

## PLANNING COMMISSION AGENDA

**Tuesday, December 8, 2020**

**Planning Commission Hearings 7:00 p.m.**

**James McGrade**, Chair

**Gary Brattain**, Vice Chair

**Sara Barnes-Ramos**, Commission  
Member

**Dan Phu**, Commission  
Member

**Melanie Schlotterbeck**, Commission  
Member

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This agenda contains a brief general description of each item the Commission will consider. The Planning Division has on file copies of written documentation relating to each item of business on this Agenda available for public inspection. Contact the Planning Department's Office at (714) 990-7674, [planning@cityofbrea.net](mailto:planning@cityofbrea.net) or view the Agenda and related materials on the City's website at [www.cityofbrea.net](http://www.cityofbrea.net).

**PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE BREA CITY COUNCIL ON MARCH 19, 2020 AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING WILL BE CONDUCTED TELEPHONICALLY VIA THE ZOOM TELECONFERENCING PLATFORM.**

**To limit the spread the COVID-19 virus, the Council Chambers will not be open to the public. Public comments will be accepted in in writing and by teleconference. The meeting will also be broadcast live at [www.cityofbrea.net](http://www.cityofbrea.net).**

### **Procedures for Addressing the Commission**

The Commission encourages public participation during Public Hearings and under Matters from the Audience. State Law prohibits the Commission from responding to or acting upon matters not listed on this agenda.

- Written comments must be to the Planning Division at [planning@cityofbrea.net](mailto:planning@cityofbrea.net) no later than 4:00 p.m. on Tuesday, December 8, 2020. The email subject line should state: "Brea Planning Commission Meeting" followed by the number of the relevant agenda item and/or "Non-Agenda Item." Summaries of all written comments will be read during the meeting by City Staff.
- To provide comments by teleconference, members of the public must contact City Staff at (714) 990-7674 or [planning@cityofbrea.net](mailto:planning@cityofbrea.net) no later than 12:00 p.m. on Tuesday, December 8, 2020 to obtain the Zoom Meeting ID number. Teleconference participants will be muted until recognized at the appropriate time by the Commission.
- To watch the meeting via Zoom, members of the public must contact City Staff at (714) 990-7674 or [planning@cityofbrea.net](mailto:planning@cityofbrea.net) no later than 4:00 p.m. on Tuesday, December 8, 2020 to obtain the Zoom Meeting ID number. The meeting will also be broadcast live at [www.cityofbrea.net](http://www.cityofbrea.net).

### **Special Accommodations**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at (714) 990-7674. Notification 48 hours prior to the meeting will enable City staff to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

**ALL PLANNING COMMISSION DECISIONS MAY BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS OF THE MEETING. PLEASE CONTACT THE CITY CLERK AT (714) 990-7756 FOR FURTHER INFORMATION ABOUT FILING AN APPEAL OR OBTAINING AN APPEAL APPLICATION.**

**PLANNING COMMISSION  
PUBLIC HEARINGS  
7:00 p.m. - Council Chambers, Plaza Level**

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**1. CALL TO ORDER / ROLL CALL - COMMISSION**

**2. PLEDGE OF ALLEGIANCE**

**3. INVOCATION** - Pastor Dan Cook from Lighthouse Church

**4. MATTERS FROM THE AUDIENCE**

*Written comments may be sent to the Planning Division at [planning@cityofbrea.net](mailto:planning@cityofbrea.net) no later than 12:00 p.m. on Tuesday, December 8, 2020. Any comments received via email will be summarized aloud into the record at the meeting. To provide comments by teleconference, members of the public must contact City Staff at (714) 990-7674 or [planning@cityofbrea.net](mailto:planning@cityofbrea.net) no later than 12:00 p.m. on Tuesday, December 8, 2020 to obtain the Zoom Meeting ID number and password. Teleconference participants will be muted until recognized at the appropriate time by the Commission.*

**CONSENT ITEMS**

**5. Adoption of 2021 Planning Commission Calendar**

**PUBLIC HEARINGS**

- 6.** Conditional Use Permit No. 20-10, Precise Development Plan No. 20-04, And Conditional Use Permit No. 20-18: A Request to Amend Planning Commission Resolution No. 88-56 To Allow the Demolition of Two Commercial Buildings to Construct A Restaurant with A Drive-Thru, and to Amend an Existing Sign Program, at 255 East Imperial Boulevard, in the C-P (Commercial Professional) P-D (Precise Development) Zone.
- 7.** Conditional Use Permit No. CUP 20-11 & Plan Review No. PR 20-08, A Request to Modify the Off-Street Parking Requirement and Allow Exterior Modifications for an Office Use Located At 735 South Brea Blvd, In the MU-III (Mixed Use) Zone.
- 8.** Conditional Use Permit No. CUP 20-14, an Amendment to Conditional Use Permit No. CUP 00-16 To Allow an Expansion to an Existing Restaurant with Alcoholic Beverage Sales at 330 West Birch Street, in the MU-I (Mixed Use) Zone.
- 9.** Zoning Text Amendment No. 20-01 (ZTA 20-01) To Amend Title 20 of The Brea Municipal Code Regulating Accessory Dwelling Units and Junior Accessory Dwelling Units Within The City Of Brea.

**ADMINISTRATIVE ITEMS**

**10. COMMITTEE REPORTS**

**11. PLANNING DIVISION UPDATES**

**12. ADJOURNMENT**



City of Brea

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**PLANNING COMMISSION COMMUNICATION**

**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** Adoption of 2021 Planning Commission Calendar

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**RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

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**Attachments**

A. Planning Commission Meeting Calendar 2021

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## CITY OF BREA PLANNING COMMISSION MEETING SCHEDULE 2021

PC Meeting	Please note
January 13* January 26	(If needed)
February 23	
March 23	
April 27	
May 25	
June 22	
July 27	
August 24	
September 28	
October 26	
November 23	
December 14 December 28** Holiday Closure	(if needed)

\*Wednesday

NOTE: \*\*Dates are subject to change due to holidays, etc.

City of Brea

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**PLANNING COMMISSION COMMUNICATION**

**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** Conditional Use Permit No. 20-10, Precise Development Plan No. 20-04, And Conditional Use Permit No. 20-18: A Request to Amend Planning Commission Resolution No. 88-56 To Allow the Demolition of Two Commercial Buildings to Construct A Restaurant with A Drive-Thru, and to Amend an Existing Sign Program, at 255 East Imperial Boulevard, in the C-P (Commercial Professional) P-D (Precise Development) Zone.

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**REQUEST**

The Applicant, Mr. Javier Sola, representing Raising Cane's Restaurant, is requesting a Conditional Use Permit (CUP) and Precise Development Plan (PD) review to amend Planning Commission Resolution No. 88-56 (Attachment J) to allow the demolition of two commercial buildings totaling 9,588 square-feet, to construct a new 3,267 square-foot single-story restaurant with a drive-thru, and associated site improvements. The Applicant is also requesting a CUP to amend the existing Brea Gaslight Square Sign Program to allow signage associated with the proposed project.

**RECOMMENDATION**

Staff recommends that the Planning Commission take the following actions:

1. Find the project exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines Section 15301 (Class 1, Existing Facilities) and Section 15303 (Class 3, New Construction or Conversion of Small Structures); and,
2. Approve CUP No. 20-10 to amend Planning Commission Resolution No. 88-56 to allow a restaurant with a drive-thru, subject to the recommended conditions of approval (Attachment B), and based on the findings and conclusions in the attached resolution (Attachment A); and
3. Approve PD No. 20-04 to allow the demolition of two commercial buildings totaling 9,588 square-feet, and the construction of a new 3,267 square-foot single-story restaurant, subject to the recommended conditions of approval (Attachment D), and based on the findings and conclusions in the attached resolution (Attachment C); and
4. Approve CUP No. 20-18 to amend the existing sign program, based on the findings and conclusions in the attached resolution (Attachment E).

**BACKGROUND/DISCUSSION**

## **BACKGROUND**

**Figure 1: Aerial View of Project Site**

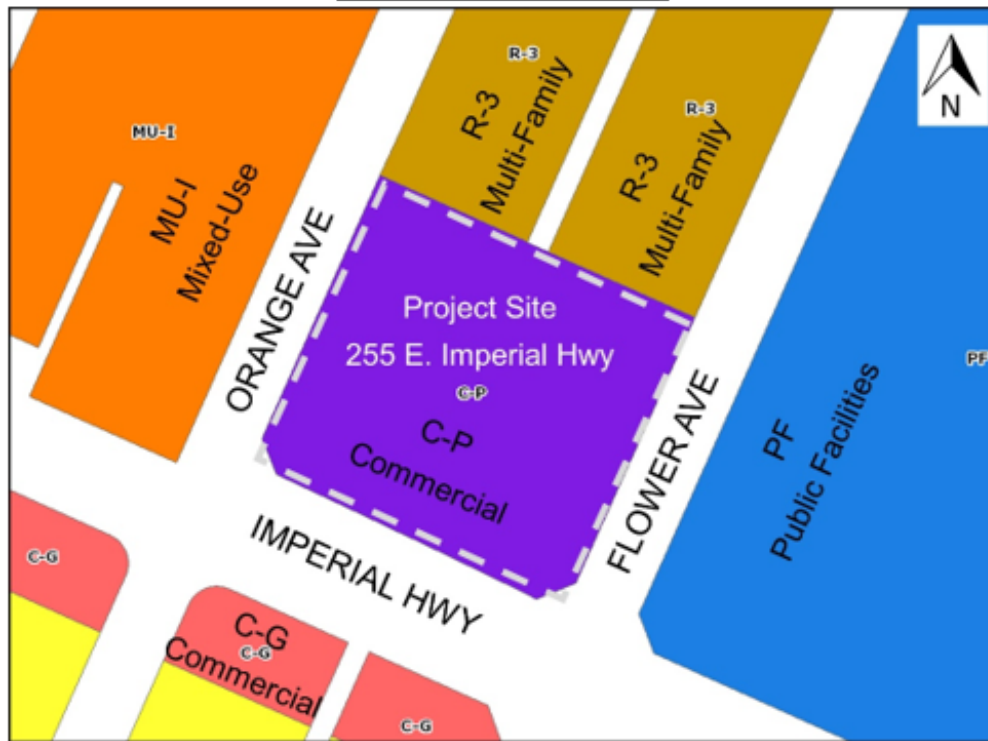


### **Location**

The project site, the Brea Gaslight Square, is an existing commercial shopping center situated north of Imperial Highway, between Flower Avenue and Orange Avenue. The project site is zoned C-P (P-D), is approximately 82,000 square-feet (1.88 acres), and presently developed with five commercial buildings totaling approximately 26,288 square-feet. The site currently includes an illuminated surface parking lot with 91 parking spaces and landscaping. The shopping center is currently occupied mostly by professional offices, medical uses, and vacant retail tenant spaces.

The project site is surrounded by multi-family (R-3) zoned uses to the north, commercial mixed-used (MU-1) zoned uses to the west, commercial (C-3) zoned uses to the south, and a public facility/school (P-F) zoned use to the east. Downtown Brea is located one block northwest of the project site. Over 20 restaurants are located within a one-third (1/3) mile radius from the project site, three of which have a drive-thru.

**Figure 2: Zoning Map**



The project site is located on Imperial Highway, an east-west highway with three lanes in each direction. Uses found on Imperial Highway are predominantly commercial and consist of retail stores, gas stations, churches, and other restaurants. Vehicular access for the project site would be provided at existing driveways located on Flower Avenue and Orange Avenue.

#### **Entitlement History**

On November 22, 1988, the Planning Commission approved Resolution No. 88-56 (Attachment J), which granted a CUP to allow the construction of the existing commercial shopping center, and allow retail and commercial uses to occupy over 25% of the total building area. Resolution No. 88-56 also granted two Variances to allow reduced driveway widths along Orange Avenue and Flower Avenue of 23' and 34' wide respectively. A condition prohibiting restaurants at the site was included, thus, any restaurant proposed would require an amendment to this resolution (Condition Q of Attachment J).

On June 5, 2020, the Applicant filed the current request in this application to facilitate a Raising Cane's restaurant with drive-thru, and associated site improvements, on the subject site.

#### **PROJECT DESCRIPTION**

##### **Site Development**

The proposed project would be located on the southeast portion of the site, and would demolish two vacant buildings with a combined total of 9,588 square-feet, and construct a

single-story 3,267 square-foot restaurant, 780 square-foot outdoor dining area, and a double drive-thru lane that could accommodate 20 to 22 vehicles. Existing vehicular access to the site would be maintained from Flower Avenue and Orange Avenue. The proposed building would have a contemporary architectural style and be comprised of various materials, including stucco, brick, steel, and metal panels (Attachment H). In addition to business identification signs, the project proposes public art in the form of decorative metal panels attached to the north and south building walls.

Other associated site improvements include modifications to the parking lot that would result in 74 total off-street parking spaces, new signage, and new landscaping (Attachments G, H, and I).

**Figure 3: Proposed Site Plan and Landscape**



### Restaurant Operations

Raising Cane's is a fast-food restaurant chain with a menu focusing on chicken, typically staffing 10 to 12 employees with five to six work shifts. A drive-thru is proposed at the southeast corner of the project site, and would wrap around the building in a counter-clockwise direction. The drive-thru would provide two side-by-side entry lanes and two order boards, which would allow Raising Cane's employees to take orders from two vehicles simultaneously. After the order boards, the two lanes would merge into a single lane at the pick-up window. There would be approximately 175' of vehicle queuing capacity per lane from the drive-thru entrance to the two order boards, for a total of 350' (175' x 2), and approximately 90' from the order boards to the pick-up window. This would provide a total drive-thru queue length of 440', which can accommodate 20 to 22 vehicles. At the southeast corner, the drive-thru would be furthest away from other onsite buildings, which would prevent impacts from the vehicle queue.

For patrons who choose to dine-in, Cane's provides indoor and outdoor seating. The walk-in and drive-thru hours proposed would be 9:00 A.M. to 1:00 A.M. Sunday through Thursday,



and 9:00 A.M. to 3:30 A.M. Friday and Saturday.

## **DISCUSSION**

### **CUP: Amendment for Restaurant Use**

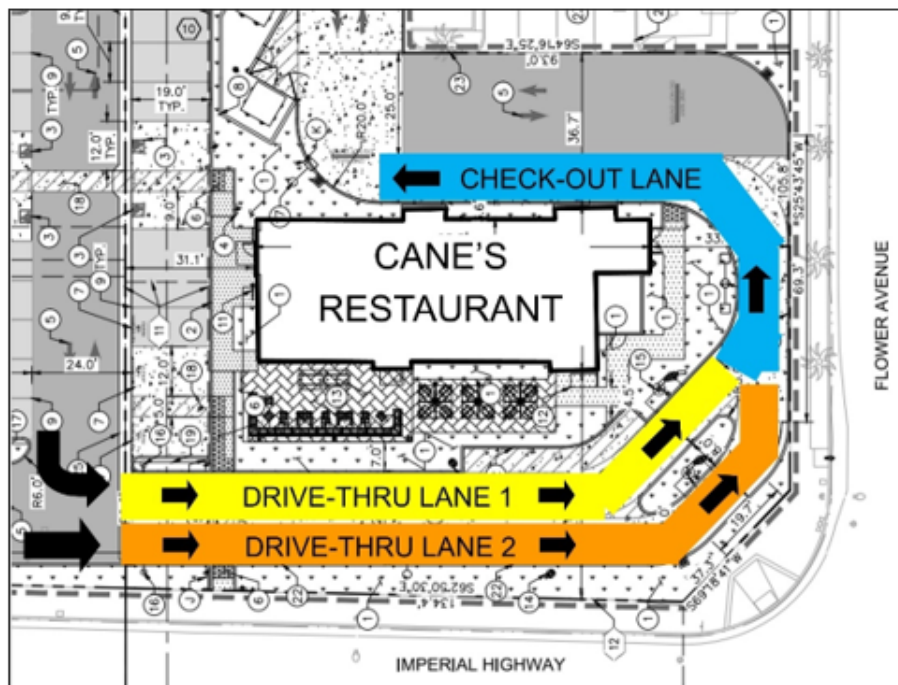
To allow a restaurant use, the Applicant is requesting to amend Condition Q of Resolution No. 88-56 (Attachment J), which prohibits restaurants at the site. Planning Division staff supports the amendment for the following reasons. 1) Restaurants are permitted by-right uses in all commercial zones of the city, including General Commercial (C-G), Major Shopping Center (C-C), and Neighborhood Commercial (C-N). The Applicant's request to allow a restaurant at the site is typical of commercial zones throughout the city. 2) There are over 20 restaurants located within a one-third (1/3) mile radius from the project site, three of which have a drive-thru. In addition, the site is located one-block from the City's Downtown which supports commercial uses, including restaurants. Existing onsite uses are comprised of professional office and medical uses, whose peak operating hours are different from those of a restaurant. Peak operating hours for office uses are typically mid-morning and mid-afternoon on weekdays, while peak operating hours for restaurants are typically during the dinner hour. As proposed, the project would be consistent and compatible with surrounding uses. Therefore, the proposed project is suitable and typical for a commercial shopping center on Imperial Highway.

Amending Resolution No. 88-56 (Attachment J) to allow restaurants at the project site would not result in any adverse impacts to the surrounding area, as further outlined in this report and attached resolution (Attachment A).

### **CUP: Drive-Thru Restaurant**

BMC Section 20.236.020(B) governs land uses in the C-G zone. Restaurants with drive-thru are allowed subject to a CUP within all commercial zones. Therefore, the drive-thru component of the restaurant requires the approval of a CUP.

**Figure 4: Proposed Drive-Thru**



A traffic and parking study was prepared by Kimley-Horn and Associates (KHA), (Attachment K) which included a queuing analysis for the proposed project. This study was reviewed by the Planning Division and Public Works Department. KHA conducted a queuing analysis to evaluate the adequacy of the proposed drive-thru operations. The analysis compared empirical data collected at three existing Raising Cane's restaurants (cities of Orange, Laguna Hills, and Riverside) during peak hours of 11:00 A.M. to 2:30 P.M. and 4:00 P.M. to 9:30 P.M. It is important to note that the Raising Cane's locations used in this analysis only have a single-lane drive-thru. KHA also analyzed the queuing capacity of the proposed project using formulas published in the Institute of Transportation Engineers (ITE) Handbook 3<sup>rd</sup> Edition.

The maximum queue observed at the studied locations during A.M. and P.M. peak hours were 15 and 17 vehicles respectively. In addition, the queuing analysis found that the typical service time in the drive-thru is two-and-a-half minutes from the order board to the pick-up window, with a vehicle being processed from the order board to pick-up window every 35 to 40 seconds during peak times. The proposed side-by-side ordering lanes would increase the number of customers served at once, and would have a queuing capacity of 20 to 22 vehicles which could adequately support the anticipated vehicle demand as observed.

Planning Division staff is recommending a condition to Draft Resolution CUP 20-10 requiring a Parking Management Plan (PMP) (Condition E of Attachment B). Among other requirements, the PMP would require Raising Cane's employees to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing for the drive-thru. As proposed and conditioned, the drive-thru operations would not result in any adverse impacts to surrounded uses.

### Parking

The BMC Section 20.08.040(D) outlines the minimum number of parking spaces required for each land use. The site improvements would provide a total of 74 off-street parking spaces to be shared among all onsite uses. When considering all existing onsite uses with the proposed restaurant, the BMC requires a total of 88 off-street parking spaces. However, uses with non-concurrent peak operating times can share all or a portion of the same parking supply if determined to be non-detrimental to other uses. The traffic and parking study prepared by KHA provides a shared parking analysis to determine if the 74 parking spaces would be sufficient for the proposed use, considering the parking peak times for the office, medical, and restaurant uses in the shopping center.

Due to the current events of COVID-19, the theoretical parking demand at the project site was evaluated using aerial imagery from July 2018 to January 2020 which established typical use of parking spaces at the site during non-COVID-19 times. Based on this evaluation in the traffic and parking study, the highest observed peak parking utilization for the existing parking lot was approximately 49%, with an average of 45 parking spaces of the existing 91 parking spaces being utilized.

The parking requirement, as described in BMC Section 20.08.040(D), for the onsite uses that would remain (without the proposed restaurant) is 44 off-street parking spaces. However, based on the observed 49% utilization rate, the KHA traffic and parking study determined that the actual parking demand for these uses is 22 parking spaces. KHA also applied the BMC parking requirement for the proposed restaurant as a worst-case scenario, which requires 44 off-street parking spaces. This results in a total peak parking demand of 66 parking spaces for the proposed project.

BMC Section 20.08.040(D) allows a stacking credit for drive-thru lanes of one car for every 23 lineal feet of stacking lanes. The customers of Raising Cane's predominantly utilize the drive-thru for service. Planning Division staff has applied this credit to the proposed project, adding 19 additional theoretical parking spaces, increasing the number of off-street parking spaces to a total of 93. Table 1 below provides a summary of this parking analysis.

**Table 1: BMC Development Standards**

Use	Code Required Parking	Observed Utilization Rate	Parking Provided
Proposed Drive-Thru Restaurant	44	44 (no credit)	35 + 19 (stacking) = 54
All Other Uses (Office & Medical)	44	44 x .49 = 22	39
Total	88	66	74 + 19 = 93
93 spaces provided - 66 spaces required = 27			

Based on the actual observed utilization rate of the existing parking, and taking into account the drive-thru stacking credit, the proposed project results in a parking surplus of 27 off-street parking spaces. The proposed project is in compliance with the BMC Section 20.08.040(D) as it relates to parking.

#### Traffic and Circulation

Vehicular access for the project site would be provided at existing driveways located on Flower Avenue and Orange Avenue. Vehicles exiting the project site may exit on Orange Avenue or Flower Avenue and proceed north or south onto Imperial Highway or Birch Street.

The KHA traffic and parking study evaluated the project related traffic effects associated with the proposed project. This study evaluated the project during the evening peak hour under "existing conditions" and "existing conditions with the proposed project". The study focused on determining whether a signalized intersection is warranted based on the effects of the proposed project at Imperial Highway / Orange Avenue, Imperial Highway / Flower Avenue, Birch Street / Orange Avenue intersections. Intersection analysis for all signalized intersections was conducted using the Intersection Capacity Utilization (ICU) methodology, which is the method utilized by the Orange County Congestion Management Program (CMP). Intersection analysis for unsignalized intersections was conducted using the Highway Capacity Manual (HCM) methodology, which returns a delay value, expressed in terms of the average seconds of delay per vehicle. Operating conditions for both ICU and HCM methodologies are expressed in terms of Level of Service (LOS), that ranges from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions. If a project causes traffic operations at an intersection to worsen, the project would have a significant effect on that intersection and satisfy a signal warrant.

KHA found the studied intersections currently operate at an unacceptable level of service (LOS) as follows:

- Imperial Highway at Orange Avenue: LOS E
- Imperial Highway at Flower Avenue: LOS F
- Birch Street at Orange Avenue: LOS F

With the proposed project, these intersections would operate at the following LOS levels:

- Imperial Highway at Orange Avenue: LOS F
- Imperial Highway at Flower Avenue: LOS F
- Birch Street at Orange Avenue: LOS F

Since conditions at the intersection of Imperial / Orange would shift from E to F, the results of the traffic study indicate that the current unsignalized intersection satisfies a signal warrant. As a result, staff is recommending a condition of approval that requires the Applicant to pay a fair share contribution amount based on the alternative improvements required to improve the intersection LOS to pre-development conditions (Condition V of Attachment B).

Staff is also recommending a condition that requires the Applicant to prepare public improvement plans for a raised median at the southbound approach to the intersection of Imperial Highway and Flower Avenue with signage and the re-striping to create a right-turn only movement (Condition T of Attachment B). Until this improvement is complete, the Applicant shall prepare plans for temporary closure of the southbound left-turn lane at the intersection of Imperial Highway and Flower Avenue to create a right-turn only movement (Condition R of Attachment R).

Therefore, the project as proposed and conditioned would not result in any traffic related adverse impacts on surrounding uses.

#### Zoning Analysis

To allow the proposed physical improvements, the Applicant is requesting to modify the site plan approved under Resolution No. 88-56. The project would demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot building. Therefore, the project would reduce the total onsite building area by 6,321 square-feet.

Development in the C-P zone is governed by the Brea Municipal Code (BMC) Section 20.224.040. Accordingly, the proposed project complies with applicable development standards for commercial shopping centers, including: building height, setbacks, floor area ratio (FAR), and landscape.

**Table 2: BMC Development Standards**

	<b>Required</b>	<b>Proposed</b>
<b>Building Height</b>	Maximum: 30'	19'-10"
<b>Setbacks</b>	Imperial Hwy: 15' Orange Ave: 15'	Imperial Hwy: 33' Orange Ave: 33'
<b>Floor Area Ratio (FAR)</b>	Maximum: 50% of lot area	24% (approximately)
<b>Landscape Buffer</b>	Imperial Hwy: 8' Orange Ave: 8'	Imperial Hwy: 8' Orange Ave: 8'

In addition to complying with all applicable development standards for the C-P zone, the proposed project would enhance the overall aesthetics of the center.

### Sign Program

The proposed sign program consists of business identification signs, public visible art in the form of decorative metal panels, a monument sign, and way finding signs. The existing approved sign program that governs the type, location, size, and number of signs allowed for uses at the project site did not contemplate a restaurant. To add signage needed for a restaurant with a drive-thru, the Applicant is requesting a CUP to amend the current sign program.

Pursuant to BMC Section 20.28.340(C.4), sign programs are subject to Planning Commission approval of a CUP. Sign programs are required to describe the proposed type, number, size, location, design, colors and materials for each sign. In addition, sign programs shall enhance the overall aesthetics of a site and allow for a combination of various types of signs. The proposed sign program is consistent with the sign development standards of BMC Section 20.28.340(C.4). Therefore, Planning Division staff is in support of the Applicant's request for a CUP to approve the submitted sign program.

## **PUBLIC NOTICE AND COMMENTS**

This project was noticed in accordance with the City's public noticing requirements, which involved mailed notices and publication in the local paper. The public hearing notice for this project is provided as Attachment M. As of the writing of this report, staff has received five public correspondences (Attachment N).

## **ENVIRONMENTAL ASSESSMENT**

This project has been assessed in accordance with the CEQA guidelines, and the environmental regulations of the City. Upon review, the proposed project qualifies for the following exemptions:

- Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The project would demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot building. Therefore, the project will reduce the total onsite building area by 6,321 square-feet.
- Class 3 Categorical Exemption (New Construction or Conversion of Small Structures), in accordance with the requirements of Section 15303 of the state CEQA guidelines. This exemption is applicable to the construction of commercial buildings under 10,000 square feet. The project would construct a new 3,267 square-foot building that is under the 10,000 square-foot threshold.

## **RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

Prepared by: Juan, Arauz, AICP, Senior Planner

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### **Attachments**

- A. Draft Resolution, CUP 20-10
  - B. B. Draft Conditions of Approval, CUP 20-10
  - C. Draft Resolution, PD 20-04
  - D. Draft Conditions of Approval, PD 20-04
  - E. Draft Resolution, CUP 20-18
  - F. Project Application
  - G. Project Architectural Plans
  - H. Sign Program & Elevations
  - I. Landscape Plans
  - J. Planning Commission Resolution No. 88-56
  - K. Kimley-Horn and Associates Traffic and Parking Study, December 2020
  - L. Technical Background
  - M. Public Hearing Notice
  - N. Public Comment Letters
-



## **RESOLUTION NO. 2020-XX**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. 20-10 TO AMEND RESOLUTION NO. 88-56 TO ALLOW A RESTAURANT WITH A DRIVE-THRU, AT 255 EAST IMPERIAL HIGHWAY, IN THE C-P (COMMERCIAL PROFESSIONAL) P-D (PRECISE DEVELOPMENT) ZONE.**

### **A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. 20-10 (CUP 20-10). This resolution amends Planning Commission Resolution No. 88-56 (Resolution No. 88-56) to allow a restaurant with a drive-thru (Project) at 255 East Imperial Highway (Project Site), in the C-P (P-D) zone.

(ii) The subject property is located at 255 East Imperial Highway, and further legally described as Assessor Parcel No. 319-292-35, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The Project Applicant is Mr. Javier Sola, on behalf of Raising Cane's Restaurants, 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808.

(iv) The property is zoned C-P (P-D), and designated as Office/Financial Commercial in the General Plan Land Use Element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

### **B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

**Resolution No. 2020-XX**  
**Page 2**  
**Applicant: Mr. Javier Sola**  
**CUP 20-10**

2. The Project identified above in this Resolution has been assessed in accordance with the CEQA guidelines, and the environmental regulations of the City. Upon review, the Project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The Project will demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot building. Therefore, the Project will reduce the total onsite building area by 6,321 square-feet. The Project also qualifies for a Class 3 Categorical Exemption (New Construction or Conversion of Small Structures), in accordance with the requirements of Section 15303 of the state CEQA guidelines. This exemption is applicable to the construction of commercial buildings under 10,000 square feet. The Project will construct a new 3,267 square-foot building that is under the 10,000 square-foot threshold.

3. The Commission further finds in consideration of CUP No. 20-10 as follows:

a. Finding: That the use applied for at the location set forth in the application is one for which a Conditional Use Permit (CUP) is authorized by this title.

Fact: The Project Site has a C-P zoning designation. Condition "Q" of Resolution No. 88-56 prohibits restaurants at the Project Site. A CUP is required to amend this resolution to allow restaurants at the Project Site.

Per BMC Section 20.236.020(B), which governs the C-G zone, restaurants with drive-thru are allowed subject to a CUP. This provision is applied to other commercial zones of the city, such as the C-P zone. Therefore, the use applied for at the Project Site is one for which a CUP is authorized.

b. Finding: The proposed Project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: Restaurants are permitted by-right uses in all commercial zones of the city, including General Commercial (C-G), Major Shopping Center (C-C), and Neighborhood Commercial (C-N). The Applicant's request to allow a restaurant at the site is typical of commercial zones throughout the city. There are over 20 restaurants located within a one-third (1/3) mile radius from the project site, three of which have a drive-thru. In addition, the site is located one-block from the City's Downtown which supports commercial uses, including restaurants. Existing onsite uses are comprised of professional office and medical uses, whose peak operating hours are different from those of a restaurant. Peak operating hours for office uses are typically mid-morning and mid-afternoon on weekday, while peak operating hours for restaurants are typically during the dinner hour.

The drive-thru will be located at the southeast corner of the Project Site, furthest away from other onsite buildings, which would prevent any impacts from the vehicle queue. The drive-thru is comprised of two side-by-side entry

lanes with two order boards, which would allow for quicker and more efficient drive-thru operations. The Project is also conditioned to implement a Parking Management Plan (PMP) that requires restaurant employees to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing for the drive-thru. Further, a traffic and parking study prepared by Kimley-Horn and Associated (KHA) analyzed operations of the drive-thru, and determined that with a total queue length of 440', the drive-thru can accommodate 20 to 22 vehicles. The KHA parking and traffic study determined that at its peak, the maximum number of vehicles in the drive-thru queue is approximately 17 vehicles. Therefore, in combination with the PMP, the drive-thru as designed and approved is adequate to support peak demand without causing spill over.

The Project Site has a General Plan Land Use designation of Office/Financial Commercial, which provides for single-tenant and multi-tenant offices that support small convenience or service commercial activities intended to meet the needs of the on-site employee population. The Project is consistent with the General Plan as a restaurant use that will meet the needs of the employee population in the vicinity.

Therefore, the Project, as designed and with conditions as imposed, will not be detrimental to existing uses or uses permitted in the zone.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The Project Site is approximately 82,000 square-feet (1.88 acres) and located within an existing commercial zone. The Project will demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot restaurant. The Project will reduce the total onsite building area by 6,321 square-feet and reduce the onsite lot coverage to approximately 24%, below the maximum permitted lot coverage of 50%.

With the reduction of the overall onsite building footprint, the Project can accommodate a drive-thru with two lanes and two order boards. The drive-thru would be located at the southwestern corner of the Project site and wrap around the building in a counter-clockwise direction, providing for sufficient vehicle circulation. Therefore, the site is adequate in size and shape to accommodate the restaurant with drive-thru.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type of quantity of traffic generated.

Fact: Direct vehicular access to the Project Site is provided at existing driveways located on Flower Avenue and Orange Avenue. Vehicles leaving the Project Site may exit on either Flower Avenue or Orange Avenue, and proceed north or south onto Imperial Highway or Birch Street, both of which are arterial streets designed to support high volumes of vehicular traffic. In addition, to minimize any potential traffic related issues from vehicles exiting the Project Site, the Project is conditioned to install a raised median at the north leg

of the intersection of Imperial Highway and Flower Avenue. The raised median shall restrict southbound left-turn movements. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. Therefore, the streets and highways surrounding the Project Site are properly designed and improved to carry the type of quantity of traffic generated.

e. Finding: That with the conditions stated in the permit, the use will not adversely affect the public, health, safety, or general welfare.

Fact: The Project is conditioned to implement a PMP that includes the following traffic control measures: enforcement of parking management, designated employee parking areas, demonstration that queuing of vehicles onsite will not impact surrounding uses, and require restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing for the drive-thru. In addition, to minimize any potential traffic related issues from vehicles exiting the Project Site, the Project is conditioned to install a raised median at the north leg of the intersection of Imperial Highway and Flower Avenue. The raised median shall restrict southbound left-turn movements. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. During building plan check, the Project will be required to meet all Building codes and standards, thereby assuring the public health, safety, and welfare.



**Resolution No. 2020-XX**

**Page 7**

**Applicant: Mr. Javier Sola**

**CUP 20-10**

4. CUP No. 20-14 is hereby approved, subject to conditions as set forth in Attachment 1 of this resolution.

**Resolution No. 2020-XX**  
**Page 8**  
**Applicant: Mr. Javier Sola**  
**CUP 20-10**

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** this 8<sup>th</sup> day of December 2020.

\_\_\_\_\_  
Chairman, Planning Commission

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 8<sup>th</sup> day of December 2020 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 8<sup>th</sup> day of December 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: \_\_\_\_\_  
Secretary, Planning Commission

## Attachment 1

**CONDITIONAL USE PERMIT NO. CUP 20-10**  
**CONDITIONS OF APPROVAL**

**PLANNING DIVISION**

Conditional Use Permit No. 20-10 (CUP 20-10) is hereby approved, subject to conditions as set forth herein:

- A. Business operations shall occur in substantial conformance with the plans and project description as approved by the Planning Commission on December 8, 2020, on-file in the Planning Division.
- B. The Project shall comply with the conditions contained herein and all applicable Federal, State and City regulations
- C. The Applicant shall comply with the City's Noise Ordinance.
- D. There shall be no entertainment, amplified music or dancing permitted on the premise at any time unless the proper permits have been obtained from the City of Brea.
- E. Prior to the issuance of building permits, the applicant shall submit a PMP to the Planning Division. The PMP shall confirm that the operation will be consistent with the Parking Study approved as part of this Conditional Use Permit. The PMP shall detail management strategies to ensure a balance between parking and drive-thru queuing on site. The PMP shall go into effect at any point where vehicles extend beyond the designated drive-thru lanes. The PMP, at a minimum, shall include traffic control measures that include drive-thru. Additional strategies shall include but are not limited to:
  - 1. Enforcement of parking management.
  - 2. Designated employee parking areas.
  - 3. Designated bicycle parking areas.
  - 4. Demonstration that queueing of cars on-site will not impact surrounding streets.
    - i. Require restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queueing for the drive-thru

## Attachment 1

5. Truck delivery times, loading, and unloading.
6. Breakdown of land uses related to parking provisions.

The plan shall be modified and implemented as necessary to ensure adequate on-site parking. Any modifications to the PMP shall be reviewed and approved by the City Planner. The PMP shall be reviewed in conjunction with the annual reviews of the drive-thru.

- F. Operation of the drive-through shall not result in stacking of vehicles in such a manner that would result in obstruction to any access aisle or parking spaces for other tenants in the retail center, the main drive aisles for the retail center, or public streets. If the drive-through operation affects traffic for other tenants, the main drive aisles of the retail center, or the public street, design alternatives to remedy the issue, such as modifying the parking lot, or other alternatives, shall be presented to the City Engineer and City Planner for review and approval.
- G. One year following the issuance of the Certificates of Occupancy, the Planning Division will report back to the Planning Commission on the drive-thru operations. This report would include a review of the Parking Management Plan (PMP), operations, and include any complaints or code enforcement actions, to allow the Planning Commission the opportunity to assess the approved operation.
- H. Two years following the issuance of the Certificates of Occupancy, the Planning Division will report back to the Planning Commission on the drive-thru operations. This report would include a review of the Parking Management Plan, operations, and include any complaints or code enforcement actions, to allow the Planning Commission the opportunity to assess the approved operation. If at this time, the drive-thru operation has not had significant issues, no additional report and review by the Planning Commission would be required.
- I. To cover the cost associated with the one- and two-year reviews, monitoring, and other post-approval work by staff, the applicant must maintain a balance of \$10,000 in the associated CUP account. The City reserves the right to request additional deposits to cover post-approval staff time and to halt work if the deposit account is exhausted. If determined, no additional report and review by the Planning Commission is required, any remaining monies

## Attachment 1

would be refunded to the applicant on record. Make check payable to the City of Brea and include PLN-2020-00010 on the check.

- J. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this permit; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

**PUBLIC WORKS DEPARTMENT****Prior to the issuance of any grading permits:**

- K. Prior to the issuance of any building permits, the applicant shall submit a final drainage study for review and approval of the City Engineer. Said study shall be prepared by a registered Civil Engineer to reflect if the proposed development impacts the existing public storm drain system.
- L. Prior to the issuance of any building permits, the applicant shall submit a final sewer capacity analysis to verify if the proposed development impacts the existing public sewer system within the existing utility easement within the on-site area. The analysis shall include the sewer discharge rates from the existing use (General Office) and the proposed use (Restaurant).
- M. Prior to the issuance of any building permits, the applicant shall submit a final Water Quality

## Attachment 1

Management Plan (WQMP) for review and approval.

- N. All proposed water and fire services shall be per the latest City of Brea Public Works Standards. All proposed water and fire services connections shall be made to the water main in Flower Avenue.
- O. All proposed sewer laterals shall be per City Building and Plumbing Codes and shall connected to the on-site public sewer main located within the existing utility easement.
- P. Prior to the issuance of any building permits, the property owner shall enter into a Site Maintenance and Restoration Agreement with the City. The agreement shall state that the property owner(s) shall be responsible to replace any improvements disturbed during the maintenance and/or replacement of the utility lines owned by the City. Furthermore, the agreement shall stipulate that the City is not liable for loss of income due to closure of the drive-thru, or any other business operations, in the case of repair or maintenance to the sewer line within the existing on-site utility easement.
- Q. Prior to the issuance of any occupancy release, the applicant shall close the existing alley between Orange Avenue and Flower Avenue, on private property, at the northerly property line of the proposed development. The proposed alley closure shall be improved to the satisfaction of the City Engineer.
- R. Prior to the issuance of any grading permits, the applicant shall prepare public improvement plans for the review and approval of the City Engineer, for interim closure of the southbound left-turn lane at the intersection of Imperial Highway and Flower Avenue to create a right-turn only movement. The public improvement plans shall be prepared by a registered Civil Engineer and be in accordance with City of Brea and CAMUTCD standards. Improvements shall be constructed to the approval of the City Engineer prior to the issuance of any occupancy release. The interim closure shall be in place through the construction of the final raised median improvements at the north leg of the intersection of Imperial Highway and Flower Avenue.
- S. Prior to the issuance of any grading permits, the applicant shall submit public improvement plans prepared by a registered Civil Engineer in accordance with City of Brea Standard Plans



## Attachment 1

and specifications for the City Engineer's review and approval. All improvements shall be constructed, including any field punch list items, prior to the issuance of any occupancy release. The public improvements, include but are not limited to the following:

1. Removal and replacement of the existing driveways on Orange Avenue and Flower Avenue in accordance with current Americans with Disabilities Act (ADA) and latest City of Brea Public Works standards. The radius of the proposed driveway approaches shall be 15-foot minimum. No water meter and/or utility vaults are to be located within the driveway approaches.
  2. Re-striping of Flower Avenue to extend from the southerly projection of the project driveway on Flower Avenue to Imperial Highway.
  3. Striping improvements installing "KEEP CLEAR" wording and limit line pavement markings from the southerly projection of the project driveway on Flower Avenue to the northerly projection of the driveway across Flower Avenue (the Laurel Elementary School southern driveway).
- T. The applicant shall prepare public improvement plans for the installation of a raised median at the southbound approach to the intersection of Imperial Highway and Flower Avenue to replace the interim lane closure condition. The raised median improvements shall include signage and the re-striping of the southbound approach to the intersection to match the proposed final lane configuration, creating a southbound right-turn only movement. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. Requirements to this condition are as follows:
1. Prior to Caltrans submittal, the applicant shall submit the public improvement plans to the City Engineer for conformance review and approval.
  2. Prior to the issuance of any grading permit, the applicant shall submit to Caltrans and the City of Brea an Encroachment Permit Application, including the public improvement plans and any required supplemental information for the review and approval by Caltrans. The applicant shall make consistent progress towards both attaining Caltrans Encroachment

## Attachment 1

Permit approval and the construction of the raised median improvements.

3. Prior to the issuance of any grading permit, the applicant shall submit a bond equivalent to the cost of construction of the raised median improvements, to the satisfaction of the City Engineer. All improvements shall be constructed, including any field punch list items, prior to the issuance of any bond release.
- U. Prior to the issuance of any occupancy release, the applicant shall submit a deposit of \$10,000 to the City of Brea to cover the cost of review of a traffic monitoring report. The applicant shall submit a traffic monitoring report, prepared by a registered traffic engineer, to the City Traffic Engineer for review and approval. The City Traffic Engineer shall review and approve the scope of work of the traffic monitoring report prior to commencement of the final report. Upon approval of the final traffic monitoring report by the City Traffic Engineer, the applicant shall present the findings of the traffic monitoring report to the Planning Commission at both 1-year after and 2-years after 100% certificate of occupancy. The traffic monitoring report shall be updated with current monitoring data and information, and be submitted to the City Traffic Engineer for review and approval, prior to presenting the findings to the Planning Commission 2-years after 100% certificate of occupancy. The applicant shall make necessary off-site improvements as demonstrated within the traffic monitoring report and determined by the City Traffic Engineer to ensure that the roadway network operates at an optimal level of service.
- V. The Transportation Assessment provided for review within the entitlement phase identified that the implementation of the proposed development will result in a degraded level of service at the intersection of Orange Avenue and Imperial Highway. No feasible improvements have been identified or recommended as part of the Transportation Assessment. In-lieu of physical improvements, the applicant shall make a fair-share contribution to the City of Brea at the time of presentation to Planning Commission at 1-year after 100% certificate of occupancy. The contribution amount shall be based on the alternative improvements required to improve the intersection level of service to pre-development conditions, determined by the findings of the traffic monitoring report. The fair-share contribution shall be based on the percentage of project related vehicular turning movements at the intersection of Orange Avenue and Imperial Highway, and shall be to the satisfaction of the City Traffic Engineer.

## Attachment 1

**FIRE DEPARTMENT**

- W. The emergency ingress/egress recorded, as shown, on Parcel Map No. 88-324 was for an approximate 75-foot area on the Southside of the property as far I can determine. An updated easement for reciprocal emergency ingress/egress shall be provided to the City of Brea for the new configuration of the drive aisles. Emergency ingress/egress shall maintain reciprocity between the properties and no changes shall be made without prior approval from the Brea Fire Department. See redlined plans for additional clarification.
- X. Additional requirements may be imposed when the project is submitted for fire department plan check review and approval.

## RESOLUTION NO. 2020-XX

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING PRECISE DEVELOPMENT PLAN NO. 20-04 TO ALLOW THE DEMOLITION OF TWO COMMERCIAL BUILDINGS TO CONSTRUCT A RESTAURANT WITH DRIVE-THRU, AT 255 EAST IMPERIAL HIGHWAY, IN THE C-P (COMMERCIAL PROFESSIONAL) P-D (PRECISE DEVELOPMENT) ZONE.**

**A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Precise Development Plan No. 20-04 (PD 20-04). This resolution amends Planning Commission Resolution No. 88-56, and allows the demolition of two commercial buildings with a combined floor area of 9,588 square-feet, the construction of a 3,267 square-foot restaurant, the reconfiguration of the surface parking lot, and new landscape (Project) at 255 East Imperial Highway (Project Site).

(ii) The subject property is located at 255 East Imperial Highway, and further legally described as Assessor Parcel No. 319-292-35, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The Project Applicant is Mr. Javier Sola, on behalf of Raising Cane's Restaurants, 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808.

(iv) The property is zoned C-P (P-D), and designated as Office/Financial Commercial in the General Plan Land Use Element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

**B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.
2. The Project identified above in this Resolution has been assessed in accordance with the CEQA guidelines, and the environmental regulations of the City. Upon review, the Project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The Project will demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot restaurant. Therefore, the Project will reduce the total onsite building area by 6,321 square-feet. The Project also qualifies for a Class 3 Categorical Exemption (New Construction or Conversion of Small Structures), in accordance with the requirements of Section 15303 of the state CEQA guidelines. This exemption is applicable to the construction of commercial buildings under 10,000 square feet. The Project will construct a new 3,267 square-foot restaurant that is under the 10,000 square-foot threshold.
3. The Commission further finds in consideration of PD No. 20-04 as follows:
  - a. Finding: That the use applied for at the location set forth in the application is one for which a Conditional Use Permit (CUP) is authorized by this title.

Fact: The Project Site has a P-D zoning designation. Per the Brea Municipal Code (BMC) Section 20.260.050, development in a P-D zone is subject to issuance of a certificate of use, which is governed by provisions establishing procedures related to a CUP. Therefore, a certificate of use is authorized subject to a CUP.

b. Finding: The proposed Project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: The Project involves commercial improvements on a site with a C-P commercial zoning designation. Existing onsite uses are comprised of professional office and medical uses which are commercial in nature and compatible with the Project. In addition, the Project Site is located one-block from the City's Downtown which supports various commercial uses. Development in the C-P zone is governed by the Brea Municipal Code (BMC) Section 20.224.040. Accordingly, the proposed project complies with applicable development standards for commercial shopping centers, including: building height, setbacks, floor area ratio (FAR), and landscape.

The Project Site has a General Plan Land Use designation of Office/Financial Commercial, which provides for single-tenant and multi-tenant offices that support small convenience or service commercial activities intended to meet the needs of the on-site employee population. The Project is consistent with the General Plan as a restaurant use that will support the needs of the

employee population in the vicinity. Therefore, the Project, with conditions as imposed, will not be detrimental to existing uses or uses permitted in the zone.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The Project Site is approximately 82,000 square-feet (1.88 acres) and located within an existing commercial zone. The Project will demolish two existing commercial buildings with a combined total of 9,588 square-feet, and replace them with a single 3,267 square-foot restaurant. The Project will reduce the total onsite building area by 6,321 square-feet and reduce the onsite lot coverage to approximately 24%, below the maximum permitted lot coverage of 50%. Therefore, the site is adequate in size and shape to accommodate the restaurant with drive-thru.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type of quantity of traffic generated.

Fact: Direct vehicular access to the Project Site is provided at existing driveways located on Flower Avenue and Orange Avenue. Vehicles leaving the Project Site may exit on either Flower Avenue or Orange Avenue, and proceed north or south onto Imperial Highway or Birch Street, both of which are arterial streets designed to support high volumes of vehicular traffic. In addition, to minimize any potential traffic related issues from vehicles exiting the Project Site, the Project is conditioned to install a raised median at the north leg

of the intersection of Imperial Highway and Flower Avenue. The raised median shall restrict southbound left-turn movements. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. Therefore, the streets and highways surrounding the Project Site are properly designed and improved to carry the type of quantity of traffic generated.

e. Finding: That with the conditions stated in the permit, the use will not adversely affect the public, health, safety, or general welfare.

Fact: The Project is conditioned to implement a Parking Management Plan (PMP) that includes the following traffic control measures: enforcement of parking management, designated employee parking areas, demonstration that queuing of vehicles onsite will not impact surrounding uses, and require restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing for the drive-thru. In addition, to minimize any potential traffic related issues from vehicles exiting the Project Site, the Project is conditioned to install a raised median at the north leg of the intersection of Imperial Highway and Flower Avenue. The raised median shall restrict southbound left-turn movements. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. During building plan check, the Project will be required to meet all Building codes and standards, thereby assuring the public health, safety, and welfare.



4. PD No. 20-04 is hereby approved, subject to conditions as set forth in Attachment 1 of this resolution.

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** this 8<sup>th</sup> day of December 2020.

\_\_\_\_\_  
Chairman, Planning Commission

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 8<sup>th</sup> day of December 2020 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 8<sup>th</sup> day of December 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: \_\_\_\_\_  
Secretary, Planning Commission

## Attachment 1

**PLAN DEVELOPMENT NO. PD 20-04  
CONDITIONS OF APPROVAL****PLANNING DIVISION**

Plan Development No. 20-04 (PD No. 20-04) is hereby approved, subject to conditions as set forth herein:

- A. Business operations shall occur in substantial conformance with the plans and project description as approved by the Planning Commission on December 8, 2020, on-file in the Planning Division.
- B. The Project shall comply with the conditions contained herein and all applicable Federal, State and City regulations
- C. The Applicant shall comply with the City's Noise Ordinance.
- D. There shall be no entertainment, amplified music or dancing permitted on the premise at any time unless the proper permits have been obtained from the City of Brea.
- E. Prior to the issuance of building permits, the applicant shall submit a PMP to the Planning Division. The PMP shall confirm that the operation will be consistent with the Parking Study approved as part of this Conditional Use Permit. The PMP shall detail management strategies to ensure a balance between parking and drive-thru queuing on site. The PMP shall go into effect at any point where vehicles extend beyond the designated drive-thru lanes. The PMP, at a minimum, shall include traffic control measures that include drive-thru. Additional strategies shall include but are not limited to:
  - 1. Enforcement of parking management.
  - 2. Designated employee parking areas.
  - 3. Designated bicycle parking areas.
  - 4. Demonstration that queueing of cars on-site will not impact surrounding streets.
    - i. Require restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queueing for the drive-thru

## Attachment 1

5. Truck delivery times, loading, and unloading.
6. Breakdown of land uses related to parking provisions.

The plan shall be modified and implemented as necessary to ensure adequate on-site parking. Any modifications to the PMP shall be reviewed and approved by the City Planner. The PMP shall be reviewed in conjunction with the annual reviews of the drive-thru.

- F. Operation of the drive-through shall not result in stacking of vehicles in such a manner that would result in obstruction to any access aisle or parking spaces for other tenants in the retail center, the main drive aisles for the retail center, or public streets. If the drive-through operation affects traffic for other tenants, the main drive aisles of the retail center, or the public street, design alternatives to remedy the issue, such as modifying the parking lot, or other alternatives, shall be presented to the City Engineer and City Planner for review and approval.
- G. One year following the issuance of the Certificates of Occupancy, the Planning Division will report back to the Planning Commission on the drive-thru operations. This report would include a review of the Parking Management Plan (PMP), operations, and include any complaints or code enforcement actions, to allow the Planning Commission the opportunity to assess the approved operation.
- H. Two years following the issuance of the Certificates of Occupancy, the Planning Division will report back to the Planning Commission on the drive-thru operations. This report would include a review of the Parking Management Plan, operations, and include any complaints or code enforcement actions, to allow the Planning Commission the opportunity to assess the approved operation. If at this time, the drive-thru operation has not had significant issues, no additional report and review by the Planning Commission would be required.
- I. To cover the cost associated with the one- and two-year reviews, monitoring, and other post-approval work by staff, the applicant must maintain a balance of \$10,000 in the associated CUP account. The City reserves the right to request additional deposits to cover post-approval staff time and to halt work if the deposit account is exhausted. If determined, no additional report and review by the Planning Commission is required, any remaining monies

## Attachment 1

would be refunded to the applicant on record. Make check payable to the City of Brea and include PLN-2020-00010 on the check.

- J. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this permit; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

**PUBLIC WORKS DEPARTMENT****Prior to the issuance of any grading permits:**

- K. Prior to the issuance of any building permits, the applicant shall submit a final drainage study for review and approval of the City Engineer. Said study shall be prepared by a registered Civil Engineer to reflect if the proposed development impacts the existing public storm drain system.
- L. Prior to the issuance of any building permits, the applicant shall submit a final sewer capacity analysis to verify if the proposed development impacts the existing public sewer system within the existing utility easement within the on-site area. The analysis shall include the sewer discharge rates from the existing use (General Office) and the proposed use (Restaurant).
- M. Prior to the issuance of any building permits, the applicant shall submit a final Water Quality

## Attachment 1

Management Plan (WQMP) for review and approval.

- N. All proposed water and fire services shall be per the latest City of Brea Public Works Standards. All proposed water and fire services connections shall be made to the water main in Flower Avenue.
- O. All proposed sewer laterals shall be per City Building and Plumbing Codes and shall connected to the on-site public sewer main located within the existing utility easement.
- P. Prior to the issuance of any building permits, the property owner shall enter into a Site Maintenance and Restoration Agreement with the City. The agreement shall state that the property owner(s) shall be responsible to replace any improvements disturbed during the maintenance and/or replacement of the utility lines owned by the City. Furthermore, the agreement shall stipulate that the City is not liable for loss of income due to closure of the drive-thru, or any other business operations, in the case of repair or maintenance to the sewer line within the existing on-site utility easement.
- Q. Prior to the issuance of any occupancy release, the applicant shall close the existing alley between Orange Avenue and Flower Avenue, on private property, at the northerly property line of the proposed development. The proposed alley closure shall be improved to the satisfaction of the City Engineer.
- R. Prior to the issuance of any grading permits, the applicant shall prepare public improvement plans for the review and approval of the City Engineer, for interim closure of the southbound left-turn lane at the intersection of Imperial Highway and Flower Avenue to create a right-turn only movement. The public improvement plans shall be prepared by a registered Civil Engineer and be in accordance with City of Brea and CAMUTCD standards. Improvements shall be constructed to the approval of the City Engineer prior to the issuance of any occupancy release. The interim closure shall be in place through the construction of the final raised median improvements at the north leg of the intersection of Imperial Highway and Flower Avenue.
- S. Prior to the issuance of any grading permits, the applicant shall submit public improvement plans prepared by a registered Civil Engineer in accordance with City of Brea Standard Plans

## Attachment 1

and specifications for the City Engineer's review and approval. All improvements shall be constructed, including any field punch list items, prior to the issuance of any occupancy release. The public improvements, include but are not limited to the following:

1. Removal and replacement of the existing driveways on Orange Avenue and Flower Avenue in accordance with current Americans with Disabilities Act (ADA) and latest City of Brea Public Works standards. The radius of the proposed driveway approaches shall be 15-foot minimum. No water meter and/or utility vaults are to be located within the driveway approaches.
  2. Re-striping of Flower Avenue to extend from the southerly projection of the project driveway on Flower Avenue to Imperial Highway.
  3. Striping improvements installing "KEEP CLEAR" wording and limit line pavement markings from the southerly projection of the project driveway on Flower Avenue to the northerly projection of the driveway across Flower Avenue (the Laurel Elementary School southern driveway).
- T. The applicant shall prepare public improvement plans for the installation of a raised median at the southbound approach to the intersection of Imperial Highway and Flower Avenue to replace the interim lane closure condition. The raised median improvements shall include signage and the re-striping of the southbound approach to the intersection to match the proposed final lane configuration, creating a southbound right-turn only movement. The raised median shall extend to the projection of the northerly curb line of Imperial Highway and include an accessible path of travel crossing Flower Avenue. Requirements to this condition are as follows:
1. Prior to Caltrans submittal, the applicant shall submit the public improvement plans to the City Engineer for conformance review and approval.
  2. Prior to the issuance of any grading permit, the applicant shall submit to Caltrans and the City of Brea an Encroachment Permit Application, including the public improvement plans and any required supplemental information for the review and approval by Caltrans. The applicant shall make consistent progress towards both attaining Caltrans Encroachment

## Attachment 1

Permit approval and the construction of the raised median improvements.

3. Prior to the issuance of any grading permit, the applicant shall submit a bond equivalent to the cost of construction of the raised median improvements, to the satisfaction of the City Engineer. All improvements shall be constructed, including any field punch list items, prior to the issuance of any bond release.
- U. Prior to the issuance of any occupancy release, the applicant shall submit a deposit of \$10,000 to the City of Brea to cover the cost of review of a traffic monitoring report. The applicant shall submit a traffic monitoring report, prepared by a registered traffic engineer, to the City Traffic Engineer for review and approval. The City Traffic Engineer shall review and approve the scope of work of the traffic monitoring report prior to commencement of the final report. Upon approval of the final traffic monitoring report by the City Traffic Engineer, the applicant shall present the findings of the traffic monitoring report to the Planning Commission at both 1-year after and 2-years after 100% certificate of occupancy. The traffic monitoring report shall be updated with current monitoring data and information, and be submitted to the City Traffic Engineer for review and approval, prior to presenting the findings to the Planning Commission 2-years after 100% certificate of occupancy. The applicant shall make necessary off-site improvements as demonstrated within the traffic monitoring report and determined by the City Traffic Engineer to ensure that the roadway network operates at an optimal level of service.
- V. The Transportation Assessment provided for review within the entitlement phase identified that the implementation of the proposed development will result in a degraded level of service at the intersection of Orange Avenue and Imperial Highway. No feasible improvements have been identified or recommended as part of the Transportation Assessment. In-lieu of physical improvements, the applicant shall make a fair-share contribution to the City of Brea at the time of presentation to Planning Commission at 1-year after 100% certificate of occupancy. The contribution amount shall be based on the alternative improvements required to improve the intersection level of service to pre-development conditions, determined by the findings of the traffic monitoring report. The fair-share contribution shall be based on the percentage of project related vehicular turning movements at the intersection of Orange Avenue and Imperial Highway, and shall be to the satisfaction of the City Traffic Engineer.



## Attachment 1

**FIRE DEPARTMENT**

- W. The emergency ingress/egress recorded, as shown, on Parcel Map No. 88-324 was for an approximate 75-foot area on the Southside of the property as far I can determine. An updated easement for reciprocal emergency ingress/egress shall be provided to the City of Brea for the new configuration of the drive aisles. Emergency ingress/egress shall maintain reciprocity between the properties and no changes shall be made without prior approval from the Brea Fire Department. See redlined plans for additional clarification.
- X. Additional requirements may be imposed when the project is submitted for fire department plan check review and approval.

## **RESOLUTION NO. 2020-XX**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. 20-18 TO AMEND THE EXISTING SIGN PROGRAM FOR THE BREA GASLIGHT SQUARE PLAZA LOCATED AT 255 EAST IMPERIAL HIGHWAY, IN THE C-P (COMMERCIAL PROFESSIONAL) P-D (PRECISE DEVELOPMENT) ZONE.**

**A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. 20-18 (CUP 20-18). This resolution amends the existing Brea Gaslight Square Sign Program (Project) at 255 East Imperial Highway (Project Site), in the C-P (P-D) zone. The Project consist of business identification signs, public visible art in the form of decorative metal panels, a monument sign, and way finding signs.

(ii) The subject property is located at 255 East Imperial Highway, and further legally described as Assessor Parcel No. 319-292-35, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The Project Applicant is Mr. Javier Sola, on behalf of Raising Cane's Restaurants (Cane's), 6767 Perkins Road, Suite 200, Baton Rouge, LA 70808.

(iv) The property is zoned C-P (P-D), and designated as Office/Financial Commercial in the General Plan Land Use element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

**B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

**Resolution No. 2020-XX**  
**Page 2**  
**Applicant: Mr. Javier Sola**  
**CUP 20-18**

2. The Project identified above in this Resolution has been assessed in accordance with the CEQA guidelines, and the environmental regulations of the City. Upon review, the project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The Project involves an amendment to an existing sign program, which consist of minor alteration to private structures, and no expansion is proposed.

3. The Commission further finds in consideration of CUP No. 20-18 as follows:

a. Finding: That the use applied for at the location set forth in the application is one for which a Conditional Use Permit (CUP) is authorized by this title.

Fact: Pursuant to Brea Municipal Code (BMC) Section 20.28.340(C.4), sign programs as subject to Planning Commission approval of a CUP. Therefore, the use of a sign program at the Project Site is one for which a CUP is authorized.

b. Finding: The proposed Project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: Pursuant to BMC Section 20.28.340(C.4), sign programs are subject to Planning Commission approval of a CUP. Sign programs are required to describe the proposed type, number, size, location, design, colors and materials for each sign. In addition, sign programs shall enhance the overall aesthetics of a site and allow for a combination of various types of signs. The proposed sign program is consistent with the sign development standards of BMC Section 20.28.340(C.4). Therefore, the Project, with conditions as imposed, will not be detrimental to existing uses or uses permitted in the zone.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The Project Site is approximately 82,000 square-feet (1.88 acres) and located within an existing commercial zone. The Project consists of business identification signs, public visible art in the form of decorative metal panels, a monument sign, and way finding signs for a commercial use. No new buildings or additions are proposed as part of the Project. Therefore, the site is adequate in size and shape to accommodate the Project.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type of quantity of traffic generated.

Fact: The Project Site is located off of Imperial Highway, an east-west highway with three lanes in each direction. The Project involves

**Resolution No. 2020-XX**  
**Page 4**  
**Applicant: Mr. Javier Sola**  
**CUP 20-18**

business identification signs, a monument sign and way finding signs; all of which are intended to assist motorists locate the business and maneuver in and out of the Project Site.

e. Finding: That with the conditions stated in the permit, the use will not adversely affect the public, health, safety, or general welfare.

Fact: Prior to installation of any sign, a building permit must be obtained. During building plan check, the Project will be required to meet all Building codes and standards, thereby assuring the public health, safety, and welfare.

4. CUP No. CUP 20-18 is hereby approved.

**Resolution No. 2020-XX**  
**Page 5**  
**Applicant: Mr. Javier Sola**  
**CUP 20-18**

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** this 8<sup>th</sup> day of December 2020.

\_\_\_\_\_  
Chairman, Planning Commission

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 8<sup>th</sup> day of December 2020 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 8<sup>th</sup> day of December 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: \_\_\_\_\_  
Secretary, Planning Commission

City of Brea

## Community Development



Brea Civic &amp; Cultural Center / 1 Civic Center Circle, Brea, California 92821 / www.cityofbrea.net

## PROJECT APPLICATION

## General Information Required (Print or Type)

Name of Proposed Project  
Raising Cane's #550 Brea, CA

Location of Project (Address Required)  
255 East Imperial Highway, Brea, CA 92821

Legal Description of Project Location (Assessor's Parcel No.)  
319-292-35

Applicant's Name Phone  
Javier Sola 310-489-8976

Address  
6767 Perkins Rd, Suite 200, Baton Rouge, LA 70808

Legal Owner's Name (as listed in the Orange County Assessor's records) Phone  
One Berry, LLC

Address  
330 W Birch Street, Suite E201, Brea, CA 92821

(Staff Use Only)

Plan Review Number:

Related Files:

DS Number:

## Type of Review Requested

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Administrative Remedy             | <input type="checkbox"/> Large Family Day Care               | <input type="checkbox"/> Tentative Parcel Map |
| <input type="checkbox"/> Certificate of Compatibility      | <input type="checkbox"/> Plan Review                         | <input type="checkbox"/> Tentative Tract Map  |
| <input checked="" type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Planned Community                   | <input type="checkbox"/> Zone Change          |
| <input type="checkbox"/> Development Agreement             | <input type="checkbox"/> Planned Unit Development (PUD)      | <input type="checkbox"/> Zone Variance        |
| <input type="checkbox"/> General Plan Amendment            | <input checked="" type="checkbox"/> Precise Development Plan | <input type="checkbox"/> Other _____          |
| <input type="checkbox"/> Historic Designation              | <input type="checkbox"/> Temporary Trailer                   | <input type="checkbox"/> Other _____          |

## Project Description

Detailed Description of Proposed Project (Attach Additional Sheets, if Necessary)

Demolish existing structure and provide new grading, paving, landscaping, utilities, and building for a restaurant with drive-thru service.

## Incomplete Applications

The completeness of this application, which includes accompanying plans, shall be subject to the review of the Community Development Department. Applications for any of the above listed actions, and other actions as deemed necessary by the Community Development Director, shall be considered incomplete pending completion of the Plan Review process.

## Owner Certification

I certify that I am presently the legal owner, or authorized representative of the owner, of the above described property. Further, I acknowledge the filing of this application and certify that all of the above information is true and accurate. (If the undersigned is different from the legal property owner, a letter of authorization must accompany this form.)

Date 6/15/20

Signature

Print Name and Title

Shannon Watson, Property Manager

Date Time Received

Received by

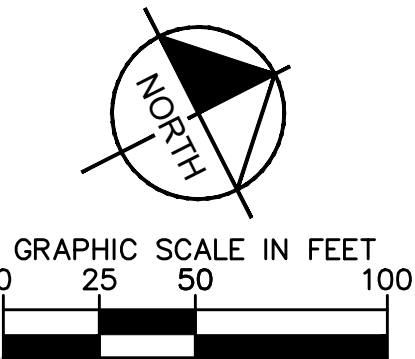
Deposit Received

Project/Receipt No.



LEGEND:

- CENTER LINE
- PROPOSED PROPERTY LINE
- EASEMENT / SETBACK LINE



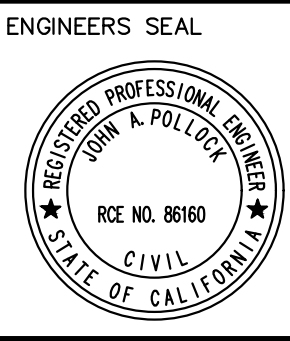
1" = 50'  
WHEN PRINTED AT FULL SIZE  
(24"x36")

Drawing name: K:\ORA\DEV\Raising Canes\Brea (Imperial & Flower)\550\CADD\Exhibits\Planning\C2.0 - Site Utilization Map.dwg    Site Utilization Map    Jun 17, 2020    6:06pm    by: Nina Correia  
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



ISSUE	DATE	DESCRIPTION
	06/17/2020	1ST CUP SUBMITTAL

NC
DRAWN BY JP
CHECKED BY TH
RECOMMENDED



**Kimley»Horn**  
765 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92868  
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:  
  
JOHN POLLOCK, R.C.E. NO. 86160

DATE: 6/17/2020  
EXP. 12/31/2020

CITY OF BREA		
APPROVED BY:		
CITY ENGINEER	EXP	DATE
RCE #		

255 E. IMPERIAL HIGHWAY  
BREA, CA 92821

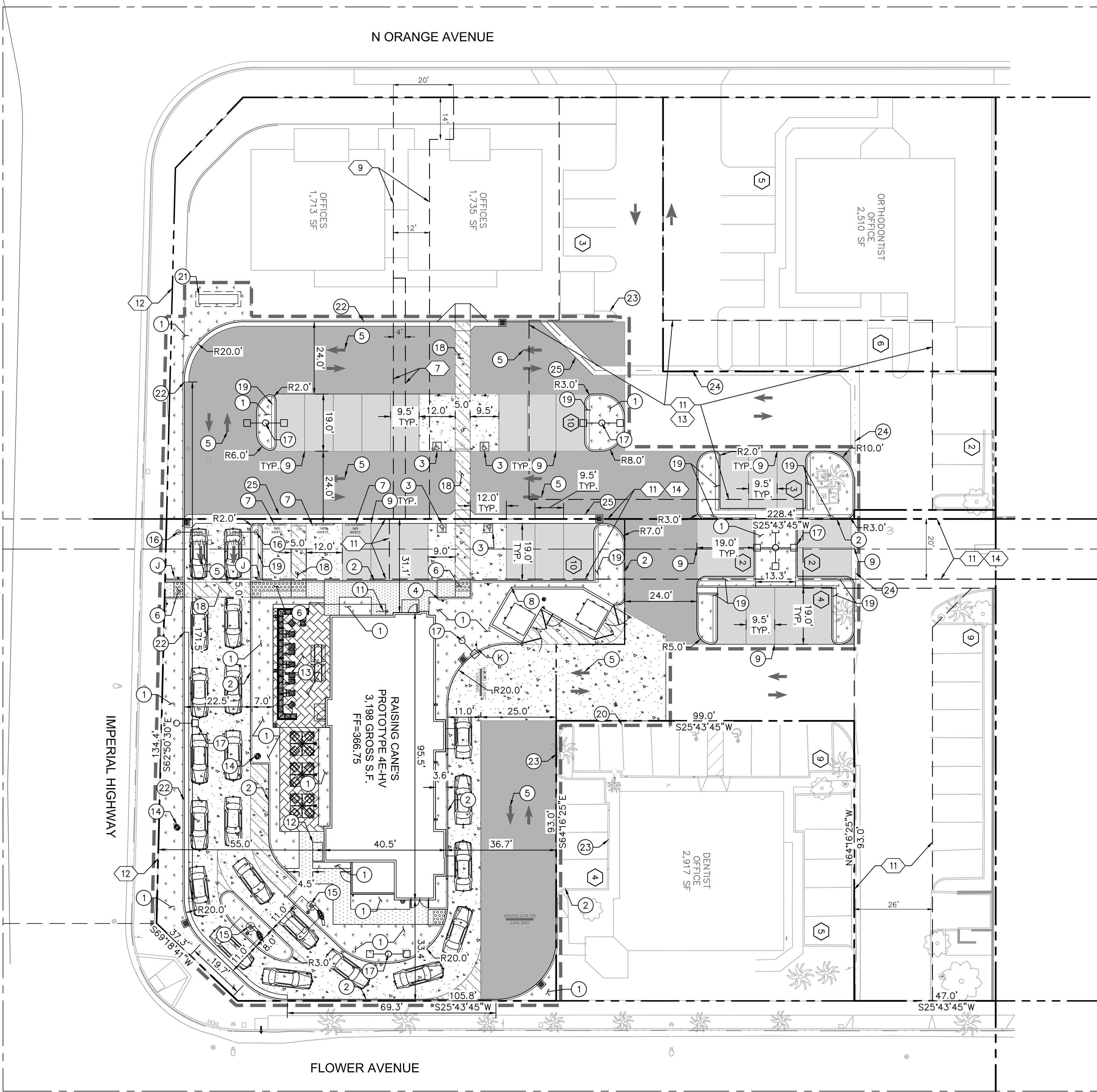
CITY OF BREA

SITE UTILIZATION MAP

C1.1



Drawing name: K:\ORA\LEV\Raising Cane's\09-17-2020 6:02pm by: Nina Corrado  
This document, together with the concept and design presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



## TITLE REPORT EXCEPTIONS

BASED UPON TITLE REPORT NO. 19000090277, DATED NOVEMBER 21, 2019 AS PREPARED BY STEWART TITLE COMPANY.

- 7 AN EASEMENT FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED OCTOBER 8, 1985 AS INSTRUMENT NO. 85-385428 OF OFFICIAL RECORDS (PLOTTED HEREON).
- 9 AN EASEMENT FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED AUGUST 9, 1988 AS INSTRUMENT NO. 88-390076; THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "QUITCLAIM OF EASEMENT" RECORDED SEPTEMBER 20, 1988 AS INSTRUMENT NO. 88-476713 BOTH OFFICIAL RECORDS (PLOTTED HEREON).
- 11 AN EASEMENT OR OTHER PROVISIONS FOR THE PURPOSE OF PRIVATE DRAINAGE, PUBLIC UTILITY, SEWER, ALLEY, EMERGENCY INGRESS AND EGRESS AND RIGHTS INCIDENTAL THERETO AS SHOWN ON THE RECORDED PARCEL MAP NO. 88-324, RECORDED JULY 27, 1990 IN BOOK 254, PAGES 10, 11 AND 12, OF PARCEL MAPS (PLOTTED HEREON).

- 12 THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE PUBLIC STREET OR HIGHWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED OR SEVERED BY THE MAP OF SAID PARCEL MAP NO. 88-324, WHICH AFFECTS IMPERIAL HWY. (PLOTTED HEREON).
- 13 PROVISIONS, HEREIN RECITED, OF THE DEDICATION STATEMENT ON THE MAP OF THE TRACT SHOWN ON PARCEL MAP NO. 88-324 PROVISIONS: AS FOLLOWS: WE ALSO HEREBY RESERVE TO OURSELVES, OUR HEIRS, AND ASSIGNS: 1) A RECIPROCAL INGRESS, EGRESS EASEMENT FOR VEHICLES AND PEDESTRIANS BETWEEN PARCELS 1, 2, 3 & 4, 2) A RECIPROCAL PRIVATE DRAINAGE EASEMENT BETWEEN PARCELS 1, 2, 3 & 4 AND THE ALLEY (RECIPROCAL INGRESS/EGRESS EASEMENT BLANKET IN NATURE OVER PARCELS 1-4, RECIPROCAL PRIVATE DRAINAGE EASEMENT PLOTTED HEREON).

- 14 AN EASEMENT FOR PUBLIC UTILITIES AND RIGHTS INCIDENTAL THERETO IN FAVOR OF PACIFIC BELL, ITS SUCCESSORS AND ASSIGNS AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 4, 1990 AS INSTRUMENT 90-469325, AFFECTS AS DESCRIBED THEREIN (PLOTTED HEREON).

- 15 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL COVENANTS, CONDITIONS AND RESTRICTIONS AND EASEMENT FOR PARKING" RECORDED JANUARY 17, 1991 AS INSTR. # 91-24934, OF OFFICIAL RECORDS: SAID DOCUMENT WAS MODIFIED BY AN INSTRUMENT RECORDED MARCH 5, 1991 AS INSTRUMENT NO. 91-099351, OF OFFICIAL RECORDS (BLANKET IN NATURE OVER ALL PARKING AREAS WITHIN PARCEL 1, 2, 3, AND 4 OF PARCEL MAP NO. 88-324).

## LEGEND:

- CENTER LINE  
PROPERTY LINE  
RIGHT-OF-WAY LINE / LEASE LINE  
EASEMENT LINE / SETBACK LINE  
APPROXIMATE LIMIT OF WORK LINE
- STANDARD DUTY CONCRETE PAVEMENT  
HEAVY DUTY CONCRETE PAVEMENT  
LANDSCAPE/PLANTER AREA  
STANDARD DUTY ASPHALT PAVEMENT  
HEAVY DUTY ASPHALT PAVEMENT  
DETECTABLE WARNING SYSTEM  
COLORED CONCRETE/ENHANCED PAVING
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)  
SIGN POST  
ACCESSIBLE PARKING SPACE  
NUMBER OF PARKING SPACES

## CONSTRUCTION NOTES:

- LANDSCAPE/PLANTER AREA
- CONCRETE CURB
- ACCESSIBLE PARKING STALL STRIPPING
- ACCESSIBLE PARKING STALL SIGN
- DIRECTIONAL MARKING PER PLAN
- ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
- "CLEAN AIR/VAN POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
- COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
- STANDARD 90" PARKING STALL STRIPING.
- EXISTING TRANSFORMER AND ELECTRICAL APPURTENANCES TO REMAIN
- SHORT TERM BIKE RACK
- LONG TERM BIKE RACK
- OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT
- PREVIEW BOARD
- ORDER BOARD
- HEADACHE BAR
- SITE LIGHTING
- ACCESSIBLE PATH OF TRAVEL STRIPING.
- 18" WALK-OFF CURB
- STANDARD 90" PARKING STALL TO REMAIN
- INSTALL MONUMENT SIGN
- CURB AND GUTTER
- EXISTING CURB TO REMAIN
- EXISTING VALLEY GUTTER TO REMAIN
- PROPOSED VALLEY GUTTER

## SIGN INFORMATION

- J CMUTCD SIGN R1-5 - "YIELD TO PEDESTRIANS"  
K CMUTCD SIGN R5-1 - "DO NOT ENTER"

## LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF ORANGE, CITY OF BREA, AND DESCRIBED AS FOLLOWS:

PARCEL A:  
PARCEL 4 OF PARCEL MAP NO. 88-324, IN THE CITY OF BREA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 254, PAGES 10, 11 AND 12, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS AMENDED BY CERTIFICATE OF CORRECTION RECORDED JULY 30, 1991 AS INSTRUMENT # 91-401275, OF OFFICIAL RECORDS.

EXCEPT THAT PORTION OF PARCEL 4 AS CONVEYED TO THE CITY OF BREA BY THE DEED RECORDED NOVEMBER 29, 1990 AS INSTRUMENT # 90-629407, OF OFFICIAL RECORDS.

ALSO EXCEPT ALL COAL, LIGNITE, COAL OIL, PETROLEUM, NAPHTHA, ASPHALTUM, BREA, BITUMEN, NATURAL GAS AND OTHER HYDROCARBONS AND LIKE SUBSTANCES WHICH NOW EXIST UPON, IN OR UNDER SAID LOTS, BUT WITH NO RIGHT OF ENTRY UPON THE SURFACE OF SAID LOTS FOR THE TAKING AND DEVELOPING OF SAID SUBSTANCES, AS RESERVED AND EXCEPTED IN DEEDS OF RECORD.

PARCEL B:  
A RECIPROCAL NON-EXCLUSIVE EASEMENT FOR PEDESTRIAN AND VEHICULAR TRAFFIC AND FOR THE PARKING OF AUTOMOBILES OVER AND ACROSS THOSE PORTIONS OF PARCELS 1, 2 AND 3 OF SAID PARCEL MAP NO. 88-324 SHOWN AS PARKING AREAS ON EXHIBIT NO. 2 ATTACHED TO DOCUMENT ENTITLED "RECIPROCAL COVENANTS CONDITIONS RESTRICTIONS AND EASEMENT FOR PARKING" RECORDED JANUARY 17, 1991 AS INSTRUMENT # 91-24934, OF OFFICIAL RECORDS OF THE COUNTY OF ORANGE, AND AN AMENDMENT TO RECIPROCAL COVENANTS, CONDITIONS AND RESTRICTIONS AND EASEMENT FOR PARKING, RECORDED MARCH 5, 1991 AS INSTRUMENT NO. 91-099351, OF OFFICIAL RECORDS (BLANKET IN NATURE OVER ALL PARKING AREAS WITHIN PARCELS 1, 2 AND 3 OF PARCEL MAP NO. 88-324)

PARCEL C:  
A RECIPROCAL NON-EXCLUSIVE PRIVATE DRAINAGE EASEMENT AS SHOWN ON SAID PARCEL MAP 88-324, OVER THOSE PORTIONS OF PARCELS 1, 2 AND 3 DESIGNATED THEREON.

## SITE DATA

PROJECT DESCRIPTION: DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT.

ADDRESS: 255 EAST IMPERIAL HIGHWAY, BREA, CA 92821

APN: 319-292-35

ZONING DISTRICT: C-P(PD) (COMMERCIAL, ADMINISTRATIVE, AND PROFESSIONAL OFFICE) (EXISTING)  
C-P(PD) (COMMERCIAL, ADMINISTRATIVE, AND PROFESSIONAL) (PROPOSED)

ADJACENT ZONING DISTRICTS: NE: R-3 - RESIDENTIAL  
E: PF - PUBLIC FACILITIES  
S: C-G - GENERAL COMMERCIAL  
W: C-P - ADMINISTRATIVE AND PROFESSIONAL OFFICE

LAND USE: COMMERCIAL

ADJACENT LAND USE: E: FACILITIES  
S: COMMERCIAL  
W: COMMERCIAL

FLOOD ZONE: ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.02% ANNUAL CHANCE FLOODPLAIN.

TOTAL DISTURBED AREA: 39,101 S.F. (0.89 AC)  
TOTAL PAD AREA: 3,198 S.F. (0.07 AC)  
TOTAL LOT AREA: 34,977 S.F. (0.80 AC)  
TOTAL COMMERCIAL CENTER AREA: 82,083 S.F. (1.88 AC)

LOT COVERAGE  
TOTAL SITE AREA: 39,101 S.F. (0.90 AC) 100%  
BUILDING AREA: 3,198 S.F. (0.07 AC) 8.2%  
IMPERVIOUS AREA: 30,267 S.F. (0.70 AC) 77.4%  
LANDSCAPE AREA: 5,636 S.F. (0.13 AC) 14.4%

PARKING/LANDSCAPE BUFFER  
FRONT: 15.0'  
REAR: 10.0'  
SIDE (N): 15.0'  
SIDE (S): 15.0'

PARKING SUMMARY: RAISING CANE'S: 3,198 S.F. (1 STALL/75 S.F.) = 43 STALLS REQUIRED PER CITY CODE

- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2019 CBC.
- FUTURE EV FOR 26-50 PARKING STALLS = 2 FUTURE EV STALLS REQUIRED PER 2019 CALGREEN (1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.)
- NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, CARPOOL/VANPOOL AND ELECTRIC VEHICLES (PER 2019 CALIFORNIA GREEN BUILDING STANDARDS) = 5.

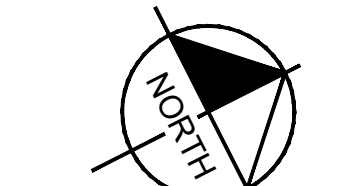
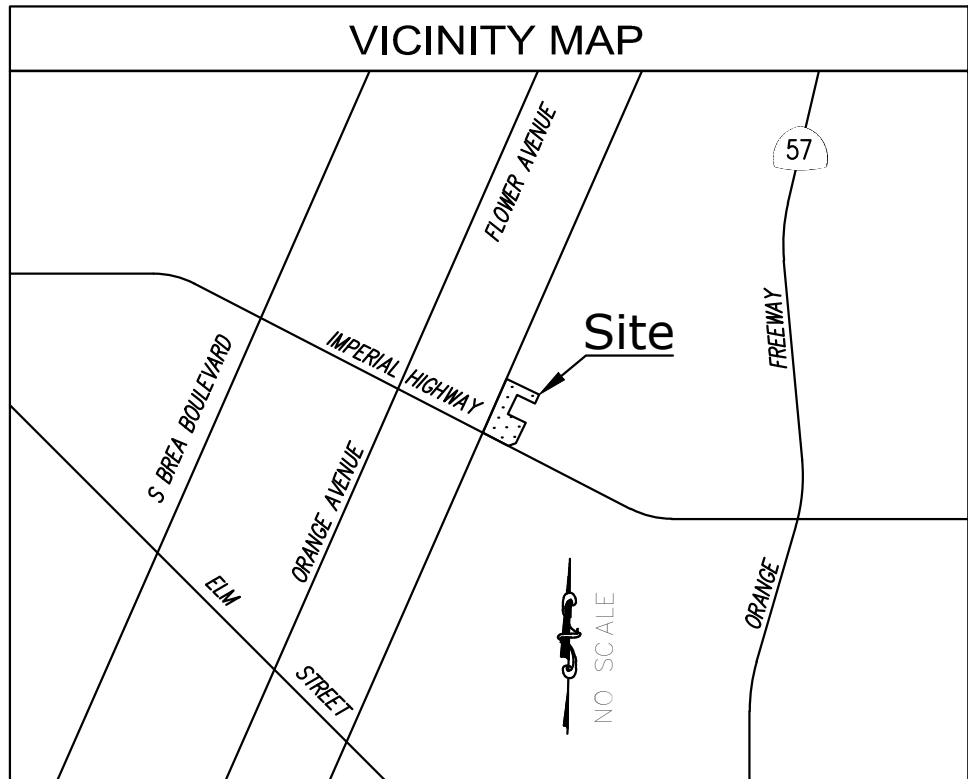
TOTAL NUMBER OF PARKING SPACES PROVIDED = 35

PARKING TABLE:  
STANDARD 87  
COMPACT (C) 74  
MOTORCYCLE 2  
DESIGNATED 3  
EV CHARGING 2  
ACCESSIBLE 2  
TOTAL: 74

RAISING CANE'S REQUIRED 74  
PROVIDED 74  
2  
3  
2  
2  
35

(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL)  
(REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON PROPOSED RAISING CANE'S PARKING)

\*21 CAR STACK BEHIND THE ORDER BOARD HAS BEEN PROVIDED PER THE CITY'S CODE REQUIREMENTS.



