACES.
- PROPOSED LAND USE: NEW IN-N-OUT BURGER SIT DOWN RESTAURANT WITH A DRIVE-THRU LANE PERMITTED WITH A CONDITIONAL USE PERMIT IN THE CITY ZONE.

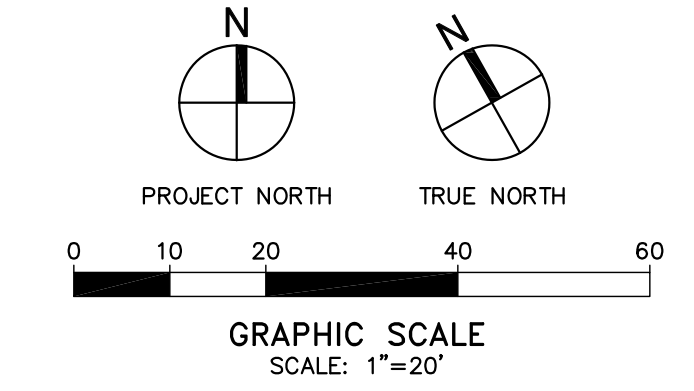
- PROPOSED SCOPE OF WORK:
 - (A) CONSTRUCT A 3,885 SQUARE FOOT SIT-DOWN (74 SEATS INSIDE) RESTAURANT BUILDING, A 56 VEHICLE PAVED PARKING LOT, AND A 26 VEHICLE LONG DRIVE THRU QUEUE.
- IN-N-OUT BURGER CLASSIC BUILDING AREA WITH 20 ASSOCIATES = 3,885 S.F. BUILDING AREA FOR PATRON USAGE = 1,885 S.F. ATTACHED COVERED PATIO STRUCTURE ROOF OVERHANG = 796 S.F. COVERED TRASH ENCLOSURE ROOF OVERHANG = 584 S.F. INDOOR SEATING = 74 SEATS OUTDOOR SEATING = 56 SEATS (20 TABLES) OUTDOOR SEATING AREA = 796 S.F. STRUCTURE PLUS 64 S.F. EACH FOR 2-4 SEAT TABLES (128 S.F.) PLUS 20 S.F. EACH FOR 9-2 SEAT TABLES (180 S.F.) = 1,044 S.F.
- REQUIRED PARKING: 1 SPACE PER 300 S.F. OF BUILDING AREA (13) PLUS OUTDOOR SEATING AREA (4) PLUS 1 SPACE PER 2 ASSOCIATES (10) = 27 SPACES
- MAXIMUM FLOOR AREA RATIO (FAR) = NONE FAR PROVIDED = 0.06.
- REQUIRED SITE LANDSCAPE AREA (5%) = 3,231 S.F.
- LANDSCAPE AREA PROVIDED WITHIN PROPERTY = 15,078 S.F. (23.3%).

IN-N-OUT BURGER PARKING SPACE DETAILED SUMMARY TABLE			
DESCRIPTION	EXISTING	REQUIRED	PROPOSED
1. STANDARD SPACE (9'x16.5' WITH A 27.5' DRIVE AISLE)	0	22	46
2. EXISTING STANDARD SPACE (SIZE VARIES)	70	0	0
3. ACCESSIBLE VAN SPACE (17'x18' PLUS A 2' VOH)	3	1	1
4. ACCESSIBLE SPACE (14'x18' PLUS A 2' VOH)	2	1	2
5. FUTURE EV VAN ACCESSIBLE SPACE (17'x18' PLUS A 2' VOH)	0	1	1
6. FUTURE EV PARKING SPACE (9'x18' PLUS A 2' VOH)	0	1	3
7. CLEAN AIR/VAN POOL/EV (9'x18')	0	1	2
8. TOTAL	75	27	55
9. IN-N-OUT BURGER DRIVE THRU VEHICLE QUEUE (20' LONG INOB VEHICLE)	0	0	25
10. SHORT-TERM BICYCLE PARKING WITHIN DESIGNATED BIKE RACK	0	0	8
11. LONG-TERM BICYCLE PARKING WITHIN A LOCKABLE PERMANENTLY ANCHORED LOCKER ON A CONCRETE SLAB- AMERICAN BICYCLE SECURITY COMPANY BIKE-SHELL MODEL 302, FINISH: MEDIUM GRAY	0	1	1

- ALL NEW SIGNS SHALL BE APPROVED BY A SEPARATE CITY PERMIT.
- ASSESSOR PARCEL NUMBER: 137-170-046.
- EXISTING TREES ONSITE = 22. ONSITE TREES TO BE PROTECTED IN PLACE = 0. OFFSITE STREET TREES TO BE REMOVED = 0. TOTAL TREES TO BE REMOVED = 22.
- EXISTING LANDSCAPE AREA ONSITE = 9,846 S.F. (15.2%).
- VEHICLE PARKING AND ACCESS IS RECIPROCAL WITH THE BALANCE OF THE CENTER.
- SITE PLAN SHALL MEET ALL ENGINEERING AND NPDES REQUIREMENTS.

SHEET INDEX OF CITY ENTITLEMENT DRAWINGS

NO.	SHEET TITLE
C30	CITY ENTITLEMENT NEW SITE PLAN
C31	CITY ENTITLEMENT EXISTING SITE PLAN
C32	CITY ENTITLEMENT DEMOLITION PLAN
C33	CITY ENTITLEMENT GRADING AND DRAINAGE PLAN
C34	CITY ENTITLEMENT STORM DRAIN AND UTILITY PLAN
C35	CITY ENTITLEMENT STORMWATER CONTROL PLAN (SCP) EXHIBIT
C36.0	CITY ENTITLEMENT HYDROLOGY STUDY MAP-EXISTING CONDITION
C36.1	CITY ENTITLEMENT HYDROLOGY STUDY MAP-PROPOSED CONDITION
C37	CITY ENTITLEMENT TOPOGRAPHY SURVEY MAP
C38	CITY ENTITLEMENT RECORD BOUNDARY AND EASEMENT MAP
C39	CITY ENTITLEMENT EROSION CONTROL PLAN
LPP.1	CITY ENTITLEMENT LANDSCAPE PLANTING PLAN
LCP.1	CITY ENTITLEMENT COLORED LANDSCAPE PLANTING PLAN
LCC.1	CITY ENTITLEMENT SITE CONCEPT CONSTRUCTION DETAILS



DEVELOPER:
 IN-N-OUT BURGER
 13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706
 CONTACT: MARC LEVUN
 PHONE: 626 813-5378

Underground Service Alert
 Call: Toll Free
811
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REVISIONS

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GHA PROJECT NO. _____

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 CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT
 301 NORTH SAN DIMAS AVENUE, SAN DIMAS, CA. 91773
 (909) 305-2395 FAX (909) 305-2397

Mark S. Lamoureux
 MARK S. LAMOUREUX
 R.C.E. 38382
 08-09-2022 DATE

IN-N-OUT BURGER
 515 McMURRAY ROAD
 BUELLTON, CA 93427

**CITY ENTITLEMENT
 NEW SITE PLAN**

C30

JN 2044-2044 C30c09p

**IN-N-OUT BURGER
(515 MCMURRAY ROAD)
TRAFFIC IMPACT ANALYSIS**

City of Buellton

September 30, 2022



IN-N-OUT BURGER (515 MCMURRAY ROAD) TRAFFIC IMPACT ANALYSIS

City of Buellton

September 30, 2022

prepared by
Bryan Crawford
Giancarlo Ganddini, PE, PTP



GANDDINI GROUP INC
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Project No. 19446

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EXECUTIVE SUMMARY

The purpose of this study is to evaluate the potential for transportation impacts resulting from development of the proposed project both in the context of the City of Buellton's discretionary authority for conformance with locally established operational standards and the California Environmental Quality Act (CEQA). Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with technical terms.

This study was prepared in consultation with City of Buellton staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Buellton. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project. For compliance with California Environmental Quality Act (CEQA) requirements, a vehicle miles traveled (VMT) assessment for the project was also performed.

PROJECT DESCRIPTION

The 1.48-acre project site is located at 515 McMurray Road in the City of Buellton, California. The project site is currently occupied by Parks Plaza Theatre; however, this theater is permanently closed.

The proposed project involves redevelopment of the site with a 3,885 square foot In-N-Out Burger restaurant with drive through window. Vehicular access is proposed at McMurray Road. The proposed project is anticipated to be constructed and fully operational by year 2023.

EXISTING CONDITIONS

The study intersections currently operate at Levels of Service C or better during the peak hours for existing conditions.

PROJECT TRIP GENERATION

The proposed Project is forecast to generate approximately 2,835 new local daily trips on weekdays, including 196 new local trips during the weekday PM peak hour, and 2,841 new local daily trips on Saturdays, including 300 new local trips during the Saturday mid-day peak hour.

FORECAST LEVELS OF SERVICE

Existing Plus Project

The study intersections are forecast to operate at Levels of Service C or better during the peak hours for Existing Plus Project conditions; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Existing Plus Project conditions.

Cumulative Without Project

The following study intersection is forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative Without Project conditions:

- Avenue of Flags at Highway 246 [#2] (Saturday Peak Hour LOS D)

The following study intersections are forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative With Project conditions, without improvements:

Attachment 8

- Avenue of Flags at Highway 246 [#2] (Saturday MD – LOS D)
- McMurray Road at Highway 246 [#11] (Weekday PM – LOS D; Saturday MD – LOS D)

The study intersections are forecast to operate at Levels of Service C or better during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Cumulative With Project conditions.

INTERSECTION QUEUING ANALYSIS

Existing Plus Project Queuing

The following locations currently exceed and are forecast to continue to exceed the available storage length:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Southbound Left (project increase < one vehicle)
 - Southbound Through/Right (project increase ≥ one vehicle)
 - Eastbound Left (project increase < one vehicle)

The following improvement is recommended to address the project-related queuing impact for Existing Plus Project conditions:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

The proposed project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Existing Plus Project conditions with implementation of the recommended improvements.

Cumulative Conditions Queuing

Insufficient storage length is forecast to be provided at the following study locations for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Northbound Left/Through (project increase ≥ one vehicle)
 - Northbound Right (project increase ≥ one vehicle)
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Northbound Left (project increase < one vehicle)
 - Northbound Through/Right (project increase ≥ one vehicle)
 - Southbound Through (project increase ≥ one vehicle)
 - Southbound Right (project increase < one vehicle)
 - Eastbound Left (project increase < one vehicle)

In addition to the queuing improvement identified for Existing Plus Project conditions, the following improvements are recommended to address the project-related queuing impacts for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Restripe the existing shared left/through lane to a shared left/through/right turn lane.

Attachment 8

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

The project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements, except for the McMurray Road/Highway 246 northbound through/right turn lane during the Saturday mid-day peak hour. The proposed project will pay into the City's Traffic Improvement Fee Program, with such payments representing a fair share of the cost for future improvements should additional right-of-way become available or alternative improvements be identified. Otherwise, the City may install KEEP CLEAR pavement markings as necessary to prevent intersection queues from blocking southbound left turn movements into driveways on the east side of McMurray Road.

SITE ACCESS AND CIRCULATION

The proposed project shall construct the following improvements as project design features to provide project site access:

- McMurray Road (NS) at Project Driveway (EW) [#9]
 - Maintain the existing north-south two-way left turn median.
 - Construct the proposed project driveway to provide one inbound lane and two outbound lanes with eastbound stop-control and the following lane configurations:
 - Northbound: one left turn lane (within median) and one through lane.
 - Southbound: one shared through/right turn lane.
 - Eastbound: one left turn lane and one right turn lane.

Adequate on-site circulation is anticipated to be provided based on review of driveway queuing, on-site turning movement volumes, and simulated on-site delays and queuing.

Based on the proposed storage capacity for 25 vehicles, the drive through lane is forecast to provide sufficient stacking area to accommodate both the average maximum queue of 22 vehicles and 85th-percentile maximum queue of 24 vehicles during the peak lunch and dinner hours for In-N-Out restaurants.

CONGESTION MANAGEMENT PROGRAM

With implementation of the previously identified improvements, the study area intersections on Highway 246 are projected to operate at Level of Service C or better during the peak hours for Cumulative With Project conditions, while not degrading two levels of service when operating at Level of Service A or B with project-added traffic. Therefore, the proposed project would not result in a CMP impact.

VEHICLE MILES TRAVELED ANALYSIS

The proposed project is local-serving retail (including restaurants) less than 50,000 square feet; therefore, the proposed Project satisfies the State-recommended screening criteria for local-serving retail and may be presumed to result in a less than significant VMT impact.

1. INTRODUCTION

This section describes the purpose of this traffic impact analysis, project location, proposed development, and study area.

PROJECT DESCRIPTION

The 1.48-acre project site is located at 515 McMurray Road in the City of Buellton, California. The project site is currently occupied by Parks Plaza Theatre; however, this theater is permanently closed. Figure 1 shows the project location map.

The proposed project involves redevelopment of a 3,885 square foot In-N-Out Burger restaurant with drive through window [“the Project”]. Vehicular access is proposed at McMurray Road. For purposes of this analysis, the proposed Project is anticipated to be constructed and fully operational by year 2023. Figure 2 illustrates the project site plan.

STUDY AREA

The general scope and fundamental assumptions for this analysis were coordinated with City of Buellton staff as documented in the City-approved memorandum of understanding included in Appendix B. The study area consists of the following study intersections within jurisdiction of the City of Buellton and California Department of Transportation (Caltrans):

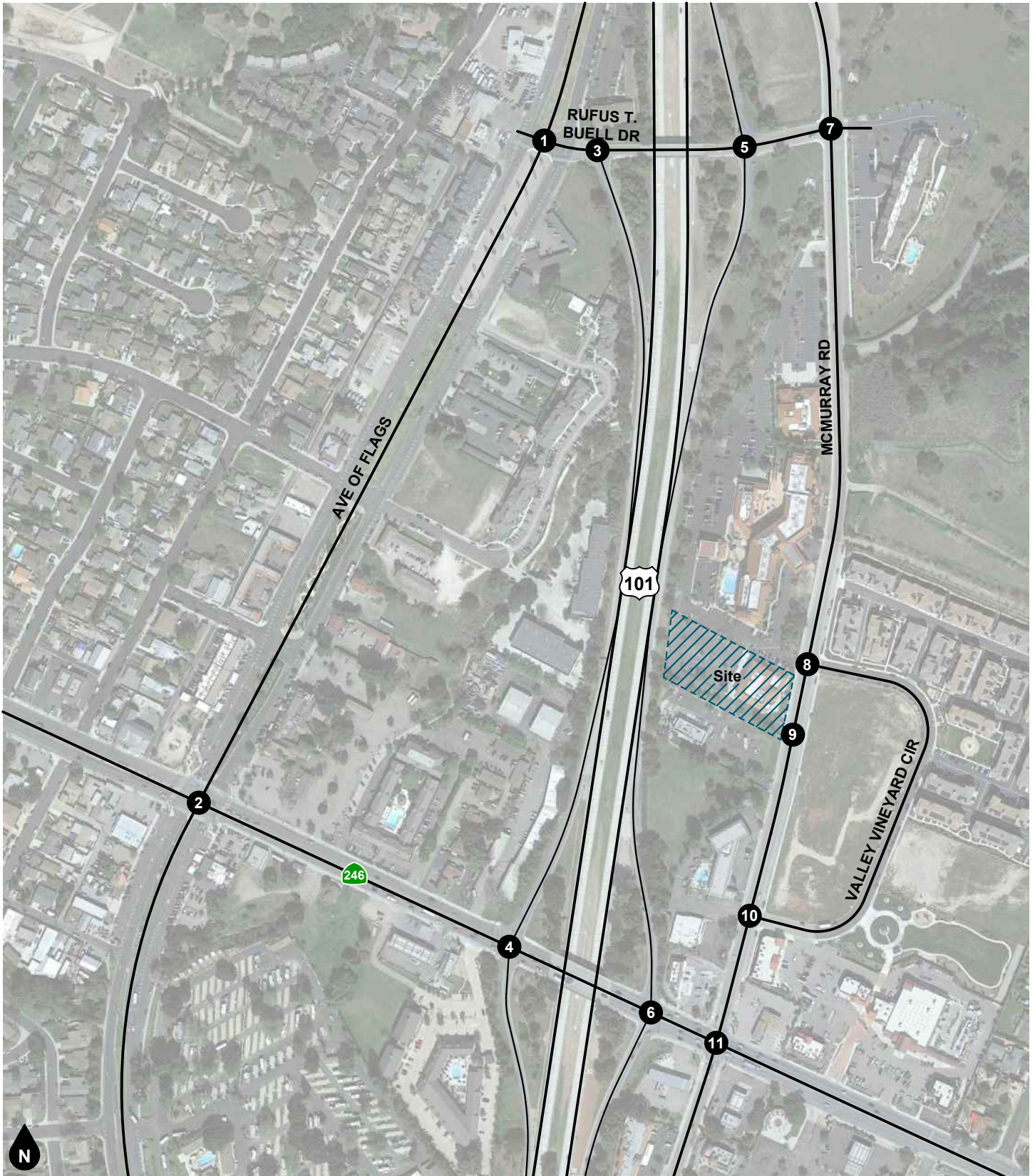
Study Intersections ¹	Jurisdiction
1a. Avenue of Flags SB (NS) at Rufus T. Buell Drive (EW)	Buellton
1b. Avenue of Flags NB (NS) at Rufus T. Buell Drive (EW)	Buellton
2. Avenue of Flags (NS) at Highway 246 (EW)	Buellton
3. U.S. Highway 101 SB Ramps (NS) at Rufus T. Buell Drive (EW)	Buellton/Caltrans
4. U.S. Highway 101 SB Ramps (NS) at Highway 246 (EW)	Buellton/Caltrans
5. U.S. Highway 101 NB Ramps (NS) at Rufus T. Buell Drive (EW)	Buellton/Caltrans
6. U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW)	Buellton/Caltrans
7. McMurray Road (NS) at Rufus T. Buell Drive (EW)	Buellton
8. McMurray Road (NS) at Valley Vineyard Circle (North) (EW)	Buellton
9. McMurray Road (NS) at Project Driveway (EW)	Buellton
10. McMurray Road (NS) at Valley Vineyard Circle (South) (EW)	Buellton
11. McMurray Road (NS) at Highway 246 (EW)	Buellton/Caltrans

ANALYSIS SCENARIOS

This study includes the following analysis scenarios for weekday PM and Saturday mid-day (MD) peak hour conditions:

- a) Existing;
- b) Existing Plus Project
- c) Cumulative Without Project; and
- d) Cumulative With Project.

¹ (NS) = north-south roadway; (EW) = east-west roadway; SB =Southbound; NB = Northbound



Legend

Study Intersection

Figure 1
Project Location Map

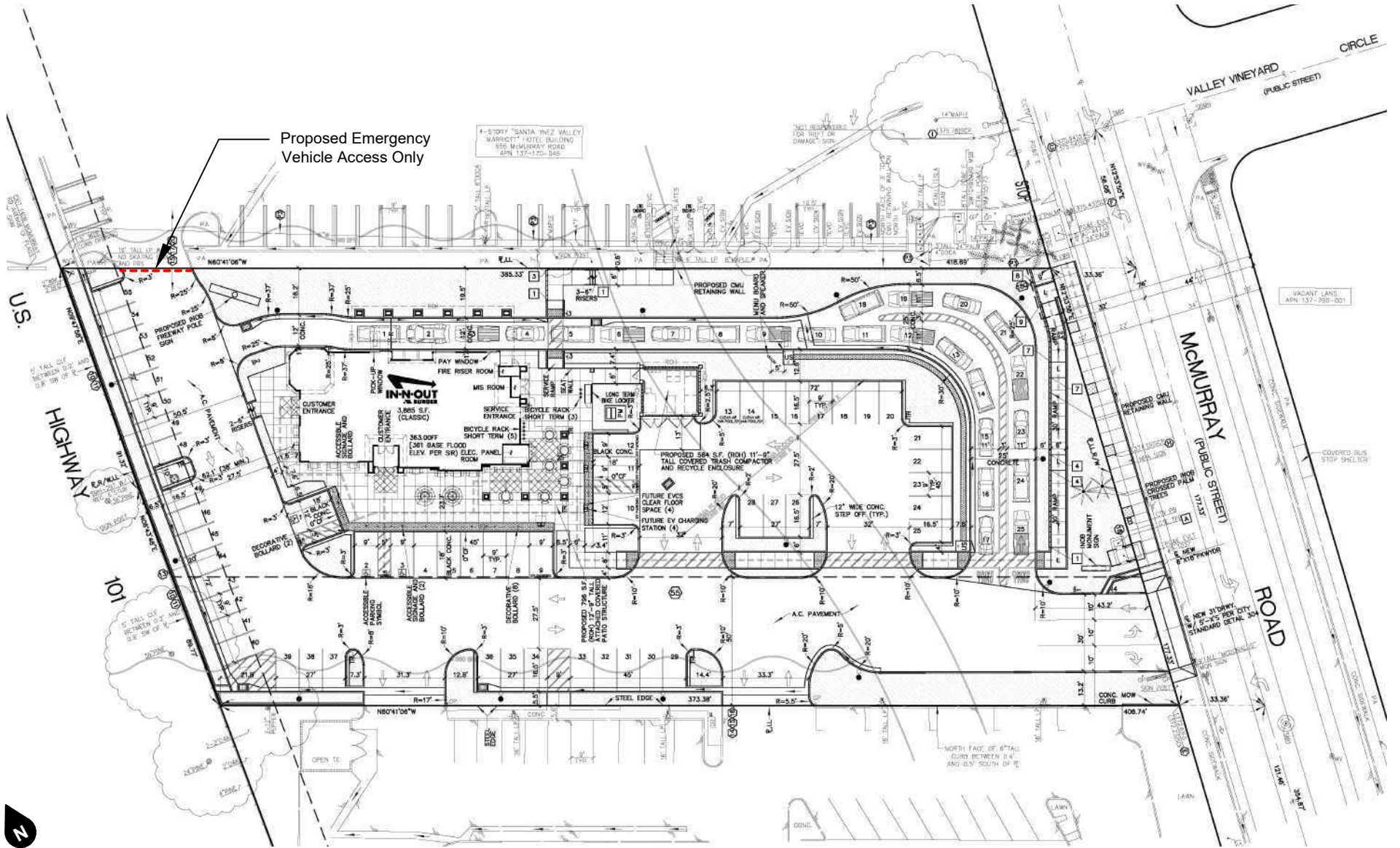


Figure 2
Site Plan

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies. This traffic impact analysis has been prepared in accordance with guidance provided within traffic studies provided by City of Buellton staff for Level of service (LOS) analysis and the State of California Governor’s Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) for the Vehicle Miles Traveled (VMT) analysis [“the City guidelines”].

Potential transportation impacts forecast to result from development of the proposed project are analyzed both in the context of operational performance standards established by the City of Buellton and the California Environmental Quality Act (CEQA). Operational improvements are identified where necessary to alleviate a project’s substantial effect as defined by the City of Buellton under its discretionary authority and police powers to protect the public welfare. A substantial effect and related operational improvements are differentiated from significant impacts and mitigation measures in the context of CEQA.

LEVEL OF SERVICE ANALYSIS METHODOLOGY (NON-CEQA)

Level of Service analysis is performed for assessing General Plan conformance in accordance with the performance standards established by the City of Buellton. In accordance with CEQA provisions, Level of Service deficiencies, if any, would not constitute a significant impact under CEQA.

Intersection Delay Methodology

To assess the operational performance of a study intersection, the City of Buellton and Caltrans use the intersection delay method based on procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 7th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to Level of Service based on the following scale:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: *Highway Capacity Manual* (Transportation Research Board, 7th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). At intersections with traffic signal or all way stop control, Level of Service is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), Level of Service is determined by the average control delay for the worst individual approach.

Attachment 8

Intersection delay analysis was performed using the Synchro software. Observed peak hour factors are used for existing conditions and a minimum peak hour factor of 0.95 is used for future conditions. Per City of Buellton direction, a minimum cycle length of 90 seconds was used traffic signals along Highway 246.

Performance Standards

The City desires to maintain a level of service (LOS) C throughout the City, except lower LOS may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.

Study intersections that do not meet the City of Buellton performance standards shall be identified as deficient. These standards may require, but are not intended to mandate, roadway and/or intersection widening.

Definition of Project-Related Level of Service Deficiency

Study intersections that do not meet the City's performance standards shall be identified as deficient. A project will be required to consider improvements when the addition of project trips causes a study intersection to degrade from acceptable Level of Service to deficient Level of Service. The fair share cost percentages for any proposed improvements in the cumulative condition shall also be calculated.

INTERSECTION QUEUING ANALYSIS METHODOLOGY

Intersection queuing analysis was performed using the Synchro/SimTraffic software suite to produce simulation runs that provide a stochastic analysis. The stochastic analysis accounts for random probability distributions. SimTraffic is a micro-simulation software that tracks each individual vehicle in the roadway network model and records operational measures, such as queuing and delay, based on the simulated performance. To simulate real-life variability, the software uses a randomization process to generate vehicles with variable driver behaviors, ensuring that each run of the simulation will produce different outcomes just as no two days experience the exact same traffic operations.

The simulations were run for four 15-minute intervals with peak hour factors applied during one interval. For each scenario, the 95th-percentile queue lengths are reported from the average of three simulation runs. The 95th-percentile queue length represents the queue length expected to be exceeded only five percent of the time, or approximately one out of every 20 cycles, and is the design value commonly used in traffic engineering practice for evaluating queues and storage lengths.

The project is considered to have a substantial operational effect if the queue exceeds the available storage length and the project-related increase is forecast to worsen insufficient storage length by 25 feet (i.e., approximately one additional vehicle of queue length) or more.

VEHICLE MILES TRAVELED ANALYSIS METHODOLOGY (CEQA)

The methodology used to evaluate the impact of land use and transportation projects under CEQA is known as Vehicle Miles Traveled (VMT). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Additional information and a project assessment are provided in the Vehicle Miles Traveled section of this report.

3. EXISTING CONDITIONS

EXISTING ROADWAY SYSTEM

Figure 3 identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area. Regional access to the project area is provided by U.S. Highway 101 west of the project site. The key north-south roadways providing local circulation are Avenue of Flags and McMurray Road. The key east-west roadways providing local circulation are Rufus T. Buell Drive, Valley Vineyard Circle (North), Valley Vineyard Circle (South), and Highway 246.

PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 4. As shown on Figure 4, sidewalks are currently provided along the project site frontage and in the immediate project vicinity.

BICYCLE ROUTES

The City of Buellton Classified Bicycle Routes Map as exhibited within The City of Buellton *Bicycle and Pedestrian Master Plan Final* (January 2021) is depicted on Figure 5. Avenue of Flags and McMurray north of Rufus T. Buell Drive are classified as Proposed Class II Bicycle Routes in the project area. McMurray Road between Rufus T. Buell Drive and Highway 246 and Highway 246 are classified as a Class II Bicycle Routes in the project area. Highway 246 is classified as a Regional Bikeway. Rufus T. Buell Drive is classified as a Proposed Class III Bicycle Route.

TRANSIT FACILITIES

Figure 6 shows the existing transit routes available in the project vicinity provided by Santa Ynez Valley Transit. As shown on Figure 6, the Express Route services Highway 246, McMurray Road from south of Highway 246 adjacent to the project site to Rufus T. Buell Drive, Rufus T. Buell Drive, and Avenue of Flags from Rufus T. Buell Drive to Second Street.

GENERAL PLAN CONTEXT

Figure 7 shows the City of Buellton General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Buellton standard roadway cross-sections are illustrated on Figure 8.

EXISTING TRAFFIC VOLUMES

Existing peak hour volumes are based upon weekday PM peak period and Saturday mid-day peak period intersection turning movement counts obtained in November 2021. The weekday PM peak period was counted between 4:00 PM and 6:00 PM and the Saturday Mid-Day peak period was counted between 11:00 AM and 2:00 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume. Thus, the weekday PM peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Intersection turning movement count worksheets are provided in Appendix C.

The intersection turning movement count volumes collected in November 2021 for this study were compared to existing (2020) volumes established in the traffic analysis for the City of Buellton Circulation Element Update. The November 2021 data ranged from two to 11 percent greater than the volumes in the City's Circulation Element Update, except for the following intersection volumes which were factored up based on the percent difference relative to the City's Circulation Element Update data:

Attachment 8

- U.S. Highway 101 Southbound Ramps at Rufus T. Buell Drive (factored by 1.0578)
- U.S. Highway 101 Northbound Ramps at Rufus T. Buell Drive (factored by 1.1239)
- McMurray Road at Rufus T. Buell Drive (factored by 1.1276)

Excerpts from the City of Buellton Circulation Element Update traffic analysis and the traffic volume comparison calculations are also provided in Appendix C.

Figure 9 and Figure 10 show the existing weekday PM and Saturday mid-day peak hour intersection turning movement volumes with adjustments to estimate non-pandemic conditions as described above. These adjusted existing volumes serve as the baseline for future volume forecasts and Level of Service calculations used throughout this report.

EXISTING INTERSECTION LEVEL OF SERVICE

The intersection Levels of Service for existing conditions are shown in Table 1. Detailed Level of Service calculation worksheets are provided in Appendix D.

As shown in Table 1, the study intersections currently operate at Levels of Service C or better during the peak hours for existing conditions.

Attachment 8

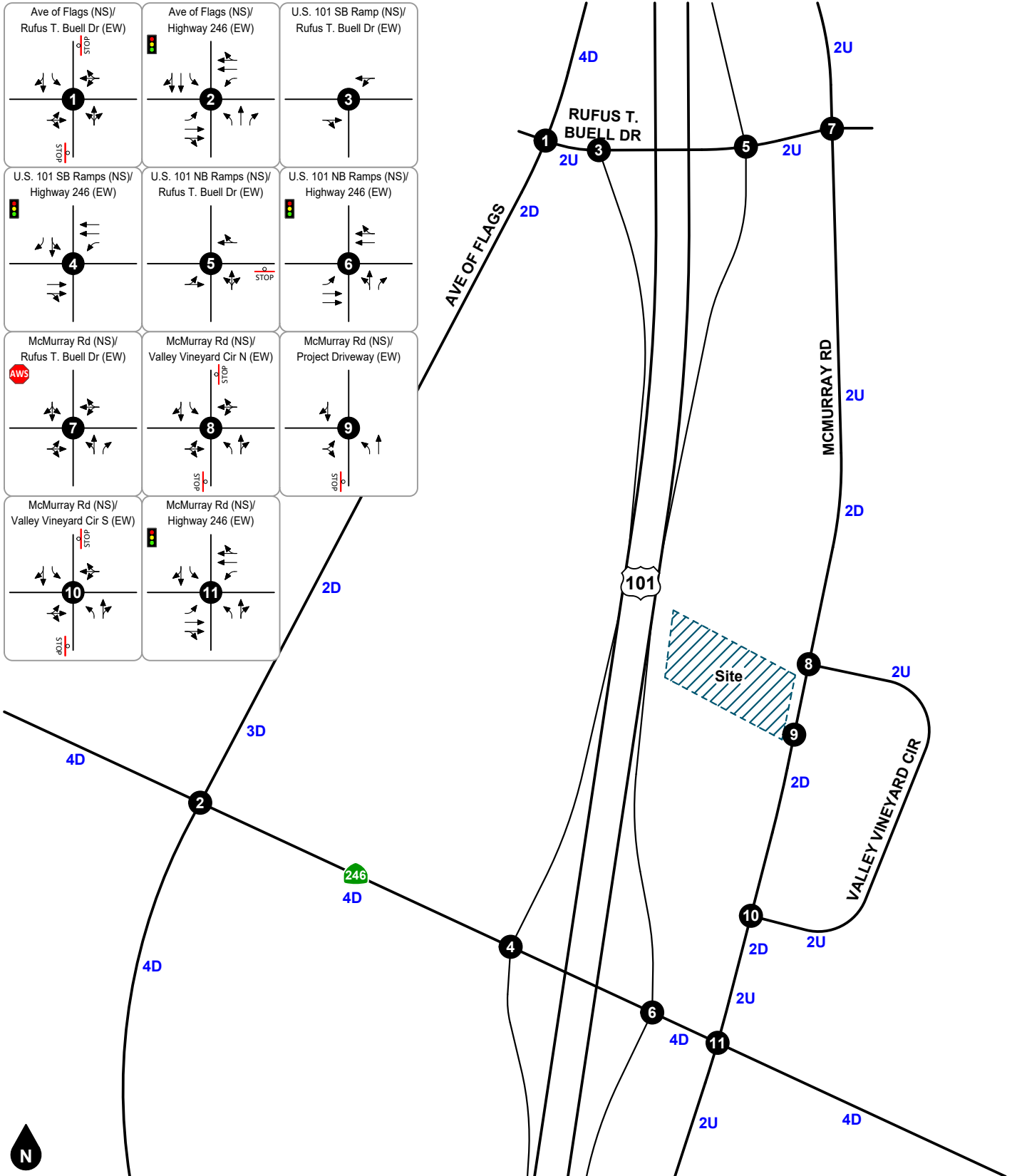
Table 1
Existing Intersection Levels of Service

Study Intersection	Traffic Control ²	Weekday PM Peak Hour		Saturday Mid-Day Peak Hour	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴
1a. Avenue of Flags (SB) at Rufus T. Buell Drive	CSS	15.9	C	11.9	B
1b. Avenue of Flags (NB) at Rufus T. Buell Drive	CSS	11.6	B	10.9	B
2. Avenue of Flags at Highway 246	TS	27.3	C	29.9	C
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive	CSS	0.6	A	0.6	A
4. U.S. Highway 101 SB Ramps at Highway 246	TS	16.9	B	19.7	B
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive	CSS	14.2	B	10.4	B
6. U.S. Highway 101 NB Ramps at Highway 246	TS	21.8	C	22.4	C
7. McMurray Road at Rufus T. Buell Drive	AWS	10.1	B	9.0	A
8. McMurray Road at Valley Vineyard Circle (North)	CSS	10.5	B	10.2	B
9. McMurray Road at Project Driveway	CSS	9.4	A	10.1	B
10. McMurray Road at Valley Vineyard Circle (South)	CSS	11.5	B	12.2	B
11. McMurray Road at Highway 246	TS	20.4	C	18.0	B

Notes:

- (1) CSS = Cross Street Stop; TS = Traffic Signal; AWS = All Way Stop
- (2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
- (3) LOS = Level of Service

Attachment 8



- Legend**
- Traffic Signal
 - All Way Stop
 - Stop Sign
 - #-Lane Divided Roadway
 - #-Lane Undivided Roadway
 - Existing Lane

