CITY of BREA

Planning Commission Agenda

Tuesday, August 26, 2025, 6:00 PM
COUNCIL CHAMBERS
1 Civic Center Circle
Brea, California 92821

Also via teleconference:
350 W Central Ave #455, Brea, CA 92821

Melanie Schlotterbeck, Chair **Blake Perez,** Vice Chair

Tom Donini, Commissioner **Ted Gribble**, Commissioner **Bill Madden,** Commissioner

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 Division at (714) 990-7674 or view the Agenda and related materials on the City's website at www.cityofbrea.gov Materials related to an item on this agenda submitted after distribution of the agenda packet are available for public inspection in the Planning Division at 1 Civic Center Circle, Brea, CA during normal business hours. Such documents may also be available on the City's website subject to staff's ability to post documents before the meeting.

Procedures for Addressing the Commission

The Commission encourages interested people to address this legislative body by making a brief presentation on a public hearing item when the Chair calls the item or addresses other items under Matters from the Audience. State Law prohibits the Commission from responding to or acting upon matters not listed on this agenda.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks to 3 minutes. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of your entire group. Commission rules prohibit clapping, booing, or shouts of approval or disagreement from the audience. Please silence all cell phones and other electronic equipment while the Commission is in session. Thank you.

Written comments may be submitted in advance of the meeting by emailing planner@cityofbrea.gov Written comments received by 3 p.m. on the day of the meeting will be provided to the Commission, will be made available to the public at the meeting, and will be included in the official record of the meeting.

Special Accommodations

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

Important Notice

The City of Brea shows a live broadcast of the Planning Commission meeting over the internet at https://cityofbrea-net.zoom.us/j/89166452644.Your attendance at the public meeting may result in the recording and broadcast of your image and/or voice as previously described.

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.

1. GENERAL SESSION

1.A. Call to Order/Roll Call - Commission

1.B. Invocation
Travis Morrill from Friends Community Church.

1.C. Pledge of Allegiance

1.D. Matters from the Audience

2. CONSENT CALENDAR

2.A. July 22, 2025 Planning Commission Meeting Minutes
— Approve.

3. PUBLIC HEARINGS

3.A. Conditional Use Permit No. 2025-10
A request to allow for the on-site sale and consumption of alcoholic beverages (Type 47 License) with a determination of Public Convenience or Necessity at a new restaurant (Koy Bar & Restaurant) located at 441 South Associated Road, Unit B.

— 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. 2025-10 to allow for the on-site sale and consumption of alcoholic beverages (Type 47 License) with a determination of Public Convenience or Necessity at a new restaurant (Koy Restaurant & Bar), based on the findings and conclusions in the attached Resolution, and subject to the recommended Conditions of Approval.

3.B. Certificate of Compatibility No. 2024-02
A request to allow the construction of a new accessory dwelling unit (ADU) above a new garage that would exceed the maximum height limit permitted for an ADU by 6’-2” (16’ allowed, 22’-2” proposed)

— 1. Find the Project exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303; and,

— 2. Approve Certificate of Compatibility (COC) No. 2024-02 to allow a new ADU located above a new detached garage to exceed the maximum height limit by 6’-2”, based on the findings and conclusions in the attached Resolution, and subject to the recommended Conditions of Approval.

3.C. Raising Cane's Restaurant Project - Precise Development No. 2024-04 and Conditional Use Permit Nos. 2024-08 and 2024-09

A request to allow the demolition of an existing 11,170-square-foot restaurant building and the construction of a new 3,164-square-foot restaurant building with a drive-through facility and a 780-square-foot outdoor dining area with 33 seats, along with a comprehensive sign program.

— 1. Find the Project exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303 (Class 3, New Construction or Conversion of Small Structures) and Section 15332 (Class 32, In-Fill Development Projects); and,

— 2. Adopt resolutions approving the following entitlements based on findings and conclusions in the corresponding resolutions, and subject to the recommended Conditions of Approval: - PD No. 2024-04, to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164-square-foot drive-through restaurant building with a 780 square-foot outdoor dining area (33 seats); - CUP No. 2024-08 to allow a drive-through facility in conjunction with the new restaurant; and - CUP No. 2024-09 to establish a comprehensive sign program.

4. ADMINISTRATIVE ITEMS

4.A. Committee Reports

4.B. Informational/Project Updates

— Receive and file.

5. ADJOURNMENT

Date Posted: August 19, 2025

City of Brea

Planning Commission Communication

A. July 22, 2025 Planning Commission Meeting Minutes

Meeting	Agenda Group
Tuesday, August 26, 2025, 6:00 PM	CONSENT CALENDAR Item: 2A.

RECOMMENDATION

Staff recommends that the Planning Commission approve the July 22, 2025 Planning Commission Meeting minutes (Attachment A).

RESPECTFULLY SUBMITTED:

Joanne Hwang, AICP, City Planner

Prepared by: Regina Mendoza, Executive Assistant

Attachments

Draft PC Meeting Minutes July 22 2025 .pdf

**** The following document is a draft of the minutes and the not the official approved minutes ****

Minutes for the Planning Commission

1 Civic Center Circle, Brea, California 92821

July 22, 2025

Roll Call: *(The following members were in attendance)*

- **Tom Donini,** Planning Commissioner
- **Ted Gribble,** Planning Commissioner
- **Bill Madden,** Planning Commissioner
- **Blake Perez,** Planning Commission Vice Chair
- **Melanie Schlotterbeck,** Planning Commission Chair

1. GENERAL SESSION

1.A. Call to Order/Roll Call - Commission

Chair Schlotterbeck called the meeting to order at 6:00 PM.

1.B. Invocation-

Pastor Brett Sturgill provided the invocation from the Cause Church.

1.C. Pledge of Allegiance-

Vice Chair Perez led the Pledge of Allegiance.

1.D. Matters from the Audience -

City Planner Joanne Hwang noted staff received two written comments for Item 3A, which have been provided to the commissioners and the public.

2. CONSENT CALENDAR

2.A. June 10, 2025 Planning Commission Meeting Minutes-

Motion was made by Vice Chair Perez and seconded by Commissioner Gribble to approve the consent calendar. Motion passed 5-0.

3. PUBLIC HEARINGS

3.A. Zone Variance No. 2025-01

Brianna Co, Planning Technician, provided a presentation on the project.

The Planning Commission asked questions regarding the following topics:

- Clarification on the requested deviation from the Code and non-conformity related to required parking
- Clarification on the existing non-conforming setback on the west side of the property
- Clarification on Condition No. 10 and automatic fire sprinkler system requirements for single-family homes
- Clarification on the criteria used by the Building Official in making the determination on what constitutes as a substantial improvement that would require the automatic fire sprinkler system

City Attorney Steven Flowers, City Planner Hwang and Planning Technician Co responded to the Commissioners' questions.

Chair Schlotterbeck opened the Public Hearing and invited the applicant to speak.

The Project Applicant, Peter Bacarro, addressed the Commission and provided an overview of the project.

Chair Schlotterbeck opened the floor for public comments.

The following member of the public spoke in support of the project:

- Lorie Davies

Chair Schlotterbeck closed the public hearing after noting that no additional members of the public wished to address the Commission.

A motion was made by Vice Chair Perez and seconded by Commissioner Donini, to approve the project, with the revised amendment of Condition No. 10. Motion passed 5-0.

4. ADMINISTRATIVE ITEMS

4.A. Committee Reports

None.

4.B. Informational/Project Updates

City Planner Hwang confirmed the Amazon's Appeal hearing has been tentatively scheduled for August 19, 2025 for City Council consideration.

5. ADJOURNMENT

Chair Schlotterbeck adjourned the meeting at 6:33 PM.

CITY of BREA

Communication
August 26, 2025
Item No. 3A.

Conditional Use Permit No. 2025-10

TO	PREPARED BY
Chair and Members of the Planning Commission	Cristal Nava, Assistant Planner
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Joanne Hwang, City Planner	Kristin Griffith, City Manager

EXECUTIVE SUMMARY

The Applicant, Son Mai, on behalf of Grand Salon & Spa, Inc., is requesting Conditional Use Permit (CUP) No. 2025-10 to allow for the on-site sale and consumption of beer, wine, and distilled spirits and a determination of Public Convenience or Necessity (PCN) at a new restaurant (Koy Restaurant & Bar) located at 441 South Associated Road, Unit B, in a Mixed-Use II (MU-II) Zone. The request requires a Type 47 license from the California Department of Alcoholic Beverage Control (ABC).

The above-mentioned entitlement herein is referred to as the "Project."

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution (Attachment A), taking 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. 2025-10 to allow for the on-site sale and consumption of alcoholic beverages (Type 47 License) with a determination of Public Convenience or Necessity at a new restaurant (Koy Restaurant & Bar), based on the findings and conclusions in the attached Resolution (Attachment A), and subject to the recommended Conditions of Approval (Attachment B).

BACKGROUND

The Project site is located at 441 South Associated Road, Unit B, within the second-level of Building E in the Brea Plaza shopping center. Building E is currently under construction as a part of a previously approved commercial remodel project, and is situated on the northwest corner of Associated Road and Imperial Highway, bounded by California State Route (SR) 57 to the west. Once constructed, the Project would occupy 697 square-foot space within a 5,312 square-foot tenant space with shared restroom facilities and a 2,945 square-foot outdoor patio space.

The Brea Plaza shopping center includes a mixture of retail, service-oriented businesses, and restaurants, including, but not limited to, Total Wine and More, Mother's Market, DSW, The Grand, Custom Comfort, Barnes and Noble (future) and various food-related establishments. The Project site has a General Plan land use designation of Mixed Use II and zoning designation of Mixed-Use II (MU-II).

The surrounding land uses and zoning designations are shown in Tables 1 and 2 below.

TABLE 1 – SURROUNDING LAND USES

North	Greenbriar Townhomes (under construction) and single-family residences
East	Single-family residences *(Across Associated Road)*
South	Commercial uses in the City of Fullerton *(Across Imperial Highway)*
West	Brea Mall *(Across SR 57)*

TABLE 2 – SURROUNDING ZONING DESIGNATIONS

North	MU-II and Multiple-Family Residential (R-2)
East	Single Family Residential (R-1) *(Across Associated Road)*
South	City of Fullerton *(Across Imperial Highway)*
West	Mixed-Use I (MU-I) and Major Shopping Center (C-C) *(Across SR 57)*

Brea Plaza shopping center is developed with commercial buildings, with associated surface parking areas and landscaping, and is currently undergoing a remodel. Ingress and egress to the Project site are provided by two driveway approaches off Imperial Highway and three approaches off Associated Road. The aerial view of the Project site is Figure 1 below.

FIGURE 1 – AERIAL VIEW OF THE PROJECT SITE

Entitlement History for Brea Plaza shopping center- Building E

- On November 25, 1975, the Brea Planning Commission adopted Resolution No. PC 305-75, approving Precise Development No. 19-75 to allow the construction of Brea Plaza. Resolution No. PC 305-75 also certified an associated Environmental Impact Report (EIR) pursuant to CEQA.
- On February 12, 1991, the Brea Planning Commission adopted Resolution No. PC 91- 8, approving CUP No. 90-30 to establish a sign program for Brea Plaza.
- On May 11, 1993, the Brea Planning Commission adopted Resolution No. PC 93-26, approving Precise Development No. 93-1, CUP No. 93-8, and adopting Negative Declaration No. 93-6 to allow the renovation of the Brea Plaza, including the addition of tenant space, demolition of buildings, landscaping and lighting improvements, and redesign of the parking lot for an increase of 117 parking spaces, with 23 percent compact spaces. Approval included a new comprehensive sign program for the site.
- On October 11, 1994, the Brea Planning Commission adopted Resolution No. PC 94-47, approving amendments to Precise Development No. 93-1, CUP No. 93-8, and Negative Declaration No. 93-6. Amendments consisted of the addition of a fifth screen at the movie theater, a reduction to building floor area to expand the parking lot and add 14 parking spaces, and a modification to the Brea Plaza sign program.
- On August 9, 2023, the Brea Planning Commission adopted Resolution No. PC 2023-08, approving the demolition of an existing movie theater building (Building F) and remodeling of Buildings E and G.
- On May 14, 2024, Plan Review No. 2024-03 was approved to amend the Brea Plaza comprehensive sign program.
- On April 15, 2025, the Brea City Council adopted Ordinance No. 1256, approving General Plan Amendment No. 2024-01 and Zone Change No. 2024-01, amending the General Plan designation of the Project Site to Mixed Use II and the Zoning designation from General Commercial (C-G) with a Precise Development (PD)

overlay and Flood Plain Overlay Districts to Mixed-Use II (MU-II), in conjunction with approval of a new 120-unit apartment.

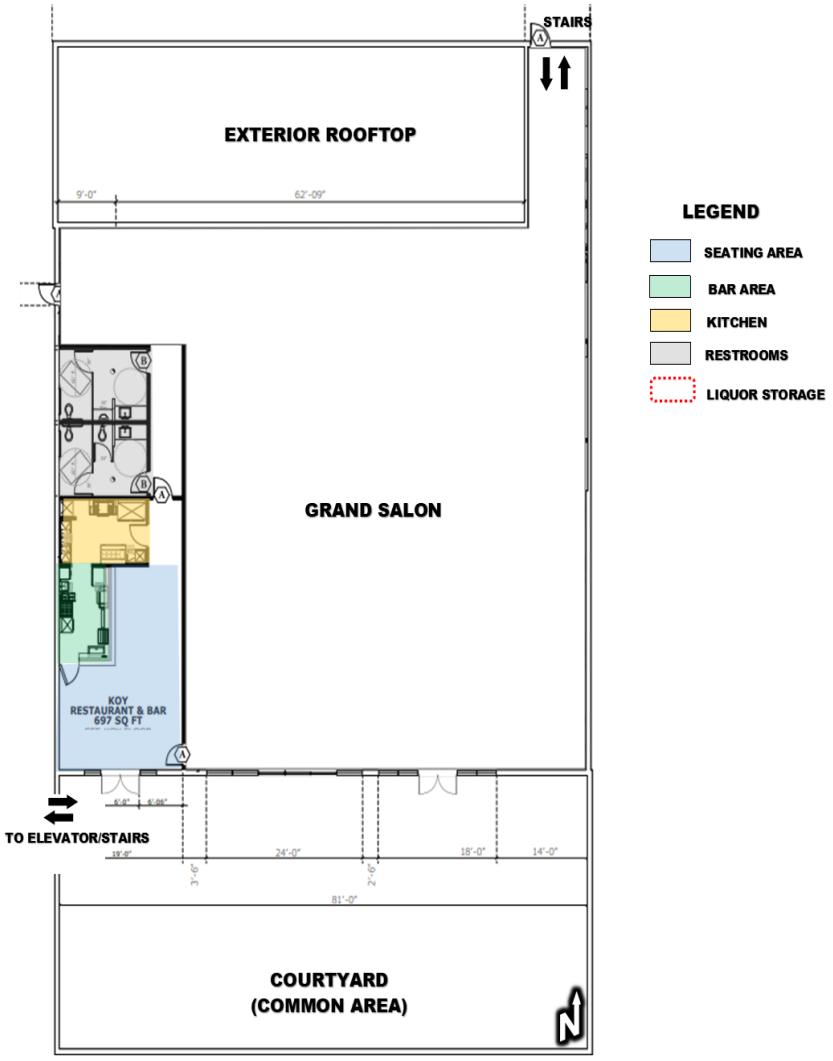
The Technical Background Summary and the Vicinity Map are provided in Attachments C and D, respectively.

PROJECT DESCRIPTION

The Applicant proposes to establish on-site sale and consumption of alcoholic beverages (Type 47 from ABC) for a new restaurant (Koy Restaurant & Bar) located at 441 South Associated Road, Unit B. In addition, the Project includes a request for a PCN. The 697 square-foot tenant space is currently in building permit plan review process for the planned tenant improvement, which includes a 32-seat dining area with a four-seat bar top, a small kitchen, and restrooms. Access to the tenant space will be provided by elevator or stairwell through the common outdoor area.

The Applicant, The Grand Salon & Spa, Inc., owns and operates The Grand, an existing business within the Brea Plaza shopping center. The Applicant will occupy the entire second floor of Building E upon completion of construction. As part of their relocation, the Applicant has dedicated 697 square feet of space to establish and operate Koy Restaurant & Bar (Koy). Similar to another restaurant and bar location within The Lujon salon in Fullerton by the Applicant, Koy intends to feature a discreet entrance with luxurious Prohibition-era décor balanced with a fresh contemporary aesthetic to embody the speakeasy ambiance. The proposed hours of operation are from 8:00 a.m. to 2:00 a.m. daily. Koy proposes to offer a curated menu that blends modern and traditional techniques in visually striking and flavor-rich dishes. As part of their dining operations, the Applicant proposes to offer expertly crafted cocktails, premium spirits, and fine wines (refer to Attachment E for the proposed menu). The consumption and service of alcoholic beverages would not be permitted to be transferred to the salon area or the shared outdoor patio courtyard. The proposed floor plan is shown in Figure 2 below.

FIGURE 2 – PROPOSED FLOOR PLAN



The Project Application, Business Operations, and Project Plans are Attachments F, G, and H, respectively.

DISCUSSION

Conditional Use Permit No. 2025-10: On-site Sale and Consumption of Alcoholic Beverages at a New Restaurant

Pursuant to the permitted land uses listed in Brea City Code (BCC) Table 20.11.020.A, the on-site sale of alcoholic beverages in a restaurant with a bar area is permitted subject to the Planning Commission's approval of a CUP.

The new restaurant is a full-service restaurant where the requested on-site alcoholic beverage services are an ancillary use that is complementary to the in-house dining experience. The Project would provide a curated cuisine and beverage experience, and the operating hours are not in conflict with the existing surrounding businesses in the shopping center. Since the proposed service of alcoholic beverages is an ancillary use of the primary restaurant use, there would be no impact on the parking demand of the restaurant. In addition, the Project was also reviewed by the Fire and Police Departments and the Building & Safety Division. The Project is required to meet all Building and Fire codes and standards, thereby assuring public health, safety, and welfare.

To further ensure the Project would be compatible with surrounding uses and not adversely affect the public, health, or general welfare, staff has prepared draft Conditions of Approval (Attachment B). Notable conditions include:

- Conditions 3 & 4: The Applicant is required to obtain and maintain a "Type 47" license from ABC.

- Condition 7: Service of alcoholic beverages is only allowed to occur inside the restaurant within areas designated as customer seating. The outdoor patio may not be used for alcohol service. “No alcohol permitted beyond this point” signs must be posted at the exits.
- Condition 8: No live entertainment on the premises is permitted unless proper permits have been obtained.

As such, the Project, as proposed and conditioned, is not anticipated to negatively affect the health and safety of the surrounding neighborhood.

Public Convenience or Necessity Determination

The Project location is within United States Census Tract 218.14. According to ABC records, Census Tract 218.14 is allowed 10 on-sale licenses; however, there are currently 21 active on-sale licenses within this Census Tract, of which 17 are considered as primary on-sale licenses, which include Types 41 (On-Sale Beer & Wine – Eating Place), 42 (On-Sale Beer & Wine – Public Premises), and 47 (On-Sale General – Eating Place). As such, a PCN determination is necessary for the Project. The Census Tract 218.14 covers the area between Imperial Highway, Valencia Avenue, Lambert Road, and SR 57 Freeway, encompassing various commercial centers of the City, including Brea Plaza, Brea Union, Brea Imperial Center East, and Silver Birch Shopping Center.

The proposed Type 47 license would provide a public convenience as the license would be an instrumental element of the new restaurant, which aims to provide a unique, upscale dining experience with high-caliber culinary dishes, refined décor, and a curated craft cocktail program. As such, the restaurant and drink menu would complement the Brea Plaza shopping center atmosphere, which is comprised of restaurants, retail stores, and service-oriented establishments, providing the public with additional dining options and enriching Brea’s dining and entertainment landscape. As such, the Project is consistent with the General Plan Policy CD-1.11 in that it maintains a mixture of businesses within the community.

The Applicant’s PCN letter requesting such a finding is included as Attachment I.

PUBLIC NOTICE AND COMMENTS

The Project was noticed in accordance with the City’s public noticing requirements, which involved mailed notices sent to property owners within 500 feet of the Project site, and publication in the Brea Star-Progress. The public hearing notice for this Project is provided as Attachment J. As of the writing of this report, staff has not received public comments.

ENVIRONMENTAL ASSESSMENT

The project has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15301 (Class 1, Existing Facilities). The Class 1 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 Class 1 exemption applies to the Project because the proposed on-site sale and consumption of beer, wine, and distilled spirits at the Project site is limited to adding an ancillary service to a restaurant use and does not include physical expansions or modifications of the building other than the planned tenant improvements. Therefore, the Project is categorically exempt from the provisions of CEQA. The draft Notice of Exemption is Attachment K.

CONCLUSION

For the reasons discussed above and the information attached to this report, the Project would conform to all the requirements of the General Plan and the provisions of the BCC. The proposed recommendation would not have an adverse effect on the public, health, safety, or general welfare. Therefore, staff recommends approval of the Project.

Attachments

Attachment A - Draft Resolution Approving Conditiona Use Permit No. 2025-10.pdf
Attachment B - Draft Conditions of Approval.pdf
Attachment C - Technical Background Summary.pdf
Attachment D - Vicinity Map.pdf
Attachment E - Menu and Services.pdf
Attachment F -Project Application.pdf
Attachment G - Business Operations.pdf
Attachment H - Project Plans.pdf
Attachment I - Applicant's Public Convenience or Necessity Request Letter.pdf
Attachment J - Notice of Public Hearing.pdf
Attachment K - Draft Notice of Exemption.pdf

ATTACHMENT A

(DRAFT) RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. 2025-10: TO ALLOW FOR THE ON-SITE SALE AND CONSUMPTION OF ALCOHOLIC BEVERAGES (TYPE 47 LICENSE) WITH A DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY AT A NEW RESTAURANT (KOY RESTAURANT & BAR) LOCATED AT 441 SOUTH ASSOCIATED ROAD, UNIT B

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") received a verified petition for the approval of Conditional Use Permit (CUP) No. 2025-10 to allow for the on-site sale and consumption of beer, wine, and distilled spirits at a new restaurant with a determination of Public Convenience or Necessity (PCN) in a Mixed-Use II (MU-II) Zone (referred to herein as the "Project") for that certain real property located at 441 South Associated Road, Unit B, in the City of Brea, and further legally described as Assessor Parcel Number 319-391-01, as shown in the latest records of the County of Orange Assessor's Office.

(ii) The Project Applicant is Grand Salon & Spa, Inc. (represented by Son Mai), 445 South Associated Road, Brea, CA 92821.

(iii) The Project site is zoned MU-II and designated as Mixed Use II by the General Plan.

(iv) On August 26, 2025, the Planning Commission held a duly noticed public hearing on the Project, during which it received and considered all evidence and testimony presented prior to adoption of this resolution.

(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 California Environmental Quality Act (CEQA) Guidelines, and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15301. Class 1 applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Class 1 exemption applies to the Project because the proposed on-site sale and consumption of alcoholic beverages at the Project site is limited to adding an ancillary service to a restaurant use and does not include physical expansions or modifications of the building other than the planned tenant improvements. Therefore, the Project is categorically exempt from the provisions of CEQA.

3. The Commission further finds in consideration of CUP No. 2025-10 as follows:

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

Fact: The Project site is zoned MU-II. Pursuant to Brea City Code Table 20.11.020.A, the on-site sale and consumption of alcohol in a restaurant with a designated bar area requires the review and approval of a CUP.

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b. Finding: That said use with any conditions to be imposed is necessary or desirable for the development of the community, in harmony with the various elements or objects of the General Plan, and not detrimental to existing uses or to uses specifically permitted in the zone which the proposed uses are to be located.

Fact: The Project site is located within an existing shopping center known as Brea Plaza, which offers a variety of retail, service-oriented businesses, and restaurants. The request for the service of alcoholic beverages is an ancillary use to the restaurant's primary operation, contributing to its Prohibition-era décor and style. This request is not anticipated to result in significant impacts on City services or to be detrimental to existing uses in the zone. As such, the Project is consistent with the General Plan Policy CD-1.11 in that it maintains a mixture of businesses within the community.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and all of the yards, setbacks, walls, fences, landscaping, and other features required to bring about conformity with other elements in the neighborhood.

Fact: The Project site is a 697 square-foot tenant suite within a new multi-tenant second-level in Building E of Brea Plaza shopping center that is located at 441 South Associated Road, Unit B. The existing shopping center provides sufficient parking spaces to accommodate the Project. The Project does not propose any expansion or modification of the building that is currently under

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construction. As such, the Project site is adequate in size and shape to accommodate the proposed development.

d. Finding: The proposed site relates to street highways, which are properly designed and improved to carry the type of quality of traffic generated or to be generated by the proposed development.

Fact: Vehicular access to the Project site will continue to be provided from two driveways on Imperial Highway and three driveways on Associated Road. The Project is not anticipated to result in any traffic or parking impacts as the Project business operations are in line with adjacent uses and the Project will be located in a tenant space without any building expansion.

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

Fact: The Project is designed to comply with all applicable development standards and will operate similarly to other existing businesses in the Brea Plaza shopping Center. All activities will be conducted within the building, and conditions of approval have been included to ensure that use of the site will not affect adjacent properties and land uses. In addition, the Project is required to meet all Building and Fire Code standards, thereby assuring public health, safety, and welfare.

f. Finding: The subject application does serve as a public convenience or necessity.

Fact: The proposed Type 47 license would provide a public convenience as the license would be essential for the new restaurant, which would

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enhance the Brea Plaza shopping center's atmosphere by providing a unique, upscale dining experience with curated dishes and cocktails in a modern speakeasy setting. As such, the proposed Type 47 license would give the community additional dining options and enrich Brea's overall dining and entertainment scene and therefore is consistent with the General Plan Policy CD-1.11 in that it maintains a mixture of businesses within the community.

4. CUP No. 2025-10 is hereby approved, subject to the conditions of approval found in Exhibit A of this resolution.

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

ADOPTED AND APPROVED this 26th day of August 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, 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 26th day of August 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 26th day of August 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

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ATTEST: _____
Secretary, Planning Commission

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EXHIBIT A OF RESOLUTION NO. 2025-XX
CONDITIONAL USE PERMIT NO. 2025-10

CONDITIONS OF APPROVAL

Conditional Use Permit (CUP) No. 2025-10 is hereby approved, subject to the conditions as set forth herein:

Planning Division – Community Development Department

1. Development and operations shall occur in substantial compliance with the plans and documents reviewed and approved by the Planning Commission on August 26, 2025, which include an operations breakdown, site plan, and floor plan on file with the Planning Division, the conditions contained herein, and all applicable Federal, State, County and local regulations. The City Planner may approve minor modifications to the operations and approved project plans.

2. The Applicant shall prepare and submit a digital copy (suitable for archival storage) of the final plans and specifications to the Brea Planning Division prior to the issuance of any building permits for the development.

3. The Applicant shall obtain a "Type 47" alcoholic beverage license from the California Department of Alcoholic Beverage Control (ABC) for the sale of alcoholic beverages prior to commencing the on-site beer, wine, and distilled spirits service. Any modifications of license types for on-site consumption are subject to City approval.

4. The Applicant shall maintain a "Type 47" alcoholic beverage license from ABC as long as on-site sale of beer, wine, and distilled spirits are provided at the Project site.

5. Any violation of the regulations of ABC, as it pertains to the subject location and the on-site sale and consumption of beer, wine, and distilled spirits, may result in the revocation of the subject CUP, as provided for in Brea City Code (BCC) Section 20.412.020.

6. The on-site sale and consumption of beer, wine, and distilled spirits shall remain incidental to the food service and the operation of the restaurant.

7. Service of alcoholic beverages shall only be allowed to occur inside the restaurant within areas designated as customer seating. The outdoor patio may not be used for alcohol service. "No alcohol permitted beyond this point" signs shall be posted at the exits.

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8. There shall be no live entertainment, amplified music, or dancing permitted on the premises at any time unless the proper permits have been obtained from the City of Brea.

9. The business operations shall comply with the City's Noise Ordinance.

10. The hours of alcohol sales shall be restricted to the hours of the restaurant (hours of operation).

11. The Applicant shall install interior and exterior surveillance cameras and ensure the cameras are in working condition.

12. There shall be no exterior advertising or sign of any kind promoting or indicating the availability of beer, wine, and distilled spirits, including advertising directed to the exterior from within.

13. The Applicant is responsible for paying all charges related to the processing of the Project within 30 days of the issuance of the final invoice or prior to the issuance of building permits for the Project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

14. Any permit is subject to expiration and revocation as provided in BCC Section 20.412.020, and said provisions are specifically made a part hereof without negating the applicability of any other provision of this resolution of any other law.

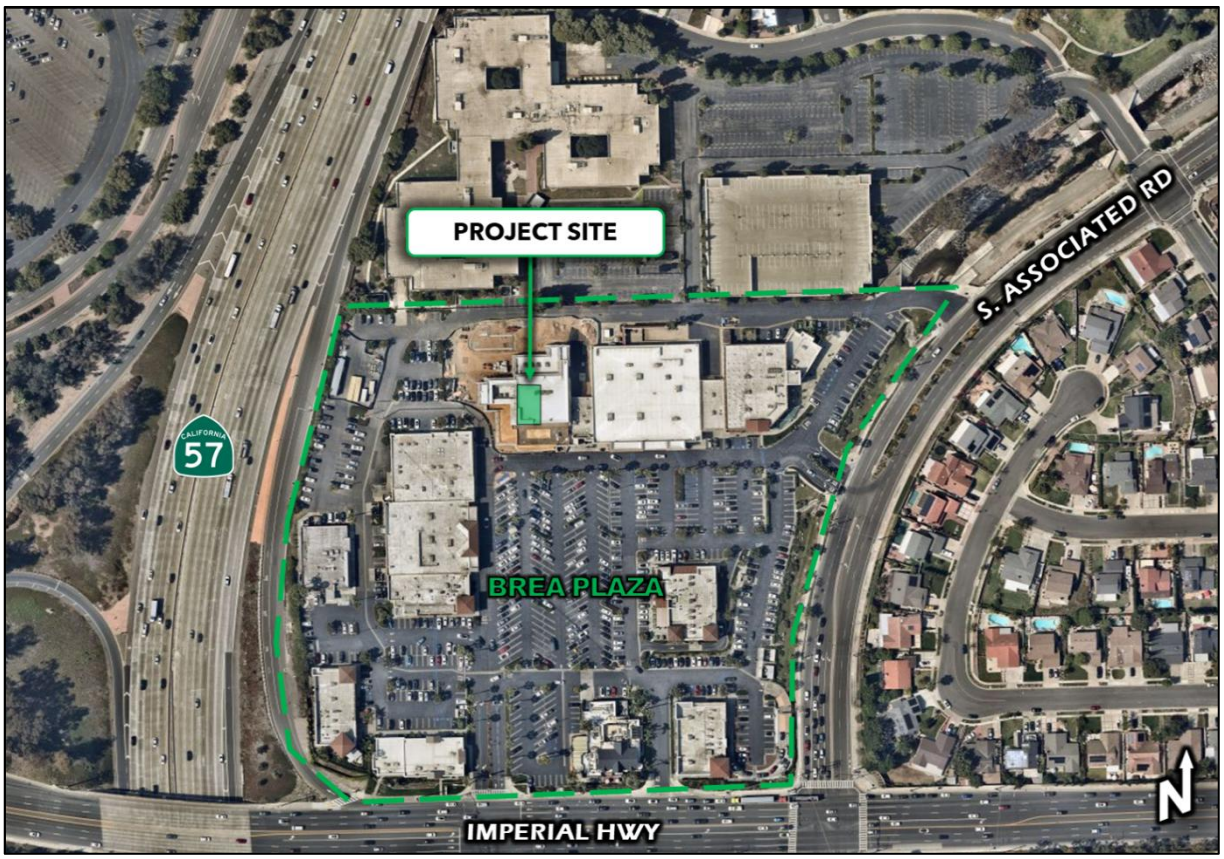
15. To the fullest extent permitted by law, the applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") from and against all causes of action, claims, costs, damages, demands, expenses (including fees of accountants, attorneys, and other professionals), judgments, liens, losses, penalties, and proceedings of any nature whatsoever arising out of or related to: (i) the City's California Environmental Quality Act review and environmental determination for this permit; (ii) the City's approval of this permit; or (iii) the exercise of rights granted by this permit. In the event of a lawsuit, the Applicant shall execute a joint defense and indemnity agreement to satisfy these defense, indemnity, and hold harmless obligations. The joint defense and indemnity agreement shall be in a form approved by the City Attorney, and shall require the Applicant to post and replenish a cash deposit to cover legal fees, costs, and expenses incurred by the City in connection with defense of the lawsuit.

DRAFT

TECHNICAL BACKGROUND

Case No:	Conditional Use Permit (CUP) No. 2025-10
Property Location:	441 South Associated Road, Unit B
Tenant Space Size:	697 square feet
Applicant:	Son Mai of Grand Salon & Spa, Inc 445 South Associated Road Brea, CA 92821
General Plan Designation:	Mixed Use II
Zoning Designation:	Mixed-Use II (MU-II)
Adjacent Zoning	
North:	MU-II and Multiple Family Residential (R-2)
East:	Single Family Residential (R-1) *(Across Associated Road)*
South:	City of Fullerton *(Across Imperial Highway)*
West:	Mixed-Use I (MU-I) and Major Shopping Center (C-C) *(Across 57 freeway)*
Site and Neighborhood Characteristics:	The Project site is located within the Brea Plaza shopping center on the new second floor of Building E on the northwest corner of Imperial Highway and Associated Road. The site is surrounded by various commercial uses, townhomes, and single-family homes to the east.
Public Hearing Notices and Outreach:	Legal Notice was published in the Brea Star-Progress on August 14, 2025, and approximately 60 notices were sent to all property owners within a 500-foot radius of the subject property.

ATTACHMENT D



SUBJECT PROPERTY AND VICINITY MAP

DATE: August 26, 2025

CASE NO:
ACCELA RECORD NO. PLN-2025-00025
CONDITIONAL USE PERMIT NO. 2025-10

Menu and Services

The culinary program at Koy has been curated by a former chef from the acclaimed three-star Michelin restaurant The French Laundry. The menu is crafted to highlight seasonal ingredients and global influences, blending modern and traditional techniques in a visually striking and flavor-rich presentation.

Sample menu highlights include:

- Yellowtail crudo with ponzu or prik nam pla (Thai chile, lime, cilantro)
- King crab leg salad with crispy shallots, avocado, and cherry tomato, with fish sauce or sesame dressing
- Truffle fries with parmesan
- Charcuterie board with assorted meats, cheeses, grapes, and nuts
- Thai curry or rosemary garlic nut mix
- Salmon rillette or tartare with crostini
- Pho-style meatballs with fresh herbs and sauces
- Sous vide steak skewers with chimichurri or garlic herb butter

Desserts may include:

- Crème brûlée with seasonal fruit
- Sorbet selection
- Pizzookie-style skillet cookie with ice cream

Daytime service will feature a light lunch menu including:

- Parisian ham sandwich on baguette
- Panini options such as turkey-pesto, prosciutto-arugula, and veggie
- Beet salad with goat cheese and lemon vinaigrette
- Cobb or Caesar salad
- Optional high tea service with assorted finger sandwiches, scones with jam, and macarons

The cocktail program will offer premium spirits, fine wines, and expertly crafted drinks using fresh, locally sourced ingredients. Mixologists will develop signature cocktails that pair with the menu and enhance the overall dining experience through innovation and balance.

BREA PLANNING DIVISION

PROJECT APPLICATION

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: Koy - Type 47 Alcohol license for Koy at The Grand Salon

Location of Project *(Address Required)*: 441 S. Associated Rd., Suite A, Brea, CA 92821

Legal Description of Project Location *(Assessor's Parcel No.)*: 319-391-01

APPLICANT INFORMATION:

Applicant's Name: Grand Salon & Spa, Inc Phone: 714-791-8707

Email: son@maienterprise.com

Address: 445 S Associated Rd.

City: Brea State: CA Zip Code: 92821

PROJECT CONTACT PERSON: (*If Different*)

Contact Person: Son Mai Phone: 714-791-8707

Email: son@maienterprise.com

PROJECT INFORMATION: *(Print or Type)*

Zoning Designation: Mixed Use II General Plan Designation: Mixed Use II

Existing Use: New Construction Proposed Use: Restaurant with Type 47

Type of Development:

☐ **Residential** ☐ **Commercial** ☐ **Industrial** ☑ **Mixed-Use**

Lot Size *(square feet)*: Lot Width: Lot Depth:

Existing Floor Area (square feet): Existing FAR: Existing Lot Coverage:

STAFF USE ONLY

Accela Record Number: PLN-2025-00025

Project Manager: CN

Entitlement File Number(s): CUP No. 2025-10 **Related Files:** BLD-2025-00566

SUBMITTAL INFO:

Date Time Received: 5/6/25 Received by: GB Deposit Received: $2,000

PROJECT INFORMATION: *(Continued)*

Proposed Floor Area (square feet): Proposed FAR: Proposed Lot Coverage:
Total salon space is 5,312 sq ft, the speakeasy is 697 sq ft

Proposed No. of Stories:
2, we are on the second floor
Proposed Building Height:

Existing Parking Stalls: Proposed Parking Stalls:

Project Description: The project description should include a detailed description of demolition, on-side improvements, proposed use & operations, ect. In addition, please describe all building material and color as well as description of signage and their location. Please provide a separate PDF attachment labeled "Project Description" if more space is needed.

☑ **Check if project description is attached.**

TYPE OF REVIEW REQUESTED: (*Select all that apply*)

Planning Commission/City Council

- ☑ Conditional Use Permit
- ☐ Planned Community
- ☐ Historic Designation
- ☐ Development Agreement
- ☐ Precise Development Plan
- ☐ Zone Change
- ☐ General Plan Amendment
- ☐ Temporary Trailer
- ☐ Zone Variance
- ☐ Certificate of Compatibility
- ☑ Other PCN

Administrative/Community Development Director

- ☐ Administrative Remedy
- ☐ Large Family Day Care
- ☐ Other _____
- ☐ Tree Removal *(see pg. 9)*
- ☐ Plan Review

PROPERTY OWNER INFORMATION & AUTHORIZATION

(as listed in the Orange County Assessor's records)

Legal Owner's Name: BOSC Realty Advisors

Company Name:

Email: wnadhir@bosc.com

Phone: 714-990-5715

Address: 888 W. Big Beaver Rd

City: Troy State: MI Zip Code: 48048

I hereby certify under penalty of perjury under the laws of the State of California that I am the owner(s) of the subject property, or have been authorized to sign on behalf of the property owner, and consent to the filing of this application on the above referenced property. **If the owner did not sign below, a letter of authorization is required.**

By: _____ Date: April 29, 2025
(Signature)

By: Waad J. Nadhir
(Printed Name)

DESIGN PROFESSIONAL OR OWNER OF THE COPYRIGHT IF DIFFERENT *(OPTIONAL)*

Name(s): David R. Gamboa

Email: aes.dave67@gmail.com Phone: (714) 597-5560

Address: 1346 MLK Jr Ave, Suite-C

City: Long Beach State: CA Zip Code: 90813

AUTHORIZATION TO REPRODUCE PROJECT PLANS- Gov. Code § 65103.5(f)(2)

I hereby grant permission for the City of Brea to provide the project plans for inspection as a part of the public record, to copy for members of the public, and post the plans online. This permission shall be constituted as the permission for architectural drawings that contain a copyright annotation and are protected by the federal Copyright Act of 1976 (Government Code Section 65103.5(f)(2).

By: _____ Date: 05/05/2025
(Signature)

By: David R. Gamboa
(Printed Name)

TRUST ACCOUNT OWNER INFORMATION

All project applications require the specified minimum deposit to a Trust Account. Additional funds and/or subsequent deposits may be required depending on the specified project and level of staff time necessary. All unused funds will be reimbursed following the completion of project and/or review. Staff time devoted to your project will be billed according to our **Development Processing Fees**. The necessary staff time will vary according to the complexity of the project and may include, initial review and ongoing project processing by City staff including, but not limited to:

- Reviewing plans/submittal packages.
- Routing plans to, and communicating with other city staff and outside agencies.
- Researching documents relative to site history and site visits/inspections.
- Consulting with applicant and other interested parties (e.g. neighbors, adjacent property or business owners) in person or by phone.
- Preparing environmental documents, staff reports, presentations, and resolutions.
- Preparing pertinent maps, graphs and exhibits.
- Attending meetings / public hearings before the Planning Commission / City Council.
- Review of tentative maps and improvement plans by City staff.
- On-site inspections of the project by City staff.
- Consultant services

TRUST ACCOUNT OWNER:

Name of Individual or Corporation Financially Responsible for the Project: Grand Salon & Spa, Inc

Address: 445 S Associated Rd.

City: Brea Zip Code: 92821

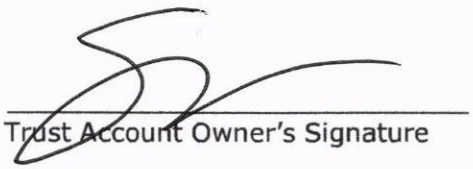
Email: son@maienterprise.com Phone: 714-791-8707

STATEMENT OF UNDERSTANDING AND AGREEMENT

I understand that my initial deposit is a retainer and not a fee. This deposit will be used to set up an account, against which fees shall be charged based on the hourly rate listed in the City fee schedule in effect at the time the work is performed. I understand that should the costs exceed the deposit, I will be billed monthly for any additional deposit amount intended to cover future charges. If I fail to pay the fees when due, I understand approximately that the City will stop working on the application. If the final costs are less, the unused portion of the deposit will be returned to me after the conclusion of the process or final inspection of the completed project, whichever occurs later.

As the trust account owner, I assume full financial responsibility for all costs incurred by the City in processing this application(s).

BY SIGNING BELOW, I HEREBY CONSENT THAT I UNDERSTAND THE MATTERS AS DESCRIBED ABOVE AND AGREE TO THE TERMS. I HEREBY FURTHER REPRESENT THAT I HAVE THE AUTHORITY TO BIND MY BUSINESS BY SIGNING ON ITS BEHALF.



Trust Account Owner's Signature

4/29/2025

Date

Son Mai

Trust Account Owner Printed Name

INDEMNIFICATION AGREEMENT

PLEASE READ, FILL IN, AND SIGN AT THE BOTTOM

I, the undersigned, certify that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof, and state that the same is true and correct to the best of my knowledge and belief, and further certify that I shall comply with each and every condition of approval as stated herein.

Furthermore, Son Mai, on behalf of Grand Salon & Spa, Inc hereby agrees to defend, indemnify, and hold free and harmless the City of Brea, its elected officials, officers, employees, and agents, with respect to any and all liabilities, claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including the payment of actual attorney's fees, court costs, and any and all other costs of defense.

Applicant's Signature

4/29/2025
Date

Staff Use Only

ACCELA RECORD NUMBER: PLN-2025-00025

TRUST ACCOUNT NUMBER: T250760

Operating Description for Koy Restaurant and Bar

Location and Layout

Koy will be located in a dedicated 697-square-foot suite within a 5,312-square-foot building. The restaurant and bar will have a discreet entrance integrated into the beauty salon, maintaining an exclusive and luxurious atmosphere. Alcoholic beverages will not be permitted in the salon area. All consumption of alcohol will be confined to the licensed Koy premises only. The salon is not included in the scope of this Conditional Use Permit or the ABC license.

Design and Ambiance

Koy will feature an intimate and sophisticated atmosphere inspired by the Prohibition era, enhanced with modern design elements to create a timeless yet fresh aesthetic. The interior will include vintage furnishings, subdued lighting, and period-specific décor, balanced with contemporary details such as clean lines, minimalist styling, and a refined color palette. This fusion of vintage charm and modern elegance is designed to offer patrons a luxurious and immersive environment.

Operations and Staffing

Koy will employ approximately three full-time and three part-time staff members, including bartenders, mixologists, kitchen staff, and service personnel. All employees will be properly trained and legally authorized to work. Guest mixologists and chefs—including influencers with strong social media followings—will occasionally be featured to elevate the experience. Staff will be trained in responsible alcohol service and will provide discreet, attentive service aligned with the establishment's upscale atmosphere.

The restaurant and bar will operate daily from 8:00 AM to 2:00 AM, with flexibility to accommodate daytime service, brunch, lunch, and late-night experiences.

Membership Structure

Koy will feature an exclusive membership program aimed at cultivating a high-end clientele. Members will pay an initiation fee and a monthly maintenance fee in exchange for perks such as private events, themed nights, and bundled salon-dining packages. A tiered membership system may offer additional benefits like VIP access, personalized services, and priority reservations. While members receive priority, the general public will be allowed entry through a day-pass system based on availability.

Licensing and Compliance

All necessary local and state licenses and permits will be obtained prior to operation. Koy will apply for a Type 47 On-Sale General Eating Place License through the California Department of Alcoholic Beverage Control (ABC). A Public Convenience or Necessity (PCN) determination is being requested due to the number of active on-sale licenses in the area.

Koy is located within Census Tract 218.14, where ABC guidelines suggest a maximum of 10

on-sale alcohol licenses. However, there are currently 21 active on-sale licenses in the tract. Importantly, only 4 of these are Type 47 licenses, which are specifically tied to bona fide eating establishments like Koy. Our application will be the fifth Type 47, supporting a controlled, restaurant-based alcohol service rather than a bar or nightlife-focused model.

Koy's business model, upscale environment, food-first operation, and exclusive membership structure will provide a unique public benefit, distinguishing it from other alcohol-serving establishments in the area. The establishment will fully comply with all public health, fire, and safety regulations to ensure a secure and welcoming environment for patrons.

Marketing and Promotion

Koy's marketing strategy will focus on exclusivity, quality, and experience. The business will utilize social media campaigns, influencer partnerships, and special events to attract its target audience. Koy will also promote to the extensive customer base of Salon Lujon and The Grand Brea—two established businesses with a combined clientele of over 50,000 North Orange County residents. Exclusive promotions and cross-branded offerings will be used to engage this loyal audience and introduce them to Koy's distinctive concept.

Collaborations with luxury brands, fashion houses, and art galleries will further position Koy as a hub for refined social experiences.

Operational Efficiency

To maintain smooth and modern operations, Koy will integrate advanced technology, including:

- A member-facing app for reservations, ordering, and exclusive offers
- Secure and efficient payment processing systems
- AI tools to manage reservations, predict customer preferences, and personalize service
- Data analytics to forecast inventory needs and menu demand trends

These tools will enhance guest satisfaction, streamline back-of-house operations, and support management in making data-informed decisions.

Security Plan

Koy is committed to ensuring a safe and enjoyable environment. Security measures will include:

- High-definition surveillance cameras covering all entrances, dining areas, and the courtyard
- A monitored check-in system for members and guests
- Security personnel on site during peak hours
- Staff training in emergency procedures, evacuation plans, and conflict de-escalation

Special attention will be given to VIPs and high-profile guests, ensuring their privacy and comfort without impacting the experience of other patrons. Koy will maintain ongoing coordination with local law enforcement and emergency services.

ATTACHMENT H

THE GRAND TENANT IMPROVEMENT
KOY RESTAURANT AND BAR
441-B SOUTH ASSOCIATED ROAD
BREA, CALIFORNIA 92821

City of Brea
1 Civic Center Circle
Brea, California 92821-5732
P: 714-990-7600 | F: 714-990-2258
www.cityofbrea.gov

July 08, 2025

TO WHOM IT MAY CONCERN:

Subject: NEW COMMERICAL ADDRESS FOR BREA PLAZA, BUILDING E

Attached you will find the exhibit for the new commercial address at Brea Plaza, Building E in the City of Brea, California. This new address is for a second story commercial space that will be reconstructed per Building Permit No. BLD-2025-00566.

Please note that all existing commercial addresses for Building E will remain unchanged, as shown in the attached exhibit.

New Commercial Suite Address (second floor): 441 S Associated Road, Unit B

The property owner shall be responsible to install on-site signage with clear direction for the suite. It is the property owner's responsibility to verify that everyone in both the public and private sectors who may need to know of this change has actually received the information. In addition, all costs associated with your desire to change the current address shall be borne by the property owner.

If you have any questions, you may contact the Engineering Division at 714-990-7667.

Regards,

Ryan Chapman, P.E., City Engineer
City of Brea

Cc:

AT&T	So. Cal. Edison Co	So. Cal Gas
Brea Disposal	Brea Maintenance Department	Time Warner Cable
Brea Post Office	Brea Olinda School District	Brea Finance Department
Brea Engineering Division	Fire Department	Brea Police Department
Orange County Assessor	Orange County Library	Brea Planning Division
Brea Utility/Water Billing Division		Metro Net Fire Dispatch

APPLICABLE BUILDING CODES:

2022 CALIFORNIA BUILDING CODE (CBC)
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CGBC)
2022 CALIFORNIA PLUMBING CODE (CPC)
2022 CALIFORNIA MECHANICAL CODE (CMC)
2022 CALIFORNIA ELECTRICAL CODE (CEC)
2022 CALIFORNIA ENERGY CODE (CEnC)
2022 CALIFORNIA TITLE-24 ENERGY (TITLE 24, PART 6)
2022 CALIFORNIA FIRE CODE (CFC)
CITY OF BREA CA MUNICIPAL CODE & ORDINANCES

SITE PLAN GENERAL NOTES:

1. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM WITH ALL APPLICABLE CODES AND ORDINANCES.
2. ALL NEW OR RELOCATED UTILITIES WILL BE PLACED UNDERGROUND.
3. STRUCTURES AND LANDSCAPING WITHIN A TRIANGLE MEASURED BACK 10' FROM THE PROPERTY LINE IN 20' ALONG THE PROPERTY LINE ON EACH SIDE OF THE DRIVEWAY ENTRANCES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 3'.
4. ANY LIGHTING WILL BE PLACED SO AS TO DIRECT LIGHT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND WILL NOT EXCEED ONE FOOT CANDLE AT THE PROPERTY LINE. NO NOISE, ODOR, OR VIBRATION EMITTED AT ANY LEVEL EXCEEDING THE GENERAL LEVEL OF NOISE,ODOR OR VIBRATION EMITTED BY USES IN THE AREA OUTSIDE OF THE SITE.
5. OWNERS OF PROPERTY ADJACENT TO THE PUBLIC RIGHTS OF WAY WILL HAVE THE RESPONSIBILITY FOR MAINTAINING ALL LANDSCAPING LOCATED WITHIN THE RIGHTS OF WAY AND ORDINANCE WITH THE APPROVED PLANS.
6. THE EXISTING STRUCTURES MUST COMPLY WITH THE CHANGE OF OCCUPANCY PROVISIONS IN THE CITY CONSTRUCTION CODE PRIOR TO USE.
7. AFTER FINAL APPROVAL, THE PROJECT WILL BE INSPECTED FOR ZONING COMPLIANCE DURING CONSTRUCTION AND PRIOR TO OCCUPANCY. THE APPLICANT IS TO NOTIFY DSD PRIOR TO OCCUPANCY TO ARRANGE FOR INSPECTIONS CALL REQUEST A DESIGN REVIEW INSPECTION.
8. ALL ROOFTOP EQUIPMENT AND SATELLITE DISHES SHALL BE SCREENED TO THE HEIGHT OF THE TALLEST EQUIPMENT.
9. ALL SERVICE AREAS SHALL BE SCREENED TO CONCEAL TRASH CONTAINERS, LOADING DOCKS, TRANSFORMERS, BACKFLOW PREVENTERS, AND OTHER MECHANICAL OR ELECTRICAL EQUIPMENT FROM EYE LEVEL ADJACENT TO ALL PUBLIC STREETS.
10. BARBED, RAZOR, OR CONCERTINA WIRE SHALL NOT BE USED ON THIS SITE WHERE VISIBLE FROM PUBLIC STREETS OR ADJACENT RESIDENTIAL AREAS.
11. SIGNAGE WILL BE REVIEWED UNDER A SEPARATE PERMIT.
12. WALLS ARE NOT APPROVED AS PART OF THE LANDSCAPE PLAN BUT ARE SHOWN FOR REFERENCE ONLY. WALLS ARE EXISTING.
13. ALL RAMPS MUST MEET ADA ACCESSIBILITY GUIDELINES (ADAAG) STANDARDS, 2% MAX CROSS SLOPES, AND A 12:1 MAXIMUM LONGITUDINAL SLOPES.

CONSULTANTS:

ARCHITECT OF RECORD
DON SCHWEITZER C21, 100
SCHWEITZER ARCHITECTS
BREA, CA 92821
(714) 305-3998
schweitzer47@yahoo.com

CONSULTANT DESIGNER
DAVID R. GAMBOA
1346 MLK JR. AVE.
SUITE-C
LONG BEACH, CA 90813
(714) 597-5560
aes.dave67@gmail.com

SHEET NOTES:

1, EXCEPT WHERE MORE STRINGENT REQUIREMENTS ARE NOTED OR SHOWNON THE PLANS WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE LATEST EDITION OF THE CBC AND ANY LOCAL CODES THAT APPLY
2, THE PLANS SHALL BE REVIEWED FOR DIMENSIONAL AND EXISTING SITE CONFORMANCE BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE PLANS DESIGNER AND ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES.
3, WORKING DIMENSIONS SHALL NOT BE SCALED FROM DRAWINGS
4, ITEMS IDENTIFIED BY TRADE NAME MAYBE SUBSTITUTED BY APPROVED EQUALS.
5, NOTES AND DETAILS ON THE DRAWINGS SHALL PRECEDE THESE GENERAL NOTES.
6, WALL AND CEILING FINISH MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS OF THE 2022 CBC TABLE 803.9
7, CONTRACTORS INFORMATION SHALL BE REQUIRED BEFORE BUILDING PERMIT ISSUANCE

APPROVED ENTITLEMENTS

PCR NO. PC 2023-08
PD NO. 2022-02

PROJECT/BLDG INFO:

OCCUPANCY GROUP: B
TYPE OF CONSTRUCTION: VB (FIRE SPRINKLERED)
NUMBER OF STORIES: 2 (TENANT SPACE ON 2ND FLOOR)
SPRINKLERS: YES
A 2,945 SF EXTERIOR COURTYARD IS IS A SHARED/COMMON AREA FOR THE ENTIRE BUILDING AND IS NOT PART OF THIS SCOPE OF WORK

IMPROVEMENT AREA:
KOY RESTAURANT & BAR IS ADJACENT TO THE NEW GRAND SALON WHICH IS BEING PROCESSED AS A DIFFERENT SUBMITTAL AS INSTRUCTED BY THE CITY

KOY RESTAURANT & BAR 697 SF
TOTAL T.I. AREA 697 SF
ZONING: MIXED USE II (MU-II)
(ORDINANCE NO. 1256)
(ZONE CHANGE TO MU-II 4.15.25)
LOT SIZE: 0.8133 ACRES
BUILDING SIZE: 25,044 SF
TENANT SPACE SIZE: 697 SF

TOTAL PARKING SPACES: 122
TOTAL ACCESSIBLE
PARKING REQUIRED: 5
PER CBC TABLE 11B-208.2
TOTAL ACCESSIBLE
PARKING SPACES PROVIDED 6

PARKING DEMAND (SEE PARKING TABULATION)
SHOPPING CENTER RATE 5.5 SPACES PER 1,000 SF
COMPACT 8X16 = (3)
ADDED PARKIING = 12
PROPOSED PARKING = 84

LEGAL DESCRIPTION:
A.P.N. 319-391-01
PM 10-17
LOT 10

PARKING TABULATION UNDER INFLUENCED AREA = 93.364 SF. (NOT BASED ON ENTIRE SHOPPING AREA

EXISTING PARKING = 72 STALLS		65		6	1	72
PROPOSED PARKING TABULATION	COMPACT 8X16=(3)	STANDARD	STANDARD	STANDARD ACCESSIBLE	VAN ACCESS.	TOTAL
REQUIRED				5	1	
PROVIDED		65(REASSIGN)		5	2	72
ADDED PARKING = 12	3(ADDED)		9(ADDED)			12
PROPOSED PARKING = 84	3(ADDED)	65(REASSIGN)	9(ADDED)	5	2	84

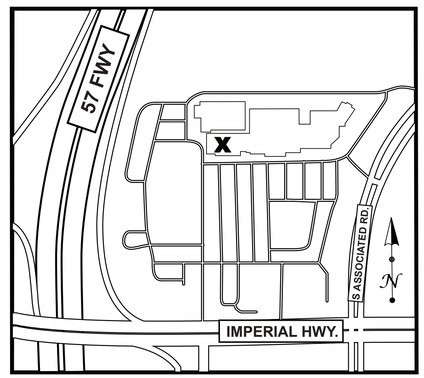
SCOPE OF WORK

CONDITIONAL USE PERMIT (CUP) - FOR THE ON-SALE OF ALCOHOLIC BEVERAGES.

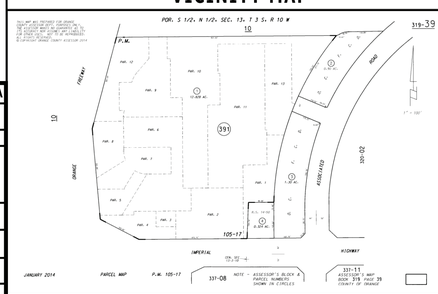
* CONSTRUCTION OF A 697 SF TENENT IMPROVEMENT WHICH WILL BE A RESTAURANT & BAR
* NO CHANGES TO BUILDINGS FOOTPRINT
* NO CHANGES TO MECHANICAL RTU's
* NO HOOD FOR COOKING SHALL BE REQUIRED.
* CURRENTLY ALL PARKING REQUIREMENTS HAVE BEEN MET

SHEET INDEX:

A0 - COVER SHEET
A2 - SITE PLAN
A5 - PROPOSED FLOOR PLAN - KOY
A6 - PROPOSED FLOOR PLAN - KOY ONLY



VICINITY MAP



PARCEL MAP

DESIGNER
DAVE GAMBOA
AES Solutions LLC
Long Beach, CA 90813
714-597-5560
Signed: 04/14/2025

PROPERTY OWNER:
B O S C
REALTY ADVISORS
888 W BIG BEAVER RD
TROY, MI 48048

BUSINESS: SITE LOCATION
KOY RESTAURANT & BAR
441-B S. ASSOCIATED RD.
(2ND FLOOR)
BREA, CA 92821

KOY

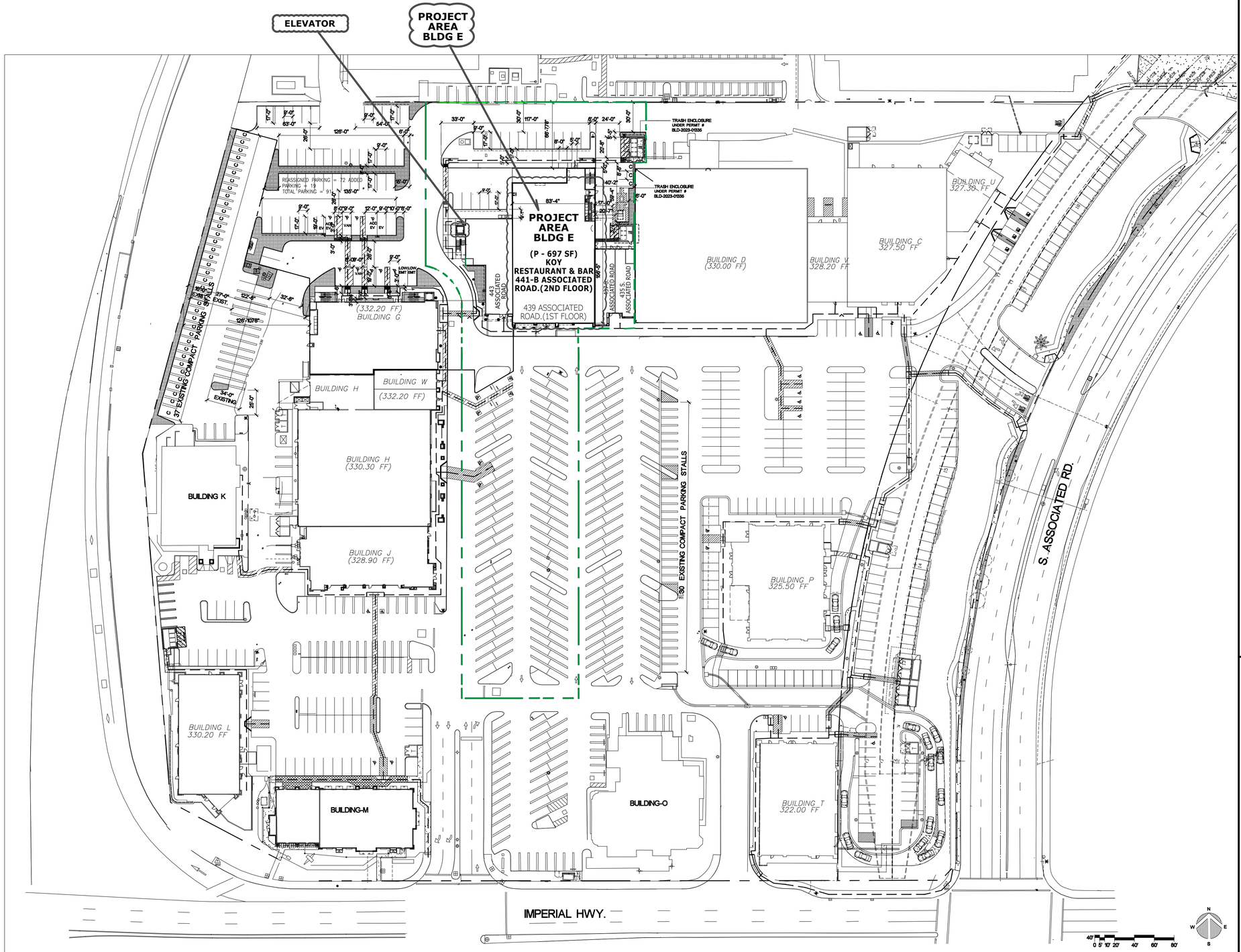
SHEET TITLE
COVER SHEET & NOTES

DON SCHWEITZER ARCHITECT

DATE: 2025-04-14
SCALE: AS NOTED
JOB #:
DRAWN BY: DRG
UPDATED 06/30/2025 - DRG

SHEET NUMBER
A0

COVER SHEET & NOTES



OVERALL SITE PLAN 1"=40'-0"

SITE PLAN

PARCEL BOUNDARY:

AES Solutions LLC

DESIGNER
DAVE GAMBOA
AES Solutions LLC
Long Beach, CA 90813
714-597-5560
Signed: 04/14/2025

PROPERTY OWNER:
B O S C
REALTY ADVISORS
888 W BIG BEAVER RD
TROY, MI 48048

BUSINESS:
SITE LOCATION
KOY RESTAURANT & BAR
441-B S.ASSOCIATED RD.
BREA, CA 92821

KOY

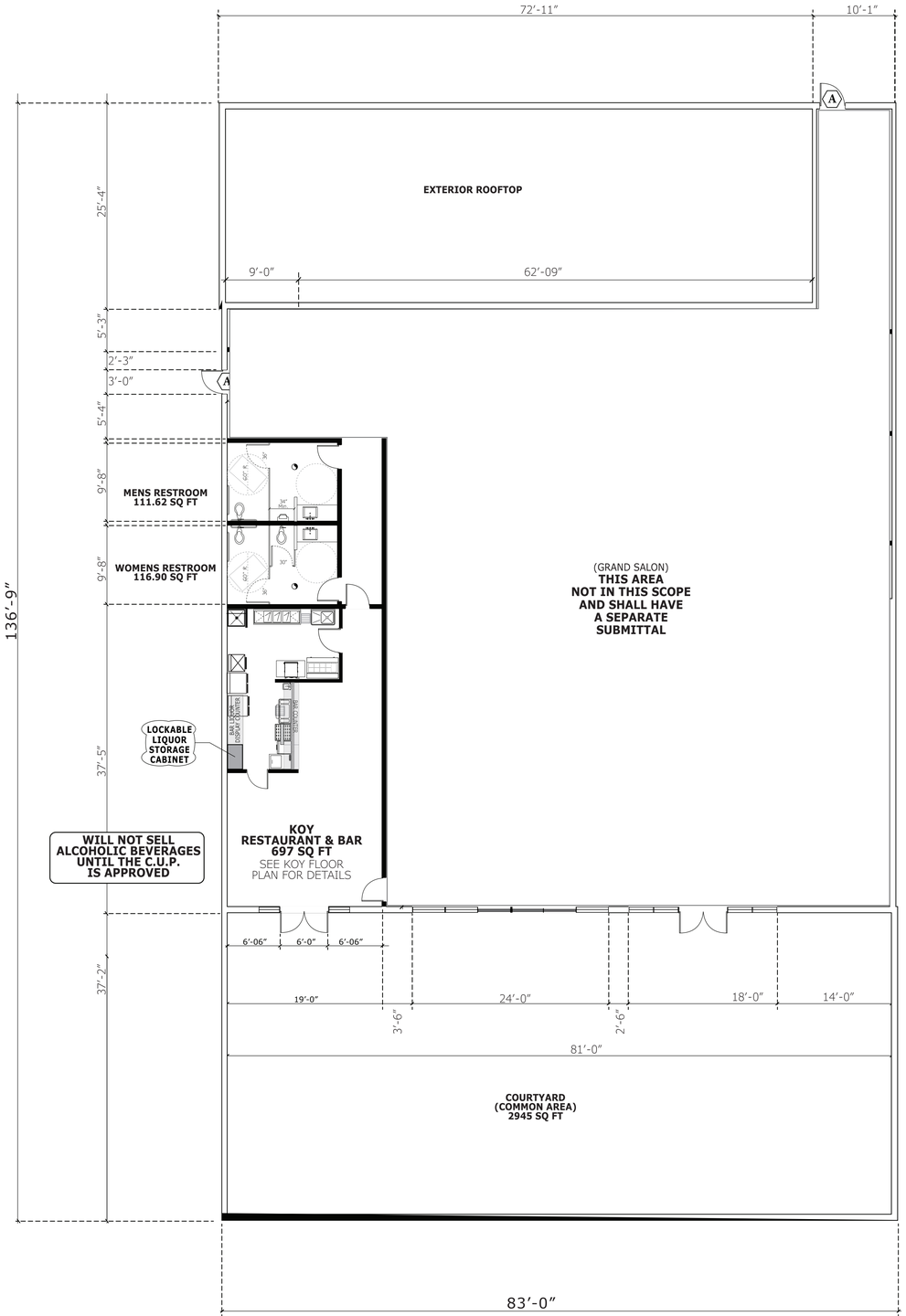
SHEET TITLE
SITE PLAN

DON SCHWEITZER
REGISTERED PROFESSIONAL ARCHITECT
EXPIRES 6/30/27
STATE OF CALIFORNIA

DON SCHWEITZER ARCHITECT

DATE: 2025-04-14
SCALE: AS NOTED
JOB #:
DRAWN BY: DRG
UPDATED 06/30/2025 - DRG

SHEET NUMBER
A2



FOR CITY/COUNTY USE ONLY

LEGEND

EXIST. WALL

NEW WALL

AES Solutions LLC

DESIGNER

DAVE GAMBOA
AES Solutions LLC
Long Beach, CA 90813
714-597-5560
Signed: 04/14/2025

OWNER:

B O S C
REALTY ADVISORS
888 W BIG BEAVER RD
TROY, MI 48048

BUSINESS:
SITE LOCATION

KOY RESTAURANT & BAR
441-B S.ASSOCIATED RD.
(2ND FLOOR)
BREA, CA 92821

K O Y

SHEET TITLE

KOY
RESTAURANT & BAR
FLOOR PLAN

DON SCHWEITZER
ARCHITECT

DATE: 2025-04-14
SCALE: AS NOTED
JOB #:
DRAWN BY: DRG

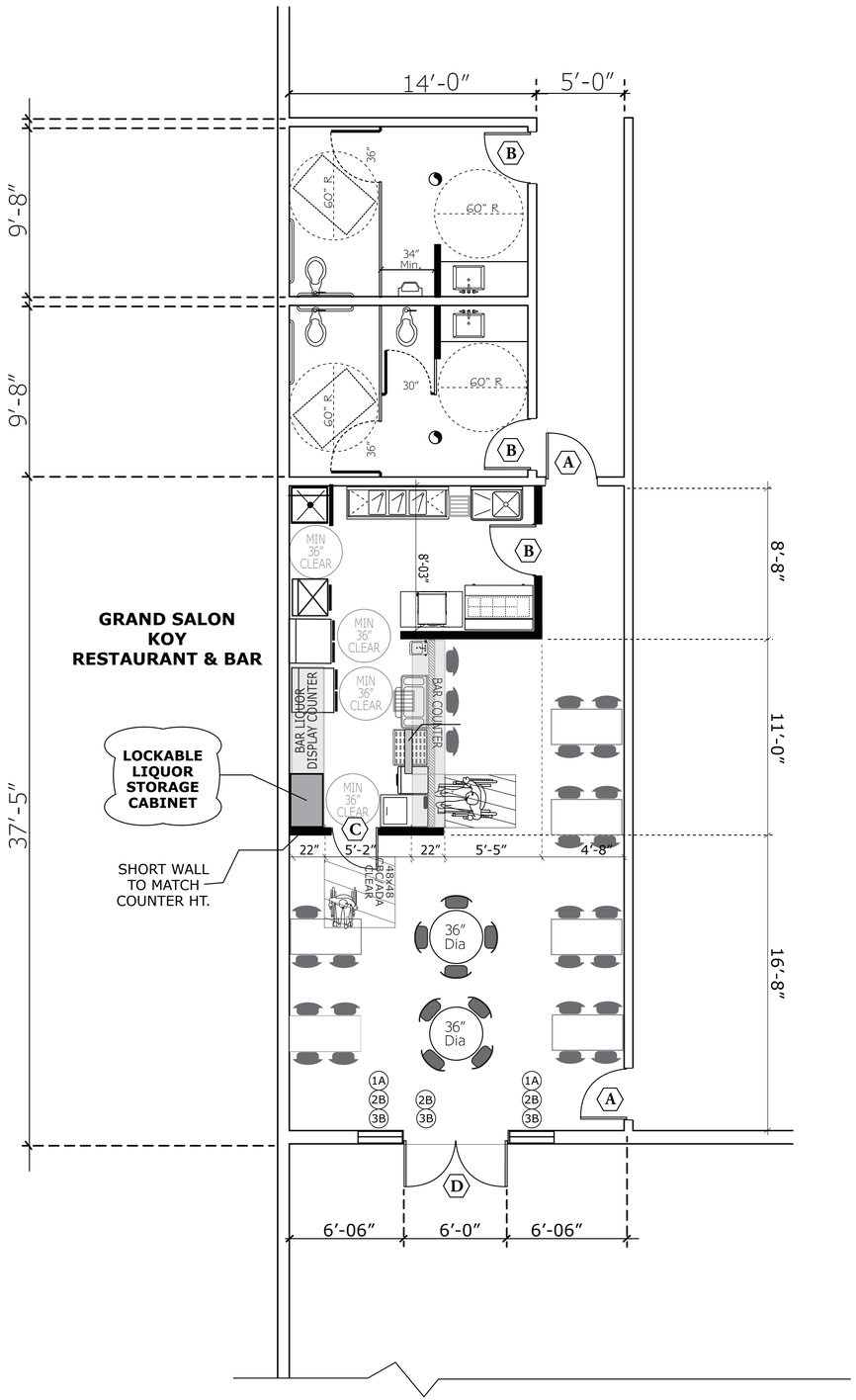
UPDATED 06/30/2025 - DRG

SHEET NUMBER

A5

KOY RESTAURANT & BAR - FLOOR PLAN

SCALE
1/8" = 1' 0"



FOR CITY/COUNTY USE ONLY

EXIST. WALL

NEW WALL

DOOR SCHEDULE

A	3°/6⁸ 5C ENTRY DOOR, PANIC BAR, KICK PLATE	NEW
B	3°/6⁸ H.C. DOOR W/LEVER LOCK/SELF CLOSER	NEW
C	3°/3° H.C. 1/2 HT BAR ACCESS DOOR, SELF CLOSER	NEW
D	6°/7° DBL ENTRY DOOR, PANIC BAR, KICK PLATE TEMPERED GLASS	NEW
E		
F		
G		

*** NOTE: ALL DOORS = MAX. 1/2"THRESHOLD. (EXIST. or NEW)

*** 1010.1.9.1 HARDWARE DOOR HANDLES, PULLS, LATCHES, LOCKS & OTHER OPERATING DEVICES ON DOORS REQUIRED TO BE ACCESSIBLE BY CHAPTER 11A OR 11B SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE.

WINDOW SCHEDULE

1A	2⁶/7° DP FIXED, TEMPERED	NEW
2B	2⁶/2° DP FIXED, TEMPERED (ABOVE WINDOW BELOW)	NEW
2B	3°/2° DP FIXED, TEMPERED (ABOVE GLASS DOOR BELOW)	NEW
3B	2⁶/4° DP FIXED, TEMPERED (ABOVE WINDOWBELOW)	NEW
3B	3°/4° DP FIXED, TEMPERED (ABOVE WINDOW BELOW)	NEW

OCCUPANCY

AREA	SF	FACTOR	OCC#
KITCHEN	122	1/200sf	1
BAR	98	1/200sf	1
SERVICE AREA	317	1/15sf	21
COUNTER SERVICE	11 L.F.	1/2 l.f.	6
STANDING SERVICE AREA	40 SF	1/5 sf	8
TOTAL	597		49

*For areas having fixed seating without dividing arms, the occupant load shall be not less than the number of seats based on one person for each 18 inches (457mm) of seating length. Per CBC 1004.6 Fixed Seating.

AES Solutions LLC

DESIGNER
DAVE GAMBOA
AES Solutions LLC
Long Beach, CA 90813
714-597-5560
Signed: 04/14/2025

OWNER:
B O S C
REALTY ADVISORS
888 W BIG BEAVER RD
TROY, MI 48048

BUSINESS:
SITE LOCATION
KOY RESTAURANT & BAR
441-B S.ASSOCIATED RD.
(2ND FLOOR)
BREA, CA 92821

K O Y

SHEET TITLE
GS KOY RESTAURANT & BAR FLOOR PLAN

DON SCHWEITZER ARCHITECT
REGISTERED PROFESSIONAL ARCHITECT
DON SCHWEITZER
C-26057
EXPIRES 6/30/27
STATE OF CALIFORNIA

DATE: 2025-04-14
SCALE: AS NOTED
JOB #:
DRAWN BY: DRG
UPDATED 06/30/2025 - DRG

SHEET NUMBER
A6

GS KOY RESTAURANT & BAR - FLOOR PLAN

SCALE
1/4" = 1' 0"

Public Convenience or Necessity (PCN) Request Letter

July 30, 2025

Re: Public Convenience or Necessity Letter – Koy Restaurant and Bar, 441 S. Associated Rd, Suite B, Brea, CA 92821 (Census Tract 218.14)

To Whom It May Concern,

Koy is strategically located at Brea Plaza, a vibrant commercial hub that includes prominent businesses such as Total Wine and Lucille's Smokehouse Bar-B-Que. This prime location attracts a diverse clientele seeking upscale dining, entertainment, and retail experiences, making it an ideal setting for Koy's unique vision. The site benefits from ample parking and high visibility, ensuring accessibility for both local residents and visitors to Brea's bustling commercial corridor.

Koy distinguishes itself with an upscale casual concept, offering a refined yet approachable atmosphere. Unlike nearby establishments focusing on traditional barbecue or retail, Koy introduces a primary membership-based model, prioritizing an exclusive, sophisticated experience while remaining open to the public based on availability. This hybrid approach ensures a curated guest experience while broadening access to our unique offerings, enhancing Brea's dining diversity.

The culinary program at Koy is curated by a former sous chef from the world-renowned three-star Michelin restaurant, The French Laundry. This high-caliber culinary leadership reinforces our commitment to offering a truly distinguished dining experience.

As a responsible operator, Koy Restaurant and Bar is committed to maintaining a safe and welcoming environment. We will implement rigorous staff training on responsible beverage service to prevent over-serving and ensure compliance with ABC regulations. Our establishment will feature advanced security measures, including multiple surveillance cameras and a state-of-the-art alarm system, to promote safety for patrons and the surrounding community.

By fostering a refined, lounge-centric ambiance rather than a party-focused environment, we aim to elevate the area's appeal as a destination for discerning diners and social gatherings. Granting Koy a full alcohol license will enhance the public convenience and necessity by enriching Brea's dining and entertainment landscape. Our curated beverage program, featuring craft cocktails, fine wines, and thoughtful pairings, will further contribute to the city's dynamic hospitality offerings.

Koy is located within Census Tract 218.14, where ABC guidelines suggest a maximum of 10 on-sale alcohol licenses. However, there are currently 21 active on-sale licenses in the tract.

Importantly, only 4 of these are Type 47 licenses, which are specifically tied to bona fide eating establishments like Koy. Our application will be the fifth Type 47, supporting a controlled, restaurant-based alcohol service rather than a bar or nightlife-focused model.

Koy will primarily serve the clientele of The Grand, a high-end, full-service beauty salon established in 1991 in the City of Brea. The Grand has built a loyal base of nearly 30,000 local clients from the surrounding areas, providing Koy with an immediate and consistent guest audience seeking elevated experiences in a familiar and trusted setting.

Thank you for your consideration.

Sincerely,

Son Mai

President

Koy

CITY OF BREA

PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR CONDITIONAL USE PERMIT NO. 2025-10: TO ALLOW FOR THE ON-SITE SALE AND CONSUMPTION OF ALCOHOLIC BEVERAGES (TYPE 47 LICENSE) WITH A DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY AT A NEW RESTAURANT (KOY RESTAURANT & BAR) LOCATED AT 441 SOUTH ASSOCIATED ROAD, UNIT B.

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 OF HEARING: **Tuesday, August 26, 2025, 6:00 p.m.**
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

REQUEST: The Applicant, Son Mai, on behalf of Grand Salon & Spa, Inc., is requesting the following entitlement: Conditional Use Permit No. 2025-10 to allow for the on-site sale and consumption of beer, wine, and distilled spirits at a new restaurant (Koy Restaurant & Bar). The request would require a Type 47 license (On-Sale General - Eating Place) from the California Department of Alcoholic Beverage Control (ABC). The Project also includes a request for determination of Public Convenience or Necessity (PCN).

LOCATION: The Project site is located at 441 South Associated Road, Unit B, within an existing 15.5-acre shopping center known as Brea Plaza. The Project site is located on the second floor of Building E, in an approximately 697-square-foot tenant space with shared access to an adjacent commercial space. The Project site has a General Plan Land Use Designation of Mixed Use II and Zoning Designation of Mixed-Use II (MU-II).

ENVIRONMENTAL: The Project has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15301 (Class 1).

IF YOU CHALLENGE THE 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.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planner@cityofbrea.gov.

COMMUNITY DEVELOPMENT DEPARTMENT

Joanne Hwang, AICP, City Planner

AREA MAP

CEQA NOTICE OF EXEMPTION

TO: Orange County Clerk-Recorder
601 N. Ross Street
Santa Ana, CA 92701

FROM City of Brea
Community Development Department
1 Civic Center Circle
Brea, CA 92821

PROJECT TITLE/CASE NO.:	**CONDITIONAL USE PERMIT NO. 2025-10: TYPE 47 LICENSE WITH A DETERMINATION OF PUBLIC CONVENIENCE OR NECESSITY AT A NEW RESTAURANT (KOY RESTAURANT & BAR).**
PROJECT LOCATION:	441 South Associated Road, Unit B, Brea, CA 92821
PROJECT DESCRIPTION:	To allow for the on-site sale and consumption of beer, wine, and distilled spirits with a request for determination of Public Convenience or Necessity in a new 697 square feet restaurant that is located in a Mixed-Use II Zone.
Name of Public Agency Approving Project:	City of Brea
Project Applicant, Address, E-mail, Phone Number:	Son Mai of Grand Salon & Spa, Inc 445 South Associated Road Brea, CA 92821 son@maienterprise.com | 714-791-8707

Exempt Status: ***(Check one)***

- ☐ Ministerial
- ☐ Declared Emergency
- ☐ Emergency Project
- ☒ Categorical Exemption *(Sec. 15301)*
- ☐ Statutory Exemption
- ☐ Other:

Reason why project is exempt: The Class 1 exemption applies to the operation, repair, maintenance, permitting, leasing, licensing or minor alteration of existing public or private structures and facilities, involving negligible or no expansion of existing or former use. The Class 1 exemption applies to the Project because the proposed on-site sale and consumption of alcoholic beverages at the Project site is limited to adding an ancillary service to a restaurant use and does not include physical expansions or modifications of the building other than the planned tenant improvements. Therefore, the Project is categorically exempt from the provisions of CEQA.

Jason Killebrew, ***Assistant City Manager/Community Development Director*** **Date**

DRAFT

CITY of BREA

Communication
August 26, 2025
Item No. 3B.

Certificate of Compatibility No. 2024-02

TO	PREPARED BY
Chair and Members of the Planning Commission	Esteban Rubiano, Assistant Planner
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Joanne Hwang, City Planner	Kristin Griffith, City Manager

EXECUTIVE SUMMARY

The Applicant, Tony Vega, is requesting a Certificate of Compatibility to allow the construction of a new accessory dwelling unit (ADU) above a new garage that would exceed the maximum height limit permitted for an ADU by 6'-2" (16' allowed, 22'-2" proposed), located at 414 Sievers Avenue, in the R-1 Single Family Residential Zone.

The above-mentioned entitlement herein is referred to as the "Project."

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution (Attachment A) taking the following actions:

1. Find the Project exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303; and,

2. Approve Certificate of Compatibility (COC) No. 2024-02 to allow a new ADU located above a new detached garage to exceed the maximum height limit by 6'-2", based on the findings and conclusions in the attached Resolution (Attachment A), and subject to the recommended Conditions of Approval (Attachment B).

BACKGROUND

Project Location

The Project site, 414 Sievers Avenue, is located on Sievers Avenue, between Date Street and Elm Street. The Project site is approximately 7,000 square feet in size and is currently developed with a single-family dwelling unit that is approximately 1,063 square feet. The lot is a traditional rectangular single-family residential parcel, measuring roughly 50 feet in width by 140 feet in depth. Ingress and egress to the Project site are provided by Sievers Avenue and a public alley located east of the Project site. The Project site has a General Plan Land Use designation of Low Density Residential and zoning designation of Single Family Residential (R-1). The surrounding land uses and zoning designation are shown in Table 1 and 2 below and the aerial view of the Project site is Figure 1 below.

TABLE 1 – SURROUNDING LAND USES

North	Single-family residences, multi-family residences (apartments), and a religious facility
East	Single-family residences
South	Single-family residences
West	Single-family residences

TABLE 2 – SURROUNDING ZONING DESIGNATIONS

North	R-1 and Multiple Family Residential (R-3)
East	R-1
South	R-1
West	R-1

FIGURE 1 – AERIAL VIEW OF THE PROJECT SITE

Entitlement History

- In early 2023, the former two-story detached accessory structure located at the rear of the Project site, which included a garage and a dwelling unit suffered severe fire damage and was subsequently demolished.

The Technical Background Summary and the Vicinity Map are provided as Attachment C and D, respectively.

PROJECT DESCRIPTION

The applicant proposes the construction of a new two-story, detached accessory structure consisting of a 1,200 square-foot ADU above a 1,200 square-foot, four-car garage. The Project would replace a former garage and a dwelling unit that sustained extensive fire damage and was subsequently demolished. The new construction would be located at the rear of the property, directly abutting an existing alleyway, which would provide vehicular access to both the primary residence and the proposed ADU.