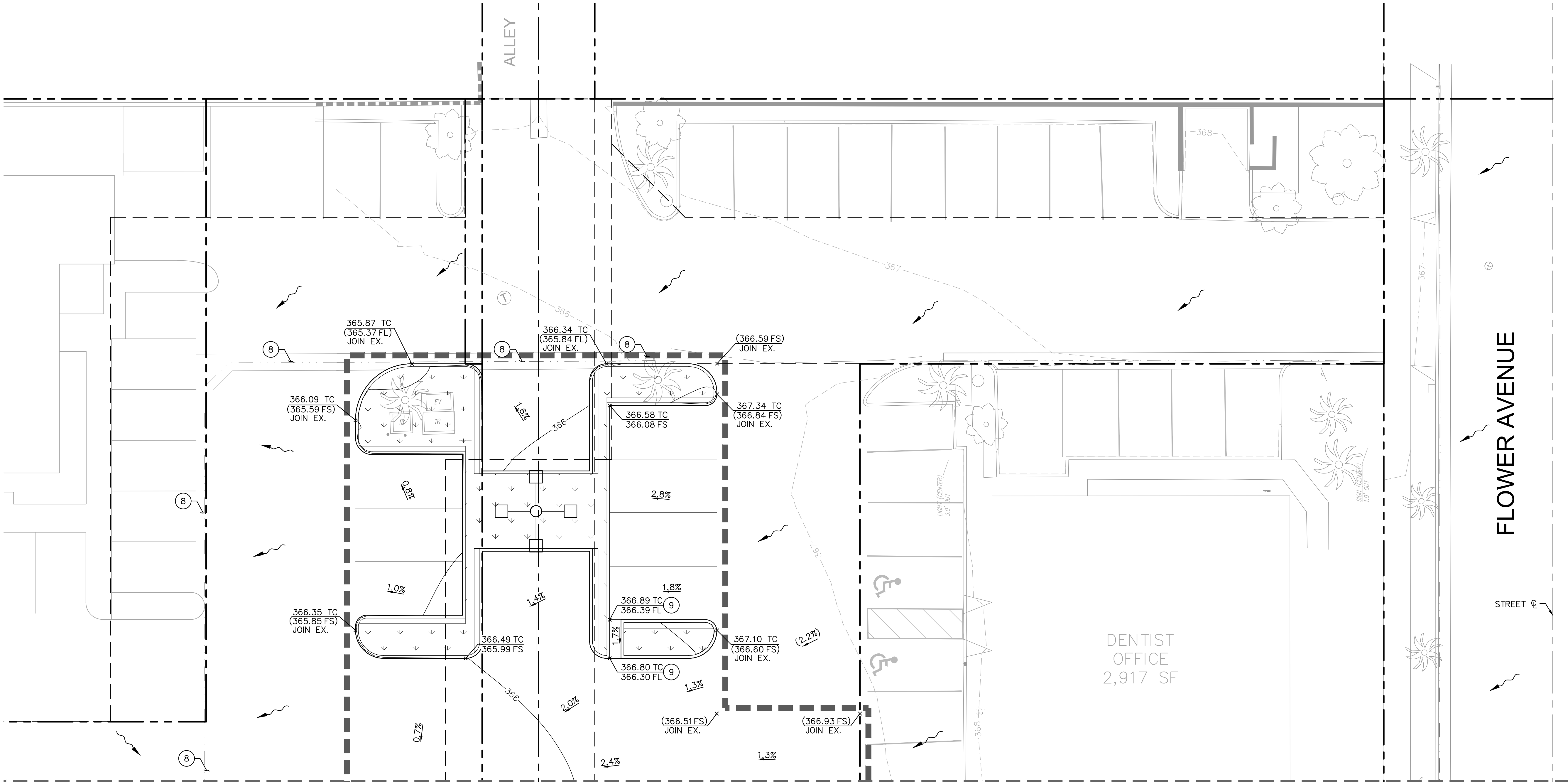
GRAPHIC SCALE IN FEET  
0 10 20 40

SCALE  
1" = 20'  
WHEN PRINTED AT FULL SIZE  
(24"x36")

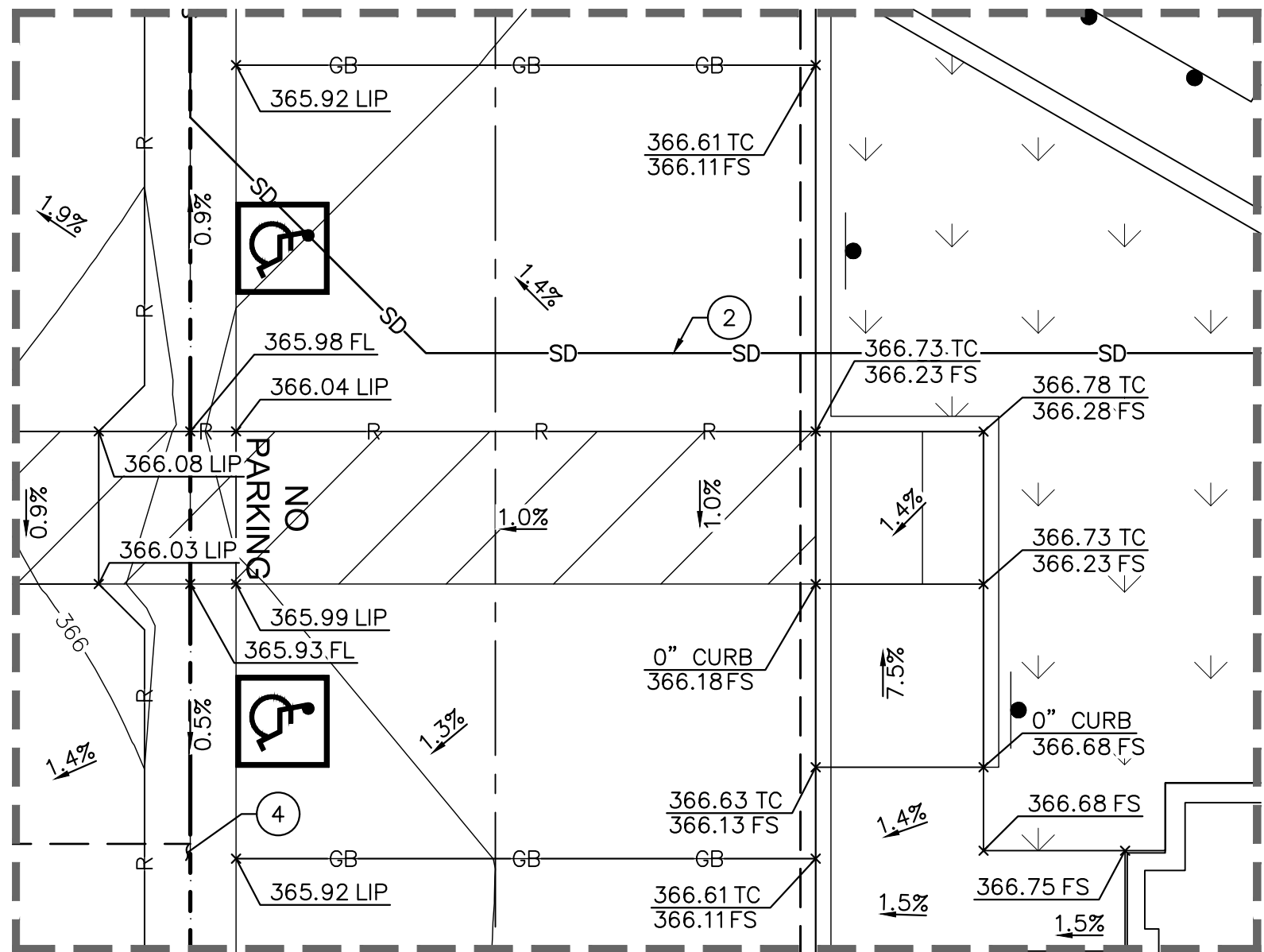
 Know what's below. Call before you dig.	ISSUE	DATE	DESCRIPTION	ENGINEERS SEAL	CITY OF BREA	 255 E. IMPERIAL HIGHWAY BREA, CA 92821	CITY OF BREA	PRELIMINARY SITE PLAN	C1.0
		06/17/2020	1ST CUP SUBMITTAL						
				NC					
				DRAWN BY JP					
				CHECKED BY TH					
				RECOMMENDED					
					 765 THE CITY DRIVE, SUITE 200 ORANGE, CA 92868 (714) 939-1030 PREPARED UNDER THE DIRECT SUPERVISION OF: JOHN POLLOCK, R.C.E. NO. 86160	APPROVED BY: CITY ENGINEER RCE # EXP DATE			
					DATE: 6/17/2020 EXP. 12/31/2020				



Drawing name: K:\ORA\DEV\Grading Cone's\09\797086 - Brea (Imperial & Flower)\550\CADD\Exhibits\Prelim Grading\C2.0 - Preliminary Grading Plan.dwg C2.0 - Preliminary Grading Plan Jun 18, 2020 12:13pm by: Nina Correia  
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## SHEET C2.1



DETAIL 1 - SHEET C2.1  
SCALE: 1" = 5' WHEN PRINTED AT FULL SIZE (24" X 36")

## LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE / LEASE LINE
- EASEMENT LINE / SETBACK LINE
- APPROXIMATE LIMITS OF DISTURBANCE
- PROPOSED RIDGE LINE
- PROPOSED GRADE BREAK LINE
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION
- PROPOSED FLOW LINE
- PROPOSED STORM DRAIN LINE
- EXISTING STORM DRAIN LINE
- EXISTING FLOW DIRECTION

## GRADING AND DRAINAGE NOTES

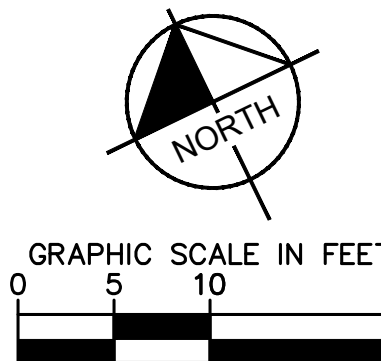
- PROPOSED UNDERGROUND DRY WELL AND SETTLING CHAMBER SYSTEM. REFER TO SHEET C2.2 FOR MORE INFORMATION.
- 6" SDR-35 PVC STORM DRAIN PIPE SLOPED AT 0.5% MIN.
- CONCRETE CURB AND GUTTER.
- CONCRETE VALLEY GUTTER.
- 24" X 24" JENSEN PRECAST DROP INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE. ALL CATCH BASINS SHALL HAVE "NO DUMPING-DRAINS TO OCEAN" PAINTED ON THE ADJACENT CURB. REFER TO SHEET C2.2 FOR MORE INFORMATION.
- TRASH ENCLOSURE DRAIN WITH ACCESSIBLE GRATE. DRAIN TO SEWER.
- ROOF DOWNSPOUTS. CONNECT TO 4" SDR-35 PVC STORM DRAIN PIPE AND DRAIN THRU CURB FACE.
- EXISTING VALLEY GUTTER TO REMAIN TO PREVENT OFF-SITE RUNON.
- 2' WIDE CURB CUT
- EXISTING CURB INLET TO REMAIN.
- 10" OVERFLOW PIPE TO CONNECT TO EXISTING CURB INLET.
- PARKWAY DRAIN FOR OVERFLOW AT 2" ABOVE FLOW LINE. REFER TO SHEET C2.2 FOR MORE INFORMATION.

## ESTIMATED EARTHWORK QUANTITIES

CUT:	296 CY
FILL:	161 CY
NET:	135 CY (IMPORT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING GROUND TO THE PROPOSED FINISHED GRADE. EXISTING GROUND IS DEFINED BY THE CONTOURS AND SPOT GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLAN(S).

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN FACTORED TO ACCOUNT FOR CHANGES IN VOLUME DUE TO BULKING, CLEARING AND GRUBBING, SHRINKAGE, OVER-EXCAVATION AND RE-COMPACTION, AND CONSTRUCTION METHODS. NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTINGS, SLABS, REUSE OF PULVERIZED MATERIALS THAT WILL UNDERLIE NEW PAVEMENTS, ETC. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.



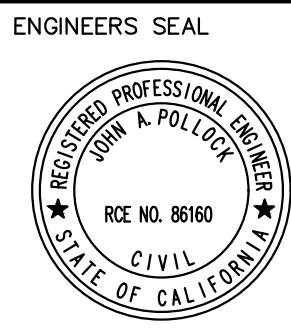
SCALE  
1" = 10'  
WHEN PRINTED AT FULL SIZE  
(24"X36")



Know what's below.  
Call before you dig.

ISSUE	DATE	DESCRIPTION
	06/17/2020	1ST CUP SUBMITTAL

NC  
DRAWN BY  
JP  
CHECKED BY  
TH  
RECOMMENDED



**Kimley»Horn**

765 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92668  
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:  
DATE: 6/18/2020  
JOHN POLLOCK, R.C.E. NO. 86160 EXP. 12/31/2020

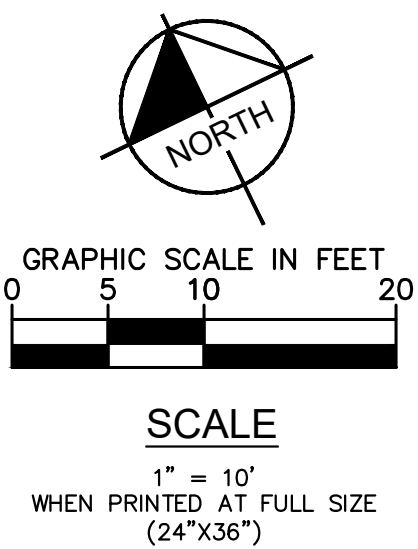
CITY OF BREA  
APPROVED BY:  
CITY ENGINEER  
RCE # \_\_\_\_\_ EXP \_\_\_\_\_ DATE \_\_\_\_\_



255 E. IMPERIAL HIGHWAY  
BREA, CA 92821

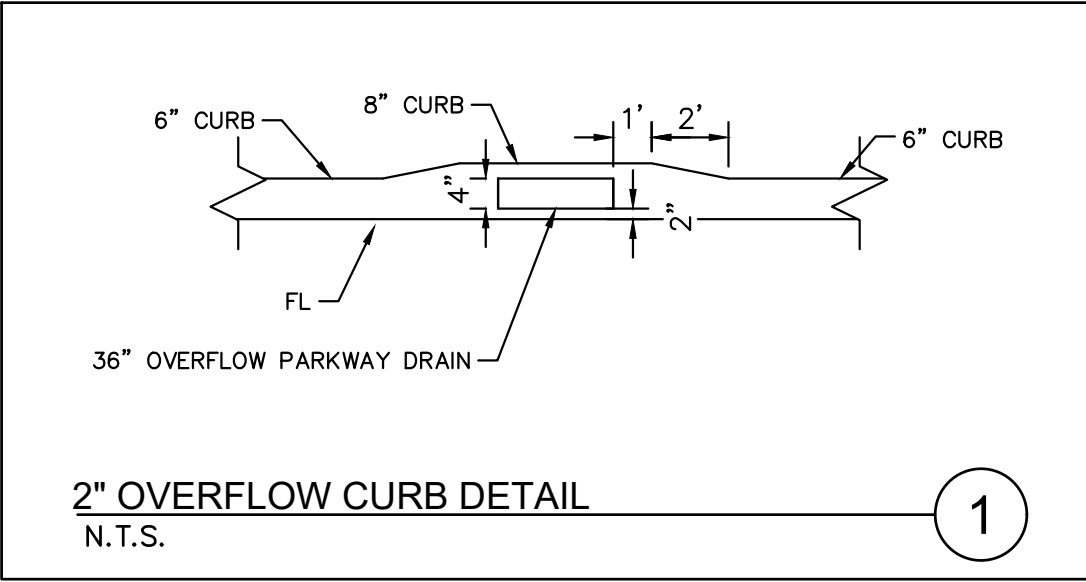
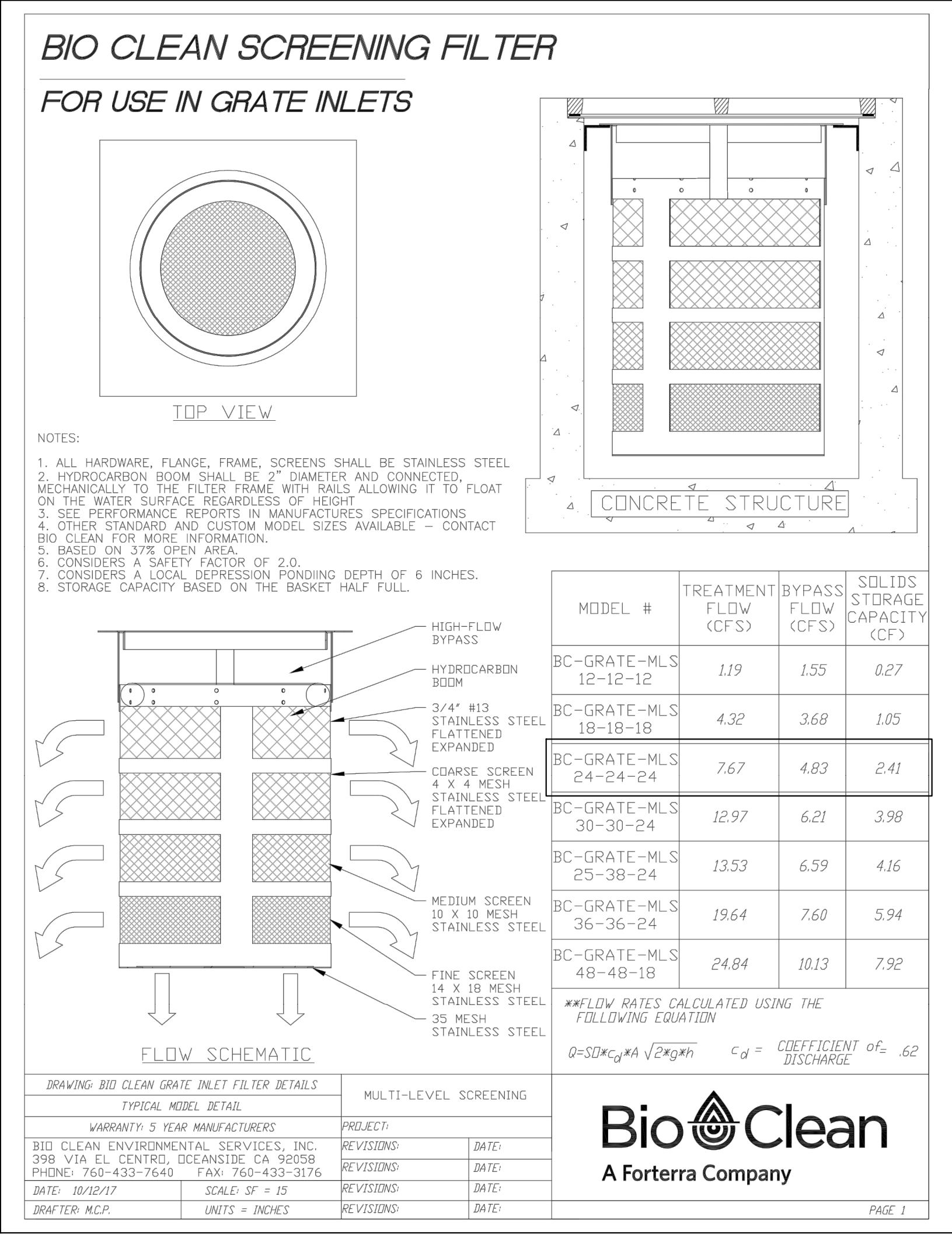
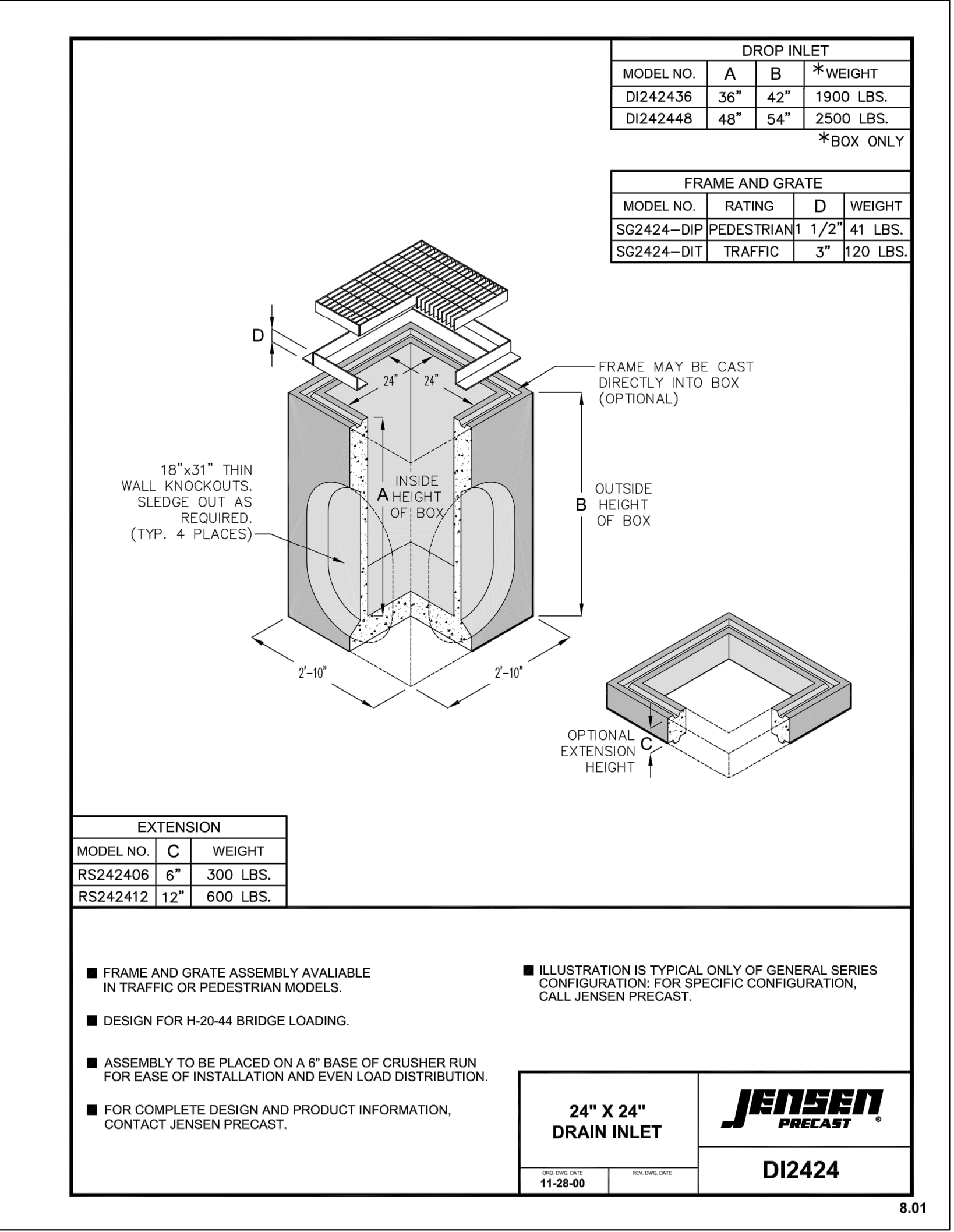
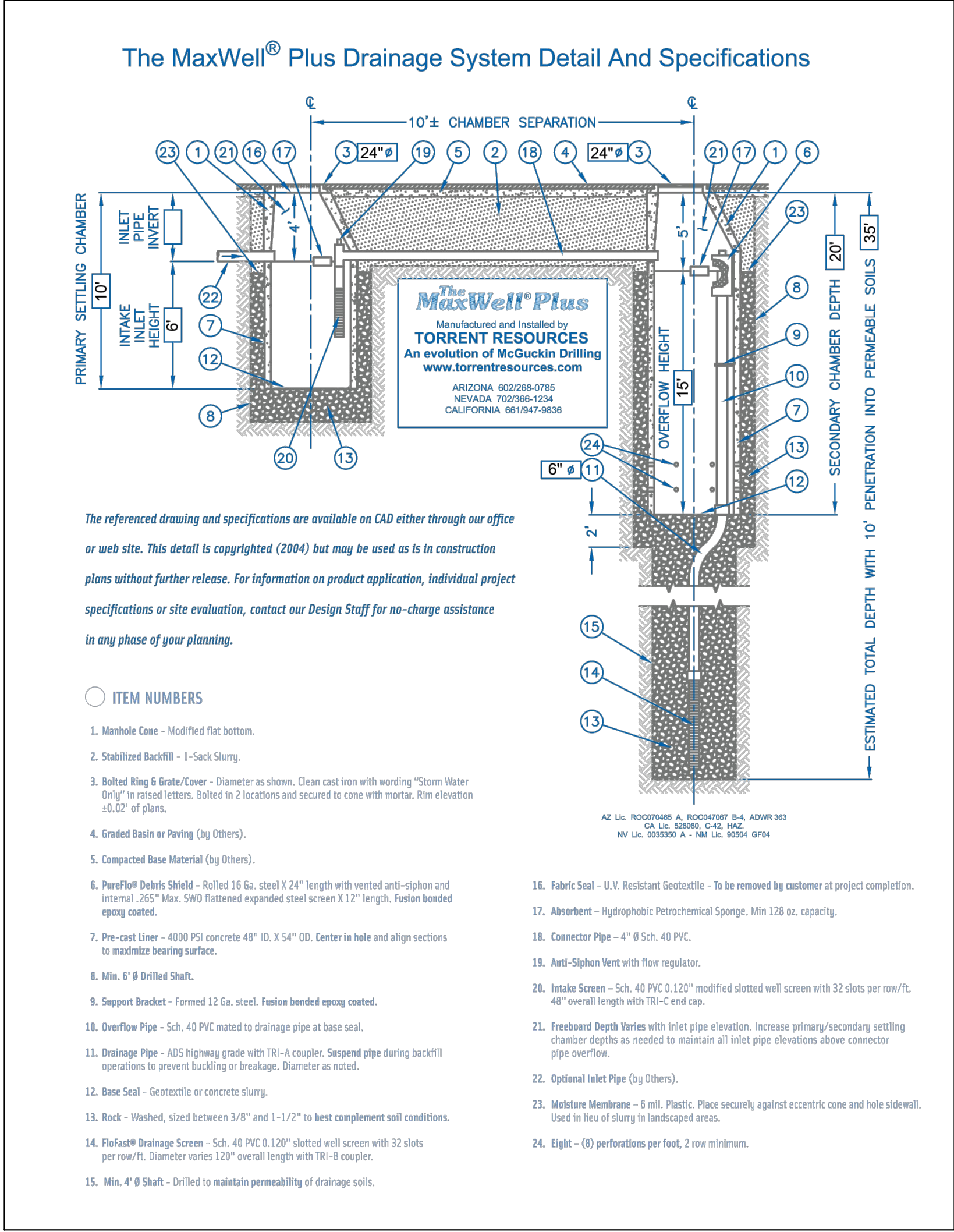
CITY OF BREA  
**PRELIMINARY  
GRADING PLAN**

C2.0





Drawing name: K:\ORA\DEV\Raizing Cone's\094797086 - Brea (Imperial & Flower) 550\CADD\Exhibits\Prelim Grading\C2.0 - Preliminary Grading Plan.dwg C2.1 - Preliminary Grading Plan (2) Jun 18, 2020 12:14pm by: Nina Correia  
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ISSUE	DATE	DESCRIPTION
	06/17/2020	1ST CUP SUBMITTAL

NC
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765 THE CITY DRIVE, SUITE 200  
ORANGE, CA 92868  
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PREPARED UNDER THE DIRECT SUPERVISION OF:

DATE: 6/18/2020

JOHN POLLOCK, R.C.E. NO. 86160 EXP. 12/31/2020

CITY OF BREA
APPROVED BY:
CITY ENGINEER RCE # EXP DATE

**Raising Canes**

255 E. IMPERIAL HIGHWAY  
BREA, CA 92821

CITY OF BREA

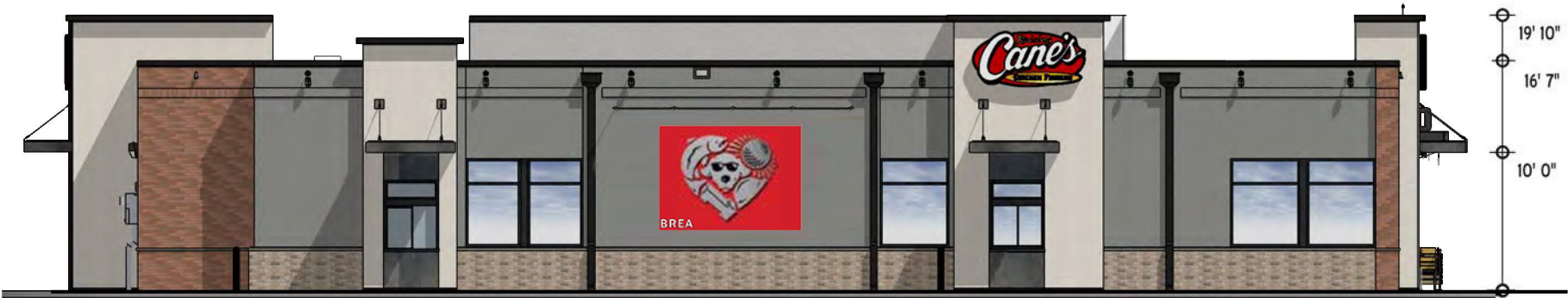
**PRELIMINARY GRADING DETAILS**



P4E-HV EXTENDED SIDE PATIO W/REAR TOWER



FRONT ENTRY ELEVATION  
SCALE: 1" = 12'-0"



DRIVE THRU ELEVATION  
SCALE: 1" = 12'-0"



SIDE ENTRY ELEVATION  
SCALE: 1" = 12'-0"



REAR ELEVATION  
SCALE: 1" = 12'-0"

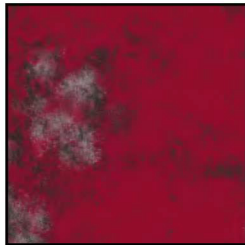
MATERIAL FINISHES

EM-3



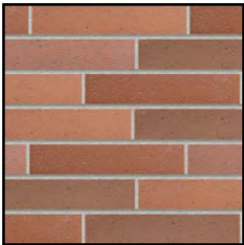
HOT ROLLED STEEL W/ CARBON  
GRADE FINISH - W/ CLEAR,  
MATTE POWDER COAT FINISH

EM-4



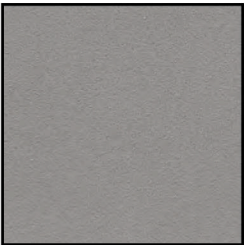
RECLAIMED METAL PANEL:  
VINTAGE CAR HOOD  
OCCURS AT FACE OF THE  
'I' ELEMENT ONLY

EW-1



BELDEN NORMAN BRICK MASONRY  
MEDIUM RANGE, SMOOTH, IRON  
SPOT. MORTAR TO MATCH  
SOLOMON PRODUCTS IO H.  
WEATHERED HORIZONTAL STRIKE.  
VERTICAL JOINTS ARE FLUSH

EW-2



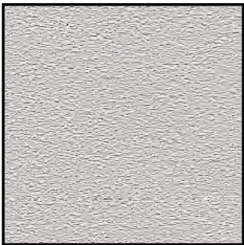
"SW 7669 SUMMIT GRAY" PORTLAND  
CEMENT STUCCO

EW-4



BORAL: "ALAMO" MODULAR  
BRICK, MORTAR TO MATCH  
SOLOMON PRODUCTS IO H.  
LIGHT BUFF SACK RUB FINISH.

EW-5



"132 MOUNTAIN FOG" PORTLAND  
CEMENT STUCCO

EW-6



"456 OYSTER SHELL"  
CEMENT STUCCO

EWS-2



ALUMINUM STOREFRONT SYSTEM  
FINISH: ANODIZED BLACK







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Jack@kieseldesign.com  
CL# 5206

RC #550

Raising Cane's

Brea

Imperial Hwy & Flower Ave.  
Brea, CA 92821

Revisions:

#	DATE	NAME
09.25.20	Entitlement	Resubmittal



Type: Entitlement  
Resubmittal

Initial Setup Date:

June 8, 2020

Drawn By:

# NAME DATE  
T. Slinger 08/2020

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Title:

Conceptual  
Landscape Plan

Sheet Number:

L0.1

Existing Notes

- A. (E) Transformer and electrical boxes to remain
- B. (E) Palm to remain
- C. (E) public sewer and water lines and easements. No trees are to be planted within this easement
- D. (E) Cinnamomum camphora remain

Existing Tree Protection  
& Removal Notes

All existing plant material to remain and be protected unless otherwise noted.

- (E) tree symbol
- (E) palm to remain symbol

Proposed Notes

- 1. (P) main entrance
- 2. (P) pre-order board per architect
- 3. (P) order board per architect
- 4. (P) trash enclosure per architect
- 5. (P) headache bar per architect
- 6. (P) patio furniture per architect
- 7. (P) 8' W landscape buffer
- 8. (P) transformer per civil
- 9. (P) hand washing station per architect

Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Mature Height	Size Width	WUCOLS
Trees							
	<i>Arbutus x 'Marina' (Standard)</i>	Marina Strawberry Tree	36" Box	6	15 - 35 ft	20 - 35 ft	Low
	<i>Lagerstroemia indica 'Catawba' (Standard)</i>	Catawba Crape Myrtle	24" Box	17	10 - 15 ft	12 - 20 ft	Med
Shrubs							
	<i>Grevillea lanigera 'Prostrate'</i>	Prostrate Woolly Grevillea	5 gal	116	12 - 18 in	3 - 4 ft	Low
	<i>Rhaphiolepis umbellata 'Minor'</i>	Dwarf Yedda Hawthorn	15 gal	49	3 - 5 ft.	36 in. - 4 ft.	Low
	<i>Rhaphiolepis umbellata 'Minor' 5 gal</i>	Dwarf Yedda Hawthorn	5 gal	135	3 - 5 ft.	3 - 4 ft.	Low
Perennials							
	<i>Dianella revoluta 'Little Rev'</i>	Little Rev Flax Lily	5 gal	71	2 - 3 ft	1 - 2 ft	Low
	<i>Libertia 'Goldfinger'</i>	New Zealand Iris	1 gal	29	1 to 2 ft	2 to 3 ft	Med
Succulents							
	<i>Agave desmetiana 'Variegata'</i>	Variegated Smooth Agave	15 gal	20	3-4 ft	2-3 ft	Low
	<i>Agave weberi 'Arizona Star'</i>	Variegated Weber Agave	15 gal	8	4 - 5 ft.	6 - 8 ft.	Low
Grasses							
	<i>Lomandra 'Platinum Beauty'</i>	Variegated Dwarf Mat Rush	5 gal	36	2-3 ft	2-3 ft	Low
	<i>Muhlenbergia capillaris</i>	Pink Muhly	5 gal	76	3 ft	3 ft.	Med
	<i>Pennisetum orientale</i>	Chinese Fountain Grass	1 gal	51	2'	2'	Low
	<i>Achillea 'Red Velvet'</i>	Yarrow	1 gal	24" spacing	741 SF		Low

\* All trees standard unless otherwise noted

Materials Legend

Material	Size	Area
Local river cobble	2-3" DIA	1,806 SF

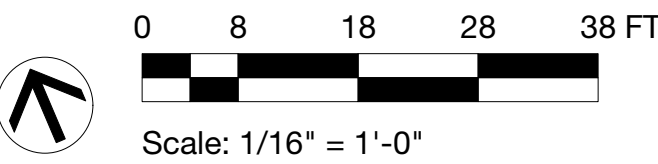
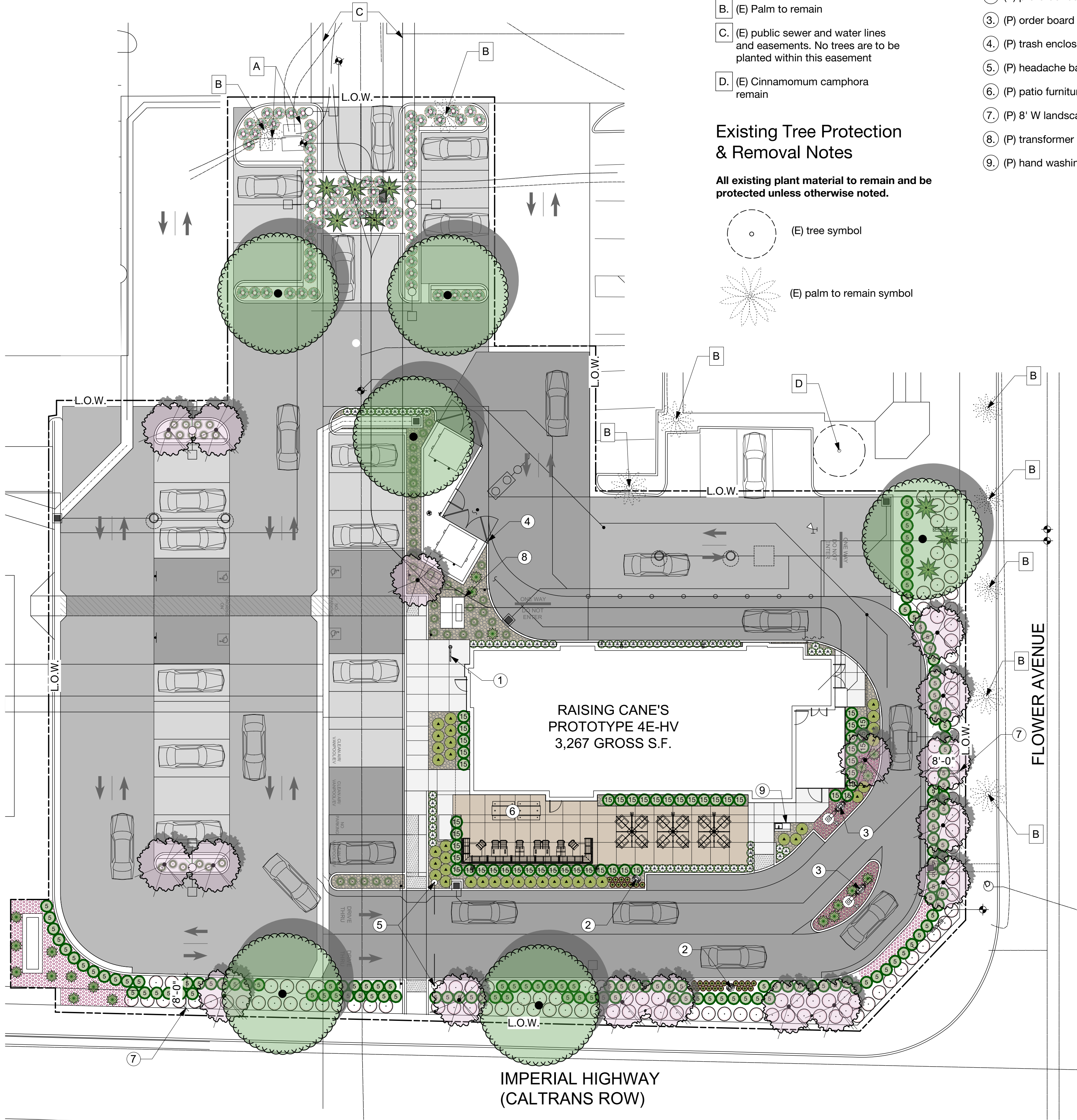
Finish Legend

Finish	Size	Area
Direct Colors® integral colored concrete W/ double bladed saw cut joints. Finish: Kahlua or equal	N/A	1,506 SF
Natural colored concrete W/ double bladed saw cut joints. Finish: TOPCAST ® #05	N/A	332 SF

\*Integral Colored Concrete Supplier: Direct Colors <https://www.directcolors.com/>

Tree Requirement Calculations  
per Predevelopment Findings

1. A MIN. of (1) tree for every (25) linear feet of street frontage shall be planting in setback adjacent to street.  
# of (P) trees required = 14  
# of (P) trees provided = 14
2. In parking areas (1) tree for every (5) parking spaces.  
# of (P) trees required = 6  
# of trees provided: 8 (P) + 2 (E)







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CL# 5206

RC #550

Raising Cane's

Brea

Imperial Hwy & Flower Ave.  
Brea, CA 92821

Revisions:		
#	DATE	NAME
09.25.20	Entitlement	
	Resubmittal	



Type: Entitlement  
Resubmittal

Initial Setup Date:  
June 8, 2020

Drawn By:  
# NAME DATE  
T. Slininger 08/2020

Title:  
**Conceptual  
Planting Images**

Sheet Number:

L0.2

Trees



Arbutus 'Marina'



Lagerstroemia indica 'Catawba'

Shrubs



Grevillea lanigera 'Costal Gem'



Raphiolepis umbellata 'Minor'

Perennials



Achillea 'Red Velvet'



Dianella 'Little Rev'



Libertia p. 'Goldfinger'

Succulents



Agave desmettiana variegata



Agave weberi 'Arizona Star'

Grasses



Lomandra 'Platinum Beauty'



Muhlenbergia capillaris



Pennisetum spathiolatum

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Type: Entitlement  
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Initial Setup Date:  
June 8, 2020

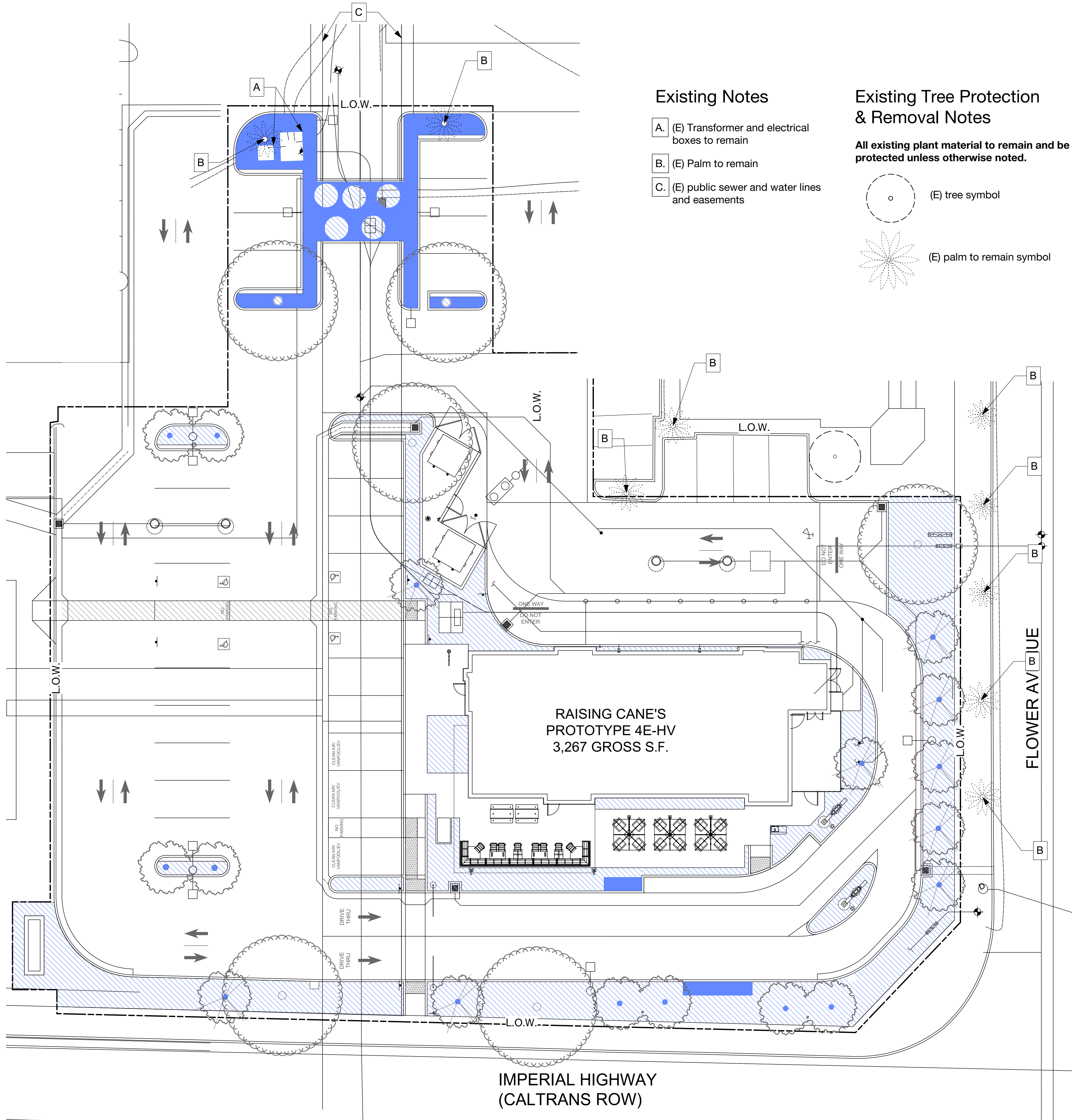
Drawn By:  
# NAME DATE  
T. Slininger 08/2020

Title:

Conceptual  
Irrigation Plan

Sheet Number:

L0.3



Existing Notes

- A. (E) Transformer and electrical boxes to remain
- B. (E) Palm to remain
- C. (E) public sewer and water lines and easements

Existing Tree Protection & Removal Notes

All existing plant material to remain and be protected unless otherwise noted.

- (E) tree symbol
- (E) palm to remain symbol

Irrigation Hydrozone Legend

- Low water hydrozone  
Plant Factor = 0.1-0.3  
Landscape Area = 5,317 SF
- Moderate water hydrozone  
Plant Factor = 0.4-0.6  
Landscape Area = 1,050 SF

Site Information									
Site Name →		Raising Cane's Brea							
Site Type →		Commercial ▾							
Annual Eto (inches/yr) →		48.2							
Hydrozone or	Plant Factor (PF)	Irrigation	Irrigation	ETAF (PF/IE)	Hydrozone	ETAF x Area	Estimated		
Regular Landscape Areas									
1	0.2 ▾	Low	Drip ▾	0.81	0.2	5,317	1,313	39,233	
2	0.5 ▾	Med	Drip ▾	0.81	0.6	1,050	648	19,369	
SUBTOTAL →						6,367	1,961	58,602	
Special Landscape Areas									
				1		0		0	
SUBTOTAL →						0	0	0	
Estimated Total Water Use (ETWU) →								58,602	
Maximum Allowed Water Allowance (MAWA) →								85,622	

<b>ETAF Calculations</b>	
Regular Landscape Areas	
Total ETAF x Area	1,961
Total Area	6,367
Average ETAF	0.31
All Landscape Areas	
Total ETAF x Area	1,961
Total Area	6,367
Sitewide ETAF	0.31

Notes:

ETWU meets MAWA requirement.

Average ETAF meets requirement for this site type.

Calculator developed July 27, 2015.  
This calculator is for estimating purposes only.  
Hunter assumes no liability for use of this calculator.

IRRIGATION NOTES

- The design of the irrigation system shall conform to the hydrozones of the landscape design plan.
- In mulched planting areas, the use of low volume water irrigation is required to maximize water infiltration into the roots.
- Sprinkler heads and other emission devices shall have matched precipitation rates, unless otherwise directed by the manufacturer specifications.
- Head to head coverage is recommended. However, sprinkler spacing shall be set to achieve distribution uniformity using the manufacturer's specifications.
- Areas less than ten (10) feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.
- A dedicated water meter shall be provided for common landscape area.
- A weather base "smart controller": shall be utilized.
- Controller shall be programmed to water in early morning or night.
- A rain sensor shall be installed at each controller
- Water use calculation shall certify conformance with the current requirements.
- Contractor shall obtain soils agronomy test after grading is complete. Landscape architect shall review soils test prior to planting.
- Trees are to be irrigated by bubbler. Refer to Hydrozone number 2 in MAWA/ETWU Calculation.



## RESOLUTION NO. P.C. 88-56

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT APPLICATION NO. C.U.P. 88-39, ZONE VARIANCE APPLICATIONS NOS. Z.V. 88-20 AND Z.V. 88-21, AND NEGATIVE DECLARATION NO. N.D. 88-12, SUBJECT TO CONDITIONS AS SET FORTH HEREIN.

A. Recitals.

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit Application No. C.U.P. 88-39 and Zone Variance Applications Nos. Z.V. 88-20 and Z.V. 88-21, a request to construct four buildings totalling 16,859 square feet of retail and office with a Conditional Use Permit to have retail and commercial in excess of 25% in a CP Zone within the Brea Towne Plaza Specific Plan area and Zone Variances to reduce the required 50 foot driveway throat to 23 feet off of Orange Avenue and 34 feet off of Flower Avenue in accordance with Section 405(B) of the Brea Towne Plaza Specific Plan and Sections 304.030(2)(c)(2), 504 and 505 of the Brea Zoning Ordinance.

(ii) The property is located on the north side of Imperial Highway between Orange Avenue and Flower Avenue, legally described as a portion of Map Book 319, page 292, parcels 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18, as shown in the latest rolls of the Orange County Tax Assessor.

(iii) The property is designated Specific Plan on the General Plan and is zoned BTPSP-CP, Brea Towne Plaza Specific Plan - Commercial, Administrative and Professional Office Zone.

(iv) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION. NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Brea, as follows:

RESOLUTION NO. P.C. 88-56

Page two

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

1. In all respects as set forth in the recitals, Part A, of this Resolution.

2. The Planning Commission hereby finds that Negative Declaration No. N.D. 88-6 has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the guidelines promulgated thereunder, and further, this Commission has reviewed and considered the information contained in said Negative Declaration No. N.D. 88-12, with respect to the project identified in this Resolution.

3. The Planning Commission hereby specifically finds and determines that, based upon the findings set forth below, and changes and alterations which have been incorporated into and conditioned upon the proposed project, no significant adverse environmental effects will occur.

4. The Planning Commission finds that facts supporting the above-specified findings are contained in the Negative Declaration, the staff report and exhibits, and the information provided to this Commission during the public hearing conducted with respect to the project and the Negative Declaration. Mitigation measures will be made a condition of approval of said project and are intended to mitigate and/or avoid environmental effects identified in the Negative Declaration.

5. It is hereby found that the use applied for at the location set forth in the application is authorized by Ordinance 808 and 805, the Brea Towne Plaza Specific Plan, as amended, as set forth in Section 405 (B).

RESOLUTION NO. P.C. 88-56

Page three

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

6. It is further found that said use with conditions as imposed is desirable for the development of the community, is in harmony with the various elements and objectives of the General Plan and is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed uses are to be located.

7. It is found that the proposed site relates to streets and highways which are properly designed and shall be or are now improved to carry the type and volume of traffic generated by the proposed project.

8. It is found that with conditions stated herein, the uses will not adversely effect the public health, safety or general welfare.

9. It is found that the site is adequate in size and shape to accommodate the proposed development and all of the yard setbacks, walls, fences and landscaping and other features required to bring the site into conformity with other elements of the neighborhood.

10. It is hereby found that there are exceptional and extraordinary circumstances applicable to the property involved which do not generally apply to other properties in the same vicinity and zone and that the granting of these variances will not constitute a privilege which is inconsistent with the limitations of other properties in the vicinity; to wit, the 50 foot driveway throat at the entry way at Flower Avenue and Orange Avenue required per Section 304 of the Zoning Ordinance would prohibit the reasonable development of the property. The strict application of the aforementioned requirements would create an undue hardship on the property owners.

RESOLUTION NO. P.C. 88-56

Page four

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

11. It is found that the requests are necessary in that the strict and literal interpretation of the Zoning Ordinance with regard to the requirement that a 50 foot driveway throat be provided at each entrance would create an undue hardship inconsistent with the purpose and intent of the ordinance requirements. The intent of the ordinance requirement is to provide adequate queuing for vehicles exiting the site and to prevent conflicts with vehicles entering the site with vehicles backing up from parking stalls adjacent to the entrances. The intent of these requirements is met in that the traffic study performed indicates that a driveway throat depth of approximately 34 feet at the Flower Avenue entrance and a driveway throat depth of approximately 23 feet at the Orange Avenue entrance is adequate to prevent adverse vehicular ingress/egress movements.

12. The granting of this variance would not adversely effect the General Plan and would not be detrimental to the environment, public health or public welfare and would not be injurious to improvement of property in the same vicinity and zoning in which said property is located.

13. The property herein referred to and described is found to be suitable for the request, to wit, to relieve the applicant of the required 50 foot driveway throat at the Flower Avenue and Orange Avenue entrances.

14. Conditional Use Permit Application No. C.U.P. 88-39 and Zone Variance Applications Nos. Z.V. 88-20 and Z.V. 88-21 are hereby approved, subject to the listed conditions:

- A. The development of the site shall occur in substantial conformance with plans submitted to the Planning Commission dated November 18, 1988, stamped Exhibit "A".

RESOLUTION NO. P.C. 88-56

Page five

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

- B. A final exterior lighting plan shall be submitted and shall be subject to the review and approval of the Planning Division and shall include the following:
  - 1. Cut-off luminaires shall be installed which will provide true ninety degree cut-off and prevent projections of light above the horizontal from the lowest point of the lamp or light emitting refractor or device.
  - 2. All fixtures shall use a flat clear lens energy efficient light source.
  - 3. All project lighting shall be confined to the project site.
- C. All ground-mounted utility and mechanical equipment shall be screened and sound buffered, subject to the review and approval of the Planning Division.
- D. A final landscape and full-coverage automatic irrigation system shall be provided for review and approval by the Planning Division, prior to the issuance of building permits and installed prior to building occupancy. Tree staking, soil preparation and planting details shall be shown on the final landscape plan. Water conservation design and maintenance and drought tolerant landscape planning shall be incorporated wherever feasible into the final design of the landscape and irrigation plans for the site.
- E. A minimum of six percent (6%) of the total off-street parking area, not including required setbacks, shall be landscaped with at least one (1) fifteen (15) gallon tree per three (3) parking stalls (which may be clustered or grouped) and appropriate ground cover. The parking lot trees shall be a species which will provide a canopy-style effect.
- F. Trees shall be planted in areas of public view adjacent to and along side and rear building lines, at an equivalent of one (1) fifteen (15) gallon tree per twenty-five (25) linear feet of building which has public exposure.
- G. The use of or a combination of berming, landscaping materials and walls not more than forty-two (42) inches in height shall be used to screen parking areas from public streets. All walls to be used for screening purposes shall be of solid masonry construction and ornamental in texture, pattern or shadow relief and shall be used in conjunction with foreground landscaping.

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Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

- H. A solid wall not less than six (6) feet nor more than seven (7) feet in height shall be erected along the north property line, to within fifteen (15) feet of any street property line, subject to the review and approval of the Planning Division. The required wall shall be constructed of masonry material.
- I. Loading areas visible from abutting streets shall be screened by a masonry wall not less than six (6) feet in height.
- J. On-site directional signage shall be provided subject to the review and approval of the Development Services Director prior to building occupancy.
- K. All roof-mounted equipment shall be screened by building parapet walls subject to the review and approval of the City Planner.
- L. A sign program shall be required and subject to a separate Conditional Use Permit. The sign program shall be designed to comply with the design guidelines as established in the Brea Towne Plaza Specific Plan.
- M. The trash enclosure design shall include a separate pedestrian access and overhead trellis work.
- N. Special landscape treatment, such as specimen size shade trees, freestanding potted plants, low level lighting, seating benches, etc. shall be provided to the plaza areas west of Building F and between Buildings D & E, subject to the review and approval of the Planning Division.
- O. Dense landscaping shall be provided along the north property boundary to provide a buffer for the residents.
- P. Special landscape treatment, such as increased number of trees, shrub massing, rockscape, etc. shall be provided along Flower Avenue, Orange Avenue and Imperial Highway.
- Q. The following retail uses shall be prohibited:
  - 1. Convenience stores
  - 2. Video game facilities
  - 3. Fast food and sit-down restaurants

RESOLUTION NO. P.C. 88-56

Page seven

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

R. The following retail/commercial uses may be allowed:

1. Convenience sales and services, including but not limited to pharmacy, florist, beauty supplies, cards & gifts, book or stationery stores.
2. Food and non-alcoholic beverages sales, including but not limited to candy, ice cream, yogurt, confectionary stores.
3. Personal services, including but not limited to photo studios, reducing salons, barber & beauty shops, tailors, dry cleaning.
4. Repair services, including but not limited to apparel, small instrument such as watches and clocks, jewelry.
5. General retail.

S. The applicant shall provide an Art Monument in accordance with the City's Art in Public Places Program.

T. The applicant shall sign a notarized affidavit within ten (10) days after adoption of this resolution indicating an acceptance of all conditions of approval.

15. The Secretary to this Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 22nd day of November, 1988.

  
Chairman, Planning Commission

RESOLUTION NO. P.C. 88-56

Page eight

Applicant: Darwin Manuel

Conditional Use Permit Application No. C.U.P. 88-39, Zone Variance Applications No. Z.V. 88-20 and Z.V. 88-21, Negative Declaration No. N.D. 88-12

I, Roger Friesen, Secretary to the Planning Commission of the City of Brea, hereby certify that the foregoing resolution was introduced at a regular meeting of the Planning Commission of the City of Brea, held on the 22nd day of November, 1988, and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 22nd day of November, 1988, by the following votes:

AYES: COMMISSIONERS: CLAUSEN, DAUCHER, BEHOTEGUY, WOLFERT AND WETTLIN

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: NONE

ABSTAIN: COMMISSIONERS: NONE

ATTEST:

Roger Friesen  
Secretary, Planning Commission



*Focused Transportation Assessment*  
for the:

# Raising Cane's Project

In the City of Brea



December 2020

**Kimley»»Horn**

FOCUSED TRANSPORTATION ASSESSMENT  
FOR THE PROPOSED  
RAISING CANE'S PROJECT  
IN THE CITY OF BREA

*Prepared by:*

Kimley-Horn and Associates, Inc.  
765 The City Drive, Suite 200  
Orange, California 92868



*December 2020*

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FOCUSED TRANSPORTATION ASSESSMENT  
FOR THE PROPOSED  
RAISING CANE'S PROJECT  
IN THE CITY OF BREA

EXECUTIVE SUMMARY

This focused traffic impact study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's project in the City of Brea. This focused traffic study has been conducted in coordination with the City of Brea and in accordance with the Orange County Congestion Management Plan (CMP).

The project has been evaluated during the evening peak hour for the following conditions:

- Existing Conditions
- Existing Conditions Plus Project

Under Existing Conditions, the following study intersections currently operate at an unacceptable Level of Service (LOS):

- #1 – Imperial Highway at Orange Avenue: PM – LOS E
- #2 – Imperial Highway at Flower Avenue: PM – LOS F
- #3 – Birch Street at Orange Avenue: PM – LOS F

The project is estimated to generate approximately 1,727 net new vehicle trips on a daily basis, with a net loss of 18 trips in the AM peak hour and 109 net new trips in the PM peak hour.

Project-related traffic volumes were added to Existing Conditions to establish the conditions for the Existing Plus Project scenario. With the addition of project traffic to Existing Conditions, the following study intersections would continue to operate at an unacceptable Level of Service:

- #1 – Imperial Highway at Orange Avenue: PM – LOS F
- #2 – Imperial Highway at Flower Avenue: PM – LOS F
- #3 – Birch Street at Orange Avenue: PM – LOS F

A traffic signal warrant analysis, based on the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), was conducted for the deficient unsignalized study intersections. The results of the analysis indicate that the deficient unsignalized intersections do not satisfy CA MUTCD signal warrants.

Based on discussion with City staff, the following improvement was evaluated:

#2 – Imperial Highway at Flower Avenue: Modify the southbound approach to restrict southbound left-turn movement. Although the intersection would continue to operate at LOS F on the minor street approach, this improvement would more than offset the project-related incremental increase in delay. Since the project is not causing the deficiency, the project's fair share would be approximately 42.1%, based on the project's proportion of southbound approach volumes under Existing Plus Project conditions at Intersection #2.

Direct vehicular access to the project site would be provided via one existing shared driveway on Flower Avenue and one existing shared driveway on Orange Avenue. Both existing driveways will continue to be full-movement driveways and remain unsignalized.

The proposed project would provide a drive-through lane with two order boards. The drive-through would provide two side-by-side entry lanes until the dual order boards, and then merge into a single drive-through lane prior to the pay and pick-up window. The proposed project would provide a total drive-through queue length of approximately 440 feet, for a drive-through queueing capacity of 20-22 vehicles, assuming 20-22 feet per vehicle, from the beginning of the drive-through lanes to the pay and pick-up window.

Per the City of Brea Municipal code, the proposed parking requirement for the Brea Gaslight Square with the proposed Raising Cane's drive-through restaurant is 98 parking spaces. The site provides 74 parking spaces, for a deficit of 24 parking spaces, compared to City code.

Based on City code, a stacking credit for drive-through lanes is allowed for banks. Based on discussion with City staff, this credit was also applied to the proposed drive-through restaurant, resulting in a drive-through lane parking credit of 16 additional parking spaces. This increases the total proposed parking supply to 90 parking spaces, resulting in a deficit of 8 parking spaces, compared to City code.

Based on the ULI Shared Parking (3<sup>rd</sup> Edition) methodology, the Brea Gaslight Square with the proposed drive-through restaurant would result in a parking reduction of 9% during a typical weekday. After applying the shared parking reduction to the City's parking requirement for the proposed Brea Gaslight Square of 98 parking spaces, the adjusted peak parking demand for the proposed project would be 89 parking spaces. The Brea Gaslight Square would provide 90 parking spaces, resulting in a surplus of 1 parking space, based on the shared parking analysis.

FOCUSED TRANSPORTATION ASSESSMENT  
FOR THE PROPOSED  
RAISING CANE'S PROJECT  
IN THE CITY OF BREA

INTRODUCTION

This focused traffic impact study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's fast-food restaurant located within an existing shopping center (Brea Gaslight Square) at 255 Imperial Highway in the City of Brea.

This study has been conducted in coordination with the City of Brea and accordance with the Orange County Congestion Management Plan (CMP). This study includes an evaluation of project-related effects on the surrounding roadway system, a parking analysis, a drive-through queuing analysis, and a traffic control assessment. Where necessary, circulation system improvements have been identified to improve the project's effects at the study locations.

PROJECT DESCRIPTION

The project site is located on the northwest corner of the intersection of Flower Avenue at Imperial Highway in the City of Brea and is shown in its regional setting in Figure 1. As shown on Figure 1, the street system in the project vicinity is oriented on a diagonal. For ease of reference, throughout this report, Orange Avenue and Flower Avenue are referred to as the north-south streets, and Imperial Highway and Birch Street are referred to as the east-west streets.

The project site is located within the existing Brea Gaslight Square. The project site is currently occupied by two office buildings with an approximate combined total of 9,588 square feet. The project will involve demolition of the two existing office buildings and the construction of a 3,267-square-foot Raising Cane's restaurant building with a drive-through and approximately 780 square feet of patio area. The operating hours for walk-in and drive-through service will be from 9:00 am to 1:00 am Sunday through Thursday and 9:00 am to 3:30 am Friday through Saturday. The project site plan is provided in Figure 2.

Vehicular access provisions for the project site would be provided via the one existing shared driveway on Flower Avenue and one existing shared driveway on Orange Avenue. Both existing driveways will continue to be full-movement driveways and remain unsignalized.

The proposed project would provide a drive-through lane with two order boards. The drive-through would provide two side-by-side entry lanes and two order boards, and then merge into a single drive-through lane prior to the pay and pick-up window.

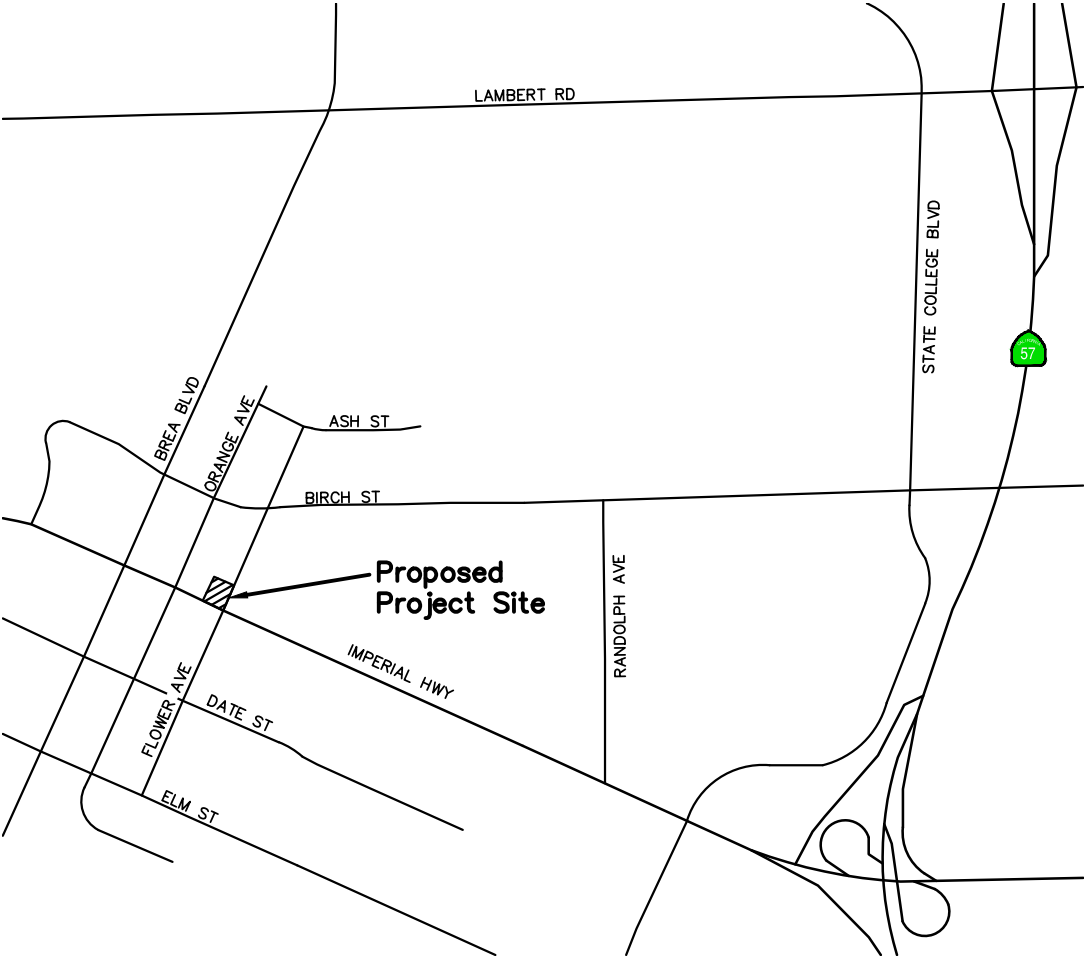


FIGURE 1  
VICINITY MAP







NOT TO SCALE

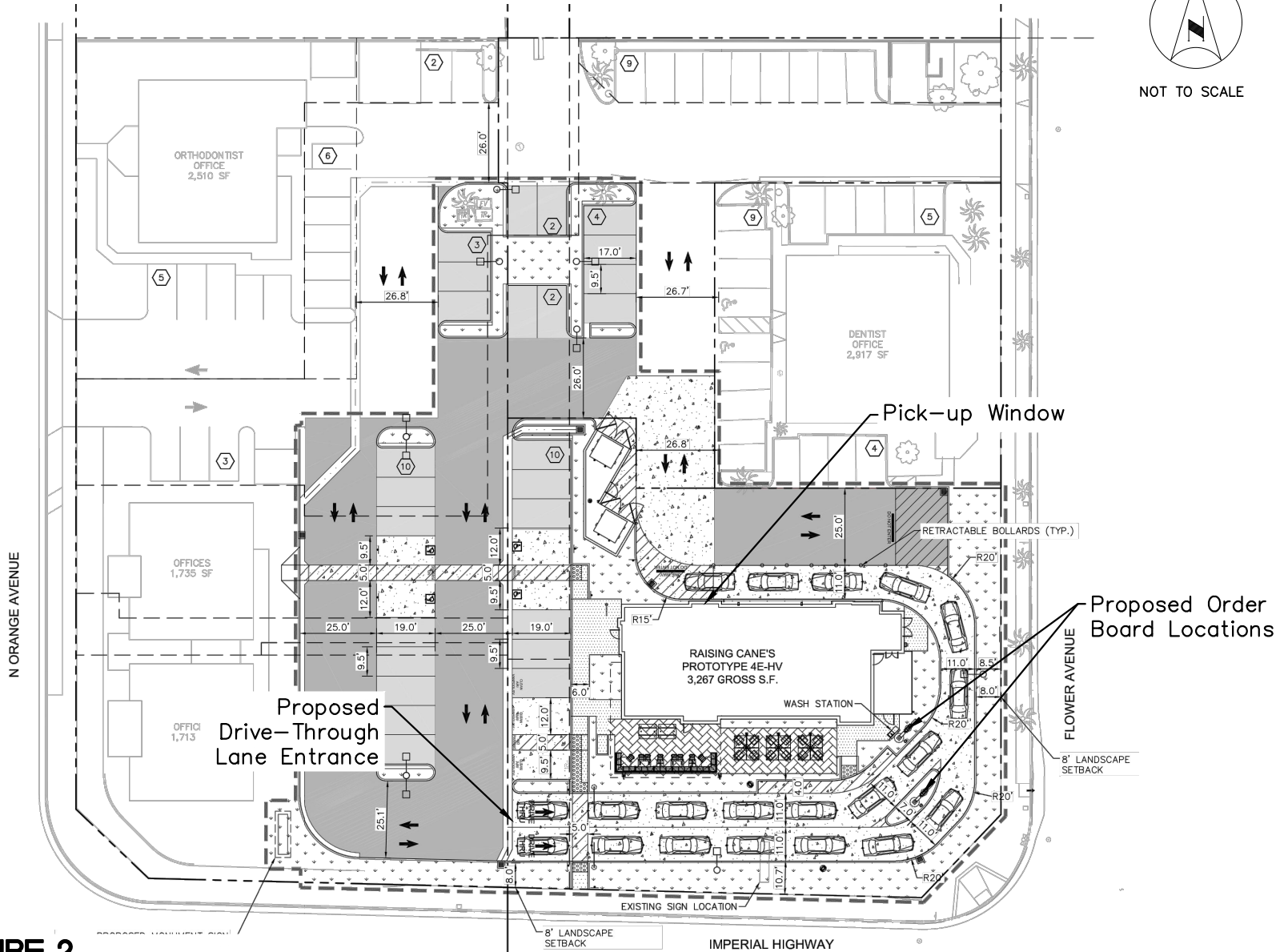


FIGURE 2  
PROJECT SITE PLAN

## LEVEL OF SERVICE (LOS) ANALYSIS

This focused Level of Service analysis has been prepared in coordination with the City of Brea and in accordance with the Orange County Congestion Management Plan (CMP).

### Analysis Scenarios

The project will be evaluated for the following conditions:

- Existing Conditions
- Existing Conditions Plus Project

Since Raising Cane's is not open during the morning peak hour, the intersection analysis will be conducted for the evening peak hour only.

### Study Locations

The LOS analysis will be conducted at the following study intersections:

1. Imperial Highway at Orange Avenue
2. Imperial Highway at Flower Avenue
3. Birch Street at Orange Avenue
4. Birch Street at Flower Avenue
5. Orange Avenue at Project Driveway
6. Flower Avenue at Project Driveway

The study locations were established in consultation with City staff through the Scoping Agreement process. A copy of the approved Scoping Agreement is provided in *Appendix A*.

### Analysis Methodology

Intersection analysis for all signalized intersections has been conducted using the Intersection Capacity Utilization (ICU) methodology, which is the methodology utilized by the Orange County Congestion Management Program (CMP).

The ICU methodology provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during any given hour. The ICU calculation assumes an hourly per-lane capacity for each lane through the intersection, and a clearance factor to account for the effect of yellow and red signal phases.

Intersection analysis for unsignalized intersections has been conducted using the Highway Capacity Manual (HCM) methodology, which returns a delay value, expressed in terms of the average seconds of delay per vehicle.

Operating conditions for both ICU and HCM methodologies are expressed in terms of "Level of Service" which is also referred to by its acronym, LOS. The ICU calculation returns a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service, ranging from LOS A, representing uncongested, free-flowing conditions; to LOS F, representing congested, over-capacity conditions.

A summary description of each Level of Service and the corresponding V/C ratio or delay is provided below.

LEVEL OF SERVICE DESCRIPTIONS			
Level of Service	Signalized: ICU	Unsignalized: HCM <sup>1</sup>	Description
	V/C Ratio	Delay (sec)	
A	0.00 - 0.60	≤10	EXCELLENT – No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.61 - 0.70	> 10 and ≤ 15	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	> 15 and ≤ 25	GOOD – Occasionally, drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	0.81 - 0.90	> 25 and ≤ 35	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.91 - 1.00	> 35 and ≤ 50	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	> 50	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
LOS = Level of Service; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; V/C = volume-to-capacity <sup>1</sup> Source: Source: Highway Capacity Manual, 6 <sup>th</sup> Edition			

## Performance Criteria

The City of Brea Level of Service standard for intersection operation is Level of Service D or better. If the project traffic causes operations at an intersection to go from acceptable to unacceptable, the project would have a significant effect at the intersection.

## AREA CONDITIONS

### Existing Street System

Regional access to the site is provided by Imperial Highway (SR-90) adjacent to the project site, and State Route 57 (SR-57), located nearly one mile east of the project site. The following provides a description of the roadways providing access to the project area.

*Imperial Highway (SR-90)* is an east-west highway with three lanes in each direction and a raised center median in the project vicinity. The posted speed limit is typically 40 miles per hour (mph) along SR-90, but the project is located within a 25 mph school zone which is applicable when children are present. On-street parking is prohibited on both sides.

*Birch Street* is an east-west roadway with two lanes in each direction and a two-way center left-turn lane in the project vicinity. The posted speed limit is typically 35 mph along Birch Street, but the project is located within a 25 mph school zone which is applicable when children are present. On-street parking is prohibited on both sides. Birch Street is designated as a secondary arterial in the City's General Plan from Brea Boulevard to Randolph Avenue.

*Orange Avenue* is a north-south roadway with one lane in each direction. Orange Avenue is a local road and the speed limit can be considered to be 25 mph. On-street parking is allowed on both sides of Orange Avenue.

*Flower Avenue* is north-south roadway with one lane in each direction. Flower Avenue is a local road and the speed limit can be considered to be 25 mph. On-street parking is allowed on both sides of Flower Avenue.

#### Transit Service

Transit service to the project area is provided by the Orange County Transportation Authority (OCTA), which serves the City of Brea and surrounding area. The OCTA bus stops closest to the project site are located at the intersection of Birch Street and Flower Avenue. A description of the bus routes serving the project area is provided below.

OCTA Route 57 (Brea to Newport Beach) operates between the Brea Mall Area and the Newport Transportation Center in Newport Beach along State College Boulevard and Bristol Street. Route 57 operates on weekdays from approximately 4:00 AM to 2:00 AM with approximately 15-minute headways, and on weekends from approximately 4:00 AM to 3:00 PM with approximately 30-minute headways.

OCTA Route 129 (La Habra to Anaheim) operates between La Habra Square and Kraemer Boulevard and La Palma Avenue in Anaheim. Route 129 travels along La Habra Boulevard, Brea Boulevard, Birch Street, and Kraemer Boulevard. Route 129 operates every day from approximately 6:00 AM to 9:15 PM with approximately 1-hour headways.

OCTA Route 143 (La Habra to Brea) operates between La Habra Square and the Brea Mall Area through the Fullerton Transportation Center along Whittier Boulevard, Harbor Boulevard, Brea Boulevard, and Birch Street. Route 143 operates on weekdays from approximately 6:15 AM to 9:20 PM with approximately 1-hour headways, and on weekends from approximately 6:20 AM to 8:15 PM with approximately 1-hour headways.

OCTA Route 153 (Brea to Anaheim) operates between the Brea Mall Area and Angel Stadium of Anaheim along Birch Street, Associated Road, Yorba Linda Boulevard, Placentia Avenue, and Batavia Street. Route 153 operates every day from approximately 7:00 AM to 8:45 PM with approximately 1-hour headways.

OCTA Route 213 (Brea to Irvine Express) operates between the Brea Park-and-Ride and University Research Park in Irvine along State College Boulevard, Brea Boulevard, I-91, and I-55. Route 213 operates on weekdays only between approximately 5:30 AM and 7:00 PM with approximately 30-minute headways. No bus service is provided on the weekends. Route 213 service was suspended on March 23, 2020 due to COVID-19 service modifications.

## EXISTING OPERATING CONDITIONS

### Existing Traffic Volumes

Existing lane configurations and traffic control at the study intersections are shown on Figure 3. Per direction from City staff, existing PM peak hour turning movement volumes were collected in September 2020. Due to the current disruptions amid the COVID-19 pandemic, an adjustment factor was applied to existing volumes, based on a comparison of existing volumes and historical counts at the intersection of Birch Street and Flower Avenue. Based on the volume comparison, an adjustment factor of 37% was applied to the new counts at study intersections. The resulting existing baseline traffic volumes are presented on Figure 4. Peak hour intersection traffic count worksheets are provided in *Appendix B*.

### Peak Hour Intersection Operations

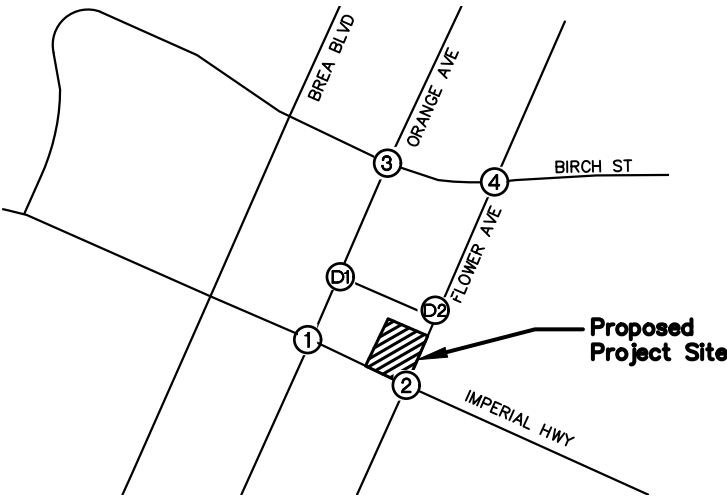
Intersection Level of Service analysis was conducted for the PM peak hour using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1. Review of this table indicates the following study intersections currently operate at an unacceptable Level of Service:

- #1 – Imperial Highway at Orange Avenue: PM – LOS E
- #2 – Imperial Highway at Flower Avenue: PM – LOS F
- #3 – Birch Street at Orange Avenue: PM – LOS F

The Level of Service for an unsignalized intersection is reported based on the single approach movement with the highest delay, which in this case, would be the southbound approach for intersections #1 and #2, and the northbound approach for Intersection #3. The traffic on these approaches would experience delay during the evening peak hour while waiting for an acceptable gap in traffic on Imperial Highway or Birch Street. While the side street approach operates at a deficient Level of Service based on the highest delay approach, the overall intersection delay would be acceptable. Any queuing that occurs on the side street is contained on the minor intersection approach, would occur for only a limited period of time during the working week, and would not impact the progression of traffic on the main arterial. Intersection analysis worksheets are provided in *Appendix C*.



NOT TO SCALE



1. Orange Ave at Imperial Hwy	2. Flower Ave at Imperial Hwy	3. Orange Ave at Birch St
4. Flower Ave at Birch St	D1. Orange Ave at Project Dwy	D2. Flower Ave at Project Dwy

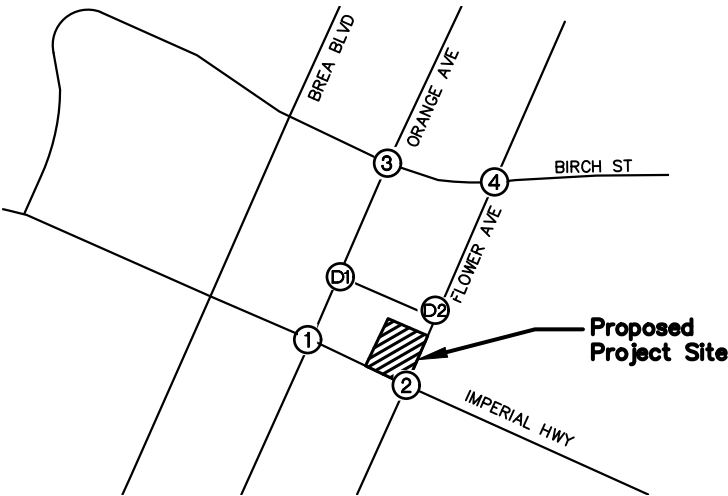
**FIGURE 3**  
**EXISTING LANE CONFIGURATION**  
**AND TRAFFIC CONTROL**

**LEGEND:**

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign



NOT TO SCALE



1. Orange Ave at Imperial Hwy	2. Flower Ave at Imperial Hwy	3. Orange Ave at Birch St
<div><div>55</div><div>2341→ 18</div><div>45 ←2436</div><div>41</div></div>	<div><div>48</div><div>62 2302→ 15</div><div>14 ←2456</div><div>22 7</div></div>	<div><div>26</div><div>849→ 45</div><div>26 ←934 26</div><div>15 1 35</div></div>
4. Flower Ave at Birch St	D1. Orange Ave at Project Dwy	D2. Flower Ave at Project Dwy
<div><div>14</div><div>25 837→ 12</div><div>4 ←23</div><div>21 ←958 49</div></div> <div><div>12</div><div>12 58</div></div>	<div><div>71</div><div>49</div></div>	<div><div>65</div><div>84</div></div>

LEGEND:

- ⊗ = Study Intersection
- XX = PM Peak Hour  
Turning Movement  
Volumes

FIGURE 4  
EXISTING PEAK HOUR TRAFFIC  
VOLUMES

Table 1 – Summary of Intersection Operations – Existing Conditions

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay /ICU	LOS
1	Imperial Highway at Orange Avenue	Unsignalized	PM	47.3	<b>E</b>
2	Imperial Highway at Flower Avenue	Unsignalized	PM	<u>≥180</u>	<b>F</b>
3	Birch Street at Orange Avenue	Unsignalized	PM	78.0	<b>F</b>
4	Birch Street at Flower Avenue	Signal	PM	0.364	A

Bold = LOS does not meet the applicable jurisdiction requirements (i.e. unacceptable LOS)

## PROJECT TRAFFIC

### *Project Trip Generation*

Trip generation estimates for the existing office building is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition average rates for Small Office Building (ITE Land Use 712). For the proposed Raising Cane's, the City has expressed that ITE average rates for Fast-food Restaurant with Drive-through (ITE Land Use 934) are likely to underestimate project trips; therefore, the ITE trip generation average rates were factored up by one standard deviation. Also, per request from City staff, the square footage for the proposed use includes the occupiable patio area, for a total square footage of 4,047 SF. Based on City's guidance, a pass-by reduction factor of 35% was applied for the proposed Raising Cane's project.

The trip generation rates and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on Table 2. After applying existing trip credits and pass-by reduction factors, the project is estimated to generate approximately 1,727 net new vehicle trips on a daily basis, with 109 net new trips in the evening peak hour.

### *Trip Distribution and Assignment*

Trip distribution assumptions for the project were based on proximity to regional and local roadways and existing travel patterns. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The project trip distribution and resulting project-related peak hour trips to be added to the surrounding street system are shown on Figure 5A and Figure 5B, respectively.

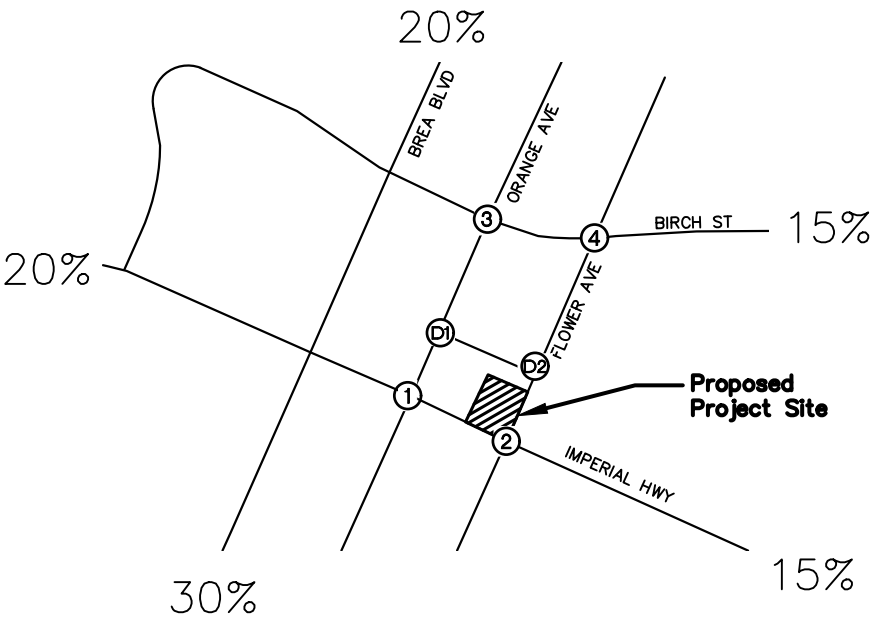


Table 2 – Summary of Project Trip Generation

Trip Generation Rates <sup>1</sup>								
Land Use	Unit	Daily Rate	AM Peak Hour <sup>2</sup>			PM Peak Hour		
			In	Out	Total	In	Out	Total
Small Office Building	ksf <sup>3</sup>	16.190	1.594	0.326	1.920	0,784	1.666	2.450
Fast Food Restaurant (w/ drive-through) <sup>2</sup>	ksf <sup>3</sup>	715.390	N/A <sup>4</sup>	N/A <sup>4</sup>	N/A <sup>4</sup>	26.281	24.259	50.540
Trip Generation Estimates								
Land Use	Units	Daily Trips	Midday Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Use								
Small Office Building	9.588 ksf	155	15	3	18	8	16	24
Proposed Use								
Raising Cane's Brea	4.047 ksf	2,895	0	0	0	106	98	204
Pass-by Trips (35% Daily, 35% PM) <sup>5</sup>		-1,013	0	0	0	-37	-34	-71
Total Net Trips for Proposed Conditions		1,882	0	0	0	69	64	133
Net Difference (Proposed Minus Existing)		1,727	-15	-3	-18	61	48	109
Notes:								
1. Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 10 <sup>th</sup> Edition, Volume 2 (September 2017)								
2. Trip Generation rates is equal to average rate plus standard deviation to account for higher trip generation than typical land use.								
3. ksf = 1,000 square feet								
4. Raising Cane's (proposed use) is not open during the morning peak hour.								
5. Per City's guidance, a maximum pass-by reduction of 35% was assumed for the proposed project.								



NOT TO SCALE



1. Orange Ave at Imperial Hwy	2. Flower Ave at Imperial Hwy	3. Orange Ave at Birch St
<div><div><div>(25%)</div><div>←(25%)</div><div>50%→</div></div></div>	<div><div><div>(25%)</div><div>(15%)</div><div>15%</div></div><div><div>50%</div><div>→</div></div></div>	<div><div><div>20%</div><div>(20%)</div></div></div>
4. Flower Ave at Birch St	D1. Orange Ave at Project Dwy	D2. Flower Ave at Project Dwy
<div><div><div>15%</div><div>(15%)</div></div></div>	<div><div><div>20%</div><div>(20%)</div><div>(25%)</div></div></div>	<div><div><div>15%</div><div>(15%)</div><div>(40%)</div><div>65%</div></div></div>

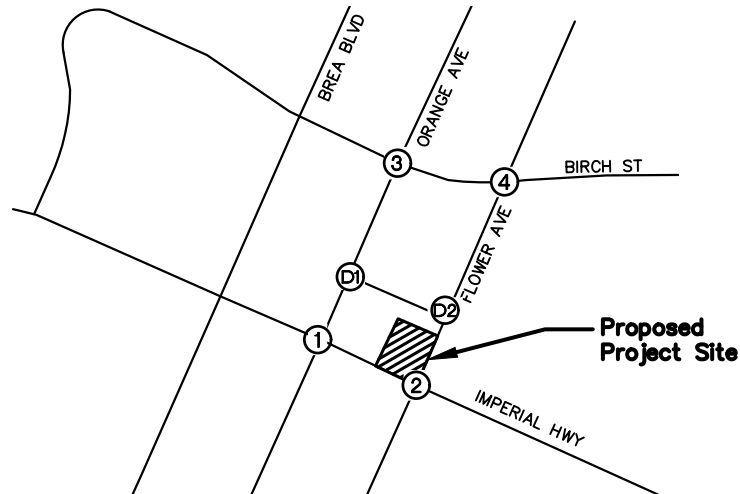
LEGEND:

- ⊗ = Study Intersection
- XX% = Trip Distribution
- (YY%) Inbound(Outbound)

FIGURE 5A  
PROJECT TRIP DISTRIBUTION



NOT TO SCALE



1. Orange Ave at Imperial Hwy	2. Flower Ave at Imperial Hwy	3. Orange Ave at Birch St
4. Flower Ave at Birch St	D1. Orange Ave at Project Dwy	D2. Flower Ave at Project Dwy

**LEGEND:**

- (X) = Study Intersection
- XX = PM Peak Hour Turning Movement Volumes
- (YY) = PM Peak Hour Pass-by Trips

**FIGURE 5B**  
**PROJECT-RELATED TRAFFIC**  
**VOLUMES**

## EXISTING PLUS PROJECT CONDITION

This section addresses the potential effects associated with adding project-related trips to Existing Conditions traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that the Project would be fully implemented at the present time, with no other changes to area traffic volumes or to the street network serving the site. This analysis assumes full development of the Project and full absorption of Project traffic on the circulation system at the present time

## Peak Hour Intersection Operations

Project-related trips were added to existing traffic volumes to develop forecasts for the Existing Plus Project scenario. The resulting PM peak hour traffic volumes are shown on Figure 6. The results of the intersection analysis for Existing Plus Project conditions are shown on Table 3. Review of this table indicates the following study intersections are projected to operate at an unacceptable Level of Service with the addition of project traffic:

- #1 – Imperial Highway at Orange Avenue: PM – LOS **F**
- #2 – Imperial Highway at Flower Avenue: PM – LOS **F**
- #3 – Birch Street at Orange Avenue: PM – LOS **F**

Signal warrant analyses for the above mentioned deficient unsignalized intersections are discussed in a subsequent section of this report. Intersection analysis worksheets are provided in *Appendix C*.