Figure 3
Existing Lane Geometry and Intersection Traffic Controls





Legend



-  Sidewalk
-  Bus Stop

Figure 4
Existing Pedestrian Facilities

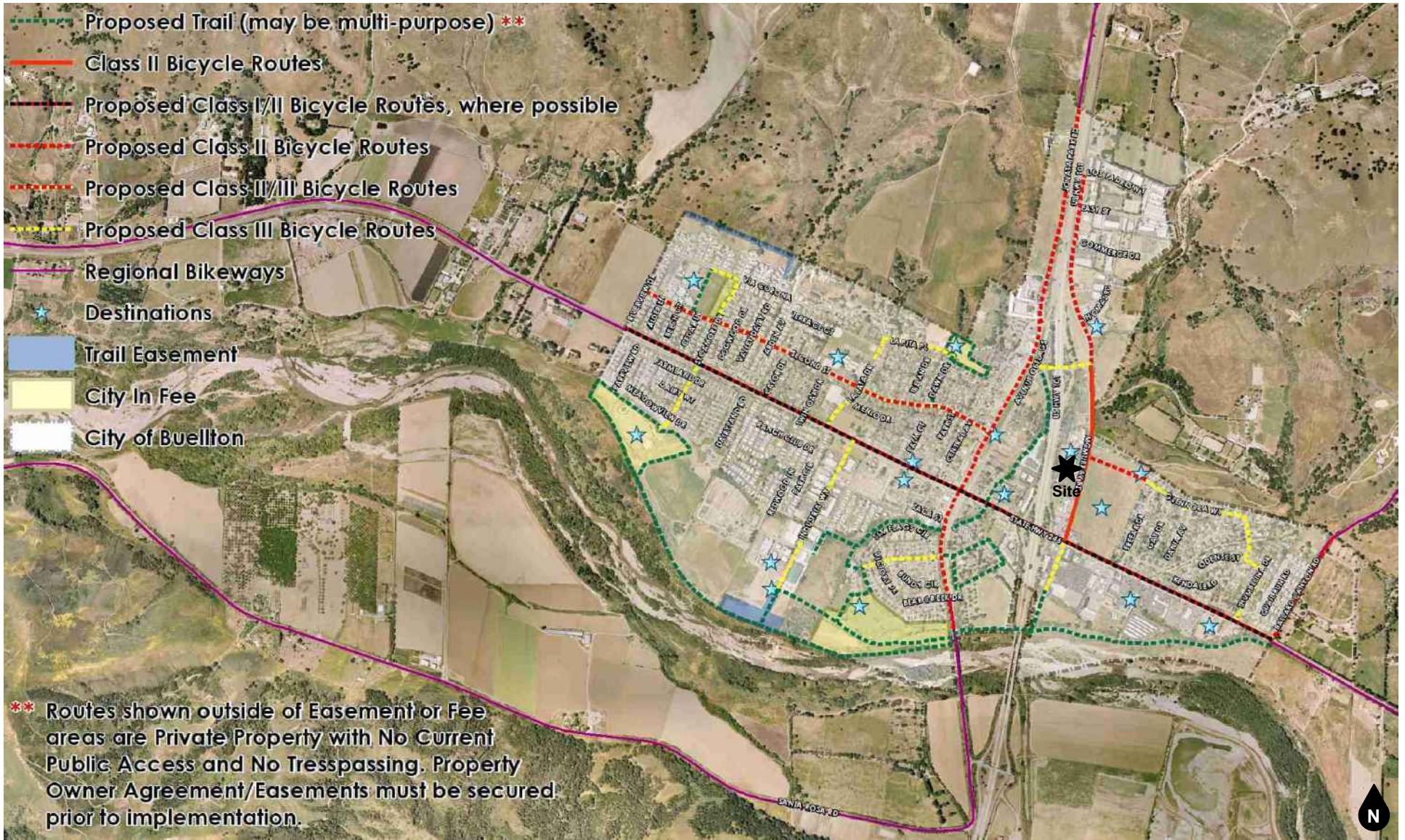
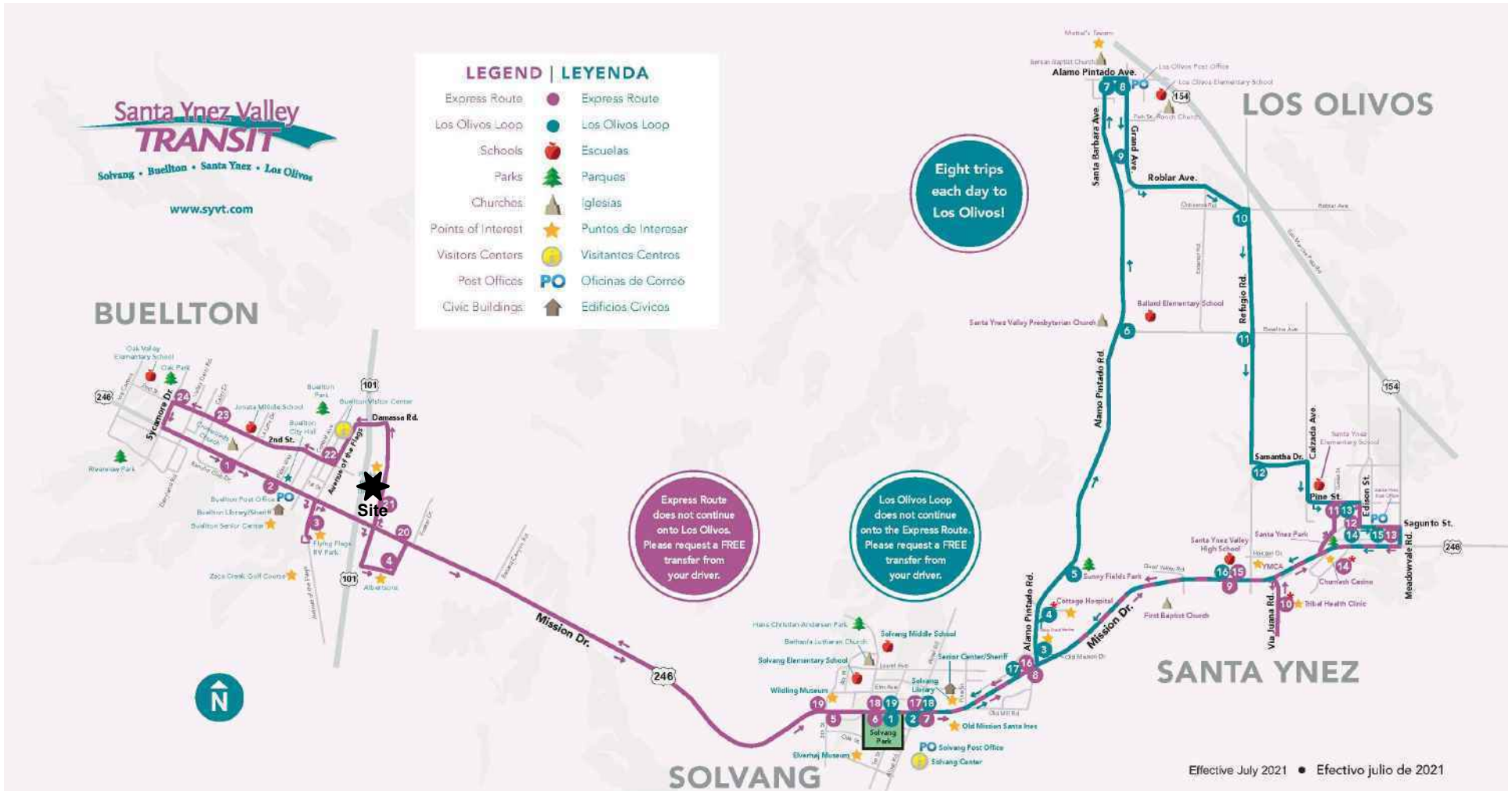


Figure 5
City of Buellton Classified Bicycle Routes Map

Source: City of Buellton



In-N-Out Burger (515 McMurray Road)
Traffic Impact Analysis
19446



Source: Santa Ynez Valley Transit



Figure 6
Santa Ynez Valley Transit System Map

In-N-Out Burger (515 McMurray Road)
 Traffic Impact Analysis
 19446

Attachment 8

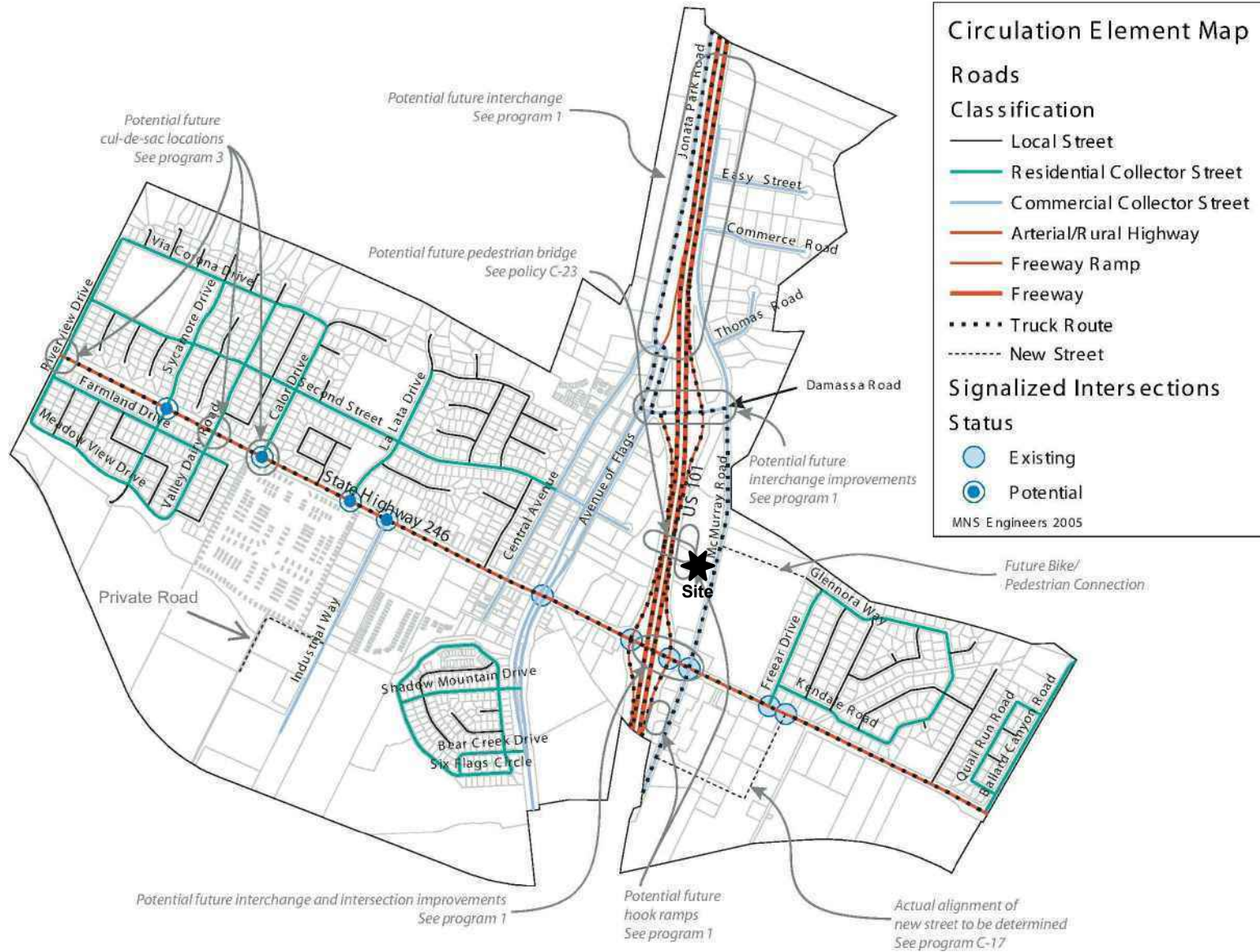


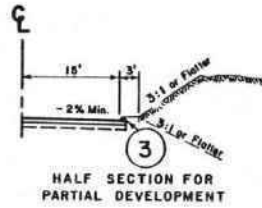
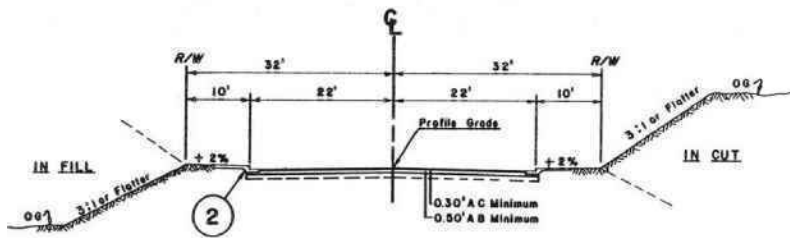
Figure 7

City of Buellton General Plan Circulation Element

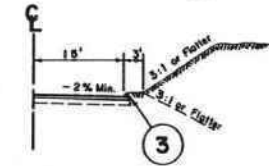
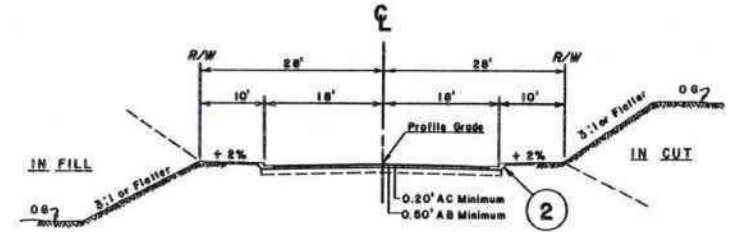
Source: City of Buellton



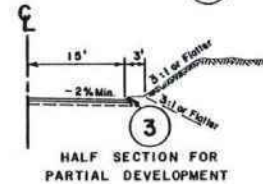
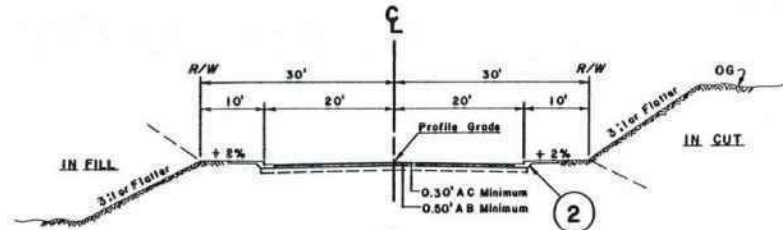
Attachment 8



64' Industrial Street



56' Secondary Residential Street

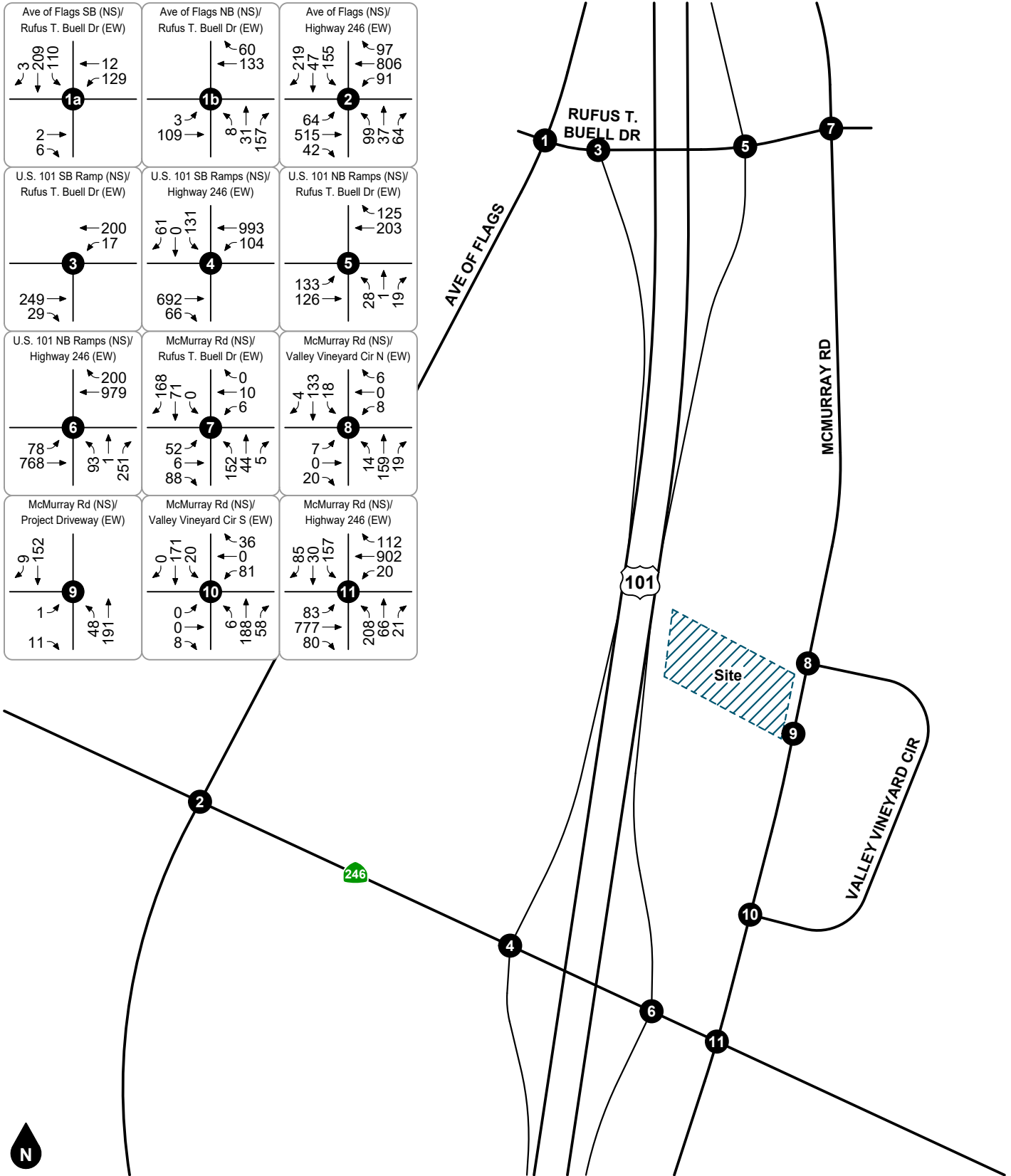


60' Primary Residential Street

Figure 8

City of Buellton General Plan Roadway Cross-Sections

Attachment 8



Legend
 # Study Intersection

Figure 9
Existing Weekday PM
Peak Hour Intersection Turning Movement Volumes

Attachment 8

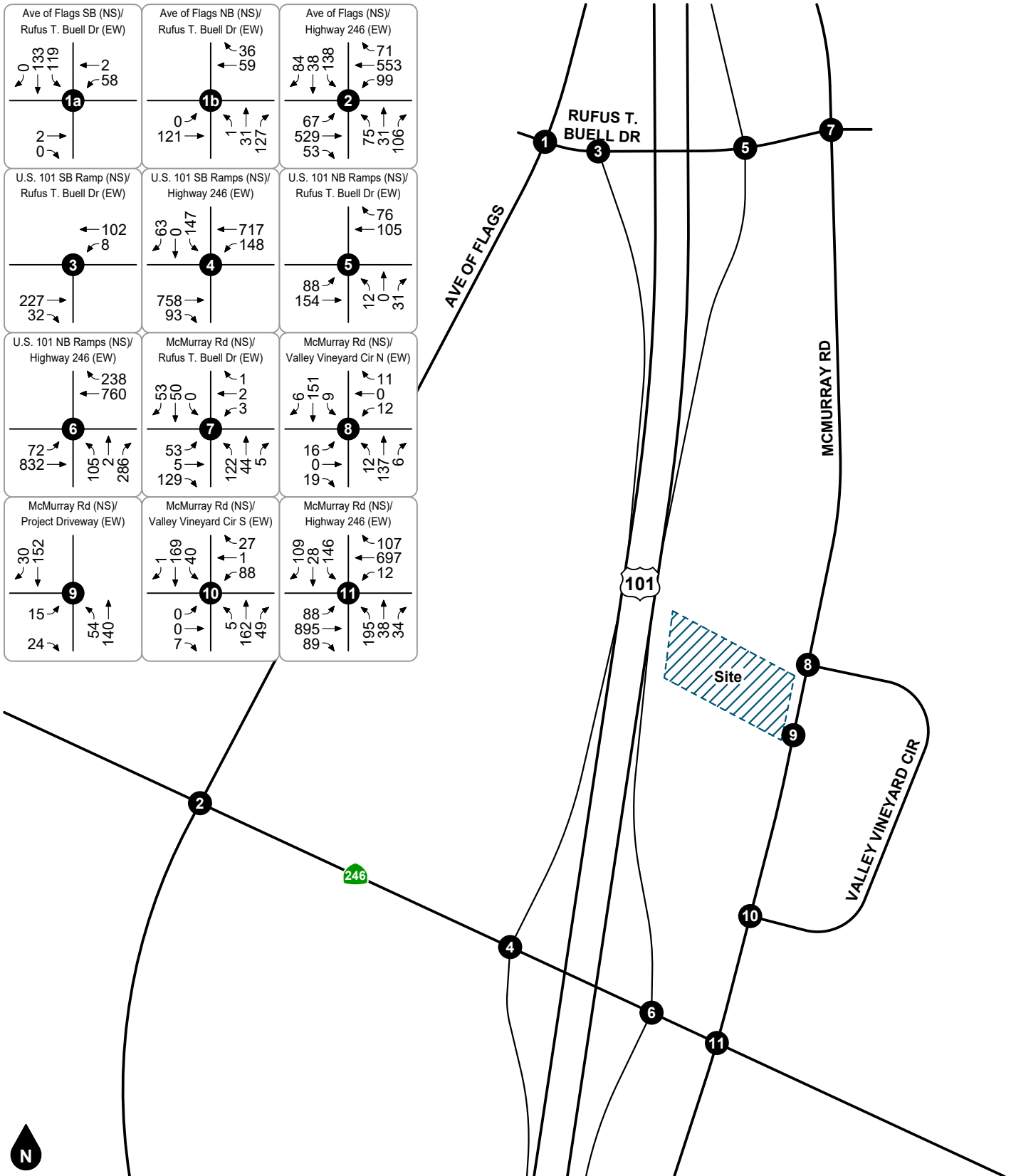


Figure 10
Existing Saturday Mid-Day
Peak Hour Intersection Turning Movement Volumes

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

PROJECT TRIP GENERATION

Table 2 shows the project trip generation based upon trip generation surveys of existing In-N-Out restaurants throughout California. The surveyed In-N-Out trip rates are higher than average trip rates for “fast-food restaurant with drive through window” that are published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Therefore, use of average trip generation rates derived from trip counts of existing In-N-Out restaurants provides a better representation and more conservative estimate relative to the average rates provided by ITE. Appendix E provides the count worksheets and trip generation data for In-N-Out.

As shown in Table 2, the proposed Project is forecast to generate approximately 2,835 new local daily trips on weekdays, including 196 new local trips during the weekday PM peak hour, and 2,841 new local daily trips on Saturdays, including 300 new local trips during the Saturday mid-day peak hour.

Primary Trips

Primary trips are those whose specific purpose is to visit the project. According to data from the Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021), the average primary rate for fast-food restaurants (with drive through window) is 30 percent during the PM peak hour.

Pass-by Trips

The project trip generation forecast shown in Table 2 also includes pass-by trip adjustments. Restaurant land uses will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates shown in Table 2 represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system.

According to data from the ITE *Trip Generation Manual* (11th Edition, 2021), the average pass-by rate for fast-food restaurants (with drive through window) is 55 percent during the PM peak hour. In accordance with ITE recommended practice, it is unlikely for a site's pass-by trips to represent the majority of adjacent street traffic; therefore, the pass-by trips associated with the project site were checked for reasonableness and limited to no more than 10 percent of the existing traffic volume on the adjacent street (i.e., McMurray Road). Daily pass-by trips were estimated as five times the peak hour pass-by trips.

Diverted Trips

A majority of the project's trips are expected to be drawn from existing travelers on U.S. Highway 101 and Highway 246. A diverted trip requires diversion from a roadway not adjacent to the site. Since pass-by trips were limited to 10 percent of the adjacent street traffic, diverted trips were calculated as the remainder of the total gross trips less primary and pass-by trips. Based on the primary and pass-by trip estimates, approximately 55 to 65 percent of the project trips are expected to divert to/from U.S. Highway 101 and Highway 246.

Attachment 8

PROJECT TRIP DISTRIBUTIONS

Primary, pass-by, and diverted trip distribution forecasts were determined based on engineering judgment and review of population data, existing study intersection volumes, traffic flow rates on U.S. Highway 101, and surrounding land uses.

The project proposes to close interconnection with the Marriott Hotel property north of the project site. Therefore, all project access is forecast to occur at the In-N-Out driveway only.

Primary Trip Distribution

Figure 11 shows the forecast directional distribution patterns for the project-generated primary trips. Based on the location of the next nearest In-N-Out restaurants (Santa Maria and Santa Barbara), the proposed project is anticipated to serve a customer base within an approximately 20-minute drive. Based on review of 2021 population estimates by census block group from the U.S. Census Bureau, primary project trips are generally expected to consist of those originating in the City of Buellton and surrounding areas as follows:

- City of Buellton: 11%
- North (Los Alamos, Los Olivos): 8%
- South (Las Cruces): 3%
- East (Solvang, Santa Ynez): 40%
- West (Lompoc): 38%

Pass-by Trip Distribution

Figure 12 shows the forecast directional distribution patterns for the project-related pass-by trips. The pass-by trip distribution patterns illustrated on Figure 12 represent existing vehicles traveling northbound or southbound along McMurray Road for another purpose (e.g., on the way home from work). Since these trips are already traveling on McMurray Road, the “new” trip count would only occur at the project driveway when the vehicle turns to enter or exit the site. To provide a conservative analysis, no reductions were made from the existing through movement volumes.

Diverted Trip Distribution

Figure 13 shows the forecast directional distribution patterns for the project-related diverted trips. Diverted trip distributions were determined based on review of directional and total flows for U.S. Highway 101 obtained from the California Department of Transportation Performance Measurement System (PeMS) and Highway 246 obtained from the intersection turning movement counts collected for this study. During the peak hours, U.S. Highway 101 carries slightly less than twice the volume of Highway 246.

PROJECT TRIP ASSIGNMENT

The project-generated weekday PM and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 14 to Figure 15.

Attachment 8

**Table 2
Project Trip Generation**

Trip Generation Rates										
Land Use	Source ¹	Units ²	Weekday				Saturday			
			PM Peak Hour			Daily Rate	Mid-Day Peak Hour			Daily Rate
			% In	% Out	Rate		% In	% Out	Rate	
Fast-Food Restaurant with Drive-Thru	Survey ³	TSF	52%	48%	59.24	773.38	52%	48%	84.66	768.35

Trips Generated										
Land Use	Quantity	Units ²	Weekday				Saturday			
			PM Peak Hour			Daily	Mid-Day Peak Hour			Daily
			In	Out	Total		In	Out	Total	
Fast-Food Restaurant with Drive-Thru	3,885	TSF	120	110	230	3,005	171	158	329	2,986
<i>Primary Trips (30%)³</i>			36	33	69	902	51	47	98	896
<i>Pass-By Trips (10% of Adjacent Street)⁴</i>			17	17	34	170	15	14	29	145
<i>Diverted Trips⁵</i>			67	60	127	1,933	105	97	202	1,945
New Local Trips⁶			+103	+93	+196	+2,835	+156	+144	+300	+2,841

Notes:

(1) Survey = Survey of other In-N-Out locations (see Appendix E).

(2) TSF = Thousand Square Feet

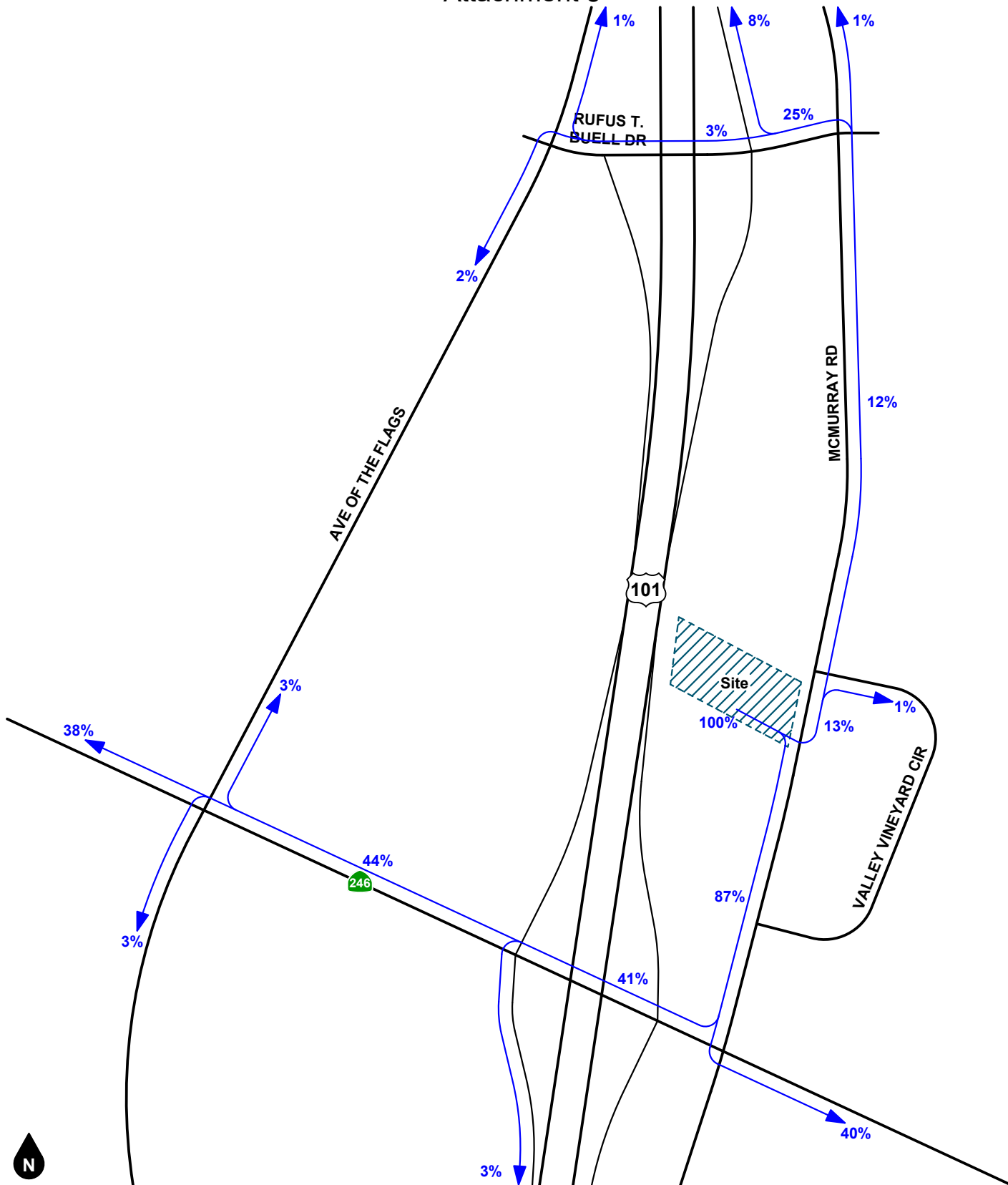
(3) According to data from the Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021), the average primary rate for fast-food restaurants (with drive through window) is 30 percent during the PM peak hour.

(4) According to data from the Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021), the average pass-by rate for fast-food restaurants (with drive through window) is 55 percent during the PM peak hour. In accordance with ITE recommended practice, it is unlikely for a site's pass-by trips to represent the majority of adjacent street traffic; therefore, the pass-by trips associated with the project site were checked for reasonableness and limited to no more than 10 percent of the existing traffic volume on the adjacent street (i.e., McMurray Road). Daily pass-by trips were estimated as five times the peak hour pass-by trips.

(5) A diverted trip requires diversion from a roadway not adjacent to the site, such as U.S. Highway 101 or Highway 246. Since pass-by trips were limited to 10 percent of the adjacent street traffic, diverted trips were calculated as the remainder of the total gross trips less primary and pass-by trips. This equates to approximately 55-65% of the project's gross trips.

(6) New local trips = primary trips + diverted trips (i.e., non-pass-by trips).

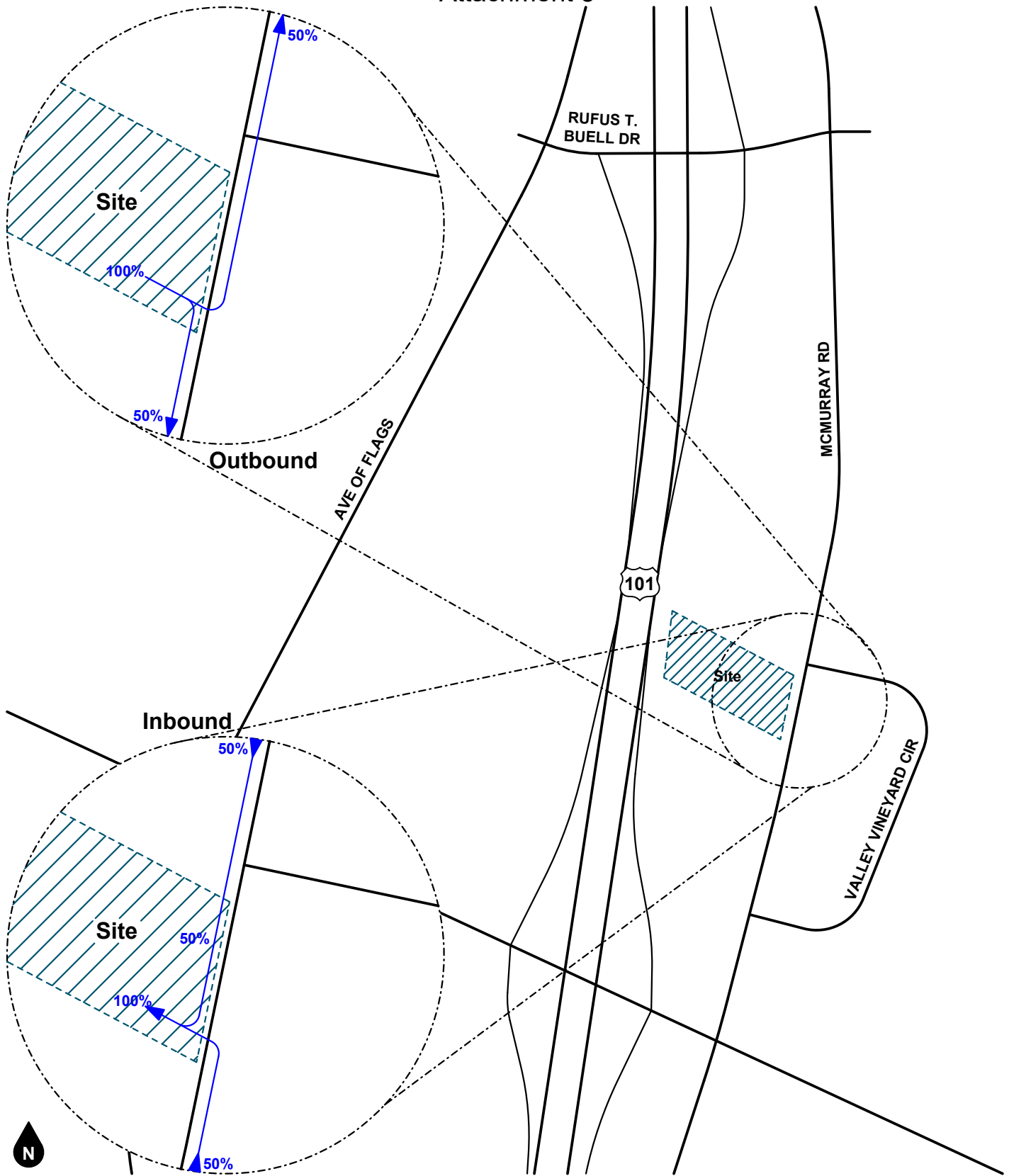
Attachment 8



Legend

← 10% Percent To/From Project

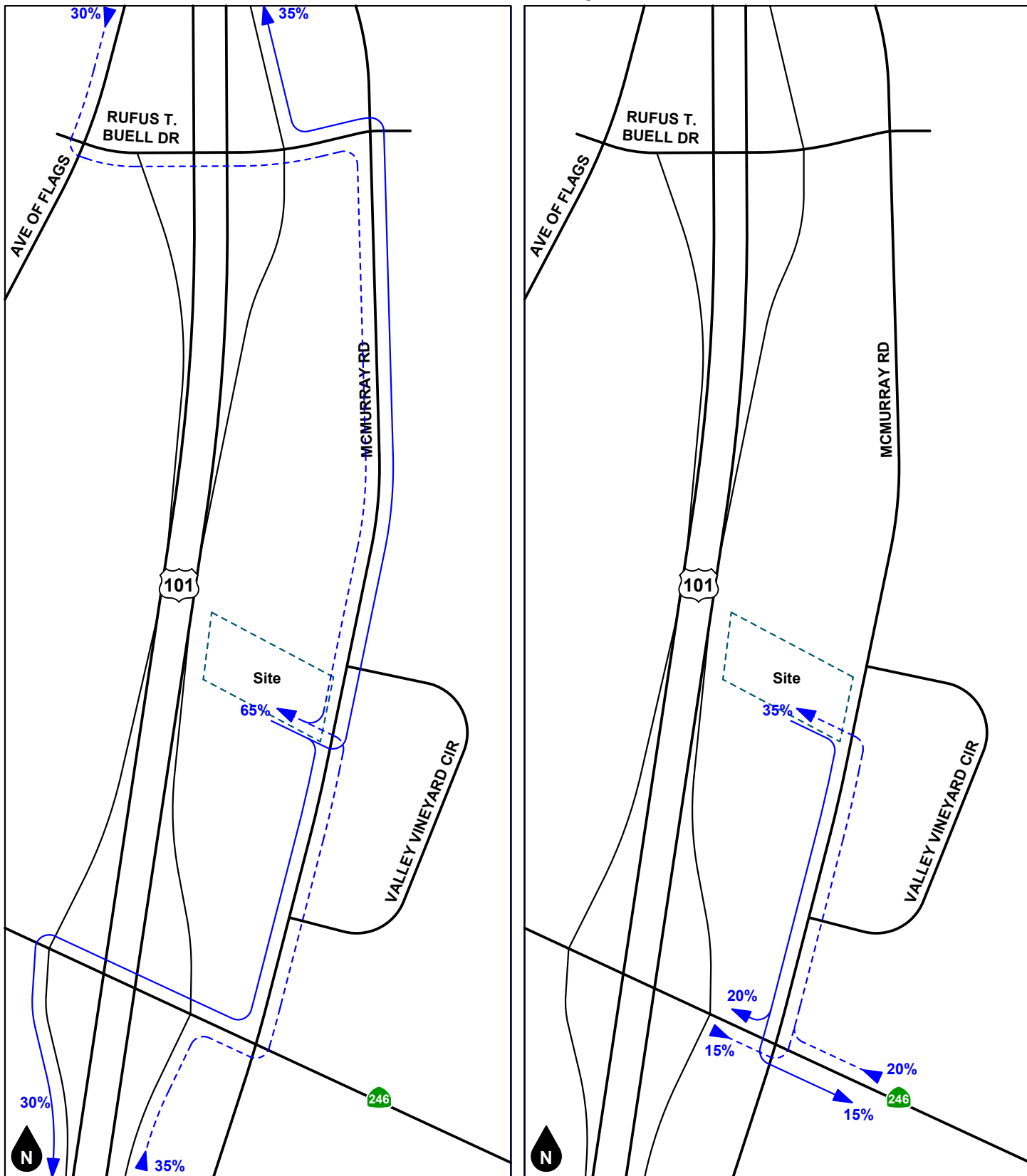
Figure 11
Project Primary Trip Distribution