The ground floor includes four parking spaces, an enclosed trash area, and a dedicated storage room. The second floor contains a two-bedroom ADU with a combined living, kitchen, and dining areas, a full bathroom, and an exterior stairway providing independent access from the alley. The proposed building footprint measures approximately 40 feet in width and 24 feet in depth, with a rear setback of 19 feet 9 inches from the alley to allow for additional off-street parking. The overall building height is approximately 22 feet 2 inches to the roof ridge, which exceeds the maximum height limit of 16 feet stated under the development standards for ADUs by 6'-2" (16' allowed, 22'-2" proposed). Figure 2 and 3 are the proposed Site Plan and Floor Plans, respectively.

FIGURE 2 – PROPOSED SITE PLAN

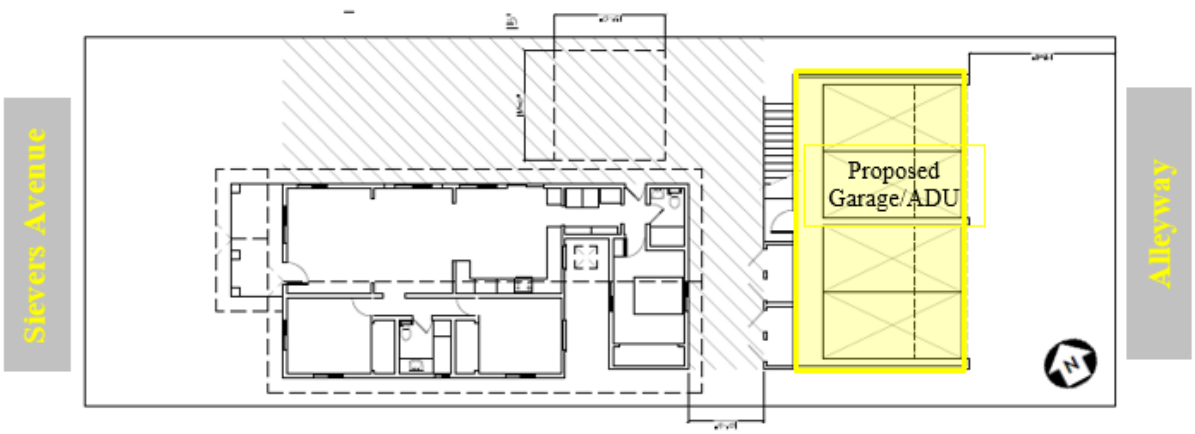
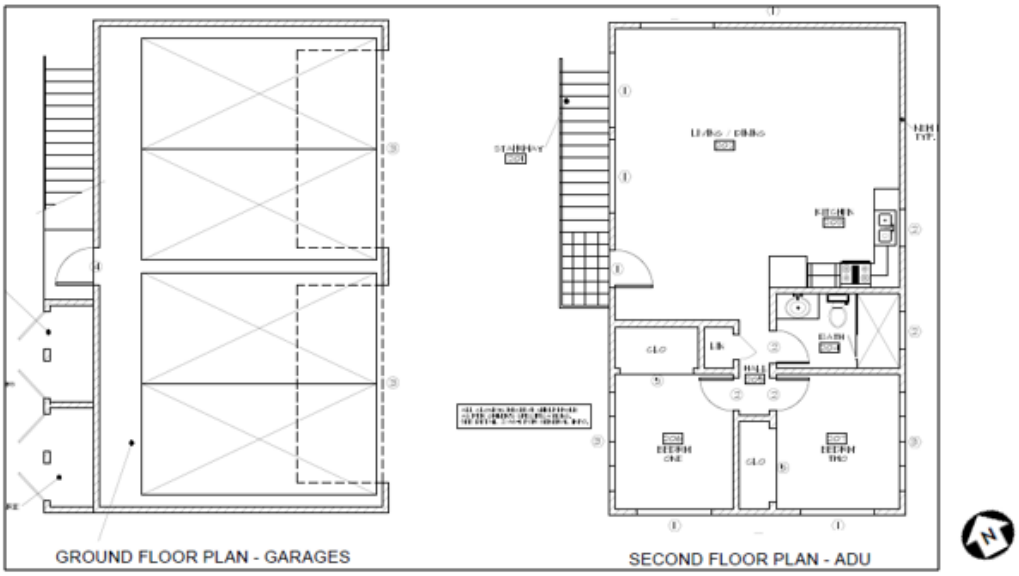


FIGURE 3 – PROPOSED FLOOR PLANS



Exterior finishes would consist of smooth stucco walls and shingle roofing, with colors to match the main dwelling unit. The Project has been designed to integrate with the existing residential property while enhancing site functionality by providing additional enclosed parking and secure storage.

The Project Plans and Project Application are Attachments E, and F, respectively.

DISCUSSION

Certificate of Compatibility No. 2024-02: Exceeding Maximum Height for ADU

Pursuant to Brea City Code (BCC) Section 20.52.040.K, ADUs that do not conform to the development standards specified in Table 20.52.040.A may be permitted with a Certificate of Compatibility, subject to Planning Commission approval. The proposed ADU, while exceeding the maximum height limit by 6'-2", is consistent with the overall massing, scale, and use patterns of the surrounding neighborhood. As shown in Figure 4 – Surrounding Properties, several nearby properties feature a similar configuration with a primary residence at the front of the lot and a detached garage with an upper-level ADU at the rear, many of which also exceed the maximum height standard for accessory structures and/or ADUs. The Project's proposed location at the rear of the property, abutting an alley, would reduce its visibility from the public street and, and combined with the 19-foot 9-inch rear setback, would also lessen potential impacts on neighboring properties.

FIGURE 4 – SURROUNDING PROPERTIES

The two-story form would be consistent with other rear lot garage/ADU configurations commonly seen in the area, ensuring the scale and massing remain in harmony with the established residential context. As proposed, the placement of the new structure in the rear preserves the existing orientation of the main residence along Sievers Avenue while optimizing site functionality. Aesthetically, the Project would integrate well with the neighborhood's character, and contribute to the City's housing goals by adding a residential unit without altering the community's established character.

To further ensure the Project would be compatible with surrounding uses and not adversely affect the public, health or general welfare, draft Conditions of Approval is recommended (Attachment B). Therefore, the Project, as proposed and conditioned, is not anticipated to negatively affect the health and safety of the surrounding neighborhood.

PUBLIC NOTICE AND COMMENTS

This Project was noticed in accordance with the City's public noticing requirements, which involved mailed notices sent to property owners within 500-feet of the Project site, and publication in the Brea Star-Progress. The public hearing notice for this Project is provided as Attachment G. As of the writing of this report, staff has not received public comments.

ENVIRONMENTAL ASSESSMENT

The project has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303. The Class 3 exemption is applicable to new construction of small structures, such as a "second dwelling unit." The Project proposes construction of a new ADU in a residential zone. Therefore, the Project is categorically exempt from the provisions of CEQA. The draft Notice of Exemption is Attachment H.

CONCLUSION

For the reasons discussed above and the information attached to this report, the Project would conform with all the requirements of the General Plan and the provisions of the BCC. The proposed recommendation would not have an adverse effect on the public, health, safety, or general welfare. Therefore, staff recommends approval of the Project.

Attachments

Attachment A - Draft Resoltion Certificate of Compatibility No. 2024-02.pdf
Attachment B - Draft Conditions of Approval.pdf
Attachment C - Technical Background.pdf
Attachment D - Vicinity Map.pdf
Attachment E - Project Plans.pdf
Attachment F - Project Application.pdf
Attachment G - Revised Public Hearing Notice.pdf
Attachment H - Draft Notice of Exemption.pdf

(DRAFT) RESOLUTION NO. PC 20XX-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CERTIFICATE OF COMPATIBILITY NO. 2024-02: TO ALLOW A NEW ACCESSORY DWELLING UNIT LOCATED ABOVE A NEW DETACHED GARAGE TO EXCEED MAXIMUM HEIGHT LIMIT, LOCATED AT 414 SIEVERS AVENUE.

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval of Certificate of Compatibility No. 2024-02 to allow the construction of a new accessory dwelling unit (ADU) above a new garage that would exceed the maximum height limit permitted for an ADU by 6'-2" (referred to herein as the "Project") for that certain real property located at 414 Sievers Avenue, in the City of Brea, and further legally described as Assessor Parcel Number 284-252-21, as shown in the latest records of the County of Orange Assessor's Office.

(ii) The Project applicant is Tony Vega, 414 Sievers Avenue, Brea, CA 92821.

(iii) The Project site is zoned Single Family Residential (R-1) and designated as Low Density Residential by the General Plan.

(iv) Certificate of Compatibility No. 2024-02 would allow the construction of a new ADU unit above a new garage that would exceed the maximum height limit permitted for an ADU by 6'-2".

(v) On August 26, 2025, the Planning Commission held a duly noticed public hearing on the Project, during which it received and considered all evidence and testimony presented prior to adoption of this resolution.

(vi) 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 California Environmental Quality Act (CEQA) Guidelines, and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303. The Class 3 exemption is applicable to new construction of small structures, such as a "second dwelling unit." The Project proposes construction of a new ADU in a residential zone. Therefore, the Project is categorically exempt from the provisions of CEQA.

3. The Commission further finds in consideration of Certificate of Compatibility No. 2024-02 as follows:

a. Finding: The proposed accessory dwelling unit is compatible with land planning, architecture, aesthetics, and economic cohesiveness within the surrounding neighborhood.

Fact: The proposed ADU is consistent with the massing, scale, and use patterns of the surrounding neighborhood, where similar rear-lot garage/ADU configurations are common. Located at the rear of the property adjacent to an alley, the structure's placement in the rear yard and 19-foot 9-inch setback reduce visibility from the street and minimize potential impacts on surrounding neighborhood, while preserving the primary residence's orientation along Sievers Avenue. Its two-story form complements comparable

developments in the area, maintaining harmony with the established residential context. Aesthetically, the ADU would integrate with the neighborhood character and contribute to the City's housing goals without altering community identity.

4. Certificate of Compatibility No. 2024-02 is hereby approved, subject to the conditions of approval found in Exhibit A of this resolution.

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

ADOPTED AND APPROVED this 26th day of August, 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, 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 26th day of August, 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 26th day of August, 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

DRAFT

EXHIBIT A OF RESOLUTION NO. 20XX-XX
Certificate of Compatibility No. 2024-02

CONDITIONS OF APPROVAL

Certificate of Compatibility No. 2024-02 is hereby approved, subject to the conditions as set forth herein:

Planning Division – Community Development Department

1. Development and operations shall occur in substantial compliance with the plans and documents reviewed and approved by the Planning Commission on August 26, 2025, which include a site plan, floor plan, and elevations on file with the Planning Division, the conditions contained herein and all applicable Federal, State, County and local regulations. The City Planner may approve minor modifications to the approved project plans.

2. The Applicant shall prepare and submit a digital copy (suitable for archival storage) of the final plans and specifications to the Brea Planning Division prior to the issuance of any building permits for the development.

3. The Applicant is responsible for paying all charges related to the processing of the Project within 30 days of the issuance of the final invoice or prior to the issuance of building permits for the Project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

4. Any permit is subject to expiration and revocation as provided in BCC Section 20.412.020, and such provisions are specifically made a part hereof without negating the applicability of any other provision of this resolution or any other law.

5. To the fullest extent permitted by law, the Applicant shall defend, indemnify, and hold harmless the City, and its elected officials, officers, contractors serving as City officers, agents, and employees (“Indemnitees”) from and against all causes of action, claims, costs, damages, demands, expenses (including fees of accountants, attorneys, and other professionals), judgments, liens, losses, penalties, and proceedings of any nature whatsoever arising out of or related to: (i) the City’s California Environmental Quality Act review and environmental determination for this permit; (ii) the City’s approval of this permit; or (iii) the exercise of rights granted by this permit. In the event of a lawsuit, the Applicant shall execute a joint defense and indemnity agreement to satisfy these defenses, indemnity, and hold harmless obligations. The joint defense and indemnity agreement shall be in a form approved by the City Attorney, and shall require the Applicant to post and replenish a cash deposit to cover legal fees, costs, and expenses incurred by the City in connection with defense of the lawsuit.

Building and Safety Division – Community Development Department

6. All designs shall comply with the Codes adopted at the time of permit submittal. Currently the 2022 CA Residential, Building, Mechanical, Electrical, Plumbing, Cal Green, Energy, Fire Codes, ICC Property Maintenance Code, City of Brea Municipal Code & Ordinances.

7. A geotechnical Investigation report shall be provided, upon formal submittal to Building & Safety Division. CBC2022 Sec 1803, CRC2022 Sec R401.4.1.1.1

8. Upon formal submittal provide a walkway leading to the proposed ADU entrance. The walkway shall be paved and clearly accessible from the public right-of-way.

9. Existing garage demolition requires a separate permit and it shall be submitted concurrently with the ADU.

10. Photovoltaic (Solar) system & energy storage system is required, and it shall be submitted under a separate building permit.

11. A boundary survey and corners staking shall be provided during the first building inspection. The boundary survey and corner staking shall be performed by a licensed professional civil engineer or surveyor registered in the State of California.

12. Full project review shall be conducted when complete construction documents are submitted to the Building & Safety Division.

13. Additional requirements may be imposed when the Project is submitted for Building & Safety Division plan check review and approval. All required applications and documents shall be submitted to Building@cityofbrea.gov.

TECHNICAL BACKGROUND

Case No:	Certificate of Compatibility (COC) No. 2024-02
Property Location:	414 Sievers Avenue
Parcel Size:	7,000 square-feet
Building Size:	1,200 square-feet
Applicant:	Tony Vega 414 Sievers Avenue Brea, CA 92821
General Plan Designation:	Low Density Residential
Zoning Designation:	R-1 Single Family Residential
Adjacent Zoning	
North:	R-1 and R-3 Multiple Family Residential
South:	R-1
West:	R-1
East:	R-1
Site and Neighborhood Characteristics:	The Project site, located at 414 Sievers Avenue, is located on Sievers Avenue, between Date and Elm Streets. The site is surrounded by Single Family Residences with Multiple Family Residences and a Religious facility closely to the North.
Public Hearing Notices and Outreach:	Legal Notice was published in the Brea Star-Progress on August 14, 2025, and approximately 94 notices were sent to all property owners within a 500-foot radius of the subject property on August 13 and 14, 2025.

SUBJECT PROPERTY AND VICINITY MAP

DATE: August 26, 2025

CASE NO:
ACCELA RECORD NO. PLN-2024-00063
CERTIFICATE OF COMPATIBILITY NO. 2024-02

ROOM ADDITION TO:

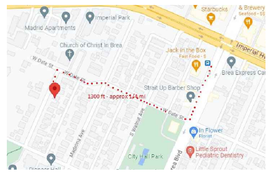
414 SIEVERS AVENUE
BREA, CA 92821

PROJ. DESCRIPTION

THE PROJECT CONSISTS OF REPLACEMENT GARAGES FOR A FIRE (DEMOLITION OF REMAINS; ADDITIONAL GARAGES PROVIDED) AND A NEW ACCESSORY DWELLING UNIT ABOVE THE GARAGES. THERE IS NO WORK PLANNED FOR THE MAIN HOUSE OF ANY KIND.

HIGH FIRE ZONE:	NO
METHANE ZONE:	NO
LIQUIFACTION ZONE:	NO
FLOOD ZONE:	NO

PUBLIC TRANSPORT



PREVAILING SETBACK

AS THE PROJECT IS ENTIRELY IN THE REAR OF THE PROPERTY, THERE IS NO PREVAILING SETBACK CONDITION TO CONSIDER.

PROJECT INFORMATION

LOT AREA:	7,000 SF (0.1607 ACRES)
EXISTING 1ST FLR AREA:	1,063 SF (MEASURED)
GARAGE	000 SF (BURNED)
PROPOSED:	
ROOM ADDITION	255 SF
ADU (PHASE I)	960 SF
TOTAL LIVING AREAS	1,243 SF + 980 SF ADU

(SEE OTHER PLAN SET FOR PROPOSED GARAGE REPLACEMENT / ADU)

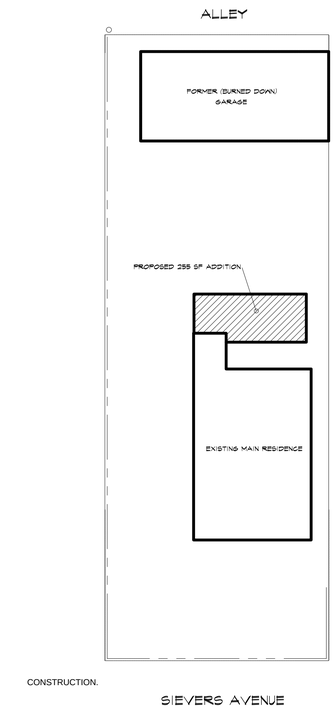
LOT COVERAGE RATIO: 17.76%
(988+255 = 1243/7000 = 0.279)

FLOOR AREA RATIO: 17.76%
(SAME RATIO)

ALLOWABLE FLOOR AREA RATIOS ARE NOT RELATED TO OTHER PLAN SET - ADU-GARAGE

.

GENERAL SITE LAYOUT



CONSTRUCTION.

* DIAGRAM ONLY! SEE ENLARGED SITE PLAN FOR ADD'L INFO

ELECTRONIC STAMP AREA

DRAWING INDEX

A0-0	COVER SHEET
A0-1	GENERAL NOTES
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A0-3	BEST MANAGEMENT PRACTICES (BMP) 1
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A1-1	SITE PLAN, ROOF PLAN
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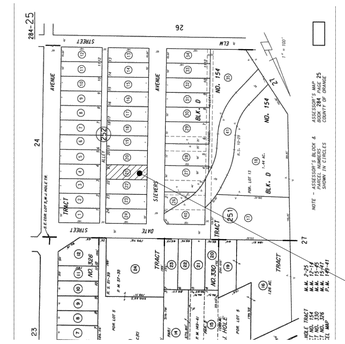
ENM	ENERGY SHEET - MANDATORY MEASURES
VARIOUS	TITLE 24 ANALYSIS SHEETS
V	TYPE V GENERAL PRESCRIPTIVE WOOD CONSTRUCTION
S	STRUCTURE

AERIAL MAP

PARCEL MAP 4303-013-008



PROJECT NOTES

ZONING MAP (R1 SFR)

GOVERNING AGENCY:

CITY OF BREA, CA
1 CIVIC CENTER CIRCLE
(714) 990-7600

CODES USED: CONTRACTOR TO CONFIRM
2022 CALIFORNIA RESIDENTIAL CODE (CRC), 2022 CALIFORNIA BUILDING CODE(CBC), 2022 CALIFORNIA MECHANICAL CODE (CMC), 2022 CALIFOORNIA PLUMBING CODE (CPC), 2022 CALIFORNIA ELECTRIC CODE (CEC), 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE, 2022 CALIFORNIA ENERGY STANDARDS, APPLICABLE CITY ORDINANCES, 2022 CALIFORNIA FIRE CODE (CFC.

ZONE: R1 (PER WEBSITE / MAP LEGEND)
OCCUPANCY GROUP: R3
USE: SINGLE FAMILY
TYPE: V-B
HEIGHT: 30' MAX - NON-SPRINKLERED (SAME AS MAIN HOUSE)
CITY OF BREA (92821) - CLIMATE ZONE 8 (FROM TABLE)

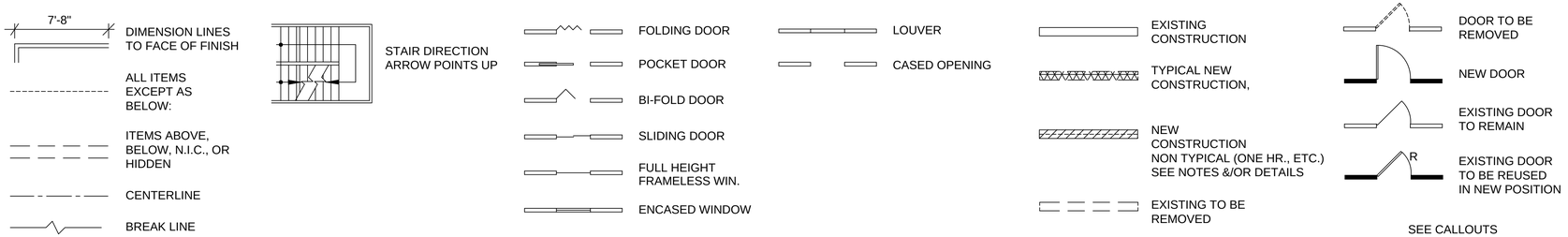
IMPORTANT NOTE! - REGARDLESS OF THE CONTENT OF THESE DRAWINGS, CONTRACTOR IS REQUIRED TO BUILD ACCORDING TO CURRENT APPLICABLE LAWS AND IS THEREFORE RESPONSIBLE TO VERIFY CODE INFORMATION. REPORT ANY DISCREPANCIES DISCOVERED IMMEDIATELY TO OWNER.

NO SURVEY WAS MADE OF THE PROPERTY. THE PROJECT BOUNDARIES ARE NOT NEAR SETBACK LIMITS.CONTRACTOR MUST VERIFY CONSTRUCTION LIMITS BY SURVEY IF NECESSARY FOR BOTH VERTICAL AND HORIZONTAL CONTROL. THE MAXIMUM HEIGHT AT PEAK OF RIDGE IS LIMITED TO ____.

DRAFTING CONVENTION NOTES

1. PRECEDENCE. LARGE SCALE DRAWINGS TAKE PRECEDENCE OVER SMALL SCALE DRAWINGS. DETAILS TAKE PRECEDENCE OVER ALL. NOTIFY ARCHITECT OF CONFLICTS OR DISCREPANCIES IN WRITING.
2. DIMENSION CONVENTIONS:
   a) HORIZONTAL DIMENSIONS ARE SHOWN FROM FACE OF FINISH, UNLESS OTHERWISE NOTED.
   b) DIMENSIONS NOTED "CLEAR" OR "CLR." MUST BE PRECISELY MAINTAINED: ALLOWING FOR THICKNESS OF MATERIALS.
   c) DIMENSIONS ARE NOT ADJUSTABLE WITHOUT OWNER'S APPROVAL, UNLESS NOTED.
   d) DIMENSIONS TO EXTERIOR WINDOW WALL ARE TO INSIDE FINISHED FACE OF THE WALL, UNLESS OTHERWISE NOTED.
   e) DIMENSIONS TO EXTERIOR GLAZING ARE TO THE INSIDE FACE OF THE EXTERIOR GLAZING.
   f) VERTICAL DIMENSIONS ARE FROM THE TOP OF THE FINISHED FLOOR, UNLESS OTHERWISE NOTED.
   g) DO NOT SCALE DRAWINGS. IF ANY ITEM OF WORK CANNOT BE LOCATED, DO NOT PROCEED WITH THE WORK BEFORE CLARIFYING WITH OWNER.
   h) VERIFY DIMENSIONS MARKED "V.I.F." PRIOR TO START OF CONSTRUCTION. REPORT INCONSISTENCIES TO OWNER.
3. DEFINITION OF TERMINOLOGY:
   a) "TYPICAL" MEANS IDENTICAL FOR ALL CONDITIONS, UNLESS OTHERWISE NOTED.
   b) "SIMILAR" MEANS COMPARABLE CHARACTERISTICS FOR THE CONDITIONS NOTED. VERIFY DIMENSIONS AND ORIENTATION ON PLANS AND ELEVATIONS.
   c) "PROVIDE" MEANS FURNISH AND INSTALL, COMPLETE AND IN PLACE.
   d) "FURNISH" MEANS FURNISH ONLY, INSTALLATION BY GENERAL CONTRACTOR UNLESS OTHERWISE NOTED.
   e) "INSTALL" MEANS PUT INTO PLACE, SUPPLIED BY GENERAL CONTRACTOR UNLESS OTHERWISE NOTED.
   f) "ALIGN" MEANS ACCURATELY LOCATE FINISH FACES IN THE SAME PLANE.

DRAFTING CONVENTIONS



LEGAL DESCRIPTION IN DETAIL
TRACT # 0000 LOT 00

INITIAL SET: 01 20 2025

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1	4/6/2025

Interim Revisions

COVER SHEET

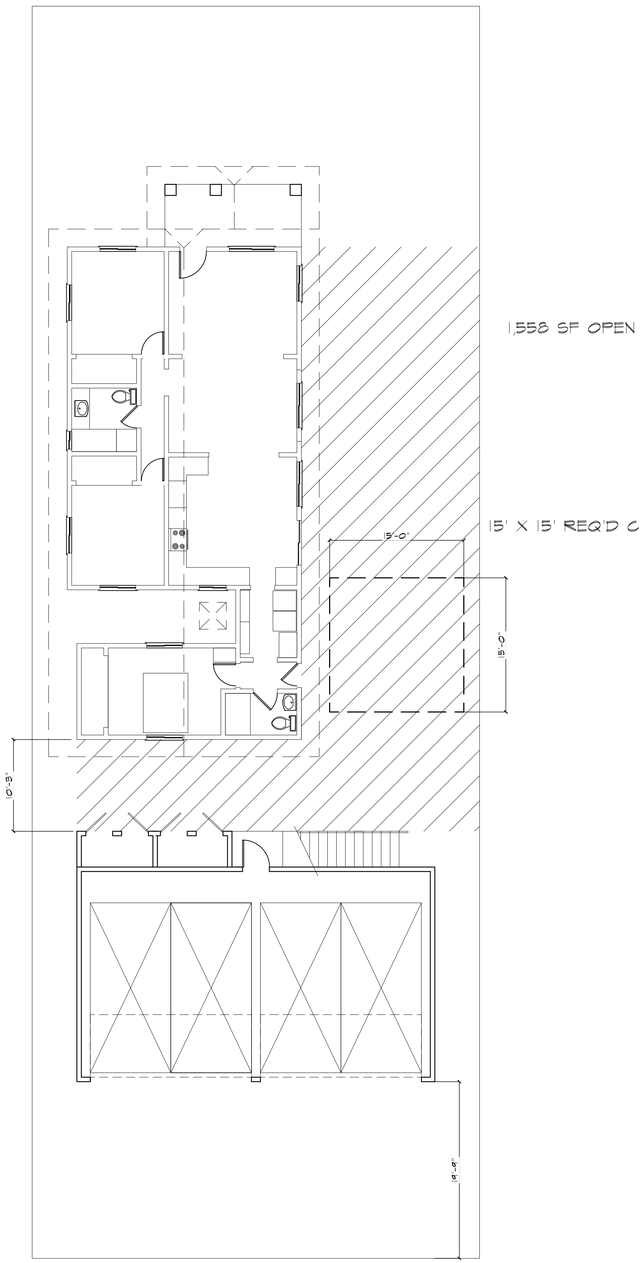
1 BLD-2025-00321

PACIFIC SOUTHLAND- DESIGN DIVISION
JIM VENTURA - 714-299-7325
22937 ARLINGTON AVENUE, STE 204
TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
414 SIEVERS AVENUE
BREA, CA 92821
562-237-8584

As Built	
Approved	
Submission	
Design Ckd	01/15/2025
Start	01/19/2025
Drawn	JAV

A0-0

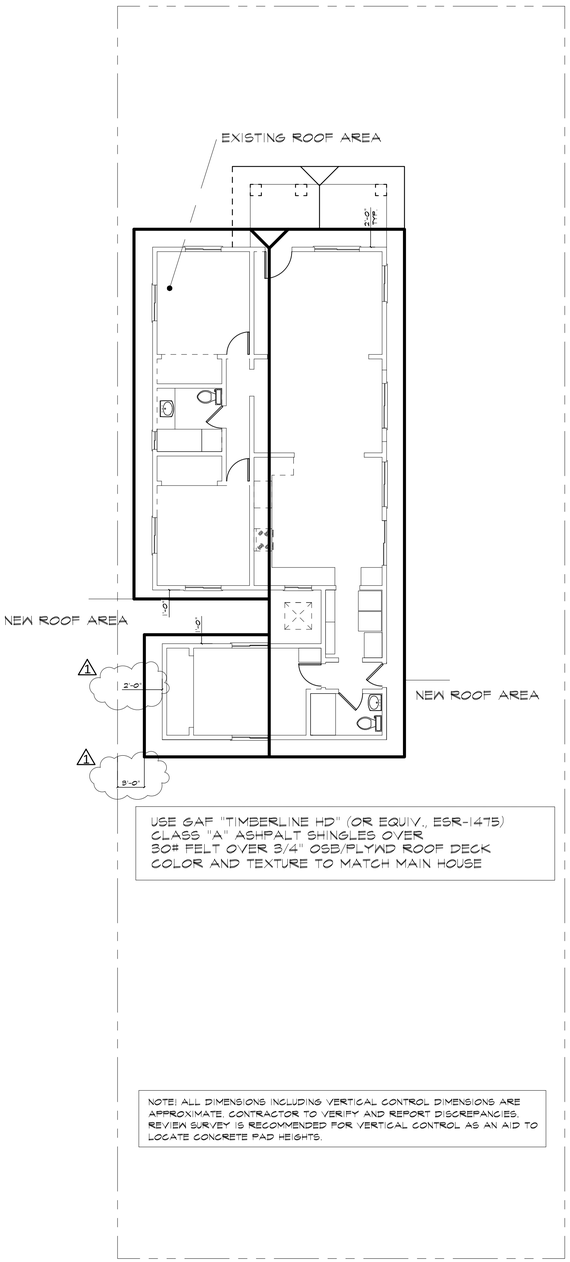


CALCULATIONS / DISCUSSION:

SEE ABOVE, SHOWING CONTIGUOUS 15' X 15' MINIMUM AREA, WHICH IS WITHIN A CONTIGUOUS 1,000 SF REQUIRED AREA (SHOWN HATCHED). REQUIRED REAR SETBACK W/ 25% EXEMPTION, 17'-3", WHICH ALLOWS FOR ADD'L CARS TO PARK OFF THE ALLEY BEHIND THE GARAGES. CALCULATION: REQUIRED REAR YARD 25'X50' (1,250 SF) LESS 25% (312.5 SF) ALLOWABLE ENCROACHMENT, AT THE 40' WIDTH OF OUR PROPOSED STRUCTURE A 7'-4" ENCROACHMENT INTO THE 25' WOULD BE ALLOWED ("7.75' x 40' = (APPROX.) 312.5 SF. THEREFORE, A MINIMUM REQUIRED SETBACK OF 17'-3" (25'-0" - 7'-4") IS REQUIRED. IN ORDER TO UTILIZE THE SPACE BEST, OWNER ELECTS A SETBACK OF A GREATER AMOUNT, 19'-9", TO ALLOW FOR A FULL DEPTH PARKING SPACE BEHIND THE GARAGES, AS DEPICTED ABOVE.

PLANNING - SITE PLAN / FLOOR PLAN W/ ROOF LAYOUT - PHASE 1&2 1/8" = 1'-0"

SHOWS COMPLETED PHASE 1 & 2 IN COMPLETED STATE, FLOOR / SITE

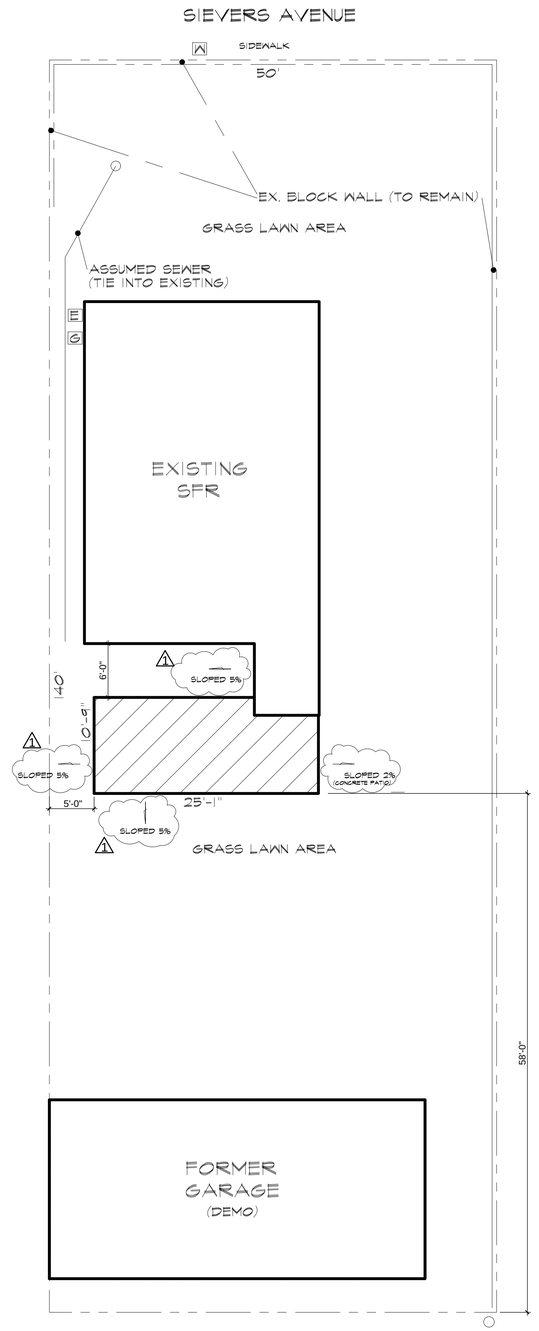


USE GAF "TIMBERLINE HD" (OR EQUIV., ESR-1475)
CLASS "A" ASHPALT SHINGLES OVER
30# FELT OVER 3/4" OSB/PLYND ROOF DECK
COLOR AND TEXTURE TO MATCH MAIN HOUSE

NOTE! ALL DIMENSIONS INCLUDING VERTICAL CONTROL DIMENSIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY AND REPORT DISCREPANCIES. REVIEW SURVEY IS RECOMMENDED FOR VERTICAL CONTROL AS AN AID TO LOCATE CONCRETE PAD HEIGHTS.

SITE PLAN - FLOOR PLAN / ROOF LAYOUT 1/8" = 1'-0"

ADDITION TO BE BUILT FIRST - POST-DEMO CURRENT CONSTRUCTION CONDITION



A CITY OF BREA PUBLIC WORKS ENCROACHMENT PERMIT SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION OR CONSTRUCTION STAGING WITHIN THE PUBLIC RIGHT-OF-WAY OR WITHIN ANY PUBLIC EASEMENT AREAS.

SITE PLAN - W/ EXISTING SITE LAYOUT 1/8" = 1'-0"

ADDITION TO BE BUILT FIRST - THEREFORE SHOWING CURRENT CONDITION FOR ADDITION CONSTRUCTION

(TRUE NORTH) (REFERENCE NORTH)

ROOF AND SITE PLANS 1/8" = 1'-0"

NOTE! ORIENTATION TO NORTH CHANGES FROM FLOOR PLAN DRAWINGS ON THIS SHEET!

7	
6	
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1	4/6/2025

Interim Revisions

SITE DEMO PLAN
OVERALL SITE PLAN

BLD-2025-00321

DESIGNER:
PACIFIC SOUTHLAND- DESIGN DIVISION
JIM VENTURA - 714-299-7325
2430 TORRANCE BL. #F, TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
414 SIEVERS AVENUE
BREA, CA 92821
562-237-8584

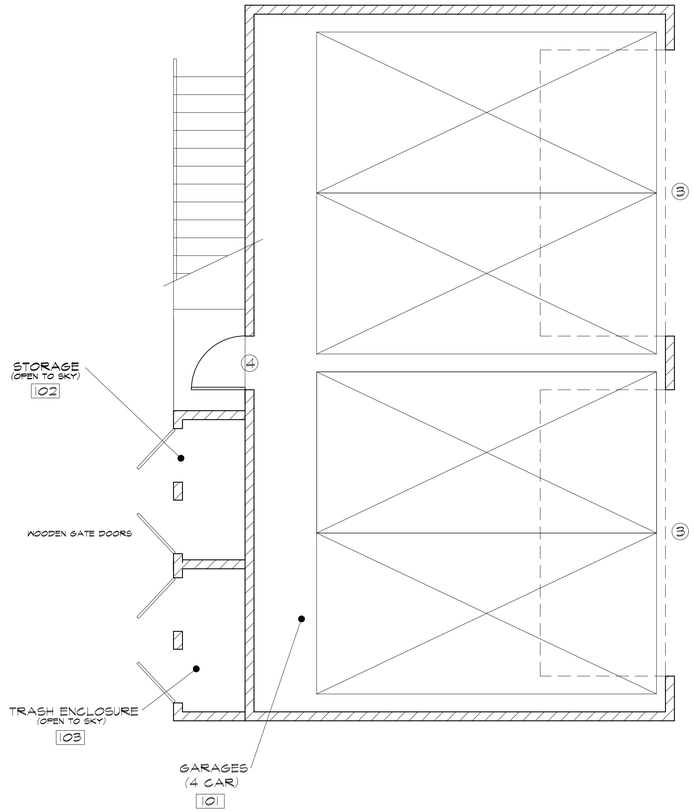
As Built	
Approved	
Submission	
Design Okd	01/15/2025
Start	01/19/2025
Drawn	JAV

A1-1

INITIAL SET: 01 20 2025

NOTE: CONTRACTOR MUST VERIFY ALL DIMENSIONS AS EXIST. AS SHOWN ARE APPROXIMATE, AND REPRESENT BEST INFORMATION AVAILABLE - VERIFY AND POINT OUT ANY AND ALL DISCREPANCIES DISCOVERED TO OWNER AND DESIGNER.

* SEE SHEET A2-2 FOR DIMENSION / HORIZONTAL CONTROL INFORMATION.

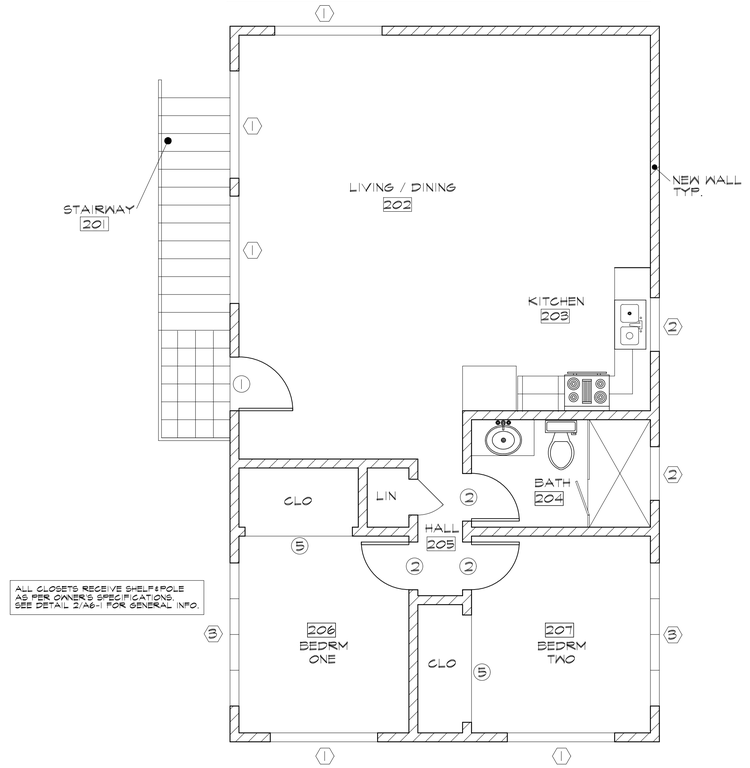


GROUND FLOOR PLAN - GARAGES

TANKLESS HOT WATER:
CONTRACTOR TO VERIFY AND PROVIDE HVAC SIZING CALCULATIONS - DESIGN - BUILD!
EXAMPLE: USE TAKAGI H3/540P OR EQUIVALENT. UNIT PROVIDES A FLOW RATE OF 6.9 GPM AT 55 DEG RISE, AND 5.8 GPM AT 65 DEG WHICH WILL HANDLE MOST TYPICAL DEMAND FOR THIS ADU.

MINI-SPLIT:
USE TRANE OR DAIKIN, MODEL TO BE SELECTED BY OWNER / CONTRACTOR, DESIGN - BUILD! MULTI-ZONE (HEAT PUMP ONLY)

WINDOW REQUIREMENT CALCULATIONS:
LIV./KIT./DIN. COMBINED: 517 SF - REQ. 41 SF, PROVIDED: 81 SF, 1/2 OPENABLE
BEDROOM (EA.): 110 SF - REQ. 9 SF, PROVIDED: 24 SF, 1/2 OPENABLE
(NO MAXIMUM REQUIREMENT OF WALL AREA AS SETBACKS ARE 5'-0")



ALL CLOSETS RECEIVE SHELF & POLE AS PER OWNER'S SPECIFICATIONS. SEE DETAIL 2/A6-1 FOR GENERAL INFO.

FLOOR/CEILING ASSEMBLY TO BE ONE HOUR RATED BETWEEN ADU RESIDENTIAL USE AND GARAGE USE (2) LAYERS TYPE "X"

SECOND FLOOR PLAN - ADU

(PLEASE SEE NEXT SHEET FOR DIMENSIONS)

SEE ENLARGED FLOOR PLANS FOR DIMENSIONS AND OTHER ADDITIONAL INFORMATION

OVERALL FLOOR PLANS - 1/4"=1'-0"

ADDRESS NUMBERS TO BE PROMINENTLY DISPLAYED ON STREET FRONT FACING ELEVATION.

6	
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1	11/27/2023

Interim Revisions

OVERALL FLOOR

DESIGNER:
PACIFIC SOUTHLAND- DESIGN DIVISION
JIM VENTURA - 714-299-7325
2430 TORRANCE BL. #F, TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
414 SIEVERS AVENUE
BREA, CA 92821
562-237-8584

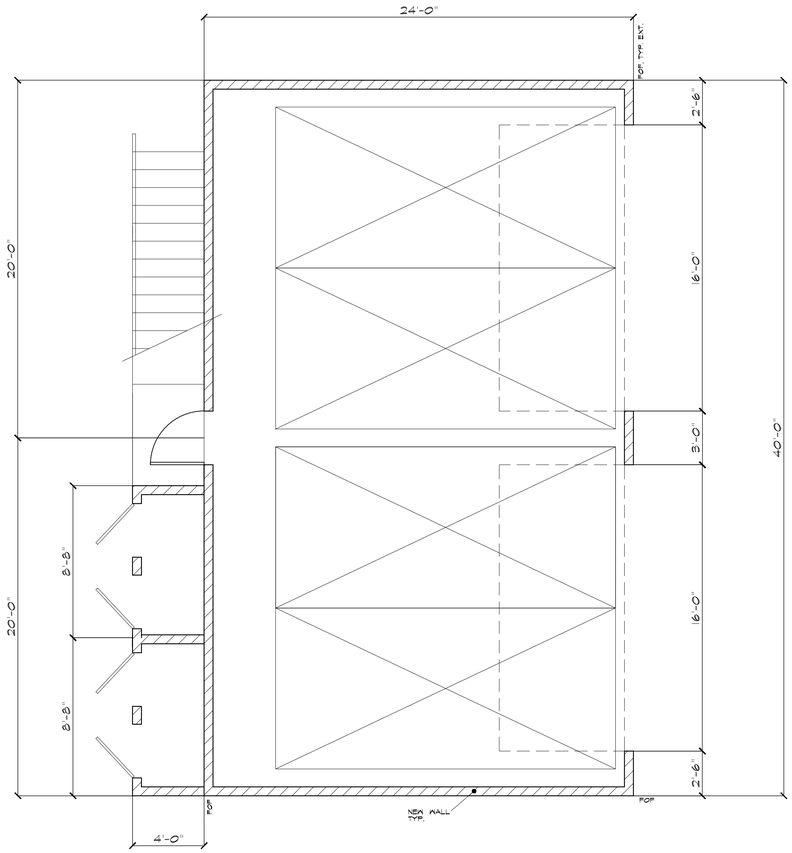
As Built	
Approved	
Submission	
Design Okd	03/28/2023
Start	03/13/2023
Drawn	JAV/RF

A2-1

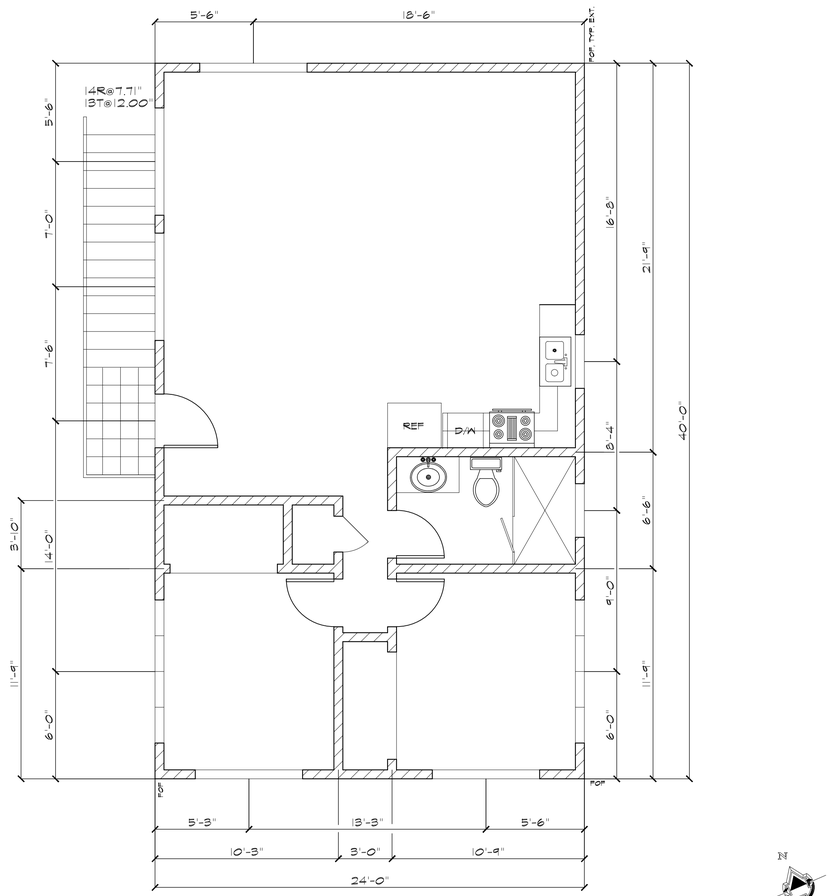
INITIAL SET: 06 10 2023

NOTE: CONTRACTOR MUST VERIFY ALL DIMENSIONS AS EXIST, AS SHOWN ARE APPROXIMATE, AND REPRESENT BEST INFORMATION AVAILABLE - VERIFY AND POINT OUT ANY AND ALL DISCREPANCIES DISCOVERED TO OWNER AND DESIGNER.

SEE DETAILS FOR METAL STAIR LAYOUT



GROUND FLOOR PLAN - GARAGES



SECOND FLOOR PLAN - ADU

FLOOR PLANS - DIMENSIONS - 1/4"=1'-0"

6	
5	
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1	11/27/2023 Interim Revisions

FLOOR PLAN

DESIGNER:
PACIFIC SOUTHLAND- DESIGN DIVISION
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2430 TORRANCE BL. #F, TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
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As Built	
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Design Okd	03/28/2023
Start	03/13/2023
Drawn	JAV/RF

A2-2

INITIAL SET: 06 10 2023

ROOM FINISH SCHEDULE

NO.	ROOM NAME	WALLS	CLG	FLOOR	COMMENTS
101	GARAGES	-	-	CONC	-
102	STORAGE (ENC)	-	-	CONC	OPEN TO SKY
103	TRASH ENCLOSE	-	-	CONC	OPEN TO SKY
201	STAIR	-	-	CONC	PREFAB, STEEL
202	LIVING ROOM	PAINT	PAINT	WOOD	WD BASE, WD FRIEZE CLG
203	KITCHEN	PAINT	PAINT	WOOD	WD BASE, GLOSS FIN.
204	BATH	PAINT	PAINT	TILE	WD BASE, GLOSS FIN.
205	HALL	PAINT	PAINT	WOOD	WD BASE, GLOSS FIN.
206	BEDROOM ONE	PAINT	PAINT	WOOD	WD BASE, WD FRIEZE CLG
207	BEDROOM TWO	PAINT	PAINT	WOOD	WD BASE, WD FRIEZE CLG

OWNER TO SELECT ALL FINISHES, COLORS/MATERIALS, DIRECT W/ CONTRACTOR.

WINDOW SCHEDULE

NO.	QTY	TYPE	SIZE	COMMENTS	CONFIG
1	5	HORIZ SLIDER	6'-0" WIDE 4'-0" HIGH	BED, LIVING (ESCAPE)	X-O
2	2	HORIZ SLIDER	5'-0" WIDE 5'-0" HIGH	KIT./ BATH (TEMPER)	X-O
3	(2)4	HORIZ SLIDER	2'-0" WIDE 2'-0" HIGH	HIGH, RIBBON WINDOWS	O-O-O-O

NOTE: SEE TITLE 24 CALCULATIONS FOR FURTHER INFORMATION.
ALL WINDOWS ARE NEW, REPLACING EXISTING, WHERE EXIST, WITH NAIL FIN INSTALLS.
WINDOWS TO BE MAX 0.23 SHGC, AND MAX. U-FACTOR OF 0.30

DOOR SCHEDULE

NO.	QTY	TYPE	SIZE	HDWR	COMMENTS
1	1	SC	3068	DBL DEAD	ENTRY DOOR - SPECIAL ORDER
2	3	HC	2868	HAND LOCK	BEDROOM, BATH, 6 PANEL
3	2	*	16070	GAR LOCK	GARAGE FOLD UP DOORS
4	1	MET	3068	HAND LOCK	GARAGE MAN - REAR DOOR
5	2	HC	-	NONE	CLOSET DOORS, VARIABLE WIDTH

WINDOW AND DOOR SIZE CALLOUT: FIRST TWO DIGITS IS WIDTH IN FEET THEN INCHES, SECOND TWO DIGITS IS HEIGHT IN FEET THEN INCHES. EXAMPLE, A "4030" WINDOW IS 4 FEET, ZERO INCHES WIDE AND 3 FEET, ZERO INCHES HIGH. CONTRACTOR VERIFY DOOR/WINDOW COUNTS. ALL DOORS ARE NEW, REPLACING EXISTING, WHERE EXIST.

ADDITIONAL NOTES

1. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD & SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NON-ABSORBANT SURFACE EXTENDING TO A HEIGHT NOT LESS THAN 6 FEET ABOVE THE FLOOR. (R307.2)

2. SHOWER DOORS SHALL SWING OUT. NET AREA OF SHOWER RECEPTOR SHALL NOT BE LESS THAN 1,024 SQ. INCHES, AND ENCOMPASS A 30 IN. DIA. CIRCLE. (PC 411.7)

3. RELOCATE AND UPGRADE ELECTRICAL PANEL AS REQUIRED FOR OWNER'S NEEDS

4. SEE TITLE 24 SHEETS FOR SPECIFIC INFORMATION RELATED TO INSULATION. UNLESS NOTED OTHERWISE, USE CODE MINIMUMS OF (EQUIP'T IN ATTIC, TYP. WOOD CONSTRUCTION):

EXTERIOR WALLS - R-19 (CAVITY), + R5 - 2X6 CONSTRUCTION, OR R-15 (CAVITY) PLUS R8 - 2X4 CEILING / ROOF (AS IN A ROOF DECK OVER CONDITIONED SPACE); R-22

IN "EXEMPT" EXISTING AREAS OF REMODELS, USE R15 WALL, R19 FLOOR, R30 INSUL.- EXISTING.

EXCEPTIONS EXIST FOR CERTAIN CLIMATE ZONES, SEE TITLE 24 NOTES, WHICH OVERRIDE THESE.

5. ANY EXTENDED DUCT SYSTEMS SHALL COMPLY WITH 150.2(B) ID (2016 CALIFORNIA ENERGY STDS.
6. ALL EXISTING PLUMBING FIXTURES MUST BE UPGRADED PURSUANT TO CALIFORNIA CIVIL CODE, SECTIONS 1101.1-1101.8 IF THE FLOW RATES EXCEED THE FOLLOWING CONSUMPTION LIMITS:

A. ANY TOILET MANUFACTURED TO USE MORE THAN 1.6 GAL/FLUSH
B. ANY URINAL MANUFACTURED TO USE MORE THAN 1 GALLON OF WATER PER FLUSH.
C. ANY SHOWERHEAD MANUFACTURED TO HAVE A FLOW CAPACITY OF MORE THAN 2.5 GAL/MIN.
D. ANY INTERIOR FAUCET THAT EMITS MORE THAN 2.2 GAL/MIN.

APPROXIMATE CUT CALCULATION

MUCH OF THE WORK AT THE HOUSE IS BUILT OVER EXISTING SLAB FOUNDATION SO ALTHOUGH THE EXISTING FOUNDATION IS BEING DEMOLISHED, THE RESULT WOULD BE SOME SIMILAR CUT/FILL AS EXISTING AND/OR THE REUSE AT THE SITE IN PLANTER BOXES.

SEE STRUCTURAL DRAWINGS AND DETAILS FOR SPECIFIC INFORMATION.

VENTILATION / INSULATION NOTES

UNDERFLOOR VENTILATION

SLAB FOUNDATION, NO UNDERFLOOR VENTILATION.

ATTIC VENTILATION

ENTIRE PROJECT IS A NEW BUILDING AND THEREFORE TO RECEIVE A NEW ROOF. NEW HVAC SYSTEMS TO BE INSTALLED AND HERS TESTING WILL BE REQUIRED. NEW ATTIC SPACE IS FORMED. SEE DETAILS FOR WALL EDGE VENTS AND DRIP EDGE VENTS. CONTRACTOR TO VERIFY PROPER VENTILATION IN ALL ATTIC AREAS, INSURE THAT ADDITION DOES NOT BLOCK AIR FLOW.

896 SF/150 SF/FT=5.98 SF=861.12 SQ IN. (INTAKE AND EXHAUST)

INTAKE: 861.12/2=430.56 SQ. IN. USE DCI "SMARTVENT" (ESR-2484) DRIP EDGE VENT (8.9 SQ.IN/LIN FT= 48.37 LIN. FT. (USE 25' EACH SIDE)

EXHAUST: 861.12/2=430.56 SQ. IN. USE DCI "SMARTRIDGE" (ESR-2484) RIDGE CAP (18.0 SQ.IN/LIN FT= 23.92 LIN FT (USE 25' RIDGE VENT)

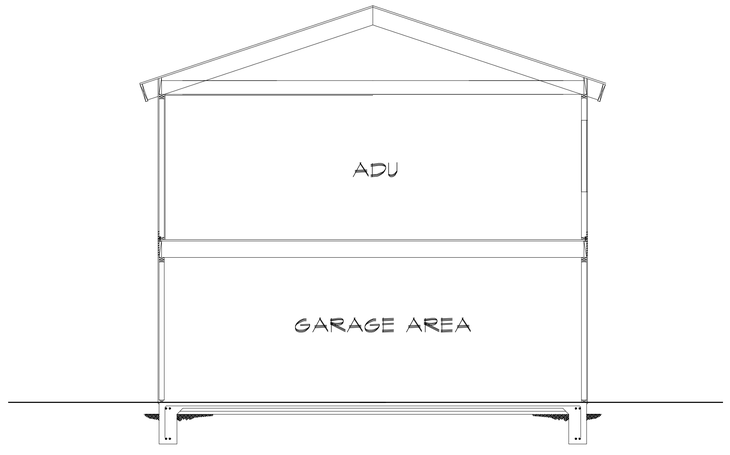
SET ALL PRODUCTS FOR EVEN AIR FLOW AND EVEN DISTRIBUTION.

INSULATION (92821, CLIMATE ZONE 8)

UNLESS SPECIFIED DIFFERENTLY IN TITLE 24 DOCUMENTS, USE R38 IN ATTIC SPACES, LOOSELY PLACED, R15 IN TOP FLOOR CEILINGS AND R15+5 IN WALLS (FACING THE EXTERIOR). SPECIFIC INSULATION MUST BE USED SO AS NOT TO COMPRESS THE INSULATION IN THE CAVITY - MUST BE LOOSELY PLACED. USE R-19 UNDERFLOOR IN RAISED FOUNDATION AREAS. SEE TITLE 24 CALCULATIONS FOR ADDITIONAL INFORMATION.

STAIR NOTES – WOODEN OR METAL PREFABRICATED

1. MAXIMUM RISER IS 7.75" AND MINIMUM TREAD OF 10" (USE 11") WITH MAXIMUM 3/8" VARIANCE.
2. MINIMUM STAIR WIDTH 36" (W/ MAX 4.5" HANDRAIL PROJECTION ON EACH SIDE.
3. MINIMUM HEADROOM OF 6'-8" (SEE SECTION).
4. IF WOODEN, SEE STRUCTURAL FOR FRAMING INFORMATION.
5. ALL STAIRWAYS SHALL HAVE AN ILLUMINATION LEVEL ON TREAD RUNS OF NOT LESS THAN 1 FOOT-CANDLE (11 LUX).
6. HANDRAILS SHALL BE ONE CONTINUOUS RAIL ON AT LEAST ONE SIDE, WHERE REQUIRED.
7. HANDRAIL HEIGHT TO BE BETWEEN 34 AND 38 INCHES ABOVE TREAD NOSING.
8. OPENINGS BETWEEN INTERMEDIATE BALLUSTERS SHALL NOT ALLOW PASSAGE OF A 4-3/8" DIA. SPHERE. TRIANGULAR OPENINGS FORMED BY RISER/TREAD/BOTTOM RAIL SHALL NOT ALLOW PASSAGE OF A 6 INCH DIA. ,SPHERE.
9. HANDRAIL GRIPS TO BE OF CIRCULAR CROSS SECTION, MIN DIAM. 1-1/4" AND MAX DIAM. 2". - HANDRAIL TO RETURN TO NEWEL POST OR WALL.
10. GUARD RAILS MUST BE PROVIDED WHERE ANY OPEN SIDE IS MORE THAN 30" ABOVE FLOOR/GRADE AT ANY POINT WITHIN 36" OF OPEN SIDE. GUARD RAIL TO BE 42" IN HEIGHT MIN.
11. IN GUARD RAILS, NO OPENINGS SHALL ALLOW PASSAGE OF A 4" SPHERE.
12. CONNECTION DETAILS FOR ALL HANDRAILS, GUARDRAILS ARE FOUND IN THE STRUCTURAL DRAWINGS (OR MANUFACTURER'S SPECS IN METAL PREFAB STAIRS). THESE DETAILS MUST DEMONSTRATE A SUPPORT WHICH CAN WITHSTAND A CONCENTRATED LOAD OF 200 POUNDS (POINT LOAD) TO RESIST THE OVERTURNING FORCES.



SECTION VIEW - 1/4" = 1'-0"

7	
6	
5	
4	
3	
2	
1	11/27/2023 Interim Revisions

FLOOR PLAN
DETAILS

DESIGNER:
PACIFIC SOUTHLAND- DESIGN DIVISION
JIM VENTURA - 714-299-7325
2430 TORRANCE BL. #F, TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
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As Built	
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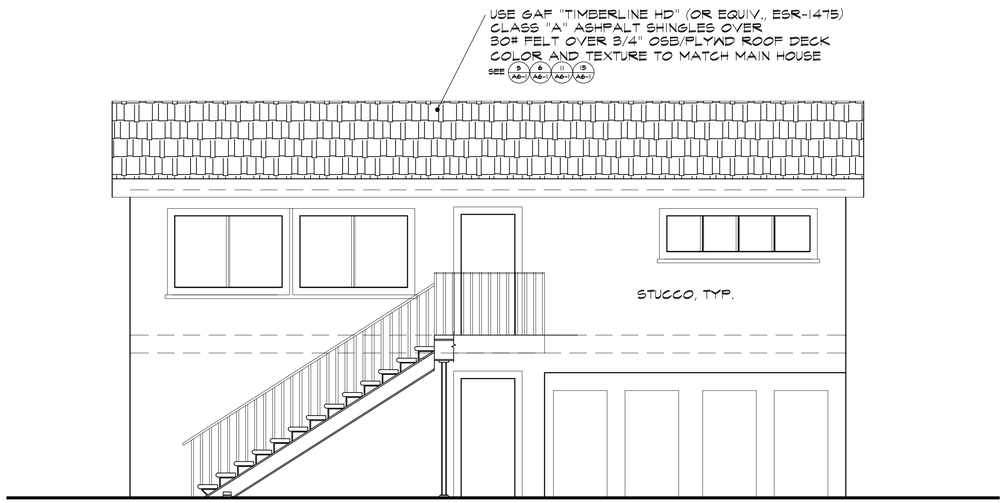
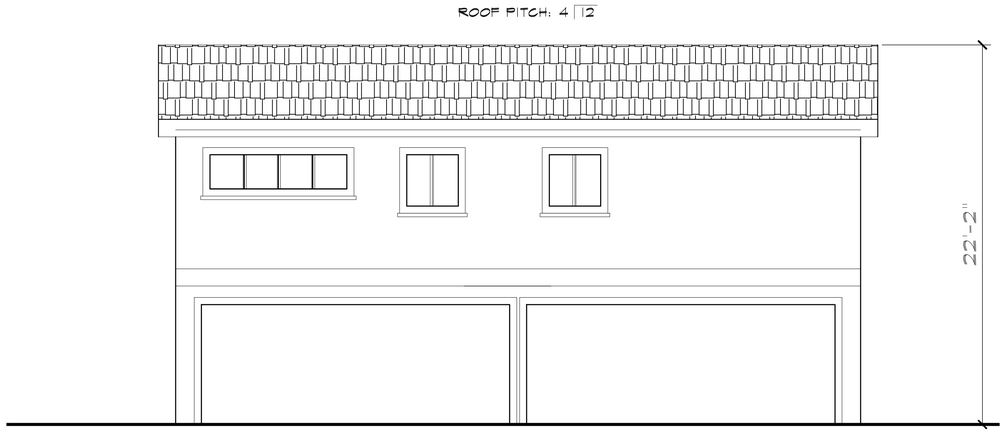
Design Okd	03/28/2023
Start	03/13/2023
Drawn	JAV/RP

A2-6

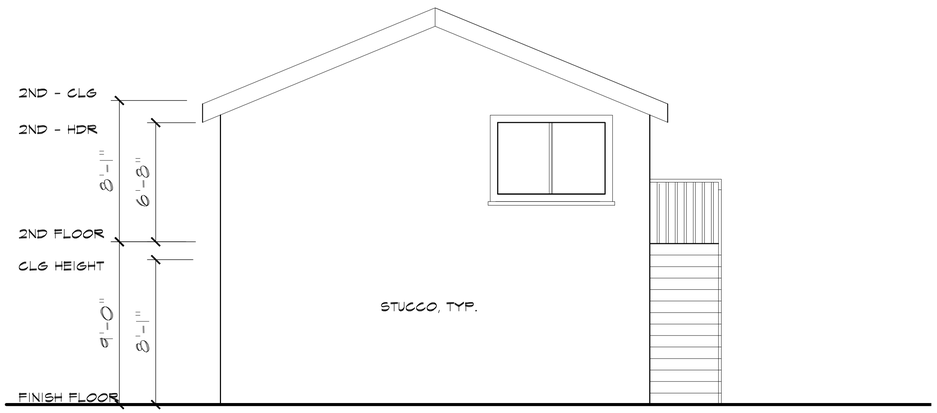
INITIAL SET: 06 10 2023



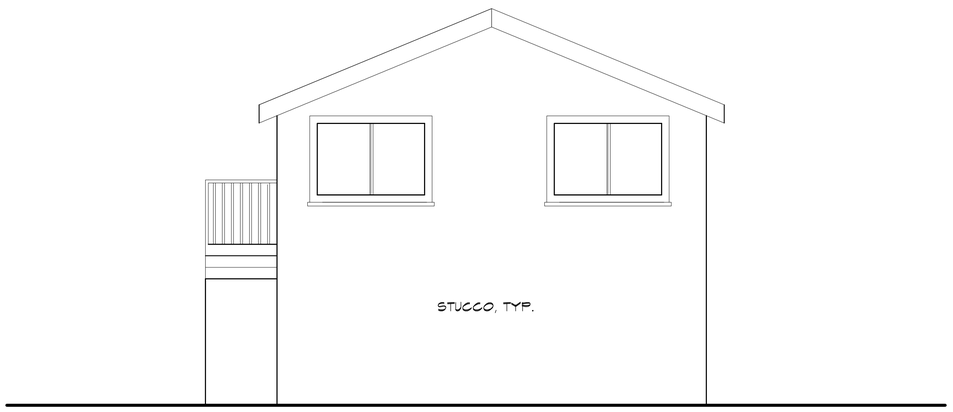
WEST ELEVATION (FRONT) 1/4" = 1' - 0"



EAST ELEVATION (REAR) 1/4" = 1' - 0"



NORTH ELEVATION (LEFT SIDE) 1/4" = 1' - 0"



SOUTH ELEVATION (RIGHT SIDE) 1/4" = 1' - 0"

STUCCO NOTES

CONTRACTOR TO STICTLY FOLLOW MANUFACTURERS RECOMMENDATIONS REGARDING MIX, SAND CONTENT, HYDRATION BETWEEN COATS, ETC. TO AVOID CRACKING OR OWNER'S SELECTED FINISH. SMOOTH. OWNER TO BE PRESENT ON SITE FIRST DAY OF FINISH COAT TO VERIFY SURFACE TEXTURE. CONTROL JOINTS DETERMINED ON SITE.

BUILDING ELEVATIONS

(SEE SITE PLAN FOR REFERENCE NORTH INFORMATION)

INITIAL SET: 06 10 2023

7	
6	
5	
4	
3	
2	
1	11/27/2023 Interim Revisions

ELEVATIONS

DESIGNER:
PACIFIC SOUTHLAND- DESIGN DIVISION
JIM VENTURA - 714-299-7325
2430 TORRANCE BL. #F, TORRANCE, CA 90501

OWNER: TONY VEGA FAMILY
414 SIEVERS AVENUE
BREA, CA 92821
562-237-8584

As Built	
Approved	
Submission	
Design Ok'd	03/28/2023
Start	08/15/2023
Drawn	JAV/RF

A5-1

BREA PLANNING DIVISION

PROJECT APPLICATION

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: VEGA GARAGE REPLACEMENT AND ADU

Location of Project *(Address Required)*: 414 SIEVERS AVENUE BREA, CA 92821

Legal Description of Project Location *(Assessor's Parcel No.)*: 284-252-21 (LOT 21, BLK C, TR 154)

APPLICANT INFORMATION:

Applicant's Name: TONY VEGA Phone: 562-237-8584

Email: tvega@live.com

Address: 414 SIEVERS AVE.

City: BREA, State: CA Zip Code: 92821

PROJECT CONTACT PERSON: *(If Different)*

Contact Person: JIM VENTURA Phone: 714-299-1325

Email: rktekt99@gmail.com

PROJECT INFORMATION: *(Print or Type)*

Zoning Designation: R1 General Plan Designation: SINGLE FAMILY RESIDENTIAL

Existing Use: SINGLE FAMILY Proposed Use: SINGLE FAMILY + ADU

Type of Development:

☒ **Residential** ☐ **Commercial** ☐ **Industrial** ☐ **Mixed-Use**

Lot Size *(square feet)*: 7,000 Lot Width: 50' Lot Depth: 140'

Existing Floor Area (square feet): 988 Existing FAR: 14.11 Existing Lot Coverage: 14.11 (GARAGE BURNED)

STAFF USE ONLY

Accela Record Number: PLN-2024-00063

Project Manager:

Entitlement File Number(s): CC No. 2024-02

Related Files:

SUBMITTAL INFO:

Date Time Received: 12/4/2024 Received by: ER Deposit Received: $1000.00

PROJECT INFORMATION: *(Continued)*

Proposed Floor Area (square feet):	Proposed FAR:	Proposed Lot Coverage:
960 GARAGE 960 ADU	21.90	21.90

Proposed No. of Stories: 2 Proposed Building Height: 22'-2"

Existing Parking Stalls: 4 Proposed Parking Stalls: 4

Project Description: The project description should include a detailed description of demolition, on-side improvements, proposed use & operations, ect. In addition, please describe all building material and color as well as description of signage and their location. Please provide a separate PDF attachment labeled "Project Description" if more space is needed.

☐ **Check if project description is attached.**

The project consists of replacement garages for a fire (demolition of remains; new garages provided) and a new accessory dwelling unit above the garages.

There is no work planned for the existing main house of any kind.

TYPE OF REVIEW REQUESTED: (*Select all that apply*)

Planning Commission/City Council

☐ Conditional Use Permit ☐ Planned Community ☐ Historic Designation

☐ Development Agreement ☐ Precise Development Plan ☐ Zone Change

☐ General Plan Amendment ☐ Temporary Trailer ☐ Zone Variance

☒ Certificate of Compatibility ☐ Other _____

Administrative/Community Development Director

☐ Administrative Remedy ☐ Large Family Day Care ☐ Other _____

☐ Tree Removal *(see pg. 9)* ☐ Plan Review

PROPERTY OWNER INFORMATION & AUTHORIZATION

(as listed in the Orange County Assessor's records)

Legal Owner's Name: VEGA, ESEQUIEL & SANDRA P. Company Name: N/A

Email: tvega@live.com Phone:

Address: 414 SIEVERS AVENUE

City: BREA State: CA Zip Code: 92821

I hereby certify under penalty of perjury under the laws of the State of California that I am the owner(s) of the subject property, or have been authorized to sign on behalf of the property owner, and consent to the filing of this application on the above referenced property. **If the owner did not sign below, a letter of authorization is required.**

By: _____ Date: 5/22/24
(Signature)

By: ESEQUIEL VEGA
(Printed Name)

DESIGN PROFESSIONAL OR OWNER OF THE COPYRIGHT IF DIFFERENT *(OPTIONAL)*

Name(s): JAMES VENTURA

Email: rktekt99@gmail.com Phone: 714-299-7325

Address: 22937 ARLINGTON AVE, STE. 204

City: TORRANCE State: CA Zip Code: 90501

AUTHORIZATION TO REPRODUCE PROJECT PLANS- Gov. Code § 65103.5(f)(2)

I hereby grant permission for the City of Brea to provide the project plans for inspection as a part of the public record, to copy for members of the public, and post the plans online. This permission shall be constituted as the permission for architectural drawings that contain a copyright annotation and are protected by the federal Copyright Act of 1976 (Government Code Section 65103.5(f)(2).

By: _____ Date: 5/14/24
(Signature)

By: JAMES VENTURA
(Printed Name)

TRUST ACCOUNT OWNER INFORMATION

All project applications require the specified minimum deposit to a Trust Account. Additional funds and/or subsequent deposits may be required depending on the specified project and level of staff time necessary. All unused funds will be reimbursed following the completion of project and/or review. Staff time devoted to your project will be billed according to our **Development Processing Fees**. The necessary staff time will vary according to the complexity of the project and may include, initial review and ongoing project processing by City staff including, but not limited to:

- Reviewing plans/submittal packages.
- Routing plans to, and communicating with other city staff and outside agencies.
- Researching documents relative to site history and site visits/inspections.
- Consulting with applicant and other interested parties (e.g. neighbors, adjacent property or business owners) in person or by phone.
- Preparing environmental documents, staff reports, presentations, and resolutions.
- Preparing pertinent maps, graphs and exhibits.
- Attending meetings / public hearings before the Planning Commission / City Council.
- Review of tentative maps and improvement plans by City staff.
- On-site inspections of the project by City staff.
- Consultant services

TRUST ACCOUNT OWNER:

Name of Individual or Corporation Financially Responsible for the Project: Esequiel Vega, Sr

Address: 414 Sievers Ave.

City: Brea Zip Code: 92821

Email: tvega@live.com Phone: 562-237-8584

STATEMENT OF UNDERSTANDING AND AGREEMENT

I understand that my initial deposit is a retainer and not a fee. This deposit will be used to set up an account, against which fees shall be charged based on the hourly rate listed in the City fee schedule in effect at the time the work is performed. I understand that should the costs exceed the deposit, I will be billed monthly for any additional deposit amount intended to cover future charges. If I fail to pay the fees when due, I understand approximately that the City will stop working on the application. If the final costs are less, the unused portion of the deposit will be returned to me after the conclusion of the process or final inspection of the completed project, whichever occurs later.

As the trust account owner, I assume full financial responsibility for all costs incurred by the City in processing this application(s).

BY SIGNING BELOW, I HEREBY CONSENT THAT I UNDERSTAND THE MATTERS AS DESCRIBED ABOVE AND AGREE TO THE TERMS. I HEREBY FURTHER REPRESENT THAT I HAVE THE AUTHORITY TO BIND MY BUSINESS BY SIGNING ON ITS BEHALF.

Esa Vga — 5/22/24

Trust Account Owner's Signature — Date

Esequiel Vega

Trust Account Owner Printed Name

INDEMNIFICATION AGREEMENT

PLEASE READ, FILL IN, AND SIGN AT THE BOTTOM

I, the undersigned, certify that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof, and state that the same is true and correct to the best of my knowledge and belief, and further certify that I shall comply with each and every condition of approval as stated herein.

Furthermore, _____, on behalf of _____ hereby agrees to defend, indemnify, and hold free and harmless the City of Brea, its elected officials, officers, employees, and agents, with respect to any and all liabilities, claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including the payment of actual attorney's fees, court costs, and any and all other costs of defense.

Applicant's Signature

5/22/24
Date

Staff Use Only

ACCELA RECORD NUMBER: TRUST ACCOUNT NUMBER:

CITY OF BREA
REVISED

PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR CERTIFICATE OF COMPATIBILITY NO. 2024-02: TO ALLOW A NEW DETACHED ACCESSORY DWELLING LOCATED ABOVE A NEW DETACHED GARAGE TO EXCEED THE MAXIMUM BUILDING HEIGHT ALLOWED FOR A DETACHED ACCESSORY DWELLING UNIT, LOCATED AT 414 SIEVERS AVENUE.

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 OF HEARING:	**Tuesday, August 26th, 6:00 p.m.** ***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
REQUEST:	The Applicant, Tony Vega, is requesting the following entitlement: Certificate of Compatibility (CC) No. 2024-02 to allow a new detached accessory dwelling unit (ADU) located above a new detached garage to exceed the maximum building height allowed for a detached ADU in the R-1 Single-Family Residential Zone by 6'-2" (16' allowed, 22'-2" proposed).
LOCATION:	The project site is 7,000 square feet in size, and is located east of Sievers Avenue, between West Date Street and West Elm Street, at 414 Sievers Avenue. The project site has a General Plan Land Use designation of Low Density Residential and a Zoning designation of R-1 Single Family Residential Zone.
ENVIRONMENTAL:	The Project has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 – Class 3 (New Construction or Conversion of Small Structures).

IF YOU CHALLENGE THE 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.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planner@cityofbrea.gov.

COMMUNITY DEVELOPMENT DEPARTMENT

Joanne Hwang, AICP, City Planner

AREA MAP

CEQA NOTICE OF EXEMPTION

TO: Orange County Clerk-Recorder
601 North Ross Street
Santa Ana, CA 92701

FROM City of Brea
Community Development Department
1 Civic Center Circle
Brea, CA 92821

Project Title/Case No.:	**CERTIFICATE OF COMPATIBILITY NO. 2024-02, TO ALLOW A NEW ACCESSORY DWELLING UNIT LOCATED ABOVE A NEW DETACHED GARAGE TO EXCEED MAXIMUM HEIGHT LIMIT**
Project Location:	414 Sievers Avenue, Brea CA 92821
Project Description:	Construction of a new 1,200 square-foot ADU above a new four-car garage exceeding the maximum height limit for ADUs by 6'-2", located at the rear of a single-family residence parcel.
Name of Public Agency Approving Project:	City of Brea
Project Applicant, Address, Email, & Phone Number:	Tony Vega 414 Sievers Ave Brea CA, 92821 tvega@live.com (562)237-8584

Exempt Status: ***(Check one)***

- ☐ Ministerial
- ☐ Declared Emergency
- ☐ Emergency Project
- ☒ Categorical Exemption *(Sec. 15303)*
- ☐ Statutory Exemption
- ☐ Other:

Reason why project is exempt: Class 3 exemption is applicable to new construction of small structures, such as a second dwelling unit. The Project proposes construction of a new ADU in a residential zone. Therefore, the Project is categorically exempt from the provisions of CEQA.

Jason Killebrew, Assistant City Manager/Community Development Director ***Date***

DRAFT

CITY of BREA

Communication
August 26, 2025
Item No. 3C.

Raising Cane's Restaurant Project - Precise Development No. 2024-04 and Conditional Use Permit Nos. 2024-08 and 2024-09

TO	PREPARED BY
Chair and Members of the Planning Commission	Graham Bultema, Assistant Planner
DEPARTMENT HEAD APPROVAL	**CITY MANAGER APPROVAL**
Joanne Hwang, City Planner	Kristin Griffith, City Manager

EXECUTIVE SUMMARY

The Applicant, John Pollock of Kimley-Horn, is requesting approvals of the following entitlements for a new drive-through restaurant facility, Raising Cane's:

1. Precise Development (PD) No. 2024-04: to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot drive-through restaurant building with a 780 square-foot outdoor dining area (33 seats);
2. Conditional Use Permit (CUP) No. 2024-08: to allow a drive-through facility in conjunction with the new restaurant;
3. CUP No. 2024-09: to establish a comprehensive sign program.

The above-mentioned entitlements herein are referred to as the "Project." The Project site is located at 200 South State College Boulevard.

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 15303 (Class 3, New Construction or Conversion of Small Structures) and Section 15332 (Class 32, In-Fill Development Projects); and,
2. Adopt resolutions (Attachments A through C) approving the following entitlements based on findings and conclusions in the corresponding resolutions, and subject to the recommended Conditions of Approval (Attachment D):
    A. PD No. 2024-04, to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164-square-foot drive-through restaurant building with a 780 square-foot outdoor dining area (33 seats);

B. CUP No. 2024-08 to allow a drive-through facility in conjunction with the new restaurant; and
C. CUP No. 2024-09 to establish a comprehensive sign program.

BACKGROUND

Project Location

The Project site is approximately 1.04 acres and is located at the southeast corner of East Birch Street and South State College Boulevard, west of State Route (SR) 57. The Project site is developed with an existing 11,170 square-foot restaurant building with an associated surface parking lot and landscaping. The Project site has a General Plan land use designation of Regional Commercial and a zoning designation of Major Shopping Center (C-C) Zone with a Precise Development (PD) Overlay. The surrounding land uses and zoning designations are shown in Tables 1 and 2 below.

TABLE 1 - SURROUNDING LAND USES

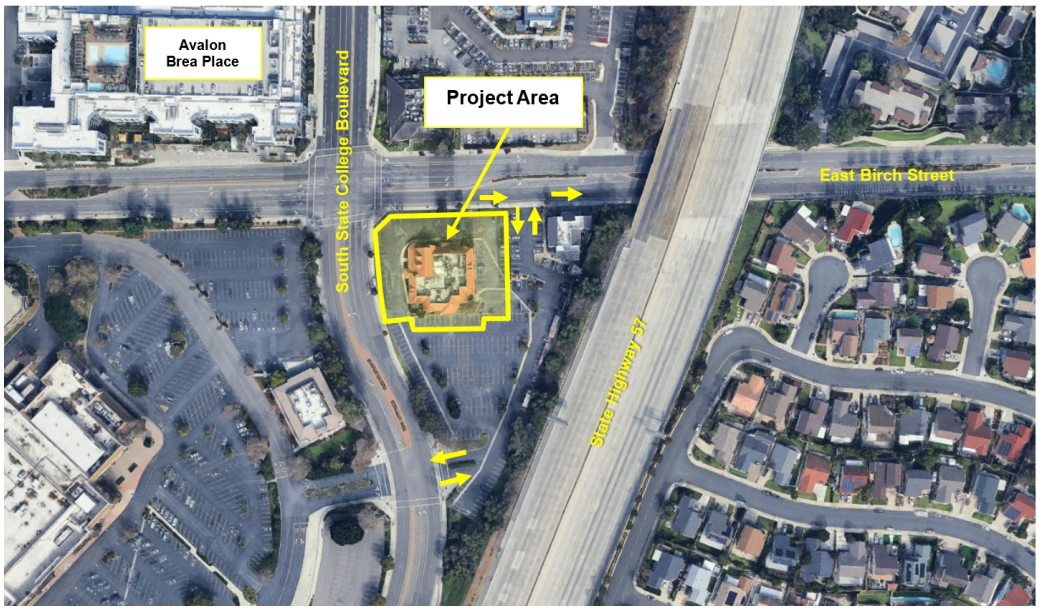
North	Residence Inn, Toast Kitchen and Bar, and Brea Place offices *(across East Birch Street)*
East	A dental office, and single-family residences *(across SR 57)*
South	*SR 57*
West	Brea Mall *(across South State College Boulevard)*

TABLE 2 - SURROUNDING ZONING DESIGNATIONS

North	C-C with a PD Overlay *(across East Birch Street)*
East	C-C with a PD Overlay and *(across SR 57)* R-2 (Multiple Family Residential) with a PD Overlay
South	C-C with a PD Overlay
West	MU-I (Mixed Use I) *(across South State College Boulevard)*

The Project area, where construction would occur, slightly extends into the adjacent property to the south, which includes a surface parking lot and landscaping. Ingress and egress for the Project site are provided by two driveway approaches; one driveway approach from South State College Boulevard, and one driveway approach from East Birch Street (eastbound only). Such access is shared with the aforementioned neighboring property to the south and the other neighboring property to the east of the Project site, which is currently developed with an existing 8,250 square-foot dental office building with an associated surface parking lot and landscaping. All three properties are subject to a reciprocal agreement which grants unrestricted access of all parking areas for common use and benefit of all parties. A vicinity map of the Project area is shown in Figure 1 below.

FIGURE 1 - VICINITY MAP OF THE PROJECT AREA



The Technical Background Summary and the Vicinity Map are provided in Attachment E and F, respectively.

Entitlement History

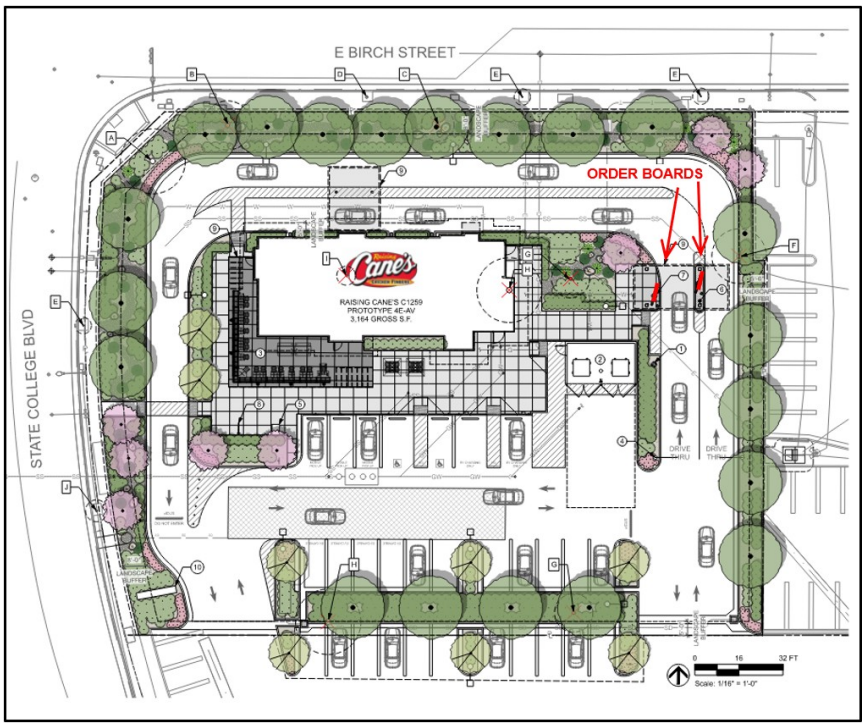
- On February 13, 1979, the Planning Commission approved application PD No. 23-78 to construct an approximately 11,000-square-foot restaurant building, per Resolution No. PC 10-79.
- On February 13, 1979, the Planning Commission approved application CUP No. 14-78 to construct one free-standing 4 ft. by 4 ft. sign for the restaurant building, per Resolution No. PC 11-79.

