



# PRJ23-008

## Del Valle Drive-Thru



Location: 2000 Sebastopol Road, Santa Rosa, CA 95407

Presented by: Pedro Martinez Navarro

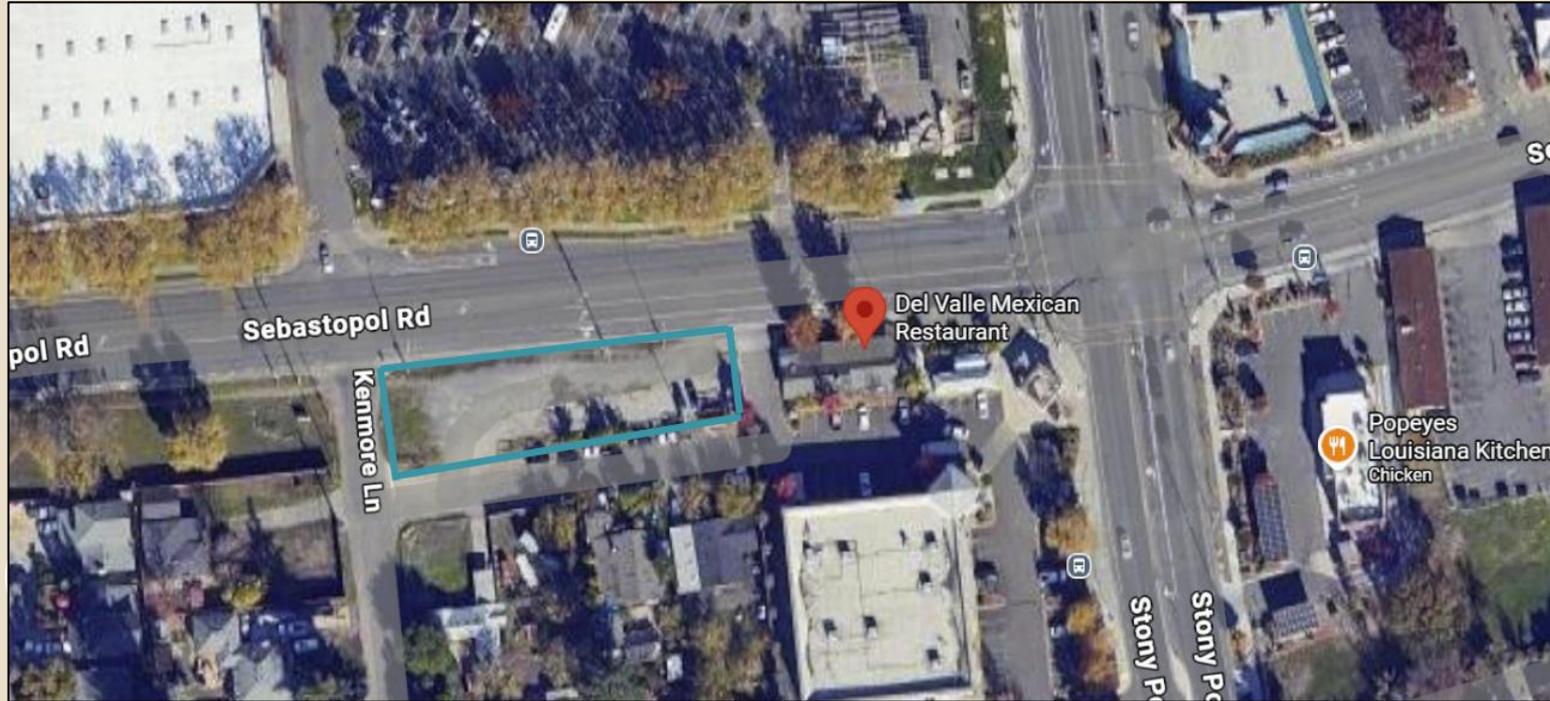


# About Us

- Locally owned Mexican restaurant
- Serving Santa Rosa since 2017
- Provides local jobs and long-term community presence
- This expansion supports long-term operational stability