Legend

← 10% Percent To/From Project

Figure 12
Project Pass-By Trip Distribution

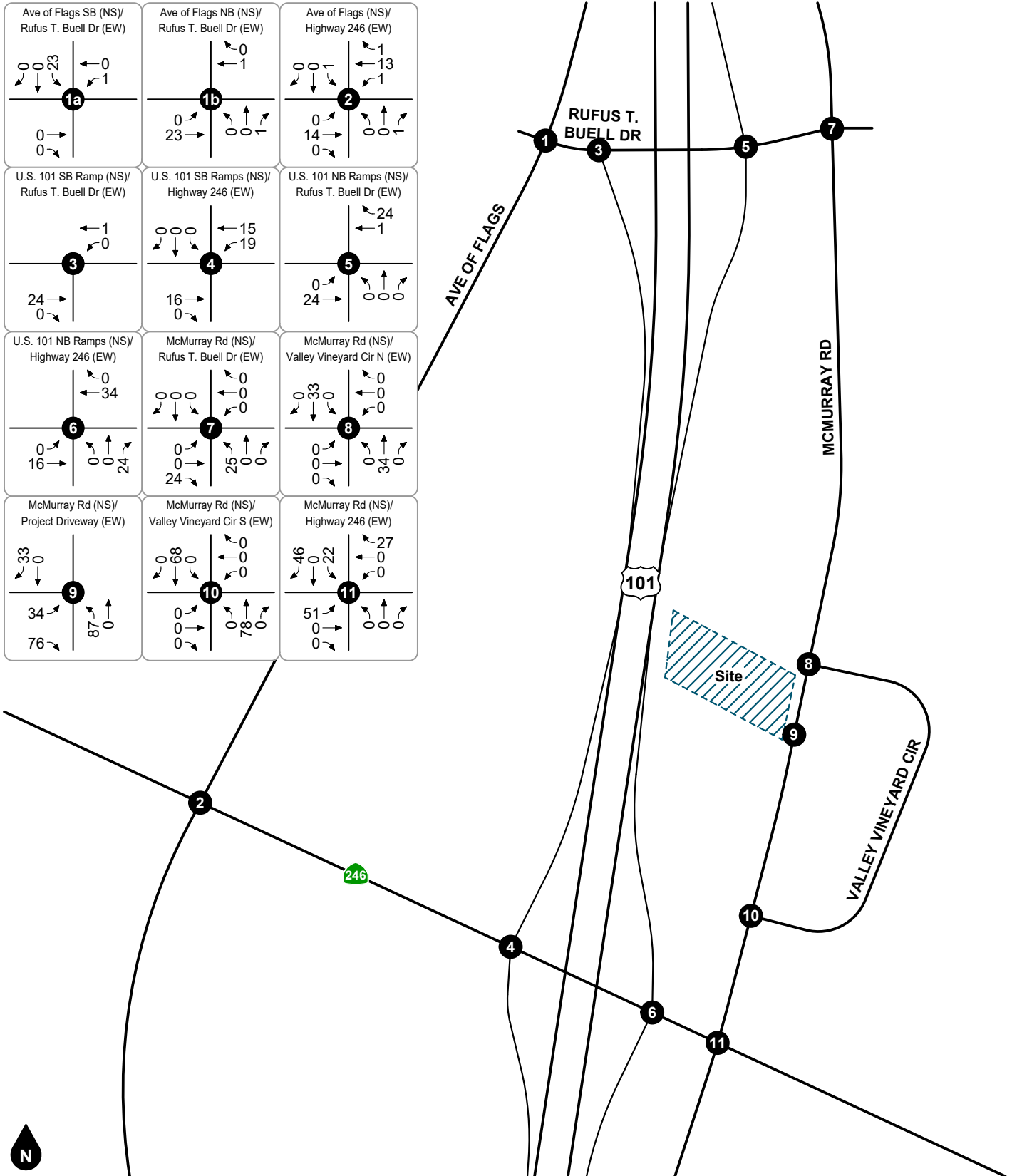


Legend

- ← 10% Percent From Project
- ← 10% Percent To Project

Figure 13
Project Diverted Trip Distribution

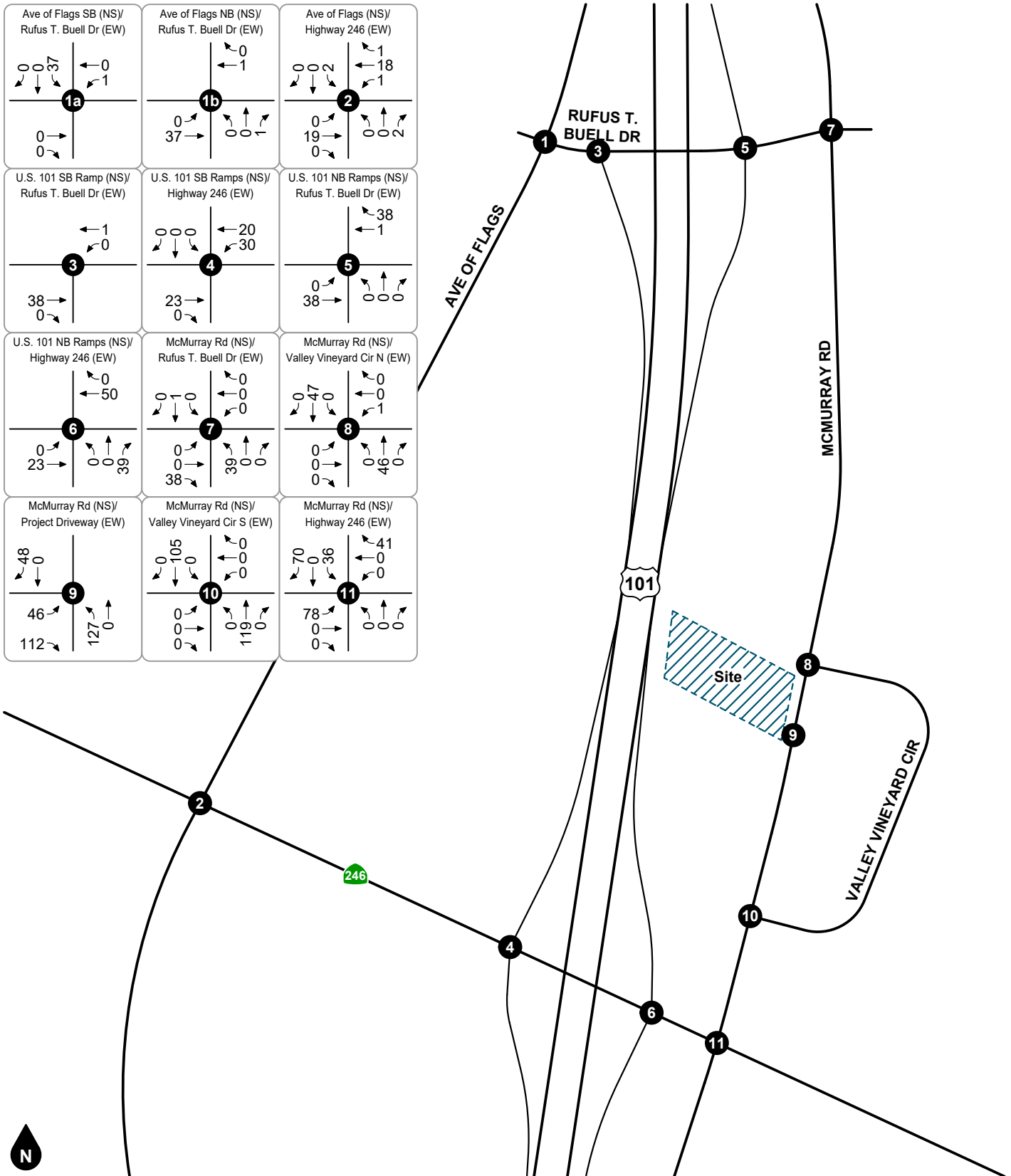
Attachment 8



Legend
 # Study Intersection

Figure 14
Project Weekday PM
Peak Hour Intersection Turning Movement Volumes

Attachment 8



Legend
 # Study Intersection

Figure 15
Project Saturday Mid-Day
Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for each analysis scenario were developed. Forecast study area volumes are illustrated on figures contained in this section.

CUMULATIVE TRIPS

Ambient Growth

To account for ambient growth on roadways, existing roadway volumes were increased by a growth rate of one percent (1%) per year over a two-year period for Cumulative conditions. This equates to a total growth factor of approximately 1.02. The ambient growth rate was conservatively applied to all movements at the study intersections.

Other Development

Other development was obtained from City of Buellton staff and was applied for Cumulative conditions.

Table 3 includes the other development trip generation and Figure 16 exhibits the other development location map. Other development weekday PM and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 17 and Figure 18.

ANALYSIS SCENARIO VOLUME FORECASTS

Existing Plus Project

To develop Existing Plus Project volume forecasts, project trips were added to existing volumes. Existing Plus Project weekday PM and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 21 and Figure 22.

Cumulative Without Project

To develop Cumulative Without Project volume forecasts, ambient growth and other development trips were added to existing volumes. Cumulative Without Project weekday PM and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 21 and Figure 22.

Cumulative With Project

Cumulative With Project volume forecasts were developed by adding project-generated trips to the Cumulative Without Project forecast. Cumulative With Project weekday PM and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 23 and Figure 24.

Attachment 8

Table 3 (1 of 2)
Other Development Trip Generation

Project Name	Land Use	Quantity ¹	Source ²	Trips Generated							
				Weekday				Saturday			
				PM Peak Hour			Daily	Mid-Day Peak Hour			Daily
				In	Out	Total		In	Out	Total	
River Ranch RV Storage	RV Storage	250 UN	ITE 151	2	2	4	45	4	3	7	41
The 518	Retail	5,500 TSF	ITE 822	18	18	36	299	18	18	36	361
	<i>Pass-By (40% PM, 31% Sat)</i>			-7	-7	-14	-14	-6	-6	-12	-12
	Multi-Family Residential	48 DU	ITE 220	15	9	24	324	10	10	20	218
	Subtotal			26	20	46	609	22	22	44	567
Chanin Wine Company	Wine Production	9,500 TSF	ITE 970	35	35	70	437	163	184	347	1,933
220 Industrial Way	Warehousing	7,366 TSF	ITE 150	0	1	1	13	0	0	0	1
La Lata Court	Single-Family Residential	11 DU	ITE 210	7	4	11	104	5	5	10	104
Buellton Gardens Apartments	Multi-Family Residential	92 DU	ITE 220	30	17	47	620	19	19	38	419
Smartlink/AT&T Wireless	Antennae	-- --		--	--	--	--	--	--	--	--
Arco AM-PM Gas Station	Gas Station	12 VFP	ITE 945	137	137	274	3,086	125	120	245	3,500
	<i>Pass-By (75% PM, 49% Sat)</i>			-103	-103	-206	-206	-61	-59	-120	-120
	Subtotal			34	34	68	2,880	64	61	125	3,380
Fire & Vice	Fast-Food Restaurant w/ Drive-T	3,240 TSF	ITE 934	56	51	107	1,515	91	88	179	1,996
	<i>Pass-By (55% PM)</i>			-31	-28	-59	-59	-23	-22	-45	-45
	Subtotal			25	23	48	1,456	68	66	134	1,951
Village Senior Apartments	Multi-Family Residential	50 DU	ITE 220	16	9	25	337	10	10	20	228
Chumash Mixed Use	Commercial	7,911 TSF	ITE 822	26	26	52	431	27	25	52	520
	<i>Pass-By (40% PM, 31% Sat)</i>			-10	-10	-20	-20	-8	-8	-16	-16
	Multi-Family Residential	7 DU	ITE 220	2	1	3	47	1	1	2	32
	Subtotal			18	17	35	458	20	18	38	536
Summerland Wine Annex	Light Industrial	48,000 TSF	ITE 110	4	27	31	234	2	2	4	33
Creekside Village	Commercial	10,000 TSF	ITE 822	33	33	66	545	34	32	66	657
	<i>Pass-By (40% PM, 31% Sat)</i>			-13	-13	-26	-26	-11	-10	-21	-21
	Multi-Family Residential	64 DU	ITE 220	21	12	33	431	13	13	26	291
	Subtotal			41	32	73	950	36	35	71	927
Meritage Senior Living	Senior Residential	247 DU	ITE 255	18	29	47	610	30	27	57	509
Cambria Hotel	Hotel	214 RM	ITE 310	64	62	126	1,710	86	68	154	1,727
Buelton Hub	Light Industrial	46,676 TSF	ITE 110	4	26	30	227	2	2	4	32
	Office	28,066 TSF	ITE 710	7	34	41	304	8	7	15	62
	Multi-Family Residential	54 DU	ITE 220	17	10	27	364	11	11	22	246
	Subtotal			28	70	98	895	21	20	41	340
The Commons at Zaca Creek	Commercial	28,097 TSF	ITE 822	93	93	186	1,530	94	90	184	1,846
	<i>Pass-By (40% PM, 31% Sat)</i>			-37	-37	-74	-74	-29	-28	-57	-57
	Restaurant	13,423 TSF	ITE 932	74	47	121	1,439	77	74	151	1,643
	<i>Pass-By (43% PM)</i>			-32	-20	-52	-52	-19	-19	-38	-38
	Warehousing	11,661 TSF	ITE 150	1	2	3	20	0	0	0	2
	Subtotal			99	85	184	2,863	123	117	240	3,396
California Tacos	Restaurant	2,597 TSF	ITE 932	14	9	23	278	15	14	29	318
	<i>Pass-By (43% PM)</i>			-6	-4	-10	-10	-4	-4	-8	-8
	Subtotal			8	5	13	268	11	10	21	310
The Central Homes	Single-Family Residential	8 DU	ITE 210	5	3	8	75	4	3	7	76

Attachment 8

Table 3 (2 of 2)
Other Development Trip Generation

Project Name	Land Use	Quantity ¹	Source ²	Trips Generated							
				Weekday				Saturday			
				PM Peak Hour			Daily	Mid-Day Peak Hour			Daily
				In	Out	Total		In	Out	Total	
The Waypoint (Live Oak Lanes)	Bowling/Family Entertainment	40,606 TSF	ITE 437	31	16	47	471	31	16	47	471
The Station (The Network)	Light Industrial	66,822 TSF	ITE 110	6	37	43	325	2	2	4	46
Fig Mtn Brewery Expansion	Light Industrial	1,606 TSF	ITE 110	0	1	1	8	0	0	0	1
Crossroads Commercial Center	Commercial	48,830 TSF	ITE 821	212	229	441	4,614	231	222	453	5,672
	Pass-By (40% PM, 31% Sat)			-85	-92	-177	-177	-72	-69	-141	-141
	Subtotal			127	137	264	4,437	159	153	312	5,531
Polo Village	Affordable Housing	49 DU	ITE 223	13	9	22	236	37	26	63	588
Total				637	675	1,312	20,041	917	867	1,784	23,115

Notes:

(1) UN = Units; TSF = Thousand Square Feet; DU = Dwelling Units; VFP = Vehicle Fueling Positions; RM = Rooms

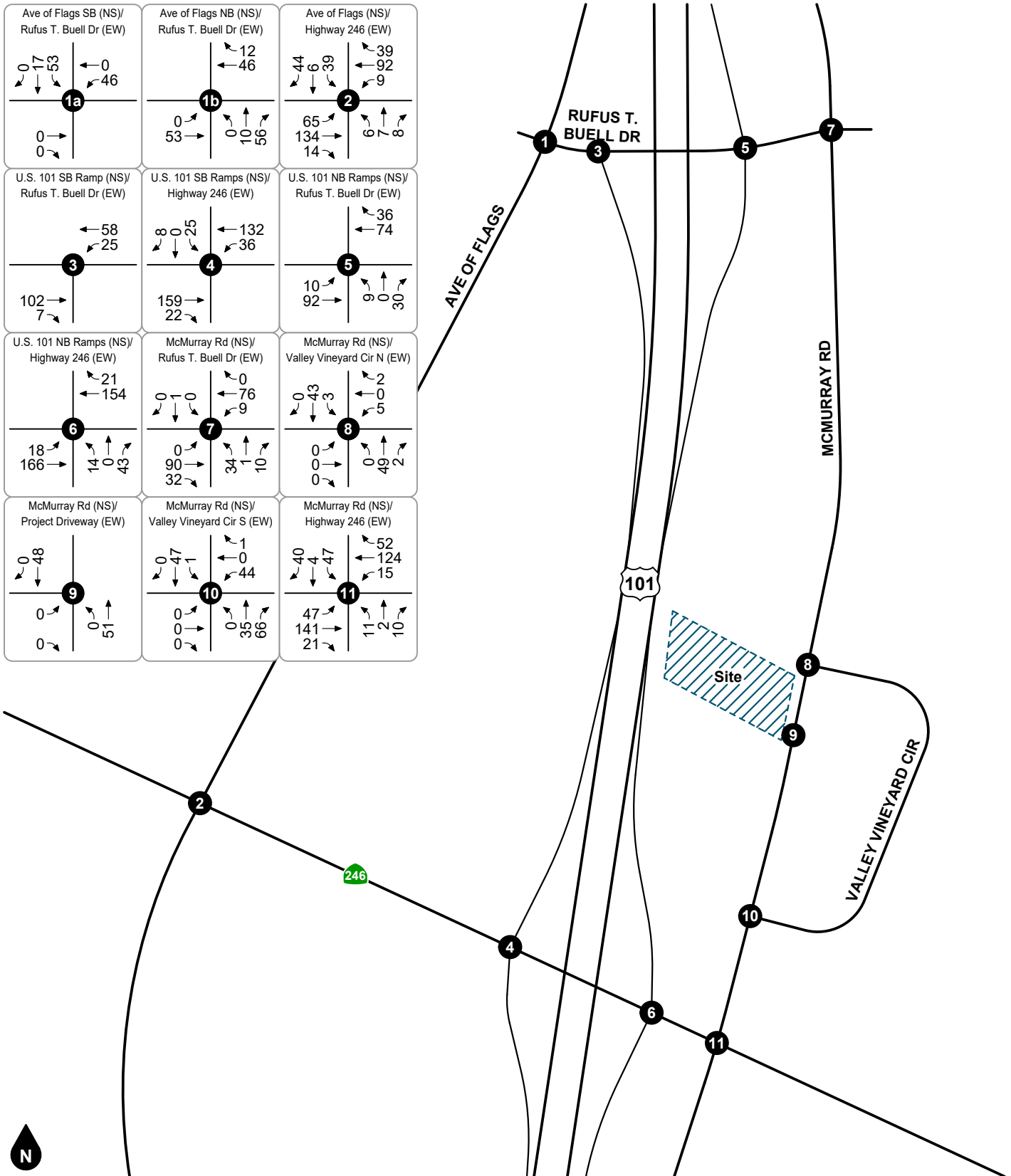
(2) ITE = Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

Attachment 8



Figure 16
Other Development Location Map

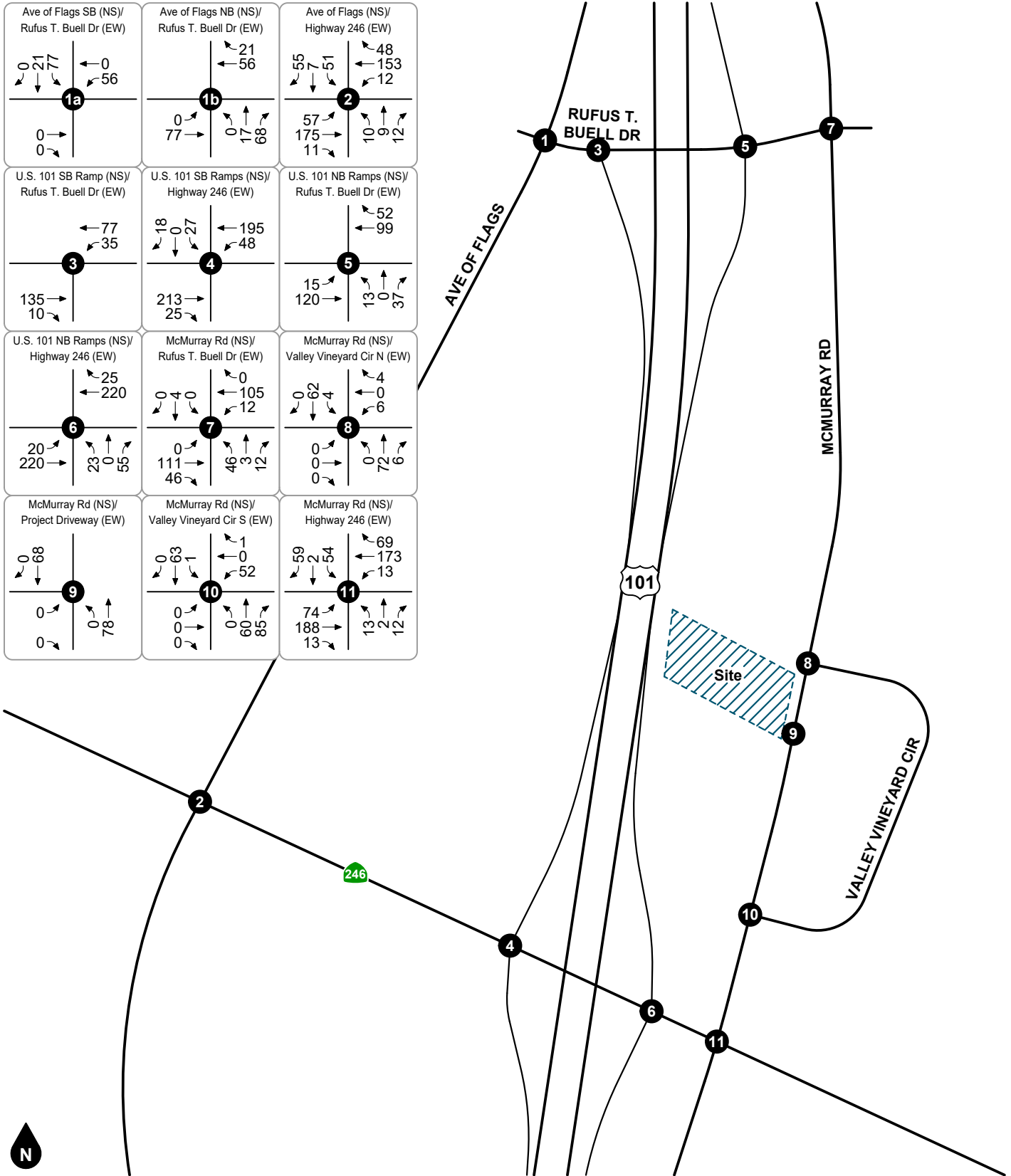
Attachment 8



Legend
 # Study Intersection

Figure 17
Other Development Weekday PM
Peak Hour Intersection Turning Movement Volumes

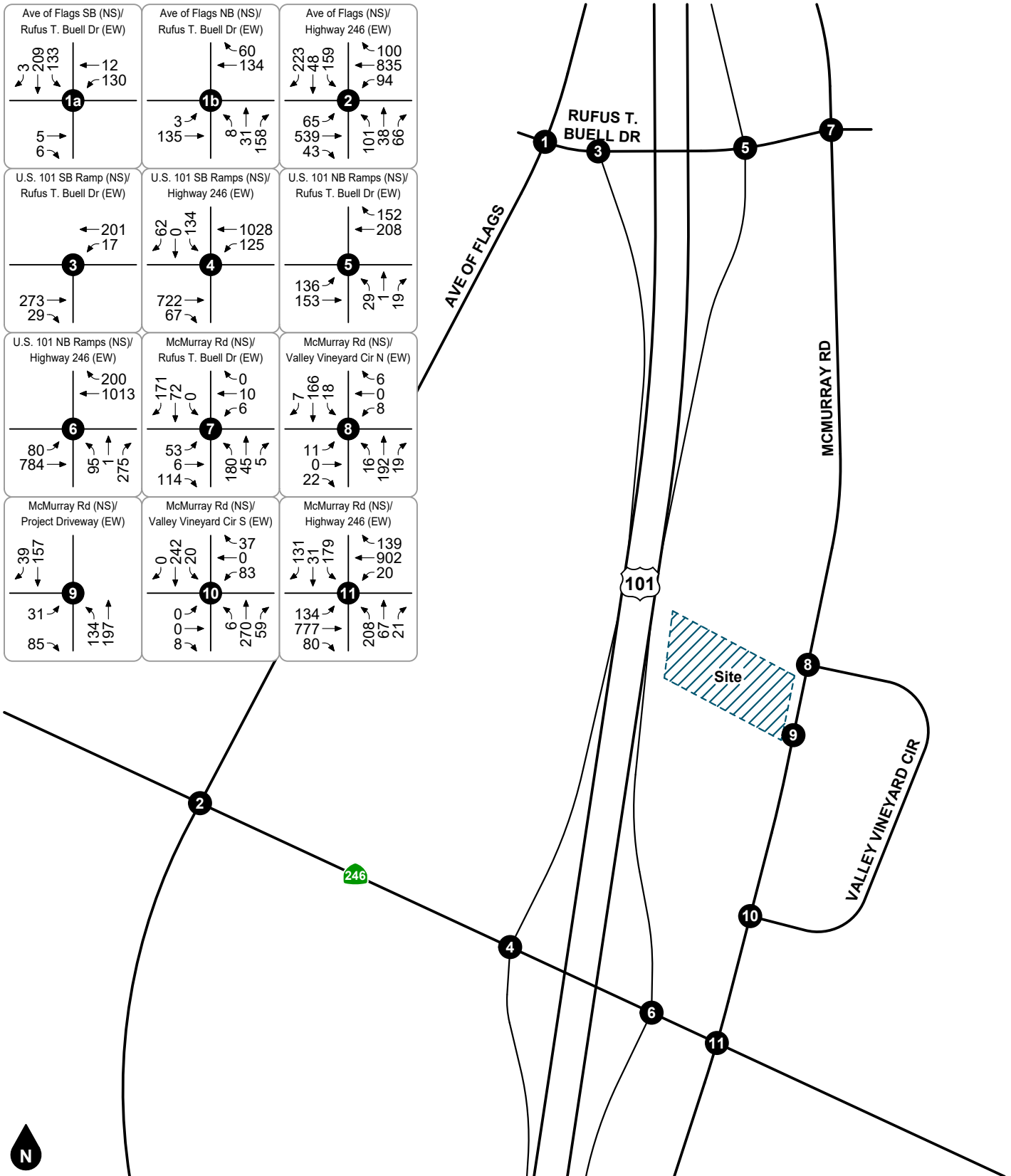
Attachment 8



Legend
 # Study Intersection

Figure 18
Other Development Saturday Mid-Day
Peak Hour Intersection Turning Movement Volumes

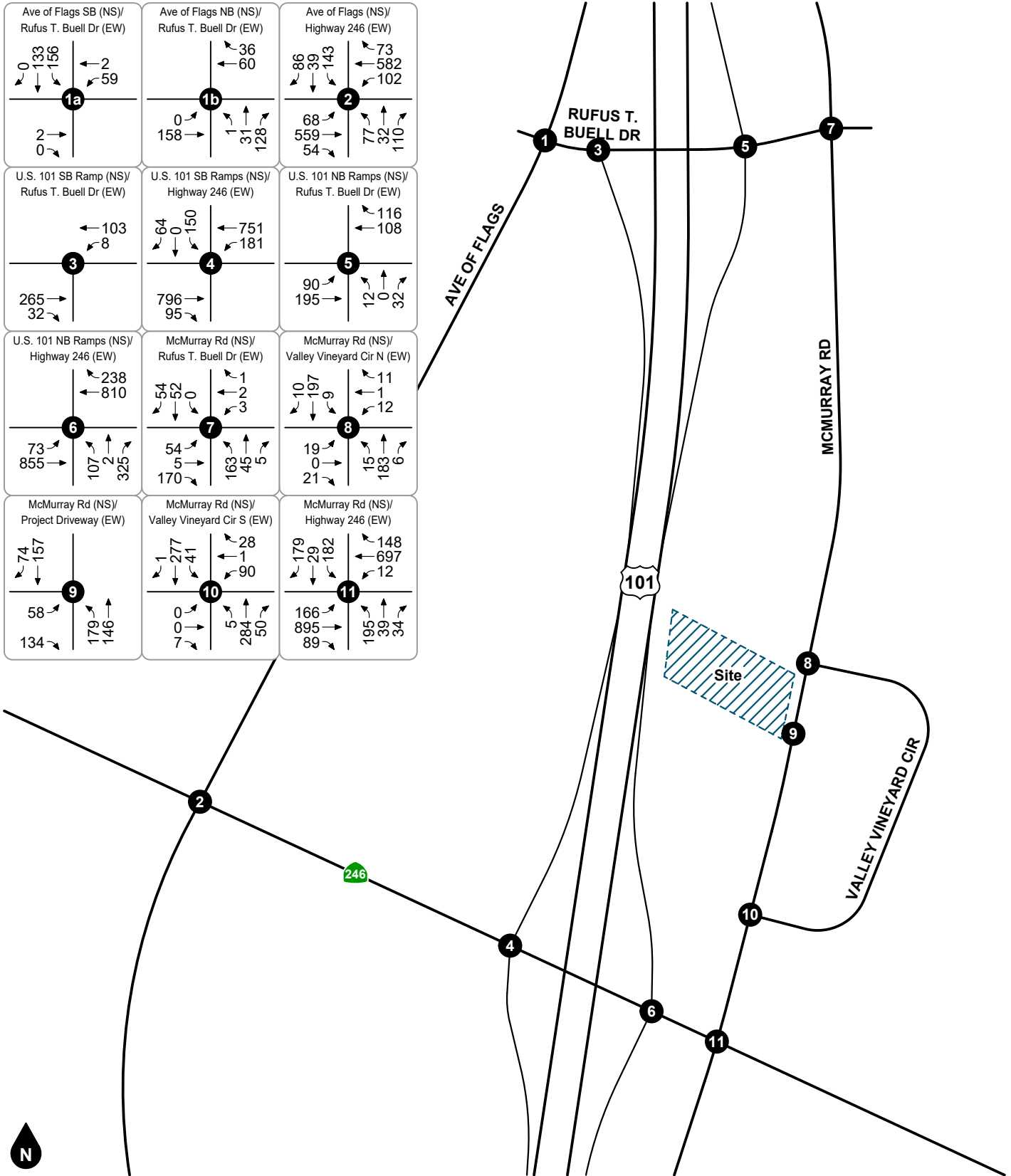
Attachment 8



Legend
 # Study Intersection

Figure 19
Existing Plus Project Weekday PM
Peak Hour Intersection Turning Movement Volumes

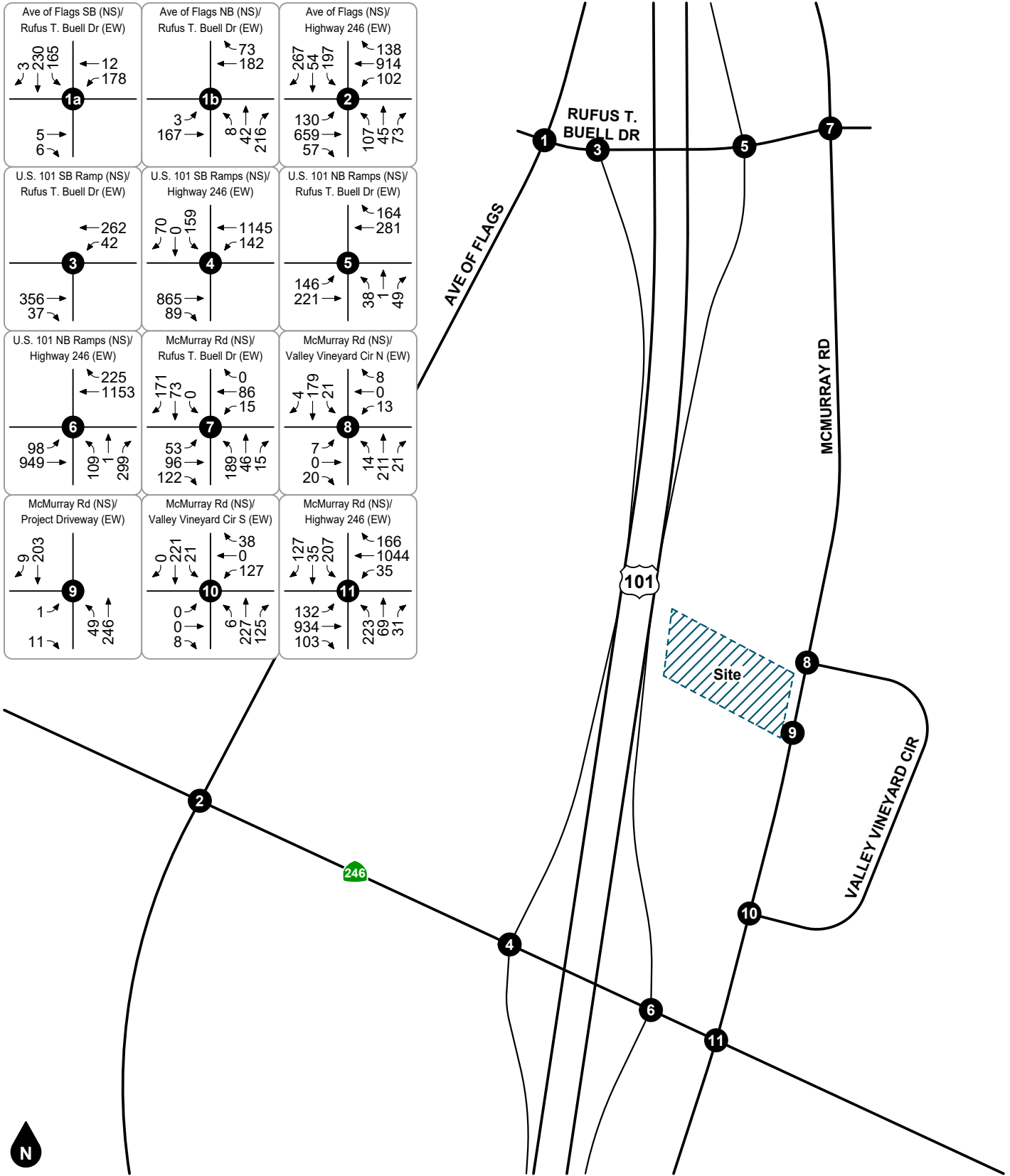
Attachment 8



Legend
 # Study Intersection

Figure 20
Existing Plus Project Saturday Mid-Day
Peak Hour Intersection Turning Movement Volumes

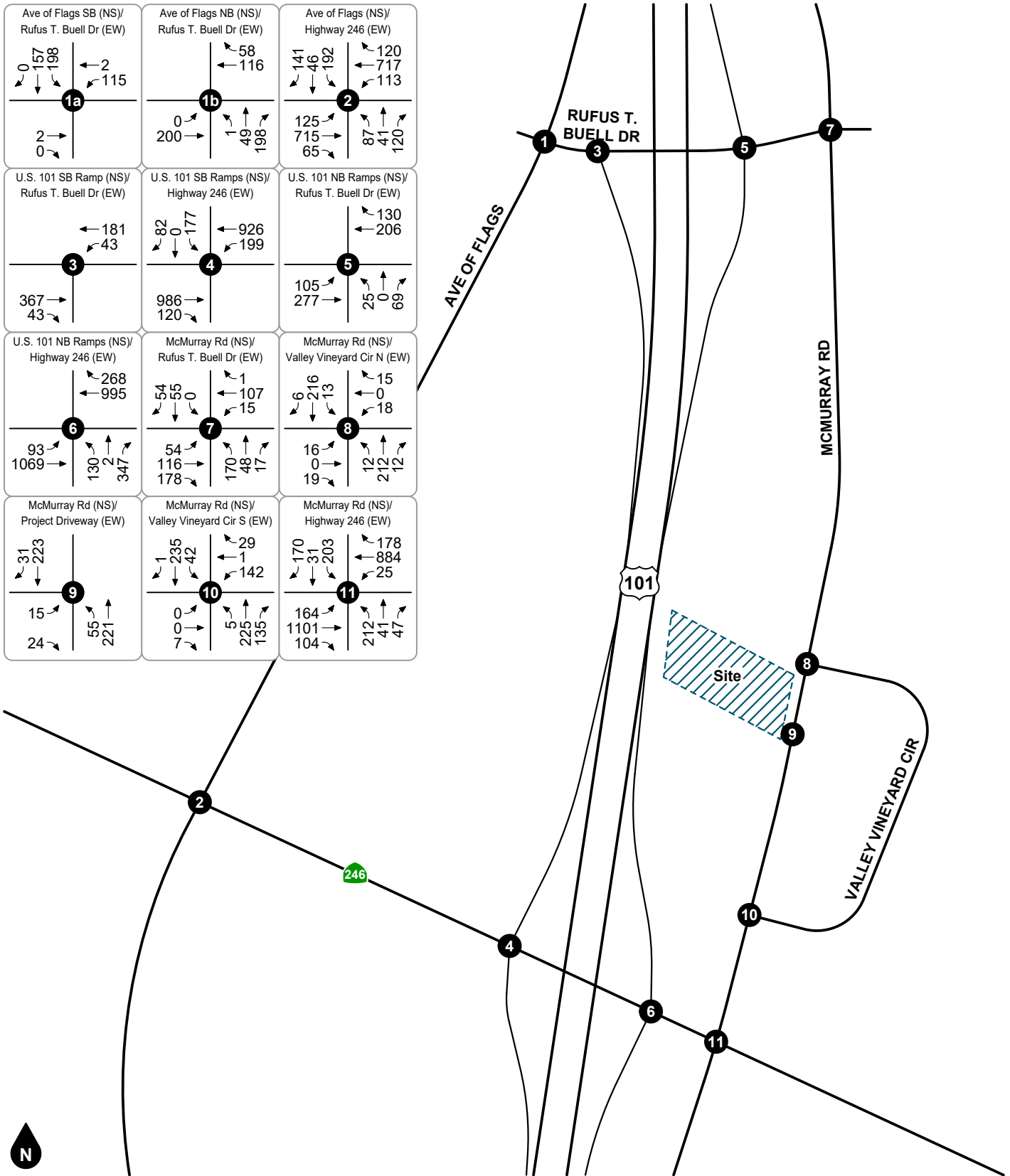
Attachment 8



Legend
 Study Intersection

Figure 21
Cumulative Without Project Weekday PM
Peak Hour Intersection Turning Movement Volumes