PROJECT DESCRIPTION

Site Development

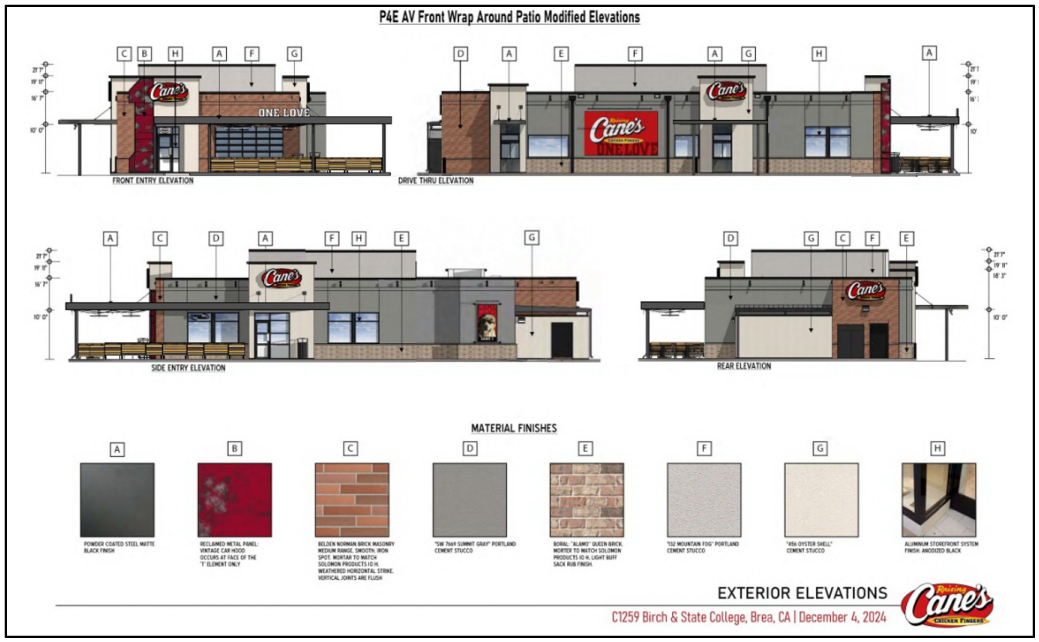
The proposed Project would demolish an existing 11,170 square-foot restaurant building and construct a new 3,164 square-foot restaurant building with a 780 square-foot outdoor dining area and a drive-through facility that consists of a double drive-through lane that could accommodate approximately 20 vehicles. Ingress and egress to the site would continue to be provided by two driveway approaches: one driveway approach from South State College Boulevard, and one driveway approach from East Birch Street (eastbound only). The Project also includes modification of the existing parking lot area (approximately 2,153 square feet) within the adjacent property located directly south of the Project site to update the impacted parking area. Overall, the Project would provide 29 parking spaces for customers within the Project area, of which 18 spaces are located within the Project site. Proposed landscaping for the project includes 36 new trees and the retention of one existing tree near the intersection of State College Boulevard and Birch Street. The proposed site plan is shown in Figure 2 below.

FIGURE 2 - PROPOSED SITE PLAN



The proposed building would have a contemporary architectural style, comprised of various materials such as stucco, brick, steel, and metal panels, as shown in the Project Plans (Attachment G) and in Figure 3 below.

FIGURE 3 - PROPOSED ARCHITECTURAL DESIGN



Restaurant Operations

Raising Cane's is a fast-food restaurant chain with a menu focusing on chicken, typically staffing 13 to 15 crew members and two managers working each shift. The restaurant would also provide indoor and outdoor seating for customers. The proposed restaurant walk-in and drive-through hours is 24 hours per day, every day of the week, similar to other comparable fast-casual restaurants in the commercial zones within the City (i.e. McDonald's, Taco Bell, and In-N-Out Burger).

Drive-Through Operations

The proposed drive-through facility would begin on the east side of the building, wrap around the building in a counterclockwise direction, and end on the west side of the building. It includes two side-by-side entry lanes and two stacked 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 immediately after the pick-up window. There would be approximately 70 feet of vehicle queuing capacity per lane from the drive-through entrance to the two order boards, for a total of 140 feet, and approximately 305 feet of queuing capacity across two lanes from the order boards to the pick-up window. This would provide a total drive-through queuing length of 445 feet, which can accommodate approximately 20 vehicles.

Comprehensive Sign Program

The Project includes a Comprehensive Sign Program (Attachment H), which would provide for greater signage flexibility for the new restaurant. The comprehensive sign program would include one monument sign, four acrylic wall signs, one painted wall sign, one projecting sign, and three directional signs, as summarized in Table 3 below:

TABLE 3 - SUMMARY OF PROPOSED SIGNAGE

Type	Location	Number	Size	Description
Monument Sign	West Building Elevation (State College Blvd.)	1	51 sq. ft.	"Raising Cane's Chicken Fingers"
Projecting Wall Sign	West Building Elevation (State College Blvd.)	1	17.5 sq. ft.	"One Love"
Wall Signs	All Building Elevations	4	30.75 sq. ft.	"Raising Cane's Chicken Fingers"
Painted Wall Sign	North Building Elevation (Birch St.)	1	139.5 sq. ft.	"Raising Cane's Chicken Fingers"
Red Dog Banner	South Building Elevation	1	32 sq. ft.	"Cane III"
Drive-Through Directional Sign	Drive-Through Entrance	1	3.75 sq. ft.	"Drive-Thru"
Directional Sign	Drive-Through Exit	1	2.5 sq. ft.	"Exit to State College Blvd"
Directional Sign	State College Blvd. Entrance	1	2.5 sq. ft.	"Raising Cane's Entrance"

Most of the signs would have aluminum cabinets with halo lighting and acrylic faces. One of the wall signs would be a painted mural sign. Three directional signs would be provided to direct traffic onto the site from State College Boulevard to the drive-through entrance and then back out to State College Boulevard.

The Project Application and Letter of Request are Attachments I and J, respectively.

DISCUSSION

Precise Development No. 2024-04: New Restaurant Building

Pursuant to the Brea City Code (BCC) Sections 20.260.050 and 20.408.070, development in the PD overlay zone for any new development is subject to a precise development review to ensure compliance with the development standards. The Project would demolish an existing 11,170 square-foot restaurant building and construct a new 3,164 square-foot restaurant building with a drive-through facility and an outdoor patio area. As proposed and conditioned, the Project represents quality design and complies with development standards of the C-C Zone and PD overlay zone, including minimum parking requirements, as shown in Table 4 below.

TABLE 4 - COMPLIANCE WITH DEVELOPMENT STANDARDS

Development Standard	Zoning Code Standard	Proposed
Building Height	75 ft. max.	21 ft. 7 in.
Floor Area Ratio	0.65 max.	0.07
Building Setbacks North (Birch St) South East West (State College Blvd)	Subject to review and approval by the Planning Commission	 44 ft. 57 ft. 6 in. 90 ft. 10 in. 106 ft. 4 in.
Landscape Coverage	15% min.	25%
Landscaping Setbacks Property Perimeter Building Perimeter Interior Property Lines	 8 ft. min. 5 ft. min. 5 ft. min.	 8 ft. to 17 ft. 5 in. 5 ft. 5 ft. to 11 ft. 8 in.
Tree Plantings Property Perimeter Interior Property Lines Trees per Parking Stall	 17 trees (1 per 25 linear ft.) 14 trees (1 per 30 linear ft.) 6 trees (1 per 5 stalls)	 17 trees 17 trees 37 trees
Off-Street Parking Indoor Dining Outdoor Dining Drive-through Stacking Credit *Total*	 21 spaces (1 space / 150 sq. ft.) 4 spaces (1 space / 3 seats over 20 seats) 7.5 spaces (1 space / 23 linear feet; limited to 30% of total required parking) 18 spaces	 18 spaces (Project site) **29 spaces provided within the Project area*

The Project was reviewed by various departments, including the Fire Department, Public Works Department, and the Building & Safety Division. The Project is required to meet all Building and Fire codes and standards, thereby assuring public health, safety, and welfare. To further ensure the Project would be compatible with surrounding uses and not adversely affect the public, health, or general welfare, staff has prepared draft Conditions of Approval (Attachment D). As proposed and conditioned, the building design would not result in any adverse impacts.

Conditional Use Permit No. 2024-08: Drive-Through Facility

Pursuant to the City's Permitted Land Use regulations in BCC Table 20.11.020.A, drive-through facilities are permitted in the C-C Zone, subject to Planning Commission approval of a CUP. The proposed new restaurant use is a permitted-by-right use in the C-C zone; however, because the Project proposes a drive-through facility in conjunction with a new restaurant use, it requires approval of a CUP.

In order to properly analyze potential impacts of the proposed drive-through facility, a traffic study was prepared by Kimley-Horn (Attachment K), which included a queuing analysis for the Project, along with a Preliminary Traffic Management Plan (PTMP). The queuing analysis compared data collected at four existing Raising Cane's restaurants that were determined to be comparable to the Project based on its location and size, which are located in the cities of Laguna Hills, Orange, Riverside, and Fontana. The studied hours included the 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 restaurant locations used in this analysis only have single-lane drive-throughs while the proposed restaurant location would have a double-lane drive-through, and as such, the conducted study represents a conservative analysis. The maximum queue observed at the studied locations during A.M. and P.M. peak hours were 16 and 17 vehicles, respectively. As such, the Project as proposed would adequately accommodate the anticipated vehicle demand as observed since it is designed to have a queuing capacity of approximately 20 vehicles. Also, the proposed side-by-side ordering lanes would increase the number of customers served at once, providing more efficient service.

In addition, the PTMP (Attachment L) provides operational details such as traffic circulation, queuing management, parking management, and drive-through operations. The PTMP includes four phases for traffic circulation and queuing management to address varying levels of queuing demand (i.e. normal, peak), which includes, but limited to, crewmembers taking hand-held tablet orders before the order window in the drive-through lanes to expedite the order process.

To ensure that the proposed drive-through facility is appropriately managed, the recommended conditions of approval require a Traffic Management Plan (TMP). The TMP would require restaurant employees to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing into the drive-through. In addition, the restaurant operations and drive-through operations will also be required to operate in compliance with the City's Noise Ordinance. As proposed and conditioned, the drive-through operations are not anticipated to result in any adverse impacts to surrounding uses.

Conditional Use Permit No. 2024-09: Comprehensive Sign Program

Pursuant to the BCC Section 20.28.045, comprehensive sign programs that propose signs that do not comply with the BCC is subject to Planning Commission approval of a CUP. The proposed comprehensive sign program includes one monument sign, four acrylic wall signs, one painted wall sign, one projecting wall sign, one red dog banner wall sign, and three directional signs as specified previously in Table 3.

Certain proposed features of the sign program would not comply with the BCC, including wall-affixed sign standards for maximum sign area and maximum number of allowed signs. The proposed number of signs and proposed sign area per frontage are shown in Table 5 below.

TABLE 5 - WALL-AFFIXED SIGNS ANALYSIS

Frontage	Allowable Sign Area	Proposed Sign Area	# of Signs Proposed	# of Signs Allowed	Deviation from BCC
North Elevation (Birch St.)	88 sq. ft.	172 sq. ft.	2	1	**Yes**
West Elevations (State College Blvd.)	43 sq. ft.	50 sq. ft.	2	1	**Yes**

South Elevation	88 sq. ft.	64 sq. ft.	2	1	**Yes**
East Elevation	43 sq. ft.	32 sq. ft.	1	1	**No**

Although the proposed comprehensive sign program includes signage that exceeds the standards of the BCC, the proposed sign area and number of signs are not excessive or obtrusive, all while being beneficial in providing appropriate advertisement to passing traffic along South State College Boulevard and East Birch Street. In addition, the proposed signage is of quality design and is complementary to the building design, and incorporates the traditional branding of Raising Cane's, including the restaurant slogan "One Love" and a banner showcasing the restaurant's dog mascot, Cane III. As proposed and conditioned, the proposed signage would be compatible with the character of the surrounding area.

PUBLIC NOTICE AND COMMENTS

The Project was noticed in accordance with the City's public notice requirements, which involved mailed notices sent to property owners within 500 feet of the Project site, and publication in the Brea Star-Progress. The public hearing notice for this Project is provided in Attachment M. As of the writing of this report, staff has not received public comments.

ENVIRONMENTAL ASSESSMENT

The Project has been assessed in accordance with the CEQA Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 (Class 3) and Section 15332 (Class 32).

- Class 3 applies to the construction and location of a limited number of new, small facilities or structures. The Project proposes a new commercial building not exceeding 10,000 square feet in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive. The Project meets the criteria of Class 3 and is therefore categorically exempt from CEQA.
- Class 32 applies to in-fill development projects that meet the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations; (b) the proposed development occurs on a project site of no more than five acres substantially surrounded by urban uses; (c) the Project has no value as a habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (e) the site can be adequately served by all required utilities and public services. As demonstrated by the technical analysis, which includes a Traffic Study, Vehicle Miles Traveled (VMT) Analysis, Noise and Vibration Analysis, Air Quality and Greenhouse Gas Analysis, and Preliminary Water Quality Management Plan, the Project would not have any significant effect related to traffic, noise, air quality, and water quality. The Project meets all Class 32 conditions and is therefore categorically exempt from CEQA.

The draft Notice of Exemption is Attachment N.

CONCLUSION

For the reasons discussed above and the information attached to this report, the Project would conform with all the requirements of the General Plan and the provisions of the BCC. The proposed recommendation would not have an adverse effect on the public, health, safety, or general welfare. Therefore, staff recommends approval of the Project.

Attachments

Attachment A - Draft Resolution PD 2024-04.pdf
Attachment B - Draft Resolution CUP 2024-08.pdf
Attachment C - Draft Resolution CUP 2024-09.pdf
Attachment D - Draft Conditions of Approval.pdf
Attachment E - Technical Background.pdf
Attachment F - Vicinity Map.pdf
Attachment G - Project Plans.pdf
Attachment H - Comprehensive Sign Program.pdf
Attachment I - Application.pdf
Attachment J - Letter of Request.pdf
Attachment K - Traffic Study.pdf
Attachment L - Preliminary Traffic Management Plan.pdf
Attachment M - Notice of Public Hearing.pdf
Attachment N - Draft Notice of Exemption.pdf

ATTACHMENT A

RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING PRECISE DEVELOPMENT NO. 2024-04 TO ALLOW THE DEMOLITION OF AN EXISTING RESTAURANT BUILDING AND THE CONSTRUCTION OF A NEW RESTAURANT BUILDING (RAISING CANE'S) AT 200 SOUTH STATE COLLEGE BOULEVARD.

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval Precise Development (PD) No. 2024-04, Conditional Use Permit (CUP) No. 2024-08, and CUP No. 2024-09 to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot restaurant building with a drive-through facility and a 780-square-foot outdoor dining area with 33 seats, along with a new comprehensive sign program (referred to herein as the "Project") for that certain real property located at 200 South State College Boulevard, in the City of Brea and further legally described as Assessor Parcel Number 319-103-26, as shown in the latest records of the County of Orange Assessor's Office.

(ii) Specifically, PD No. 2024-04 would allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot restaurant building with a 780 square-foot outdoor dining area (33 seats).

(iii) The Project applicant is John Pollock of Kimley-Horn, 3801 University Avenue, Riverside, CA 92501.

(iv) The Project site is zoned Major Shopping Center (C-C) with a Precise Development (PD) Overlay and designated as Regional Commercial by the General Plan.

(v) On August 26, 2025, the Planning Commission held a duly noticed public hearing on the Project, during which it received and considered all evidence and testimony presented prior to adoption of this resolution.

DRAFT

(vi) 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 California Environmental Quality Act (CEQA) Guidelines, and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 (Class 3) and Section 15332 (Class 32), and follows:

a. Class 3 applies to construction and location of limited numbers of new, small facilities or structures. The Project proposes a new commercial restaurant building with a drive-through facility not exceeding 10,000 square feet in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive, along with a comprehensive sign program. The Project meets the criteria of Class 3 and is therefore categorically exempt from CEQA.

b. Class 32 applies to in-fill development projects that meet the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations; (b) the proposed development occurs on a project site of no more than five acres substantially surrounded by urban uses; (c) the Project has no value as a habitat for endangered, rare, or threatened species; (d)

approval of the Project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (e) the site can be adequately served by all required utilities and public services. As demonstrated by the technical analysis, which includes a Traffic Study, Vehicle Miles Traveled (VMT) Analysis, Noise and Vibration Analysis, Air Quality and Greenhouse Gas Analysis, and Preliminary Water Quality Management Plan, the Project would not have any significant effect related to traffic, noise, air quality, and water quality. The Project meets all Class 32 conditions and is therefore categorically exempt from CEQA.

3. The Commission further finds in consideration of PD No. 2024-04 as follows:

a. The Project consists of the demolition of an existing restaurant building and the construction of a new drive-through restaurant facility which will contribute to a range of business and retail uses in the community, consistent with the goals and objectives found in the General Plan, such as Policies CD-1.3, 1.6 and 1.11. As proposed, the Project would meet all development standards of the C-C Zone, including building height, setbacks, floor area ratio, and parking. The technical studies prepared for the Project demonstrated that the Project would not have any significant effects related to traffic, noise, air quality, and water quality. Given all information known to date and the conditions of approval, this request is not anticipated to result in significant impacts to City services nor will it be detrimental to existing uses in the zone or within the surrounding neighborhood.

4. PD No. 2024-04 is hereby approved, subject to the conditions of approval found in Exhibit A of this resolution.

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

ADOPTED AND APPROVED this 26th day of August 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, 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 26th day of August 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 26th day of August 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

ATTACHMENT B

RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. 2024-08 TO ALLOW A DRIVE-THROUGH FACILITY IN CONJUNCTION WITH A NEW RESTAURANT USE (RAISING CANE'S) AT 200 SOUTH STATE COLLEGE BOULEVARD.

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval Precise Development (PD) No. 2024-04, Conditional Use Permit (CUP) No. 2024-08, and CUP No. 2024-09 to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot restaurant building with a drive-through facility and a 780 square-foot outdoor dining area with 33 seats, along with a new comprehensive sign program (referred to herein as the "Project") for that certain real property located at 200 South State College Boulevard, in the City of Brea and further legally described as Assessor Parcel Number 319-103-26, as shown in the latest records of the County of Orange Assessor's Office.

(ii) Specifically, CUP No. 2024-08 would allow a drive-through facility in conjunction with the new restaurant.

(iii) The Project applicant is John Pollock of Kimley-Horn, 3801 University Avenue, Riverside, CA 92501.

(iv) The Project site is zoned Major Shopping Center (C-C) with a Precise Development (PD) Overlay and designated as Regional Commercial by the General Plan.

(v) On August 26, 2025, the Planning Commission held a duly noticed public hearing on the Project, during which it received and considered all evidence and testimony presented prior to adoption of this resolution.

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

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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. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 (Class 3) and Section 15332 (Class 32), as follows:

a. Class 3 applies to construction and location of limited numbers of new, small facilities or structures. The Project proposes a new commercial restaurant building with a drive-through facility not exceeding 10,000 square feet in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive, along with a comprehensive sign program. The Project meets the criteria of Class 3 and is therefore categorically exempt from CEQA.

b. Class 32 applies to in-fill development projects that meet the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations; (b) the proposed development occurs on a project site of no more than five acres substantially surrounded by urban uses; (c) the Project has no value as a habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic,

noise, air quality or water quality; and (e) the site can be adequately served by all required utilities and public services. As demonstrated by the technical analysis, which includes a Traffic Study, Vehicle Miles Traveled (VMT) Analysis, Noise and Vibration Analysis, Air Quality and Greenhouse Gas Analysis, and Preliminary Water Quality Management Plan, the Project would not have any significant effect related to traffic, noise, air quality, and water quality. The Project meets all Class 32 conditions and is therefore categorically exempt from CEQA.

3. The Commission further finds in consideration of CUP No. 2024-08 as follows:

a. Finding: The use applied for at the location set forth in the application is properly one for which a CUP is authorized by this title.

Fact: The Project site is zoned C-C with a PD Overlay. Pursuant to Brea City Code (BCC) Table 20.11.020.A, drive-through facilities are permitted in the C-C zone, subject to Planning Commission approval of a CUP.

b. Finding: The proposed Project, with conditions as imposed, is necessary or 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 to uses specifically permitted in the zone in which the proposed use is to be located.

Fact: The Project site is located on an existing commercial property that had been used by a previous restaurant. The proposed use of the site for a drive-through restaurant facility would contribute to a range of business and retail uses in the community, consistent with the goals and objectives found in the General Plan, such as Policies CD-1.3, 1.6 and 1.11. The Project as designed

and conditioned is not expected to be detrimental to the existing uses or uses permitted in the zone or vicinity.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and all of the yards, setbacks, walls or fences, landscaping, and other features required to bring about conformity with other elements in the neighborhood.

Fact: The Project area is approximately 1.04 acres and it located on an in-fill site with two driveway approaches. As proposed, the Project will comply with all development standards of the C-C Zone. The Project on-site circulation and drive-through was designed based on technical analyses and compliance with applicable codes and policies. As such, the Project Site is adequate in size and shape to accommodate the drive-through restaurant.

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 or to be generated by the proposed development.

Fact: Vehicular access to the Project site will be provided to the site by driveway approaches from South State College Boulevard and East Birch Street, both of which are arterial streets which are designed to support high volumes of vehicular traffic. The Project site provides sufficient parking spaces for the Project, and the Project is not anticipated to result in traffic impacts to surrounding uses as a result of the new restaurant and drive-through as analyzed in the technical studies. As such, the streets and highways surrounding the Project

Site are properly designed and improved to carry the type and quantity of traffic generated.

e. Finding: 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 Traffic Management Plan (TMP) which would include traffic control measures for the drive-through such as requiring restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queueing for the drive-through. In addition, the Project would be required to meet all Building and Fire codes and standards, thereby assuring the public health, safety, and welfare.

4. CUP No. 2024-08 is hereby approved, subject to the conditions of approval attached to a separate resolution approving PD No. 2024-04.

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

ADOPTED AND APPROVED this 26th day of August 2025.

_____
Chair, Planning Commission

I, Joanne Hwang, 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 26th day of August 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 26th day of August 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

ATTACHMENT C

RESOLUTION NO. PC 2025-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BREA APPROVING CONDITIONAL USE PERMIT NO. 2024-09 TO ESTABLISH A COMPREHENSIVE SIGN PROGRAM FOR A NEW RESTAURANT (RAISING CANE'S) AT 200 SOUTH STATE COLLEGE BOULEVARD.

A. RECITALS:

(i) The Planning Commission of the City of Brea (the "Planning Commission") did receive a verified petition for the approval Precise Development (PD) No. 2024-04, Conditional Use Permit (CUP) No. 2024-08, and CUP No. 2024-09 to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot restaurant building with a drive-through facility and a 780 square-foot outdoor dining area with 33 seats, along with a new comprehensive sign program (referred to herein as the "Project") for that certain real property located at 200 South State College Boulevard, in the City of Brea and further legally described as Assessor Parcel Number 319-103-26, as shown in the latest records of the County of Orange Assessor's Office.

(ii) Specifically, CUP No. 2024-09 would establish a comprehensive sign program.

(iii) The Project applicant is John Pollock of Kimley-Horn, 3801 University Avenue, Riverside, CA 92501.

(iv) The Project site is zoned Major Shopping Center (C-C) with a Precise Development (PD) Overlay and designated as Regional Commercial by the General Plan.

(v) On August 26, 2025, the Planning Commission held a duly noticed public hearing on the Project, during which it received and considered all evidence and testimony presented prior to adoption of this resolution.

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

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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. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 (Class 3) and Section 15332 (Class 32), as follows:

a. Class 3 applies to construction and location of limited numbers of new, small facilities or structures. The Project proposes a new commercial restaurant building with a drive-through facility not exceeding 10,000 square feet in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive, along with a comprehensive sign program. The Project meets the criteria of Class 3 and is therefore categorically exempt from CEQA.

b. Class 32 applies to in-fill development projects that meet the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations; (b) the proposed development occurs on a project site of no more than five acres substantially surrounded by urban uses; (c) the Project has no value as a habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic,

noise, air quality or water quality; and (e) the site can be adequately served by all required utilities and public services. As demonstrated by the technical analysis, which includes a Traffic Study, Vehicle Miles Traveled (VMT) Analysis, Noise and Vibration Analysis, Air Quality and Greenhouse Gas Analysis, and Preliminary Water Quality Management Plan, the Project would not have any significant effect related to traffic, noise, air quality, and water quality. The Project meets all Class 32 conditions and is therefore categorically exempt from CEQA.

3. The Commission further finds in consideration of CUP No. 2024-09 as follows:

a. Finding: The use applied for at the location set forth in the application is properly one for which a CUP is authorized by this title.

Fact: The Project site is zoned C-C with a Precise Development Overlay. Pursuant to Brea City Code (BCC) Section 20.28.045, comprehensive sign programs that propose signs that do not comply with the BCC shall be subject to Planning Commission approval of a CUP. Therefore, the use of a comprehensive sign program at the Project site is one which the CUP would ensure that the signage is of quality design and complimentary to the building architecture.

b. Finding: The proposed Project, with conditions as imposed, is necessary or 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 to uses specifically permitted in the zone in which the proposed use is to be located.

Fact: The proposed Project is consistent with the General Plan Policy CD-20 in that it will encourage site planning within Commercial and Mixed-Use districts that functionally and visually integrate onsite facilities and uses, including building, services, access, and parking. The comprehensive sign program is not anticipated to result in significant impacts on City services or to be detrimental to existing uses in the zone.

c. Finding: The site is adequate in size and shape to accommodate the proposed development and all of the yards, setbacks, walls or fences, landscaping, and other features required to bring about conformity with other elements in the neighborhood.

Fact: The Project site has sufficient building walls and street frontages to comfortably support the number and types of signage proposed as part of the Project. As such, the Project site is adequate in size and shape to accommodate the proposed development.

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 or to be generated by the proposed development.

Fact: Vehicular access to the Project site will be provided to the site by driveway approaches from South State College Boulevard and East Birch Street. Additional traffic would not be generated by the proposed sign program because the CUP does not expand the business use. Directional signage proposed as part of the sign program would assist in directing vehicles to the drive-through and nearest exit and assist traffic flow. The proposed signage includes

wall signs fixed to the building as well as a monument sign which is not located near a driveway entrance and will not interfere with vehicular access to the Project site.

e. Finding: 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 Division plan check, the Project would be required to meet all Codes adopted at the time of submittal, thereby assuring public health, safety, and welfare. The Project will enhance the aesthetics on the property by ensuring the design quality and proper placement for all signs.

4. CUP No. 2024-09 is hereby approved, subject to the conditions of approval attached to a separate resolution approving PD No. 2024-04.

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

ADOPTED AND APPROVED this 26th day of August 2025.

Chair, Planning Commission

I, Joanne Hwang, 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 26th day of August 2025 and was finally passed at a regular meeting of the Planning Commission of the City of Brea, held on the 26th day of August 2025, by the following votes:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ATTEST: _____
Secretary, Planning Commission

EXHIBIT A OF RESOLUTION NO. 2025-XX

PRECISE DEVELOPMENT NO. 2024-04
CONDITIONAL USE PERMIT NO. 2024-08
CONDITIONAL USE PERMIT NO. 2024-09

CONDITIONS OF APPROVAL

Precise Development (PD) No. 2024-04, Conditional Use Permit (CUP) No. 2024-08, and CUP No. 2024-09 are hereby approved, subject to the conditions as set forth herein:

Planning Division – Community Development Department

1. Development and operations of the Project shall occur in substantial compliance with the plans and documents reviewed and approved by the Planning Commission on August 26, 2025, which includes an operations breakdown, site plan, floor plans, and comprehensive sign program on file with the Planning Division, the conditions contained herein and all applicable Federal, State, County and local regulations. The City Planner may approve minor modifications to the operations and approved project plans.

2. The Applicant shall prepare and submit a physical copy (suitable for archival storage) of the final plans and technical studies to the Brea Planning Division prior to the issuance of any building permits for the proposed establishment.

3. Final architectural elevation plans and details shall be provided at the time of plan check for the review and approval of the City Planner prior to the issuance of building permits. Architecture and design features shall be in substantial conformance with the specifications and details provided in the approved project plans and shall include high-quality materials and finishes. Requests to modify the approved building elevations, materials and details, colors, and other architectural elevation features may be reviewed and approved by the City Planner.

4. All exposed metal flashing or trim shall be painted to match the building.

5. The flashing illumination of signs is prohibited.

6. Inflatable-type signs and hand-held signs (e.g., sign spinners, sign dancers) shall not be permitted at any time.

7. Any sign criteria not expressly identified in the comprehensive sign program shall be subject to the City's Sign Ordinance.

8. All tree removals shall comply with the City's Tree Preservation Ordinance (Brea City Code (BCC) Chapter 20.74. Prior to removal, tree species type and diameter information shall be identified on future demolition permit plans.

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9. Prior to issuance of building permits, the Applicant shall submit a detailed final landscape plan for review and approval of the City Planner:

    a. The final landscaping plan shall be in substantial conformance with the conceptual landscape plan on file and comply with the City's Water Efficient Landscaping Requirements.

    b. Said plans shall demonstrate compliance with all applicable landscaping requirements for the C-C zone.

    c. Final landscape plans shall show all ground utility equipment and shall be properly screened by landscaping, paint, and/or screening materials or a combination thereof to be reviewed and approved by the City Planner.

    d. All landscaping and irrigation must be installed prior to the Certificate of Occupancy issuance.

10. All new landscaping that is installed in conformance with the approved plans and applicable BCC shall be maintained in perpetuity. Landscaping shall be replaced in a timely manner in an event that it is removed, damaged and/or dead.

11. All roof-mounted and ground-mounted equipment shall be screened from public views at ground elevation. Noise-generating equipment shall require special consideration in location and screening to avoid creating a nuisance. All uses and operations shall adhere to the City's noise ordinance.

12. All outdoor trash facilities shall be shielded from view within a decorative enclosure with walls that are minimum six feet in height, a solid roof, and gates. The design of enclosures shall be compatible with the building architecture and shall require a separate review and approval by the City Planner prior to the issuance of building permits.

13. All new electrical, telephone, antenna, television, and similar service wires or cables that provide direct service to the property being developed shall be installed underground within the exterior boundary lines of such property unless deemed infeasible by the City Planner.

14. The business operations shall comply with the City's Noise Ordinance.

15. In the event of repeated or disproportionately high numbers of calls for law enforcement or other public safety service, or based upon input from the Brea Police Department or surrounding businesses or residents, the City Planner may require, at their discretion, that the Applicant provide additional on-site security and/or safety measures at the property, as may be reasonably calculated to address situations or circumstances leading to or causing such increased calls for service, or complaints or comments from surrounding residents or businesses.

16. There shall be no live entertainment, amplified music, or dancing permitted on the premises at any time, as specified under Brea City Code (BCC) Chapter 5.228, unless the proper permits have been obtained from the City of Brea.

17. Prior to the issuance of building permits, the applicant shall submit a Traffic Management Plan (TMP) to the Planning Division. Such TMP shall be approved prior to issuance of the Certificate of Occupancy. The TMP shall include and be subject to the following:

    a. Detailed management strategies to ensure a balance between parking and efficient drive-through queuing on site.

    b. The TMP shall be in effect at any point where vehicles extend beyond the designated drive-through lanes.

    c. Detailed traffic control measures for the drive-through, including, but not limited to requiring restaurant staff to direct vehicles, take orders ahead of the menu boards, and ensure no conflicts between cars parking and queuing into the drive-through.

    d. Strategies for mobile order pick-up parking and for truck delivery logistics.

    The TMP shall be modified and implemented as necessary to ensure adequate on-site parking. Any modifications to the TMP shall be reviewed and approved by the City Planner.

18. Operation of the Project shall not result in the stacking of vehicles in such a manner that will result in obstruction to any access aisle or parking spaces of on-site main drive aisles or public streets. If the operation of the Project affects traffic on the on-site main drive aisles or the public street, design alternatives to remedy the issue, such as modifying the parking lot, loading area, or other alternatives, shall be presented to the City Engineer and City Planner for review and approval.

19. All uses shall comply with the provisions of BCC Chapter 20.20, including, but not limited to, vibration, glare, emission of dust, smoke, and odors.

20. The Applicant is responsible for paying all charges related to the processing of the Project within 30 days of the issuance of the final invoice or prior to the issuance of building permits for the Project, whichever occurs first. Failure to pay all charges shall result in delays in the issuance of required permits or may result in the revocation of the approval of this application.

21. Any permit is subject to expiration and revocation as provided in BCC Chapter 20.412.020, and said provisions are specifically made a part hereof without negating the applicability of any other provision of this resolution or any other law.

22. To the fullest extent permitted by law, the Applicant shall defend, indemnify, and hold harmless the City and its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") from and against all causes of action, claims, costs, damages, demands, expenses (including fees of accountants, attorneys, and other professionals), judgments, liens, losses, penalties, and proceedings of any nature whatsoever arising out of or related to: (i) the City's California Environmental Quality Act review and environmental determination for this permit; (ii) the City's approval of this permit; or (iii) the exercise of rights granted by this permit. In the event of a lawsuit, the Applicant shall execute a joint defense and indemnity agreement to satisfy these defense, indemnity, and hold harmless obligations. The joint defense and indemnity agreement shall be in a form approved by the City Attorney, and shall require the Applicant to post and replenish a cash deposit to cover legal fees, costs, and expenses incurred by the City in connection with defense of the lawsuit.

Building and Safety Division – Community Development Department

23. All designs shall comply with the Codes adopted at the time of permit submittal. Currently, the 2022 CA Building, Mechanical, Electrical, Plumbing, Cal Green, Energy, Fire Codes, and BCC. *Any submittals received after December 31, 2025 shall be compliant with the 2025 California Building Standards Code.*

24. Any code deviations will require submittal of an Alternative Materials, Design and Methods (CBC Sec. [A]104.11) or Modification request (CBC Sec. [A]104.10). Code sections and alternatives are required with complete justification for request.

25. Deferred submittal items require prior approval by the Building Official, the Applicant shall discuss with the Building Official whether or not the proposed deferred submittals will be allowed to be deferred.

26. At time of building permit submittal, required construction documents include: Architectural, Structural, Mechanical, Electrical, Energy, Plumbing, Civil (Grading, Erosion Control), Landscaping, Food Service, Structural Calculations, Energy Calculations, MEP related Calculations & Equipment Cut Sheets, Specs & Geotechnical Report.

    The following require separate submittals and permit issuance:
    - On-site & existing building demo work (Demolition Permit)
    - Building construction documents (Building Permit)
    - Civil (Grading plans) construction documents (Grading Permit)
    - Landscape construction documents (Landscape Permit)
    - Accessory structures construction documents (Miscellaneous Permit)
    - Art in Public Places - Art Sculpture (Miscellaneous Permit)
    - Building Signs (Miscellaneous Permit)
    - Fire Sprinklers (Fire Permit)
    - Temporary Power (Temporary Permit)
    - Construction / Office Trailers (Temporary Permit)

27. All temporary permits shall be renewed every 6 months.

28. An asbestos and lead analysis report shall be submitted for review to the Building & Safety Division prior to the start of any demolition of the existing buildings and structures. If asbestos and/or lead is found on the building and/or structures, it shall be removed and properly disposed of prior to commencing any demolition work.

29. A geotechnical investigation report is required upon formal submittal to Building & Safety Division. If the project is formally submitted to the Building & Safety Division for review on or after January 1, 2026, the geotechnical investigation report submitted during the planning entitlement will have to be updated to current building code compliance.

30. The geotechnical engineer of record shall review the grading plans, foundation plans and foundation details for conformance with the Geotechnical Investigation Report, stamp and sign the plans and details.

31. Upon formal submittal to Building & Safety Division, a color exhibit plan on the civil drawings showing the cut and fill areas shall be provided.

32. Upon formal submittal to Building & Safety Division, an over-excavation plan and sections meeting the requirements from the geotechnical investigation report recommendations shall be provided.

33. Upon completion of grading, the general contractor shall provide soils laboratory testing results to evaluate the as-graded soil corrosivity characteristics. The soils testing shall be done by a licensed corrosion engineer.

34. The Applicant shall provide written evidence to the City of Brea Building & Safety Division that a geotechnical engineer has been retained to monitor the grading operation and assure implementation of the site grading recommendations. All recommendations shall be implemented to the performance standards specified in the Geotechnical Investigation report and to the satisfaction of the geotechnical engineer, City Engineer, and Building Official. Evidence of implementation shall be provided to the Building & Safety Division prior to issuance of a building permit.

35. Upon formal submittal to the Building & Safety Division, the foundation sections and details shall clearly demonstrate the top of the footing to slope away from the building where landscape areas occur adjacent to the building.

36. Separate water meter(s) for the landscaping shall be provided. Clearly identify meter location on the utility plans and the landscape plans.

37. Upon formal submittal to the Building & Safety Division, provide a digital file for all structural calculations generated on Excel spreadsheets.

38. All Mechanical, Electrical, and Plumbing equipment, interior or exterior, heavier than 300 lbs. must provide anchorage calculations, details, and the details shall be referenced on plans.

39. Upon formal submittal to the Building & Safety Division, the planning entitlement conditions of approval and the geotechnical investigation report recommendations shall be clearly shown on project plans.

40. Upon formal submittal to the Building & Safety Division, the construction documents shall be bookmarked and hyperlinked.

41. Prior to Certificate of Occupancy issuance, all outstanding fees on the project shall be paid, and all planning entitlement conditions of approval shall be completed.

42. Full project review shall be conducted when complete construction documents are submitted to the Building & Safety Division.

Public Works Department

43. The Applicant shall provide Site and Building Demolition Plans for the demolition of the existing site and building infrastructure. The Site and Building Demolition Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building & Safety Division and City Engineer. Said plans shall include an Erosion and Sediment Control Plan identifying the State issued WDID number and the contact information for the person that is to be reached in case of emergency. Applicant shall obtain approval of the Site and Building Demolition Plans, prior to the issuance of any building permit for any proposed development phase.

44. Prior to the issuance of any building permits for the proposed developed site conditions, the Applicant shall submit and obtain approval for Precise Grading Plans and all applicable technical studies. The Precise Grading Plans and technical studies shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the Building & Safety Division and City Engineer. The Precise Grading Plan submittal shall include the following items:

    a. Construction Document Plans for the review and approval of the Building & Safety Division and City Engineer. The Construction Document Plans shall identify all improvements required to facilitate the proposed development and associated infrastructure improvements. Said Construction Document Plans shall include an Erosion and Sediment Control Plan identifying the State issued WDID number and the contact information for the person that is to be reached in case of emergency;

    b. Soils Report for the review and approval of the Building & Safety Division and the City Engineer;

c. Final Sanitary Sewer Capacity Analysis for the review and approval of the City Engineer;

d. Final Hydrology & Hydraulic Study meeting all City and Orange County requirements, for the review and approval of the City Engineer;

e. Final Water Quality Management Plan (WQMP) for the review and approval of the City Engineer;

f. Final Water Demand Analysis for the review and approval of the City Engineer;

g. Solid Waste/Trash Collection Circulation Plan for the review and approval of the City Traffic Engineer; and

h. On-site Circulation Plan as requested for the review and approval of the City Traffic Engineer.

45. The Applicant shall maintain the Storm Water Pollution Prevention Plan during construction in accordance with NPDES guidelines, which shall incorporate all best management practices to mitigate pollutant runoff during construction.

46. The Applicant shall be responsible for the maintenance of all temporary and permanent Best Management Practices (BMP's) and associated infrastructure located on public or private property.

47. Prior to the issuance of any occupancy release, the Applicant shall record the following items from the Final WQMP at the County of Orange:
    a. Title Page;
    b. Signed Owner's Certification Page;
    c. Engineer's Certification Page;
    d. City of Brea-Specific WQMP Summary Report;
    e. Exhibits & Details of BMP's; and
    f. Section V-Inspection & Maintenance.

48. Prior to the issuance of any occupancy release, the Applicant shall submit one (1) hard copy of the approved Final WQMP containing all documents recorded at the County of Orange to the City Environmental Services Division.

49. Prior to the issuance of any occupancy release, all proposed permanent Best Management Practices (BMP's) shall be certified by the engineer of record and/or manufacturer, final inspection shall be completed for the proposed BMP's by the City Environmental Services Division, and all improvements shall be constructed to the satisfaction of the City Engineer.

50. The Applicant and any future successors, shall adhere to the approved Final WQMP during the life of the Project.

51. The Applicant shall maintain all public and private drainage facilities in good working order at all times.

52. Prior to the issuance of any building permits for the proposed development, the Applicant shall provide verification to the satisfaction of the City Engineer, that all parties that have easements over the property, including entities such as dry utility purveyors, have granted authorization to construct the proposed improvements within existing easement areas or that all existing easements have been modified, removed, and/or quitclaimed or abandoned to accommodate the proposed development.

53. All improvements associated with the proposed development that are located within, and/or impacting facilities located within, easement areas within the property, including easements granted to entities such as dry utility purveyors, shall be constructed to the satisfaction of the easement holders and meet all associated jurisdictional requirements.

54. The Applicant shall be responsible for obtaining the permission to perform any work on adjacent private properties or within easement areas.

55. All improvements associated with the proposed development that are located on adjacent private property shall be constructed to the satisfaction of the adjacent private property owners and meet all associated local jurisdictional requirements. Prior to the issuance of any building permits for the proposed developed site conditions or for improvements located on adjacent private property, the Applicant shall provide verification to the satisfaction of the City Engineer, that all adjacent private property owners have granted permission and authorization to perform the proposed work on the adjacent private property, and that agreements and/or easements are in place to allow for private improvements to be located on the adjacent property.

56. No proposed trees; structures for private utility infrastructure, lighting structures, utility vaults or cabinets; structures or walls with footing or foundation elements; building foundations, structural slabs, or building structural members; shall be located within existing or proposed public easement areas, within the public right-of-way, or within public property.

57. The Applicant shall enter into an Encroachment License Agreement with the City of Brea for all private improvements or non-standard improvements, improvements not in accordance with City of Brea Standard Plans and standards, located within the public right-of-way, public easement areas, or within public property.

58. All existing domestic, irrigation, and fire water services shall be replaced with new service connections. All existing domestic, irrigation, and fire water services shall be removed through the existing water main to the satisfaction of the City Engineer.

59. All proposed domestic, irrigation, and fire water services shall be per the latest City of Brea Public Works Standards, meeting all City Building & Plumbing Code requirements, and be to the satisfaction of the City Engineer and the Brea Fire Department.

60. All proposed domestic, irrigation, and fire water services shall include metering and above grade backflow prevention to the satisfaction of the City Engineer and the Brea Fire Department.

61. All water meters, vaults, fire hydrants, FDC's, and above ground backflow prevention devices for domestic, irrigation, and fire water services and systems, shall be located to the satisfaction of the City Engineer, the Building & Safety Division, and the Brea Fire Department. Easements shall be dedicated to the City for the maintenance, repair, and operation of all public water meters, vaults, and fire hydrants.

62. All existing and proposed fire hydrant and fire service infrastructure locations shall be subject to the review and approval of the City Engineer, the Building & Safety Division, and the Brea Fire Department. Installation of fire hydrants and fire service infrastructure shall be in accordance with City of Brea Public Works Standards and all applicable building codes.

63. All proposed sewer laterals and connections shall be per City of Brea Public Works Standards, meet all City Building and Plumbing Code requirements, and be to the satisfaction of the City Engineer and the Building & Safety Division.

64. The proposed development shall only be served by underground distribution utilities.

65. Prior to the issuance of any building permit, the Applicant shall pay all applicable impact fees and connection fees as set forth in the City ordinances and in effect at the time of permit issuance.

66. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall submit an Address Request Application to the Public Works Department and obtain addressing issuance for the proposed development.

67. Prior to the issuance of any building permit, a completed Waste Management Plan (WMP) shall be submitted through Green Halo Systems by the Applicant and be approved by the Public Works Department to ensure compliance with CALGreen, SB 1383, and Brea City Code requirements. Each individual building permit shall include its own separate WMP submittal through Green Halo Systems for the proposed scope of work associated with each building permit.

68. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall demonstrate compliance with SB 1383 by identifying the proposed location of storage containers for trash, recyclables, and organic

materials, and demonstrate the proposed storage location for weekly servicing by the City's waste hauler, to the satisfaction of the City Engineer.

69. Prior to the issuance of any occupancy release, the Applicant shall submit a completed Final Waste Management Plan (WMP) through Green Halo Systems, including documentation of weight receipts/tickets from a City-approved facility and/or other forms of documentation to provide proof that at least 65% of the project debris was recycled or reused. The submission shall be reviewed and approved by the Public Works Department in compliance with BCC Chapter 8.29.

70. Prior to the issuance of any building permit for the proposed developed site conditions, the Applicant shall prepare Public Improvement Plans for the review and approval of the City Engineer, for all public improvements located within South State College Boulevard and East Birch Street, and all proposed easement and dedication areas adjacent to the public right-of-way. The Public Improvement Plans shall be prepared by a registered Civil Engineer, be in accordance with City of Brea Standard Plans and standards, and be to the satisfaction of the City Engineer. Prior to any building permit issuance for the proposed developed site conditions, the Public Improvement Plans shall be approved by the City Engineer. All improvements shall be constructed to the satisfaction of the City Engineer, 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 items:

    a. Removal of all existing domestic, irrigation, and fire water service laterals through the point of connection to the existing public water main.

    b. Removal and replacement of all existing paving and public facilities required to facilitate the removal of existing water infrastructure.

    c. Construction of separate water services for the proposed domestic, irrigation, and fire water service laterals connecting to the existing public water lines located on South State College Boulevard and East Birch Street.

    d. Removal and replacement of all existing paving and public facilities required to facilitate the construction of the proposed water infrastructure.

    e. Construction of the proposed sanitary sewer service lateral connecting to the existing public sanitary sewer main located on State College Boulevard.

    f. Removal and replacement of existing paving, sidewalk, and curb and gutter, and construction of a proposed parkway drain on State College Boulevard.

    g. Removal and replacement of existing curb and gutter and sidewalk within the public right-of-way of South State College Boulevard and East Birch Street, immediately adjacent to the project site, at locations to the satisfaction of the City Engineer;

    h. All signage and striping improvements to South State College Boulevard and East Birch Street, adjacent to the project site, to the satisfaction of the City Traffic Engineer;

i. Removal, replacement, and/or relocation of all existing infrastructure or structures interfering with the proposed improvements. This includes, but is not limited to, existing water meters, backflow prevention devices, utility vaults, utility meters, vent pipes, fire hydrants, signage, street lights, power poles, paving, sidewalk, and curb and gutter; and

j. All improvements and easement dedications required to facilitate the proposed utility improvements, modifications, and connections located within the public right of-way. Proposed utility improvements, modifications, and connections located within the public right-of-way shall include items such as, but not limited to, the construction of domestic, irrigation, and fire water service connections and infrastructure; the construction of fire hydrants; the construction of storm drain connections to existing infrastructure; the construction of any required sanitary sewer service connections; the relocation of existing street lights; modifications to traffic signal and communications infrastructure; and the removal and/or relocation of utility vaults and/or meters.

71. All public improvements, and improvements within the public right-of-way and public easement or dedication areas, shall be designed and constructed per current City standards and all other jurisdictional requirements, and shall be to the satisfaction of the City Engineer.

72. All existing public utilities and infrastructure located within the public right-of-way or within existing easements are to be protected in place, unless indicated otherwise by improvement plans approved by the City Engineer.

73. A City of Brea Public Works Encroachment Permit shall be obtained prior to any construction, improvements, or staging in the public right-of-way, within existing or proposed public easement or dedication areas, or within public property.

Fire Department

74. A separate Fire Master Plan shall be submitted for review and approval by the Fire Marshal and Fire Prevention Staff. This plan shall convey all fire and life safety details and shall include final plans for roadway and fire access, necessary water requirements and supply, conditions for the Project, signage and street markings, and other related items as deemed necessary by Fire Services. Upon evaluation of the Fire Master Plan, additional access to the southeast corner of the building shall be reviewed for sufficient ingress/egress.

75. Final fire and life safety conditions will be addressed when the Fire Department reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes which are in effect at the time of building plan submittal.

76. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the CFC and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the FDC for buildings protected with a fire sprinkler system.

77. Prior to Building Final, a “Knox Box Rapid Entry System” shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. Electric powered gates shall be provided with Knox key switches for access by emergency personnel. Where manual-operated gates are permitted, they shall be provided with a Knox box or Knox padlock. (CFC 506.1 & 503.6)

78. An automatic fire sprinkler system shall be installed throughout the building in accordance with NFPA 13 and the California Fire Code. This requirement is based on the building's occupant load exceeding 100 persons, as mandated by California Fire Code Section 903.2.1.2.

79. Prior to Building Final, the applicant shall install a carbon dioxide detection system.

80. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Ch. 33(CFC & CBC).

ATTACHMENT E

TECHNICAL BACKGROUND

Case No:	Precise Development No. 2024-04 Conditional Use Permit No. 2024-08 Conditional Use Permit No. 2024-09
Property Location:	200 South State College Boulevard
Project Area:	1.04 acres
Building Size:	3,164 square feet
Applicant:	John Pollock Kimley-Horn 3801 University Avenue, Suite 300 Riverside, CA 92501
General Plan Designation:	Regional Commercial
Zoning Designation:	C-C (Major Shopping Center) with a Precise Development (PD) Overlay
Adjacent Zoning	
North:	C-C with a PD Overlay
East:	C-C with a PD Overlay, R-2 (Multiple Family Residential) with a PD Overlay
South:	C-C with a PD Overlay
West:	MU-I (Mixed Use I)
Site and Neighborhood Characteristics:	The Project site is located at the southeast corner of East Birch Street and South State College Boulevard. Adjacent uses to the Project site include commercial uses to the north, south and east, and Brea Mall to the west on the other side of State Route 57.
Public Hearing Notices and Outreach:	Legal Notice was published in the Brea Star Progress on August 13, 2025, and 62 notices were sent to all property owners within a 500-foot radius of the subject property.

ATTACHMENT F

N

SUBJECT PROPERTY AND VICINITY MAP

DATE: August 26, 2025

CASE NO:
ACCELA RECORD NO. PLN-2024-00067
PRECISE DEVELOPMENT NO. 2024-04
CONDITIONAL USE PERMIT NO. 2024-08
CONDITIONAL USE PERMIT NO. 2024-09

REQUIRED ENTITLEMENTS

- CONDITIONAL USE PERMIT (CUP 2024-08)
- PRECISE DEVELOPMENT (PD 2024-04)
- PRELIMINARY PLAN REVIEW

PROJECT TEAM

DEVELOPER
LUARON FOSTER
RAISING CANE'S RESTAURANTS LLC
6800 BISHOP ROAD
PLANO, TX 75024
(214) 455-7776
LFOSTER@RAISINGCANES.COM

OWNER
BLAKE MEGDAL
MEGDAL INC.
252 SOUTH BEVERLY DRIVE
SUITE C
BEVERLY HILLS, CA 90212
(310) 467-5110
BLAKE@MAGDALINC.COM

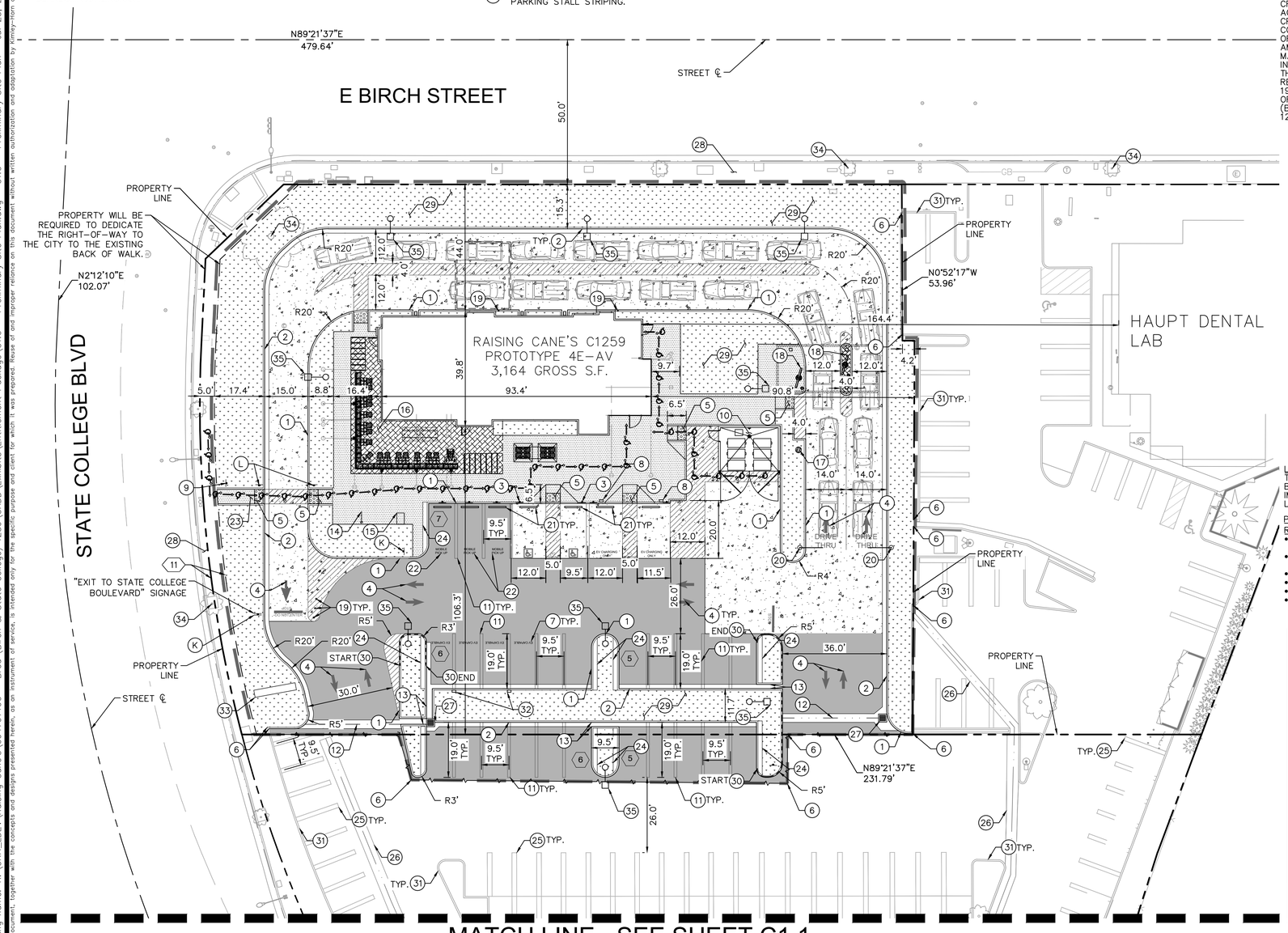
CIVIL ENGINEER
JOHN POLLOCK, PE
KIMLEY-HORN AND ASSOCIATES, INC.
3801 UNIVERSITY AVENUE, SUITE 300
RIVERSIDE, CA 92501
(951) 543-9868
JOHN.POLLOCK@KIMLEY-HORN.COM

GEOTECHNICAL ENGINEER
F. FRED BUHAMDAN, P.E.
TERRACON
145 WEST WALNUT STREET
CARSON, CA 90248
(310) 627-3430

SITE KEYNOTES:

ATTACHMENT G

1. CONCRETE CURB.
2. CONCRETE CURB AND GUTTER.
3. ACCESSIBLE PARKING STALL SIGN.
4. DIRECTIONAL MARKING PER PLAN.
5. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES).
6. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK, AND PAVEMENT.
7. "EV CAPABLE" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL.
8. PROPOSED E/V CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR CHARGING STATION CONNECTION.
9. ADA PATH OF TRAVEL SIGN WITH NOTE STATING "PATH OF TRAVEL SHALL REMAIN UNOBSTRUCTED AT ALL TIMES"
10. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE.
11. STANDARD 90° CITY OF BREA HAIRPIN PARKING STALL STRIPING.
12. 3' VALLEY GUTTER.
13. 2' CURB CUT.
14. SHORT TERM BIKE RACK.
15. LONG TERM BIKE RACK.
16. OUTDOOR COVERED PATIO TO BE STAINED STANDARD DUTY CONCRETE PAVEMENT.
17. PREVIEW BOARD.
18. ORDER BOARD.
19. SITE BOLLARD.
20. HEIGHT DETECTOR POLE.
21. INSTALL WHEELSTOPS FOR PARKING SPACES ADJACENT TO WALKWAYS.
22. MOBILE PICK-UP PARKING STALLS.
23. ACCESSIBLE PATH OF TRAVEL STRIPING. ACCESSIBLE PATHS SHALL BE ENHANCED PAVING.
24. 18" WALK-OFF CURB.
25. EXISTING 90° PARKING STALL TO REMAIN.
26. EXISTING VALLEY GUTTER TO REMAIN.
27. 24" X 24" JENSEN PRECAST DROP INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE.
28. EXISTING SIDEWALK TO REMAIN.
29. LANDSCAPING AREA.
30. ROLLED CONCRETE CURB.
31. EXISTING CURB TO REMAIN.
32. FUTURE EV CHARGING STATION. CONDUIT TO BE RAN TO STALL FOR FUTURE CONNECTION.
33. MONUMENT SIGN.
34. EXISTING TREE TO REMAIN.
35. SITE LIGHTING



MATCH LINE - SEE SHEET C1.1

TITLE REPORT EXCEPTIONS

6. EASEMENT FOR STORM DRAIN PURPOSES RECORDED SEPTEMBER 19, 1974 IN BOOK 11246, PAGE 1058 OF OFFICIAL RECORDS.
7. EASEMENT FOR STORM DRAIN PURPOSES RECORDED SEPTEMBER 1, 1976 IN BOOK 11874, PAGE 951 OF OFFICIAL RECORDS.
11. EASEMENT FOR ROADWAY AND INCIDENTAL PURPOSES RECORDED MAY 15, 2000 AS INST NO. 2000256113; RECORDED MARCH 15, 2004 AS INST. NO. 20040002101183 BOTH OFFICIAL RECORDS.

LEGAL DESCRIPTION

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

PARCEL 1
IN THE CITY OF BREA, AS SHOWN ON A MAP FILED IN BOOK 288, PAGES 39 AND 40 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2
A NON-EXCLUSIVE EASEMENT FOR PARKING ON PARCEL 2, IN THE CITY OF BREA, AS SHOWN ON A MAP FILED IN BOOK 124, PAGES 12 AND 13 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS CREATED BY THAT CERTAIN COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT DATED OCTOBER 19, 1978 BY AND BETWEEN HOMART DEVELOPMENT CP., A DELAWARE CORPORATION AND GRANDABS INCORPORATED, A CALIFORNIA CORPORATION,RECORDED MARCH 28, 1979 IN BOOK 13083 PAGE 1820 IN OFFICIAL RECORDS OF SAID COUNTY. ASAMEND BY THAT CERTAIN FIRST AMENDMENT TO COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT DATED MAY 18, 1979 BY AND BETWEEN THE SAME PARTIES, RECORDED MAY 22, 1979 IN BOOK 13154, PAGE 1606 IN SAID OFFICIAL RECORDS, AND AS AMENDED BY THAT CERTAIN SECOND AMENDMENT TO COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT BETWEEN THE SAME PARTIES, DATED SEPTEMBER 24, 1979 AND RECORDED SEPTEMBER 28, 1979 IN BOOK 13331, PAGE 1202 IN SAID OFFICIAL RECORDS.
(BLANKET IN NATURE OVER PARKING AREAS ON PARCEL 2 OF OF P.M.B. 124/12-13)

DEVELOPMENT SUMMARY TABLE

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT. THE RESTAURANT WILL EMPLOY 75-95 EMPLOYEES WITH AN AVERAGE OF 12 EMPLOYEES PER SHIFT. RESTAURANT HOURS: 24 HOURS
ADDRESS:	200 STATE COLLEGE BOULEVARD, BREA, CA 92821
APN:	319-103-22 AND 319-103-26
ZONING DISTRICT:	C-C MAJOR SHOPPING CENTER (EXISTING)
ADJACENT ZONING DISTRICTS:	N: C-C - MAJOR SHOPPING CENTER E: R-3 - MULTIPLE FAMILY W: MIXED USE (PD OVERLAY)
LAND USE:	COMMERCIAL
ADJACENT LAND USE:	N: COMMERCIAL E: R-3 - MULTIPLE FAMILY W: MIXED USE (PD OVERLAY)
FLOOD ZONE:	ZONE X - AREA OF MINIMAL FLOOD HAZARD.
PARKING/LANDSCAPE BUFFER:	
FRONT:	0.0'
REAR:	0.0'
SIDE (W):	5.0'
SIDE (E):	0.0'

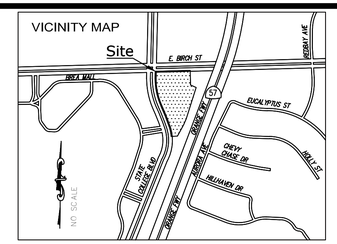
LOT COVERAGE	RAISING CANE'S (PARCEL 1)			SIMON OWNED PARKING LOT (PARCEL 2)			TOTAL	
TOTAL SITE/DISTURBED AREA:	45,237 S.F.	(1.04 AC)	100%	2,153 S.F.	(0.05 AC)	100%	47,390 S.F.	(1.09 AC)
BUILDING AREA:	3,164 S.F.	(0.07 AC)	6.7%	0 S.F.			3,164 S.F.	(0.07 AC)
IMPERVIOUS AREA:	30,382 S.F.	(0.70 AC)	67.3%	1,930 S.F.	(0.04 AC)	80.0%	32,312 S.F.	(0.74 AC)
LANDSCAPE AREA:	11,691 S.F.	(0.27 AC)	26.0%	223 S.F.	(0.01 AC)	20.0%	11,914 S.F.	(0.28 AC)

PARKING SUMMARY:
RAISING CANE'S: 3,164 S.F. - INDOOR SEATS (70 SEATS), 780 S.F. OUTDOOR SEATING (32 SEATS)
- INDOOR REQUIREMENT: 1 SPACE PER 150 S.F.
- •• 1 SPACE PER 150 S.F.= (3,164/150) = 21.1 STALLS REQUIRED PER CITY OF BREA
- OUTDOOR REQUIREMENT: 1 SPACE PER 3 SEATS OVER 20 SEATS
- •• 1 SPACE PER 3 SEATS OVER 20 SEATS = ((32-20)/3) = 4.0 STALLS REQUIRED PER CITY OF BREA
- INDOOR REQUIREMENT AND OUTDOOR REQUIREMENT = 21.1 + 4.0 = 25.1 STALLS (25 STALLS)
- STACKING CREDIT: 25 STALLS X 30% = 8 STALLS AT 23 L.F. PER CAR
- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2022 CBC.
- FUTURE EV FOR 26-50 PARKING STALLS = 8 EV CAPABLE STALLS AND 2 EV CHARGING STATION INSTALLATIONS REQUIRED PER 2022 CALGREEN
  1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.

RAISING CANE'S PARKING TABLE

USE	AREA (S.F.)	NUMBER OF SEATS	AREA FORMULA	SEATS FORMULA	REQUIRED	PROVIDED
COMMERCIAL	3,164 S.F. INDOOR 780 S.F. OUTDOOR	70 INDOOR SEATS 32 OUTDOOR SEATS	1 PER 150 S.F. (21.1 STALLS) 1 PER 150 S.F. OVER 300 S.F. (3.2 STALLS)	1 PER 3 SEATS OVER 20 SEATS (4.0 STALLS)	OUTDOOR 4.0 > 3.2 21.1 + 4.0= 25.1 STALLS (25 STALLS)	29 STALLS
DRIVE-THROUGH STACKING CREDIT			1 CAR FOR EVERY 23 LINEAR FEET AFTER DRIVE-THROUGH WINDOW (NOT TO EXCEED 30% OF TOTAL PARKING)		-8 PARKING STALLS	
TOTAL:					17 PARKING STALLS	29 PARKING STALLS

*204' OF CAR STACK BEHIND PICK UP WINDOW HAS BEEN PROVIDED



LEGEND:

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

SIGN INFORMATION

- (J) CMUTCD SIGN R5-1 - "STOP"
- (K) CMUTCD SIGN R5-1 - "DO NOT ENTER"
- (L) CMUTCD SIGN E1 - "WATCH FOR PEDESTRIANS."

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

811 Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
	12/11/2024	1ST ENTITLEMENT SUBMITTAL
	3/20/2025	2ND ENTITLEMENT SUBMITTAL
	6/05/2025	3RD ENTITLEMENT SUBMITTAL
	7/23/2025	4TH ENTITLEMENT SUBMITTAL

SG DRAWN BY
AC CHECKED BY
JP RECOMMENDED

REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA NOT FOR CONSTRUCTION

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951)-346-2807

PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 DATE: 7/23/2025 EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

PRELIMINARY SITE PLAN

C1.0

Drawing name: K:\ORA_LDFV\Raising Cane's\094797190 - Brea (Birch & State College) 1259\CADD\Exhibits\Entitlement Package\C1.0 - Preliminary Site Plan.dwg C1.0 - Preliminary Site Plan Jul 23, 2025 10:41am by: AriMinowala
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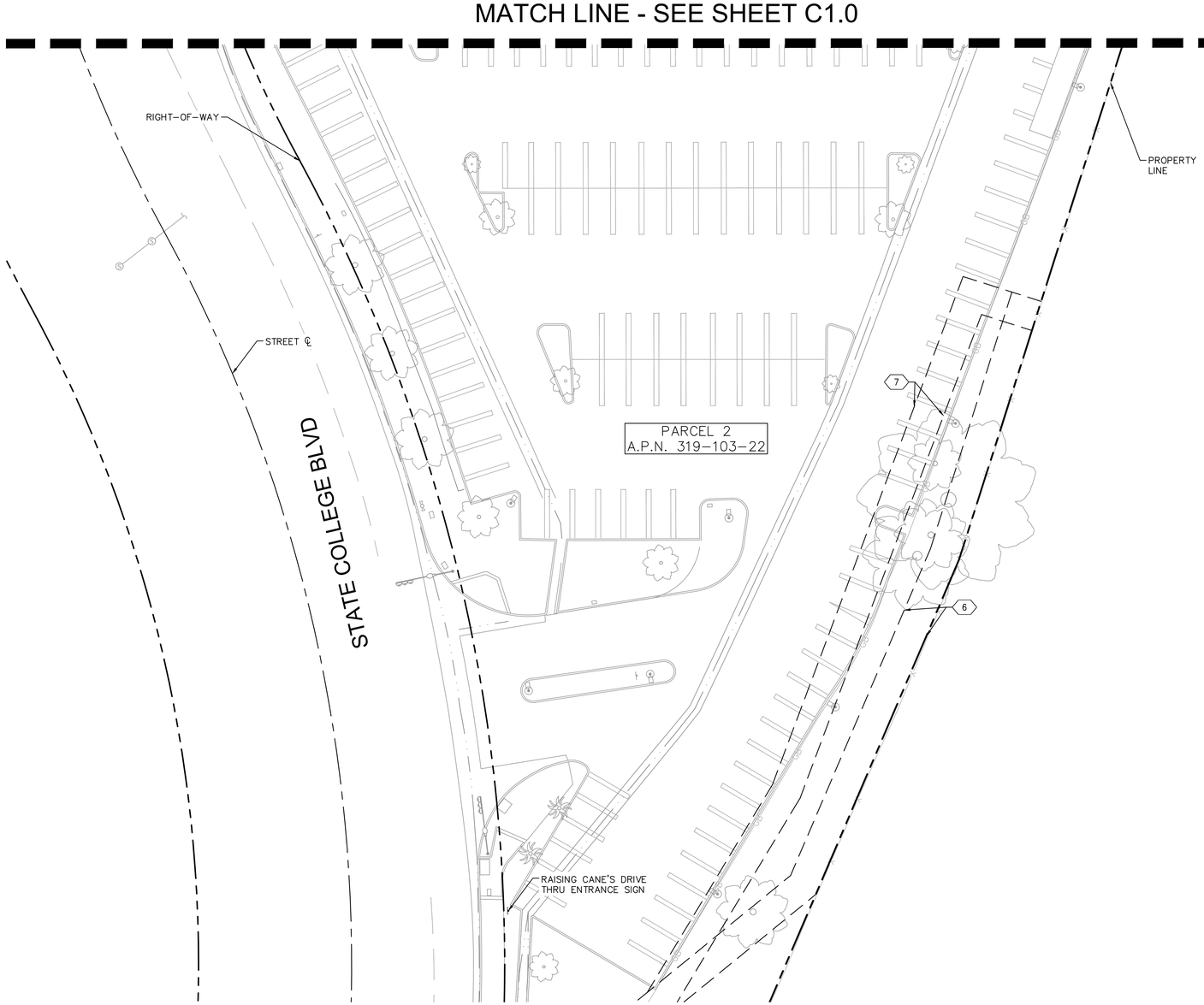


EXISTING PARKING LOT TO REMAIN.

FOR REFERENCE ONLY.

TITLE REPORT EXCEPTIONS

6 EASEMENT FOR STORM DRAIN PURPOSES RECORDED SEPTEMBER 19, 1974 IN BOOK 11246, PAGE 1058 OF OFFICIAL RECORDS.

7 EASEMENT FOR STORM DRAIN PURPOSES RECORDED SEPTEMBER 1, 1976 IN BOOK 11874, PAGE 951 OF OFFICIAL RECORDS.

11 EASEMENT FOR ROADWAY AND INCIDENTAL PURPOSES RECORDED MAY 15, 2000 AS INST NO. 2000256113; RECORDED MARCH 15, 2004 AS INST. NO. 20040002101183 BOTH OFFICIAL RECORDS.

LEGAL DESCRITPION

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

PARCEL 1
IN THE CITY OF BREA, AS SHOWN ON A MAP FILED IN BOOK 288, PAGES 39 AND 40 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2
A NON-EXCLUSIVE EASEMENT FOR PARKING ON PARCEL 2, IN THE CITY OF BREA, AS SHOWN ON A MAP FILED IN BOOK 124, PAGES 12 AND 13 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS CREATED BY THAT CERTAIN COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT DATED OCTOBER 19, 1978 BY AND BETWEEN HOMART DEVELOPMENT CP., A DELAWARE CORPORATION AND GRANDABS INCORPORATED, A CALIFORNIA CORPORATION,RECORDED MARCH 28, 1979 IN BOOK 13083 PAGE 1820 IN OFFICIAL RECORDS OF SAID COUNTY. ASAMEND BY THAT CERTAIN FIRST AMENDMENT TO COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT DATED MAY 18, 1979 BY AND BETWEEN THE SAME PARTIES, RECORDED MAY 22, 1979 IN BOOK 13154, PAGE 1606 IN SAID OFFICIAL RECORDS, AND AS AMENDED BY THAT CERTAIN SECOND AMENDMENT TO COVENANTS, CONDITIONS AND RESTRICTIONS AGREEMENT BETWEEN THE SAME PARTIES, DATED SEPTEMBER 24, 1979 AND RECORDED SEPTEMBER 28, 1979 IN BOOK 13331, PAGE 1202 IN SAID OFFICIAL RECORDS.
(BLANKET IN NATURE OVER PARKING AREAS ON PARCEL 2 OF OF P.M.B. 124/12-13)

DEVELOPMENT SUMMARY TABLE

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND BUILDING. NEW CONSTRUCTION OF A RAISING CANE'S DRIVE THRU RESTAURANT AND PARKING LOT. THE RESTAURANT WILL EMPLOY 75-95 EMPLOYEES WITH AN AVERAGE OF 12 EMPLOYEES PER SHIFT. RESTAURANT HOURS: 24 HOURS
ADDRESS:	200 STATE COLLEGE BOULEVARD, BREA, CA 92821
APN:	319-103-22 AND 319-103-26
ZONING DISTRICT:	C-C MAJOR SHOPPING CENTER (EXISTING)
ADJACENT ZONING DISTRICTS:	N: C-C - MAJOR SHOPPING CENTER E: R-3 - MULTIPLE FAMILY W: MIXED USE (PD OVERLAY)
LAND USE:	COMMERCIAL
ADJACENT LAND USE:	N: COMMERCIAL E: R-3 - MULTIPLE FAMILY W: MIXED USE (PD OVERLAY)
FLOOD ZONE:	ZONE X - AREA OF MINIMAL FLOOD HAZARD.
PARKING/LANDSCAPE BUFFER:	
FRONT:	0.0'
REAR:	0.0'
SIDE (W):	5.0'
SIDE (E):	0.0'

LOT COVERAGE	RAISING CANE'S (PARCEL 1)			SIMON OWNED PARKING LOT (PARCEL 2)			TOTAL	
TOTAL SITE/DISTURBED AREA:	45,237 S.F.	(1.04 AC)	100%	2,153 S.F.	(0.05 AC)	100%	47,390 S.F.	(1.09 AC)
BUILDING AREA:	3,164 S.F.	(0.07 AC)	6.7%	0 S.F.			3,164 S.F.	(0.07 AC)
IMPERVIOUS AREA:	30,382 S.F.	(0.70 AC)	67.3%	1,930 S.F.	(0.04 AC)	80.0%	32,312 S.F.	(0.74 AC)
LANDSCAPE AREA:	11,691 S.F.	(0.27 AC)	26.0%	223 S.F.	(0.01 AC)	20.0%	11,914 S.F.	(0.28 AC)

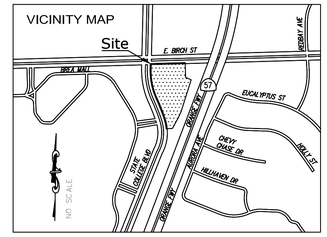
PARKING SUMMARY:
RAISING CANE'S: 3,164 S.F. - INDOOR SEATS (70 SEATS), 780 S.F. OUTDOOR SEATING (32 SEATS)
- INDOOR REQUIREMENT: 1 SPACE PER 150 S.F.
  - 1 SPACE PER 150 S.F.= (3,164/150) = 21.1 STALLS REQUIRED PER CITY OF BREA
- OUTDOOR REQUIREMENT: 1 SPACE PER 3 SEATS OVER 20 SEATS
  - 1 SPACE PER 3 SEATS OVER 20 SEATS = ((32-20)/3) = 4.0 STALLS REQUIRED PER CITY OF BREA
- INDOOR REQUIREMENT AND OUTDOOR REQUIREMENT = 21.1 + 4.0 = 25.1 STALLS (25 STALLS)
- STACKING CREDIT: 25 STALLS X 30% = 8 STALLS AT 23 L.F. PER CAR
- ADA PARKING FOR 26-50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED, PER 2022 CBC.
- FUTURE EV FOR 26-50 PARKING STALLS = 8 EV CAPABLE STALLS AND 2 EV CHARGING STATION INSTALLATIONS REQUIRED PER 2022 CALGREEN
  1 FUTURE EV STALL MUST BE VAN ACCESSIBLE.

RAISING CANE'S PARKING TABLE

USE	AREA (S.F.)	NUMBER OF SEATS	AREA FORMULA	SEATS FORMULA	REQUIRED	PROVIDED
COMMERCIAL	3,164 S.F. INDOOR	70 INDOOR SEATS	1 PER 150 S.F. (21.1 STALLS)	1 PER 3 SEATS OVER 20 SEATS (4.0 STALLS)	OUTDOOR 4.0 > 3.2 21.1 + 4.0= 25.1 STALLS (25 STALLS)	29 STALLS
	780 S.F. OUTDOOR	32 OUTDOOR SEATS	1 PER 150 S.F. OVER 300 S.F. (3.2 STALLS)			
DRIVE-THROUGH STACKING CREDIT			1 CAR FOR EVERY 23 LINEAR FEET AFTER DRIVE-THROUGH WINDOW (NOT TO EXCEED 30% OF TOTAL PARKING)		-8 PARKING STALLS	
TOTAL:					17 PARKING STALLS	29 PARKING STALLS

*204' OF CAR STACK BEHIND PICK UP WINDOW HAS BEEN PROVIDED (9 CAR QUEUE PROVIDED)

VICINITY MAP



LEGEND:

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

SIGN INFORMATION

(J) CMUTCD SIGN R5-1 - "STOP"

(K) CMUTCD SIGN R5-1 - "DO NOT ENTER"

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: K:\ORA_LDEV\Raising Cane's\094797190 - Brea (Birch & State College) 1259\CADD\Exhibits\Entitlement Package\C1.0 - Preliminary Site Plan.dwg C1.1 - Preliminary Site Plan (2) Jul 23, 2025 10:38am by: Avi Mincowsla

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	12/11/2024	1ST ENTITLEMENT SUBMITTAL
	3/20/2025	2ND ENTITLEMENT SUBMITTAL
	6/05/2025	3RD ENTITLEMENT SUBMITTAL
	7/23/2025	4TH ENTITLEMENT SUBMITTAL

SG DRAWN BY
AC CHECKED BY
JP RECOMMENDED

REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA NOT FOR CONSTRUCTION

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951)-346-2807

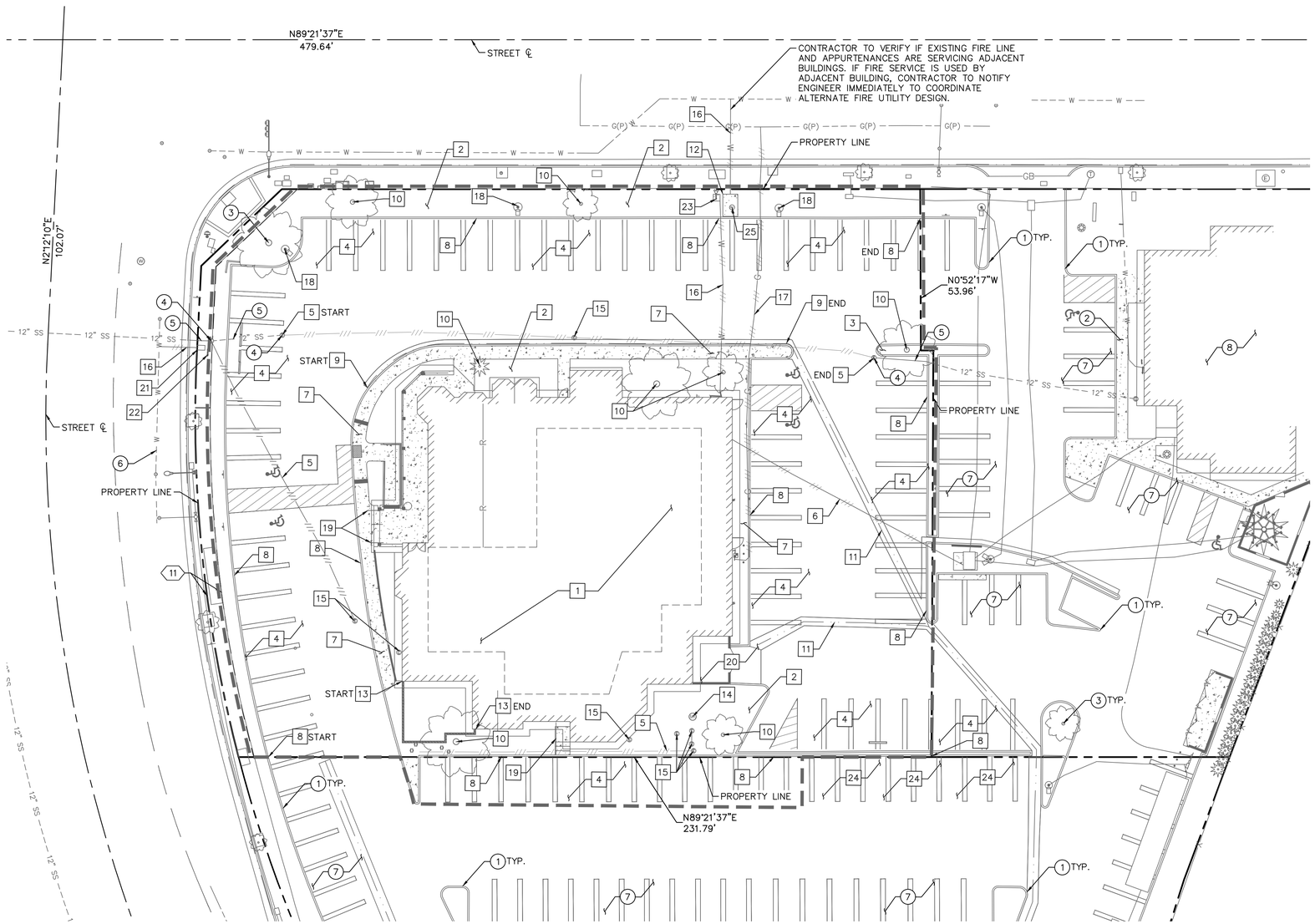
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 DATE: 7/23/2025 EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

PRELIMINARY SITE PLAN

C1.1



LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT–OF–WAY LINE
- EASEMENT LINE
- APPROXIMATE LIMITS OF DEMOLITION
- SS — EXISTING SEWER LINE
- G — EXISTING GAS LINE
- W — EXISTING WATER LINE
- LIMITS OF UTILITY REMOVAL

TITLE REPORT EXCEPTIONS

(11) EASEMENT FOR ROADWAY AND INCIDENTAL PURPOSES RECORDED MAY 15, 2000 AS INST NO. 20002561113; RECORDED MARCH 15, 2004 AS INST. NO. 20040002210183 BOTH OFFICIAL RECORDS.
**NOTE: RIGHT–OF–WAY TO BACK OF WALK ALONG STATE COLLEGE BOULEVARD MUST BE DEDICATED TO THE CITY OF BREA

DEMOLITION NOTES:

1. REMOVE EXISTING BUILDING AND SURROUNDING FEATURES. UTILITIES TO BE CAPPED FOR FUTURE CONNECTION.
2. REMOVE EXISTING LANDSCAPING AND IRRIGATION LINES.
3. REMOVE EXISTING ISLAND PLANTER.
4. REMOVE EXISTING PARKING STALL.
5. REMOVE EXISTING SEWER LINE. SEWER LINE SERVING ADJACENT BUILDING TO BE REROUTED.
6. REMOVE EXISTING ELECTRICAL LINE UP TO PROPERTY LINE.
7. REMOVE EXISTING SIDEWALK.
8. REMOVE EXISTING CONCRETE CURB.
9. REMOVE EXISTING CURB AND GUTTER.
10. REMOVE EXISTING TREE.
11. REMOVE EXISTING VALLEY GUTTER UP TO PROPERTY LINE.
12. REMOVE EXISTING WATER VAULT.
13. REMOVE EXISTING ROCK WALL,
14. REMOVE EXISTING SEWER MANHOLE.
15. REMOVE EXISTING SEWER CLEANOUTS.
16. REMOVE EXISTING WATER LINE UP TO MAIN.
17. REMOVE EXISTING GAS LINE.
18. REMOVE EXISTING LIGHT POLE.
19. REMOVE EXISTING HAND RAILS,
20. REMOVE TRASH ENCLOSURE.
21. REMOVE EXISTING WATER METER.
22. REMOVE EXISTING BACKFLOW PREVENTER.
23. REMOVE EXISTING FDC.
24. SANDBLAST EXISTING STRIPING.
25. REMOVE EXISTING PIV.