# Aerial View



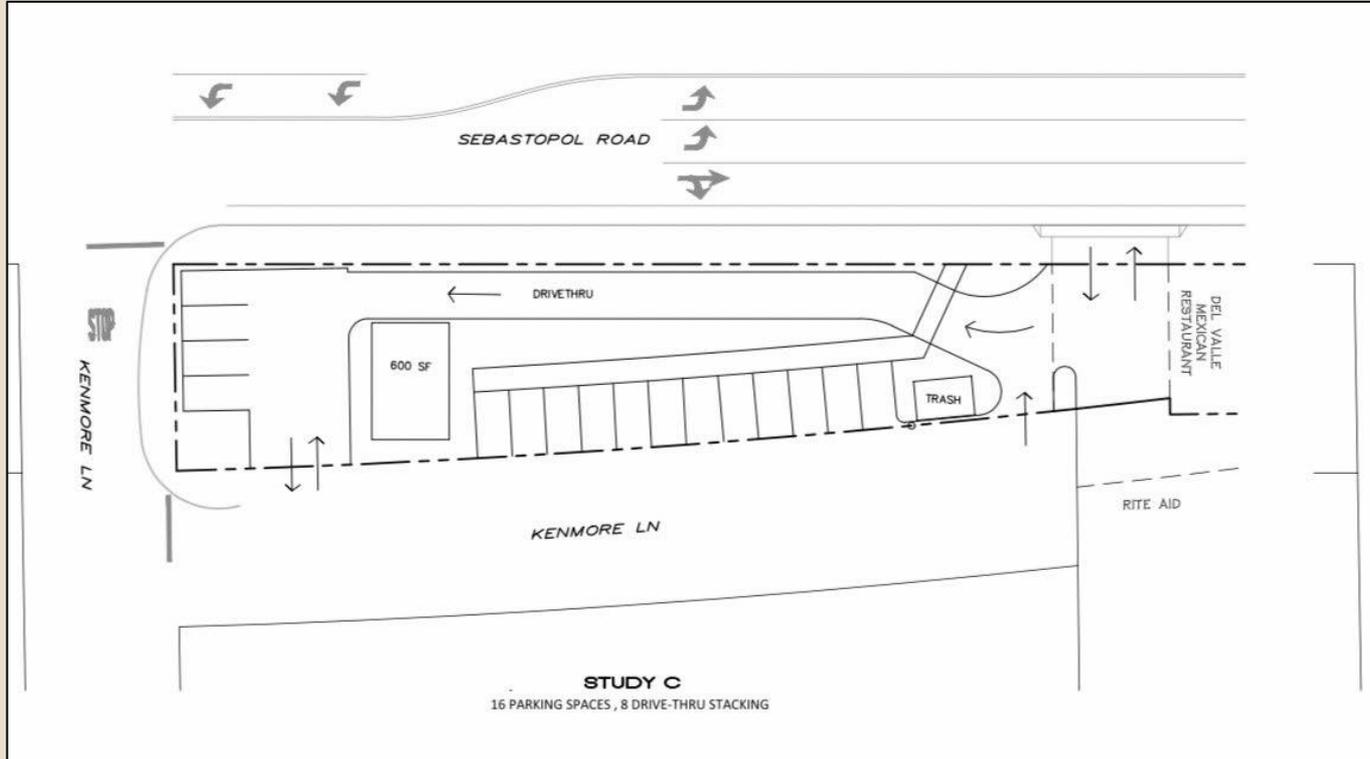


# History of the Project



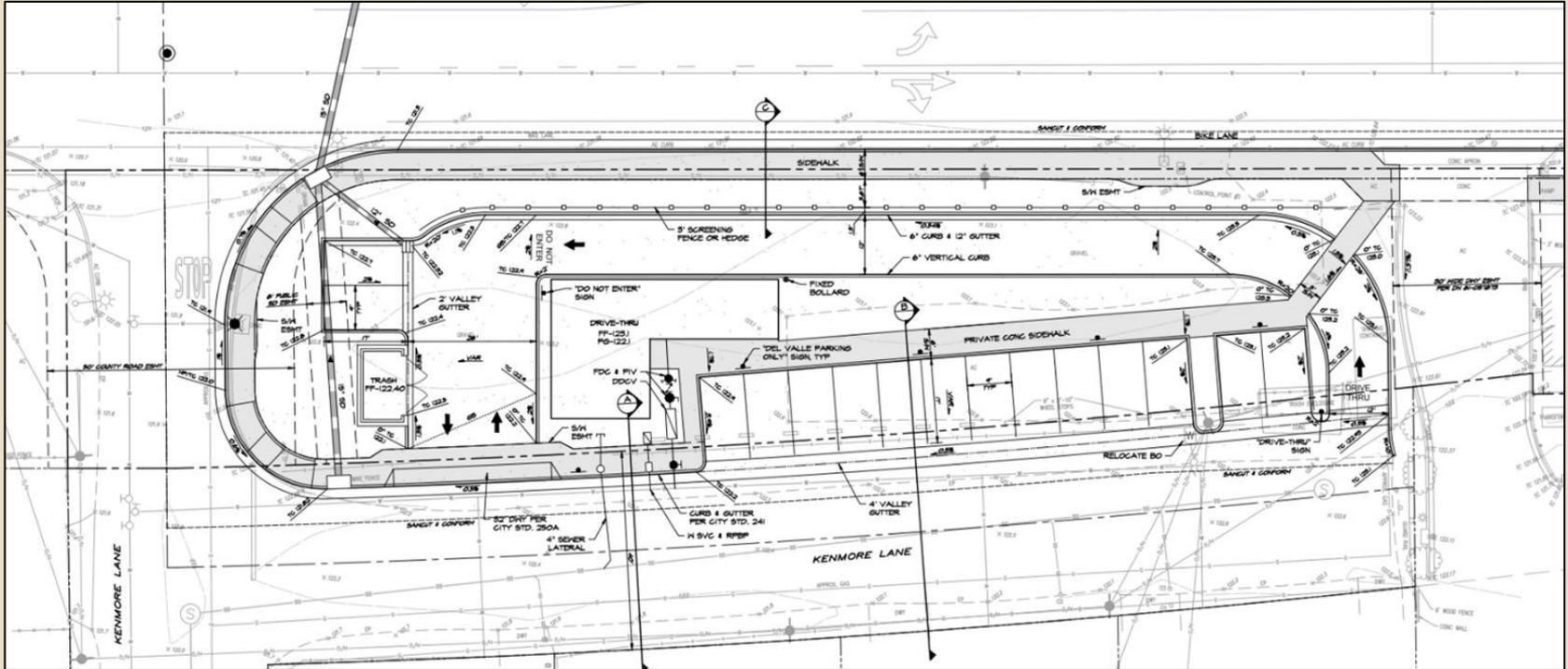


# Initial Concept - Study C





# Site Plan - Second Revision







# Project Concept







VIEW FROM ABOVE NORTH-WEST



VIEW FROM PARKING



VIEW FROM NORTH-WEST

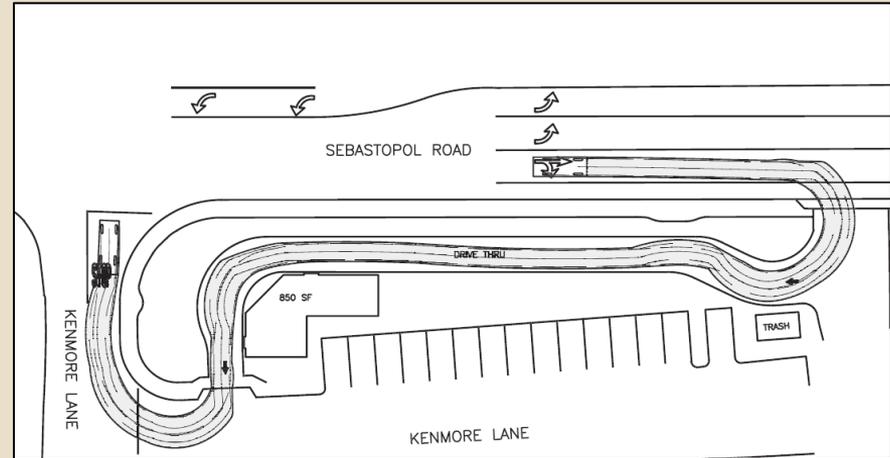


VIEW FROM NORTH-EAST



# Traffic Findings

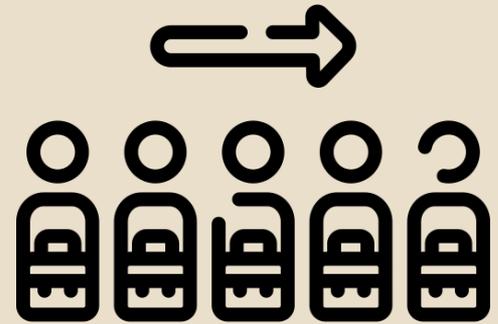
- Traffic study prepared by W-Trans
- Incorporated empirical data from local drive-thrus & theoretical data for worse case scenarios