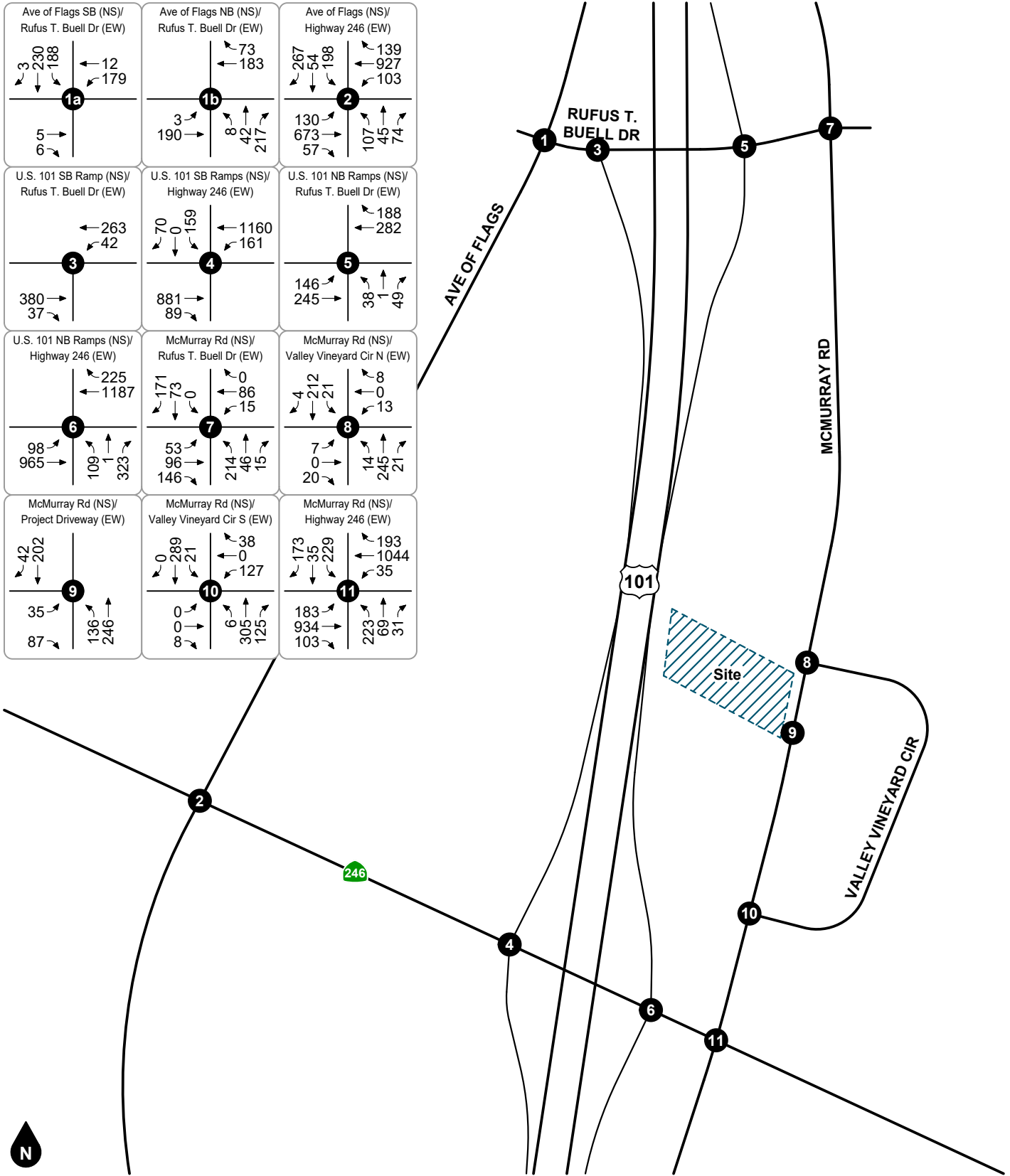
Attachment 8



Legend
 Study Intersection

Figure 22
Cumulative Without Project Saturday Mid-Day Peak Hour Intersection Turning Movement Volumes

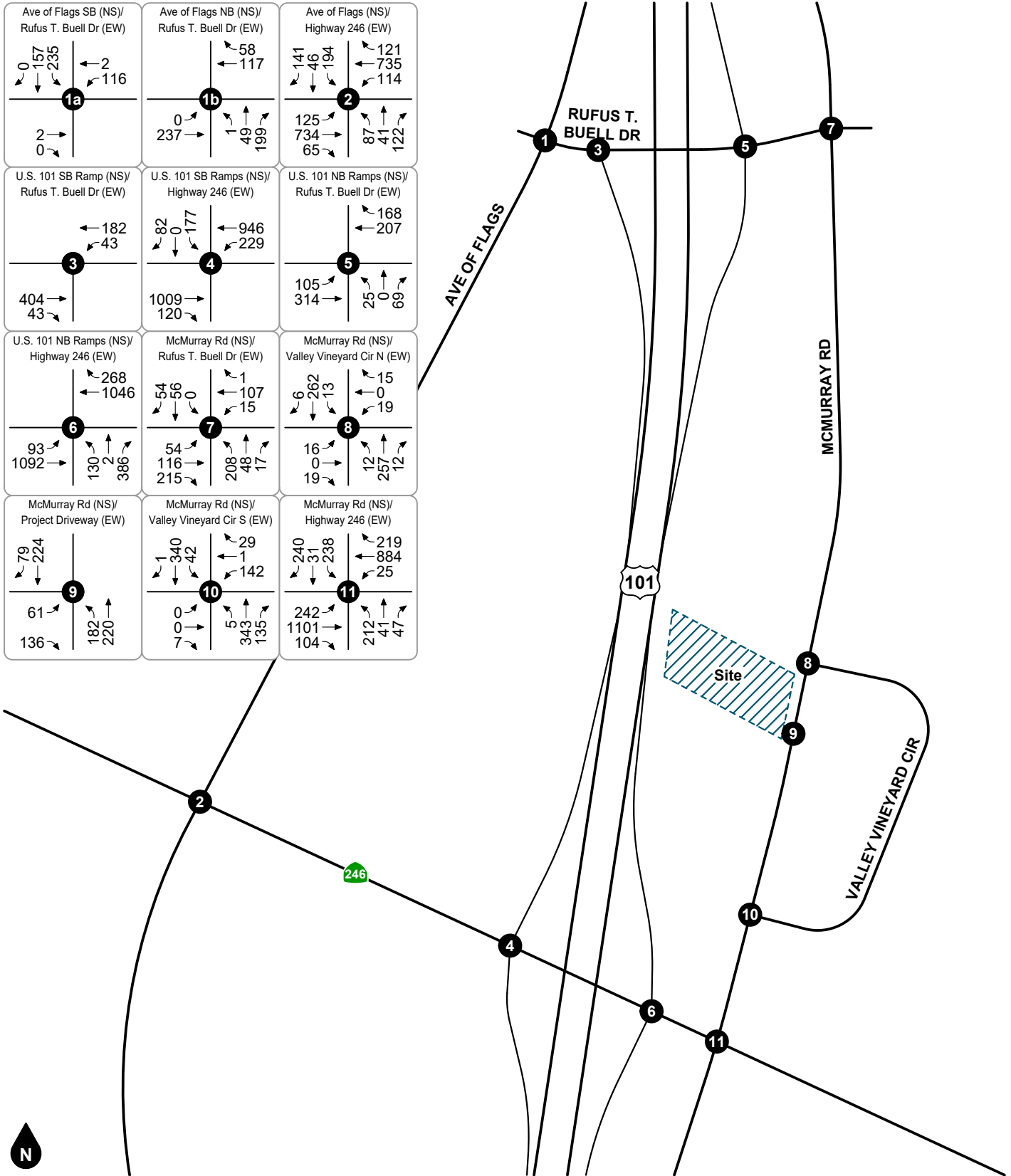
Attachment 8



Legend
 # Study Intersection

Figure 23
Cumulative With Project Weekday PM
Peak Hour Intersection Turning Movement Volumes

Attachment 8



Legend
 # Study Intersection

Figure 24
Cumulative With Project Saturday Mid-Day Peak Hour Intersection Turning Movement Volumes

6. FUTURE CONDITIONS OPERATIONAL ANALYSIS

This section describes the results of the intersection Level of Service and queuing analysis. The analysis results are summarized in tables contained in this section.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix D.

Existing Plus Project

Intersection Level of Service analysis for Existing Plus Project conditions is based on existing intersection lane configuration and traffic controls, except at the project driveway where a second outbound lane is proposed as part of the project design.

The study intersection Levels of Service for Existing Plus Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate at Levels of Service C or better during the peak hours for Existing Plus Project conditions; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Existing Plus Project conditions.

Cumulative Without Project

Intersection Level of Service analysis for Cumulative Without Project conditions is based on existing intersection lane configuration and traffic controls, except for the following currently planned improvements that are expected to be completed prior to project opening:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Widen the east side of McMurray Road from Highway 246 to approximately 175 feet north of Highway 246.
 - Restripe the southbound approach to consist of one left turn lane, one through lane, and one dedicated right turn lane.
 - Install KEEP CLEAR pavement markings in the southbound lanes adjacent to the Taco Bell driveway on McMurray Road.

The study intersection Levels of Service for Cumulative Without Project conditions are shown in Table 5. As shown in Table 5, the following study intersection is forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative Without Project conditions:

- Avenue of Flags at Highway 246 [#2] (Saturday Peak Hour LOS D)

Cumulative With Project

The study intersection Levels of Service for Cumulative With Project conditions are shown in Table 6. As shown in Table 6, the following study intersections are forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative With Project conditions:

- Avenue of Flags at Highway 246 [#2] (Saturday MD – LOS D)
- McMurray Road at Highway 246 [#11] (Weekday PM – LOS D; Saturday MD – LOS D)

Attachment 8

The following improvements are recommended for Cumulative With Project conditions:

- Avenue of Flags (NS) at Highway 246 (EW) [#2]
 - Install northbound right turn overlap signal phasing.
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install southbound right turn overlap signal phasing.

As shown in Table 6, the study intersections are forecast to operate at Levels of Service C or better during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Cumulative With Project conditions.

Attachment 8

Table 4
Existing Plus Project Intersection Levels of Service

Study Intersection	Traffic Control ²	Weekday PM Peak Hour		Saturday Mid-Day Peak Hour	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴
1a. Avenue of Flags (SB) at Rufus T. Buell Drive	CSS	17.3	C	12.8	B
1b. Avenue of Flags (NB) at Rufus T. Buell Drive	CSS	12.0	B	11.3	B
2. Avenue of Flags at Highway 246	TS	27.4	C	29.8	C
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive	CSS	0.6	A	0.6	A
4. U.S. Highway 101 SB Ramps at Highway 246	TS	16.6	B	19.1	B
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive	CSS	15.2	C	10.8	B
6. U.S. Highway 101 NB Ramps at Highway 246	TS	22.3	C	23.0	C
7. McMurray Road at Rufus T. Buell Drive	AWS	10.8	B	9.8	A
8. McMurray Road at Valley Vineyard Circle (North)	CSS	10.9	B	10.8	B
9. McMurray Road at Project Driveway	CSS	10.6	B	11.5	B
10. McMurray Road at Valley Vineyard Circle (South)	CSS	12.7	B	14.6	B
11. McMurray Road at Highway 246	TS	25.8	C	25.8	C

Notes:

- (1) CSS = Cross Street Stop; TS = Traffic Signal; AWS = All Way Stop
- (2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
- (3) LOS = Level of Service

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Table 5
Cumulative Without Project Intersection Levels of Service

Study Intersection	Traffic Control ²	Weekday PM Peak Hour		Saturday Mid-Day Peak Hour	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴
1a. Avenue of Flags (SB) at Rufus T. Buell Drive	CSS	21.9	C	16.1	C
1b. Avenue of Flags (NB) at Rufus T. Buell Drive	CSS	13.2	B	12.9	B
2. Avenue of Flags at Highway 246	TS	33.7	C	43.0	D
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive	CSS	1.1	A	1.6	A
4. U.S. Highway 101 SB Ramps at Highway 246	TS	16.6	B	21.8	C
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive	CSS	16.3	C	13.0	B
6. U.S. Highway 101 NB Ramps at Highway 246	TS	22.6	C	23.9	C
7. McMurray Road at Rufus T. Buell Drive	AWS	12.2	B	12.1	B
8. McMurray Road at Valley Vineyard Circle (North)	CSS	11.1	B	11.1	B
9. McMurray Road at Project Driveway	CSS	9.6	A	10.5	B
10. McMurray Road at Valley Vineyard Circle (South)	CSS	13.9	B	15.5	C
11. McMurray Road at Highway 246	TS	32.3	C	28.6	C

Notes:

- (1) CSS = Cross Street Stop; TS = Traffic Signal; AWS = All Way Stop
- (2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
- (3) LOS = Level of Service

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Table 6
Cumulative With Project Intersection Levels of Service

Study Intersection	Traffic Control ²	Weekday PM Peak Hour		Saturday Mid-Day Peak Hour	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴
1a. Avenue of Flags (SB) at Rufus T. Buell Drive	CSS	24.7	C	18.0	C
1b. Avenue of Flags (NB) at Rufus T. Buell Drive	CSS	13.6	B	13.6	B
2. Avenue of Flags at Highway 246 - With improvements (add NB right turn overlap)	TS	33.7	C	43.4	D
	TS	33.5	C	30.6	C
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive	CSS	1.1	A	1.6	A
4. U.S. Highway 101 SB Ramps at Highway 246	TS	16.3	B	21.6	C
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive	CSS	17.1	C	13.7	B
6. U.S. Highway 101 NB Ramps at Highway 246	TS	22.9	C	24.9	C
7. McMurray Road at Rufus T. Buell Drive	AWS	13.2	B	13.6	B
8. McMurray Road at Valley Vineyard Circle (North)	CSS	11.5	B	11.7	B
9. McMurray Road at Project Driveway	CSS	11.2	B	12.4	B
10. McMurray Road at Valley Vineyard Circle (South)	CSS	15.8	C	19.5	C
11. McMurray Road at Highway 246 - With improvements (add SB right turn overlap)	TS	39.9	D	49.3	D
	TS	34.1	C	31.2	C

Notes:

- (1) CSS = Cross Street Stop; TS = Traffic Signal; AWS = All Way Stop
- (2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
- (3) LOS = Level of Service

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INTERSECTION QUEUING ANALYSIS

Intersection queuing analysis was performed for key lanes providing access to and from the project site. Detailed intersection queuing worksheets for each of the following analysis scenarios are provided in Appendix F.

Existing Plus Project Queuing

Table 7 summarizes results of the intersection queuing analysis for Existing and Existing Plus Project conditions. As shown in Table 7, sufficient storage length is forecast to be provided at the study locations for Existing Plus Project conditions, except for the following locations that currently exceed and are forecast to continue to exceed the available storage length:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Southbound Left (project increase < one vehicle)
 - Southbound Through/Right (*project increase ≥ one vehicle*)
 - Eastbound Left (project increase < one vehicle)

Since the project-related increase for southbound left and eastbound left turn queue lengths at McMurray Road/Highway 246 is forecast to be less than one vehicle, the project is expected to have no meaningful adverse effect on queue lengths at these locations; however, the project is forecast to increase the through/right turn queue length at McMurray Road/Highway 246 by more than one vehicle and improvements should be provided.

The 95th-percentile queue length for the through/right turn lane at McMurray Road/Highway 246 is forecast to reach 202 feet during the peak hours evaluated, which would potentially block northbound left turn access to the sole driveway for the existing Taco Bell located on the northwest corner of the intersection. The following improvement is recommended to address the project-related queuing impact for Existing Plus Project conditions:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

While the southbound through/right turn queue at McMurray Road/Highway 246 may also reach the southerly driveway for the A-OK Power Equipment business, there is an existing two-way left turn lane that provides refuge for northbound left turn movements without blocking the northbound through lane. Additionally, the A-OK Power Equipment business has a second driveway further north opposite of Valley Vineyard Circle (South) that provides an alternative ingress should the southerly driveway be briefly blocked.

The proposed project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Existing Plus Project conditions with implementation of the recommended improvements.

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Table 7
Intersection Queuing Analysis - Existing Plus Project Conditions

Study Intersection	Lane ¹	Existing			Existing Plus Project			Project Impact			
		Storage Length (feet) ²	Queue Length (feet) ³		Storage Length (feet)	Queue Length (feet)		Adequate Storage Length?	Project-Related Change (feet) ^{4,5}		Substantial Effect?
			Wkdy PM Peak Hour	Sat MD Peak Hour		Wkdy PM Peak Hour	Sat MD Peak Hour		Wkdy PM Peak Hour	Sat MD Peak Hour	
6. U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW)	NB LT	890	104	138	890	329	555	Yes	-	-	No
	NB R	375	183	190	375	371	532	Yes ⁶	-	-	No
9. McMurray Road (NS) at Project Driveway (EW)	NB L	150	37	38	150	62	73	Yes	-	-	No
	EB L	135	n/a	n/a	135	38	35	Yes	-	-	No
	EB LR	135	31	38	n/a	n/a	n/a	Yes	-	-	No
	EB R	135	n/a	n/a	135	38	37	Yes	-	-	No
11. McMurray Road (NS) at Highway 246 (EW)	NB L	400	243	209	400	259	205	Yes	-	-	No
	NB TR	400	95	93	400	92	90	Yes	-	-	No
	SB L	100	134	114	100	141	138	No	<25	<25	No
	SB TR	125	151	111	125	196	210	No	+45	+99	Yes
	EB L	80	111	115	80	126	120	No	<25	<25	No

Notes:

- (1) NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left; T = Through; R = Right
- (2) For through lanes, the storage length is measured between the stop line to the upstream drive aisle or driveway.
- (3) Queueing analysis based on SimTraffic simulation 95th-percentile queue; see Appendix F.
- (4) Project-related change shown for locations with insufficient storage length.
- (5) Based on average queue length of 25 feet per vehicle from front bumper to front bumper, a queue length of less than 25 feet indicates nominal queuing.
- (6) Overflow from northbound right turn lane is added to the shared left/through lane, which is forecast to provide adequate storage length.

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Cumulative Conditions Queuing

Table 8 summarizes results of the intersection queuing analysis for Cumulative conditions. As shown in Table 8, insufficient storage length is forecast to be provided at the following study locations for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Northbound Left/Through (*project increase \geq one vehicle*)
 - Northbound Right (*project increase \geq one vehicle*)

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Northbound Left (*project increase $<$ one vehicle*)
 - Northbound Through/Right (*project increase \geq one vehicle*)
 - Southbound Through (*project increase \geq one vehicle*)
 - Southbound Right (*project increase $<$ one vehicle*)
 - Eastbound Left (*project increase $<$ one vehicle*)

In addition to the queuing improvement identified for Existing Plus Project conditions, the following improvements are recommended to address the project-related queuing impacts for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Restripe the existing shared left/through lane to a shared left/through/right turn lane.

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

Feasible improvements for cumulative queuing impacts at McMurray Road/Highway 246 northbound through/right turn lane could not be identified. Alternatives reviewed included:

- Restriping the northbound through/right turn lane to a shared left/through/right turn lane; however, this would require changing the signal phasing back to split phase, which in turn is forecast to negate queuing improvements at U.S. Highway 101 NB Ramps/Highway 246 [#6].

- Widening McMurray Road and restriping the northbound approach to consist of one left turn lane, one through lane, and one dedicated right turn lane, similar to the currently planned improvements on southbound McMurray Road/Highway 246; however, this improvement would require additional right-of-way.

As shown in Table 8, the project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements, except for the McMurray Road/Highway 246 northbound through/right turn lane during the Saturday mid-day peak hour. The proposed project will pay into the City's Traffic Improvement Fee Program, with such payments representing a fair share of the cost for future improvements should additional right-of-way become available or alternative improvements be identified. Otherwise, the City may install KEEP CLEAR pavement markings as necessary to prevent intersection queues from blocking southbound left turn movements into driveways on the east side of McMurray Road.

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Table 8
Intersection Queuing Analysis - Cumulative Conditions

Study Intersection	Lane ¹	Cumulative			Cumulative With Project			Project Impact			
		Storage Length (feet) ²	Queue Length (feet) ³		Storage Length (feet)	Queue Length (feet)		Adequate Storage Length?	Project-Related Change (feet) ^{4,5}		Substantial Effect?
			Wkdy PM Peak Hour	Sat MD Peak Hour		Wkdy PM Peak Hour	Sat MD Peak Hour		Wkdy PM Peak Hour	Sat MD Peak Hour	
6. U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW)	NB LT	890	292	882	890	875	1116	No	+583	+234	Yes
	NB R	375	372	542	375	582	610	No	+210	+68	Yes
9. McMurray Road (NS) at Project Driveway (EW)	NB L	150	35	39	150	63	77	Yes	-	-	No
	EB L	n/a	n/a	n/a	135	38	34	Yes	-	-	No
	EB LR	135	22	39	n/a	n/a	35	Yes	-	-	No
	EB R	n/a	n/a	n/a	135	41	35	Yes	-	-	No
11. McMurray Road (NS) at Highway 246 (EW)	NB L	400	436	454	400	298	423	No	<25	<25	No
	NB TR	400	323	421	400	105	531	No	<25	+110	Yes
	SB L	150	144	151	150	147	138	Yes	-	-	No
	SB T	150	267	304	150	318	339	No	+51	+35	Yes
	SB R	100	116	136	100	135	150	No	<25	<25	No
	EB L	80	125	113	80	121	114	No	<25	<25	No
With Improvements											
6. U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW)	NB LTR	890			890	830	728	Yes	-	-	No
	NB R	375			375	565	532	Yes	-	-	No

Notes:

- (1) NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left; T = Through; R = Right
- (2) For through lanes, the storage length is measured between the stop line to the upstream drive aisle or driveway.
- (3) Queuing analysis based on SimTraffic simulation 95th-percentile queue; see Appendix F.
- (4) Project-related change shown for locations with insufficient storage length.
- (5) Based on average queue length of 25 feet per vehicle from front bumper to front bumper, a queue length of less than 25 feet indicates nominal queuing.
- (6) Overflow from northbound right turn lane is added to the shared left/through lane, which is forecast to provide adequate storage length.

7. SITE ACCESS AND CIRCULATION

This section includes a description of project improvements necessary to provide site access and an evaluation of site access and circulation.

PROJECT DESIGN FEATURES

The proposed project shall construct the following improvements as project design features to provide project site access:

- McMurray Road (NS) at Project Driveway (EW) [#9]
 - Maintain the existing north-south two-way left turn median.
 - Construct the proposed project driveway to provide one inbound lane and two outbound lanes with eastbound stop-control and the following lane configurations:
 - Northbound: one left turn lane (within median) and one through lane.
 - Southbound: one shared through/right turn lane.
 - Eastbound: one left turn lane and one right turn lane.

This analysis also assumes the project shall comply with the following or comparable conditions as part of the City of Buellton standard development review process:

- A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.
- All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards and to the satisfaction of the City of Buellton.
- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Buellton.
- Adequate emergency vehicle access shall be provided to the satisfaction of the Santa Barbara County Fire Department.
- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Buellton/California Department of Transportation sight distance standards.

PARKING

The project is proposing a total 55 on-site parking spaces, more than double the minimum amount required per City of Buellton Municipal Code. The landscaped buffer on the northern property boundary extending from McMurray Road to the interconnected drive aisle at the northwest property boundary, running adjacent to the drive through lane provides a natural barrier for parking between the proposed development and Marriott Hotel. Therefore, parking on one property for the intent of visiting the adjacent property is expected to be minimal as it would not be any more convenient than parking on-site. The same is expected between the proposed development and the McDonald's to the south since the design layout of both properties

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encourage shorter walking distances to each respective building when parking within the respective property boundaries.

DRIVEWAY QUEUING ANALYSIS

Queuing at the project driveway was previously shown in Table 7 and Table 8. Figure 25 shows the 95th-percentile queues at the project driveway in relation to existing and future adjacent driveways.

As shown in Table 8, the 95th-percentile queue for the northbound left turn movement from McMurray Road into the project driveway is not forecast to exceed 78 feet, or approximately three vehicles. The 95th-percentile queue lengths for the eastbound lanes exiting the project driveway are not forecast to exceed 41 feet, or approximately 2 vehicles. As shown on Figure 25, the forecasted queues lengths are the project driveway can be accommodated within the available storage lengths without blocking through lanes on McMurray Road or blocking site access to/from the McDonald's interconnection.

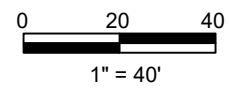
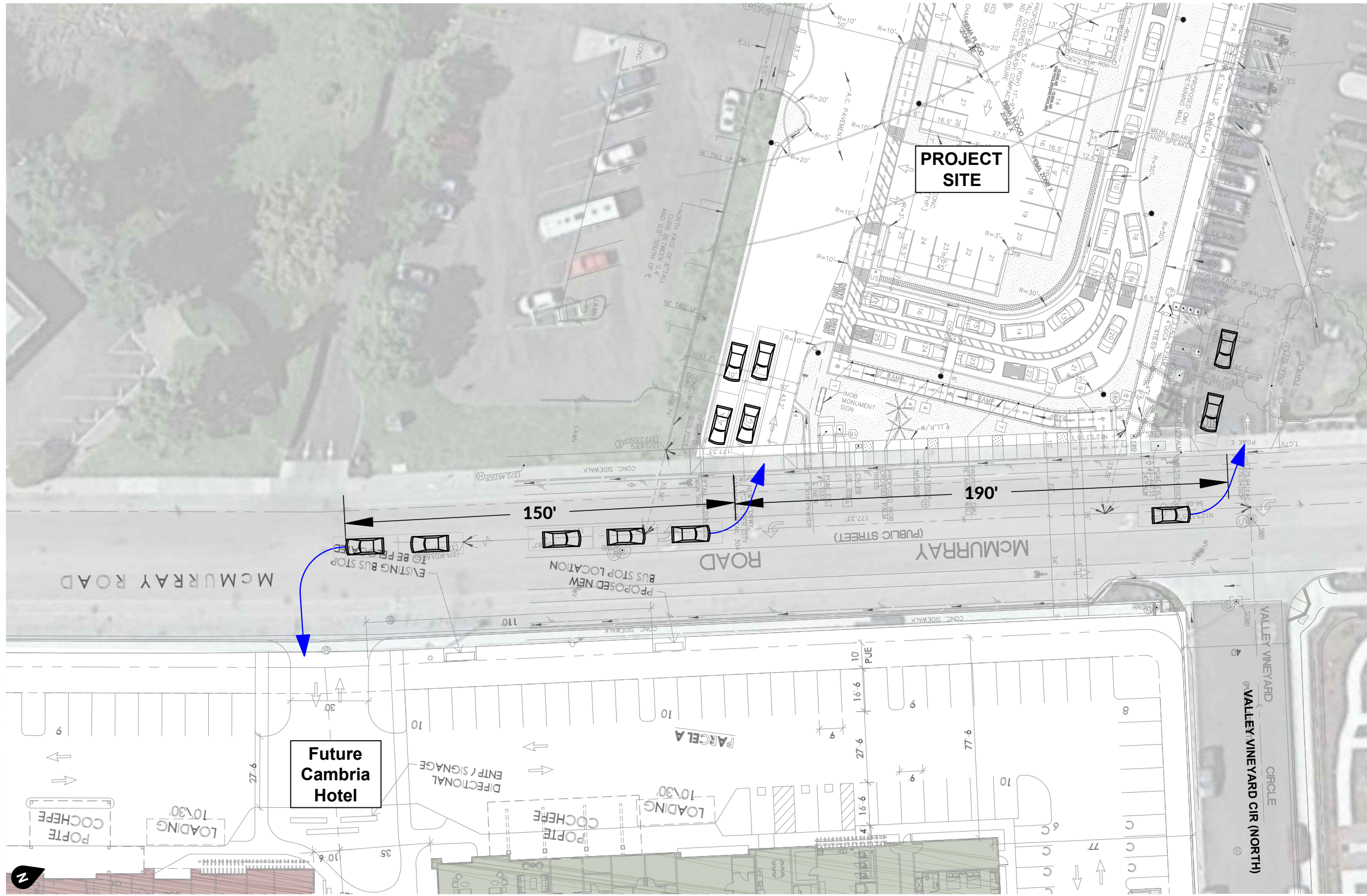
ON-SITE CIRCULATION

Figure 26 illustrates the forecast on-site circulation patterns for the proposed project. The project proposes to close interconnection with the Marriott Hotel property north of the project site. Therefore, all project access is forecast to occur at the In-N-Out driveway only.

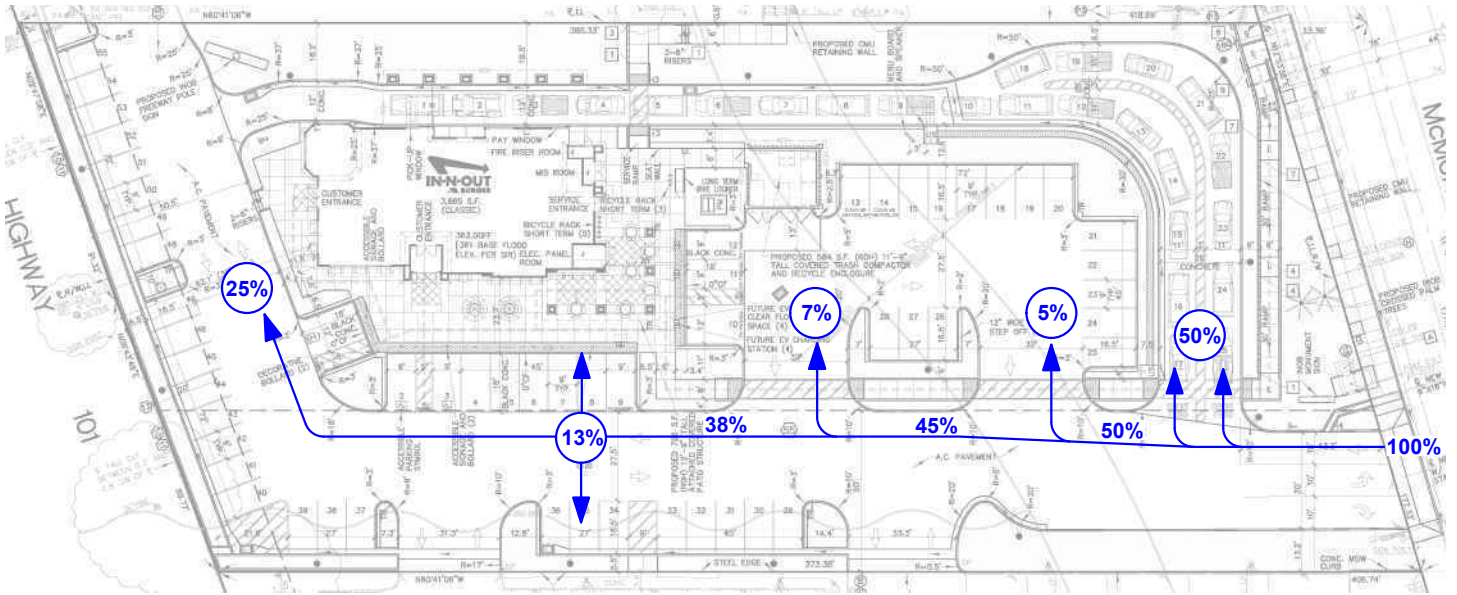
Figure 27 shows the forecast on-site circulation volumes for the Saturday mid-day peak hour (greater of the two peak hours analyzed) based on the existing McDonald's trips measured at the project driveway and the forecast on-site circulation patterns for the proposed project.

A SimTraffic simulation was performed to review on-site circulation based on the turning movement volumes shown on Figure 27. Adequate on-site circulation is anticipated to be provided based on review of driveway queuing, on-site turning movement volumes, and simulated on-site delays and queuing. On-site circulation simulation results are provided in Appendix G.

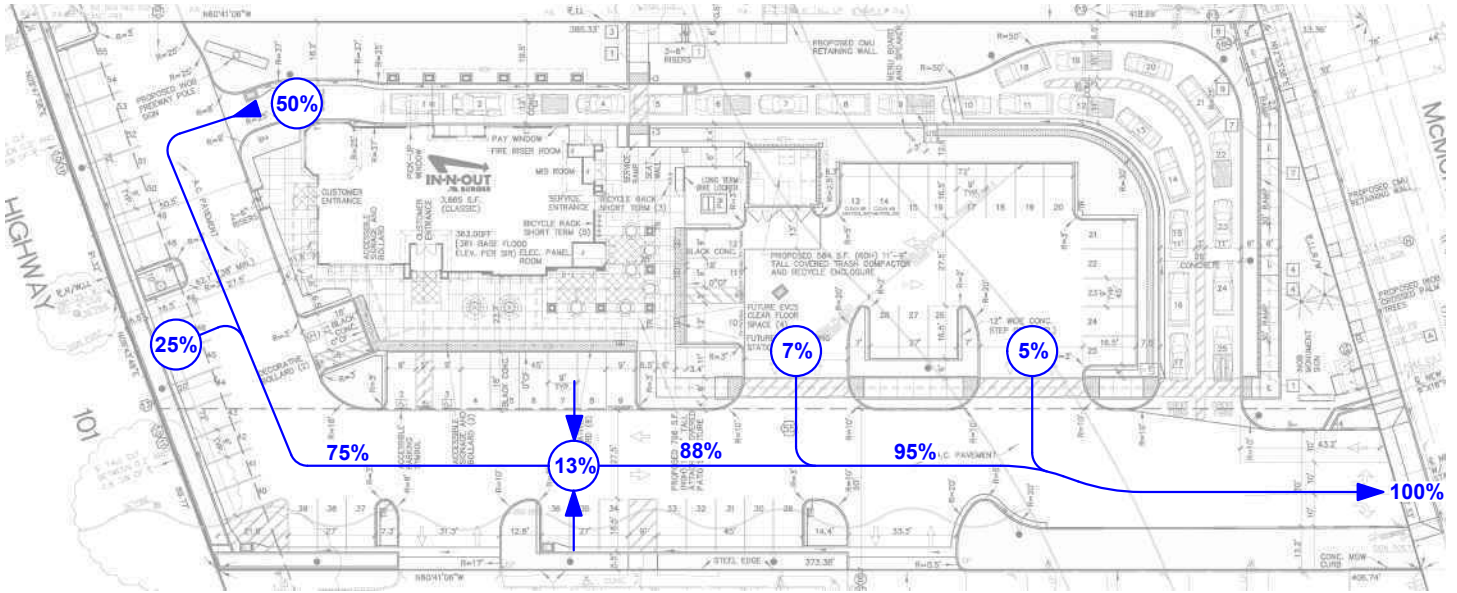
Attachment 8



Attachment 8 INBOUND



OUTBOUND



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← On-Site Circulation Pattern

**Figure 26
Forecast On-Site Circulation Patterns**

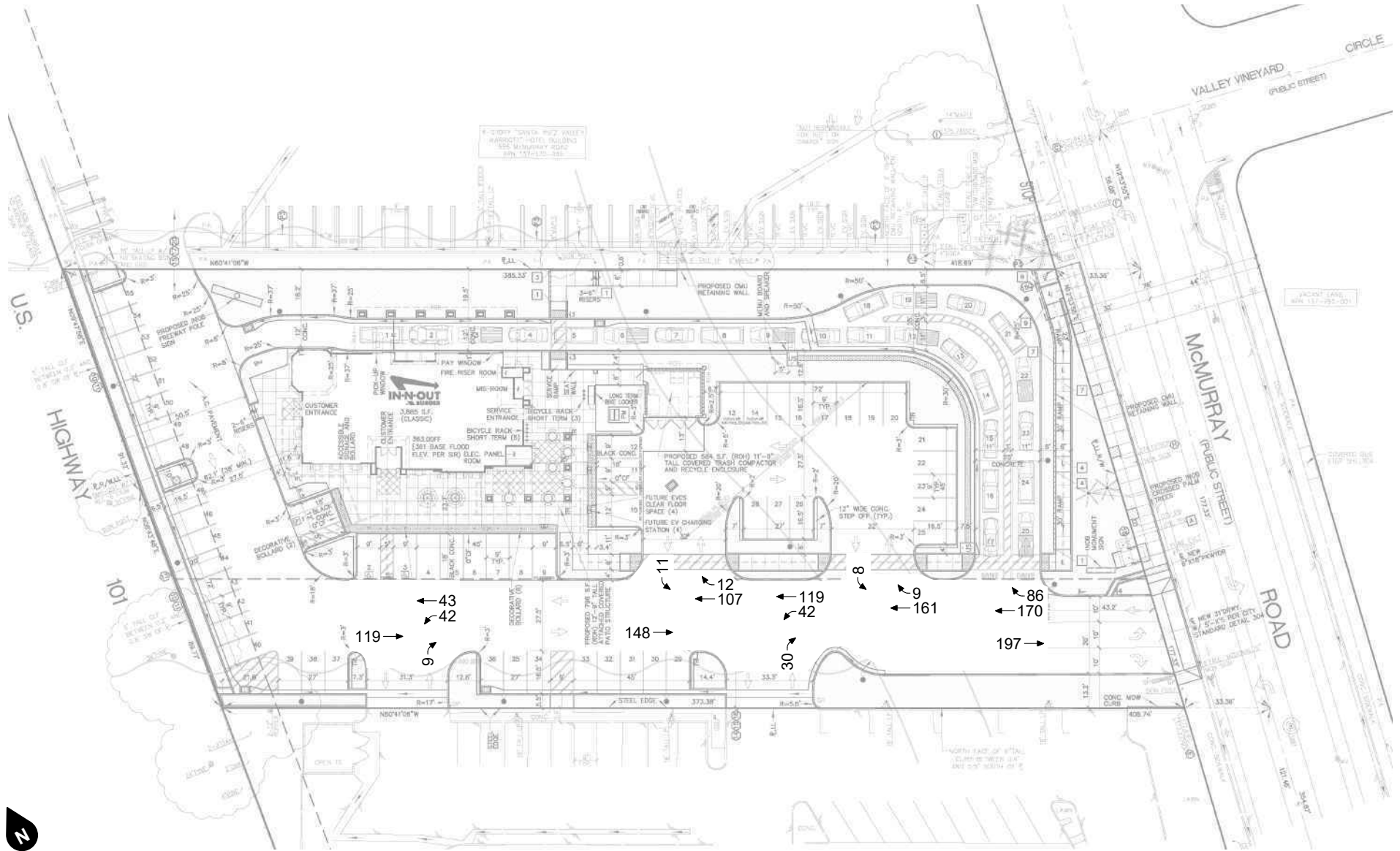


Figure 27
Forecast On-Site Circulation Trips

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DRIVE THROUGH LANE QUEUE ANALYSIS

The In-N-Out restaurant is proposing a dual-lane drive through layout that merges into a one lane prior to a single service point for taking orders. The proposed In-N-Out drive through layout will provide storage capacity for a total of approximately 25 vehicles.