PROTECT-IN-PLACE NOTES:

1. PROTECT–IN–PLACE EXISTING CURB.
2. PROTECT–IN–PLACE EXISTING SIDEWALK.
3. PROTECT–IN–PLACE EXISTING TREE.
4. PROTECT–IN–PLACE EXISTING SEWER CLEANOUT.
5. PROTECT–IN–PLACE EXISTING SEWER LINE.
6. PROTECT–IN–PLACE EXISTING WATER LINE.
7. PROTECT–IN–PLACE EXISTING PARKING STALLS.
8. PROTECT–IN–PLACE BUILDING.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C1.3 - Preliminary Demolition Plan.dwg C1.3 - Preliminary Demo Jul 23, 2025 10:44am by: Avi Mincowsla

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	7/23/2025	4TH ENTITLEMENT SUBMITTAL

DRAWN BY: SG
CHECKED BY: AC
RECOMMENDED: JP

REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951)–346–2807

PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160
DATE: 7/23/2025
EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

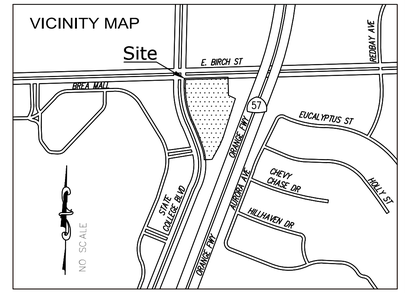
CITY OF BREA

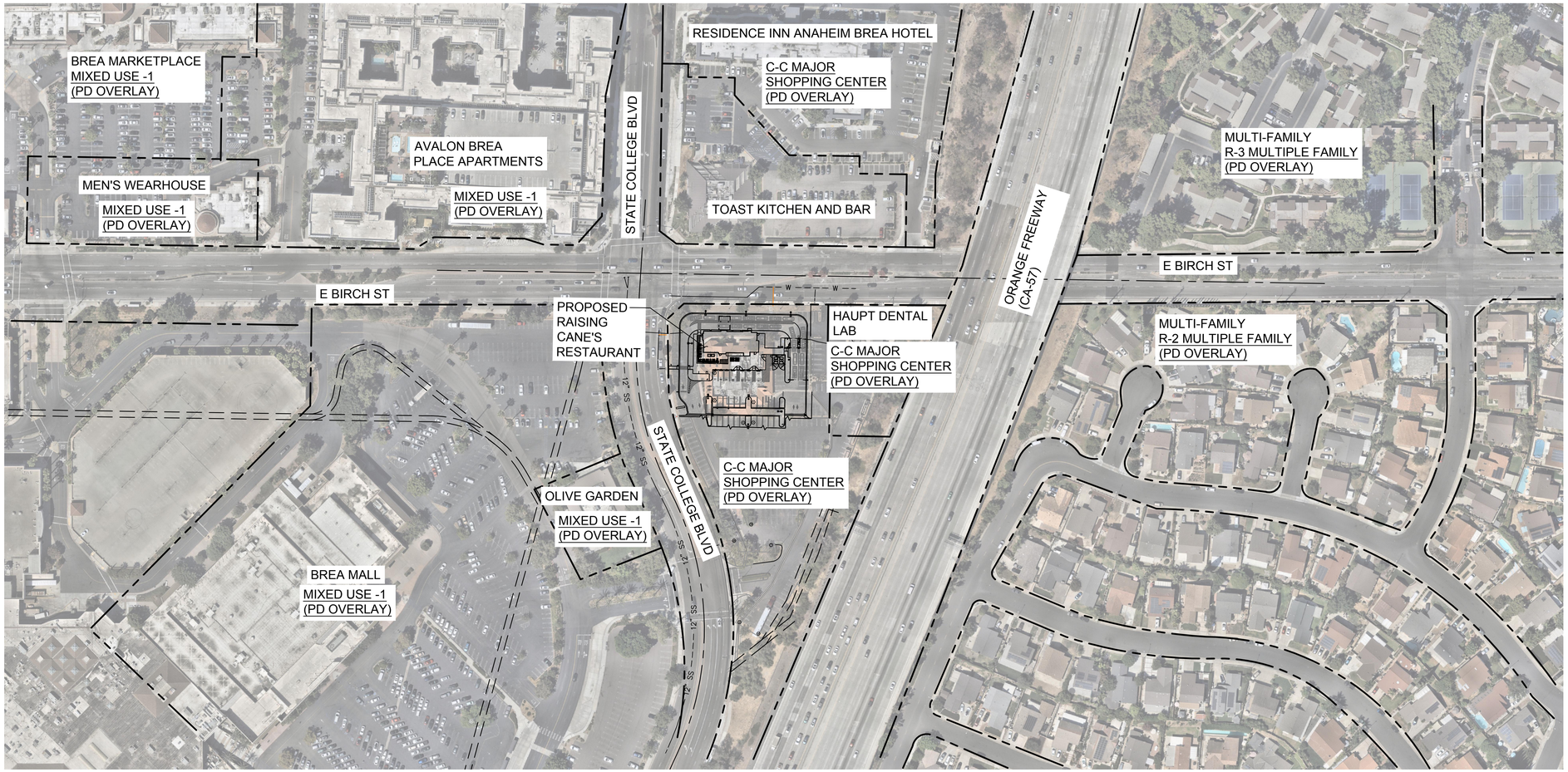
PRELIMINARY DEMOLITION PLAN

C1.2

ZONING CONFORMANCE TABLE

	REQUIRED	PROPOSED
PARKING SPACES	17 SPACES 8 EV CAPABLE SPACES WITH 2 EV CHARGING STATION INSTALLATIONS AND 2 ADA STALLS	29 SPACES 8 EV CAPABLE SPACES WITH 2 EV CHARGING STATION INSTALLATIONS AND 2 ADA STALLS
LOT AREA	7,000 S.F. (0.16 AC) MIN	48,075 S.F.
LOT DIMENSIONS	100 FT X 240 FT MIN	450 FT X 650 FT
SETBACKS	BUILDING/LANDSCAPE FRONT: 0.0' REAR: 0.0' SIDE (W): 5.0' SIDE (E): 0.0'	BUILDING/LANDSCAPE FRONT: 0.0' REAR: 0.0' SIDE (W): 5.0' SIDE (E): 0.0'





LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT / SETBACK LINE

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200
1" = 100'
WHEN PRINTED AT FULL SIZE (24" X 36")

Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C2.0 - Site Utilization Map.dwg SITE UTIL MAP Jul 23, 2025 9:21am by: AriMirowala

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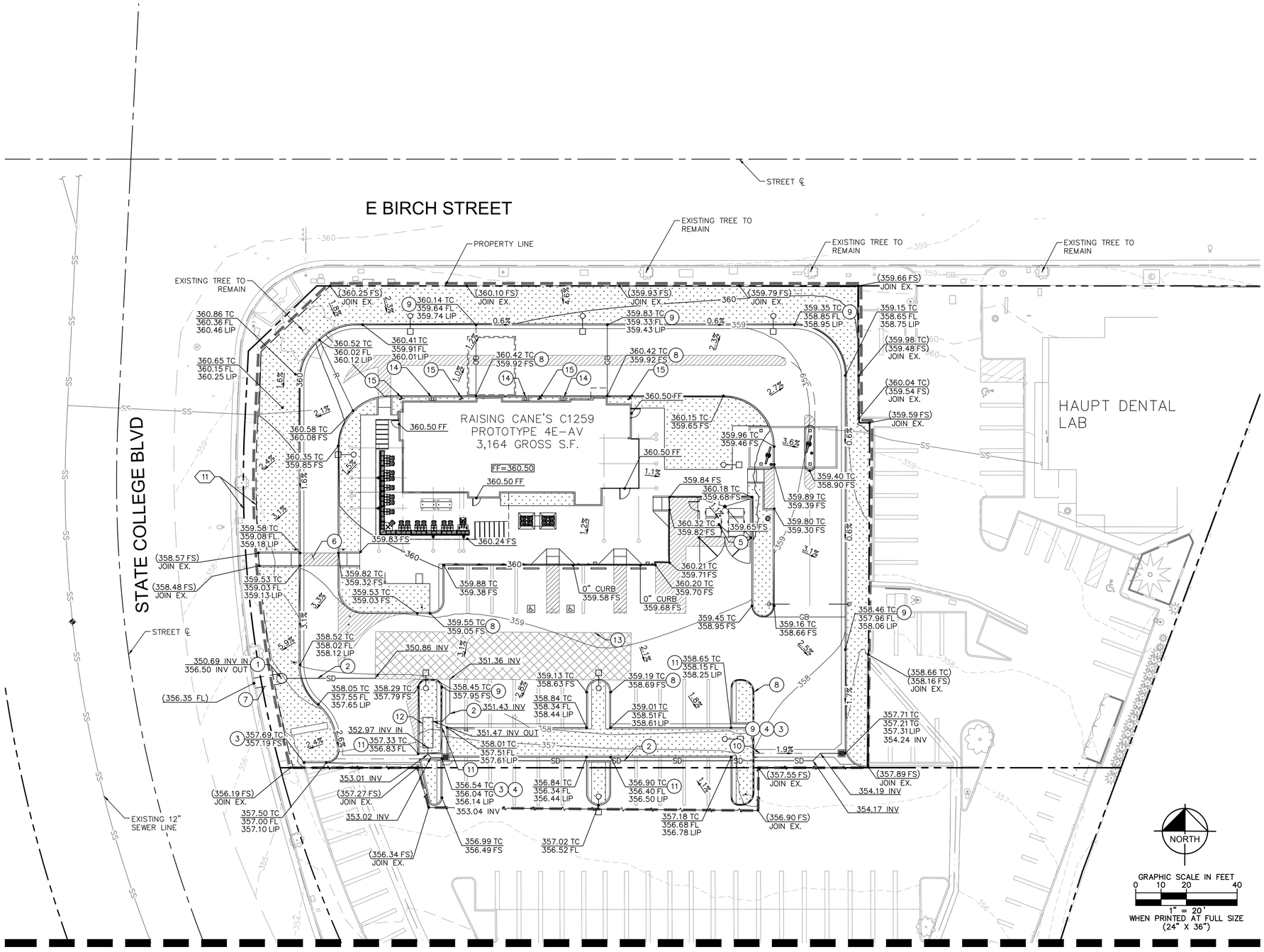
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 — DATE: 7/23/2025 — EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

SITE UTILIZATION MAP

C2.0



ESTIMATED EARTHWORK QUANTITIES

CUT:	242 CY
FILL:	626 CY
NET:	385 CY

MATCH LINE - SEE SHEET C3.1

LEGEND

- CENTERLINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT / SETBACK LINE
- APPROXIMATE CIVIL LIMIT OF WORK LINE
- SD — PROPOSED STORM DRAIN
- SS — PROPOSED SANITARY SEWER
- FLOW LINE
- SS — EXISTING SEWER LINE
- 360.50 TC / 360.00 FS — PROPOSED SPOT ELEVATION
- (360.50 TC) / (360.00 FS) — EXISTING SPOT ELEVATION
- 2.00% — PROPOSED FLOW (DIRECTION AND SLOPE)
- PROPOSED UNDERGROUND DETENTION
- PROPOSED LANDSCAPING AREA

GRADING AND DRAINAGE NOTES

1. PROPOSED SINGLE STAGE SUMP PUMP.
2. PROPOSED 6" SDR-26 PVC STORM DRAIN PIPE AT 0.5% MIN.
3. PAINT "NO DUMPING-DRAINS TO OCEAN" ON CURB ADJACENT TO CATCH BASIN.
4. PROPOSED 24" X 24" JENSEN PRECAST DROP INLET. ALL DROP INLETS SHALL HAVE "OLDCASTLE FLOGARD CATCH BASIN FILTER INSERTS". ALL GRATES SHALL BE TRAFFIC RATED.
5. TRASH ENCLOSURE DRAIN. DRAIN TO SEWER.
6. ACCESSIBLE PATH OF TRAVEL MUST HAVE 5% MAXIMUM RUNNING AND 2% MAXIMUM CROSS SLOPE AT ALL TIMES (INCLUSIVE OF VALLEY GUTTER CROSSING).
7. PROPOSED 4' PARKWAY DRAIN.
8. PROPOSED CONCRETE CURB.
9. PROPOSED CONCRETE CURB AND GUTTER.
10. PROPOSED CONCRETE VALLEY GUTTER.
11. PROPOSED CONCRETE CURB CUT.
12. PROPOSED MODULAR WETLAND SYSTEM.
13. PROPOSED 239 S.F. UNDERGROUND DETENTION SYSTEM. PROPOSED VOLUME OF STRUCTURE IS 2534 C.F.
14. ROOF DOWNSPOUTS TO SPILL TO GRADE.
15. PROPOSED DRAINAGE SLEEVE, PER DETAIL 1 ON SHEET C3.1.

GENERAL NOTES

SELF-CERTIFICATION FROM A STATE LICENSED PROFESSIONAL ENGINEER OR THIRD-PARTY CERTIFICATIONS ARE REQUIRED OF ALL BMP'S CONSTRUCTED ON THIS PLAN AND ALL BMP'S SHALL BE CLEANED AND IN WORKING CONDITION AS PRESCRIBED BY THE MANUFACTURER TO OBTAIN CERTIFICATE OF OCCUPANCY FROM THE CITY OF BREA.

TITLE REPORT EXCEPTIONS

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SG — DRAWN BY
AC — CHECKED BY
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PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 — DATE: 7/23/2025 — EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

PRELIMINARY GRADING PLAN

C3.0

Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C3.0 - Preliminary Grading Plan.dwg GRADING PLAN 1 Jul 23, 2025 9:22am by Avi.Mincowsla
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Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C3.0 - Preliminary Grading Plan.dwg GRADING PLAN 2 Jul 23, 2025 9:22am by: Ari.Mingwala
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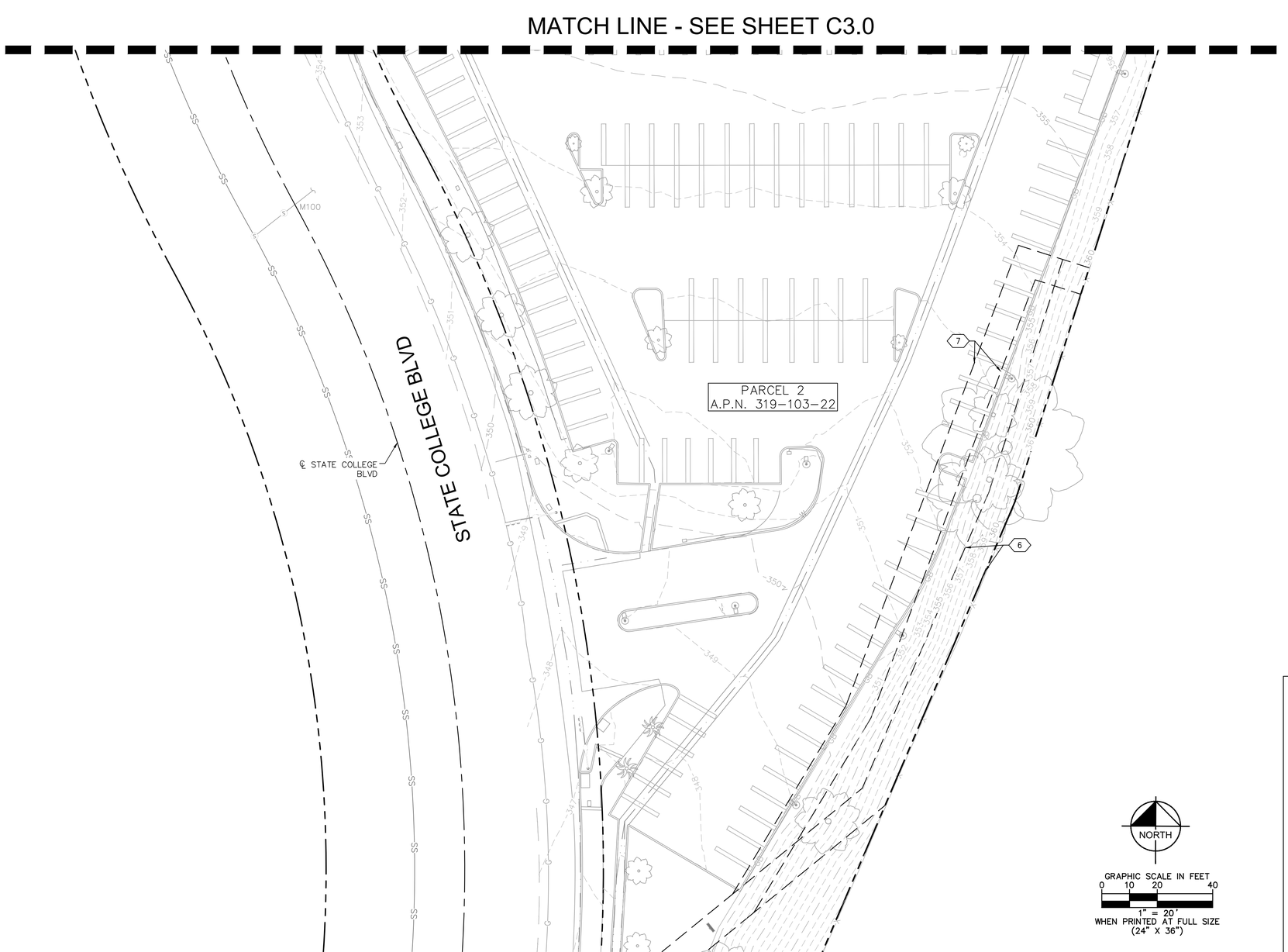

LEGEND

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- PROPOSED UNDERGROUND DETENTION
- PROPOSED LANDSCAPING AREA

NO IMPROVEMENTS ON THIS SHEET

FOR REFERENCE ONLY

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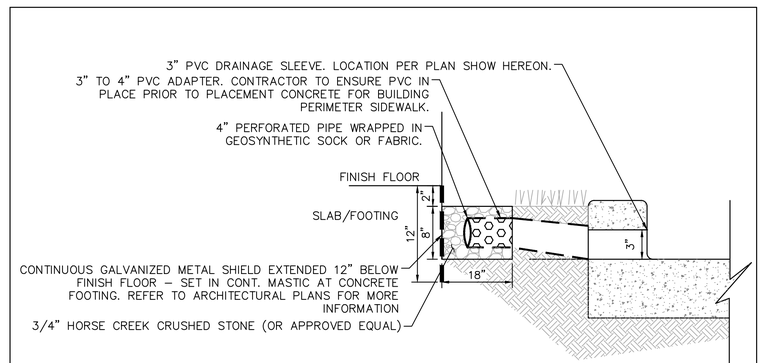

DRAINAGE SLEEVE DETAIL (1)
N.T.S.

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	6/05/2025	3RD ENTITLEMENT SUBMITTAL
	7/23/2025	4TH ENTITLEMENT SUBMITTAL

SG — DRAWN BY
AC — CHECKED BY
JP — RECOMMENDED

REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK No. 86160 CIVIL STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

Kimley»Horn
3801 UNIVERSITY AVENUE
RIVERSIDE, CA 92501
(951)-346-2807

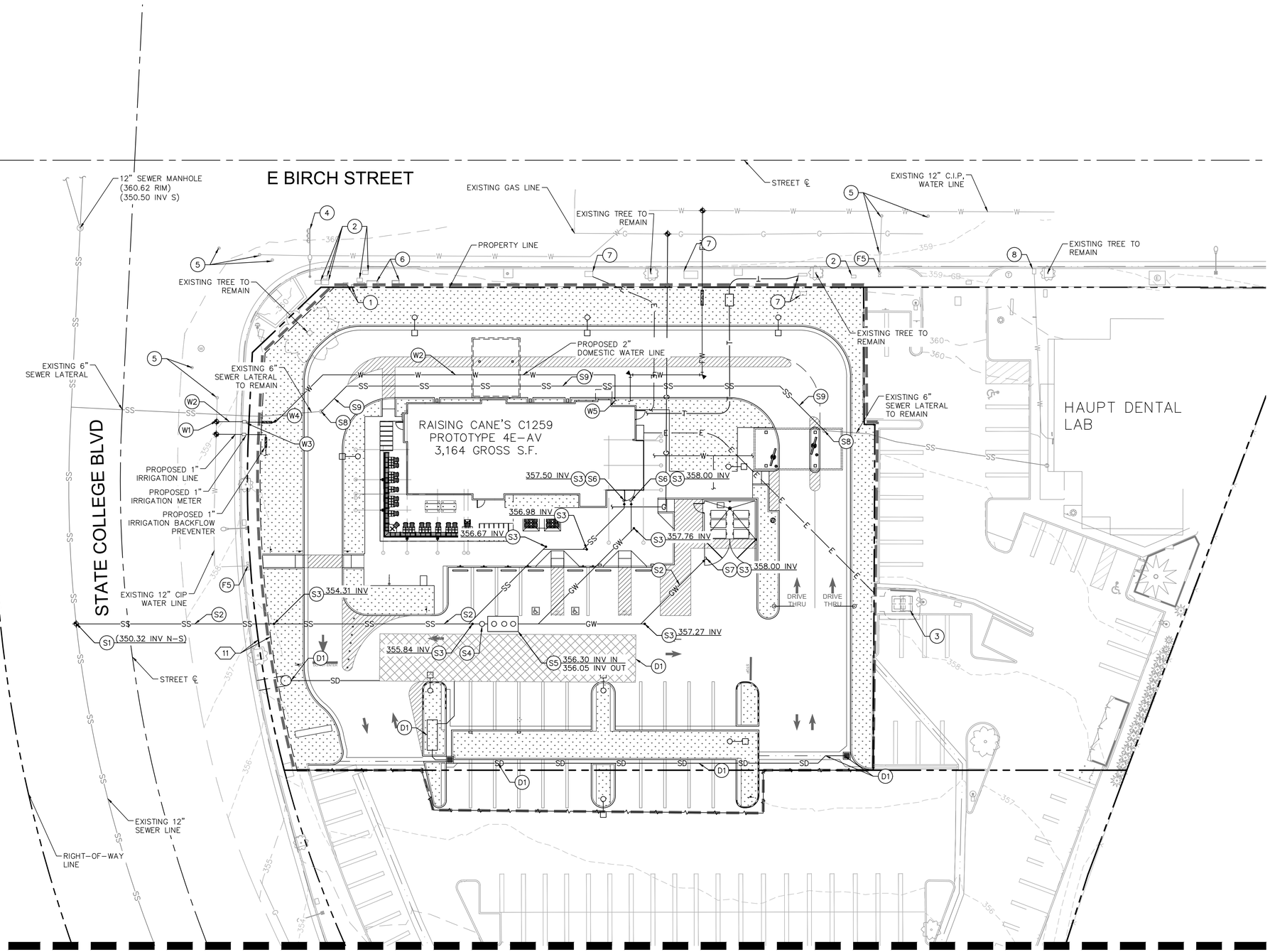
PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 — DATE: 7/23/2025 — EXP. 12.31.2026

Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

PRELIMINARY GRADING PLAN

C3.1



MATCH LINE - SEE SHEET C4.1

LEGEND

- CENTERLINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT / SETBACK LINE
- APPROXIMATE CIVIL LIMIT OF WORK LINE
- PROPOSED STORM DRAIN
- PROPOSED SANITARY SEWER
- PROPOSED DOMESTIC WATER
- PROPOSED FIRE LINE
- PROPOSED GAS LINE
- PROPOSED ELECTRICAL LINE
- PROPOSED TELECOM LINE
- FLOW LINE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SEWER LINE
- PROPOSED UNDERGROUND DETENTION
- PROPOSED LANDSCAPING AREA

DOMESTIC WATER CONSTRUCTION NOTES

- (W1) CONNECT TO EXISTING WATER MAIN.
- (W2) INSTALL 2" PVC SCH. 80 DOMESTIC WATER LINE
- (W3) INSTALL 2" DOMESTIC WATER METER.
- (W4) INSTALL 2" DOMESTIC WATER BACKFLOW PREVENTER.
- (W5) BUILDING POINT OF CONNECTION.

SANITARY SEWER CONSTRUCTION NOTES

- (S1) CONNECT TO EXISTING SEWER MAIN.
- (S2) INSTALL 6" SDR-35 PVC SEWER PIPE.
- (S3) INSTALL SEWER CLEANOUT.
- (S4) INSTALL JENSEN PRECAST SAMPLE BOX OR EQUAL.
- (S5) INSTALL PROPOSED 1500 GAL. GREASE INTERCEPTOR OR EQUAL.
- (S6) BUILDING POINT OF CONNECTION.
- (S7) GREASE WASTE LINE POINT OF CONNECTION AT TRASH ENCLOSURE.
- (S8) CONNECT TO EXISTING SEWER CLEANOUT.
- (S9) PROPOSED RELOCATED SEWER LINE FOR ADJACENT PROPERTY.

GRADING AND DRAINAGE NOTES

- (D1) REFER TO PRELIMINARY GRADING SHEET FOR MORE INFORMATION.

EXISTING UTILITY NOTES

- (1) EXISTING IRRIGATION CONTROL BOX.
- (2) EXISTING ELECTRIC PULLBOX TO REMAIN.
- (3) EXISTING TRANSFORMER TO REMAIN.
- (4) EXISTING STREETLIGHT TO REMAIN.
- (5) EXISTING WATER VALVE TO REMAIN.
- (6) EXISTING ELECTRIC METER TO REMAIN.
- (7) EXISTING TELCO VAULT.
- (8) EXISTING WATER METER.

TITLE REPORT EXCEPTIONS

- (11) EASEMENT FOR ROADWAY AND INCIDENTAL PURPOSES RECORDED MAY 15, 2000 AS INST NO. 2000256113; RECORDED MARCH 15, 2004 AS INST. NO. 2004000210183 BOTH OFFICIAL RECORDS.
  **NOTE: RIGHT-OF-WAY TO BACK OF WALK ALONG STATE COLLEGE BOULEVARD MUST BE DEDICATED TO THE CITY OF BREA

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40
1" = 20'
WHEN PRINTED AT FULL SIZE
(24" X 36")

Know what's below. Call before you dig.

ISSUE	DATE	DESCRIPTION
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SG — DRAWN BY
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REGISTERED PROFESSIONAL ENGINEER — JOHN K. POLLOCK — No. 86160 — CIVIL — STATE OF CALIFORNIA — NOT FOR CONSTRUCTION

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Raising Cane's Chicken Fingers
200 STATE COLLEGE BLVD
BREA, CALIFORNIA, 92821

CITY OF BREA

PRELIMINARY UTILITY PLAN

C4.0

Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C4.0 - Preliminary Utility Plan.dwg UTILITY PLAN 1 Jul 23, 2025 10:45am by: Ari.Mirowolo
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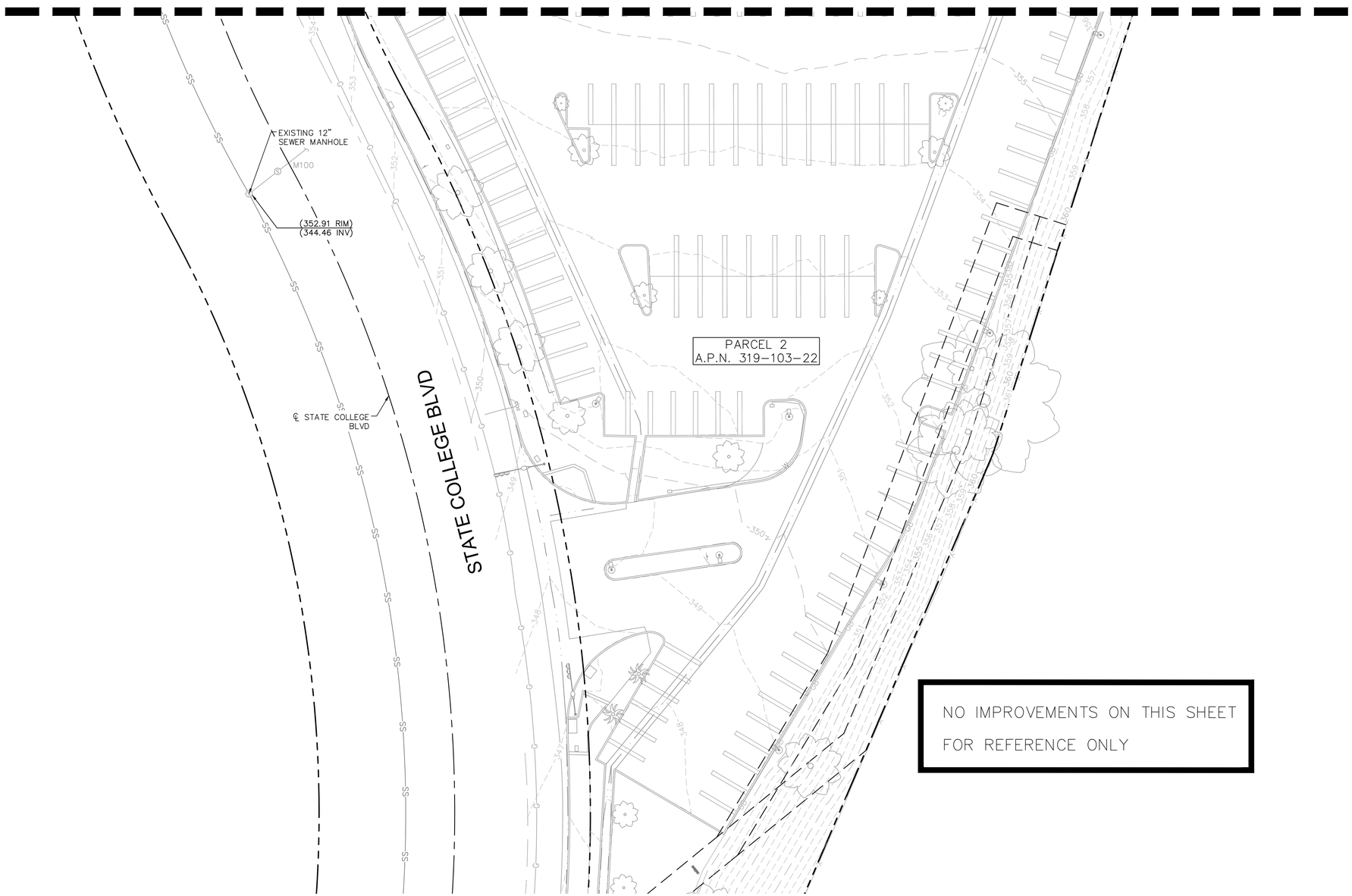

NO IMPROVEMENTS ON THIS SHEET

FOR REFERENCE ONLY

LEGEND

- CENTERLINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT / SETBACK LINE
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CITY OF BREA

PRELIMINARY UTILITY PLAN

C4.1

Drawing name: K:\ORA_LDEV\raising cane's\094797190 - brea (birch & state college) 1259\CADD\Exhibits\entitlement package\C4.0 - Preliminary Utility Plan.dwg UTILITY PLAN 2 Jul 23, 2025 9:23am by: Avi Mirowsky
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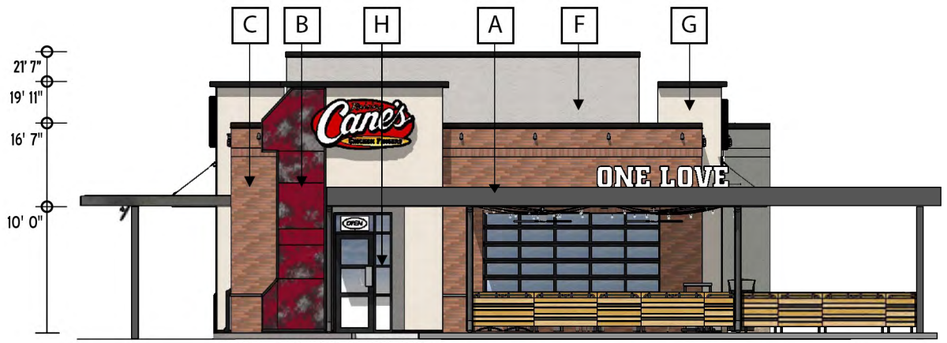
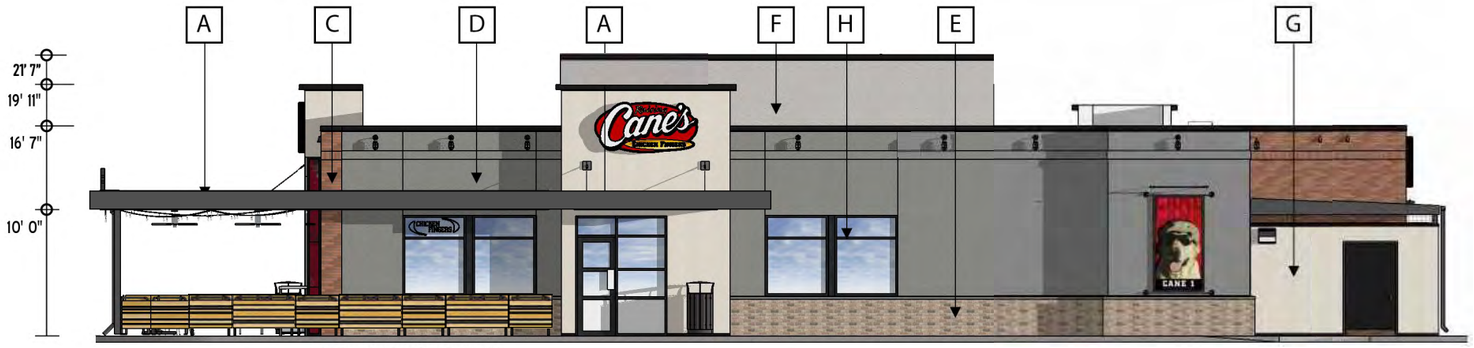
P4E AV Front Wrap Around Patio Modified Elevations

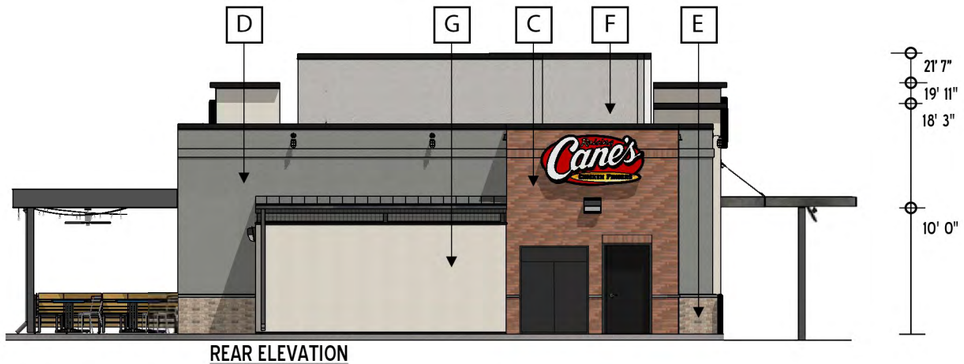


FRONT ENTRY ELEVATION

DRIVE THRU ELEVATION



SIDE ENTRY ELEVATION



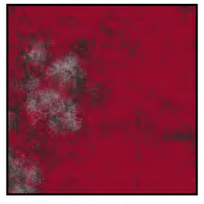
REAR ELEVATION

MATERIAL FINISHES

A

POWDER COATED STEEL MATTE BLACK FINISH

B

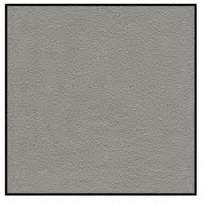


RECLAIMED METAL PANEL: VINTAGE CAR HOOD OCCURS AT FACE OF THE "I" ELEMENT ONLY

C

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

D



"SW 7669 SUMMIT GRAY" PORTLAND CEMENT STUCCO

E

BORAL: "ALAMO" QUEEN BRICK. MORTER TO MATCH SOLOMON PRODUCTS IO H. LIGHT BUFF SACK RUB FINISH.

F

"132 MOUNTAIN FOG" PORTLAND CEMENT STUCCO

G

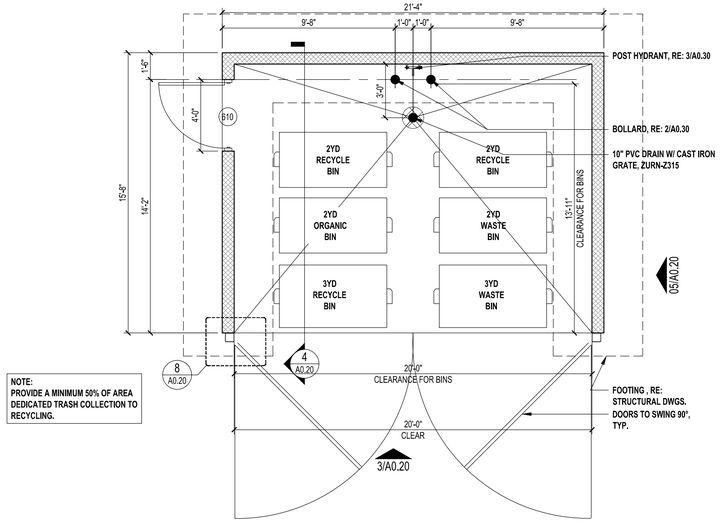
"456 OYSTER SHELL" CEMENT STUCCO

H

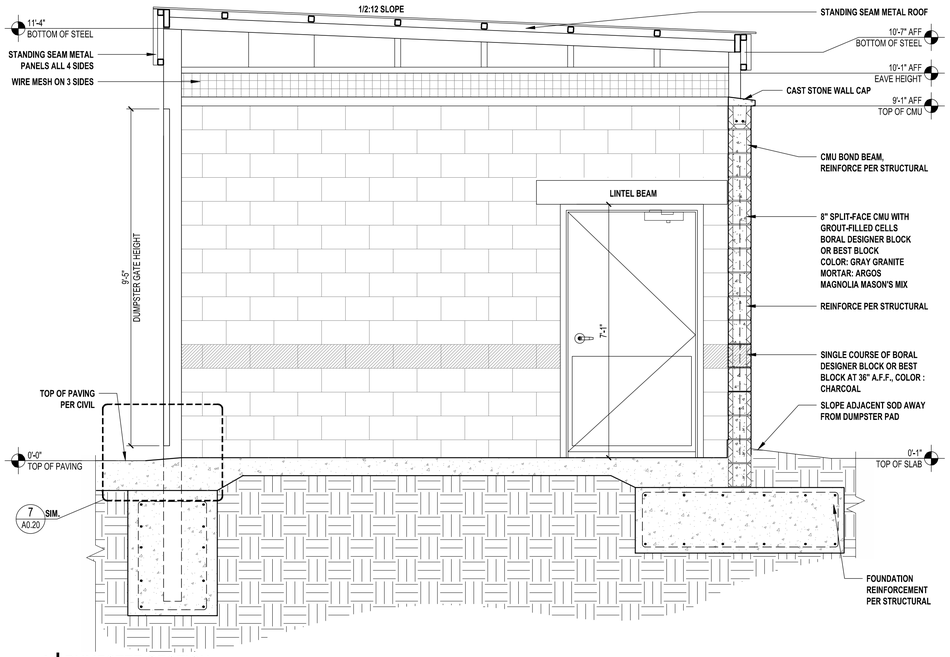
ALUMINUM STOREFRONT SYSTEM FINISH: ANODIZED BLACK

EXTERIOR ELEVATIONS

C1259 Birch & State College, Brea, CA | December 4, 2024

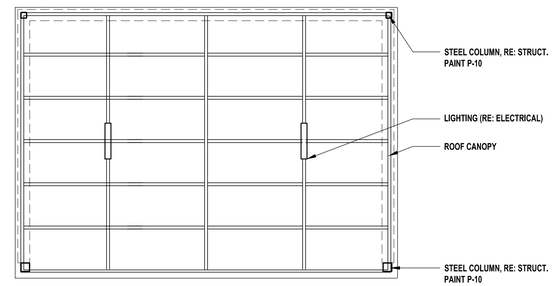


1 | NARROW DUMPSTER PLAN
1/4" = 1'-0"



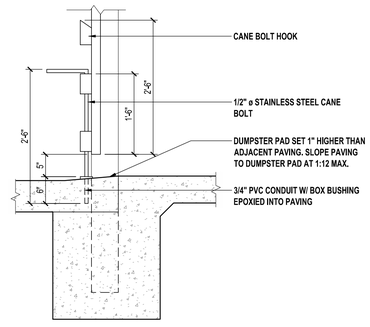
4 | DUMPSTER SECTION
1/2" = 1'-0"

6 | NOT USED
3/4" = 1'-0"

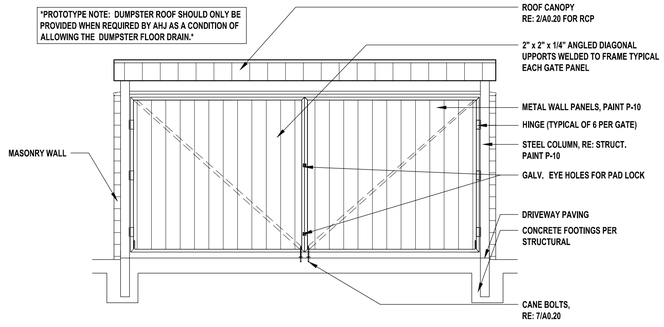


2 | DUMPSTER RCP
1/4" = 1'-0"

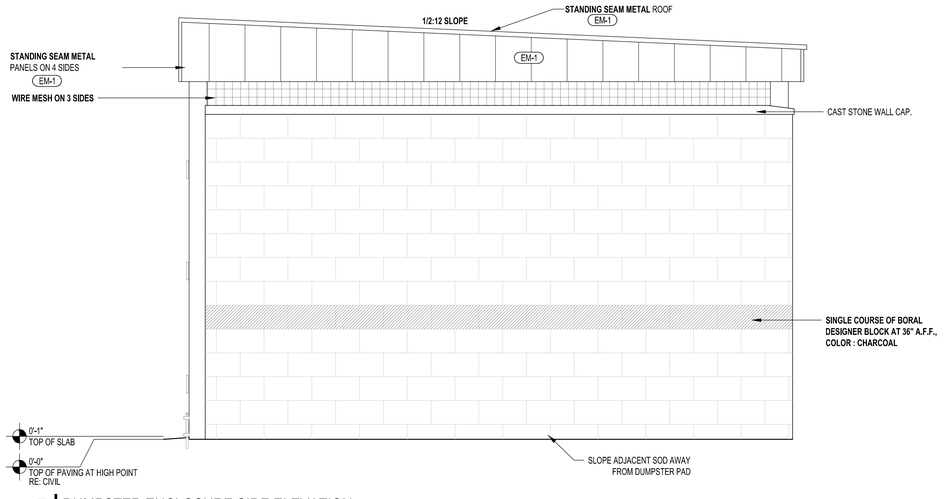
SCHEDULE OF EXTERIOR MATERIALS					
KEY	MATERIALS	MANUFACTURER	PRODUCT	COLOR / FINISH	DESCRIPTION
EM-1	STANDING SEAM METAL ROOF	BERRIDGE	REFER TO SPEC	KYNAR 500 MATTE BLACK	GALVANIZED STEEL SHEET W/ KYNAR FINISH STANDARD COLOR
P-10	PAINT - EXPOSED STRUCTURAL STEEL	SHERWIN WILLIAMS	PRO INDUSTRIAL WATER BASED ALKYD URETHANE ENAMEL	BLACK/LOW LUSTRE	2 COATS REQUIRED



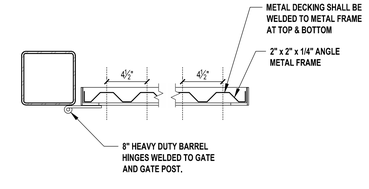
7 | DUMPSTER GATE THRESHOLD DETAIL
3/4" = 1'-0"



3 | DUMPSTER ENCLOSURE W/ ROOF
1/4" = 1'-0"



5 | DUMPSTER ENCLOSURE SIDE ELEVATION
1/2" = 1'-0"



8 | DUMPSTER GATE DETAIL
1 1/2" = 1'-0"

Raising Cane's CHICKEN FINGERS
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Restaurant:

Raising Cane's
Restaurant #1259
200 S. State College Blvd,
Brea, CA 92821
P4E-AV [A/B]

Designer's Information:

CSRS
301 E. Ocean Blvd, Suite 1560
Long Beach, California 90802
Telephone: 833 523-2526
www.csrsinc.com

Prototype Phase:	CA 2023-2.0
Project Issue Date:	00-00-0000
CSRS Project Manager:	RY

ENTITLEMENT PACKAGE
12-11-2024

Sheet Versions:

#	Date	Description
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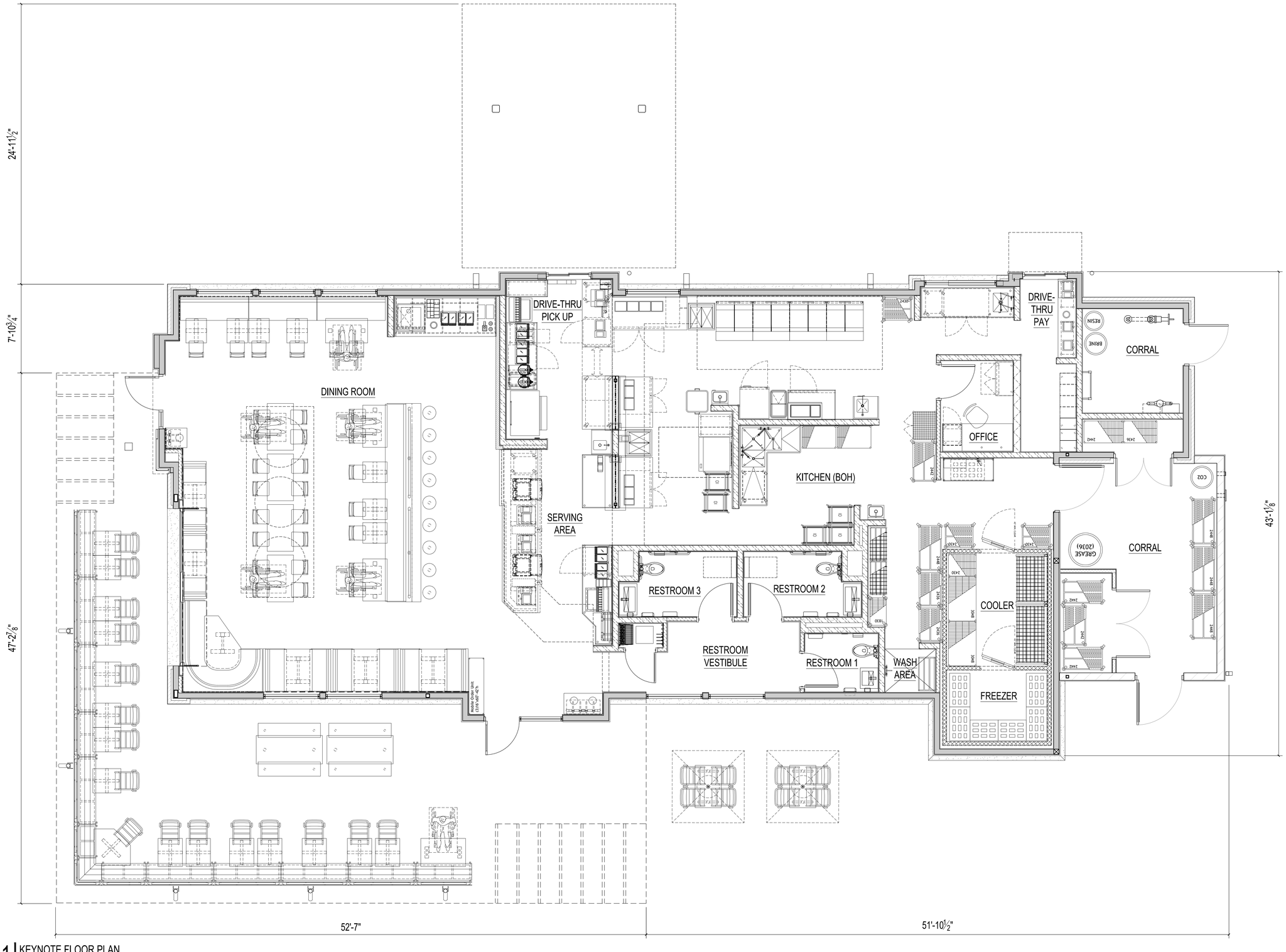
Sheet Title:

DUMPSTER DETAILS
(NARROW)

Sheet Number:

A0.20



N

1 | KEYNOTE FLOOR PLAN
1/4" = 1'-0"

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Tele: 972-769-3100 Fax: 972-769-3101

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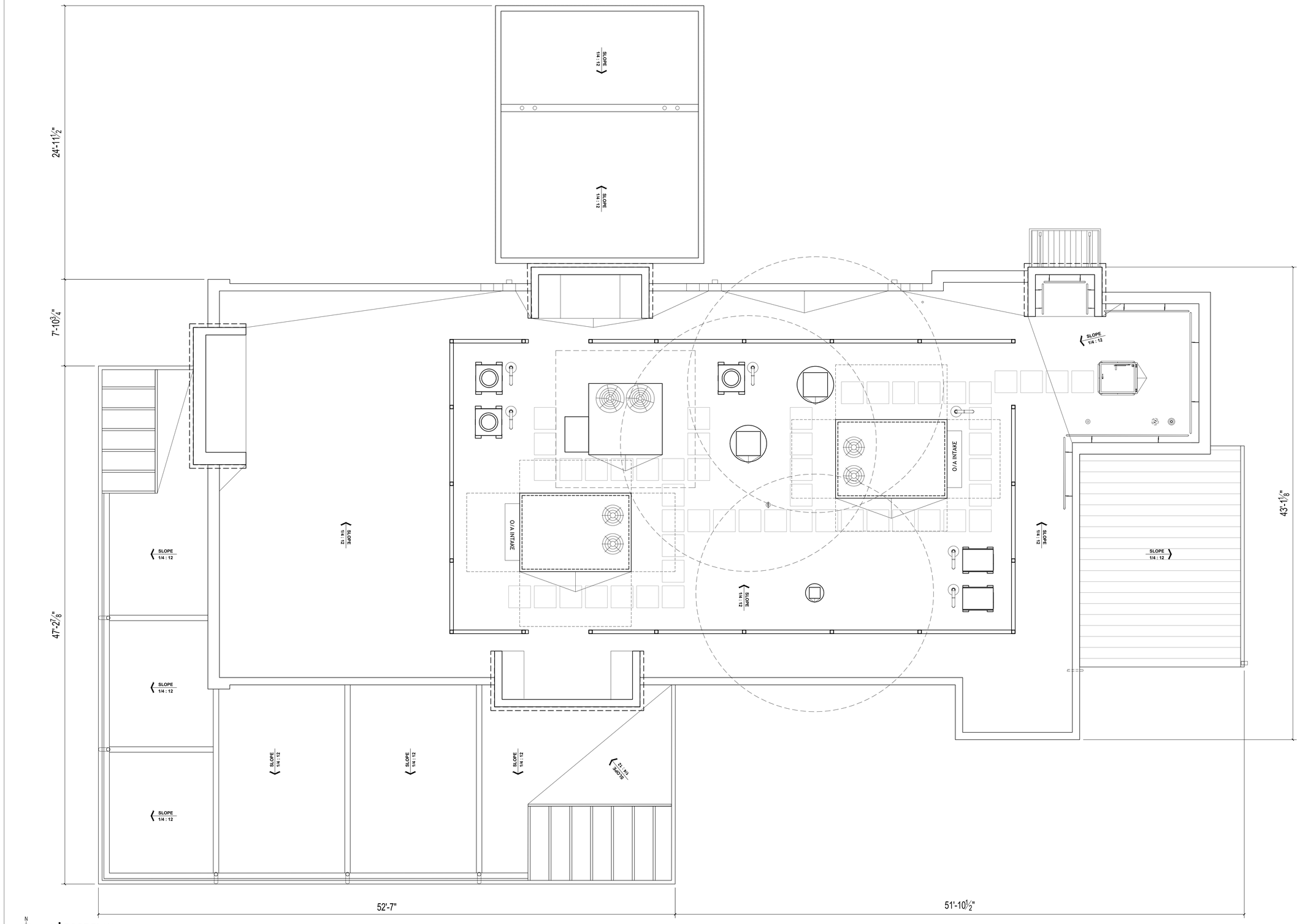
Sheet Title:

Keynote
Floor Plan

Sheet Number:

A1.10



1 ROOF PLAN
1/4" = 1'-0"

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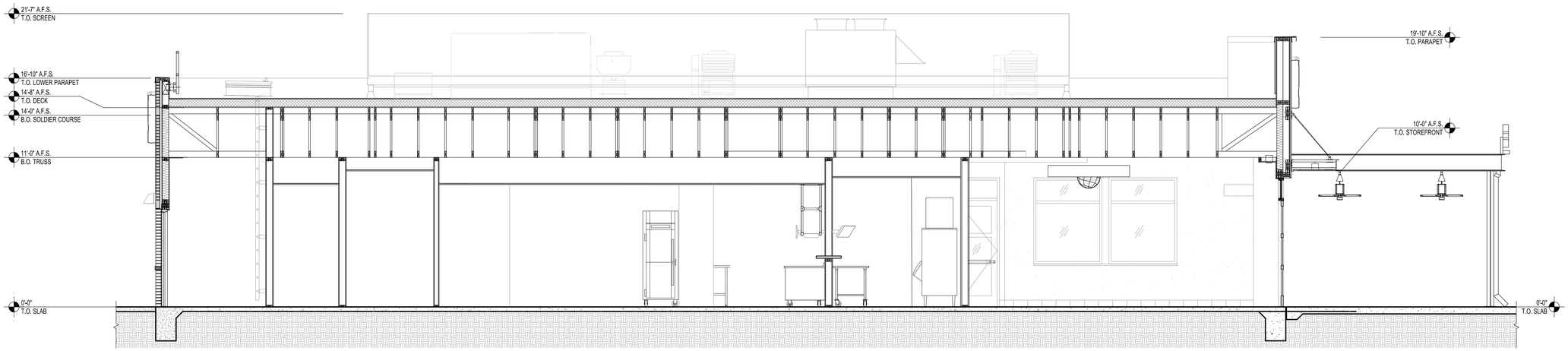
Sheet Title:

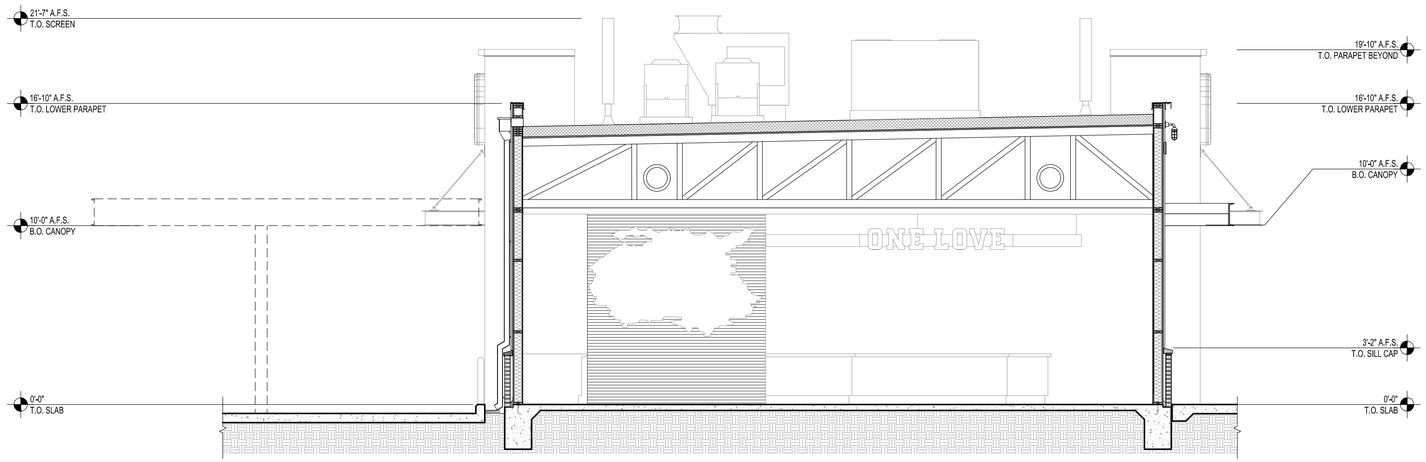
ROOF PLAN

Sheet Number:

A1.50



1 | TRANSVERSE SECTION
1/4" = 1'-0"



2 | LONGITUDINAL SECTION
1/4" = 1'-0"

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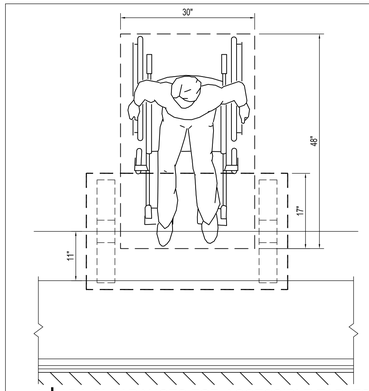
Sheet Title:

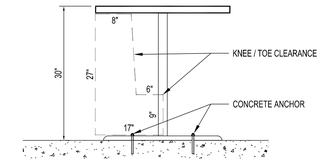
BUILDING
SECTIONS

Sheet Number:

A6.10



1 ADA CLEARANCES FOR ACCESSIBLE TABLES
3/4" = 1'-0"



2 ADA CLEARANCES FOR ACCESSIBLE TABLES
3/4" = 1'-0"

OCCUPANT LOAD (PLUMBING FIXTURE)

	FUNCTION	NET AREA	AREA PER OCCUPANT	OCCUPANT LOAD
BUILDING INTERIOR				
	ASSEMBLY (TABLES & CHAIRS)	389 S.F.	30 S.F. / OCCUPANT	13 OCCUPANTS
	ASSEMBLY (SEAT COUNT)	40 SEATS	50% OF FIXED SEATS	20 OCCUPANTS
	ASSEMBLY (STANDING)	58 S.F.	15 S.F. / OCCUPANT	4 OCCUPANTS
	KITCHEN (KITCHEN & COOLER)	1,460 S.F.	50 S.F. / OCCUPANT	30 OCCUPANTS
TOTAL OCCUPANTS (INTERIOR)				**67 OCCUPANTS**
EXTERIOR SEATING				
	ASSEMBLY (FIXED SEATING) WITH COVER	46 SEATS	50% OF FIXED SEATS	23 OCCUPANTS
	ASSEMBLY (TABLES & CHAIRS) WITH COVER	268 S.F.	30 S.F. / OCCUPANT	9 OCCUPANTS
	ASSEMBLY (FIXED SEATING) OPEN	N/A	50% OF FIXED SEATS	0 OCCUPANTS
	ASSEMBLY (TABLES & CHAIRS) OPEN	N/A	30 S.F. / OCCUPANT	0 OCCUPANTS
TOTAL OCCUPANTS (EXTERIOR)				**32 OCCUPANTS**
GRAND TOTAL OCCUPANTS				**99 OCCUPANTS**

OCCUPANT LOAD (EGRESS)

	FUNCTION	NET AREA	AREA PER OCCUPANT	OCCUPANT LOAD
BUILDING INTERIOR				
	ASSEMBLY (TABLES & CHAIRS)	389 S.F.	15 S.F. / OCCUPANT	26 OCCUPANTS
	ASSEMBLY (SEAT COUNT)	N/A	2 L.F. / OCCUPANT	40 OCCUPANTS
	ASSEMBLY (STANDING)	58 S.F.	5 S.F. / OCCUPANT	12 OCCUPANTS
	KITCHEN (KITCHEN & COOLER)	1,460 S.F.	200 S.F. / OCCUPANT	8 OCCUPANTS
TOTAL OCCUPANTS (INTERIOR)				**86 OCCUPANTS**
EXTERIOR SEATING				
	ASSEMBLY (FIXED SEATING) WITH COVER	N/A	2 L.F. / OCCUPANT	46 OCCUPANTS
	ASSEMBLY (TABLES & CHAIRS) WITH COVER	268 S.F.	15 S.F. / OCCUPANT	18 OCCUPANTS
	ASSEMBLY (FIXED SEATING) OPEN	N/A	2 L.F. / OCCUPANT	0 OCCUPANTS
	ASSEMBLY (TABLES & CHAIRS) OPEN	N/A	15 S.F. / OCCUPANT	0 OCCUPANTS
TOTAL OCCUPANTS (EXTERIOR)				**64 OCCUPANTS**
GRAND TOTAL OCCUPANTS				**150 OCCUPANTS**

RESTROOM PLUMBING FIXTURES

MINIMUM PLUMBING FACILITIES PER CPC TABLE 422.1 (50% MALE & 50% FEMALE)

	WATERCLOSETS		LAVATORIES		URINAL	DRINKING FOUNTAIN 1-250	SERVICE SINK
99 OCCUPANTS 50M & 50F	1: 1-50 2: 51-150 MALE	1: 1-25 2: 26-50 3: 51-100 FEMALE**	1-150 MALE	1-150 FEMALE	1-200 MALE	1-250	
REQUIRED	2	3	1	1	1	1	1
PROVIDED	1	2	1	1	1	0*	1

* THE RESTAURANT PROVIDES POTABLE WATER VIA THE SODA FOUNTAIN MACHINE, THEREFORE A SEPARATE DRINKING FOUNTAIN IS NOT REQUIRED PER 2022 CPC SECTION 415.2
** FOOT NOTE #3, 2022 CPC TABLE 422.1

ACCESSIBLE SEATING

	REQUIRED	PROVIDED
INDOOR ADA SEATS	5% x 33 = 1.65	5
OUTDOOR ADA SEATS	5% x 32 = 1.60	3

REQUIRED EGRESS WIDTH

TOTAL EGRESS WIDTH REQUIRED:
• 66 MAX INTERIOR OCCUPANT x 0.2" = 13.2"
TOTAL EGRESS WIDTH PROVIDED:
• (1 @ 48") 46"x 1 CLEAR DOOR EXIT = 46"
• (2 @ 36") 34"x 2 CLEAR DOOR EXIT = 68"
TOTAL = 114"
114">13.2" THEREFORE REQUIRED EGRESS WIDTH OK

# OF EXITS REQUIRED (PER 2022 CBC TABLE 1006.3.3)	2
# OF EXITS PROVIDED	3
SPRINKLERED REQ'D MINIMUM DISTANCE BETWEEN EXITS. PER CBC 1007.1.1	1/3 DIAGONAL DISTANCE OF AREA 1/3 SERVED.
NON SPRINKLERED REQ'D MINIMUM DISTANCE BETWEEN EXITS. PER CBC 1007.1.1	1/2 DIAGONAL DISTANCE OF AREA 1/2 SERVED.

BUILDING CODE ANALYSIS

BUILDING CODE REQUIREMENTS	
CONSTRUCTION TYPE	VB
OCCUPANCY	A-2
SPRINKLERED	YES
PARCEL AREA	45,146 S.F. (1.03 AC)
MAXIMUM FAR (REGIONAL COMMERCIAL)	0.65
ALLOWABLE FLOOR AREA (FROM FAR)	29,344 S.F. GROSS
BUILDING PROVIDED	
BUILDING HEIGHT	19'-11" T.O. ROOF ENTRY TOWER ROOF
	21'-7" T.O. ROOF SCREEN
NUMBER OF STORIES	1
PROPOSED FLOOR AREA	3,164 S.F. GROSS

EGRESS NOTES

1. THE MEANS OF EGRESS TRAVEL INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED WITH A LIGHT INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE AS REQUIRED BY CBC CHAPTER 10, SECTIONS 1008.2 & 1008.2.1
2. IN THE EVENT OF POWER SUPPLY FAILURE AN EMERGENCY ELECTRICAL SYSTEM SHALL ILLUMINATE THE MEANS OF EGRESS SYSTEM FOR A DURATION OF NOT LESS THAN 90 MINUTES IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN CBC CHAPTER 10, SECTIONS 1008.3.1 & 1008.3.4. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:
   2.1. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS.
   2.2. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   2.3. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THE LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   2.4. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   2.5. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
3. DOORS IN THE MEANS OF EGRESS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT AS SET FORTH IN CBC CHAPTER 10, SECTION 1010.1.9
4. APPROVED EXIT SIGNS : (PER CBC 2022 1013.1)
   EXITS AND EXIT ACCESS DOORS SHALL BE MARKED BY AN APPROVED EXIT SIGN READILY VISIBLE FROM ANY DIRECTION OF EGRESS TRAVEL. THE PATH OF EGRESS TRAVEL TO EXITS AND WITHIN EXITS SHALL BE MARKED BY READILY VISIBLE EXIT SIGNS TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL IN CASES WHERE THE EXIT OR THE PATH OF EGRESS TRAVEL IS NOT IMMEDIATELY VISIBLE TO THE OCCUPANTS. INTERVENING MEANS OF EGRESS DOORS WITHIN EXITS SHALL BE MARKED BY EXIT SIGNS. EXIT SIGN PLACEMENT SHALL BE SUCH THAT ANY POINT IN AN EXIT ACCESS CORRIDOR OR EXIT PASSAGEWAY IS WITHIN 100 FEET (30 480 MM) OR THE LISTED VIEWING DISTANCE OF THE SIGN, WHICHEVER IS LESS, FROM THE NEAREST VISIBLE EXIT SIGN.
5. POSTING OF OCCUPANT LOAD (PER CBC 2022 1004.9
   EVERY ROOM OR SPACE WHICH IS USED FOR ASSEMBLY, CLASSROOM, DINING, DRINKING, OR SIMILAR PURPOSES HAVING AN OCCUPANT LOAD OF 50 OR MORE SHALL HAVE THE OCCUPANT LOAD OF THE ROOM OR SPACE POSTED IN A CONSPICUOUS PLACE, NEAR THE MAIN EXIT OR EXIT ACCESS DOORWAY FROM THE ROOM OR SPACE, FOR THE INTENDED CONFIGURATIONS. POSTED SIGNS SHALL BE OF AN APPROVED LEGIBLE PERMANENT DESIGN AND SHALL BE MAINTAINED BY THE OWNER OR THE OWNER'S AUTHORIZED AGENT.
6. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES.
7. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 LUC).
8. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER INSTRUCTIONS AND SECTION 2702.
9. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF
10. BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS.

GENERAL NOTES

ACCESSIBLE DINING SURFACES & WORK SURFACES
NOTE:
1. ACCESSIBLE DINING SURFACES FOR EACH TYPE OF SEATING SHALL BE 28" MIN. AND 34" MAX. ABOVE FIN. FLOOR (11B 902.3)
2. AT LEAST 5 PERCENT OF THE SEATING SPACES AND STANDING SPACES AT THE DINING SURFACES SHALL COMPLY WITH SECTION 11B-902. WHERE WORK SURFACES ARE PROVIDED FOR USE BY OTHER THAN EMPLOYEES, AT LEAST 5 PERCENT SHALL COMPLY WITH SECTION 11B-902.
3. A CLEAR FLOOR OR GROUND SPACE COMPLYING WITH SECTION 11B-305 SHALL BE PROVIDED.
   3a. OPERABLE PARTS SHALL BE PLACE WITH IN ONE OR MORE OF THE REACH RANGES SPECIFIED IN SECTION 11B.308
   3b. OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRED TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS (22.2N) MAXIMUM.

KEYNOTES

1	PROVIDE 6 LB. 40 BC CLASS 'K' HAND OPERATED FIRE EXTINGUISHER. LOCATION SUBJECT TO FIRE MARSHAL APPROVAL.
2	PROVIDE 5 LB. 2A10 BC HAND OPERATED FIRE EXTINGUISHER. LOCATION SUBJECT TO FIRE MARSHAL APPROVAL.
3	PROVIDE KNOX BOX. LOCATION SUBJECT TO FIRE MARSHAL APPROVAL.
4	ACCESSIBLE PUBLIC ENTRY / EGRESS POINT.
5	STANDARD FIXED DINING SURFACE.
6	ACCESSIBLE FIXED DINING SURFACE.

LEGEND

EXIT — ILLUMINATED EXIT SIGN, SEE ELEC. DRAWINGS

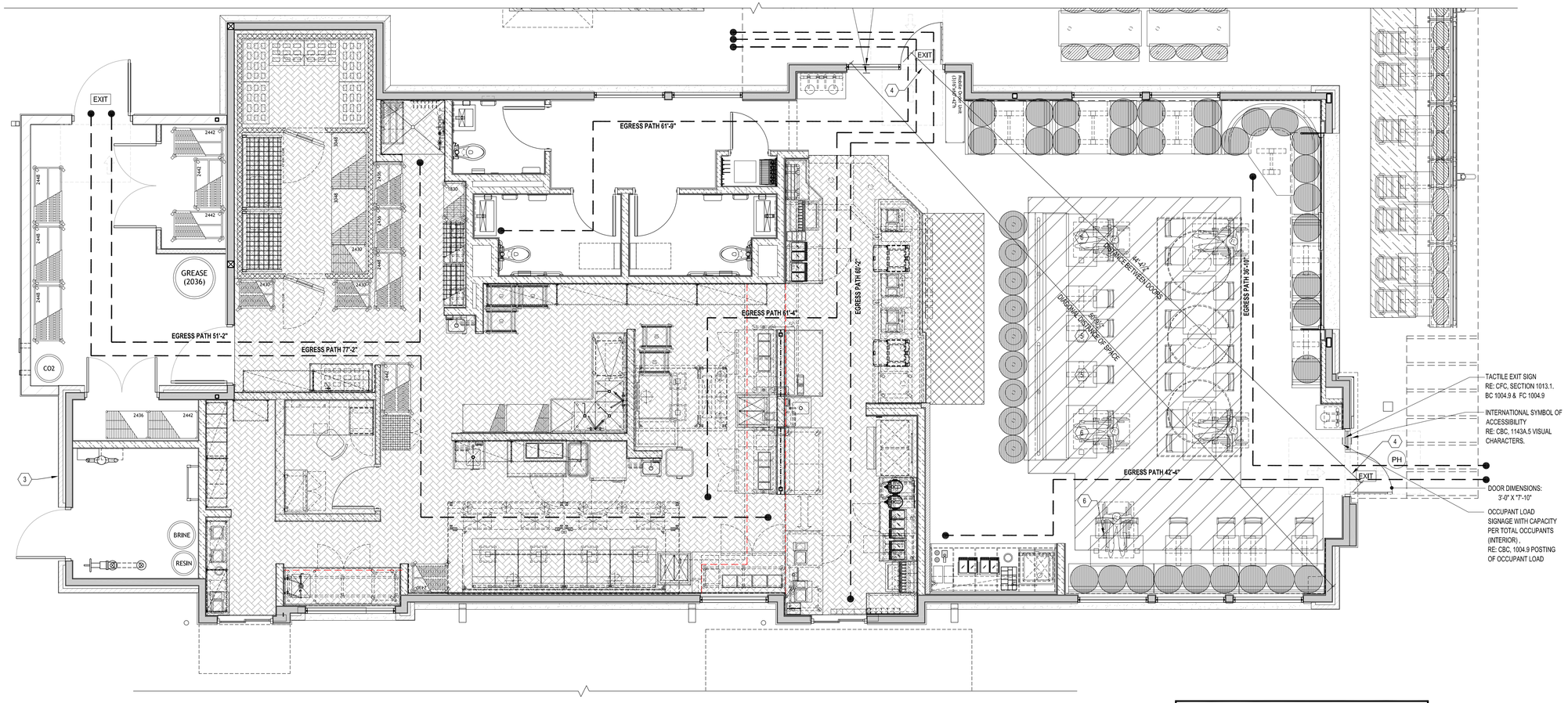
EGRESS PATH OF TRAVEL PATH OF EGRESS MUST REMAIN CLEAR AT ALL TIMES

PH — DESIGNATES PANIC HARDWARE .**SHALL COMPLY WITH CBC CHAPTER 10, SECTION 1010.10

30" CLEAR / 48" CLEAR — DENOTES: ACCESSIBLE DINING SURFACES FOR EACH TYPE OF SEATING AREA, INCLUDING ACCESSIBLE SERVICE COUNTER. HEIGHT SHALL BE 28" MIN. AND 34" MAX. ABOVE FIN. FLR.

*5% REQ'D ADA ACCESSIBLE FOR DINING SURFACES

NOTE: SEE ADA SHEETS FOR FURTHER INFO.



- SEE SHEET 02 CRA FOR EXTERIOR SEATING

1 LIFE SAFETY PLAN
1/4" = 1'-0"

N

Raising Cane's CHICKEN FINGERS
Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Restaurant:

Raising Cane's
Restaurant #1259
200 S. State College Blvd,
Brea, CA 92821
P4E-AV [A/B]

Designer's Information:

CSRS
301 E. Ocean Blvd, Suite 1560
Long Beach, California 90802
Telephone: 833 523-2526
www.csrsinc.com

Prototype Phase:	CA 2023-2.0
Project Issue Date:	00-00-0000
CSRS Project Manager:	RY

ENTITLEMENT PACKAGE
12-11-2024

Sheet Versions:

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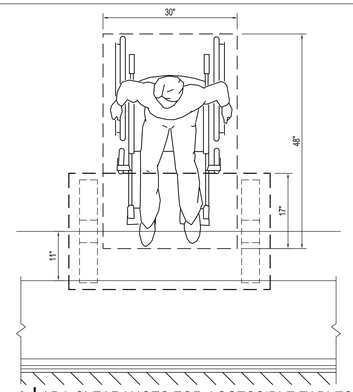
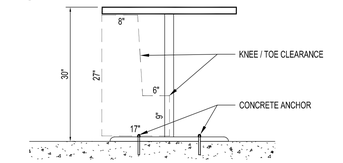
CODE REFERENCE ANALYSIS

Sheet Number:

01 CRA



1 ADA CLEARANCES FOR ACCESSIBLE TABLES
3/4" = 1'-0"



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3	PROVIDE KNOX BOX. LOCATION SUBJECT TO FIRE MARSHAL APPROVAL.
4	ACCESSIBLE PUBLIC ENTRY / EGRESS POINT.
5	STANDARD FIXED DINING SURFACE.
6	ACCESSIBLE FIXED DINING SURFACE.

LEGEND

EXIT	ILLUMINATED EXIT SIGN, SEE ELEC. DRAWINGS
	EGRESS PATH OF TRAVEL PATH OF EGRESS MUST REMAIN CLEAR AT ALL TIMES
PH	DESIGNATES PANIC HARDWARE .**SHALL COMPLY WITH CBC CHAPTER 10, SECTION 1010.10
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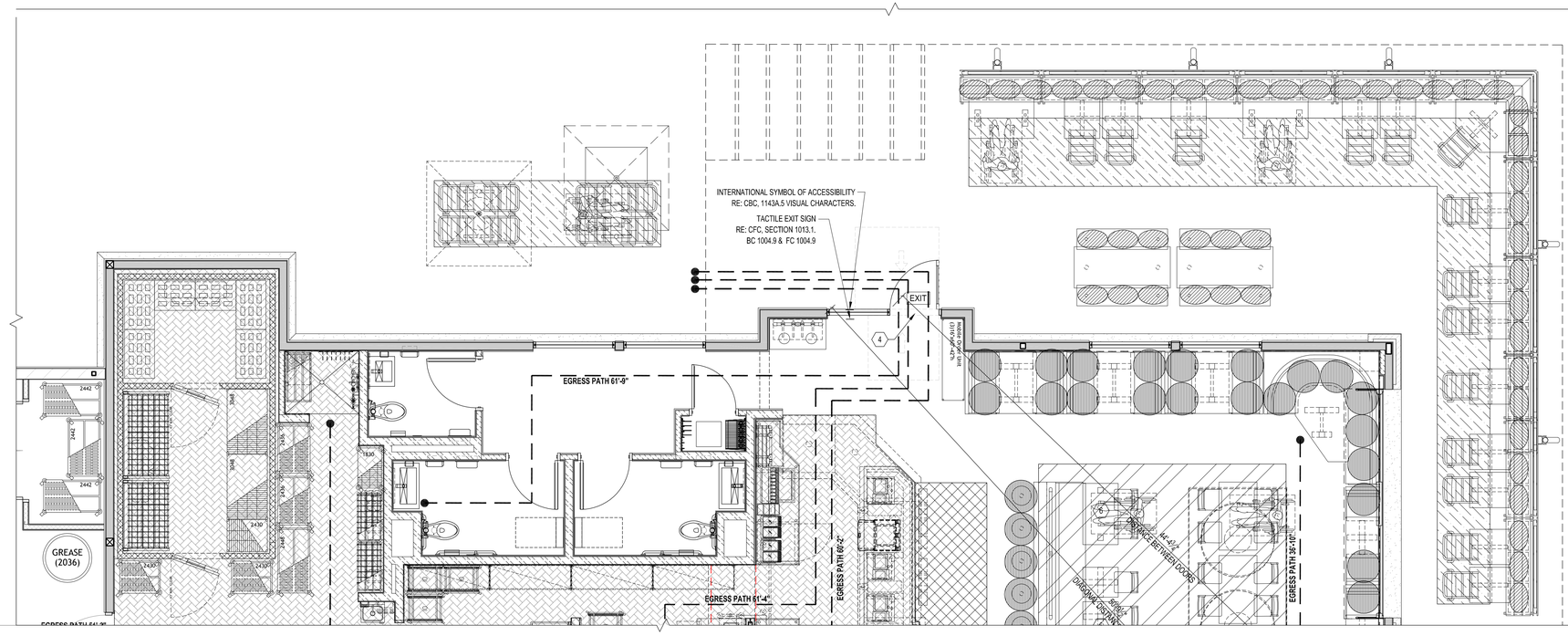

1 LIFE SAFETY PLAN
1/4" = 1'-0"

EXTERIOR SEATING

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Restaurant:
Raising Cane's
Restaurant #1259
200 S. State College Blvd,
Brea, CA 92821
P4E-AV [A/B]

Designer's Information:
CSRS
301 E. Ocean Blvd, Suite 1560
Long Beach, California 90802
Telephone: 833 523-2526
www.csrsinc.com

Prototype Phase:	CA 2023-2.0
Project Issue Date:	00-00-0000
CSRS Project Manager:	RY

ENTITLEMENT PACKAGE
12-11-2024

Sheet Versions:

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Sheet Title:

CODE REFERENCE ANALYSIS

Sheet Number:

02 CRA

RSX1 LED
Area Luminaire

Buy American

Introduction
The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX1 delivers 7,000 to 17,000 lumens allowing it to replace 70W to 400W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications
EPA (ft²(m²)): 0.57 ft² (0.05 m²)
Length: 21.8" (55.4 cm) (SPA mount)
Width: 13.3" (33.8 cm)
Height: 3.0" (7.6 cm) Main Body, 7.2" (18.4 cm) Arm
Weight (SPA mount): 22.0 lbs (10.0 kg)

Ordering Information
EXAMPLE: RSX1 LED P4 40K R3 MVOLT SPA DDBXD

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX1 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	R2 Type 2 Wide R3 Type 3 Wide R3S Type 3 Short R4 Type 4 Wide R4S Type 4 Short R5 Type 5 Wide R5S Type 5 Short AFR Automotive Facet Row Right Rotated AFRLHO Automotive Facet Row Left Rotated	MVOLT (120V-277V) HVOLT (347V-480V) XVOLT (277V-480V) [use specific voltage for options as noted] 120 1 277 1 208 1 347 2 240 1 480 2	SPA Square pole mounting (3.0" min. SA/pole for 1 at 90°, 3.5" min. SA/pole for 2, 3, 4 at 90°) RPA Round pole mounting (3.2" min. dia. SA/pole for 1, 2, 3, 4 at 90°, 3.0" min. dia. SA/pole for 1 at 180°, 2 at 180°, 3 at 120°) MA Mast arm adaptor (fits 2-3/8" OD tenons) 4 IS Adjustable slipfitter (fits 2-3/8" OD tenons) 4 WBA Wall bracket 4 WBAXC Wall bracket with surface conduit box 4 AASP Adjustable tilt arm square pole mounting 4 AARP Adjustable tilt arm round pole mounting 4 AABB Adjustable tilt arm with wall bracket 4 AABSC Adjustable tilt arm wall bracket and surface conduit box 4

Options		Finish	
Shipped Installed		DDBXD	Dark Bronze
PE	Photocontrol, button style 5,6	DBLXD	Black
PER	Photocontrol, external threaded, adjustable 5,6	DNAXD	Natural Aluminum
PIR1FC	Sensor, wire twist-lock receptacle only (no controls) 5,6,8,9,10	DWHXD	White
CLH	Corelink entry 3/4" NPT (Qty 2)	DDBTXD	Textured Dark Bronze
SF	Single fuse (120, 277, 347) 1	DBLBXD	Textured Black
DF	Double fuse (208, 240, 480) 1	DNATXD	Textured Natural Aluminum
SPD20KV	20kV surge pack (10kV standard)	DWHGXD	Textured White
FAO	Field adjustable output 11		
DMG	0-10V dimming extend out back of housing for external control (control ordered separate) 12		

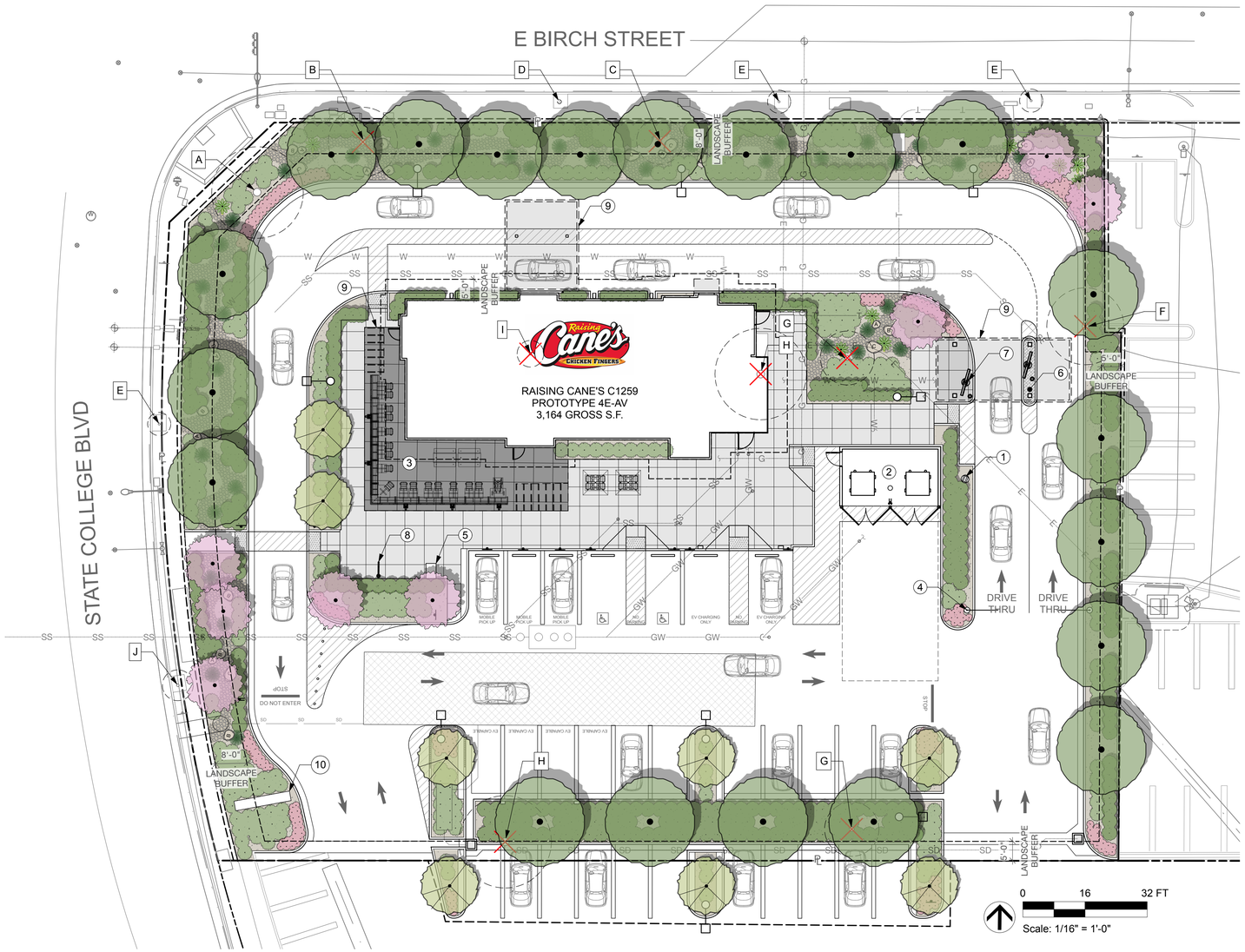
Shipped Installed	
***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**	
NLSXB2	nLight AIR generation 2 5,13,14
PIRHN	Networked, Bi-level motion/ambient sensor (for use with NLSXB2) 5,13,14
BAA	Buy America(n) Act Compliant

*Note: PIRHN with nLight Air can be used as a standalone or networked solution. Sensor coverage pattern is affected when luminaire is tilted.