Table 3 – Summary of Intersection Operations – Existing Plus Project Conditions

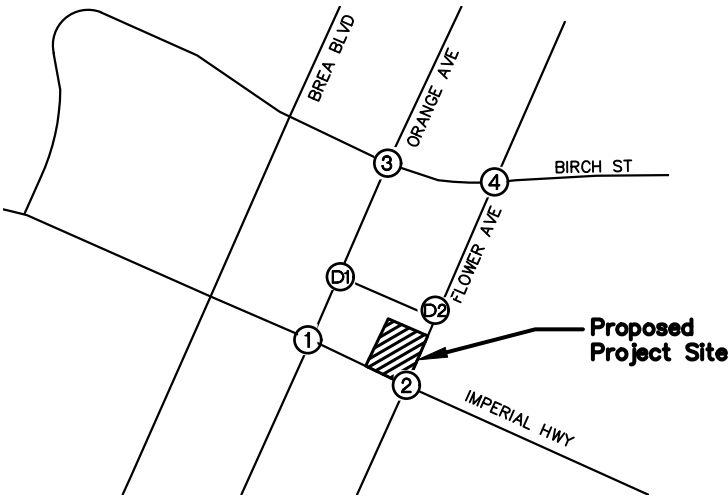
#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions		
				Delay /ICU	LOS	Delay /ICU	LOS	Change in Delay /ICU
1	Imperial Highway at Orange Avenue	Unsignalized	PM	47.3	<b>E</b>	60.1	<b>F</b>	12.8
2	Imperial Highway at Flower Avenue	Unsignalized	PM	≥180	<b>F</b>	≥180	<b>F</b>	N/A <sup>1</sup>
3	Birch Street at Orange Avenue	Unsignalized	PM	78.0	<b>F</b>	87.1	<b>F</b>	9.1
4	Birch Street at Flower Avenue	Signal	PM	0.364	A	0.369	A	0.005
5	Orange Avenue at Project Driveway	Unsignalized	PM	-	-	9.5	A	-
6	Flower Avenue at Project Driveway	Unsignalized	PM	-	-	11.0	B	-

Bold = LOS does not meet the applicable jurisdiction requirements (i.e. unacceptable LOS)

<sup>1</sup> Oversaturated conditions. Under these conditions, changes in the minor street volumes result in disproportionate changes in delay.



NOT TO SCALE



1. Orange Ave at Imperial Hwy	2. Flower Ave at Imperial Hwy	3. Orange Ave at Birch St
<div><div>↖76</div><div>↗45</div><div>↙2448</div><div>↘41</div><div>→2371</div><div>↘18</div></div>	<div><div>↖69</div><div>↗38</div><div>↙50</div><div>↘2437</div><div>→110</div><div>↘2284</div><div>↘15</div><div>↗7</div></div>	<div><div>↖26</div><div>↗26</div><div>↙934</div><div>↘26</div><div>→849</div><div>↘57</div><div>↗25</div><div>↘1</div><div>↗33</div></div>
4. Flower Ave at Birch St	D1. Orange Ave at Project Dwy	D2. Flower Ave at Project Dwy
<div><div>↖14</div><div>↗4</div><div>↙23</div><div>↘21</div><div>↙958</div><div>↘58</div><div>→25</div><div>↘837</div><div>↘12</div><div>↗12</div><div>↘12</div><div>↗65</div></div>	<div><div>↖71</div><div>↗12</div><div>↙10</div><div>↘21</div><div>→49</div></div>	<div><div>↖9</div><div>↗65</div><div>↙7</div><div>↘45</div><div>↗76</div><div>↘84</div></div>

LEGEND:

- ⊗ = Study Intersection
- XX = PM Peak Hour  
Turning Movement  
Volumes

FIGURE 6  
EXISTING PLUS PROJECT TRAFFIC  
VOLUMES

## SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted for the following unsignalized intersections:

- #1 – Imperial Highway at Orange Avenue
- #2 – Imperial Highway at Flower Avenue
- #3 – Birch Street at Orange Avenue

The warrants were conducted using Warrant 3 (Peak Hour Warrant) for Existing Plus Project conditions. The signal warrant analysis methodology is based on the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). Traffic Signal Warrant Analysis worksheets are provided in *Appendix D*. Based on Existing Plus Project volumes, Warrant 3 was not met for any of the unsignalized intersections.

#### #2 – Imperial Highway at Flower Avenue

Per request from City staff, a traffic signalization assessment was conducted for the intersection of Imperial Highway at Flower Avenue. The assessment for this intersection is based on review of the following three volume warrants found in section 4C.01 of the CA MUTCD:

- Warrant 1 - Eight Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour

Daily roadway counts at each approach of the intersection were collected on a typical weekday. An adjustment factor of 37% was applied to the 24-hour counts to account for the current traffic disruptions amid the COVID-19 pandemic. Each warrant is described in detail and the results of the warrant analysis for the study intersection are provided in the subsequent discussion.

#### *Warrant 1, Eight-Hour Vehicular Volume*

##### Warrant Criteria

The criteria for Warrant 1, Eight-Hour Vehicular Volume, are contained in Table 4C-1 of the MUTCD, and are shown on Table 4 of this report. Warrant 1 is satisfied when one of two conditions is met during any 8 hours of an average day: The Minimum Vehicular Volume, Condition A, and the Interruption of Continuous Traffic, Condition B. Condition A may be satisfied due to a significant volume on the minor street approach, while Condition B may be satisfied due to a significant volume of traffic on the major street. The details of Condition A and Condition B are listed below:

- A. The vehicles per hour given in both of the 100 percent columns of Table 4 (see Page 19) exist on the major-street and the higher-volume minor street approaches, respectively, to the intersection; or

- B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4 (see Page 19) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

Table 4 – MUTCD Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

<sup>a</sup> Basic minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

<sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

## Warrant Findings

The results for the Warrant 1 analysis for the intersection of Imperial Highway and Flower Avenue are shown in *Appendix D*. The traffic counts collected at the intersection indicate that neither Condition A nor Condition B is met based on the thresholds shown on Table 4.

## Warrant 2, Four-Hour Vehicular Volume

### Warrant Criteria

The criteria for Warrant 2, Four-Hour Vehicular Volume, are contained in Figure 4C-1 and Figure 4C-2 of the MUTCD, and are shown on Figure 7 and Figure 8 of this report. The Four-Hour Vehicular Volume Warrant is met when, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach (one direction only) fall above the applicable curve in Figure 7 for the applicable combination of approach lanes.

If the posted speed limit on the major street exceeds 40 miles per hour, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, then Figure 8 may be used in place of Figure 7.

Figure 7 – MUTCD Warrant 2, Four-Hour Vehicular Volume

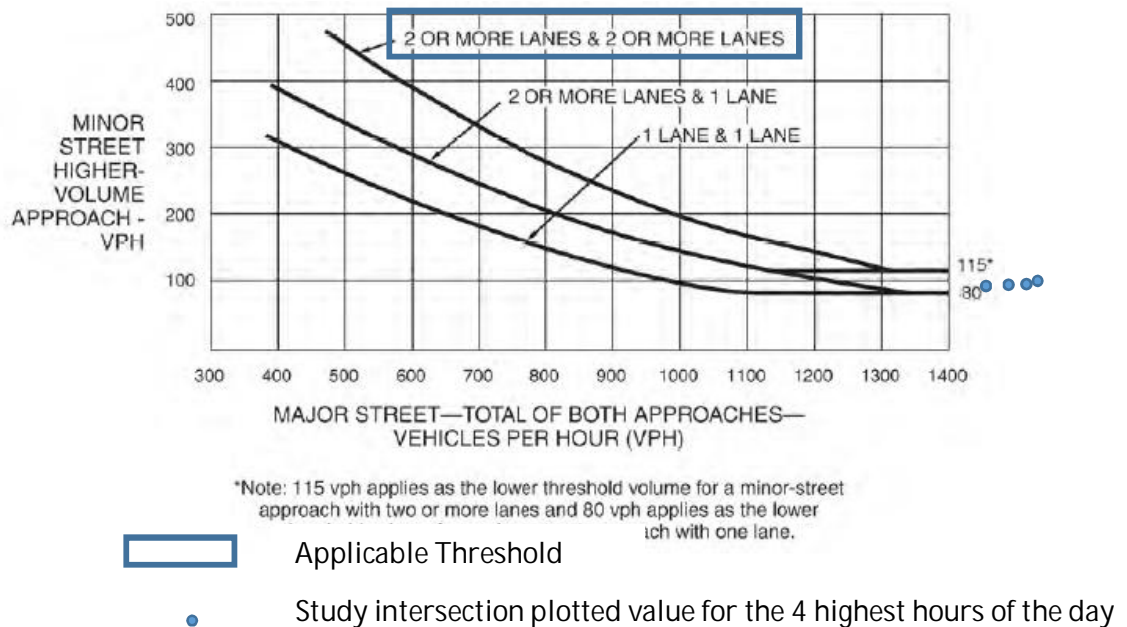
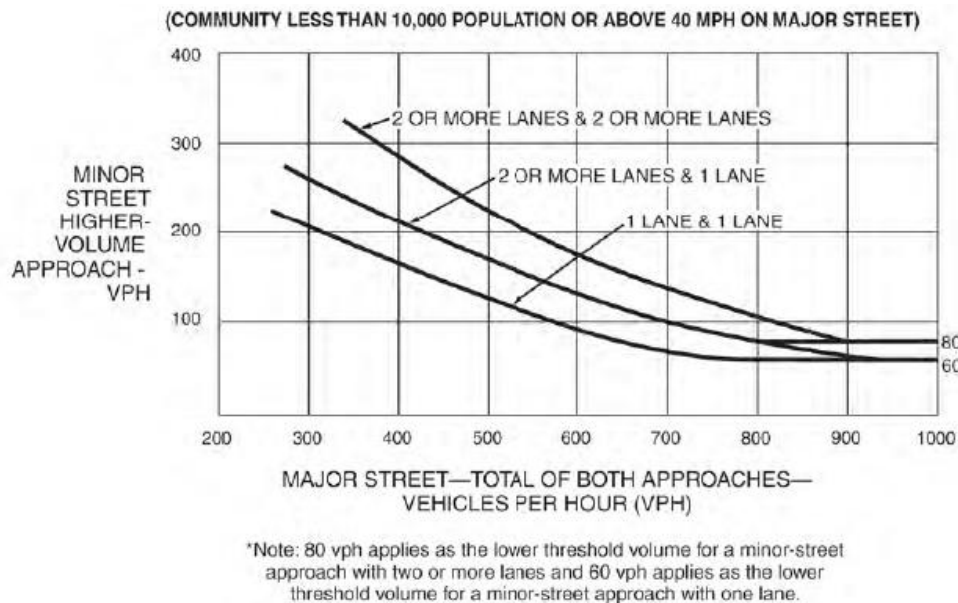


Figure 8 – MUTCD Warrant 2, Four-Hour Vehicular Volume (70% Factor)



### Warrant Findings

For the intersection of Imperial Highway and Flower Avenue, the criteria shown on Figure 7 apply. The results indicate that Warrant 2 is not satisfied based on the thresholds shown on Figure 7.



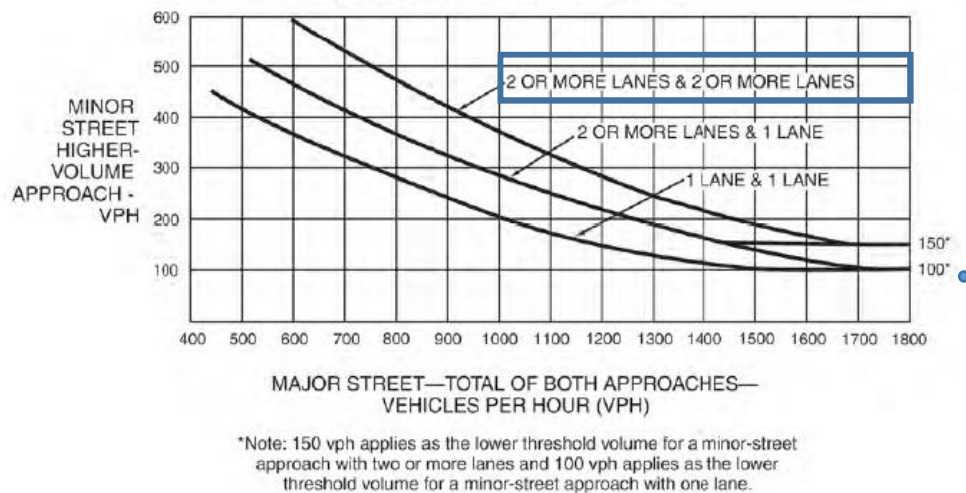
*Warrant 3, Peak Hour***Warrant Criteria**

The criteria for Warrant 3, Peak Hour Vehicular Volume, are contained in Figure 4C-3 and Figure 4C-4 of the MUTCD, and are shown on Figure 9 and Figure 10 of this report. The Peak Hour Warrant is met when either of the following two parts is met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
  1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
  2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
  3. The total entering volume serviced during the hour equals or exceeds 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 10 for the applicable combination of approach lanes.

If the posted speed on the major street exceeds 40 miles per hour, or if the intersection lies within the built-up area of an isolated community having a population less than 10,000, Figure 10 may be used in place of Figure 9.

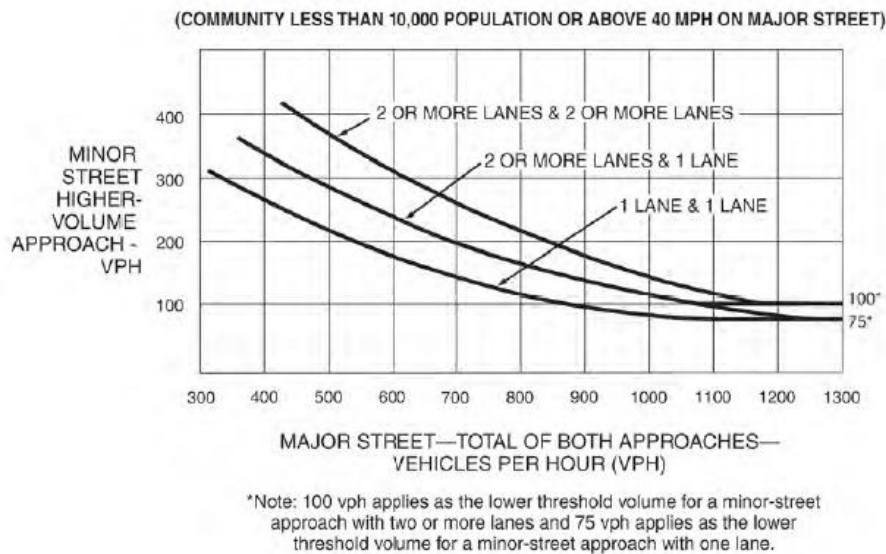
Figure 9 – MUTCD Warrant 3, Peak Hour



Applicable Threshold

Study intersection plotted value for the peak hour of the day

Figure 10 – MUTCD Warrant 3, Peak Hour (70% Factor)



### Warrant Findings

Part A.2 of Warrant 3 is not met since the minor street approach peak volume (one direction only) is less than 100 volumes; therefore, Part A is not met. For Part B, the criteria shown on Figure 9 apply. The results indicate that Part B of Warrant 3 is not met based on the thresholds shown on Figure 9. As result, Warrant 3 is not satisfied based on the criteria for Parts A and B.

### Conclusions

The existing unsignalized intersection of Imperial Highway and Flower Avenue is shown to operate at an unacceptable Level of Service under Existing Conditions. Traffic signal warrants 1, 2, and 3, based on the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), were assessed. These warrants take into consideration vehicular volumes and other criteria.

All traffic signal warrant calculations and worksheets are provided in *Appendix D*. The results of the analysis indicate that the unsignalized intersection of Imperial Highway and Flower Avenue does not satisfy CA MUTCD signal warrants 1, 2, and 3.

## RECOMMENDED IMPROVEMENTS

Based on discussion with City staff, the following improvement was evaluated:

#2 – Imperial Highway at Flower Avenue: Modify the southbound approach to restrict southbound left-turn movements. As a result of this improvement, it was assumed that 50% of the trips previously turning left from Flower Avenue onto Imperial Highway would instead head north on Flower Avenue and turn right onto Birch Street. The other 50% would use the turn right from Flower Avenue onto Imperial Highway and make a U-turn at the intersection of Imperial Highway at Brea Boulevard. A summary of the intersection operation at the study intersections before and after implementation of this improvement is provided on Table 5.

Although the intersection would continue to operate at LOS F on the minor street approach, this improvement would more than offset the project-related incremental increase in delay. Since the project is not causing the deficiency, the project's fair share was calculated based on the project's proportion of southbound approach volumes under Existing Plus Project conditions at Intersection #2, which is approximately 42.1%.

Table 5 – Summary of Intersection Operations – Existing Plus Project With Improvements

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Plus Project		Plus Project with Improvement <sup>1</sup>		
				Delay /ICU	LOS	Delay /ICU	LOS	Delay /ICU	LOS	Change in Delay /ICU <sup>2</sup>
1	Imperial Highway at Orange Avenue	Unsignalized	PM	47.3	E	60.1	<b>F</b>	61.5	<b>F</b>	14.2
2	Imperial Highway at Flower Avenue	Unsignalized	PM	<u>≥180</u>	E	<u>≥180</u>	<b>F</b>	<u>78.1</u>	<b>F</b>	<u>Reduced</u> <sup>3</sup>
3	Birch Street at Orange Avenue	Unsignalized	PM	78.0	F	87.1	<b>F</b>	87.1	<b>F</b>	9.1
4	Birch Street at Flower Avenue	Signal	PM	0.364	A	0.369	A	0.376	A	0.012
5	Orange Avenue at Project Driveway	Unsignalized	PM	-	-	9.5	A	9.5	A	-
6	Flower Avenue at Project Driveway	Unsignalized	PM	-	-	11.0	B	11.1	B	-

Bold = LOS does not meet the applicable jurisdiction requirements (i.e. unacceptable LOS)

<sup>1</sup> Intersection Improvement: Modify Intersection #2 to restrict southbound left-turn movements

<sup>2</sup> Change in Delay/ICU is the difference between Existing and With Project with Improvement conditions

<sup>3</sup> Average motorist wait times to enter Imperial Highway are anticipated to be significantly less than existing conditions

## DRIVE-THROUGH QUEUING ANALYSIS

The City has requested that a drive-through (DT) queuing analysis be conducted for the proposed project, to evaluate the adequacy of the drive-through lane queuing capacity.

The opening to the drive-through lane would be located at the southwestern corner of the project site, and the drive-through lane would wrap around the building in a counter-clockwise direction. The drive-through would provide two side-by-side entry lanes and two order boards, which would allow Raising Cane's to take orders from two customers at the same time. After the order boards, the two lanes would merge into a single drive-through lane prior to the pay and pick-up window.

There will be approximately 350 feet (approximately 175 feet per lane) of total queuing capacity from the drive-through entrance to the two order boards and approximately 90 feet from the order boards to the pick-up window. This would provide a total drive-through queue length of approximately 440 feet, for a drive-through queueing capacity of 20-22 vehicles, assuming 20-22 feet per vehicle, from the beginning of the drive-through lanes to the pay and pick-up window.

#### Queuing Data Collection

Drive-through queuing observations and counts were conducted at the following existing drive-through Raising Cane's sites:

- City of Laguna Hills: 23971 El Toro Road (~2,800 SF; DT Lane Capacity: 8 vehicles)
- City of Orange: 2249 North Tustin Street (~4,600 SF; DT Lane Capacity: 8 vehicles)
- City of Riverside: 11066 Magnolia Avenue (~4,700 SF; DT Lane Capacity: 11 vehicles)

These sites do not have dual side-by-side drive-through lanes or dual order boards. Compared to the proposed site, the majority of the existing sites are larger in square footage and provide less drive-through queuing capacity.

These sites were selected for queuing data collection because of the following site characteristics that are similar to the proposed project:

- A Raising Cane's restaurant with a drive-through lane
- Located in Southern California
- Located adjacent to or within a larger commercial center

The drive-through activity was observed during the following times for the Raising Cane's sites on a typical weekday and Saturday:

- Laguna Hills Site:
  - 11:00 AM – 2:00 PM (lunch-time)
  - 4:00 PM – 7:00 PM (commute peak hour/dinner-time)
- Orange Site:
  - 12:00 PM – 2:30 PM (lunch-time)
  - 7:00 PM – 9:30 PM (dinner-time)
- Riverside Site:
  - 11:00 AM – 2:00 PM (lunch-time)
  - 4:00 PM – 7:00 PM (commute peak hour/dinner-time)

A copy of the queuing data collection worksheets is provided in *Appendix E*.

The results of the observations are summarized in *Appendix F* for a typical weekday and Saturday. The data summaries in Appendix F present the number of vehicles in the drive-through lane, broken down into 15-minute periods, based on the observed average queue, 85<sup>th</sup> percentile queue, and the peak queue for each of the data collection periods.

### Queuing Observations

The queuing activity was observed to vary with an ebb and flow pattern throughout the data collection periods. The following vehicle movement and queuing observations of the drive-through operations at the study locations were made:

#### Laguna Hills Site

- The peak 15 minutes during the weekday lunch-time peak was from 12:15 PM to 12:30 PM, with an average queue of 9 vehicles and a peak queue of 15 vehicles.
- The peak 15 minutes during the weekday dinner-time peak was from 6:45 PM to 7:00 PM, with an average queue of 13 vehicles and a peak queue of 14 vehicles.
- The peak 15 minutes during the Saturday lunch-time peak was from 1:00 PM to 1:15 PM, with an average queue of 8 vehicles and a peak queue of 14 vehicles.
- The peak 15 minutes during the Saturday dinner-time peak was from 6:15 PM to 6:30 PM, with an average queue of 9 vehicles and a peak queue of 13 vehicles.

#### Orange Site

- The peak 15 minutes during the weekday lunch-time peak was from 12:45 PM to 1:00 PM, with an average queue of 10 vehicles and a peak queue of 16 vehicles.
- The peak 15 minutes during the weekday dinner-time peak was from 7:15 PM to 7:30 PM, with an average queue of 12 vehicles and a peak queue of 14 vehicles.
- The peak 15 minutes during the Saturday lunch-time peak was from 1:00 PM to 1:15 PM, with an average queue of 11 vehicles and a peak queue of 13 vehicles.
- The peak 15 minutes during the Saturday dinner-time peak was from 8:45 PM to 9:00 PM, with an average queue of 15 vehicles and a peak queue of 17 vehicles.

#### Riverside Site

- The peak 15 minutes during the weekday lunch-time peak was from 12:30 PM to 12:45 PM, with an average queue of 8 vehicles and a peak queue of 12 vehicles.
- The peak 15 minutes during the weekday dinner-time peak was from 6:00 PM to 6:15 PM, with an average queue of 7 vehicles and a peak queue of 11 vehicles.

- The peak 15 minutes during the Saturday lunch-time peak was from 1:30 PM to 1:45 PM, with an average queue of 10 vehicles and a peak queue of 12 vehicles.
- The peak 15 minutes during the Saturday dinner-time peak was from 6:45 PM to 7:00 PM, with an average queue of 8 vehicles and a peak queue of 11 vehicles.

#### General Observations

- At the Raising Cane's sites, spillovers outside the drive-through lane opening were observed to occur occasionally and to last briefly.
- On occasion, the spillover outside the drive-through lane was due to a delay at the order board, rather than a lack of capacity in the drive-through lane itself. A more-than-average delay at the order board (i.e., due to a large order, or indecisiveness on the part of the customer) would briefly hold up the movement of the queue, sometimes causing the remainder of the queue to extend beyond the drive-through lane opening. When the vehicle at the order board finished the ordering process and pulled forward, the remaining cars in the queue would once again move through the order and pick-up process at the normal pace, and the gap between the order board and the pick-up window would fill in.
- Some customers were observed to pull into the site; evaluate the wait time, based on the vehicle queue; and choose to park and go into the building, rather than join the existing queue.
- Based on the drive-through queuing data, the peak observed queue was 17 vehicles. The proposed site would have a drive-through queuing capacity of 20 vehicles; therefore, the proposed capacity would be able to accommodate the expected peak demand.

#### Drive-through Queue Length Calculation

To supplement the empirical data collected at the existing Raising Cane's restaurants in Laguna Hills, Orange, and Riverside, the drive-through queuing capacity was also analyzed using queuing analysis formulas published in the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3<sup>rd</sup> Edition.

Raising Cane's typical service time in the drive-through is 2-1/2 minutes from the order board to the pick-up window, with subsequent vehicles being processed at the pick-up window every 35 to 40 seconds during the peak drive-through periods.

Assuming the more conservative processing time of 40 seconds, and applying the ITE queuing formulas, the analysis indicates that the average queue length is estimated to be 9 vehicles, and the probability that the queue would be exactly 20 vehicles would be 1.34%. The probability of the queue exceeding 20 vehicles is estimated to be 13.19%. The queuing calculation worksheet and formulas are provided as *Appendix F* of this report.

The ITE queuing analysis assumes a single-lane drive-through. The occurrence of the drive-through queue extending beyond the opening of the drive-through lane is expected to be an infrequent occurrence, and of short duration. The use of dual side-by-side drive-through lanes with dual order boards would improve the service rate, which would lower the number of vehicles queuing in the drive-through, as described in the following section.

### Side-by-Side Operational Features

The proposed side-by-side configuration would begin with a two drive-through lanes at the southwestern corner of the building. Each drive-through lane would have its own order board. After the order boards, the two lanes would merge back into one lane for the pay and pick-up window.

While regular customers who are familiar with the menu choices typically would complete the order part of the process in less than the average time, infrequent or new customers are more likely to dwell at the menu board before making their choices, slowing down the process for everyone behind them. As a result, the order board is considered to be the most significant bottleneck in the drive-through process.

The side-by-side ordering configuration, as proposed by Raising Cane's, would provide two lanes with a separate order board for each lane. This will increase the number of customers processed through the order board portion of the drive-through, and "keep the line moving" even if one customer takes a longer-than-average time to make their menu selections, allowing the restaurant to continue to take and complete orders from the other order lane. The newest customer to arrive at the drive-through entrance will naturally choose the empty lane or the shorter line, so that one customer who takes a longer time to order at one order board can be by-passed, thereby not holding up the entire drive-through line.

With the added efficiency of having two order boards and the ability to by-pass customers taking a longer-than-average time to order at the other order board, the service rate would increase, compared to a single order board, as more orders can be processed. The cooks would receive the orders at a more efficient rate, which allows them to continue cooking the food, rather than waiting for the slower customer to finish ordering.

As a result of added efficiency in the cooking area, the efficiency at the pick-up window would increase, compared to a single order board, because the food would be processed by the cooking area at a more efficient rate. It should be noted that the proposed drive-through lane has a single service point at the pick-up window. The efficiencies cited are due to multiple order boards feeding the single service point.

## ON-SITE PARKING ASSESSMENT

The City of Brea's Municipal Zoning Code Section 20.08.040 "Off-Street Parking and Loading" outlines the minimum number of parking spaces per square foot by land use. This section of the Municipal Zoning Code can be found in *Appendix G*. These requirements were used to determine the adequacy of the number of parking spaces within the project site. For "drive-through restaurants", one parking space is required for each 75 SF of gross floor area under 6,000 square feet. For a site of 4,047 SF (includes occupiable outside patio area), the required number of spaces is 54 spaces. The Project proposes to provide 31 parking spaces, 4 of which will be ADA accessible spaces, resulting in a deficit of 23 parking spaces.

## Required Parking – Proposed Conditions

The minimum parking requirements for the Brea Gaslight Square with the proposed drive-through restaurant, based on Section 20.08.040 of the Brea Municipal Code, are shown in Table 6. Per the City code, the proposed parking requirement for the Brea Gaslight Square with the proposed Raising Cane's drive-through restaurant is 98 parking spaces. The proposed parking supply would provide 74 parking spaces, for a deficit of 24 parking spaces, compared to City code.

Table 6 – Parking Summary – Proposed Conditions

Building / Use	Unit	Quantity / Capacity	Parking Code	Parking Required	Parking Provided
Drive-Through Restaurant	KSF	4.047	13.30	54	31
Medical (Dentistry)	KSF	2.917	5.50	16	43
Medical (Orthodontist)	KSF	2.510	5.50	14	
Office	KSF	3.448	4.00	14	
TOTAL Parking				98	74
Parking Surplus (Deficit)				(24)	

## Drive-Through Lane Parking Credit

The City of Brea Municipal Code specifically allows a stacking credit for drive-through lanes at banks on the basis of one car for every 23 lineal feet of stacking lanes but cannot exceed 30% of the required parking for the use. Although a fast food restaurant is a different land use, the drive-through provides similar relief on the number of parking spaces that are needed to serve the land use. The proposed Raising Cane's restaurant would provide a drive-through lane queuing capacity for 20 vehicles as discussed in the queuing analysis section of this report. However, since 30% of the required 54 parking spaces for the proposed Raising Cane's amounts to 16 parking spaces, a drive-through lane parking credit of 16 additional parking spaces was used for the proposed project.



After including the additional drive-through lane parking credit to the proposed parking supply, the Brea Gaslight Square would have a proposed parking supply of 90 parking spaces. Based on a parking requirement of 98 parking spaces, this would result in a parking deficit of 8 parking spaces.

Table 7 – Parking Summary – Proposed Conditions with Drive-Through Lane Credit

Building / Use	Unit	Quantity / Capacity	Parking Code	Parking Required	Parking Provided
Drive-Through Restaurant	KSF	4.047	13.30	54	47
Medical (Dentistry)	KSF	2.917	5.50	16	43
Medical (Orthodontist)	KSF	2.510	5.50	14	
Office	KSF	3.448	4.00	14	
TOTAL Parking				98	90
Parking Surplus (Deficit)				(8)	

#### Urban Land Institute (ULI) Shared Parking Assessment

The Urban Land Institute (ULI) documents shared parking characteristics in their *Shared Parking*, 3<sup>rd</sup> Edition Publication. Furthermore, the ULI parking rates reflect the distribution between customer and employee parking demand, and adjusts the overall demand based on monthly and hourly peak demands. Generally, shared land uses within a single development can experience peak parking demands at various times throughout the day and would therefore not require the full parking for all land uses involved.

The ULI Shared Parking methodology is a multi-step process that, first, establishes the stand-alone peak parking requirements for individual uses, such as office and restaurant uses. The methodology then applies a percentage to the peak requirement for each use, for each hour of the day between the hours of 6:00 AM and midnight, reflecting the fact that the parking demand for each use varies throughout the course of the day.

Beneficial shared parking synergies exist between different uses whose peak operating times occur at different times of the day. An example of complementary uses for shared parking purposes are office and theatre. When the office parking demand is at 100% (at 10:00 and 11:00 in the morning on a weekday), the theatre parking demand is at 0%, according to the ULI Shared Parking document, Table 2-5. Conversely, when the theatre parking demand is at 100% (from 8:00 to 10:00 on a weekend night, the office has virtually no parking demand. These two uses, then, can share all or a portion of the same parking supply without detriment to the other, rather than each providing their own distinct and complete parking supply.

The ULI study also identifies monthly variations in parking demand for each use for each month of the year. Parking demand for retail peaks in the month of December, during the holiday season, and is at less than 75% from January through October. A health club, on the other hand, is at its peak during January.

Each of these factors is applied to the existing condition and incorporated into spreadsheets, which are summarized and provided in *Appendix G*. Applying these factors to a particular mix of integrated land uses yields a projected peak parking requirement, at a particular time of day (weekday and weekend) and season. In theory, the actual parking needs for that mix of uses will not exceed the projected peak, due to the interrelationships and benefits of shared parking synergies.

Based on ULI's shared parking methodology, the proposed Brea Gaslight Square parking demand by use equates to a shared parking reduction of approximately 9% on a typical weekday and 3% on a typical weekend when compared to the maximum parking demand based on ULI-provided parking ratios and assuming each land use as a stand-alone project. It should be noted that the shared parking methodology and reduction factors are based on ULI parking demand, not the City's parking rates, since ULI provides parking demands for customers and employees during a typical weekday and weekend. Based on ULI parking demand, the medical/dental office uses do not have a parking demand during the weekend. As such, while the shared parking reduction is only 3% during the weekend, the weekend parking demand is underestimated. Therefore, a shared parking reduction of 9% was applied for the shared parking analysis.

The City's Municipal Code parking requirements are assumed to represent the maximum parking demand for each land use as a stand-alone project. Therefore, the maximum parking demand for the proposed project is assumed to be 98 parking spaces. After applying the shared parking reduction of 9% to the City's parking requirement for the proposed Brea Gaslight Square of 98 parking spaces, the adjusted peak parking demand for the proposed project would be 89 parking spaces. The Brea Gaslight Square would provide 90 parking spaces, resulting in a surplus of 1 parking space, based on the shared parking analysis. Based on the shared parking synergies and fluctuations in peak parking patterns on a monthly, daily, and hourly basis, the parking demand for the combination of land uses would be accommodated with the proposed parking supply.

**Table 8 – Parking Summary – Proposed Conditions with Drive-Through Lane Credit and Shared Parking Reduction**

Building / Use	Unit	Quantity / Capacity	Parking Code	Parking Required	Parking Provided
Drive-Through Restaurant	KSF	4.047	13.30	54	47
Medical (Dentistry)	KSF	2.917	5.50	16	43
Medical (Orthodontist)	KSF	2.510	5.50	14	
Office	KSF	3.448	4.00	14	
TOTAL Parking				98	90
TOTAL Parking After Shared Parking Reduction (9%)				89	90
Parking Surplus (Deficit)				1	

## Existing Parking Utilization

As supplemental information, existing parking utilization was evaluated for the existing Brea Gaslight Square. Due to the current disruption of the novel coronavirus (COVID-19), the pandemic has affected traffic patterns. Therefore, in concurrence with City staff, the existing parking utilization for Brea Gaslight Square was evaluated using aerial imagery at the following times to reflect typical weekday and weekend operations:

- 3:11 PM Monday, July 2, 2018
- 12:27 PM Saturday, February 23, 2019
- 10:35 AM Tuesday, February 26, 2019
- 11:46 AM Sunday, June 9, 2019
- 9:55 AM Wednesday, October 2, 2019
- 11:13 AM Friday, January 24, 2020

A summary of the existing parking utilization data collection is shown on Table 9. The Nearmap aerial images are provided in *Appendix G*. Based on the aerial images, the average occupancy on a weekday was 39 occupied spaces, or 42%. The average parking occupancy on a weekend was 9 occupied spaces, or 9% occupancy. The maximum observed occupancy in the parking lot was 49% on Wednesday at 9:55 AM, with 45 occupied parking spaces of the available 91 parking spaces.

Table 9 – Existing Parking Utilization

Date	Time	Occupied Stalls	Total Stalls	Percent Occupied
Monday, July 2, 2018	3:11 PM	38	91	42%
Saturday, February 23, 2019	12:27 PM	13	91	14%
Tuesday, February 26, 2019	10:35 AM	42	91	46%
Sunday, June 09, 2019	11:46 AM	4	91	4%
Wednesday, October 02, 2019	9:55 AM	45	91	49%
Friday, January 24, 2020	11:13 AM	29	91	32%

Source: Nearmap aerial imagery

## SITE ACCESS AND CIRCULATION

Direct vehicular access provisions for the project site would be provided via one unsignalized full-access driveway on Flower Avenue and one unsignalized full-access driveway on Orange Avenue. Parking is accessed from the internal drive aisles. Maximizing drive-through operations was achieved by a segmented parking layout. There is one internal intersection of drive aisles and a dead-end access on the south side of the north-south parking aisle. Vehicles have room to maneuver in and out of parking stalls and circulate internally to the site parking. The drive-through entrance and exit are separated from the parking aisle to eliminate potential drive-through queue impacts from blocking parking.

Sidewalks are present along all study area roadways and an accessible walkway is provided from Imperial Highway to the building entrance and patio area for pedestrian access to the site.

## APPENDIX A

### APPROVED SCOPING AGREEMENT



September 14, 2020

Ms. Paige Montojo  
Associate Planner, City of Brea  
1 Civic Center Circle  
Brea, California 92821

RE: *Scoping Letter Agreement for Focused Traffic Analysis for the Proposed Raising Cane's Project in the City of Brea*

Dear Ms. Montojo:

Kimley-Horn and Associates, Inc. is submitting this Scoping Letter Agreement to the City of Brea to provide a Focused Traffic Analysis for the proposed Raising Cane's Project in the City of Brea. The proposed Focused Traffic Analysis scope for the project is presented below.

#### PROJECT DESCRIPTION

The project site is located on the northwest corner of Flower Avenue at Imperial Highway in the City of Brea. The project site is located within the existing Brea Gaslight Square. The project site is currently occupied by two office buildings with an approximate combined total of 9,588 square feet. The project will involve demolition of the two existing office buildings and the construction of a 3,267-square-foot Raising Cane's restaurant building with a drive-through and approximately 780 SF of occupiable patio area. The operating hours for walk-in and drive-through service will be from 9:00 am to 1:00 am Sunday through Thursday and 9:00 am to 3:30 am Friday through Saturday. A copy of the project site plan, dated August 4, 2020, is provided on Attachment 1.

Vehicular access provisions for the project site would be provided via the one existing shared driveway on Flower Avenue and one shared driveway on Orange Avenue. Both existing driveways will continue to be full-movement driveways. All project driveways would be unsignalized.

#### SCOPE OF FOCUSED TRAFFIC ANALYSIS

This scope is based on comments from City staff on Plan Review No. PR-20-07, as well as additional input from the City.

#### Parking Study

The parking requirements and inventory for the site is based on information from the Brea Gaslight Square Covenants, Conditions, and Restrictions (CC&R), dated January 17, 1991. The proposed use will require 95 parking spaces and will provide 88 spaces, resulting in 7 spaces,

or 7% short of code. The parking analysis will determine if stacking in the drive-through along with shared parking may address the parking deficiency, as well as handle the additional parking demand for the proposed site.

The shared parking analysis will use methodologies and assumptions from the Urban Land Institute (ULI) Shared Parking, 3<sup>rd</sup> Edition. The study will also assume credit for the drive-through lane based on the City's Municipal Code credit for bank drive-through lanes at a rate of 1 parking space per 23 lineal feet. The shared parking analysis will also take into account existing demand at the site. Due to the current disruption of the novel coronavirus (COVID-19), the pandemic has affected traffic patterns; therefore, collecting new data is discouraged. It is proposed that the existing demand be estimated based on timestamped aerials images from Nearmaps. The aerial images used for the analysis have the following timestamps:

- 9:55 AM Wednesday, October 2, 2019
- 10:35 AM Tuesday February 26, 2019
- 1:33 PM Wednesday, June 9, 2019
- 3:06 PM Monday, July 2, 2018
- 12:08 PM Saturday, January 24, 2020
- 12:27 PM Saturday February 23, 2019

#### Drive-Through Queuing Analysis

A drive-through queuing analysis will be conducted for the proposed project, to evaluate the adequacy of the drive-through lane queuing capacity. The opening to the drive-through lane would be located at the southern edge of the project site and wraps along the east and north sides of the building. The drive-through would provide two side-by-side entry lanes and two order boards, which would allow Raising Cane's to take orders from two customers at the same time. After the order boards, the two lanes would merge back into a single drive-through lane prior to the pay and pick-up window. There will be approximately 350 feet of total queuing lane capacity (approximately 175 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 90 feet from the order boards to the pick-up window. This would provide a total drive-through queue length of approximately 440 feet, for a drive-through queuing capacity of 20-22 vehicles, assuming 20-22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

Drive-through queuing will be compared to empirical data collected at three existing Raising Cane's restaurants during the weekday lunch (11am-2pm) and dinner periods (4pm-7pm). Based on correspondence with City staff, empirical drive-through queuing data collected prior to March 2020 will be provided from the following Raising Cane's sites:

- City of Orange: 2249 North Tustin Street
- City of Laguna Hills: 23971 El Toro Rd
- City of Riverside: 11066 Magnolia Ave

Additionally, the drive-through queuing capacity of the project site will also be analyzed using queuing analysis formulas published in the Institute of Transportation Engineers (ITE) Transportation Planning Handbook, 3<sup>rd</sup> Edition.

#### Trip Generation

Trip generation estimate for the existing office building is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition average rates for Small Office Building (ITE Land Use 712). For the proposed Raising Cane's, the City has expressed that ITE average rates for Fast-food Restaurant with Drive-through (ITE Land Use 934) are likely to underestimate project trips; therefore, the ITE trip generation average rates were factored up by one standard deviation. Also, per request from City staff, the square footage for the proposed use includes the occupiable patio area, for a total square footage of 4,047 SF. Based on City's guidance, a pass-by reduction factor of 35% was applied to the proposed Raising Cane's.

Trip generation rates and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on Attachment 2. Based on the trip generation estimates, the Project is expected to generate 1,727 net new daily and 109 net new trips during the evening peak hour.

#### Traffic Operation Analysis

City staff has requested the following traffic analyses be conducted to evaluate potential traffic operational impacts at selected intersections:

- Level of Service
- Traffic Control Assessment
- Site Circulation and Access Evaluation

#### Level of Service

The Level of Service (LOS) analysis will be conducted at the following study intersections:

1. Imperial Highway & Flower Avenue
2. Imperial Highway & Orange Avenue
3. Birch Street & Flower Avenue
4. Birch Street & Orange Avenue
5. Flower Avenue & Project Driveway
6. Birch Street & Project Driveway

Traffic counts will be collected during the evening(4-6PM) peak period. An adjustment factor will be applied to the new counts to account the current disruptions of the COVID-19 pandemic. This adjustment factor will be based on the percentage difference between historical and new turning movement data at the intersection of Birch Street & Flower Avenue, as well as OCTAM growth forecast. The City will provide the historical counts at Birch Street & Flower Avenue.



Level of Service will be conducted for Existing and Existing Plus Project Conditions. Intersections operating at an unacceptable LOS will be identified based on the City's LOS standard of LOS D.

Traffic Control Assessment

A traffic control assessment will be conducted to assess traffic controls at unsignalized study intersections. Traffic volumes at unsignalized intersections will be compared against Traffic Signal Warrant #3 – Peak Hour Volume Warrant in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD).

Per request from City staff, a traffic signalization assessment will be conducted for the intersection of Imperial Highway & Flower Avenue intersection based on section 4C.01 of the CA MUTCD. Kimley-Horn will collect 24-hour roadway counts at each approach and will factor collected volumes based on the same adjustment factor used for the turning movement counts.

Site Circulation and Access Evaluation

In addition to the queuing analysis, Kimley-Horn will evaluate other on-site operations such as vehicle, pedestrian, and bicycle access and circulation.

Please contact me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Trevor Briggs, P.E.  
Project Engineer

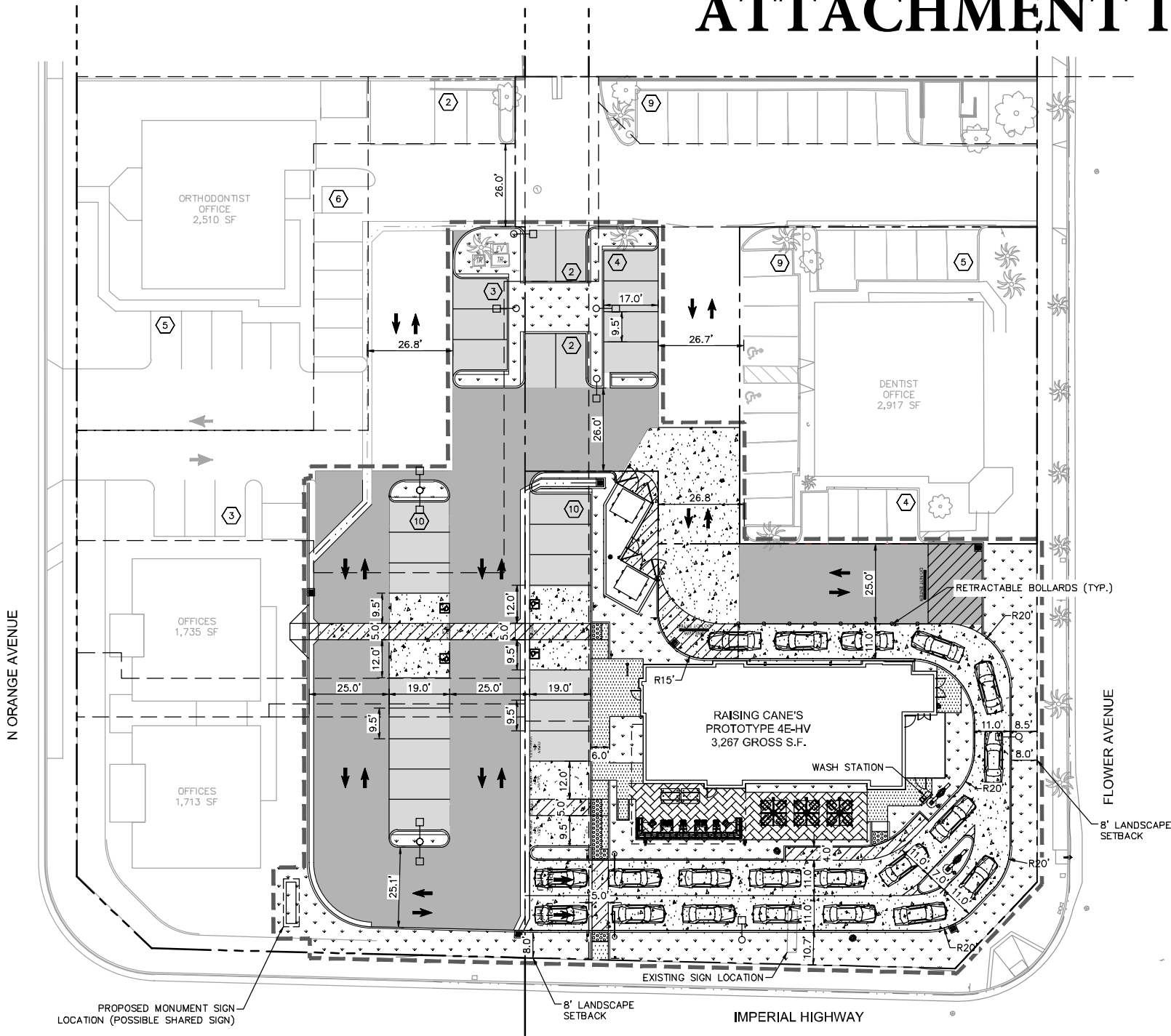
APPROVED:

By:

\_\_\_\_\_  
Paige Montojo  
Associate Planner, City of Brea

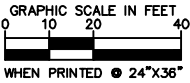
K:\ORA\_LDEV\Raising Cane's\094797086 - Brea (Imperial & Flower)\550\CADD\References\XonSite-094797086.dwg Total Site Aug 04, 2020 12:26pm by: Nina.C

# ATTACHMENT 1



## SITE DATA

ZONE:	COMMERCIAL REGIONAL (ORL OVERLAY)	
PARKING REQUIRED:	1 SPACE / 75 S.F. GROSS FLOOR AREA 3,267 S.F.) - (20.05.040-D) = 44 SPACES	
	COMPACT SPACES (20.05.040-C) - NOT MORE THAN 15% OF TOTAL SPACES	
QUEUING REQUIRED:	160 LF (MIN) PER LANE. MEASURED FROM THE PICKUP WINDOW. - (20.05.040-D)	
QUEUING PROVIDED:	INSIDE LANE - 262 LF (DRIVE THRU ENTRANCE TO PICKUP WINDOW)	
	OUTSIDE LANE - 176 LF (DRIVE THRU ENTRANCE TO LANE MERGE)	
PARKING TABLE:	RAISING CANE'S	
	REQUIRED	PROVIDED
	STANDARD	39
	COMPACT (C)	2
	MOTORCYCLE	1
DESIGNATED	EV CHARGING	2
	(EV STALLS ARE ALSO DESIGNATED FOR VANPOOL)	
ACCESSIBLE	(REQUIREMENTS FOR EV/DESIGNATED STALLS ARE BASED ON	
	PROPOSED RAISING CANE'S PARKING)	
TOTAL:	2	2
	44	35
CENTER PARKING REQUIRED:		
USE PER BUILDING	PARKING REQ'D PER SEC. 20.05.040-D	PARKING REQ'D
OFFICES (3,448 SF*)	1 SPACE / 250 SF	14 SPACES
MEDICAL (2,510 SF*)	5.5 SPACES / 1000 SF	14 SPACES
MEDICAL (2,917 SF*)	5.5 SPACES / 1000 SF	16 SPACES
RAISING CANE'S (3,267 SF)	1 SPACE / 75 SF	44 SPACES
TOTAL		88 SPACES
* SQUARE FOOTAGE BASE ON AERIAL IMAGE		
TOTAL CENTER PARKING PROVIDED:		
EXISTING UNDISTURBED AREA PARKING SPACES:	39 SPACES	
PROPOSED DISTURBED AREA PARKING SPACES:	35 SPACES	
TOTAL:	74 SPACES	



**Kimley»Horn**

765 THE CITY DRIVE, SUITE 200 | ORANGE, CA 92868  
PHONE: (714) 939-1030 | www.kimley-horn.com

TITLE:

SITE PLAN

PROJECT:

RAISING CANE'S  
RC550 - BREA

LOCATION:

255 IMPERIAL HWY  
BREA, CA

JOB NUMBER: 094797086

SCALE: 1" = 20'

DATE: 8/4/2020

SHEET: 1 OF 1

# ATTACHMENT K

## ATTACHMENT 2 SUMMARY OF PROJECT TRIP GENERATION BREA RAISING CANE'S

Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Small Office Building	712	KSF	16.190	1.594	0.326	1.920	0.784	1.666	2.450
Fast-Food Restaurant w/ Drive-Through <sup>2</sup>	934	KSF	715.390	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	26.281	24.259	50.540
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour <sup>3</sup>			PM Peak Hour		
				In	Out	Total	In	Out	Total
EXISTING USE									
Small Office Building	9.588	KSF	155	15	3	18	8	16	24
PROPOSED USE									
Fast-Food Restaurant w/ Drive-Through	4.047	KSF	2,895	0	0	0	106	98	204
Pass-by Trips (35% Daily,35% PM) <sup>4</sup>			-1,013	0	0	0	-37	-34	-71
Total Net Trips for Proposed Conditions			1,882	0	0	0	69	64	133
Net Difference (Proposed Minus Existing)			1,727	-15	-3	-18	61	48	109
<sup>1</sup> Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 10th Edition, Volume 2 (September 2017)									
<sup>2</sup> Trip Generation rates is equal to average rate plus standard deviation to account for higher trip generation than typical land use.									
<sup>3</sup> Raising Cane's (proposed use) is not open during the morning peak hour.									
<sup>4</sup> Per City's guidance, a maximum pass-by reduction of 35% was assumed for the proposed project									

## APPENDIX B

### TRAFFIC COUNT DATA WORKSHEETS

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: S. Flower Ave &amp; Birch St

City: Brea

Control: Signalized

Project ID: Historical

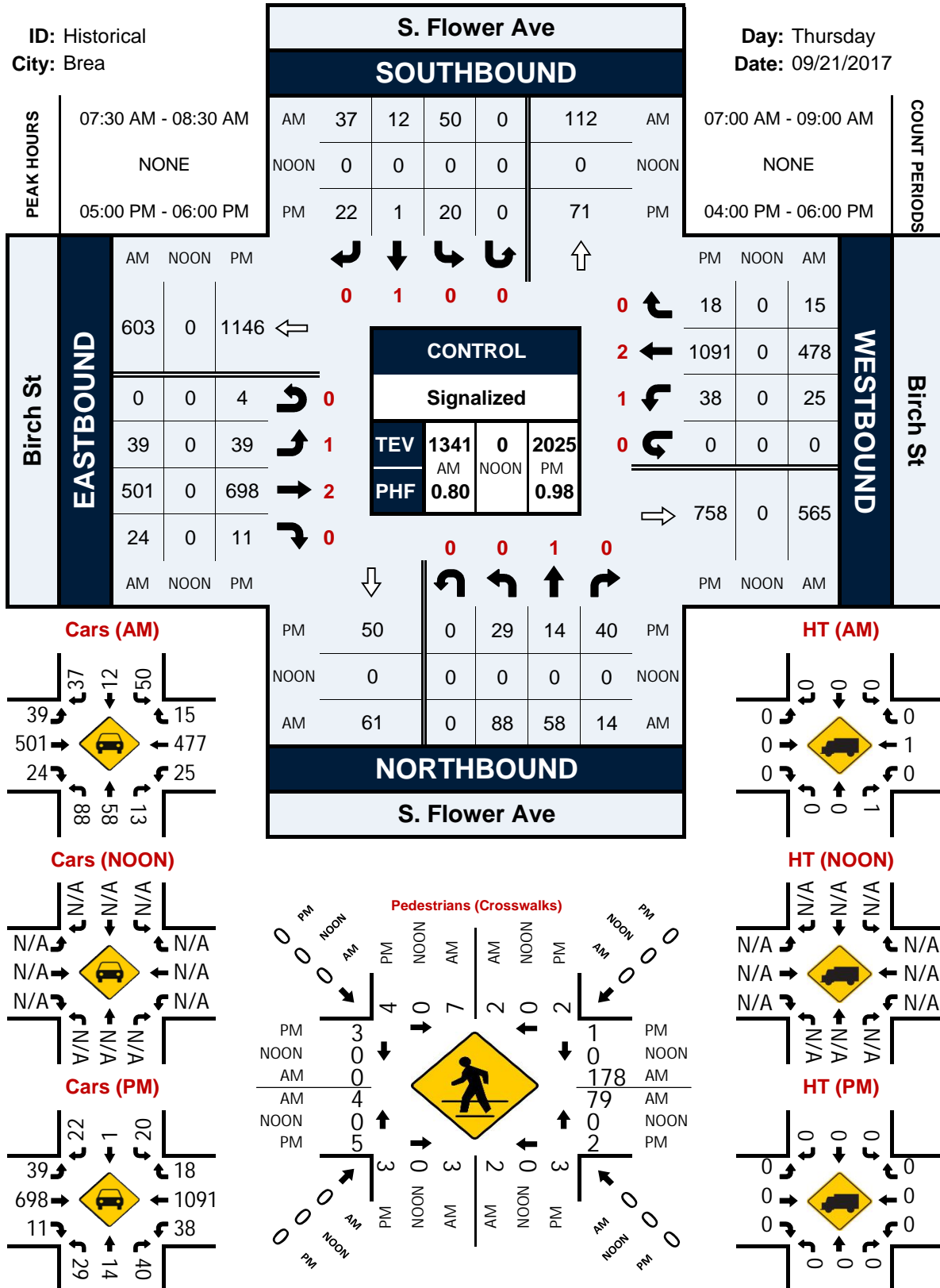
Date: 9/21/2017

**Total**

NS/EW Streets:	S. Flower Ave				S. Flower Ave				Birch St				Birch St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	14	0	7	0	3	0	2	84	0	0	7	77	1	0	195
7:15 AM	5	5	8	0	6	0	5	0	3	88	5	0	8	70	4	0	207
7:30 AM	16	11	2	0	14	1	6	0	7	124	4	0	4	126	1	0	316
7:45 AM	56	34	2	0	14	2	7	0	18	135	6	0	10	126	8	0	418
8:00 AM	13	10	3	0	14	5	16	0	9	135	8	0	7	125	5	0	350
8:15 AM	3	3	7	0	8	4	8	0	5	107	6	0	4	101	1	0	257
8:30 AM	1	3	1	0	2	3	1	0	1	98	1	0	5	98	1	0	215
8:45 AM	0	0	13	0	7	3	2	0	3	90	1	0	4	100	4	0	227
TOTAL VOLUMES :	NL 94	NT 66	NR 50	NU 0	SL 72	ST 18	SR 48	SU 0	EL 48	ET 861	ER 31	EU 0	WL 49	WT 823	WR 25	WU 0	TOTAL 2185
APPROACH %'s :	44.76%	31.43%	23.81%	0.00%	52.17%	13.04%	34.78%	0.00%	5.11%	91.60%	3.30%	0.00%	5.46%	91.75%	2.79%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	88	58	14	0	50	12	37	0	39	501	24	0	25	478	15	0	1341
PEAK HR FACTOR :	0.393	0.426	0.500	0.000	0.893	0.600	0.578	0.000	0.542	0.928	0.750	0.000	0.625	0.948	0.469	0.000	0.802
	0.435				0.707				0.887				0.899				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	3	3	12	0	5	2	3	0	5	144	0	0	10	208	4	0	399
4:15 PM	6	2	8	0	6	0	2	0	7	159	2	0	5	224	5	0	426
4:30 PM	11	2	8	0	7	1	4	0	5	175	0	1	9	227	4	0	454
4:45 PM	6	1	16	0	9	1	6	0	5	151	2	0	6	245	3	0	451
5:00 PM	7	3	11	0	6	0	3	0	7	184	4	0	13	276	5	0	519
5:15 PM	8	6	10	0	5	0	3	0	11	171	6	1	9	267	3	0	500
5:30 PM	10	2	10	0	5	1	6	0	13	168	0	1	9	272	4	0	501
5:45 PM	4	3	9	0	4	0	10	0	8	175	1	2	7	276	6	0	505
TOTAL VOLUMES :	NL 55	NT 22	NR 84	NU 0	SL 47	ST 5	SR 37	SU 0	EL 61	ET 1327	ER 15	EU 5	WL 68	WT 1995	WR 34	WU 0	TOTAL 3755
APPROACH %'s :	34.16%	13.66%	52.17%	0.00%	52.81%	5.62%	41.57%	0.00%	4.33%	94.25%	1.07%	0.36%	3.24%	95.14%	1.62%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	29	14	40	0	20	1	22	0	39	698	11	4	38	1091	18	0	2025
PEAK HR FACTOR :	0.725	0.583	0.909	0.000	0.833	0.250	0.550	0.000	0.750	0.948	0.458	0.500	0.731	0.988	0.750	0.000	0.975
	0.865				0.768				0.964				0.975				

## Peak Hour Turning Movement Count

**Day:** Thursday  
**Date:** 09/21/2017



## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: S Orange Ave & Imperial Hwy  
 City: Brea  
 Control: 2-Way Stop(NB/SB)

Project ID: 20-010012-001  
 Date: 9/17/2020

Total

NS/EW Streets:		S Orange Ave				S Orange Ave				Imperial Hwy				Imperial Hwy				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	0	1	0	0	1	0	0	0	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	0	6	0	0	0	7	0	0	434	3	0	0	430	9	0	889	
4:15 PM	0	0	5	0	0	0	1	0	0	415	4	0	0	435	7	0	867	
4:30 PM	0	0	7	0	0	0	9	0	0	467	4	0	0	406	1	0	894	
4:45 PM	0	0	10	0	0	0	11	0	0	402	4	0	0	466	10	0	903	
5:00 PM	0	0	7	0	0	0	8	0	0	450	3	0	0	412	7	0	887	
5:15 PM	0	0	6	0	0	0	10	0	0	432	3	0	0	458	5	0	914	
5:30 PM	0	0	7	0	0	0	11	0	0	425	3	0	0	442	11	0	899	
5:45 PM	0	0	7	0	0	0	10	0	0	372	3	0	0	388	11	0	791	
TOTAL VOLUMES :	0	0	55	0	0	0	67	0	0	3397	27	0	0	3437	61	0	7044	
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	99.21%	0.79%	0.00%	0.00%	98.26%	1.74%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	30	0	0	0	40	0	0	1709	13	0	0	1778	33	0	3603	
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.909	0.000	0.000	0.949	0.813	0.000	0.000	0.954	0.750	0.000	0.986	
	0.750				0.909				0.950				0.951					

S Orange Ave & Imperial Hwy

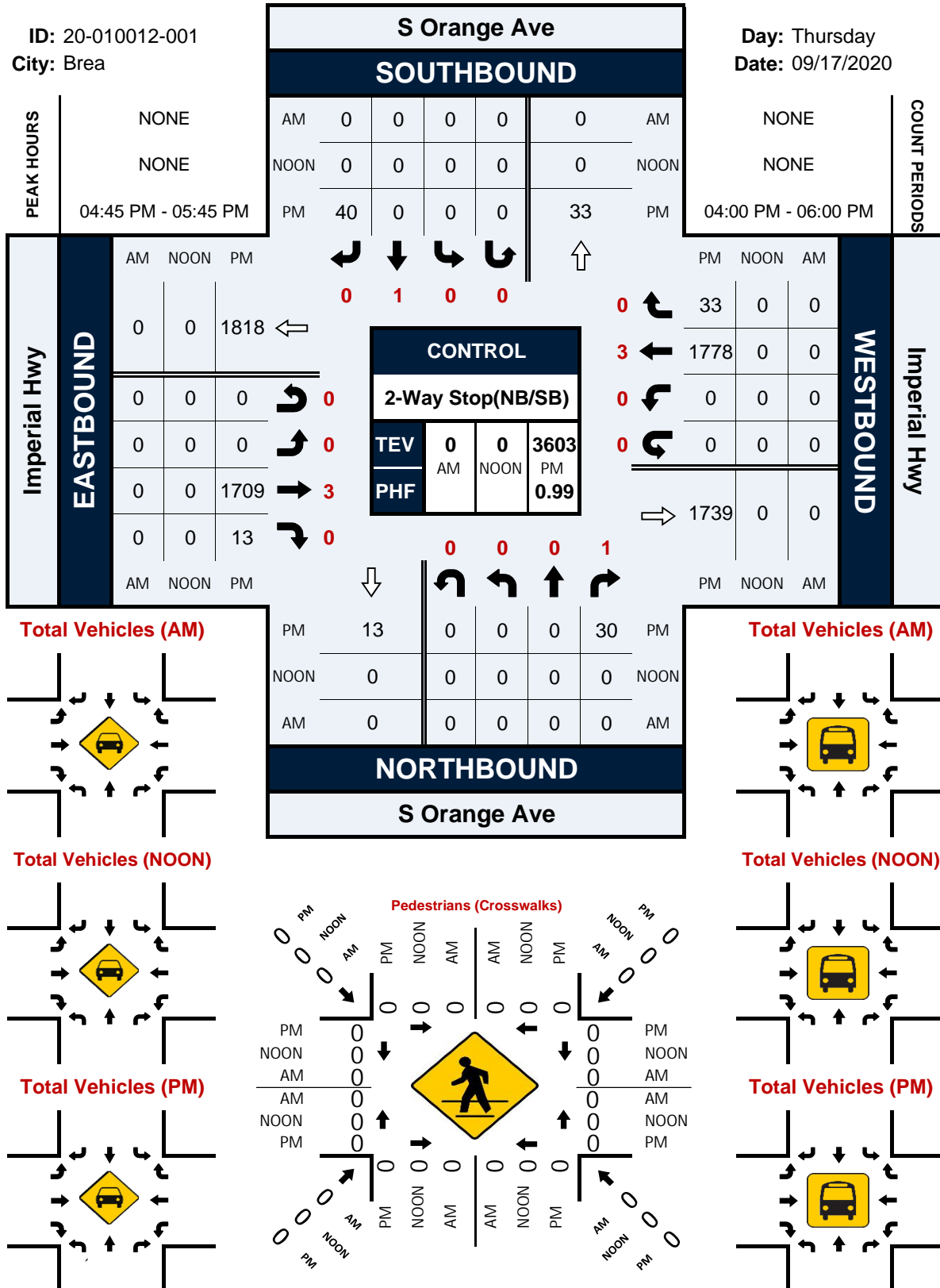
## Peak Hour Turning Movement Count

**ID:** 20-010012-001

**City:** Brea

**Day:** Thursday

**Date:** 09/17/2020





## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: S Flower Ave & Imperial Hwy  
 City: Brea  
 Control: 2-Way Stop(NB/SB)

Project ID: 20-010012-002  
 Date: 9/17/2020

Total

NS/EW Streets:	S Flower Ave				S Flower Ave				Imperial Hwy				Imperial Hwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	
4:00 PM	1	0	0	0	6	0	11	0	18	390	9	1	0	441	10	0	887
4:15 PM	0	0	1	0	2	0	13	0	10	427	2	1	0	416	4	0	876
4:30 PM	0	0	2	0	4	0	14	0	9	466	2	3	0	378	4	0	882
4:45 PM	0	0	0	0	0	0	5	0	10	382	2	2	0	479	3	0	883
5:00 PM	0	0	2	0	5	0	7	0	8	449	4	2	0	423	2	0	902
5:15 PM	0	0	0	0	2	0	17	0	14	442	1	0	0	438	5	0	919
5:30 PM	0	0	3	0	3	0	6	0	8	407	4	1	0	453	6	0	891
5:45 PM	0	0	0	0	0	0	6	0	6	385	1	0	0	383	3	0	784
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	8	0	22	0	79	0	83	3348	25	10	0	3411	37	0	7024
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	5	0	10	0	35	0	40	1680	11	5	0	1793	16	0	3595
PEAK HR FACTOR :	0.000	0.000	0.417	0.000	0.500	0.000	0.515	0.000	0.714	0.935	0.688	0.625	0.000	0.936	0.667	0.000	0.978
	0.417				0.592				0.937				0.938				

S Flower Ave & Imperial Hwy

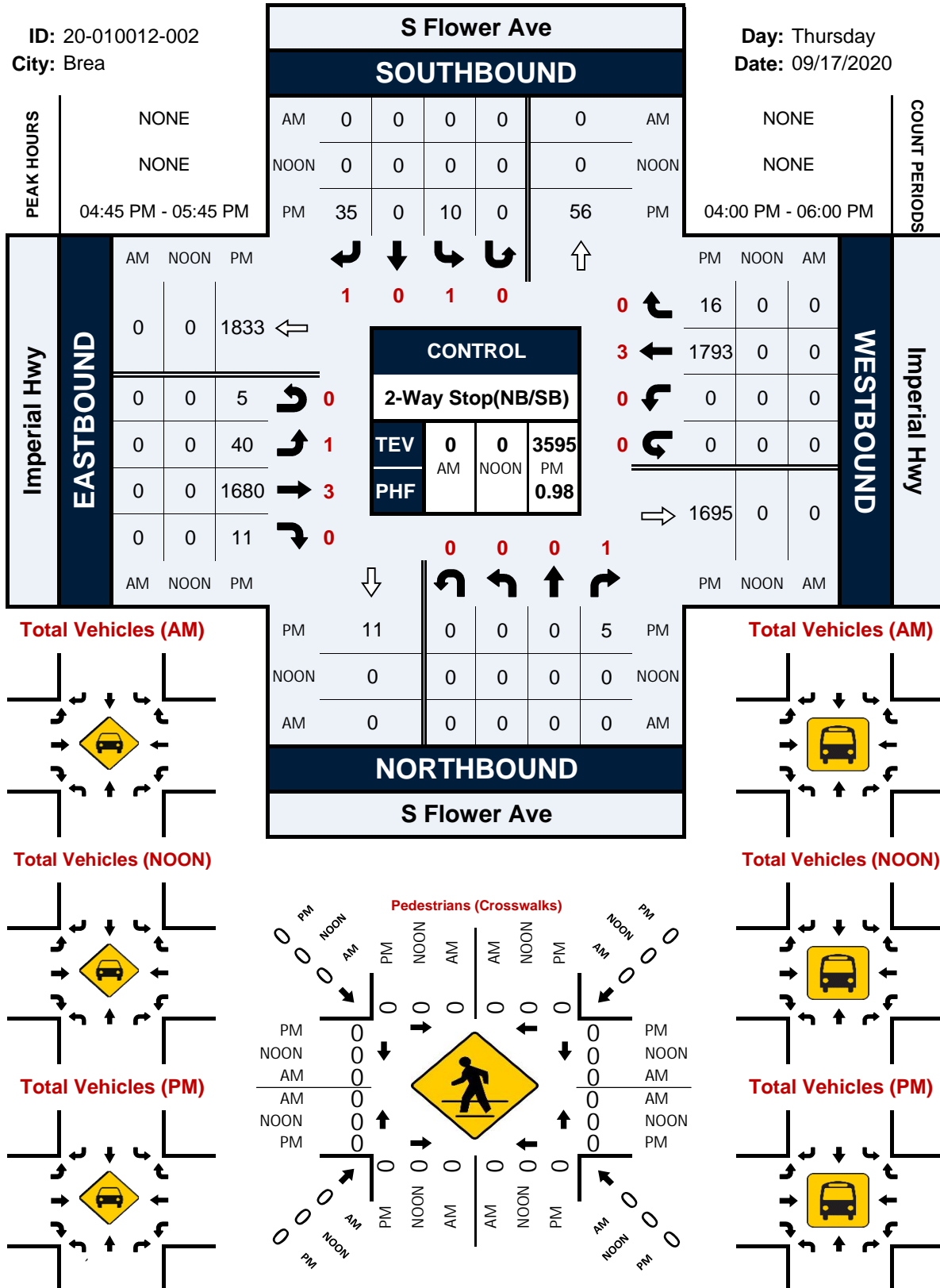
## Peak Hour Turning Movement Count

**ID:** 20-010012-002

**City:** Brea

**Day:** Thursday

**Date:** 09/17/2020



## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: S Orange Ave & E Birch St/W Birch St  
 City: Brea  
 Control: 2-Way Stop(NB/SB)

Project ID: 20-010012-003  
 Date: 9/17/2020

Total

NS/EW Streets:		S Orange Ave				S Orange Ave				E Birch St/W Birch St				E Birch St/W Birch St				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	1 SR	0 SU	0 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU		
	4:00 PM	2	0	5	0	0	1	6	0	2	139	3	0	1	163	6	0	328
	4:15 PM	1	1	6	0	0	0	5	0	0	142	7	0	2	157	1	0	322
	4:30 PM	1	0	3	0	0	0	3	0	1	139	4	0	7	145	3	0	306
	4:45 PM	2	1	7	0	0	0	3	0	2	146	5	0	6	156	0	0	328
	5:00 PM	5	0	6	0	0	0	7	0	0	170	4	0	6	186	6	0	390
	5:15 PM	1	0	5	0	0	0	4	0	2	151	10	0	4	192	3	0	372
	5:30 PM	2	0	6	1	0	1	5	0	2	153	14	0	3	148	10	0	345
	5:45 PM	5	1	4	0	0	0	2	0	0	144	7	0	2	131	3	0	299
TOTAL VOLUMES :		NL 19	NT 3	NR 42	NU 1	SL 0	ST 2	SR 35	SU 0	EL 9	ET 1184	ER 54	EU 0	WL 31	WT 1278	WR 32	WU 0	TOTAL 2690
APPROACH %'s :		29.23%	4.62%	64.62%	1.54%	0.00%	5.41%	94.59%	0.00%	0.72%	94.95%	4.33%	0.00%	2.31%	95.30%	2.39%	0.00%	
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		10	1	24	1	0	1	19	0	6	620	33	0	19	682	19	0	1435
PEAK HR FACTOR :		0.500	0.250	0.857	0.250	0.000	0.250	0.679	0.000	0.750	0.912	0.589	0.000	0.792	0.888	0.475	0.000	0.920
		0.818				0.714				0.947				0.905				

## S Orange Ave &amp; E Birch St/W Birch St

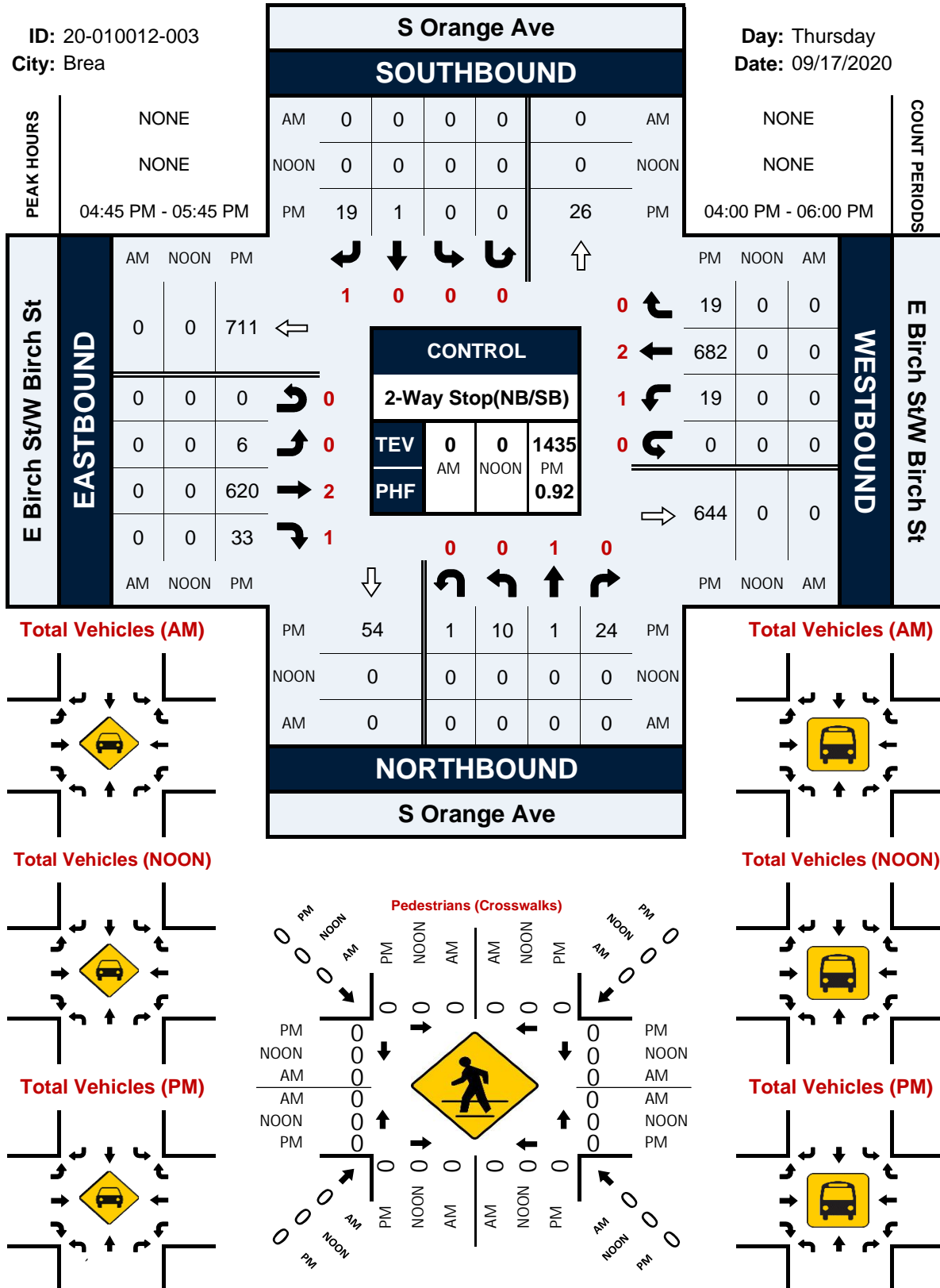
## Peak Hour Turning Movement Count

ID: 20-010012-003

City: Brea

Day: Thursday

Date: 09/17/2020



## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: S Flower Ave & E Birch St/W Birch St  
 City: Brea  
 Control: Signalized

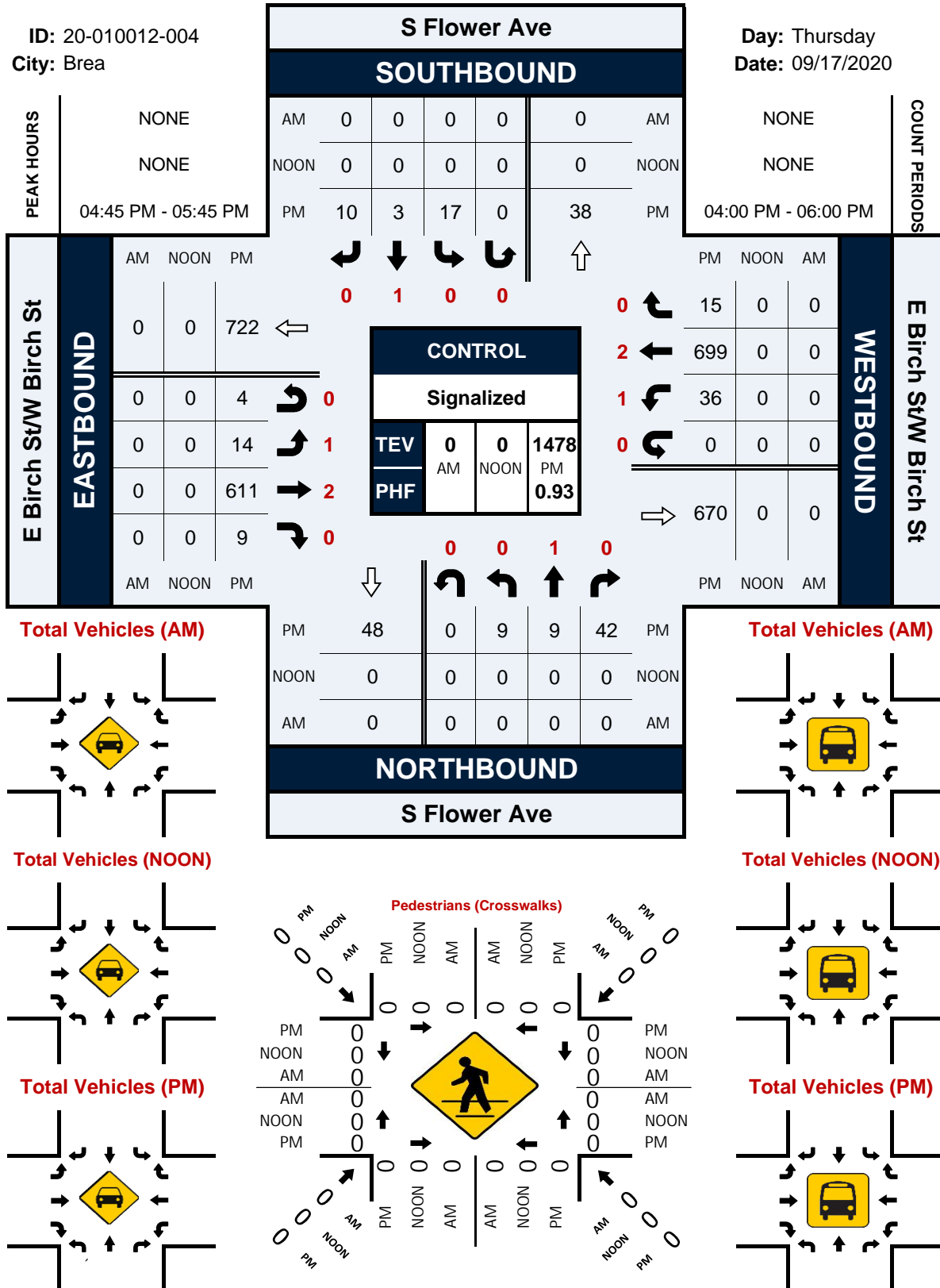
Project ID: 20-010012-004  
 Date: 9/17/2020

Total

NS/EW Streets:		S Flower Ave				S Flower Ave				E Birch St/W Birch St				E Birch St/W Birch St					
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0		
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	6	1	15	0	4	1	1	0	2	144	1	0	7	172	2	0	356	
	4:15 PM	1	1	13	0	4	1	0	0	4	143	0	0	15	155	7	0	344	
	4:30 PM	2	4	9	0	1	1	2	0	2	141	1	0	13	146	3	0	325	
	4:45 PM	2	3	8	0	3	0	2	0	2	147	2	0	5	157	4	0	335	
	5:00 PM	3	0	8	0	2	1	3	0	4	166	3	1	7	192	4	0	394	
	5:15 PM	1	5	14	0	10	1	1	0	3	152	3	0	11	194	4	0	399	
	5:30 PM	3	1	12	0	2	1	4	0	5	146	1	3	13	156	3	0	350	
	5:45 PM	2	3	8	0	2	0	3	0	10	144	0	1	7	137	2	0	319	
	TOTAL VOLUMES :	NL 20	NT 18	NR 87	NU 0	SL 28	ST 6	SR 16	SU 0	EL 32	ET 1183	ER 11	EU 5	WL 78	WT 1309	WR 29	WU 0	TOTAL 2822	
	APPROACH %'s :	16.00%	14.40%	69.60%	0.00%	56.00%	12.00%	32.00%	0.00%	2.60%	96.10%	0.89%	0.41%	5.51%	92.44%	2.05%	0.00%		
	PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
	PEAK HR VOL :	9	9	42	0	17	3	10	0	14	611	9	4	36	699	15	0	1478	
	PEAK HR FACTOR :	0.750	0.450	0.750	0.000	0.425	0.750	0.625	0.000	0.700	0.920	0.750	0.333	0.692	0.901	0.938	0.000	0.926	
		0.750				0.625				0.917				0.897					

## Peak Hour Turning Movement Count

**Day:** Thursday  
**Date:** 09/17/2020



## ATTACHMENT K

Prepared by National Data &amp; Surveying Services

## VOLUME

S Flower Ave S/O Imperial Hwy

Day: Thursday  
Date: 9/17/2020City: Brea  
Project #: CA20\_10013\_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					69	95						0	0	164	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0			0		12:00	1	2			3			
00:15	0	1			1		12:15	1	1			2			
00:30	0	0			0		12:30	1	2			3			
00:45	0	0	1		0	1	12:45	4	7	2	7	6	14	9	
01:00	0	0			0		13:00	0	0			0			
01:15	1	0			1		13:15	0	1			1			
01:30	0	0			0		13:30	2	1			3			
01:45	0	1	0		0	1	13:45	0	2	1	3	1	5	2	
02:00	0	0			0		14:00	2	0			2			
02:15	0	0			0		14:15	1	1			2			
02:30	0	0			0		14:30	0	1			1			
02:45	0	0			0		14:45	1	4	2	4	3	8	5	
03:00	0	0			0		15:00	2	3			5			
03:15	0	0			0		15:15	0	3			3			
03:30	0	0			0		15:30	0	1			1			
03:45	0	0			0		15:45	3	5	6	13	9	18	6	
04:00	0	0			0		16:00	0	7			7			
04:15	1	1			2		16:15	0	4			4			
04:30	0	0			0		16:30	2	2			4			
04:45	0	1	0	1	0	2	16:45	1	3	2	15	3	18	4	
05:00	0	1			1		17:00	2	4			6			
05:15	0	0			0		17:15	0	1			1			
05:30	1	1			2		17:30	3	5			8			
05:45	0	1	1	3	1	4	17:45	0	5	1	11	1	16	6	
06:00	0	0			0		18:00	1	3			4			
06:15	1	1			2		18:15	0	0			0			
06:30	1	1			2		18:30	0	1			1			
06:45	0	2	0	2	0	4	18:45	1	2	1	5	2	7	2	
07:00	0	3			3		19:00	5	1			6			
07:15	1	0			1		19:15	0	0			0			
07:30	0	2			2		19:30	0	2			2			
07:45	0	1	0	5	0	6	19:45	2	7	0	3	2	10	9	
08:00	1	0			1		20:00	1	0			1			
08:15	1	1			2		20:15	0	2			2			
08:30	2	2			4		20:30	1	0			1			
08:45	1	5	0	3	1	8	20:45	1	3	0	2	1	5	4	
09:00	1	2			3		21:00	0	1			1			
09:15	1	0			1		21:15	0	0			0			
09:30	2	1			3		21:30	1	1			2			
09:45	2	6	1	4	3	10	21:45	1	2	2	4	3	6	2	
10:00	1	0			1		22:00	0	2			2			
10:15	1	0			1		22:15	1	0			1			
10:30	0	2			2		22:30	1	0			1			
10:45	1	3	1	3	2	6	22:45	2	4	0	2	2	6	5	
11:00	2	0			2		23:00	0	0			0			
11:15	0	0			0		23:15	0	0			0			
11:30	2	2			4		23:30	0	0			0			
11:45	1	5	2	4	3	9	23:45	0	0			0			#VALUE!
TOTALS	25	26			51		TOTALS	44	69			113			
SPLIT %	49.0%	51.0%			31.1%		SPLIT %	38.9%	61.1%			68.9%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					69	95						0	0	164	
AM Peak Hour	09:00	11:30			11:30		PM Peak Hour	12:00	15:45			15:45			
AM Pk Volume	6	7			12		PM Pk Volume	7	19			24			
Pk Hr Factor	0.750	0.875			0.750		Pk Hr Factor	0.438	0.679			0.667			
7 - 9 Volume	6	8	0	0	14		4 - 6 Volume	8	26	0	0	34			
7 - 9 Peak Hour	08:00	07:00			08:00		4 - 6 Peak Hour	16:45	16:00			16:00			
7 - 9 Pk Volume	5	5	0	0	8		4 - 6 Pk	6	15	0	0	18			
Pk Hr Factor	0.625	0.417	0.000	0.000	0.500		Pk Hr Factor	0.500	0.536	0.000	0.000	0.643			