- Modest peak demand ( $\approx 30\text{--}34$  vehicles/hour)
- No spillback to Sebastopol Road or Kenmore Lane
- Fire Code-compliant emergency access





# Queue Management

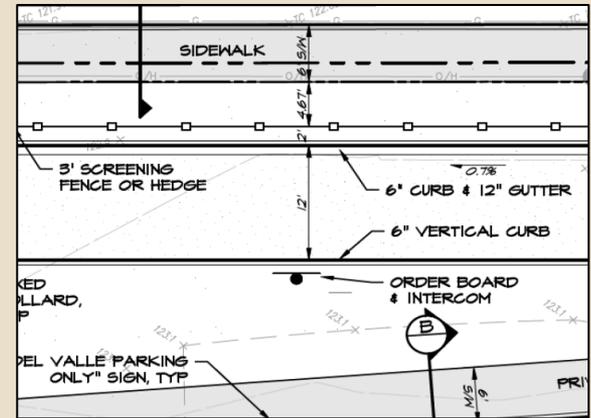
- On-site queue capacity: 10 vehicles
- Active monitoring with cameras and staff
- At 8 vehicles: staff deployed to accelerate service
- At 10 vehicles: drive-thru closes & redirect cars through easement or back to
- Reopens only after queue reduces to 7 vehicles