Shipped Separately (requires some field assembly)	
EGS	External glare shield
EGFV	External glare full visor (360° around light aperture)
BS	Bird spikes 15

Accessories	
RSXHS	RSX1 House side shield (1 shield)
RSXHSSRB2	RSX1 House side shield for RTR-rotated optics (includes 1 shield)
RSXSQSRB4IS	External glare shield (specify finish)
RSXSQSFLSRB4IS	External glare full visor (specify finish)
RSXRPASRB4IS	RSX1 external round pole adaptor plate (specify finish)
RSXHSA SRB4IS	RSX1 MAA wall bracket (specify finish)
RSXWBA SRB4IS	RSX1 wall bracket adaptor plate, for use with WBA, WBA not included
SLSTP 113 JD	Pinhead - SS, twist-lock (120-277V) 16
SLSAP 113 JD	Pinhead - SS, twist-lock (347V) 16
SLAARP 113 JD	Pinhead - SS, twist-lock (480V) 16
SSWM 180 D	Shorting cap 16

NOTES
1. Any Type 3 distribution, is not available with NRA.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4. XVOLT driver not available with PE or PIC. HVOLT driver operates on any line voltage from 277-480V (50/60 Hz). XVOLT driver available with Sensing/DF or DF and not available with PE or PIC.
5. Single fuse (SF) requires 120V, 277V or 347V (Double fuse (DF) required for 208V, 240V or 480V).
6. Maximum CRI is 70 in 30K CCT.
7. It may be ordered as an accessory.
8. Requires MVOLT or 347V.
9. Not available in combination with other light sensing control options.
10. Requires 120V, 208V, 240V or 277V. Not available with PIR, PIRH, PIRHN, PIR1FC3V, PIRH1FC3V, PER, PERH, PERH1FC3V, PIR1FC3V, PIRH1FC3V, PER5, PERH5, PER7, PERH7



Raising Cane's - Store #C1259

200 S STATE COLLEGE BLVD
BREA, CA 92821

PROJECT TYPE: COMMERCIAL
WATER SUPPLY: POTABLE

TOTAL NET SITE AREA: 47,493 SF
TOTAL LANDSCAPE AREA: 11,705 SF
REQUIRED LANDSCAPE COVERAGE: 15%
PROVIDED LANDSCAPE COVERAGE: 25%

Proposed Notes

1. (P) pre order board per Architect
2. (P) trash enclosure
3. (P) patio furniture per Architect
4. (P) headache bar per Architect, TYP.
5. (P) long term bike storage per Architect
6. (P) enhanced pavers
7. (P) order board per Architect, TYP.
8. (P) bike racks per Architect, TYP.
9. (P) overhead structure per Architect
10. (P) monument sign

Existing Notes

- A (E) 24" Cal. London Plane Tree
- B (E) 18" Cal. London Plane Tree to be removed
- C (E) 12" Cal. tree to be removed
- D (E) 1" Cal. tree
- E (E) 6" Cal. tree
- F (E) 20" Cal. tree to be removed
- G (E) 14" Cal. tree to be removed
- H (E) 24" Cal. tree to be removed
- I (E) 8" Cal. tree to be removed
- J (E) 8" Cal. tree

Tree Requirement Calculations per Predevelopment Findings

1. A minimum of one (1) tree per twenty-five (25) linear feet of each property line abutting a street is required.
   Property line abutting a street = 416' / 25 = 16.64
   # of (P) trees required = 17
   # of (P) trees provided = 16
   # of (E) trees to remain = 1

2. A minimum of one (1) tree per thirty (30) feet of each interior property line is required.
   Interior property line = 426' / 30 = 14.2
   # of (P) trees required = 15
   # of (P) trees provided = 15+

3. One (1) tree per each five (5) parking stalls, which may be clustered or grouped, shall be installed within the parking area.
   # of parking stalls = 29 / 5 = 5.8
   # of (P) trees required = 6
   # of (P) trees provided = 6+

Total # of trees required on-site = 38
Total # of existing trees on-site = 1
Total # of additional trees provided on-site = 36

Note: Certain trees are currently being included in both the interior property line calculations and the parking lot tree requirement.

Conceptual Plant List

Species Name	Common Name	QTY.	Size
Trees			
Cercis occidentalis (Std.)	Western Redbud	8	24" box
Fraxinus greggii (Std.)	Little Leaf Ash	8	24" box
Quercus agrifolia (Std.)	Coast Live Oak	20	24" box
Screening Shrubs			
Olea europaea 'Montra'	Little Ollie		15 gal
Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn		15 gal
Rhus integrifolia	Lemonade Berry		15 gal
Salvia leucophylla	Purple Sage		15 gal
Shrubs/ Groundcover/ Succulents			
Abutilon palmeri	Indian Mallow		1 gal
Achillea millefolium	Yarrow		5 gal
Arctostaphylos spp.	Manzanita		5 gal
Chondropetalum	Small Cape Rush		5 gal
Dianella revoluta 'Little Rev'	Little Rev Flax Lily		5 gal
Diplacus aurantiacus	Bush Monkey Flower		5 gal
Eriogonum spp.	Buckwheat		5 gal
Juncus patens	California Gray Rush		5 gal
Muhlenbergia spp.	Muhly Grass		5 gal
Lomandra 'Baby Breeze'	Evergreen Baby Mat Rush		5 gal
Muhlenbergia rigens	Deer Grass		5 gal
Penstemon eatonii	Firecracker penstamon		5 gal
Salvia clevelandii	Cleveland Sage		5 gal
Myoporum parvifolium	Myoporum		1 gal
Penstemon heterophyllus	Foothill penstemon		5 gal
Agave 'Blue Glow'	Blue Glow Agave		15 gal
Aloe 'Blue Elf'	Blue Elf Aloe		5 gal
Aloe striata	Coral Aloe		5 gal
Hesperaloe parvifolia	Red Yucca		5 gal

Materials Legend

Material		Size	Area
	'Horse Creek' Crushed Stone	1/2"	9,964 SF
	'Horse Creek' Crushed Stone	1-4" DIA	1,741 SF
	Direct Colors® Battleship Grey 102 - 2lb integral colored concrete W/ 3/8" sawcut joints. Finish: TOPCAST ® #05	N/A	1,206 SF
	Natural colored concrete W/ 3/8" sawcut joints. Finish: TOPCAST ® #05	N/A	3,748 SF
	Enchanced Paving to be natural colored concrete with 45 degree saw cuts and Top-Cast® #5	N/A	49 SF
A	"A" Select natural boulders to match crushed stone	18" - 24" DIA	TBD (QTY)
B	"B"	24" - 36" DIA	TBD (QTY)
C	"C"	36" - 48" DIA	TBD (QTY)

Irrigation Notes

Landscape Plan are in compliance with the State Model Efficiency Landscape Ordinance (MWELO). 100% of plant material are drought tolerant and low water use per WUCOLS.

1. The design of the irrigation system shall conform to the hydrozones of the landscape design plan.
2. In all planting areas, low volume water irrigation (subsurface drip) will be provided to maximize water infiltration into the roots.
3. A dedicated water meter shall be provided for common landscape area.
4. A weather base "smart controller" shall be utilized. Controller shall be programmed to water in early morning or night.
5. A rain sensor shall be installed at each controller.
6. Water use calculation shall certify conformance with the current requirements.
7. Trees to be irrigated by bubblers.

Existing Tree Protection & Removal Notes

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

(E) tree

(E) to be removed

Project No. **24-34**

KIESEL • DESIGN
Kiesel Landscape Architecture, Inc.

375 E Main Street
Ventura, CA 93001
O: 805.947.0730
kieseldesign.com

RC #C1259
Raising Cane's Brea
(Birch & State College)

200 S State College Blvd
Brea, CA 92821

Submittals:

#	DATE	NAME
1	12.11.2024	Entitlement Submittal
2	03.21.2025	2nd Entitlement Submittal
3	06.05.2025	3rd Entitlement Submittal
4	07.21.2025	4th Entitlement Submittal

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5306
Signature
12.31.2026
Renewal Date
07.21.2025
Date
STATE OF CALIFORNIA

Type: Preliminary

Drawn By:

NAME	DATE
K. Pitts	07/2025

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Title:

Preliminary Plan

Sheet Number:

L0.1

ATTACHMENT H

BRAND RECOMMENDATION BOOK

Site Name: RC1259 Brea
Site ID: RC1259
Street Address: 200 S State College Blvd
City, State Zipcode: Brea, CA
Date: 08-06-2025
Revision Number: R-03

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Sign 02	4'x8' WALL SIGN Channel Letters	PG. 9
Sign 03	4'x8' WALL SIGN Channel Letters	PG. 10
Sign 04	4'x8' WALL SIGN Channel Letters	PG. 11
Sign 05	4'x8' WALL SIGN Channel Letters	PG. 12
Sign 06	NEON OPEN SIGN	PG. 13
Sign 07	1'-2"x4'-4" CHICKEN FINGERS WINDOW SIGN	PG. 14
Sign 08	PMRL (Mural)	PG. 15
Sign 09	Red Dog Banner	PG. 16
Sign 10	One Love Channel Letters	PG. 17
Sign 11	Standard DT Menu Board	PG. 18
Sign 12	Standard DT Menu Board	PG. 19
Sign 13	Pre-Sell Board	PG. 20
Sign 14	Drive-Thru Speaker Post	PG. 21
Sign 15	Drive-Thru Speaker Post	PG. 22
Sign 16	Cove Lighting	PG. 23
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Sign 18	Directional	PG. 25
Sign 19	Exit to State College Blvd.	PG. 26
Sign 20	RC Entrance	PG. 27
Site Photos		PG. 28

ADDITIONAL AGI SCOPE

YES	NO	
☑	☐	Red Dog
☑	☐	Mural
☐	☑	Flags
☐	☑	OLH

AGI SCOPE, NOT PERMITTED BY AGI

☑	Cove Lighting	☑	Lemonade Sign
☐	Roof Screen	☐	Canopies
☑	One Tower	☐	DT Panels

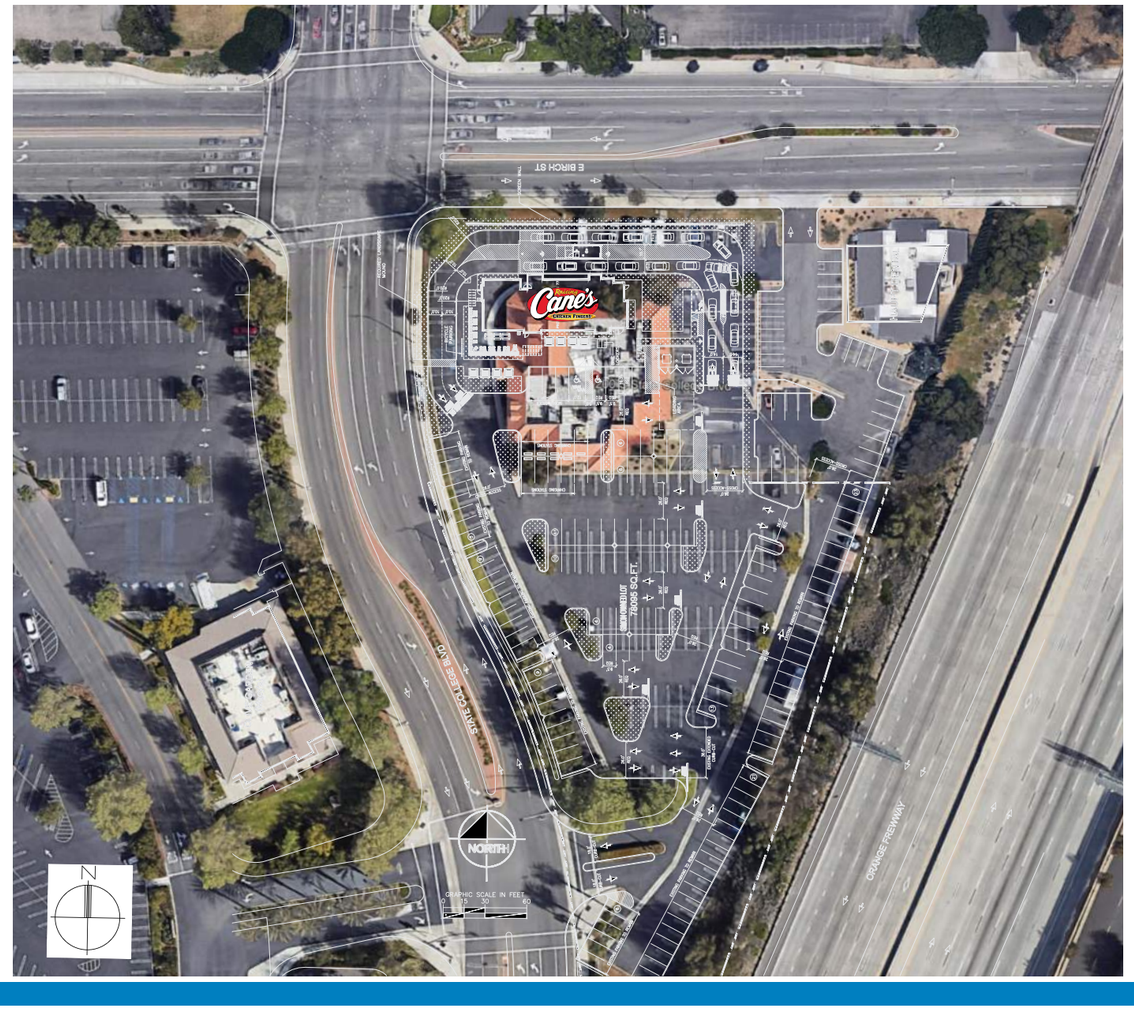
BRANDBOOK REVISION LOG

REV #	DATE	DESCRIPTION OF CHANGE	BRANDER
R-01	06-19-25	Updated site plan and added directional and code sheet	RB
R-02	07-31-25	Added new site plan and 2 directionals. Updated existing directional.	EZ
R-03	08-06-25	Updated locations of signage #18, #20 on site map. Updated directional signage.	EZ

SITE OVERVIEW

	Approved By:	Approved Date:
RC Design Approved:		
Revise & Resubmit:	☐	
RC PD Approved:		
Revise & Resubmit:	☐	

Site ID:	**RC1259**
Site Name:	**RC1259 Brea**
Address:	**200 S State College Blvd**
City, State Zipcode	**Brea, CA**
PM:	**Patience Casey**
CAM:	**Perrianna Strickland**
Creation Date:	**08-06-2025**



CODE SUMMARY

Under Review

DOCUMENT NAVIGATION

CLICKING THIS ICON (LOCATED ON EVERY PAGE NEAR IN THE FOOTER) WILL LINK **TO SITE PLAN.**

01 CLICKING THE NUMBER ICON (LOCATED ON EVERY SIGN LIST) WILL LINK TO THE CUTSHEET PAGE OF THAT SIGN.

"PART #" CLICKING THE "PART #" (LOCATED ON EVERY CUTSHEET HEADER) WILL LINK TO ENGINEERING FILE. IF NO "PART #" IS LISTED, THEN IT IS A CUSTOM SIGN & PENDING ENGINEERING.

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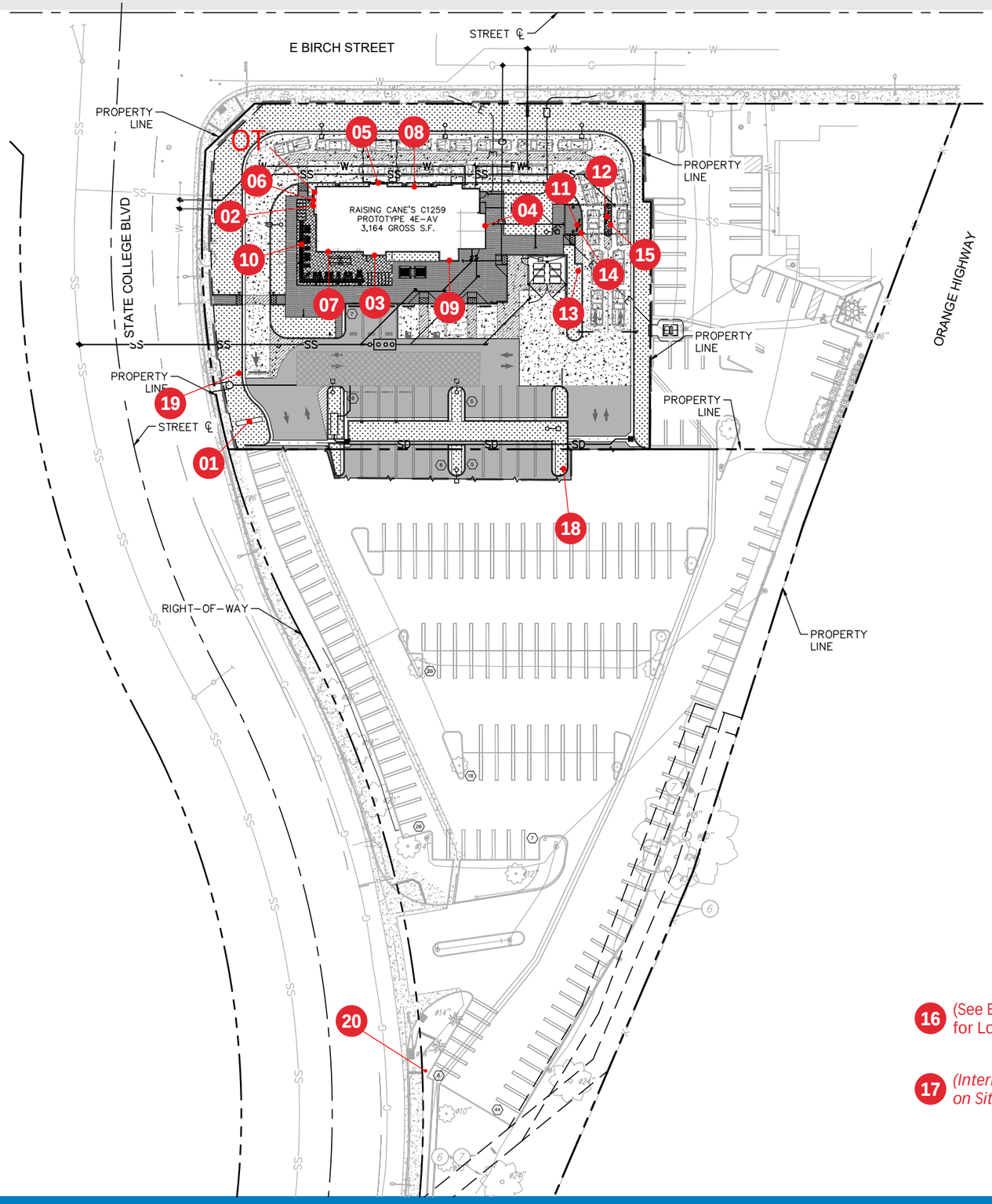
SITEPLAN



16 (See Elevations for Locations)

17 *(Interior Not Shown on Site Plan)*

SIGN LIST

	PART #	DESCRIPTION
01	*RAI-RC-M-32-PT-6-4*	6' MONUMENT
02	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
03	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
04	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
05	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
06	*RAI-Neon-Open*	NEON OPEN SIGN
07	*RAI-WN-CF-NEON-H*	1'-2"x4'-4" CHICKEN FINGERS WINDOW SIGN (H)
08	*RC-PMRL-9*	PMRL (Mural)
09	*RAI-RD-1*	Red Dog Banner
10	*RAI-OL-RW-20*	One Love Channel Letters
11	*RAI-RC-DTMB*	Standard DT Menu Board
12	*RAI-RC-DTMB*	Standard DT Menu Board
13	*RAI-DTPS*	Pre-Sell Board
14	*RAI-DTSP*	Drive-Thru Speaker Post
15	*RAI-DTSP*	Drive-Thru Speaker Post
16	*RAI-COV01*	Cove Lighting
17	*RAI-RC-LS-P4 AV*	P6 Lemonade Sign
18	*RAI-DIR*	Directional
19	*RAI-DIR*	Exit to State College Blvd.
20	*RAI-DIR*	RC Entrance

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CODE CHECK

Date Completed: 05/20/2024 — CODE CHECK FORM — ☑ Stand Alone ☐ Multi-Tenant

Customer Name: Raising Cane's — Parcel #: _____
Project Name: Raising Cane's : PQS1346 Brea, CA.
Address: 200 S State College Blvd
City: Brea — State: CA — Zipcode: 92821
Dev. Name: _____ — Within PUD or CUP: ☐ Yes ☑ No
Master Sign Program (MSP) or Development Criteria: ☐ Yes ☑ No

Zoning: CC- Major Shopping Center
Re-zoning required/recommended: ☐ Yes ☑ No
Jurisdiction: City of Brea
Contact Name/Title: Briana Co- Planner
Phone: 714-990-7674 — Date Confirmed: 05/21/2024
E-Mail: planner@cityofbrea.net

GROUND SIGNS - PYLON (POLE) & MONUMENT ☐ N/A

Are ground signs allowed? ☑ Yes ☐ No — Type allowed: ☐ Tenant ☐ Pylon/Pole ☑ Monument — Surrounding lot: _____
Number of signs allowed: 1/street frotnage — Minimum frontage to qualify: _____ — Distance to adjacent ground sign on same lot: _____
Maximum SF allowed: see notes — Minimum setback: not in ROW — Maximum overall height: see notes
Formula for area calculation: see notes- LETTER HEIGHT NTE 24"
Berm allowed? ☑ Yes ☐ No — Wind load: HIGH WIND REGION — Visibility Triangle: 30ft
How height is measured? grade directly below sign to top OR upper surface of nearest street/alley, greater of 2.
Required base covering: must be compatible w/ building — Landscaping req's: _____
Illumination/lighting restrictions: not specifically regulated — How many faces count toward sign area? 1
Design restrictions for sign: base structure to sign area proportion= 1/2 length of sign
How sign is measured? ☑ Box ☐ Geo Shape ☐ Other: _____
EMC - Allowed? ☐ Yes ☐ No — Does it have to be static? ☑ Yes ☐ No — Can price be displayed? ☑ Yes ☐ No
Animation/color/rate of change restrictions: The city will not state whether this will be allowed until the plans are submitted.

EMC SF restrictions: _____
Placement or residential restrictions: _____

Notes: The city states there a no regulations prohibiting a ground sign for this location. May be allowed with developer, city and mall approval. Pole signs are prohibited by code. Regulations based on length of street frontage. Small Project= < 100Lf of street frontage,24sf, 4ft OAH Midsize Project = Lot w/100-250LF of street frontage. 0.2 xLF of street frontage, 6ft OAH Large = > 250LF of street frontage, 0.2X LF of street frontage max 80sf. 12ft OAH. Allowed 3/street frontage, 300ft apart

WALL SIGNS ☐ N/A

Cabinet signs allowed? ☑ Yes ☐ No — Channel letters required? ☐ Yes ☑ No — If yes, list requirements: _____
Number of signs allowed: 1/wall, max 3 — SF based on: ☐ Street frontage ☑ Building frontage ☐ % of wall area
Aggregate building SF allowed: N/A — Maximum projection: 12" — Lighting Restrictions: N/A
Maximum SF allowed per sign: N/A — Formula for area calculation: 1sf/1lf of building frontage
Max. mounting height: _____ — Max. letter height: 24" — Max. logo height: 24" — Max. sign width: 75% wodth of wall
Can sign project above the roof line? ☐ Yes ☑ No — If yes, how much? _____
Street frontage required for sign placement on elevation? ☑ Yes ☐ No — How is frontage determined? _____
Is area transferable to another elevation? ☐ Yes ☑ No — How many street frontages count towards allowance? 2
How is sign measured? ☑ Box ☐ Geo Shape ☐ Other: _____
Design/fabrication restrictions: all conduit, raceways, transformers, junction boxes must be concealed

Notes: Cabinet Signs: opaque background with only copy illuminated. Background must be non reflective. Individual channel or reverse channel letters are encouraged.

DRIVE-THRU/WALK-UP ☐ N/A

Freestanding menu boards allowed? ☑ Yes ☐ No — Quantity allowed: _____ — Size restriction: _____ — Height restriction: _____
Are pre-sell boards allowed? ☑ Yes ☐ No — Size restriction: _____ — Height restriction: _____
☐ Permitted with building ☑ Permitted with signage — Are SED's required? ☑ Yes ☐ No
DT awning/canopy allowed? ☐ Yes ☐ No — How is SF calculated? _____
Wall mounted menu boards allowed? ☑ Yes ☐ No — Quantity allowed: _____ — Size restriction: _____
Illumination restrictions: _____ — How is SF calculated? _____
☐ Permitted with building ☑ Permitted with signage — Are SED's required? ☐ Yes ☐ No

Notes: Not regulated by zoning code. Preferred not street facing.

MISCELLANEOUS ITEMS ☐ N/A

Awning/canopy letters allowed? ☑ Yes ☐ No — If yes, size restrictions: _____
Restrictions on qty/height/projection on roof/canopy: not regulated by sign code
Address number required? ☑ Yes ☐ No — SF: 1.5sf — Illuminated? ☐ Yes ☑ No — Restrictions: allowed 1
Can commercial flags be attached to building parapet? ☐ Yes ☑ No
Interior illuminated window signs (neon) allowed? ☑ Yes ☐ No — If no, are LED signs allowed? ☑ Yes ☐ No
Setback from window: N/A NTE 25%

Notes: Awning/canopy signs count towards wall allowance
Non illuminated window signs allowed without a permit. NTE 25% of total window space

ARTWORK ☐ N/A

Painted commercial mural allowed on walls? ☐ Yes ☑ No — If no, allowed painted on substrate? ☐ Yes ☑ No
If no, digital print? ☑ Yes ☐ No
Quantity allowed: _____ — Count towards signs sq.ft.? ■ Yes ☐ No
Size restrictions: _____
Graphics without branding/pin-mounted art allowed on walls? ☐ Yes ☑ No — Can it be painted? ☐ Yes ☐ No
Quantity allowed: _____ — Size restriction: _____ — Count towards signs sq.ft.? ☐ Yes ☐ No
Permanent banners allowed? ☐ Yes ☑ No — If no, allowed graphic art on substrate? ☐ Yes ☑ No
Does copy count in SF? ☐ Yes ☐ No — Quantity allowed: _____ — Size restriction: _____
Does it require a frame? ☐ Yes ☐ No

Notes: Use this section for any formulas, restrictions, or descriptions that do not fit above

ARCHITECTURAL ELEMENTS ☐ N/A

Shielded LED lighting allowed around the building parapet/roof? ☐ Yes ☑ No — Restrictions: _____
What architectural elements also required sign permits? _____

Notes: Use this section for any formulas, restrictions, or descriptions that do not fit above

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CODE CHECK

DIRECTIONALS/REGULATORY

☐ N/A

Are directionals allowed? ☑ Yes ☐ No Are permits required? ☑ Yes ☐ No Number of signs allowed: _____

Maximum SF allowed: _____ Maximum overall height: _____

Directionals count towards allowed SF: ☐ Yes ☑ No Are interior lot directionals restricted? ☑ Yes ☐ No

Name/logos allowed? ☑ Yes ☐ No Lighting restrictions: _____

Notes:

Not specifically regulated by code. Must submit for comments

TEMPORARY SIGNS

☐ N/A

			Setback:	SF:	Height:	Permit Required?	Time allowed:
Banner:	☑ Yes	☐ No		***		☐	90 day per calendar yr
Hiring banner:	☑ Yes	☐ No		***		☐	90 day per calendar yr
Construction banner:	☑ Yes	☐ No	5ft from prop line	50sf- 1 sign	8ft	☐	BP issued- final inspection
Construction fence wrap:	☐ Yes	☑ No				☐	
Feather sign:	☐ Yes	☑ No				☐	
Inflatable:	☐ Yes	☑ No				☐	
Vehicle:	☑ Yes	☐ No				☐	
Flag (non-commercial):	☐ Yes	☐ No				☐	
Ground yard sign (commercial):	☐ Yes	☐ No				☐	
String lights:	☐ Yes	☑ No	Restrictions:			☐	

Notes:

Banner or portable sign allowed for 8 hrs, 1/week for 6 months- not allowed at same time as banner above.- 60 days required in between 1/week permit & 90 day permit. Grand Opening Banner allowed without permit. 30 calendar days, installed w/in 90 days of C/O issued. 10% of wall attached to not including windows, doors or 100sf, less of 2. 1 sign allowed
All temp signs non illuminated
*** NTE 10% of wall attached to not including doors or windows or 100sf, less of 2.
Vehicle: cannot be parked on public ROW or location intended for advertising

VARIANCE PROCEDURES

☐ N/A

Are variances allowed? ☑ Yes ☐ No Likelihood of variance being approved: poor % approved: _____ # approved last year: _____

Variance can be applied for by:	☐ Mail	☑ Authorized Agent	☑ Business	☑ Contractors	
Signature required on application:	☐ Owner	☑ Agent	☐ Lawyer		
Must attend variance hearing:	☐ Owner	☑ Agent	☐ Lawyer		
Documents required:	☑ Siteplan	☑ Elevations	☑ Sign details	☐ Sealed engineering	☐ Professional seals
Quantity required:					

☐ Color ☐ B/W Document size: _____

Length of time to secure variance: 2-3 months Cost of variance: $2000 deposit- fees based on hourly rates

Can variances be granted during the siteplan approval process? ☐ Yes ☑ No

If yes, what board & is it different from the standard variance process? May be able to get comments or approval thorugh entitlement process

Important dates: Meeting: 2nd & 4th Tuesday, 6pm

Notes:

Recommended: Discuss variance with planner before submitting application.

PERMIT REQUIREMENTS

☐ N/A

Items required before signage permit submittal: ☐ Building permit submitted ☑ Building permit approved
☐ Certificate of occupancy application ☐ Other: _____

May permits be issued before building permit, certificate of occupancy, or other items are issued? ☐ Yes ☐ No

If no, what is required at time of sign permit application?

☐ Permit reference number ☐ Permit copy ☐ Other: _____

Permits can be applied for by: ☐ Mail ☐ Authorized agent ☐ In person ☐ Online Review board: ☐ Yes ☐ No

License required: ☑ Business ☑ Contractors Contact: _____

Signature required on application: ☐ Owner ☐ Agent ☐ Designer Phone number: _____

Documents required (sign):	☑ Siteplan	☑ Elevations	☑ Sign details	☑ Sealed engineering	☐ Professional seals
Number of documents copies:				all	

Documents required (banner): ☑ Siteplan ☑ Banner details Number of document copies (banner)? _____

Document size: _____ ☑ In color Cost of permit (sign): $650 Cost of permit (banner): $85

Length of time to secure permit: 10 business days for 1st comments Other permit costs/fees: _____

When does the time frame permitted start (banner)? ☐ Time of permit approval ☑ Time banner is placed ☐ Other _____

Current IBC used by municipality: 2022 CA building Code Any code to reference: ☑ Building code ☑ Electrical code ☐ Energy code

If electrical permit is required for ONLY the hook up of the sign, is a licensed electrician required to come in person? ☑ Yes ☐ No

Energy efficiency requirements or incentive: no

Are permits required to be obtained in person? If not, what is the process: email application to: building@cityofbrea.net

How long are permits good for? 6 months

Notes:

Developer approval required for all signs
Electrical permit required. Will not be final until 30 days after installation. Can be required to dim if deemed excessively bright
City will review project during entitlement process and MAY require a comprehensive sign program for the lot- PLan Review will be required

LINKS

Link to code: https://codelibrary.amlegal.com/codes/brea/latest/brea_ca/0-0-0-69713#JD_Chapter20.28

Link to code definitions: https://codelibrary.amlegal.com/codes/brea/latest/brea_ca/0-0-0-69752

Link to zoning map: https://brea.maps.arcgis.com/apps/webappviewer/index.html?id=d45bc07b4dc74935827c9c0b2d11de31

Link to municipal department webpage: https://www.ci.brea.ca.us/122/Community-Development

Link to variance process: https://www.ci.brea.ca.us/163/Variance

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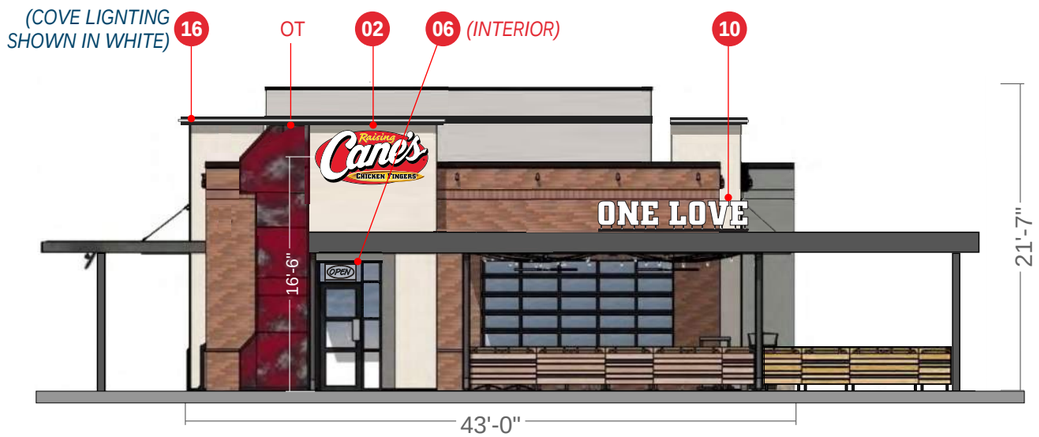
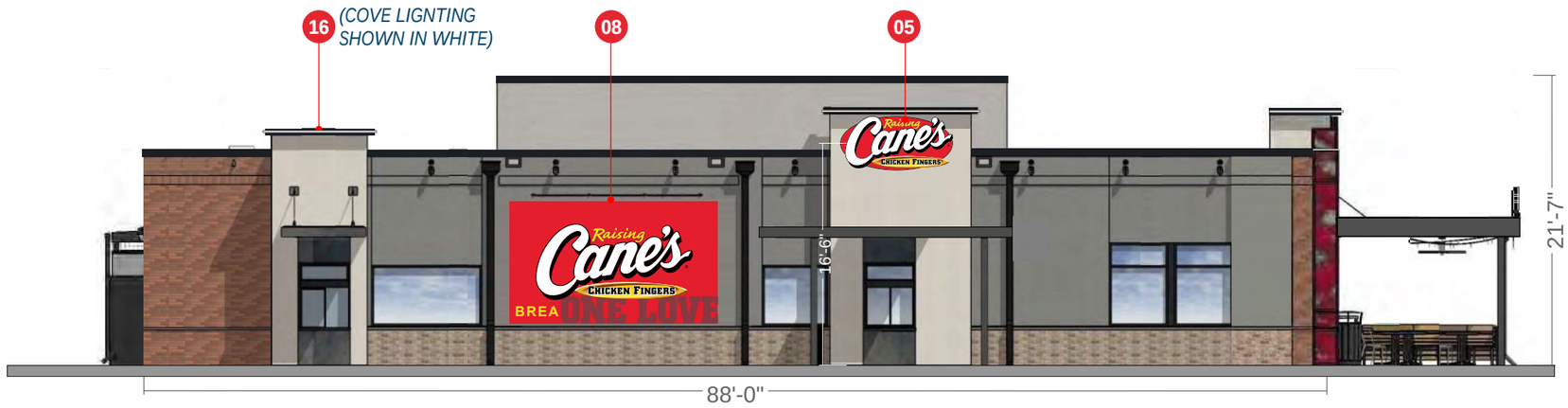
ELEVATIONS



FRONT ELEVATION



DRIVE THRU ELEVATION

Scale: 3/32"=1'

SIGN LIST

	PART #	DESCRIPTION
01	*RAI-RC-M-32-PT-6-4*	6' MONUMENT
02	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
03	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
04	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
05	*RAI-WS-8FT-CL*	4'x8' WALL SIGN Channel Letters
06	*RAI-Neon-Open*	NEON OPEN SIGN
07	*RAI-WN-CF-NEON-H*	1'-2"x4'-4" CHICKEN FINGERS WINDOW SIGN (H)
08	*RC-PMRL-9*	PMRL (Mural)
09	*RAI-RD-1*	Red Dog Banner
10	*RAI-OL-RW-20*	One Love Channel Letters
11	*RAI-RC-DTMB*	Standard DT Menu Board
12	*RAI-RC-DTMB*	Standard DT Menu Board
13	*RAI-DTPS*	Pre-Sell Board
14	*RAI-DTSP*	Drive-Thru Speaker Post
15	*RAI-DTSP*	Drive-Thru Speaker Post
16	*RAI-COV01*	Cove Lighting
17	*RAI-RC-LS-P4 AV*	P6 Lemonade Sign
18	*RAI-DIR*	Directional
19	*RAI-DIR*	Exit to State College Blvd.
20	*RAI-DIR*	RC Entrance

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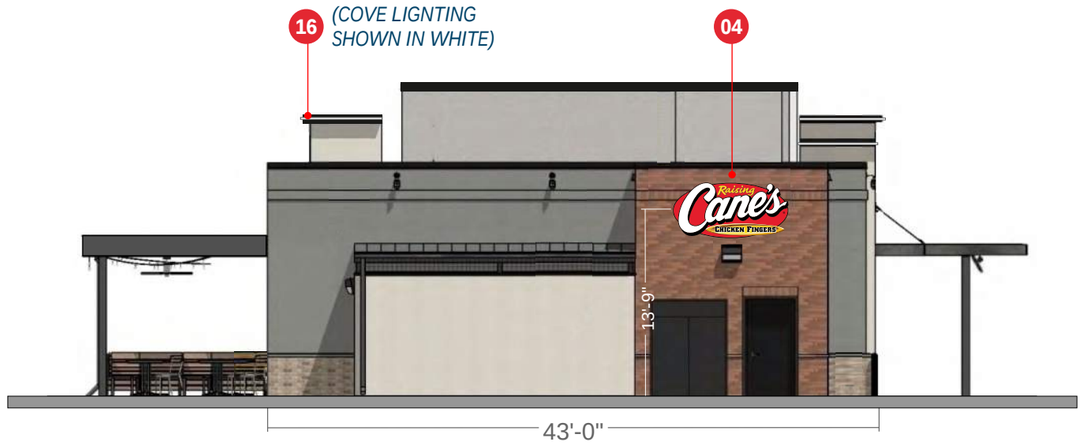
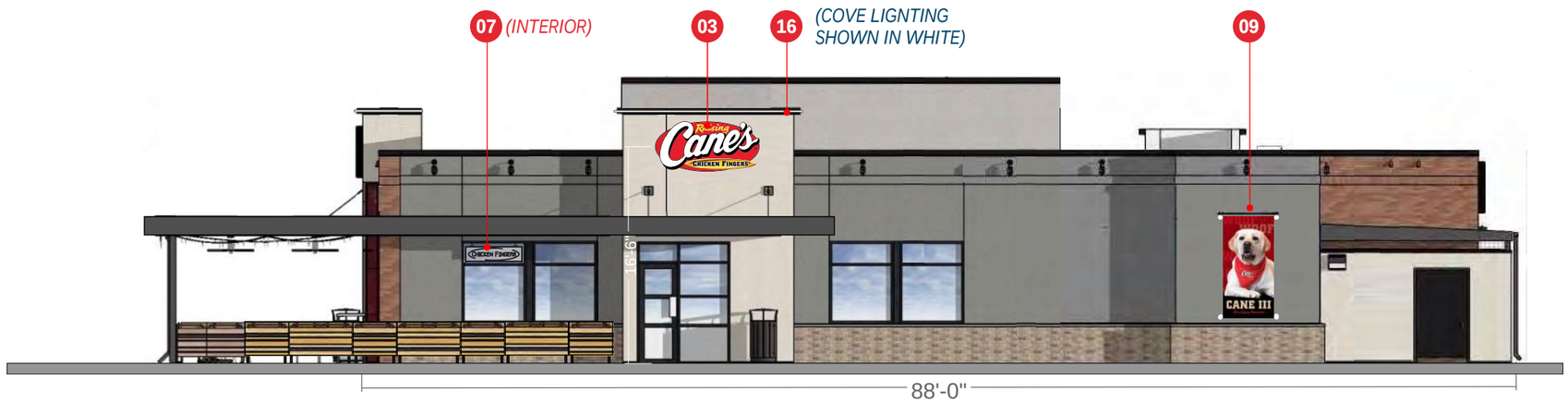
ELEVATIONS



REAR ELEVATION



SIDE ENTRY ELEVATION

Scale: 3/32"=1'

SIGN LIST

PART #	DESCRIPTION
01 RAI-RC-M-32-PT-6-4	6' MONUMENT
02 RAI-WS-8FT-CL	4'x8' WALL SIGN Channel Letters
03 RAI-WS-8FT-CL	4'x8' WALL SIGN Channel Letters
04 RAI-WS-8FT-CL	4'x8' WALL SIGN Channel Letters
05 RAI-WS-8FT-CL	4'x8' WALL SIGN Channel Letters
06 RAI-Neon-Open	NEON OPEN SIGN
07 RAI-WN-CF-NEON-H	1'-2"x4'-4" CHICKEN FINGERS WINDOW SIGN (H)
08 RC-PMRL-9	PMRL (Mural)
09 RAI-RD-1	Red Dog Banner
10 RAI-OL-RW-20	One Love Channel Letters
11 RAI-RC-DTMB	Standard DT Menu Board
12 RAI-RC-DTMB	Standard DT Menu Board
13 RAI-DTPS	Pre-Sell Board
14 RAI-DTSP	Drive-Thru Speaker Post
15 RAI-DTSP	Drive-Thru Speaker Post
16 RAI-COV01	Cove Lighting
17 RAI-RC-LS-P4 AV	P6 Lemonade Sign
18 RAI-DIR	Directional
19 RAI-DIR	Exit to State College Blvd.
20 RAI-DIR	RC Entrance

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01 6' MONUMENT

RAI-RC-M-32-PT-6-4

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

INTERNALLY ILLUMINATED DOUBLE-FACE MONUMENT SIGN

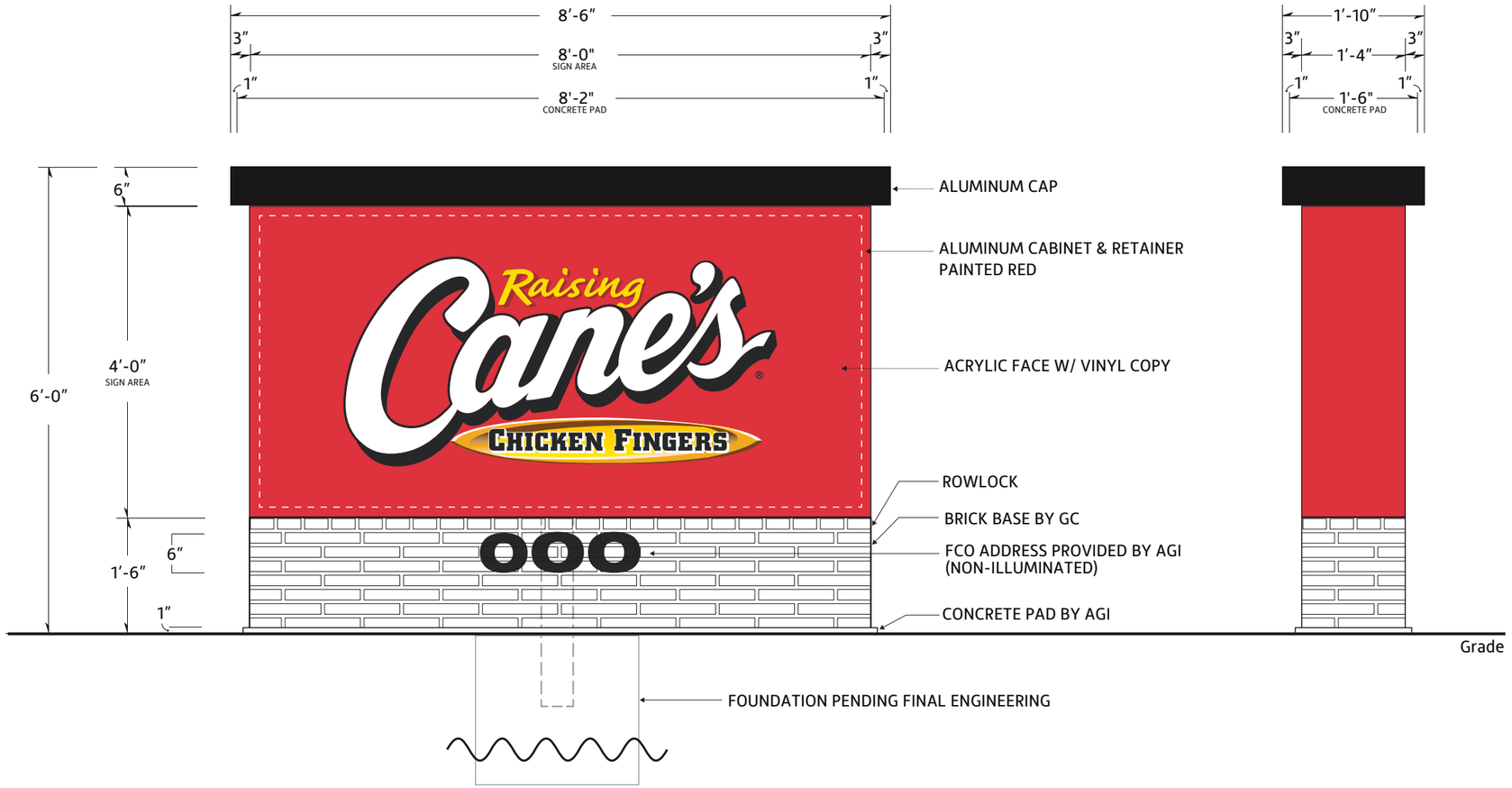
SPECIFICATIONS

SIGN H:	4'-0"
SIGN W:	8'-0"
OAH:	6'-0"
OAW:	8'-6"
SIGN SF:	32
TOTAL SF:	51
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC DETAILS***

AGI Responsible for foundation and concrete pad



AGI RESPONSIBLE FOR FOUNDATION

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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02 4'x8' WALL SIGN Channel Letters

RAI-WS-8FT-CL

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

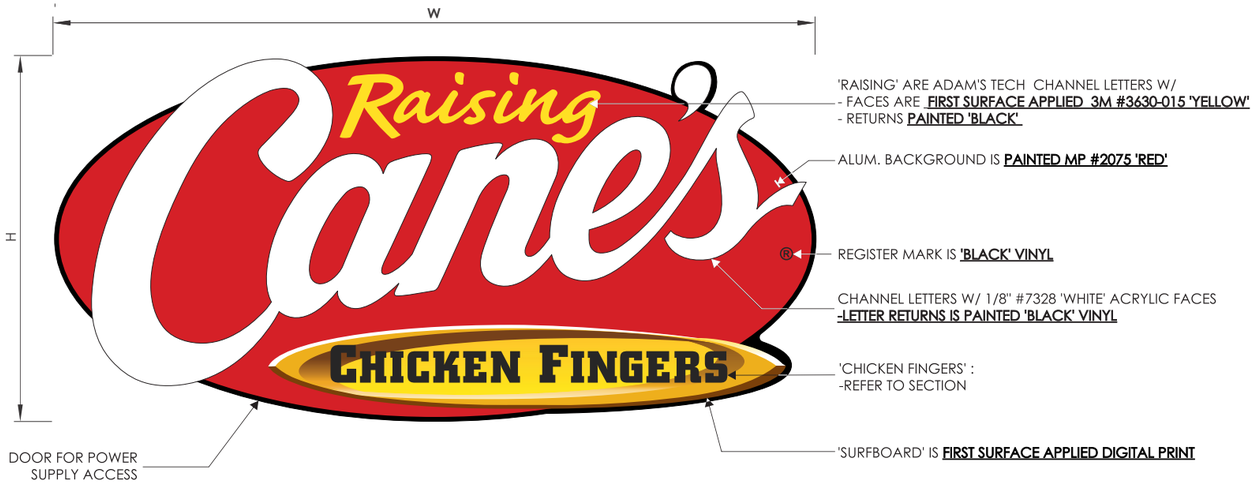
DESCRIPTION

NON-ILLUMINATED SINGLE-FACE WALL SIGN, WITH ILLUMINATED LETTERS

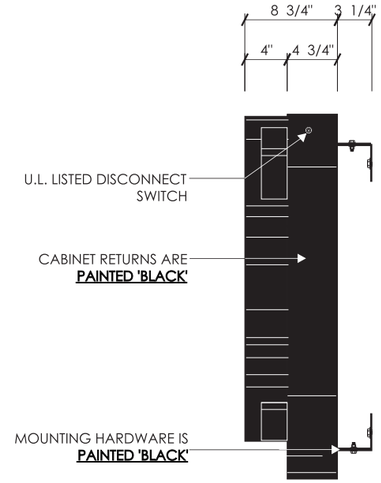
SPECIFICATIONS

SIGN H: 3'-10 1/8"
SIGN W: 8'-0"
OAH:
OAW:
SIGN SF: 30.75
TOTAL SF:
ILLUMINATION: Internal
AMPS: 1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT VIEW



SIDE VIEW

PART NUMBER	'H'	'W'	'SF'
RAI-WS-AT-0306-C	2' - 10 5/8"	6' - 0"	17.31
RAI-WS-AT-0408-C	3' - 10 1/8"	8' - 0"	30.75

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

SIMULATED NIGHT VIEW

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03 4'x8' WALL SIGN Channel Letters

RAI-WS-8FT-CL

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

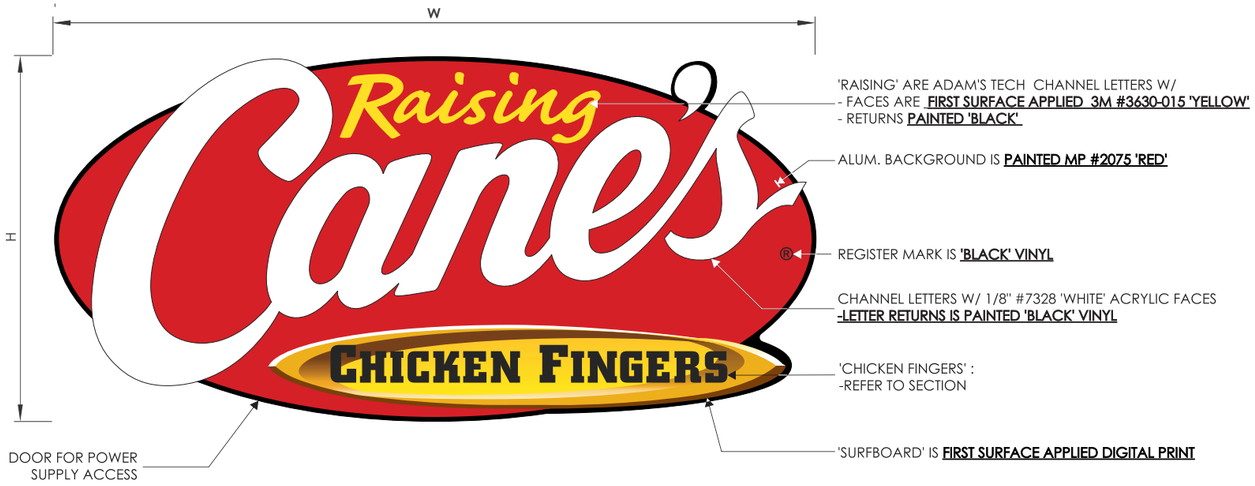
DESCRIPTION

NON-ILLUMINATED SINGLE-FACE WALL SIGN, WITH ILLUMINATED LETTERS

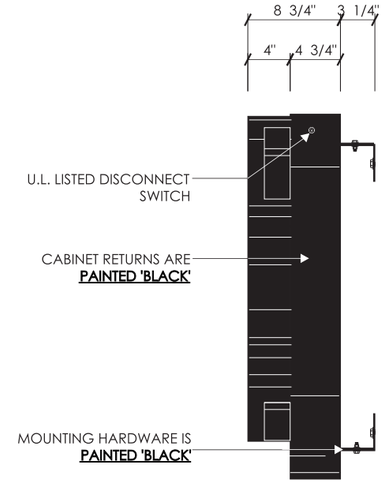
SPECIFICATIONS

SIGN H: 3'-10 1/8"
SIGN W: 8'-0"
OAH:
OAW:
SIGN SF: 30.75
TOTAL SF:
ILLUMINATION: Internal
AMPS: 1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT VIEW



SIDE VIEW

PART NUMBER	'H'	'W'	'SF'
RAI-WS-AT-0306-C	2' - 10 5/8"	6' - 0"	17.31
RAI-WS-AT-0408-C	3' - 10 1/8"	8' - 0"	30.75

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

SIMULATED NIGHT VIEW

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04 4'x8' WALL SIGN Channel Letters

RAI-WS-8FT-CL

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

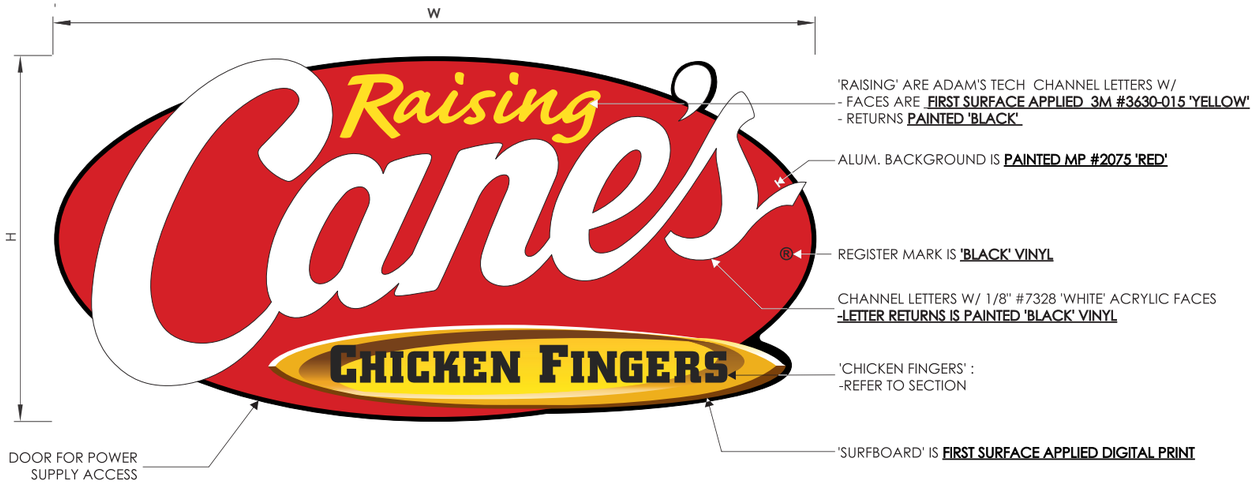
DESCRIPTION

NON-ILLUMINATED SINGLE-FACE WALL SIGN, WITH ILLUMINATED LETTERS

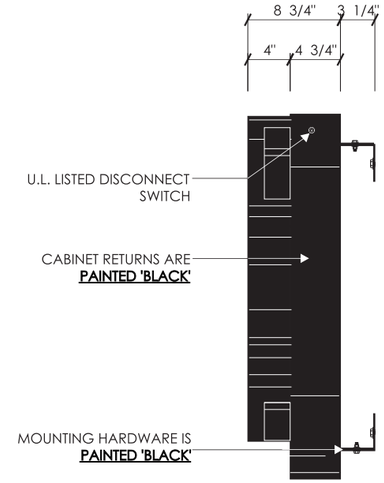
SPECIFICATIONS

SIGN H: 3'-10 1/8"
SIGN W: 8'-0"
OAH:
OAW:
SIGN SF: 30.75
TOTAL SF:
ILLUMINATION: Internal
AMPS: 1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT VIEW



SIDE VIEW

PART NUMBER	'H'	'W'	'SF'
RAI-WS-AT-0306-C	2' - 10 5/8"	6' - 0"	17.31
RAI-WS-AT-0408-C	3' - 10 1/8"	8' - 0"	30.75

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

SIMULATED NIGHT VIEW

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05 4'x8' WALL SIGN Channel Letters

RAI-WS-8FT-CL

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

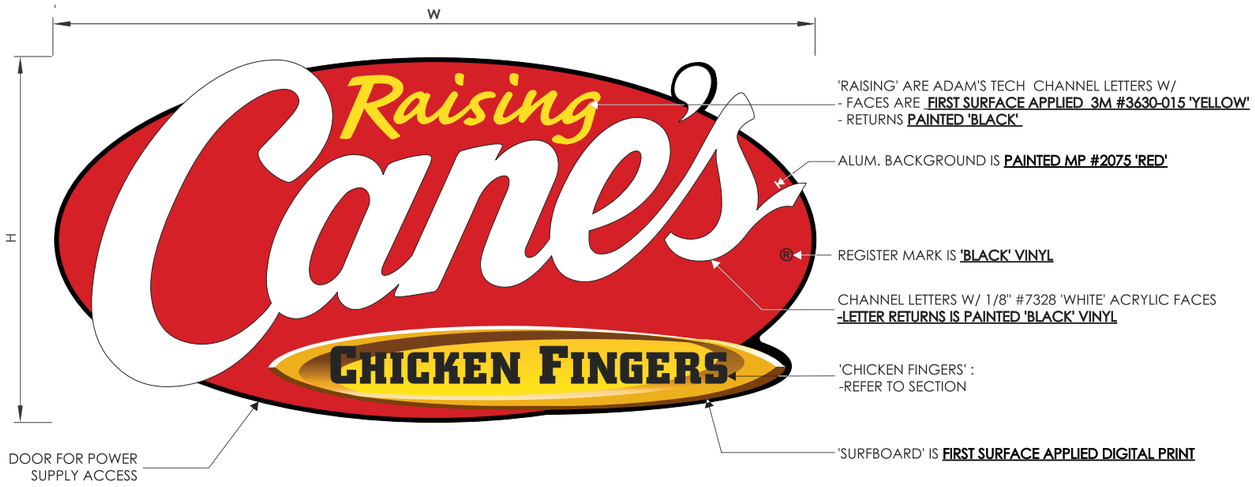
DESCRIPTION

NON-ILLUMINATED SINGLE-FACE WALL SIGN, WITH ILLUMINATED LETTERS

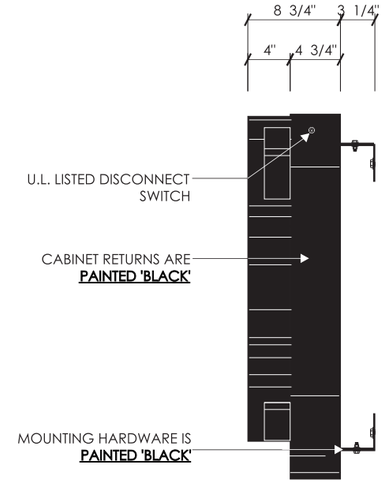
SPECIFICATIONS

SIGN H: 3'-10 1/8"
SIGN W: 8'-0"
OAH:
OAW:
SIGN SF: 30.75
TOTAL SF:
ILLUMINATION: Internal
AMPS: 1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT VIEW



SIDE VIEW

PART NUMBER	'H'	'W'	'SF'
RAI-WS-AT-0306-C	2' - 10 5/8"	6' - 0"	17.31
RAI-WS-AT-0408-C	3' - 10 1/8"	8' - 0"	30.75

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

SIMULATED NIGHT VIEW

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06 NEON OPEN SIGN

RAI-Neon-Open

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

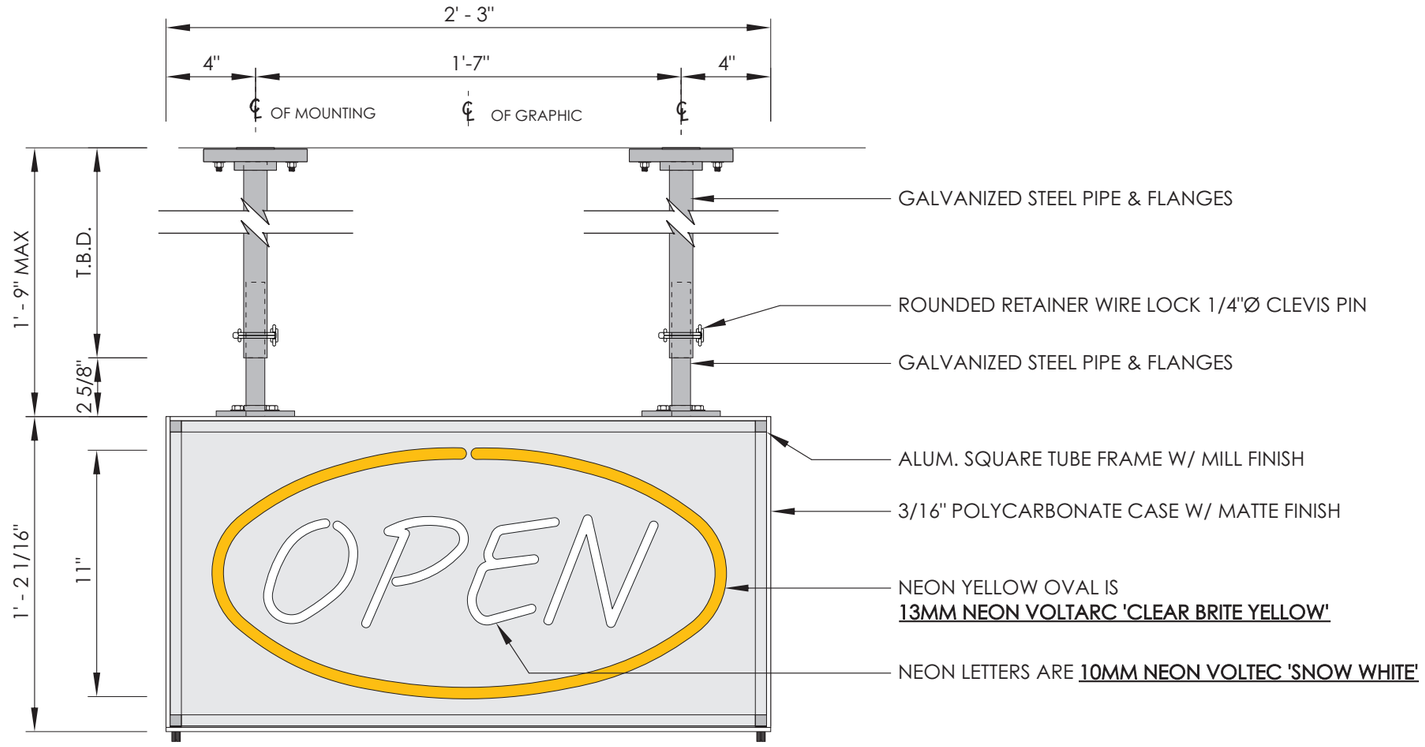
DESCRIPTION

Neon Open Sign Horizontal

SPECIFICATIONS

SIGN H:	1'-2 1/16"
SIGN W:	2'-3"
OAH:	TBD
OAW:	2'-3"
SIGN SF:	2.6 SF
TOTAL SF:	
ILLUMINATION:	Neon
AMPS:	2.1 @ 120 Volts Connected Load

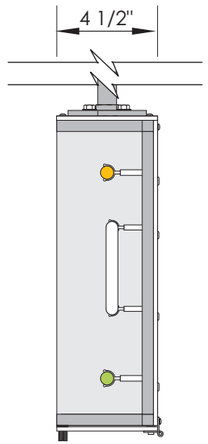
SITE SPECIFIC NOTES



FRONT VIEW

RC SUSPENDED WINDOW SIGNS									
Part Number	H	W	OAW	OAH	D	C	E	SF	AMPS
RAI-WN-SUS-OPEN-NEON-H	1'-2 1/16"	2'-3"	2'-3"	TBD	4 1/2"	1'-7"	4"	2.64	2.1
RAI-WN-SUS-OPEN-NEON-V	2'-9"	1'-2 1/8"	1'-2 1/8"	TBD	4 1/2"	10"	2 1/16"	3.24	2.1
RAI-WN-SUS-CF-NEON-OG	1'-6"	2'-0"	2'-0"	TBD	4 1/2"	1'-5 1/2"	3 1/4"	3	2.1
RAI-WN-SUS-CF-NEON-OG-LG	3'-0"	4'-0"	4'-0"	TBD	4 1/2"	1'-5 1/2"	3 1/4"	12	2.1
RAI-WN-SUS-CF-NEON-H	1'-2 1/16"	4'-4"	4'-4"	TBD	4 1/2"	3'-4"	6"	5.08	2.1
RAI-WN-SUS-ORDER-NEON-H	1'-2 1/16"	2'-3"	2'-3"	TBD	4 1/2"	1'-7"	4"	2.64	2.1
RAI-WN-SUS-WALKUP-NEON-H	1'-2 1/16"	2'-3"	2'-3"	TBD	4 1/2"	1'-7"	4"	2.64	2.1
RAI-WN-SUS-PICKUP-NEON-H	1'-2 1/16"	2'-3"	2'-3"	TBD	4 1/2"	1'-7"	4"	2.64	2.1
RAI-WN-SUS-WALKUP-NEON-V	3'-1 3/8"	1'-2 1/8"	1'-2 1/8"	TBD	4 1/2"	10"	2 1/16"	3.67	2.1
RAI-WN-SUS-OPEN-SILICONE-H	1'-2 1/16"	2'-3"	2'-3"	TBD	4 1/2"	1'-7"	4"	2.64	2.1
RAI-WN-SWM-OPEN-SILICONE-H	1'-2 1/16"	2'-3"	2'-3"	1'-8 1/16"	3"	1'-7"	4"	2.64	2.1
RAI-WN-CF-SILICONE-OG-DF	1'-11"	2'-6"	2'-6"	TBD	7"	1'-10"	4"	4.8	2.1
RAI-WN-SWM-CF-SILICONE-OG-DF	8"	2'-3"	2'-3"	1'-2"	7"	1'-7"	4"	2.63	2.1
RAI-WN-SUS-PICKUP-ARROW-NEON	5'-2 1/2"	2'-8 3/8"	2'-8 3/8"	TBD	4 7/16"	XX	XX	14.05	2.1
RAI-WN-SUS-OL-HEART-ILL	4'-6 3/4"	5'-0"	5'-0"	10'-5 7/16"	XX	3'-1 1/4"	11 3/8"	22.81	

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'



SIDE VIEW

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07 1'-2"x4'-4" CHICKEN FINGERS WINDOW SIGN (H)

RAI-WN-CF-NEON-H

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

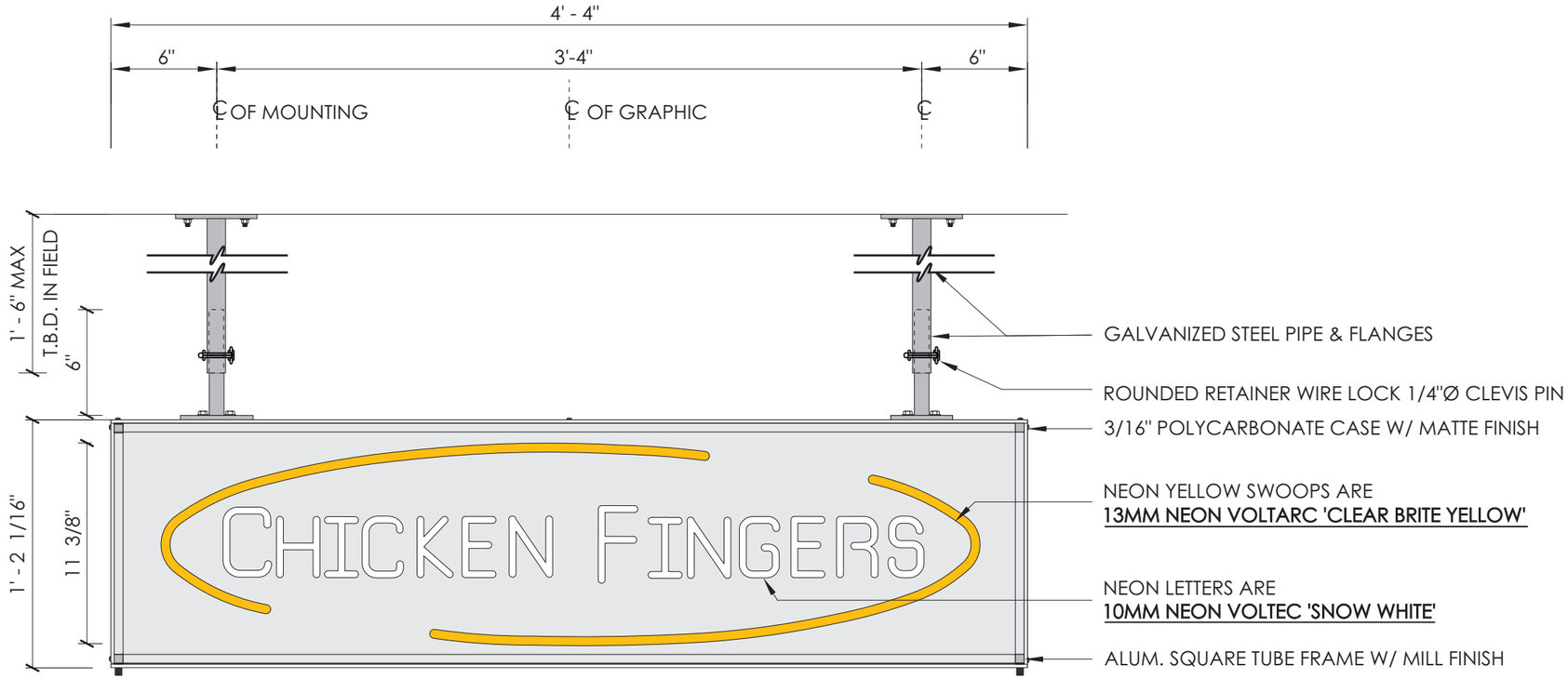
DESCRIPTION

1'-2" x 4'-4" Neon Chicken Fingers Single-Face Suspended Window Sign, with Polycarbonate Case

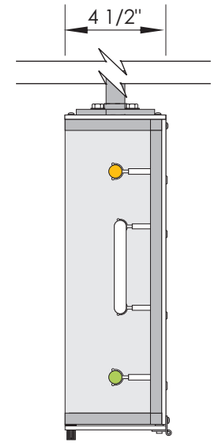
SPECIFICATIONS

SIGN H:	1'-2"
SIGN W:	4'-4"
OAH:	TBD
OAW:	4'-4"
SIGN SF:	5.05
TOTAL SF:	
ILLUMINATION:	Neon
AMPS:	2.1

SITE SPECIFIC NOTES



COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'



SIDE VIEW

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08 PMRL (Mural)

RC-PMRL-9

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

Painted Mural W/City Name

SPECIFICATIONS

SIGN H:	9'-0"
SIGN W:	15'-6"
OAH:	
OAW:	
SIGN SF:	139.5
TOTAL SF:	
ILLUMINATION:	None
AMPS:	N/A

SITE SPECIFIC NOTES

FRONT VIEW

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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09 Red Dog Banner

RAI-RD-1

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

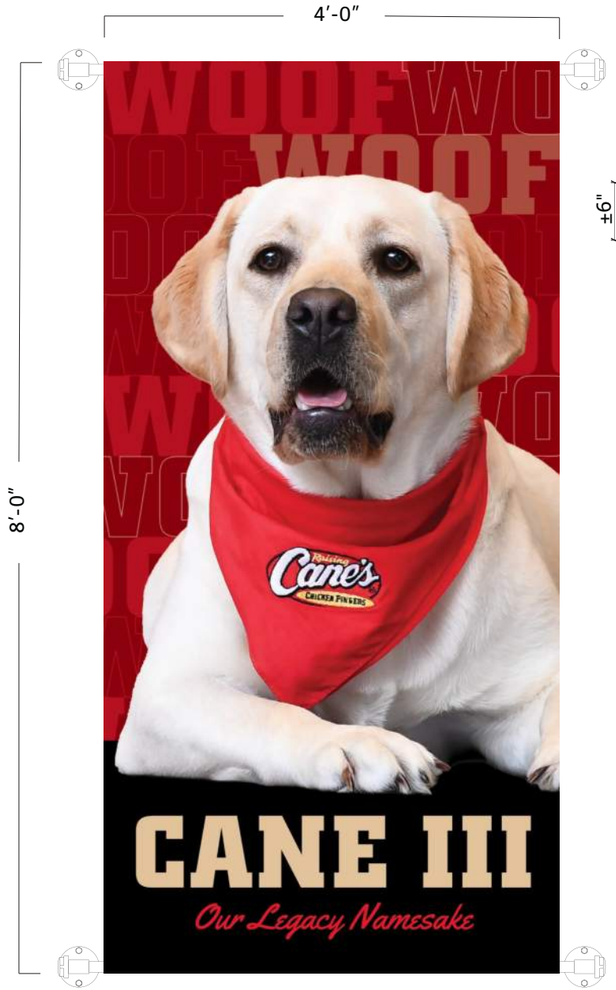
DESCRIPTION

Standard Red Dog on Substrate

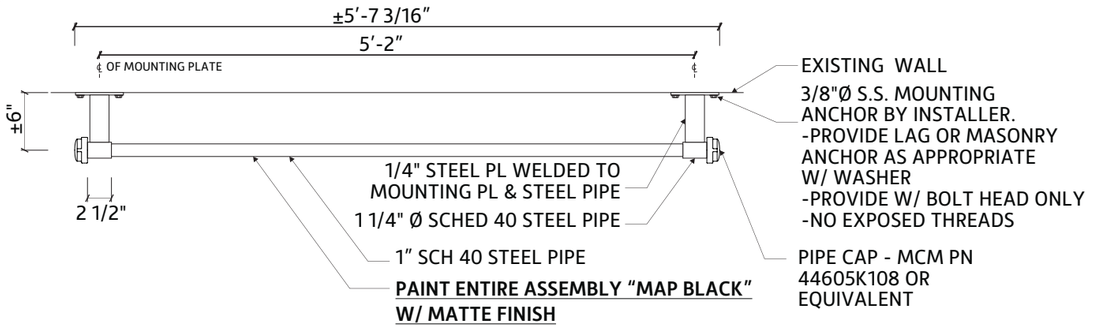
SPECIFICATIONS

SIGN H:	8'-0"
SIGN W:	4'-0"
OAH:	
OAW:	
SIGN SF:	
TOTAL SF:	32 SF
ILLUMINATION:	
AMPS:	

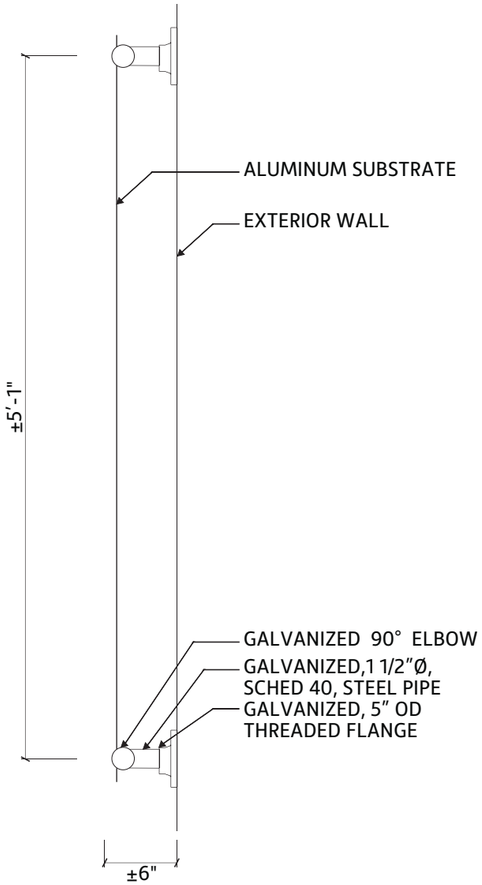
SITE SPECIFIC NOTES



THIS IS A DIGITAL PRINT ON
ALUMINUM SUBSTRATE AND RIGID.