## ATTACHMENT K

Prepared by National Data &amp; Surveying Services

## VOLUME

Imperial Hwy W/O S Flower Ave

Day: Thursday  
Date: 9/17/2020City: Brea  
Project #: CA20\_10013\_002

DAILY TOTALS						NB		SB								EB		WB		Total							
						0		0								23,302		23,179		46,481							
AM Period	NB		SB		EB		WB		TOTAL			PM Period	NB		SB		EB		WB		TOTAL						
00:00					40		34		74			12:00					410		390		800						
00:15					63		43		106			12:15					417		359		776						
00:30					39		36		75			12:30					399		348		747						
00:45			191		49		148		84 339		237	12:45					400		1626 418 1515		818 3141		2016				
01:00					30		32		62			13:00					351		431		782						
01:15					25		31		56			13:15					373		487		860						
01:30					26		24		50			13:30					342		502		844						
01:45			108		27		17 104		44 212		134	13:45					412		1478 501 1921		913 3399		1833				
02:00					25		22		47			14:00					369		364		733						
02:15					29		15		44			14:15					366		403		769						
02:30					29		22		51			14:30					409		361		770						
02:45			118		35		35 94		70 212		146	14:45					491		1635 426 1554		917 3189		2027				
03:00					29		15		44			15:00					378		375		753						
03:15					30		38		68			15:15					426		411		837						
03:30					44		52		96			15:30					447		418		865						
03:45			148		45		71 176		116 324		184	15:45					469		1720 382 1586		851 3306		2133				
04:00					44		63		107			16:00					418		454		872						
04:15					55		56		111			16:15					440		430		870						
04:30					100		68		168			16:30					480		395		875						
04:45			311		112		111 298		223 609		386	16:45					396		1734 486 1765		882 3499		2150				
05:00					83		76		159			17:00					463		432		895						
05:15					137		92		229			17:15					457		455		912						
05:30					160		115		275			17:30					420		460		880						
05:45			556		176		197 480		373 1036		689	17:45					392		1732 389 1736		781 3468		2148				
06:00					165		145		310			18:00					386		417		803						
06:15					212		148		360			18:15					379		403		782						
06:30					241		187		428			18:30					346		411		757						
06:45			886		268		230 710		498 1596		1099	18:45					330		1441 362 1593		692 3034		1787				
07:00					270		274		544			19:00					309		349		658						
07:15					280		290		570			19:15					286		338		624						
07:30					356		328		684			19:30					288		297		585						
07:45			1261		355		360 1252		715 2513		1564	19:45					268		1151 255 1239		523 2390		1427				
08:00					325		368		693			20:00					259		228		487						
08:15					322		289		611			20:15					214		257		471						
08:30					303		337		640			20:30					191		203		394						
08:45			1229		279		340 1334		619 2563		1524	20:45					158		822 193 881		351 1703		1019				
09:00					265		296		561			21:00					191		160		351						
09:15					253		283		536			21:15					159		157		316						
09:30					295		271		566			21:30					154		138		292						
09:45			1115		302		305 1155		607 2270		1383	21:45					113		617 135 590		248 1207		765				
10:00					294		270		564			22:00					113		109		222						
10:15					335		286		621			22:15					104		108		212						
10:30					326		296		622			22:30					89		89		178						
10:45			1304		349		297 1149		646 2453		1617	22:45					73		379 65 371		138 750		470				
11:00					355		302		657			23:00					86		68		154						
11:15					332		332		664			23:15					56		53		109						
11:30					412		328		740			23:30					57		54		111						
11:45			1485		386		348 1310		734 2795		1841	23:45					56		255 43 218		99 473		316				
TOTALS					8712		8210		16922			TOTALS					14590		14969		29559						
SPLIT %					51.5%		48.5%		36.4%			SPLIT %					49.4%		50.6%		63.6%						
DAILY TOTALS						NB		SB								EB		WB		Total							
						0		0								23,302		23,179		46,481							
AM Peak Hour						11:30		11:45		11:45		PM Peak Hour						15:45		13:00		16:45					
AM Pk Volume						1625		1445		3057		PM Pk Volume						1807		1921		3569					
Pk Hr Factor						0.974		0.926		0.955		Pk Hr Factor						0.941		0.957		0.978					
7 - 9 Volume						0		0		2490		2586		5076		4 - 6 Volume						0		0		6967	
7 - 9 Peak Hour						0		0		07:30		07:45		07:30		4 - 6 Peak Hour						0		0		16:45	
7 - 9 Pk Volume						0		0		1358		1354		2703		4 - 6 Pk						0		0		1796	
Pk Hr Factor						0.000		0.000		0.954		0.920		0.945		Pk Hr Factor						0.000		0.000		0.935	



## ATTACHMENT K

Prepared by National Data &amp; Surveying Services

## VOLUME

S Flower Ave N/O Imperial Hwy

Day: Thursday  
Date: 9/17/2020City: Brea  
Project #: CA20\_10013\_003

DAILY TOTALS												Total
												1,491
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL
00:00	2	0			2		12:00	14	7			21
00:15	0	1			1		12:15	21	7			28
00:30	0	1			1		12:30	20	11			31
00:45	0	2	1	3	1	4	12:45	16	71	14	39	30
01:00	0	2			2		13:00	17	17			34
01:15	1	1			2		13:15	17	16			33
01:30	1	1			2		13:30	17	11			28
01:45	1	3	0	4	1	5	13:45	17	68	15	59	32
02:00	1	2			3		14:00	13	19			32
02:15	1	1			2		14:15	14	7			21
02:30	1	0			1		14:30	13	12			25
02:45	1	4	0	3	1	4	14:45	17	57	17	55	34
03:00	1	1			2		15:00	13	15			28
03:15	3	0			3		15:15	10	7			17
03:30	0	0			0		15:30	15	10			25
03:45	2	6	0	1	2	1	15:45	15	53	14	46	29
04:00	0	0			0		16:00	26	15			41
04:15	2	1			3		16:15	15	17			32
04:30	3	2			5		16:30	12	17			29
04:45	3	8	0	3	3	4	16:45	13	66	7	56	20
05:00	0	1			1		17:00	11	11			22
05:15	3	2			5		17:15	20	19			39
05:30	3	1			4		17:30	14	9			23
05:45	6	12	4	8	10	10	17:45	9	54	7	46	16
06:00	6	6			12		18:00	15	7			22
06:15	7	4			11		18:15	18	11			29
06:30	4	6			10		18:30	9	14			23
06:45	8	25	6	22	14	27	18:45	10	52	8	40	18
07:00	6	7			13		19:00	14	10			24
07:15	2	7			9		19:15	12	10			22
07:30	11	7			18		19:30	10	8			18
07:45	12	31	12	33	24	41	19:45	9	45	4	32	13
08:00	9	7			16		20:00	11	14			25
08:15	9	12			21		20:15	5	11			16
08:30	12	14			26		20:30	6	13			19
08:45	11	41	12	45	23	56	20:45	4	26	10	48	14
09:00	12	13			25		21:00	2	8			10
09:15	7	3			10		21:15	2	3			5
09:30	9	9			18		21:30	10	4			14
09:45	11	39	11	36	22	45	21:45	8	22	3	18	11
10:00	10	16			26		22:00	1	5			6
10:15	14	8			22		22:15	3	5			8
10:30	4	10			14		22:30	3	4			7
10:45	10	38	3	37	13	46	22:45	3	10	0	14	3
11:00	10	12			22		23:00	3	2			5
11:15	12	9			21		23:15	3	1			4
11:30	8	16			24		23:30	2	4			6
11:45	11	41	13	50	24	62	23:45	1	9	3	10	4
TOTALS	250	245			495		TOTALS	533	463			996
SPLIT %	50.5%	49.5%			33.2%		SPLIT %	53.5%	46.5%			66.8%

DAILY TOTALS												Total
												1,491
AM Peak Hour	11:45	08:15			11:45		PM Peak Hour	12:15	15:45			15:45
AM Pk Volume	66	51			104		PM Pk Volume	74	63			131
Pk Hr Factor	0.786	0.911			0.839		Pk Hr Factor	0.881	0.926			0.799
7 - 9 Volume	72	78	0	0	150		4 - 6 Volume	120	102	0	0	222
7 - 9 Peak Hour	07:45	07:45			07:45		4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	42	45	0	0	87		4 - 6 Pk	66	56	0	0	122
Pk Hr Factor	0.875	0.804	0.000	0.000	0.837		Pk Hr Factor	0.635	0.824	0.000	0.000	0.744

## ATTACHMENT K

Prepared by National Data &amp; Surveying Services

## VOLUME

Imperial Hwy E/O S Flower Ave

Day: Thursday  
Date: 9/17/2020City: Brea  
Project #: CA20\_10013\_004

DAILY TOTALS						NB		SB		EB						WB		Total	
						0		0		22,823						22,805		45,628	
AM Period	NB		SB		EB	WB	TOTAL			PM Period	NB		SB		EB	WB	TOTAL		
00:00					38	34	72			12:00					402	388	790		
00:15					64	45	109			12:15					408	348	756		
00:30					37	35	72			12:30					391	338	729		
00:45					48	187	36	150	186	12:45					384	1585	406	1480	1835
01:00					27	32	59			13:00					340	429	769		
01:15					23	29	52			13:15					362	475	837		
01:30					25	24	49			13:30					331	485	816		
01:45					26	101	17	102	126	13:45					407	1440	498	1887	2340
02:00					25	23	48			14:00					359	366	725		
02:15					28	17	45			14:15					353	390	743		
02:30					30	22	52			14:30					402	354	756		
02:45					34	117	34	96	119	14:45					479	1593	421	1531	1898
03:00					28	15	43			15:00					373	372	745		
03:15					29	36	65			15:15					414	410	824		
03:30					43	52	95			15:30					439	409	848		
03:45					43	143	69	172	213	15:45					455	1681	377	1568	1944
04:00					43	63	106			16:00					396	451	847		
04:15					56	58	114			16:15					430	420	850		
04:30					99	67	166			16:30					472	382	854		
04:45					106	304	109	297	368	16:45					382	1680	482	1735	2151
05:00					84	76	160			17:00					456	425	881		
05:15					136	91	227			17:15					444	443	887		
05:30					158	116	274			17:30					413	459	872		
05:45					173	551	195	478	593	17:45					385	1698	386	1713	2124
06:00					162	141	303			18:00					372	412	784		
06:15					211	148	359			18:15					370	404	774		
06:30					236	181	417			18:30					339	396	735		
06:45					260	869	229	699	867	18:45					322	1403	356	1568	1944
07:00					269	266	535			19:00					302	345	647		
07:15					274	283	557			19:15					275	345	620		
07:30					353	323	676			19:30					285	289	574		
07:45					351	1247	357	1229	1524	19:45					269	1131	243	1222	1515
08:00					320	363	683			20:00					255	219	474		
08:15					319	281	600			20:15					210	249	459		
08:30					296	332	628			20:30					184	193	377		
08:45					272	1207	334	1310	1624	20:45					157	806	192	853	1058
09:00					261	293	554			21:00					188	160	348		
09:15					251	273	524			21:15					150	152	302		
09:30					292	272	564			21:30					149	139	288		
09:45					297	1101	294	1132	1404	21:45					115	602	133	584	724
10:00					285	261	546			22:00					111	109	220		
10:15					327	280	607			22:15					104	109	213		
10:30					320	292	612			22:30					88	92	180		
10:45					343	1275	294	1127	1397	22:45					74	377	65	375	465
11:00					349	302	651			23:00					86	68	154		
11:15					331	322	653			23:15					58	53	111		
11:30					404	315	719			23:30					54	52	106		
11:45					385	1469	342	1281	1588	23:45					58	256	43	216	268
TOTALS					8571	8073	16644			TOTALS					14252	14732	28984		
SPLIT %					51.5%	48.5%	36.5%			SPLIT %					49.2%	50.8%	63.5%		

DAILY TOTALS						NB		SB		EB						WB		Total	
						0		0		22,823						22,805		45,628	
AM Peak Hour					11:30	11:45	11:45			PM Peak Hour					16:30	13:00	16:45		
AM Pk Volume					1599	1416	3002			PM Pk Volume					1754	1887	3504		
Pk Hr Factor					0.980	0.912	0.950			Pk Hr Factor					0.929	0.947	0.988		
7 - 9 Volume	0	0			2454	2539	4993			4 - 6 Volume	0	0			3378	3448	6826		
7 - 9 Peak Hour					07:30	07:45	07:30			4 - 6 Peak Hour					16:30	16:45	16:45		
7 - 9 Pk Volume	0	0			1343	1333	2667			4 - 6 Pk	0	0			1754	1809	3504		
Pk Hr Factor	0.000	0.000			0.951	0.918	0.942			Pk Hr Factor	0.000	0.000			0.929	0.938	0.988		

## APPENDIX C

### INTERSECTION ANALYSIS WORKSHEETS

RC Brea

Vistro File: \...\Brea RC.vistro

Scenario 1 EX PM

Report File: \...\1 EX PM.pdf

12/2/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Orange Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	SB Right	0.403	47.3	E
2	Flower Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	SB Left	16.117	10,000.0	F
3	Orange Avenue at Birch Street	Two-way stop	HCM 6th Edition	NB Thru	0.018	78.0	F
4	Flower Avenue at Birch Street	Signalized	ICU 1	WB Thru	0.364	-	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Orange Avenue at Imperial Highway**

Control Type:	Two-way stop	Delay (sec / veh):	47.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

**Intersection Setup**

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
Base Volume Input [veh/h]	0	0	41	0	0	55	0	2341	18	0	2436	45
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	41	0	0	55	0	2341	18	0	2436	45
Peak Hour Factor	1.0000	1.0000	0.9860	1.0000	1.0000	0.9860	1.0000	0.9860	0.9860	1.0000	0.9860	0.9860
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]	0	0	10	0	0	14	0	594	5	0	618	11
Total Analysis Volume [veh/h]	0	0	42	0	0	56	0	2374	18	0	2471	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.27	0.00	0.00	0.40	0.00	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	37.13	0.00	0.00	47.35	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			E			E		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.05	0.00	0.00	1.73	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	26.32	0.00	0.00	43.34	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	37.13			47.35			0.00			0.00		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	0.84											
Intersection LOS	E											

# ATTACHMENT K

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Version 7.00-06

## Intersection Level Of Service Report Intersection 2: Flower Avenue at Imperial Highway

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	16.117

### Intersection Setup

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
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 Pocket	0	0	0	0	0	1	1	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	0	0	7	14	0	48	62	2302	15	0	2456	22
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	14	0	48	62	2302	15	0	2456	22
Peak Hour Factor	1.0000	1.0000	0.9780	0.9780	1.0000	0.9780	0.9780	0.9780	0.9780	1.0000	0.9780	0.9780
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]	0	0	2	4	0	12	16	588	4	0	628	6
Total Analysis Volume [veh/h]	0	0	7	14	0	49	63	2354	15	0	2511	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	16.12	0.00	0.36	0.95	0.02	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	29.16	10000.0	0.00	45.10	199.39	0.00	0.00	0.00	0.00	0.00
Movement LOS			D	F		E	F	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	3.25	0.00	1.47	4.64	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.50	81.36	0.00	36.73	116.10	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.16			2257.30			5.17			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	30.78											
Intersection LOS	F											



# ATTACHMENT K

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Version 7.00-06

## Intersection Level Of Service Report Intersection 3: Orange Avenue at Birch Street

Control Type:	Two-way stop	Delay (sec / veh):	78.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

### Intersection Setup

Name	Orange Ave			Orange Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	0	0	1	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave			Birch St			Birch St		
Base Volume Input [veh/h]	15	1	33	0	0	26	0	849	45	26	934	26
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1	33	0	0	26	0	849	45	26	934	26
Peak Hour Factor	0.9200	0.9200	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200
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	0	9	0	0	7	0	231	12	7	254	7
Total Analysis Volume [veh/h]	16	1	36	0	0	28	0	923	49	28	1015	28
Pedestrian Volume [ped/h]	0			0			0			0		

# ATTACHMENT K

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.02	0.07	0.00	0.00	0.06	0.00	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	58.25	78.03	19.23	0.00	0.00	12.63	0.00	0.00	0.00	10.32	0.00	0.00
Movement LOS	F	F	C			B		A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.13	1.13	1.13	0.00	0.00	0.18	0.00	0.00	0.00	0.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.21	28.21	28.21	0.00	0.00	4.44	0.00	0.00	0.00	3.10	0.00	0.00
d_A, Approach Delay [s/veh]	32.12			12.63			0.00			0.27		
Approach LOS	D			B			A			A		
d_I, Intersection Delay [s/veh]	1.10											
Intersection LOS	F											

# ATTACHMENT K

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Version 7.00-06

## Intersection Level Of Service Report Intersection 4: Flower Avenue at Birch Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

### Intersection Setup

Name	Flower Ave			Flower Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	1	0	0	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Birch St			Birch St		
Base Volume Input [veh/h]	12	12	58	23	4	14	25	837	12	49	958	21
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	12	58	23	4	14	25	837	12	49	958	21
Peak Hour 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
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	3	15	6	1	4	6	209	3	12	240	5
Total Analysis Volume [veh/h]	12	12	58	23	4	14	25	837	12	49	958	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.01	0.02	0.02	0.01	0.25	0.25	0.03	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.364											

## RC Brea

Vistro File: \...\Brea RC.vistro

Scenario 2 EX WP PM

Report File: \...\2 EX WP PM.pdf

12/3/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Orange Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	SB Right	0.559	60.1	F
2	Flower Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	SB Left	0.000	10,000.0	F
3	Orange Avenue at Birch Street	Two-way stop	HCM 6th Edition	NB Thru	0.018	87.1	F
4	Flower Avenue at Birch Street	Signalized	ICU 1	WB Thru	0.369	-	A
101	Flower Avenue at Project Driveway	Two-way stop	HCM 6th Edition	EB Left	0.011	11.0	B
102	Orange Avenue at Project Driveway	Two-way stop	HCM 6th Edition	WB Left	0.026	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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## Intersection Level Of Service Report Intersection 1: Orange Avenue at Imperial Highway

Control Type:	Two-way stop	Delay (sec / veh):	60.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

### Intersection Setup

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
Base Volume Input [veh/h]	0	0	41	0	0	55	0	2341	18	0	2436	45
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	12	0	30	0	0	12	0
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	9	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	41	0	0	76	0	2371	18	0	2448	45
Peak Hour Factor	1.0000	1.0000	0.9860	1.0000	1.0000	0.9860	1.0000	0.9860	0.9860	1.0000	0.9860	0.9860
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]	0	0	10	0	0	19	0	601	5	0	621	11
Total Analysis Volume [veh/h]	0	0	42	0	0	77	0	2405	18	0	2483	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.28	0.00	0.00	0.56	0.00	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	38.20	0.00	0.00	60.06	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			E			F		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.08	0.00	0.00	2.78	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	27.09	0.00	0.00	69.58	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	38.20			60.06			0.00			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	1.23											
Intersection LOS	F											

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## Intersection Level Of Service Report Intersection 2: Flower Avenue at Imperial Highway

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

### Intersection Setup

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
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 Pocket	0	0	0	0	0	1	1	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	0	0	7	14	0	48	62	2302	15	0	2456	22
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	0	12	30	0	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	17	0	9	18	-18	0	0	-19	19
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	38	0	69	110	2284	15	0	2437	50
Peak Hour Factor	1.0000	1.0000	0.9780	0.9780	1.0000	0.9780	0.9780	0.9780	0.9780	1.0000	0.9780	0.9780
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]	0	0	2	10	0	18	28	584	4	0	623	13
Total Analysis Volume [veh/h]	0	0	7	39	0	71	112	2335	15	0	2492	51
Pedestrian Volume [ped/h]	0			0			0			0		



Intersection Settings												
Priority Scheme	Stop			Stop			Free			Free		
Flared Lane												
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance	No			No								
Number of Storage Spaces in Median	0			0			0			0		
Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.52	1.70	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	28.79	10000.0	0.00	57.12	476.85	0.00	0.00	0.00	0.00	0.00
Movement LOS			D	F		F	F	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	6.97	0.00	2.50	9.99	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.44	174.31	0.00	62.48	249.66	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.79			3582.32			21.69			0.00		
Approach LOS	D			F			C			A		
d_I, Intersection Delay [s/veh]	87.40											
Intersection LOS	F											

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## Intersection Level Of Service Report Intersection 3: Orange Avenue at Birch Street

Control Type:	Two-way stop	Delay (sec / veh):	87.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

### Intersection Setup

Name	Orange Ave			Orange Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	0	0	1	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave			Birch St			Birch St		
Base Volume Input [veh/h]	15	1	33	0	0	26	0	849	45	26	934	26
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	12	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1	33	0	0	26	0	849	57	26	934	26
Peak Hour Factor	0.9200	0.9200	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200
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]	7	0	9	0	0	7	0	231	15	7	254	7
Total Analysis Volume [veh/h]	27	1	36	0	0	28	0	923	62	28	1015	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.02	0.07	0.00	0.00	0.06	0.00	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	67.35	87.13	28.30	0.00	0.00	12.63	0.00	0.00	0.00	10.38	0.00	0.00
Movement LOS	F	F	D			B		A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.89	1.89	1.89	0.00	0.00	0.18	0.00	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	47.37	47.37	47.37	0.00	0.00	4.44	0.00	0.00	0.00	3.13	0.00	0.00
d_A, Approach Delay [s/veh]	45.69			12.63			0.00			0.27		
Approach LOS	E			B			A			A		
d_I, Intersection Delay [s/veh]	1.66											
Intersection LOS	F											

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## Intersection Level Of Service Report Intersection 4: Flower Avenue at Birch Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

### Intersection Setup

Name	Flower Ave			Flower Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	1	0	0	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Birch St			Birch St		
Base Volume Input [veh/h]	12	12	58	23	4	14	25	837	12	49	958	21
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	0	0	0	0	9	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	12	65	23	4	14	25	837	12	58	958	21
Peak Hour 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
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	3	16	6	1	4	6	209	3	15	240	5
Total Analysis Volume [veh/h]	12	12	65	23	4	14	25	837	12	58	958	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.01	0.02	0.02	0.01	0.25	0.25	0.03	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.369											

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## Intersection Level Of Service Report Intersection 101: Flower Avenue at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

### Intersection Setup

Name	Flower Ave			Flower Ave								
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave								
Base Volume Input [veh/h]	0	84	0	0	65	0	0	0	0	0	0	0
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	0	0	0	0	9	7	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	37	0	0	0	0	0	0	0	26	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	84	0	0	65	9	7	0	45	0	0	0
Peak Hour 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
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]	19	21	0	0	16	2	2	0	11	0	0	0
Total Analysis Volume [veh/h]	76	84	0	0	65	9	7	0	45	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.38	0.00	0.00	11.03	11.48	8.86	11.28	11.28	8.69
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.93	3.93	3.93	0.00	0.00	0.00	4.49	4.49	4.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.55			0.00			9.15			10.42		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	B											

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## Intersection Level Of Service Report Intersection 102: Orange Avenue at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

### Intersection Setup

Name	Orange Ave			Orange Ave								
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave								
Base Volume Input [veh/h]	0	49	0	0	71	0	0	0	0	0	0	0
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	0	0	12	0	10
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	9	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	0	12	71	0	0	0	0	21	0	10
Peak Hour 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
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]	0	12	0	3	18	0	0	0	0	5	0	3
Total Analysis Volume [veh/h]	0	49	0	12	71	0	0	0	0	21	0	10
Pedestrian Volume [ped/h]	0			0			0			0		



Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.33	0.00	0.00	9.47	9.86	8.63	9.54	10.01	8.68
Movement LOS	A	A	A	A	A	A	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.58	0.58	0.58	0.00	0.00	0.00	2.75	2.75	2.75
d_A, Approach Delay [s/veh]	0.00			1.06			9.32			9.26		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.30											
Intersection LOS	A											

## RC Brea

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Scenario 2 EX WP PM

Report File: \\...\\3 EX WP PM w Improvements.pdf

12/2/2020

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Orange Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	SB Right	0.567	61.5	F
2	Flower Avenue at Imperial Highway	Two-way stop	HCM 6th Edition	EB Left	1.703	476.8	F
3	Orange Avenue at Birch Street	Two-way stop	HCM 6th Edition	NB Thru	0.018	87.1	F
4	Flower Avenue at Birch Street	Signalized	ICU 1	WB Thru	0.376	-	A
101	Flower Avenue at Project Driveway	Two-way stop	HCM 6th Edition	EB Left	0.031	11.1	B
102	Orange Avenue at Project Driveway	Two-way stop	HCM 6th Edition	WB Left	0.026	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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## Intersection Level Of Service Report Intersection 1: Orange Avenue at Imperial Highway

Control Type:	Two-way stop	Delay (sec / veh):	61.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

### Intersection Setup

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↶			↶			III			III		
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave			Imperial Hwy			Imperial Highway		
Base Volume Input [veh/h]	0	0	41	0	0	55	0	2341	18	0	2450	45
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	12	0	33	0	0	15	0
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	9	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	41	0	0	76	0	2374	18	0	2465	45
Peak Hour Factor	1.0000	1.0000	0.9860	1.0000	1.0000	0.9860	1.0000	0.9860	0.9860	1.0000	0.9860	0.9860
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]	0	0	10	0	0	19	0	602	5	0	625	11
Total Analysis Volume [veh/h]	0	0	42	0	0	77	0	2408	18	0	2500	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.28	0.00	0.00	0.57	0.00	0.02	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	38.31	0.00	0.00	61.48	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS			E			F		A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.09	0.00	0.00	2.83	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	27.17	0.00	0.00	70.79	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	38.31			61.48			0.00			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	1.25											
Intersection LOS	F											

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## Intersection Level Of Service Report Intersection 2: Flower Avenue at Imperial Highway

Control Type:	Two-way stop	Delay (sec / veh):	476.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.703

### Intersection Setup

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
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 Pocket	0	0	0	0	0	0	1	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Imperial Highway			Imperial Highway		
Base Volume Input [veh/h]	0	0	7	0	0	62	62	2302	15	0	2456	22
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	15	30	3	0	0	0	9
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	17	18	-18	0	0	-19	19
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	0	0	94	110	2287	15	0	2437	50
Peak Hour Factor	1.0000	1.0000	0.9780	0.9780	1.0000	0.9780	0.9780	0.9780	0.9780	1.0000	0.9780	0.9780
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]	0	0	2	0	0	24	28	585	4	0	623	13
Total Analysis Volume [veh/h]	0	0	7	0	0	96	112	2338	15	0	2492	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.00	0.70	1.70	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	28.85	0.00	0.00	78.08	476.85	0.00	0.00	0.00	0.00	0.00
Movement LOS			D			F	F	A	A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.14	0.00	0.00	3.99	9.99	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.45	0.00	0.00	99.77	249.66	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.85			78.08			21.67			0.00		
Approach LOS	D			F			C			A		
d_I, Intersection Delay [s/veh]	11.96											
Intersection LOS	F											

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## Intersection Level Of Service Report Intersection 3: Orange Avenue at Birch Street

Control Type:	Two-way stop	Delay (sec / veh):	87.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

### Intersection Setup

Name	Orange Ave			Orange Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	0	0	1	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave			Birch St			Birch St		
Base Volume Input [veh/h]	15	1	33	0	0	26	0	849	45	26	934	26
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	12	0	0	0
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]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1	33	0	0	26	0	849	57	26	934	26
Peak Hour Factor	0.9200	0.9200	0.9200	1.0000	1.0000	0.9200	1.0000	0.9200	0.9200	0.9200	0.9200	0.9200
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]	7	0	9	0	0	7	0	231	15	7	254	7
Total Analysis Volume [veh/h]	27	1	36	0	0	28	0	923	62	28	1015	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.02	0.07	0.00	0.00	0.06	0.00	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	67.35	87.13	28.30	0.00	0.00	12.63	0.00	0.00	0.00	10.38	0.00	0.00
Movement LOS	F	F	D			B		A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.89	1.89	1.89	0.00	0.00	0.18	0.00	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	47.37	47.37	47.37	0.00	0.00	4.44	0.00	0.00	0.00	3.13	0.00	0.00
d_A, Approach Delay [s/veh]	45.69			12.63			0.00			0.27		
Approach LOS	E			B			A			A		
d_I, Intersection Delay [s/veh]	1.66											
Intersection LOS	F											



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## Intersection Level Of Service Report Intersection 4: Flower Avenue at Birch Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

### Intersection Setup

Name	Flower Ave			Flower Ave			Birch St			Birch St		
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 Pocket	0	0	0	0	0	0	1	0	0	1	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave			Birch St			Birch St		
Base Volume Input [veh/h]	12	12	58	23	4	14	25	837	12	49	958	21
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	11	0	0	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	8	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	12	77	23	4	14	25	837	12	58	958	21
Peak Hour 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
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	3	19	6	1	4	6	209	3	15	240	5
Total Analysis Volume [veh/h]	12	12	77	23	4	14	25	837	12	58	958	21
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.06	0.01	0.02	0.02	0.01	0.25	0.25	0.03	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.376											

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## Intersection Level Of Service Report Intersection 101: Flower Avenue at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

### Intersection Setup

Name	Flower Ave			Flower Ave								
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Flower Ave			Flower Ave								
Base Volume Input [veh/h]	0	84	0	0	65	0	0	0	0	0	0	0
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	0	0	0	0	9	11	0	15	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	37	0	0	0	0	0	8	0	17	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	84	0	0	65	9	19	0	32	0	0	0
Peak Hour 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
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]	19	21	0	0	16	2	5	0	8	0	0	0
Total Analysis Volume [veh/h]	76	84	0	0	65	9	19	0	32	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.38	0.00	0.00	11.09	11.54	8.92	11.14	11.28	8.69
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.93	3.93	3.93	0.00	0.00	0.00	5.02	5.02	5.02	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	3.55			0.00			9.73			10.37		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	B											

# ATTACHMENT K

Generated with **PTV VISTRO**

Version 7.00-06

## Intersection Level Of Service Report Intersection 102: Orange Avenue at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

### Intersection Setup

Name	Orange Ave			Orange Ave								
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 Pocket	0	0	0	0	0	0	0	0	0	0	0	0
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
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

### Volumes

Name	Orange Ave			Orange Ave								
Base Volume Input [veh/h]	0	49	0	0	71	0	0	0	0	0	0	0
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	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	0	0	12	0	10
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	9	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	0	12	71	0	0	0	0	21	0	10
Peak Hour 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
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]	0	12	0	3	18	0	0	0	0	5	0	3
Total Analysis Volume [veh/h]	0	49	0	12	71	0	0	0	0	21	0	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.33	0.00	0.00	9.47	9.86	8.63	9.54	10.01	8.68
Movement LOS	A	A	A	A	A	A	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.58	0.58	0.58	0.00	0.00	0.00	2.75	2.75	2.75
d_A, Approach Delay [s/veh]	0.00			1.06			9.32			9.26		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.30											
Intersection LOS	A											

## APPENDIX D

### SIGNAL WARRANT WORKSHEETS

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Imperial Highway EB WB # OF APPROACH LANES: 3

MINOR STREET: Orange Avenue NB SB # OF APPROACH LANES: 1

CITY, STATE: Brea, CA

COMMENTS: Signal Warrant Study, Existing without Project

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	0	0												
07:00 AM	TO	08:00 AM	0	0												
08:00 AM	TO	09:00 AM	0	0												
09:00 AM	TO	10:00 AM	0	0												
10:00 AM	TO	11:00 AM	0	0												
11:00 AM	TO	12:00 PM	0	0												
12:00 PM	TO	01:00 PM	0	0												
01:00 PM	TO	02:00 PM	0	0												
02:00 PM	TO	03:00 PM	0	0												
03:00 PM	TO	04:00 PM	0	0												
04:00 PM	TO	05:00 PM	0	0												
05:00 PM	TO	06:00 PM	4,840	55	Y			Y			Y			Y		
06:00 PM	TO	07:00 PM	0	0												
07:00 PM	TO	08:00 PM	0	0												
08:00 PM	TO	09:00 PM	0	0												
09:00 PM	TO	10:00 PM	0	0												
			4,840	55	1	0	0	1	0	0	1	0	0	1	0	0
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	NOT SATISFIED



TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Imperial Highway EB WB # OF APPROACH LANES: 3

MINOR STREET: Orange Avenue NB SB # OF APPROACH LANES: 1

CITY, STATE: Brea, CA

COMMENTS: Signal Warrant Study, Existing With Project

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	150		900	75		480	120		720	60	
06:00 AM	TO	07:00 AM	0	0												
07:00 AM	TO	08:00 AM	0	0												
08:00 AM	TO	09:00 AM	0	0												
09:00 AM	TO	10:00 AM	0	0												
10:00 AM	TO	11:00 AM	0	0												
11:00 AM	TO	12:00 PM	0	0												
12:00 PM	TO	01:00 PM	0	0												
01:00 PM	TO	02:00 PM	0	0												
02:00 PM	TO	03:00 PM	0	0												
03:00 PM	TO	04:00 PM	0	0												
04:00 PM	TO	05:00 PM	0	0												
05:00 PM	TO	06:00 PM	4,870	76	Y			Y	Y	Y	Y			Y	Y	Y
06:00 PM	TO	07:00 PM	0	0												
07:00 PM	TO	08:00 PM	0	0												
08:00 PM	TO	09:00 PM	0	0												
09:00 PM	TO	10:00 PM	0	0												
			4,870	76	1	0	0	1	1	1	1	0	0	1	1	1
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			1 HR NEEDED	
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Imperial HighwayEBWB# OF APPROACH LANES: 3

MINOR STREET: Flower StreetNBSB# OF APPROACH LANES: 2

CITY, STATE: Brea, CA

COMMENTS: 24 Hour - Signal Warrant Study, Existing

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	200		900	100		480	160		720	80	
06:00 AM	TO	07:00 AM	2,172	30	Y			Y			Y			Y		
07:00 AM	TO	08:00 AM	3,412	45	Y			Y			Y			Y		
08:00 AM	TO	09:00 AM	3,449	62	Y			Y			Y			Y		
09:00 AM	TO	10:00 AM	3,079	49	Y			Y			Y			Y		
10:00 AM	TO	11:00 AM	3,330	51	Y			Y			Y			Y		
11:00 AM	TO	12:00 PM	3,789	69	Y			Y			Y			Y		
12:00 PM	TO	01:00 PM	4,256	53	Y			Y			Y			Y		
01:00 PM	TO	02:00 PM	4,610	81	Y			Y			Y			Y	Y	Y
02:00 PM	TO	03:00 PM	4,337	75	Y			Y			Y			Y		
03:00 PM	TO	04:00 PM	4,504	63	Y			Y			Y			Y		
04:00 PM	TO	05:00 PM	4,753	77	Y			Y			Y			Y		
05:00 PM	TO	06:00 PM	4,720	63	Y			Y			Y			Y		
06:00 PM	TO	07:00 PM	4,122	55	Y			Y			Y			Y		
07:00 PM	TO	08:00 PM	3,251	44	Y			Y			Y			Y		
08:00 PM	TO	09:00 PM	2,295	66	Y			Y			Y			Y		
09:00 PM	TO	10:00 PM	1,645	25	Y			Y			Y			Y		
			57,724	908	16	0	0	16	0	0	16	0	0	16	1	1
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED			0	0
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: Imperial HighwayEBWB# OF APPROACH LANES: 3

MINOR STREET: Flower StreetNBSB# OF APPROACH LANES: 2

CITY, STATE: Brea, CA

COMMENTS: 24 Hour - Signal Warrant Study, Existing with Project

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

			WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET
THRESHOLD VALUES					600	200		900	100		480	160		720	80	
06:00 AM	TO	07:00 AM	2,172	30	Y			Y			Y			Y		
07:00 AM	TO	08:00 AM	3,412	45	Y			Y			Y			Y		
08:00 AM	TO	09:00 AM	3,449	62	Y			Y			Y			Y		
09:00 AM	TO	10:00 AM	3,079	57	Y			Y			Y			Y		
10:00 AM	TO	11:00 AM	3,330	66	Y			Y			Y			Y		
11:00 AM	TO	12:00 PM	3,789	94	Y			Y			Y			Y	Y	Y
12:00 PM	TO	01:00 PM	4,256	78	Y			Y			Y			Y		
01:00 PM	TO	02:00 PM	4,610	99	Y			Y			Y			Y	Y	Y
02:00 PM	TO	03:00 PM	4,337	88	Y			Y			Y			Y	Y	Y
03:00 PM	TO	04:00 PM	4,504	75	Y			Y			Y			Y		
04:00 PM	TO	05:00 PM	4,753	107	Y			Y	Y	Y	Y			Y	Y	Y
05:00 PM	TO	06:00 PM	4,720	79	Y			Y			Y			Y		
06:00 PM	TO	07:00 PM	4,122	71	Y			Y			Y			Y		
07:00 PM	TO	08:00 PM	3,251	58	Y			Y			Y			Y		
08:00 PM	TO	09:00 PM	2,295	79	Y			Y			Y			Y		
09:00 PM	TO	10:00 PM	1,645	35	Y			Y			Y			Y		
			57,724	1,123	16	0	0	16	1	1	16	0	0	16	4	4
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: 

Birch Street

EB

WB

 # OF APPROACH LANES: 

3

MINOR STREET: 

Orange Avenue

NB

SB

 # OF APPROACH LANES: 

1

CITY, STATE: 

Brea, CA

COMMENTS: 

Signal Warrant Study, Existing Without Project

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): 

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2	WARRANT 3
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	Four-Hour	Peak Hour
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	0	0														
05:00 PM	TO	06:00 PM	1,880	49	Y			Y			Y			Y				
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,880	49	1	0	0	1	0	0	1	0	0	1	0	0	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: 

Birch Street

EB

WB

 # OF APPROACH LANES: 

3

MINOR STREET: 

Orange Avenue

NB

SB

 # OF APPROACH LANES: 

1

CITY, STATE: 

Brea, CA

COMMENTS: 

Signal Warrant Study, Existing With Project

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): 

N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): 

N

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2	WARRANT 3
					MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	Four-Hour	Peak Hour
THRESHOLD VALUES					600	150		900	75		480	120		720	60			
06:00 AM	TO	07:00 AM	0	0														
07:00 AM	TO	08:00 AM	0	0														
08:00 AM	TO	09:00 AM	0	0														
09:00 AM	TO	10:00 AM	0	0														
10:00 AM	TO	11:00 AM	0	0														
11:00 AM	TO	12:00 PM	0	0														
12:00 PM	TO	01:00 PM	0	0														
01:00 PM	TO	02:00 PM	0	0														
02:00 PM	TO	03:00 PM	0	0														
03:00 PM	TO	04:00 PM	0	0														
04:00 PM	TO	05:00 PM	0	0														
05:00 PM	TO	06:00 PM	1,892	59	Y			Y			Y			Y				
06:00 PM	TO	07:00 PM	0	0														
07:00 PM	TO	08:00 PM	0	0														
08:00 PM	TO	09:00 PM	0	0														
09:00 PM	TO	10:00 PM	0	0														
			1,892	59	1	0	0	1	0	0	1	0	0	1	0	0	0	0
					8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
					NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED

## APPENDIX E

### QUEUING DATA COLLECTION WORKSHEETS

# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:00:40 AM	1	1	2
11:01:23 AM	2	0	2
11:02:01 AM	2	1	3
11:02:40 AM	3	0	3
11:03:24 AM	2	0	2
11:04:38 AM	1	0	1
11:05:26 AM	0	0	0
11:07:48 AM	0	1	1
11:08:22 AM	1	0	1
11:09:33 AM	0	0	0
11:17:15 AM	0	1	1
11:17:26 AM	0	2	2
11:17:51 AM	1	1	2
11:19:12 AM	2	0	2
11:19:27 AM	1	0	1
11:20:08 AM	1	1	2
11:20:36 AM	2	0	2
11:21:05 AM	1	0	1
11:23:05 AM	1	1	2
11:23:17 AM	1	2	3
11:23:21 AM	1	1	2
11:24:06 AM	2	0	2
11:25:45 AM	2	0	2
11:26:53 AM	1	0	1
11:28:15 AM	0	1	1
11:28:45 AM	0	2	2
11:29:01 AM	1	1	2
11:29:47 AM	2	0	2
11:29:59 AM	1	0	1
11:30:19 AM	1	1	2
11:31:01 AM	1	0	1
11:31:55 AM	1	1	2
11:32:18 AM	2	0	2
11:32:25 AM	2	1	3
11:32:54 AM	2	2	4
11:33:07 AM	3	1	4
11:33:23 AM	2	2	4
11:33:59 AM	3	1	4
11:34:07 AM	2	1	3
11:34:49 AM	3	0	3
11:35:22 AM	3	1	4
11:36:02 AM	3	2	5
11:36:34 AM	3	1	4
11:36:51 AM	3	2	5
11:37:00 AM	3	1	4
11:37:27 AM	4	0	4
11:38:07 AM	3	0	3
11:38:39 AM	2	0	2
11:38:58 AM	1	0	1
11:39:19 AM	0	1	1
11:40:16 AM	1	0	1
11:41:34 AM	0	0	0
11:42:11 AM	0	1	1
11:42:50 AM	1	0	1
11:43:15 AM	1	1	2
11:43:43 AM	0	1	1
11:44:10 AM	1	0	1
11:44:26 AM	1	1	2
11:44:36 AM	1	2	3
11:44:56 AM	2	1	3
11:45:33 AM	3	1	4

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:00:00 PM	3	0	3
4:00:59 PM	3	1	4
4:01:32 PM	3	2	5
4:01:41 PM	4	2	6
4:02:23 PM	4	3	7
4:02:43 PM	3	3	6
4:03:01 PM	4	2	6
4:03:17 PM	4	3	7
4:03:26 PM	5	3	8
4:03:40 PM	4	3	7
4:03:59 PM	5	2	7
4:05:50 PM	4	2	6
4:06:01 PM	5	1	6
4:06:11 PM	5	2	7
4:06:32 PM	5	3	8
4:06:41 PM	4	3	7
4:07:16 PM	5	2	7
4:07:48 PM	4	2	6
4:08:16 PM	5	1	6
4:08:25 PM	4	2	6
4:08:47 PM	4	1	5
4:09:26 PM	4	2	6
4:09:37 PM	3	2	5
4:10:01 PM	4	2	6
4:10:17 PM	3	2	5
4:10:38 PM	4	1	5
4:11:02 PM	4	0	4
4:12:24 PM	4	1	5
4:13:11 PM	4	0	4
4:13:31 PM	4	1	5
4:13:40 PM	3	1	4
4:13:57 PM	3	2	5
4:14:15 PM	3	1	4
4:14:44 PM	3	0	3
4:15:06 PM	3	1	4
4:16:13 PM	4	0	4
4:16:39 PM	3	0	3
4:17:21 PM	3	1	4
4:17:28 PM	3	2	5
4:17:36 PM	2	2	4
4:17:59 PM	3	1	4
4:18:06 PM	3	2	5
4:18:12 PM	3	3	6
4:18:18 PM	3	4	7
4:18:34 PM	4	4	8
4:19:02 PM	4	5	9
4:19:11 PM	3	5	8
4:19:35 PM	4	4	8
4:19:45 PM	3	4	7
4:20:24 PM	4	3	7
4:20:31 PM	3	3	6
4:20:53 PM	4	2	6
4:21:12 PM	4	1	5
4:21:27 PM	4	2	6
4:22:17 PM	5	1	6
4:24:00 PM	4	1	5
4:25:15 PM	5	0	5
4:25:22 PM	5	1	6
4:26:43 PM	4	1	5
4:26:52 PM	4	2	6
4:27:01 PM	4	3	7



# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:45:36 AM	2	2	4
11:45:50 AM	3	1	4
11:46:20 AM	2	1	3
11:46:38 AM	3	0	3
11:46:47 AM	2	1	3
11:47:02 AM	2	2	4
11:47:22 AM	2	1	3
11:47:51 AM	3	0	3
11:48:00 AM	2	0	2
11:48:46 AM	1	0	1
11:50:58 AM	1	1	2
11:51:31 AM	2	0	2
11:51:40 AM	1	1	2
11:52:13 AM	2	0	2
11:52:42 AM	1	0	1
11:53:19 AM	1	1	2
11:53:40 AM	1	2	3
11:53:51 AM	2	1	3
11:54:32 AM	3	0	3
11:55:01 AM	2	1	3
11:55:17 AM	2	2	4
11:55:34 AM	1	2	3
11:56:04 AM	0	3	3
11:56:10 AM	0	4	4
11:56:42 AM	0	5	5
11:57:30 AM	0	6	6
11:57:42 AM	0	7	7
11:58:03 AM	1	7	8
11:58:39 AM	2	6	8
11:59:08 AM	2	7	9
11:59:17 AM	3	8	11
11:59:40 AM	4	7	11
12:00:00 PM	4	5	9
12:00:18 PM	3	5	8
12:00:29 PM	4	4	8
12:00:48 PM	3	4	7
12:00:58 PM	3	5	8
12:02:07 PM	4	4	8
12:02:12 PM	3	4	7
12:02:32 PM	3	3	6
12:03:07 PM	4	2	6
12:03:55 PM	4	1	5
12:04:05 PM	3	1	4
12:04:37 PM	4	0	4
12:04:56 PM	3	0	3
12:05:18 PM	2	1	3
12:05:56 PM	2	0	2
12:06:03 PM	1	0	1
12:06:23 PM	1	1	2
12:07:03 PM	2	0	2
12:07:11 PM	1	0	1
12:08:24 PM	0	1	1
12:08:51 PM	0	2	2
12:09:00 PM	1	2	3
12:09:43 PM	0	3	3
12:10:08 PM	1	2	3
12:10:41 PM	2	1	3
12:11:14 PM	3	0	3
12:11:29 PM	3	1	4
12:12:12 PM	3	2	5
12:12:29 PM	3	1	4
12:12:44 PM	2	1	3
12:12:58 PM	1	1	2
12:13:06 PM	2	0	2
12:13:14 PM	2	1	3
12:13:29 PM	1	1	2
12:14:11 PM	2	0	2

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:27:06 PM	4	4	8
4:27:29 PM	3	4	7
4:27:35 PM	3	5	8
4:27:49 PM	4	4	8
4:27:58 PM	3	4	7
4:28:27 PM	3	5	8
4:28:34 PM	4	4	8
4:29:14 PM	4	3	7
4:29:44 PM	4	2	6
4:30:25 PM	5	1	6
4:32:00 PM	4	2	6
4:32:25 PM	5	1	6
4:32:39 PM	4	1	5
4:33:19 PM	5	0	5
4:33:28 PM	4	0	4
4:33:38 PM	4	1	5
4:33:44 PM	4	2	6
4:33:58 PM	4	3	7
4:34:13 PM	5	2	7
4:34:29 PM	4	2	6
4:35:01 PM	4	3	7
4:35:19 PM	4	2	6
4:35:33 PM	4	3	7
4:35:53 PM	4	3	7
4:37:11 PM	3	3	6
4:37:21 PM	4	2	6
4:37:57 PM	4	1	5
4:38:25 PM	5	0	5
4:39:12 PM	4	0	4
4:39:36 PM	4	1	5
4:40:06 PM	4	0	4
4:40:19 PM	4	1	5
4:40:45 PM	3	2	5
4:40:58 PM	3	3	6
4:41:05 PM	4	2	6
4:41:16 PM	4	3	7
4:43:22 PM	4	3	7
4:43:47 PM	4	4	8
4:44:24 PM	4	5	9
4:45:06 PM	4	5	9
4:45:51 PM	3	4	7
4:46:16 PM	4	3	7
4:46:50 PM	3	3	6
4:47:52 PM	3	4	7
4:48:20 PM	2	4	6
4:48:32 PM	3	3	6
4:49:00 PM	3	2	5
4:49:31 PM	3	3	6
4:49:36 PM	3	4	7
4:49:50 PM	4	3	7
4:50:05 PM	3	3	6
4:50:23 PM	2	3	5
4:50:39 PM	3	2	5
4:50:51 PM	2	2	4
4:51:35 PM	3	2	5
4:52:04 PM	3	3	6
4:52:15 PM	3	4	7
4:52:26 PM	4	4	8
4:52:58 PM	4	3	7
4:53:21 PM	3	3	6
4:53:31 PM	4	2	6
4:53:47 PM	3	2	5
4:53:59 PM	3	3	6
4:54:05 PM	4	2	6
4:54:26 PM	3	2	5
4:54:39 PM	2	3	5
4:55:01 PM	3	2	5

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:14:18 PM	1	0	1
12:16:09 PM	0	0	0
12:16:29 PM	0	1	1
12:16:36 PM	0	2	2
12:16:43 PM	0	3	3
12:17:12 PM	0	4	4
12:17:36 PM	1	3	4
12:17:49 PM	1	4	5
12:18:00 PM	1	5	6
12:18:07 PM	2	5	7
12:18:30 PM	2	6	8
12:18:43 PM	2	7	9
12:19:05 PM	2	7	9
12:19:16 PM	2	6	8
12:19:49 PM	3	5	8
12:20:20 PM	4	4	8
12:20:37 PM	3	5	8
12:21:10 PM	3	6	9
12:21:31 PM	4	6	10
12:21:52 PM	4	6	10
12:22:30 PM	4	7	11
12:22:42 PM	5	7	12
12:23:31 PM	5	8	13
12:24:12 PM	5	7	12
12:24:33 PM	4	7	11
12:25:01 PM	4	6	10
12:25:19 PM	4	7	11
12:26:09 PM	5	7	12
12:26:35 PM	5	8	13
12:27:00 PM	5	9	14
12:27:08 PM	5	10	15
12:28:02 PM	4	10	14
12:28:23 PM	3	10	13
12:28:34 PM	4	9	13
12:29:14 PM	3	9	12
12:30:22 PM	4	8	12
12:30:43 PM	3	9	12
12:30:51 PM	4	9	13
12:30:59 PM	3	10	13
12:31:33 PM	4	9	13
12:31:47 PM	4	8	12
12:32:13 PM	4	9	13
12:32:42 PM	3	9	12
12:33:38 PM	4	8	12
12:33:43 PM	3	8	11
12:34:02 PM	2	8	10
12:34:36 PM	1	9	10
12:35:03 PM	1	10	11
12:35:26 PM	0	10	10
12:35:52 PM	1	9	10
12:36:31 PM	2	9	11
12:37:06 PM	3	8	11
12:37:38 PM	4	9	13
12:37:52 PM	4	9	13
12:38:02 PM	3	9	12
12:38:32 PM	2	9	11
12:38:44 PM	3	8	11
12:39:23 PM	3	7	10
12:39:50 PM	2	8	10
12:40:19 PM	1	8	9
12:40:35 PM	1	7	8
12:41:09 PM	2	8	10
12:41:16 PM	3	7	10
12:41:42 PM	3	6	9
12:42:46 PM	3	7	10
12:43:08 PM	2	7	9
12:43:26 PM	2	6	8

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:55:43 PM	3	1	4
4:56:23 PM	3	0	3
4:56:41 PM	3	1	4
4:56:46 PM	3	2	5
4:56:59 PM	2	2	4
4:57:27 PM	3	2	5
4:57:52 PM	2	2	4
4:58:04 PM	3	2	5
4:58:44 PM	2	2	4
4:58:52 PM	3	1	4
4:59:18 PM	3	0	3
4:59:34 PM	3	1	4
4:59:40 PM	3	2	5
4:59:42 PM	3	3	6
5:00:01 PM	3	2	5
5:01:05 PM	4	1	5
5:01:20 PM	3	1	4
5:01:49 PM	4	0	4
5:03:00 PM	3	1	4
5:03:32 PM	4	0	4
5:03:49 PM	3	0	3
5:04:30 PM	3	1	4
5:04:40 PM	3	2	5
5:05:16 PM	3	1	4
5:05:18 PM	3	2	5
5:05:49 PM	4	2	6
5:07:07 PM	4	2	6
5:07:31 PM	5	1	6
5:07:40 PM	4	2	6
5:08:02 PM	3	2	5
5:08:10 PM	4	1	5
5:08:16 PM	4	2	6
5:08:33 PM	4	3	7
5:08:44 PM	5	2	7
5:09:15 PM	4	2	6
5:09:26 PM	4	3	7
5:09:38 PM	4	2	6
5:10:09 PM	4	1	5
5:10:38 PM	5	0	5
5:10:43 PM	5	1	6
5:10:49 PM	5	2	7
5:10:55 PM	4	2	6
5:11:06 PM	4	3	7
5:11:17 PM	5	3	8
5:11:36 PM	5	2	7
5:12:04 PM	4	2	6
5:12:28 PM	3	2	5
5:12:47 PM	4	2	6
5:13:07 PM	4	1	5
5:13:19 PM	3	1	4
5:13:44 PM	4	1	5
5:13:53 PM	3	1	4
5:14:59 PM	4	0	4
5:15:29 PM	4	1	5
5:16:03 PM	3	2	5
5:16:14 PM	3	1	4
5:17:06 PM	4	1	5
5:17:39 PM	3	1	4
5:18:00 PM	4	1	5
5:18:17 PM	3	1	4
5:18:39 PM	3	2	5
5:18:41 PM	2	2	4
5:19:24 PM	3	1	4
5:19:40 PM	3	2	5
5:20:27 PM	4	1	5
5:20:35 PM	3	2	5
5:20:47 PM	2	3	5

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:43:53 PM	3	5	8
12:44:39 PM	3	6	9
12:44:43 PM	2	6	8
12:44:57 PM	1	6	7
12:45:15 PM	2	5	7
12:45:29 PM	1	5	6
12:45:46 PM	2	5	7
12:46:04 PM	3	5	8
12:46:18 PM	2	6	8
12:46:42 PM	1	6	7
12:46:56 PM	2	6	8
12:47:09 PM	2	7	9
12:47:37 PM	1	8	9
12:48:10 PM	0	8	8
12:48:44 PM	1	7	8
12:49:18 PM	1	8	9
12:49:30 PM	2	7	9
12:50:06 PM	2	6	8
12:50:25 PM	2	7	9
12:50:36 PM	3	6	9
12:50:45 PM	2	6	8
12:51:09 PM	3	5	8
12:51:21 PM	2	5	7
12:51:41 PM	2	6	8
12:51:48 PM	3	5	8
12:52:22 PM	3	6	9
12:52:29 PM	3	6	9
12:52:43 PM	2	6	8
12:52:50 PM	3	5	8
12:53:13 PM	2	5	7
12:53:23 PM	3	4	7
12:54:08 PM	3	3	6
12:54:28 PM	4	2	6
12:54:52 PM	3	2	5
12:55:06 PM	2	2	4
12:55:21 PM	1	3	4
12:55:46 PM	2	2	4
12:56:12 PM	3	1	4
12:57:32 PM	3	2	5
12:57:42 PM	4	3	7
12:58:11 PM	3	3	6
12:58:27 PM	2	3	5
12:58:36 PM	3	2	5
12:58:47 PM	3	3	6
12:59:08 PM	4	2	6
12:59:16 PM	3	2	5
1:00:07 PM	4	1	5
1:00:15 PM	3	2	5
1:00:33 PM	4	1	5
1:00:52 PM	3	1	4
1:01:03 PM	4	0	4
1:01:10 PM	4	1	5
1:01:43 PM	5	0	5
1:02:21 PM	4	0	4
1:02:42 PM	3	0	3
1:03:24 PM	2	1	3
1:03:51 PM	3	0	3
1:04:34 PM	3	1	4
1:04:39 PM	3	2	5
1:05:09 PM	3	3	6
1:05:18 PM	3	4	7
1:05:30 PM	4	3	7
1:05:39 PM	4	4	8
1:05:51 PM	3	4	7
1:06:06 PM	4	3	7
1:06:28 PM	3	3	6
1:07:41 PM	2	3	5

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
5:21:21 PM	2	4	6
5:21:30 PM	2	5	7
5:21:40 PM	3	4	7
5:22:02 PM	4	3	7
5:22:19 PM	3	3	6
5:23:17 PM	4	2	6
5:23:19 PM	3	2	5
5:23:30 PM	3	3	6
5:24:02 PM	4	2	6
5:24:25 PM	3	2	5
5:24:40 PM	2	3	5
5:24:57 PM	3	2	5
5:25:38 PM	3	3	6
5:25:47 PM	3	3	6
5:26:18 PM	3	4	7
5:26:31 PM	4	5	9
5:27:19 PM	4	4	8
5:28:00 PM	3	4	7
5:28:16 PM	4	3	7
5:28:57 PM	4	2	6
5:29:08 PM	4	3	7
5:29:17 PM	4	4	8
5:29:28 PM	5	3	8
5:31:01 PM	5	4	9
5:31:20 PM	5	5	10
5:32:26 PM	5	4	9
5:33:20 PM	4	4	8
5:33:32 PM	5	3	8
5:33:47 PM	5	2	7
5:34:05 PM	4	3	7
5:34:30 PM	3	3	6
5:35:17 PM	4	2	6
5:36:02 PM	5	1	6
5:36:54 PM	5	2	7
5:37:20 PM	5	3	8
5:38:15 PM	4	2	6
5:39:39 PM	4	1	5
5:39:58 PM	4	2	6
5:40:33 PM	5	1	6
5:40:55 PM	4	1	5
5:42:02 PM	4	2	6
5:42:10 PM	4	3	7
5:42:13 PM	4	4	8
5:42:31 PM	4	3	7
5:42:51 PM	4	4	8
5:43:39 PM	4	3	7
5:43:57 PM	3	4	7
5:44:08 PM	3	5	8
5:44:39 PM	4	4	8
5:44:49 PM	3	4	7
5:45:01 PM	3	5	8
5:45:17 PM	3	6	9
5:47:23 PM	4	6	10
5:47:49 PM	3	7	10
5:48:09 PM	4	6	10
5:48:56 PM	3	7	10
5:50:01 PM	4	8	12
5:51:02 PM	5	8	13
5:51:32 PM	5	8	13
5:52:01 PM	5	7	12
5:53:08 PM	5	6	11
5:53:54 PM	5	6	11
5:54:40 PM	5	6	11
5:55:46 PM	5	6	11
5:56:11 PM	4	7	11
5:56:44 PM	5	6	11
5:56:57 PM	5	6	11

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:08:02 PM	3	2	5
1:08:23 PM	4	2	6
1:08:36 PM	4	3	7
1:09:07 PM	4	2	6
1:09:40 PM	4	3	7
1:10:25 PM	5	2	7
1:10:41 PM	4	1	5
1:10:49 PM	3	1	4
1:11:19 PM	4	0	4
1:12:40 PM	4	1	5
1:12:51 PM	3	1	4
1:12:57 PM	3	2	5
1:13:33 PM	4	1	5
1:13:59 PM	3	1	4
1:14:16 PM	4	1	5
1:14:28 PM	3	1	4
1:14:34 PM	3	2	5
1:14:41 PM	3	3	6
1:14:56 PM	3	4	7
1:15:40 PM	4	3	7
1:15:47 PM	4	4	8
1:16:06 PM	5	3	8
1:16:18 PM	5	4	9
1:16:23 PM	5	5	10
1:16:43 PM	5	5	10
1:17:19 PM	5	5	10
1:17:34 PM	4	5	9
1:17:49 PM	4	4	8
1:18:25 PM	5	3	8
1:18:37 PM	5	2	7
1:18:58 PM	5	1	6
1:19:33 PM	5	0	5
1:19:53 PM	5	1	6
1:20:07 PM	4	1	5
1:20:28 PM	5	0	5
1:20:48 PM	4	0	4
1:21:03 PM	4	1	5
1:21:09 PM	3	2	5
1:21:42 PM	4	1	5
1:21:54 PM	3	2	5
1:22:37 PM	2	3	5
1:22:51 PM	3	2	5
1:22:58 PM	2	2	4
1:23:34 PM	3	1	4
1:23:53 PM	3	2	5
1:24:01 PM	2	2	4
1:24:23 PM	3	1	4
1:24:54 PM	4	0	4
1:25:17 PM	4	1	5
1:25:50 PM	3	1	4
1:26:13 PM	2	1	3
1:26:21 PM	3	0	3
1:27:14 PM	3	1	4
1:27:23 PM	3	2	5
1:28:29 PM	3	3	6
1:28:30 PM	4	2	6
1:28:38 PM	5	1	6
1:29:53 PM	5	0	5
1:30:22 PM	5	1	6
1:30:46 PM	5	0	5
1:32:09 PM	4	0	4
1:32:11 PM	3	0	3
1:32:27 PM	2	0	2
1:32:40 PM	1	0	1
1:32:45 PM	0	1	1
1:33:00 PM	0	2	2
1:33:11 PM	1	1	2

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
5:57:48 PM	5	7	12
5:58:06 PM	5	6	11
5:58:22 PM	4	6	10
5:59:14 PM	5	6	11
6:00:00 PM	4	7	11
6:00:09 PM	5	6	11
6:01:23 PM	5	6	11
6:02:01 PM	5	6	11
6:02:33 PM	5	5	10
6:03:40 PM	5	4	9
6:04:39 PM	4	5	9
6:05:14 PM	3	6	9
6:05:30 PM	3	5	8
6:06:44 PM	2	5	7
6:06:55 PM	3	5	8
6:07:39 PM	2	6	8
6:07:56 PM	2	7	9
6:08:39 PM	3	6	9
6:08:51 PM	3	5	8
6:09:31 PM	4	4	8
6:09:42 PM	4	5	9
6:10:38 PM	4	6	10
6:11:19 PM	4	5	9
6:12:09 PM	3	5	8
6:12:44 PM	3	4	7
6:13:15 PM	3	3	6
6:13:54 PM	4	3	7
6:14:28 PM	3	3	6
6:14:52 PM	4	3	7
6:15:09 PM	4	4	8
6:15:35 PM	4	5	9
6:15:42 PM	4	6	10
6:15:59 PM	4	6	10
6:16:28 PM	3	7	10
6:16:51 PM	2	8	10
6:17:03 PM	3	7	10
6:17:49 PM	2	7	9
6:18:40 PM	3	6	9
6:19:02 PM	3	5	8
6:19:10 PM	3	6	9
6:19:38 PM	3	7	10
6:19:46 PM	4	6	10
6:20:15 PM	5	5	10
6:20:31 PM	5	6	11
6:20:40 PM	5	7	12
6:21:23 PM	5	7	12
6:21:32 PM	4	7	11
6:22:18 PM	4	7	11
6:22:58 PM	5	7	12
6:23:35 PM	4	8	12
6:24:13 PM	3	8	11
6:24:38 PM	4	8	12
6:25:17 PM	5	8	13
6:26:30 PM	4	7	11
6:26:49 PM	4	8	12
6:27:22 PM	3	9	12
6:28:28 PM	3	10	13
6:29:01 PM	4	9	13
6:29:10 PM	5	8	13
6:29:23 PM	5	7	12
6:30:26 PM	5	6	11
6:31:09 PM	5	6	11
6:32:38 PM	5	6	11
6:33:17 PM	5	7	12
6:33:27 PM	5	6	11
6:33:43 PM	4	6	10
6:34:05 PM	5	6	11

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Thursday  
Date: 10/19/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:34:14 PM	2	0	2
1:34:36 PM	1	0	1
1:35:49 PM	1	1	2
1:36:10 PM	1	2	3
1:36:32 PM	2	1	3
1:37:29 PM	2	0	2
1:38:26 PM	2	1	3
1:39:04 PM	1	1	2
1:39:38 PM	0	1	1
1:39:56 PM	1	0	1
1:41:11 PM	0	1	1
1:42:01 PM	1	0	1
1:42:14 PM	1	1	2
1:42:20 PM	1	2	3
1:43:10 PM	2	1	3
1:43:24 PM	2	2	4
1:43:33 PM	3	1	4
1:43:41 PM	3	2	5
1:43:49 PM	3	3	6
1:44:43 PM	2	3	5
1:44:46 PM	2	3	5
1:45:07 PM	1	3	4
1:46:33 PM	2	2	4
1:47:15 PM	2	1	3
1:47:49 PM	3	0	3
1:48:26 PM	3	1	4
1:49:08 PM	4	0	4
1:49:24 PM	3	0	3
1:49:35 PM	2	0	2
1:49:44 PM	2	1	3
1:49:55 PM	2	2	4
1:50:26 PM	2	1	3
1:50:45 PM	1	1	2
1:50:59 PM	2	0	2
1:51:18 PM	2	1	3
1:51:35 PM	3	1	4
1:52:12 PM	2	2	4
1:52:47 PM	1	2	3
1:53:02 PM	1	3	4
1:53:23 PM	2	2	4
1:53:33 PM	1	2	3
1:53:47 PM	2	1	3
1:54:39 PM	3	0	3
1:54:48 PM	3	1	4
1:54:52 PM	2	2	4
1:55:37 PM	2	1	3
1:55:54 PM	3	0	3
1:56:17 PM	3	1	4
1:56:45 PM	4	1	5
1:56:59 PM	5	0	5
1:57:53 PM	5	1	6
1:58:21 PM	4	1	5
1:58:30 PM	4	2	6
1:58:38 PM	3	2	5
1:58:50 PM	3	1	4
1:59:06 PM	2	1	3
1:59:15 PM	1	1	2
1:59:19 PM	2	0	2
1:59:59 PM	1	0	1

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
6:34:22 PM	5	7	12
6:35:23 PM	5	6	11
6:35:51 PM	5	7	12
6:36:25 PM	5	7	12
6:36:35 PM	5	8	13
6:36:49 PM	4	8	12
6:37:17 PM	5	8	13
6:37:38 PM	5	9	14
6:38:25 PM	4	9	13
6:39:15 PM	5	8	13
6:39:51 PM	4	8	12
6:40:14 PM	4	7	11
6:40:27 PM	4	6	10
6:40:41 PM	3	6	9
6:41:36 PM	4	5	9
6:41:59 PM	4	6	10
6:42:10 PM	5	5	10
6:42:21 PM	4	5	9
6:42:35 PM	4	6	10
6:42:54 PM	4	5	9
6:43:10 PM	4	6	10
6:43:41 PM	5	6	11
6:44:04 PM	5	7	12
6:44:44 PM	5	6	11
6:45:11 PM	4	7	11
6:45:42 PM	4	6	10
6:46:00 PM	5	7	12
6:46:52 PM	4	8	12
6:47:01 PM	5	8	13
6:48:12 PM	4	7	11
6:48:48 PM	4	7	11
6:49:10 PM	5	8	13
6:49:51 PM	5	8	13
6:50:23 PM	5	8	13
6:51:03 PM	5	9	14
6:51:53 PM	5	9	14
6:52:45 PM	5	9	14
6:53:19 PM	4	10	14
6:54:04 PM	4	9	13
6:54:11 PM	3	10	13
6:55:15 PM	4	10	14
6:55:55 PM	5	9	14
6:56:16 PM	4	9	13
6:57:50 PM	4	9	13
6:58:39 PM	5	9	14
6:59:01 PM	5	9	14
6:59:33 PM	4	9	13
7:00:30 PM	3	9	12

# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:00:00 AM	1	0	1
11:00:27 AM	0	0	0
11:00:45 AM	0	1	1
11:01:10 AM	1	2	3
11:01:47 AM	2	1	3
11:02:30 AM	2	2	4
11:02:50 AM	2	3	5
11:02:55 AM	2	2	4
11:03:34 AM	3	1	4
11:04:10 AM	2	1	3
11:04:57 AM	2	2	4
11:05:12 AM	3	1	4
11:05:30 AM	3	2	5
11:06:08 AM	2	1	3
11:06:27 AM	3	1	4
11:06:38 AM	4	0	4
11:07:19 AM	4	1	5
11:08:13 AM	5	0	5
11:09:33 AM	4	0	4
11:10:11 AM	3	0	3
11:10:56 AM	2	0	2
11:11:19 AM	1	0	1
11:11:51 AM	1	1	2
11:12:54 AM	2	0	2
11:12:59 AM	1	0	1
11:14:55 AM	1	1	2
11:15:26 AM	0	1	1
11:15:55 AM	1	0	1
11:17:49 AM	0	1	1
11:17:52 AM	1	0	1
11:17:59 AM	1	1	2
11:19:18 AM	0	1	1
11:20:41 AM	1	2	3
11:21:15 AM	2	1	3
11:21:46 AM	3	0	3
11:22:10 AM	3	1	4
11:22:32 AM	3	0	3
11:23:06 AM	2	0	2
11:23:25 AM	1	0	1
11:23:41 AM	0	0	0
11:27:18 AM	0	1	1
11:28:47 AM	1	0	1
11:29:18 AM	1	1	2
11:29:34 AM	1	2	3
11:29:52 AM	1	1	2
11:30:27 AM	2	1	3
11:30:59 AM	2	0	2
11:31:40 AM	1	0	1
11:31:58 AM	0	0	0
11:32:35 AM	0	2	2
11:34:45 AM	1	1	2
11:35:00 AM	2	3	5
11:35:36 AM	1	3	4
11:35:55 AM	2	2	4
11:36:12 AM	1	2	3
11:36:28 AM	1	3	4
11:36:45 AM	2	3	5

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:00:00 PM	3	6	9
4:00:28 PM	2	6	8
4:00:52 PM	3	6	9
4:01:09 PM	4	7	11
4:01:43 PM	3	7	10
4:02:24 PM	4	6	10
4:02:34 PM	3	6	9
4:02:54 PM	3	5	8
4:03:19 PM	2	4	6
4:03:57 PM	3	3	6
4:04:10 PM	2	4	6
4:04:42 PM	3	3	6
4:04:56 PM	2	4	6
4:05:26 PM	3	3	6
4:05:43 PM	2	3	5
4:06:10 PM	1	3	4
4:06:15 PM	2	2	4
4:06:49 PM	3	1	4
4:07:23 PM	4	0	4
4:07:35 PM	4	1	5
4:07:49 PM	4	2	6
4:08:20 PM	5	1	6
4:08:40 PM	5	2	7
4:09:03 PM	4	2	6
4:09:22 PM	5	3	8
4:09:44 PM	4	3	7
4:09:58 PM	3	3	6
4:10:35 PM	2	3	5
4:10:45 PM	3	3	6
4:11:24 PM	2	3	5
4:11:30 PM	3	2	5
4:11:58 PM	2	3	5
4:12:18 PM	1	3	4
4:12:27 PM	2	3	5
4:12:44 PM	3	2	5
4:13:12 PM	4	1	5
4:14:17 PM	4	0	4
4:14:56 PM	3	0	3
4:15:07 PM	3	1	4
4:15:51 PM	2	1	3
4:16:10 PM	2	2	4
4:16:25 PM	2	3	5
4:16:41 PM	3	2	5
4:17:02 PM	4	1	5
4:17:34 PM	5	0	5
4:18:10 PM	5	1	6
4:18:20 PM	4	1	5
4:18:46 PM	4	2	6
4:19:00 PM	3	2	5
4:19:19 PM	4	1	5
4:19:39 PM	3	1	4
4:19:49 PM	3	2	5
4:20:07 PM	4	1	5
4:20:19 PM	3	2	5
4:20:50 PM	4	1	5
4:21:01 PM	3	1	4
4:21:09 PM	3	2	5

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:37:05 AM	1	3	4
11:37:32 AM	1	6	7
11:38:45 AM	0	6	6
11:39:26 AM	1	7	8
11:39:59 AM	2	7	9
11:41:04 AM	1	11	12
11:41:24 AM	2	8	10
11:42:05 AM	3	5	8
11:43:12 AM	3	5	8
11:44:20 AM	2	6	8
11:44:47 AM	2	5	7
11:45:28 AM	3	6	9
11:45:46 AM	2	6	8
11:45:51 AM	3	6	9
11:46:29 AM	4	7	11
11:46:55 AM	3	7	10
11:47:12 AM	4	8	12
11:48:16 AM	5	7	12
11:48:26 AM	4	7	11
11:49:14 AM	5	4	9
11:49:28 AM	4	4	8
11:49:57 AM	5	3	8
11:50:59 AM	5	4	9
11:52:11 AM	5	5	10
11:52:51 AM	5	4	9
11:53:21 AM	4	3	7
11:54:19 AM	3	4	7
11:54:37 AM	3	3	6
11:54:57 AM	3	2	5
11:55:28 AM	3	2	5
11:55:48 AM	3	3	6
11:56:24 AM	2	3	5
11:56:41 AM	3	3	6
11:56:59 AM	2	2	4
11:57:23 AM	2	4	6
11:57:42 AM	1	4	5
11:57:59 AM	2	3	5
11:58:16 AM	2	4	6
11:58:31 AM	1	4	5
11:58:41 AM	2	3	5
11:58:59 AM	2	5	7
11:59:09 AM	1	6	7
11:59:35 AM	2	5	7
12:00:21 PM	2	4	6
12:01:04 PM	3	3	6
12:01:29 PM	4	2	6
12:01:39 PM	3	2	5
12:02:00 PM	4	1	5
12:02:15 PM	3	1	4
12:02:34 PM	3	2	5
12:02:49 PM	4	1	5
12:03:15 PM	3	1	4
12:03:27 PM	2	3	5
12:03:38 PM	3	2	5
12:04:01 PM	4	1	5
12:04:40 PM	3	0	3
12:05:30 PM	3	2	5
12:05:45 PM	2	2	4
12:06:15 PM	2	1	3
12:06:35 PM	1	2	3
12:06:46 PM	2	1	3
12:07:10 PM	2	2	4

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:21:25 PM	3	3	6
4:22:07 PM	4	2	6
4:22:19 PM	3	2	5
4:22:45 PM	4	1	5
4:23:04 PM	5	0	5
4:23:22 PM	5	1	6
4:24:17 PM	4	1	5
4:24:48 PM	5	0	5
4:25:28 PM	4	0	4
4:26:46 PM	3	0	3
4:26:58 PM	3	1	4
4:27:37 PM	2	1	3
4:28:33 PM	3	0	3
4:28:44 PM	2	0	2
4:29:43 PM	1	0	1
4:30:14 PM	0	0	0
4:31:46 PM	0	1	1
4:31:48 PM	0	2	2
4:32:31 PM	1	1	2
4:33:38 PM	2	0	2
4:33:51 PM	1	0	1
4:34:27 PM	1	1	2
4:34:58 PM	2	0	2
4:35:08 PM	1	0	1
4:35:58 PM	0	0	0
4:36:08 PM	0	1	1
4:37:40 PM	1	1	2
4:38:17 PM	2	0	2
4:39:21 PM	2	1	3
4:40:02 PM	3	0	3
4:40:12 PM	2	0	2
4:40:23 PM	2	1	3
4:40:34 PM	1	1	2
4:40:44 PM	1	2	3
4:40:57 PM	2	1	3
4:41:20 PM	3	0	3
4:41:32 PM	2	1	3
4:41:46 PM	1	1	2
4:42:15 PM	2	0	2
4:42:41 PM	1	0	1
4:43:02 PM	0	0	0
4:43:13 PM	0	1	1
4:43:28 PM	1	1	2
4:44:25 PM	1	2	3
4:44:40 PM	1	3	4
4:44:56 PM	0	4	4
4:45:25 PM	1	4	5
4:45:59 PM	1	4	5
4:46:20 PM	1	5	6
4:46:32 PM	2	4	6
4:46:52 PM	2	4	6
4:47:28 PM	1	4	5
4:48:26 PM	2	3	5
4:48:36 PM	1	5	6
4:49:44 PM	2	6	8
4:50:19 PM	1	6	7
4:50:46 PM	0	6	6
4:51:12 PM	1	5	6
4:51:56 PM	2	4	6
4:52:42 PM	3	4	7
4:53:21 PM	4	3	7
4:53:42 PM	4	2	6

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:07:32 PM	3	1	4
12:07:50 PM	3	2	5
12:08:00 PM	2	2	4
12:08:15 PM	3	2	5
12:08:40 PM	2	3	5
12:08:50 PM	1	5	6
12:09:44 PM	1	4	5
12:10:09 PM	1	4	5
12:11:02 PM	2	3	5
12:11:21 PM	3	2	5
12:11:32 PM	4	1	5
12:11:47 PM	3	2	5
12:12:42 PM	4	1	5
12:13:22 PM	3	3	6
12:13:49 PM	2	3	5
12:13:57 PM	2	2	4
12:14:21 PM	3	2	5
12:14:30 PM	2	2	4
12:14:51 PM	1	2	3
12:15:08 PM	1	3	4
12:15:22 PM	1	4	5
12:15:42 PM	1	4	5
12:15:55 PM	1	4	5
12:16:37 PM	2	4	6
12:16:57 PM	1	4	5
12:17:18 PM	2	3	5
12:17:37 PM	1	3	4
12:18:04 PM	1	4	5
12:18:27 PM	2	3	5
12:19:07 PM	1	4	5
12:19:27 PM	0	4	4
12:19:40 PM	1	3	4
12:20:01 PM	2	2	4
12:20:43 PM	2	2	4
12:21:01 PM	3	1	4
12:21:36 PM	4	0	4
12:21:51 PM	3	0	3
12:22:10 PM	2	0	2
12:22:24 PM	2	1	3
12:22:33 PM	1	2	3
12:22:49 PM	2	1	3
12:23:12 PM	2	2	4
12:23:21 PM	2	1	3
12:23:41 PM	2	2	4
12:23:51 PM	2	3	5
12:23:59 PM	2	2	4
12:24:36 PM	3	1	4
12:24:52 PM	2	1	3
12:25:38 PM	1	2	3
12:26:13 PM	1	1	2
12:26:24 PM	1	2	3
12:26:39 PM	2	2	4
12:27:27 PM	3	1	4
12:28:11 PM	4	1	5
12:28:23 PM	3	3	6
12:28:37 PM	2	3	5
12:29:25 PM	2	2	4
12:29:39 PM	2	3	5
12:29:54 PM	3	2	5
12:30:14 PM	2	3	5
12:30:48 PM	1	4	5
12:31:15 PM	0	4	4

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:54:24 PM	3	2	5
4:54:53 PM	3	1	4
4:55:39 PM	3	0	3
4:55:53 PM	3	1	4
4:56:06 PM	2	1	3
4:56:21 PM	3	0	3
4:56:32 PM	3	1	4
4:56:47 PM	3	2	5
4:57:17 PM	3	3	6
4:57:57 PM	3	2	5
4:58:21 PM	4	1	5
4:59:03 PM	3	1	4
4:59:32 PM	3	2	5
4:59:48 PM	2	2	4
5:00:01 PM	3	1	4
5:00:40 PM	2	1	3
5:01:08 PM	3	0	3
5:01:29 PM	2	0	2
5:01:38 PM	2	1	3
5:01:52 PM	2	2	4
5:02:27 PM	2	3	5
5:02:43 PM	1	4	5
5:03:24 PM	2	4	6
5:04:00 PM	1	4	5
5:04:34 PM	2	3	5
5:04:55 PM	2	4	6
5:05:44 PM	3	4	7
5:05:49 PM	3	4	7
5:06:16 PM	2	4	6
5:06:51 PM	2	3	5
5:06:59 PM	1	4	5
5:07:10 PM	2	4	6
5:07:30 PM	3	3	6
5:08:48 PM	3	4	7
5:08:58 PM	2	4	6
5:09:11 PM	3	3	6
5:09:25 PM	3	4	7
5:09:51 PM	3	4	7
5:10:15 PM	2	4	6
5:10:39 PM	3	3	6
5:11:10 PM	2	3	5
5:11:40 PM	1	4	5
5:12:03 PM	2	3	5
5:12:16 PM	3	3	6
5:13:12 PM	2	5	7
5:14:24 PM	2	7	9
5:14:50 PM	3	6	9
5:15:13 PM	3	6	9
5:15:25 PM	2	5	7
5:16:16 PM	3	4	7
5:17:12 PM	4	5	9
5:18:13 PM	3	7	10
5:18:29 PM	2	7	9
5:18:39 PM	3	5	8
5:18:59 PM	3	7	10
5:19:15 PM	4	6	10
5:19:27 PM	4	8	12
5:19:41 PM	4	5	9
5:20:30 PM	3	7	10
5:20:42 PM	4	7	11
5:21:04 PM	3	8	11
5:21:42 PM	4	7	11



# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:31:26 PM	1	4	5
12:32:06 PM	2	3	5
12:33:10 PM	1	3	4
12:33:40 PM	2	3	5
12:35:10 PM	2	4	6
12:35:32 PM	3	4	7
12:35:51 PM	2	5	7
12:36:22 PM	2	5	7
12:36:50 PM	2	6	8
12:37:17 PM	1	6	7
12:37:44 PM	2	6	8
12:38:50 PM	1	7	8
12:39:07 PM	2	9	11
12:39:34 PM	2	7	9
12:40:41 PM	3	8	11
12:40:57 PM	3	9	12
12:41:21 PM	2	9	11
12:41:38 PM	3	10	13
12:42:17 PM	2	10	12
12:42:36 PM	3	9	12
12:42:50 PM	2	10	12
12:43:21 PM	1	9	10
12:43:41 PM	2	8	10
12:44:21 PM	2	5	7
12:44:44 PM	3	5	8
12:45:20 PM	2	5	7
12:45:46 PM	3	6	9
12:46:22 PM	2	6	8
12:46:56 PM	2	6	8
12:47:48 PM	3	5	8
12:48:11 PM	4	4	8
12:48:32 PM	3	9	12
12:48:49 PM	4	7	11
12:49:24 PM	4	4	8
12:50:08 PM	4	4	8
12:50:55 PM	3	4	7
12:51:43 PM	4	6	10
12:51:57 PM	3	7	10
12:52:18 PM	3	6	9
12:52:55 PM	2	6	8
12:52:59 PM	3	6	9
12:53:48 PM	2	6	8
12:54:00 PM	3	6	9
12:54:32 PM	4	5	9
12:55:21 PM	5	7	12
12:55:40 PM	4	7	11
12:55:56 PM	3	8	11
12:56:16 PM	3	6	9
12:56:45 PM	2	6	8
12:57:06 PM	3	6	9
12:57:44 PM	2	6	8
12:57:59 PM	3	7	10
12:58:25 PM	4	8	12
12:59:01 PM	4	8	12
12:59:24 PM	3	8	11
1:00:19 PM	4	10	14
1:00:28 PM	3	10	13
1:00:47 PM	2	7	9
1:01:06 PM	3	7	10
1:01:34 PM	3	4	7
1:02:14 PM	4	3	7
1:02:33 PM	3	3	6

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
5:21:54 PM	3	7	10
5:22:08 PM	4	8	12
5:22:35 PM	3	7	10
5:22:46 PM	4	7	11
5:23:06 PM	3	9	12
5:23:18 PM	4	8	12
5:24:13 PM	5	7	12
5:24:28 PM	4	8	12
5:24:56 PM	5	7	12
5:25:11 PM	4	6	10
5:25:28 PM	3	6	9
5:25:46 PM	4	7	11
5:26:10 PM	3	7	10
5:26:35 PM	4	6	10
5:26:51 PM	3	6	9
5:27:02 PM	2	7	9
5:27:53 PM	3	8	11
5:28:25 PM	2	8	10
5:28:46 PM	1	8	9
5:29:17 PM	2	6	8
5:29:38 PM	3	4	7
5:30:00 PM	4	4	8
5:30:11 PM	3	4	7
5:30:38 PM	4	3	7
5:31:19 PM	3	3	6
5:31:43 PM	4	2	6
5:31:56 PM	4	3	7
5:32:24 PM	2	4	6
5:32:37 PM	3	4	7
5:33:09 PM	2	5	7
5:34:07 PM	3	3	6
5:34:29 PM	3	4	7
5:35:42 PM	2	4	6
5:36:06 PM	1	5	6
5:36:47 PM	2	6	8
5:37:35 PM	2	5	7
5:38:30 PM	3	8	11
5:39:02 PM	3	5	8
5:39:37 PM	3	3	6
5:40:01 PM	2	3	5
5:40:23 PM	2	2	4
5:40:38 PM	2	3	5
5:41:17 PM	3	2	5
5:42:03 PM	4	1	5
5:42:30 PM	4	0	4
5:43:07 PM	3	0	3
5:43:30 PM	2	0	2
5:45:15 PM	1	0	1
5:45:45 PM	0	0	0
5:46:42 PM	0	1	1
5:47:10 PM	0	2	2
5:47:24 PM	0	3	3
5:47:58 PM	1	2	3
5:48:14 PM	1	3	4
5:48:38 PM	2	3	5
5:49:08 PM	3	4	7
5:49:32 PM	2	4	6
5:50:04 PM	1	6	7
5:50:19 PM	2	5	7
5:50:38 PM	2	7	9
5:50:50 PM	1	6	7
5:51:18 PM	2	6	8

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:02:59 PM	4	4	8
1:03:17 PM	5	4	9
1:03:58 PM	4	5	9
1:04:15 PM	5	4	9
1:04:34 PM	4	4	8
1:04:48 PM	3	4	7
1:05:07 PM	5	3	8
1:05:42 PM	4	3	7
1:06:08 PM	3	4	7
1:06:21 PM	3	4	7
1:06:59 PM	2	4	6
1:07:25 PM	1	4	5
1:07:47 PM	2	4	6
1:08:06 PM	1	4	5
1:08:21 PM	2	3	5
1:08:38 PM	3	3	6
1:09:13 PM	2	3	5
1:09:39 PM	1	3	4
1:09:59 PM	2	5	7
1:10:27 PM	3	4	7
1:10:40 PM	2	4	6
1:10:58 PM	3	4	7
1:11:11 PM	2	5	7
1:11:49 PM	3	4	7
1:12:21 PM	2	5	7
1:12:55 PM	2	4	6
1:13:40 PM	3	5	8
1:14:00 PM	2	5	7
1:14:10 PM	3	4	7
1:14:30 PM	2	5	7
1:14:37 PM	3	4	7
1:14:55 PM	2	3	5
1:15:29 PM	2	4	6
1:15:52 PM	1	4	5
1:16:06 PM	2	3	5
1:16:22 PM	2	4	6
1:16:35 PM	1	5	6
1:17:15 PM	0	5	5
1:17:39 PM	1	5	6
1:18:05 PM	2	4	6
1:18:30 PM	3	4	7
1:18:49 PM	3	4	7
1:19:42 PM	4	5	9
1:20:13 PM	3	5	8
1:20:37 PM	5	4	9
1:20:57 PM	4	4	8
1:21:12 PM	3	7	10
1:22:19 PM	3	5	8
1:22:45 PM	2	5	7
1:22:59 PM	3	6	9
1:23:37 PM	2	7	9
1:23:51 PM	3	6	9
1:24:11 PM	3	5	8
1:24:22 PM	2	7	9
1:24:58 PM	1	8	9
1:25:14 PM	2	6	8
1:25:41 PM	2	5	7
1:25:58 PM	3	4	7
1:26:13 PM	2	6	8
1:27:01 PM	3	5	8
1:27:13 PM	2	4	6
1:27:34 PM	1	4	5