# Noise & Operations

- Noise study by Yorke Engineering
- Professional noise study confirms no significant impact
- Background traffic noise exceeds project contribution
- Speaker and activity directed away from residences
- 4–6 ft solid fencing required for screening
- Hours limited to 7 AM – 11 PM, although actual hours of operation will be determined.





**Table 7-3: Estimated Operational Noise Impacts at Residential Receptors – Exit**

Noise Parameters	West	South A	South B
Ambient Background (dBA) <sup>1</sup>	60	60	60
Receptor Distance from Drive Thru Exit (feet)	70	30	90
Drive Thru Exit Source (dBA) <sup>2</sup>	78	78	78
Drive Thru Exit Distance Attenuation Loss (dBA) <sup>3</sup>	(27)	(19)	(29)
Attenuated Drive Thru Exit Impact (dBA)	51	59	49
<b>Background + Impact Combined (dBA)<sup>4</sup></b>	<b>61</b>	<b>62</b>	<b>60</b>
<b>Significant Change in Daily Average Noise Level?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Receptors:

West - 919 Kenmore Lane

South A - 930 Kenmore Lane

South B - 918/922 Kenmore Lane

Notes:

<sup>1</sup> From City of Santa Rosa General Plan Noise Element Appendix 2 (City 2019a) - 60 dBA contour

<sup>2</sup> FHWA 2006 - pickup truck @ 1m

<sup>3</sup> Inverse Square Law

<sup>4</sup> Logarithmic Addition



**Table 7-6: Estimated Late Night Noise Impacts at Residential Receptors – Exit**

Noise Parameters	West	South A	South B
Ambient Background (dBA) <sup>1</sup>	50	50	50
Receptor Distance from Drive Thru Exit (feet)	70	30	90
Drive Thru Exit Source (dBA) <sup>2</sup>	78	78	78
Drive Thru Exit Distance Attenuation Loss (dBA) <sup>3</sup>	(27)	(19)	(29)
Attenuated Drive Thru Exit Impact (dBA)	51	59	49
<b>Background + Impact Combined (dBA)<sup>4</sup></b>	<b>54</b>	<b>59</b>	<b>53</b>
<b>Exceeds Normally Acceptable Noise Level?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Receptors:

West - 919 Kenmore Lane

South A - 930 Kenmore Lane

South B - 918/922 Kenmore Lane

Notes:

<sup>1</sup> From City of Santa Rosa General Plan Noise Element Appendix 2 (City 2019a) - 60 dBA contour less 10 dBA nighttime offset

<sup>2</sup> FHWA 2006 - pickup truck @ 1m

<sup>3</sup> Inverse Square Law

<sup>4</sup> Logarithmic Addition

# Conditions & Commitments



- Full compliance with all Conditions of Approval
- Queue Management Plan incorporated and enforceable
- Drive-thru closes before spillback to public streets
- Required fencing, lighting controls, and screening
- Ongoing City oversight and enforcement authority

# Key takeaways



1

**The impacts are studied and controlled.**

Independent traffic and noise analyses confirm the project operates within acceptable limits.

2

**Public streets and residential areas are protected.**

No spillback to Sebastopol Road or Kenmore Lane, with enforceable operational controls in place.

3

**The project has been refined over years of collaboration.**

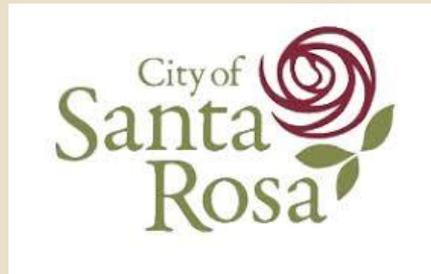
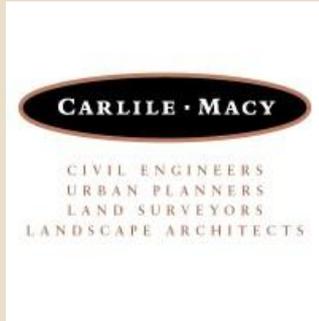
Multiple studies, revisions, and neighborhood input shaped the proposal before you tonight.

4

**We are committed to responsible operation.**

Full compliance with all Conditions of Approval and the Queue Management Plan.

# Special Thanks!





Ask us anything!