To evaluate adequacy of the proposed drive through lane, this analysis compiled data of actual vehicular queues observed within the drive through lanes at comparable In-N-Out Burger restaurants throughout Southern California. Drive through lane queue data is provided in Appendix H. Queue survey data used for this analysis was collected at the following locations:

Survey Location	Weekday Count Dates	Weekend Count Dates
Corona – 2305 Compton Avenue, Corona, CA 92881	12/4-8/2017	12/2-3/2017
Highland – 28009 Greenspot Road, Highland, CA 92346	12/4-8/2017	12/2-3/2017
Indio – 82043 Highway 111, Indio, CA 92201	6/27/2019	6/22/2019
La Quinta – 78611 Highway 111, La Quinta, CA 92253	6/27/2019	6/22/2019
Long Beach – 6391 E Pacific Coast Hwy, Long Beach, CA 90803	5/16/2012	5/19/2012
Los Angeles – 9149 S Sepulveda Blvd, Los Angeles, CA 90045	5/16/2012	5/19/2012
Thousand Palms – 72265 Varner Rd, Thousand Palms, CA 92276	6/27/2019	6/22/2019

Drive through lane queues at the Corona and Highland locations were counted over multiple weekdays and weekend days from 10:30 AM to 1:00 AM. Weekday counts were conducted on Monday, December 4, 2017 through Friday, December 8, 2017 and weekend counts were conducted on Saturday, December 2, 2017 and Sunday, December 3, 2017. To provide a conservative assessment, the queue values for the greatest queue observed during the specified time period on any given weekday or weekend day during which the counts were collected.

and summarize the drive through lane queue survey results for weekdays and weekends, respectively. As shown in , the peak drive through lane queue ranged from 15 to 24 vehicles on weekdays. The average peak queue observed on weekdays is equal to 20 vehicles and the 85th-percentile queue is equal to 23 vehicles. As shown in , the peak drive through lane queue ranged from 16 to 25 vehicles on weekends. The average peak queue observed on weekends is equal to 22 vehicles and the 85th-percentile queue is equal to 24 vehicles.

In statistics, the 85th-percentile describes the value at which 85 percent of the samples are distributed at or below. In terms of this analysis, it means that 85 percent of the surveyed locations had a peak queue that did not exceed this value. Use of the maximum peak queue is not recommended for design applications because it would result in over-design for most sites.

Based on the proposed storage capacity for 25 vehicles, the drive through lane is forecast to provide sufficient stacking area to accommodate both the average maximum queue of 22 vehicles and 85th-percentile maximum queue of 24 vehicles during the peak lunch and dinner hours for In-N-Out restaurants.

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Table 9
In-N-Out Weekday Drive Through Queue Survey Summary

Time	Peak Queue Observed within 15-Minute Increment								
	Corona	Highland	Indio	La Quinta	Long Beach	Los Angeles	Thousand Palms	Average	85th-%ile
LUNCH									
11:00 AM	17	14	5	8	3	6	15	10	15
11:15 AM	17	17	7	7	6	12	16	12	17
11:30 AM	16	16	12	12	7	16	18	14	16
11:45 AM	17	17	12	13	14	19	14	15	17
12:00 PM	23	19	12	21	15	20	17	18	21
12:15 PM	24	21	10	22	15	18	16	18	22
12:30 PM	23	21	9	19	13	21	16	17	21
12:45 PM	17	20	12	18	8	19	20	16	20
1:00 PM	16	19	16	18	12	22	10	16	19
1:15 PM	18	14	12	20	13	21	12	16	20
1:30 PM	17	16	10	18	8	20	13	15	18
1:45 PM	15	18	8	16	7	20	10	13	18
2:00 PM	16	17	7	14	8	21	19	15	19
DINNER									
4:00 PM	17	15	7	15	6	17	7	12	17
4:15 PM	16	19	4	21	5	15	10	13	19
4:30 PM	17	17	7	20	3	12	9	12	17
4:45 PM	16	18	7	20	6	10	11	13	18
5:00 PM	23	19	6	22	5	9	10	13	22
5:15 PM	23	19	12	18	7	14	14	15	19
5:30 PM	23	19	10	21	7	17	13	16	21
5:45 PM	18	21	9	19	5	19	9	14	19
6:00 PM	23	23	10	16	12	20	12	17	23
6:15 PM	24	22	8	22	7	19	16	17	22
6:30 PM	24	19	11	23	10	20	18	18	23
6:45 PM	24	18	10	21	12	18	18	17	21
7:00 PM	23	19	7	21	10	17	19	17	21
7:15 PM	18	21	10	16	11	18	20	16	20
7:30 PM	23	21	12	7	7	19	17	15	21
7:45 PM	24	19	7	17	6	20	16	16	20
8:00 PM	23	18	15	16	8	21	10	16	21
8:15 PM	17	17	12	17	6	19	17	15	17
8:30 PM	16	17	10	15	9	19	15	14	17
PEAK	24	23	16	23	15	22	20	20	23

Source: Queue observations at existing In-N-Out restaurants see Appendix F.

Attachment 8

Table 10
In-N-Out Weekend Drive Through Queue Survey Summary

Time	Peak Queue Observed within 15-Minute Increment								
	Corona	Highland	Indio	La Quinta	Long Beach	Los Angeles	Thousand Palms	Average	85th-%ile
LUNCH									
11:00 AM	9	9	6	8	7	8	8	8	9
11:15 AM	13	14	4	11	8	11	8	10	13
11:30 AM	17	16	7	16	9	12	12	13	16
11:45 AM	19	18	8	11	16	18	14	15	18
12:00 PM	17	18	11	10	16	20	11	15	18
12:15 PM	18	20	8	14	14	16	12	15	18
12:30 PM	23	20	9	18	16	20	18	18	20
12:45 PM	24	21	11	16	10	20	16	17	21
1:00 PM	24	19	16	15	15	23	15	18	23
1:15 PM	23	20	7	14	16	22	15	17	22
1:30 PM	24	20	6	18	10	20	18	17	20
1:45 PM	23	22	8	15	9	20	18	16	22
2:00 PM	22	17	12	16	12	21	14	16	21
DINNER									
4:00 PM	20	14	10	14	8	10	12	13	15
4:15 PM	18	15	15	17	10	14	11	14	17
4:30 PM	17	16	15	17	8	18	12	15	17
4:45 PM	17	18	16	20	5	8	11	14	18
5:00 PM	23	19	20	21	9	8	12	16	21
5:15 PM	24	20	22	18	10	9	11	16	22
5:30 PM	24	22	22	19	10	20	6	18	22
5:45 PM	23	18	24	12	9	19	16	17	23
6:00 PM	24	23	21	11	13	20	19	19	23
6:15 PM	24	21	16	10	9	19	17	17	21
6:30 PM	25	20	10	17	10	20	15	17	21
6:45 PM	25	19	11	18	14	18	20	18	21
7:00 PM	24	21	8	10	12	19	19	16	21
7:15 PM	24	19	7	12	13	20	13	15	20
7:30 PM	23	18	6	11	9	21	12	14	21
7:45 PM	23	19	9	8	9	22	14	15	22
8:00 PM	15	20	12	15	10	21	13	15	20
8:15 PM	16	19	9	16	9	22	17	15	19
8:30 PM	17	21	8	16	11	18	17	15	18
PEAK	25	23	24	21	16	23	20	22	24

Source: Queue observations at existing In-N-Out restaurants see Appendix F.

Attachment 8

DRIVE THROUGH LANE MANAGEMENT

As standard practice, In-N-Out Burger employs several drive-through lane management measures to maintain adequate on-site circulation and ensure that any overflow do not cause site access obstructions.

The drive-through lane is monitored by three to four cameras with video feeds displayed at the manager's office, cooking grills, and both the pay and pick-up windows. During periods of peak demand, a wireless handheld ordering system is implemented once the drive-through lane queue extends beyond the menu board and ordering speaker generally located at the 9th vehicle position upstream of the pick-up window. This enables orders to be processed sooner and ensure that the order is ready by the time the vehicle reaches the pick-up window. The associate operating the handheld ordering system will also communicate with management inside the restaurant and can notify of the need for additional associates to assist in the parking area.

Compared to older In-N-Out locations, the proposed project will provide substantially more vehicular storage capacity in the drive-through lane and will have a larger, more efficient kitchen. Two grills are typically operated at all times and a third grill is used during periods of high volume. Activation of the third grill is typically done in response to drive-through demand and enables the restaurant to increase the speed at which drive-through orders are picked up. With implementation of handheld ordering, combined with the higher capacity kitchen, drive-through orders can be processed at an average of approximately one vehicle every 30-45 seconds during peak periods (order processing time may vary during non-peak periods).

As noted above, the drive through lane is anticipated to provide more than sufficient stacking length based on the observed average maximum drive through queue lengths at seven In-N-Out locations throughout California. Although the drive through lane is forecast to provide more than sufficient storage to accommodate peak demand, Figure 28 illustrates a drive through lane overflow management plan as a contingency measure that can be implemented should the actual drive through lane queue exceed expectations. This plan is not anticipated to be needed on a regular basis, if at all, but is provided to demonstrate how any potential drive through queue overflow can be accommodated on-site without adversely impacting on-site circulation and project site ingress or egress.

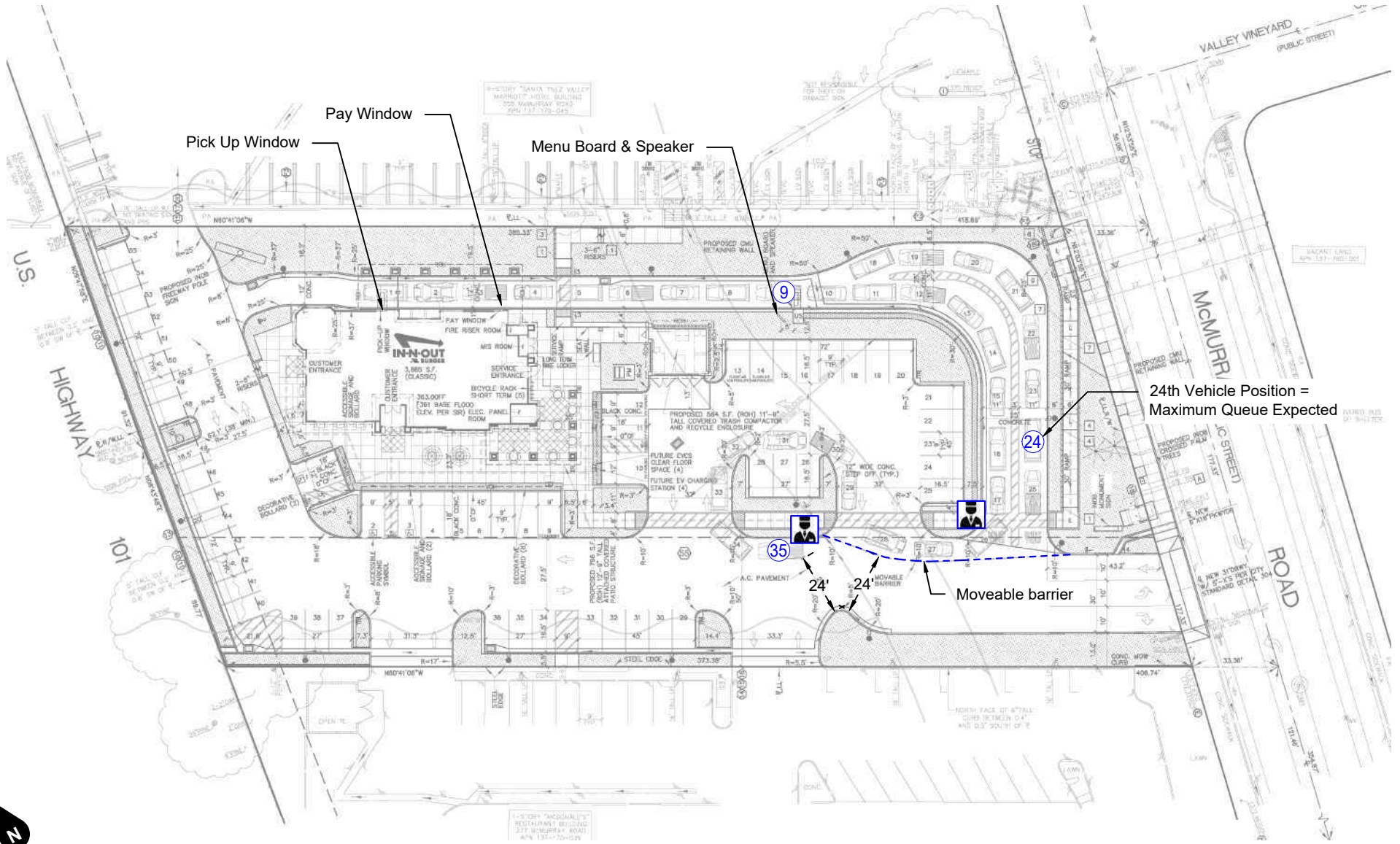
To ensure the drive through lane overflow management plan would not interfere with on-site circulation, Figure 29 shows a vehicle turning path analysis for this condition. As shown on Figure 29, implementation of the drive through lane overflow management plan would maintain adequate lane widths to accommodate turning movements to/from the project site and the McDonald's interconnections.

PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access and circulation are illustrated on Figure 30. Existing sidewalks along the project site frontage would be maintained and provide access to/from the north and south of the project site along McMurray Road.

There are currently no marked crosswalks across McMurray Road between Rufus T. Buell Drive and Highway 246. The proposed project is anticipated to create additional demand for pedestrians to cross between the west side of McMurray Road and existing residential and commercial uses on the east side of McMurray Road. Therefore, it is recommended that the project install a high-visibility pedestrian crossing and ADA-compliant curb ramps on the south leg of the intersection of Valley Vineyard Circle (North) and McMurray Road.

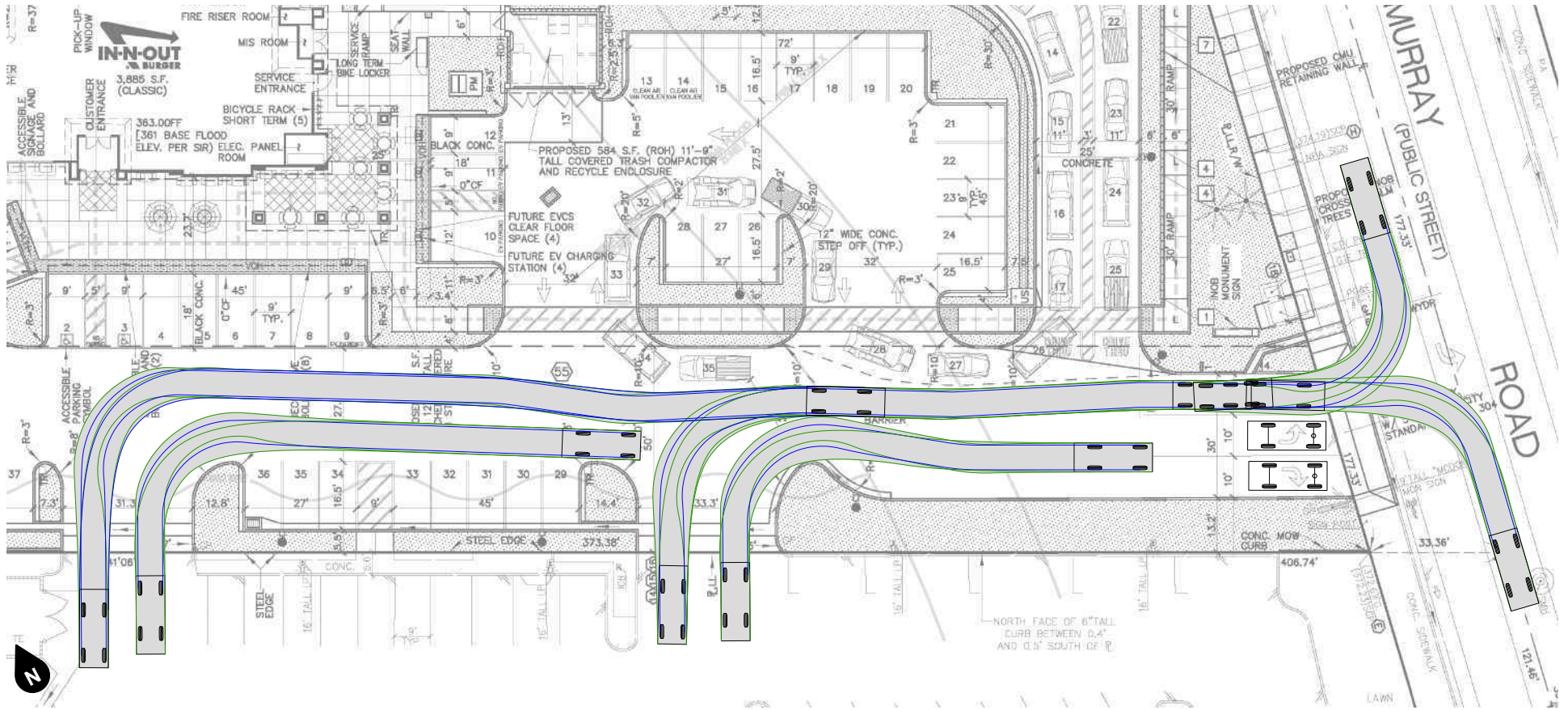
Attachment 8



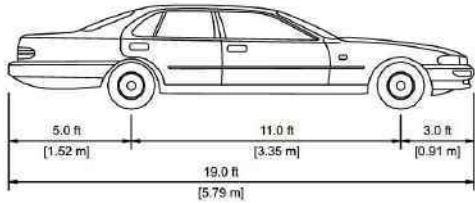
In-N-Out Associate

Figure 28
Drive Through Lane Overflow Contingency Plan

Attachment 8



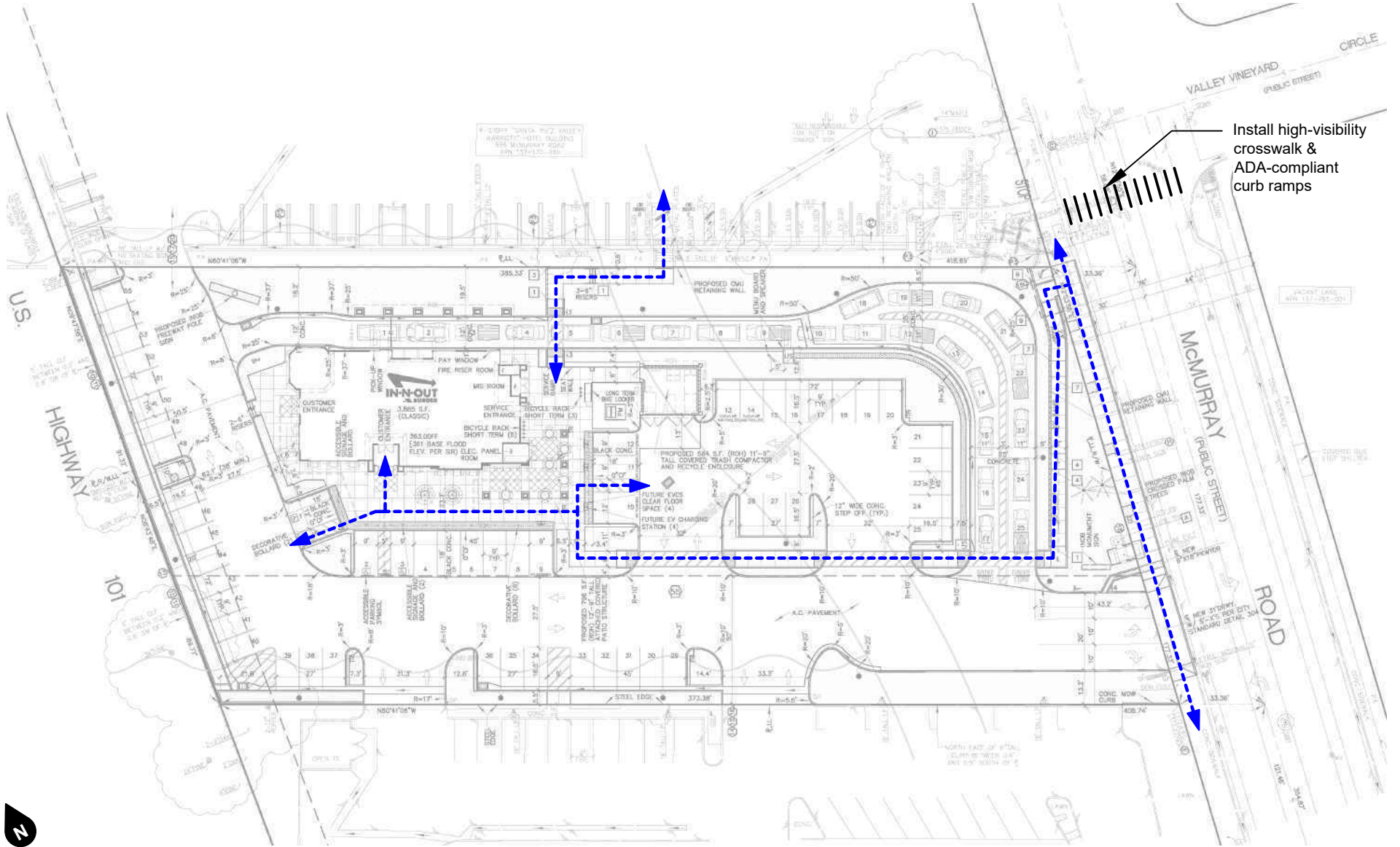
Passenger Car (P) Design Vehicle (AASHTO)



Legend

- Vehicle Wheel Path
- Vehicle Swept Path

Figure 29
Vehicle Turning Path Analysis



← - - - → Pedestrian Access/Circulation Path

Figure 30
Pedestrian Circulation

8. CONGESTION MANAGEMENT PROGRAM

This section provides analysis of the project impacts at County facilities in accordance with Santa Barbara County Congestion Management Program (CMP) requirements.

CRITERIA FOR REQUIRING A TRAFFIC IMPACT ANALYSIS FOR CMP

The Santa Barbara County CMP (October 20, 2016) provides the following thresholds for requiring a CMP-compliant traffic impact analysis:

- A project should be evaluated for potential impacts to the “off-site” CMP system if total trip generation exceeds 50 peak hour trips or 500 average daily trips.
- Assignment of trips to the CMP system normally should be carried out no further than two signalized intersections from the project site (excluding signals at non-arterial streets), or to the nearest freeway interchange, regardless of jurisdictional boundaries.

The study area does not include any CMP monitoring intersections and the project does not contribute 150 or more peak hour trips to a mainline freeway monitoring location. Therefore, the proposed project would not result in a CMP impact as it does not meet the thresholds requiring a traffic impact analysis for CMP purposes.

OPERATIONAL IMPACTS

The following are guidelines as to what constitutes an operational impact to the CMP network:

- For any roadway or intersection operating at Level of Service A or B, a decrease of two levels of service from project-added traffic;
- For any roadway or intersection operating at Level of Service C, project-added traffic that results in a LOS D or worse;
- For intersections on the CMP network with existing congestion, the following will define operational impacts: Level of Service D = 20 project-added peak hour trips or Level of Service E/F = 10 project-added peak hour trips;
- For freeway or highway segments with existing congestion, the following will define operational impacts: Level of Service F = 100 project-added peak hour trips or Level of Service E/F = 50 project-added peak hour trips.

CMP FACILITIES

Highway 246 is on the CMP Highway and Street Network.

CMP ANALYSIS

With implementation of the previously identified improvements, the study area intersections on Highway 246 are projected to operate at Level of Service C or better during the peak hours for Cumulative With Project conditions, while not degrading two levels of service when operating at Level of Service A or B with project-added traffic. Therefore, the proposed project would not result in a CMP impact.

9. VEHICLE MILES TRAVELED ANALYSIS

The project VMT impact has been assessed for compliance with current CEQA guidelines. Absent City-adopted thresholds/guidelines relating to VMT, the City is adhering to State of California guidance from the Office of Planning and Research.

BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Agencies may currently opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) [“*OPR Technical Advisory*”] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

VMT ASSESSMENT AND SCREENING

The *OPR Technical Advisory* contains guidance indicating that local-serving retail (including restaurants), defined as less than 50,000 square feet, would typically shorten trips and reduce VMT. New retail development typically redistributes shopping trips rather than creating new trips. By adding retail opportunities into the urban fabric and thereby improving proximity, local-serving retail tends to shorten trips and reduce VMT.

The proposed project is local-serving retail (including restaurants) less than 50,000 square feet; therefore, the proposed Project satisfies the State-recommended screening criteria for local-serving retail and may be presumed to result in a less than significant VMT impact.

10. SUMMARY OF IMPROVEMENTS

IMPROVEMENTS RELATING TO LEVEL OF SERVICE OPERATIONS

The following improvements are recommended for Cumulative With Project conditions:

- Avenue of Flags (NS) at Highway 246 (EW) [#2]
 - Install northbound right turn overlap signal phasing.
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install southbound right turn overlap signal phasing.

IMPROVEMENTS RELATING TO INTERSECTION QUEUING OPERATIONS

The following improvement is recommended to address the project-related queuing impact for Existing Plus Project conditions:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

The following additional improvements are recommended to address the project-related queuing impacts for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Restripe the existing shared left/through lane to a shared left/through/right turn lane.
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

PROJECT FAIR SHARE ANALYSIS

Table 11 shows the project fair share calculation at study locations with recommended improvements based on the project share of new trips (cumulative minus existing). The project share of new trips represents the project's fair share of improvement costs not already funded through the City's Traffic Improvement Fee Program.

Attachment 8

Table 11
Project Fair Share Calculations

Intersection	Peak Hour	Existing Volume	Cumulative Volume	Total New Trips	Project Trips	Project % of New Trips ¹
2. Avenue of Flags at Highway 246	PM	2,236	2,774	538	31	5.8%
	Sat.	1,844	2,525	681	43	6.3%
11. McMurray Road at Highway 246	PM	2,541	3,252	711	146	20.5%
	Sat.	2,438	3,384	946	225	23.8%

Notes:

(1) Highest deficient peak hour represented in **BOLD**.

11. CONCLUSIONS

This section summarizes the findings and improvements/mitigation measures (if any) identified in previous sections of this report.

PROJECT TRIP GENERATION

The proposed Project is forecast to generate approximately 2,835 new local daily trips on weekdays, including 196 new local trips during the weekday PM peak hour, and 2,841 new local daily trips on Saturdays, including 300 new local trips during the Saturday mid-day peak hour.

FORECAST LEVELS OF SERVICE

Existing Plus Project

The study intersections are forecast to operate at Levels of Service C or better during the peak hours for Existing Plus Project conditions; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Existing Plus Project conditions.

Cumulative Without Project

The following study intersection is forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative Without Project conditions:

- Avenue of Flags at Highway 246 [#2] (Saturday Peak Hour LOS D)

The following study intersections are forecast to operate at deficient Level of Service (D or worse) during the peak hours for Cumulative With Project conditions, without improvements:

- Avenue of Flags at Highway 246 [#2] (Saturday MD – LOS D)
- McMurray Road at Highway 246 [#11] (Weekday PM – LOS D; Saturday MD – LOS D)

The study intersections are forecast to operate at Levels of Service C or better during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements; therefore, the proposed project is forecast to result in no Level of Service deficiencies for Cumulative With Project conditions.

INTERSECTION QUEUING ANALYSIS

Existing Plus Project Queuing

The following locations currently exceed and are forecast to continue to exceed the available storage length:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Southbound Left (project increase < one vehicle)
 - Southbound Through/Right (project increase ≥ one vehicle)
 - Eastbound Left (project increase < one vehicle)

Attachment 8

The following improvement is recommended to address the project-related queuing impact for Existing Plus Project conditions:

- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

The proposed project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Existing Plus Project conditions with implementation of the recommended improvements.

Cumulative Conditions Queuing

Insufficient storage length is forecast to be provided at the following study locations for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Northbound Left/Through (*project increase \geq one vehicle*)
 - Northbound Right (*project increase \geq one vehicle*)
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Northbound Left (*project increase $<$ one vehicle*)
 - Northbound Through/Right (*project increase \geq one vehicle*)
 - Southbound Through (*project increase \geq one vehicle*)
 - Southbound Right (*project increase $<$ one vehicle*)
 - Eastbound Left (*project increase $<$ one vehicle*)

In addition to the queuing improvement identified for Existing Plus Project conditions, the following improvements are recommended to address the project-related queuing impacts for Cumulative conditions:

- U.S. Highway 101 NB Ramps (NS) at Highway 246 (EW) [#6]
 - Restripe the existing shared left/through lane to a shared left/through/right turn lane.
- McMurray Road (NS) at Highway 246 (EW) [#11]
 - Install KEEP CLEAR pavement markings in the southbound through lane adjacent to the Taco Bell driveway on McMurray Road.

The project is expected to have no meaningful adverse effect on queue lengths at the study locations during the peak hours for Cumulative With Project conditions with implementation of the recommended improvements, except for the McMurray Road/Highway 246 northbound through/right turn lane during the Saturday mid-day peak hour. The proposed project will pay into the City's Traffic Improvement Fee Program, with such payments representing a fair share of the cost for future improvements should additional right-of-way become available or alternative improvements be identified. Otherwise, the City may install KEEP CLEAR pavement markings as necessary to prevent intersection queues from blocking southbound left turn movements into driveways on the east side of McMurray Road.

SITE ACCESS AND CIRCULATION

The proposed project shall construct the following improvements as project design features to provide project site access:

- McMurray Road (NS) at Project Driveway (EW) [#9]
 - Maintain the existing north-south two-way left turn median.

Attachment 8

- Construct the proposed project driveway to provide one inbound lane and two outbound lanes with eastbound stop-control and the following lane configurations:
 - Northbound: one left turn lane (within median) and one through lane.
 - Southbound: one shared through/right turn lane.
 - Eastbound: one left turn lane and one right turn lane.

Adequate on-site circulation is anticipated to be provided based on review of driveway queuing, on-site turning movement volumes, and simulated on-site delays and queuing.

Based on the proposed storage capacity for 25 vehicles, the drive through lane is forecast to provide sufficient stacking area to accommodate both the average maximum queue of 22 vehicles and 85th-percentile maximum queue of 24 vehicles during the peak lunch and dinner hours for In-N-Out restaurants.

CONGESTION MANAGEMENT PROGRAM

With implementation of the previously identified improvements, the study area intersections on Highway 246 are projected to operate at Level of Service C or better during the peak hours for Cumulative With Project conditions, while not degrading two levels of service when operating at Level of Service A or B with project-added traffic. Therefore, the proposed project would not result in a CMP impact.

VEHICLE MILES TRAVELED ANALYSIS

The proposed project is local-serving retail (including restaurants) less than 50,000 square feet; therefore, the proposed Project satisfies the State-recommended screening criteria for local-serving retail and may be presumed to result in a less than significant VMT impact.

APPENDICES

- Appendix A Glossary
- Appendix B Memorandum of Understanding
- Appendix C Volume Count Worksheets
- Appendix D Level of Service Worksheets
- Appendix E Trip Generation Data
- Appendix F Intersection Queuing Analysis Worksheets
- Appendix G On-Site Circulation Simulation Results
- Appendix H Drive Through Lane Queue Data

APPENDIX A

GLOSSARY

Attachment 8

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

ACTUATED SIGNAL CONTROL: A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

ACTUATION: Detection of a roadway user that is forwarded to the signal controller.

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CALL: An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

CHANNELIZATION: The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

COORDINATED SIGNAL CONTROL: A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

CONTROL DELAY: The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

CORDON: An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

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CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE: A complete sequence of signal indications for all phases.

CYCLE LENGTH: The total time for a traffic signal to complete one full cycle.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device used to count or determine the presence of a roadway user.

DESIGN SPEED: A speed used for purposes of designing horizontal and vertical alignments of a highway.

DIRECTIONAL SPLIT: The percent of two-way traffic traveling in a specified direction.

DIVERSION: The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

FREE FLOW: Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

GAP: Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

GAP ACCEPTANCE: The method by which a driver accepts an available gap in traffic to enter or cross the road.

HEADWAY: Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

LEVEL OF SERVICE: A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MULTI-MODAL: More than one mode, such as automobile, transit, bicycle, and pedestrian.

OFFSET: The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

PLATOON: A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

Attachment 8

PEDESTRIAN CLEARANCE INTERVAL: Also known as the “Flashing Don’t Walk” interval, it signals the end of pedestrian entry into the crosswalk following the “Walk” indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

PEAK HOUR: The hour within a day in which the maximum volume occurs.

PEAK HOUR FACTOR: The peak hour volume divided by the four times the peak 15-minute flow rate.

PHASE: In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

PRETIMED SIGNAL: A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

PROGRESSION: The coordinated movement of vehicles through signalized intersections along a corridor.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

RECALL: A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

SEMI-ACTUATED CONTROL: A type of traffic signal control in which only the minor movements are provided detection.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queueing to occur.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRIP OR TRIP END: The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

TRIP GENERATION RATE: The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

TRUCK: A heavy motor vehicle generally used for transporting goods.

VEHICLE MILES TRAVELED: A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

Attachment 8

APPENDIX B

MEMORANDUM OF UNDERSTANDING



MEMORANDUM OF UNDERSTANDING

TO: Ms. Cara Miralles | CITY OF BUELLTON

FROM: Bryan Crawford, Giancarlo Ganddini

DATE: December 2, 2021

SUBJECT: In-N-Out Burger (515 McMurray Road) Traffic Study Scope
Project No. 19446

INTRODUCTION

The purpose of this scoping document is to outline the proposed traffic analysis parameters and assumptions for review/concurrence by City of Buellton staff. The traffic impact analysis will be conducted using the guidelines within traffic studies provided by City of Buellton staff for Level of Service (LOS) analysis and the State of California Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) for the Vehicle Miles Traveled (VMT) analysis.

PROJECT DESCRIPTION

The 1.48-acre project site is located at 515 McMurray Road in the City of Buellton, California. The project site is currently occupied by Parks Plaza Theatre; however, this theater is permanently closed. The proposed project involves redevelopment of the site with a 3,885 square foot In-N-Out Burger restaurant with drive through window. Vehicular access is proposed at McMurray Road.

Figure 1 shows the project location and proposed study intersections. The preliminary site plan is shown on Figure 2.

PROJECT TRIP GENERATION & DISTRIBUTION

Table 1 shows the project trip generation based upon trip generation surveys of existing In-N-Out restaurants. Although the ITE Trip Generation Manual contains data for a fast-food restaurant with drive through window land use, In-N-Out restaurants are generally understood to generate more trips than the average fast-food restaurant. To provide a conservative analysis, trip generation for the proposed In-N-Out is based on average trip generation rates derived from trip counts of existing In-N-Out restaurants throughout California. Attachment A provides the count worksheets and trip generation data for In-N-Out.

As shown in Table 1, the proposed project is forecast to generate approximately 2,878 new weekday daily trips, including 103 new trips during the PM peak hour. The proposed project is also forecast to generate approximately 2,678 new Saturday daily trips, including 148 new trips during the mid-day peak hour.

Attachment 8

Ms. Cara Miralles | CITY OF BUELLTON
In-N-Out Burger (515 McMurray Road) Traffic Study Scope
December 2, 2021

Pass-By Trip Adjustments

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, September 2021) represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. The project trip generation forecasts shown in Table 1 applies pass-by trip adjustments based upon pass-by rates from the ITE *Trip Generation Manual* (11th Edition, September 2021), with the Saturday mid-day pass-by reduction approximately half of weekday PM peak hour value.