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
5:51:55 PM	3	6	9
5:52:42 PM	4	8	12
5:53:21 PM	5	8	13
5:55:28 PM	4	6	10
5:56:58 PM	5	6	11
5:57:18 PM	4	6	10
5:57:49 PM	5	7	12
5:58:22 PM	5	6	11
5:58:59 PM	4	6	10
5:59:30 PM	5	7	12
5:59:49 PM	4	6	10
6:00:23 PM	5	6	11
6:01:35 PM	4	5	9
6:02:06 PM	3	5	8
6:02:20 PM	4	5	9
6:02:47 PM	3	6	9
6:03:27 PM	4	6	10
6:03:58 PM	3	5	8
6:04:10 PM	2	5	7
6:04:19 PM	2	4	6
6:05:26 PM	3	5	8
6:05:56 PM	2	5	7
6:06:34 PM	3	4	7
6:07:01 PM	4	3	7
6:07:37 PM	5	2	7
6:08:41 PM	5	3	8
6:08:49 PM	5	4	9
6:09:48 PM	4	7	11
6:09:59 PM	5	6	11
6:10:26 PM	4	5	9
6:10:42 PM	5	7	12
6:11:15 PM	4	7	11
6:11:28 PM	4	7	11
6:11:54 PM	3	7	10
6:12:12 PM	4	6	10
6:12:35 PM	4	6	10
6:12:51 PM	3	5	8
6:13:11 PM	3	5	8
6:13:28 PM	2	5	7
6:13:48 PM	3	3	6
6:14:49 PM	4	3	7
6:15:04 PM	3	2	5
6:15:17 PM	3	3	6
6:15:28 PM	2	2	4
6:15:39 PM	3	3	6
6:15:52 PM	3	5	8
6:16:10 PM	3	4	7
6:16:33 PM	4	4	8
6:16:53 PM	5	6	11
6:17:22 PM	5	6	11
6:17:37 PM	5	8	13
6:17:52 PM	4	8	12
6:18:04 PM	5	5	10
6:18:23 PM	5	6	11
6:19:57 PM	5	6	11
6:20:48 PM	5	5	10
6:21:15 PM	4	5	9
6:21:36 PM	3	5	8
6:21:44 PM	4	5	9
6:21:59 PM	4	5	9
6:22:13 PM	4	4	8
6:22:29 PM	3	4	7

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills, CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:28:20 PM	2	4	6
1:28:42 PM	2	5	7
1:28:59 PM	3	4	7
1:29:33 PM	4	4	8
1:29:47 PM	3	4	7
1:30:33 PM	4	3	7
1:30:48 PM	3	3	6
1:31:26 PM	3	4	7
1:31:45 PM	4	3	7
1:32:02 PM	3	3	6
1:32:37 PM	4	2	6
1:32:51 PM	3	2	5
1:33:09 PM	3	1	4
1:33:36 PM	3	2	5
1:33:46 PM	4	2	6
1:34:13 PM	4	3	7
1:34:25 PM	4	4	8
1:34:43 PM	5	4	9
1:35:03 PM	5	5	10
1:35:30 PM	4	4	8
1:36:12 PM	4	3	7
1:36:41 PM	3	3	6
1:37:03 PM	2	3	5
1:37:20 PM	3	4	7
1:38:01 PM	4	3	7
1:38:15 PM	5	4	9
1:38:38 PM	5	5	10
1:39:40 PM	4	5	9
1:40:14 PM	5	4	9
1:40:33 PM	4	4	8
1:40:43 PM	4	5	9
1:41:01 PM	5	4	9
1:41:17 PM	4	3	7
1:41:30 PM	3	2	5
1:42:00 PM	3	3	6
1:42:30 PM	2	3	5
1:42:35 PM	3	4	7
1:43:11 PM	2	4	6
1:43:38 PM	3	3	6
1:43:52 PM	2	3	5
1:44:49 PM	3	2	5
1:45:00 PM	3	3	6
1:46:30 PM	3	4	7
1:46:43 PM	2	4	6
1:47:17 PM	1	4	5
1:47:27 PM	2	3	5
1:47:49 PM	2	4	6
1:48:13 PM	1	5	6
1:48:36 PM	2	4	6
1:49:08 PM	1	5	6
1:49:42 PM	2	4	6
1:50:05 PM	2	4	6
1:50:52 PM	2	4	6
1:51:10 PM	3	4	7
1:51:44 PM	3	5	8
1:51:55 PM	3	3	6
1:52:06 PM	2	5	7
1:52:42 PM	3	5	8
1:52:58 PM	2	5	7
1:53:14 PM	3	4	7
1:53:32 PM	2	5	7
1:53:50 PM	1	5	6

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
6:22:46 PM	3	4	7
6:23:10 PM	4	4	8
6:23:27 PM	4	5	9
6:23:43 PM	5	5	10
6:24:01 PM	5	5	10
6:24:40 PM	4	5	9
6:24:48 PM	5	5	10
6:25:30 PM	4	5	9
6:25:46 PM	5	7	12
6:25:58 PM	4	7	11
6:26:10 PM	3	7	10
6:26:30 PM	2	7	9
6:26:41 PM	3	5	8
6:27:08 PM	2	5	7
6:27:50 PM	1	4	5
6:28:17 PM	2	4	6
6:29:19 PM	1	4	5
6:30:01 PM	2	3	5
6:30:10 PM	3	3	6
6:30:32 PM	4	3	7
6:31:00 PM	3	3	6
6:31:12 PM	4	2	6
6:31:44 PM	4	3	7
6:31:56 PM	5	3	8
6:32:13 PM	4	3	7
6:32:21 PM	5	2	7
6:32:43 PM	4	2	6
6:32:54 PM	4	3	7
6:33:16 PM	3	3	6
6:33:30 PM	4	2	6
6:33:38 PM	3	1	4
6:33:52 PM	3	2	5
6:34:17 PM	2	2	4
6:34:42 PM	3	2	5
6:35:01 PM	2	2	4
6:35:19 PM	1	2	3
6:35:29 PM	2	1	3
6:35:43 PM	2	2	4
6:35:55 PM	2	3	5
6:36:28 PM	3	2	5
6:36:42 PM	3	3	6
6:36:54 PM	4	2	6
6:37:23 PM	3	2	5
6:38:08 PM	3	3	6
6:38:36 PM	2	3	5
6:38:51 PM	3	2	5
6:39:09 PM	2	2	4
6:39:24 PM	2	1	3
6:39:53 PM	2	2	4
6:40:04 PM	3	2	5
6:40:20 PM	3	3	6
6:40:32 PM	2	3	5
6:40:50 PM	2	4	6
6:40:58 PM	3	4	7
6:41:21 PM	3	6	9
6:41:40 PM	4	5	9
6:42:42 PM	5	5	10
6:43:08 PM	4	5	9
6:43:26 PM	5	4	9
6:43:57 PM	4	4	8
6:44:14 PM	3	4	7
6:44:31 PM	4	3	7

# ATTACHMENT K

Locations: 17-1215-001  
City: Laguna Hills,CA

Day: Saturday  
Date: 10/14/2017

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:54:05 PM	2	5	7
1:54:28 PM	3	4	7
1:54:59 PM	4	5	9
1:55:13 PM	3	5	8
1:56:03 PM	3	4	7
1:56:18 PM	3	5	8
1:56:31 PM	3	4	7
1:57:05 PM	3	5	8
1:57:37 PM	3	7	10
1:57:56 PM	4	6	10
1:58:31 PM	3	5	8
1:59:01 PM	4	4	8
1:59:25 PM	4	6	10
1:59:46 PM	5	5	10
2:00:00 PM	4	6	10

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
6:44:58 PM	3	4	7
6:45:12 PM	4	3	7
6:45:26 PM	3	3	6
6:45:47 PM	4	2	6
6:46:01 PM	3	2	5
6:46:15 PM	4	1	5
6:46:36 PM	4	2	6
6:46:58 PM	3	2	5
6:47:10 PM	3	3	6
6:47:29 PM	2	3	5
6:47:47 PM	2	4	6
6:47:58 PM	3	4	7
6:48:11 PM	3	5	8
6:48:40 PM	4	4	8
6:49:01 PM	3	4	7
6:49:16 PM	4	3	7
6:49:30 PM	3	3	6
6:49:43 PM	3	4	7
6:50:03 PM	4	3	7
6:50:26 PM	3	3	6
6:50:48 PM	3	2	5
6:51:49 PM	2	2	4
6:52:11 PM	3	1	4
6:52:39 PM	4	0	4
6:53:33 PM	4	1	5
6:53:44 PM	3	1	4
6:54:01 PM	4	0	4
6:54:29 PM	4	1	5
6:54:43 PM	3	1	4
6:54:59 PM	3	2	5
6:55:10 PM	4	1	5
6:55:39 PM	3	1	4
6:55:51 PM	3	2	5
6:56:04 PM	2	2	4
6:56:29 PM	2	1	3
6:56:42 PM	2	2	4
6:56:56 PM	3	1	4
6:57:09 PM	2	1	3
6:57:20 PM	3	0	3
6:57:46 PM	2	0	2
6:58:02 PM	1	0	1
6:58:39 PM	1	1	2
6:59:02 PM	0	1	1
6:59:17 PM	0	2	2
6:59:29 PM	1	1	2
7:00:00 PM	1	1	2

# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:00:00 PM	1	2	3
12:01:05 PM	1	3	4
12:01:10 PM	2	2	4
12:01:35 PM	1	3	4
12:01:50 PM	2	3	5
12:02:07 PM	2	3	5
12:02:49 PM	2	5	7
12:03:38 PM	3	4	7
12:04:03 PM	2	3	5
12:04:16 PM	1	5	6
12:04:34 PM	2	5	7
12:04:48 PM	2	4	6
12:05:08 PM	2	3	5
12:05:33 PM	2	3	5
12:05:46 PM	3	2	5
12:06:10 PM	2	2	4
12:06:30 PM	1	2	3
12:06:45 PM	2	1	3
12:06:53 PM	2	2	4
12:07:01 PM	2	3	5
12:07:14 PM	3	3	6
12:07:47 PM	3	2	5
12:08:01 PM	3	2	5
12:08:23 PM	4	1	5
12:08:38 PM	3	1	4
12:08:53 PM	2	1	3
12:09:14 PM	2	2	4
12:09:28 PM	3	1	4
12:09:33 PM	3	2	5
12:09:50 PM	3	2	5
12:10:05 PM	2	2	4
12:10:12 PM	3	1	4
12:10:21 PM	2	1	3
12:10:44 PM	2	2	4
12:10:49 PM	2	3	5
12:10:50 PM	2	3	5
12:11:07 PM	3	2	5
12:11:23 PM	3	3	6
12:11:37 PM	3	4	7
12:11:50 PM	4	3	7
12:12:01 PM	4	4	8
12:13:16 PM	4	3	7
12:13:21 PM	4	7	11
12:13:31 PM	4	8	12
12:13:43 PM	4	9	13
12:14:25 PM	4	10	14
12:15:39 PM	4	8	12

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:01:36 PM	4	10	14
7:01:49 PM	2	10	12
7:02:39 PM	2	10	12
7:03:06 PM	2	10	12
7:03:20 PM	2	9	11
7:03:31 PM	1	9	10
7:03:48 PM	2	9	11
7:03:55 PM	2	9	11
7:04:28 PM	2	9	11
7:04:48 PM	2	8	10
7:05:15 PM	1	7	8
7:05:23 PM	2	7	9
7:05:59 PM	3	8	11
7:06:31 PM	2	7	9
7:06:59 PM	1	7	8
7:07:13 PM	2	7	9
7:07:45 PM	3	8	11
7:08:17 PM	4	8	12
7:08:30 PM	3	9	12
7:08:55 PM	4	8	12
7:09:18 PM	4	9	13
7:09:56 PM	5	8	13
7:10:33 PM	5	9	14
7:10:56 PM	4	8	12
7:11:19 PM	4	8	12
7:11:34 PM	3	8	11
7:12:18 PM	3	8	11
7:13:07 PM	4	8	12
7:13:10 PM	3	6	9
7:13:31 PM	2	6	8
7:13:56 PM	3	8	11
7:14:07 PM	2	9	11
7:14:57 PM	3	9	12
7:15:03 PM	2	9	11
7:15:44 PM	2	9	11
7:16:07 PM	3	8	11
7:16:44 PM	4	9	13
7:17:17 PM	3	9	12
7:17:38 PM	2	9	11
7:17:51 PM	2	9	11
7:18:01 PM	3	8	11
7:18:31 PM	4	9	13
7:19:15 PM	5	8	13
7:19:25 PM	4	10	14
7:20:05 PM	3	10	13
7:20:21 PM	3	10	13
7:20:37 PM	2	10	12

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:15:50 PM	5	8	13
12:16:18 PM	5	7	12
12:16:41 PM	4	5	9
12:17:01 PM	3	5	8
12:17:22 PM	4	5	9
12:17:34 PM	3	3	6
12:17:55 PM	2	3	5
12:18:01 PM	2	3	5
12:18:34 PM	1	3	4
12:18:53 PM	1	3	4
12:19:21 PM	1	4	5
12:19:29 PM	2	5	7
12:19:49 PM	2	5	7
12:20:18 PM	3	3	6
12:20:31 PM	2	4	6
12:20:45 PM	2	4	6
12:20:59 PM	2	5	7
12:21:05 PM	2	6	8
12:21:27 PM	3	4	7
12:21:44 PM	2	4	6
12:21:54 PM	3	4	7
12:22:05 PM	2	4	6
12:22:12 PM	3	3	6
12:22:28 PM	2	3	5
12:22:43 PM	2	3	5
12:22:49 PM	3	2	5
12:22:57 PM	3	3	6
12:23:06 PM	2	3	5
12:23:23 PM	2	3	5
12:23:30 PM	0	3	3
12:24:02 PM	2	3	5
12:24:19 PM	2	4	6
12:24:30 PM	1	4	5
12:25:06 PM	1	3	4
12:25:25 PM	1	4	5
12:25:32 PM	1	4	5
12:26:00 PM	2	3	5
12:26:17 PM	2	4	6
12:26:35 PM	2	4	6
12:26:47 PM	1	4	5
12:27:45 PM	2	4	6
12:27:44 PM	3	3	6
12:27:58 PM	3	4	7
12:28:15 PM	3	5	8
12:28:37 PM	4	7	11
12:28:55 PM	4	7	11
12:29:27 PM	3	5	8
12:29:54 PM	2	5	7
12:30:12 PM	3	3	6
12:30:31 PM	2	3	5
12:30:50 PM	3	4	7

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:20:55 PM	4	10	14
7:21:22 PM	4	9	13
7:21:41 PM	3	10	13
7:21:53 PM	4	8	12
7:22:21 PM	5	9	14
7:22:35 PM	3	9	12
7:22:54 PM	2	9	11
7:23:09 PM	4	9	13
7:23:19 PM	3	9	12
7:23:34 PM	2	9	11
7:23:48 PM	2	9	11
7:24:05 PM	2	9	11
7:24:10 PM	3	9	12
7:24:44 PM	2	8	10
7:24:55 PM	3	8	11
7:25:03 PM	2	9	11
7:25:15 PM	3	8	11
7:25:28 PM	2	8	10
7:25:44 PM	2	9	11
7:25:58 PM	3	8	11
7:26:11 PM	2	9	11
7:26:35 PM	3	8	11
7:26:54 PM	4	7	11
7:27:07 PM	3	6	9
7:27:33 PM	3	6	9
7:27:47 PM	3	6	9
7:28:10 PM	3	7	10
7:29:10 PM	4	7	11
7:29:35 PM	5	7	12
7:29:47 PM	4	8	12
7:30:18 PM	5	7	12
7:30:42 PM	3	7	10
7:31:16 PM	4	7	11
7:31:42 PM	4	7	11
7:31:52 PM	5	6	11
7:32:04 PM	4	6	10
7:32:24 PM	3	6	9
7:32:36 PM	4	7	11
7:32:46 PM	3	7	10
7:33:05 PM	4	6	10
7:33:27 PM	3	7	10
7:33:40 PM	4	6	10
7:34:21 PM	4	5	9
7:34:52 PM	3	5	8
7:35:08 PM	3	5	8
7:36:07 PM	3	6	9
7:36:16 PM	3	5	8
7:36:36 PM	4	4	8
7:37:19 PM	5	3	8
7:37:43 PM	4	3	7
7:37:55 PM	5	2	7

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:31:40 PM	4	3	7
12:31:59 PM	4	3	7
12:32:25 PM	4	4	8
12:32:46 PM	3	4	7
12:33:06 PM	2	4	6
12:33:11 PM	2	3	5
12:33:26 PM	2	4	6
12:33:43 PM	1	4	5
12:33:55 PM	2	3	5
12:34:08 PM	2	4	6
12:34:15 PM	2	5	7
12:34:32 PM	2	5	7
12:34:50 PM	2	6	8
12:35:10 PM	3	6	9
12:35:22 PM	3	6	9
12:35:45 PM	3	4	7
12:36:17 PM	3	4	7
12:36:38 PM	3	4	7
12:36:54 PM	3	3	6
12:37:25 PM	3	6	9
12:38:05 PM	5	5	10
12:40:02 PM	5	4	9
12:40:39 PM	2	4	6
12:40:42 PM	3	3	6
12:41:08 PM	2	3	5
12:41:25 PM	2	4	6
12:41:39 PM	1	4	5
12:41:05 PM	2	6	8
12:42:28 PM	2	7	9
12:42:38 PM	3	6	9
12:43:34 PM	2	5	7
12:44:09 PM	2	6	8
12:44:46 PM	2	5	7
12:45:04 PM	2	5	7
12:45:30 PM	3	4	7
12:45:45 PM	2	4	6
12:46:01 PM	3	4	7
12:46:24 PM	4	5	9
12:47:00 PM	5	4	9
12:47:36 PM	4	4	8
12:47:54 PM	5	4	9
12:48:21 PM	4	4	8
12:48:49 PM	4	3	7
12:48:57 PM	4	3	7
12:49:23 PM	3	3	6
12:49:44 PM	5	2	7
12:49:59 PM	4	2	6
12:50:31 PM	3	3	6
12:50:47 PM	4	3	7
12:51:10 PM	3	6	9
12:51:38 PM	4	5	9

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:38:10 PM	5	3	8
7:38:37 PM	4	4	8
7:38:58 PM	3	4	7
7:39:14 PM	4	3	7
7:39:19 PM	4	3	7
7:40:02 PM	5	2	7
7:40:41 PM	5	3	8
7:41:36 PM	5	4	9
7:41:49 PM	5	4	9
7:42:06 PM	4	4	8
7:42:19 PM	4	4	8
7:42:41 PM	5	3	8
7:42:49 PM	4	3	7
7:43:01 PM	4	3	7
7:43:12 PM	4	4	8
7:43:30 PM	4	3	7
7:43:50 PM	4	4	8
7:44:09 PM	5	3	8
7:45:10 PM	5	4	9
7:45:39 PM	4	4	8
7:45:56 PM	5	3	8
7:46:04 PM	4	3	7
7:46:21 PM	4	4	8
7:46:30 PM	4	4	8
7:47:12 PM	3	4	7
7:47:46 PM	2	4	6
7:48:05 PM	3	4	7
7:48:10 PM	2	4	6
7:48:45 PM	2	4	6
7:49:02 PM	1	4	5
7:49:10 PM	2	5	7
7:49:37 PM	3	4	7
7:50:12 PM	4	3	7
7:50:21 PM	3	3	6
7:50:43 PM	4	3	7
7:51:02 PM	3	3	6
7:51:29 PM	3	3	6
7:51:42 PM	3	3	6
7:51:50 PM	3	4	7
7:52:00 PM	4	3	7
7:52:11 PM	4	4	8
7:53:04 PM	4	3	7
7:53:36 PM	5	6	11
7:54:08 PM	4	6	10
7:54:28 PM	5	7	12
7:54:42 PM	4	6	10
7:55:12 PM	3	6	9
7:55:33 PM	3	6	9
7:55:40 PM	2	6	8
7:55:49 PM	3	6	9
7:56:12 PM	3	6	9

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:51:59 PM	3	5	8
12:52:39 PM	3	5	8
12:52:58 PM	4	4	8
12:53:21 PM	4	6	10
12:53:30 PM	4	8	12
12:53:49 PM	5	11	16
12:54:21 PM	3	11	14
12:55:06 PM	4	10	14
12:55:36 PM	4	9	13
12:56:19 PM	3	9	12
12:56:35 PM	4	8	12
12:56:54 PM	4	8	12
12:57:25 PM	4	10	14
12:58:02 PM	5	8	13
12:59:14 PM	4	9	13
12:59:24 PM	4	9	13
12:59:57 PM	5	8	13
1:00:12 PM	4	9	13
1:00:32 PM	4	9	13
1:00:46 PM	4	7	11
1:00:59 PM	3	7	10
1:01:36 PM	4	6	10
1:01:49 PM	3	7	10
1:02:05 PM	4	6	10
1:02:26 PM	3	6	9
1:02:48 PM	2	8	10
1:03:01 PM	3	9	12
1:03:24 PM	2	9	11
1:03:40 PM	3	8	11
1:03:48 PM	3	8	11
1:04:13 PM	1	7	8
1:04:29 PM	2	8	10
1:05:06 PM	4	8	12
1:05:22 PM	3	7	10
1:05:45 PM	4	7	11
1:06:01 PM	2	7	9
1:06:39 PM	4	6	10
1:07:19 PM	2	6	8
1:07:34 PM	4	5	9
1:07:48 PM	4	5	9
1:07:58 PM	2	5	7
1:08:06 PM	4	7	11
1:08:34 PM	4	5	9
1:09:03 PM	5	4	9
1:09:36 PM	4	6	10
1:09:59 PM	5	6	11
1:10:09 PM	4	4	8
1:10:36 PM	3	4	7
1:10:53 PM	3	3	6
1:11:26 PM	3	2	5
1:12:01 PM	4	2	6

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:56:24 PM	4	6	10
7:57:00 PM	5	6	11
7:57:11 PM	4	6	10
7:57:34 PM	5	7	12
7:57:59 PM	4	8	12
7:58:30 PM	3	7	10
7:58:48 PM	4	6	10
7:59:11 PM	5	6	11
8:00:34 PM	5	7	12
8:01:21 PM	5	6	11
8:01:53 PM	4	6	10
8:02:21 PM	4	5	9
8:02:31 PM	4	6	10
8:02:50 PM	3	6	9
8:02:59 PM	2	6	8
8:03:22 PM	3	5	8
8:03:34 PM	2	6	8
8:03:46 PM	3	6	9
8:04:04 PM	2	7	9
8:04:30 PM	2	7	9
8:04:45 PM	2	7	9
8:05:17 PM	3	6	9
8:05:39 PM	2	9	11
8:05:51 PM	3	6	9
8:06:10 PM	2	6	8
8:06:37 PM	2	7	9
8:06:49 PM	3	7	10
8:07:03 PM	2	8	10
8:07:14 PM	1	8	9
8:07:41 PM	1	7	8
8:07:56 PM	2	6	8
8:08:30 PM	3	6	9
8:08:52 PM	3	5	8
8:09:11 PM	3	6	9
8:09:25 PM	2	6	8
8:09:41 PM	2	6	8
8:09:52 PM	3	6	9
8:10:41 PM	3	7	10
8:11:18 PM	3	7	10
8:11:41 PM	2	6	8
8:11:52 PM	3	7	10
8:12:16 PM	3	6	9
8:12:48 PM	3	7	10
8:12:59 PM	4	7	11
8:13:39 PM	4	8	12
8:14:19 PM	5	8	13
8:14:41 PM	4	8	12
8:15:02 PM	3	8	11
8:15:21 PM	4	8	12
8:15:59 PM	4	7	11
8:16:12 PM	4	7	11



# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:12:30 PM	3	3	6
1:12:57 PM	3	3	6
1:13:05 PM	4	2	6
1:13:17 PM	3	2	5
1:13:28 PM	3	2	5
1:13:45 PM	3	3	6
1:13:58 PM	3	5	8
1:14:19 PM	3	6	9
1:14:52 PM	4	6	10
1:15:11 PM	4	5	9
1:15:26 PM	5	5	10
1:16:09 PM	5	5	10
1:16:37 PM	3	5	8
1:17:15 PM	3	6	9
1:17:38 PM	4	5	9
1:18:46 PM	4	4	8
1:18:58 PM	5	6	11
1:19:42 PM	4	6	10
1:20:30 PM	3	7	10
1:21:01 PM	2	7	9
1:21:09 PM	2	7	9
1:21:20 PM	2	6	8
1:21:42 PM	1	6	7
1:22:12 PM	0	6	6
1:22:34 PM	1	6	7
1:22:55 PM	2	5	7
1:23:33 PM	3	4	7
1:23:41 PM	2	4	6
1:23:49 PM	3	3	6
1:24:10 PM	2	3	5
1:24:12 PM	3	2	5
1:24:45 PM	3	3	6
1:24:57 PM	3	3	6
1:25:14 PM	3	4	7
1:25:42 PM	3	3	6
1:25:51 PM	2	3	5
1:26:03 PM	3	3	6
1:26:14 PM	2	3	5
1:26:20 PM	2	3	5
1:26:28 PM	3	2	5
1:26:47 PM	2	2	4
1:27:07 PM	3	1	4
1:27:25 PM	2	2	4
1:27:42 PM	2	3	5
1:27:53 PM	3	2	5
1:28:07 PM	2	2	4
1:28:23 PM	3	2	5
1:28:43 PM	3	3	6
1:28:42 PM	2	3	5
1:29:09 PM	1	3	4
1:29:42 PM	2	2	4

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:16:31 PM	3	7	10
8:16:54 PM	4	7	11
8:17:32 PM	5	7	12
8:17:53 PM	4	6	10
8:18:34 PM	4	6	10
8:18:47 PM	5	6	11
8:19:07 PM	3	7	10
8:19:34 PM	3	8	11
8:19:57 PM	3	7	10
8:20:23 PM	2	7	9
8:20:51 PM	3	7	10
8:21:08 PM	2	6	8
8:21:47 PM	2	6	8
8:21:55 PM	3	5	8
8:22:12 PM	2	5	7
8:22:34 PM	3	6	9
8:23:02 PM	3	6	9
8:23:09 PM	2	6	8
8:23:33 PM	2	6	8
8:23:54 PM	1	6	7
8:24:21 PM	1	5	6
8:24:56 PM	2	4	6
8:25:19 PM	2	4	6
8:25:28 PM	3	5	8
8:25:53 PM	3	5	8
8:26:06 PM	4	6	10
8:26:48 PM	5	6	11
8:27:02 PM	4	6	10
8:27:11 PM	5	5	10
8:27:40 PM	4	5	9
8:27:53 PM	4	4	8
8:28:14 PM	5	4	9
8:28:30 PM	3	2	5
8:28:46 PM	2	3	5
8:28:59 PM	2	4	6
8:29:00 PM	1	4	5
8:29:13 PM	2	3	5
8:29:39 PM	1	3	4
8:29:55 PM	2	2	4
8:30:01 PM	2	2	4
8:30:38 PM	3	1	4
8:30:43 PM	3	2	5
8:30:50 PM	2	2	4
8:30:59 PM	2	3	5
8:31:11 PM	2	3	5
8:31:48 PM	1	4	5
8:32:23 PM	2	4	6
8:32:31 PM	1	4	5
8:32:49 PM	2	4	6
8:32:59 PM	2	4	6
8:33:10 PM	2	5	7

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:29:54 PM	3	2	5
1:30:06 PM	2	2	4
1:30:30 PM	1	2	3
1:30:30 PM	1	2	3
1:30:57 PM	1	1	2
1:31:27 PM	2	0	2
1:31:33 PM	2	0	2
1:32:29 PM	2	0	2
1:33:28 PM	2	1	3
1:33:40 PM	2	2	4
1:33:42 PM	2	3	5
1:33:51 PM	1	3	4
1:34:06 PM	0	3	3
1:34:19 PM	1	2	3
1:34:39 PM	2	1	3
1:35:10 PM	3	0	3
1:35:28 PM	3	1	4
1:35:56 PM	4	1	5
1:36:08 PM	5	2	7
1:36:56 PM	3	2	5
1:37:09 PM	3	1	4
1:37:22 PM	3	2	5
1:37:39 PM	3	2	5
1:38:04 PM	2	2	4
1:38:34 PM	2	1	3
1:39:13 PM	3	0	3
1:39:19 PM	3	1	4
1:39:25 PM	3	1	4
1:39:40 PM	2	1	3
1:40:01 PM	2	1	3
1:40:24 PM	2	1	3
1:40:45 PM	1	2	3
1:41:11 PM	2	2	4
1:41:32 PM	2	1	3
1:41:45 PM	2	2	4
1:41:53 PM	3	2	5
1:42:21 PM	3	3	6
1:43:17 PM	4	2	6
1:43:29 PM	3	3	6
1:43:42 PM	3	2	5
1:44:18 PM	3	1	4
1:44:59 PM	4	0	4
1:45:10 PM	3	0	3
1:45:27 PM	2	0	2
1:45:36 PM	2	0	2
1:46:06 PM	2	0	2
1:46:53 PM	1	0	1
1:48:15 PM	0	1	1
1:49:02 PM	0	2	2
1:49:40 PM	1	2	3
1:50:28 PM	2	3	5

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:33:26 PM	2	5	7
8:33:48 PM	2	6	8
8:33:58 PM	1	6	7
8:34:13 PM	2	5	7
8:34:20 PM	1	5	6
8:35:02 PM	2	5	7
8:35:21 PM	2	6	8
8:35:48 PM	3	5	8
8:36:07 PM	4	5	9
8:36:40 PM	5	4	9
8:36:54 PM	5	4	9
8:37:06 PM	5	5	10
8:37:20 PM	5	5	10
8:37:41 PM	4	5	9
8:38:13 PM	3	5	8
8:38:34 PM	4	5	9
8:39:00 PM	5	5	10
8:39:23 PM	4	5	9
8:39:51 PM	3	5	8
8:40:19 PM	3	3	6
8:40:43 PM	2	4	6
8:41:05 PM	3	3	6
8:41:18 PM	2	3	5
8:41:26 PM	3	2	5
8:41:55 PM	2	2	4
8:42:09 PM	3	1	4
8:42:19 PM	2	1	3
8:42:25 PM	2	2	4
8:42:37 PM	1	3	4
8:42:49 PM	2	3	5
8:43:17 PM	2	3	5
8:43:32 PM	3	2	5
8:43:42 PM	3	3	6
8:43:56 PM	4	2	6
8:44:09 PM	4	3	7
8:44:17 PM	3	3	6
8:44:29 PM	4	3	7
8:44:46 PM	4	3	7
8:45:24 PM	5	2	7
8:45:32 PM	4	3	7
8:45:50 PM	3	3	6
8:46:04 PM	3	4	7
8:46:22 PM	3	3	6
8:46:47 PM	3	3	6
8:46:58 PM	4	2	6
8:47:07 PM	3	2	5
8:47:37 PM	4	1	5
8:48:04 PM	3	1	4
8:48:30 PM	3	0	3
8:49:06 PM	2	0	2
8:49:17 PM	2	0	2

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:50:57 PM	3	3	6
1:51:12 PM	3	2	5
1:51:33 PM	3	2	5
1:51:44 PM	4	1	5
1:51:50 PM	4	2	6
1:52:02 PM	4	2	6
1:52:07 PM	3	2	5
1:52:23 PM	2	2	4
1:52:32 PM	2	2	4
1:52:41 PM	3	1	4
1:52:44 PM	3	2	5
1:52:54 PM	3	2	5
1:53:10 PM	2	2	4
1:53:31 PM	2	3	5
1:53:51 PM	3	2	5
1:54:03 PM	2	3	5
1:54:21 PM	2	2	4
1:54:30 PM	2	2	4
1:54:36 PM	3	1	4
1:54:57 PM	2	1	3
1:55:10 PM	3	0	3
1:55:14 PM	2	2	4
1:55:25 PM	2	2	4
1:55:43 PM	1	2	3
1:55:50 PM	2	1	3
1:55:57 PM	2	1	3
1:56:23 PM	3	0	3
1:56:31 PM	3	0	3
1:56:44 PM	2	0	2
1:56:55 PM	2	1	3
1:57:07 PM	1	1	2
1:57:54 PM	1	2	3
1:57:59 PM	0	2	2
1:58:18 PM	1	2	3
1:58:35 PM	1	3	4
1:58:49 PM	2	2	4
1:58:57 PM	2	2	4
1:59:21 PM	1	2	3
1:59:32 PM	1	2	3
1:59:41 PM	2	1	3
1:59:49 PM	2	2	4
1:59:55 PM	2	3	5
2:00:03 PM	1	3	4
2:00:14 PM	2	2	4
2:00:21 PM	2	3	5
2:00:38 PM	3	2	5
2:00:47 PM	2	2	4
2:01:05 PM	2	3	5
2:01:22 PM	2	3	5
2:01:32 PM	2	2	4
2:01:49 PM	1	3	4

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:49:28 PM	2	1	3
8:49:45 PM	1	1	2
8:50:12 PM	2	0	2
8:50:24 PM	2	1	3
8:50:28 PM	2	2	4
8:50:59 PM	2	2	4
8:51:09 PM	1	2	3
8:51:44 PM	0	2	2
8:51:55 PM	0	3	3
8:52:29 PM	1	2	3
8:52:44 PM	1	3	4
8:52:52 PM	1	4	5
8:53:34 PM	1	5	6
8:53:42 PM	1	5	6
8:53:56 PM	2	5	7
8:54:19 PM	2	4	6
8:54:58 PM	3	3	6
8:55:21 PM	3	3	6
8:55:32 PM	3	4	7
8:55:51 PM	3	4	7
8:56:05 PM	2	4	6
8:56:15 PM	2	5	7
8:56:29 PM	3	4	7
8:56:53 PM	3	5	8
8:57:04 PM	2	5	7
8:57:29 PM	2	4	6
8:57:49 PM	2	4	6
8:58:10 PM	3	3	6
8:58:39 PM	3	4	7
8:59:01 PM	2	4	6
8:59:19 PM	3	4	7
9:00:11 PM	4	4	8
9:00:22 PM	4	5	9
9:00:31 PM	5	4	9
9:00:48 PM	5	5	10
9:01:12 PM	4	5	9
9:01:46 PM	5	5	10
9:02:37 PM	4	5	9
9:02:48 PM	5	4	9
9:03:45 PM	4	4	8
9:04:01 PM	3	4	7
9:04:15 PM	4	3	7
9:04:20 PM	4	4	8
9:04:25 PM	3	4	7
9:04:34 PM	4	4	8
9:04:45 PM	3	3	6
9:05:12 PM	4	2	6
9:05:18 PM	3	2	5
9:05:34 PM	3	3	6
9:05:46 PM	4	2	6
9:05:57 PM	3	3	6

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
2:02:12 PM	1	3	4
2:02:22 PM	2	2	4
2:02:56 PM	3	1	4
2:03:05 PM	3	1	4
2:03:10 PM	4	0	4
2:03:23 PM	3	1	4
2:03:39 PM	2	1	3
2:04:05 PM	2	2	4
2:04:10 PM	1	2	3
2:04:17 PM	2	1	3
2:04:39 PM	2	1	3
2:04:52 PM	3	2	5
2:05:01 PM	2	2	4
2:05:30 PM	2	2	4
2:05:42 PM	2	1	3
2:06:02 PM	1	2	3
2:06:22 PM	2	1	3
2:06:27 PM	2	2	4
2:00:35 PM	2	3	5
2:06:43 PM	3	2	5
2:07:27 PM	2	2	4
2:07:35 PM	3	2	5
2:07:55 PM	2	2	4
2:08:09 PM	3	1	4
2:08:24 PM	3	2	5
2:08:34 PM	2	2	4
2:08:54 PM	3	2	5
2:09:03 PM	3	2	5
2:09:10 PM	2	2	4
2:09:17 PM	3	1	4
2:09:46 PM	4	0	4
2:09:51 PM	3	0	3
2:10:37 PM	2	1	3
2:10:59 PM	2	1	3
2:11:17 PM	3	0	3
2:11:26 PM	2	0	2
2:11:46 PM	1	0	1
2:11:52 PM	1	0	1
2:11:56 PM	1	1	2
2:12:22 PM	2	1	3
2:12:46 PM	2	2	4
2:13:01 PM	3	1	4
2:13:11 PM	2	1	3
2:13:22 PM	3	0	3
2:13:49 PM	2	0	2
2:14:15 PM	1	1	2
2:14:36 PM	2	0	2
2:14:54 PM	2	1	3
2:15:08 PM	1	1	2
2:15:17 PM	2	0	2
2:15:36 PM	1	0	1

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
9:06:26 PM	3	2	5
9:06:39 PM	3	2	5
9:06:52 PM	2	3	5
9:07:19 PM	3	2	5
9:07:50 PM	3	2	5
9:08:15 PM	3	2	5
9:08:23 PM	3	3	6
9:08:28 PM	2	3	5
9:08:45 PM	3	2	5
9:08:51 PM	2	2	4
9:09:00 PM	2	3	5
9:09:19 PM	2	2	4
9:09:51 PM	1	2	3
9:09:57 PM	1	2	3
9:10:35 PM	2	3	5
9:10:55 PM	1	3	4
9:11:24 PM	2	3	5
9:11:41 PM	2	5	7
9:11:50 PM	2	6	8
9:12:14 PM	2	6	8
9:12:34 PM	2	6	8
9:13:02 PM	2	5	7
9:13:44 PM	2	4	6
9:13:51 PM	2	5	7
9:14:11 PM	1	5	6
9:14:39 PM	1	5	6
9:14:52 PM	2	5	7
9:15:24 PM	2	6	8
9:15:45 PM	3	5	8
9:16:20 PM	4	5	9
9:17:06 PM	4	6	10
9:17:52 PM	3	6	9
9:18:01 PM	2	6	8
9:18:11 PM	3	5	8
9:18:22 PM	2	5	7
9:18:50 PM	3	4	7
9:19:13 PM	4	4	8
9:19:37 PM	3	5	8
9:19:54 PM	4	4	8
9:20:21 PM	4	4	8
9:20:41 PM	5	4	9
9:21:35 PM	4	6	10
9:22:31 PM	5	5	10
9:22:50 PM	5	6	11
9:23:46 PM	4	6	10
9:23:55 PM	5	7	12
9:24:21 PM	3	6	9
9:24:51 PM	3	6	9
9:25:21 PM	3	4	7
9:25:36 PM	3	5	8
9:26:14 PM	3	4	7

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/22/2018  
Day: Wednesday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
2:15:54 PM	1	0	1
2:16:32 PM	1	1	2
2:17:21 PM	1	2	3
2:17:31 PM	2	1	3
2:17:50 PM	3	0	3
2:18:04 PM	3	0	3
2:18:27 PM	2	0	2
2:19:06 PM	1	0	1
2:19:34 PM	0	1	1
2:19:55 PM	1	1	2
2:20:05 PM	1	3	4
2:20:37 PM	1	4	5
2:20:45 PM	1	4	5
2:21:28 PM	2	3	5
2:21:52 PM	3	2	5
2:22:05 PM	3	3	6
2:22:27 PM	4	2	6
2:22:47 PM	4	2	6
2:22:56 PM	3	2	5
2:23:21 PM	3	2	5
2:23:33 PM	4	1	5
2:23:42 PM	3	1	4
2:23:51 PM	4	0	4
2:23:53 PM	3	0	3
2:24:25 PM	2	0	2
2:24:50 PM	2	1	3
2:25:31 PM	1	1	2
2:25:52 PM	0	1	1
2:26:02 PM	1	0	1
2:26:13 PM	1	1	2
2:26:49 PM	2	1	3
2:27:04 PM	2	1	3
2:27:20 PM	1	1	2
2:27:27 PM	1	1	2
2:27:50 PM	0	1	1
2:27:57 PM	1	0	1
2:28:36 PM	1	0	1
2:28:42 PM	1	1	2
2:29:31 PM	1	1	2
2:29:37 PM	1	2	3
2:29:53 PM	2	1	3

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
9:26:42 PM	4	3	7
9:27:03 PM	4	3	7
9:27:27 PM	3	2	5
9:27:43 PM	3	3	6
9:27:57 PM	2	3	5
9:28:21 PM	3	3	6
9:28:32 PM	3	4	7
9:28:41 PM	2	4	6
9:28:49 PM	2	4	6
9:29:09 PM	2	4	6
9:29:09 PM	2	3	5
9:29:32 PM	2	3	5
9:29:41 PM	3	2	5
9:29:59 PM	2	3	5
9:30:05 PM	2	3	5

# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:02:39 PM	0	1	1
12:03:46 PM	2	1	3
12:04:53 PM	1	1	2
12:05:49 PM	2	1	3
12:06:12 PM	2	2	4
12:06:34 PM	1	2	3
12:06:44 PM	2	1	3
12:06:53 PM	2	2	4
12:07:00 PM	2	3	5
12:07:15 PM	2	2	4
12:07:37 PM	2	2	4
12:08:04 PM	3	2	5
12:08:23 PM	2	2	4
12:08:38 PM	2	2	4
12:08:57 PM	1	2	3
12:09:05 PM	2	3	5
12:09:22 PM	2	4	6
12:09:43 PM	3	3	6
12:09:17 PM	2	4	6
12:10:02 PM	2	4	6
12:10:18 PM	3	4	7
12:10:32 PM	3	4	7
12:10:53 PM	4	4	8
12:11:26 PM	5	3	8
12:11:38 PM	5	4	9
12:12:03 PM	4	5	9
12:12:19 PM	3	5	8
12:12:36 PM	4	4	8
12:13:04 PM	3	5	8
12:13:14 PM	3	4	7
12:13:38 PM	4	4	8
12:13:56 PM	3	4	7
12:14:12 PM	2	4	6
12:14:47 PM	2	4	6
12:14:58 PM	1	4	5
12:15:05 PM	1	4	5
12:16:10 PM	2	3	5
12:16:28 PM	2	4	6
12:16:43 PM	1	4	5
12:16:50 PM	1	4	5
12:17:05 PM	2	3	5
12:17:22 PM	1	4	5
12:17:41 PM	2	3	5
12:17:53 PM	2	3	5
12:18:16 PM	3	3	6
12:18:29 PM	3	4	7
12:18:57 PM	3	4	7

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:01:58 PM	1	8	9
7:03:12 PM	0	8	8
7:03:33 PM	1	7	8
7:04:10 PM	2	7	9
7:04:21 PM	2	7	9
7:04:40 PM	3	7	10
7:04:53 PM	4	6	10
7:05:10 PM	3	6	9
7:05:17 PM	2	5	7
7:05:29 PM	2	7	9
7:06:15 PM	0	7	7
7:06:57 PM	2	6	8
7:07:21 PM	2	8	10
7:07:46 PM	3	10	13
7:08:36 PM	3	9	12
7:08:56 PM	2	9	11
7:09:28 PM	4	8	12
7:09:52 PM	3	7	10
7:10:11 PM	2	8	10
7:10:42 PM	3	8	11
7:11:01 PM	1	8	9
7:11:20 PM	3	7	10
7:11:31 PM	2	7	9
7:11:51 PM	2	7	9
7:12:07 PM	1	7	8
7:12:38 PM	0	7	7
7:12:46 PM	1	6	7
7:13:28 PM	2	7	9
7:13:50 PM	3	6	9
7:14:19 PM	4	5	9
7:14:43 PM	3	5	8
7:15:49 PM	3	6	9
7:16:08 PM	2	6	8
7:16:29 PM	1	6	7
7:16:50 PM	0	8	8
7:17:03 PM	1	9	10
7:17:38 PM	2	9	11
7:18:06 PM	2	10	12
7:18:13 PM	3	10	13
7:18:40 PM	4	9	13
7:19:36 PM	5	8	13
7:20:07 PM	5	7	12
7:20:27 PM	4	7	11
7:20:48 PM	3	9	12
7:21:28 PM	2	10	12
7:21:41 PM	2	11	13
7:22:00 PM	1	11	12

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:19:20 PM	2	4	6
12:19:35 PM	3	4	7
12:19:58 PM	4	4	8
12:20:10 PM	3	4	7
12:20:46 PM	3	4	7
12:21:05 PM	2	4	6
12:21:15 PM	2	3	5
12:21:31 PM	1	3	4
12:21:38 PM	2	3	5
12:21:49 PM	2	4	6
12:22:21 PM	2	4	6
12:22:48 PM	1	4	5
12:22:59 PM	2	5	7
12:23:01 PM	2	5	7
12:23:32 PM	1	6	7
12:23:53 PM	1	6	7
12:24:24 PM	0	6	6
12:24:32 PM	1	5	6
12:25:00 PM	2	6	8
12:25:46 PM	3	5	8
12:26:27 PM	4	5	9
12:26:42 PM	3	5	8
12:27:06 PM	3	6	9
12:27:37 PM	3	5	8
12:27:52 PM	3	6	9
12:28:06 PM	3	7	10
12:28:31 PM	2	8	10
12:28:52 PM	2	8	10
12:29:03 PM	3	7	10
12:29:29 PM	2	6	8
12:29:57 PM	3	5	8
12:30:20 PM	2	5	7
12:30:32 PM	2	5	7
12:30:47 PM	2	6	8
12:31:11 PM	2	6	8
12:31:24 PM	2	6	8
12:31:57 PM	3	5	8
12:32:07 PM	2	5	7
12:32:21 PM	2	5	7
12:32:40 PM	3	4	7
12:32:58 PM	2	4	6
12:33:08 PM	3	3	6
12:33:19 PM	2	3	5
12:33:36 PM	3	2	5
12:33:56 PM	3	2	5
12:34:06 PM	4	1	5
12:34:16 PM	4	2	6
12:34:25 PM	3	3	6
12:34:39 PM	2	3	5
12:34:53 PM	2	3	5
12:35:03 PM	3	3	6

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:22:27 PM	0	11	11
7:22:55 PM	1	11	12
7:23:30 PM	2	10	12
7:23:58 PM	2	10	12
7:24:24 PM	3	9	12
7:24:40 PM	3	9	12
7:24:52 PM	2	9	11
7:25:03 PM	3	9	12
7:25:21 PM	3	9	12
7:25:59 PM	4	9	13
7:26:19 PM	4	9	13
7:26:48 PM	3	9	12
7:27:01 PM	2	10	12
7:27:33 PM	3	10	13
7:27:57 PM	4	9	13
7:29:43 PM	4	9	13
7:30:04 PM	3	9	12
7:30:17 PM	4	11	15
7:31:07 PM	4	10	14
7:31:17 PM	3	10	13
7:31:44 PM	3	10	13
7:31:59 PM	4	9	13
7:32:06 PM	3	9	12
7:32:16 PM	4	12	16
7:32:37 PM	2	11	13
7:32:57 PM	3	11	14
7:33:12 PM	3	10	13
7:33:57 PM	4	9	13
7:34:09 PM	3	9	12
7:34:41 PM	3	10	13
7:35:11 PM	4	10	14
7:35:21 PM	3	10	13
7:35:31 PM	2	10	12
7:35:50 PM	1	9	10
7:37:00 PM	2	10	12
7:37:15 PM	1	10	11
7:37:47 PM	2	9	11
7:38:05 PM	3	8	11
7:38:55 PM	3	8	11
7:39:16 PM	4	7	11
7:39:35 PM	3	7	10
7:39:57 PM	3	6	9
7:40:10 PM	2	6	8
7:40:49 PM	3	5	8
7:41:19 PM	2	5	7
7:41:41 PM	3	4	7
7:41:52 PM	2	6	8
7:42:14 PM	1	6	7
7:42:22 PM	2	5	7
7:42:31 PM	2	6	8
7:42:56 PM	4	5	9

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:35:19 PM	3	3	6
12:35:25 PM	2	3	5
12:35:45 PM	1	3	4
12:35:52 PM	1	3	4
12:36:11 PM	2	2	4
12:36:19 PM	2	3	5
12:36:27 PM	2	4	6
12:36:44 PM	1	4	5
12:36:55 PM	2	3	5
12:37:04 PM	2	3	5
12:37:39 PM	2	3	5
12:38:05 PM	1	4	5
12:38:28 PM	0	4	4
12:39:12 PM	0	5	5
12:39:29 PM	1	4	5
12:39:59 PM	2	3	5
12:40:29 PM	3	3	6
12:40:50 PM	2	2	4
12:41:09 PM	3	2	5
12:41:21 PM	2	2	4
12:41:35 PM	2	3	5
12:42:15 PM	2	4	6
12:43:01 PM	3	4	7
12:43:40 PM	3	3	6
12:44:07 PM	3	5	8
12:44:24 PM	3	6	9
12:44:42 PM	2	6	8
12:45:20 PM	3	6	9
12:45:39 PM	2	6	8
12:45:56 PM	3	5	8
12:46:37 PM	2	6	8
12:47:00 PM	2	5	7
12:47:30 PM	3	5	8
12:47:52 PM	2	6	8
12:48:30 PM	2	6	8
12:49:23 PM	1	8	9
12:49:35 PM	2	6	8
12:49:51 PM	2	4	6
12:50:50 PM	2	5	7
12:51:10 PM	1	5	6
12:51:26 PM	2	6	8
12:51:44 PM	3	6	9
12:52:00 PM	2	6	8
12:52:19 PM	2	5	7
12:52:37 PM	2	5	7
12:52:53 PM	2	5	7
12:53:24 PM	3	5	8
12:53:37 PM	3	3	6
12:53:59 PM	3	4	7
12:54:30 PM	3	4	7
12:54:44 PM	3	4	7

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
7:43:07 PM	3	5	8
7:43:16 PM	3	6	9
7:43:33 PM	4	5	9
7:43:49 PM	3	5	8
7:43:55 PM	3	6	9
7:44:54 PM	4	5	9
7:45:14 PM	3	4	7
7:45:25 PM	4	3	7
7:45:40 PM	3	3	6
7:45:57 PM	3	2	5
7:46:16 PM	2	2	4
7:46:32 PM	2	3	5
7:46:42 PM	2	3	5
7:47:06 PM	3	2	5
7:47:40 PM	3	3	6
7:48:00 PM	3	2	5
7:48:24 PM	4	7	11
7:49:03 PM	4	2	6
7:49:09 PM	5	1	6
7:50:23 PM	5	2	7
7:51:21 PM	5	2	7
7:51:49 PM	4	2	6
7:52:07 PM	5	1	6
7:52:34 PM	4	1	5
7:52:47 PM	3	1	4
7:53:12 PM	3	1	4
7:53:40 PM	4	0	4
7:54:20 PM	3	0	3
7:54:18 PM	2	0	2
7:54:26 PM	1	0	1
7:55:35 PM	1	1	2
7:55:47 PM	1	2	3
7:56:08 PM	0	2	2
7:56:35 PM	1	1	2
7:57:02 PM	2	0	2
7:57:11 PM	2	0	2
7:57:38 PM	1	0	1
7:57:52 PM	1	1	2
7:58:14 PM	0	1	1
7:58:33 PM	0	2	2
7:58:45 PM	0	3	3
7:58:51 PM	1	2	3
7:59:00 PM	1	3	4
7:59:12 PM	2	2	4
7:59:38 PM	2	3	5
8:00:21 PM	2	3	5
8:00:30 PM	1	3	4
8:00:58 PM	1	2	3
8:01:28 PM	1	3	4
8:02:33 PM	1	2	3
8:02:49 PM	1	3	4



# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:54:58 PM	2	4	6
12:55:14 PM	3	3	6
12:55:40 PM	1	4	5
12:56:06 PM	0	4	4
12:56:27 PM	0	5	5
12:56:55 PM	1	6	7
12:57:18 PM	2	5	7
12:57:41 PM	1	5	6
12:58:10 PM	2	4	6
12:58:38 PM	3	3	6
12:58:50 PM	4	2	6
12:58:59 PM	3	1	4
12:59:10 PM	2	2	4
12:59:30 PM	3	3	6
12:59:45 PM	3	5	8
1:01:00 PM	2	5	7
1:01:38 PM	3	8	11
1:02:04 PM	4	7	11
1:02:20 PM	4	4	8
1:03:06 PM	3	8	11
1:04:10 PM	3	9	12
1:04:27 PM	3	5	8
1:04:56 PM	3	6	9
1:05:20 PM	4	6	10
1:05:53 PM	4	6	10
1:06:45 PM	4	6	10
1:07:27 PM	4	8	12
1:08:30 PM	3	9	12
1:09:18 PM	4	9	13
1:09:36 PM	4	9	13
1:09:54 PM	3	5	8
1:10:09 PM	3	9	12
1:10:25 PM	2	10	12
1:10:39 PM	3	10	13
1:11:04 PM	3	8	11
1:11:25 PM	3	9	12
1:11:32 PM	4	8	12
1:11:49 PM	3	9	12
1:12:05 PM	2	9	11
1:12:35 PM	2	7	9
1:13:13 PM	1	5	6
1:13:24 PM	1	5	6
1:13:34 PM	2	6	8
1:14:16 PM	2	9	11
1:14:24 PM	1	9	10
1:14:41 PM	1	11	12
1:14:42 PM	2	9	11
1:15:06 PM	1	9	10
1:15:25 PM	2	10	12
1:15:51 PM	3	9	12
1:16:25 PM	2	9	11

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:03:07 PM	2	2	4
8:03:22 PM	2	3	5
8:03:35 PM	3	2	5
8:03:45 PM	2	3	5
8:04:03 PM	3	2	5
8:04:28 PM	2	2	4
8:04:42 PM	2	2	4
8:05:06 PM	3	1	4
8:05:23 PM	3	2	5
8:05:41 PM	3	1	4
8:06:00 PM	3	2	5
8:06:10 PM	2	2	4
8:06:19 PM	2	3	5
8:06:32 PM	1	4	5
8:06:49 PM	2	3	5
8:07:08 PM	2	4	6
8:07:17 PM	2	4	6
8:07:38 PM	2	3	5
8:08:05 PM	2	3	5
8:08:45 PM	1	3	4
8:08:55 PM	1	4	5
8:09:07 PM	0	4	4
8:09:41 PM	1	3	4
8:10:40 PM	1	3	4
8:11:09 PM	2	2	4
8:11:17 PM	2	3	5
8:11:36 PM	2	4	6
8:11:45 PM	2	4	6
8:11:58 PM	2	5	7
8:12:09 PM	2	4	6
8:12:23 PM	3	5	8
8:12:39 PM	3	6	9
8:13:11 PM	3	6	9
8:13:19 PM	4	6	10
8:13:34 PM	3	6	9
8:13:53 PM	4	5	9
8:14:11 PM	3	5	8
8:14:36 PM	4	4	8
8:15:13 PM	4	4	8
8:15:24 PM	4	5	9
8:15:42 PM	3	6	9
8:16:09 PM	4	6	10
8:16:34 PM	4	5	9
8:16:51 PM	4	6	10
8:16:59 PM	3	6	9
8:17:14 PM	4	7	11
8:17:52 PM	5	6	11
8:18:29 PM	5	6	11
8:18:53 PM	4	8	12
8:19:10 PM	5	7	12
8:19:22 PM	4	6	10

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:16:40 PM	3	9	12
1:17:07 PM	2	8	10
1:17:33 PM	2	8	10
1:17:56 PM	2	10	12
1:18:38 PM	2	11	13
1:18:53 PM	1	11	12
1:19:47 PM	0	11	11
1:19:54 PM	1	9	10
1:20:49 PM	2	9	11
1:21:18 PM	3	8	11
1:21:44 PM	3	8	11
1:22:15 PM	4	9	13
1:22:37 PM	5	8	13
1:23:05 PM	4	8	12
1:23:25 PM	4	7	11
1:23:49 PM	3	7	10
1:24:00 PM	2	7	9
1:24:20 PM	2	7	9
1:24:36 PM	2	7	9
1:24:55 PM	2	5	7
1:25:32 PM	3	4	7
1:26:01 PM	3	4	7
1:26:20 PM	3	5	8
1:26:39 PM	4	4	8
1:27:36 PM	2	4	6
1:27:45 PM	3	3	6
1:28:01 PM	2	4	6
1:28:13 PM	2	4	6
1:28:45 PM	2	4	6
1:28:54 PM	3	4	7
1:29:04 PM	3	4	7
1:29:08 PM	2	4	6
1:29:15 PM	3	4	7
1:29:17 PM	3	6	9
1:29:31 PM	2	6	8
1:29:55 PM	3	7	10
1:30:17 PM	2	7	9
1:30:30 PM	2	6	8
1:30:56 PM	3	5	8
1:31:42 PM	4	5	9
1:32:03 PM	3	6	9
1:32:30 PM	2	7	9
1:32:42 PM	2	8	10
1:32:50 PM	3	8	11
1:33:23 PM	4	8	12
1:33:55 PM	3	8	11
1:34:08 PM	4	9	13
1:34:30 PM	3	8	11
1:34:58 PM	3	7	10
1:35:13 PM	3	7	10
1:35:33 PM	2	8	10

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:19:49 PM	5	7	12
8:20:20 PM	3	7	10
8:21:21 PM	3	7	10
8:21:34 PM	3	8	11
8:21:48 PM	3	8	11
8:22:41 PM	3	8	11
8:23:52 PM	1	6	7
8:23:52 PM	2	7	9
8:24:25 PM	2	5	7
8:24:54 PM	2	5	7
8:25:20 PM	2	4	6
8:25:36 PM	3	3	6
8:16:04 PM	2	4	6
8:16:18 PM	2	5	7
8:16:52 PM	2	4	6
8:27:29 PM	1	6	7
8:28:13 PM	1	6	7
8:28:51 PM	2	6	8
8:29:07 PM	3	6	9
8:29:53 PM	3	4	7
8:30:19 PM	1	7	8
8:30:34 PM	3	6	9
8:31:10 PM	3	4	7
8:31:42 PM	2	4	6
8:32:18 PM	3	2	5
8:32:36 PM	4	1	5
8:33:10 PM	3	2	5
8:33:29 PM	2	3	5
8:34:03 PM	1	6	7
8:34:16 PM	0	6	6
8:34:37 PM	1	5	6
8:35:12 PM	1	6	7
8:35:21 PM	1	6	7
8:35:40 PM	2	7	9
8:35:57 PM	1	7	8
8:36:37 PM	2	6	8
8:37:00 PM	2	6	8
8:37:30 PM	3	6	9
8:37:50 PM	3	7	10
8:38:15 PM	3	6	9
8:38:33 PM	2	6	8
8:38:47 PM	2	6	8
8:39:17 PM	2	9	11
8:39:35 PM	1	9	10
8:40:25 PM	2	8	10
8:40:46 PM	3	7	10
8:41:08 PM	2	7	9
8:41:16 PM	3	9	12
8:41:30 PM	3	9	12
8:41:43 PM	4	6	10
8:42:27 PM	5	6	11

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:35:50 PM	3	9	12
1:36:08 PM	2	9	11
1:36:22 PM	3	7	10
1:37:02 PM	3	5	8
1:37:51 PM	2	5	7
1:38:05 PM	3	4	7
1:38:30 PM	2	4	6
1:39:01 PM	3	3	6
1:39:24 PM	3	2	5
1:39:43 PM	3	4	7
1:40:07 PM	3	6	9
1:40:20 PM	3	6	9
1:40:32 PM	4	5	9
1:41:19 PM	3	5	8
1:41:34 PM	4	5	9
1:42:04 PM	3	4	7
1:42:24 PM	4	4	8
1:42:38 PM	4	5	9
1:42:53 PM	3	5	8
1:43:16 PM	2	5	7
1:43:32 PM	2	5	7
1:43:45 PM	3	4	7
1:43:58 PM	2	4	6
1:44:21 PM	2	4	6
1:44:39 PM	3	3	6
1:44:59 PM	3	2	5
1:45:17 PM	3	3	6
1:45:31 PM	3	3	6
1:45:46 PM	3	3	6
1:46:11 PM	4	2	6
1:46:47 PM	4	2	6
1:47:00 PM	3	2	5
1:47:15 PM	3	2	5
1:47:26 PM	4	1	5
1:47:37 PM	4	2	6
1:47:54 PM	3	3	6
1:48:06 PM	4	2	6
1:48:29 PM	3	2	5
1:48:52 PM	2	2	4
1:49:10 PM	2	2	4
1:49:24 PM	3	1	4
1:49:39 PM	2	2	4
1:49:48 PM	3	1	4
1:50:18 PM	3	0	3
1:50:42 PM	2	0	2
1:50:51 PM	2	2	4
1:51:14 PM	1	2	3
1:51:31 PM	1	2	3
1:52:40 PM	2	1	3
1:51:54 PM	1	2	3
1:52:02 PM	3	0	3

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
8:42:37 PM	4	8	12
8:42:59 PM	3	8	11
8:43:27 PM	4	9	13
8:43:54 PM	2	9	11
8:44:28 PM	1	9	10
8:44:39 PM	2	9	11
8:44:53 PM	3	8	11
8:45:10 PM	2	10	12
8:45:20 PM	2	10	12
8:45:49 PM	3	12	15
8:46:10 PM	2	11	13
8:46:33 PM	2	12	14
8:47:09 PM	3	12	15
8:47:33 PM	3	13	16
8:47:45 PM	4	13	17
8:48:53 PM	5	12	17
8:49:03 PM	4	11	15
8:49:33 PM	3	12	15
8:49:49 PM	4	12	16
8:50:08 PM	3	11	14
8:50:44 PM	4	12	16
8:51:43 PM	4	10	14
8:51:55 PM	5	10	15
8:52:46 PM	5	11	16
8:53:47 PM	5	10	15
8:54:38 PM	5	12	17
8:55:06 PM	4	12	16
8:55:25 PM	4	9	13
8:55:41 PM	4	9	13
8:56:23 PM	4	9	13
8:57:59 PM	5	11	16
8:58:16 PM	5	12	17
8:58:46 PM	5	12	17
8:59:22 PM	5	11	16
8:59:48 PM	5	10	15
9:00:45 PM	4	12	16
9:01:28 PM	5	11	16
9:02:19 PM	5	12	17
9:02:49 PM	5	11	16
9:03:36 PM	5	11	16
9:04:05 PM	5	10	15
9:04:45 PM	4	11	15
9:05:02 PM	4	10	14
9:05:42 PM	3	10	13
9:05:53 PM	3	10	13
9:06:02 PM	4	10	14
9:06:13 PM	3	10	13
9:06:22 PM	3	13	16
9:06:38 PM	3	12	15
9:06:53 PM	3	12	15
9:07:20 PM	3	11	14

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:52:28 PM	1	0	1
1:52:38 PM	2	1	3
1:53:10 PM	3	2	5
1:53:23 PM	2	2	4
1:53:49 PM	2	2	4
1:53:58 PM	3	2	5
1:54:29 PM	3	1	4
1:54:42 PM	3	0	3
1:54:59 PM	3	2	5
1:55:22 PM	2	2	4
1:55:30 PM	1	2	3
1:55:43 PM	2	1	3
1:56:19 PM	3	0	3
1:56:27 PM	2	0	2
1:57:08 PM	2	0	2
1:57:26 PM	2	1	3
1:57:35 PM	1	1	2
1:57:41 PM	1	2	3
1:57:48 PM	1	3	4
1:57:53 PM	0	3	3
1:58:02 PM	1	2	3
1:58:11 PM	1	3	4
1:58:42 PM	2	2	4
1:59:00 PM	2	2	4
1:59:11 PM	3	1	4
1:59:42 PM	2	0	2
1:59:55 PM	2	2	4
2:00:00 PM	1	2	3
2:00:59 PM	1	2	3
2:01:27 PM	2	1	3
2:01:57 PM	3	2	5
2:02:06 PM	3	3	6
2:02:24 PM	4	2	6
2:02:51 PM	3	2	5
2:03:20 PM	3	2	5
2:03:41 PM	2	1	3
2:04:00 PM	3	0	3
2:04:25 PM	3	0	3
2:05:00 PM	3	2	5
2:06:05 PM	3	2	5
2:06:43 PM	2	2	4
2:07:16 PM	2	1	3
2:07:50 PM	2	0	2
2:08:25 PM	2	2	4
2:08:50 PM	3	2	5
2:09:46 PM	4	1	5
2:10:10 PM	4	3	7
2:10:36 PM	5	3	8
2:10:48 PM	4	3	7
2:11:05 PM	4	4	8
2:12:04 PM	3	4	7

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
9:07:49 PM	3	10	13
9:08:16 PM	2	9	11
9:08:49 PM	3	8	11
9:08:59 PM	2	7	9
9:09:20 PM	2	7	9
9:10:01 PM	3	8	11
9:10:18 PM	2	8	10
9:10:40 PM	2	7	9
9:11:12 PM	2	7	9
9:11:28 PM	3	7	10
9:12:47 PM	3	6	9
9:13:26 PM	2	6	8
9:13:51 PM	3	5	8
9:14:40 PM	3	4	7
9:15:01 PM	2	5	7
9:15:24 PM	3	6	9
9:16:04 PM	2	6	8
9:16:33 PM	1	8	9
9:17:09 PM	0	8	8
9:17:45 PM	1	7	8
9:18:33 PM	1	6	7
9:19:02 PM	2	5	7
9:19:20 PM	1	5	6
9:20:01 PM	2	5	7
9:20:29 PM	3	4	7
9:21:21 PM	3	5	8
9:21:29 PM	2	5	7
9:21:38 PM	2	6	8
9:21:48 PM	1	7	8
9:22:40 PM	2	8	10
9:23:36 PM	1	8	9
9:23:50 PM	2	7	9
9:24:04 PM	2	7	9
9:24:22 PM	2	8	10
9:24:41 PM	3	9	12
9:25:08 PM	3	11	14
9:25:17 PM	3	12	15
9:25:29 PM	2	11	13
9:25:47 PM	2	10	12
9:26:06 PM	1	9	10
9:26:44 PM	0	10	10
9:26:58 PM	2	9	11
9:27:43 PM	2	8	10
9:28:28 PM	2	7	9
9:29:10 PM	2	8	10
9:30:44 PM	2	8	10

# ATTACHMENT K

Project: 18-1161  
City: Orange

Date: 8/18/2018  
Day: Saturday

12:00 PM - 2:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
2:13:30 PM	4	4	8
2:13:55 PM	2	4	6
2:14:21 PM	2	4	6
2:14:51 PM	1	4	5
2:15:18 PM	2	4	6
2:15:50 PM	1	5	6
2:16:05 PM	2	4	6
2:16:19 PM	3	3	6
2:16:44 PM	2	3	5
2:16:56 PM	3	3	6
2:17:07 PM	2	4	6
2:17:16 PM	2	4	6
2:17:26 PM	1	4	5
2:17:37 PM	2	3	5
2:18:17 PM	3	2	5
2:18:42 PM	2	2	4
2:18:54 PM	2	3	5
2:19:04 PM	3	2	5
2:19:30 PM	4	2	6
2:19:56 PM	4	2	6
2:19:59 PM	4	3	7
2:20:50 PM	4	4	8
2:21:10 PM	3	2	5
2:21:26 PM	3	2	5
2:21:34 PM	3	1	4
2:21:41 PM	3	1	4
2:22:26 PM	4	0	4
2:22:44 PM	4	1	5
2:22:56 PM	4	2	6
2:23:43 PM	4	3	7
2:24:49 PM	5	3	8
2:25:11 PM	4	5	9
2:25:40 PM	4	4	8
2:26:03 PM	3	4	7
2:26:18 PM	3	6	9
2:26:33 PM	2	6	8
2:26:45 PM	3	5	8
2:27:44 PM	4	6	10
2:27:52 PM	3	6	9
2:28:09 PM	2	6	8
2:28:21 PM	3	6	9
2:28:49 PM	3	5	8
2:29:19 PM	3	4	7
2:29:48 PM	3	3	6

7:00PM - 9:30 PM

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
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# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Project: 11066 Magnolia Ave Riverside  
City: Riverside, CA

Date: 3/27/2019  
Day: Wednesday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:00 AM	0	0	0
11:01 AM	0	0	0
11:02 AM	0	0	0
11:03 AM	0	0	0
11:04 AM	0	0	0
11:05 AM	0	1	1
11:06 AM	0	1	1
11:07 AM	1	2	3
11:08 AM	1	3	4
11:09 AM	2	1	3
11:10 AM	3	1	4
11:11 AM	3	0	3
11:12 AM	2	0	2
11:13 AM	1	1	2
11:14 AM	0	3	3
11:15 AM	1	4	5
11:16 AM	2	2	4
11:17 AM	3	0	3
11:18 AM	2	0	2
11:19 AM	0	0	0
11:20 AM	0	2	2
11:21 AM	1	1	2
11:22 AM	1	2	3
11:23 AM	4	1	5
11:24 AM	4	2	6
11:25 AM	4	1	5
11:26 AM	2	1	3
11:27 AM	1	2	3
11:28 AM	1	1	2
11:29 AM	1	0	1
11:30 AM	1	1	2
11:31 AM	1	0	1
11:32 AM	0	0	0
11:33 AM	1	0	1
11:34 AM	1	0	1
11:35 AM	1	1	2
11:36 AM	2	0	2
11:37 AM	0	1	1
11:38 AM	1	0	1
11:39 AM	1	1	2
11:40 AM	0	0	0
11:41 AM	0	0	0
11:42 AM	0	1	1
11:43 AM	0	1	1
11:44 AM	1	0	1
11:45 AM	1	1	2
11:46 AM	1	2	3
11:47 AM	2	1	3
11:48 AM	3	0	3
11:49 AM	2	0	2
11:50 AM	1	1	2
11:51 AM	1	1	2
11:52 AM	1	3	4
11:53 AM	3	1	4
11:54 AM	3	2	5
11:55 AM	3	0	3
11:56 AM	2	1	3
11:57 AM	1	0	1
11:58 AM	1	3	4
11:59 AM	1	3	4
12:00 PM	1	3	4
12:01 PM	2	1	3
12:02 PM	1	6	7
12:03 PM	3	5	8
12:04 PM	3	4	7
12:05 PM	4	3	7

Time: (by min)	Pick-up to Order Board	Behind Order Board	Total
4:00 PM	1	2	3
4:01 PM	1	1	2
4:02 PM	3	2	5
4:03 PM	3	3	6
4:04 PM	4	2	6
4:05 PM	3	1	4
4:06 PM	2	2	4
4:07 PM	4	1	5
4:08 PM	3	0	3
4:09 PM	1	0	1
4:10 PM	1	2	3
4:11 PM	2	2	4
4:12 PM	2	1	3
4:13 PM	2	0	2
4:14 PM	1	1	2
4:15 PM	1	0	1
4:16 PM	0	0	0
4:17 PM	0	0	0
4:18 PM	0	4	4
4:19 PM	1	3	4
4:20 PM	1	2	3
4:21 PM	2	0	2
4:22 PM	1	0	1
4:23 PM	1	1	2
4:24 PM	2	1	3
4:25 PM	2	1	3
4:26 PM	2	1	3
4:27 PM	1	1	2
4:28 PM	1	0	1
4:29 PM	0	1	1
4:30 PM	1	1	2
4:31 PM	0	3	3
4:32 PM	2	1	3
4:33 PM	2	1	3
4:34 PM	1	1	2
4:35 PM	1	0	1
4:36 PM	1	0	1
4:37 PM	0	3	3
4:38 PM	1	6	7
4:39 PM	2	5	7
4:40 PM	1	4	5
4:41 PM	2	4	6
4:42 PM	2	4	6
4:43 PM	1	3	4
4:44 PM	3	1	4
4:45 PM	3	1	4
4:46 PM	3	2	5
4:47 PM	4	2	6
4:48 PM	6	3	9
4:49 PM	6	2	8
4:50 PM	6	3	9
4:51 PM	6	4	10
4:52 PM	6	3	9
4:53 PM	5	3	8
4:54 PM	5	2	7
4:55 PM	3	2	5
4:56 PM	2	1	3
4:57 PM	3	0	3
4:58 PM	2	1	3
4:59 PM	3	1	4
5:00 PM	4	2	6
5:01 PM	4	1	5
5:02 PM	4	1	5
5:03 PM	2	0	2
5:04 PM	1	1	2
5:05 PM	1	0	1

# ATTACHMENT K

Project: 11066 Magnolia Ave Riverside  
City: Riverside,CA

Date: 3/27/2019  
Day: Wednesday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:06 PM	6	1	7
12:07 PM	4	3	7
12:08 PM	6	1	7
12:09 PM	4	0	4
12:10 PM	2	1	3
12:11 PM	1	4	5
12:12 PM	2	2	4
12:13 PM	2	1	3
12:14 PM	2	3	5
12:15 PM	2	3	5
12:16 PM	2	2	4
12:17 PM	2	2	4
12:18 PM	2	2	4
12:19 PM	1	3	4
12:20 PM	2	1	3
12:21 PM	2	1	3
12:22 PM	1	1	2
12:23 PM	1	2	3
12:24 PM	1	3	4
12:25 PM	1	5	6
12:26 PM	1	7	8
12:27 PM	2	6	8
12:28 PM	3	6	9
12:29 PM	2	5	7
12:30 PM	0	6	6
12:31 PM	2	6	8
12:32 PM	3	4	7
12:33 PM	3	4	7
12:34 PM	3	3	6
12:35 PM	2	3	5
12:36 PM	2	3	5
12:37 PM	1	5	6
12:38 PM	1	8	9
12:39 PM	2	5	7
12:40 PM	3	9	12
12:41 PM	5	6	11
12:42 PM	4	5	9
12:43 PM	5	4	9
12:44 PM	5	5	10
12:45 PM	3	3	6
12:46 PM	4	3	7
12:47 PM	3	3	6
12:48 PM	3	4	7
12:49 PM	3	4	7
12:50 PM	3	3	6
12:51 PM	1	4	5
12:52 PM	2	3	5
12:53 PM	2	3	5
12:54 PM	2	4	6
12:55 PM	1	4	5
12:56 PM	2	3	5
12:57 PM	4	1	5
12:58 PM	2	3	5
12:59 PM	3	1	4
1:00 PM	1	2	3
1:01 PM	1	2	3
1:02 PM	1	5	6
1:03 PM	2	4	6
1:04 PM	3	2	5
1:05 PM	2	3	5
1:06 PM	2	2	4
1:07 PM	4	0	4
1:08 PM	1	1	2
1:09 PM	1	3	4
1:10 PM	2	5	7
1:11 PM	3	5	8
1:12 PM	3	4	7
1:13 PM	3	4	7
1:14 PM	2	5	7
1:15 PM	2	4	6

Time: (by min)	Pick-up to Order Board	Behind Order Board	Total
5:06 PM	1	0	1
5:07 PM	0	0	0
5:08 PM	0	0	0
5:09 PM	0	0	0
5:10 PM	0	1	1
5:11 PM	1	0	1
5:12 PM	1	1	2
5:13 PM	1	3	4
5:14 PM	3	0	3
5:15 PM	2	0	2
5:16 PM	2	1	3
5:17 PM	2	0	2
5:18 PM	1	0	1
5:19 PM	0	1	1
5:20 PM	0	2	2
5:21 PM	2	1	3
5:22 PM	2	2	4
5:23 PM	2	1	3
5:24 PM	2	1	3
5:25 PM	2	4	6
5:26 PM	2	2	4
5:27 PM	1	5	6
5:28 PM	3	5	8
5:29 PM	1	5	6
5:30 PM	1	5	6
5:31 PM	2	6	8
5:32 PM	4	5	9
5:33 PM	5	4	9
5:34 PM	5	5	10
5:35 PM	5	3	8
5:36 PM	3	3	6
5:37 PM	2	3	5
5:38 PM	1	3	4
5:39 PM	2	3	5
5:40 PM	2	1	3
5:41 PM	2	1	3
5:42 PM	1	1	2
5:43 PM	1	0	1
5:44 PM	0	0	0
5:45 PM	0	1	1
5:46 PM	1	0	1
5:47 PM	0	1	1
5:48 PM	0	1	1
5:49 PM	1	3	4
5:50 PM	3	1	4
5:51 PM	1	2	3
5:52 PM	2	0	2
5:53 PM	1	1	2
5:54 PM	2	2	4
5:55 PM	2	1	3
5:56 PM	2	0	2
5:57 PM	2	2	4
5:58 PM	4	2	6
5:59 PM	1	2	3
6:00 PM	0	2	2
6:01 PM	2	3	5
6:02 PM	2	4	6
6:03 PM	2	3	5
6:04 PM	2	3	5
6:05 PM	2	2	4
6:06 PM	2	4	6
6:07 PM	3	5	8
6:08 PM	2	5	7
6:09 PM	2	5	7
6:10 PM	3	6	9
6:11 PM	3	6	9
6:12 PM	4	7	11
6:13 PM	3	6	9
6:14 PM	2	6	8
6:15 PM	4	5	9

# ATTACHMENT K

Project: 11066 Magnolia Ave Riverside  
City: Riverside,CA

Date: 3/27/2019  
Day: Wednesday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:16 PM	2	4	6
1:17 PM	3	2	5
1:18 PM	4	1	5
1:19 PM	3	0	3
1:20 PM	2	3	5
1:21 PM	1	4	5
1:22 PM	1	4	5
1:23 PM	2	5	7
1:24 PM	3	7	10
1:25 PM	4	5	9
1:26 PM	3	6	9
1:27 PM	4	6	10
1:28 PM	1	5	6
1:29 PM	3	5	8
1:30 PM	3	6	9
1:31 PM	2	5	7
1:32 PM	3	4	7
1:33 PM	4	3	7
1:34 PM	4	2	6
1:35 PM	4	3	7
1:36 PM	4	2	6
1:37 PM	4	1	5
1:38 PM	4	1	5
1:39 PM	1	1	2
1:40 PM	1	0	1
1:41 PM	0	0	0
1:42 PM	0	0	0
1:43 PM	0	3	3
1:44 PM	2	1	3
1:45 PM	1	2	3
1:46 PM	2	3	5
1:47 PM	0	3	3
1:48 PM	0	5	5
1:49 PM	1	6	7
1:50 PM	2	3	5
1:51 PM	2	3	5
1:52 PM	1	3	4
1:53 PM	1	3	4
1:54 PM	1	4	5
1:55 PM	2	4	6
1:56 PM	2	4	6
1:57 PM	4	2	6
1:58 PM	3	3	6
1:59 PM	2	3	5

Time: (by min)	Pick-up to Order Board	Behind Order Board	Total
6:16 PM	2	5	7
6:17 PM	3	5	8
6:18 PM	4	5	9
6:19 PM	3	4	7
6:20 PM	3	4	7
6:21 PM	2	5	7
6:22 PM	4	3	7
6:23 PM	4	1	5
6:24 PM	3	1	4
6:25 PM	3	1	4
6:26 PM	1	3	4
6:27 PM	2	2	4
6:28 PM	2	3	5
6:29 PM	1	6	7
6:30 PM	2	5	7
6:31 PM	3	5	8
6:32 PM	3	4	7
6:33 PM	3	3	6
6:34 PM	2	3	5
6:35 PM	1	2	3
6:36 PM	2	1	3
6:37 PM	2	0	2
6:38 PM	1	1	2
6:39 PM	1	0	1
6:40 PM	1	2	3
6:41 PM	1	4	5
6:42 PM	1	3	4
6:43 PM	3	3	6
6:44 PM	2	3	5
6:45 PM	3	1	4
6:46 PM	2	1	3
6:47 PM	2	0	2
6:48 PM	1	0	1
6:49 PM	0	1	1
6:50 PM	1	1	2
6:51 PM	1	1	2
6:52 PM	2	2	4
6:53 PM	2	3	5
6:54 PM	1	3	4
6:55 PM	1	2	3
6:56 PM	2	1	3
6:57 PM	1	3	4
6:58 PM	1	3	4
6:59 PM	2	2	4



# ATTACHMENT K

Prepared by National Data & Surveying Services

## Queue Study

Project: 11066 Magnolia Ave Riverside  
City: Riverside, CA

Date: 3/30/2019  
Day: Saturday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
11:00 AM	0	0	0
11:01 AM	1	0	1
11:02 AM	1	0	1
11:03 AM	1	0	1
11:04 AM	0	0	0
11:05 AM	0	0	0
11:06 AM	1	1	2
11:07 AM	2	0	2
11:08 AM	1	0	1
11:09 AM	1	0	1
11:10 AM	1	3	4
11:11 AM	3	1	4
11:12 AM	3	3	6
11:13 AM	3	3	6
11:14 AM	4	2	6
11:15 AM	5	1	6
11:16 AM	5	1	6
11:17 AM	5	1	6
11:18 AM	4	0	4
11:19 AM	4	0	4
11:20 AM	3	0	3
11:21 AM	2	0	2
11:22 AM	0	0	0
11:23 AM	1	0	1
11:24 AM	1	0	1
11:25 AM	0	0	0
11:26 AM	0	0	0
11:27 AM	0	0	0
11:28 AM	1	0	1
11:29 AM	1	0	1
11:30 AM	1	1	2
11:31 AM	2	1	3
11:32 AM	2	2	4
11:33 AM	4	0	4
11:34 AM	3	0	3
11:35 AM	4	1	5
11:36 AM	5	1	6
11:37 AM	5	1	6
11:38 AM	6	3	9
11:39 AM	7	2	9
11:40 AM	6	0	6
11:41 AM	6	0	6
11:42 AM	5	1	6
11:43 AM	3	0	3
11:44 AM	1	0	1
11:45 AM	2	0	2
11:46 AM	0	0	0
11:47 AM	0	0	0
11:48 AM	1	1	2
11:49 AM	1	0	1
11:50 AM	1	0	1
11:51 AM	1	0	1
11:52 AM	0	0	0
11:53 AM	1	0	1
11:54 AM	3	0	3
11:55 AM	4	0	4
11:56 AM	3	0	3
11:57 AM	2	0	2
11:58 AM	3	1	4
11:59 AM	3	2	5
12:00 PM	3	2	5
12:01 PM	5	1	6
12:02 PM	5	1	6
12:03 PM	4	3	7
12:04 PM	4	2	6
12:05 PM	5	1	6
12:06 PM	7	3	10
12:07 PM	8	3	11

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
4:00 PM	1	1	2
4:01 PM	2	1	3
4:02 PM	1	0	1
4:03 PM	2	0	2
4:04 PM	3	0	3
4:05 PM	3	0	3
4:06 PM	5	1	6
4:07 PM	5	3	8
4:08 PM	5	5	10
4:09 PM	5	4	9
4:10 PM	4	3	7
4:11 PM	5	3	8
4:12 PM	6	3	9
4:13 PM	5	3	8
4:14 PM	4	4	8
4:15 PM	3	4	7
4:16 PM	5	2	7
4:17 PM	6	1	7
4:18 PM	5	2	7
4:19 PM	5	0	5
4:20 PM	4	1	5
4:21 PM	2	3	5
4:22 PM	3	4	7
4:23 PM	5	6	11
4:24 PM	6	3	9
4:25 PM	5	4	9
4:26 PM	6	2	8
4:27 PM	5	3	8
4:28 PM	4	2	6
4:29 PM	2	4	6
4:30 PM	3	1	4
4:31 PM	4	1	5
4:32 PM	4	0	4
4:33 PM	3	0	3
4:34 PM	4	0	4
4:35 PM	3	2	5
4:36 PM	4	2	6
4:37 PM	5	4	9
4:38 PM	3	2	5
4:39 PM	5	2	7
4:40 PM	3	1	4
4:41 PM	5	0	5
4:42 PM	5	1	6
4:43 PM	3	1	4
4:44 PM	2	0	2
4:45 PM	3	1	4
4:46 PM	2	0	2
4:47 PM	2	0	2
4:48 PM	2	0	2
4:49 PM	1	1	2
4:50 PM	1	2	3
4:51 PM	2	0	2
4:52 PM	1	2	3
4:53 PM	2	1	3
4:54 PM	3	3	6
4:55 PM	4	1	5
4:56 PM	3	3	6
4:57 PM	4	3	7
4:58 PM	4	1	5
4:59 PM	4	2	6
5:00 PM	6	0	6
5:01 PM	7	1	8
5:02 PM	6	1	7
5:03 PM	5	2	7
5:04 PM	6	1	7
5:05 PM	5	1	6
5:06 PM	4	1	5
5:07 PM	4	1	5

# ATTACHMENT K

Project: 11066 Magnolia Ave Riverside  
City: Riverside,CA

Date: 3/30/2019  
Day: Saturday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
12:08 PM	6	3	9
12:09 PM	7	1	8
12:10 PM	7	2	9
12:11 PM	7	3	10
12:12 PM	6	4	10
12:13 PM	6	4	10
12:14 PM	4	3	7
12:15 PM	6	2	8
12:16 PM	4	2	6
12:17 PM	3	4	7
12:18 PM	3	2	5
12:19 PM	4	2	6
12:20 PM	4	3	7
12:21 PM	3	3	6
12:22 PM	4	2	6
12:23 PM	4	2	6
12:24 PM	5	0	5
12:25 PM	1	0	1
12:26 PM	1	0	1
12:27 PM	0	0	0
12:28 PM	3	2	5
12:29 PM	3	1	4
12:30 PM	2	2	4
12:31 PM	3	2	5
12:32 PM	5	1	6
12:33 PM	4	3	7
12:34 PM	4	3	7
12:35 PM	4	3	7
12:36 PM	4	3	7
12:37 PM	5	2	7
12:38 PM	6	2	8
12:39 PM	6	1	7
12:40 PM	5	1	6
12:41 PM	5	1	6
12:42 PM	4	1	5
12:43 PM	7	2	9
12:44 PM	7	2	9
12:45 PM	6	2	8
12:46 PM	5	1	6
12:47 PM	6	1	7
12:48 PM	6	2	8
12:49 PM	6	1	7
12:50 PM	4	1	5
12:51 PM	4	4	8
12:52 PM	4	3	7
12:53 PM	5	2	7
12:54 PM	6	2	8
12:55 PM	5	2	7
12:56 PM	6	3	9
12:57 PM	4	5	9
12:58 PM	6	6	12
12:59 PM	5	6	11
1:00 PM	3	7	10
1:01 PM	5	5	10
1:02 PM	3	6	9
1:03 PM	3	4	7
1:04 PM	6	5	11
1:05 PM	4	5	9
1:06 PM	5	3	8
1:07 PM	6	3	9
1:08 PM	5	3	8
1:09 PM	4	5	9
1:10 PM	5	3	8
1:11 PM	5	2	7
1:12 PM	6	2	8
1:13 PM	4	4	8
1:14 PM	6	2	8
1:15 PM	6	3	9
1:16 PM	6	3	9
1:17 PM	6	2	8
1:18 PM	6	2	8
1:19 PM	4	2	6

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
5:08 PM	3	0	3
5:09 PM	3	0	3
5:10 PM	2	0	2
5:11 PM	2	0	2
5:12 PM	1	2	3
5:13 PM	2	1	3
5:14 PM	3	1	4
5:15 PM	3	3	6
5:16 PM	4	2	6
5:17 PM	3	2	5
5:18 PM	3	1	4
5:19 PM	4	1	5
5:20 PM	3	1	4
5:21 PM	4	0	4
5:22 PM	4	0	4
5:23 PM	4	0	4
5:24 PM	2	0	2
5:25 PM	3	0	3
5:26 PM	3	1	4
5:27 PM	3	0	3
5:28 PM	2	2	4
5:29 PM	4	1	5
5:30 PM	5	1	6
5:31 PM	4	1	5
5:32 PM	4	0	4
5:33 PM	4	0	4
5:34 PM	3	0	3
5:35 PM	1	0	1
5:36 PM	0	0	0
5:37 PM	2	0	2
5:38 PM	3	1	4
5:39 PM	4	0	4
5:40 PM	3	2	5
5:41 PM	3	2	5
5:42 PM	3	0	3
5:43 PM	5	0	5
5:44 PM	4	0	4
5:45 PM	2	0	2
5:46 PM	1	0	1
5:47 PM	1	0	1
5:48 PM	2	1	3
5:49 PM	3	0	3
5:50 PM	2	2	4
5:51 PM	2	0	2
5:52 PM	2	0	2
5:53 PM	1	0	1
5:54 PM	2	1	3
5:55 PM	3	1	4
5:56 PM	3	0	3
5:57 PM	2	0	2
5:58 PM	0	0	0
5:59 PM	1	0	1
6:00 PM	1	0	1
6:01 PM	0	0	0
6:02 PM	1	0	1
6:03 PM	0	1	1
6:04 PM	0	1	1
6:05 PM	2	0	2
6:06 PM	1	0	1
6:07 PM	1	0	1
6:08 PM	2	0	2
6:09 PM	4	0	4
6:10 PM	5	0	5
6:11 PM	6	0	6
6:12 PM	7	0	7
6:13 PM	6	0	6
6:14 PM	6	0	6
6:15 PM	5	1	6
6:16 PM	5	0	5
6:17 PM	5	0	5
6:18 PM	3	0	3
6:19 PM	2	0	2

# ATTACHMENT K

Project: 11066 Magnolia Ave Riverside  
City: Riverside,CA

Date: 3/30/2019  
Day: Saturday

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
1:20 PM	5	7	12
1:21 PM	5	6	11
1:22 PM	5	5	10
1:23 PM	5	3	8
1:24 PM	3	4	7
1:25 PM	2	4	6
1:26 PM	4	2	6
1:27 PM	6	2	8
1:28 PM	5	1	6
1:29 PM	4	4	8
1:30 PM	7	3	10
1:31 PM	6	4	10
1:32 PM	5	3	8
1:33 PM	4	5	9
1:34 PM	5	3	8
1:35 PM	4	6	10
1:36 PM	3	6	9
1:37 PM	4	8	12
1:38 PM	4	6	10
1:39 PM	6	5	11
1:40 PM	4	6	10
1:41 PM	4	5	9
1:42 PM	5	5	10
1:43 PM	5	4	9
1:44 PM	5	3	8
1:45 PM	6	2	8
1:46 PM	7	3	10
1:47 PM	5	3	8
1:48 PM	5	2	7
1:49 PM	5	3	8
1:50 PM	3	5	8
1:51 PM	4	6	10
1:52 PM	6	3	9
1:53 PM	6	1	7
1:54 PM	6	1	7
1:55 PM	5	1	6
1:56 PM	6	2	8
1:57 PM	7	2	9
1:58 PM	6	2	8
1:59 PM	5	2	7

Arrival Time	Pick-up to Order Board	Behind Order Board	Total
6:20 PM	3	0	3
6:21 PM	1	0	1
6:22 PM	2	0	2
6:23 PM	2	0	2
6:24 PM	3	0	3
6:25 PM	3	0	3
6:26 PM	2	0	2
6:27 PM	2	0	2
6:28 PM	1	0	1
6:29 PM	2	0	2
6:30 PM	3	1	4
6:31 PM	4	2	6
6:32 PM	3	5	8
6:33 PM	4	4	8
6:34 PM	4	5	9
6:35 PM	3	3	6
6:36 PM	4	2	6
6:37 PM	4	0	4
6:38 PM	2	4	6
6:39 PM	5	4	9
6:40 PM	4	3	7
6:41 PM	5	3	8
6:42 PM	5	4	9
6:43 PM	3	5	8
6:44 PM	4	6	10
6:45 PM	3	5	8
6:46 PM	4	4	8
6:47 PM	4	7	11
6:48 PM	4	3	7
6:49 PM	3	6	9
6:50 PM	5	4	9
6:51 PM	5	3	8
6:52 PM	5	5	10
6:53 PM	3	3	6
6:54 PM	3	5	8
6:55 PM	3	4	7
6:56 PM	4	2	6
6:57 PM	4	1	5
6:58 PM	3	5	8
6:59 PM	4	3	7

APPENDIX F

QUEUING ANALYSIS SUMMARY TABLES

# ATTACHMENT K

TABLE 1 SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION RAISING CANE'S - TYPICAL WEEKDAY AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES									
Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile + Queue			Peak Queue		
	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
Lunch									
11:00-11:15 AM	1.5		1.7	2.7		3.0	3		4
11:15-11:30 AM	1.7		3.1	2.0		5.0	3		6
11:30-11:45 AM	2.6		1.1	4.0		2.0	5		2
11:45-12:00 PM	4.1		3.0	7.2		4.0	11		5
12:00-12:15 PM	3.9	5.6	5.4	7.0	7.0	7.0	9	14	8
12:15-12:30 PM	9.0	6.6	4.9	13.0	8.0	7.9	15	13	9
12:30-12:45 PM	10.6	7.0	7.8	12.8	9.0	9.9	13	10	12
12:45-1:00 PM	7.0	9.7	5.6	9.0	13.0	6.9	9	16	7
1:00-1:15 PM	5.2	9.0	5.2	7.0	11.0	7.0	8	13	8
1:15-1:30 PM	5.8	6.6	6.6	8.0	9.0	9.0	10	11	10
1:30-1:45 PM	2.8	3.9	4.5	5.0	5.0	7.0	6	7	9
1:45-2:00 PM	3.5	3.6	5.0	4.5	5.0	6.0	6	6	7
2:00-2:15 PM		3.6			5.0			5	
2:15-2:30 PM		2.9			5.0			6	
Highest Value	10.6	9.7	7.8	13.0	13.0	9.9	15	16	12
Dinner									
4:00-4:15 PM	5.6		3.5	7.0		5.0	8		6
4:15-4:30 PM	6.2		2.0	8.0		3.0	9		4
4:30-4:45 PM	5.9		3.8	7.0		6.0	9		7
4:45-5:00 PM	5.5		6.2	7.0		9.0	9		10
5:00-5:15 PM	5.4		2.2	7.0		4.9	8		6
5:15-5:30 PM	5.8		3.6	7.0		6.0	9		8
5:30-5:45 PM	7.1		5.3	8.0		8.9	10		10
5:45-6:00 PM	10.9		2.7	12.0		4.0	13		6
6:00-6:15 PM	8.6		6.7	10.4		9.0	11		11
6:15-6:30 PM	10.8		6.3	12.0		7.9	13		9
6:30-6:45 PM	11.1		4.5	12.5		6.9	14		8
6:45-7:00 PM	12.8		3.1	14.0		4.0	14		5
7:00-7:15 PM		11.0			12.0			14	
7:15-7:30 PM		11.5			13.0			14	
7:30-7:45 PM		8.6			10.0			12	
7:45-8:00 PM		8.3			10.0			12	
8:00-8:15 PM		9.4			11.0			13	
8:15-8:30 PM		8.5			11.0			12	
8:30-8:45 PM		6.4			9.0			10	
8:45-9:00 PM		5.2			7.0			8	
9:00-9:15 PM		6.4			8.1			10	
9:15-9:30 PM		7.5			9.3			12	
Highest Value	12.8	11.5	6.7	14.0	13.0	9.0	14	14	11
Notes: + 85th percentile = The queue will be less than the queue shown 85% of the time.									