PLAN VIEW



SIDE ELEVATION

COLOR SCHEDULE

PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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10 One Love Channel Letters

RAI-OL-RW-20

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

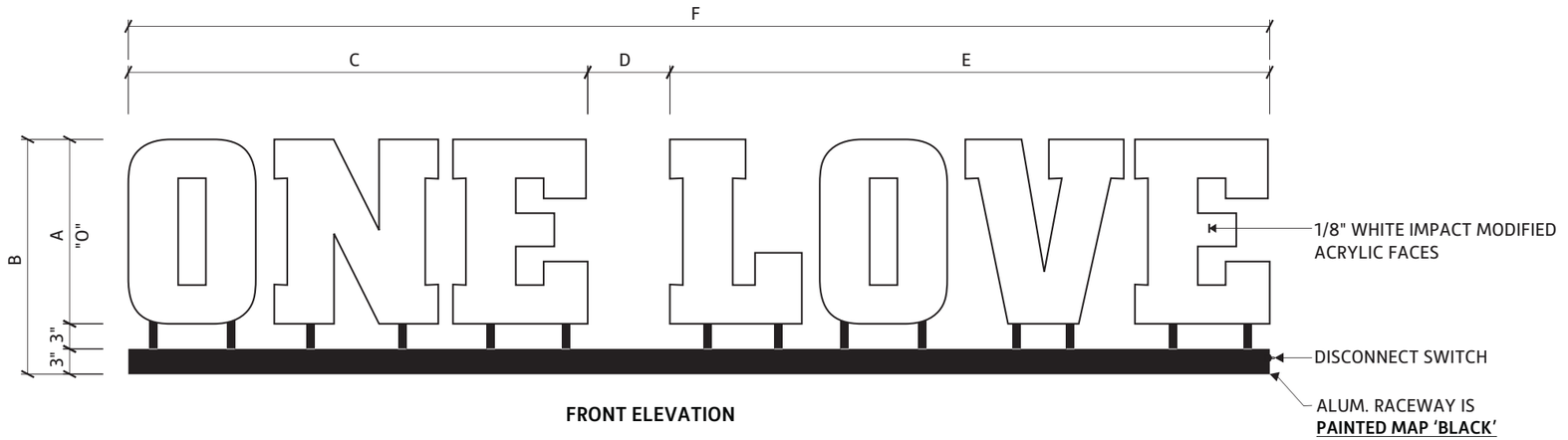
DESCRIPTION

One Love (20" Canopy)

SPECIFICATIONS

SIGN H:	2'-2"
SIGN W:	10'-3 3/8"
OAH:	2'-2"
OAW:	10'-3 3/8"
SIGN SF:	17.57 SF
TOTAL SF:	17.57 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

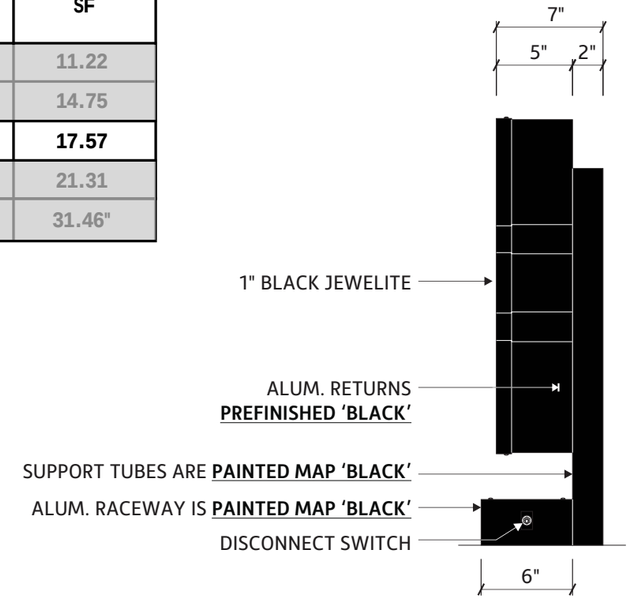
SITE SPECIFIC NOTES



FRONT ELEVATION

Sign Size	A	B	C	D	E	F	SF
OL-16	16"	1'-10 9/16"	3'-3 13/16"	7 1/8"	4'-4"	8'-3"	11.22
OL-18	18"	2'-0"	3'-8 13/16"	8"	4'-10 1/2"	9'-3 3/8"	14.75
OL-20	**20"**	**2'-2"**	**4'-1 13/16"**	**8 15/16"**	**5'-5"**	**10'-3 3/8"**	**17.57**
OL-22	22"	2'-4"	4'-6 3/4"	9 13/16"	5'-11 1/2"	11'-4 1/8"	21.31
OL-24	24"	2'-6 9/16"	4'-11 9/16""	10 15/16"	6'-5 13/16"	12'-4 1/4"	31.46"

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'



SIDE VIEW

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11 Standard DT Menu Board

RAI-RC-DTMB

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

Standard Internally Illuminated Drive-Thru Menu Board

SPECIFICATIONS

SIGN H:	4'-1 3/4"
SIGN W:	6'-10 7/8"
OAH:	5'-11 1/2"
OAW:	7'-2 1/8"
SIGN SF:	28.69 SF
TOTAL SF:	41.74 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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12 Standard DT Menu Board

RAI-RC-DTMB

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

Standard Internally Illuminated Drive-Thru Menu Board

SPECIFICATIONS

SIGN H:	4'-1 3/4"
SIGN W:	6'-10 7/8"
OAH:	5'-11 1/2"
OAW:	7'-2 1/8"
SIGN SF:	28.69 SF
TOTAL SF:	41.74 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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13 Pre-Sell Board

RAI-DTPS

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

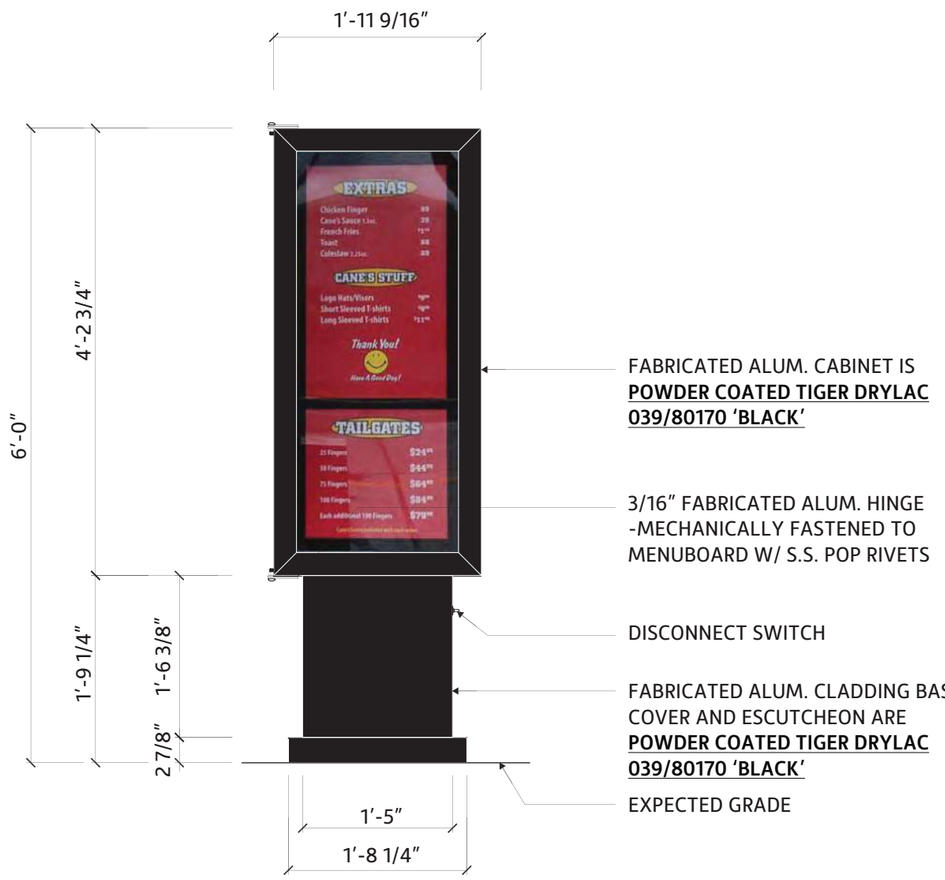
DESCRIPTION

Standard Internally Illuminated Drive-Thru-Pre-Sell Board

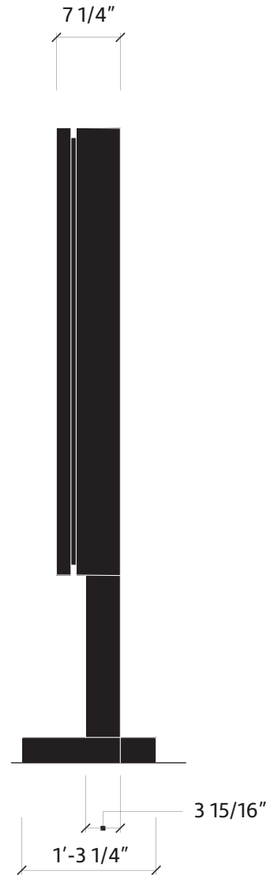
SPECIFICATIONS

SIGN H:	4'-2 3/4"
SIGN W:	1'-11 9/16"
OAH:	6'-0"
OAW:	1'-11 9/16"
SIGN SF:	8.31 SF
TOTAL SF:	11.94 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT ELEVATION



SIDE VIEW

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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14 Drive-Thru Speaker Post

RAI-DTSP

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

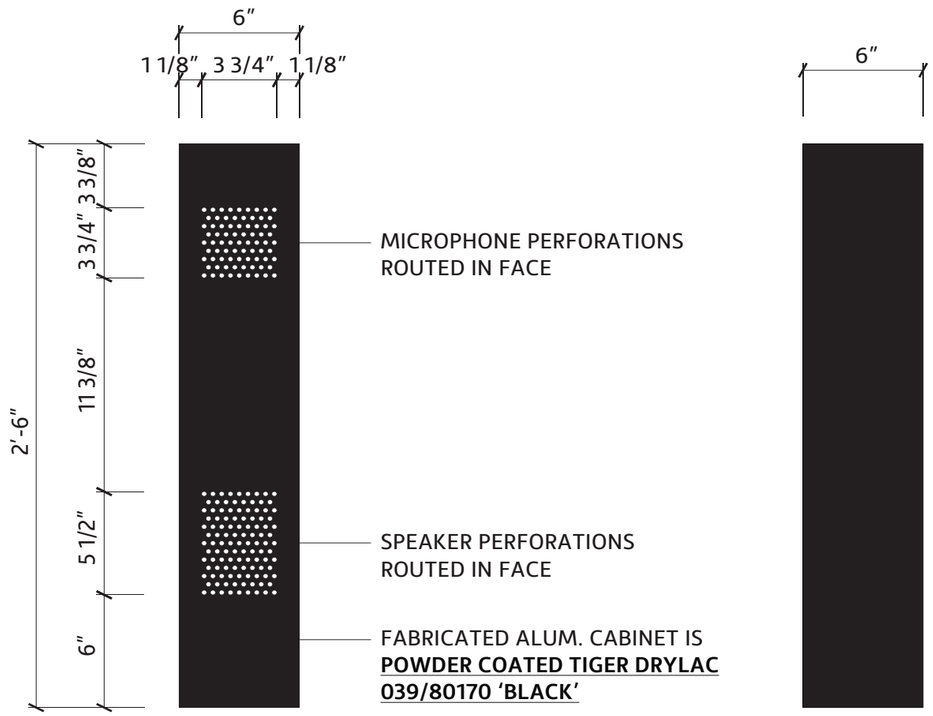
DESCRIPTION

Standard Speaker Post

SPECIFICATIONS

SIGN H:	4'-2 3/4"
SIGN W:	1'-11 9/16"
OAH:	6'-0"
OAW:	1'-11 9/16"
SIGN SF:	8.31 SF
TOTAL SF:	11.94 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT ELEVATION **SIDE VIEW**

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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15 Drive-Thru Speaker Post

RAI-DTSP

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

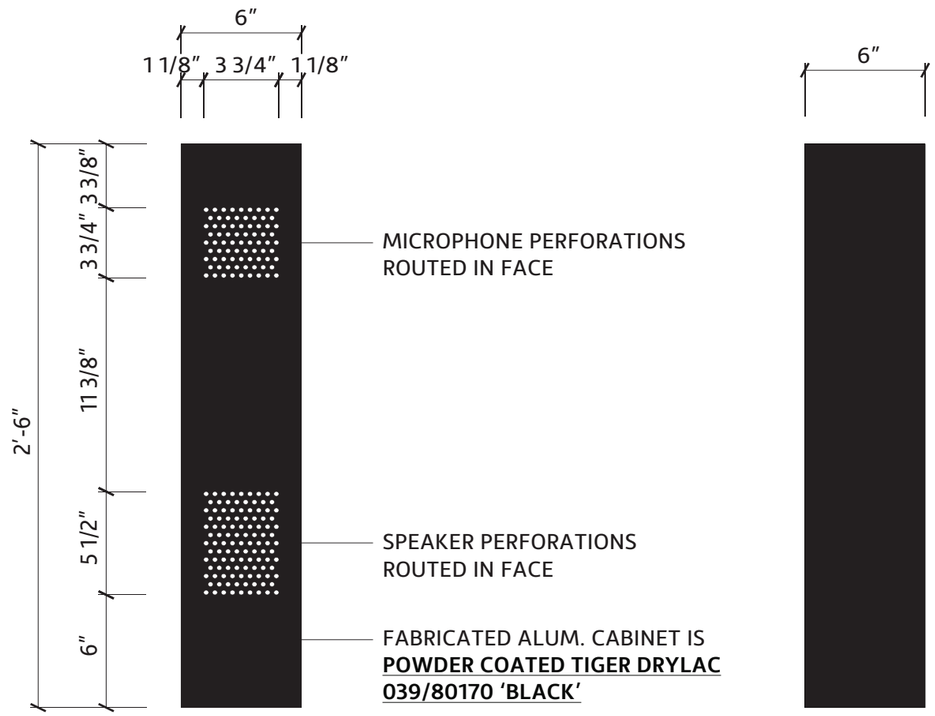
DESCRIPTION

Standard Speaker Post

SPECIFICATIONS

SIGN H:	4'-2 3/4"
SIGN W:	1'-11 9/16"
OAH:	6'-0"
OAW:	1'-11 9/16"
SIGN SF:	8.31 SF
TOTAL SF:	11.94 SF
ILLUMINATION:	Internal
AMPS:	1.8 @ 120 Volts Connected Load

SITE SPECIFIC NOTES



FRONT ELEVATION

SIDE VIEW

COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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16 Cove Lighting

RAI-COV01

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

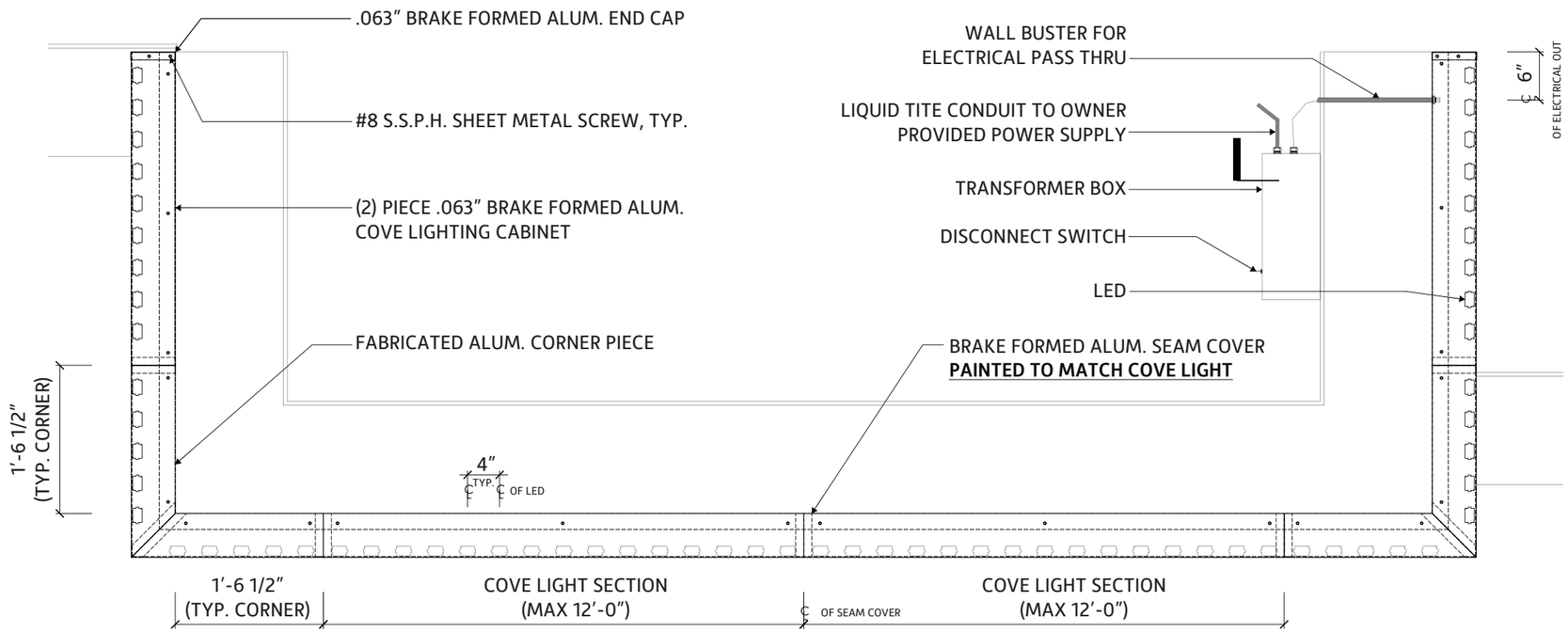
LED COVE LIGHTING

SPECIFICATIONS

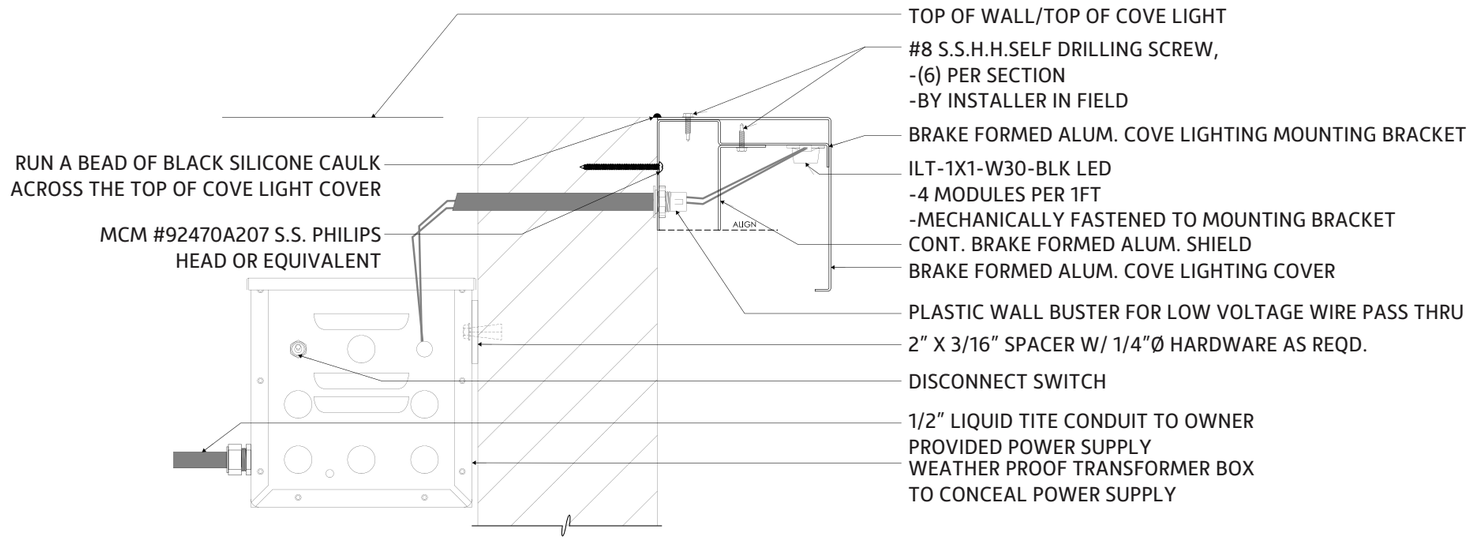
SIGN H:	0'-5.5"
SIGN W:	TBD
OAH:	
OAW:	
SIGN SF:	N/A
TOTAL SF:	
ILLUMINATION:	Cove
AMPS:	TBD @ 120 Volts Connected Load

SITE SPECIFIC NOTES

Length and layout to be based off of tech survey



STRUCTURAL PLAN VIEW



SECTION

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17 P6 Lemonade Sign

RAI-RC-LS-P4 AV

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

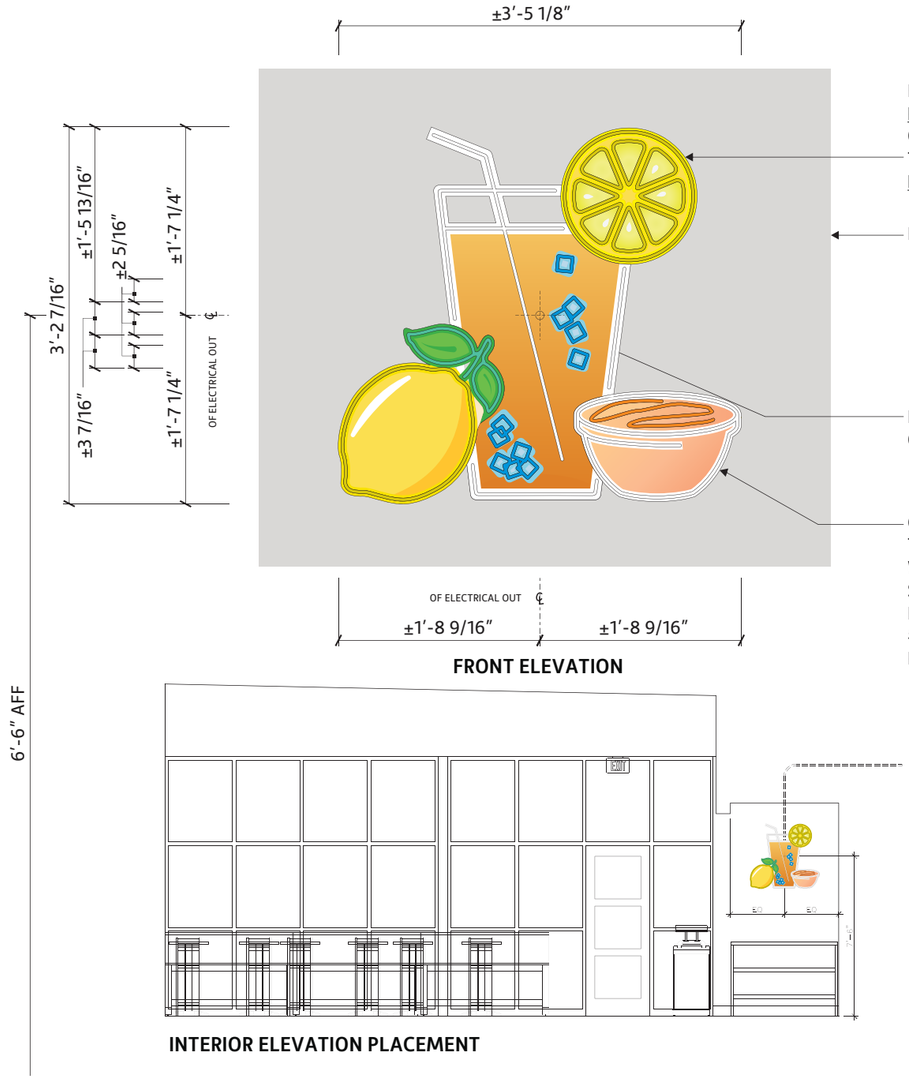
DESCRIPTION

Internally Illuminated Silicone Display

SPECIFICATIONS

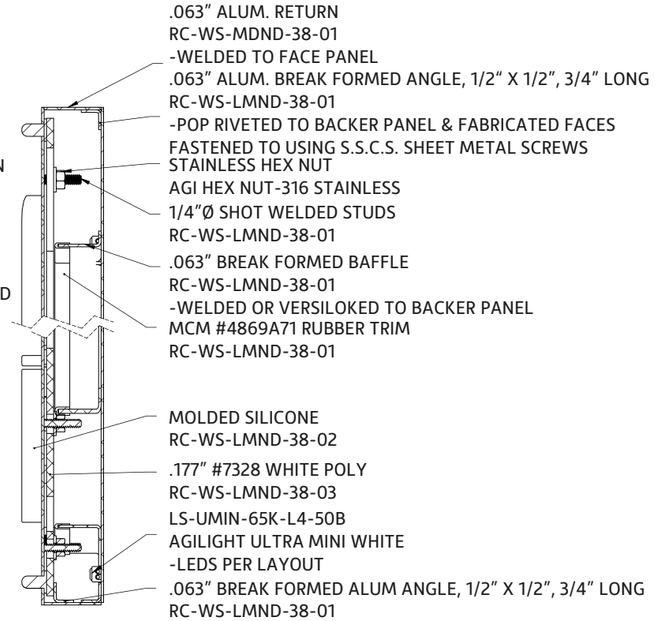
SIGN H:	3'-2 7/16"
SIGN W:	3'-5 1/8"
OAH:	
OAW:	
SIGN SF:	11.06
TOTAL SF:	
ILLUMINATION:	Internal
AMPS:	

SITE SPECIFIC NOTES



FRONT ELEVATION

INTERIOR ELEVATION PLACEMENT



SECTION

COLOR SCHEDULE

PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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18 Directional

RAI-DIR

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

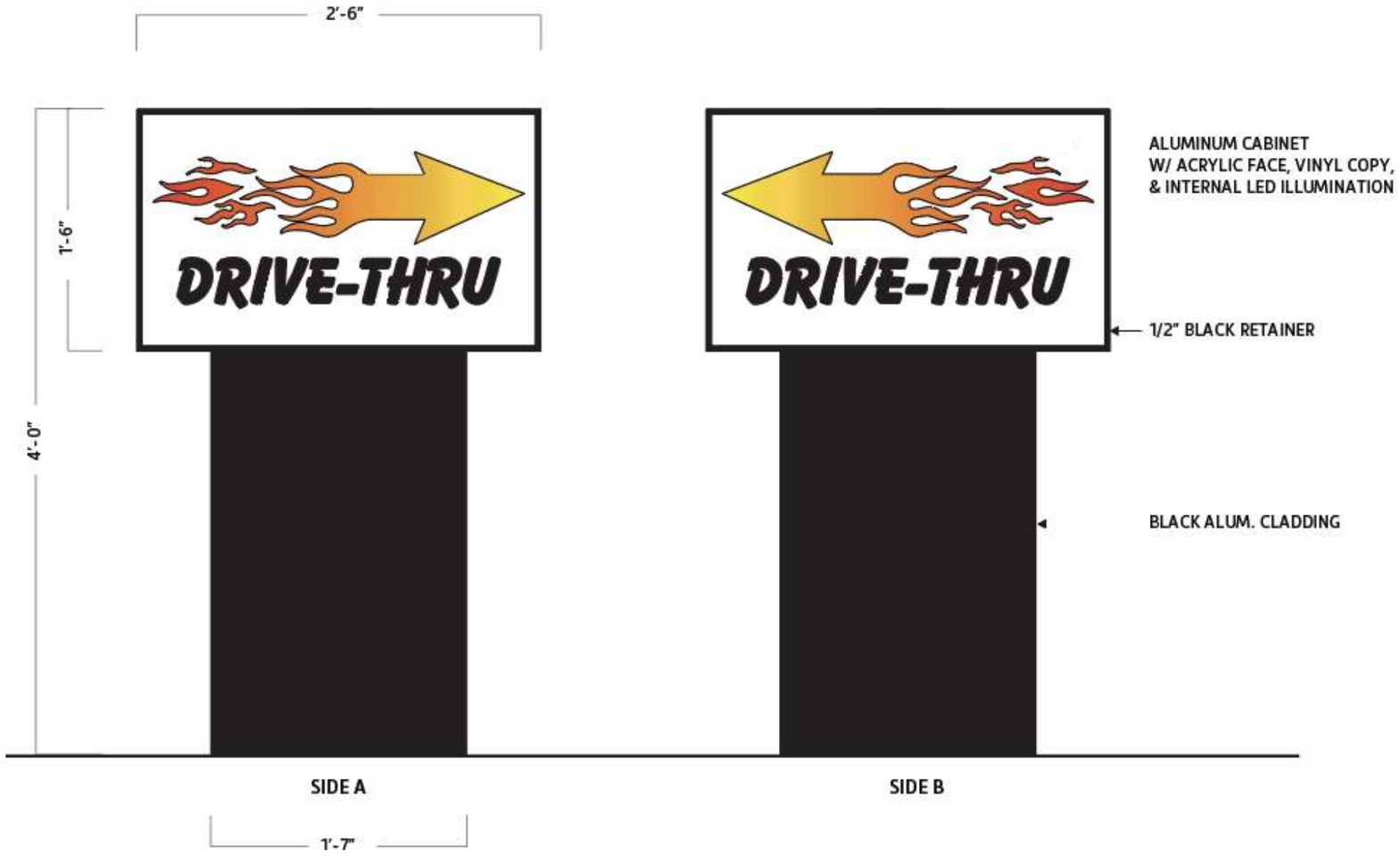
DESCRIPTION

Internally Illuminated Silicone Display

SPECIFICATIONS

SIGN H:	1'-6"
SIGN W:	2'-6"
OAH:	4'-0"
OAW:	
SIGN SF:	3.75
TOTAL SF:	
ILLUMINATION:	
AMPS:	

SITE SPECIFIC NOTES



COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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19 Exit to State College Blvd.

RAI-DIR

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

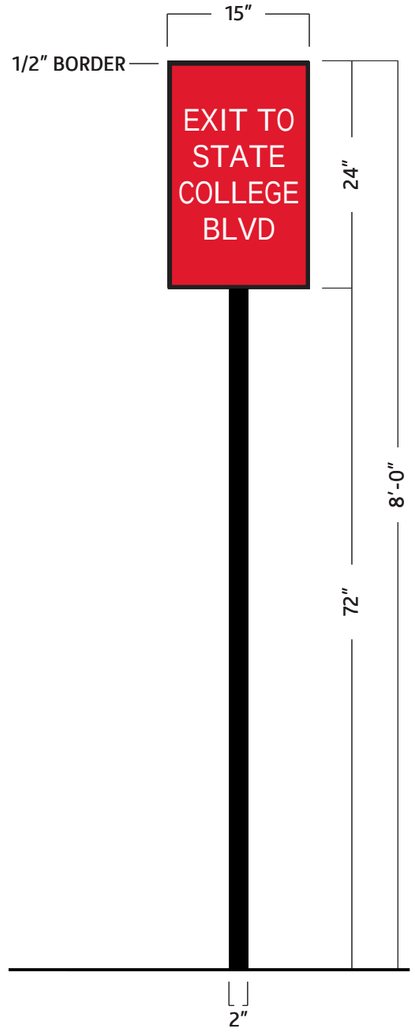
DESCRIPTION

"Exit to State College Blvd." Directional @ 8' OAH

SPECIFICATIONS

SIGN H:	2'-0"
SIGN W:	1'-3"
OAH:	8'-0"
OAW:	
SIGN SF:	2.5
TOTAL SF:	
ILLUMINATION:	
AMPS:	

SITE SPECIFIC NOTES



COLOR SCHEDULE			
PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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20 RC Entrance

RAI-DIR

***SEE AGI MANUFACTURING DRAWINGS
FOR SITE SPECIFIC ATTACHMENT DETAILS***

DESCRIPTION

"Raising Canes Entrance" Directional @ 8' OAH

OPTION 1: Raising Canes, Entrance

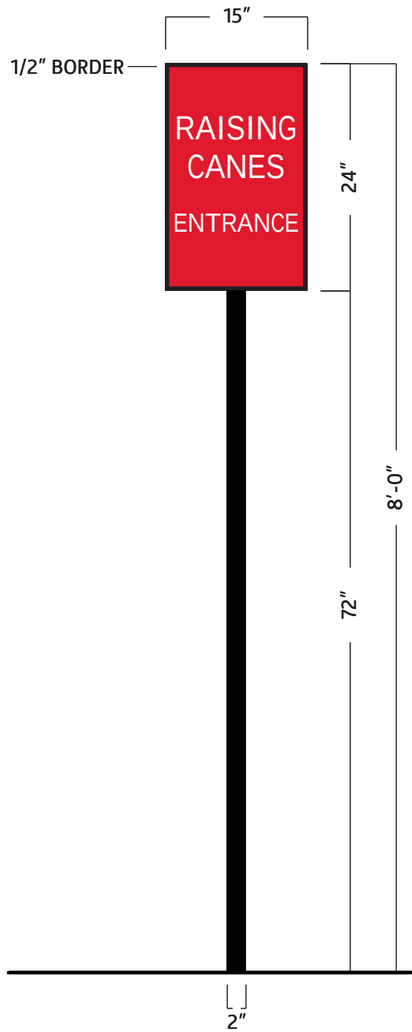
OPTION 2: RC Logo, Entrance

SPECIFICATIONS

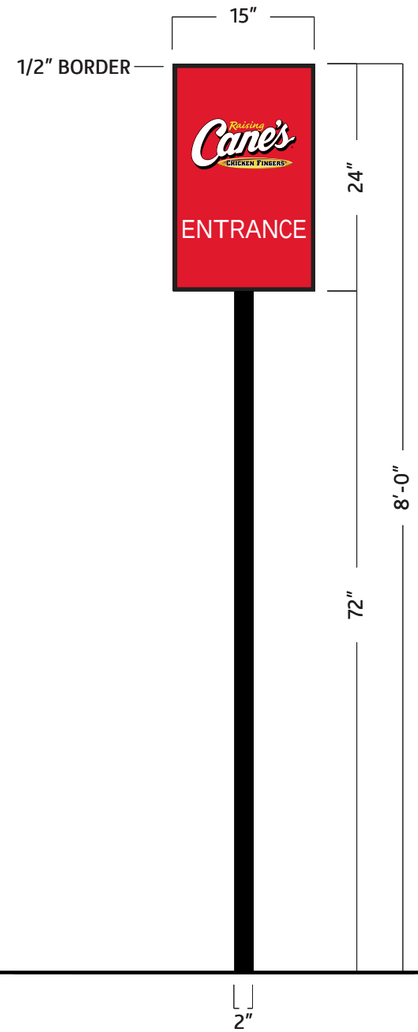
SIGN H:	2'-0"
SIGN W:	1'-3"
OAH:	8'-0"
OAW:	
SIGN SF:	2.5
TOTAL SF:	
ILLUMINATION:	
AMPS:	

SITE SPECIFIC NOTES

OPTION 1



OPTION 2



COLOR SCHEDULE

PAINT COLORS		VINYL COLORS	
	MAP / 27386		3M / OPAQUE / #7725-10 / 'WHITE'
	PANTONE / #109C / 'YELLOW'		3M/ OPAQUE / #680-10 / 'WHITE' / REFLECTIVE
	MAP / 2075		3M / TRANS./ #3630-015 / 'YELLOW'
	MAP / 'BLACK'		3M / TRANS./ #3630-53 / 'CARDINAL RED'
	MAP/ 'BLACK' / FINISH MATTE		3M / TRANS./ #3630-73 / 'RED'
	MAP/ 'BLACK' / FINISH SATIN		3M / OPAQUE / 'BLACK'

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SURROUNDING SITE PHOTOS

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Contact Information:

2655 International Parkway
Virginia Beach, VA 23452
757.427.1900
Toll Free: 800.877.7868
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BREA PLANNING DIVISION

PROJECT APPLICATION

GENERAL INFORMATION REQUIRED: *(Print or Type)*

Name of Proposed Project: Raising Cane's Restaurant

Location of Project *(Address Required):* 200 S State College Boulevard, Brea, CA 92821

Legal Description of Project Location *(Assessor's Parcel No.):* 319-103-22, -26

APPLICANT INFORMATION:

Applicant's Name: John Pollock

Phone: 951 346 2807

Email: john.pollock@kimley-horn.com

Address: 3801 University Ave, Suite 300

City: Riverside

State: CA

Zip Code: 92501

PROJECT CONTACT PERSON: (*If Different*)

Contact Person: Angela Chang

Phone: 714 705 1346

Email: angela.chang@kimley-horn.com

PROJECT INFORMATION: *(Print or Type)*

Zoning Designation: C-C Major Shopping Center

General Plan Designation: C-C Major Shopping Center

Existing Use: Vacant Restaurant

Proposed Use: Drive-Thru Restaurant

Type of Development:

☐ **Residential** ☑ **Commercial** ☐ **Industrial** ☐ **Mixed-Use**

Lot Size *(square feet):* 45,659

Lot Width: 236.5'

Lot Depth: 190.3'

Existing Floor Area (square feet): 11,170

Existing FAR: 0.245

Existing Lot Coverage: 0.124

STAFF USE ONLY

Accela Record Number: PLN-2024-00067

Project Manager: GB

Entitlement File Number(s):

PD No. 2024-04, CUP No. 2024-08, CUP No. 2024-09

SUBMITTAL INFO:

Date Time Received: 12/17/24

Received by: GB

Deposit Received: 12/17/24

PROJECT INFORMATION: *(Continued)*

Proposed Floor Area (square feet): 3,164 Proposed FAR: 0.069 (Parcel 1) Proposed Lot Coverage: 0.069 (Parcel 1)

Proposed No. of Stories: 1 Proposed Building Height: 26.5'

Existing Parking Stalls: 247 (54 on parcel 1, 194 on parcel 2) Proposed Parking Stalls: 21 proposed on parcel 1 (180 existing on parcel 2, 210 total)

Project Description: The project description should include a detailed description of demolition, on-side improvements, proposed use & operations, ect. In addition, please describe all building material and color as well as description of signage and their location. Please provide a separate PDF attachment labeled "Project Description" if more space is needed.

☑ **Check if project description is attached.**

TYPE OF REVIEW REQUESTED: (*Select all that apply*)

Planning Commission/City Council

- ☐ Certificate of Compatibility
- ☑ Conditional Use Permit
- ☐ Development Agreement
- ☐ General Plan Amendment
- ☐ Historic Designation
- ☐ Planned Community
- ☑ Precise Development Plan
- ☐ Temporary Trailer
- ☐ Tentative Parcel Map
- ☐ Tentative Tract Map
- ☐ Zone Change
- ☐ Zone Variance
- ☐ Other _____

Administrative/Community Development Director

- ☐ Administrative Remedy
- ☐ Minor Conditional Use Permit
- ☑ Plan Review
- ☐ Public Convenience or Necessity
- ☐ Tree Removal *(see pg. 9)*
- ☐ Other _____

PROPERTY OWNER INFORMATION & AUTHORIZATION

(as listed in the Orange County Assessor's records)

Legal Owner's Name: Blake Megdal Company Name: Megdal Inc.

Email: Blake@Megdalinc.com Phone: 310.467.5110

Address: 252 S. Beverly Dr.
Suite C.

City: Beverly Hills State: CA Zip Code: 90212

I hereby certify under penalty of perjury under the laws of the State of California that I am the owner(s) of the subject property, or have been authorized to sign on behalf of the property owner, and consent to the filing of this application on the above referenced property. **If the owner did not sign below, a letter of authorization is required.**

By: _____ Date: 12/11/2024
(Signature)

By: Blake Megdal
(Printed Name)

DESIGN PROFESSIONAL OR OWNER OF THE COPYRIGHT IF DIFFERENT *(OPTIONAL)*

Name(s):

Email: Phone:

Address:

City: State: Zip Code:

AUTHORIZATION TO REPRODUCE PROJECT PLANS- Gov. Code § 65103.5(f)(2)

I hereby grant permission for the City of Brea to provide the project plans for inspection as a part of the public record, to copy for members of the public, and post the plans online. This permission shall be constituted as the permission for architectural drawings that contain a copyright annotation and are protected by the federal Copyright Act of 1976 (Government Code Section 65103.5(f)(2).

By: _____ Date: 12/11/24
(Signature)

By: John Pollock
(Printed Name)

TRUST ACCOUNT OWNER INFORMATION

All project applications require the specified minimum deposit to a Trust Account. Additional funds and/or subsequent deposits may be required depending on the specified project and level of staff time necessary. All unused funds will be reimbursed following the completion of project and/or review. Staff time devoted to your project will be billed according to our **Development Processing Fees**. The necessary staff time will vary according to the complexity of the project and may include, initial review and ongoing project processing by City staff and consultant time, if necessary.

TRUST ACCOUNT OWNER:

Name of the Organization unless there is an Individual Financially Responsible for the Project: Raising Cane's Attn: Kristen Roberts

Address: 6800 Bishop Rd.

State: TX

City: Plano

Zip Code: 75024-3548

Email: kroberts@raisingcanes.com

Phone: Cell: 214-726-5370

*** Please note: Name and address will be used to generate invoices and refund checks ***

STATEMENT OF UNDERSTANDING AND AGREEMENT

I understand that my initial deposit is a retainer and not a fee. This deposit will be used to set up an account, against which fees shall be charged based on the hourly rate listed in the City fee schedule in effect at the time the work is performed. I understand that should the costs exceed the deposit, I will be billed monthly for any additional deposit amount intended to cover future charges. If I fail to pay the fees when due, I understand that the City will stop working on the application. If the final costs are less, the unused portion of the deposit will be issued to the contact information in the above section and returned to the organization and/or individual above after the conclusion of the process or final inspection of the completed project, whichever occurs later.

As the trust account owner, I assume full financial responsibility for all costs incurred by the City in processing this application(s).

BY SIGNING BELOW, I HEREBY CONSENT THAT I UNDERSTAND THE MATTERS AS DESCRIBED ABOVE AND AGREE TO THE TERMS. I HEREBY FURTHER REPRESENT THAT I HAVE THE AUTHORITY TO BIND MY BUSINESS BY SIGNING ON ITS BEHALF.

K M Roberts — 12/17/2024

Trust Account Owner's Signature — Date

Kristen Roberts

Trust Account Owner Printed Name

INDEMNIFICATION AGREEMENT

PLEASE READ, FILL IN, AND SIGN AT THE BOTTOM

I, the undersigned, certify that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof, and state that the same is true and correct to the best of my knowledge and belief, and further certify that I shall comply with each and every condition of approval as stated herein.

Furthermore, Kimley-Horn, on behalf of Raising Cane's hereby agrees to defend, indemnify, and hold free and harmless the City of Brea, its elected officials, officers, employees, and agents, with respect to any and all liabilities, claims, suits, actions, losses, expenses or costs of any kind, whether actual, alleged or threatened, including the payment of actual attorney's fees, court costs, and any and all other costs of defense.

_____ 12/11/24

Applicant's Signature Date

Staff Use Only

ACCELA RECORD NUMBER: PLN-2024-00067

TRUST ACCOUNT NUMBER: T250376

Raising Cane's – Brea (State College & Birch) Letter of Intent

The proposed Raising Cane's project is located on the southeast corner of the intersection of South State College Boulevard and Birch Steet in between the Orange Freeway (CA-57) and the Brea Mall. The existing building at this property is a vacant restaurant with parking lot and associated drive aisles. The existing building will be demolished for this proposed project and is to be developed into a Raising Cane's Restaurant with dual drive through lanes. The proposed improvements consist of one (1) one-story drive-through restaurant, drive aisles, parking lot, landscaping, and a trash enclosure. The site will also include two canopies in the drive through to provide shade and coverage of the site. Landscaping will consist of various trees and drought tolerant shrubs to match the existing appearance of the City of Brea. The proposed building is a 3,164 square feet restaurant space with drive through, which will require a Conditional Use Permit (CUP).

The site is bounded to the east by the Orange Freeway (CA-57), to the west by South State College Boulevard, and to the north by Birch Street. The subject property is adjacent to the Brea Mall, various restaurants, and a dental office. Properties to the north are zoned C-C Major Shopping Center (PD Overlay), properties to the west are zoned Mixed Use – I (PD Overlay), and properties on the eastside of the Orange Freeway are zoned as R-2 Multiple Family Residential (PD Overlay).

The proposed Raising Cane's site is zoned in the C-C Major Shopping Center zone. Restaurants are permitted under this zone, but due to the proposed drive-through for the restaurant, a CUP will be required.

The new construction will use enhanced architectural features to match the architectural aesthetic that meets the City of Brea's requirements, while also maintaining the unique design found within every Raising Cane's Restaurant. This project will utilize new drought tolerant landscaping to accent the building and parking lot to beautify the property edges and to meet all landscaping requirements for the City of Brea.

ATTACHMENT K

Traffic Study

for:

Raising Cane's Project

In the City of Brea

July 2025

Kimley»Horn

TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF BREA

Prepared by:

Kimley-Horn and Associates, Inc.
1100 Town and Country Road, Suite 700
Orange, California 92868

July 2025

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Appendix **A** Approved Scoping Agreement
Appendix B Traffic Data Collection Sheets
Appendix **C** Intersection Analysis Worksheets
Appendix D-1 Weekday Cumulative Projects Information
Appendix D-2 Weekend (Saturday) Cumulative Projects Information
Appendix E Drive-Through Queuing Data Collection
Appendix F Approved VMT Memorandum

TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF BREA

EXECUTIVE SUMMARY

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's fast-food restaurant ('Project') project in the City of Brea ('City'). This traffic study has been conducted in coordination with City of Brea staff and in accordance with the City of Brea *Transportation Impact Analysis Guidelines* (September 2020).

The project has been evaluated during the weekday AM and PM peak hours and weekend (Saturday) midday peak hour for the following conditions:

- Existing Conditions
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project

Under Existing Conditions, the study intersections currently operate at an acceptable Level of Service (LOS).

Opening Year 2026 Cumulative traffic forecasts were developed by adding Cumulative Project traffic to existing traffic volumes.

Under Opening Year 2026 Cumulative conditions, all study intersections would continue to operate at an acceptable LOS.

The project is estimated to generate approximately 1,055 net new vehicle trips on a weekday daily basis, with 100 net new trips during the AM peak hour, 75 net new trips during the weekday PM peak hour, and 1,390 net new vehicle trips on a weekend (Saturday) daily basis, with 124 net new trips during the weekend (Saturday) MD peak hour.

Project-related traffic volumes were added to Opening Year 2026 Cumulative forecasts to establish the conditions for the Opening Year 2026 Cumulative Plus Project scenario. With the addition of project traffic, all study intersections would continue to operate at an acceptable LOS.

Primary vehicular access provisions to the project site would be provided via one existing signalized driveway at the intersection of State College Boulevard and Brea Mall North. Secondary vehicular access provisions would be provided via one existing right-in-right-out (RIRO) driveway on Birch Street.

The opening to the drive-through lane would be located at the southeast corner of the project site and wrap around the east, north, and west sides of the building in a counterclockwise direction before exiting on the southwest corner of the proposed 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 140 feet of total queuing lane capacity (approximately 70 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 145 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 285 feet, for a drive-through queuing capacity of 13 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 160 feet of queue lane capacity, or 7 vehicles. This would provide a total drive-through queue length of approximately 445 feet, for a drive-through queuing capacity of 20 vehicles, assuming 22 feet per vehicle.

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.

TRAFFIC STUDY
FOR THE PROPOSED
RAISING CANE'S PROJECT
IN THE CITY OF BREA

INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Raising Cane's fast-food restaurant located on the southeast corner of Birch Street and State College Boulevard in the City of Brea.

This study has been conducted in coordination with City of Brea staff and in accordance with the City of Brea *Transportation Impact Analysis Guidelines* (September 2020). This study includes an evaluation of project-related effects on the surrounding roadway system, a drive-through queuing analysis, and a Vehicle Miles Traveled (VMT) screening. Where necessary, circulation system improvements have been identified at the study locations.

PROJECT DESCRIPTION

The project site is located on the southeast corner of Birch Street and State College Boulevard in the City of Brea and is shown in its regional setting on Figure 1. The site is currently occupied by an approximately 12,940 square-foot vacant sit-down restaurant building. The applicant proposes to demolish the existing building and construct an approximately 3,164 square-foot (SF) Raising Cane's restaurant building with a 1,350 SF patio, and drive-through. The operating hours for walk-in and drive-through service will be 24/7, Monday through Sunday. A copy of the project site plan is provided on Figure 2.

Primary vehicular access provisions to the project site would be provided via one existing signalized driveway at the intersection of State College Boulevard and Brea Mall North. Secondary vehicular access provisions would be provided via an existing right-in/right-out (RIRO) driveway on Birch Street.

The proposed project would provide a drive-through with two order boards. The drive-through would provide two side-by-side entry lanes prior to the dual order boards and then merge into a single drive-through lane prior to the pay and pick-up window. Under peak drive-through conditions, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane.

NOT TO SCALE

FIGURE 1
VICINITY MAP

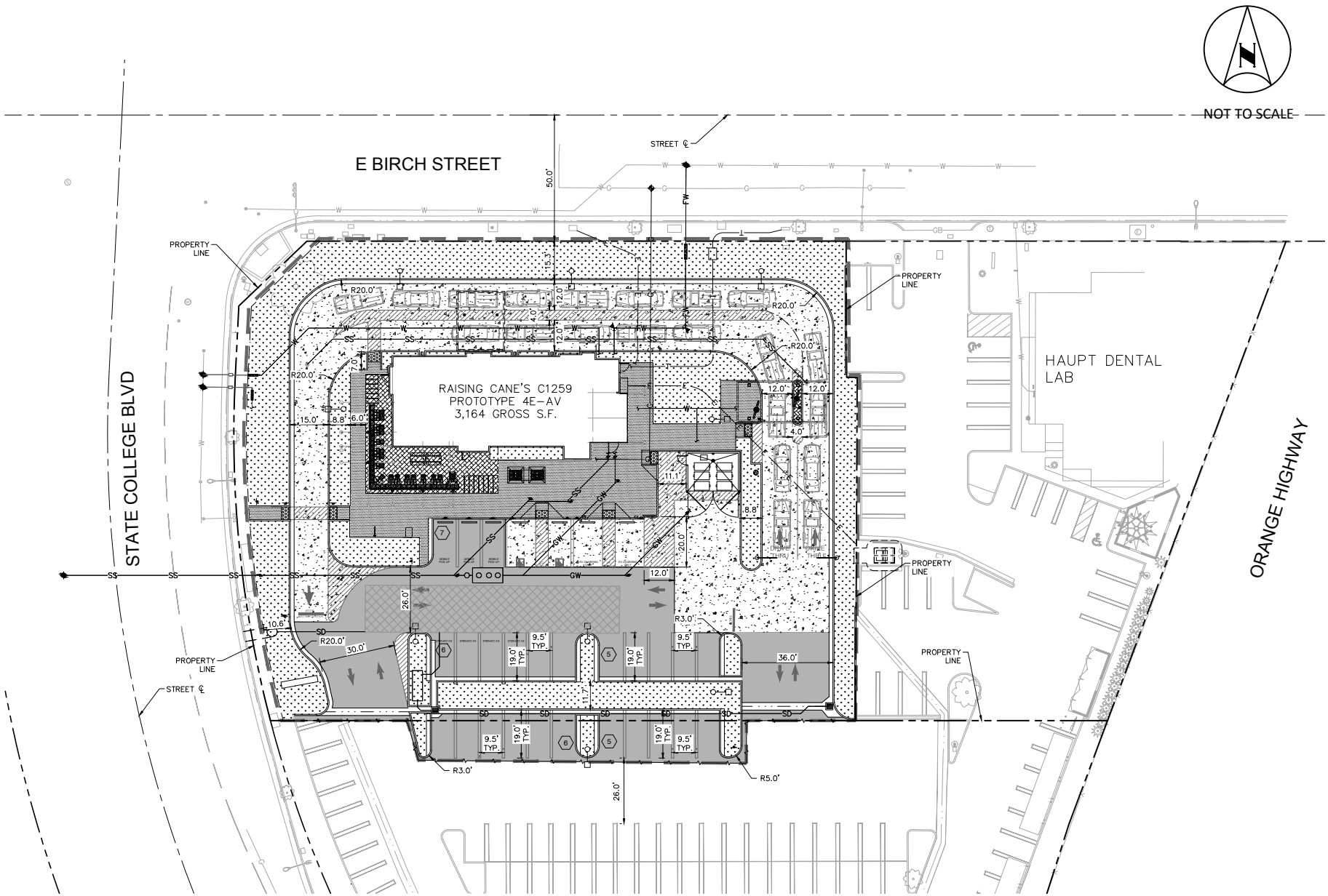


FIGURE 2
PROJECT SITE PLAN

Kimley»Horn

LEVEL OF SERVICE (LOS) ANALYSIS

This Level of Service (LOS) analysis has been prepared in coordination with City of Brea *Transportation Impact Analysis Guidelines* (September 2020).

Analysis Scenarios

The project will be evaluated for the following conditions:

- Existing Conditions
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project

Study Locations

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

1. Birch Street at State College Boulevard
D1. Project Driveway 1/Brea Mall at State College Boulevard
D2. Project Driveway 2 at Birch Street

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*. Existing lane configurations and traffic control for the study intersections are shown on Figure 3.

Analysis Methodology

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Brea.

The intersection analysis for the proposed project has been accomplished using the Synchro software program and using the specified input parameters outlined in the City's *Transportation Impact Analysis Guidelines*.

For signalized intersections, the HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, considering a number of factors, including number of lanes, volume of traffic, cycle length, and signal timing and phasing.

For unsignalized intersections, the HCM methodology determines the average total delay, expressed in seconds of delay per vehicle for left turns from the major street and from the stop-controlled minor street traffic stream for a two-way stop controlled (TWSC) intersection. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made. For TWSC intersections the LOS is based on the turning movement with the highest average delay.

The HCM delay forecast translates to an LOS designation, ranging from LOS A to LOS F. A summary description of each LOS and the corresponding delay is provided in the following charts:

LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) [1]	Unsignalized Intersections (Average delay per vehicle, in seconds) [2]
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

Performance Criteria

The City of Brea Level of Service standard for peak hour intersection operation is Level of Service D (LOS D). Intersection improvements would be required if the following conditions are met:

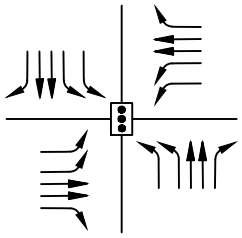
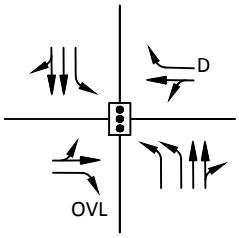
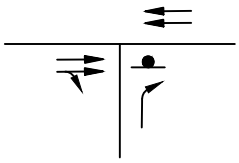
Signalized intersections:

- For an intersection with LOS D or better, the addition of project traffic results in the degradation of intersection operations to LOS E or F.
- For an intersection with LOS E, the addition of project traffic results in a change of control delay of 4 seconds.
- For an intersection with LOS F, the addition of project traffic results in a change in control delay of 2 seconds.

Unsignalized intersections:

- For an intersection with LOS D or better, the addition of project traffic results in the degradation of intersection operations to LOS E or F.
- For an intersection operating at a deficient LOS with or without project conditions shall be evaluated for the installation of a traffic signal using the traffic signal peak hour warrant and crash experience warrant per the latest version of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
		

LEGEND:

- (X) = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- D = De Facto Right-Turn
- OVL = Right-Turn Overlap

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

AREA CONDITIONS

Existing Street System

Regional access to the site is provided by Orange Freeway (SR-57) located east of the project site. The following provides a description of the local roadways providing access to the project area.

State College Boulevard is a north-south divided roadway that provides two lanes in each direction. The posted speed limit is 40 miles per hour (mph). On-street parking is prohibited and there are no bike lanes are not provided in either direction. State College Boulevard is designated as a Secondary Arterial north of Birch Street, a Primary Arterial south of Birch Street, and a Major Arterial south of Imperial Highway (SR-90) in the City of Brea General Plan.

Birch Street is an east-west divided roadway that provides two lanes in each direction. The posted speed limit is 45 mph east of State College Boulevard and 35 mph west of State College Boulevard. On-street parking is prohibited and there are Class II bike lanes north of State College Boulevard. Birch Street is designed as a Secondary Arterial west of Randolph Avenue, a Primary Arterial east of Randolph Avenue, a Secondary Arterial east of Associated Road, and a Primary Arterial east of Valencia Avenue (SR-142) in the City of Brea General Plan.

Transit Service

Transit service to the project area is provided by Orange County Transportation Authority (OCTA), which serves Orange County. The bus stop closest to the project site is located on the southeast corner of Birch Street and State College Boulevard, adjacent to the project site. A description of the bus routes serving the project area is provided below.

Route 57 operates between Brea and Newport Beach along State College Boulevard and Bristol Street. Transit service operates Monday through Friday from approximately 4:00 AM to 1:56 AM with approximately 30-minute headways. Transit service operates on weekends from approximately 4:00 AM to 2:00 AM with approximately 30-minute headways.

Route 129 operates between La Habra and Anaheim along La Habra Boulevard, Brea Boulevard, Birch Street, and Kraemer Boulevard. Transit service operates Monday through Friday from approximately 4:54 AM to 8:55 PM with approximately 50-minute headways. Transit service operates on weekends from approximately 6:03 AM to 9:47 PM with approximately 60-minute headways.

Route 143 operates between La Habra and Brea along Whittier Boulevard, Harbor Boulevard, Brea Boulevard, and Birch Street. Transit service operates Monday through Friday from approximately 4:49 AM to 11:06 PM with approximately 40-minute headways. Transit service operates on weekends from approximately 6:12 AM to 9:09 PM with approximately 60-minute headways.

EXISTING OPERATING CONDITIONS

Existing Traffic Volumes

The intersection analysis was conducted for the weekday morning and evening peak hour and weekend (Saturday) midday peak hour. Existing weekday AM and PM peak hour turning movements for the study intersections were collected on a typical weekday in April 2025, while schools were in session. Existing MD peak hour turning movements for the study intersections were collected on a typical weekend (Saturday) in April 2025. The resulting existing weekday and weekend (Saturday) traffic volumes are presented on Figures 4 and 5, respectively. Peak hour intersection traffic count worksheets are provided in *Appendix B*.

Peak Hour Intersection Operations

Intersection LOS analysis was conducted for the weekday AM and PM peak hour and weekend (Saturday) MD 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. Intersection analysis worksheets are provided in *Appendix C*.

Review of this table indicates that all study intersections currently operate at an acceptable Level of Service.

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
186(256) ↘ 510(269) ← 502(312) ↙ 236(339) ↖ 540(668) ← 99(105) ↖ 81(175) → 405(698) → 31(80) ↘ 52(79) ↑ 157(221) ↑ 67(151) ↑	20(126) ↘ 616(335) ← 2(0) ↙ 0(2) ↖ 0(1) ← 0(4) ↖ 2(49) → 0(1) → 6(35) ↘ 20(40) ↑ 270(410) ↑ 6(0) ↑	←876(1091) 956(1176) → 4(0) ↘ 4(4) ↑

LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 4
EXISTING WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
304 ↙ 295 ← 192 ↙ 160 ← 554 ← 137 ↖ 174 → 495 → 115 ↘ 96 ↑ 171 ↑ 102 ↗	210 ↙ 349 ← 4 ↙ ← 1 56 ↘ 1 → 63 ↘ 52 ↑ 312 ↑ 1 ↗	← 871 822 → 1 ↗

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 5
EXISTING WEEKEND (SATURDAY) TRAFFIC VOLUMES

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	Weekday				Weekend (Saturday)	
			AM Peak Hour		PM Peak Hour		MD Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Birch St at State College Blvd	S	27.6	C	28.4	C	25.6	C
2	Project Dwy 1/Brea Mall at State College Blvd	S	3.6	A	8.3	A	8.4	A
3	Project Dwy 2 at Birch St	U	12.2	B	13.4	B	11.4	B

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the stop-controlled/worst (highest delay) intersection approach.

S = Signalized; U = Unsignalized

OPENING YEAR 2026 CUMULATIVE CONDITIONS

The project opening year is anticipated to be 2026. Lane configuration and traffic control were assumed to be the same as existing. Opening Year 2026 Cumulative traffic forecasts have been developed by adding Cumulative Project traffic to existing traffic volumes.

Cumulative Projects

Information regarding Cumulative Projects in the area was provided by the City of Brea staff. Cumulative Projects consist of development projects that have been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on Table 2. The locations of the Cumulative Projects are shown on Figure 6.

Trip generation information for the Cumulative Projects was obtained from approved traffic studies, where available; or was developed by Kimley-Horn if approved traffic studies were not available. Likewise, trip distribution and assignment for the Cumulative Projects were either obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Project information and trip distribution assumptions for Cumulative Projects are provided in *Appendix D*. Traffic volumes associated with Cumulative Projects for the weekday and weekend (Saturday) were compiled for each of the study intersections and are shown on Figures **7** and 8, respectively.

The project-related traffic volumes from the Cumulative Projects were added to the Existing peak hour volumes to develop Opening Year 2026 Cumulative traffic forecasts. The resulting traffic volumes for the weekday and weekend (Saturday) are shown on Figures **9** and 10, respectively.

Peak Hour Intersection Operations

Intersection LOS analysis was conducted for the weekday AM and PM peak hour and weekend (Saturday) MD peak hour for the Project Opening Year 2026 Cumulative condition. The scenario results of the intersection analysis are shown on Table 3. Copies of Opening Year 2026 Cumulative intersection analysis worksheets are provided in *Appendix C*.

Review of this table indicates that all study intersections would continue to operate at an acceptable LOS.

TABLE 2
SUMMARY OF CUMULATIVE PROJECTS TRIP GENERATION

Project #	Location	Land Use	Quantity	Unit	Trip Generation Estimates										
					Weekday							Weekend (Saturday)			
						AM Peak Hour			PM Peak Hour			MD Peak Hour			
					Daily	In	Out	Total	In	Out	Total	Daily	In	Out	Total
1	323 N. Brea Boulevard (Afforable Housing)	Multifamily Housing (Mid-Rise)	40	DU	182	3	11	14	10	6	16	183	8	8	16
2	1639 E. Imperial Highway (Brea Plaza Apartments)	Multifamily Housing (Mid-Rise)	120	DU	545	10	34	44	29	18	47	1,051	33	36	69
3	1698-1700 Greenbriar Lane (Greenbriar Residential Development)[1]	Single-Family Attached Housing	180	DU	1,577	22	64	86	62	41	103	1,577	49	54	103
4	112 Bracken Street (New Residential Development)	Single-Family Detached Housing	5	DU	47	1	3	4	3	2	5	47	2	2	4
5	527 E. Elm Street (Accessory Dwelling Unit)	Single-Family Detached Housing	1	DU	9	0	1	1	1	0	1	9	0	0	0
6	100 Brea Mall Road (Brea Mall Mixed Use Project)[2]	Net Vehicle Trip Generation for Proposed Brea Mall Project			3,159	153	157	310	230	79	309	2,877	88	192	280
7	255 E. Imperial Highway (Gaslight Square Redevelopment)[3]	Strip Retail Plaza (<40k)	3.600	KSF	196	5	3	8	12	12	24	-	-	-	-
		Pass-by Trips (25% Daily, 25% PM)			-50	0	0	0	-3	-3	-6	-	-	-	-
		High-Turnover (Sit-Down) Restaurant	2.400	KSF	258	13	10	23	13	8	21	-	-	-	-
		Pass-by Trips (25% Daily, 25% PM)			-66	0	0	0	-2	-2	-4	-	-	-	-
		Coffee/Donut Shop w/ D.T.	2.000	KSF	1,068	88	84	172	39	39	78	-	-	-	-
		Pass-by Trips (50% Daily, 50% AM, 50% PM)			-534	-42	-42	-84	-20	-20	-40	-	-	-	-
	Net Vehicle Trip Generation				872	64	55	119	39	34	73	-	-	-	-
8	1639 E. Imperial Highway (Brea Plaza Remodel (Buildings E-G))[4]	Shopping Center (>150k)	23.307	KSF	863	13	7	20	38	41	79	-	-	-	-
		Movie Theater	1,100.000	Seat	-1,936	0	0	0	-44	-44	-88	-	-	-	-
	Net Vehicle Trip Generation				-1,073	13	7	20	-6	-3	-9	-	-	-	-
9	721 E. Imperial Highway (California Spine Institute)	Medical-Dental Office Building	3.700	KSF	133	9	2	11	4	10	14	34	6	5	11
10	500 E. Imperial Highway (Saint Matthew Ecumenical Catholic Church)	Church	7.245	KSF	55	1	1	2	2	2	4	44	11	8	20
Total Project Trips					5,506	276	335	611	374	189	563	5,823	198	305	502

KSF = Thousand Square Feet, DU = Dwelling Units

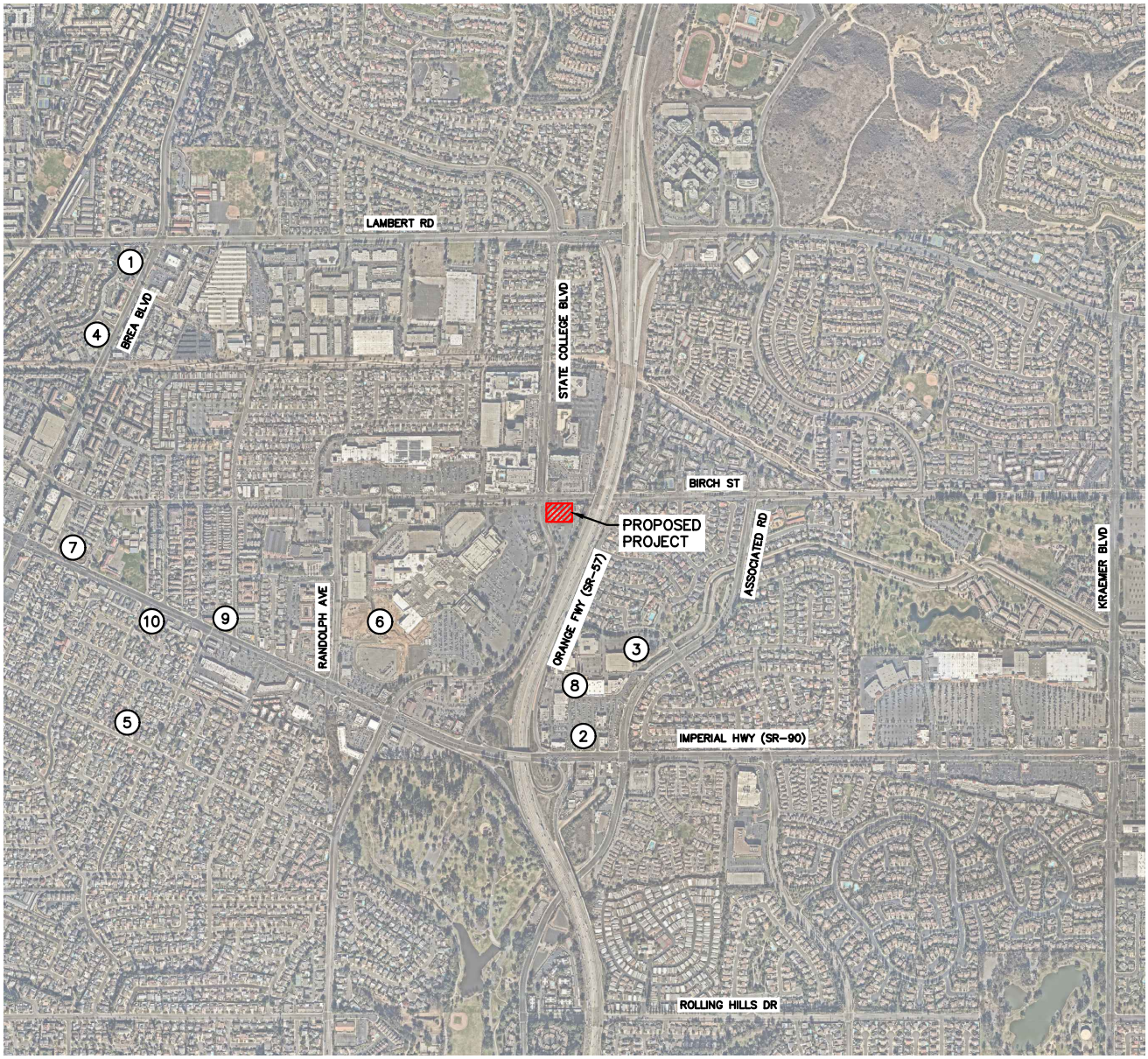
[1] Source: *Greenbriar Multifamily Residential Project Revised Traffic Impact Study*, RK Engineering Group (December 2024).

[2] Source: *Brea Mall Mixed-Use Project Revised Traffic Circulation Analysis*, LLG Engineers (July 2022).

[3] Source: *Brea Gaslight Square Traffic Analysis*, Urban Crossroads (April 2023).

[4] Source: *Brea Plaza Shopping Center (Buildings E and G) Traffic and Vehicle Miles Traveled Analysis Memorandum*, LSA (April 2023).

NOT TO SCALE



LEGEND:

(X) = Cumulative Project

FIGURE 6
LOCATION OF CUMULATIVE PROJECTS

Kimley»Horn

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←10(15) ←28(19) ↖3(5) 17(23)→ 10(5)↑ 4(2)↗	←10(15) 14(7)↑	←31(24) 21(25)→

LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 7
CUMULATIVE PROJECTS WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
↓6 ←18 ↖2 / 16→ ↑13 ↗5	↓6 / ↑18	←20 / 21→

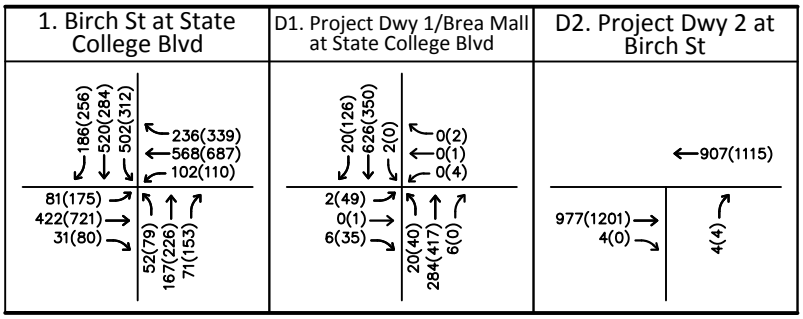
LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 8
CUMULATIVE PROJECTS WEEKEND (SATURDAY) TRAFFIC VOLUMES

NOT TO SCALE



LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 9
OPENING YEAR 2026 CUMULATIVE WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
304 ↙ 301 ← 192 ↙ 160 ↖ 572 ← 139 ↖ 174 → 511 → 115 ↘ 96 ↑ 184 ↑ 107 ↗	210 ↙ 355 ← 4 ↙ 1 ← 56 → 1 → 63 ↘ 52 ↑ 330 ↑ 1 ↗	891 ← 843 → 1 ↗

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 10
OPENING YEAR 2026 CUMULATIVE WEEKEND (SATURDAY) TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE CONDITIONS

Int. #	Intersection	Weekday				Weekend (Saturday)	
		AM Peak Hour		PM Peak Hour		MD Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS
1	Birch St at State College Blvd	27.5	C	29.0	C	25.5	C
2	Project Dwy 1/Brea Mall at State College Blvd	3.5	A	8.3	A	8.3	A
3	Project Dwy 2 at Birch St	12.2	B	13.6	B	11.4	B

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the stop-controlled/worst (highest delay) intersection approach.

PROJECT TRAFFIC

Project Trip Generation

Trip generation estimates for the existing and proposed land uses are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) average rates for Fast-food Restaurant with Drive-through (ITE Land Use 934). It is recognized that not all inbound and outbound trips to the proposed project will be "new" trips on the roadway system in the vicinity of the project site. Some trips to the project site will consist of "pass-by" trips – motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips for a fast-food restaurant with drive-through would be individuals who stop at the project site on the way to work, home, shopping, or school. Pass-by reduction factors were applied based on the ITE Trip Generation Manual (11th Edition), and input from City staff.

The trip generation rates, and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on Table 4. The proposed project is estimated to generate 2,110 weekday daily trips with 202 trips (103 inbound and 99 outbound) in the weekday morning peak hour, 150 trips (78 inbound and 72 outbound) in the weekday evening peak hour, and 2,781 weekend (Saturday) daily trips with 249 trips (127 inbound and 122 outbound) in the weekend (Saturday) midday peak hour.

After applying pass-by reduction factors the proposed project would generate 1,055 net new trips on a weekday daily basis with 100 net new trips (51 inbound and 49 outbound) in the weekday morning peak hour, 75 net new trips (39 inbound and 36 outbound) in the weekday evening peak hour, and 1,390 net new trips on a weekend (Saturday) daily basis with 124 net new trips (63 inbound and 61 outbound) in the weekend (Saturday) midday 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 is shown on Figure 11. The resulting project-related traffic volumes for the weekday and weekend (Saturday) peak hours to be added to the surrounding street system are shown on Figures 12 and 13, respectively.

As mentioned previously, pass-by trips are part of the existing flow of traffic until reaching the project site. As such, pass-by trips were distributed separately to project driveways rather than the overall street system. The pass-by trip distribution is shown on Figure 14. The resulting weekday and weekend pass-by traffic volumes are shown on Figures 15 and 16, respectively. The pass-by traffic volumes were then combined with the project-related traffic volumes in Figures 12 and 13, previously mentioned, in order to determine the total project trips at each study intersection. The resulting total project-related traffic volumes for the weekday and weekend peak hours are shown on Figures 17 and 18, respectively.

TABLE 4
SUMMARY OF PROJECT TRIP GENERATION
BREA RAISING CANE'S

Land Use	ITE Code	Unit	Trip Generation Rates [1]										
			Weekday							Weekend (Saturday)			
			Daily	AM Peak Hour			PM Peak Hour			Daily	MD Peak Hour		
				In	Out	Total	In	Out	Total		In	Out	Total
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.48	22.751	21.859	44.61	17.176	15.854	33.03	616.12	28.178	27.073	55.25

Land Use	Quantity [4]	Unit	Trip Generation Estimates										
			Weekday							Weekend (Saturday)			
			Daily	AM Peak Hour			PM Peak Hour			Daily	MD Peak Hour		
				In	Out	Total	In	Out	Total		In	Out	Total
Fast-Food Restaurant w/ Drive-thru	4.514	KSF	2,110	103	99	202	78	72	150	2,781	127	122	249
Pass-by Trips (50% Daily, AM, MD, PM) [1,2,3]			*-1,055*	*-52*	*-50*	*-102*	*-39*	*-36*	*-75*	*-1,391*	*-64*	*-61*	*-125*
Total Proposed Project Trips			1,055	51	49	100	39	36	75	1,390	63	61	124

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

[2] Note: The Trip Generation Manual does not provide pass-by rates for daily and midday trip generation. The daily and midday pass-by trips shown are the average of the AM and PM pass-by percentages.

[3] Note: Pass-by rates are capped at 50% as limited by City staff.

[4] Square footage includes building and patio area.

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
↓20% ← 20% 20% → (20%) ↑ (20%)	60% ↓ ↖ (40%) ← (40%) 40% ↗	← 20% (20%) ↗

LEGEND:

(X)	= Study Intersection
XX%	= Trip Distribution Percentage In
(YY%)	= Trip Distribution Percentage Out

FIGURE 11
PROJECT TRIP DISTRIBUTION

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←10(8) ←10(8) 10(8)↘ 10(7) ↑ 10(7) ↑	31(23)↙ ↖20(14) ↖20(14) 20(16)↖	←10(8) 9(8)↖

LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 12
PROJECT-RELATED WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←13 ↖13 13↘ 12↑ 12↑	38↙ ↖24 ↖24 25↖	←13 13↖

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 13
PROJECT-RELATED WEEKEND (SATURDAY) TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←20% ←20% (20%)→	20%→ 40%↓ (60%)↑ (20%)↑ 40%↑ 40%↓	20%→ 20%↓ (20%)↑

LEGEND:

(X)	= Study Intersection
XX%	= Pass-By Distribution Percentage In
(YY%)	= Pass-By Distribution Percentage Out

FIGURE 14
PROJECT PASS-BY TRIP DISTRIBUTION

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←10(−8) ↖10(8) ↑10(7)	←11(−7) 21(15)↙ ↖30(21) ↖10(7) ↑−21(−16) ↑21(16)	→10(−8) 10(8)↘ ↑10(8)

LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 15
PASS-BY WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←13 ↖13 12↑	←12 25↙ 36↖ 12↖ 26↑ 26↑	13↗ 13↘ –13→

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 16
PASS-BY WEEKEND (SATURDAY)
TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←10(8) ←–10(–8) ↖ 20(16) 10(8) ↘ ↑ 20(14) ↑ 10(7)	←–11(–7) ↙ 52(38) ↖ 50(35) ↖ 30(21) ↑ –21(–16) ↑ 41(32)	←10(8) –10(–8) → 10(8) ↘ ↗ 19(16)

LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 17
TOTAL PROJECT WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
←13 ←13 26 13↓ 24↑ 12↑	←12 63↓ 60↑ 36↑ 26→ 51↑	←13 13→ 13↓ 26↑

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 18
TOTAL PROJECT WEEKEND (SATURDAY) TRAFFIC VOLUMES

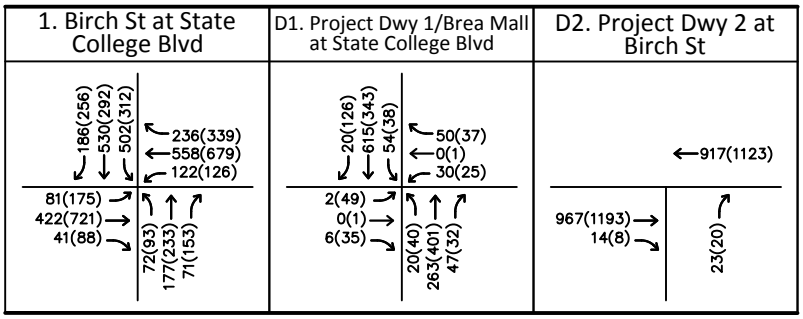
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Project-related traffic was added to the Opening Year 2026 Cumulative traffic volumes. Opening Year 2026 Cumulative Plus Project traffic volumes at the study intersections for the weekday and weekend (Saturday) peak hours are shown on Figures 19 and 20, respectively.

Peak Hour Intersection Operations

Intersection LOS analysis was conducted for the weekday AM and PM peak hour and weekend (Saturday) MD peak hour for the Opening Year 2026 Cumulative Plus Project condition. The scenario results of the intersection analysis are shown on Table 5. Review of this table indicates that all study intersections would continue to operate at an acceptable LOS with the addition of project traffic.

NOT TO SCALE



LEGEND:

(X) = Study Intersection

XX(XX) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 19
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT WEEKDAY TRAFFIC VOLUMES

NOT TO SCALE

1. Birch St at State College Blvd	D1. Project Dwy 1/Brea Mall at State College Blvd	D2. Project Dwy 2 at Birch St
304 ← 314 ← 192 ↖ 160 ← 559 ↖ 165 174 → 511 → 128 ↘ 120 ↑ 196 ↑ 107 ↗	210 ← 343 ← 67 ↖ 60 ← 1 ↖ 36 56 → 1 → 63 ↘ 52 ↑ 304 ↑ 52 ↗	← 904 830 → 13 ↘ 27 ↗

LEGEND:

(X) = Study Intersection

XX = MD Peak Hour Turning Movement Volumes

FIGURE 20
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT WEEKEND (SATURDAY) TRAFFIC VOLUMES

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Int. #	Intersection	Weekday												Weekend (Saturday)					
		PM Peak Hour						PM Peak Hour						MD Peak Hour					
		Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Birch St at State College Blvd	27.5	C	27.9	C	0.4	No	29.0	C	29.2	C	0.2	No	25.5	C	25.8	C	0.3	No
2	Project Dwy 1/Brea Mall at State College Blvd	3.5	A	10.6	B	7.1	No	8.3	A	17.8	C	9.5	No	8.3	A	21.0	C	12.7	No
3	Project Dwy 2 at Birch St	12.2	B	12.5	B	0.3	No	13.6	B	14.0	B	0.4	No	11.4	B	11.8	B	0.3	No

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the stop-controlled/worst (highest delay) intersection approach.

RECOMMENDED IMPROVEMENTS

Based on the LOS standards and requirements for improvements noted earlier in the report, no improvements are required for the project.

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis has been 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 southeast corner of the project site and wraps around the east, north, and west sides of the building in a counterclockwise direction before exiting on the southwest corner of the proposed 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 140 feet of total queuing lane capacity (approximately 70 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 145 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 285 feet, for a drive-through queuing capacity of 13 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 160 feet of queue lane capacity, or 7 vehicles. This would provide a total drive-through queue length of approximately 445 feet, for a drive-through queuing capacity of 20 vehicles, assuming 22 feet per vehicle.

Drive-Through Queuing Data Collection

Drive-through (DT) queuing observations and counts were conducted at the following existing drive-through Raising Cane's sites during the weekday and weekend lunch and dinner periods:

- City of Laguna Hills: 23971 El Toro Road (~2,800 SF; DT Lane Capacity: 8 vehicles)
- City of Orange: 2249 North Tustin Street (~3,823 SF; DT Lane Capacity: 8 vehicles)
- City of Riverside: 11066 Magnolia Avenue (~4,700 SF; DT Lane Capacity: 11 vehicles)
- City of Fontana: 16988 S Highland Avenue (~3,233 SF; DT Lane Capacity: 9 vehicles)

At the time of data collection, the Laguna Hills, Orange, Riverside, and Fontana sites did not have dual side-by-side drive-through lanes or dual order boards.

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 in close proximity to a freeway
- Located at or adjacent to a shopping center
- Located on or near the intersection of two major arterial roadways

Queueing data collection was conducted outside of the 2020 COVID-19 pandemic conditions to more accurately represent typical drive-through activities. 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 (Collected October 2017):
    - 11:00 AM – 2:00 PM (lunchtime)
    - 4:00 PM – 7:00 PM (commute peak hour/dinnertime)

- Orange Site (Collected August 2018):
    - 12:00 PM – 2:30 PM (lunchtime)
    - 7:00 PM – 9:30 PM (dinnertime)

- Riverside Site (Collected March 2019):
    - 11:00 AM – 2:00 PM (lunchtime)
    - 4:00 PM – 7:00 PM (commute peak hour/dinnertime)

- Fontana Site (Collected May 2024):
    - 11:00 AM – 2:00 PM (lunchtime)
    - 4:00 PM – 8:00 PM (commute peak hour/dinnertime)

A copy of the drive-through queuing data collection worksheets is provided in *Appendix E*. The results of the observations are summarized in Table 6 and Table 7 for a typical weekday and Saturday, respectively. The data summaries in Tables 6 and 7 present the number of vehicles in the drive-through lane, broken down into 15-minute periods, based on the observed average queue, 85th percentile queue, and the peak queue for each of the data collection periods.

Drive-Through 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.

Fontana Site

- The peak 15 minutes during the weekday lunch-time peak was from 1:15 PM to 1:30 PM, with an average queue of 9 vehicles and a peak queue of 11 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 10 vehicles and a peak queue of 11 vehicles.

- The peak 15 minutes during the Saturday lunch-time peak was from 12:30 PM to 12:45 PM, with an average queue of 9 vehicles and a peak queue of 11 vehicles.

- The peak 15 minutes during the Saturday dinner-time peak was from 6:00 PM to 6:15 PM, with an average queue of 9 vehicles and a peak queue of 12 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.

TABLE 6

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 [1] Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana
Lunch												
11:00-11:15 AM	1.5		1.7	3.1	2.7		3.0	6.0	3		4	3
11:15-11:30 AM	1.7		3.1	6.0	2.0		5.0	7.9	3		6	8
11:30-11:45 AM	2.6		1.1	3.3	4.0		2.0	5.9	5		2	8
11:45-12:00 PM	4.1		3.0	3.8	7.2		4.0	5.0	11		5	6
12:00-12:15 PM	3.9	5.6	5.4	6.6	7.0	7.0	7.0	8.9	9	14	8	10
12:15-12:30 PM	9.0	6.6	4.9	8.3	13.0	8.0	7.9	9.0	15	13	9	10
12:30-12:45 PM	10.6	7.0	7.8	6.0	12.8	9.0	9.9	9.8	13	10	12	10
12:45-1:00 PM	7.0	9.7	5.6	6.7	9.0	13.0	6.9	8.9	9	16	7	10
1:00-1:15 PM	5.2	9.0	5.2	5.7	7.0	11.0	7.0	7.0	8	13	8	9
1:15-1:30 PM	5.8	6.6	6.6	8.9	8.0	9.0	9.0	10.0	10	11	10	11
1:30-1:45 PM	2.8	3.9	4.5	6.5	5.0	5.0	7.0	9.0	6	7	9	10
1:45-2:00 PM	3.5	3.6	5.0	2.1	4.5	5.0	6.0	3.9	6	6	7	4
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	8.9	13.0	13.0	9.9	10.0	15	16	12	11
Dinner												
4:00-4:15 PM	5.6		3.5	8.3	7.0		5.0	10.0	8		6	11
4:15-4:30 PM	6.2		2.0	6.0	8.0		3.0	6.9	9		4	7
4:30-4:45 PM	5.9		3.8	6.9	7.0		6.0	9.0	9		7	9
4:45-5:00 PM	5.5		6.2	7.8	7.0		9.0	9.0	9		10	9
5:00-5:15 PM	5.4		2.2	8.9	7.0		4.9	9.0	8		6	10
5:15-5:30 PM	5.8		3.6	6.7	7.0		6.0	8.0	9		8	9
5:30-5:45 PM	7.1		5.3	7.9	8.0		8.9	9.0	10		10	10
5:45-6:00 PM	10.9		2.7	8.2	12.0		4.0	9.0	13		6	10
6:00-6:15 PM	8.6		6.7	9.0	10.4		9.0	10.0	11		11	11
6:15-6:30 PM	10.8		6.3	9.5	12.0		7.9	10.9	13		9	11
6:30-6:45 PM	11.1		4.5	9.7	12.5		6.9	10.0	14		8	10
6:45-7:00 PM	12.8		3.1	9.7	14.0		4.0	10.9	14		5	11
7:00-7:15 PM		11.0		8.7		12.0		9.9		14		10
7:15-7:30 PM		11.5		7.7		13.0		9.9		14		10
7:30-7:45 PM		8.6		8.7		10.0		9.0		12		10
7:45-8:00 PM		8.3		7.5		10.0		8.9		12		9
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	9.7	14.0	13.0	9.0	10.9	14	14	11	11

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

TABLE 7

SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - SATURDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue											
	Average Queue				85th %-ile [1] Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana
Lunch												
11:00-11:15 AM	3.0		2.3	4.3	4.3		5.8	6.9	5		6	4
11:15-11:30 AM	1.8		2.3	1.5	3.0		5.8	2.0	4		6	3
11:30-11:45 AM	5.3		4.9	4.4	8.0		6.0	7.9	12		9	9
11:45-12:00 PM	7.5		1.9	6.5	10.0		3.9	8.9	12		5	10
12:00-12:15 PM	4.7	5.5	8.0	4.7	5.0	8.0	10.0	6.0	6	9	11	6
12:15-12:30 PM	4.1	6.8	4.9	4.4	5.0	8.7	6.9	5.0	6	10	8	6
12:30-12:45 PM	8.2	5.8	6.7	8.5	12.0	7.1	7.9	10.0	13	9	9	11
12:45-1:00 PM	9.3	6.8	7.9	5.3	11.0	8.0	9.0	8.0	12	9	12	9
1:00-1:15 PM	7.2	10.4	8.6	7.5	9.0	12.0	9.9	9.0	14	13	11	11
1:15-1:30 PM	7.3	9.4	8.1	8.3	9.0	12.0	9.9	9.0	10	13	12	10
1:30-1:45 PM	6.9	8.5	9.5	9.0	9.0	11.0	10.0	10.0	10	13	12	10
1:45-2:00 PM	7.3	3.9	8.0	9.1	8.8	5.4	9.0	10.0	10	6	10	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	9.1	12.0	12.0	10.0	10.0	14	13	12	11
Dinner												
4:00-4:15 PM	6.2		5.8	4.5	8.5		8.9	7.0	11		10	7
4:15-4:30 PM	4.5		7.1	8.8	5.1		8.9	9.0	6		11	10
4:30-4:45 PM	2.0		4.9	8.4	3.0		6.0	9.0	4		9	10
4:45-5:00 PM	5.2		3.9	7.9	6.0		6.0	9.0	8		7	10
5:00-5:15 PM	5.6		4.7	7.6	7.0		7.0	8.0	9		8	12
5:15-5:30 PM	10.0		4.2	4.5	12.0		5.0	6.0	12		6	7
5:30-5:45 PM	6.1		3.7	6.9	7.3		5.0	8.9	11		6	9
5:45-6:00 PM	7.3		2.1	8.7	11.3		3.0	9.0	13		4	10
6:00-6:15 PM	8.7		2.9	8.7	11.0		6.0	10.0	12		7	12
6:15-6:30 PM	8.6		2.8	7.7	11.0		4.8	8.0	13		6	10
6:30-6:45 PM	6.0		7.2	6.2	7.3		9.0	7.9	10		10	8
6:45-7:00 PM	4.7		7.8	6.5	7.0		9.0	8.9	8		11	10
7:00-7:15 PM		9.2		8.1		10.5		9.0		13		9
7:15-7:30 PM		11.6		7.7		13.0		9.0		13		9
7:30-7:45 PM		10.8		7.7		13.0		8.0		16		9
7:45-8:00 PM		4.2		8.7		6.0		9.0		11		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	8.8	12.0	17.0	9.0	10.0	13	17	11	12

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

Side-by-Side Operational Features

The proposed side-by-side configuration would begin with two drive-through lanes at the southeast corner of the proposed building. Each drive-through lane would have its own order board. After the order boards, the two lanes would not 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 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.