Project Trip Distributions

Figure 3 illustrates the forecast directional distribution patterns of project-generated trips based on review of the existing roadway facilities in the project vicinity and the location of other In-N-Out restaurants in the region. Figure 4 shows the forecast distribution patterns of project-related pass-by trips. Project trip distributions (particularly pass-by) will be reviewed once traffic count data is acquired.

LEVEL OF SERVICE ANALYSIS

A Level of Service analysis shall be performed for assessing General Plan consistency in accordance with the City's *General Plan 2025* (December 2008) ["the City guidelines"]. In accordance with CEQA provisions, any Level of Service impacts identified are solely for General Plan conformance and would not constitute a significant impact under CEQA.

Performance Standards

The City desires to maintain a level of service (LOS) C throughout the City, except lower LOS may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.

Analysis Methodology

In accordance with the City guidelines, the study intersection performance shall be measured using the latest version of the Highway Capacity Manual (HCM) delay methodology. Observed peak hour factors (PHFs) shall be used for existing conditions and a PHF of 0.95 shall be used for future conditions.

Transportation Effects

Study intersections that do not meet the City's performance standards shall be identified as deficient. A project will be required to consider improvements when the addition of project trips causes a study intersection to degrade from acceptable Level of Service to deficient Level of Service. The fair share cost percentages for any proposed improvements in the cumulative condition shall also be calculated.

STUDY AREA

The study area is proposed to consist of the following 7 study intersections that are key to providing project site access:

Attachment 8

Ms. Cara Miralles | CITY OF BUELLTON
In-N-Out Burger (515 McMurray Road) Traffic Study Scope
December 2, 2021

1. Avenue of Flags at Rufus T. Buell Drive
2. Avenue of Flags at Highway 246
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive
4. U.S. Highway 101 SB Ramps at Highway 246
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive
6. U.S. Highway 101 NB Ramps at Highway 246
7. McMurray Road at Rufus T. Buell Drive
8. McMurray Road at Valley Vineyard Circle (North)
9. McMurray Road at Project Driveway
10. McMurray Road at Valley Vineyard Circle (South)
11. McMurray Road at Highway 246

TRAFFIC COUNTS

Ganddini Group shall obtain new intersection turning movement counts on a typical weekday (Tuesday, Wednesday, or Thursday) during the peak commute period (4:00 - 6:00 PM), and on a typical Saturday during the peak commute period (11:00 AM - 2:00 PM).

ANALYSIS SCENARIOS

The traffic study shall evaluate the following analysis scenarios for typical weekday AM and PM peak hour conditions:

- Existing
- Cumulative Without Project
- Cumulative With Project

FORECASTING METHODOLOGY

To account for ambient growth, existing roadway volumes will be increased by a growth rate of one percent (1%) per year over a two-year period for Opening Year (2023) conditions.

In addition, a list of pending and approved other development projects in the City of Buellton shall be compiled. Trip forecasts for other development projects within the project study area shall be determined based on the ITE *Trip Generation Manual* and will be added to existing roadway volumes for the applicable analysis scenarios. City staff has provided a list of pending and approved other development projects to be used for this analysis.

ON-SITE CIRCULATION AND DRIVE THROUGH QUEUING

On-site circulation will be reviewed for the proposed project, including a discussion of internal circulation, proposed on-site parking, project site ingress and egress, and any recommendations necessary to maintain adequate on- or off- site circulation. This includes internal queuing from the drive-through lane to the McMurray Road and Project Driveway in coordination with the In-N-Out drive through exit lanes.

Peak drive through lane queue demands will be based on historical drive through queue surveys of existing and representative In-N-Out restaurant locations. If necessary, drive through management measures will be recommended to ensure drive through lane overflow, if any, does not conflict with site access and on- or off-site circulation.

Attachment 8

Ms. Cara Miralles | CITY OF BUELLTON
In-N-Out Burger (515 McMurray Road) Traffic Study Scope
December 2, 2021

VEHICLES MILES TRAVELED (VMT) ANALYSIS

Prepare a VMT screening analysis based on State-recommended screening criteria or those adopted by the City of Buellton at the time of preparation. Based on OPR guidelines, the proposed project satisfies the screening criteria for project type screening (local-serving retail (less than 50,000 square feet, including restaurants).

CONCLUSION

We appreciate the opportunity to provide this scoping document for your review. Should you have any questions or comments regarding the proposed scope, please contact me at (714) 795-3100 x 106.

Attachment 8

**Table 1
Project Trip Generation**

Trip Generation Rates										
Land Use	Source ¹	Units ²	Weekday				Saturday			
			PM Peak Hour			Daily Rate	Mid-Day Peak Hour			Daily Rate
			% In	% Out	Rate		% In	% Out	Rate	
Fast-Food Restaurant with Drive-Thru	ITE 934/Survey ³	TSF	52%	48%	59.24	773.38	52%	48%	84.66	768.35

Trips Generated										
Land Use	Quantity	Units ²	Weekday				Saturday			
			PM Peak Hour			Daily	Mid-Day Peak Hour			Daily
			In	Out	Total		In	Out	Total	
Fast-Food Restaurant with Drive-Thru	3,885	TSF	120	110	230	3,005	171	158	329	2,986
Pass-By Reduction (55% PM, 25% Sat) ⁴			-66	-61	-127	-127	-43	-40	-83	-210
Net Trips			+54	+49	+103	+2,878	+128	+118	+246	+2,776

Notes:

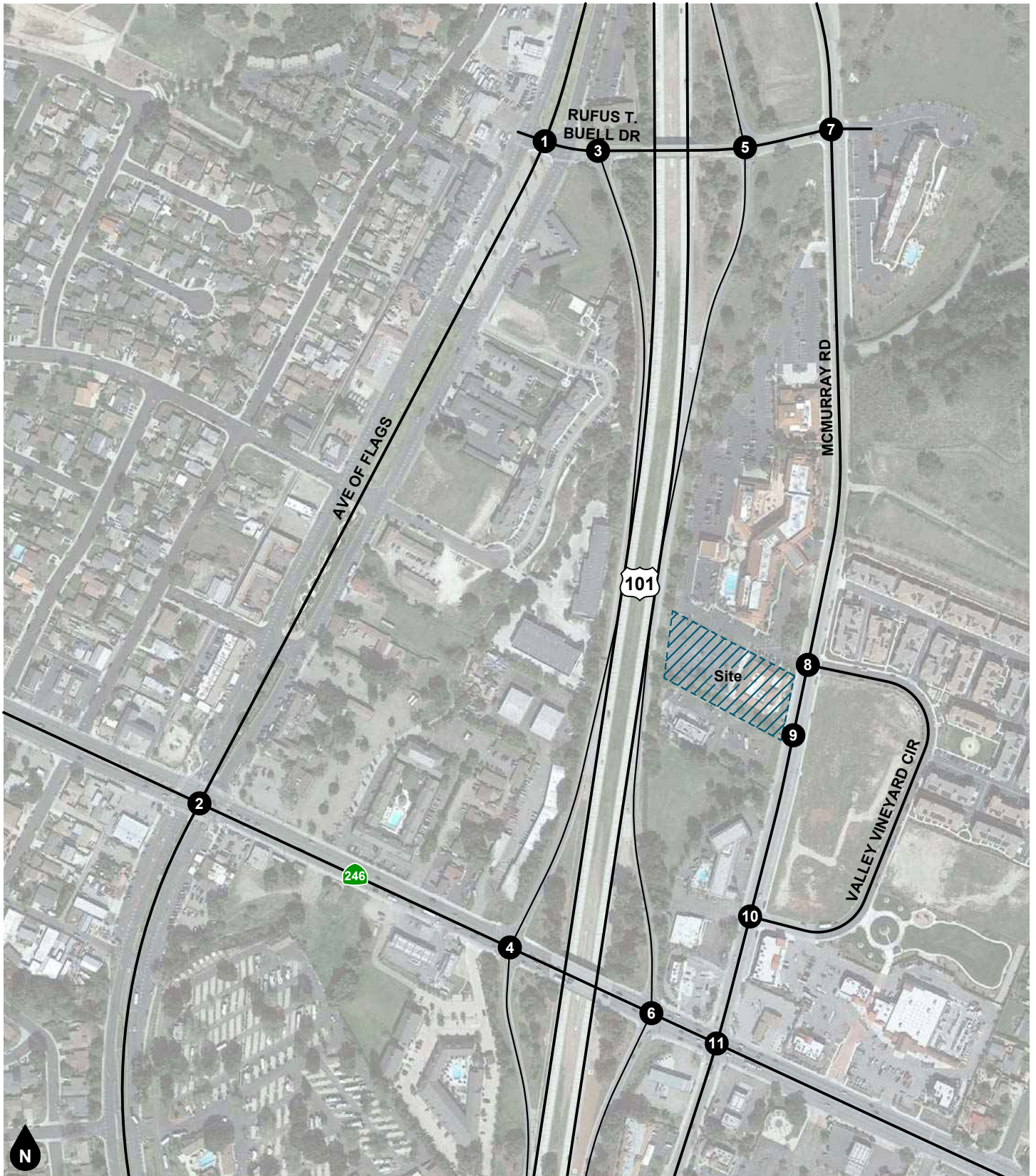
(1) Sources:

ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
Survey = Survey of other In-N-Out locations (see Table 1).

(2) TSF = Thousand Square Feet

(3) PM peak hour and daily rates from observed In-N-Out locations (see Table 2).

(4) Pass-by reduction based on weekday PM peak hour value from Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021). Saturday mid-day pass-by reduction approximately half of weekday PM peak hour value.



Legend

Study Intersection

Figure 1
Project Location Map

Attachment 8

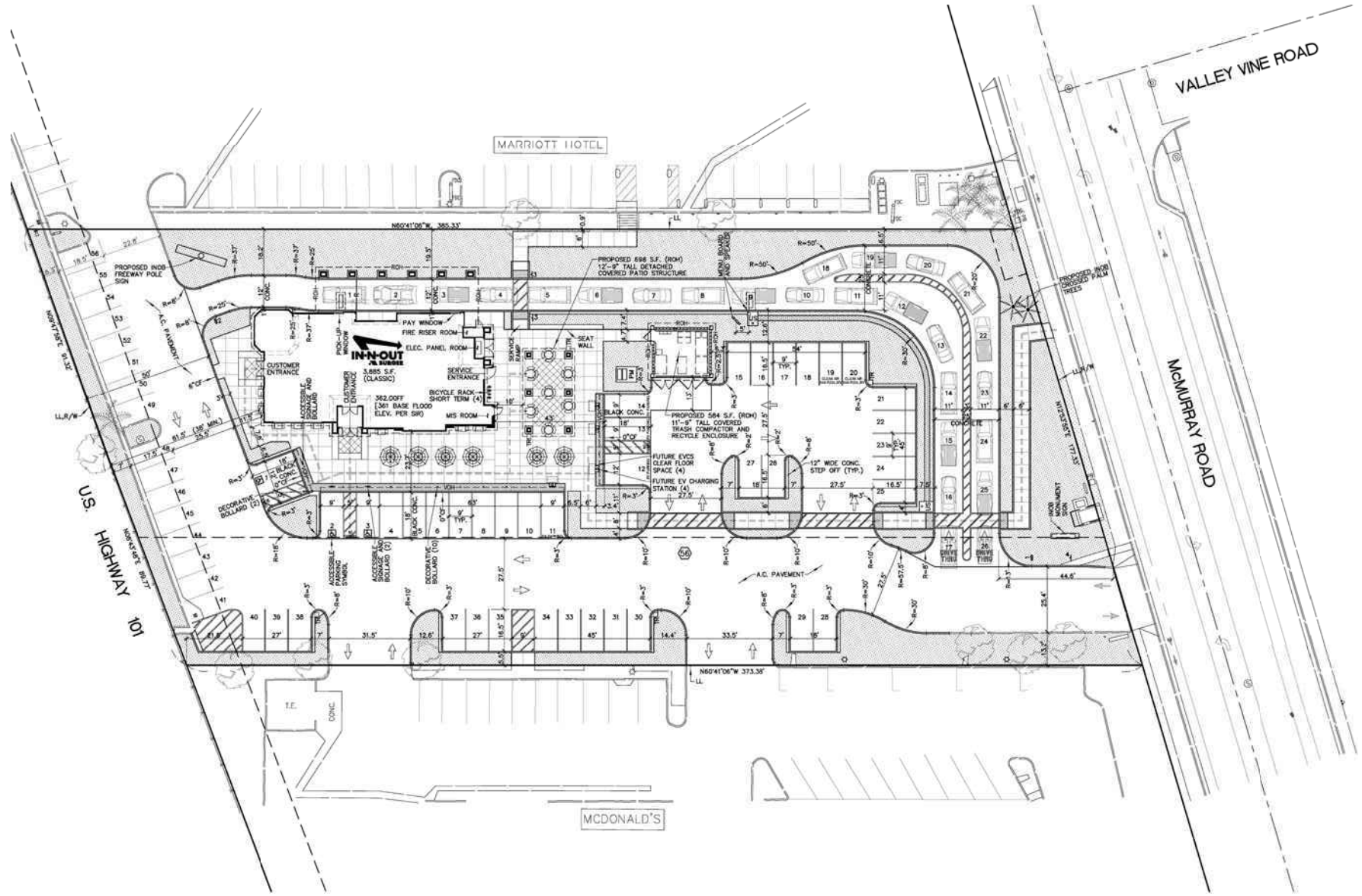
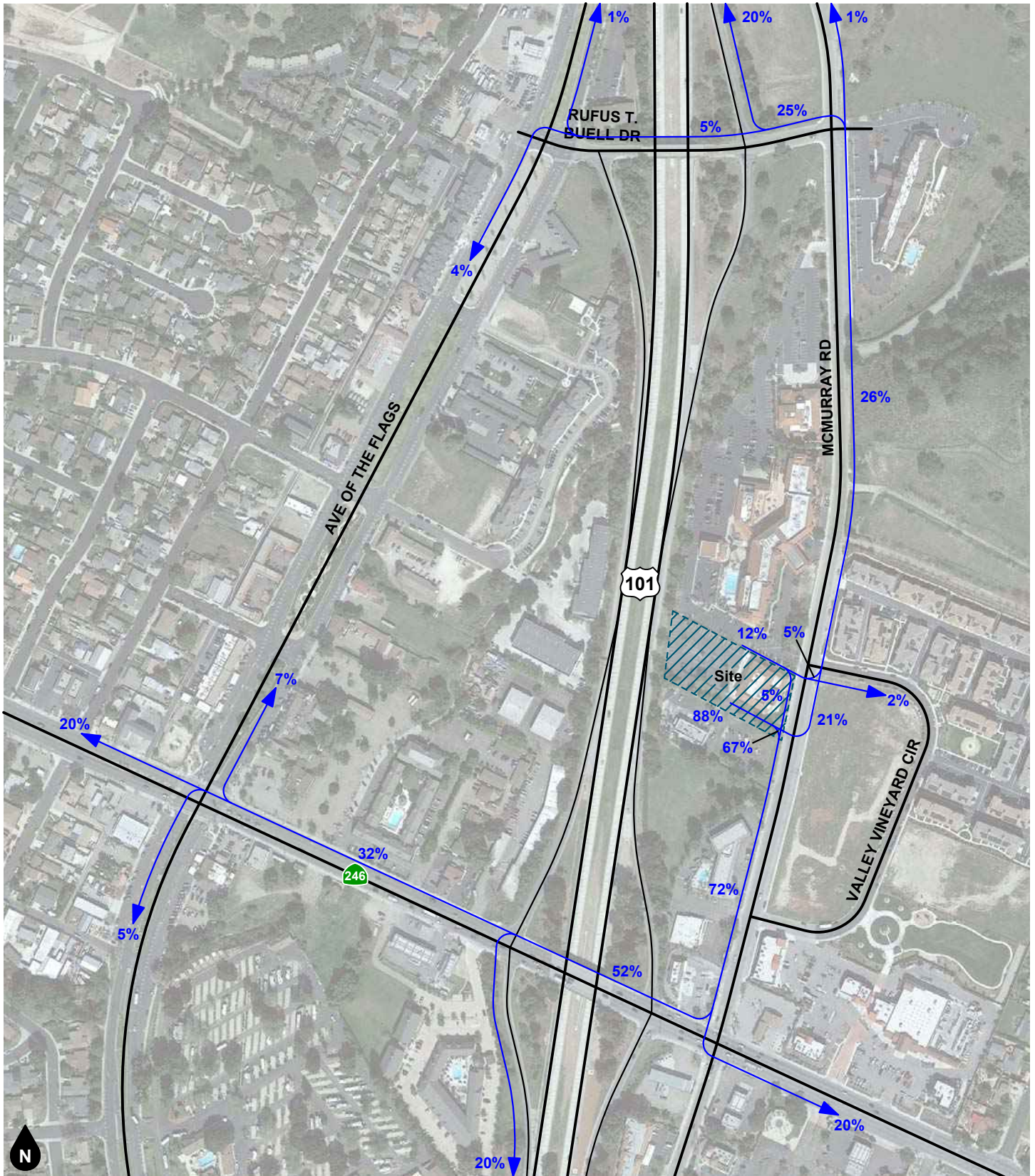


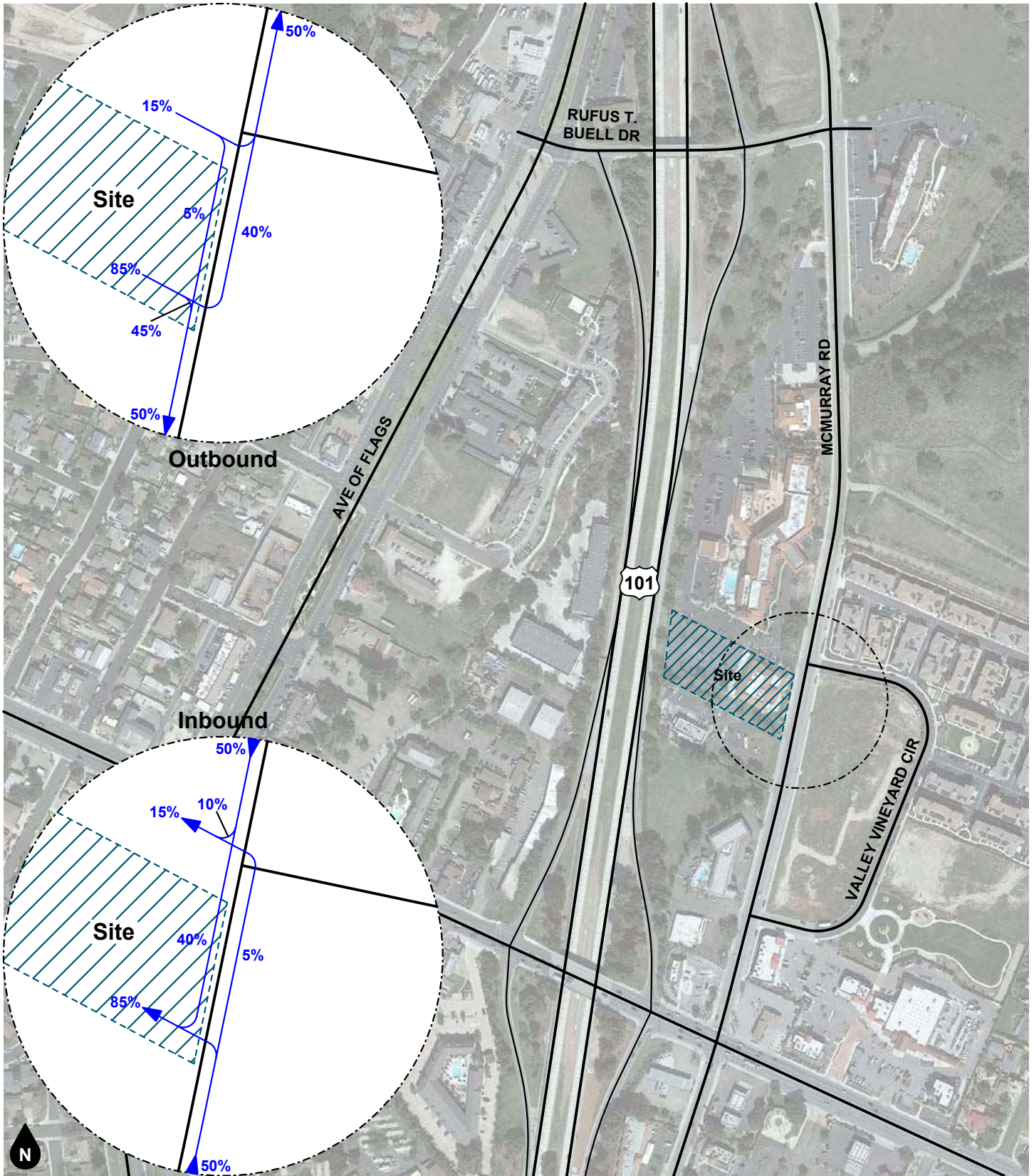
Figure 2
Site Plan

Attachment 8



Legend
 ← 10% Percent To/From Project

Figure 3
Project Trip Distribution



Legend
 ← 10% Percent To/From Project

Figure 4
Project Pass-By Trip Distribution

Attachment 8

ATTACHMENT A

In-N-Out Trip Generation Data

Attachment 8

**In-N-Out Burger Restaurant (with Drive-Through Window)
Weekday, peak hour of adjacent street traffic,
One hour between 4 and 6 p.m.**

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278	2.800	94	89	183	65.36
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803	3.600	69	73	142	39.44
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045	3.800	127	111	238	62.63
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	128	107	235	62.67
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	66	75	141	37.60
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	84	75	159	42.40
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	87	65	152	40.53
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	75	57	132	35.20
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043	3.100	110	113	223	71.94
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040	2.970	141	138	279	93.94
11	Union City	32060 Union Landing Blvd, Union City, CA 94587	3.160	137	133	270	85.44
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	137	133	270	73.67
13							
14							
15							
16							
17							
18							
19							
20							
Total			41.845	1,255	1,169	2,424	710.82
Average			3.487	105	97	202	59.24

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday, peak hour of adjacent street traffic,
One hour between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

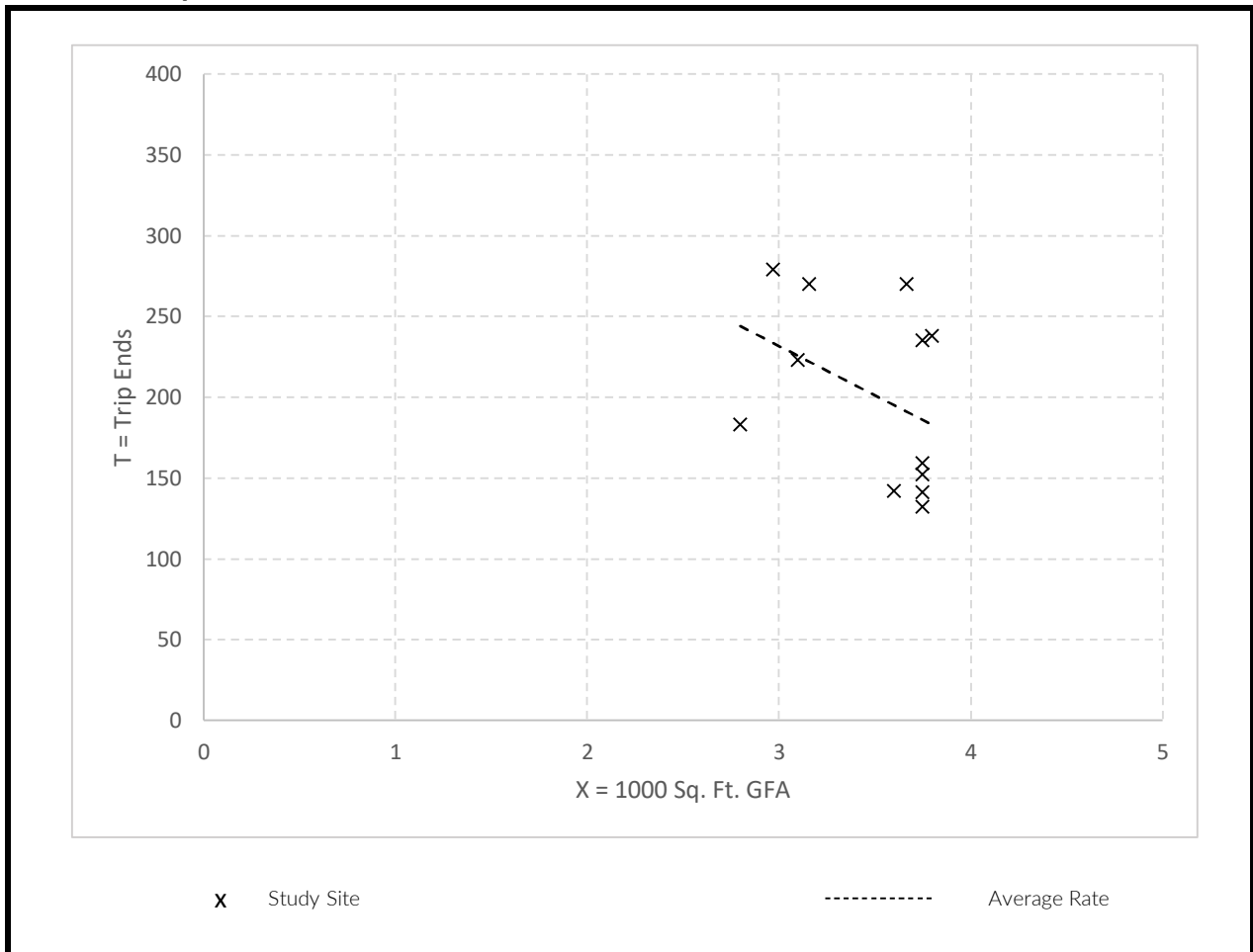
1000 Sq. Ft. GFA (Average): 3.487

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
59.24	35.2 - 93.94	19.13

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window) Weekday

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278					
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803					
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045					
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	2,569	2,568	5,137	1369.87
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	1,113	1,112	2,225	593.33
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	860	860	1,720	458.67
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	940	939	1,879	501.07
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	831	831	1,662	443.20
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043	3.100	1,268	1,267	2,535	817.74
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040	2.970	1,481	1,481	2,962	997.31
11	Union City	32060 Union Landing Blvd, Union City, CA 94587	3.160	1,577	1,576	3,153	997.78
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	1,432	1,432	2,864	781.45
13							
14							
15							
16							
17							
18							
19							
20							
Total			31.645	12,071	12,066	24,137	6960.42
Average			3.516	1,341	1,341	2,682	773.38

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 9

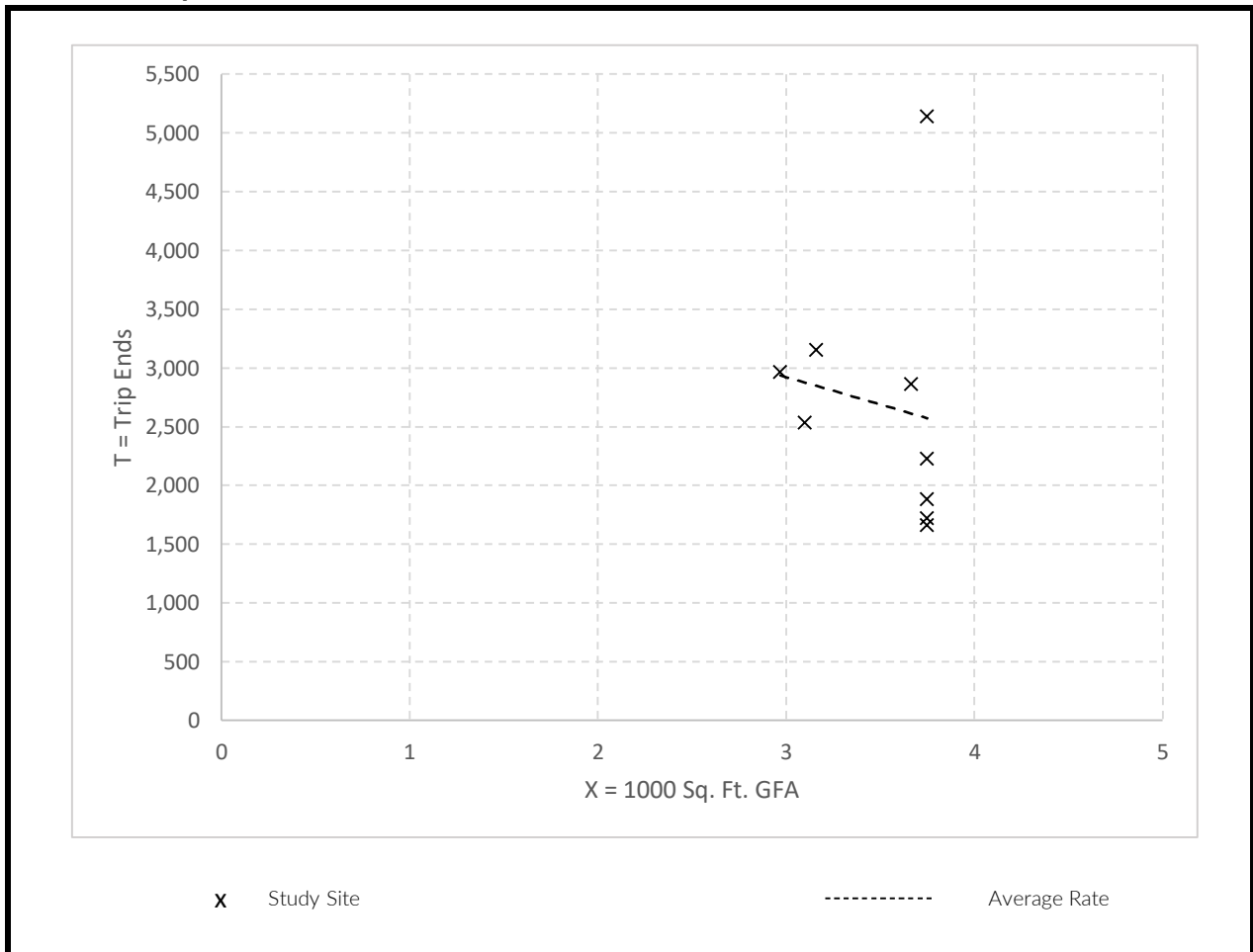
1000 Sq. Ft. GFA (Average): 3.516

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
773.38	443.2 - 1369.87	462.54

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window)

Saturday, peak hour of adjacent street traffic,

One hour between 11 a.m. and 2 p.m.

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278	2.800	164	146	310	110.71
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803	3.600	121	114	235	65.28
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045	3.800	224	200	424	111.58
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	215	206	421	112.27
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	152	149	301	80.27
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	88	96	184	49.07
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	94	103	197	52.53
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	105	103	208	55.47
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043	3.100	157	153	310	100.00
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040	2.970	171	169	340	114.48
11	Union City	32060 Union Landing Blvd, Union City, CA 94587	3.160	158	149	307	97.15
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	145	101	246	67.12
13							
14							
15							
16							
17							
18							
19							
20							
Total			41.845	1,794	1,689	3,483	1015.93
Average			3.487	150	141	290	84.66

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, peak hour of adjacent street traffic,
One hour between 11 a.m. and 2 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

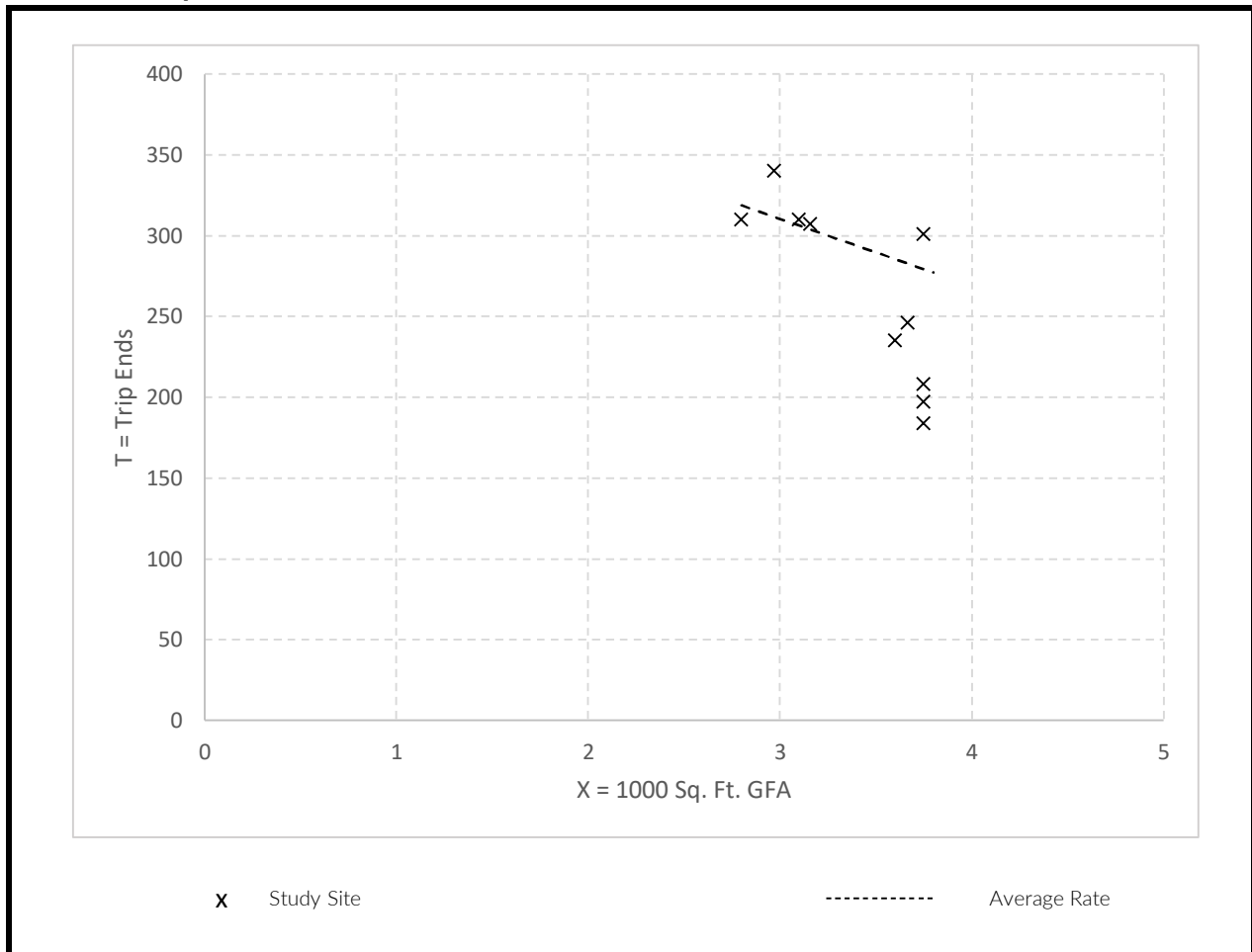
1000 Sq. Ft. GFA (Average): 3.487

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
84.66	49.07 - 114.48	24.66

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window) Saturday

ID	Location	Full Address	1,000 SF GFA	Weekday PM			Rate (Trips/TSF)
				In	Out	Total	
1	Redondo Beach	3801 Inglewood Ave, Redondo Beach, CA 90278					
2	Long Beach	6391 E Pacific Coast Highway, Long Beach, CA 90803					
3	Los Angeles	9149 S Sepulveda Blvd, Los Angeles, CA 90045					
4	Millbrae	11 Rollins Rd, Millbrae, CA 94030	3.750	2,641	2,640	5,281	1408.27
5	Redwood City	949 Veterans Blvd, Redwood City, CA 94063	3.750	1,465	1,464	2,929	781.07
6	Rocklin	5490 Crossings Dr, Rocklin, CA 95677	3.750	881	880	1,761	469.60
7	Vacaville	170 Nut Tree Pkwy, Vacaville, CA 95687	3.750	1,122	1,122	2,244	598.40
8	Fairfield	1364 Holiday Ln, Fairfield, CA 94534	3.750	1,041	1,040	2,081	554.93
9	Mountain View	1159 N Rengstorff Ave, Mountain View, CA 94043					
10	Mountain View	53 W El Camino Real, Mountain View, CA 94040					
11	Union City	32060 Union Landing Blvd, Union City, CA 94587					
12	Rancho San Margarita	30121 Santa Margarita Pkwy, Rancho Santa Margarita, CA 92688	3.665	1,462	1,462	2,924	797.82
13							
14							
15							
16							
17							
18							
19							
20							
Total			22.415	8,612	8,608	17,220	4610.09
Average			3.736	1,435	1,435	2,870	768.35

Attachment 8

In-N-Out Burger Restaurant (with Drive-Through Window)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 6

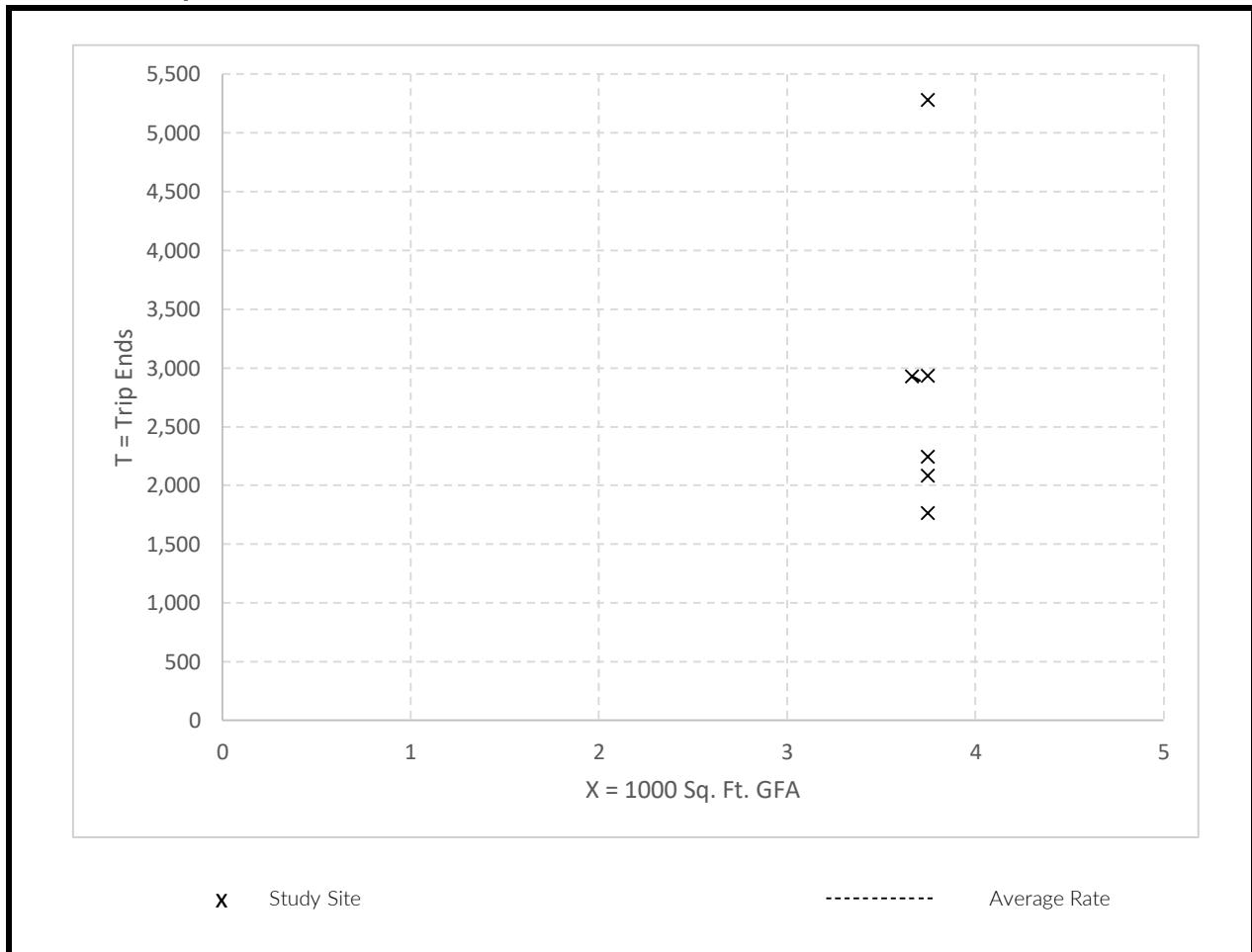
1000 Sq. Ft. GFA (Average): 3.736

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
768.35	469.6 - 1408.27	585.69

Data Plot & Equation



Trip generation data for each site is provided on the attached count sheets.