# ATTACHMENT K

<p>TABLE 2</p> <p>SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION</p> <p>RAISING CANE'S - SATURDAY</p> <p>AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES</p>									
Time Period	Number of Drive-through Vehicles in the Queue								
	Average Queue			85th %-ile + Queue			Peak Queue		
	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside	Laguna Hills	Orange	Riverside
Lunch									
11:00-11:15 AM	3.0		2.3	4.3		5.8	5		6
11:15-11:30 AM	1.8		2.3	3.0		5.8	4		6
11:30-11:45 AM	5.3		4.9	8.0		6.0	12		9
11:45-12:00 PM	7.5		1.9	10.0		3.9	12		5
12:00-12:15 PM	4.7	5.5	8.0	5.0	8.0	10.0	6	9	11
12:15-12:30 PM	4.1	6.8	4.9	5.0	8.7	6.9	6	10	8
12:30-12:45 PM	8.2	5.8	6.7	12.0	7.1	7.9	13	9	9
12:45-1:00 PM	9.3	6.8	7.9	11.0	8.0	9.0	12	9	12
1:00-1:15 PM	7.2	10.4	8.6	9.0	12.0	9.9	14	13	11
1:15-1:30 PM	7.3	9.4	8.1	9.0	12.0	9.9	10	13	12
1:30-1:45 PM	6.9	8.5	9.5	9.0	11.0	10.0	10	13	12
1:45-2:00 PM	7.3	3.9	8.0	8.8	5.4	9.0	10	6	10
2:00-2:15 PM		5.0			7.0			8	
2:15-2:30 PM		6.4			8.0			10	
Highest Value	9.3	10.4	9.5	12.0	12.0	10.0	14	13	12
Dinner									
4:00-4:15 PM	6.2		5.8	8.5		8.9	11		10
4:15-4:30 PM	4.5		7.1	5.1		8.9	6		11
4:30-4:45 PM	2.0		4.9	3.0		6.0	4		9
4:45-5:00 PM	5.2		3.9	6.0		6.0	8		7
5:00-5:15 PM	5.6		4.7	7.0		7.0	9		8
5:15-5:30 PM	10.0		4.2	12.0		5.0	12		6
5:30-5:45 PM	6.1		3.7	7.3		5.0	11		6
5:45-6:00 PM	7.3		2.1	11.3		3.0	13		4
6:00-6:15 PM	8.7		2.9	11.0		6.0	12		7
6:15-6:30 PM	8.6		2.8	11.0		4.8	13		6
6:30-6:45 PM	6.0		7.2	7.3		9.0	10		10
6:45-7:00 PM	4.7		7.8	7.0		9.0	8		11
7:00-7:15 PM		9.2			10.5			13	
7:15-7:30 PM		11.6			13.0			13	
7:30-7:45 PM		10.8			13.0			16	
7:45-8:00 PM		4.2			6.0			11	
8:00-8:15 PM		5.4			8.0			10	
8:15-8:30 PM		8.9			11.0			12	
8:30-8:45 PM		8.8			11.0			13	
8:45-9:00 PM		15.0			17.0			17	
9:00-9:15 PM		12.4			16.0			17	
9:15-9:30 PM		9.3			11.4			15	
Highest Value	10.0	15.0	7.8	12.0	17.0	9.0	13	17	11
<p>Notes: + 85th percentile = The queue will be less than the queue shown 85% of the time.</p>									

## DRIVE-THROUGH QUEUING ANALYSIS

*Project:* Raising Cane's Restaurant  
*Location:* 255 Imperial Highway, Brea, CA

## INPUT VALUES

Variable	Description	Value
A =	average number of vehicle arrivals per hour <sup>1</sup>	79
S =	service rate, number of vehicles per hour <sup>2</sup>	87
I =	traffic intensity, utilization factor = A/S	0.91
Q =	queue capacity (vehicles)	20

## FORMULAS

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I \quad 8.97$$

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I) \quad 1.34\%$$

Probability of Queue Exceeding Q Vehicles (20 Vehicles)

$$P(Q > a) = 1 - \sum_{Q=0}^{Q=a} P(Q) \quad 13.19\%$$

<sup>1</sup> For a worst-case analysis, the peak arrival rate observed at the Orange Raising Cane's site is used here.

<sup>2</sup> Service rate conservatively assumes 150 seconds of lost time for the first vehicle of the hour to move forward from the order board to the service window, while the remainder of the vehicles are assumed to be processed at a rate of 40 sec/veh

Source: Institute of Transportation Engineers (ITE)  
 Transportation Planning Handbook, 3rd Edition

## APPENDIX G

### PARKING ANALYSIS RESOURCES



***Use***

Cafes, "sit down" restaurants, "drive-in" restaurants, "drive-through" restaurants, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food or beverages

***Minimum Parking Stalls Required***

Minimum of ten (10) or one (1) for each seventy-five (75) square feet of gross floor area, up to six thousand (6,000) square feet, plus one (1) for each fifty-five (55) square feet over six thousand (6,000) square feet or one (1) for every three (3) seats, whichever is greater. "Drive through" or "Drive in" restaurants shall also provide a minimum of one hundred sixty (160) feet of stacking space, as measured from the pick up window, for each drive through lane.

***Use***

Offices, except as otherwise specified herein

***Minimum Parking Stalls Required***

One (1) per two hundred fifty (250) square feet.

***Use*****Health**

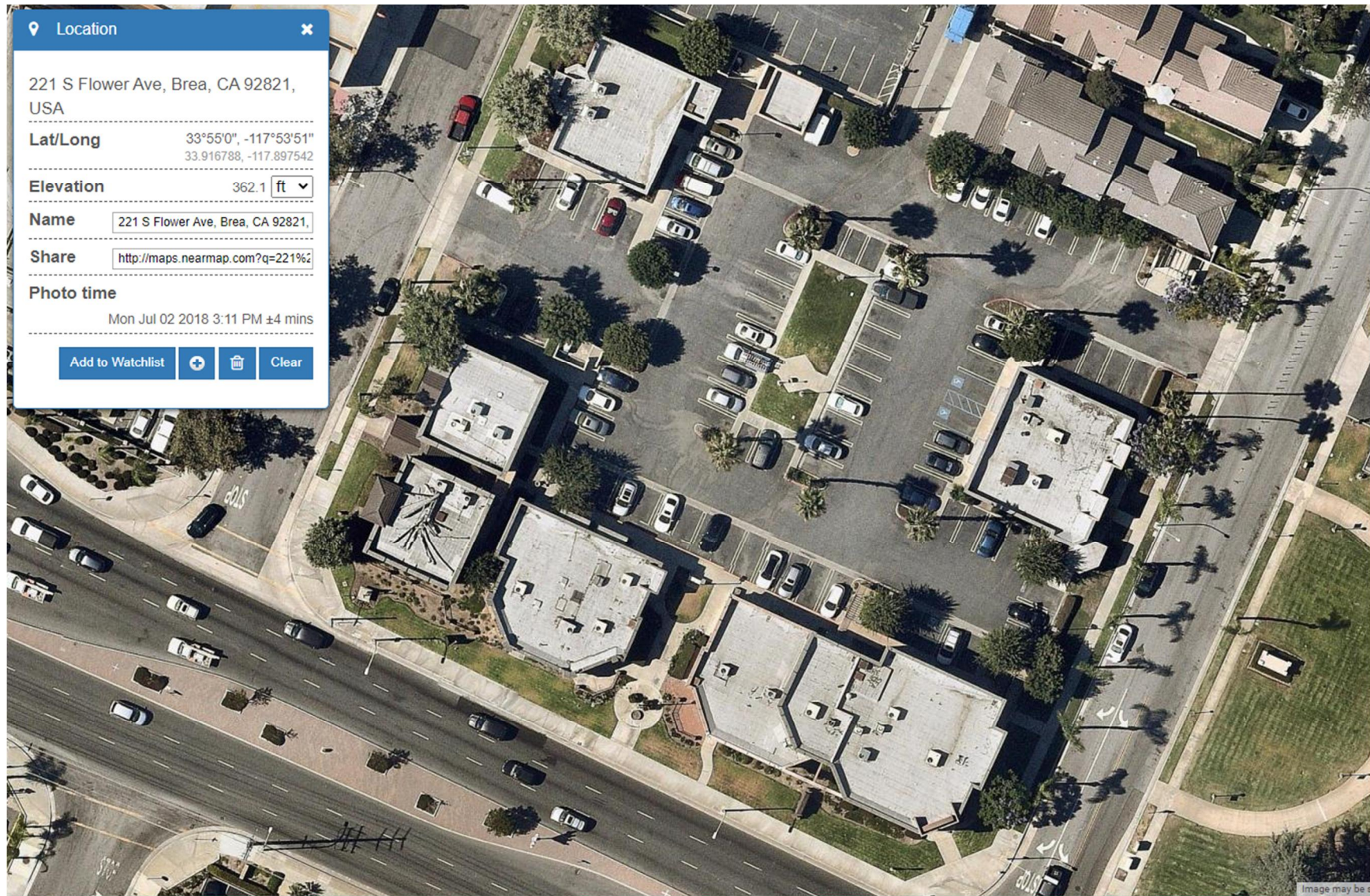
Medical, dental, veterinary clinics or offices.

***Minimum Parking Stalls Required***

additional uses on-site.

Five and one-half (5½) spaces per one thousand (1,000) square feet.









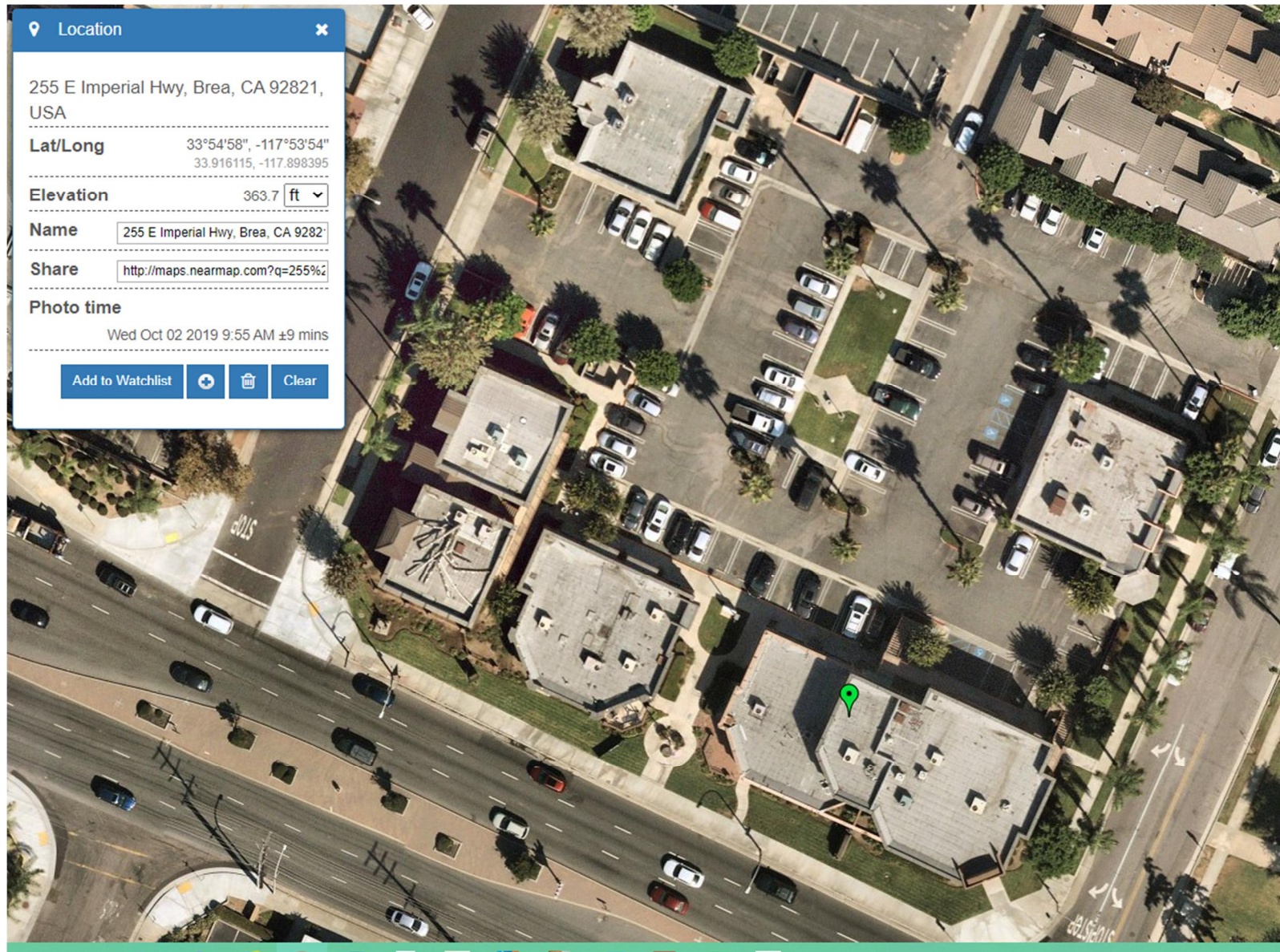




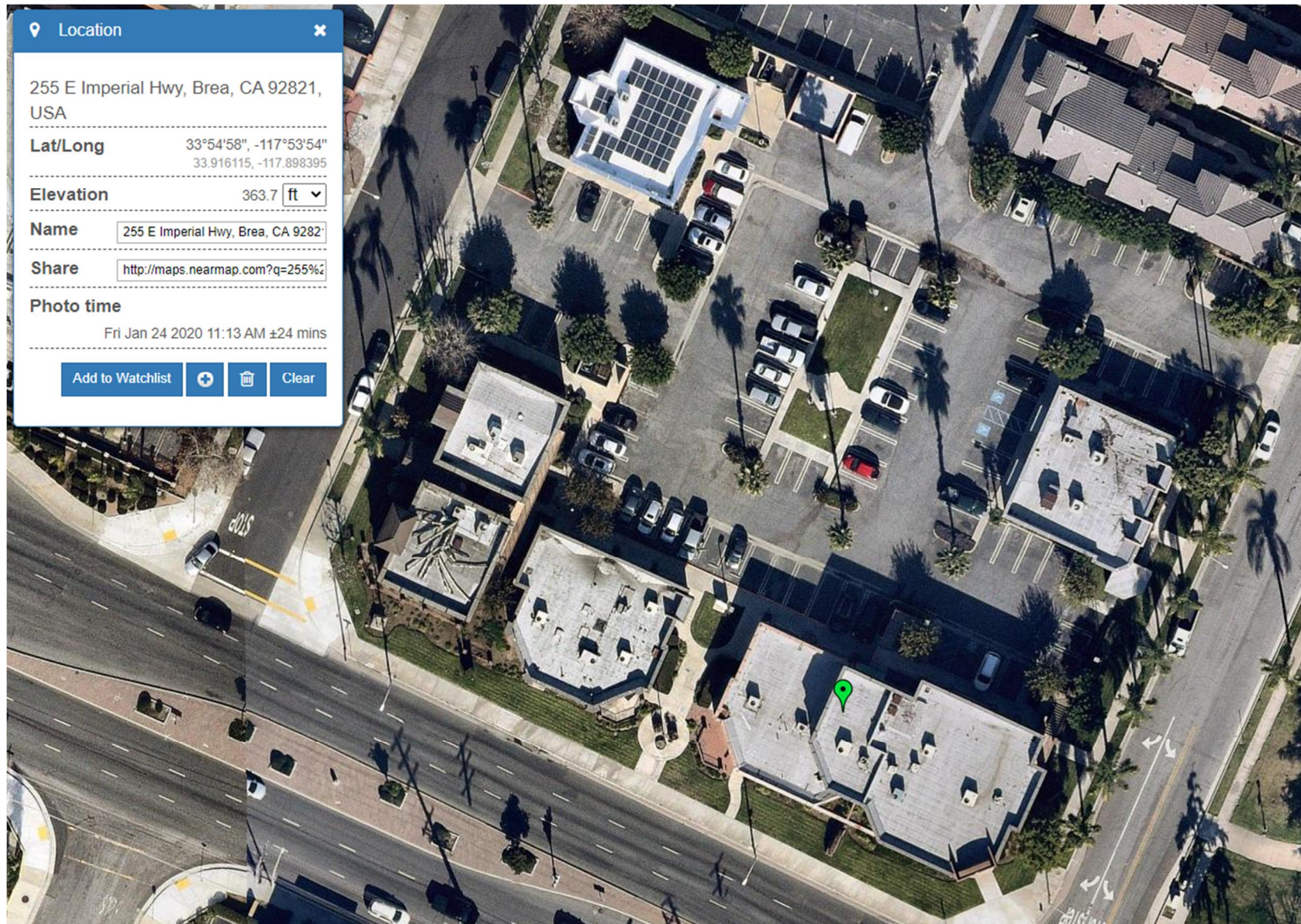












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Project: Gaslight Square  
Description: Shopping Center

Shared Parking Demand Summary																		
Peak Month: MAY -- Peak Period: 1 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											1 PM	May		12 PM	May	
Retail																		
Food and Beverage																		
Fast Casual/Fast Food Employee	4,047	sf GLA	12.40	100%	93%	11.50	ksf GLA	12.70	100%	97%	12.33	ksf GLA	100%	99%	47	100%	99%	50
			2.00	100%	100%	2.00		2.00	100%	100%	2.00		100%	100%	9	100%	100%	9
Entertainment and Institutions																		
Hotel and Residential																		
Office																		
Office <25 ksf	3,448	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	45%	100%	1	90%	100%	1
Reserved Employee		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
			3.50	100%	100%	3.50		0.35	100%	100%	0.35		85%	100%	11	90%	100%	2
Medical/Dental Office Employee	5,427	sf GFA	3.00	100%	100%	2.99	ksf GFA	0.00	100%	100%	0.00	ksf GFA	90%	100%	15	30%	100%	-
			1.60	100%	100%	1.60		0.16	100%	100%	0.16		100%	100%	9	100%	100%	1
Additional Land Uses																		
													Customer/Visitor	63	Customer	51		
													Employee/Resident	29	Employee/Resident	12		
													Reserved	-	Reserved	-		
													Total	92	Total	63		
													Shared Parking Reduction	9%		3%		



## **TECHNICAL BACKGROUND**

<b>Case No:</b>	PLN-2020-00010
<b>Property Location:</b>	255 E. Imperial Blvd.
<b>Parcel Size:</b>	82,000 square feet (1.88 acres)
<b>Building Size:</b>	Proposed Demolished: 9,588 SF / Proposed New: 3,267 SF
<b>Applicant:</b>	Mr. Javier Sola, rep. for Raising Cane's Restaurant 6767 Perkins Road, Suite 200 Baton Rouge, LA 70808
<b>General Plan Designation:</b>	Office/Financial Commercial
<b>Zoning Designation:</b>	Commercial-Professional (C-P) Precise Development (P-D)
<b>Adjacent Zoning</b>	
<b>North:</b>	Multi-Family (R-3)
<b>South:</b>	C-G, General Commercial
<b>West:</b>	MU-I, Mixed- Use I
<b>East:</b>	Public Facilities (PF)
<b>Site and Neighborhood Characteristics:</b>	The project site is located north of Imperial Highway, between Orange Avenue and Flower Avenue. The project site is surrounded by multi-family residential uses to the north, commercial uses to the west and south, and an elementary school to the east.
<b>Public Hearing Notices and Outreach:</b>	Legal Notice was published in the Brea Star Progress on November 26, 2020, and approximately 45 notices were sent to all property owners within a 500-foot radius of the project.

CITY OF BREA  
notice of public hearing

CITY OF BREA  
PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR AN AMENDMENT TO  
PLANNING COMMISSION RESOLUTION NO. 88-56, A REQUEST FOR A  
CONDITIONAL USE PERMIT AND PRECISE DEVELOPMENT

NOTICE IS HEREBY GIVEN, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

DATE AND TIME: Tuesday, December 8, 2020, 7:00 p.m.  
OF HEARING: All interested persons may appear and be heard at that time.

PLACE OF  
HEARING: Brea Civic & Cultural Center, Council Chambers  
1 Civic Center Circle, Brea, CA 92821

PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE CITY COUNCIL OF THE CITY OF BREA ON MARCH 19, 2020, AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING MAY BE CONDUCTED IN WHOLE OR IN PART BY TELECONFERENCE.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING [planning@cityofbrea.net](mailto:planning@cityofbrea.net). ALL PERSONS WISHING TO PARTICIPATE BY TELECONFERENCE SHOULD CONTACT THE CITY NO LATER THAN NOON ON DECEMBER 8, 2020.

REQUEST: The Applicant, Javier Sola, is requesting an amendment to Planning Commission Resolution No. 88-56; a request for a Conditional Use Permit (CUP) and Precise Development to allow the demolition of two existing office buildings, and the construction of a 3,267 square-foot drive-thru restaurant; and a CUP to amend an existing sign program.

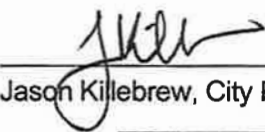
LOCATION: The project site is located at 255 E. Imperial Highway, in the C-P (PD) Commercial, Administrative, And Professional Office (Precise Development Zone).

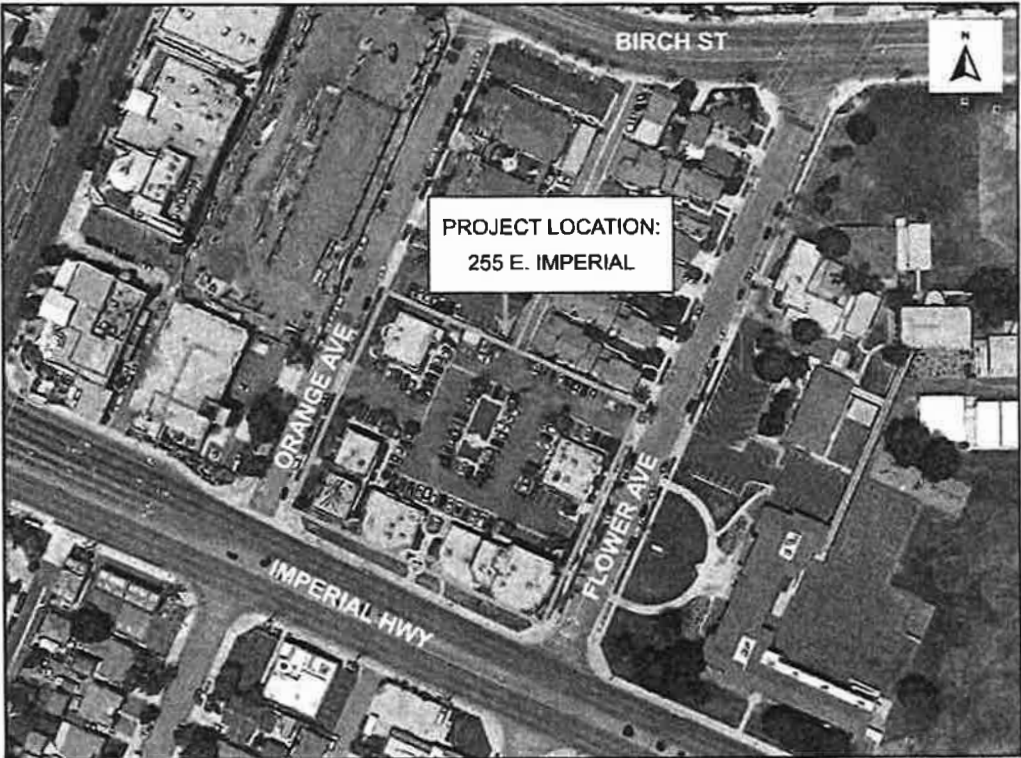
ENVIRONMENTAL: The City of Brea, in accordance with the California Environmental Quality Act (CEQA) has determined that the proposed project is exempt under Section 15301. This exemption is applicable to the operation, repair, permitting, leasing, licensing, or minor alteration of existing private structures involving negligible or no expansion of existing or former use.

IF YOU CHALLENGE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.

FOR FURTHER INFORMATION ON THIS SUBJECT, PLEASE CONTACT THE PLANNING DIVISION AT (714) 990-7674.

COMMUNITY DEVELOPMENT DEPARTMENT

  
Jason Killebrew, City Planner



December 3, 2020

Brea Planning Commission  
1 Civic Center Circle  
Brea, CA 92821

RE: Public hearing for proposed project at 255 E. Imperial

To Whom it may concern:

I am unable to attend the hearing but feel compelled to express concerns regarding this project. The increased traffic of the Cane's drive thru affects the existing homes on Flower, Gaslight businesses and puts Laurel School parents, children and pedestrians at risk.

Having worked in this area for over 20 years, I assure you that the traffic along Flower Avenue during "non-covid" time can be challenging. The ingress/egress pattern for this proposed project is certainly not ideal.

1) Evening traffic westbound along Imperial is very busy and often backed up beyond Flower awaiting the light at Brea Blvd/Imperial.

2) Laurel School drop off and pick up times. Parents park in the Gaslight Square or walk their children to/from school by short-cutting thru the parking lot, then jaywalk across the street at the Flower Ave. driveway leading into the Gaslight. This has been problematic despite efforts by the school administrative staff to discourage. The additional traffic in the parking lot will create further risk for parents and children especially during the afternoon pick up.

3) Parking in the Gaslight for customers of existing businesses will be negatively affected, especially the Dental office at 235 Flower. This office has a large geriatric patient base. I am anticipating they will have a difficult time parking-both during demolition and construction as well as when the project is completed. Furthermore, the front door of this office is at the SE corner. This is the direction that exiting cars from the drive thru head... directly toward the front door. Again a concern for safety.

4) I am told that the alley directly to the north of the drive thru will be altered to disallow thru traffic to/from Birch Street. Cars will enter from either Orange or Flower Ave. Should there be an "over flow" number of cars beyond the 22 cars currently shown in the schematic drawing, where will these cars "wait" their turn to enter? Traffic at the La Habra Cane's sometimes backs up along Beach Blvd. I anticipate congestion between the Flower driveway and the entrance to the double drive... a concern for cars already parked there.

5) Flower Avenue is a narrow street when cars are parked along the curb. Should this project move forward, parking on either side of the street should be prohibited from Imperial north to the first home on the west side of the street. Egress from the Gaslight parking lot is visually difficult if a car is parked near the driveway-you can't see vehicles traveling south.

Thank you for your consideration.

**From:** [Gina Ross](#)  
**To:** [Planning](#)  
**Subject:** Planning Commission Resolution No. 88-56  
**Date:** Thursday, December 3, 2020 2:49:03 PM

---

December 3, 2020

To Whom It May Concern,

I am a long-time employee of Brea Dentistry (20 yrs) which is located at 235 S. Flower Ave in Brea, and is adjacent to the proposed site of Raising Cane's fast food restaurant. I am very concerned about the impact that such a business will have on my place of employment. The popularity of the restaurant chain has drawn crowds of cars to other locations in the past that would cause a nightmare situation in this already congested area.

First of all, Imperial Hwy is a very busy street that not only has traffic consisting of cars and trucks, but of semi-trucks as well. All of them are traveling at a fair amount of speed as we often have motorcycle cops posted on our corner monitoring the speed of the traffic.

Secondly, directly across the street from our office is Laurel Elementary School which generates a lot of traffic issues during the morning drop-off, after school pick-up, and school functions. We have had issues with parents parking in our parking lot and dangerously jay-walking their small children across the street. I've witnessed traffic lines backing up around the corner and onto Imperial Hwy, and at one point, traffic cones were installed to keep the school traffic to one side of the street.

Thirdly, and probably the most important, our patient base consists of mainly the elderly and the medically-compromised population. These patients often require assistance in and out of their vehicles and require a fair amount of space in order to do so. I am concerned that the traffic from a fast food establishment that runs directly through our parking lot, the crowding and congestion, the inability to find a parking space, will negatively affect the ability of this population to have access to much needed dental care and they will be more inclined to stay home than deal with the hassle.

Please take these thoughts into consideration before allowing such a business to operate in this immediate area. I'm sure a Raising Cane's would be a lovely addition to the Brea restaurant scene, just not in this immediate vicinity. Thank you for your time.

Sincerely,

Gina Ross  
1630 Ano Nuevo Dr  
Diamond Bar, CA 91765

December 3, 2020

Brea Planning Commission  
1 Civic Center Circle  
Brea, Ca 92821

Regarding: The Public Hearing for the project site at 255 East Imperial Highway

My name is Dr Brooks Larson and I am a General Dentist at 235 South Flower Avenue in Brea. I am directly adjacent to the proposed site for this project. I have been a practicing Dentist at this location for over a decade. I spend most of my day working and observing activity in the Gaslight area. I have several concerns and valuable insight to this project that I feel are important to the decision of the Planning Commission.

- 1) Laurel Elementary School is directly across the street from the proposed project. Traffic at peak times has always been a challenge for my office. I have had numerous discussions with staff at Laurel Elementary to make this a safer environment. Despite repeated emails from the school regarding parking, parents continue to use the Gaslight parking as a secondary parking lot for drop off and pickup. At times this has been hectic and unsafe. There have been Accidents, Hit and Runs involving Senior patients of mine, and injuries in our parking lot. I have been forced to make parking signs to place in the Gaslight daily, and install security cameras around the perimeter of our building to make it safer.
- 2) I have spoken to City Traffic Engineer Farhad Iranitalab several times regarding traffic at the Gaslight. I have also had Brea PD post a motorcycle officer on my sidewalk multiple times to monitor traffic flow and show a Police presence. During the Lagos De Moreno Laurel Elementary Magnet School project, and also the construction of the new Brea Parking garage I observed firsthand, how congested it can get on Flower Avenue and on Orange as well.
- 3) If public access to the Gaslight is denied due to traffic for a fast food restaurant, where will this traffic go? It will be forced out onto Imperial Highway where School traffic already backs up in an unsafe manner at times, only now it will be much worse. I have already witnessed an accident on Imperial Highway due to this. Imagine cars with families and children sitting at a dead stop on Imperial Highway with a speed limit of 40 miles per hour, where cars are regularly speeding. This could be a recipe for disaster.
- 4) Earlier in the year traffic monitoring equipment was installed on Flower Avenue. I believe this was done in error due to the COVID19 crisis and does not give the full picture of the traffic. Laurel Elementary School was closed during this time and most businesses were on a very light schedule. Even if past years were used as a barometer I don't believe this gives a clear picture of the problem. The frantic pace of parents dropping off and picking children up is my concern. As a father with two daughters I understand how distracting a car with children inside can be. Add to this, the traffic from a popular drive through restaurant and the problem will be compounded.
- 5) We are a High Quality Family Dental office that has been in business since the 1950's. I have patients under my care over 90 years old, that have been in our practice since they were teenagers. We have a large patient base of Seniors that are Residents of Morningside, Capriana,

Emerald Court, and other Senior communities. These patients rely on ride service drop off and pick up. These ride sharing vehicles include cars and small buses. We also have a lot of Seniors that still drive themselves. I am very concerned about access to our office for our Senior patients. A Senior with limited mobility, may find this to be a difficult environment to navigate.

- 6) I am also concerned about the changes for the Gaslight and our practice. In our office we perform a variety of procedures and surgeries, some under IV sedation. The proposed exit for Raising Cane's is approximately 35 feet from our front door. Any patient, especially one that has just undergone a significant surgery with IV sedation, should not have to battle exit traffic from a fast food restaurant. With no direct exit for traffic, cars will have to circle our building to leave. This is a very popular restaurant chain and I expect it to do a healthy business.
- 7) Parking will be an issue. We have 12 employees in our office and I assume the Raising Cane's will have a significant number as well. Combine these two factors, along with school traffic, our patients of any age will have difficulty parking. I also have concerns about access for emergency vehicles should the need arise.
- 8) We are a high end office, not a clinic. We have patients that travel long distance to see us because we are the best at what we do. These patients will be intolerant of traffic issues, parking, and a fast food restaurant as they enter our front door. I believe that this project will negatively affect our business.

I hope that some of the points I have made can help the Planning Commission in their decision. I appreciate the opportunity to express my views and insight, and have them considered.

Sincerely,

Brooks Larson D.D.S.

**From:** [Rick Kincer](#)  
**To:** [Planning](#)  
**Subject:** Dwights attempt to overturn restaurant ban at Gaslamp development concerns  
**Date:** Thursday, December 3, 2020 3:09:16 PM

---

It came to my attention today Dwight is trying to overturn a longstanding ban on restaurants in the Gaslamp development at Laurel/Imperial. Not sure what he is thinking will happen with traffic when us grandparents and parents are picking up our children up from Laurel School the traffic is already a disaster and allowing Cane's to reside at this location will make a bad situation much more dangerous for our children. I would imagine he had the traffic studies done at the optimum time when Covid shut down our schools and community. This idea must not be accepted by the planning department.

Rick Kincer  
Sunland Building Services  
714 529 6254 office  
714 322 9559 cell  
[Rkincer@sbcglobal.net](mailto:Rkincer@sbcglobal.net)

**From:** [DANNETTE KINCER](#)  
**To:** [Planning](#)  
**Subject:** Gaslamp Development Concerns  
**Date:** Thursday, December 3, 2020 3:35:41 PM

---

As a long time Brea resident, I am hoping to see that the planning department does not accept that a restaurant be opened in the Gaslamp Development. The traffic in that area is already ridiculous. There is not enough parking in that parking lot. The kids walking to & from school and the parents dropping off and picking up their kids from Laurel with a fast food restaurant right there would just be insane. It would be way too dangerous for the children. There are plenty of other vacant properties in the downtown area that could be used, which is where the restaurants are. They shouldn't be right there with dentist offices. It doesn't sound like a very good idea and also very unsafe for the Laurel children & parents.

Please do not accept this overturning of the ban against restaurants in Gaslamp.

Thank you,

Dannette Kincer



**City of Brea**

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**PLANNING COMMISSION COMMUNICATION**

**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** Conditional Use Permit No. CUP 20-11 & Plan Review No. PR 20-08, A Request to Modify the Off-Street Parking Requirement and Allow Exterior Modifications for an Office Use Located At 735 South Brea Blvd, In the MU-III (Mixed Use) Zone.

---

**REQUEST**

The Applicant, TNG Real Estate Consultants, is requesting a Conditional Use Permit (CUP) and Plan Review (PR) to establish a professional office by modifying the minimum off-street parking requirement. The request also includes minor exterior modifications to the existing commercial building located at 735 South Brea Boulevard, in the MU-III (Mixed-Use) zone.

**RECOMMENDATION**

Staff recommends that the Planning Commission take the following actions:

1. Find the project exempt from the California Environmental Quality Act (CEQA) – Class 1: Existing Facilities (Section 15301); and,
2. Approve Conditional Use Permit No. 20-11 to modify the minimum off-street parking requirement for an existing commercial building located at 735 South Brea Boulevard, subject to the recommended conditions of approval (Attachment B) and based on the findings in the Resolution No. 20-XX (Attachment A).
3. Approve Plan Review No. 20-08 to approve exterior modifications to an existing commercial building located 735 South Brea Boulevard, subject to the recommended conditions of approval (Attachment B) and based on the findings in the Resolution No. 20-XX (Attachment A).

**BACKGROUND/DISCUSSION**

**BACKGROUND**

*Veteran's Club*

On February 20, 1990, the City Council approved a 4,900 square-foot commercial building to be used as an assembly use by the Veteran's Club (Attachment C). The approved assembly use required a minimum of 73 parking spaces, as required by the adopted Zoning Ordinance at that time. However, ten parking spaces were provided on site. In combination with the parking spaces provided on-site, an off-site parking agreement that supplied 63 parking spaces located at 770 S. Brea Boulevard was also approved. This parking agreement was maintained for the life of the Veteran's Club occupancy of the building, most recently allowing the American Legion Post 181 to occupy the building. This parking agreement is nontransferable; thus, a new use within the existing building would be required to address parking. The applicant is proposing a professional office and requesting parking modifications through this CUP application.

*Wireless Telecommunications Facility*

On June 22, 2010, a T-Mobile Wireless Telecommunications Facility was approved on the subject site (Attachment D). The wireless facility, disguised as a flag pole, is located along the eastern property line along Brea Boulevard and includes an above-ground equipment area; this facility would remain on site.

## **PROJECT DESCRIPTION**

The applicant is requesting to occupy the existing building at 735 South Brea Boulevard for a professional office use, specifically for real estate. The proposed project also includes minor exterior modifications to upgrade the building. These improvements include new windows and the removal of the existing steel architectural feature at the main entrance to the building. The interior space of the building is proposed to be demised into 12 offices, four restrooms, a copy room, storage areas, and a conference room. The existing vehicular access to the site would be maintained from Brea Boulevard; the project does not propose any additional building square footage. The proposed office would accommodate seven employees and would be open during typical business hours of Monday through Friday from 9:00 a.m. to 5:00 p.m.

**Exhibit 1 (Project Site from Brea Boulevard)**



## **DISCUSSION**

### *Conditional Use Permit: Off-Street Parking*

Brea Municipal Code (BMC) Section 20.258.010 (Table 2-2) identifies offices as a permitted use in the MU-III (Mixed-Use) zone. BMC Section 20.08.040 identifies the off-street parking requirements for land uses within the City. The parking requirement for the office uses is calculated at one parking space for every 250 square feet. For the existing 4,900 square-foot building to be used as an office, a minimum of 20 parking spaces would be required. The site provides ten parking spaces on-site; thus, with the strict application of the BMC (Table 1), there is a shortage of ten parking spaces. The previously approved off-site parking agreement between the Veteran's Club and the property at 770 South Brea Boulevard is non-transferable and therefore, no longer supplies off-site parking spaces for the project site's use. Since the new use cannot utilize the off-site parking agreement to satisfy the off-street parking requirements, the applicant has submitted a CUP to reduce the required number of parking spaces for the building to ten parking spaces. BMC Section 20.08.040.F. provides provisions to allow exceptions or modifications to off-street parking requirements through the approval of a CUP.

Table 1 (Summary of Parking Requirements)

	Veteran's Club	Real Estate Office
Required Off-Street Parking Office Space (1 space / 250 square feet) Lodge Hall (1 space / 75 square feet)	4,900 sf / 67 sf = 73	4,900 sf / 250 sf = 20 spaces
Provided Off-Street Parking	10 + 63 (parking agreement) = 73	10
Surplus/Deficiency	0	-10

Although the site would be deficient by ten parking spaces, Staff is supportive of the reduction given the following reasons:

- 1) The building is proposed to be demised into 12 individual office spaces, with an identified staffing of seven employees. A portion of the building is reserved for other ancillary office uses that are generally occupied by persons already in the office. In subtracting the ancillary areas to derive a net square footage used strictly for office would result in approximately 1,155 square feet. Applying the office off-street parking ratio to the net square footage would result in a need of five parking spaces.
- 2) The nature of a real estate professional is to meet with clients on an appointment-only basis, and typically away from the office environment, either at open houses, individual showings, or at listed properties. Although there is a potential for up to seven employees, the likelihood that all employees are present on-site, given the uniqueness of real estate duties, is unlikely. Therefore, the reduction to the ten off-street parking spaces would be sufficient for the proposed office operation and would not result in any impacts to the surrounding area. The proposed parking modification would not preclude future professional offices from occupying the site.

#### *Plan Review - Exterior Improvements*

The project proposes minor exterior improvements to the existing building. BMC Section 20.258.010 (Table 2-2) requires a Plan Review to be submitted when façade improvements are visible from the public right-of-way, subject to the approval of the Community Development Director (Director). Since this project includes a CUP request as well as the Plan Review, the Director is deferring her review authority to the Planning Commission. The proposed exterior modifications include the addition of windows and the removal of an existing steel architectural feature at the main entrance to the building. These modifications would complement the building and would not result in any impacts to the surrounding area. As part of the Plan Review, staff is recommending a condition of approval that the existing plaque, honoring veterans and located on the exterior of the building facing South Brea Boulevard, remain (Condition C).

#### **PUBLIC NOTICE AND COMMENTS**

This project was noticed in accordance with the City's public noticing requirements, which involved mailed notices and publication in the local paper. This public hearing notice for this project is provided as Attachment G. As of writing of this report, staff has not received any public comment.

#### **CONCLUSION**

Staff concludes, based on the information provided in the application and through the analysis presented in this report, that the project should be approved. The project, as designed and conditioned in Attachment B, is suitable for the site and would not present any adverse impacts to the City as further outlined in the draft resolution (Attachment A). Therefore, staff recommends approval of the project.

#### **ENVIRONMENTAL ASSESSMENT**

This project has been assessed in accordance with the California Environmental Quality Act (CEQA) guidelines, and the environmental regulations of the City. Upon review, the proposed project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The existing building proposes minor modifications, and is not proposed to be expanded.

**RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

Prepared by: Monica Martin, Associate Planner

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**Attachments**

- A. Draft Resolution
  - B. Conditions of Approval Summary
  - C. City Council Resolution No. CC 90-24
  - D. Wireless Facilities Resolution No. PC 10-14
  - E. Technical Background
  - F. Vicinity Map
  - G. Public Hearing Notice
  - H. Site Plans
-

**RESOLUTION NO. PC 2020-xx****CONDITIONAL USE PERMIT NO. 20-11 & PLAN REVIEW NO. 20-08, A REQUEST TO MODIFY THE OFF-STREET PARKING REQUIREMENT AND ALLOW EXTERIOR MODIFICATIONS FOR AN OFFICE USE LOCATED AT 735 SOUTH BREA BLVD, IN THE MU-III (MIXED USE) ZONE.****A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. 20-11 (CUP 20-11). The CUP will modify the off-street parking requirement from 20 parking spaces to 10 parking spaces for a professional office within an existing 4,900 square-foot commercial building in the MU-III (Mixed Use) zone.

(ii) The subject property is located at 735 South Brea Boulevard and further legally described as a portion of 284, page 15, block 3, parcel 21, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The project Applicant is TNG Real Estate Consultants, 521 E. Union Place, Brea, CA 92821.

(iv) The property is zoned MU-III, Mixed Use, and designated as Mixed Use III in the General Plan Land Use element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

(vi) To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by this approval; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit

**Resolution No. 2020-XX****Page 2****Applicant: TNG Real Estate Consultants  
CUP 20-11; PR 20-08**

and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

**B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.
2. The Project identified above in this Resolution has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines, and the environmental regulations of the City. Upon review, the Project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the CEQA Guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. The existing building proposes minor modifications, and is not proposed to be expanded. Therefore, the Planning Commission finds the Project exempt from the environmental review requirements of CEQA.
3. The Commission further finds in consideration of CUP No. 20-11 as follows:
  - a. Finding: That the use applied for at the location set forth in the application is one for which a CUP is authorized by this title.

**Resolution No. 2020-XX****Page 3****Applicant: TNG Real Estate Consultants  
CUP 20-11; PR 20-08**

Fact: The proposed site is zoned MU-III, Mixed Use. The proposed professional office use is a permitted use within this zone. However, requests to modify off-street parking requirements are subject to the approval of a Conditional Use Permit, pursuant to Code Section 20.080.040.F.

b. Finding: The project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: The project site was previously used by the Veteran's Club as an assembly use. This use had an off-street parking requirement of 73 parking spaces, thus requiring the execution of an off-site parking agreement for no less than 63 parking spaces. The use of the site as a professional office is a less intense use with a lower parking requirement of 20 parking spaces and is a less impactful, and a more harmonious use. This use is also supported by General Plan Policy CD-23.2 in that it encourages opportunities for mixed-use, office, manufacturing, and retail development that respond to market and community needs in terms of size, location, and cost. The conversion of this space to an office is an appropriate use of the existing building.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The professional office use will be located within an existing 4,900 square-foot commercial building, on a lot zoned MU-III, where professional office uses are permitted by right. The site currently provides 10 parking spaces. Per the Applicant's operational plan, the real estate office will have a maximum of seven employees and will conduct most meetings off site. Due to the unique nature of the real estate use, the site will have low vehicular traffic and no impacts on the parking



**Resolution No. 2020-XX****Page 4****Applicant: TNG Real Estate Consultants  
CUP 20-11; PR 20-08**

area. Therefore, the existing building and lot are adequate in shape and size for the professional office use with the parking modification.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type of quantity of traffic generated.

Fact: Vehicular access to the site will continue to be from South Brea Boulevard, which is a four-lane, arterial boulevard. The professional office use on the site will not generate significant traffic or vehicular queuing along South Brea Boulevard as the site provides adequate parking for all employees.

e. Finding: That with the conditions stated in the permit, the uses will not adversely affect the public, health, safety, or general welfare.

Fact: The real estate office use, as a form of a professional office, will function similarly to other offices throughout the City. All operations will be held within the existing building. The office use does not propose activities or operations that will be harmful to the public health, safety, and welfare of the City. The project is required to meet all Building and Fire codes and standards, thereby assuring the public health, safety, and welfare.

4. Conditional Use Permit No. CUP 20-11 is hereby approved, subject to the conditions attached to this resolution.

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**Resolution No. 2020-XX**

**Page 5**

**Applicant: TNG Real Estate Consultants**

**CUP 20-11; PR 20-08**

**ADOPTED AND APPROVED** this 8<sup>th</sup> day of December 2020.

\_\_\_\_\_  
Chairman, Planning Commission

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 8<sup>th</sup> day of December 2020 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 8<sup>th</sup> day of December 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: \_\_\_\_\_  
Secretary, Planning Commission

**CONDITIONAL USE PERMIT NO. 2020-11 & PLAN REVIEW NO. 20-08, A REQUEST TO MODIFY THE OFF-STREET PARKING REQUIREMENT AND ALLOW EXTERIOR MODIFICATIONS FOR AN OFFICE USE LOCATED AT 735 SOUTH BREA BLVD, IN THE MU-III (MIXED USE) ZONE.**

**Conditions of Approval**

- a. Business operations shall occur in substantial conformance with the plans dated October 23, 2019 and the project description dated November 9, 2020 and submitted to the Planning Commission, on-file in the Planning Division, the conditions contained herein, and all applicable Federal, State and City regulations.
- b. The Applicant shall submit a photometric plan for any new lighting proposed in the parking lot to ensure that all exterior lighting is the equivalent of one (1) foot candle of illumination on average throughout the parking area.
- c. The existing plaque, honoring fallen veterans within the City of Brea, shall not be removed and shall remain on the building, in its current location, in perpetuity, unless otherwise directed by the Director of Community Development.
- d. Landscaping shall be installed on the property, facing South Brea Boulevard, to enhance the existing landscape and to screen the existing mechanical equipment. Proposed landscaping shall be reviewed and approved by the City Planner.
- e. No materials or wastes, including but not limited to, gray or black water, shall be deposited upon the lot in any way.
- f. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by this approval; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

RESOLUTION NO. 90-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BREA APPROVING THE APPEAL OF DESIGN REVIEW APPLICATION NO. D.R. 89-11, CONDITIONAL USE PERMIT APPLICATIONS NO. C.U.P. 89-43 AND C.U.P. 89-44, AND NEGATIVE DECLARATION NO. N.D. 89-26, SUBJECT TO CONDITIONS AS SET FORTH HEREIN

A. Recitals.

(i) The City Council of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on the appeal of Design Review Application No. D.R. 89-11, Conditional Use Permit Application Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26; a request to develop a 5,897-square-foot private club building on an approximately 0.3-acre site in the Brea Boulevard Commercial District of the Brea Towne Plaza Specific Plan pursuant to Sections 401, 402, 407, and 600 of the Specific Plan, and Section 504 of the Brea Zoning Ordinance. Associated with the project is a request to allow off-site parking in accordance with Section 304 and 504 of the Zoning Ordinance.

(ii) The subject property is located at 733 and 739 South Brea Boulevard, legally described as a portion of Map Book 284, page 15, block 153, parcels 09 and 10, as shown in the latest rolls of the Orange County Tax Assessor.

(iii) The property is designated Specific Plan on the General Plan and is zoned Brea Towne Plaza Specific Plan - Brea Boulevard Commercial.

(iv) All legal prerequisites to the adoption of this Resolution have occurred.

B. RESOLUTION. NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the City Council as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

RESOLUTION NO.

Page two

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

2. It is hereby found that the use applied for at the location set forth in the application is authorized by Ordinance No. 808, the Brea Towne Plaza Specific Plan, as set forth in Sections 401, 402, 407, and 600, and by Ordinance No. 425, the Brea Zoning Ordinance, as amended, as set forth in Sections 304 and 504.

3. It is further found that said use with conditions as imposed is desirable for the development of the community, is in harmony with the various elements and objections of the General Plan and is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed uses are to be located.

4. It is found that the proposed site relates to streets and highways which are properly designed and shall be or are now improved to carry the type and volume of traffic generated by the proposed project.

5. It is found that with conditions as stated herein, the uses will not adversely affect the public health, safety, or general welfare.

6. It is found that the site is adequate in size and shape to accommodate the proposed development and all of the yard setbacks, walls, fences, and landscaping and other features required to bring the site into conformity with other elements of the neighborhood.

7. The City Council hereby finds that Negative Declaration No. N.D. 89-26 has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and further, this Commission has reviewed and considered the information contained in said

RESOLUTION NO.

Page three

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

Negative Declaration No. N.D. 89-26 with respect to the project identified in this Resolution.

8. The City Council hereby specifically finds and determines that, based upon the findings set forth below, and changes and alterations which have been incorporated into and conditioned upon the proposed project, no significant adverse environmental effects will occur.

9. The City Council finds that facts supporting the above-specified findings are contained in the Negative Declaration, the staff report and exhibits, and the information provided to the Commission during the public hearing conducted with respect to the project and the Negative Declaration.

10. Design Review Application No. D.R. 89-11, Conditional Use Permit Application Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26 are all hereby approved, subject to the following conditions:

- a. The development of the site shall occur in substantial conformance with plans submitted to the Planning Commission and dated January 9, 1990, which include site, architectural elevations, floor plans, the conditions contained herein, and all applicable City regulations.
- b. The applicant shall submit a notarized agreement providing off-site parking granted to the Brea Veterans' Club from the '770 Building' as required by the City Planner. Alternate locations for off-site parking are subject to the review and approval of the City Planner. In no event shall occupancy occur prior to the submittal of the notarized off-site parking agreement.
- c. The applicant shall pay any and all fees due prior to the issuance of building permit.
- d. The applicant shall record a Final Parcel Map prior to the issuance of any building permits. The applicant may consolidate the lots prior to the issuance of building permits

## RESOLUTION NO.

Page four

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

by processing a Lot Combination Agreement, subject to approval of the City of Brea. In no event shall occupancy occur prior to recordation of the Final Parcel Map.

- e. All public improvements shall be per the applicable City of Brea Standard drawing and as required by the City Engineer.
- f. The driveway on Brea Boulevard shall be constructed per City Standard 210-A and as required by the City Engineer.
- g. An exterior lighting plan shall be submitted for City Planner review and approval prior to the issuance of building permits and shall include the following:
  - 1) Cut-off luminaires shall be installed which will provide true ninety degree cut-off and prevent projections of light above the horizontal from the lowest point of the lamp or light emitting refractor or device.
  - 2) All light fixtures shall use a flat clear lense energy efficient light source.
  - 3) All project lighting shall be confined to the project site.
- h. The following shall be submitted to and reviewed by the Engineering Division prior to the issuance of building permits:
  - 1) A final grading plan, prepared and signed by a registered civil engineer. Drainage design shall be based on a 25-year storm frequency per current Orange County EMA Hydrology Manual.
  - 2) A soils report prepared by a qualified soils engineer.
  - 3) Information on construction of all retaining walls and required calculations.
- i. All grading and exterior construction activity shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, with no grading or exterior construction permitted Saturdays, Sundays, or legal holidays. Interior construction activity shall not be limited. In addition, adequate



RESOLUTION NO.

Page five

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

watering techniques shall be employed to control dust generated during construction activity as required by the Development Services Department.

- j. The applicant shall post R 28 S (NO STOPPING) signs on Brea Boulevard as required by the City Traffic Engineer prior to occupancy.
- k. All proposed fencing, screening, and retaining walls shall be constructed of a material compatible with the elevations of the building, subject to the review and approval of the Planning Division.
- l. All ground-mounted utility and mechanical equipment shall be screened and sound buffered as shown on the final landscape plans, subject to the review and approval of the Planning Division.
- m. The applicant shall provide a color and materials board detailing all proposed exterior building treatments. The color and materials board shall be subject to the review and approval of the Planning Division.
- n. All roof-mounted equipment and projections therefrom shall be screened from view of adjacent property per Section 401.D of the Brea Towne Plaza Specific Plan. All roof-mounted equipment which generates noise, solid particles, odors, etc., shall cause the objectionable materials to be directed away from residential properties. All screen designs shall be architecturally integrated with the building and shall be subject to the review and approval of the Planning Division.
- o. A final landscape and full-coverage automatic irrigation system shall be provided for review and approval by the Planning Division, prior to the issuance of building permits and installed prior to building occupancy. Tree staking, soil preparation and planting details shall be shown on the final landscape plan. Water conservation design and maintenance and drought tolerant landscape planting shall be incorporated wherever feasible into the final design of the landscape and irrigation plans for the site. The final landscape plan shall be in accordance with the approved site and grading plans, and shall incorporate the following:
  - 1) All landscaping shall be in accordance with Sections 401, 402, and 407 of the Brea Towne Plaza Specific Plan.

RESOLUTION NO.

Page six

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

- 2) Twenty (20) percent of the trees provided on-site shall be box size (24" box minimum). Box tree locations shall include the north side of Building B and the project entry area along Brea Boulevard.
- p. All off-street parking, perpendicular and/or adjacent to a street or highway shall be screened in accordance with Section 401.5 of the Brea Towne Plaza Specific Plan. The final landscape plans shall contain cross-sections illustrating the proposed method of screening.
- q. Any fences or walls not shown on the plans submitted to the Planning Commission dated January 9, 1990, shall require the review and approval of the City Planner.
- r. The applicant shall contact the Brea Fire Department regarding emergency vehicle access requirements. The Fire Department requirements shall be met prior to occupancy.
- s. Approval of this Resolution is contingent upon approval of Parcel Map No. P.M. 89-450.
- t. The applicant shall sign a notarized affidavit within ten (10) days after adoption of this Resolution indicating an acceptance of all conditions of approval.
- u. At anytime when the Club has less than 63 offsite contractual parking spaces for their use, they may not rent the facility in whole or in part to members or any other person for any event.

11. This Council hereby gives notice that the time within which judicial review of the action represented by this Resolution may be sought is governed by the provisions of California Code of Civil Procedure Section 1094.6.

ADOPTED AND APPROVED THIS 20th day of February, 1990.

  
MAYOR

RESOLUTION NO.

Page seven

Applicant: Brea Veterans' Club

Design Review No. D.R. 89-11, Conditional Use Permit Nos. C.U.P. 89-43 and  
C.U.P. 89-44, and Negative Declaration No. N.D. 89-26

I, Donna Rhine, City Clerk of the City of Brea, do hereby certify that the foregoing resolution was introduced at a regular meeting of the City Council of the City of Brea, held on this 20th day of February, 1990, and was finally passed at a regular meeting of the City of Brea held on the 20th day of February, 1990, by the following vote:

AYES: COUNCILMEMBERS: Blamer, Isles, Leyton, Wedin and Nelson

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None

ABSTAINED: COUNCILMEMBERS: None

ATTEST: Donna M. Rhine  
City Clerk of the City of Brea

**RESOLUTION NO. PC 10-14****A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA  
GRANTING CONDITIONAL USE PERMIT NO. CUP 10-09, SUBJECT TO  
CONDITIONS AS SET FORTH HEREIN****A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. CUP 10-09. The Conditional Use Permit allows the installation of a major wireless communication facility at the Brea Veterans Club in the MU-III (Mixed-Use III) zone.

(ii) The subject property is located at 735 South Brea Boulevard and further legally described as a portion of Map Book 284, page 15, block 153, parcel 121, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The project proponent is Coastal Business Group Inc. for T-Mobile West Corporation located at 16460 Bake Parkway, Suite 100, Irvine, CA 92618.

(iv) The property is zoned MU-III (Mixed-Use III) and designated as Mixed Use III in the General Plan land use element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

**B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.
2. The Planning Commission hereby finds that the project identified above in this Resolution is exempt from the requirements of the California Environmental Quality

Act of 1970, as amended, and the Guidelines promulgated thereunder pursuant to Section 15303 of Division 6 of Title 14 of the California Code of Regulations.

3. The Commission further finds in consideration of Conditional Use Permit No. CUP 10-09 as follows:

a. Finding: That the use applied for at the location set forth in the application is one for which a Conditional Use Permit is authorized by this title.

Fact: The proposed site is zoned MU-III (Mixed-Use III). Major Wireless Communication Facilities are permitted in this zone, subject to Planning Commission review and approval of a Conditional Use Permit.

b. Finding: The proposed project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: General Plan Goal CD-16 encourages the assistance of public and private organizations to deliver digital and communication services to neighborhoods. The proposed project will offer communications infrastructure that better services the community; thereby, expanding access and capabilities of technology to assist Brea in meeting its goal to provide high-quality telecommunications systems to residents.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The proposed use will be located on private property and will be constructed in accordance with the City's zoning requirements to accommodate for the proposed major wireless communication facility.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type and quantity of traffic generated.

Fact: Vehicular access will be provided primarily via South Brea Boulevard which is a primary arterial and is properly designed to carry the type and quantity of traffic generated by the zone's uses.

e. Finding: That with the conditions stated in the permit, the uses will not adversely affect the public, health, safety, or general welfare.

Fact: The project is required to meet all applicable Building and Fire Department codes and standards, thereby assuring the public health, safety, and welfare.

4. Conditional Use Permit No. CUP 10-09 is hereby approved, subject to conditions as set forth herein:

- a. The major wireless communication facility shall be installed in substantial conformance with the plans submitted to the Planning Commission and dated June 22, 2010, on-file in the Planning Division, the conditions contained herein, and all applicable Federal, State and City regulations.
- b. The new wireless communications facility flagpole shall have a maximum height of thirty-five (35) feet and a diameter of eighteen (18) inches. The color of the wireless flagpole shall have a natural silver finish to resemble that of a true flagpole. The American flag shall be proportioned to the height of the thirty-five (35) foot tall flagpole. Final design and size of the American flag shall be included in the construction documents subject to review and approval of the Planning Division.

- c. The applicant shall obtain a Public Works Encroachment Permit from the City of Brea for any work performed within the public right-of-way.
- d. The applicant shall obtain utility easements for all conduits, structures and appurtenant facilities that will be placed on private property. Conduits, structures and appurtenant facilities shall not be placed or located within the public right-of-way.
- e. The applicant shall submit street improvement plans and other related engineering plans and specified in the City of Brea code regulations and design standards.
- f. The use shall comply with all applicable regulations of the California Public Utilities Commission and Federal Communications Commission (FCC), shall be immediately corrected by T-Mobile West Corporation or the current operator, upon written notice from the City of Brea.
- g. The major wireless communication facility owner shall remove any graffiti applied to the flagpole within seventy-two (72) hours after notification from the City of Brea Public Works Department. If graffiti is not removed within this time frame, City staff shall remove the graffiti and charge the cost of such removal to the facility owner.
- h. The care of the American flag shall maintain accordance to the United States Code Title 4, Section 8, Respect for the Flag.
- i. The applicant shall repair or replace the existing landscape, irrigation systems, and hardscape that are directly impacted or damaged during the pole or support equipment installation.
- j. The applicant shall exercise good faith in cooperation with future co-location with other providers and share the permitted site, provided such proposed shared use does not prevent or unreasonably interfere with the existing use.

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** this 22<sup>nd</sup> day of June, 2010.



Chairman, Planning Commission



Resolution No. 10-14

Page 5

Applicant: Coastal Business Group for T-Mobile  
CUP 10-09

I, David M. Crabtree, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 22<sup>nd</sup> day of June, 2010, and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 22<sup>nd</sup> day of June, 2010, by the following votes:

AYES: COMMISSIONERS: Fox, Grosse, Prenovost

NOES: COMMISSIONERS: None

ABSENT: COMMISSIONERS: Clough

ABSTAIN: COMMISSIONERS: Koos

ATTEST:



Secretary, Planning Commission



**CITY OF BREA PLANNING COMMISSION**

Minutes of Meeting Held June 22, 2010

**MEETING CALLED TO ORDER:** 7:02 p.m. by Chair Koos

**MEMBERS PRESENT:** Chair John Koos  
Vice Chair Pat Fox  
Commissioner Jim Grosse  
Commissioner Tom Prenovost

**MEMBERS ABSENT:** Commissioner Ric Clough

**STAFF PRESENT:** Eric Nicoll, Community Development Director  
David Crabtree, Deputy Director/City Planner  
Star Martinez, Assistant Planner  
Shaveta Sharma, Assistant Planner  
Dana Kemper, Fire Marshal  
Laura Pierce, Secretary

**OTHERS PRESENT:** None

**INVOCATION:** Mayor Ron Garcia

**PLEDGE:** Commissioner Tom Prenovost

**MATTERS FROM THE AUDIENCE**

None

**APPROVAL OF MINUTES**

Approval of Planning Commission Study Session and Meeting of April 27, 2010. Vice Chair Fox made a motion to approve the minutes, seconded by Commissioner Grosse, and carried 3/0. Commissioner Prenovost abstained due to his absence from the meeting.

**PUBLIC HEARINGS**

**TIME EXTENSION FOR CONDITIONAL USE PERMIT NO. CUP 05-12:** A request by Christ Lutheran Church for a fifth six-month time extension to replace the existing fellowship hall with a new family life center within the R-1 (5000), Single Family Residential zone. Said property is located at 820 W. Imperial Highway, legally described as a portion of Map Book 293, page 43, block 431, parcel 01, as shown in the latest rolls of the County of Orange Tax Assessor.

**Applicant:** John Bloechle  
Christ Lutheran Church  
820 W. Imperial Highway  
Brea, CA 92821

Assistant Planner Shaveta Sharma presented the request of the applicant. Staff recommends approval of the fifth time extension request of Conditional Use Permit No. CUP 05-12, subject to the conditions contained in the draft Resolution.

#### HEARING OPENED TO THE FLOOR

**John Bloechle**, applicant – was present and available to answer questions.

#### HEARING CLOSED TO THE FLOOR

At the Chair's request, Deputy Director Crabtree provided a review of time extensions noting that CUP approvals are good for two years and that within such time, the approval needs to "vest" – which in our code is recognized as substantial physical construction. The code allows the Commission to consider an unlimited number of time extensions subject to public hearings; however, are limited in granting extensions for a period of up to six-months. Chair Koos thought it may be of benefit to explore changing the code to permit extending the length of time extensions at a future study session.

Commissioner Grosse made a motion to:

**ADOPT RESOLUTION NO. PC 10-11, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING A SIX-MONTH TIME EXTENSION FOR CONDITIONAL USE PERMIT NO. CUP 05-12, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN**

Vice Chair Fox seconded the motion and the votes were:

AYES:	COMMISSIONERS:	Koos, Fox, Grosse, Prenovost
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Clough
ABSTAIN:	COMMISSIONERS:	None

**TIME EXTENSION FOR CONDITIONAL USE PERMIT NO. CUP 05-08 AND DESIGN REVIEW NO. DR 05-04:** A request by Brea Downtown Chapel for a fifth six-month time extension to construct a church sanctuary building, related classrooms, and landscaping on an existing church site in accordance with Chapters 20.258 of the Brea Zoning Code. The proposed site is located at 123 West Ash Street; legally described as Map Book 296, Page 33 block 331, parcel 19, as shown in the latest records of the County of Orange Tax Assessor.

Applicant: Pastor Michael O'Brien  
Brea Downtown Chapel  
123 West Ash Street  
Brea, CA 92821

Assistant Planner Shaveta Sharma presented the request of the applicant. Staff recommends approval of the fifth time extension request for Conditional Use Permit No.

CUP 05-08 and Design Review No. DR 05-04, subject to the conditions contained in the draft Resolution.

HEARING OPENED TO THE FLOOR

**Dennis Jones**, representing Brea Downtown Chapel – was present and available to answer questions.

HEARING CLOSED TO THE FLOOR

Commissioner Prenovost made a motion to:

**ADOPT RESOLUTION NO. PC 10-12, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING A SIX-MONTH TIME EXTENSION FOR CONDITIONAL USE PERMIT NO. CUP 05-08 AND DESIGN REVIEW NO. DR 05-04, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN**

Commissioner Grosse seconded the motion and the votes were:

AYES:	COMMISSIONERS:	Koos, Fox, Grosse, Prenovost
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Clough
ABSTAIN:	COMMISSIONERS:	None

**PRECISE DEVELOPMENT NO. PD 10-01 and CONDITIONAL USE PERMIT NO. CUP 10-08:** Precise Development No. PD 10-01 is a request for the construction of a new office building and site improvements on an existing vacant lot. Conditional Use Permit No. CUP 10-08 is a request to modify the off-street parking standards for reduction of one parking stall. The property is zoned C-G (PD), General Commercial (Precise Development). The proposed site is located at 512 E. Imperial Highway, legally described as Map Book 284, page 21, block 211, parcel 06, as shown in the latest rolls of the Orange County Tax Assessor.

Applicant: Douglas Norman  
3010 Saturn Street, Suite 201  
Brea, CA 92821

Deputy Director Crabtree presented the request of the applicant. Staff recommends approval of Precise Development No. PD 10-01 and Conditional Use Permit No. CUP 10-08, subject to the conditions contained in the draft Resolution.

HEARING OPENED TO THE FLOOR

**Douglas Norman**, applicant – noted that they are relocating from Brea Corporate Park and the use is for their own business. Mr. Norman confirmed he is in agreement with the conditions and acknowledged the challenges a future owner may have for this location due to parking.

HEARING CLOSED TO THE FLOOR

Commissioner Prenovost made a motion to:

**ADOPT RESOLUTION NO. PC 10-13, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING PRECISE DEVELOPMENT NO. PD 10-01 AND CONDITIONAL USE PERMIT NO. CUP 10-08, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN**

Vice Chair Fox seconded the motion and the votes were:

AYES:	COMMISSIONERS:	Koos, Fox, Grosse, Prenovost
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Clough
ABSTAIN:	COMMISSIONERS:	None

*Chair John Koos recused himself from the meeting at 7:27 p.m. and left the room noting the applicant is a client of his company.*

**CONDITIONAL USE PERMIT NOS. CUP 10-09 and CUP 10-10:** Two requests to install a major Wireless Communication Facility (replace an existing flag pole with a new flag pole to allow for the installation of a stealth wireless communication device on the top) at the Brea Veterans Club located at 735 South Brea Boulevard, legally described as APN 284-153-21 and Arovista Plaza located at 860 West Imperial Highway, legally described as APN 293-421-01 as shown in the latest records of the Orange County Tax Assessor.

Applicant: Coastal Business Group for T-Mobile West Corporation  
16460 Bake Parkway, Suite 100  
Irvine, CA 92618

Assistant Planner Star Martinez presented the requests of the applicant. Staff recommends approval of Conditional Use Permit Nos. CUP 10-09 and CUP 10-10, subject to the conditions contained in the draft Resolutions.

Commissioner Prenovost noted that his questions were answered during the study session held earlier.

Commission Grosse expressed concern for the proportion of the size of the flag to the pole and how that will be addressed. Deputy Director Crabtree responded that there are established Federal guidelines as well as staff has included a condition that speaks to this issue.

HEARING OPENED TO THE FLOOR

**Mary Marshall**, Coastal Business Group, applicant for T-Mobile – Ms. Marshall responded to Commissioner Grosse's question concerning the scale of the flag to the flag pole. She indicated that they strive to make a proportionate fit and have samples from existing

installations that they can provide. Mr. Crabtree interjected that the photo simulations submitted with the application depict a good scale and acceptable reference point. Ms. Marshall responded to Commissioner Prenovost stating that T-Mobile pays for the flag, maintenance, and any replacement needed for the duration of the lease (30 years).

#### HEARING CLOSED TO THE FLOOR

Commissioner Grosse made a motion to:

**ADOPT RESOLUTION NO. PC 10-14, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. CUP 10-09, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN**

Commissioner Prenovost seconded the motion and the votes were:

AYES:	COMMISSIONERS:	Fox, Grosse, Prenovost
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Clough
ABSTAIN:	COMMISSIONERS:	Koos

Commissioner Grosse made a motion to:

**ADOPT RESOLUTION NO. PC 10-15, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. CUP 10-10, SUBJECT TO THE CONDITIONS AS SET FORTH HEREIN**

Commissioner Prenovost seconded the motion and the votes were:

AYES:	COMMISSIONERS:	Fox, Grosse, Prenovost
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Clough
ABSTAIN:	COMMISSIONERS:	Koos

*Chair Koos returned to the meeting at 7:38 p.m.*

#### **NEW BUSINESS**

- Administrative Remedy for Pet Quantity in Single Family Residence Zone

Mr. Crabtree noted this item was presented at study session and Commission directed staff to move forward to City Council to consider allowing staff the Administrative Remedy authority to consider pet quantities that exceed zoning ordinance standards within certain specific parameters. If staff reveals there are potential impacts, staff will defer that authority to the Planning Commission.



**OLD BUSINESS**

None

**COMMITTEE REPORTS**

Vice Chair Fox reported on the Art in Public Places Committee stating they had approved a new art piece for the Stone Valley Townhomes development. Ms. Fox added the Laurel Walk replacement art piece (to replace stolen piece) has been installed at Poplar and Birch.

**INFORMATIONAL**

While most informational items were covered in study session, Mr. Crabtree recapped that the next Planning Commission meeting will be July 27<sup>th</sup> and provided a forecast. Also, the July 4<sup>th</sup> Country Fair (held on July 3<sup>rd</sup>) will be at City Hall Park and you will be able to see some of the new hardscape work, trellises, and seating improvements that have been made.

Community Development Director Nicoll added that there has been a ceramic tile mosaic installation on the South Brea Boulevard walkway near the monument sign by City Hall Park. It depicts several images that represent the park.

Mr. Nicoll gave an update on the gazebo which has some conceptual plans, but funding is an issue.

Mr. Crabtree commented on the Tower Records building noting Fresh & Easy is working with the traffic engineers to formulate a plan to adjust for delivery trucks to the site. The second story is still available.

Chair Koos requested that *Project Updates* be added to the "Informational" portion of the agenda.

The meeting adjourned at 7:55 p.m.



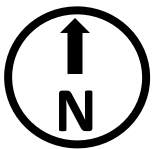
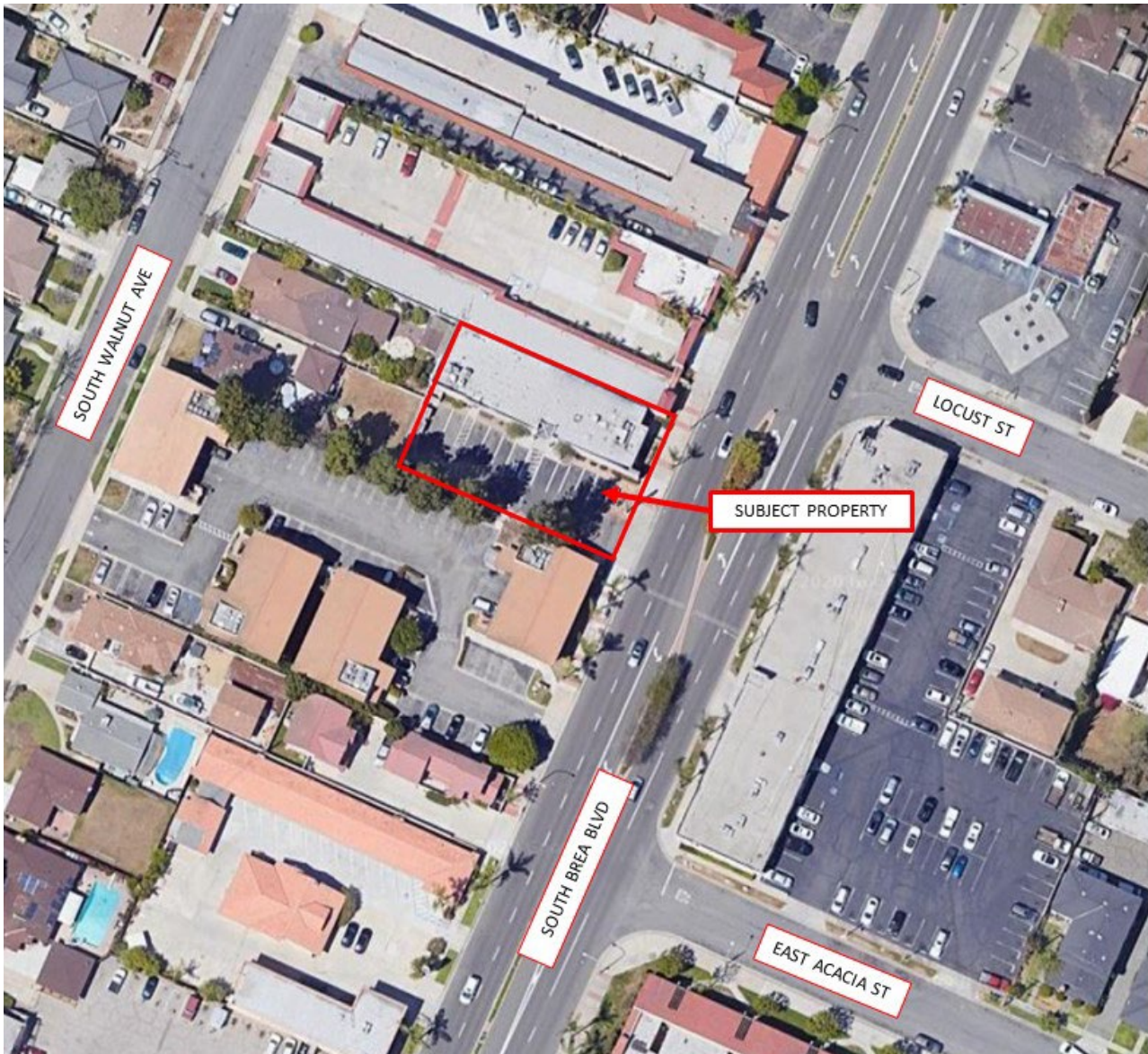
Chair, Planning Commission

PC Minutes 6/22/10

ATTEST:   
Secretary, Planning Commission

## TECHNICAL BACKGROUND

<b>Case No:</b>	Conditional Use Permit No. 20-11 (CUP 20-11)
<b>Property Location:</b>	735 South Brea Boulevard
<b>Parcel Size:</b>	12,880 square feet (0.30 acres)
<b>Building Size:</b>	4,900 SF
<b>Applicant:</b>	Craig Martin 521 E Union Place Brea, CA 92821
<b>General Plan Designation:</b>	Mixed Use III
<b>Zoning Designation:</b>	MU-III, Mixed- Use
<b>Adjacent Zoning</b>	
<b>North:</b>	MU-III, Mixed Use
<b>South:</b>	MU-III, Mixed Use
<b>West:</b>	R-3, Multiple Family Residential
<b>East:</b>	MU-III, Mixed Use
<b>Site and Neighborhood Characteristics:</b>	The project site is located on the west side of South Brea Boulevard, between East Fir Street and West Juniper Street. The site is surrounded by motels to the north, various commercial uses to the south, retail and office space to the east, and residential to the west.
<b>Public Hearing Notices and Outreach:</b>	Legal Notice was published in the Brea Star Progress on November 26, 2020, and approximately 79 notices were sent to all property owners within a 500-foot radius of the project.



## SUBJECT PROPERTY AND VICINITY MAP

DATE: December 8, 2020

CASE NO:  
CONDITIONAL USE PERMIT NO. CUP 20-11  
PLAN REVIEW NO. PR 20-08

**CITY OF BREA  
PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR A CONDITIONAL  
USE PERMIT NO. 20-11 AND PLAN REVIEW NO. 20-08**

**NOTICE IS HEREBY GIVEN**, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

**DATE AND TIME:** Tuesday, December 8, 2020, 7:00 p.m.  
**OF HEARING:** *All interested persons may appear and be heard at that time.*

**PLACE OF HEARING:** Brea Civic & Cultural Center, Council Chambers  
1 Civic Center Circle, Brea, CA 92821

**PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE CITY COUNCIL OF THE CITY OF BREA ON MARCH 19, 2020, AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING MAY BE CONDUCTED IN WHOLE OR IN PART BY TELECONFERENCE.**

**FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING [planning@cityofbrea.net](mailto:planning@cityofbrea.net). ALL PERSONS WISHING TO PARTICIPATE BY TELECONFERENCE SHOULD CONTACT THE CITY NO LATER THAN NOON ON DECEMBER 8, 2020.**

**REQUEST:** The applicant, TNG Real Estate Consultants, is requesting approval of a Conditional Use Permit to modify the off-street parking requirement to allow an existing 4,875 square-foot building to be used as a professional office. The parking requirement would be adjusted from 19 parking spaces to 10 parking spaces. The applicant is also requesting approval of a Plan Review to perform exterior modifications to the existing building.

**LOCATION:** The project site, 735 South Brea Boulevard, is located within the Mixed-Use (MU-III) zone. The property is located on the west side of South Brea Boulevard, between East Fir Street and West Juniper Street.

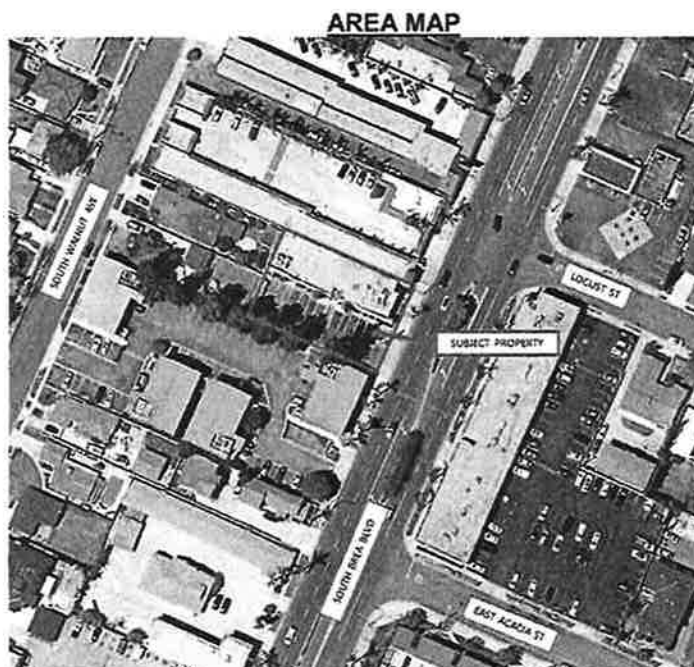
**ENVIRONMENTAL:** The City of Brea, in accordance with the California Environmental Quality Act (CEQA) has determined that the proposed project is exempt under Section 15301. The project qualifies for this exemption as it involves the negligible or no expansion of an existing or former use.