Because of added efficiency in the cooking area, the efficiency at the pick-up window would increase, compared to a single drive-through lane, because the food would be processed by the cooking area at a more efficient rate.

Other Unique Features

Raising Cane's also implements hand-held ordering which involves an employee using a hand-held tablet to take orders and payments in the line ahead of the order window. Hand-held ordering can be executed with three to five employees during the peak time periods. Employees will "leapfrog" one another in the drive-through lane, allowing orders to come in twice as fast. Hand-held ordering ensures accuracy of orders, allows more time for the kitchen to prepare the order prior to the customer reaching the pick-up window, and removes the payment process at the window. This in turn decreases the amount of time customers spend at the payment and pick-up windows and increases the number of customers that can be processed in the drive-through line.

SITE ACCESS AND CIRCULATION

Primary vehicular access provisions to the project site would be provided via one existing signalized driveway at the intersection of State College Boulevard and Brea Mall North. Secondary vehicular access provisions would be provided via an existing right-in right-out (RIRO) driveway on Birch Street.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

With the passage of Senate Bill (SB) 743 by the California Legislature in September 2013, VMT has become an important indicator for determining if a new development will result in a "significant transportation impact" as required by the California Environmental Quality Act (CEQA). Under SB 743, the state Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA in order to replace methods measuring automobile delay and Level of Service. In response to this mandate, the Office of Planning and Research proposed, and the California Natural Resources Agency adopted CEQA Guidelines Section 15064.3, which indicates that VMT exceeding an applicable threshold of significance is the most appropriate measure for evaluating a project's transportation impacts. Section 15064.3 goes on to clarify that except for projects regarding roadway capacity, "…a project's effect on automobile delay does not constitute a significant environmental impact." The OPR further elaborates on VMT metrics within the Technical Advisory on Evaluating Transportation Impacts in CEQA document, published in December 2018. Subsequently, the City of Brea *Traffic Impact Analysis Guidelines* in September 2020, has established VMT screening thresholds of significance for projects within the City.

Per City guidelines, the following criteria qualify projects for exemption from a VMT analysis:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The project includes a 3,164 SF fast-food restaurant with drive-through. Based on the City's requirements, a local-serving retail use less than 50,000 square feet is presumed to have a less-than-significant VMT impact. As such, the project meets the Project Type screening threshold, and no further VMT analysis is required. The following screening thresholds were reviewed and evaluated for this project in the approved VMT Memorandum provided in *Appendix F*.

APPENDIX A
APPROVED SCOPING AGREEMENT

March 20, 2025

David Roseman
City Traffic Engineer
City of Brea
1 Civic Center Circle
Brea, CA 92821

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

Dear Mr. Roseman:

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

PROJECT DESCRIPTION

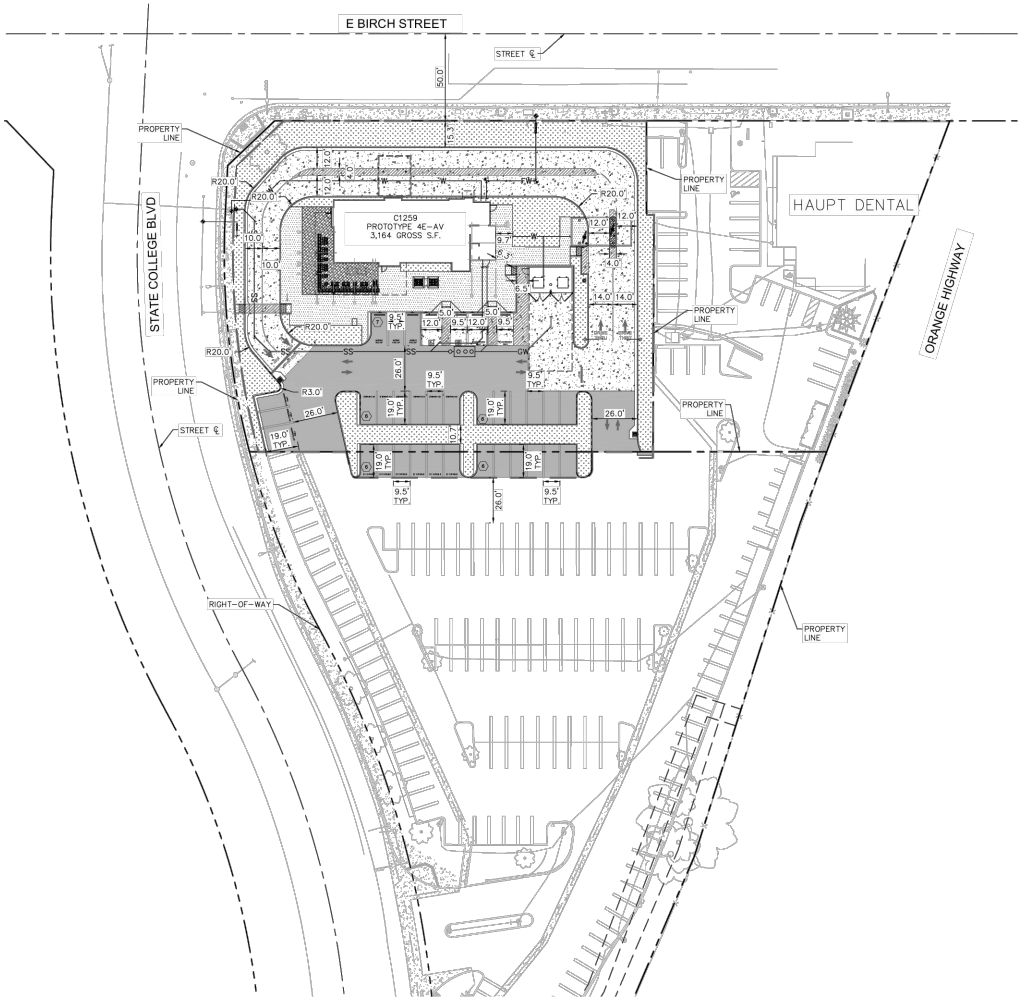
The project site is located on the southeast corner of Birch Street and State College Boulevard in the City of Brea ("City"). The site is currently occupied by an approximately 12,940 square-foot vacant sit-down restaurant building. The applicant proposes to demolish the existing building and construct an approximately 3,164 square-foot (SF) Raising Cane's restaurant building with a 1,350 SF patio, and drive-through. The operating hours for walk-in and drive-through service will be from 9:00 am to 3:30 am, Monday through Sunday. A copy of the project site plan is provided on **Figure 1**.

Primary vehicular access provisions to the project site would be provided via one existing signalized driveway at the intersection of State College Boulevard and Brea Mall North, secondary vehicular access provisions would be provided via an existing right-in right-out (RIRO) driveway on Birch Street.

TRIP GENERATION

Since Raising Canes is not open during the AM Peak Hour, trip generation estimates for the PM Peak Hour for the proposed project are based on trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for a Fast-food Restaurant with Drive-Through (ITE Land Use 934). Pass-by reduction factors were also applied based on the ITE Trip Generation Manual (11th Edition), and input from City staff.

The trip generation rates and the resulting trip generation estimates for the proposed Raising Cane's project are summarized on **Table 1**. The proposed project is estimated to generate 2,110 daily trips with 150 trips (78 inbound and 72 outbound) in the evening peak hour. After applying pass-by reduction factors, the proposed project would generate 1,583 net new trips on a daily basis with 75 net new trips (39 inbound and 36 outbound) in the evening peak hour.



NOT TO SCALE

FIGURE 1
PROJECT SITE PLAN

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
BREA RAISING CANE'S

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.48	22.751	21.859	44.61	17.176	15.854	33.03

Land Use	Quantity [5]	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-thru	4.514	KSF	2,110	-- [4]	-- [4]	-- [4]	78	72	150
Pass-by Trips (25% Daily, 0% AM, 50% PM) [1,2,3]			*528*	--	--	--	*-39*	*-36*	*-75*
Total Proposed Project Trips			**1,583**	**--**	**--**	**--**	**39**	**36**	**75**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

[2] Note: The Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trips shown are the average of the AM and PM pass-by percentages.

[3] Note: Pass-by rates are capped at 50% as limited by City staff

[4] Raising Cane's is not open during the AM Peak Hour

[5] Square footage includes building and patio area

JURISDICTIONAL REQUIREMENTS

The City of Brea follows the *City of Brea Transportation Impact Analysis Guidelines* (September 2020), which provides guidance on when a traffic study is required for a project. The City document states that a Level of Service analysis would be required if a development project is expected to generate 50 or more peak hour trips.

Based on the trip generation analysis noted in the previous section, the proposed project would generate 75 net new trips during the PM peak hour. Therefore, a Level of Service analysis would be required.

TRIP DISTRIBUTION

Project distribution assumptions were developed based on existing travel patterns, and the likely origins and destinations of site employees and patrons. The project vicinity and trip distribution assumptions are shown on **Figure 2.**

STUDY AREA

The following intersections will be analyzed for potential project-related effects:

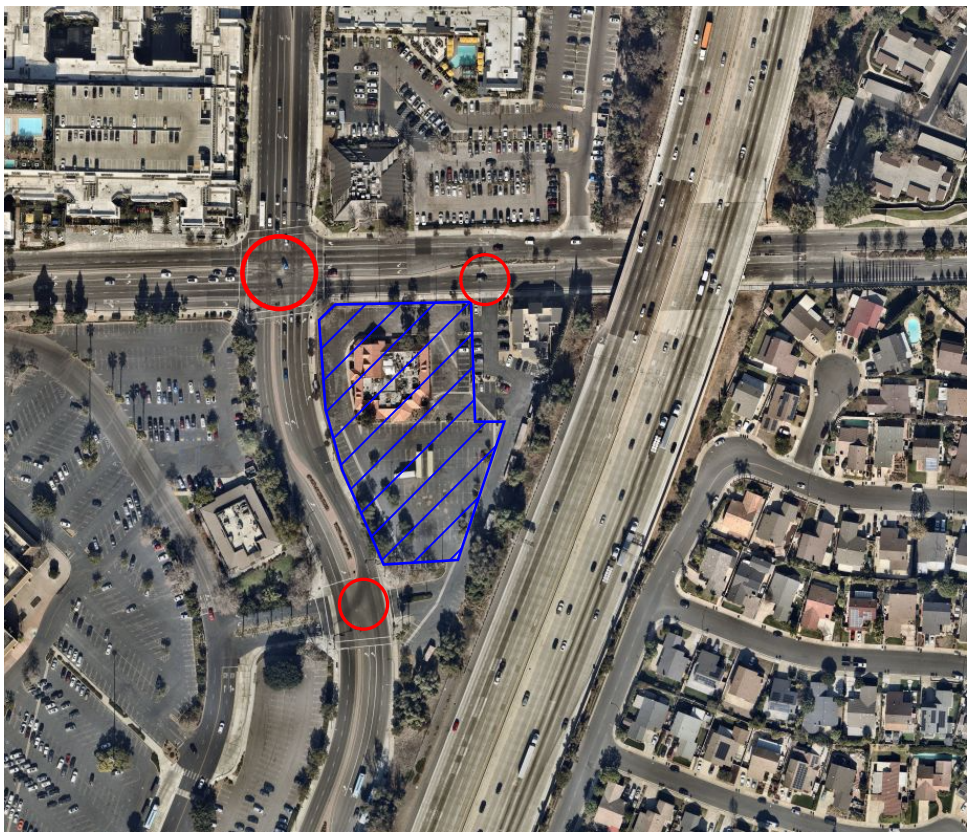
1. Birch Street at State College Boulevard
D1. Project Driveway/Brea Mall at State College Boulevard
D2. Project Driveway at Birch Street

STUDY SCENARIOS

- Existing Conditions
- Opening Year 2026 Cumulative Conditions
- Opening Year 2026 Cumulative Plus Project Conditions

For Opening Year 2026 Cumulative Conditions, Cumulative Project traffic volume from nearby planned developments will be added to existing traffic volumes to develop Opening Year 2026 Cumulative Conditions.

FIGURE 2:
TRIP DISTRIBUTION AND STUDY AREA



LEGEND:

PROJECT SITE

STUDY INTERSECTION

XX% TRIP DISTRIBUTION PERCENTAGE

DRIVE-THROUGH QUEUING ANALYSIS

A drive-through queuing analysis has been conducted for the proposed project, to evaluate the adequacy of the drive-through queuing capacity. The opening to the drive-through lane would be located at the southeast corner of the proposed project building and wraps around the east, north, and west sides of the proposed building in a counterclockwise direction before exiting on the southwest corner of the proposed 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 140 feet of total queuing lane capacity (approximately 70 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 145 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 285 feet, for a drive-through queuing capacity of 13 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 160 feet of queue lane capacity, or 7 vehicles. This would provide a total drive-through queue length of approximately 445 feet, for a drive-through queuing capacity of 20 vehicles, assuming 22 feet per vehicle.

Drive-through queuing will be compared to empirical data collected at the following Raising Cane's restaurants during the weekday and weekend lunch and dinner periods:

- City of Laguna Hills: 23971 El Toro Road (~2,800 SF; DT Lane Capacity: 8 vehicles)
- City of Orange: 2249 North Tustin Street (~3,823 SF; DT Lane Capacity: 8 vehicles)
- City of Riverside: 11066 Magnolia Avenue (~4,700 SF; DT Lane Capacity: 11 vehicles)

FINDINGS AND CONCLUSIONS

Based on review of the *City of Brea Transportation Impact Analysis Guidelines*, the project is expected to generate more than 50 peak hour trips; therefore, a LOS analysis will be required.

Please contact me if you have any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Ryan Calad, P.E.
Project Engineer

APPROVED:

By:

_____

David Roseman
City Traffic Engineer
City of Brea

APPENDIX B
TRAFFIC DATA COLLECTION SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Brea
N/S: State College Boulevard
E/W: Birch Street
Weather: Clear

File Name : 01_BRE_SC_Birch AM
Site Code : 10825331
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	82	89	19	190	10	56	40	106	7	12	4	23	13	74	7	94	413
07:15 AM	109	113	31	253	26	78	44	148	6	19	20	45	15	76	7	98	544
07:30 AM	125	141	50	316	26	147	45	218	16	20	10	46	14	82	5	101	681
07:45 AM	112	143	50	305	26	145	71	242	13	45	13	71	16	100	10	126	744
Total	428	486	150	1064	88	426	200	714	42	96	47	185	58	332	29	419	2382
08:00 AM	134	137	42	313	22	136	72	230	13	59	21	93	23	116	6	145	781
08:15 AM	131	89	44	264	25	112	48	185	10	33	23	66	28	107	10	145	660
08:30 AM	70	81	58	209	22	122	50	194	8	45	22	75	21	99	10	130	608
08:45 AM	87	80	52	219	14	134	49	197	8	49	10	67	16	68	11	95	578
Total	422	387	196	1005	83	504	219	806	39	186	76	301	88	390	37	515	2627
Grand Total	850	873	346	2069	171	930	419	1520	81	282	123	486	146	722	66	934	5009
Apprch %	41.1	42.2	16.7		11.2	61.2	27.6		16.7	58	25.3		15.6	77.3	7.1		
Total %	17	17.4	6.9	41.3	3.4	18.6	8.4	30.3	1.6	5.6	2.5	9.7	2.9	14.4	1.3	18.6	

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	125	141	**50**	**316**	**26**	**147**	45	218	**16**	20	10	46	14	82	5	101	681
07:45 AM	112	**143**	50	305	26	145	71	**242**	13	45	13	71	16	100	**10**	126	744
08:00 AM	**134**	137	42	313	22	136	**72**	230	13	**59**	21	**93**	23	**116**	6	**145**	**781**
08:15 AM	131	89	44	264	25	112	48	185	10	33	**23**	66	**28**	107	10	145	660
Total Volume	502	510	186	1198	99	540	236	875	52	157	67	276	81	405	31	517	2866
% App. Total	41.9	42.6	15.5		11.3	61.7	27		18.8	56.9	24.3		15.7	78.3	6		
PHF	.937	.892	.930	.948	.952	.918	.819	.904	.813	.665	.728	.742	.723	.873	.775	.891	.917

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City of Brea
N/S: State College Boulevard
E/W: Birch Street
Weather: Clear

File Name : 01_BRE_SC_Birch AM
Site Code : 10825331
Start Date : 4/1/2025
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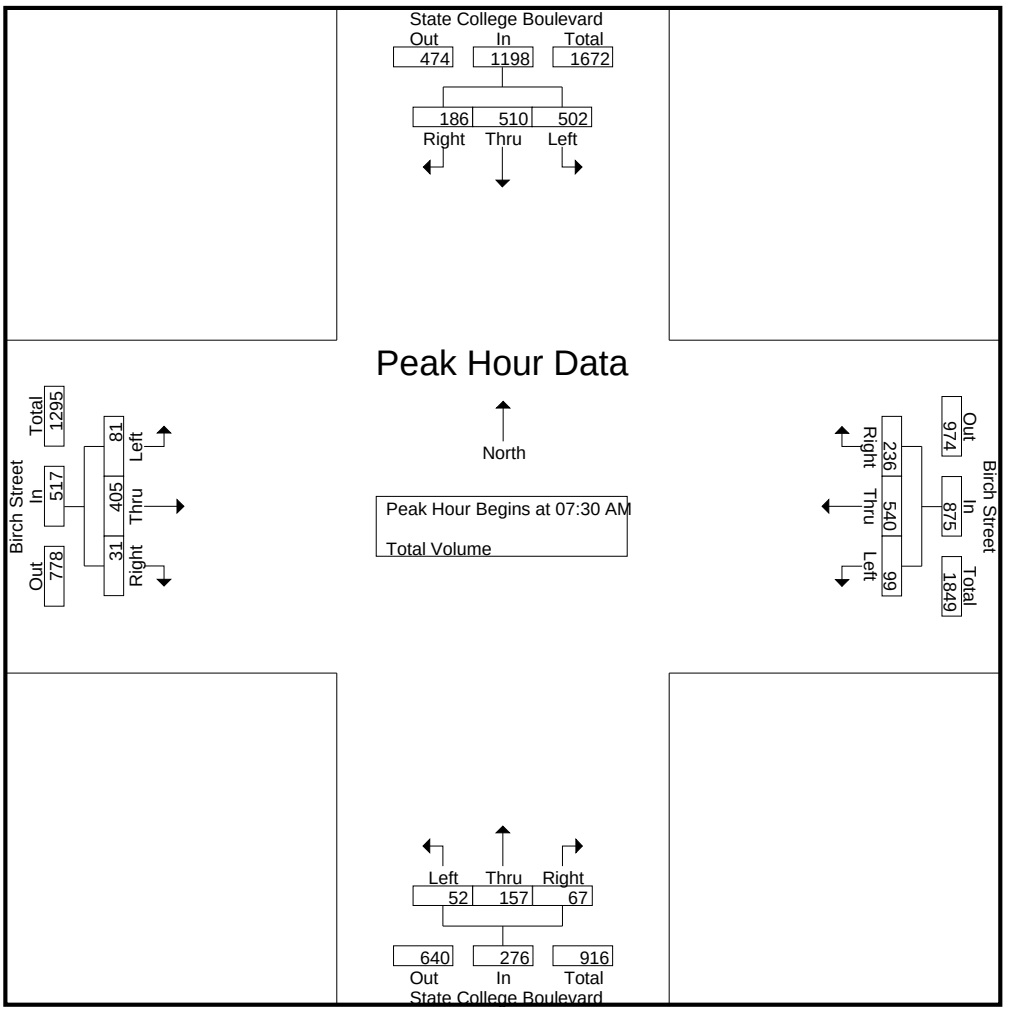

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	125	141	**50**	**316**	**26**	**147**	45	218	**13**	45	13	71	16	100	**10**	126
+15 mins.	112	**143**	50	305	26	145	71	**242**	13	**59**	21	**93**	23	**116**	6	**145**
+30 mins.	**134**	137	42	313	22	136	**72**	230	10	33	**23**	66	**28**	107	10	145
+45 mins.	131	89	44	264	25	112	48	185	8	45	22	75	21	99	10	130
Total Volume	502	510	186	1198	99	540	236	875	44	182	79	305	88	422	36	546
% App. Total	41.9	42.6	15.5		11.3	61.7	27		14.4	59.7	25.9		16.1	77.3	6.6	
PHF	.937	.892	.930	.948	.952	.918	.819	.904	.846	.771	.859	.820	.786	.909	.900	.941

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City of Brea
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Groups Printed- Total Volume

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	82	65	39	186	22	165	66	253	20	59	32	111	30	156	22	208	758
04:15 PM	74	42	52	168	16	156	68	240	27	55	44	126	29	139	23	191	725
04:30 PM	60	58	59	177	26	151	70	247	19	59	32	110	40	149	14	203	737
04:45 PM	77	64	66	207	28	166	97	291	9	62	40	111	42	141	19	202	811
Total	293	229	216	738	92	638	301	1031	75	235	148	458	141	585	78	804	3031
05:00 PM	77	80	54	211	22	174	87	283	24	47	36	107	39	197	20	256	857
05:15 PM	88	53	65	206	29	180	84	293	20	59	37	116	48	180	24	252	867
05:30 PM	70	72	71	213	26	148	71	245	26	53	38	117	46	180	17	243	818
05:45 PM	66	61	65	192	31	155	93	279	23	47	34	104	24	166	20	210	785
Total	301	266	255	822	108	657	335	1100	93	206	145	444	157	723	81	961	3327
Grand Total	594	495	471	1560	200	1295	636	2131	168	441	293	902	298	1308	159	1765	6358
Apprch %	38.1	31.7	30.2		9.4	60.8	29.8		18.6	48.9	32.5		16.9	74.1	9		
Total %	9.3	7.8	7.4	24.5	3.1	20.4	10	33.5	2.6	6.9	4.6	14.2	4.7	20.6	2.5	27.8	

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	77	64	66	207	28	166	**97**	291	9	**62**	**40**	111	42	141	19	202	811
05:00 PM	77	**80**	54	211	22	174	87	283	24	47	36	107	39	**197**	20	**256**	857
05:15 PM	**88**	53	65	206	**29**	**180**	84	**293**	20	59	37	116	**48**	180	**24**	252	**867**
05:30 PM	70	72	**71**	**213**	26	148	71	245	**26**	53	38	**117**	46	180	17	243	818
Total Volume	312	269	256	837	105	668	339	1112	79	221	151	451	175	698	80	953	3353
% App. Total	37.3	32.1	30.6		9.4	60.1	30.5		17.5	49	33.5		18.4	73.2	8.4		
PHF	.886	.841	.901	.982	.905	.928	.874	.949	.760	.891	.944	.964	.911	.886	.833	.931	.967

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City of Brea
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File Name : 01_BRE_SC_Birch PM
Site Code : 10825331
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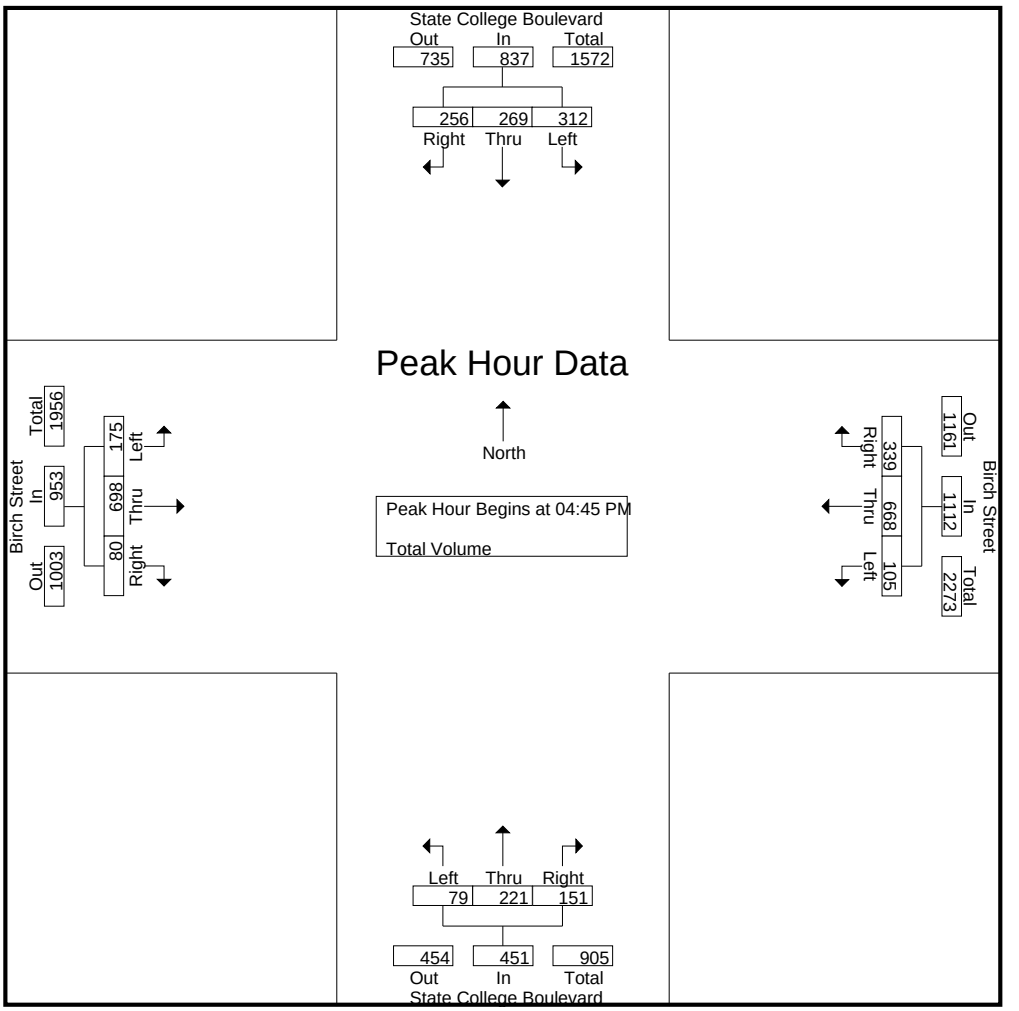

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	77	64	66	207	26	151	70	247	20	59	32	111	39	**197**	20	**256**
+15 mins.	77	**80**	54	211	28	166	**97**	291	**27**	55	**44**	**126**	**48**	180	**24**	252
+30 mins.	**88**	53	65	206	22	174	87	283	19	59	32	110	46	180	17	243
+45 mins.	70	72	**71**	**213**	**29**	**180**	84	**293**	9	**62**	40	111	24	166	20	210
Total Volume	312	269	256	837	105	671	338	1114	75	235	148	458	157	723	81	961
% App. Total	37.3	32.1	30.6		9.4	60.2	30.3		16.4	51.3	32.3		16.3	75.2	8.4	
PHF	.886	.841	.901	.982	.905	.932	.871	.951	.694	.948	.841	.909	.818	.918	.844	.938

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City of Brea
N/S: State College Boulevard
E/W: Birch Street
Weather: Clear

File Name : 01_BRE_SC_Birch Sat
Site Code : 10825331
Start Date : 4/26/2025
Page No : 1

Groups Printed- Total Volume

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	45	77	88	210	26	117	46	189	27	29	13	69	30	106	38	174	642
11:15 AM	34	60	69	163	45	144	41	230	15	31	16	62	39	82	19	140	595
11:30 AM	58	64	70	192	29	125	46	200	29	36	16	81	47	95	26	168	641
11:45 AM	32	72	71	175	31	146	36	213	14	42	18	74	38	114	23	175	637
Total	169	273	298	740	131	532	169	832	85	138	63	286	154	397	106	657	2515
12:00 PM	36	91	78	205	43	165	42	250	30	36	24	90	51	124	28	203	748
12:15 PM	45	57	69	171	26	129	35	190	24	45	25	94	28	117	29	174	629
12:30 PM	59	80	80	219	37	131	28	196	21	40	28	89	55	125	27	207	711
12:45 PM	52	67	77	196	31	129	55	215	21	50	25	96	40	129	31	200	707
Total	192	295	304	791	137	554	160	851	96	171	102	369	174	495	115	784	2795
Grand Total	361	568	602	1531	268	1086	329	1683	181	309	165	655	328	892	221	1441	5310
Apprch %	23.6	37.1	39.3		15.9	64.5	19.5		27.6	47.2	25.2		22.8	61.9	15.3		
Total %	6.8	10.7	11.3	28.8	5	20.5	6.2	31.7	3.4	5.8	3.1	12.3	6.2	16.8	4.2	27.1	

	State College Boulevard Southbound				Birch Street Westbound				State College Boulevard Northbound				Birch Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	36	**91**	78	205	**43**	**165**	42	**250**	**30**	36	24	90	51	124	28	203	**748**
12:15 PM	45	57	69	171	26	129	35	190	24	45	25	94	28	117	29	174	629
12:30 PM	**59**	80	**80**	**219**	37	131	28	196	21	40	**28**	89	**55**	125	27	**207**	711
12:45 PM	52	67	77	196	31	129	**55**	215	21	**50**	25	**96**	40	**129**	**31**	200	707
Total Volume	192	295	304	791	137	554	160	851	96	171	102	369	174	495	115	784	2795
% App. Total	24.3	37.3	38.4		16.1	65.1	18.8		26	46.3	27.6		22.2	63.1	14.7		
PHF	.814	.810	.950	.903	.797	.839	.727	.851	.800	.855	.911	.961	.791	.959	.927	.947	.934

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City of Brea
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Site Code : 10825331
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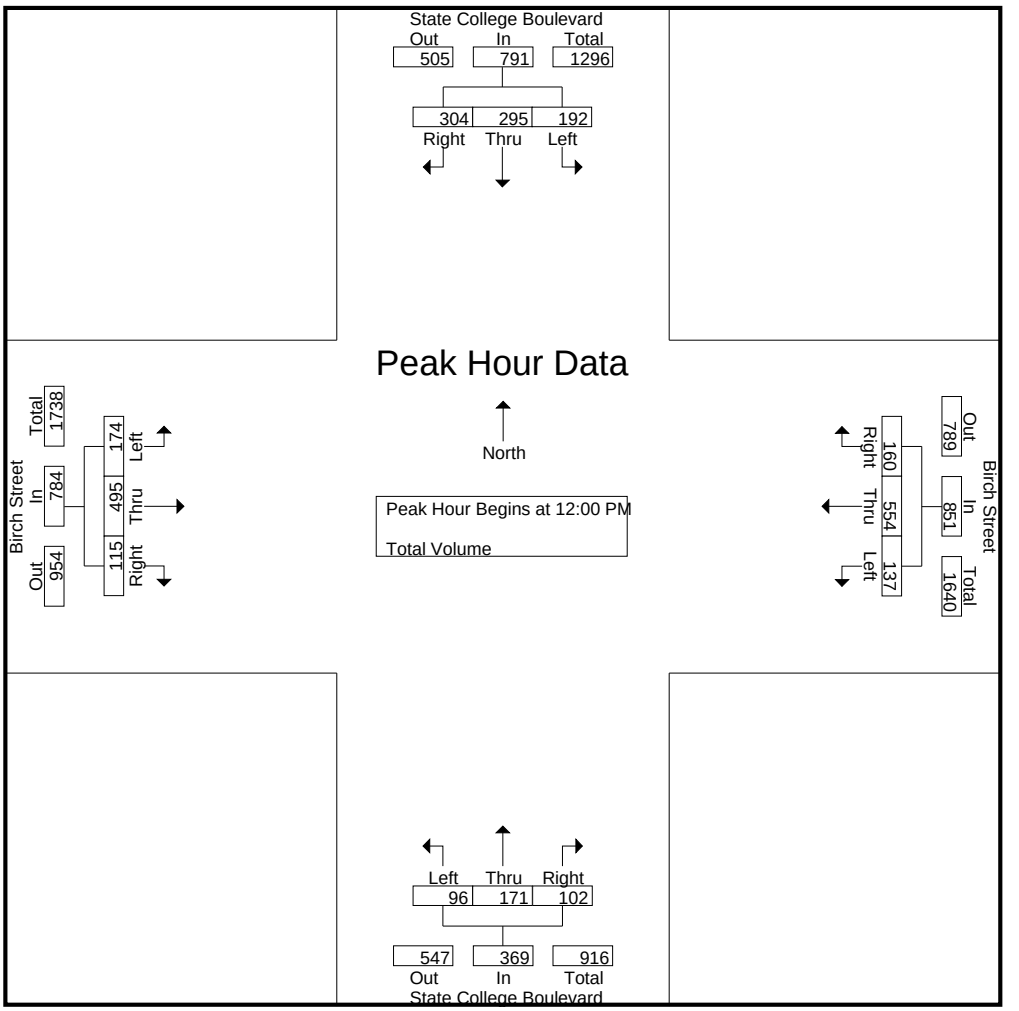

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:15 AM				12:00 PM				12:00 PM			
+0 mins.	36	**91**	78	205	**45**	144	41	230	**30**	36	24	90	51	124	28	203
+15 mins.	45	57	69	171	29	125	**46**	200	24	45	25	94	28	117	29	174
+30 mins.	**59**	80	**80**	**219**	31	146	36	213	21	40	**28**	89	**55**	125	27	**207**
+45 mins.	52	67	77	196	43	**165**	42	**250**	21	**50**	25	**96**	40	**129**	**31**	200
Total Volume	192	295	304	791	148	580	165	893	96	171	102	369	174	495	115	784
% App. Total	24.3	37.3	38.4		16.6	64.9	18.5		26	46.3	27.6		22.2	63.1	14.7	
PHF	.814	.810	.950	.903	.822	.879	.897	.893	.800	.855	.911	.961	.791	.959	.927	.947

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City of Brea
N/S: State College Boulevard
E/W: Brea Mall North Driveway
Weather: Clear

File Name : 02_BRE_SC_BMN DW AM
Site Code : 10825331
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	102	4	107	0	0	0	0	3	23	2	28	0	0	1	1	136
07:15 AM	0	144	3	147	0	0	0	0	3	45	1	49	1	0	0	1	197
07:30 AM	0	170	2	172	0	0	0	0	2	48	1	51	0	0	1	1	224
07:45 AM	2	165	6	173	0	0	0	0	5	73	2	80	0	0	2	2	255
Total	3	581	15	599	0	0	0	0	13	189	6	208	1	0	4	5	812
08:00 AM	0	156	7	163	0	0	0	0	4	85	3	92	1	0	1	2	257
08:15 AM	0	125	5	130	0	0	0	0	9	64	0	73	1	0	2	3	206
08:30 AM	1	97	9	107	0	0	0	0	6	76	0	82	1	0	2	3	192
08:45 AM	3	95	14	112	0	0	1	1	8	67	3	78	0	0	3	3	194
Total	4	473	35	512	0	0	1	1	27	292	6	325	3	0	8	11	849
Grand Total	7	1054	50	1111	0	0	1	1	40	481	12	533	4	0	12	16	1661
Apprch %	0.6	94.9	4.5		0	0	100		7.5	90.2	2.3		25	0	75		
Total %	0.4	63.5	3	66.9	0	0	0.1	0.1	2.4	29	0.7	32.1	0.2	0	0.7	1	

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**170**	2	172	0	0	0	0	2	48	1	51	0	0	1	1	224
07:45 AM	**2**	165	6	**173**	0	0	0	0	5	73	2	80	0	0	**2**	2	255
08:00 AM	0	156	**7**	163	0	0	0	0	4	**85**	**3**	**92**	**1**	0	1	2	**257**
08:15 AM	0	125	5	130	0	0	0	0	**9**	64	0	73	1	0	2	**3**	206
Total Volume	2	616	20	638	0	0	0	0	20	270	6	296	2	0	6	8	942
% App. Total	0.3	96.6	3.1		0	0	0		6.8	91.2	2		25	0	75		
PHF	.250	.906	.714	.922	.000	.000	.000	.000	.556	.794	.500	.804	.500	.000	.750	.667	.916

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File Name : 02_BRE_SC_BMN DW AM
Site Code : 10825331
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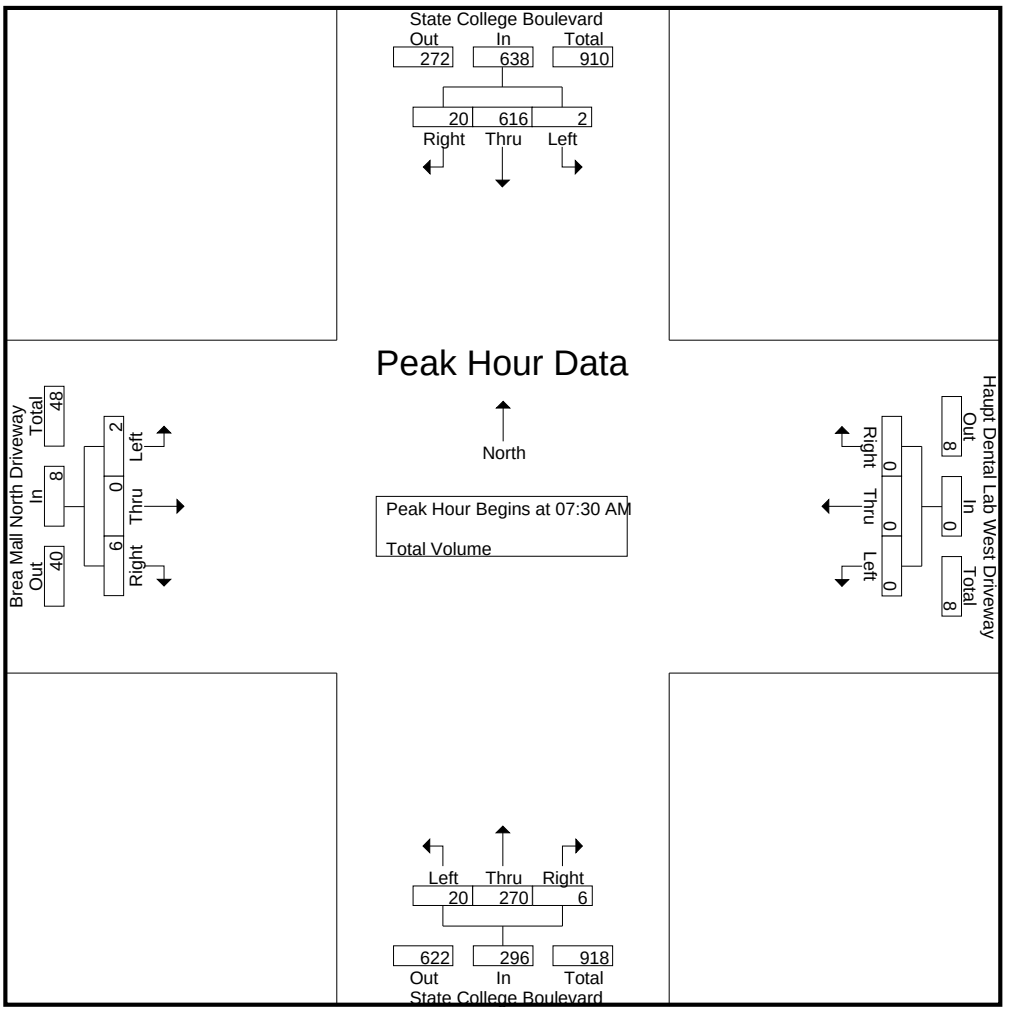

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	0	144	3	147	0	0	0	0	5	73	2	80	**1**	0	1	2
+15 mins.	0	**170**	2	172	0	0	0	0	4	**85**	**3**	**92**	1	0	2	**3**
+30 mins.	**2**	165	6	**173**	0	0	0	0	**9**	64	0	73	1	0	2	3
+45 mins.	0	156	**7**	163	0	0	**1**	**1**	6	76	0	82	0	0	**3**	3
Total Volume	2	635	18	655	0	0	1	1	24	298	5	327	3	0	8	11
% App. Total	0.3	96.9	2.7		0	0	100		7.3	91.1	1.5		27.3	0	72.7	
PHF	.250	.934	.643	.947	.000	.000	.250	.250	.667	.876	.417	.889	.750	.000	.667	.917

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City of Brea
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File Name : 02_BRE_SC_BMN DW PM
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Groups Printed- Total Volume

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	94	15	111	1	0	1	2	8	94	0	102	12	1	4	17	232
04:15 PM	2	65	13	80	0	1	1	2	6	110	0	116	15	0	11	26	224
04:30 PM	0	66	26	92	0	0	1	1	9	101	0	110	8	0	8	16	219
04:45 PM	0	75	41	116	0	0	0	0	15	101	0	116	8	0	8	16	248
Total	4	300	95	399	1	1	3	5	38	406	0	444	43	1	31	75	923
05:00 PM	0	92	32	124	3	1	1	5	9	107	0	116	9	1	11	21	266
05:15 PM	0	78	28	106	0	0	0	0	10	99	0	109	19	0	7	26	241
05:30 PM	0	90	25	115	1	0	1	2	6	103	0	109	13	0	9	22	248
05:45 PM	2	84	26	112	0	0	0	0	7	78	0	85	20	0	10	30	227
Total	2	344	111	457	4	1	2	7	32	387	0	419	61	1	37	99	982
Grand Total	6	644	206	856	5	2	5	12	70	793	0	863	104	2	68	174	1905
Apprch %	0.7	75.2	24.1		41.7	16.7	41.7		8.1	91.9	0		59.8	1.1	39.1		
Total %	0.3	33.8	10.8	44.9	0.3	0.1	0.3	0.6	3.7	41.6	0	45.3	5.5	0.1	3.6	9.1	

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	75	**41**	116	0	0	0	0	**15**	101	0	**116**	8	0	8	16	248
05:00 PM	0	**92**	32	**124**	**3**	**1**	**1**	**5**	9	**107**	0	116	9	**1**	**11**	21	**266**
05:15 PM	0	78	28	106	0	0	0	0	10	99	0	109	**19**	0	7	**26**	241
05:30 PM	0	90	25	115	1	0	1	2	6	103	0	109	13	0	9	22	248
Total Volume	0	335	126	461	4	1	2	7	40	410	0	450	49	1	35	85	1003
% App. Total	0	72.7	27.3		57.1	14.3	28.6		8.9	91.1	0		57.6	1.2	41.2		
PHF	.000	.910	.768	.929	.333	.250	.500	.350	.667	.958	.000	.970	.645	.250	.795	.817	.943

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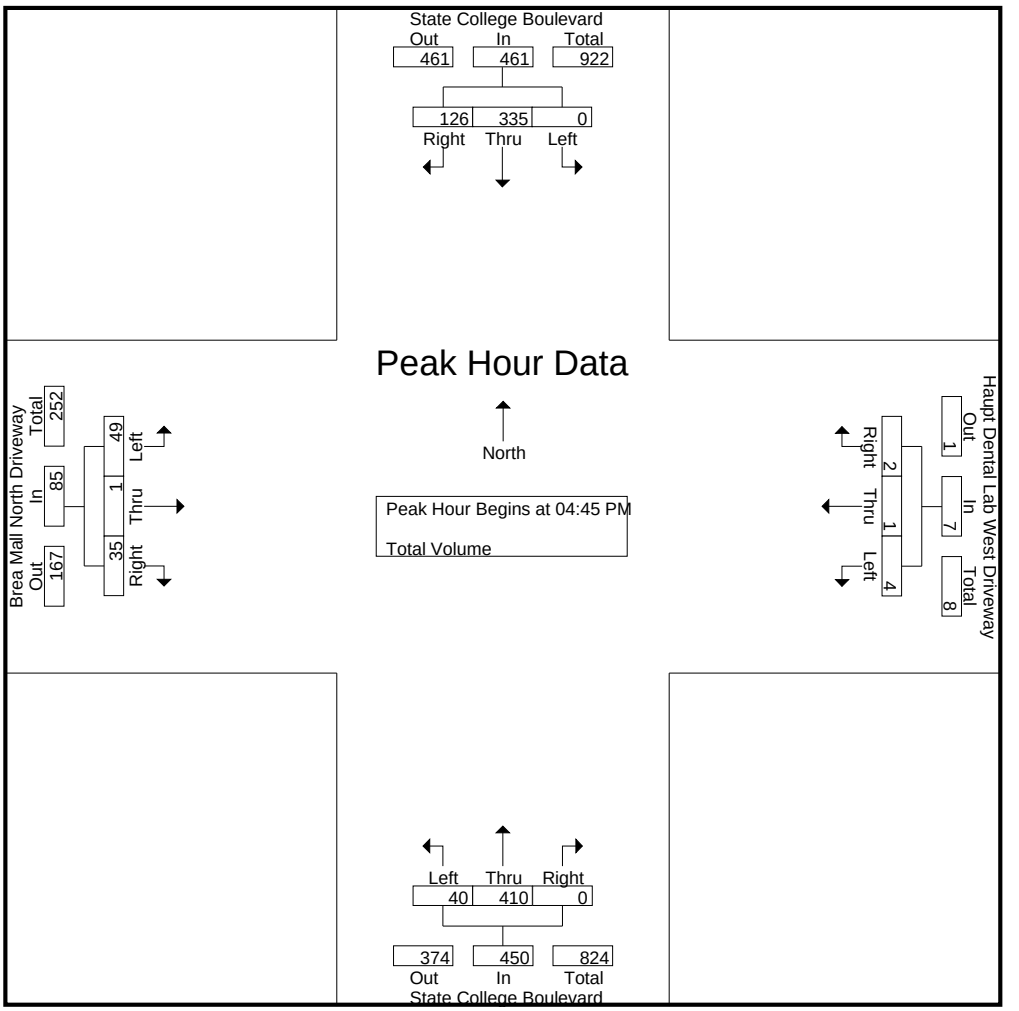

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	0	75	**41**	116	0	**1**	**1**	2	6	**110**	0	**116**	9	**1**	**11**	21
+15 mins.	0	**92**	32	**124**	0	0	1	1	9	101	0	110	19	0	7	26
+30 mins.	0	78	28	106	0	0	0	0	**15**	101	0	116	13	0	9	22
+45 mins.	0	90	25	115	**3**	1	1	**5**	9	107	0	116	**20**	0	10	**30**
Total Volume	0	335	126	461	3	2	3	8	39	419	0	458	61	1	37	99
% App. Total	0	72.7	27.3		37.5	25	37.5		8.5	91.5	0		61.6	1	37.4	
PHF	.000	.910	.768	.929	.250	.500	.750	.400	.650	.952	.000	.987	.763	.250	.841	.825

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City of Brea
N/S: State College Boulevard
E/W: Brea Mall North Driveway
Weather: Clear

File Name : 02_BRE_SC_BMN DW Sat
Site Code : 10825331
Start Date : 4/26/2025
Page No : 1

Groups Printed- Total Volume

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	1	97	50	148	0	0	0	0	8	60	1	69	7	0	6	13	230
11:15 AM	0	73	56	129	1	0	0	1	13	53	1	67	10	0	11	21	218
11:30 AM	1	85	31	117	2	0	1	3	12	70	0	82	8	0	11	19	221
11:45 AM	1	90	41	132	0	0	0	0	9	67	0	76	14	0	10	24	232
Total	3	345	178	526	3	0	1	4	42	250	2	294	39	0	38	77	901
12:00 PM	1	89	70	160	0	0	0	0	14	74	1	89	10	0	12	22	271
12:15 PM	0	90	30	120	0	1	0	1	12	86	0	98	13	1	13	27	246
12:30 PM	3	87	61	151	0	0	0	0	14	77	0	91	13	0	20	33	275
12:45 PM	0	83	49	132	0	0	0	0	12	75	0	87	20	0	18	38	257
Total	4	349	210	563	0	1	0	1	52	312	1	365	56	1	63	120	1049
Grand Total	7	694	388	1089	3	1	1	5	94	562	3	659	95	1	101	197	1950
Apprch %	0.6	63.7	35.6		60	20	20		14.3	85.3	0.5		48.2	0.5	51.3		
Total %	0.4	35.6	19.9	55.8	0.2	0.1	0.1	0.3	4.8	28.8	0.2	33.8	4.9	0.1	5.2	10.1	

	State College Boulevard Southbound				Haupt Dental Lab West Driveway Westbound				State College Boulevard Northbound				Brea Mall North Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	89	**70**	**160**	0	0	0	0	**14**	74	**1**	89	10	0	12	22	271
12:15 PM	0	**90**	30	120	0	**1**	0	**1**	12	**86**	0	**98**	13	**1**	13	27	246
12:30 PM	**3**	87	61	151	0	0	0	0	14	77	0	91	13	0	**20**	33	**275**
12:45 PM	0	83	49	132	0	0	0	0	12	75	0	87	**20**	0	18	**38**	257
Total Volume	4	349	210	563	0	1	0	1	52	312	1	365	56	1	63	120	1049
% App. Total	0.7	62	37.3		0	100	0		14.2	85.5	0.3		46.7	0.8	52.5		
PHF	.333	.969	.750	.880	.000	.250	.000	.250	.929	.907	.250	.931	.700	.250	.788	.789	.954

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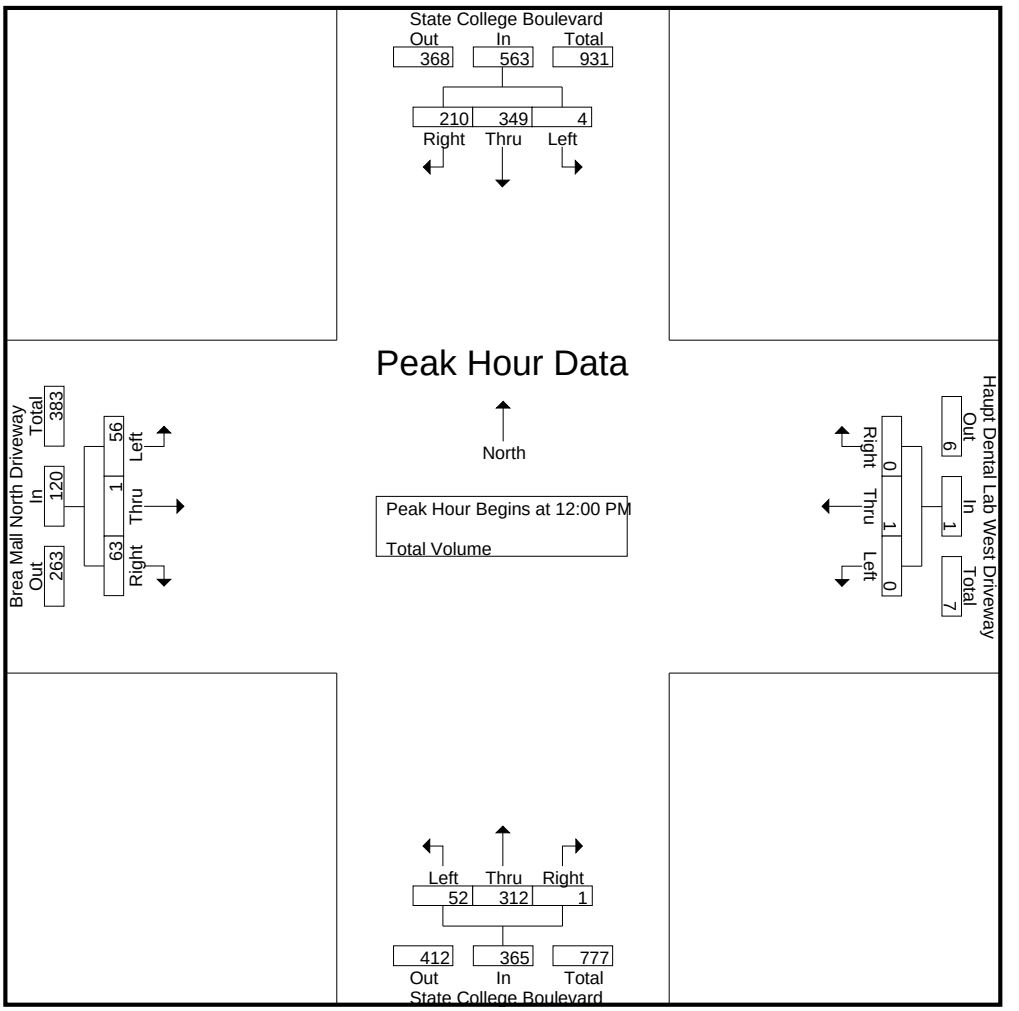
City of Brea
N/S: State College Boulevard
E/W: Brea Mall North Driveway
Weather: Clear

File Name : 02_BRE_SC_BMN DW Sat
Site Code : 10825331
Start Date : 4/26/2025
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM				11:00 AM				12:00 PM				12:00 PM			
+0 mins.	1	**90**	41	132	0	0	0	0	**14**	74	**1**	89	10	0	12	22
+15 mins.	1	89	**70**	**160**	1	0	0	1	12	**86**	0	**98**	13	**1**	13	27
+30 mins.	0	90	30	120	**2**	0	**1**	**3**	14	77	0	91	13	0	**20**	33
+45 mins.	**3**	87	61	151	0	0	0	0	12	75	0	87	**20**	0	18	**38**
Total Volume	5	356	202	563	3	0	1	4	52	312	1	365	56	1	63	120
% App. Total	0.9	63.2	35.9		75	0	25		14.2	85.5	0.3		46.7	0.8	52.5	
PHF	.417	.989	.721	.880	.375	.000	.250	.333	.929	.907	.250	.931	.700	.250	.788	.789

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City of Brea
N/S: Haupt Dental Lab North Driveway
E/W: Birch Street
Weather: Clear

File Name : 03_BRE_HDL DW_Birch AM
Site Code : 10825331
Start Date : 4/1/2025

Groups Printed- Total Volume

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	115	115	0	0	0	155	0	155	270
07:15 AM	0	143	143	0	0	0	208	1	209	352
07:30 AM	0	208	208	0	0	0	212	0	212	420
07:45 AM	0	251	251	0	1	1	221	2	223	475
Total	0	717	717	0	1	1	796	3	799	1517
08:00 AM	0	230	230	0	2	2	263	1	264	496
08:15 AM	0	187	187	0	1	1	260	1	261	449
08:30 AM	0	203	203	0	0	0	188	0	188	391
08:45 AM	0	189	189	0	1	1	163	1	164	354
Total	0	809	809	0	4	4	874	3	877	1690
Grand Total	0	1526	1526	0	5	5	1670	6	1676	3207
Apprch %	0	100		0	100		99.6	0.4		
Total %	0	47.6	47.6	0	0.2	0.2	52.1	0.2	52.3	

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	208	208	0	0	0	212	0	212	420
07:45 AM	0	**251**	**251**	0	1	1	221	**2**	223	475
08:00 AM	0	230	230	0	**2**	**2**	**263**	1	**264**	**496**
08:15 AM	0	187	187	0	1	1	260	1	261	449
Total Volume	0	876	876	0	4	4	956	4	960	1840
% App. Total	0	100		0	100		99.6	0.4		
PHF	.000	.873	.873	.000	.500	.500	.909	.500	.909	.927

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City of Brea
N/S: Haupt Dental Lab North Driveway
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File Name : 03_BRE_HDL DW_Birch AM
Site Code : 10825331
Start Date : 4/1/2025
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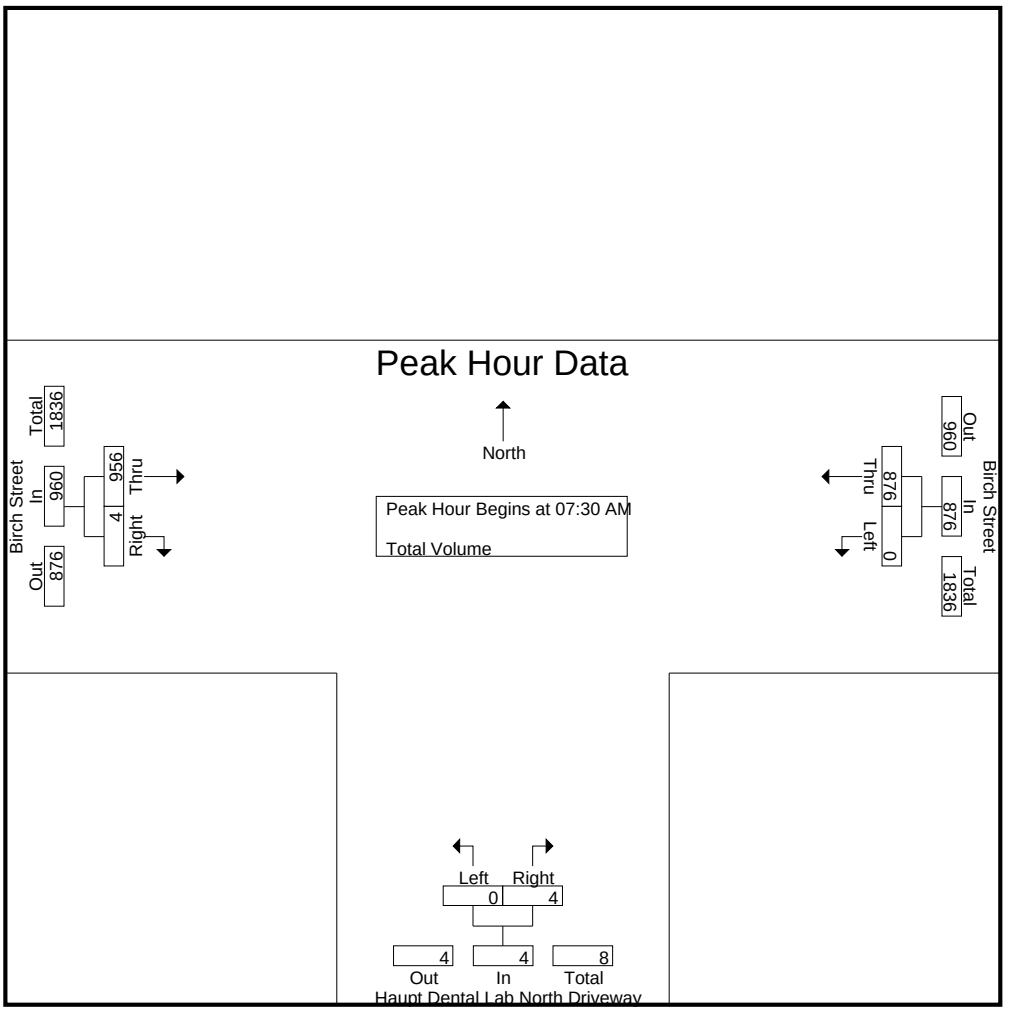

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	208	208	0	0	0	212	0	212
+15 mins.	0	**251**	**251**	0	1	1	221	**2**	223
+30 mins.	0	230	230	0	**2**	**2**	**263**	1	**264**
+45 mins.	0	187	187	0	1	1	260	1	261
Total Volume	0	876	876	0	4	4	956	4	960
% App. Total	0	100		0	100		99.6	0.4	
PHF	.000	.873	.873	.000	.500	.500	.909	.500	.909

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City of Brea
N/S: Haupt Dental Lab North Driveway
E/W: Birch Street
Weather: Clear

File Name : 03_BRE_HDL DW_Birch PM
Site Code : 10825331
Start Date : 4/1/2025
Page No : 1

Groups Printed- Total Volume

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	253	253	0	3	3	271	1	272	528
04:15 PM	0	244	244	0	0	0	252	2	254	498
04:30 PM	0	268	268	0	3	3	250	0	250	521
04:45 PM	0	291	291	0	2	2	256	0	256	549
Total	0	1056	1056	0	8	8	1029	3	1032	2096
05:00 PM	0	277	277	0	2	2	302	0	302	581
05:15 PM	0	280	280	0	2	2	313	0	313	595
05:30 PM	0	252	252	0	0	0	290	0	290	542
05:45 PM	0	282	282	0	0	0	271	0	271	553
Total	0	1091	1091	0	4	4	1176	0	1176	2271
Grand Total	0	2147	2147	0	12	12	2205	3	2208	4367
Apprch %	0	100		0	100		99.9	0.1		
Total %	0	49.2	49.2	0	0.3	0.3	50.5	0.1	50.6	

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	277	277	0	**2**	**2**	302	0	302	581
05:15 PM	0	280	280	0	2	2	**313**	0	**313**	**595**
05:30 PM	0	252	252	0	0	0	290	0	290	542
05:45 PM	0	**282**	**282**	0	0	0	271	0	271	553
Total Volume	0	1091	1091	0	4	4	1176	0	1176	2271
% App. Total	0	100		0	100		100	0		
PHF	.000	.967	.967	.000	.500	.500	.939	.000	.939	.954

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E/W: Birch Street
Weather: Clear

File Name : 03_BRE_HDL DW_Birch PM
Site Code : 10825331
Start Date : 4/1/2025
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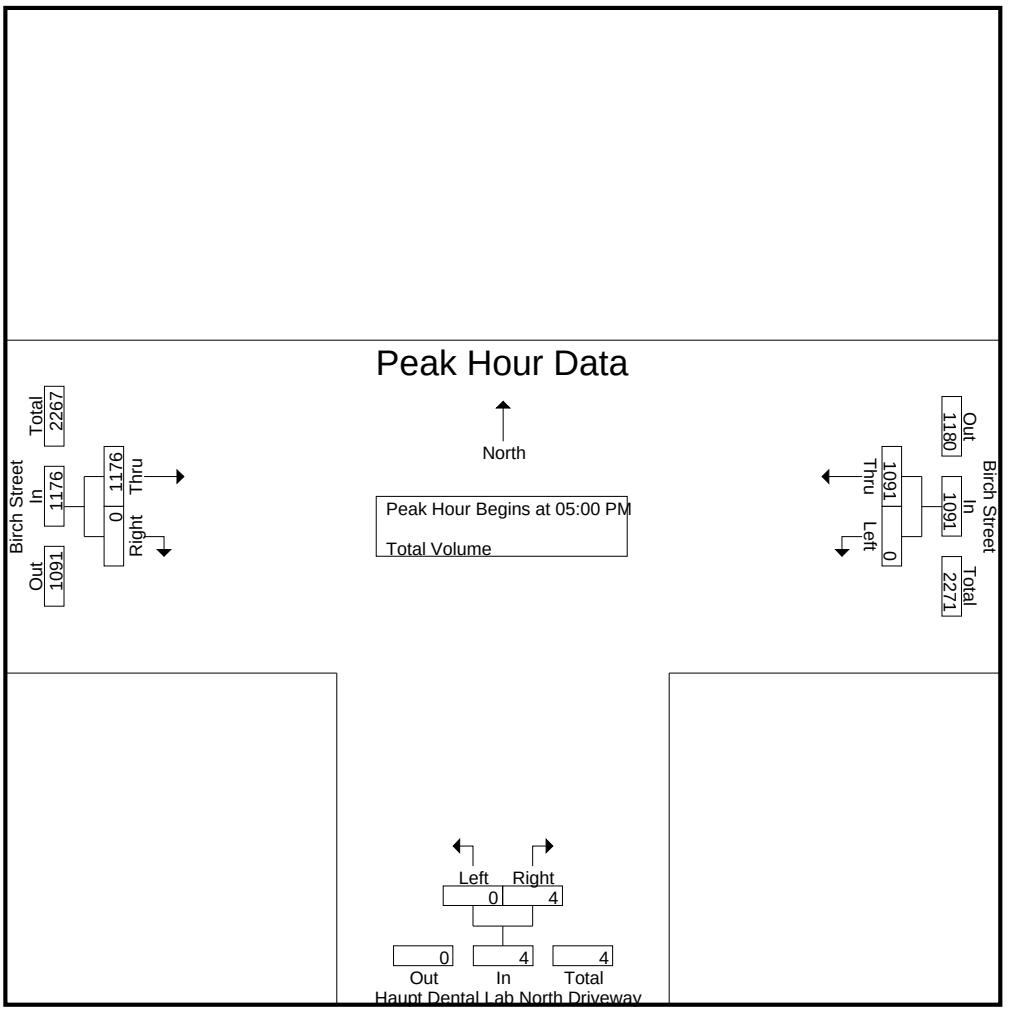

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			05:00 PM		
+0 mins.	0	268	268	0	**3**	**3**	302	0	302
+15 mins.	0	**291**	**291**	0	2	2	**313**	0	**313**
+30 mins.	0	277	277	0	2	2	290	0	290
+45 mins.	0	280	280	0	2	2	271	0	271
Total Volume	0	1116	1116	0	9	9	1176	0	1176
% App. Total	0	100		0	100		100	0	
PHF	.000	.959	.959	.000	.750	.750	.939	.000	.939

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City of Brea
N/S: Haupt Dental Lab North Driveway
E/W: Birch Street
Weather: Clear

File Name : 03_BRE_HDL DW_Birch Sat
Site Code : 10825331
Start Date : 4/26/2025

Groups Printed- Total Volume

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	0	188	188	0	0	0	162	0	162	350
11:15 AM	0	239	239	0	1	1	139	0	139	379
11:30 AM	0	220	220	0	1	1	172	2	174	395
11:45 AM	0	231	231	0	0	0	176	0	176	407
Total	0	878	878	0	2	2	649	2	651	1531
12:00 PM	0	251	251	0	1	1	199	0	199	451
12:15 PM	0	208	208	0	0	0	210	0	210	418
12:30 PM	0	195	195	0	0	0	207	0	207	402
12:45 PM	0	217	217	0	0	0	206	0	206	423
Total	0	871	871	0	1	1	822	0	822	1694
Grand Total	0	1749	1749	0	3	3	1471	2	1473	3225
Apprch %	0	100		0	100		99.9	0.1		
Total %	0	54.2	54.2	0	0.1	0.1	45.6	0.1	45.7	

	Birch Street Westbound			Haupt Dental Lab North Driveway Northbound			Birch Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	**251**	**251**	0	**1**	**1**	199	0	199	**451**
12:15 PM	0	208	208	0	0	0	**210**	0	**210**	418
12:30 PM	0	195	195	0	0	0	207	0	207	402
12:45 PM	0	217	217	0	0	0	206	0	206	423
Total Volume	0	871	871	0	1	1	822	0	822	1694
% App. Total	0	100		0	100		100	0		
PHF	.000	.868	.868	.000	.250	.250	.979	.000	.979	.939

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File Name : 03_BRE_HDL DW_Birch Sat
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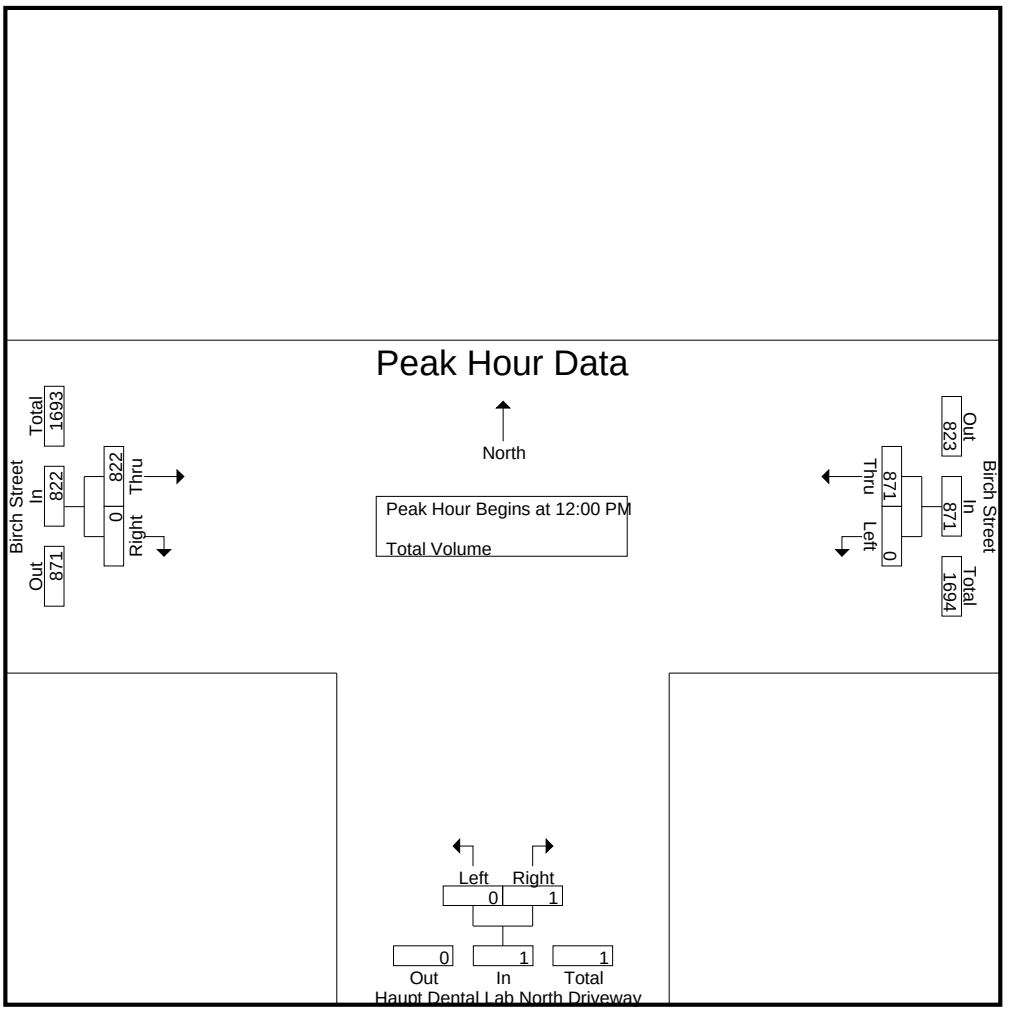
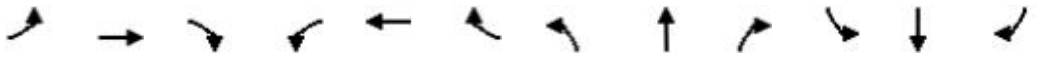


Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM			11:15 AM			12:00 PM		
+0 mins.	0	239	239	0	**1**	**1**	199	0	199
+15 mins.	0	220	220	0	1	1	**210**	0	**210**
+30 mins.	0	231	231	0	0	0	207	0	207
+45 mins.	0	**251**	**251**	0	1	1	206	0	206
Total Volume	0	941	941	0	3	3	822	0	822
% App. Total	0	100		0	100		100	0	
PHF	.000	.937	.937	.000	.750	.750	.979	.000	.979

APPENDIX C
INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	405	31	99	540	236	52	157	67	502	510	186
Future Volume (veh/h)	81	405	31	99	540	236	52	157	67	502	510	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	440	34	108	587	257	57	171	73	546	554	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	184	761	339	195	772	344	154	1115	497	667	1642	732
Arrive On Green	0.05	0.21	0.21	0.06	0.22	0.22	0.04	0.31	0.31	0.19	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	88	440	34	108	587	257	57	171	73	546	554	202
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.0	9.0	1.4	2.5	12.5	12.2	1.3	2.8	2.7	12.2	8.0	6.3
Cycle Q Clear(g_c), s	2.0	9.0	1.4	2.5	12.5	12.2	1.3	2.8	2.7	12.2	8.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	761	339	195	772	344	154	1115	497	667	1642	732
V/C Ratio(X)	0.48	0.58	0.10	0.55	0.76	0.75	0.37	0.15	0.15	0.82	0.34	0.28
Avail Cap(c_a), veh/h	244	990	442	287	1034	461	235	1115	497	963	1642	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	28.5	25.5	37.1	29.6	29.5	37.5	20.0	19.9	31.2	13.8	13.4
Incr Delay (d2), s/veh	1.9	0.7	0.1	2.4	2.3	4.5	1.5	0.3	0.6	3.8	0.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.7	0.5	1.0	5.2	4.7	0.6	1.1	1.0	5.1	3.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	29.2	25.6	39.6	32.0	34.1	38.9	20.3	20.6	35.0	14.4	14.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	B	B
Approach Vol, veh/h		562			952			301			1302	
Approach Delay, s/veh		30.5			33.4			23.9			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	29.8	9.1	21.8	8.1	41.8	8.8	22.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	20.3	6.7	22.5	5.5	37.3	5.7	23.5
Max Q Clear Time (g_c+I1), s	14.2	4.8	4.5	11.0	3.3	10.0	4.0	14.5
Green Ext Time (p_c), s	1.3	1.0	0.1	2.2	0.0	4.4	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	6	0	0	0	20	270	6	2	616	20
Future Volume (veh/h)	2	0	6	0	0	0	20	270	6	2	616	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	7	0	0	0	22	293	7	2	670	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	0	58	0	22	18	88	2741	65	5	2633	86
Arrive On Green	0.01	0.00	0.01	0.00	0.00	0.00	0.03	0.77	0.77	0.00	0.75	0.75
Sat Flow, veh/h	1417	0	1585	0	1870	1585	3456	3547	85	1781	3511	115
Grp Volume(v), veh/h	2	0	7	0	0	0	22	146	154	2	339	353
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	1585	1728	1777	1855	1781	1777	1850
Q Serve(g_s), s	0.1	0.0	0.3	0.0	0.0	0.0	0.4	1.3	1.3	0.1	3.7	3.7
Cycle Q Clear(g_c), s	0.1	0.0	0.3	0.0	0.0	0.0	0.4	1.3	1.3	0.1	3.7	3.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	130	0	58	0	22	18	88	1373	1433	5	1333	1387
V/C Ratio(X)	0.02	0.00	0.12	0.00	0.00	0.00	0.25	0.11	0.11	0.41	0.25	0.25
Avail Cap(c_a), veh/h	550	0	528	0	576	488	518	1373	1433	267	1333	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	29.5	0.0	0.0	0.0	30.3	1.8	1.8	31.5	2.4	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	0.0	1.5	0.2	0.2	47.4	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	0.0	30.4	0.0	0.0	0.0	31.8	1.9	1.9	78.9	2.9	2.9
LnGrp LOS	C		C				C	A	A	E	A	A
Approach Vol, veh/h		9			0			322			694	
Approach Delay, s/veh		30.5			0.0			4.0			3.1	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.7	53.4		5.2	6.1	52.0		5.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	47.5		19.5	9.5	47.5		19.5
Max Q Clear Time (g_c+I1), s	2.1	3.3		2.3	2.4	5.7		0.0
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	4.4		0.0

Intersection Summary		
HCM 7th Control Delay, s/veh		3.6
HCM 7th LOS		A

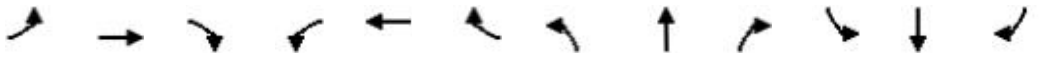
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	956	4	0	876	0	4
Future Vol, veh/h	956	4	0	876	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1028	4	0	942	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	516
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	504
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	504
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	504	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Ctrl Dly (s/v)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	698	80	105	668	339	79	221	151	312	269	256
Future Volume (veh/h)	175	698	80	105	668	339	79	221	151	312	269	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	720	82	108	689	349	81	228	156	322	277	264
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	1038	463	195	967	431	179	1093	488	419	1340	598
Arrive On Green	0.08	0.29	0.29	0.06	0.27	0.27	0.05	0.31	0.31	0.12	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	180	720	82	108	689	349	81	228	156	322	277	264
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.1	14.5	3.1	2.5	14.2	16.6	1.8	3.8	6.1	7.3	4.3	10.1
Cycle Q Clear(g_c), s	4.1	14.5	3.1	2.5	14.2	16.6	1.8	3.8	6.1	7.3	4.3	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	1038	463	195	967	431	179	1093	488	419	1340	598
V/C Ratio(X)	0.68	0.69	0.18	0.55	0.71	0.81	0.45	0.21	0.32	0.77	0.21	0.44
Avail Cap(c_a), veh/h	406	1288	574	286	1165	519	235	1093	488	620	1340	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	25.4	21.4	37.2	26.6	27.5	37.2	20.7	21.5	34.4	17.0	18.8
Incr Delay (d2), s/veh	3.1	1.2	0.2	2.5	1.6	7.9	1.8	0.4	1.7	3.4	0.3	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.0	1.1	1.0	5.7	6.7	0.8	1.6	2.3	3.1	1.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	26.6	21.6	39.6	28.2	35.3	39.0	21.1	23.2	37.8	17.4	21.2
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	B	C
Approach Vol, veh/h		982			1146			465			863	
Approach Delay, s/veh		28.6			31.4			25.0			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	29.4	9.1	28.1	8.7	35.0	10.7	26.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	21.5	6.7	29.3	5.5	30.5	9.5	26.5
Max Q Clear Time (g_c+I1), s	9.3	8.1	4.5	16.5	3.8	12.1	6.1	18.6
Green Ext Time (p_c), s	0.5	1.5	0.1	4.1	0.0	2.4	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1	35	4	1	2	40	410	0	0	335	126
Future Volume (veh/h)	49	1	35	4	1	2	40	410	0	0	335	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1	37	4	1	2	43	436	0	0	356	134
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1	304	101	15	238	143	2532	0	3	1529	567
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.71	0.00	0.00	0.60	0.60
Sat Flow, veh/h	25	8	1585	12	98	1585	3456	3647	0	1781	2538	940
Grp Volume(v), veh/h	53	0	37	5	0	2	43	436	0	0	248	242
Grp Sat Flow(s),veh/h/ln	33	0	1585	109	0	1585	1728	1777	0	1781	1777	1701
Q Serve(g_s), s	0.2	0.0	1.3	0.0	0.0	0.1	0.8	2.6	0.0	0.0	4.2	4.3
Cycle Q Clear(g_c), s	9.8	0.0	1.3	9.8	0.0	0.1	0.8	2.6	0.0	0.0	4.2	4.3
Prop In Lane	0.98		1.00	0.80		1.00	1.00		0.00	1.00		0.55
Lane Grp Cap(c), veh/h	114	0	304	115	0	238	143	2532	0	3	1071	1025
V/C Ratio(X)	0.47	0.00	0.12	0.04	0.00	0.01	0.30	0.17	0.00	0.00	0.23	0.24
Avail Cap(c_a), veh/h	453	0	682	461	0	617	606	2532	0	136	1071	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	21.9	24.4	0.0	23.7	30.5	3.1	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh	2.9	0.0	0.2	0.2	0.0	0.0	1.2	0.1	0.0	0.0	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.1	0.0	0.0	0.3	0.5	0.0	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	0.0	22.1	24.5	0.0	23.7	31.7	3.2	0.0	0.0	6.5	6.6
LnGrp LOS	D		C	C		C	C	A			A	A
Approach Vol, veh/h		90			7			479			490	
Approach Delay, s/veh		30.0			24.3			5.8			6.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	51.2		14.4	7.2	44.0		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	46.0		25.5	11.5	39.5		25.5				
Max Q Clear Time (g_c+I1), s	10.8	4.6		11.8	2.8	6.3		11.8				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	3.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

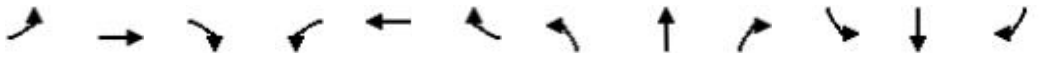
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1176	0	0	1091	0	4
Future Vol, veh/h	1176	0	0	1091	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1238	0	0	1148	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	619
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	432
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.42
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	432	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Ctrl Dly (s/v)	13.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	495	115	137	554	160	96	171	102	192	295	304
Future Volume (veh/h)	174	495	115	137	554	160	96	171	102	192	295	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	532	124	147	596	172	103	184	110	206	317	327
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	860	384	232	811	362	206	1275	569	303	1375	613
Arrive On Green	0.08	0.24	0.24	0.07	0.23	0.23	0.06	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	187	532	124	147	596	172	103	184	110	206	317	327
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.9	9.8	4.7	3.1	11.5	6.9	2.1	2.6	3.5	4.3	4.4	11.7
Cycle Q Clear(g_c), s	3.9	9.8	4.7	3.1	11.5	6.9	2.1	2.6	3.5	4.3	4.4	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	860	384	232	811	362	206	1275	569	303	1375	613
V/C Ratio(X)	0.67	0.62	0.32	0.63	0.74	0.48	0.50	0.14	0.19	0.68	0.23	0.53
Avail Cap(c_a), veh/h	493	1278	570	446	1230	549	352	1275	569	539	1375	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	24.9	23.0	33.5	26.4	24.6	33.6	16.0	16.3	32.6	15.2	17.4
Incr Delay (d2), s/veh	2.7	0.7	0.5	2.8	1.3	1.0	1.9	0.2	0.8	2.7	0.4	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.0	1.7	1.3	4.5	2.5	0.9	1.0	1.2	1.8	1.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	25.6	23.4	36.3	27.7	25.6	35.4	16.2	17.0	35.3	15.6	20.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		843			915			397			850	
Approach Delay, s/veh		27.5			28.7			21.4			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	30.9	9.4	22.3	8.9	33.0	10.5	21.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	24.5	9.5	26.5	7.5	28.5	10.5	25.5
Max Q Clear Time (g_c+I1), s	6.3	5.5	5.1	11.8	4.1	13.7	5.9	13.5
Green Ext Time (p_c), s	0.3	1.3	0.2	3.4	0.1	2.7	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1	63	0	1	0	52	312	1	4	349	210
Future Volume (veh/h)	56	1	63	0	1	0	52	312	1	4	349	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1	66	0	1	0	55	328	1	4	367	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2	192	0	134	114	170	2570	8	10	1424	844
Arrive On Green	0.07	0.07	0.07	0.00	0.07	0.00	0.05	0.71	0.71	0.01	0.66	0.66
Sat Flow, veh/h	1389	24	1585	0	1870	1585	3456	3634	11	1781	2146	1272
Grp Volume(v), veh/h	60	0	66	0	1	0	55	160	169	4	303	285
Grp Sat Flow(s),veh/h/ln	1412	0	1585	0	1870	1585	1728	1777	1868	1781	1777	1641
Q Serve(g_s), s	2.6	0.0	2.4	0.0	0.0	0.0	1.0	1.8	1.8	0.1	4.3	4.4
Cycle Q Clear(g_c), s	2.6	0.0	2.4	0.0	0.0	0.0	1.0	1.8	1.8	0.1	4.3	4.4
Prop In Lane	0.98		1.00	0.00		1.00	1.00		0.01	1.00		0.77
Lane Grp Cap(c), veh/h	215	0	192	0	134	114	170	1257	1321	10	1179	1089
V/C Ratio(X)	0.28	0.00	0.34	0.00	0.01	0.00	0.32	0.13	0.13	0.42	0.26	0.26
Avail Cap(c_a), veh/h	693	0	724	0	762	646	525	1257	1321	242	1179	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	25.2	0.0	27.0	0.0	28.7	2.9	2.9	31.0	4.3	4.3
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.0	0.0	0.0	1.1	0.2	0.2	26.6	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	0.0	0.0	0.0	0.4	0.4	0.4	0.1	1.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	26.3	0.0	27.0	0.0	29.8	3.2	3.1	57.6	4.8	4.9
LnGrp LOS	C		C		C		C	A	A	E	A	A
Approach Vol, veh/h		126			1			384			592	
Approach Delay, s/veh		27.5			27.0			7.0			5.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	48.7		9.0	7.6	46.0		9.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	42.5		25.5	9.5	41.5		25.5				
Max Q Clear Time (g_c+I1), s	2.1	3.8		4.6	3.0	6.4		2.0				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	3.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