Attachment 8



Bryan Crawford <bryandavidcrawford@gmail.com>

Buellton Traffic Study Example

Bryan Crawford <bryan@ganddini.com>

Thu, Dec 2, 2021 at 5:29 PM

To: Cara Miralles <cara@cityofbuellton.com>

Cc: Marc Levun <MLevun@innout.com>, "ag@chasercapital.com" <ag@chasercapital.com>, Andrea Keefer <andrea@cityofbuellton.com>

Cara,

Attached is the MOU with revisions made. Notably, the additional two intersections, street name changes, and 1% ambient growth rate. Please confirm that the MOU is acceptable. We should be receiving the intersection traffic counts at any time.

[Quoted text hidden]

**19446sco_2021-1202.pdf**

1188K

Attachment 8



Bryan Crawford <bryandavidcrawford@gmail.com>

Buellton Traffic Study Example

Cara Miralles <cara@cityofbuellton.com>

Fri, Dec 3, 2021 at 6:25 PM

To: Bryan Crawford <bryan@ganddini.com>

Cc: Marc Levun <MLevun@innout.com>, "ag@chasercapital.com" <ag@chasercapital.com>, Andrea Keefer <andrea@cityofbuellton.com>, Rose <roseh@cityofbuellton.com>

Hi Bryan,

The MOU looks good to go. When the study is complete we will have a peer-review conducted by our traffic consultants, ATE.

Thank you,

[Quoted text hidden]

Attachment 8



GANDDINI GROUP INC.

714.795.3100 | ganddini.com



MEMORANDUM

TO: Ms. Cara Miralles | City of Buellton

FROM: Giancarlo Ganddini, PE, PTP

DATE: August 9, 2022

SUBJECT: In-N-Out Burger (515 McMurray Road) - Removal of Interconnection with Marriott
Project No. 19446

This memorandum supplements the *In-N-Out Burger (515 McMurray Road) Traffic Impact Analysis* (Ganddini Group, July 2022) ["Project TIA"]. The purpose of this memorandum is to document the effect of removing interconnection between the project site and the adjacent Marriott hotel property located north of the project site.

PROJECT DESCRIPTION

The 1.48-acre project site is located at 515 McMurray Road in the City of Buellton, California. The project site is currently occupied by Parks Plaza Theatre; however, this theater is permanently closed. The proposed project involves redevelopment of a 3,885 square foot In-N-Out Burger restaurant with drive through window ["Project"].

EXISTING ACCESS

The project site is located west of McMurray Road and proposes to maintain the existing driveway within the parcel frontage as the primary access point. Currently, the project site also provides interconnection between with the adjacent Marriott hotel property located to the north.

The Project TIA accounts for the existing interconnection and forecasts a relatively small number of project trips (11-12 peak hour trips) using the interconnection to access the proposed In-N-Out via the Marriott property and southerly driveway. Figures 11 and 12 (as labeled in the Project TIA) show the project trip distribution forecasts with the existing interconnection maintained.

PROPOSED INTERCONNECTION CLOSURE

Although project access via the interconnection with the Marriott property is expected to be minimal and result in no adverse operational impacts at the southerly Marriott driveway, this supplemental analysis considers removal of the existing interconnection. Removal of the interconnection would result in virtually all project trips entering and exiting the project site from the In-N-Out driveway only. Project trips shown in the Project TIA to access the project site via study intersection #8 (McMurray Road/Valley Vineyard Drive North (i.e., southerly Marriott Driveway)) would shift to the In-N-Out driveway (study intersection #9).

Revised Trip Distribution and Volume Forecasts

Figures 11a and 12a show the revised project trip distribution forecasts with closure of the Marriott interconnection. Figures 14a and 15a show the revised weekday PM peak hour and Saturday mid-day peak

Attachment 9

Ms. Cara Miralles | City of Buellton
In-N-Out Burger (515 McMurray Road) Removal of Interconnection with Marriott
August 9, 2022

hour intersection turning movement volumes for project trips. Figures 21a and 22a show the revised Cumulative with Project weekday PM peak hour and Saturday mid-day peak hour intersection turning movement volumes, respectively.

Revised Level of Service Analysis

Table 5a shows the revised intersection Levels of Service for Cumulative With Project conditions. As shown in Table 5a, the study intersections are forecast to operate within acceptable Levels of Service (C or better) during the peak hours for Cumulative With Project conditions with the proposed closure of the Marriott interconnection.

Revised Level of Service worksheets are provided in Attachment A.

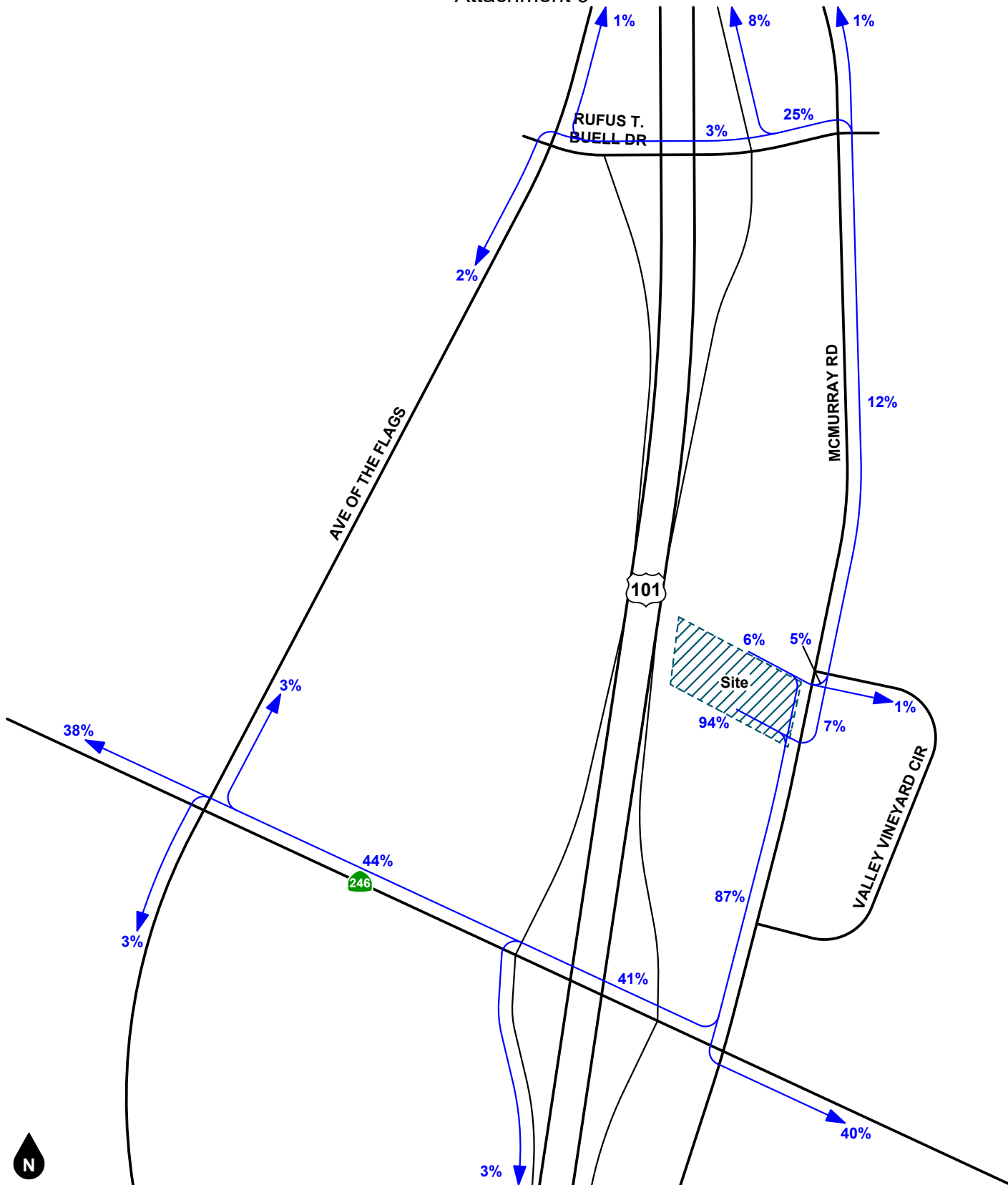
Revised Driveway Queuing Analysis

Table 6a shows the revised queuing analysis at the project driveway with closure of the Marriott interconnection. the queue length for the eastbound lanes exiting from the project driveways to McMurray Road is forecast to be less than 50 feet for both driveways during both the weekday PM and Saturday mid-day peak hours. Therefore, the available storage lengths of 50 feet for the eastbound movements for both driveways is forecast to provide for adequate storage. Notably, there appears to be adequate spacing between McMurray Road and the drive through lane entrance and McMurray Road.

CONCLUSION

Proposed closure of the existing interconnection between the project site and the adjacent Marriott hotel property located north of the project site is forecast to result in adequate intersection Level of Service and queuing operations for the affected driveways and would not result in any new impacts relative to the analysis presented in the Project TIA.

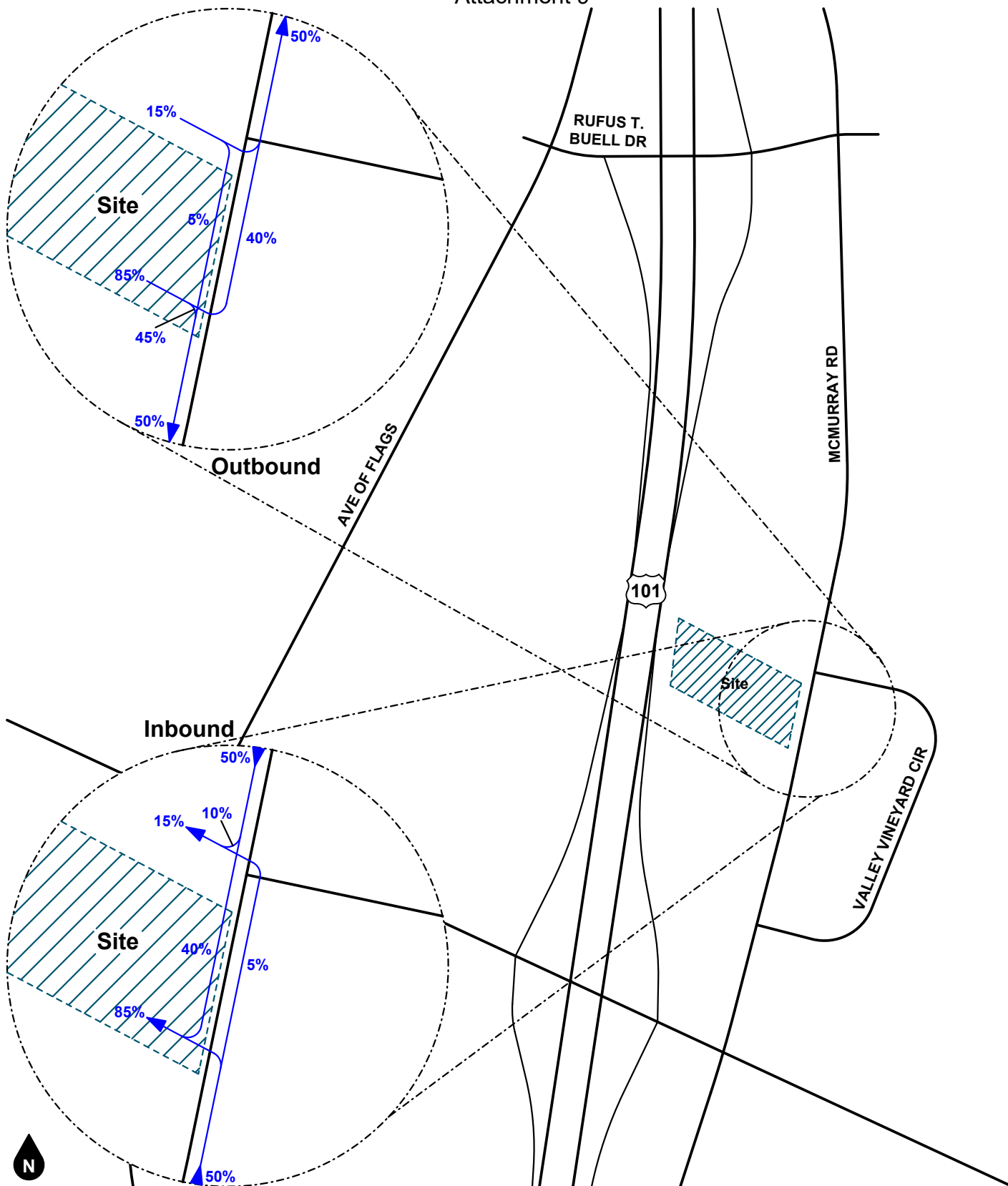
We hope this analysis will aid the City of Buellton in assessing the project. If we can be of further assistance, please contact me at (714) 795-3100 x101.



Legend

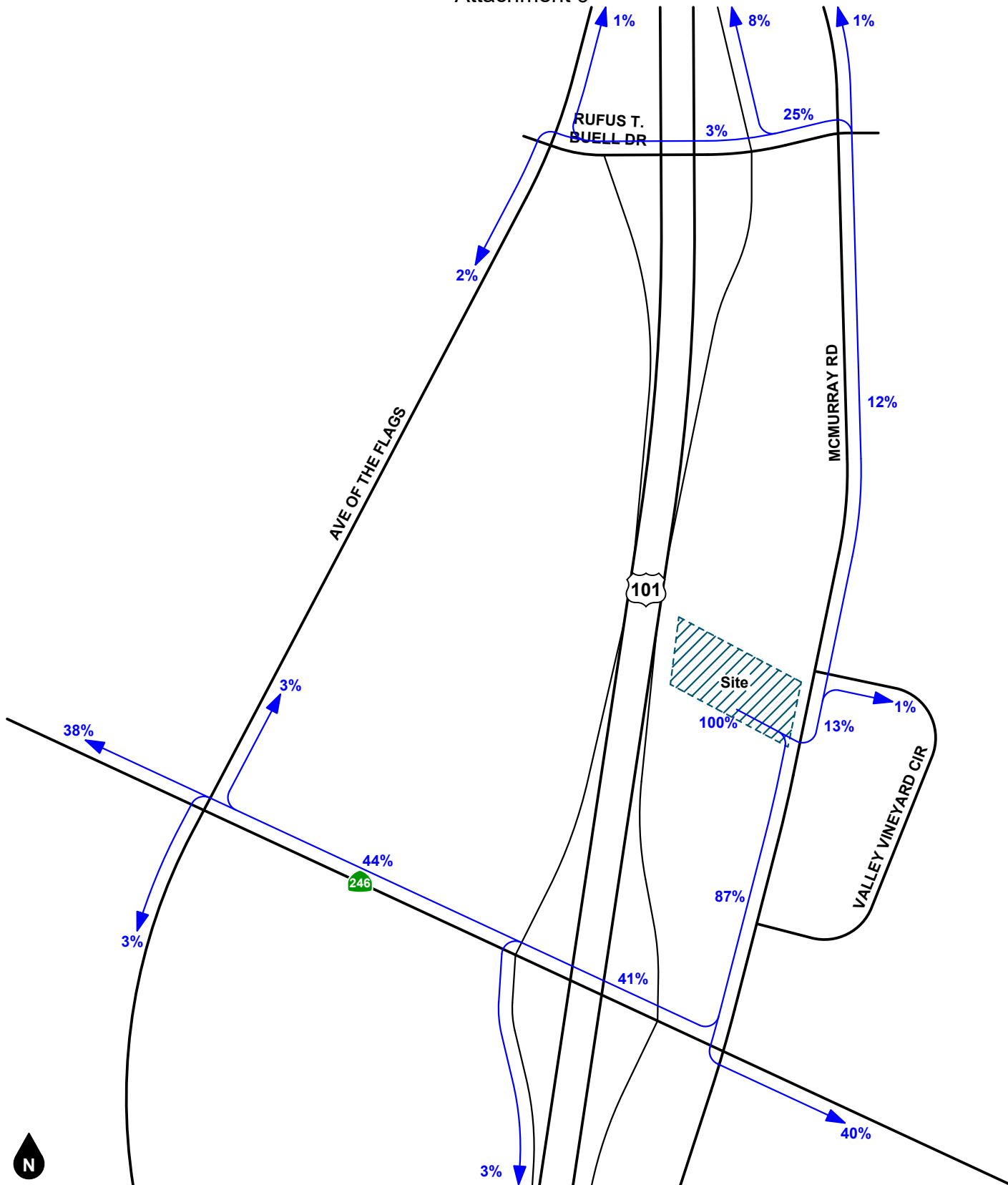
← 10% Percent To/From Project

Figure 11
Project Primary Trip Distribution



Legend
← 10% Percent To/From Project

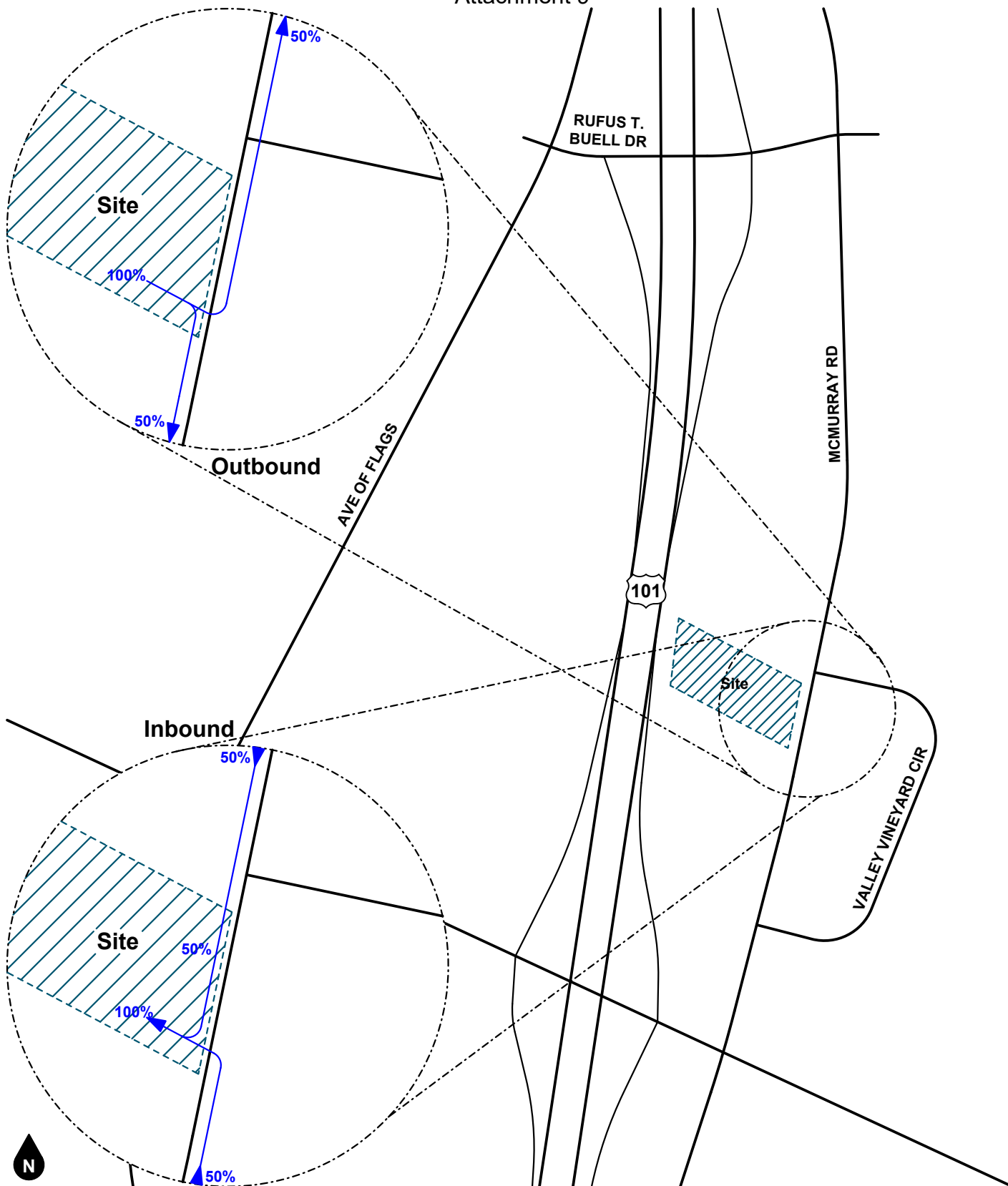
Figure 12
Project Pass-By Trip Distribution



Legend

← 10% Percent To/From Project

Figure 11a
Revised Project Primary Trip Distribution
(Without Marriott Interconnection)



Legend
← 10% Percent To/From Project

Figure 12a
Revised Project Pass-By Trip Distribution
(Without Marriott Interconnection)

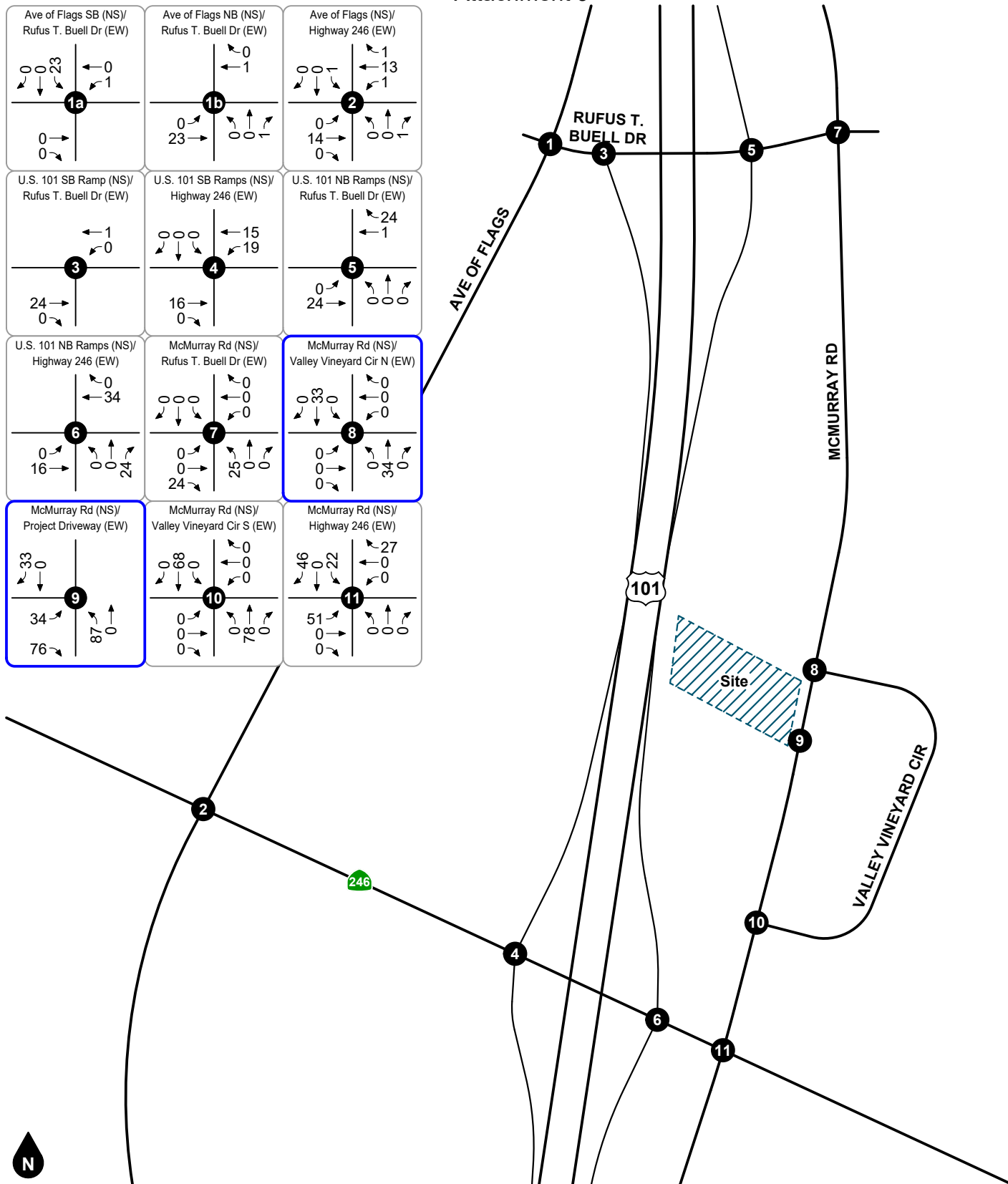
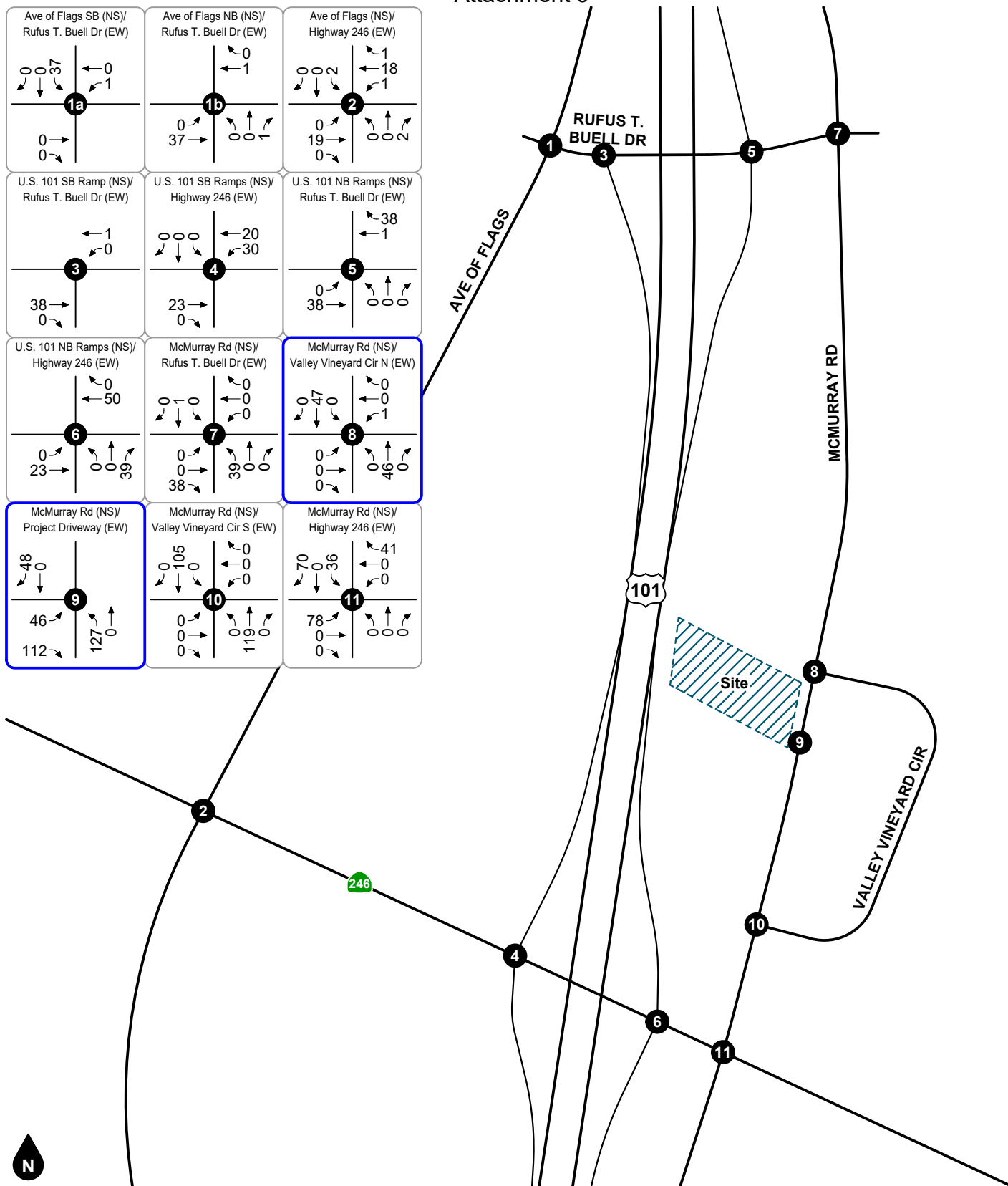
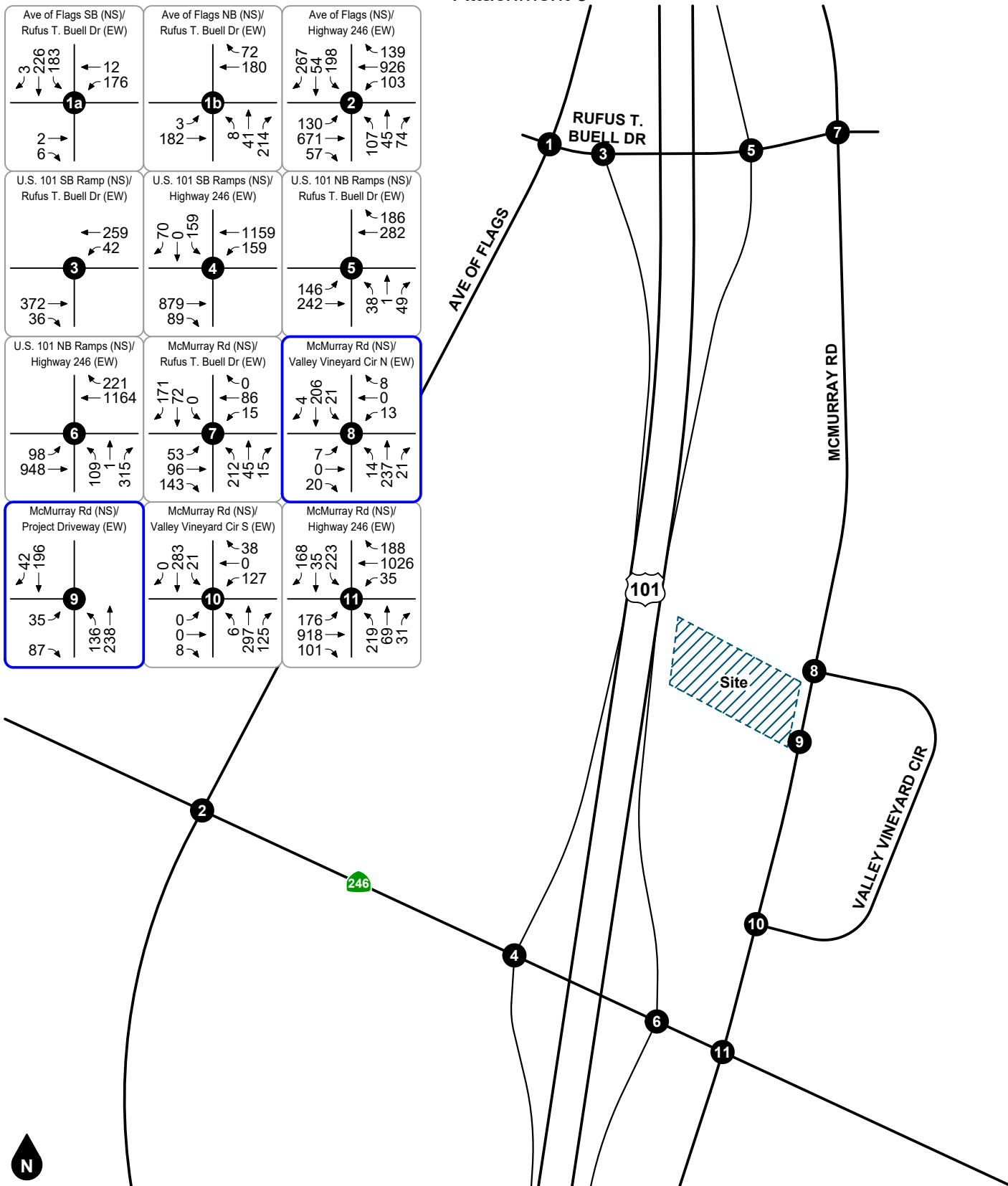


Figure 14a
Revised Project Weekday PM
Peak Hour Intersection Turning Movement Volumes



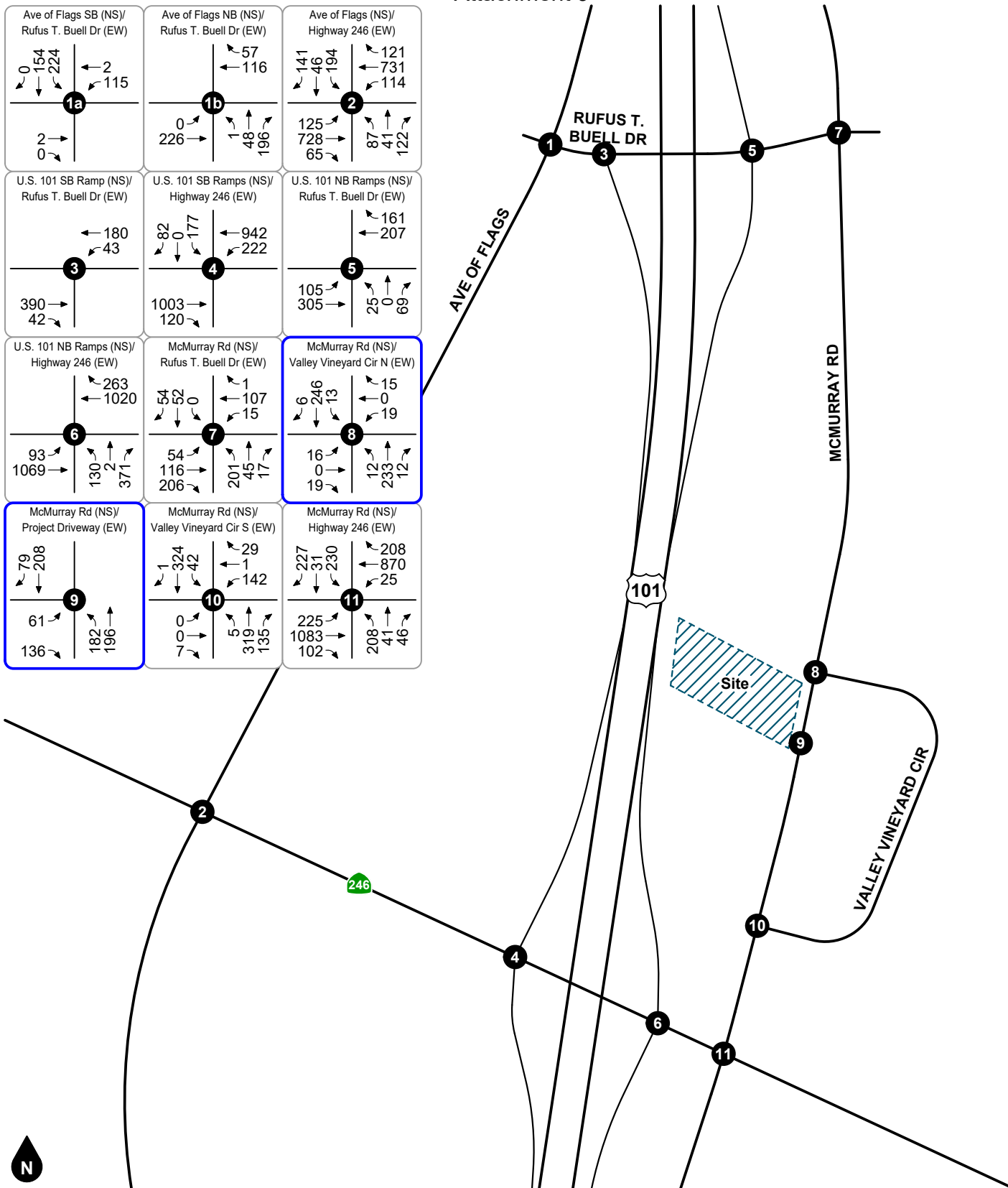
Legend
 # Study Intersection

Figure 15a
 Revised Project Saturday Mid-Day
 Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 21a
 Revised Cumulative With Project Weekday PM
 Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 22a
 Revised Cumulative With Project Saturday Mid-Day
 Peak Hour Intersection Turning Movement Volumes

Attachment 9

Table 5a
Revised Cumulative With Project Intersection Levels of Service (Without Marriott Interconnection)

Study Intersection	Traffic Control ²	Weekday PM Peak Hour		Saturday Mid-Day Peak Hour	
		Delay ³	LOS ⁴	Delay ³	LOS ⁴
1a. Avenue of Flags (SB) at Rufus T. Buell Drive	CSS	21.9	C	15.6	C
1b. Avenue of Flags (NB) at Rufus T. Buell Drive	CSS	14.0	B	13.3	B
2. Avenue of Flags at Highway 246	TS	30.5	C	30.3	C
3. U.S. Highway 101 SB Ramp at Rufus T. Buell Drive	CSS	1.1	A	1.6	A
4. U.S. Highway 101 SB Ramps at Highway 246	TS	16.9	B	17.1	B
5. U.S. Highway 101 NB Ramps at Rufus T. Buell Drive	CSS	19.6	C	14.4	B
6. U.S. Highway 101 NB Ramps at Highway 246	TS	17.9	B	18.4	B
7. McMurray Road at Rufus T. Buell Drive	AWS	13.0	B	13.3	B
8. McMurray Road at Valley Vineyard Circle (North)	CSS	10.9	B	10.9	B
- With Interconnection Closure		10.9	B	10.9	B
9. McMurray Road at Project Driveway	CSS	11.4	B	13.4	B
- With Interconnection Closure		11.6	B	13.7	B
10. McMurray Road at Valley Vineyard Circle (South)	CSS	14.9	B	17.0	C
11. McMurray Road at Highway 246	TS	23.4	C	23.9	C

Notes:

- (1) CSS = Cross Street Stop; TS = Traffic Signal; AWS = All Way Stop
- (2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
- (3) LOS = Level of Service

Attachment 9

Table 6a
Revised Site Access Queuing Analysis (Without Marriott Interconnection)

Study Intersection	Lane ¹	Storage Length (feet) ²	Cumulative With Project ³		Adequate Storage
			Weekday PM Peak Hour	Saturday Mid-Day Peak Hour	
8. McMurray Road at Valley Vineyard Circle (North)	EB LTR	50	<25 feet ³	<25 feet	Yes
9. McMurray Road at Project Driveway	EB LR	50	<25 feet	36 feet	Yes
	NB L	140+	<25 feet	<25 feet	Yes

Notes:

- (1) EB = Eastbound; NB = Northbound; L = Left; T = Through; R = Right
- (2) Storage length measured between approximate stopping point to the upstream drive aisle or driveway.
- (3) Queueing analysis based on 95th-Percentile Queue Length; see Appendix D.
- (4) <25 Feet = Queue length of less than 25 feet is rounded up to 25 feet to represent typical queue length for one vehicle.