**IF YOU CHALLENGE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.**

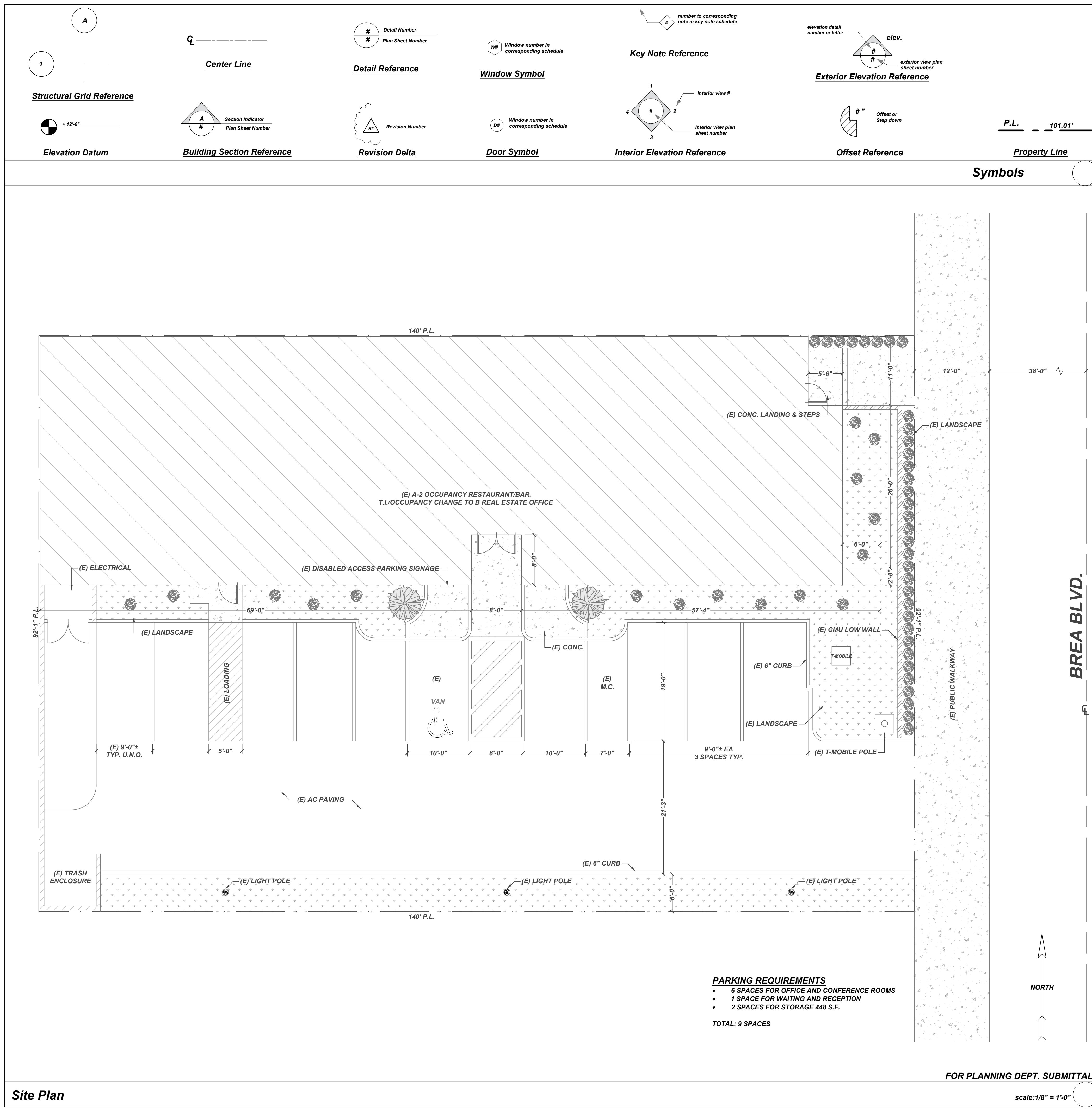
**FOR FURTHER INFORMATION ON THIS SUBJECT, PLEASE CONTACT THE PLANNING DIVISION AT (714) 990-7674.**

**COMMUNITY DEVELOPMENT DEPARTMENT**

  
Jason Killebrew, City Planner







All work, material, methods, etc. shall conform to all governing building codes, regulations and agencies.

The general contractor and/or sub-contractors shall be responsible for verifying all dimensions and conditions prior to commencing work. Report any discrepancies and or potential to the designer and/or engineer prior to proceeding.

Governing codes and Fire Department Field Inspector shall dictate size, type, quantity and locations of both temporary and permanent portable fire extinguishers.

All communications between sub-contractors and Designer and/or Engineer shall be through General contractor to Designer and/or Engineer.

Exit signs where noted or required shall be worded "EXIT" in letters at least 6" high and shall conform to codes and/or applicable regulations.

The General Contractor shall provide all necessary ceiling or wall access panels (or access doors) as required by governing agencies for air conditioning, plumbing, fire sprinkler and electrical system. Provide approved assemblies with self-closing devices in fire rated construction.

All penetrations of fire resistive construction shall be protected with approved fire assemblies.

Provide pedestrian protection barricades and/or canopies as required by the local authorities or as necessary for pedestrian safety during construction.

Every exit door shall be operable from the inside without the use of a key or any special knowledge or effort. Special locking devices shall be of an approved type. Flush bolts or surface bolts are prohibited.

Exit doors must open over a landing not more than 1/2" below the threshold.

Contractor shall provide a complete job connected, approved, tested, and ready for proper operation. No exclusions unless noted specifically.

Wood framing and/or furring shall be provided to conceal evidence of structural connections where finishes occur.

The General Contractor shall provide and install address numbers per city requirements at transoms of storefront entrance door 6" high helvetica medium vinyl applied u.n.o.

All exposed electrical and/or mechanical equipment shall be painted to match adjacent surfaces.

All exterior signs shall be under a separate permit.

All building materials shall be "IBC Standard" per IBC and /or products and materials that have been designated as code-compliant in current ICC ES and LA RIR evaluation reports for their intended use.

All plans are preliminary and not for construction until approved by the appropriate regulatory government agencies, stamped and signed by the engineer of record, and authorized by the owner.

Electronic information and copies of plans (C.A.D.D.) are provided for convenience only. The controlling version of the plans is the stamped and signed hard copy.

Design / Build - indicates contractor shall provide engineering, plans and submittals for approval of government agencies. Contractor shall obtain required permits.

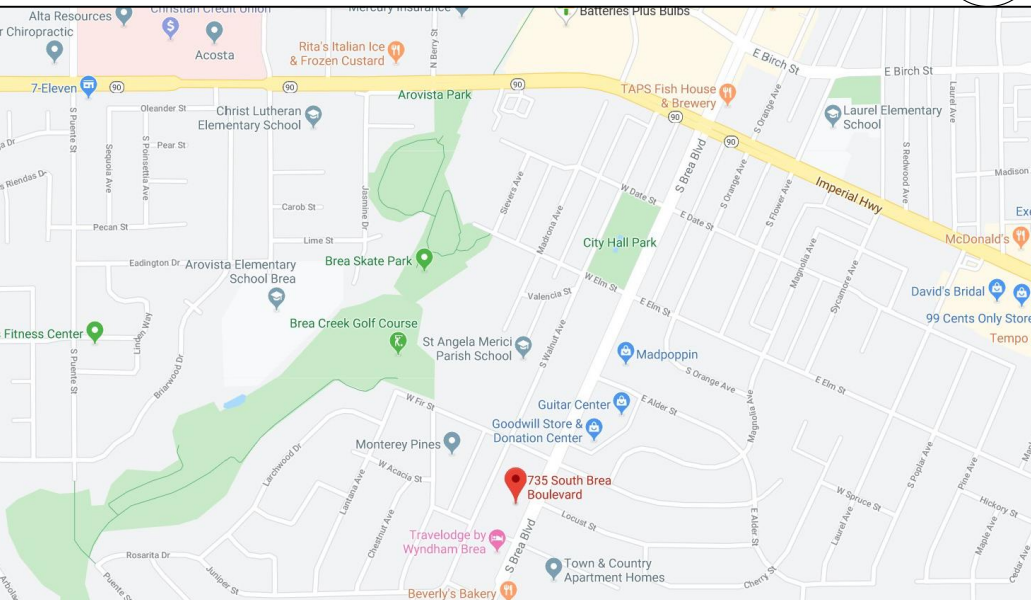
Glazing shall be tempered in the following locations. Swinging and/or sliding glass doors. Glazing in fixed or operable panels adjacent to a door where the nearest exposed edge of the glass is within a 24" arc of either vertical edge of the door in a closed position and where the bottom exposed edge of the glass is less than 60" above the walking surface. Glazing located in any portion of a wall located within a tub and/or shower area where the bottom edge is less than 60" above the standing surface and drain inlet. Glazing in fixed or operable panels other than those locations described above that meet all the following conditions:

1. Exposed area of individual pane exceeds 9 s.f.
  2. Exposed bottom edge less than 18" a.f.f.
  3. Exposed top edge greater than 36" a.f.f.
  4. One or more walking surfaces within 36" horizontally of the plane of the glass.
- Tempered glass panels shall be permanently identified by the manufacturer.

Street addresses shall be installed on the building with numbers that are a min. of 4" in ht. and w/ a 1/2" stroke and shall be of a contrasting background. The address shall be visible and legible from the street. During hours of darkness, the numbers shall be internally illuminated w/ a low-voltage power source. Where the building exceeds 50 feet or more from the roadway, additional 4" h. numbers shall be displayed at the property access entrances.

NPDES / COA - No temporary stockpiles, equipment, wash down or construction related run-off permitted on street or sidewalk.

**General Notes**



**Vicinity Map**

**A1.0 General Project Data, General Notes, Site Plan, and Vicinity Map**  
**AB.1 As-Built Floor Plan**  
**A2.0 Proposed Tenant Improvement**  
**A3.0 Exterior Elevation**

**Sheet Index**

**Project Location:**  
735 South Brea Blvd.  
Brea, Ca. 92821  
APN: 284-153-21

**Occupancy:**  
B office  
Type of construction V-B

**Project Description:**  
Tenant improvement to existing building. Existing veteran hall(A-2 occupancy) to receive an occupancy change to a real estate office(B occupancy) with (N) interior partition walls and restroom improvements. (N) storefront glazing to be installed in (E) CMU exterior wall(parking lot side) with structural steel frames added to interior face of (E) CMU wall to accommodate (N) window openings.

**Applicable Codes and Regulations:**  
2019 California Building Code (CBC)  
2019 California Residential Code  
2019 California Electrical, Mechanical and Plumbing Codes  
2019 California Energy Code  
California Green Building Standards

**Owner:**  
Craig Martin  
TNG Real Estate  
Cell: (714) 270-1890 Ofc.: (714) 987-3310 ext. 104  
craig@tngrealestate.com  
www.tngrealestate.com

**General Contractor:**  
James Bailey  
536 N. First St. Suite A  
Covina, Ca 91723  
(626) 332-6760  
(626) 339-2671 - fax

**Engineer of Record:**  
Ingrid Stinchcomb  
I. Stinchcomb P.E. Inc.  
5525 Goss Road  
Phelan, California 92371  
760.868.1746 ofc.  
760.220.7004 cell

**Site Info / Project Data**

Abbreviations		
&	and	JST. joist
@	at	L angle
AB	anchor bolt	LG long
ARCH'L	architectural	LLH long leg horizontal
BLD'G	building	LLV long leg vertical
BLK'G	blocking	MAX maximum
BM	beam	MLB microlam beam
BN	boundary nail	MTL metal
CIP	cast in place	M.B. machine bolt
CJ	ceiling joist	MECH. mechanical
CMU	concrete masonry unit	MIN. minimum
CONT.	continuous	NTS. not to scale
CTR	center	N.I.C. not in contract
C.L.	center line	O.C. on center
d	double	OH. overhang
DBL	double	P.L. property line
DIA.	diameter	PLY. plywood
DIAG.	diagonal	PSF pounds per square foot
Do	ditto	PSI pounds per square inch
EA.	each	P.T. pressure treated
E.F.	each face	REINF. reinforced
E.N.	edge nail	R.S. rough sawn
EQ	equal	Re. S. re-sawn
ES	each side	Sched. schedule
EW	each way	Sht. sheet
EWB	each way bottom	Sim. similar
EXP	expansion	SQ. square
EXT	exterior	Stagg. staggered
(E)	existing	STD standard
F.F.	finished floor	Stiff. stiffener
FLR	floor	STL steel
F.N.	field nail	STR structural
F.O.S.	face of stud	T & B top and bottom
FT	feet	T & G tongue and groove
FTG.	footing	Thk. thickness
GA.	gauge	T.S. structural tube
GLB	glued laminated beam	T.O.P. top of plate
H.D.	hold down	T.O.S. top of sheathing
HDR	header	TYP. typical
HGR	hanger	U.n.o. unless noted otherwise
HORIZ.	horizontal	V vertical
HSB	high strength bolt	W steel wide flange
IN.	inch	W/ with
INFO.	information	W/O without
INT.	interior	WO wood
		W.P. waterproof
		W.W.F. welded wire fabric

**Abbreviations**

revisions	by

Designer:  
**I. Stinchcomb P.E. Inc.**  
5525 Goss Road  
Phelan, California 92371  
760.868.1746  
www.stinchcombenengineering.com  
Signature:

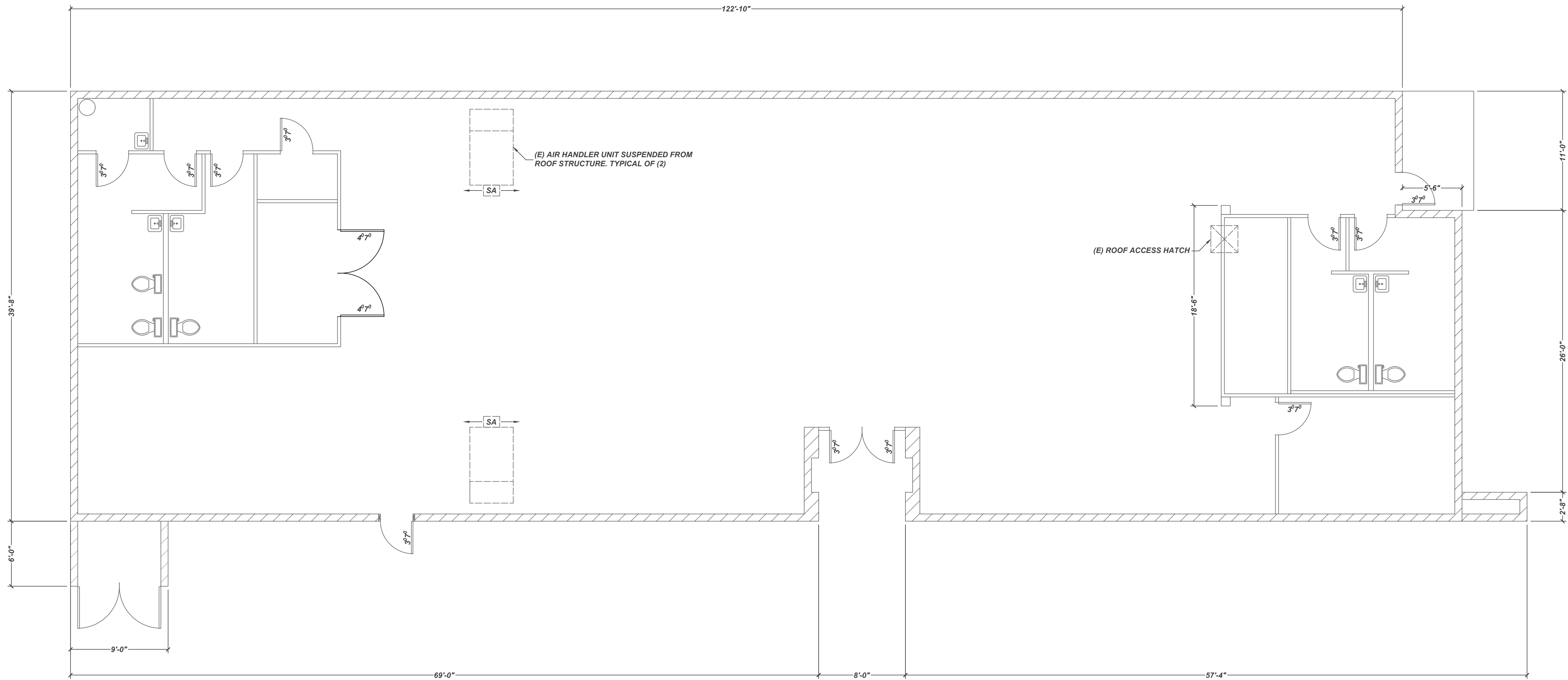
Tenant Improvement  
735 South Brea Blvd.  
Brea, Ca. 92821

General Project Data,  
General Notes, Site  
Plan, & Vicinity Map

drawn: EEH  
checked: ISS  
date: 10/23/2019  
scale: As Noted  
job no.

**A1.0**  
of 0 sheets





AS-BUILT FLOOR PLAN  
Scale: 1/16" = 1'-0"



revisions	by

designer:

I. Stinchcomb P.E. Inc.

5525 Goss Road

Phelan, California 92371

760.868.1746

www.stinchcombenengineering.com

Signature:

PROJECT INFO

As-Built Floor Plan

Tenant Improvement

735 South Brea Blvd.

Brea, Ca. 92821

drawn: EEH

checked: ISS

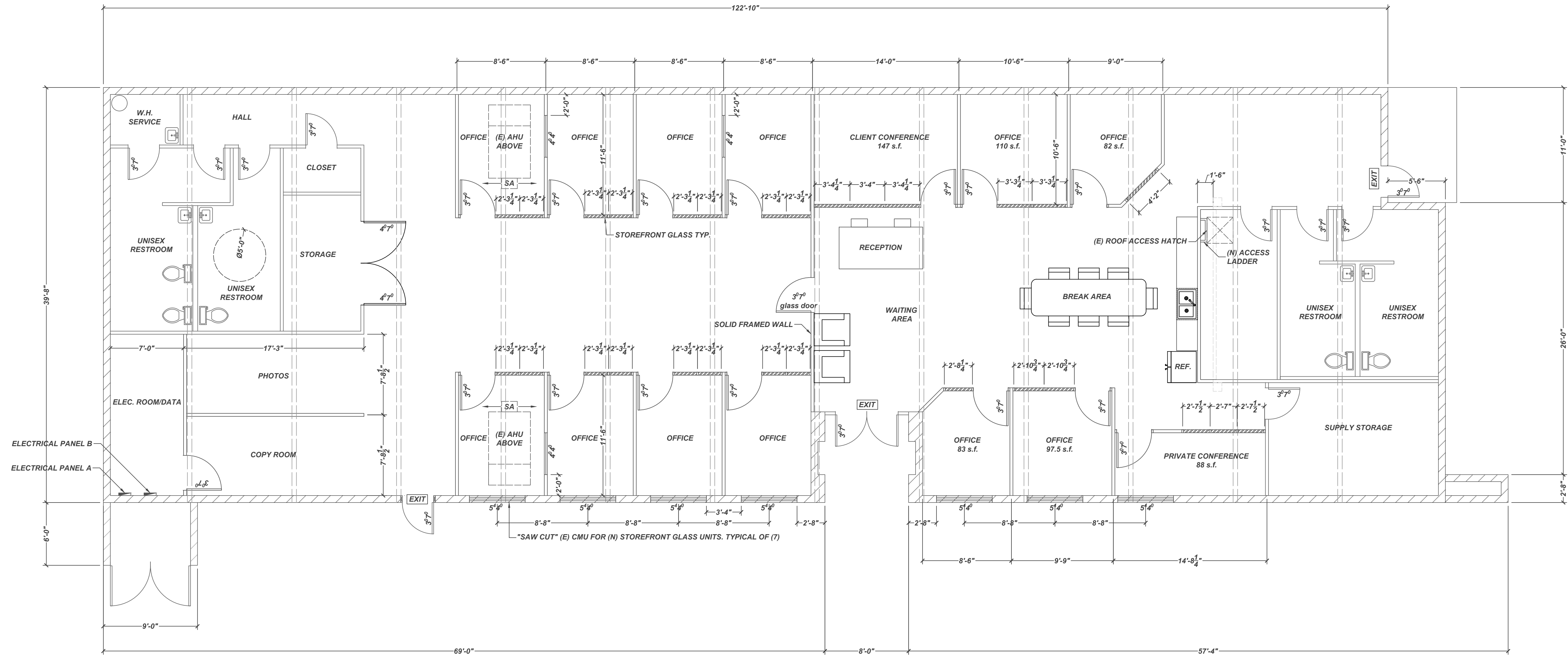
date: 10/23/2019

scale: As Noted

job no.

AB.1

of 0 sheet



PROPOSED TENANT IMPROVEMENT  
Scale: 3/16" = 1'-0"



AREA BREAKDOWN	
TOTAL BLDG AREA	4722 s.f.
OFFICE & CONFERENCE ROOMS	1390 s.f.
RECEPTION/WAITING ROOM	216 s.f.
RESTROOMS	
WEST BATHROOM	288 s.f.
EAST BATHROOM	256 s.f.
AUX. SPACES	
COPY ROOM	130 s.f.
PHOTO ROOM	130 s.f.
ELEC./DATA	105 s.f.
BREAK ROOM	306 s.f.
HALLS & CIRCULATION AREA	1453 s.f.

revisions	by

Designer:  
**I. Stinchcomb P.E. Inc.**  
5525 Goss Road  
Phelan, California 92371  
760.868.1746  
www.stinchcombenengineering.com  
Signature: \_\_\_\_\_

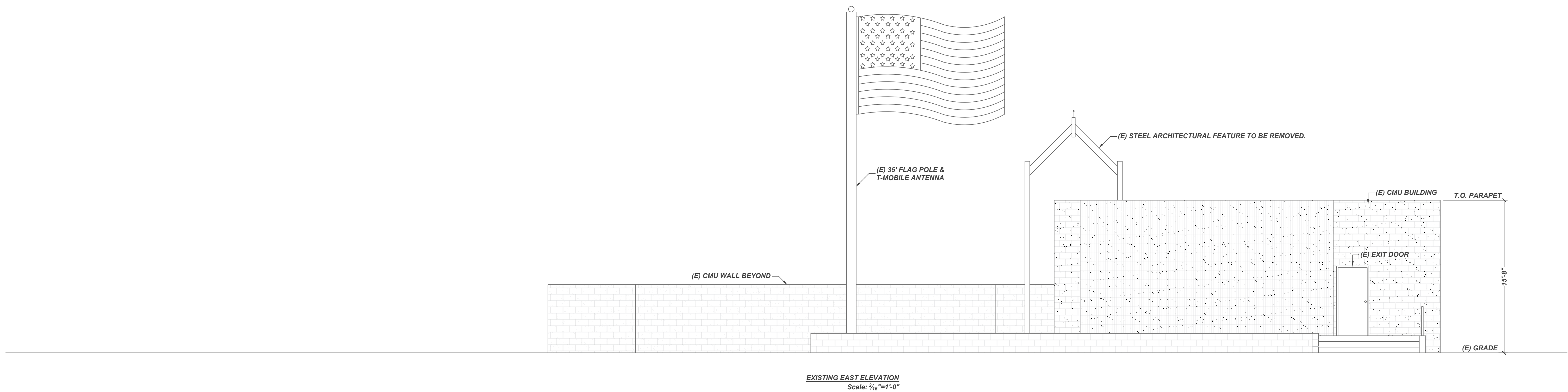
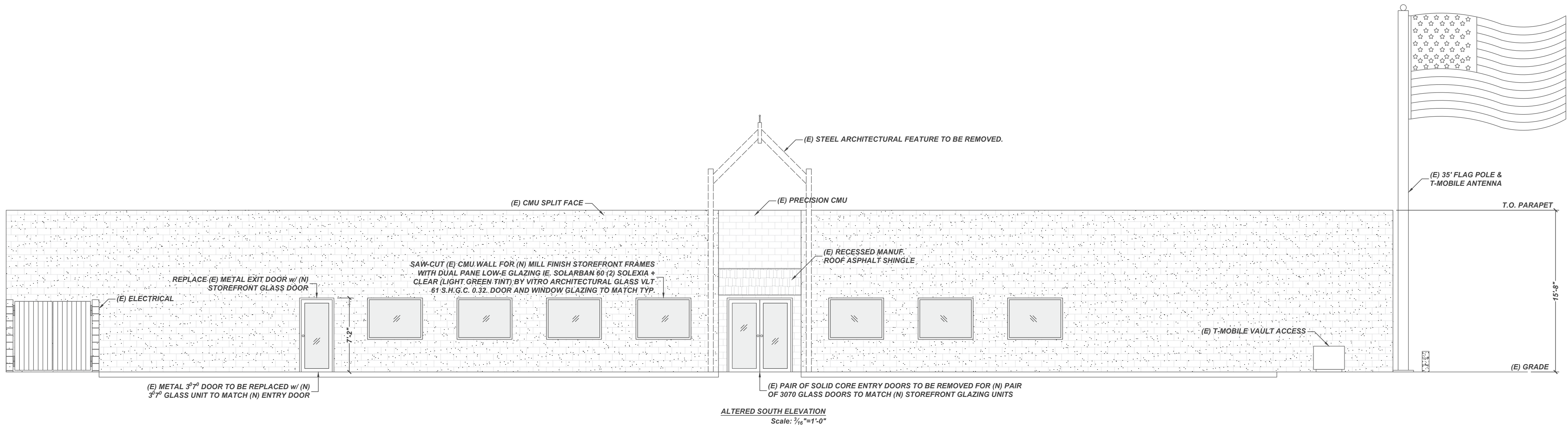
PROJECT NAME  
**Tenant Improvement**  
735 South Brea Blvd.  
Brea, Ca. 92821

SHEET INDEX  
**Proposed Tenant Improvement**

drawn: EEH  
checked: ISS  
date: 10/23/2019  
scale: As Noted  
job no.

**A2.0**  
of 0 sheet





revisions	by

Engineer

**I. Stinchcomb P.E. Inc.**  
5525 Goss Road  
Phelan, California 92371  
760.868.1746  
www.stinchcombenengineering.com

Signature

Project Title

Tenant Improvement

Project Address

735 South Brea Blvd.  
Brea, Ca. 92821

Sheet Index

Exterior Elevations

drawn: EEH

checked: ISS

date: 10/23/2019

scale: As Noted

job no.

A3.0

of 0 sheet

City of Brea

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**PLANNING COMMISSION COMMUNICATION**

**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** Conditional Use Permit No. CUP 20-14, an Amendment to Conditional Use Permit No. CUP 00-16 To Allow an Expansion to an Existing Restaurant with Alcoholic Beverage Sales at 330 West Birch Street, in the MU-I (Mixed Use) Zone.

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**REQUEST**

The Applicant, Douglas Vincent, is requesting a Conditional Use Permit (CUP) to amend CUP No. 00-16 to allow a 644 square-foot indoor speakeasy and outdoor dining patio expansion to an existing restaurant with alcohol sales at 330 West Birch Street, in the MU-I (Mixed-Use) zone.

**RECOMMENDATION**

Staff recommends that the Planning Commission take the following actions:

1. Find the project exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines Section 15301 (Class 1, Existing Facilities); and,
2. Approve CUP No. 20-14 subject to the recommended conditions of approval (Attachment B) and based on the findings and conclusions in the attached resolution (Attachment A). For tracking purposes, a new CUP No. was issued.

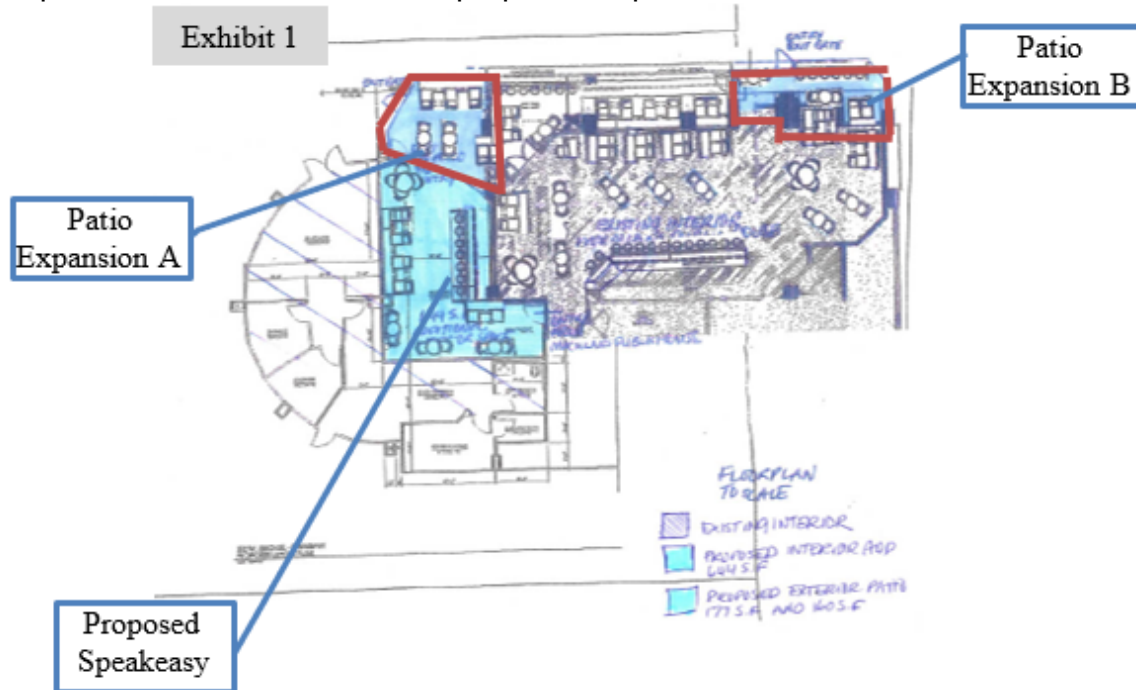
**BACKGROUND/DISCUSSION**

**BACKGROUND**

In December 2000, the Planning Commission approved a CUP No. 00-16 to allow the on-site sales of alcoholic beverages in conjunction with a restaurant. The current restaurant, Macallans Public House, offers a wide range of food and beverage items from its menu. Macallans Public House is an approximately 4,900 square-feet and has an existing 560 square foot outdoor dining patio. In 2002, the business obtained an Encroachment License Agreement for a 560-square-foot outdoor dining patio area within the public-right-of-way. Macallans Public House obtained approval of an Entertainment Permit on November 6, 2019, that was valid for a one-year period. Due to limitations of indoor dining and prohibition of any entertainment set by the COVID-19 Industry Guidance for Dine-In Restaurants, the applicant elected to not renew their Entertainment Permit. At a future date, the applicant will reapply for an Entertainment Permit when the COVID-19 Industry Guidance allows entertainment. The hours of operation for Macallans Public House are Monday thru Thursday from 3:00 P.M. to 11:00 P.M., Friday from 11:00 A.M. to 2:00 A.M., Saturday from 11:00 A.M. to 2:00 A.M. and Sunday from 9:30 A.M. to 11:00 P.M.

## **PROJECT DESCRIPTION**

The project site is located at 330 West Birch Street, directly south of the intersection of Birch Street and Madrona Avenue, within Downtown Brea. Downtown Brea is located within the Mixed-Use Zone and offers a wide range of uses includes, but not limited to restaurants, specialty retail and professional office uses. Macallans Public House is proposing to expand their business by incorporating the vacant 644 square foot tenant space next door for a speakeasy and a 337 square foot outdoor dining patio expansion (Attachment D). Exhibit 1 below provides an illustration of the proposed improvements.



The proposed 644 square-foot interior expansion will function as a private 'speakeasy' (Attachment B). Historically speakeasy's were illicit establishments that came into prominence in the United State during the prohibition area in the 1920's. During that time the sale, manufacturing and distribution of alcoholic beverages was illegal throughout the country. Currently, the term is used to described retro style bars that operate as secret locations and provide for a unique customer experience. Customers can continue to enjoy existing items from Macallans Public House food and drink menu, along with cigars within the proposed speakeasy. The speakeasy will require a membership and will not be accessible to the general public.

## **DISCUSSION**

Pursuant to the Brea Municipal Code (BMC) Section 20.258.010.F, restaurants with alcohol sales are allowed in the MU-I Zone subject to Planning Commission approval of a CUP. The proposed project involves an expansion into an adjacent vacant tenant space, and will not extend beyond the existing building foot print. A new secret doorway will operate as the entrance to the speakeasy from the existing dining area. Within the speakeasy, the Applicant is proposed new flooring, wall paper and paint, lounge furniture, and a portable bar. Additionally, a commercial grade humidior for the storage of the cigars and a self-contained air cleaning system for the cigar smoke will be installed (Attachment E).

In addition, the outdoor dining patio expansion will be in two different sections, one new portion on the west (patio expansion A) of approximately 177 square-feet, and a second expansion portion on the east (patio expansion B) of approximately 160 square-feet

(reference Exhibit 1). Additional exterior improvements include a new awning to be installed over the outdoor patio expansions to provide consistency between existing building façade. The outdoor patios would be enclosed by a metal railing that would match the existing decorative wrought iron railing. There are no architectural changes to the existing building façade and no signage is proposed for the speakeasy. The Applicant is not proposing any modifications to the existing hours of operations for the restaurant. The proposal outdoor patio expansion will be contiguous to the existing outdoor patio. Within the vicinity, there are numerous restaurants with outdoor dining patios and the proposal is consistent with the existing elements in the neighborhood.

Downtown Brea is a pedestrian oriented area, and the proposed project will continue to provide a dining experience compatible with surrounding by uses that include restaurants with service of alcohol beverages, retail, personal and professional services. The restaurant is located within the downtown parking district that has several parking structures made available to patrons visiting Downtown Brea. Staff has included a condition of approval (Attachment B) that requires the regular service of the air cleaning system to prevent any smoke from spilling out into the public right of way. Additionally, the smoking of cigars is limited to the interior speakeasy only and is not permitted in any outdoor dining patio area. No entertainment is proposed at this time and any entertainment will require review and approval of an Entertainment Permit Application by the Planning Division.

With the draft conditions of approval, the expansion of the existing restaurant would not be detrimental to the surrounding uses in Downtown Brea, and would provide a unique customer dining experience. The proposed project would be consistent with the goals and policies of the Downtown Brea Focus Areas of the General Plan. Based on the proposed operations in relation to the expansion of the existing restaurant with alcohol service, staff does not anticipate any negative impacts to adjacent properties.

### **PUBLIC NOTICE AND COMMENTS**

This project was noticed in accordance with the City's public noticing requirements, which involved mailed notices and publication in the local paper. The public hearing notice for this project is provided as Attachment G. As of the writing of this report staff has received an email in opposition from a resident that lives north of Macallans Public House (Attachment I).

### **ENVIRONMENTAL ASSESSMENT**

This project has been assessed in accordance with the CEQA guidelines, and the environmental regulations of the City. Upon review, the proposed project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the state CEQA guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use.

### **RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

Prepared by: Jose Barriga, Associate Planner

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### **Attachments**

A. Draft Resolution

B. Conditions of Approval Summary

C. Resolution No. PC 00-41

D. Application

E. Plans

F. Technical Background

G. Vicinity Map

H. Public Hearing Notice

I. Public Comment

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## RESOLUTION NO. 2020-XX

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING AN AMENDMENT TO CONDITIONAL USE PERMIT NO. CUP 00-16 TO ALLOW AN EXPANSION TO AN EXISTING RESTAURANT WITH ALCOHOLIC BEVERAGE SALES AT 330 WEST BIRCH STREET, IN THE MU-I (MIXED USE) ZONE. (TRACKING NO. CONDITIONAL USE PERMIT NO. CUP 20-14)**

**A. RECITALS:**

(i) The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. 20-14 (CUP 20-14). This resolution amends CUP NO. 00-16, and allows the existing restaurant to expand into an adjacent 644 square-foot tenant space; to create a new 177 square-foot outdoor dining area adjacent to the proposed expansion (patio expansion A); to expand the existing outdoor dining area adjacent to the restaurant by 160 square-feet (patio expansion B) (Project).

(ii) The subject property is located at 330 West Birch Street and further legally described as Assessor Parcel No. 296-376-16, as shown in the latest records of the County of Orange Assessor's Office.

(iii) The Project applicant is Douglas Vincent, 2420 East McKittrick Place, Brea, CA 92821.

(iv) The property is zoned MU-I, Mixed Use, and designated as Mixed Use I in the General Plan Land Use element.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

(vi) To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims,

**Resolution No. 2020-xx**  
**Page 2**  
**Applicant: Douglas Vincent**  
**CUP 20-14**

liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this amendment to Conditional Use Permit No. CUP 00-16 (Conditional Use Permit No. 20-14); and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this Conditional Use Permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Conditional Use Permit.

Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

**B. RESOLUTION:**

**NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED** by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.
2. The Project identified above in this Resolution has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines, and the



**Resolution No. 2020-xx**  
**Page 3**  
**Applicant: Douglas Vincent**  
**CUP 20-14**

environmental regulations of the City. Upon review, the Project qualifies for a Class 1 Categorical Exemption (Existing Facilities) in accordance with the requirements of Section 15301 of the CEQA Guidelines. This exemption is applicable to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, involving negligible or no expansion of existing or former use. Therefore, the Planning Commission finds the Project exempt from the environmental review requirements of CEQA.

3. The Commission further finds in consideration of CUP No. 20-14 as follows:

a. Finding: That the use applied for at the location set forth in the application is one for which a CUP is authorized by this title.

Fact: The Project site is zoned MU-I, Mixed Use. Pursuant to Code Section 20.258.010.F, restaurants with alcohol sales are permitted uses subject to the review and approval of a CUP. The restaurant will maintain a valid "Type 48" on-sale general license from the State Department of Alcoholic Beverage Control (ABC) for the on-site sales of general alcohol beverages and shall operate within all applicable State, County, and City regulations governing the sale and consumption of alcoholic beverages.

b. Finding: The proposed Project, with conditions as imposed, is desirable for the development of the community, in harmony with the various elements or objectives of the General Plan, and not detrimental to existing uses or uses permitted in the zone.

Fact: The Project is located within an existing mixed-use pedestrian oriented environment that offers opportunities for people to live, work, shop and recreate. Furthermore, the use of the site as a restaurant with alcohol sales is supported by General Plan Policy CD-4.1 in that it encourages exploration in economic and employment opportunities to diversify the business mix in Downtown Brea. The expansion of this space is an appropriate use of the existing building.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and to accommodate the proposed use.

Fact: The Project will be located within an existing tenant space and is zoned MU-I, where restaurant uses are permitted by right. No expansion to the existing building is proposed, therefore the site will remain adequate in size and shape for the Project. Additionally, the Project is located within the Downtown Brea parking district that will accommodate the parking demand for the proposed and existing uses.

d. Finding: The proposed site relates to streets and highways which are properly designed and improved to carry the type of quantity of traffic generated.

Fact: Vehicular access to the site will continue to be from South Brea Boulevard and Imperial Highway, both of which are arterial streets. The Project is not anticipated to result in any traffic impacts to the adjacent uses because the expansion is limited in capacity and there is sufficient parking to

**Resolution No. 2020-xx**  
**Page 5**  
**Applicant: Douglas Vincent**  
**CUP 20-14**

accommodate the expansion. The street system in Downtown Brea has been designed to carry the quantity of traffic to the designated parking areas and structures.

e. Finding: That with the conditions stated in the permit, the use will not adversely affect the public, health, safety, or general welfare.

Fact: The Project involves a 644 square-foot expansion to an existing restaurant with alcohol sales, and will function similarly to other restaurants in the mixed-use zone. The Project's outdoor areas will operate similarly to other existing restaurants with outdoor dining areas, and does not propose operations that will be harmful to the public health, safety, and welfare of the city. The Project does not include any entertainment as part of this request and the business is subject to compliance with the City's Noise Ordinance. The project is required to meet all Fire codes and standards, thereby assuring the public health, safety, and welfare.

4. CUP No. CUP 20-14 is hereby approved, subject to conditions as set forth in Attachment B (Conditions of Approval).

5. The Secretary of this Commission shall certify to the adoption of this Resolution.

**ADOPTED AND APPROVED** this 8<sup>th</sup> day of December 2020.

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Chairman, Planning Commission

**Resolution No. 2020-xx**  
**Page 6**  
**Applicant: Douglas Vincent**  
**CUP 20-14**

I, Jason Killebrew, Secretary to the Planning Commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 8<sup>th</sup> day of December 2020 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 8<sup>th</sup> day of December 2020, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: \_\_\_\_\_  
Secretary, Planning Commission

**AMENDMENT TO CONDITIONAL USE PERMIT NO. 00-16**

**(CONDITIONAL USE PERMIT NO. CUP 20-14)**

**CONDITIONS OF APPROVAL**

Conditional Use Permit No. CUP 20-14 is hereby approved, subject to conditions as set forth herein:

- a. The Applicant shall maintain a valid "Type 48" on-sale general license from the State Department of Alcoholic Beverage Control (ABC) for the on-site sales of general alcohol beverages and shall operate within all applicable State, County, and City regulations governing the sale and consumption of alcoholic beverages.
- b. The Project shall comply with the conditions contained herein and all applicable Federal, State and City regulations.
- c. Any violation of the regulations of ABC, as they pertain to the Project location and the sale and consumption of alcoholic beverages or any conditions of approval as contained in this resolution, may result in the revocation of this CUP, as provided for in Section 20.412.020 of the Brea Municipal Code.
- d. Service of alcoholic beverages shall not be allowed outside of the bar area, specifically, no alcohol shall be allowed in the 'game area' until 10:00 p.m. "No alcohol permitted beyond this point" signs shall be posted at the exits.
- e. A separate entry for minors into the game area shall be used until 10:00 p.m. at which time it will be closed and used only as an emergency exit.
- f. The Applicant shall hire private security guards to ensure that the patrons of the establishment, specifically the bar area, are of the legal drinking age and that no minors enter the bar area from the designated 'game area'.
- g. No one under the age of 21 shall be allowed in the area of the bar after 10:00 p.m. No person under the age of 21 shall be allowed in speakeasy area.
- h. The Applicant shall comply with the City's Noise Ordinance.

- i. Business operations shall occur in substantial conformance with the plans and project description as approved by the Planning Commission on December 8, 2020, on-file in the Planning Division.
- j. At all times when the premise is open for business, the premise shall be maintained as a bona fide restaurant and shall provide a menu containing an assortment of foods normally offered in such restaurant
- k. There shall be no exterior advertising or sign of any kind or type, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages and cigars.
- l. All exterior signage shall comply with the Signage Design Criteria for Downtown Brea on file with the City of Brea Planning Division.
- m. There shall be no entertainment, amplified music or dancing permitted on the premise at any time unless the proper permits have been obtained from the City of Brea.
- n. Smoking shall be limited only to the approved interior designated speakeasy area and shall be prohibited in any outdoor patio area.
- o. The smoke ventilation system shall be regularly serviced and maintained to prevent any smoke from spilling out into the public right of way.
- p. Plans shall be submitted to Building & Safety and permit shall be obtained prior to occupancy.
- q. Proposed occupancy increase shall comply with exit, disabled access and restroom fixtures per the CA Code adopted at time of permit review/issuance.
- r. If the proposed awning is 4 feet wide or greater, then fire sprinklers will be required. The addition or relocation of any fire sprinklers will require plans to be submitted by a licensed fire protection contractor (C-16) to the Brea Fire Department for review and approval.
- s. Any tenant improvement that impacts the fire alarm system shall be submitted to the Brea Fire Department for review and approval.
- t. Additional requirements may be imposed when the project is submitted for fire department plan check review and approval.
- u. CUP No. 20-14 shall supersede all previously approved conditions of approval by CUP No. 00-16.

- v. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of this amendment to Conditional Use Permit No. CUP 00-16 (Conditional Use Permit No. 20-14); and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of this Conditional Use Permit and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Conditional Use Permit. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.



**RESOLUTION NO. PC 00-41**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA  
APPROVING CONDITIONAL USE PERMIT APPLICATION NO. CUP 00-16,  
SUBJECT TO CONDITIONS AS SET FORTH HEREIN.**

A. Recitals.

(i). The Planning Commission of the City of Brea has heretofore held a duly noticed public hearing, as required by law, on Conditional Use Permit No. CUP 00-16, a request to provide general alcohol beverage service at a restaurant, in the Brea Towne Plaza Specific Plan zone.

(ii). The project applicant is Perry Johnson of Phat City Entertainment.

(iii). The subject property is located at 330 West Birch Street in the City of Brea and is legally described as a portion of Parcel 8 of Parcel Map 300-45, as shown in the latest records of the County of Orange.

(iv). The property is zoned BTPSP, Brea Towne Plaza Specific Plan, and has a General Plan land use designation of Specific Plan.

(v). All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution. NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of Brea, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

2. The Planning Commission hereby finds that the project identified above in this Resolution is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder pursuant to Section 15061.b.3 of Division 6 of Title 14 of the California Code of Regulations.

3. It is hereby found that the use applied for at the location set forth in the application is authorized by the Brea Zoning Ordinance, as amended. On-sale general alcohol beverage service at a public premise is permitted with approval of a Conditional Use Permit.

4. It is further found that said use with conditions as imposed is desirable for the development of the community, is in harmony with the various elements and objectives of the

**Resolution No. 00-41****Page 2****Applicant: Perry Johnson****Conditional Use Permit No. CUP 00-16**

General Plan and is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located. All requirements of the State Alcoholic Beverage Control Office will be observed.

5. It is hereby found that the site is adequate in size and shape to accommodate the proposed use. The revised parking study (Attachment 1) concludes that no significant parking impacts will occur.

6. It is found that the proposed site relates to streets and highways which are properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use. Primary access to the downtown Brea area is provided from fully improved, major arterial streets.

7. It is found that with the conditions stated below, the use will not adversely affect the public health, safety, or general welfare. This project is exempt from further environmental review, consistent with CEQA guidelines.

8. It is found that pursuant to subdivision (b) (2) of Section 23958.4 of the Business and Professions Code that a public convenience or necessity would be served by the issuance of a license for the proposed use. The proposed sports bar will have live entertainment, arcade games, and pool tables, which are unique features. There are no other similar establishments in the area.

9. The Planning Commission finds that facts supporting the above-specified findings are contained in the staff report and exhibits, and the information provided to the Commission during the public hearing conducted with respect to the application.

10. It is found that Conditional Use Permit Application No. CUP 00-16 is hereby approved, subject to conditions as set forth herein:

- (a) Development shall occur in substantial conformance with the plans submitted to the Planning commission and dated December 12, 2000, which includes a floor plan on file in the Planning Division, the conditions contained herein, and all applicable City regulations.
- (b) The applicant shall obtain a "Type 48" on-sale general license from the State Department of Alcoholic Beverage Control for the on-site sale of general alcohol beverages.

**Resolution No. 00-41**

**Page 3**

**Applicant: Perry Johnson**

**Conditional Use Permit No. CUP 00-16**

- (c) The approved use shall operate within all applicable State, County, and City regulations governing the sale and consumption of alcoholic beverages.
- (d) Any violation of the regulations of the Department of Alcoholic Beverage Control, as they pertain to the subject location and the sale and consumption of alcoholic beverages or any conditions of approval as contained in this resolution, may result in the revocation of the subject Conditional Use permit, as provided for in Section 20.412.020 of the Brea Zoning Code.
- (e) Service of alcoholic beverages shall not be allowed outside the bar area, specifically, no alcohol shall be allowed in the "game area" until 10 pm. "No alcohol permitted beyond this point" signs shall be posted at the exits.
- (f) A separate entry for minors into the game area shall be used until 10 pm at which time it will be closed and used only as an emergency exit.
- (g) The applicant shall hire private security guards to ensure that the patrons of the sports bar are of the legal drinking age and that no minors enter the bar area from the designated "game area".
- (h) No one under the age of 21 shall be allowed in any area of the sports bar after 10 pm.
- (i) The applicant shall comply with the City's Noise Ordinance.
- (j) Prior to obtaining building permits for any tenant improvements an acoustical engineer hired by the applicant must show that the Uniform Building Code requirement can be met relating to noise from commercial use to residential use.
- (k) The applicant shall sign a notarized affidavit within ten (10) days after adoption of this Resolution indicating acceptance of all Conditions of Approval.

11. The secretary of this Commission shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 12<sup>th</sup> day of December 2000.

  
Chairman, Planning Commission

**Resolution No. 00-41****Page 4****Applicant: Perry Johnson****Conditional Use Permit No. CUP 00-16**

I, David M. Crabtree, Secretary to the Planning commission of the City of Brea, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Brea held on the 12<sup>th</sup> day of December, 2000, and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 12<sup>th</sup> day of December, 2000, by the following votes:

AYES: COMMISSIONERS: MADDEN, GARCIA, PRENOVOST,  
SCHWEITZER

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: CREAGH

ABSTAIN: COMMISSIONERS: NONE

ATTEST:

  
Secretary, Planning Commission



July 29, 2020

Attn: Planning Division / RE: Conceptual Plan

We are interested in a portion of the vacant space directly adjacent to our current business, the exact portion and size to be confirmed, currently measured to be 644 SF. Our intention for use of this space is to expand our current operations, and access such through a small hidden doorway to function as a private dining room at times for private reservations, but also as a "speak easy" set up other times. We would like to shade or tint the windows in the front to minimize exterior visibility, which will contribute to the overall vibe. We intend to only permit access to private memberships, and VIP guests of Macallans Public House, creating a vibe of exclusivity, and perhaps as a private area permitting cigar smoking and higher end whiskey pairings. The doorway to be created is across from our existing bathrooms, which the guests of this space will have full access to. Per pending draft of lease amendment the landlord will be responsible to do the construction necessary to provide the space in vanilla condition, and we will add the décor, including floor, wall and ceiling covering, a portable bar, a commercial grade humidifier, and furniture for comfortable lounge type seating areas. We will also install high end "air eaters" approximately every 150 to 200 SF of the space to ensure proper air ventilation for cigar smoke. Cigarettes will not be permitted. Food service will be provided from our existing kitchen.

As part of our overall strategy, and to remain competitive and compliant in an environment with state and federal restrictions imposed resulting from the COVID-19 pandemic, we also plan to add a useable patio area adjacent to our current patio area which will extend to be in front of the adjacent space exterior doorway, which will enable us to allow for appropriate social distancing while still accommodating our reliable and regular customer base. We are cognizant of the importance of exterior appeal, and it is our expectation to improve overall exterior appeal. As such, the new patio area is not expected to interfere with street views, and will include ABC compliant rail to surround this patio area which will be with preferred fencing covered with shrubbery, as we feel the aesthetic of this style barrier would enhance the exterior appeal of the pub, as well as enhance the downtown walk visual. We will also install mood lights in effort to bring more attention and appeal to this 'street end' of downtown. The public sidewalk clearance requirements will be met.

This expansion will be a critical component in rebuilding our success and volume prior to COVID-19, allowing us adequate spacing required for social distancing while gradually increasing capacity. Additionally, the interior expansion offers a uniquely desirable space that should bring in a new customer component while enhancing the needs of many existing customers.

Respectfully,  
Douglas Vincent

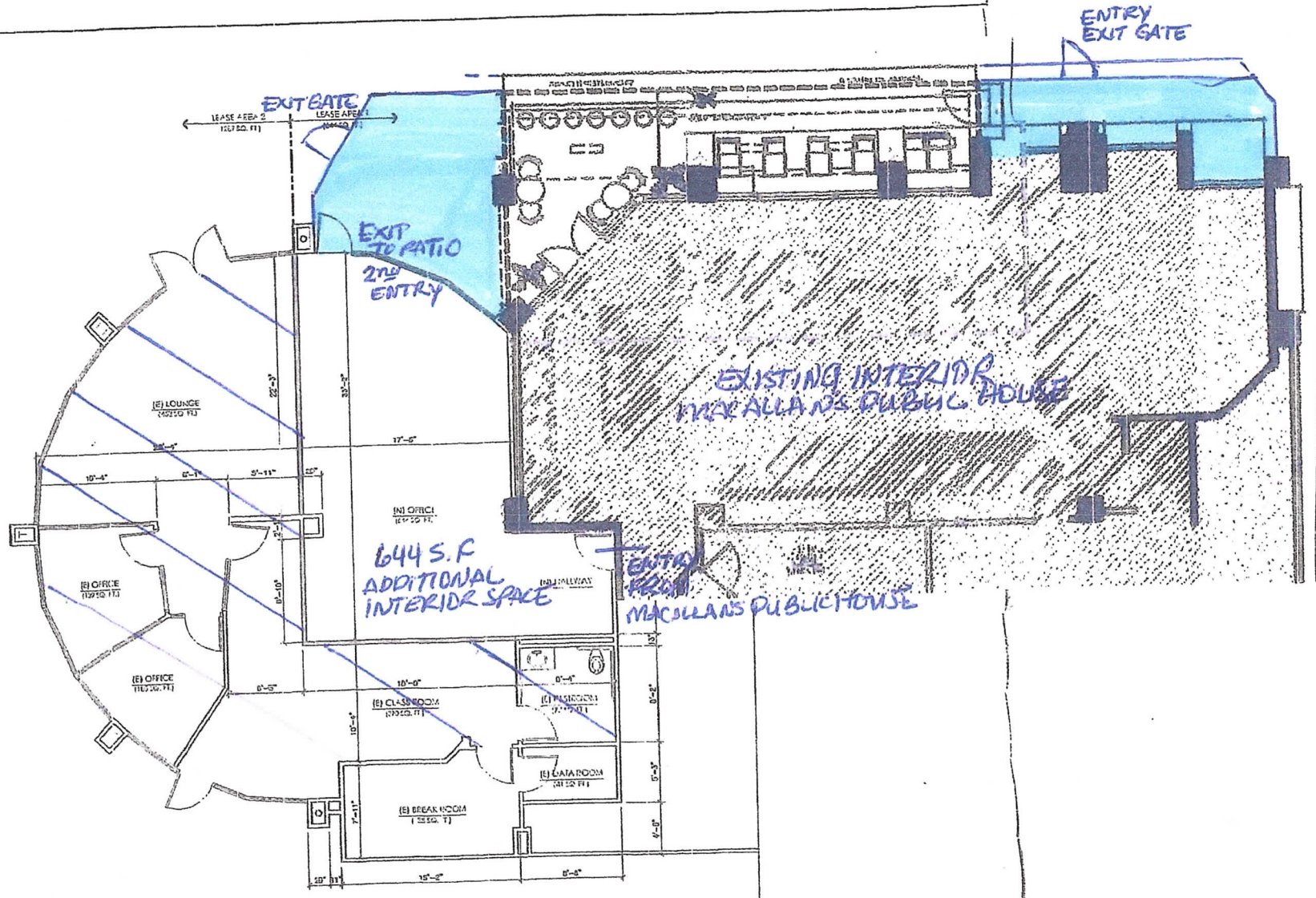
Plans for Additional Interior Space and Patio Expansion  
of Macallans Public House  
RESOLUTION NO. PC 00-41

EXHIBIT A-D	SITE PLAN / FLOORPLAN
EXHIBIT E	SIGNAGE
EXHIBIT F	SCOPE OF WORK
EXHIBIT G	PARKING ASSESSMENT
EXHIBIT H	VENTILATION
EXHIBIT I	ENGINEERING DIVISION DETAIL



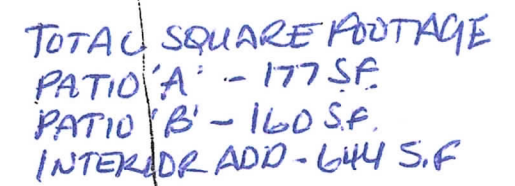
EXHIBIT A

ATTACHMENT E



332 W. BIRCH ST. - SPEAKEASY  
PROPOSED LAYOUT PLAN  
DATE: 11/1/10








## W/DIMENSIONS TO SCALE







	EXISTING INTERIOR
	PROPOSED INTERIOR ADD 644 S.F.
	PROPOSED EXTERIOR PATIO 177 S.F. AND 160 S.F.

Exterior Patio Expansion - Per Engineering Division is currently already approved as an encroachment per documentation below.

ATTACHMENT E

Slight revision to railing lines on attachment 'B'

## ATTACHMENT "A"

HTH

HTH Architects LLP

2000 Wilshire Blvd  
Los Angeles, California  
90061-3000  
Tel: 213.460.1000  
Fax: 213.460.1001

Consultant

A production  
drawing prepared  
for the City of Los Angeles  
Department of Public Works  
Engineering Division

Project Name  
ARCHITECTURAL AND ENGINEERING  
FOR THE CITY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION

### DEMOLITION AND PROPOSED FLOOR PLAN KEYNOTES

- 1 EXISTING WALL TO REMAIN. REPAIR/PATCH AS REQUIRED DUE TO DEMOLITION.
- 2 EXISTING PLASTER AND BASE TO REMAIN.
- 3 EXISTING DOORS TO REMAIN.
- 4 EXISTING CURB RAMP TO REMAIN.
- 5 EXISTING LANDSCAPE PLANTER TO REMAIN.
- 6 EXISTING PAVING TO REMAIN.
- 7 EXISTING STOREFRONT TO REMAIN.
- 8 LINE OF EXISTING SCOFF ABOVE.
- 9 LINE OF EXISTING METAL CANOPY ABOVE.
- 10 NOT USED.
- 11 NOT USED.
- 12 REMOVE EXISTING METAL RAILING.
- 13 REMOVE EXISTING FABRIC AWING ABOVE.
- 14 NOT USED.
- 15 NOT USED.
- 16 NEW GLASS VESTIBULE UNDER EXISTING METAL CANOPY. VESTIBULE SHALL BE PROVIDED WITH FIVE SPRINGLOKS UNDER SEPARATE PERMIT.
- 17 NEW GLASS WALL LOCATED AT LINE OF EXISTING METAL RAILING.
- 18 NEW JAMB STOREFRONT DOOR.
- 19 NEW METAL RAILING WITH 3" SIDE WIND STOP GATE.
- 20 LINE OF NEW GLASS WALL BRACING SUPPORTS ABOVE. SEE STRUCTURAL.
- 21 LEVEL LANDING 3'x5' AT SINGLE DOOR, 6'x5' AT DOUBLE DOOR, 1/2" MAX THRESHOLD.
- 22 INTERNATIONAL ACCESSIBILITY SYMBOL AT ENTRANCE (201).
- 23 OCCUPANT LOAD SIGN FOR PATIO SEATING AREA. SEE FIRE DEPT. NOTE #6/DOOR.

### LEGEND

- EXISTING WALL
- EXISTING METAL RAILING TO BE REMOVED
- 4' WIDE ACCESSIBLE PATH OF TRAVEL
- EXISTING PLANTING AREA
- EXISTING DOOR TO REMAIN
- NEW DOOR
- 24"x36" WHEELCHAIR SPACE
- TEMPERED GLASS - CLEAR
- TEMPERED GLASS - FROSTED

Existing Encroachment

Proposed Encroachment

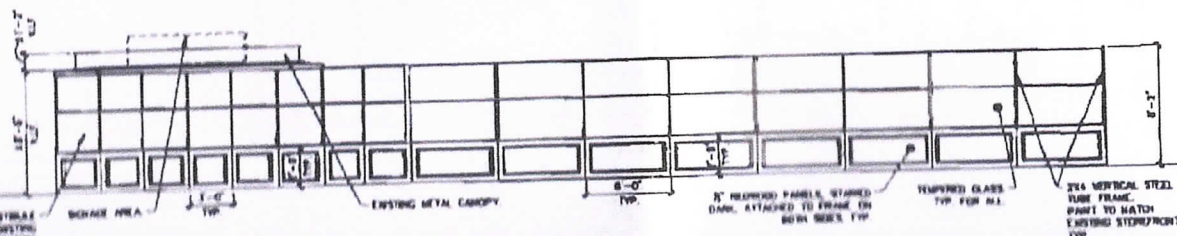
Proposed Encroachment

FLOOR PLAN  
SCALE: 1/8" = 1' 0"



4

NORTH ELEVATION





ORIGINAL SUBMISSION DRAWINGS TO SCALE  
MODIFICATIONS PER ENGINEERING  
MADE ON ATTACHMENT 'B'

ATTACHMENT 'B' - INCLUDES DIMENSIONS AT SCALE  
AND TOTAL SQUARE FOOTAGE OF EXPANSION 'A' AND EXPANSION 'B'

### LEGAL DESCRIPTION

APN: 296-376-18

P BK 300 PG 45 PAR 8

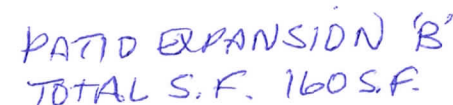
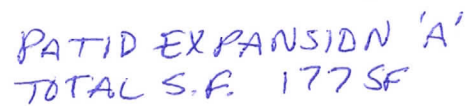
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SHEET TITLE

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

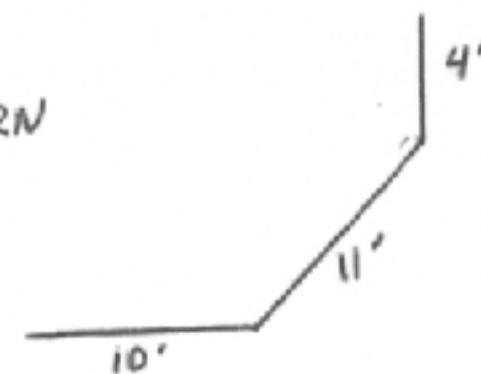
QUEST. NUMBER

A1

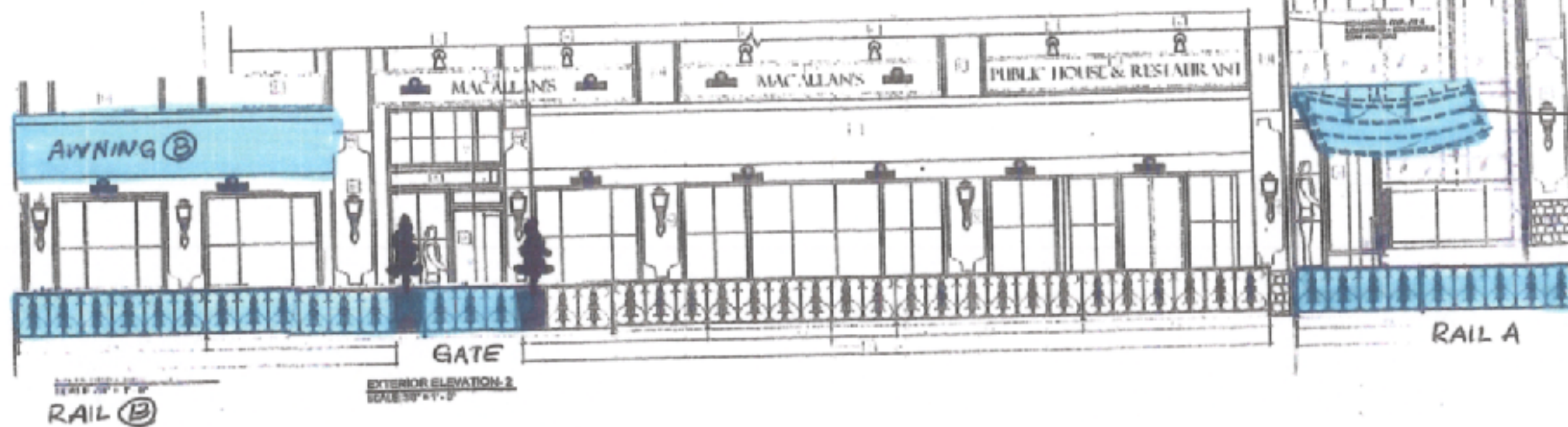
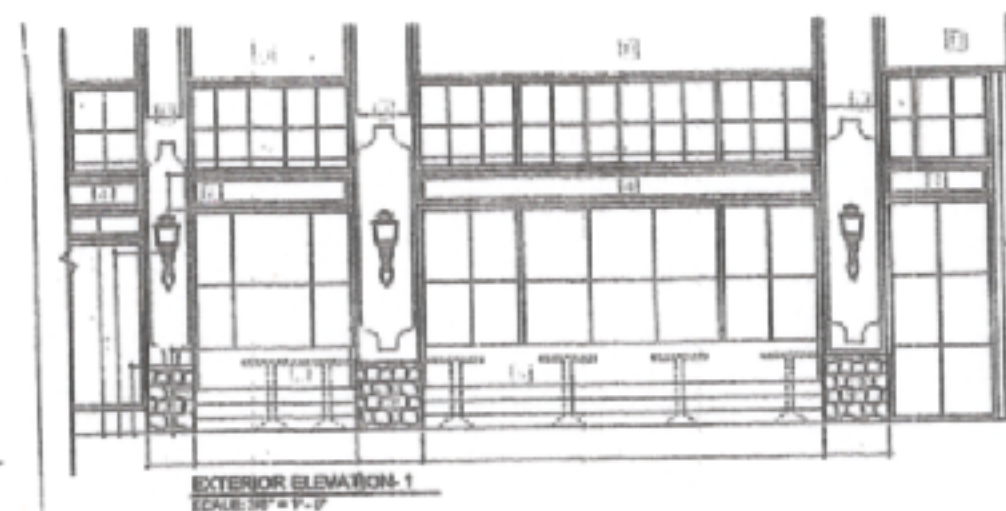
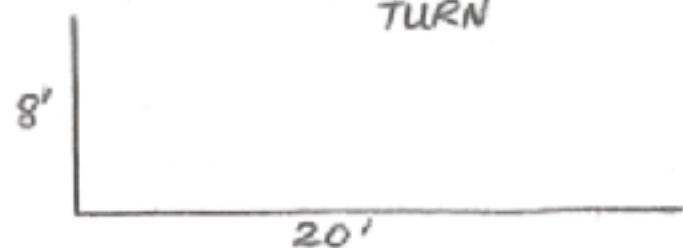




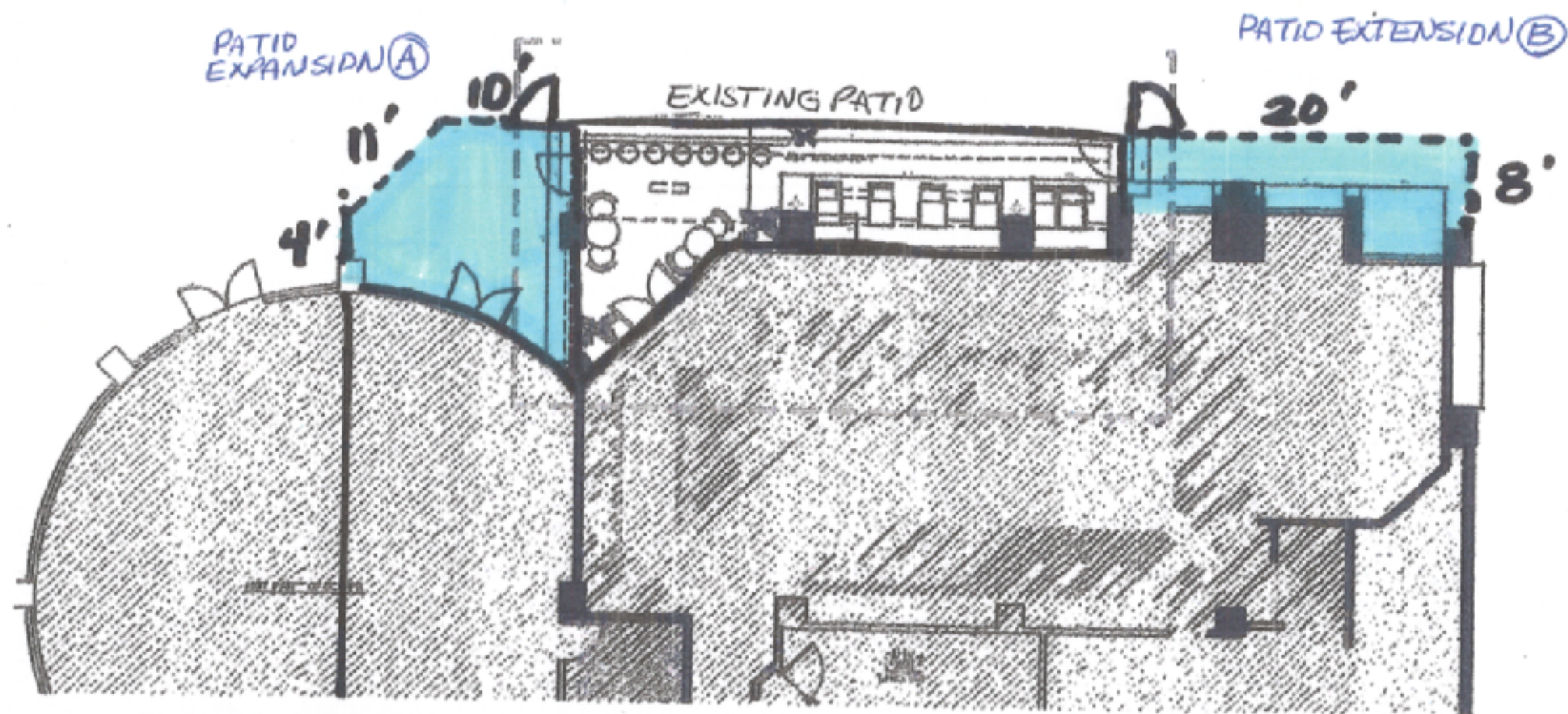
④ RAIL TURN



③ RAIL TURN



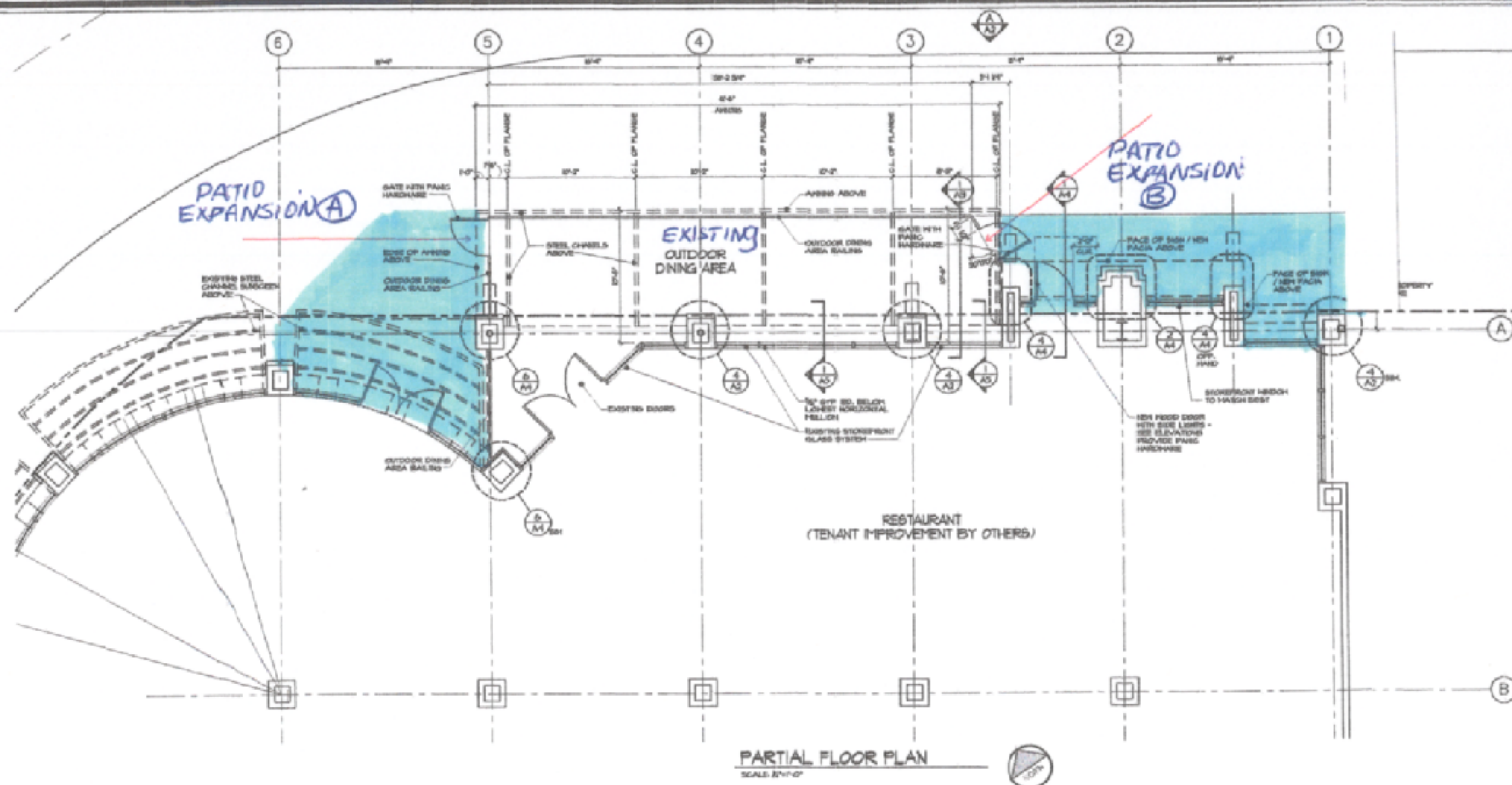




EXISTING FLOOR PLAN

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



**LEGAL DESCRIPTION**

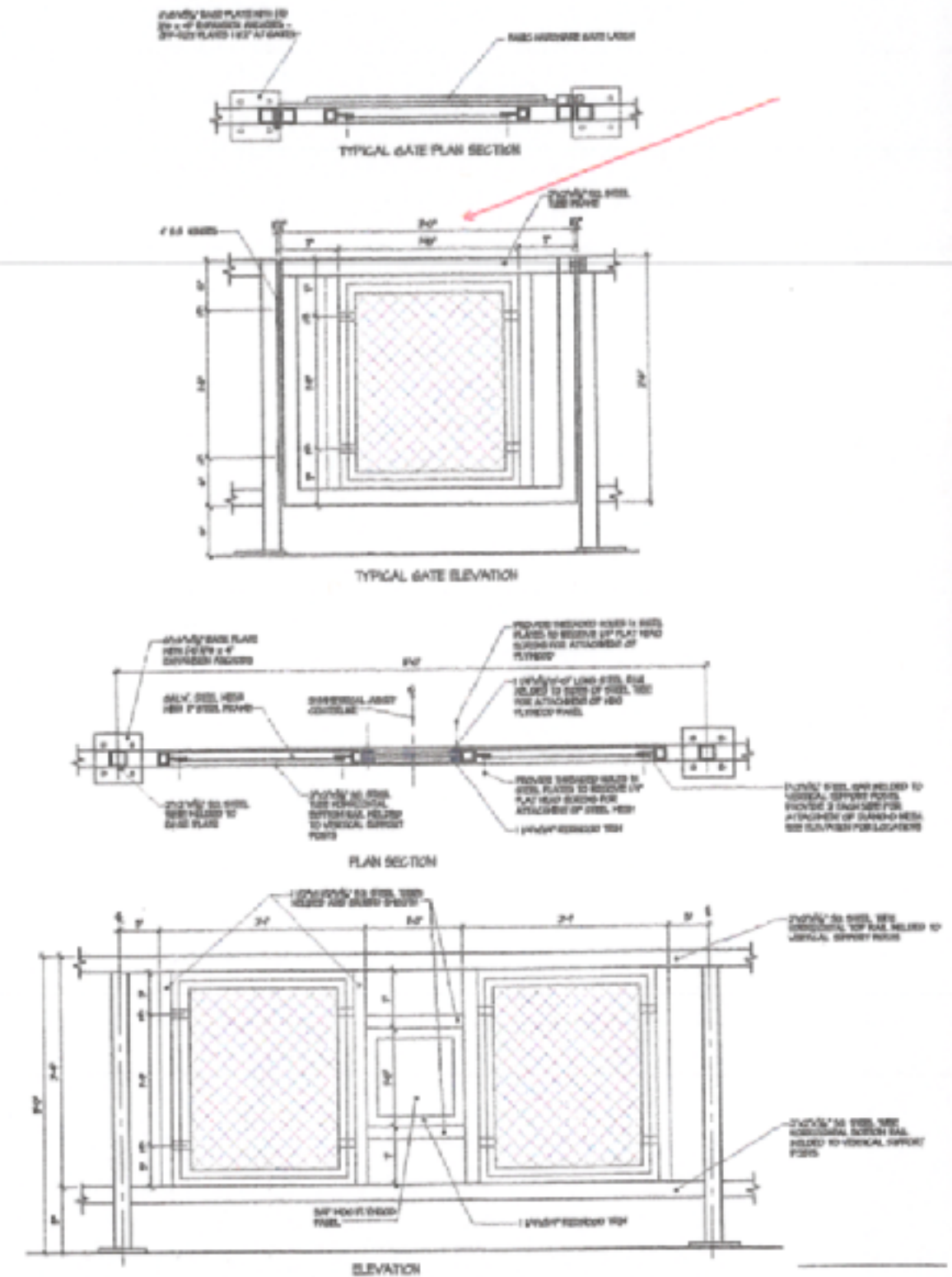
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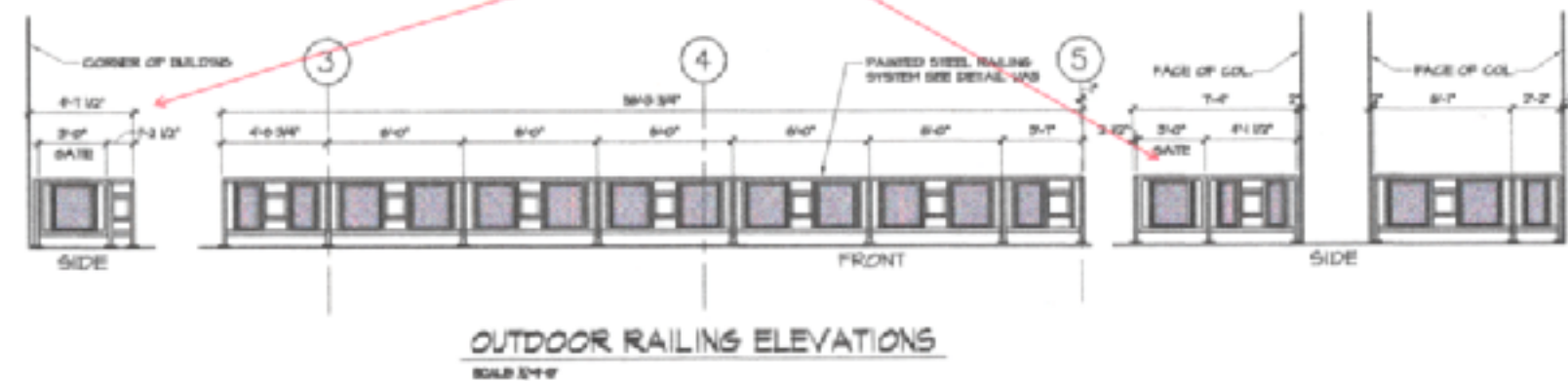
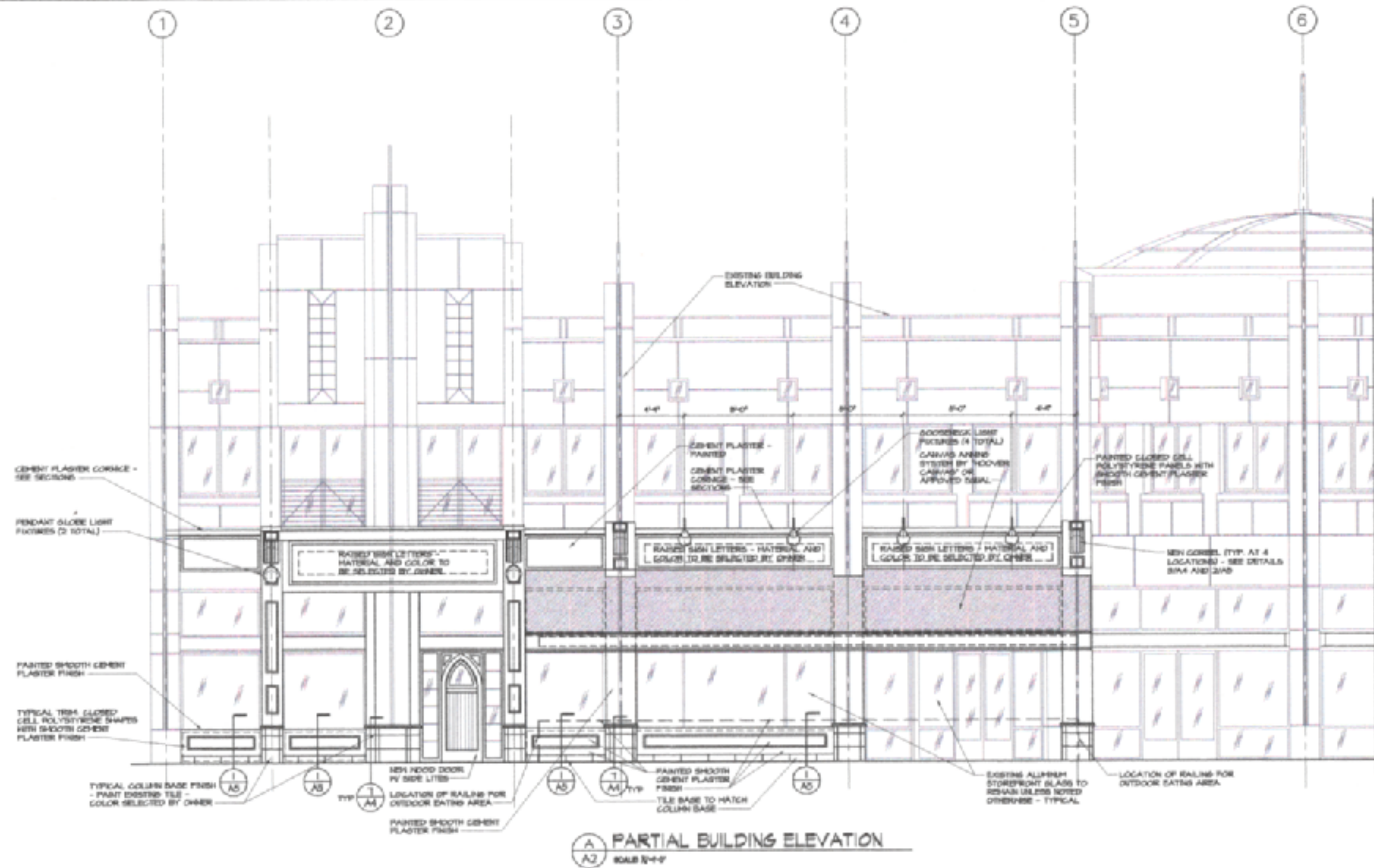
P BK 300 PG 45 PAR 6





RAILING  
DIMENSIONS  
ELEVATION  
(A) and (B)





Sorensen Air

847 Carlson Dr  
Brea, CA 92821-2208  
Lic # 585274

ATTACHMENT E

# Estimate

Date	Estimate #
11/13/2020	941

Name / Address
Macallans Public House 330 W Birch St Brea, CA 92821

Phone #
714-871-5400

E-mail
sorensenair@att.net

Description	Total
<p>To install 680 CFM in-line exhaust fan. Vent exhausted air outside and add fresh air relief. Potentially use existing HVAC for source of outside air.</p> <p>Terms: 1. Payment due upon job completion. 2. Proposal is good for 30 days. 3. City Permits and Licenses if required are not included in above price and will be provided on a time &amp; material basis.</p> <p><i>Purchase and install (2) or number as required per s.f. manufacturer assessment SMOKEMASTER or like self contained air cleaning filtration systems. See attached spec sheet.</i></p>	3,680.00



## SMOKEMASTER® C-12 – Self-Contained Air Cleaning System

ATTACHMENT E



Whether you're addressing air quality in a laboratory, light manufacturing environment, or a cigar bar; you need a solution that delivers highly efficient air cleaning. Rather than an expensive exhaust system, the Smokemaster C-12 is a low cost, minimal maintenance clean air solution.

**The Smokemaster C-12 delivers efficiency, savings, and minimal maintenance cost through:**

- Rugged steel construction for unit longevity
- Durable industrial-grade electronic cells
- Coanda Aerodynamic Principle's unique 4-way method of air recirculation optimizes the manner in which air circulates within a room, thus maximizing the amount of dirty air cleaned.
- Permanently washable electronic cells that are more environmentally friendly.



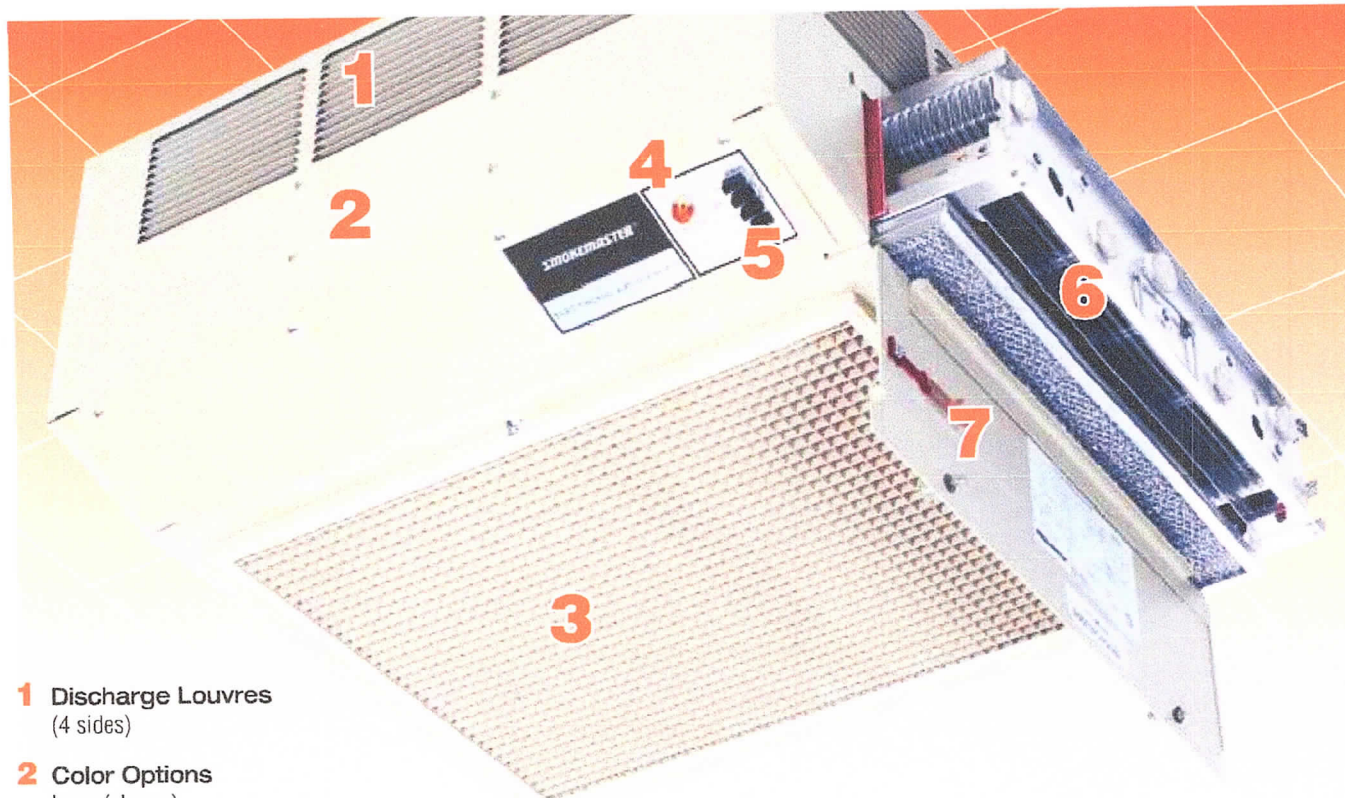
**The Smokemaster C-12 air cleaner is THE air cleaning solution for indoor air quality!**



**AIR QUALITY  
ENGINEERING**

Air Quality Engineering, founded in 1973, is proud to offer a continued, superior level of experience in manufacturing complete air filtration systems that provide the highest performance, efficiency, and capacity for the money. Our sales and engineering team's mission is to identify the most cost-effective, high-quality solutions for our customers' needs, whether commercial, industrial or residential.