ATTACHMENT A
REVISED LOS WORKSHEETS

Attachment 9

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In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Weekday PM Peak Hour

Intersection Level Of Service Report

Intersection 8: McMurray Rd (NS) at Valley Vineyard Cir (North) (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	14	159	19	18	133	4	7	0	20	8	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	71	2	3	67	3	4	0	2	5	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	-2	4	0	0	3	-3	-4	0	-2	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	237	21	21	206	4	7	0	20	13	0	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	62	6	6	54	1	2	0	5	3	0	2
Total Analysis Volume [veh/h]	15	249	22	22	217	4	7	0	21	14	0	8
Pedestrian Volume [ped/h]	0			0			0			0		

Attachment 9

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In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Weekday PM Peak Hour

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.03	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.70	0.00	0.00	7.83	0.00	0.00	11.43	11.76	9.58	11.50	11.69	9.83
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.05	0.00	0.00	0.12	0.12	0.12	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.84	0.00	0.00	1.30	0.00	0.00	2.94	2.94	2.94	2.70	2.70	2.70
d_A, Approach Delay [s/veh]	0.40			0.71			10.04			10.89		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.40											
Intersection LOS	B											

Attachment 9

Generated with **PTV VISTRO**

In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Weekday PM Peak Hour

Intersection Level Of Service Report Intersection 9: McMurray Rd (NS) at Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	48	191	152	9	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	85	45	43	30	30	74
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	2	-2	-2	3	4	2
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	238	196	42	35	87
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	63	52	11	9	23
Total Analysis Volume [veh/h]	143	251	206	44	37	92
Pedestrian Volume [ped/h]	0		0		0	

Attachment 9

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In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Weekday PM Peak Hour

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.08	0.11
d_M, Delay for Movement [s/veh]	8.07	0.00	0.00	0.00	13.80	10.69
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.36	0.00	0.00	0.00	0.70	0.70
95th-Percentile Queue Length [ft/ln]	9.12	0.00	0.00	0.00	17.52	17.52
d_A, Approach Delay [s/veh]	2.93		0.00		11.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	B					

Attachment 9

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In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Saturday MD Peak Hour

Intersection Level Of Service Report

Intersection 8: McMurray Rd (NS) at Valley Vineyard Cir (North) (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Northbound			Southbound			Eastbound			Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Northbound			Southbound			Eastbound			Westbound		
Base Volume Input [veh/h]	12	137	6	9	151	6	16	0	19	12	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	90	6	4	88	4	3	0	2	6	1	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	-3	3	0	0	4	-4	-3	0	-2	1	-1	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	233	12	13	246	6	16	0	19	19	0	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	61	3	3	65	2	4	0	5	5	0	4
Total Analysis Volume [veh/h]	13	245	13	14	259	6	17	0	20	20	0	16
Pedestrian Volume [ped/h]	0			0			0			0		

Attachment 9

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In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Saturday MD Peak Hour

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.03	0.00	0.03	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	7.78	0.00	0.00	11.62	11.85	9.95	11.67	11.85	9.90
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.03	0.00	0.00	0.18	0.18	0.18	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.76	0.00	0.00	0.81	0.00	0.00	4.40	4.40	4.40	4.40	4.40	4.40
d_A, Approach Delay [s/veh]	0.37			0.39			10.72			10.88		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.60											
Intersection LOS	B											

Attachment 9

Generated with **PTV VISTRO**

In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Saturday MD Peak Hour

Intersection Level Of Service Report Intersection 9: McMurray Rd (NS) at Project Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Northbound		Southbound		Eastbound	
Approach						
Lane Configuration	↵		↳		↵	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Northbound		Southbound		Eastbound	
Base Volume Input [veh/h]	54	140	152	30	15	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	124	56	53	43	43	110
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	3	-3	0	5	3	2
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	196	208	79	61	136
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	52	55	21	16	36
Total Analysis Volume [veh/h]	192	206	219	83	64	143
Pedestrian Volume [ped/h]	0		0		0	

Attachment 9

Generated with **PTV VISTRO**

In-N-Out Burger (515 McMurray Road)

Version 2022 (SP 0-4)

Scenario 4: 4 Cumulative With Project Saturday MD Peak Hour

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.15	0.18
d_M, Delay for Movement [s/veh]	8.37	0.00	0.00	0.00	16.26	12.49
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.54	0.00	0.00	0.00	1.46	1.46
95th-Percentile Queue Length [ft/ln]	13.44	0.00	0.00	0.00	36.43	36.43
d_A, Approach Delay [s/veh]	4.04		0.00		13.66	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.89					
Intersection LOS	C					



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107 West Highway 246
Buellton, CA 93427

IN-N-OUT PROJECT- TRAFFIC REPORT DATED SEPTEMBER 30, 2022

The report updated the information contained in the December 31, 2021 report to respond to comments made in our review of the prior report. The project trip generation was divided for the primary, pass-by and link diverted trips. The distribution for each of the trip type was made and the intersection volumes modified accordingly. Additional figures were included for the onsite traffic patterns and probable volumes using the drive thru lanes and the parking areas. As requested, the level of service (LOS) and queueing calculations were made using the Synchro and SimTraffic programs. Figures for the onsite vehicle trip paths for an automobile are shown for some of the movements. The results provide sufficient data and illustrations for our review of the potential effects of this project on the City's circulation system.

Existing and Existing Plus Project

The existing and the existing plus project LOS's for the Weekday PM Peak Hour and for the Saturday Mid-Day Peak Hour as calculated using the Synchro program are shown on (Table 4 report) as LOS C or better.

The calculation does not reflect the physical constraint at the driveway. There are 3 10-foot-wide lanes in the driveway, 1 inbound lane, and two outbound lanes. The entrance to the drive-thru lane is about 50 feet from the face of curb on McMurray Road. 50% of the project's inbound trips turn into the drive-thru lanes. The driveway weekday PM peak hour total inbound volume is 173 vehicles, the outbound volume is 116. The through volumes on McMurray Road are 157 southbound and 197 northbound (Figure 19 report). On Saturday Mid-day the peak hour volumes are 256 inbound and 197 outbound. The through volumes on McMurray Road are 157 southbound and 146 northbound (Figure 20 report).

In addition to the turning paths shown in the report on Figure 29, ATE's Figure 1 illustrates the onsite traffic movements. Figures 2 through 5 show the movements from and to McMurray Road and vehicle entering the drive-thru lane, parking areas and McDonalds Restaurant. The driver entering the drive-thru lane must be cautious as the turn is sharp. Also, in the Buellton area, there are many vehicles larger than autos (crew-cab pickups and large SUV's).

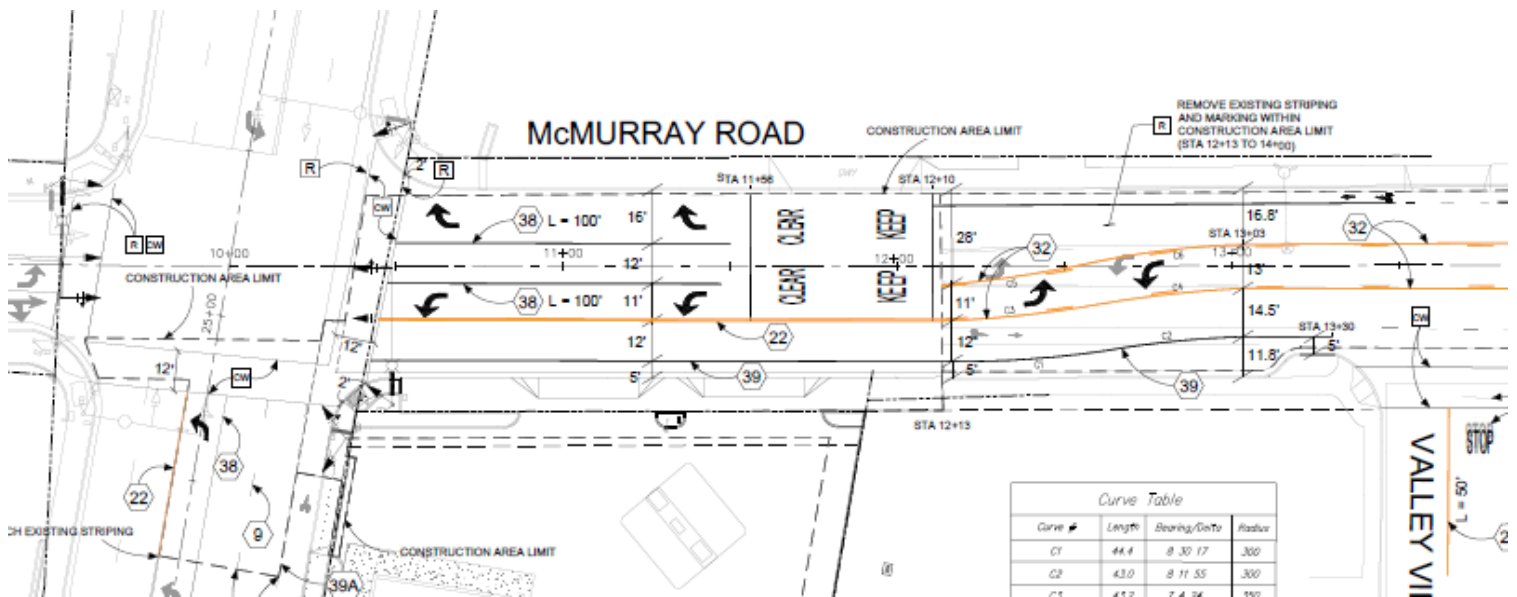
Engineering • Planning • Parking • Signal Systems • Impact Reports • Bikeways • Transit

ATE’s Figure 3 shows a crew-cab pickup’s path which exceeds the widths available. Figure 6 shows the driveway and on-site volumes.

Based on the foregoing, the service level at the driveway will cause congestion on McMurray Road and onsite.

On Table 4 of the report, the Level of Service for Existing-plus-Project at the McMurray Road/Highway 246 intersection is shown as LOS C for the weekday and the Saturday Mid-day periods. The Intersection Queueing Analysis discussion on page 42 of the report shows an exceedance of available storage for three of the movements at this intersection.

The recommended improvement for the SB through lane is to install Keep Clear pavement markings for the Taco Bell Driveway. The City has a current project to widened McMurray Road with Keep Clear pavement markings for the Taco Bell Driveway as illustrated below. The revision is schedule to be in place in 2023.



The conclusion in the traffic report is;

“Since the project-related increase for southbound left and eastbound left turn queue lengths at McMurray Road/Highway 246 is forecast to be less than one vehicle, the project is expected to have no meaningful adverse effect on queue lengths at these locations: however, the project is forecast to increase the through/right turn queue length at McMurray Road/Highway 246 by more than one vehicle and improvements should be provided.”

To understand some of the calculations that were used in developing traffic operation results that had been provided, we requested the Existing conditions Synchro file, and it was provided by the engineer. Using their file, we reviewed the parameters that were used and some additional aspects of the program (SimTraffic) to better evaluate the effects of the queueing at the intersections.

Cumulative and Cumulative Plus Project

The Cumulative scenario (Table 5 report) and the Cumulative plus Project scenario (Table 6 report) on LOS's for the Weekday PM Peak Hour and for the Saturday Mid-Day Peak Hour as calculated using the Synchro program are shown as LOS C or better for all except Avenue of Flags at Highway 246 and McMurray Road at Highway 246.

In the report, the following improvements were recommended for Cumulative plus Project conditions:

Avenue of Flags (NS) at Highway 246 (EW) [intersection #2]
Install northbound right turn overlap signal phasing.

McMurray Road (NS) at Highway 246 (EW) [intersection #11]
Install southbound right turn overlap signal phasing.

The condition at Avenue of Flags on Saturday would exist in the cumulative scenario without the project, thus the implementation can be at City and Caltrans discretion.

The recommended improvement for McMurray Road at Highway 246 is to install a southbound overlap signal phase. This phasing will not be effective due to the queuing on Highway 246 at the NB Off-ramp intersection. The queueing that occurs for WB 246 at the NB off-ramp intersection often extends to McMurray Road which prevents a SB right-turn-on-red and sometimes on the SB green phase. Therefore, the added queue length does adversely affect the intersection operation.

The recommended improvements for U.S. Highway 101 NB Ramps (NS) at Highway 246 is to restripe the existing shared left/through lane to a shared left/through/right turn lane. This is not a feasible improvement due to the short distance between the ramp intersection and the McMurray Road intersection. The project added traffic from the two lanes on the Off Ramp would need to weave across the EB through lanes into the EB left-turn lane. This weaving movement would potentially have two vehicles trying to merge into a single lane in a short distance. The other conflict is if the vehicle in the shared lane wants to go through the McMurray Road intersection the one destined to the left-turn lane would be a conflict. The potential merging movements would significantly increase the probability of collisions.

No feasible improvement could be identified for the queueing impact on northbound McMurray Road. Two possible alternatives were noted: 1) Restriping northbound through/right turn lane to a shared left/through/right lane, however, this would require split phasing which in turn is forecast to increase the queuing at the NB Off-ramp intersection. 2) Widening McMurray Road to have three lanes (left, through and right turn). This improvement would require additional right of way.

Summary and Conclusion

The trip generation projections related to the Fast-Food Restaurant with Drive-Thru consist of three trip types. Primary trips, pass-by trips and diverted trips. The pass-by trips are in the traffic flow passing the project, diverted trips are ones that are in other roadways in the project area. For this project, the diverted trips are from Highway 246 and from Highway 101 within the current traffic in the project area. The primary trips are new trips in and into the project driveway. The last two trip types change traffic movements and increase the traffic on the McMurray Road. The project driveway must accommodate all three trip types. The total number of project trips use the project driveway. The diverted trips can change the number of trips in a particular traffic movement at the intersections.

The project diverts trips from Northbound Highway 101 at Highway 246. These trips make a right-turn to Eastbound Highway 246 and a Left-turn at McMurray Road. This occurrence increases the delay and queueing at both intersections. In the Cumulative plus Project scenario, the LOS for the McMurray Road/Highway 246 is forecast to be LOS D. The recommended improvement was to provide a southbound right-turn overlap in the signal phasing. However, the queue on Westbound Highway 246 generally prevents this move during the EB left-turn phase for McMurray Road.

- Buellton General Plan condition **C-5**. *Level of Service "C" or better traffic conditions shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.*

The report assumed the installation of the City's currently planned improvements as part of the cumulative scenario. Any significant improvements would require additional right of way and funding. The projected condition for the NB Ramp/Highway 246 and Highway 246/McMurray Road has been a City concern and several potential improvements have been considered. Widening of Highway 246 requires right of way acquisition that would significantly affect the adjacent properties.

The site and access discussion under Existing Plus Project Mid-Day Saturday show that the traffic volumes for the Peak Hour inbound is 256 vehicles (256/60 minutes) is 4+ vehicles per minute (15 seconds) the outbound traffic volume is 197 vehicles (197/60 minutes) is 3+ vehicles per minute in the opposite direction in 10-foot-wide lanes. There will be congestion at the driveway intersection and on the site for all movements. This congestion will significantly affect access to McDonalds Restaurant.

Based on these volumes and the proposed site plan configuration the project the site is not adequate to accommodate the proposed use. The attached figures illustrate the conditions upon which this conclusion was made.

The project added traffic to Highway 246 at the Highway 101 Northbound Ramp and at McMurray Road increase the congestion to LOS D thus does not conform to the General Plan

Associated Transportation Engineers

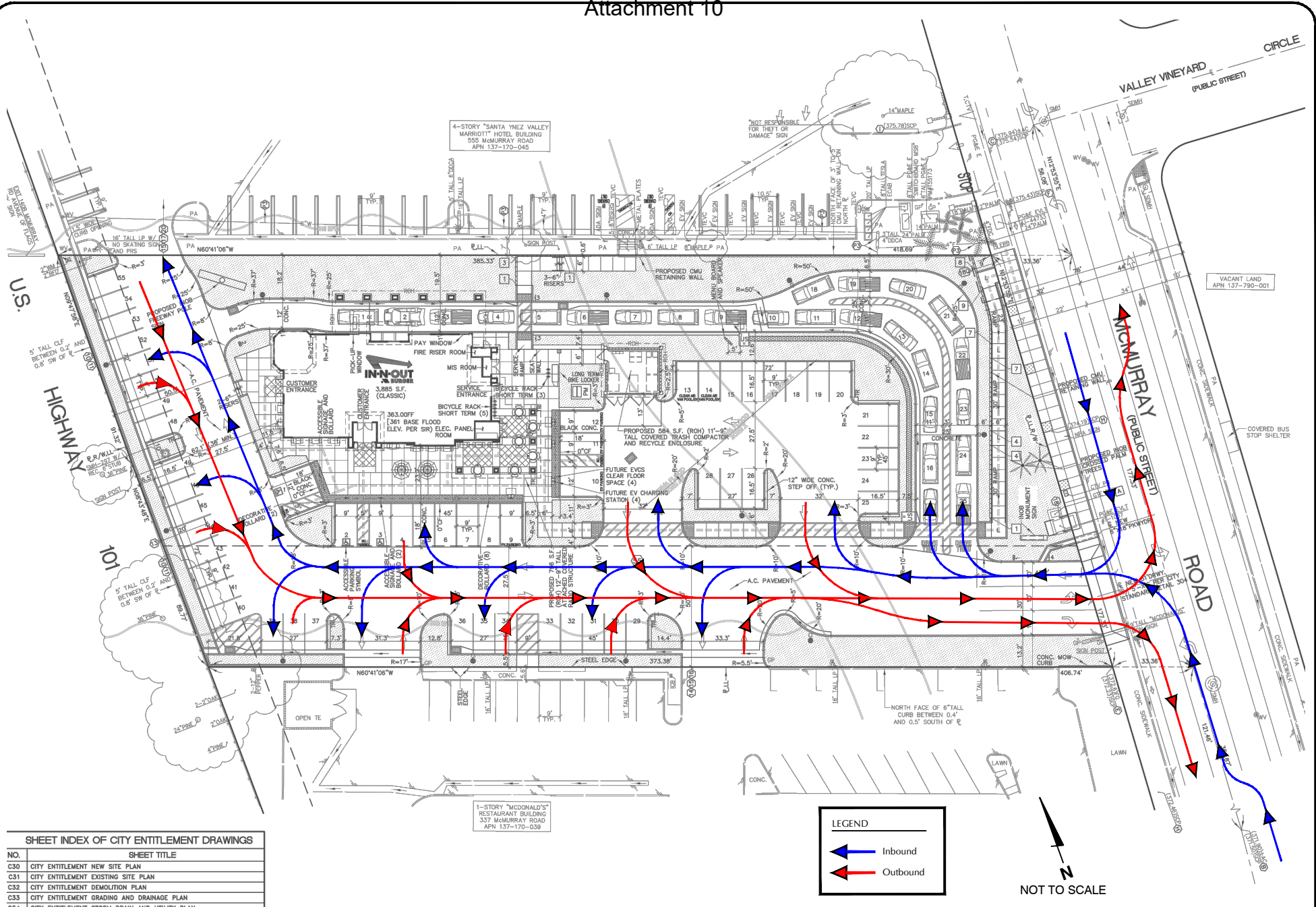


By: Richard L. Pool, P.E.
President



RLP/wp

attachments: ATE Figures 1-6



SHEET INDEX OF CITY ENTITLEMENT DRAWINGS

NO.	SHEET TITLE
C30	CITY ENTITLEMENT NEW SITE PLAN
C31	CITY ENTITLEMENT EXISTING SITE PLAN
C32	CITY ENTITLEMENT DEMOLITION PLAN
C33	CITY ENTITLEMENT GRADING AND DRAINAGE PLAN
C34	CITY ENTITLEMENT STORM DRAIN AND UTILITY PLAN

LEGEND

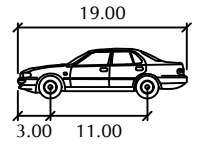
- Inbound
- Outbound

NOT TO SCALE



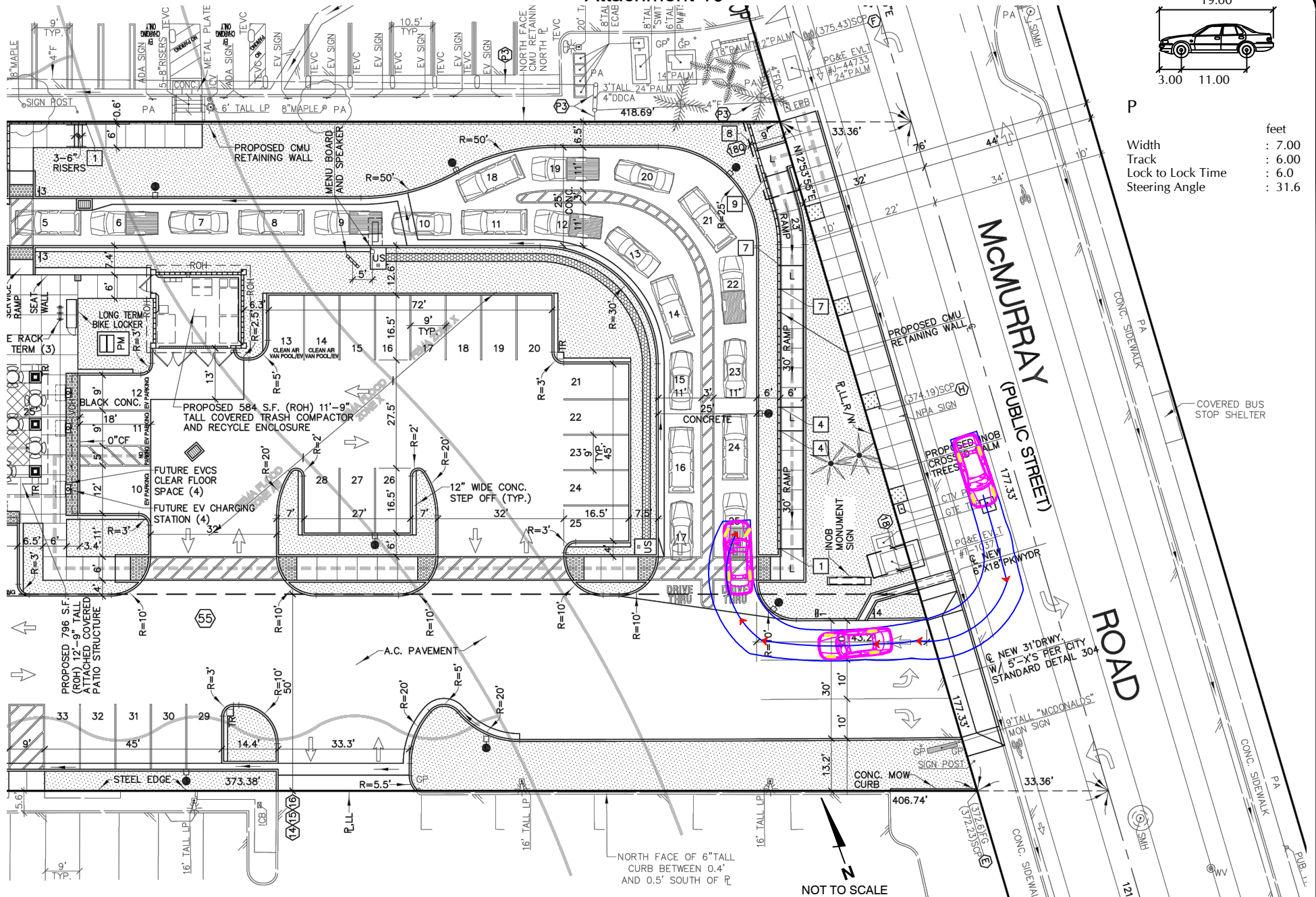
ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE VEHICLE CIRCULATION PATTERN



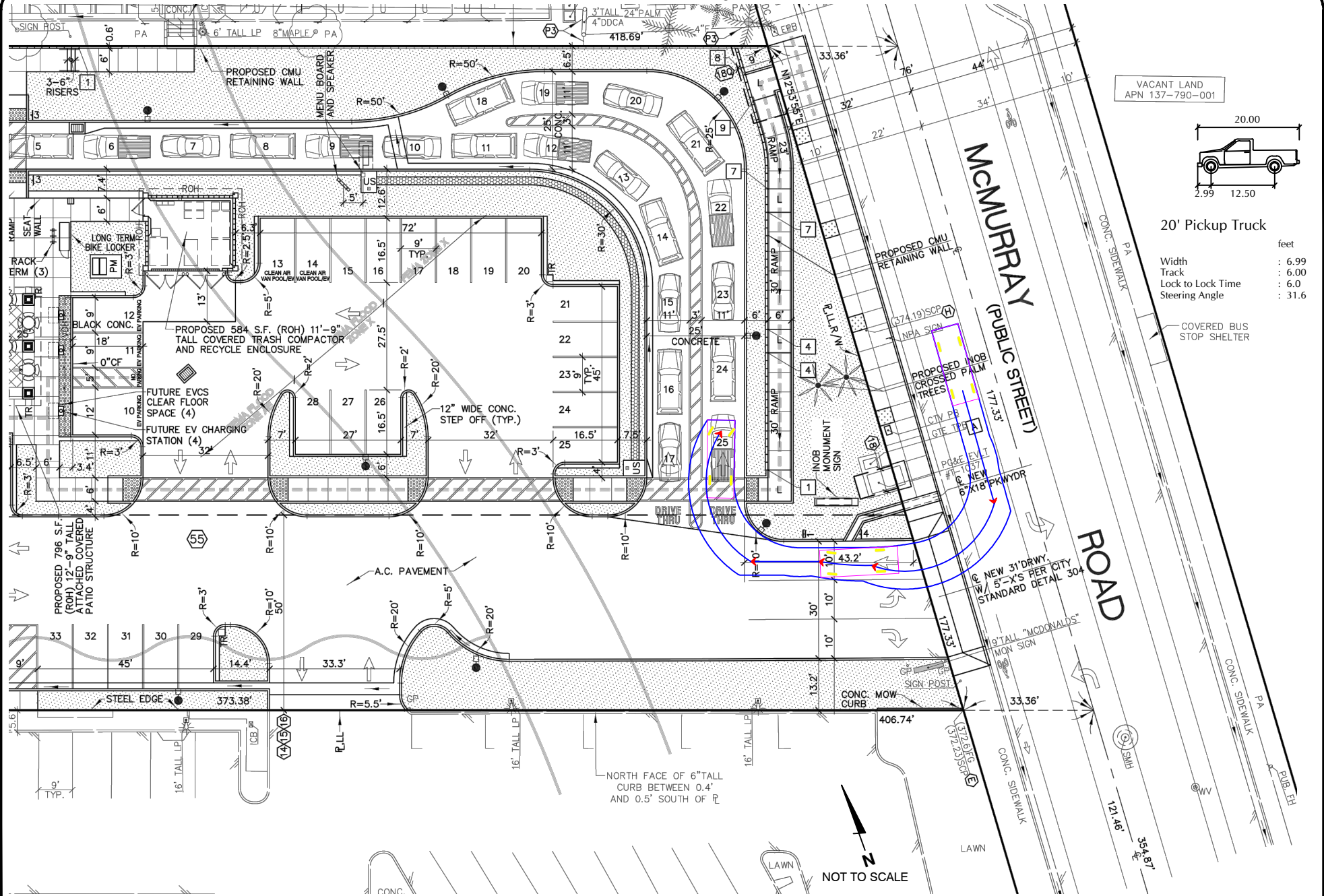
P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



ASSOCIATED
TRANSPORTATION
ENGINEERS

VEHICLE TURNING PATH - SB RIGHT-TURN ENTERING TO DRIVE-THRU



VACANT LAND
APN 137-790-001

20' Pickup Truck

Width	: 6.99
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

feet

COVERED BUS STOP SHELTER

NOT TO SCALE



ASSOCIATED
TRANSPORTATION
ENGINEERS

VEHICLE TURNING PATH - 20' PICKUP TRUCK

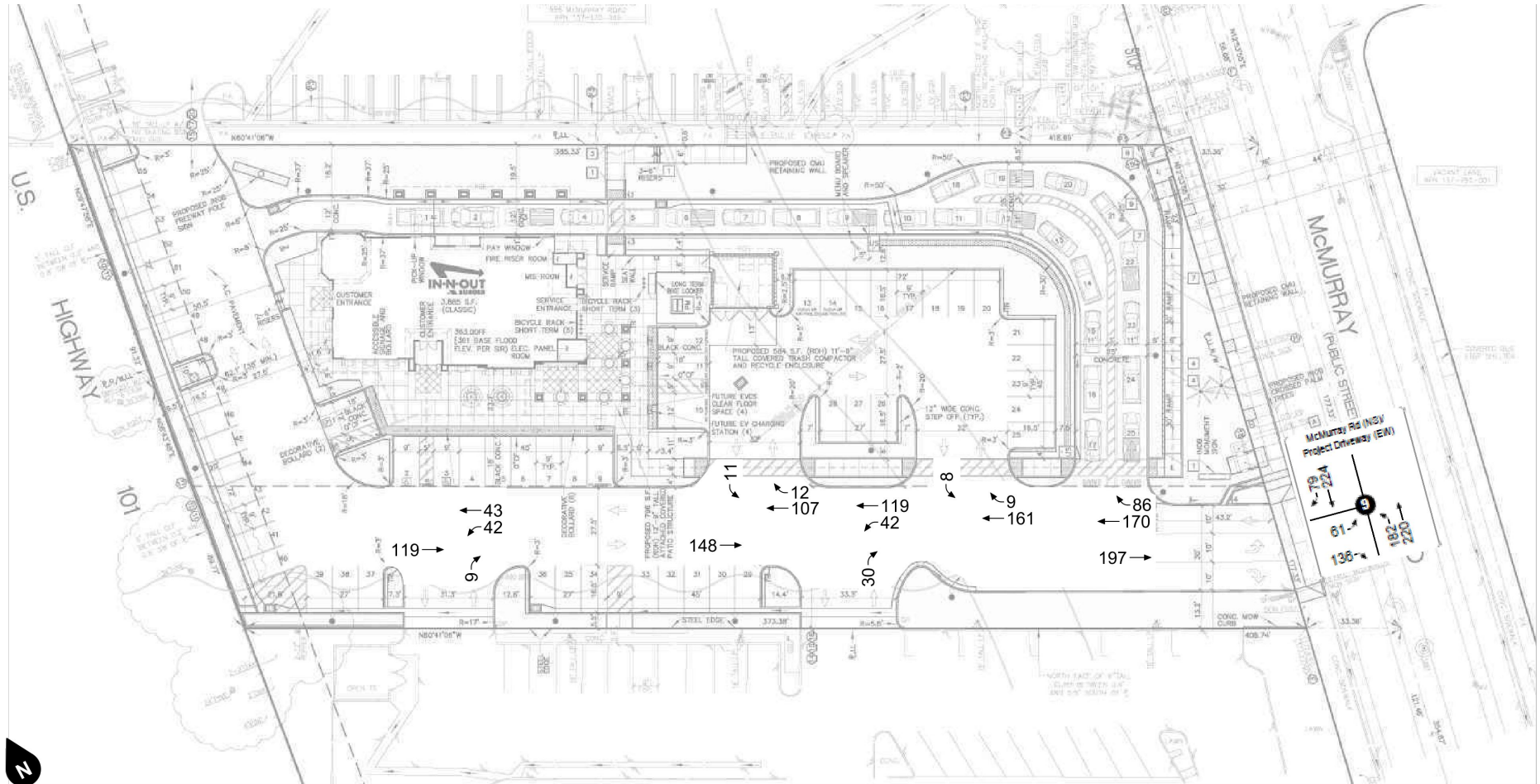


Figure 27
Forecast On-Site Circulation Trips



In-N-Out Burger (515 McMurray Road)
Traffic Impact Analysis
19446



ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE/DRIVEWAY TRAFFIC VOLUMES



Office of the Sheriff

SANTA BARBARA COUNTY

BILL BROWN

Sheriff - Coroner

HEADQUARTERS

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To whom it may concern,

The Santa Barbara Sheriff's Department Traffic Bureau conducted a preliminary traffic assessment based upon the In & Out planned project on McMurray Rd. The following concerns were found:

- The intersection of Hwy 101 N/B off-ramp and Hwy 246 will be heavily impacted during peak hours as vehicles exit to enter In & Out
- The left turn pocket at Hwy 246 and McMurray Rd. has room for 3 vehicles only. This will affect traffic during peak hours as well as impact the Hwy 101 N/B off-ramp.
- Vehicles traveling W/B on Hwy 246 and turning N/B on McMurray will only 2 turning lanes and a bike lane.
- Vehicles exiting McDonald's may be impacted as they try to exit during peak hours. This is due to the line to turn into In & Out will block the left turning lane.
- The driveway into In & Out on McMurray Rd. is approximately 30' wide (3 lanes total at 10' each, 1 for entrance and 2 for exiting).
- There will be 2 drive-thru's with room for approximately 35 vehicles, which could cause traffic delays during peak hours
- Vehicles exiting the In & Out drive-thru may have to go through the Marriott's parking lot. This private property traffic issue will have to be negotiated between the Marriott and In & Out.

The Santa Barbara Sheriff's Department predicts this will create several traffic issues during peak hours.

Respectfully submitted,

A handwritten signature in blue ink that reads "Mark E. Valencia 2593".

Lieutenant Mark Valencia