**1 Discharge Louvres**  
(4 sides)

**2 Color Options**  
Ivory (shown)  
Black

**3 Removable Prefilters and Grille**  
Washable aluminum mesh prefilters catch larger particles before entering the electronic cells.

**4 System Indicator Lamp**  
Monitors the electrical output automatically, indicating any system malfunction.

**5 Three-Speed Control**  
Low . . . . . 800 CFM  
Medium . . . . . 1050 CFM  
High . . . . . 1250 CFM  
Energy-efficient motor

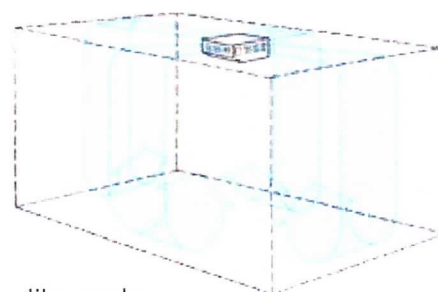
**6 Electronic Cells**  
Manufactured by Air Quality Engineering, the two heavy-duty electronic cells are produced with ceramic insulators, heavy-duty collector plates, and sturdy fin supports to provide an "industrial-grade" cell design for commercial applications. Solid-state, dual-voltage smart circuit provides more efficient air cleaning with compact cells that remove easily with sturdy grip handles.

**7 Hinged Access Door**  
Allows easy access to components for periodic cell and prefilter cleaning. Safety interlock disconnects power when door is opened. Built-in test button assures collector performance.

### Smokemaster's key feature is the multidirectional air pattern, the Coanda Aerodynamic Principle.

Our unique four-way method of air recirculation maximizes the amount of contaminated air reaching the air cleaner. Once at the air cleaner, the contaminated air particles are collected through "electrostatic precipitation" (the charging of particles to be collected with the primary washable cell). This provides high-efficiency air cleaning and reduced overall maintenance costs with an environmentally friendly air cleaning solution.

The Smokemaster electronic air cleaner efficiently removes airborne particles like smoke, dust, and dirt so small that it would take 7,000 of them to stretch across this dot (.).



## Smokemaster C-12

### Installation

The Smokemaster can be easily mounted to the ceiling or a wall and plugs into a 120V outlet. Optimal positioning is nearest the source of contaminant. A qualified representative can assist you with sizing and location for maximum effectiveness.

### Maintenance

Aluminum prefilters and the Smokemaster cells are quickly removed and easily cleaned by soaking in a conventional wash container. Cleaning intervals are dependent on the contaminant density in the area being cleaned.

### Unit Part Numbers

00006	C-12 Ivory
00007	C-12 Black

### Optional Accessories

- 41067 – Heavy Duty Prefilter (2 required per C12)
- 07094 – Odor Neutralizer Kit (Retainer and 6 cartridges)
- 1 Gallon Concentrate Cell Cleaning Detergent (45008)
- 1 Pint Cell Coat (45023)
- Wash Container with Lid (30182)
- Wall-Mounting Kit (07006)
- 3-speed Wall-Mount Switch (05007)

### Specifications

Capacity (CFM)

Low Speed	Med. Speed	High Speed
800	1050	1250

### Electrical Ratings

Voltage and Frequency – 120V ac, 50/60 Hz or 240V ac, 50/60 Hz  
Current and Power Consumption

Low Speed	Med. Speed	High Speed
2.4A	2.7A	3.3A
200W	230W	270W

### Dimensions

Length	Width	Depth
25"	25"	11.5"

### Weight

Shipping	Installed
75 lbs.	64 lbs.

### Efficiency

Independent lab tested to the most current, stringent standards to deliver over 98.8% efficiency on 3 micron particles at medium speed.

### Power

3-prong, 10-foot power cord plugs into standard grounded outlet.

This product is not available for sale, resale or installation in California.

Specifications subject to change without notice.

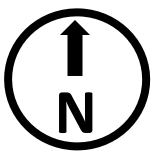


7140 Northland Drive North, Brooklyn Park, MN 55428-1520, USA  
 PHONE: 763-531-9823 • FAX: 763-531-9900 • TOLL FREE: 1-800-328-0787  
 EMAIL: info@air-quality-eng.com • www.air-quality-eng.com

## **TECHNICAL BACKGROUND**

<b>Case No:</b>	Conditional Use Permit No. 20-14 (CUP 20-14)
<b>Property Location:</b>	330 West Birch Street
<b>Parcel Size:</b>	12,880 square feet (0.30 acres)
<b>Building Size:</b>	4,900 SF
<b>Applicant:</b>	Douglas Vincent 2420 East McKittrick Place Brea, CA 92821
<b>General Plan Designation:</b>	Mixed Use I
<b>Zoning Designation:</b>	MU-I, Mixed- Use I
<b>Adjacent Zoning</b>	
<b>North:</b>	MU-I, Mixed- Use I
<b>South:</b>	C-G, General Commercial
<b>West:</b>	MU-I, Mixed- Use I
<b>East:</b>	MU-I, Mixed- Use I
<b>Site and Neighborhood Characteristics:</b>	The project site is located on the south intersection of West Birch Street and South Madrona Avenue. The site is surrounded by various commercial uses with Downtown Brea.
<b>Public Hearing Notices and Outreach:</b>	Legal Notice was published in the Brea Star Progress on November 26, 2020, and approximately 71 notices were sent to all property owners within a 500-foot radius of the subject property.





## SUBJECT PROPERTY AND VICINITY MAP

DATE: December 8, 2020

CASE NO:  
CONDITIONAL USE PERMIT NO. CUP 20-14

CITY OF BREA  
notice of public hearing

CITY OF BREA  
PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR AN AMENDMENT  
TO CONDITIONAL USE PERMIT NO. 00-16

NOTICE IS HEREBY GIVEN, pursuant to State Law, that a public hearing will be held by the Planning Commission to determine whether or not the subject request shall be approved under the provisions of State Law and the Brea City Code as follows:

DATE AND TIME: Tuesday, December 8, 2020, 7:00 p.m.  
OF HEARING: All interested persons may appear and be heard at that time.

PLACE OF HEARING: Brea Civic & Cultural Center, Council Chambers  
1 Civic Center Circle, Brea, CA 92821

PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE CITY COUNCIL OF THE CITY OF BREA ON MARCH 19, 2020, AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING MAY BE CONDUCTED IN WHOLE OR IN PART BY TELECONFERENCE.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING [planning@cityofbrea.net](mailto:planning@cityofbrea.net). ALL PERSONS WISHING TO PARTICIPATE BY TELECONFERENCE SHOULD CONTACT THE CITY NO LATER THAN NOON ON DECEMBER 8, 2020.

REQUEST: The applicant, Douglas Vincent, is requesting to amend Conditional Use Permit No. 00-16 to allow a 644 square foot dining area and 377 square foot outdoor dining patio expansion to an existing restaurant with alcohol sales (Macallans Public House).

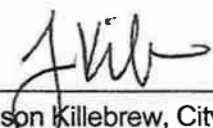
LOCATION: The project site is located on the south intersection of W. Birch Street and S. Madrona Avenue, in the City's MU-I (Mixed-Use I) zone.

ENVIRONMENTAL: The City of Brea, in accordance with the California Environmental Quality Act (CEQA) has determined that the proposed project is exempt under Section 15301. The project qualifies for this exemption as it involves the negligible or no expansion of an existing or former use.

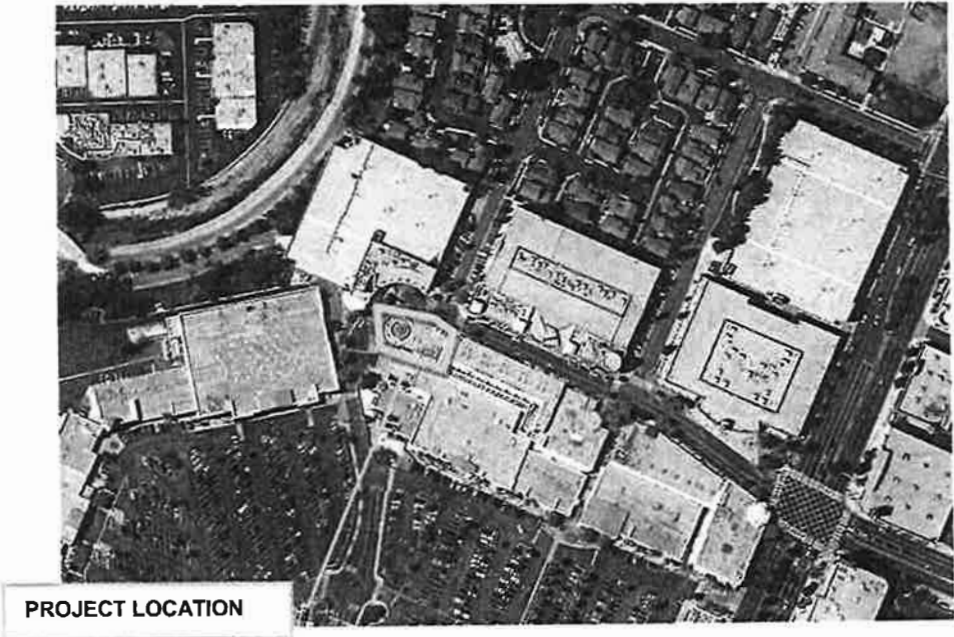
IF YOU CHALLENGE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.

FOR FURTHER INFORMATION ON THIS SUBJECT, PLEASE CONTACT THE PLANNING DIVISION AT (714) 990-7674.

COMMUNITY DEVELOPMENT DEPARTMENT

  
Jason Killebrew, City Planner

AREA MAP



**Barriga, Jose**

---

**From:** JAMES K. BLAKELY <jameskblakely@gmail.com>  
**Sent:** Monday, November 30, 2020 9:32 AM  
**To:** Barriga, Jose  
**Cc:** Killebrew, Jason  
**Subject:** RE: 00-16 MacCallens  
**Attachments:** 20201129\_141341\_resized.jpg; 20201129\_141339\_resized.jpg; 20201129\_141349\_resized.jpg; 20201129\_141410\_resized.jpg

Good morning

Here are a couple of pictures taken Sunday around 2pm

Note the loose propane tanks stored on the side walk, narrowed passageways for anyone to pass throughout on the sidewalk and maintain a 6' safe distance. Overcrowded table behind partition had a least 12 people back there

All the best

JB

Sent from my Super Deluxe Galaxy S10 phone

Please excuse my brevity

----- Original message -----

From: "Barriga, Jose" <joseb@ci.brea.ca.us>  
Date: 11/30/20 08:12 (GMT-08:00)  
To: "'James K. Blakely 'JB''" <jameskblakely@gmail.com>  
Cc: "Killebrew, Jason" <jasonk@ci.brea.ca.us>  
Subject: RE: 00-16 MacCallens

Good morning Mr. Blakely,

Thank you for contacting the Planning Division regarding the Conditional Use Permit Application for Macallans Public House. Staff will include your public comment in Planning Commission Agenda Packet for the December 8<sup>th</sup> meeting.

Should you have any additional questions, please feel free to contact us.

Sincerely,  
Jose



**Jose Barriga** | Associate Planner

Community Development Dept. | Planning Division

1 Civic Center Circle, Brea CA 92821

714.990.7674



---

**From:** James K. Blakely "JB" <jameskblakely@gmail.com>  
**Sent:** Friday, November 27, 2020 5:34 PM  
**To:** Killebrew, Jason <jasonk@ci.brea.ca.us>  
**Cc:** Planning <Planning@ci.brea.ca.us>  
**Subject:** 00-16 MacCallens

Good morning Mr. Killebrew,

I am writing this in regards to the notice for a conditional use permit.

I reside at 122 S. Madrona Ave. Brea, since July 1997.

MacCallens during the last six months has exhibited no regard for the neighborhood, basic social distancing or adherence to their entertainment permits.

Prior to the recent expansion onto Birch street with the closing to traffic on most nights you couldn't walk down the sidewalk in the evening with out getting bumped in to by patrons drinking out on the sidewalk where they setup additional tables and stools it was packed in elbow to elbow. The smoking by customers is overwhelming right outside their front doors and patio at times.

Noise levels on their Karaoke nights and music nights has let to several phone calls to Maccallens requesting that it be turned down and the doors close per the terms of the permit . this was rebuffed.

I tried to glve them grace during the covid situation but enough is enough.

Respectfully,

James K. Blakely

Sent from [Mail](#) for Windows 10



















City of Brea

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**PLANNING COMMISSION COMMUNICATION**

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**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** Zoning Text Amendment No. 20-01 (ZTA 20-01) To Amend Title 20 of The Brea Municipal Code Regulating Accessory Dwelling Units and Junior Accessory Dwelling Units Within The City Of Brea.

---

**REQUEST**

This is a City-initiated amendment to Title 20 (Zoning Code) of the Brea Municipal Code (BMC) to amend regulations pertaining to Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) in accordance with California legislation.

**RECOMMENDATION**

Staff recommends that the Planning Commission recommend the City Council take the following actions:

1. Find the project exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.17 and CEQA Guidelines Section 15282(h); and
2. Approve Zoning Text Amendment No. 20-01, to amend sections of the BMC, regulating ADUs and JADUs within the City of Brea (Attachment A).

**BACKGROUND/DISCUSSION**

**BACKGROUND**

The State of California first adopted regulations for Second Dwelling Units (SDUs) in 1982. In response, the City adopted Ordinance No. 760 in 1984 and has allowed SDUs in single-family zones. Since that time, California adopted subsequent amendments to the original law in 1986, 1990, and 1994. In 2002, the California legislature approved Assembly Bill (AB) 1866, which prohibited municipalities from requiring a Conditional Use Permit for SDUs. In response, and in accordance to AB 1866, the City Council amended the regulations for SDUs to allow ministerial approval of SDUs through a Plan Review process.

In 2016, California passed three bills related to SDUs: Senate Bill (SB) 1069, AB 2299, and AB 2406. This resulted in a terminology change from Second Dwelling Units to Accessory Dwelling Units (ADUs). In response to these changes in State law, City Council adopted a new ADU Ordinance in 2018 that implemented provisions from State law (Attachment D).

In an effort to help increase the State's affordable housing supply, Governor Newsom signed into law SB 13, AB 68 and AB 881 on October 9, 2019, which made further changes to existing ADU and JADU regulations in California Government Code Sections 65852.2 and 65852.22. Below is a summary of the significant changes to State law:

- Allows ADUs and JADUs on lots with single-family homes.
- Allows property owners to construct or establish ADUs in multiple-family residential zones.
- Modifies the way municipalities can assess impact fees, in part by prohibiting the imposition of impact fees on ADUs less than 750 square feet in area. For any ADU over 750 square feet, any assessed impact fees on the ADU must be in proportion to the square footage of the primary main dwelling.
- Prohibits local agencies from requiring replacement parking when parking is demolished in conjunction with the construction of or conversion to of an ADU.
- Eliminates minimum lot size requirements.
- Prohibits setback requirements for an ADU that is located in the same location with the same dimensions as an existing structure, whether the ADU is a conversion or a new structure in the same location. The maximum rear yard and side setback for all other ADUs is four feet.
- Removes the authority to impose an owner-occupancy requirement for ADUs; JADUs are still subject to the owner-occupancy requirement.

Implementation of SB13, AB 68 and AB 881 became mandatory for municipalities as of January 1, 2020. Under those bills, municipalities had the option to default to State law for regulations regarding ADUs and JADUs or adopt an ordinance compliant with State law.

The City of Brea has initiated the adoption of a new ADU and JADU Ordinance to comply with State law.

## **DISCUSSION**

An ADU, previously referred to as a granny flat, second dwelling unit, or in-law quarters, is defined as “an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated.”

The proposed zoning text amendment would modify the following chapters of the BMC:

- 20.00 (General Provisions)
- 20.200 (Single Family Residential – Hillside Zone)
- 20.206 (HR Hillside Residential Zone)
- 20.208 (R1 Single Family Residential Zone)
- 20.212 (R1 5,000 Single Family Residential Zone)
- 20.216 (R2 Multiple Family Residential Zone)
- 20.220 (R3 Multiple Family Residential Zone)
- 20.258 (Mixed-Use Zoning Districts)

The following is a summary of the provisions included in the attached ADU/JADU ordinance.

**Junior Accessory Dwelling Units:** The proposed zoning ordinance amendment establishes a definition for a JADU and development standards, in accordance with state law. A JADU is defined as “a unit that is no more than 500 square feet in size and contained entirely within a single-family residence.” The JADU may include separate sanitation facilities or may share sanitation facilities with the existing dwelling. A JADU would be created through the conversion or repurposing of existing area within the primary single-family dwelling and does not require any off-street parking. In accordance with state law, Staff has included a

requirement for the recordation of a covenant that requires owner occupancy for any single-family dwelling with a JADU. With the introduction of JADU requirements, single-family-zoned lots may be eligible to propose one ADU and one JADU, which would result in a total of three (3) units on one lot (including the existing dwelling unit).

**Size, Setbacks, and other Development Standards:** State law modified existing regulations and the City's ability to regulate unit size, setbacks, and other development standards for ADUs and JADUs. State law prohibits cities from requiring compliance with applicable development standards of the underlying zone for an ADU that meets the following standards: is equal to or less than 800 square feet, less than 16 feet in height, and maintains a side and rear setback of four feet. ADUs that meet these standards are allowed through the issuance of a building permit. ADUs over 800 square feet are subject to applicable development standards of the underlying zone and specific standards for ADUs. Additionally, cities may no longer impose a minimum lot size requirement for ADUs.

#### ***Review Process***

Staff is proposing a tiered review process for ADUs based on the number of bedrooms and size as noted in the following table (Table A):

<b>Table A: Proposed ADU Tiered Review Process</b>		
	<b>City of Brea Proposed - Building Permit Only Process</b>	<b>City of Brea Proposed - Certificate of Compatibility</b>
Studio / 1-bedroom	Up to 850 SF <sup>1</sup>	> 851 SF <sup>2</sup>
2-bedroom & more	Up to 1,000 SF <sup>1</sup>	> 1,001 SF <sup>2</sup>
<sup>1</sup> . Subject to a 16-foot height limitation with a 4-foot side- and rear-yard setback requirement if the applicable zoning development standards would prohibit the construction of an ADU greater than 800 square feet. Otherwise, ADUs are subject to applicable development standards of the underlying zone.		
<sup>2</sup> . Subject to a Certificate of Compatibility per §20.408.050 of the Brea Municipal Code.		

Additionally, staff is proposing a minimum building separation of ten (10) feet from the external walls of the primary dwelling unit. The minimum building separation only applies to new construction and is not required for an existing garage or other accessory structures that are converted into an ADU.

**Multi-Family Residential Zones:** State law now allows properties developed with multi-family units to construct an ADU. The City must allow for the conversion of non-livable spaces in existing multifamily dwelling structures into ADUs. Such non-livable spaces include storage rooms, boiler rooms, passageways, attics, basements, and garages. A local agency shall allow at least one accessory dwelling unit within an existing multifamily dwelling and up to 25 percent of the existing multifamily dwelling units. For example, an 8-unit development with attached parking garages could convert up to two (2) of the parking garages into ADUs ( $8 \times .25 = 2$ ). State law does not require the property owner to replace the parking spaces removed for the ADU nor require parking for the ADU. Separately, an existing multi-family dwelling can request to build no more than two (2) detached ADUs on the property. The detached ADU is subject to a 16-foot height limitation with a four-foot side- and rear-yard setback requirement.

**Parking:** In general, an ADU is required to provide one (1) additional off-street parking space

in addition to the required parking for the primary unit. The additional parking space may be covered or uncovered and subject to all parking space location, dimension and surface requirements listed in Section 20.208.040.K of the BMC. There are exemptions for parking for an ADU as noted in Section No. 9 of the Draft Ordinance. There are no parking requirements for JADUs.

*Architectural Compatibility:* State law allows cities to impose design standards for an ADU. Staff is proposing that each ADU be designed to match the existing dwelling, including, but not limited to color, style, and materials.

The attached Summary of Development Standards (Attachment B) demonstrates the applicable requirements based on the size and type of accessory unit.

### **SUMMARY**

The proposed amendments are in response to compliance with updates to State law pertaining to ADUs and JADUs. The new State law includes specific provisions that municipalities must implement; however, the legislation gives the City some discretion to establish standards in its ADU ordinance. Staff has proposed the requirements in the new ADU ordinance to minimize impacts to surrounding and existing residential neighborhoods while facilitating the ability to create ADUs and JADUs in compliance with State law. Staff recommends that the Planning Commission, by motion, recommend approval of the proposed Zoning Text Amendment to the City Council.

### **ENVIRONMENTAL ASSESSMENT**

The proposed project is exempt from the requirement of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.17 and CEQA Guidelines Section 15282(h). This exemption is applicable for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement provisions of Sections 65852.1 and 65852.2 of the Government Code, as set forth in Section 21080.17.

### **RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

Prepared by: Jose Barriga, Associate Planner

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### **Attachments**

- A. Draft ADU Ordinance
  - B. Draft Summary of Development Standards
  - C. Public Hearing Notice
  - D. 2018 ADU Ordinance
-

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY OF BREA REGARDING  
ACCESSORY DWELLING UNIT REGULATIONS,  
AMENDING THE BREA CITY CODE, AND FINDING THIS  
ACTION TO BE EXEMPT FROM THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT**

**A. Recitals.**

- (i) Effective January 1, 2020, Senate Bill 13 (“SB 13”), Assembly Bill 68 (“AB 68”), and Assembly Bill 881 (“AB 881”) amended Government Code Sections 65852.2 and 65852.22 to further limit the standards cities may impose on accessory dwelling units (“ADUs”) and junior accessory dwelling units (“JADUs”).
- (ii) This Ordinance updates the City’s local standards to comply with the revisions to state law.
- (iii) Adoption of this Ordinance is consistent with the City’s General Plan, as required by state law. This Ordinance fulfills General Plan Housing Element Program 2.0 by assisting in the provision of adequate housing to meet the needs of the community, and establish a balanced approach to meeting housing needs, which includes the needs of both renter and owner households. The Ordinance also fulfills General Plan Housing Element Programs 4.0 and 5.0 by mitigating any governmental constraints to housing production and affordability and by promoting equal opportunity for all residents to provide households with options for housing types.
- (iv) The City Council adopts this Ordinance under the authority provided in state law, and the requirements provided herein are directly related to the City’s purpose of protecting the health, safety, and welfare of its residents, businesses, and visitors.

**B. Ordinance.**

**THE CITY COUNCIL OF THE CITY OF BREA DOES ORDAIN AS FOLLOWS:**

**Section 1.** The City Council finds that the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

**Section 2.** Subsection “B” of Section 20.00.070 (Specific Definitions) of Chapter 20.00 (General Provisions) of Division I (General Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to update the definition of “Accessory Dwelling Unit” and to add the definition of “Junior Accessory Dwelling Unit” to the alphabetical listing of definitions and shall read as follows:

**“ACCESSORY DWELLING UNIT.** An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated.

**JUNIOR ACCESSORY DWELLING UNIT.** A unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.”

**Section 3:** Subsection “12” of Subsection “A” of Section 20.208.020 (Uses Permitted) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“12. A maximum of one (1) accessory dwelling unit per lot provided that:

- a. The lot contains one (1) existing or proposed primary dwelling unit.
- b. The accessory dwelling unit shall meet all development standards as set forth in § 20.208.040 of this chapter.
- c. The accessory dwelling unit shall not be constructed as to cause the existing dwelling to conflict with the minimum standards applicable to the single family zone on which it is located, including but not limited to, minimum dwelling area, except if the application of such standards would prohibit an 800-square foot accessory dwelling unit that is 16 feet in height and meets the 4-foot rear- and side-yard setback requirement.”

**Section 4:** A new Subsection “13” is hereby added to Subsection “A” of Section 20.208.020 (Uses Permitted) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code to read as follows:

“13. A maximum of one (1) junior accessory dwelling unit per lot provided that:

- a. The lot contains one (1) existing or proposed primary dwelling unit.
- b. The junior accessory dwelling unit shall meet all applicable development standards as set forth in § 20.208.040 of this chapter.”

**Section 5:** Subsection “C” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:



*“C. Dwelling unit density.* Not more than one (1) dwelling unit shall be permitted to be on any lot in the R-1 (Single Family Residential) Zone except that an accessory dwelling unit and a junior accessory dwelling unit may be permitted in addition to the one (1) dwelling unit subject to the provisions set forth herein.”

**Section 6:** Subsection “7” of Subsection “E” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

*“7. Location of accessory dwelling units.*

a. An accessory dwelling unit that is detached or attached to the primary dwelling unit shall maintain a side and rear yard of not less than four (4) feet, unless otherwise permitted under subparagraph (b), (c), and (d) below, and conform to the development standards set forth herein.

b. An accessory dwelling unit constructed within existing square footage within the primary dwelling unit or within an existing accessory building on the property may be permitted ministerially, subject to the issuance of a building permit, if complying with building and safety codes, has independent exterior access from the existing residence and has sufficient side and rear setbacks for fire safety, in accordance with the provisions of section 20.208.040.

c. No additional building setback shall be required for an existing garage or an existing accessory building that is converted to an accessory dwelling unit or for a structure constructed in the same location and to the same dimensions as an existing structure.

d. A setback of no more than four (4) feet from the side and rear lot lines shall be required for an accessory dwelling unit that is constructed above or attached to a garage that is existing or proposed with the accessory dwelling unit.”

**Section 7:** Subsection “2” of Subsection “H” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“2. A detached accessory dwelling unit shall maintain a minimum separation of not less than ten (10) feet (regardless of openings in walls) from the external walls of the existing primary dwelling unit on the same lot. No additional distance shall be required for an existing garage or other accessory structure that is converted to an accessory dwelling unit.”

**Section 8:** Subsection “2” of Subsection “I” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of

Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“2. Accessory dwelling units shall have a minimum floor area of not less than one hundred fifty (150) square feet.”

**Section 9:** Subsection “K” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“K. *Off-street parking.*

1. There shall be not less than two (2) off-street parking spaces within a garage for the primary dwelling unit. An accessory dwelling unit shall provide one (1) additional off-street parking space in addition to the required parking for the existing primary dwelling unit. This additional parking space may be covered or uncovered and shall meet all parking space location, dimension, and surfacing requirements for this title. The additional parking space may be provided as tandem parking on an existing driveway. Parking standards for an accessory dwelling unit shall not apply in any of the following instances:

a. The accessory dwelling unit is located within one-half (1/2) mile of public transit, including, but not limited to, train stations and bus stations. The one-half (1/2) mile distance shall be measured on actual walking routes between the accessory dwelling unit and the public transit, rather than a straight line between points.

b. The accessory dwelling unit is located within an architecturally and historically significant district.

c. The accessory dwelling unit is part of a proposed or existing primary residence or an existing accessory structure.

d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.

e. When there is a car share vehicle located within one (1) block of the accessory dwelling unit.

3. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, the off-street parking spaces do not need to be replaced.”

**Section 10:** Subsection “O” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“O. *Accessory dwelling unit architecture.* Each accessory dwelling unit shall match the color, style, and materials of the existing dwelling unit.”

**Section 11:** Subsection “P” of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“P. *Accessory dwelling unit and junior accessory dwelling unit review.* The City shall not approve an application for a new accessory dwelling unit or junior accessory dwelling unit, unless the ADU or JADU satisfies all of the applicable standards in this chapter or meets the requirements set forth in Subsection “1” below (Building Permit Only Process).

1. *Processing.* Notwithstanding other provisions contained herein, an accessory dwelling unit, junior accessory dwelling unit, or both if required by state law, shall be allowed with only a building permit if the proposed unit(s) meet the requirements of both the California Building Standards Code, as adopted and/or amended by the City, and Government Code Section 65852.2(e)(1), as the same may be amended from time to time, which currently requires the City to ministerially approve a building permit within a residential or mixed-use zone to create any of the following:

a. One accessory dwelling unit and one junior accessory dwelling unit per lot with a proposed or existing single-family dwelling if all of the following apply:

(1) The accessory dwelling unit or junior accessory dwelling unit is within the proposed space of a single-family dwelling or existing space of either an existing single-family dwelling or existing accessory structure, and may include an expansion of not more than 150 square feet beyond the same physical dimensions as the existing accessory structure.

(2) The maximum size of an accessory dwelling unit shall comply with the following:

	Building Permit Only Process	Certificate of Compatibility
Studio / 1-bedroom	Up to 850 SF <sup>1</sup>	> 851 SF <sup>2</sup>
2-bedroom & more	Up to 1,000 SF <sup>1</sup>	> 1,001 SF <sup>2</sup>
<sup>1</sup> ADUs up to 800 SF are subject to a 16-foot height limitation with a 4-foot side- and rear-yard setback requirement if the applicable zoning development standards would prohibit the construction of an ADU greater than 800 square feet. Otherwise, ADUs are subject to applicable development standards of the underlying zone.		

<sup>2</sup>Subject to a Certificate of Compatibility per §20.408.050 of the Brea Municipal Code.

(3) The space has exterior access from the proposed or existing single-family dwelling.

(4) The side and rear setbacks are sufficient for fire and safety.

b. One detached, new construction accessory dwelling unit that does not exceed 800 square feet in size, 16 feet in height, and has at least four-foot side and rear yard setbacks on a lot with a proposed or existing single-family dwelling. A new detached accessory dwelling unit in this subsection may be combined with a junior accessory dwelling unit described in paragraph “a” above.

c. One accessory dwelling unit within the portions of existing multifamily dwelling structures that are not used as livable space, including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages, if each unit complies with state building standards for dwellings. If requested, multiple accessory dwelling units shall be allowed, up to the number of accessory dwelling units that equals 25 percent of the existing multifamily dwelling units in the structure.

d. Not more than two detached accessory dwelling units located on a lot that has an existing multifamily dwelling, subject to a height limit of 16 feet and four-foot rear yard and side setbacks.

2. *Junior accessory dwelling units approved under the building permit only process.* In accordance with the standards set forth in Government Code Section 65852.22, junior accessory dwelling units approved under the building permit only process shall comply with the following requirements, unless state law is amended to set forth different standards in which case state law standards will govern:

a. A junior accessory dwelling unit shall be a maximum of 500 square feet of gross floor area. The gross floor area of a shared sanitation facility shall not be included in the maximum gross floor area of a junior accessory dwelling unit.

b. A junior accessory dwelling unit must be contained entirely within the walls of the existing or proposed single-family dwelling.

c. A separate exterior entry from the main entrance to the single-family dwelling shall be provided to serve a junior accessory dwelling unit.

d. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the single-family dwelling in which case the junior accessory dwelling unit shall have an interior door to allow access to the facilities in the single-family dwelling.

e. A junior accessory dwelling unit shall include an efficiency kitchen, which shall include all of the following:

(1) A cooking facility with appliances.

(2) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

f. If the property contains a junior accessory dwelling unit, one of the residential dwellings on the lot shall be occupied as the primary residence of the owner of the lot and shall not be rented or leased as long as the junior accessory dwelling unit exists, unless state law is amended to prohibit owner occupancy requirements for junior accessory dwelling units.

g. No additional parking is required for a junior accessory dwelling unit.

3. *Covenants.* The owner of record shall record a covenant in a form satisfactory to the City Attorney within 30 days following the issuance of a building permit for the accessory dwelling unit or junior accessory dwelling unit, which shall include the following requirements and any other provisions required by state law: (a) the accessory dwelling unit (or junior accessory dwelling unit) may not be sold, transferred, or assigned separately from the primary residence; (b) the accessory dwelling unit (or junior accessory dwelling unit) may not be rented for a period of less than 30 days; (c) if the property contains a junior accessory dwelling unit, the junior accessory dwelling unit shall be a legal unit and may be used as habitable space, only so long as either the main dwelling unit, or the junior accessory dwelling unit, is occupied by the owner of record of the property, unless state law is amended to prohibit local agencies from requiring owner-occupancy; and (d) such restrictions shall run with the land and be binding upon all future owners, and lack of compliance may result in legal action against the property owner to compel compliance with this Code. The covenant shall be recorded in the official records of Orange County, and a copy of the covenant shall be filed with the office of the City Clerk."

**Section 12:** Subsection "Q" of Section 20.208.040 (Property Development Standards) of Chapter 20.208 (R-1 Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

*"Q. Accessory dwelling unit size.*

1. The maximum size of an accessory dwelling unit shall be subject to Section 20.208.040.P.

2. Notwithstanding paragraph (1), the maximum size of an attached accessory dwelling unit that is proposed to be constructed on a lot with a pre-existing primary

dwelling shall not exceed 50 percent of the primary dwelling, or the maximum sizes in paragraph 1, whichever is smaller.”

**Section 13:** Subsection “10” of Subsection “A” of Section 20.200.020 (Uses Permitted) of Chapter 20.200 (Single Family Residential – Hillside Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“10. Accessory dwelling units and junior accessory dwelling units, subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 14:** Subsection “2” of Subsection “A” of Section 20.206.040 (Land Use Regulations) of Chapter 20.206 (HR Hillside Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“2. Accessory dwelling units and junior accessory dwelling units, subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 15:** Subsection “J” of Section 20.206.050 (Application Filing Requirements) of Chapter 20.206 (HR Hillside Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“J. For applications involving one (1) single-family dwelling unit residence on an existing lot, architectural and landscaping treatment materials shall be provided consistent with the requirements for a certificate of compatibility, as set forth in § 20.408.050. Accessory dwelling units shall be subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 16:** Subsection “11” of Subsection “A” of Section 20.212.020 (Uses Permitted) of Chapter 20.212 (R-1 (5,000) Single Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“11. Accessory dwelling units and junior accessory dwelling units, subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 17:** Subsection “12” of Subsection “A” of Section 20.216.020 (Uses Permitted) of Chapter 20.216 (R-2 Multiple Family Residential Zone) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“12. Accessory dwelling units, subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 18:** Subsection “13” of Subsection “A” of Section 20.220.020 (Uses Permitted) of Chapter 20.220 (R-3 Multiple Family Residential Zone) of Division II



(Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

“13. Accessory dwelling units, subject to the regulations contained in §§ 20.208.020 and 20.208.040 of this title, and state law.”

**Section 19:** Residential Land Use of Table 2-2 Subsection “F” of Section 20.258.010 (Mixed-Use Zoning Districts) of Chapter 20.258 (Mixed-Use Zoning Districts) of Division II (Specific Zone Regulations) of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is hereby amended to read as follows:

Accessory Dwelling Unit	P	P	P	20.208.040
Junior Accessory Dwelling Unit <sup>2</sup>	P	P	P	20.208.040
<sup>2</sup> Junior Accessory Dwelling Unit only permitted on a lot with an existing single-family dwelling.				

**Section 20.** Subsection “5” of Subsection “B” of Section 20.400.030 (Types of Procedures) of Chapter 20.400 (Administration and Procedures – General) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is here by amended to read as follows:

5. *Certificate of compatibility.* A procedure to consider the compatibility of residential structures, accessory dwelling units and mobile and/or manufactured housing to coordinate planning, architecture, aesthetics and economic cohesiveness within residentially zoned areas of the city.

**Section 21.** Subsection “A” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is here by amended to read as follows:

A. *Intent and purpose.* The certificate of compatibility is applicable to all areas that permit single family dwellings and accessory dwelling units within the city. The certificate of compatibility considers the compatibility of residential structures, accessory dwelling units, junior accessory dwelling units and mobile or manufactured homes to coordinate land planning, architecture, aesthetics and economic cohesiveness within residentially zoned properties in the city. A certificate of compatibility shall be obtained prior to submittal of an application for a building permit for any single-family dwelling and accessory dwelling units.

**Section 23.** Subsection “C” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code to create a Planning Commission authority for accessory dwelling units that exceed the size limitations permitted by right is here by amended to read as follows:

*C. Planning Commission authority.* In issuing a certificate of compatibility for accessory dwelling units, the Planning Commission shall have the authority, as a discretionary act, subject to the provisions of this section, to require conditions of development in addition to those required by this title where it is determined that such conditions are necessary to further the objectives of the general plan and are in harmony with the intent, purpose and spirit of this title and/or where such additional requirements are deemed essential to protect the public safety and general welfare of the community.

**Section 24.** Subsection “C” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code is here by amended to read as follows:

*D. Procedure.*

1. Application for a certificate of compatibility shall be made pursuant to § [20.400.040](#), together with the requisite fee therefor, and shall be accompanied by the following materials:

- a. A detailed plot plan showing:
  - (1) Dimensions and orientation of the parcel (to scale).
  - (2) Location of buildings, structures and mobile homes, both existing and proposed.
  - (3) Location of eave overhang and architectural features.
- b. All building and mobile home elevations.
- c. Indication of the types and colors of all exterior construction materials.
- d. Location of all walls and fences, their height and materials of construction.

e. Any other architectural and engineering data as may be required to permit necessary findings that the provisions of this title are complied with.

2. *Staff investigation.* The Planning Division shall make an investigation of the facts bearing on the case to provide the information necessary for the action consistent with the intent of this title and the General Plan, and shall report the findings to the Director.

3. *Notice of hearings.* Notice of public hearing shall be given pursuant to § [20.416.020](#).E.1. and shall otherwise comply with [Chapter 20.416](#) as to form and content.

**Section 25.** Subsection “D” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title

20 (Zoning Code) of Part II (Development Code) of the Brea City Code is here by amended to read as follows:

E. *Director findings.* The Director, in approving a certificate of compatibility, shall find as follows:

1. That the proposed structure, mobile or manufactured home is properly designed and complies with the requirements of the zone in which it is proposed.
2. That the proposed structure, mobile or manufactured home, with any conditions to be imposed, is in harmony with the various elements or objectives of the general plan and is not economically or aesthetically detrimental to existing or previously approved uses, structures or mobile homes within the surrounding area.
3. That the proposed structure, mobile or manufactured home is aesthetically compatible with the other uses, structures, and mobile homes in the surrounding area.

**Section 26.** Subsection “D” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code to create Planning Commission findings for Certificate of Compatibility is hereby created to read as follows:

F. *Planning Commission findings.* The Planning Commission, in approving a certificate of compatibility, shall find as follows:

1. That there are special circumstances applicable to the property, including size, shape, topography, location or surroundings, which do not apply to other property under identical zoning classification in the vicinity;
2. That, because of special circumstances shown in subsection 1, strict application of the Zoning Code deprives the property of privileges enjoyed by other property under identical zoning classification in the vicinity.

**Section 27.** Subsection “E” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code to create Planning Commission findings for Certificate of Compatibility is here by amended to read as follows:

F. *Director’s action and appeal procedures.*

1. The Development Services Director may approve, conditionally approve, or disapprove the application and shall announce and record the decision within twenty-one (21) days following the conclusion of the public hearing. The decision shall set forth the findings, in writing, and shall be filed with the Planning Commission. A copy of the decision shall be mailed to the applicant.
2. The decision of the Director shall be final and shall become effective ten (10) days after issuance of the decision by the Director, subject to appeal pursuant to [Chapter 20.424](#).

**Section 28.** Subsection “E” of Section 20.408.050 (Certificate of Compatibility) of Chapter 20.408 (Administrative Procedures) of Division III (Administration and Procedures” of Title 20 (Zoning Code) of Part II (Development Code) of the Brea City Code to create Planning Commission action and appeal procedures for Certificate of Compatibility is hereby created to read as follows:

*E. Planning Commission’s action and appeal procedures.*

1. The Planning Commission may approve, conditionally approve, or disapprove the application and shall announce and record the decision within twenty-one (21) days following the conclusion of the public hearing. The decision shall set forth the findings, in writing, and shall be filed with the Planning Division. A copy of the decision shall be mailed to the applicant.

2. The decision of the Planning Commission shall be final and shall become effective ten (10) days after issuance of the decision by the Planning Commission, subject to appeal pursuant to [Chapter 20.424](#).

**Section 29.** CEQA. The City Council finds and determines that this Ordinance is not subject to the requirements of the California Environmental Quality Act (CEQA) because this zoning ordinance implements the provisions of Government Code Section 65852.2 and is therefore exempt from CEQA pursuant to Public Resources Code Section 21080.17 and California Code of Regulations Section 15282(h). To the extent that any provisions of this ordinance are not exempt pursuant to Section 15282(h), the amendments are not subject to CEQA pursuant to CEQA Guidelines Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

**Section 30.** Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

**Section 31.** The City Clerk shall certify to the adoption of this Ordinance.

**APPROVED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
City Clerk

I, Lillian Harris-Neal, City Clerk of the City of Brea, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Brea, held on the \_\_\_\_ day of \_\_\_\_\_, 2020, and was finally passed at a regular meeting of the City Council of the City of Brea on the \_\_\_\_ day of \_\_\_\_\_, 2020, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAINED: COUNCIL MEMBERS:

Dated: \_\_\_\_\_

\_\_\_\_\_  
City Clerk

	<b>Junior Accessory Dwelling Unit</b>	<b>Accessory Dwelling Unit up to 800 square feet</b>	<b>Accessory Dwelling Unit 801 – 850 square feet for one-bedroom; and 1,000 square feet for two-bedroom</b>	<b>Accessory Dwelling Unit &gt;851+ square feet for one—bedroom and; &gt;1,001+ for two-bedroom</b>
Level of Review	Permitted by Right	Permitted by Right	Permitted by Right	Certificate of Compatibility <sup>1</sup>
Minimum Unit Size	Subject to State Law	150 square feet	150 square feet	150 square feet
Maximum Unit Size	500 Square feet	800 square feet	<p><i>Attached</i> 50% of main dwelling unit<sup>2</sup> Or up to 850 square feet for one-bedroom and 1,000 square feet for two-bedroom</p> <p><i>Detached</i> up to 850 square feet for one-bedroom and 1,000 square feet for two-bedroom</p>	Determined through Certificate of Compatibility <sup>1</sup>
Lot Coverage	Not Applicable	Not Applicable	The standards of the underlying zone shall apply.	The standards of the underlying zone shall apply.
Structural Setbacks	The standards of the underlying zone shall apply.	Front: underlying zone Side: 4 feet Rear: 4 feet	Front: underlying zone Side: 4 feet Rear: 4 feet	Front: underlying zone Side: 4 feet Rear: 4 feet
Structural Height	The standards of the underlying zone shall apply.	16 feet	The standards of the underlying zone shall apply.	The standards of the underlying zone shall apply.
Building Separation	Not Applicable	Minimum separation of 10 feet between the main dwelling unit and the detached Accessory Dwelling Unit.	Minimum separation of 10 feet between the main dwelling unit and the detached Accessory Dwelling Unit.	Minimum separation of 10 feet between the main dwelling unit and the detached Accessory Dwelling Unit.
Minimum Kitchen Requirements	Efficiency Kitchen	Efficiency Kitchen	Efficiency Kitchen	Efficiency Kitchen
Sanitation Facility	May include separate sanitation facilities, or may share sanitation facilities with the existing structure	Separate Sanitation Facility	Separate Sanitation Facility	Separate Sanitation Facility
Parking	Not Applicable	One (1) off-street space <sup>3</sup>	One (1) off-street space <sup>3</sup>	One (1) off-street space <sup>3</sup>



<sup>1</sup>Subject to a Certificate of Compatibility, per §20.408.050 of the Brea Municipal Code.

<sup>2</sup> Studio and one-bedroom units permitted up to 850 square feet. Two-bedroom units permitted up to 1,000 square feet.

<sup>3</sup>Parking requirements may be waived for ADU per §20.208.040.K.1 of the Brea Municipal Code.

DRAFT

**CITY OF BREA**  
**PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR A ZONING**  
**ORDINANCE AMENDMENT NO. ZOA 20-01**

**NOTICE IS HEREBY GIVEN** by the City of Brea that a public hearing will be held at a Planning Commission Meeting on **Tuesday, December 8, 2020 at 7:00 p.m.**, or as soon thereafter as the matter can be heard, in the Council Chambers of the City of Brea Civic & Cultural Center, 1 Civic Center Circle, Brea, California 92821, in accordance with State Law and the Brea City Code, to consider the following application:

- Zoning Ordinance Amendment No. ZOA 20-01 – A proposal to amend Title 20, Chapter 20.00, 20.200, 20.206, 20.208, 20.212, 20.216 and 20.220 of the Brea Municipal Code to update provisions pertaining to Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) in all residential zones Citywide in accordance with state legislation that amended Government Code Sections 65852.2 and 65852.22.

The City of Brea, in accordance with the California Environmental Quality Act (CEQA), has determined that the proposed project is exempt from the requirement of the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14, Chapter 3, Article 19 of the California Code of Regulations.

**Location:** Citywide

**Applicant:** City of Brea  
1 Civic Center Circle  
Brea, CA 92821

***ALL INTERESTED PERSONS*** are invited to attend said hearing and express opinions on the matters outlined above.

**PURSUANT TO THE LOCAL EMERGENCY CONCERNING THE COVID-19 VIRUS DECLARED BY THE CITY COUNCIL OF THE CITY OF BREA ON MARCH 19, 2020, AND EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM ON MARCH 18, 2020, THE PLANNING COMMISSION MEETING MAY BE CONDUCTED IN WHOLE OR IN PART BY TELECONFERENCE.**

**FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING [planning@cityofbrea.net](mailto:planning@cityofbrea.net). ALL PERSONS WISHING TO PARTICIPATE BY TELECONFERENCE SHOULD CONTACT THE CITY NO LATER THAN NOON ON DECEMBER 8, 2020.**

**IF YOU CHALLENGE PROJECT AND RELATED ENVIRONMENTAL DETERMINATIONS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE, DELIVERED TO THE COMMISSION AT, OR PRIOR TO, THE PUBLIC HEARING.**

Jason Killebrew  
City Planner  
Date: 11/18/20      Publish: 11/26/20

**ORDINANCE NO. 1203**



**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BREA ADOPTING ZONING ORDINANCE AMENDMENT NO. ZOA 17-02, A PROPOSAL TO AMEND TITLE 20, CHAPTER 20.00, 20.08 AND ALL SINGLE FAMILY AND MULTIFAMILY ZONES CONTAINED IN CHAPTERS 20.20 OF THE BREA ZONING ORDINANCE TO UPDATE THE PROVISIONS PERTAINING TO ACCESSORY DWELLING UNITS IN SINGLE FAMILY AND MULTIFAMILY ZONES IN ACCORDANCE WITH NEW STATE LEGISLATION THAT AMENDED CALIFORNIA GOVERNMENT CODE SECTIONS 65852.2 AND 65852.22.**

**A. Recitals.**

(i) On December 12, 2017, the Planning Commission of the City of Brea conducted a duly noticed public hearing concerning Zoning Amendment No. ZOA 17-02 (ZOA 17-02) and following the conclusion thereof, adopted its Resolution No. 17-03, recommending that the City Council adopt said Zoning Ordinance Amendment.

(ii) On February 6, 2018, the City Council of the City of Brea conducted and concluded a duly noticed public hearing concerning Zoning Ordinance Amendment No. ZOA 17-02, as set forth in this Ordinance. It is the intent of the City Council of the City of Brea in adopting this Ordinance to update current standards for Second Dwelling Units in Single-Family and Multifamily Residential zones pursuant to the authority set forth in California Government Code Section 65852.2 and to provide consistency with new State Law provisions, under which such units are now renamed Accessory Dwelling Units.

(iii) The City Council hereby finds and determines that the proposed amendment will not be materially injurious or detrimental to real property or improvements, nor will they have a significant adverse impact upon the environment. The proposed amendment is exempt from CEQA pursuant to CEQA Guidelines Section 15282(h), "The adoption of an Ordinance regarding Second Dwelling Units in a single family or multifamily residential zone by the city or county to implement the provisions of Section 65852.1 and 65852.2 of the Government Code as forth in Section 21080.17 of the Public Resource Code", of the California Environmental Quality Act Guidelines.

(iv) Adoption of this Ordinance is consistent with the General Plan. Under California law, every city and county must prepare a General Plan that is comprehensive and long-term in perspective. State law further indicates that the General Plan is the primary document a jurisdiction must utilize to regulate land use. Consequently, the Zoning Ordinance must be consistent with General Plan goals, policies, and standards. As part of the Zoning Ordinance, a municipality must ensure its Ordinance maintains compliance with State and Federal law. Ongoing compliance is achieved by code amendments such as those proposed for adoption by ZOA 17-02. Therefore, having a General Plan and Zoning Ordinance that are consistent with State and Federal law, and current practices, allows Brea to continue establishing the fundamental framework to guide future decision-making about development, resource management, public safety, public services, and general community well-being. ZOA 17-02 also fulfills General Plan Housing Element Program 2.0 by assisting in the provision for adequate housing to meet the needs of the community, and establish a balanced approach to meeting housing needs that include the needs of both renter and owner households. The Ordinance also fulfills General Plan Housing Element Goal 4.0 and 5.0 by mitigating any governmental constraints to housing production and affordability and by promoting equal opportunity for all residents so that residents can reside in the housing of their choice.

(v) All legal prerequisites to the adoption of this Ordinance have occurred.

**B. Ordinance**

NOW, THEREFORE, the City Council of the City of Brea ordains as follows:

**Section 1.** The City Council finds that the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

**Section 2.** The definition of "Second Dwelling Unit" set forth in Section 20.00.070 of Chapter 20.00 of Title 20 of the Brea City Code is hereby deleted to the alphabetical listing of definitions and the term replaced with "Accessory Dwelling Unit" and updated to read as follows:

**"ACCESSORY DWELLING UNIT.** An attached or detached dwelling unit which provides complete, independent living facilities for one (1) or more persons and

shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same parcel as the existing primary dwelling unit is situated. An Accessory Dwelling Unit also includes the following: An efficiency unit, as defined in Section 17958.1 of the Health and Safety Code, and a manufactured home, as defined in Section 18007 of the Health and Safety Code.”

**Section 3.** Subsection “12” of Section 20.208.020(A) of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

“12. A maximum of one (1) Accessory Dwelling Unit per lot provided that:

- a. The lot contains one (1) existing or proposed primary dwelling unit.
- b. The occupant of either the existing dwelling unit or the Accessory Dwelling Unit shall be the owner of both units.
- c. The Accessory Dwelling Unit shall meet all development standards as set forth in Section 20.208.040 of this chapter.
- d. The Accessory Dwelling Unit shall not be constructed as to cause the existing dwelling to conflict with the minimum standards applicable to the zone on which it is located, including but not limited to, minimum dwelling area.”

**Section 4.** Subsection “C” of Section 20.208.040 of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

“C. *Dwelling unit density.* Not more than one (1) dwelling unit shall be permitted to be on any lot in the R-1 (Single Family Residential) Zone except that an Accessory Dwelling Unit may be permitted subject to the provisions set forth herein.”

**Section 5.** Subsection “7” of Section 20.208.040(E) of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

“7. *Location of Accessory Dwelling Units.*

- a. An Accessory Dwelling Unit that is detached or attached to the primary dwelling unit shall maintain a rear yard of not less than ten (10) feet, unless otherwise permitted under subparagraph (b), (c), and (d) below, and conform to the development standards set forth herein.

b. An Accessory Dwelling Unit constructed within existing square footage within the primary dwelling unit or within an existing accessory building on the property may be permitted ministerially, subject to the issuance of a building permit, if complying with Building and Safety codes, has independent exterior access from the existing residence and has sufficient side and rear setbacks for fire safety.

c. No additional building setback shall be required for an existing garage or an existing accessory building that is converted to an Accessory Dwelling Unit. Pursuant to the standards set forth in 20.08.040, the property is required to provide and maintain parking for the primary residence.

d. A setback of no more than five (5) feet from the side and rear lot lines shall be required for an Accessory Dwelling Unit that is constructed above or attached to a garage that is existing or proposed with the Accessory Dwelling Unit."

**Section 6.** Subsection "2" of Section 20.208.040(H) of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

"2. A detached Accessory Dwelling Unit shall maintain a minimum separation of not less than ten (10) feet (regardless of openings in walls) from the external walls of the existing primary dwelling unit on the same lot. No additional distance shall be required for an existing garage or other accessory structure that is converted to an Accessory Dwelling Unit."

**Section 7.** Subsection "2" of Section 20.208.040(I) of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

"2. Accessory Dwelling Units shall have a minimum floor area of not less than one hundred fifty (150) square feet."

**Section 8.** Subsection "1" of Section 20.208.040(K) of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

"1. There shall be not less than two (2) off-street parking spaces within a garage for the primary dwelling unit. An Accessory Dwelling Unit shall provide one (1) additional off-street parking space in addition to the required parking for the



existing primary dwelling unit. This additional parking space may be covered or uncovered and shall meet all parking space location, dimension, and surfacing requirements for this title. The additional parking space may be provided as tandem parking on an existing driveway. If the existing two (2) garage spaces are converted to or displaced for an Accessory Dwelling Unit and one (1) additional parking space is provided for the Accessory Dwelling Unit, then the replacement parking spaces for the primary residence may be covered, uncovered, tandem, or spaces created by mechanical automobile parking lifts. Parking standards for an Accessory Dwelling Unit may be waived in any of the following instances:

- a. The Accessory Dwelling Unit is located within one-half (1/2) mile of public transit, including transit stations and bus stations. The one-half (1/2) mile distance shall be measured on actual walking routes between the Accessory Dwelling Unit and the public transit, rather than a straight line between points.
- b. The Accessory Dwelling Unit is located within an architecturally and historically significant district.
- c. The Accessory Dwelling Unit is part of the existing primary residence or an existing accessory structure.
- d. When on-street parking permits are required but not offered to the occupants of the Accessory Dwelling Unit.
- e. When there is a car share vehicle located within one (1) block of the Accessory Dwelling Unit."

**Section 9.** Subsection "O" of Section 20.208.040 of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

"O. *Accessory Dwelling Unit architecture.* Each Accessory Dwelling Unit shall be architecturally compatible with the existing dwelling unit."

**Section 10.** Subsection "P" of Section 20.208.040 of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to read as follows:

*"P. Accessory Dwelling Unit review. The provisions of § 20.400.010 of this title shall apply to the development of an Accessory Dwelling Unit and conform to the development standards set forth herein, excepting subsection (2) of section 20.208.040(Q) below."*

**Section 11.** Section 20.208.040 of Chapter 20.208 of Title 20 of the Brea City Code is hereby amended to add Subsection Q to read as follows:

*"Q. Accessory Dwelling Unit size.*

1. The increase floor area of an Accessory Dwelling Unit shall not exceed fifty (50) percent of the existing living area of the primary residence, with a maximum total floor area of one thousand, two hundred (1,200) square feet.

2. Accessory Dwelling Unit may exceed the total floor area permitted ministerially with the approval of a Certificate of Compatibility set forth in Section 20.408.050."

**Section 12.** Subsection 9 of Section 20.200.020(B) of Chapter 20.200 of Title 20 of the Brea City Code is hereby amended to remove Subsection 9 as follows:

*"9. The placement of one (1) second dwelling unit per lot subject to provisions of Sections 20.208.020 and 20.208.040, of this title, excepting paragraph P of section 20.208.040."*

**Section 13.** Subsection A of Section 20.200.020 of Chapter 20.000 of Title 20 of the Brea City Code is hereby amended to add Subsection 10 to read as follows:

*"10. Accessory Dwelling Units, subject to the regulations contained in Section 20.208.020 and 20.208.040 of this title, and state law."*

**Section 14.** Subsection 2 of Section 20.206.040(A) of Chapter 20.206 of Title 20 of the Brea City Code is hereby amended to read as follows:

*"2. Accessory Dwelling Units, subject to the regulations contained in Section 20.208.20 and 20.208.040 of this title, and state law."*

**Section 15.** Subsection J of Section 20.206.050 of Chapter 20.206 of Title 20 of the Brea City Code is hereby amended to read as follows:

J. For applications involving one (1) single-family dwelling unit residence on an existing lot, architectural and landscaping treatment materials shall be provided consistent with the requirements for a certificate of compatibility, as set forth in Section 20.408.050. Accessory Dwelling Units shall be subject to the regulations contained in Section 20.208.020 and 20.208.040 of this title, and state law."

**Section 16.** Subsection 11 of Section 20.212.020(A) of Chapter 20.212 of Title 20 of the Brea City Code is hereby amended to read as follows:

"11. Accessory Dwelling Units, subject to the regulations contained in Section 20.208.20 and 20.208.040 of this title, and state law."

**Section 17.** Subsection A of Section 20.216.020 of Chapter 20.216 of Title 20 of the Brea City Code is hereby amended to add Subsection 12 to read as follows:

"12. Accessory Dwelling Units, subject to the regulations contained in Section 20.208.020 and 20.208.040 of this title, and state law."

**Section 18.** Subsection A of Section 20.220.020 of Chapter 20.220 of Title 20 of the Brea City Code is hereby amended to add Subsection 13 to read as follows:

"13. Accessory Dwelling Units, subject to the regulations contained in Section 20.208.020 and 20.208.040 of this title, and state law."

**Section 19.** Subsection 3 of Section 20.08.040(C)(2)(c) of Chapter 20.08 of Title 20 of the Brea City Code is hereby amended to read as follows:

(3) Required off-street parking in residential zones shall not be provided in areas required for ingress and egress to other parking spaces; no tandem parking is permitted, except with properties associated with an Accessory Dwelling Unit pursuant to the standards as set forth in Section 20.208.040 of this title.

**Section 20.** The provisions of this Ordinance, insofar as they are substantially the same as provisions of Ordinances previously adopted by the City relating to the same matter, shall be construed as restatements and continuations of the earlier enactment,

and not as new enactments. The adoption of this Ordinance does not affect the following matters:

- a. Actions and proceedings that began before the effective date of this Ordinance.
- b. Prosecution for Ordinance violations committed before the effective date of this Ordinance.
- c. Licenses and penalties due and unpaid at the effective date of this Ordinance.
- d. Collection of licenses and penalties due and unpaid at the effective date of this Ordinance.
- e. Bonds and cash deposits required to be posted, filed, or deposited pursuant to any ordinance, resolution, or regulation.
- f. Matters of record that refer to or are connected with an Ordinance previously adopted by the City the substance of which is amended by this Ordinance. Such references shall be construed to apply to the corresponding provisions of this Ordinance.

**Section 21.** CEQA. This Ordinance is exempt from CEQA pursuant to CEQA Guidelines Section 15282(h), "the adoption of an Ordinance regarding second units in a single family or multifamily residential zone by a city or county to implement the provisions of Section 65852.1 and 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resource Code" of the California Environmental Quality Act Guidelines.

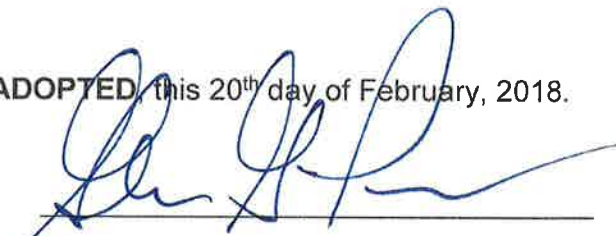
**Section 22.** Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection,

subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**Section 23.** Effective Date. This Ordinance shall become effective thirty (30) days after its adoption in accordance with the provisions of California law.

**Section 24.** Certification. The City Clerk shall certify to the passage of this Ordinance and cause the same or a summary thereof to be published within fifteen (15) days after adoption in a newspaper of general circulation, printed and published in Brea, California.

**PASSED, APPROVED, AND ADOPTED,** this 20<sup>th</sup> day of February, 2018.

  
\_\_\_\_\_  
Glenn Parker, Mayor

ATTEST:

  
\_\_\_\_\_  
Lillian Harris-Neal, City Clerk



STATE OF CALIFORNIA )  
COUNTY OF ORANGE ) ss.  
CITY OF BREA )

I, Lillian Harris-Neal, City Clerk of the City of Brea, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Brea, held on the 6<sup>th</sup> day of February, 2018, and was finally passed at a regular meeting of the City Council of the City of Brea on the 20<sup>th</sup> day of February, 2018, by the following vote:

AYES: COUNCIL MEMBERS: Parker, Marick, Hupp, Simonoff, Vargas  
NOES: COUNCIL MEMBERS: None  
ABSENT: COUNCIL MEMBERS: None  
ABSTAINED: COUNCIL MEMBERS: None

Dated: 3/1/18

Lillian Harris-Neal  
City Clerk



City of Brea

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**PLANNING COMMISSION COMMUNICATION**

**TO:** Honorable Chair and Planning Commission

**DATE:** 12/08/2020

**SUBJECT:** **PLANNING DIVISION UPDATES**

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**RESPECTFULLY SUBMITTED**

Jason Killebrew, City Planner

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**Attachments**

A. Planning Division Updates

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# **CITY OF BREA**

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## Major Projects Summary

December 8, 2020

City of Brea Planning Division

## CONTENTS

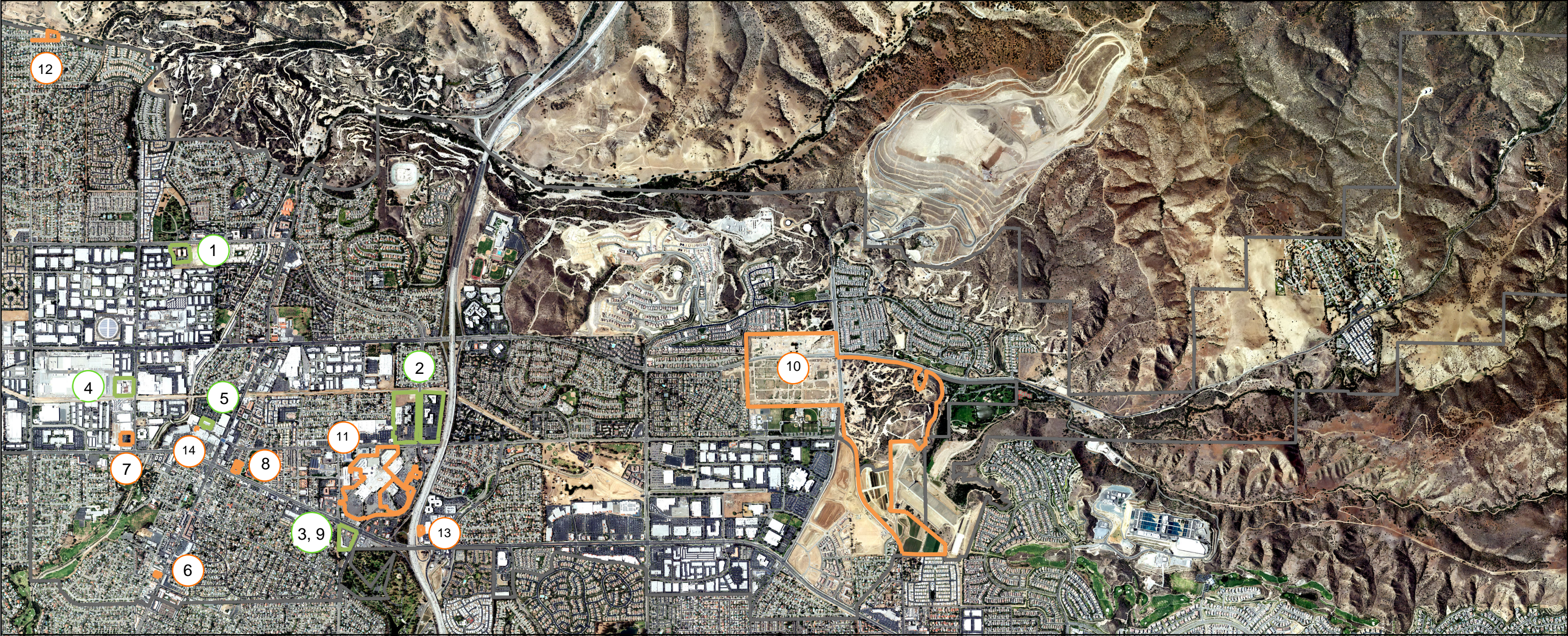
- **DEVELOPMENT CONTACT REPORT**
- **MAP OF PROJECTS**
- **APPROVED/ENTITLED**
  - 201 N BERRY STREET
  - CENTRAL PARK VILLAGE
  - BREA PLACE
  - BREA IMPERIAL CENTER
  - FATHER'S HOUSE
  - RECREATIONAL VEHICLE (RV) AND BOAT STORAGE
  - BREA IMPERIAL CENTER (FOGO DE CHAO)
- **IN PROCESS/REVIEW**
  - 735 SOUTH BREA BOULEVARD
  - RAISING CANE'S
  - AERA ENERGY
  - BREA MALL MIXED USE PROJECT
  - 1160 NORTH PUENTE STREET
  - BREA IMPERIAL PLAZA
  - MACALLANS EXPANSION AND NEW SPEAKEASY
- **FUTURE**

## Development Contact Report

Date of Contact	Project Contact	Location	Project Description	Status/Notes
11/16/2020	Fire Wings	985 Birch Street	New wing restaurant, Fire Wings.	Certificate of Occupancy approved.
11/25/2020	Cookie Crumble	955 Birch Street	New Cookie retail store, Cookie Crumble	Certificate of Occupancy in process. Tenant Improvements approved.
11/19/2020	Herman Jack	275 W Birch Street	Façade improvements for Roll-Em-Up Taquitos.	Plan Review in process.




# BREA DEVELOPMENT PROJECTS

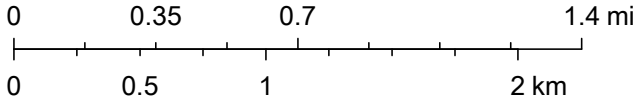


 City Boundary

 Approved/Entitled

 In Process/Review

## SCALE



1:36,112



## Approved/Entitled

### CENTRAL PARK VILLAGE (Map ID: 1)

Project:	<ul style="list-style-type: none"> <li>Precise Development Plan for residential units.</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>PD 18-02</li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number:</li> <li>420 West Central Avenue</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The project approval includes 82 new townhomes ranging from 1 bedroom to 5 bedrooms. 20 of the proposed new units will include affordable residential flats.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Juan Arauz, Senior Planner (<a href="mailto:juana@cityofbrea.net">juana@cityofbrea.net</a>)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>The last phase of Central Park Village is being constructed which included 62 attached townhomes and 20 affordable residential flats.</li> <li>Model homes are currently open</li> <li>Finalizing of the units is anticipated to begin end of this month</li> </ul>

#### RENDERING:



#### CURRENT STATUS:

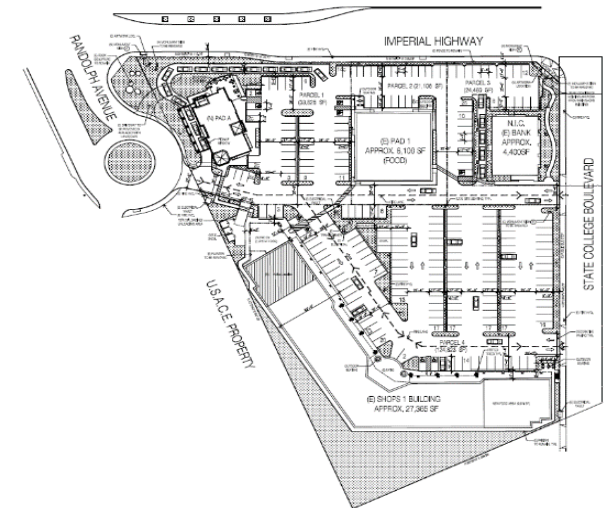
- Project approved April 2, 2019



**BREA IMPERIAL CENTER (Map ID: 3)**

Project:	<ul style="list-style-type: none"> <li>Amendment to Conditional Use Permit 18-06, Precise Development 17-03 for new restaurant building, Conditional Use Permit for Type 47 Alcohol, Conditional Use Permit for Sign Program, Tentative Parcel Map for Subdivide</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP 18-05, PD 17-03, CUP 18-07 (Sign Program), TPM 2017-01</li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 029-331-22, -28</li> <li>311-391 South State College &amp; 1130-1160 Imperial Highway</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The project includes the approval of the Precise Development and Conditional Use Permit with regards to façade improvements, demolition and reconstruction of a portion of the Brea Imperial Center and to consider parking modifications to the center with a new comprehensive sign program. In addition, a Tentative Parcel Map to subdivide the 4.1-acre site into two parcels.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Juan Arauz, Senior Planner (<a href="mailto:juana@cityofbrea.net">juana@cityofbrea.net</a>)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>In-n-out permits are ready to issue and anticipated to be up by 2022.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

- Planning Division approved this project on July 24, 2018.

**BREA PLACE (Map ID: 2)**

Project:	<ul style="list-style-type: none"> <li>Development Agreement, Precise Development, Tentative Parcel Map, Conditional Use Permit for hotel and Conditional Use Permit for modified parking standards.</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>TPM No. 2016-178; PD No. 16-04; CUP No. 16-10 and CUP No. 16-11.</li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 319-331-14, -15, -11, -12, -13, -14, -03, -04, 319-332-10, -01, -02,</li> <li>Northeast corner of Birch Street and State College Boulevard.</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The project approved construction of new buildings on vacant portions of the site to build out mixed use campus of office, residential, hotel and support commercial uses. Building A features 462 apartments in a five-story building and Building B features 285 apartments in a three to five story building. The units include a mix of studio, one bedroom and two bedrooms for rent. The project features 13,000 square feet of commercial space within the Birch Street frontage and across the street a four-story 150 room hotel is approved.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Jason Killebrew, City Planner (<a href="mailto:jasonk@cityofbrea.net">jasonk@cityofbrea.net</a>)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Brea Place is currently in its early stages of construction for Building A and Building B.</li> <li>Phased occupancy approach for the residential units, leasing office and showrooms before the end of the year.</li> <li>The hotel is currently in plan check phase with issuance anticipated by winter of 2020.</li> </ul>

**RENDERING:**



**CURRENT STATUS:**

- Planning Commission approved project on June 27, 2017.

**201 NORTH BERRY STREET (MAP ID: 4)**

Project:	<ul style="list-style-type: none"> <li>Precise Development</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>PD 20-01</li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 296-23-114</li> <li>201 North Berry Street</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The approved project includes the demolition of the existing buildings and construct a new 109,125 square foot warehouse building.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Cecilia Madrigal-Gonzalez, Planning Technician (<a href="mailto:ceciliamg@cityofbrea.net">ceciliamg@cityofbrea.net</a>)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Construction to begin before the end of the year.</li> <li>Demolition began the week of the September 14th, 2020.</li> </ul>

**RENDERING:**



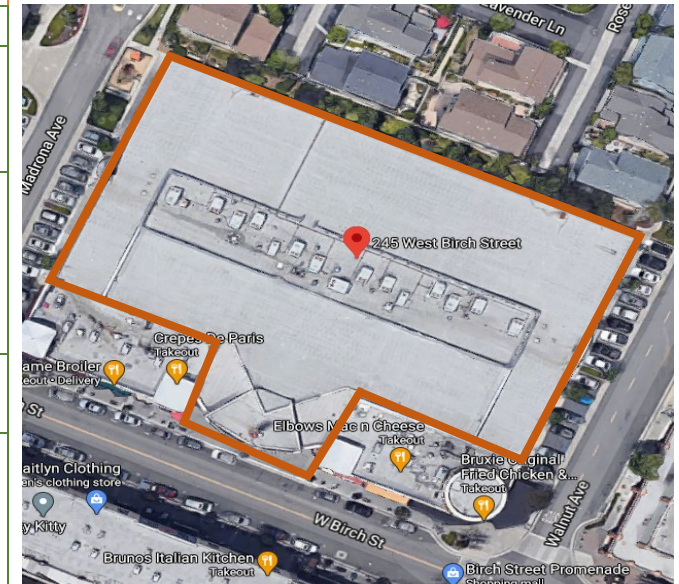
**CURRENT STATUS:**

- Approved by Planning Commission on April 28, 2020.

**FATHER'S HOUSE (MAP ID: 5)**

Project:	<ul style="list-style-type: none"> <li>Conditional Use Permit for a Church Use</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP No. 20-13; <b>ACCELA No. PLN 2020-00033</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 296-362-25</li> <li>245 West Birch Street (Downtown Brea)</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is requesting a Conditional Use Permit to allow a place of worship within the Mixed Use I zone in Downtown Brea. The applicant is proposing to occupy a portion of the existing theatre to allow Sunday Service, weekday worship, small group gatherings, staff office and a recording studio for videos for online church services.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Kimley-Horn, Sheri Vander Dussen (Consultant)</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted 8/12/2020.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

- Approved by Planning Commission on October 27, 2020.

**RECREATIONAL VEHICLE (RV) AND BOAT STORAGE (MAP ID: 7)**

Project:	<ul style="list-style-type: none"> <li>Conditional Use Permit for RV and Boat Storage</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP No. 20-15; <b>ACCELA No. PLN 2020-00005</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 296-101-08</li> <li>285 South Berry Street</li> <li>Northwest corner of Imperial Highway and Berry Street.</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is proposing a new RV and Boat Storage location formerly used for over-flow parking.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Cecilia Madrigal-Gonzalez, Planning Technician (<a href="mailto:ceciliamg@cityofbrea.net">ceciliamg@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Rob Camire</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted 9/1/2020.</li> <li>This is the applicants (RCMC RV &amp; Boat Storage) fifth location in Brea.</li> <li>Conditions H, G, C, E were revised during Planning Commission.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

- Approved by Planning Commission on November 24, 2020.



**BREA IMPERIAL CENTER (FOGO DE CHAO) (MAP ID: 9)**

Project:	<ul style="list-style-type: none"> <li>Amendment to Conditional Use Permit 18-06 and Precise Development 17-03 for new restaurant building, Conditional Use Permit for Type 47 Alcohol License</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP 20-16, Modify PD 17-03; Modify CUP 18-06</li> <li><b>ACCELA No. PLN 2020-00009</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 029-331-28 &amp; 029-331-22</li> <li>391 &amp; 351 South State College Boulevard</li> <li>1130 &amp; 1160 East Imperial Highway</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is proposing to amend the existing CUP 18-06 for shared parking and allow for valet parking with an increase in compact parking stalls. In addition, amend the existing PD No. 17-03 to demolish the existing bank building and replace with a new restaurant, Fogo de Chao with Type 47 alcohol license.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Juan Arauz, Senior Planner (<a href="mailto:juana@cityofbrea.net">juana@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Donald D. Lamm</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted June 9, 2020</li> </ul>

**RENDERING:**



**CURRENT STATUS:**

- Approved by Planning Commission on November 24, 2020.

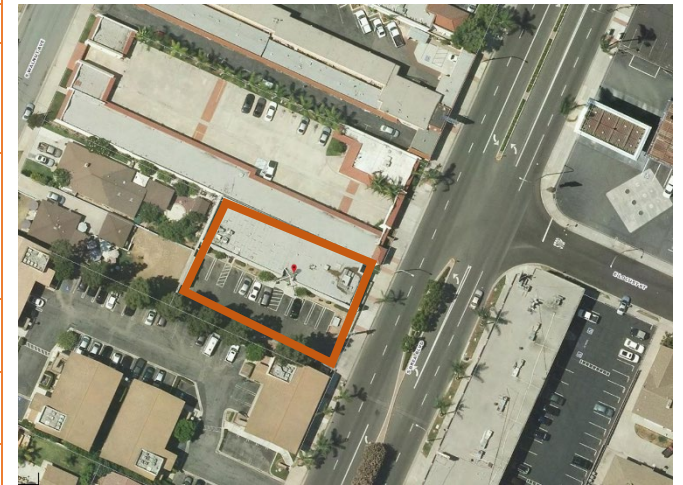


## In-Process/Review

### 735 SOUTH BREA BOULEVARD (MAP ID: 6)

Project:	<ul style="list-style-type: none"> <li>Conditional Use Permit for Parking Modification and Change of Use to Office</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP No. 20-11; <b>ACCELA No. PLN 2020-00025</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 284-153-21</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is requesting a Conditional Use Permit for a parking modification for a proposed real estate office in the Mixed-Use III Zone. The property was formerly used as a Veteran's Club and the project applicant is proposing a new use as the corporate office for TNG Real Estate.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Monica Martin, Associate Planner (<a href="mailto:monicam@cityofbrea.net">monicam@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Craig Martin</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted on 7/20/2020.</li> </ul>

#### PROJECT MAP:



#### CURRENT STATUS:

- Scheduled for Planning Commission on December 8, 2020.

**RAISING CANE'S (MAP ID: 8)**

Project:	<ul style="list-style-type: none"> <li>Conditional Use Permit to amend Conditional Use Permit No. CUP 88-39; Precise Development for building design and site design, Conditional Use Permit to amend existing sign program.</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP 20-10; PD 20-04; <b>ACCELA No. PLN 2020-00010</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 319-292-35</li> <li>255 East Imperial Highway</li> <li>Northwest corner of Imperial Highway and Flower Avenue</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is proposing to demolish two existing retail buildings and replace with a new restaurant with dual drive-thru service.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Juan Arauz, Senior Planner (<a href="mailto:juana@cityofbrea.net">juana@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Javier Sola</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted 6/19/2020.</li> </ul>

**PROJECT MAP:**



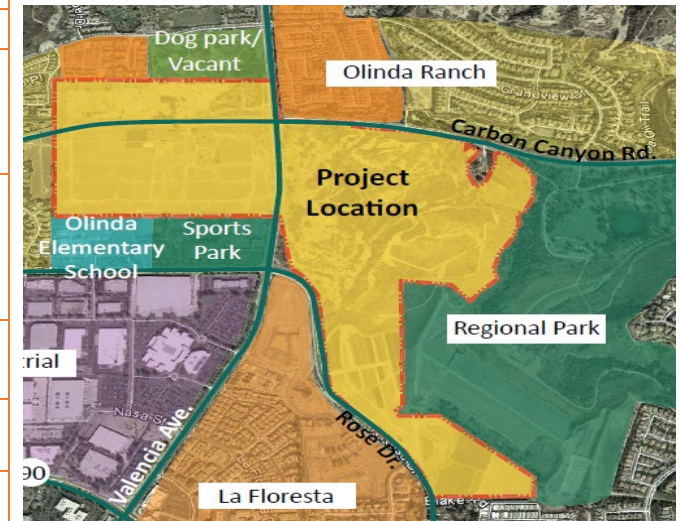
**CURRENT STATUS:**

- Scheduled for Planning Commission on December 8, 2020.

**AERA ENERGY / Brea 265 (MAP ID: 10)**

Project:	<ul style="list-style-type: none"> <li>Specific Plan</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li><b>ACCELA No. PLN 2020-00011</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>North of Route 90 and East of State Route 57.</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The applicant is requesting a Specific Plan to address site plan/land use, parks and recreation, public works items, affordable housing, public safety and the environmental document. The project would include 1,100 residential units with a mix of single family and multi-family.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Jason Killebrew, City Planner (<a href="mailto:jasonk@cityofbrea.net">jasonk@cityofbrea.net</a>)</li> <li>Monica Martin, Associate Planner (<a href="mailto:monicam@cityofbrea.net">monicam@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>AERA ENERGY</li> </ul>
Notes:	

**PROJECT MAP:**



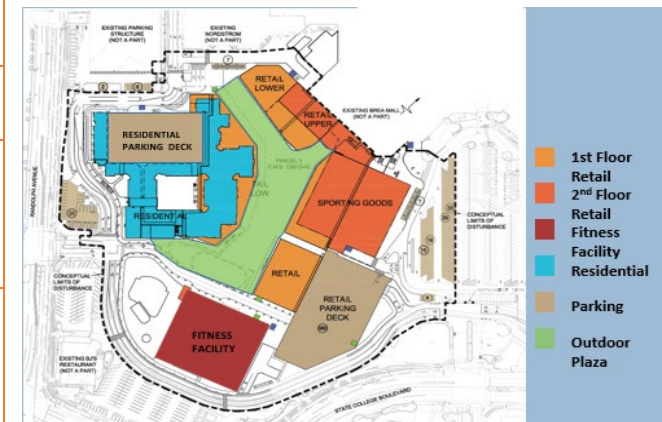
**CURRENT STATUS:**

- No tentative hearing date at this time.

**BREA MALL MIXED USE PROJECT (MAP ID: 11)**

Project:	<ul style="list-style-type: none"> <li>General Plan Amendment, Zone Change from C-C to MU-1, Development Agreement, Conditional Use Permit</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>GPA No. 20-01; ZC No. 20-01, DA No. 20-01, FEIR 20-01; <b>ACCELA No. PLN 2020-XXXXX</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>100 and 203 Brea Mall</li> <li>Assessor's Parcel Number (APN): 319-101-37, -64, -71, and -76</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The proposed project involves demolishing the former Sears department store and 12 acres of surface parking in order to allow a mix of uses—including retail, for-rent residential apartments, a resort-type fitness center, and a large “central green area” and plaza. The project would result in a net increase of 149,625 square feet of retail use and 312 residential units. The proposal includes a master sign program, alcohol serving uses and modifications to the City's parking standards.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Juan Arauz, Senior Planner(<a href="mailto:juana@cityofbrea.net">juana@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Simon</li> </ul>
Notes:	

**PROJECT MAP:**



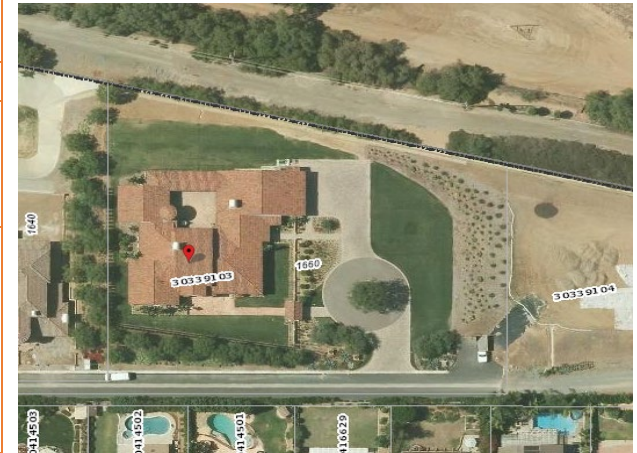
**CURRENT STATUS:**

- No tentative hearing date at this time.

**1660 NORTH PUENTE STREET (MAP ID: 12)**

Project:	<ul style="list-style-type: none"> <li>Tentative Parcel Map</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>TPM No. XXX-XX; <b>ACCELA No. PLN 2020-00011</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>Assessor's Parcel Number (APN): 303-391-03</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>Request to subdivide an existing 65,832 SF (1.5 AC) parcel, zoned R-1, into two parcels; Parcel 1 will have an area of 47,401 SF and Parcel 2 will have an area of 18,431 SF. The existing residence on Parcel 1 will remain in conformance with the standards of all Brea Codes and requirements. Construction is not proposed on Parcel 2 as a part of this request.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Monica Martin, Associate Planner (<a href="mailto:monicam@cityofbrea.net">monicam@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>James McGrade</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application submitted September 30, 2020.</li> <li>1<sup>st</sup> comments letter was sent on October 26<sup>th</sup>, 2020.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

- Tentatively Schedule for Planning Commission for January 26, 2020



**BREA PLAZA (MAP ID: 13)**

Project:	<ul style="list-style-type: none"> <li>General Plan Amendment, Zone Change from C-G to MU-II, Development Agreement,</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>GPA No. XX-; ZC No. XX-XX, DA No. XX-XX, <b>ACCELA No. PLN 2020-00034</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>1639 East Imperial Highway</li> <li>Assessor's Parcel Number (APN): XXX-XX-XXX</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The proposed project would demolish 18,450 square feet of the Brea Plaza 5 Cinemas, 7,500 square foot of Buca di Beppo and 149 surface parking spaces. The project would include a new 150 room hotel, 194 residential units, 198 surface parking spaces and a reduction of 3,068 square feet of commercial footage.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Jason Killebrew, City Planner (<a href="mailto:jasonk@cityofbrea.net">jasonk@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Coreland Companies</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Scoping Meeting and Notice of Preparation of DEIR occurred on July 27, 2020.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

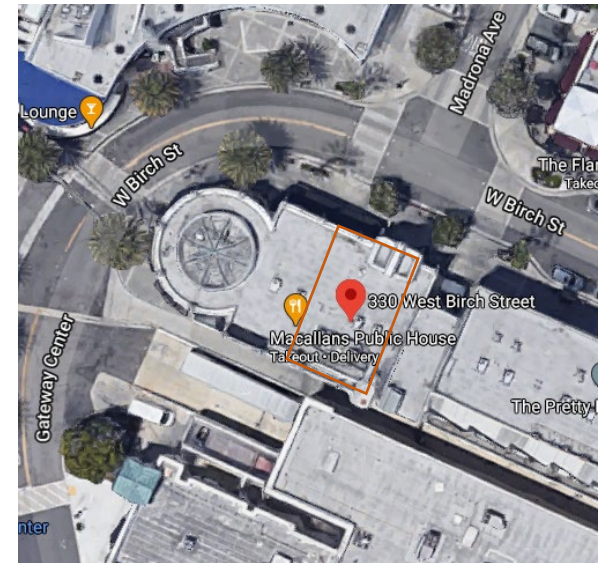
- No tentative hearing date at this time.



**MACALLANS EXPANSION AND NEW SPEAKEASY (MAP ID: 14)**

Project:	<ul style="list-style-type: none"> <li>Conditional Use Permit</li> </ul>
Project No.:	<ul style="list-style-type: none"> <li>CUP 20-14, <b>ACCELA No. PLN 2020-00004</b></li> </ul>
Project Location:	<ul style="list-style-type: none"> <li>330 West Birch Street</li> <li>Assessor's Parcel Number (APN): 296-376-18</li> </ul>
Project Description:	<ul style="list-style-type: none"> <li>The proposed project will expand their existing patio area and expand into the adjacent space by 644 square feet.</li> </ul>
Project Planner:	<ul style="list-style-type: none"> <li>Jose Barriga, Associate Planner (<a href="mailto:joseb@cityofbrea.net">joseb@cityofbrea.net</a>)</li> </ul>
Applicant:	<ul style="list-style-type: none"> <li>Douglas Vincent</li> </ul>
Notes:	<ul style="list-style-type: none"> <li>Application received October 5, 2020.</li> </ul>

**PROJECT MAP:**



**CURRENT STATUS:**

- Scheduled for Planning Commission on December 8, 2020.