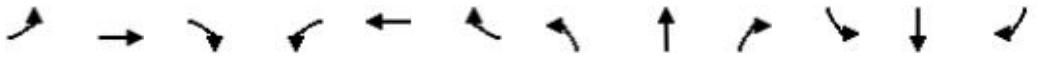
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	822	0	0	871	0	1
Future Vol, veh/h	822	0	0	871	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	874	0	0	927	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	437
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	567
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	567
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	567	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Ctrl Dly (s/v)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	422	31	102	568	236	52	167	71	502	520	186
Future Volume (veh/h)	81	422	31	102	568	236	52	167	71	502	520	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	444	33	107	598	248	55	176	75	528	547	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	768	343	194	781	348	152	1128	503	648	1639	731
Arrive On Green	0.05	0.22	0.22	0.06	0.22	0.22	0.04	0.32	0.32	0.19	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	85	444	33	107	598	248	55	176	75	528	547	196
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	9.1	1.3	2.4	12.8	11.7	1.3	2.9	2.7	11.8	7.9	6.1
Cycle Q Clear(g_c), s	1.9	9.1	1.3	2.4	12.8	11.7	1.3	2.9	2.7	11.8	7.9	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	768	343	194	781	348	152	1128	503	648	1639	731
V/C Ratio(X)	0.47	0.58	0.10	0.55	0.77	0.71	0.36	0.16	0.15	0.81	0.33	0.27
Avail Cap(c_a), veh/h	244	989	441	286	1033	461	235	1128	503	961	1639	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	28.4	25.4	37.2	29.6	29.2	37.6	19.8	19.8	31.5	13.9	13.4
Incr Delay (d2), s/veh	1.9	0.7	0.1	2.4	2.5	3.4	1.5	0.3	0.6	3.4	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	0.5	1.0	5.3	4.4	0.5	1.2	1.0	4.9	3.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	29.1	25.5	39.6	32.1	32.6	39.0	20.1	20.4	34.9	14.4	14.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	B	B
Approach Vol, veh/h		562			953			306			1271	
Approach Delay, s/veh		30.4			33.1			23.6			22.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	30.2	9.0	22.0	8.0	41.8	8.8	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	20.3	6.7	22.5	5.5	37.3	5.7	23.5
Max Q Clear Time (g_c+I1), s	13.8	4.9	4.4	11.1	3.3	9.9	3.9	14.8
Green Ext Time (p_c), s	1.3	1.0	0.1	2.2	0.0	4.3	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	6	0	0	0	20	284	6	2	626	20
Future Volume (veh/h)	2	0	6	0	0	0	20	284	6	2	626	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	6	0	0	0	21	299	6	2	659	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	0	55	0	19	16	84	2755	55	5	2642	84
Arrive On Green	0.01	0.00	0.01	0.00	0.00	0.00	0.02	0.77	0.77	0.00	0.75	0.75
Sat Flow, veh/h	1417	0	1585	0	1870	1585	3456	3563	71	1781	3515	112
Grp Volume(v), veh/h	2	0	6	0	0	0	21	149	156	2	333	347
Grp Sat Flow(s),veh/h/ln	1418	0	1585	0	1870	1585	1728	1777	1858	1781	1777	1850
Q Serve(g_s), s	0.1	0.0	0.2	0.0	0.0	0.0	0.4	1.3	1.3	0.1	3.6	3.6
Cycle Q Clear(g_c), s	0.1	0.0	0.2	0.0	0.0	0.0	0.4	1.3	1.3	0.1	3.6	3.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.04	1.00		0.06
Lane Grp Cap(c), veh/h	129	0	55	0	19	16	84	1374	1436	5	1336	1391
V/C Ratio(X)	0.02	0.00	0.11	0.00	0.00	0.00	0.25	0.11	0.11	0.41	0.25	0.25
Avail Cap(c_a), veh/h	551	0	528	0	577	489	519	1374	1436	268	1336	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	29.6	0.0	0.0	0.0	30.3	1.8	1.8	31.5	2.4	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	0.0	1.5	0.2	0.2	47.4	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	0.0	30.4	0.0	0.0	0.0	31.8	1.9	1.9	78.9	2.8	2.8
LnGrp LOS	C		C				C	A	A	E	A	A
Approach Vol, veh/h		8			0			326			682	
Approach Delay, s/veh		30.6			0.0			3.9			3.1	
Approach LOS		C						A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	53.4		5.2	6.0	52.0		5.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	47.5		19.5	9.5	47.5		19.5				
Max Q Clear Time (g_c+I1), s	2.1	3.3		2.2	2.4	5.6		0.0				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	4.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.5
HCM 7th LOS	A

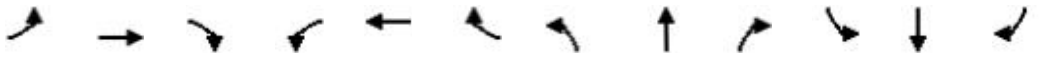
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	977	4	0	907	0	4
Future Vol, veh/h	977	4	0	907	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1028	4	0	955	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	516
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	504
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	504
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	504	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Ctrl Dly (s/v)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	721	80	110	687	339	79	226	153	312	284	256
Future Volume (veh/h)	175	721	80	110	687	339	79	226	153	312	284	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	759	84	116	723	357	83	238	161	328	299	269
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1054	470	197	982	438	180	1077	480	424	1329	593
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.05	0.30	0.30	0.12	0.37	0.37
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	184	759	84	116	723	357	83	238	161	328	299	269
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.2	15.6	3.2	2.7	15.1	17.2	1.9	4.1	6.4	7.5	4.7	10.4
Cycle Q Clear(g_c), s	4.2	15.6	3.2	2.7	15.1	17.2	1.9	4.1	6.4	7.5	4.7	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1054	470	197	982	438	180	1077	480	424	1329	593
V/C Ratio(X)	0.69	0.72	0.18	0.59	0.74	0.82	0.46	0.22	0.34	0.77	0.23	0.45
Avail Cap(c_a), veh/h	402	1277	569	284	1155	515	233	1077	480	614	1329	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	25.7	21.3	37.5	26.8	27.6	37.6	21.2	22.0	34.7	17.5	19.3
Incr Delay (d2), s/veh	3.2	1.6	0.2	2.8	2.1	8.6	1.8	0.5	1.9	3.8	0.4	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.4	1.1	1.1	6.1	7.0	0.8	1.7	2.4	3.2	1.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	27.2	21.5	40.3	28.9	36.1	39.4	21.7	23.9	38.4	17.8	21.8
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	B	C
Approach Vol, veh/h		1027			1196			482			896	
Approach Delay, s/veh		29.0			32.2			25.5			26.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	29.2	9.1	28.7	8.7	35.0	10.8	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	21.5	6.7	29.3	5.5	30.5	9.5	26.5
Max Q Clear Time (g_c+I1), s	9.5	8.4	4.7	17.6	3.9	12.4	6.2	19.2
Green Ext Time (p_c), s	0.5	1.6	0.1	4.2	0.0	2.5	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1	35	4	1	2	40	417	0	0	350	126
Future Volume (veh/h)	49	1	35	4	1	2	40	417	0	0	350	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1	37	4	1	2	42	439	0	0	368	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	1	302	101	15	238	141	2532	0	3	1549	552
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.71	0.00	0.00	0.60	0.60
Sat Flow, veh/h	25	8	1585	12	98	1585	3456	3647	0	1781	2568	915
Grp Volume(v), veh/h	53	0	37	5	0	2	42	439	0	0	253	248
Grp Sat Flow(s),veh/h/ln	33	0	1585	110	0	1585	1728	1777	0	1781	1777	1706
Q Serve(g_s), s	0.2	0.0	1.3	0.0	0.0	0.1	0.8	2.7	0.0	0.0	4.3	4.4
Cycle Q Clear(g_c), s	9.8	0.0	1.3	9.8	0.0	0.1	0.8	2.7	0.0	0.0	4.3	4.4
Prop In Lane	0.98		1.00	0.80		1.00	1.00		0.00	1.00		0.54
Lane Grp Cap(c), veh/h	114	0	302	115	0	238	141	2532	0	3	1072	1029
V/C Ratio(X)	0.47	0.00	0.12	0.04	0.00	0.01	0.30	0.17	0.00	0.00	0.24	0.24
Avail Cap(c_a), veh/h	454	0	682	462	0	617	607	2532	0	136	1072	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	22.0	24.4	0.0	23.7	30.5	3.1	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh	2.9	0.0	0.2	0.2	0.0	0.0	1.2	0.1	0.0	0.0	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.1	0.0	0.0	0.3	0.5	0.0	0.0	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	0.0	22.1	24.5	0.0	23.7	31.7	3.2	0.0	0.0	6.5	6.6
LnGrp LOS	D		C	C		C	C	A			A	A
Approach Vol, veh/h		90			7			481			501	
Approach Delay, s/veh		30.0			24.3			5.7			6.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	51.2		14.4	7.2	44.0		14.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	46.0		25.5	11.5	39.5		25.5
Max Q Clear Time (g_c+I1), s	10.8	4.7		11.8	2.8	6.4		11.8
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	3.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

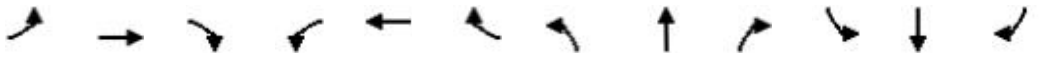
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1201	0	0	1115	0	4
Future Vol, veh/h	1201	0	0	1115	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1264	0	0	1174	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	632
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	423
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	423
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.59
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	423	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Ctrl Dly (s/v)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	511	115	139	572	160	96	184	107	192	301	304
Future Volume (veh/h)	174	511	115	139	572	160	96	184	107	192	301	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	538	121	146	602	168	101	194	113	202	317	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	863	385	231	817	364	205	1279	570	298	1375	613
Arrive On Green	0.08	0.24	0.24	0.07	0.23	0.23	0.06	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	183	538	121	146	602	168	101	194	113	202	317	320
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.8	10.0	4.6	3.0	11.6	6.7	2.1	2.7	3.6	4.2	4.4	11.4
Cycle Q Clear(g_c), s	3.8	10.0	4.6	3.0	11.6	6.7	2.1	2.7	3.6	4.2	4.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	863	385	231	817	364	205	1279	570	298	1375	613
V/C Ratio(X)	0.66	0.62	0.31	0.63	0.74	0.46	0.49	0.15	0.20	0.68	0.23	0.52
Avail Cap(c_a), veh/h	493	1278	570	446	1230	549	352	1279	570	539	1375	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	24.9	22.9	33.5	26.3	24.4	33.6	16.0	16.3	32.7	15.2	17.4
Incr Delay (d2), s/veh	2.7	0.7	0.5	2.8	1.3	0.9	1.8	0.3	0.8	2.7	0.4	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.0	1.6	1.3	4.6	2.4	0.9	1.0	1.3	1.8	1.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	25.6	23.3	36.3	27.6	25.4	35.4	16.2	17.0	35.4	15.6	20.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		842			916			408			839	
Approach Delay, s/veh		27.5			28.6			21.2			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	31.0	9.4	22.4	8.9	33.0	10.4	21.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	24.5	9.5	26.5	7.5	28.5	10.5	25.5
Max Q Clear Time (g_c+I1), s	6.2	5.6	5.0	12.0	4.1	13.4	5.8	13.6
Green Ext Time (p_c), s	0.3	1.4	0.2	3.4	0.1	2.7	0.2	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1	63	0	1	0	52	330	1	4	355	210
Future Volume (veh/h)	56	1	63	0	1	0	52	330	1	4	355	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1	66	0	1	0	55	347	1	4	374	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2	192	0	134	114	170	2571	7	10	1434	835
Arrive On Green	0.07	0.07	0.07	0.00	0.07	0.00	0.05	0.71	0.71	0.01	0.66	0.66
Sat Flow, veh/h	1389	24	1585	0	1870	1585	3456	3635	10	1781	2162	1258
Grp Volume(v), veh/h	60	0	66	0	1	0	55	170	178	4	306	289
Grp Sat Flow(s),veh/h/ln	1412	0	1585	0	1870	1585	1728	1777	1868	1781	1777	1644
Q Serve(g_s), s	2.6	0.0	2.4	0.0	0.0	0.0	1.0	1.9	1.9	0.1	4.4	4.5
Cycle Q Clear(g_c), s	2.6	0.0	2.4	0.0	0.0	0.0	1.0	1.9	1.9	0.1	4.4	4.5
Prop In Lane	0.98		1.00	0.00		1.00	1.00		0.01	1.00		0.77
Lane Grp Cap(c), veh/h	215	0	192	0	134	114	170	1257	1321	10	1179	1090
V/C Ratio(X)	0.28	0.00	0.34	0.00	0.01	0.00	0.32	0.13	0.14	0.42	0.26	0.26
Avail Cap(c_a), veh/h	693	0	724	0	762	646	525	1257	1321	242	1179	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	25.2	0.0	27.0	0.0	28.7	3.0	3.0	31.0	4.3	4.3
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.0	0.0	0.0	1.1	0.2	0.2	26.6	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	0.0	0.0	0.0	0.4	0.4	0.4	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	26.3	0.0	27.0	0.0	29.8	3.2	3.2	57.6	4.8	4.9
LnGrp LOS	C		C		C		C	A	A	E	A	A
Approach Vol, veh/h		126			1			403			599	
Approach Delay, s/veh		27.5			27.0			6.8			5.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	48.7		9.0	7.6	46.0		9.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	42.5		25.5	9.5	41.5		25.5				
Max Q Clear Time (g_c+I1), s	2.1	3.9		4.6	3.0	6.5		2.0				
Green Ext Time (p_c), s	0.0	2.0		0.4	0.0	3.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

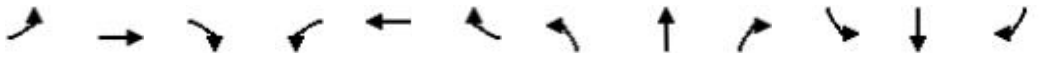
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	0	0	891	0	1
Future Vol, veh/h	843	0	0	891	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	887	0	0	938	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	444
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	562
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	562	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Ctrl Dly (s/v)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	422	41	122	558	236	72	177	71	502	530	186
Future Volume (veh/h)	81	422	41	122	558	236	72	177	71	502	530	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	444	43	128	587	248	76	186	75	528	558	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	749	334	201	769	343	174	1145	511	648	1631	728
Arrive On Green	0.05	0.21	0.21	0.06	0.22	0.22	0.05	0.32	0.32	0.19	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	85	444	43	128	587	248	76	186	75	528	558	196
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	9.2	1.8	2.9	12.6	11.8	1.7	3.0	2.7	11.9	8.2	6.2
Cycle Q Clear(g_c), s	1.9	9.2	1.8	2.9	12.6	11.8	1.7	3.0	2.7	11.9	8.2	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	749	334	201	769	343	174	1145	511	648	1631	728
V/C Ratio(X)	0.47	0.59	0.13	0.64	0.76	0.72	0.44	0.16	0.15	0.82	0.34	0.27
Avail Cap(c_a), veh/h	242	984	439	285	1028	458	234	1145	511	957	1631	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	28.9	26.0	37.4	29.9	29.6	37.5	19.7	19.6	31.7	14.1	13.6
Incr Delay (d2), s/veh	1.9	0.8	0.2	3.3	2.4	3.7	1.7	0.3	0.6	3.5	0.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.8	0.6	1.3	5.2	4.5	0.7	1.2	1.0	5.0	3.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	29.7	26.2	40.8	32.3	33.3	39.2	20.0	20.2	35.2	14.7	14.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		572			963			337			1282	
Approach Delay, s/veh		30.8			33.7			24.4			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	30.7	9.2	21.6	8.6	41.8	8.8	22.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	20.3	6.7	22.5	5.5	37.3	5.7	23.5
Max Q Clear Time (g_c+I1), s	13.9	5.0	4.9	11.2	3.7	10.2	3.9	14.6
Green Ext Time (p_c), s	1.3	1.1	0.1	2.2	0.0	4.4	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	6	30	0	50	20	263	47	54	615	20
Future Volume (veh/h)	2	0	6	30	0	50	20	263	47	54	615	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	6	32	0	53	21	277	49	57	647	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	0	263	100	0	225	81	1911	334	82	2300	75
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.02	0.63	0.63	0.05	0.65	0.65
Sat Flow, veh/h	20	0	1585	29	0	1585	3456	3024	528	1781	3513	114
Grp Volume(v), veh/h	2	0	6	32	0	53	21	161	165	57	327	341
Grp Sat Flow(s),veh/h/ln	20	0	1585	29	0	1585	1728	1777	1775	1781	1777	1850
Q Serve(g_s), s	0.1	0.0	0.2	0.2	0.0	2.2	0.4	2.8	2.8	2.4	5.9	5.9
Cycle Q Clear(g_c), s	10.6	0.0	0.2	10.7	0.0	2.2	0.4	2.8	2.8	2.4	5.9	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.06
Lane Grp Cap(c), veh/h	99	0	263	100	0	225	81	1123	1122	82	1163	1211
V/C Ratio(X)	0.02	0.00	0.02	0.32	0.00	0.24	0.26	0.14	0.15	0.69	0.28	0.28
Avail Cap(c_a), veh/h	257	0	449	265	0	411	437	1123	1122	225	1163	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	26.3	37.6	0.0	28.6	36.1	5.6	5.6	35.3	5.5	5.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.5	1.7	0.3	0.3	9.9	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.6	0.0	0.9	0.2	0.9	0.9	1.2	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	0.0	26.3	39.4	0.0	29.1	37.7	5.9	5.9	45.3	6.1	6.1
LnGrp LOS	D		C	D		C	D	A	A	D	A	A
Approach Vol, veh/h		8			85			347			725	
Approach Delay, s/veh		29.1			33.0			7.8			9.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	52.0		15.3	6.3	53.7		15.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	47.5		19.5	9.5	47.5		19.5				
Max Q Clear Time (g_c+I1), s	4.4	4.8		12.6	2.4	7.9		12.7				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	4.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		10.6
HCM 7th LOS		B

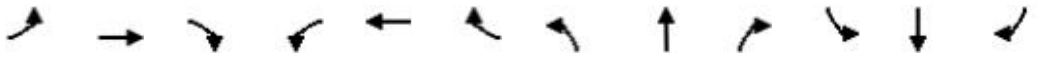
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	967	14	0	917	0	23
Future Vol, veh/h	967	14	0	917	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1018	15	0	965	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	516
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	504
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	504
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	504	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-
HCM Ctrl Dly (s/v)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	721	88	126	679	339	93	233	153	312	292	256
Future Volume (veh/h)	175	721	88	126	679	339	93	233	153	312	292	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	759	93	133	715	357	98	245	161	328	307	269
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1042	465	206	979	437	188	1082	483	424	1325	591
Arrive On Green	0.08	0.29	0.29	0.06	0.28	0.28	0.05	0.30	0.30	0.12	0.37	0.37
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	184	759	93	133	715	357	98	245	161	328	307	269
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.2	15.7	3.6	3.1	14.9	17.2	2.3	4.2	6.4	7.5	4.9	10.5
Cycle Q Clear(g_c), s	4.2	15.7	3.6	3.1	14.9	17.2	2.3	4.2	6.4	7.5	4.9	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	1042	465	206	979	437	188	1082	483	424	1325	591
V/C Ratio(X)	0.69	0.73	0.20	0.64	0.73	0.82	0.52	0.23	0.33	0.77	0.23	0.46
Avail Cap(c_a), veh/h	401	1272	568	283	1151	513	232	1082	483	612	1325	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	26.0	21.7	37.6	26.9	27.7	37.6	21.2	22.0	34.8	17.6	19.4
Incr Delay (d2), s/veh	3.2	1.7	0.2	3.4	2.0	8.7	2.2	0.5	1.9	3.8	0.4	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.5	1.3	1.3	6.0	7.0	1.0	1.7	2.4	3.2	1.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	27.7	21.9	41.0	28.9	36.4	39.9	21.7	23.9	38.6	18.0	21.9
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	B	C
Approach Vol, veh/h		1036			1205			504			904	
Approach Delay, s/veh		29.3			32.4			25.9			26.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	29.4	9.4	28.5	9.0	35.0	10.8	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	21.5	6.7	29.3	5.5	30.5	9.5	26.5
Max Q Clear Time (g_c+I1), s	9.5	8.4	5.1	17.7	4.3	12.5	6.2	19.2
Green Ext Time (p_c), s	0.5	1.6	0.1	4.2	0.0	2.6	0.2	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1	35	25	1	37	40	401	32	38	342	126
Future Volume (veh/h)	49	1	35	25	1	37	40	401	32	38	342	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	1	37	26	1	39	42	422	34	40	360	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1	513	87	2	456	125	1745	140	63	1333	485
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.04	0.52	0.52	0.04	0.52	0.52
Sat Flow, veh/h	22	3	1585	22	7	1585	3456	3332	267	1781	2552	928
Grp Volume(v), veh/h	53	0	37	27	0	39	42	224	232	40	249	244
Grp Sat Flow(s),veh/h/ln	26	0	1585	29	0	1585	1728	1777	1822	1781	1777	1703
Q Serve(g_s), s	0.4	0.0	1.4	0.4	0.0	1.6	1.0	6.0	6.1	1.9	6.8	7.0
Cycle Q Clear(g_c), s	25.3	0.0	1.4	25.3	0.0	1.6	1.0	6.0	6.1	1.9	6.8	7.0
Prop In Lane	0.98		1.00	0.96		1.00	1.00		0.15	1.00		0.55
Lane Grp Cap(c), veh/h	89	0	513	89	0	456	125	930	954	63	929	890
V/C Ratio(X)	0.60	0.00	0.07	0.30	0.00	0.09	0.33	0.24	0.24	0.64	0.27	0.27
Avail Cap(c_a), veh/h	92	0	518	93	0	460	452	930	954	101	929	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	0.0	20.6	42.3	0.0	22.9	41.3	11.4	11.4	41.8	11.6	11.7
Incr Delay (d2), s/veh	9.5	0.0	0.1	1.9	0.0	0.1	1.6	0.6	0.6	10.2	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	0.6	0.0	0.6	0.5	2.3	2.4	1.0	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.0	20.6	44.3	0.0	22.9	42.9	12.0	12.0	52.0	12.4	12.4
LnGrp LOS	D		C	D		C	D	B	B	D	B	B
Approach Vol, veh/h		90			66			498			533	
Approach Delay, s/veh		39.7			31.7			14.6			15.4	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	50.5		29.9	7.7	50.4		29.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.6	46.0		25.5	11.5	39.5		25.5
Max Q Clear Time (g_c+I1), s	13.3	8.1		27.3	3.0	9.0		27.3
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	3.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

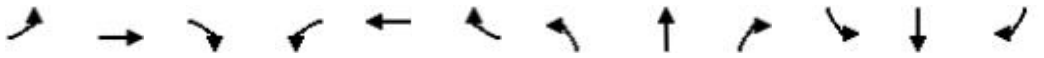
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1193	8	0	1123	0	20
Future Vol, veh/h	1193	8	0	1123	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1256	8	0	1182	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	632
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	423
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	423
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.95
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	423	-	-	-
HCM Lane V/C Ratio	0.05	-	-	-
HCM Ctrl Dly (s/v)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	511	128	165	559	160	120	196	107	192	314	304
Future Volume (veh/h)	174	511	128	165	559	160	120	196	107	192	314	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	538	135	174	588	168	126	206	113	202	331	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	815	363	264	802	358	217	1292	576	298	1376	614
Arrive On Green	0.08	0.23	0.23	0.08	0.23	0.23	0.06	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	183	538	135	174	588	168	126	206	113	202	331	320
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	3.8	10.1	5.3	3.6	11.3	6.8	2.6	2.9	3.6	4.2	4.6	11.4
Cycle Q Clear(g_c), s	3.8	10.1	5.3	3.6	11.3	6.8	2.6	2.9	3.6	4.2	4.6	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	815	363	264	802	358	217	1292	576	298	1376	614
V/C Ratio(X)	0.66	0.66	0.37	0.66	0.73	0.47	0.58	0.16	0.20	0.68	0.24	0.52
Avail Cap(c_a), veh/h	493	1279	571	446	1231	549	352	1292	576	540	1376	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	25.8	23.9	33.1	26.4	24.7	33.6	15.8	16.0	32.6	15.2	17.3
Incr Delay (d2), s/veh	2.7	0.9	0.6	2.8	1.3	1.0	2.5	0.3	0.8	2.7	0.4	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	1.9	1.5	4.5	2.4	1.1	1.1	1.3	1.8	1.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	26.7	24.5	35.9	27.8	25.6	36.0	16.1	16.8	35.3	15.7	20.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h		856			930			445			853	
Approach Delay, s/veh		28.3			28.9			21.9			22.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	31.3	10.1	21.4	9.1	33.0	10.4	21.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	24.5	9.5	26.5	7.5	28.5	10.5	25.5
Max Q Clear Time (g_c+I1), s	6.2	5.6	5.6	12.1	4.6	13.4	5.8	13.3
Green Ext Time (p_c), s	0.3	1.4	0.2	3.4	0.1	2.8	0.2	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1	63	36	1	60	52	304	52	67	343	210
Future Volume (veh/h)	56	1	63	36	1	60	52	304	52	67	343	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1	66	38	1	63	55	320	55	71	361	221
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1	538	83	1	470	147	1503	255	92	1074	646
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.04	0.49	0.49	0.05	0.50	0.50
Sat Flow, veh/h	0	2	1585	0	4	1585	3456	3038	516	1781	2132	1284
Grp Volume(v), veh/h	60	0	66	39	0	63	55	186	189	71	300	282
Grp Sat Flow(s),veh/h/ln	3	0	1585	4	0	1585	1728	1777	1777	1781	1777	1639
Q Serve(g_s), s	0.0	0.0	2.5	0.0	0.0	2.5	1.3	5.1	5.2	3.4	8.7	8.9
Cycle Q Clear(g_c), s	25.5	0.0	2.5	25.5	0.0	2.5	1.3	5.1	5.2	3.4	8.7	8.9
Prop In Lane	0.98		1.00	0.97		1.00	1.00		0.29	1.00		0.78
Lane Grp Cap(c), veh/h	84	0	538	84	0	470	147	879	879	92	895	825
V/C Ratio(X)	0.71	0.00	0.12	0.46	0.00	0.13	0.37	0.21	0.22	0.77	0.34	0.34
Avail Cap(c_a), veh/h	84	0	538	84	0	470	382	879	879	176	895	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	19.6	42.2	0.0	22.1	40.0	12.3	12.3	40.3	12.7	12.8
Incr Delay (d2), s/veh	24.8	0.0	0.1	3.9	0.0	0.1	1.6	0.5	0.6	13.0	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.9	0.9	0.0	0.9	0.6	1.9	2.0	1.8	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.5	0.0	19.7	46.2	0.0	22.3	41.6	12.8	12.8	53.2	13.7	13.9
LnGrp LOS	E		B	D		C	D	B	B	D	B	B
Approach Vol, veh/h		126			102			430			653	
Approach Delay, s/veh		42.4			31.4			16.5			18.1	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	47.0		30.0	8.2	47.8		30.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	8.5	42.5		25.5	9.5	41.5		25.5
Max Q Clear Time (g_c+I1), s	15.4	7.2		27.5	3.3	10.9		27.5
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0	3.6		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	830	13	0	904	0	27
Future Vol, veh/h	830	13	0	904	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	874	14	0	952	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	444
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	562
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.75
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	562	-	-	-
HCM Lane V/C Ratio	0.051	-	-	-
HCM Ctrl Dly (s/v)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

APPENDIX D-1
WEEKDAY CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd	0	10	4	0	10	0	0	17	0	3	28	0
2	Project Dwy 1/Brea Mall at State College Blvd	0	14	0	0	10	0	0	0	0	0	0	0
3	Project Dwy 2 at Birch St	0	0	0	0	0	0	0	21	0	0	31	0

TOTAL CUMULATIVE PROJECTS TRAFFIC

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd	0	5	2	0	15	0	0	23	0	5	19	0
2	Project Dwy 1/Brea Mall at State College Blvd	0	7	0	0	15	0	0	0	0	0	0	0
3	Project Dwy 2 at Birch St	0	0	0	0	0	0	0	25	0	0	24	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Birch St at State College Blvd

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	11	0
AM Out		0	0	0	0	0	0	0	9	0	0	0	0
AM Tot		0	0	0	0	0	0	0	9	0	0	11	0
PM In		0	0	0	0	0	0	0	0	0	0	7	0
PM Out		0	0	0	0	0	0	0	7	0	0	0	0
PM Tot		0	0	0	0	0	0	0	7	0	0	7	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	34	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	18	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	74	0	0	0	0	0	0	0	0	0	0	11	0
AM Out	58	0	0	0	0	0	0	0	9	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	7	0
PM Out	46	0	0	0	0	0	0	0	7	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	13	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	2	Project Dwy 1/Brea Mall at State College Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
PM In		0	0	0	0	0	0	0	0	0	0	0	0
PM Out		0	0	0	0	0	0	0	0	0	0	0	0
PM Tot		0	0	0	0	0	0	0	0	0	0	0	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	34	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	18	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	74	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	58	0	0	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	46	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	13	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	0

Int. #:	3	Project Dwy 2 at Birch St

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	11	0
AM Out		0	0	0	0	0	0	0	9	0	0	0	0
AM Tot		0	0	0	0	0	0	0	9	0	0	11	0
PM In		0	0	0	0	0	0	0	0	0	0	7	0
PM Out		0	0	0	0	0	0	0	7	0	0	0	0
PM Tot		0	0	0	0	0	0	0	7	0	0	7	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	34	0	0	0	0	0	0	0	0	0	0	0	0
PM In	29	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	18	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	74	0	0	0	0	0	0	0	0	0	0	11	0
AM Out	58	0	0	0	0	0	0	0	9	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	7	0
PM Out	46	0	0	0	0	0	0	0	7	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	13	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	5	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd								5			16	
2	Project Dwy 1/Brea Mall at State College Blvd												
3	Project Dwy 2 at Birch St								5			16	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd								15			10	
2	Project Dwy 1/Brea Mall at State College Blvd												
3	Project Dwy 2 at Birch St								15			10	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd	0	10	4	0	10	0	0	3	0	3	1	0
2	Project Dwy 1/Brea Mall at State College Blvd		14			10							
3	Project Dwy 2 at Birch St								7			4	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd	0	5	2	0	15	0	0	1	0	5	2	0
2	Project Dwy 1/Brea Mall at State College Blvd		7			15							
3	Project Dwy 2 at Birch St								3			7	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

APPENDIX D-2
WEEKEND (SATURDAY)
CUMULATIVE PROJECTS
INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

		MD Peak Hour											
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd	0	13	5	0	6	0	0	16	0	2	18	0
2	Project Dwy 1/Brea Mall at State College Blvd	0	18	0	0	6	0	0	0	0	0	0	0
3	Project Dwy 2 at Birch St	0	0	0	0	0	0	0	21	0	0	20	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Birch St at State College Blvd

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
MD In		0	0	0	0	0	0	0	0	0	0	3	0
MD Out		0	0	0	0	0	0	0	2	0	0	0	0
MD Tot		0	0	0	0	0	0	0	2	0	0	3	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	33	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	36	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	17	0	0	0	0	0	0	0	0	0	0	3	0
MD Out	13	0	0	0	0	0	0	0	2	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	0	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	10	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	10	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	2	Project Dwy 1/Brea Mall at State College Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
MD In		0	0	0	0	0	0	0	0	0	0	0	0
MD Out		0	0	0	0	0	0	0	0	0	0	0	0
MD Tot		0	0	0	0	0	0	0	0	0	0	0	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	33	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	36	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	17	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	13	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	0	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	10	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	10	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Project Dwy 2 at Birch St

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	0	0	0	0	0
AM Out		0	0	0	0	0	0	0	0	0	0	0	0
AM Tot		0	0	0	0	0	0	0	0	0	0	0	0
MD In		0	0	0	0	0	0	0	0	0	0	3	0
MD Out		0	0	0	0	0	0	0	2	0	0	0	0
MD Tot		0	0	0	0	0	0	0	2	0	0	3	0

Zone #	1	East Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	33	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	36	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	West Uses along Imperial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	17	0	0	0	0	0	0	0	0	0	0	3	0
MD Out	13	0	0	0	0	0	0	0	2	0	0	0	0

Zone #	3	West Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	0	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	North Residential

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
MD In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MD Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
MD In	10	0	0	0	0	0	0	0	0	0	0	0	0
MD Out	10	0	0	0	0	0	0	0	0	0	0	0	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

		MD Peak Hour											
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Birch St at State College Blvd								12			14	
2	Project Dwy 1/Brea Mall at State College Blvd												
3	Project Dwy 2 at Birch St								12			14	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

		MD Peak Hour											
		NBL	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
1	Birch St at State College Blvd	0	13	5	0	6	0	0	2	0	2	1	0
2	Project Dwy 1/Brea Mall at State College Blvd		18			6							
3	Project Dwy 2 at Birch St								7			3	
4	0												
5	0												
6	0												
7	0												
8	0												
9	0												

APPENDIX E
DRIVE-THROUGH QUEUEING DATA COLLECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

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

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

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

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

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

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Raising Cane's Chicken Fingers, 16988 S Highland Ave
City: Fontana, CA
Date: 5/15/2024 (Wed)

Time	Snapshot Queue Length (# of Vehicles)		
	QUEUE 1 From Pick Up Window to Order Board (ZONE 1 PINK)	QUEUE 2 From Order Board to Drive Thru Entrance (ZONE 2 ORANGE)	QUEUE 3 Drive Thru Entrance to Back of Queue (ZONE 3 BLUE)
11:00 AM	0	0	0
11:01 AM	1	0	0
11:02 AM	0	0	0
11:03 AM	1	0	0
11:04 AM	1	0	0
11:05 AM	1	1	0
11:06 AM	2	2	0
11:07 AM	3	1	0
11:08 AM	4	0	0
11:09 AM	2	0	0
11:10 AM	0	1	1
11:11 AM	3	1	2
11:12 AM	4	1	1
11:13 AM	5	1	0
11:14 AM	3	2	2
11:15 AM	2	2	1
11:16 AM	3	2	3
11:17 AM	4	2	2
11:18 AM	3	2	2
11:19 AM	2	3	3
11:20 AM	3	2	2
11:21 AM	3	3	1
11:22 AM	3	2	1
11:23 AM	3	1	0
11:24 AM	2	1	2
11:25 AM	1	1	2
11:26 AM	1	1	3
11:27 AM	1	1	3
11:28 AM	1	1	2
11:29 AM	2	2	3
11:30 AM	4	1	1
11:31 AM	4	0	1
11:32 AM	3	0	0
11:33 AM	3	0	1
11:34 AM	2	0	0
11:35 AM	1	0	0
11:36 AM	2	0	0
11:37 AM	1	0	0
11:38 AM	1	0	0
11:39 AM	1	0	1
11:40 AM	1	0	0
11:41 AM	2	0	1
11:42 AM	1	0	3
11:43 AM	2	0	4
11:44 AM	3	2	3
11:45 AM	3	2	1
11:46 AM	4	0	0
11:47 AM	3	0	0
11:48 AM	3	0	0

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

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

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

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

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

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

7:49 PM	2	3	2
7:50 PM	3	3	2
7:51 PM	3	3	2
7:52 PM	4	0	2
7:53 PM	4	2	2
7:54 PM	2	3	2
7:55 PM	3	1	1
7:56 PM	4	3	2
7:57 PM	3	3	1
7:58 PM	4	3	1
7:59 PM	4	3	2
Totals	1366	748	859

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Raising Cane's Chicken Fingers, 16988 S Highland Ave
City: Fontana, CA
Date: 5/11/2024 (Sat)

Time	Snapshot Queue Length (# of Vehicles)		
	QUEUE 1 From Pick Up Window to Order Board (ZONE 1 PINK)	QUEUE 2 From Order Board to Drive Thru Entrance (ZONE 2 ORANGE)	QUEUE 3 Drive Thru Entrance to Back of Queue (ZONE 3 BLUE)
11:00 AM	2	2	0
11:01 AM	3	1	0
11:02 AM	2	1	1
11:03 AM	3	0	0
11:04 AM	2	1	1
11:05 AM	3	1	2
11:06 AM	3	1	4
11:07 AM	2	1	4
11:08 AM	3	1	3
11:09 AM	1	1	2
11:10 AM	2	1	0
11:11 AM	1	1	0
11:12 AM	1	1	0
11:13 AM	2	1	1
11:14 AM	1	1	0
11:15 AM	2	0	0
11:16 AM	0	0	0
11:17 AM	0	1	0
11:18 AM	0	1	1
11:19 AM	0	1	2
11:20 AM	0	1	1
11:21 AM	2	0	0
11:22 AM	1	0	0
11:23 AM	0	1	0
11:24 AM	0	1	0
11:25 AM	1	1	0
11:26 AM	2	0	0
11:27 AM	2	0	0
11:28 AM	2	0	0
11:29 AM	0	0	0
11:30 AM	0	1	0
11:31 AM	0	1	0
11:32 AM	1	0	0
11:33 AM	0	1	0
11:34 AM	1	1	0
11:35 AM	0	1	0
11:36 AM	1	1	2
11:37 AM	3	1	1
11:38 AM	3	1	2
11:39 AM	3	1	3
11:40 AM	3	1	1
11:41 AM	4	1	3
11:42 AM	4	2	2
11:43 AM	4	2	3
11:44 AM	4	2	1
11:45 AM	4	2	4
11:46 AM	4	2	4
11:47 AM	4	1	4
11:48 AM	4	2	2

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

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

1:49 PM	4	3	2
1:50 PM	4	3	2
1:51 PM	4	2	1
1:52 PM	4	2	2
1:53 PM	4	3	2
1:54 PM	4	3	3
1:55 PM	4	3	3
1:56 PM	4	3	3
1:57 PM	4	3	3
1:58 PM	4	2	3
1:59 PM	4	2	2
4:00 PM	1	0	0
4:01 PM	1	0	0
4:02 PM	1	1	0
4:03 PM	0	2	1
4:04 PM	2	1	0
4:05 PM	4	2	1
4:06 PM	4	1	1
4:07 PM	4	1	2
4:08 PM	4	1	1
4:09 PM	4	1	0
4:10 PM	2	0	0
4:11 PM	1	1	3
4:12 PM	3	1	3
4:13 PM	2	2	2
4:14 PM	4	1	2
4:15 PM	5	2	3
4:16 PM	3	3	1
4:17 PM	4	3	2
4:18 PM	4	2	3
4:19 PM	4	3	2
4:20 PM	4	2	3
4:21 PM	4	2	3
4:22 PM	4	2	3
4:23 PM	4	1	2
4:24 PM	2	3	3
4:25 PM	4	3	2
4:26 PM	4	2	3
4:27 PM	4	3	3
4:28 PM	4	3	2
4:29 PM	4	3	2
4:30 PM	4	3	2
4:31 PM	4	3	2
4:32 PM	4	3	2
4:33 PM	4	3	2
4:34 PM	3	2	2
4:35 PM	4	3	2
4:36 PM	4	3	3
4:37 PM	4	3	3
4:38 PM	4	2	1
4:39 PM	4	3	2
4:40 PM	4	2	2
4:41 PM	3	2	2
4:42 PM	4	3	1
4:43 PM	4	3	1
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Totals	1355	746	781

APPENDIX F
APPROVED VMT MEMORANDUM

Kimley»Horn

March 20, 2025

David Roseman
City Traffic Engineer
City of Brea
1 Civic Center Circle
Brea, CA 92821

Subject: *Vehicle Miles Traveled Memorandum for the Raising Cane's Project in the City of Brea*

Dear Mr. Roseman:

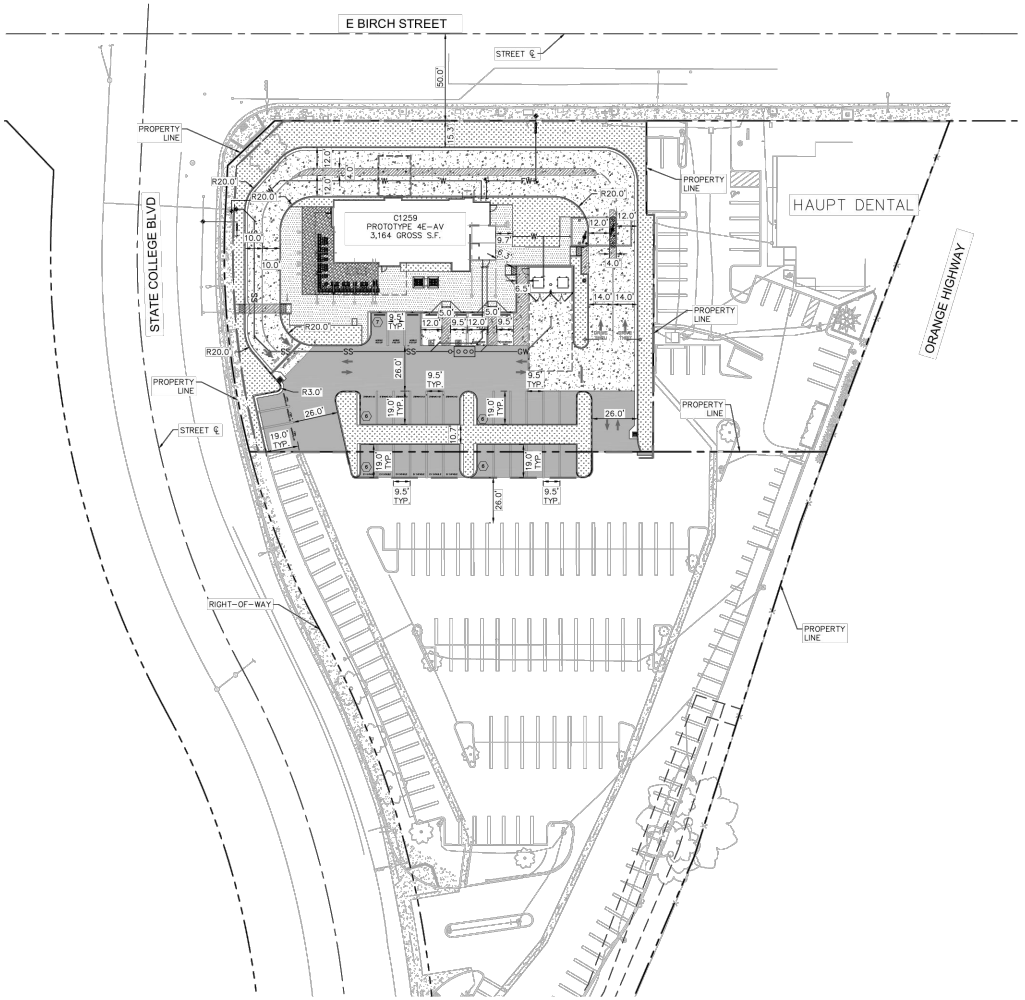
Kimley-Horn and Associates, Inc. has prepared a Vehicle Miles Traveled (VMT) memorandum, per request from the City of Brea staff, for the proposed Raising Cane's Project.

PROJECT DESCRIPTION

The project site is located on the southeast corner of Birch Street and State College Boulevard in the City of Brea ("City"). The site is currently occupied by an approximately 12,940 square-foot vacant sit-down restaurant building. The applicant proposes to demolish the existing building and construct an approximately 3,164 square-foot (SF) Raising Cane's restaurant building with a 1,350 SF patio dining area, and drive-through. A copy of the project site plan is provided on Figure 1.

Vehicular access provisions to the project site would be provided via one existing signalized driveway at the intersection of State College Boulevard and Brea Mall North. Secondary vehicular access provisions would be provided via an existing right-in right-out (RIRO) driveway on Birch Street.

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. Under peak drive-through conditions, the project would allow for an additional pay and pick-up lane.



NOT TO SCALE

FIGURE 1
PROJECT SITE PLAN

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill (SB) 743 was approved by the California legislature in September 2013, requiring changes to the California Environmental Quality Act (CEQA) methodology, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018 providing recommendations for the preparation of transportation impact analysis under SB 743, suggesting Vehicle Miles Traveled (VMT) to replace LOS as the primary measure of transportation impacts.

The *City of Brea Traffic Impact Analysis Guidelines* (TIA Guidelines, September 2020) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following five criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The following screening thresholds were reviewed and evaluated for this project.

Transit Priority Area (TPA) Screening

CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within one half (½) mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less than significant impact on VMT.

Based on review of the TIA Guidelines, there are no identified TPAs within the City of Brea as of August 2020. Therefore, the project is not located in a TPA.

The TPA screening threshold is not met.

Low VMT Areas

Projects that are located in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT. For retail projects, if a project is located in a Traffic Analysis Zone (TAZ) with VMT per service population lower than 15% below the City average, the project is considered to be located in a low VMT area and can be presumed to have a less-than-significant impact on VMT. Per Attachment C Low VMT Area Map in the City of Brea TIA Guidelines, the project is located in a TAZ with a Higher than City Average VMT per service population. As such, the project is not located in a low VMT area.

The Low VMT Areas screening threshold is not met.

Project Type Screening by Land Use Type

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed 3,164-square-foot fast-food restaurant with 1,350 SF patio dining area and drive-through is less than 50,000 SF and is not anticipated to lead to longer local trips, thus reducing or maintaining regional VMT. As such, the project may be presumed to create a less-than-significant transportation impact.

The Project Type Screening by Land Use Type screening threshold is met.

FINDINGS AND CONCLUSIONS

Based on review of the City's VMT screening thresholds, the project meets the Project Type screening threshold; therefore, the project would result in a less-than-significant transportation impact, and no additional VMT analysis is required.

Please contact me if you have any questions or if you need additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Ryan Calad, P.E.

ATTACHMENT L

Raising Cane's Restaurant #1259

200 State College Boulevard, Brea, CA 92821

Preliminary Traffic Management Plan

Date Prepared: July 2025

INTRODUCTION

This Traffic Management Plan (TMP) has been prepared for the proposed Raising Cane's restaurant at 200 State College Boulevard, Brea, CA 92821. The purpose of this TMP is to develop an ingress/egress traffic circulation, queuing management, parking management, and operations plan to address both peak and normal traffic circulation and queuing periods during the first two weeks of the grand opening. This TMP serves as a document to satisfy Planning case number PLN-2024-00067 with comments received on April 24th, 2025. It is understood that this document is a working document and can be revised or refined with additional operational information and resubmitted for approval to the City of Brea Planning Department.

The project site location is shown in its regional setting in Figure 1, here on.

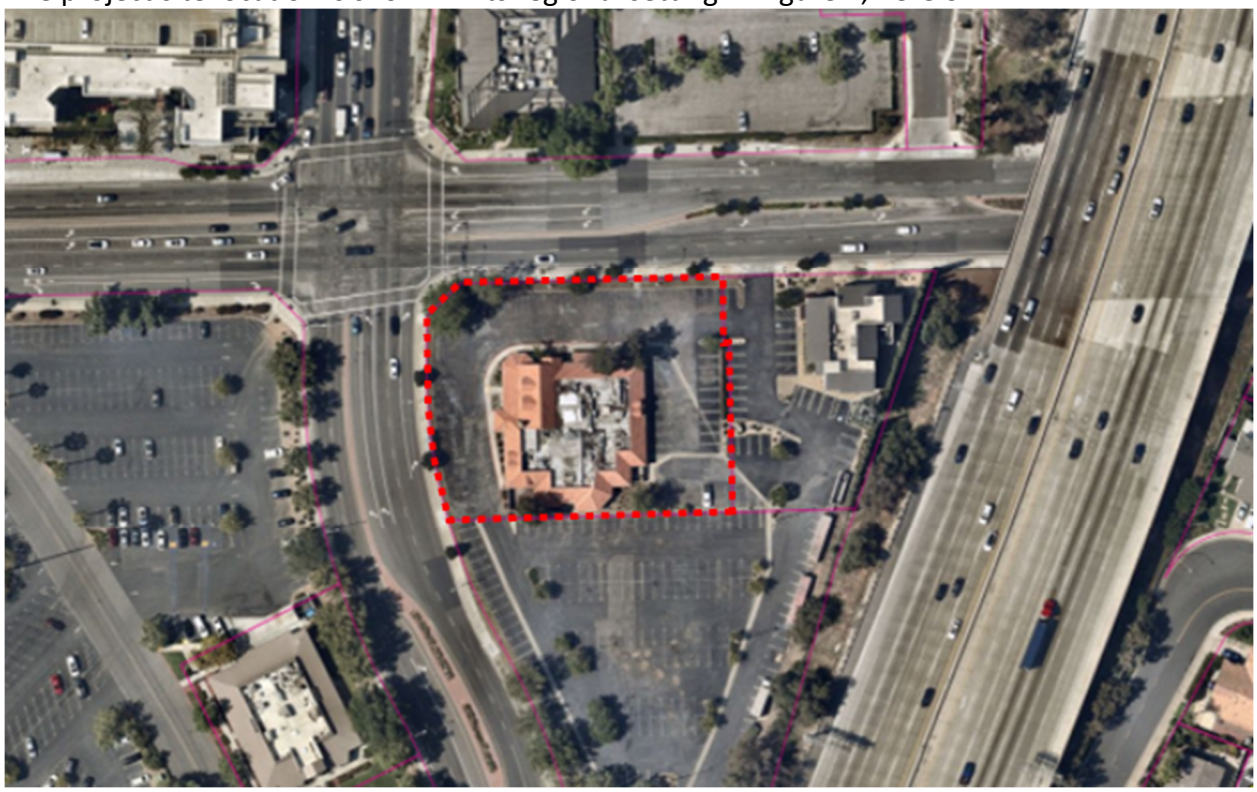


Figure 1 – Vicinity Map

PROJECT DESCRIPTION

The project site is located at 200 State College Boulevard, Brea, CA 92821, bounded by Birch Street to the north, an existing dentist office and a parking lot to the east, State College Boulevard and the Brea Mall to the west, and an existing parking lot to the south. Note that the existing southern parking lot will be available to the Raising Cane's restaurant for parking and traffic staging as it relates to the restaurant's operations. The surrounding land uses consist of commercial uses across Birch Street to the north, a major shopping complex to the west across State College Boulevard, and more restaurants and shops located south.

The existing project site is currently a vacant 11,170 S.F. restaurant located in an existing parking lot on State College Boulevard and Birch Street. It should be noted that both State College Boulevard and Birch Street do not have any on-street parking available on the eastern and southern sides of the streets, respectively. The project will involve the construction of a 3,164 square-foot Raising Cane's restaurant building with a dual drive-through and outdoor covered patio area. Seventy indoor seats and thirty-two outdoor seats are proposed for this project. Please refer to the attached site plan provided within this TMP. The operating hours for sit-down and drive-through service will be 24 hours, seven days a week.

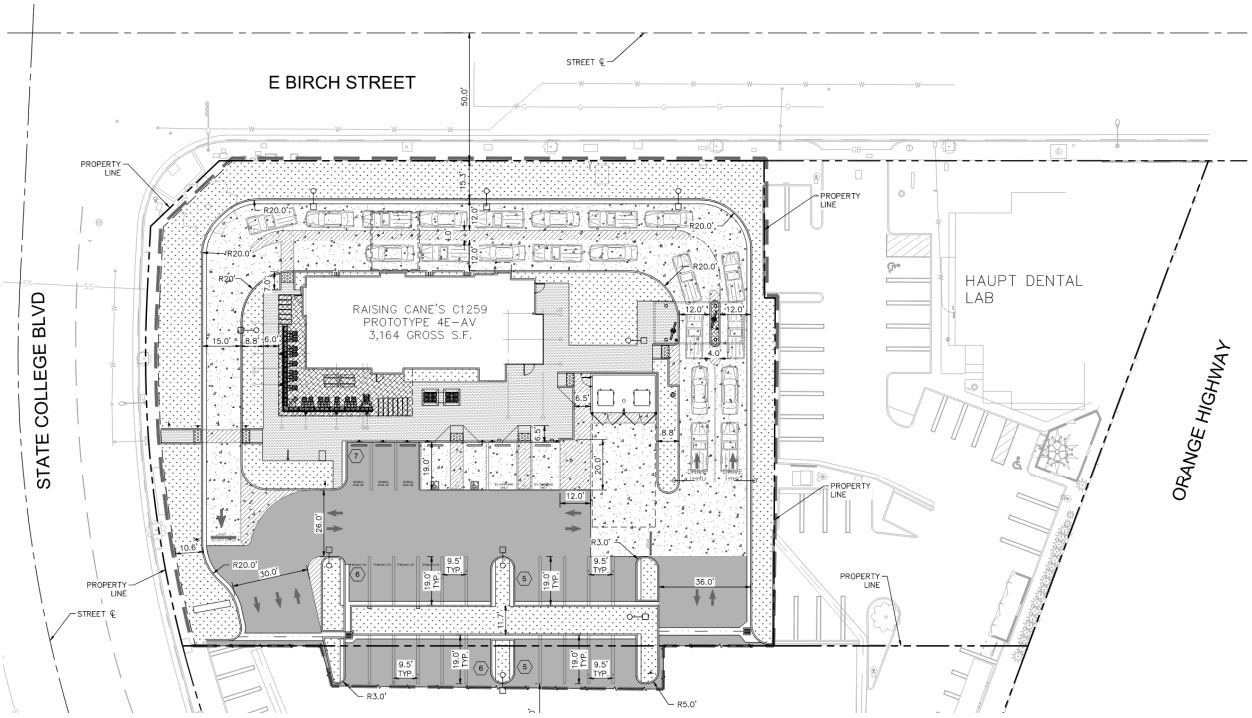


Figure 2 – Site Plan

Based on the proposed building square footage, the proposed parking ratio for the Raising Cane's parcel is 1 stall per 150 Square Feet (S.F.) for indoor seating and 1 space per 3 seats over 20 seats for outdoor seating. As the restaurant has 3,164 S.F. (indoor) and 32 outdoor seats, 25 parking stalls will be required. The City of Brea offers a drive-through stacking credit for the project, which allows a 30% reduction in the required parking count. With the stacking credit taken into consideration, the total required parking for the project is 17 stalls. See Table 1 below for the proposed Parking Summary.

Table 1 – Proposed Parking at Raising Cane's Brea

Use	Spaces Required	Spaces Provided
Raising Canes Drive-through Restaurant	25	29
Stacking Credit from Drive-Through	-8 spaces	
Total Spaces	17	29

Twenty-nine parking spaces will be provided, which is twelve more than the number of stalls required. Given that typically 70% of business at Raising Cane's is conducted through the drive-through, parking demand for the subject site is anticipated to be light. However, please note that the existing southern parking lot will be available to the Raising Cane's restaurant for parking and traffic staging as it relates to the restaurant's operations.

The site is directly adjacent to public transit routes, which will provide alternative transportation options for customers and Crewmembers. Transit services to the project area are provided by Orange County Transportation Authority (OCTA), which serves the city of Brea. The bus stop closest to the project site is located on the southeast corner of Birch Street and State College Boulevard, on the western side of the project site. A description of the bus routes serving the project area is provided below.

Route 57 operates between Brea and Newport Beach along State College Boulevard and Bristol Street. Transit service operates Monday through Friday from approximately 4:00 AM to 1:56 AM with approximately 30-minute headways. Transit service operates on weekends from approximately 4:00 AM to 2:00 AM with approximately 30-minute headways.

Route 129 operates between La Habra and Anaheim along La Habra Boulevard, Brea Boulevard, Birch Street, and Kraemer Boulevard. Transit service operates Monday through Friday from approximately 4:54 AM to 8:55 PM with approximately 50-minute headways. Transit service operates on weekends from approximately 6:03 AM to 9:47 PM with approximately 60-minute headways.

Route 143 operates between La Habra and Brea along Whittier Boulevard, Harbor Boulevard, Brea Boulevard, and Birch Street. Transit service operates Monday through Friday from approximately 4:49 AM to 11:06 PM with approximately 40-minute headways. Transit service operates on weekends from approximately 6:12 AM to 9:09 PM with approximately 60-minute headways.

The proposed project will provide two drive-through lanes. In standard operating conditions, the drive-through lanes would provide two side-by-side entry lanes and two order boards. Once the vehicle travels beyond the order board, the dual drive through lanes merge into a single drive-

through lane prior to the pay and dual pick-up windows. This scenario is demonstrated as Exhibit A herein. Under peak drive-through conditions, the drive-through lanes will continue as two side-by-side lanes, providing dual pay and pick-up stations. Crewmembers will be present to facilitate payment and food pick up for the outermost lane, as shown in Exhibit B. The peak drive-through scenario has been operationally divided into multiple phases of deployment to mitigate traffic impacts. There are three mobile order pick-up stalls with appropriate signage on the south side of the proposed building. These order pick-up stalls can be utilized at any time and are restricted to 15-minute parking to ensure faster site circulation and less potential traffic along State College Boulevard. Given the proximity to the Brea Mall, there is a likelihood that customers will attempt to park in the lot. To address this, signs are posted at each entrance clearly stating that parking is restricted to customers only as shown in exhibits A-D.

The restaurant anticipates employing a total of 75-95 full and part-time Crewmembers with an average of 13-15 Crewmembers with 2 managers working per shift. The first shift typically spans from 9 AM to 3 PM or 4 PM, which is when the first major shift change occurs. The second shift spans from 4 PM to 8 PM or 9 PM, which is when the second major shift change occurs. The final shift typically spans from 9 PM to 3:00 AM. Crewmembers will be directed to park in the identified stalls on the property to the west of the Raising Cane's site as shown on Exhibit A. It should also be noted that typically 20-30% of employees utilize public transit, rideshare, carpool, or transportation other than their own vehicle, which reduces the parking demand for employees on site. On-site cameras showing exterior activity will be on display inside the restaurant. Kitchen Crewmembers look at the queue to see when they should be prepared to cook and deploy tablet ordering. The restaurant anticipates implementing various other operational features to provide an expeditious drive-through operation, including handheld tablet ordering, mobile ordering and pickup, Off Duty Services (ODS) police officers or trained Crewmembers to manage onsite traffic (as deemed necessary), and parking management – all of which are further described in this TMP. Please note that Crewmembers are not allowed to direct traffic in the public right-of-way, thus ODS police officers will be the ones directing traffic in the public right-of-way. **It should be noted that this restaurant will not have a grand opening event, but rather a soft opening, to limit the parking and traffic impacts that have occasionally been experienced during grand openings at other locations.**

QUEUING DATA COLLECTION AND OBSERVATIONS

Drive-through queuing observations and counts were conducted at the following existing drive-through Raising Cane's restaurants during weekday and weekends lunch and dinner periods:

- City of Laguna Hills: 23971 El Toro Road (approx. 2,800 S.F.)
    - 11:00 AM – 2:00 PM (lunchtime)
    - 4:00 – 7:00 PM (commute peak hour/dinnertime)

- City of Orange: 2249 North Tustin Street (approx. 3,823 S.F.)
    - 12:00 PM – 2:30 PM (lunchtime)
    - 7:00 – 9:30 PM (dinnertime)
- City of Riverside: 11066 Magnolia Avenue (approx. 4,700 S.F.)
    - 11:00 AM – 2:00 PM (lunchtime)
    - 4:00 PM – 7:00 PM (commute peak hour/dinnertime)
- City of Fontana: 16988 S Highland Avenue (approx. 3,233 S.F.)

- 11:00 AM – 2:00 PM (lunchtime)
- 4:00 PM – 8:00 PM (commute peak hour/dinnertime)

These sites were selected for queueing data collection because of the following site characteristics that are like the proposed project:

- A Raising Cane's restaurant with a drive-through lane
- Located in Southern California
- Located in proximity to a freeway
- Located at or adjacent to a shopping center
- Located on or near the intersection of two major arterial roadways

A drive-through queuing analysis has been 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 southeast corner of the project site and wraps around the east, north, and west sides of the building in a counterclockwise direction before exiting on the southwest corner of the proposed 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 140 feet of total queuing lane capacity (approximately 70 feet per lane) from the opening of the two drive-through lanes to the two order boards and approximately 145 feet from the order boards to the pay and pick-up window. This would provide a total drive-through queue length of approximately 285 feet, for a drive-through queuing capacity of 13 vehicles, assuming 22 feet per vehicle, from the beginning of the drive-through lanes to the pick-up window.

During peak operations, the two drive-through lanes would not merge after the order boards, providing an additional pay and pick-up lane. The second pay and pick-up lane would provide an additional 160 feet of queue lane capacity, or 7 vehicles. This would provide a total drive-through queue length of approximately 445 feet, for a drive-through queuing capacity of 20 vehicles, assuming 22 feet per vehicle.

Drive-Through 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 dinnertime 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.

Fontana Site

- The peak 15 minutes during the weekday lunch-time peak was from 1:15 PM to 130 PM, with an average queue of 9 vehicles and a peak queue of 11 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 10 vehicles and a peak queue of 11 vehicles.
- The peak 15 minutes during the Saturday lunch-time peak was from 12:30 PM to 12:45 PM, with an average queue of 9 vehicles and a peak queue of 11 vehicles.
- The peak 15 minutes during the Saturday dinner-time peak was from 6:00 PM to 6:15 PM, with an average queue of 9 vehicles and a peak queue of 12 vehicles

SOFT OPENING OF THE RESTAURANT

Guards

As mentioned earlier in this plan, the restaurant will implement various operational features to provide an expeditious drive-through operation. In reference to the Off Duty Services (ODS) police officers, at the time of this TMP being written, Raising Cane's has a national contract with Off Duty Services, and are one of their largest customers. ODS operates as a third-party company to hire off duty police officers to service the site. Both Raising Cane's and ODS have significant experience setting guard staffing from the first day the restaurant opens through regular restaurant operations. The restaurant crew leader (manager), regional area leader, and local ODS supervisor will coordinate regularly and modify guard staffing at a near immediate execution of staffing needs. Additionally, the ODS supervisor regularly visits the site during the honeymoon period (defined as roughly the first 14 days of restaurant opening) to ensure guard orders are being executed correctly and to evaluate the level of staffing needed.

- All traffic in the public right of way will be managed by ODS officers.
- Prior to opening, coordination with Brea Police Department, including review, coordination, and implementation of this TMP will be undertaken to ensure proper coordination with ODS and restaurant management and smooth drive-through operation during the honeymoon period.
- An ODS officer will be deployed and staged at the site entrance on Birch Street to monitor traffic in the public right of way.
- When the drive-through queue reaches the site entrance, cars will be waved off from entering the queue.
- Large catering or tailgate orders will not be permitted for drive-through customers.
- Temporary traffic control measures (cones) will be installed at the site entrance to manage ingress/egress.
- Site access from Birch Street may be restricted during the honeymoon using temporary traffic control measures (cones and signs).

Signage

Temporary signage will be installed along the sidewalk of State College Boulevard and Birch Street directing patrons to the drive-through and indicating no parking in the adjacent neighbors' lot. Additionally, there will be signage to keep the drive-through within the limits of the Raising Cane's parcel and not interfere with the existing businesses in the shopping complex. Refer to Exhibits A-D for locations of temporary signage to be implemented as a part of this TMP.

Truck Deliveries

Truck deliveries are to occur outside of regular operating business hours. Morning truck deliveries prior to 9:00 AM are preferred and will be implemented for this site. Trucks will enter the site by taking a left into the driveway from State College Boulevard and then make their delivery to the building and then exit through the same driveway onto State College Boulevard. Please see the 36' Delivery Truck Turn Exhibit at the end of the report.

TRAFFIC MANAGEMENT PHASING

The Preliminary TMP is comprised of four (4) phases to be implemented for on-site traffic circulation, queuing management, and restaurant operations to address the normal and peak demand scenarios. Phase 1 is expected to be deployed during day to day, standard operating drive-through operations. Phase 2 is expected to be deployed during non-peak operating drive-through operations when the queue exceeds the capacity of Phase 1 operational conditions. Phase 3 will be implemented to fully contain the peak drive-through queue, which is expected to occur for 15–20-minute intervals between the hours of 11:30 AM - 1:30 PM and 5 PM – 8 PM. ODS scheduling and deployment will be implemented when Phase 3 is in operation. Phase 4 is reserved for the "honeymoon/restaurant opening" phase. This phase is expected to only be needed during the first 14 days of opening and as needed for special occasions with anticipated high customer demand. ODS will be properly scheduled and deployed for the duration of this phase. It is also intended to minimize any spillage of queueing into State College Boulevard, Birch Street and the existing shopping complex. As required, an encroachment permit will be obtained for the placement of any cones, signs, or ODS officers in the public right-of-way. It should be noted that a grand opening is not going to be implemented for this restaurant, and therefore substantial opening queue demands are not expected.

Please Note: *The descriptions and illustrations in this document are intended only to depict Raising Cane's plan to use good-faith, commercially reasonable efforts to manage the traffic related to its restaurant and to minimize its impact on others. Certain factors outside of Raising Cane's control—such as inclement weather, unexpected shift shortages, technology issues, the availability of ODS officers, etc.—may from time to time impact Raising Cane's ability to fully implement the steps described in this document.*

PHASE 1 – DUAL DRIVE-THROUGH LANE TO SINGLE PAY & PICK UP

As mentioned in previous sections of this report, in normal conditions, the drive-through lanes 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 windows. This scenario is demonstrated as Exhibit A herein.

- Queue Capacity: 13 vehicles (based on a 22-foot vehicle spacing)
- Minimum of one board will always operate.

PHASE 2 – DUAL DRIVE-THROUGH LANE OPERATIONS

Phase 2 of the TMP illustrates the intended drive-through operation under a normal, non-peak scenario when the queue exceeds the capacity of the standard operational condition and the second pay and pick up lane is opened. This phase may be deployed when there are instances of large orders. Refer to Exhibit B.

- Queue Capacity: 20 vehicles (based on 22-foot vehicle spacing)
- 2 boards will operate at all times.
- When volumes increase and 2 cars are consistently waiting to order, as shown Phase 1, the second lane will be deployed, and two (2) Crewmembers will be deployed for hand-held tablet ordering.
- Staging for Crewmembers is shown on Exhibit B within the striped areas.
- Up to 4 Crewmembers would be deployed during Phase 2.

PHASE 3 – DUAL DRIVE-THROUGH LANE OPERATIONS AND EXTENDED QUEUE

Phase 3 of the TMP illustrates the intended drive-through operation under a high demand, peak, and non-special event scenario when the queue exceeds the capacity of the dual drive-through lane and additional queuing is required. Refer to Exhibit C.

- Queue Capacity: 24 vehicles (based on 22-foot vehicle spacing)
- Crewmembers taking hand-held tablet orders that have been deployed as described in Phase 2 will continue to be in operation.
- Raising Cane's will dedicate an ODS officer for the initial two weeks of opening, and are continued to be hired on and consistently on site until demand is consistently reduced where officers are no longer needed to:
    - direct traffic entering the Raising Cane's parcel. This person will oversee making sure that up to 15 cars queue in a single lane and prevent traffic congestion at the entrance of the proposed Raising Canes site; and
    - midway along the queue, past the dual drive-through lane entrance, to direct traffic and ensure patrons can pull out of onsite parking spaces.
    - Please note that Crewmembers are not allowed to direct traffic on the street or within the public right-of-way under any circumstances.
- A Crewmember will be dedicated outside and stationed at the pick-up window. This Crewmember will hand the food to patrons in the second drive-through lane.
- A Crewmember will be staged at the drive-through entrance directing customers into each line to distribute the queue to optimize queue storage and drive-through efficiency.
- Mobile orders will be required to use the designated mobile order pickup stalls located east of the restaurant.
- Tailgate orders will not be permitted for drive-through customers.
- Up to 4 Crewmembers will be deployed for tablet ordering.
- Up to 6-8 crewmembers would be deployed during Phase 3, which is 2-4 additional crewmembers in comparison to Phase 2. This will help to speed up order taking and drive-through processing.
- If, for unforeseen circumstances, the queue starts to impact the right of way, a trained ODS officer is staged to properly manage the traffic circulation in the right of way.

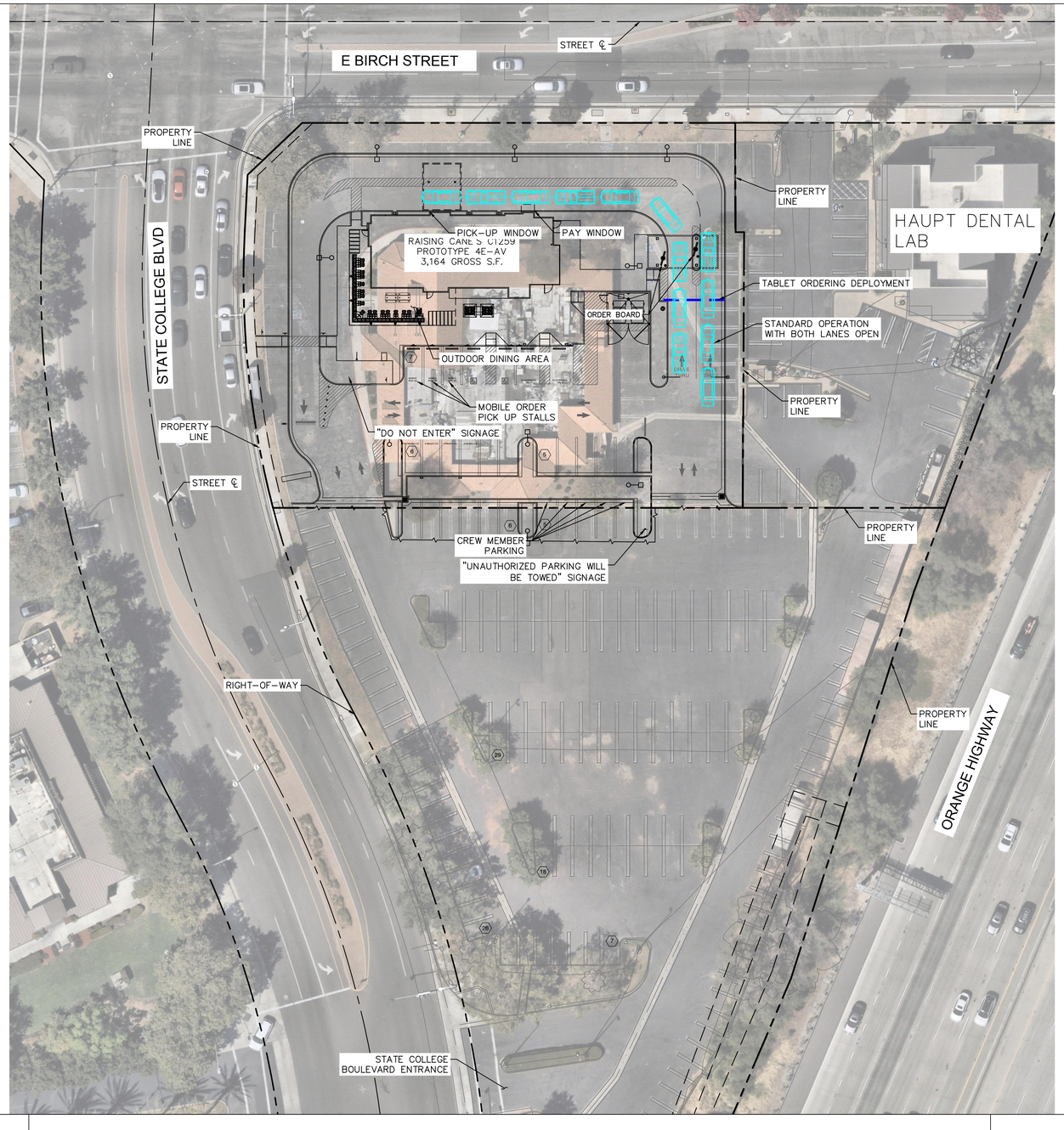
PHASE 4 – ADDITIONAL QUEUE STACKING FOR SPECIAL OR HIGH-VOLUME PERIODS

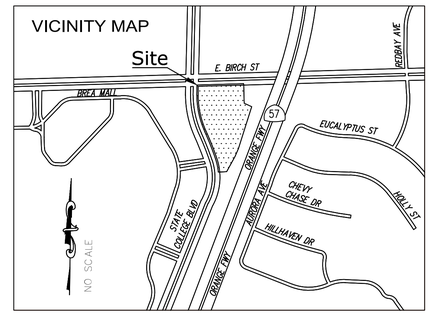
Phase 4 of the TMP illustrates the intended drive-through operation under a peak or special event scenario where the drive-through queue exceeds onsite capacity and is likely to overflow into the public right-of-way. This phase of the TMP is considered a "worst-case scenario" for the proposed restaurant and is not expected to occur on a regular basis. The peak drive-through queue is expected to be fully contained within the Raising Cane's parcel limits and be fully managed as shown in Phase 3. Raw onsite queue counts are included in this report for reference. Given the information, Phase 4 is not intended to be deployed on a regular basis. To facilitate access to parking stalls and circulation for Phase 4, Crewmembers, temporary cones for lane merging, and redirecting traffic to the State College Boulevard entrance may be utilized, as shown in Exhibit D. Once again, Crewmembers are not allowed to direct traffic on the public right-of-way, thus ODS officers will be the ones directing traffic on the public right-of-way. During this phase, an additional Crewmember with a hand-held directional sign will be deployed at the northwestern corner of the building to assist in directing onsite drive-through traffic to the southern drive-through entrance. An additional ODS officer will join the ODS officer as depicted in Phase 3 at the

Raising Cane's driveway entrance. The over-flow queue will not have any negative impacts to costumers' access to the restaurant and will not impede or block any traffic outside the site. Refer to Exhibit D. Additionally, please see the last exhibit showing the vehicular path from State College Boulevard into the queue.

- Queuing Capacity: 33 vehicles
- Crewmember deployment would remain as described in Phase 3
- Raising Cane's will seek to dedicate an ODS officer or Crewmember, as available:
    - at the northeastern entrance of the Raising Cane's parcel, to discourage the queue from encroaching onto the public right-of-way or impede on pedestrian access/safety. They would also help manage conflicts with potential vehicles parked in the adjacent stalls.
    - ODS officers will also ensure that sidewalk and bike lanes are not to be blocked by motorists stopped waiting to enter the site
- Mobile orders will continue to be encouraged to use the designated mobile order pickup stalls or additional available parking.
- Tailgate orders will not be permitted for drive-through customers. Customers that attempt to place a tailgate order will be directed to return at a specified time or come into the restaurant and wait for their order.
- Two on-site ODS officers will be employed as needed to help prevent loitering and increase safety for customers and Crewmembers.
- 8-12 employees would be deployed during Phase 4, which is two additional employees in comparison to Phase 3. This will help to speed up order-taking and drive-through processing.

Traffic Flow Plan
Exhibit A-D





LEGEND

13 CARS

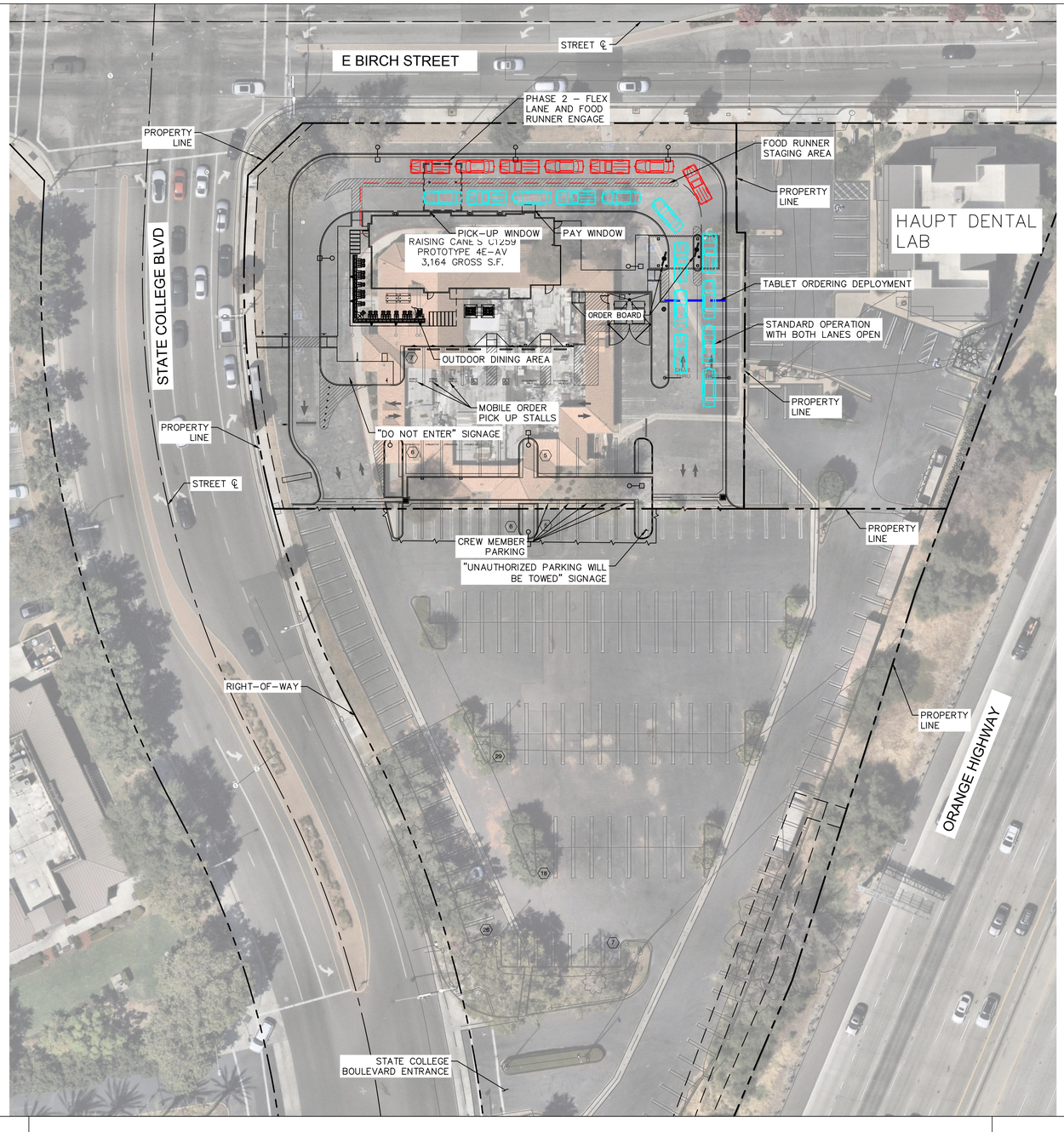
NORTH

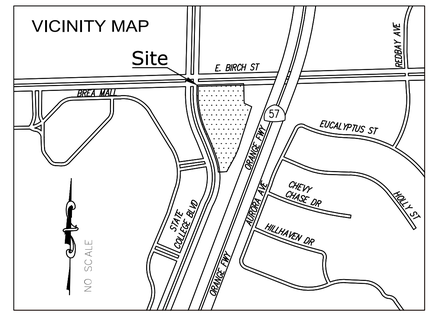
GRAPHIC SCALE IN FEET
0 15 30 60

EXHIBIT A
PHASE 1 - TRAFFIC MANAGEMENT PLAN

RC1259 BIRCH ST AND STATE COLLEGE BLVD, BREA, CA

		07/23/2025





LEGEND

13 CARS

7 CARS

20 CARS

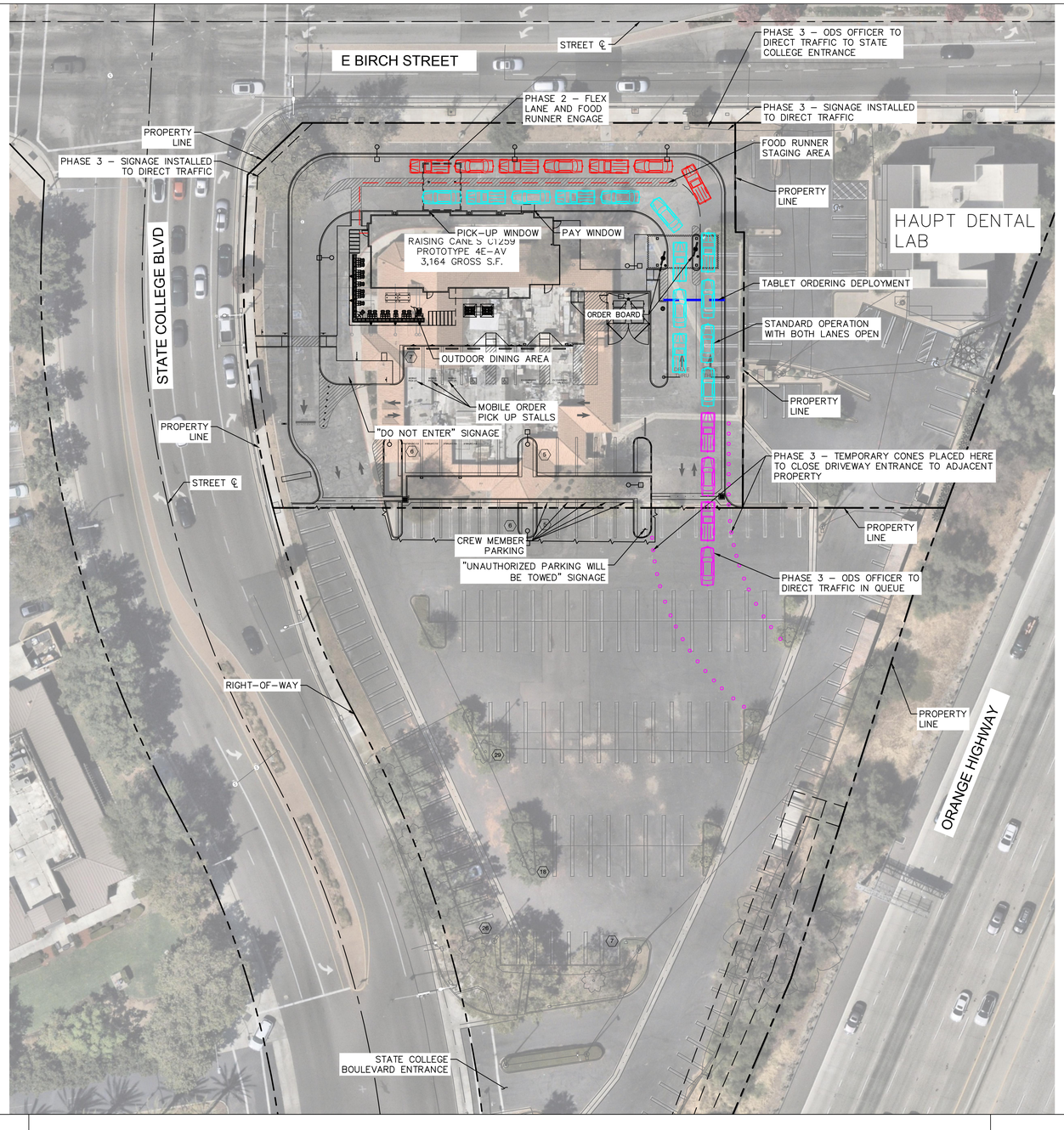
NORTH

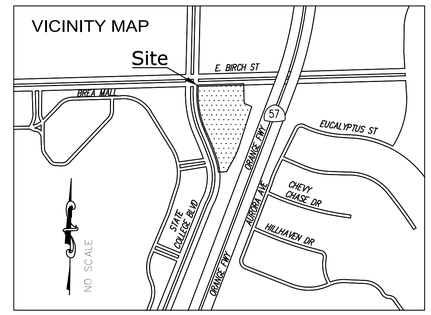
GRAPHIC SCALE IN FEET
0 15 30 60

EXHIBIT B
PHASE 2 - TRAFFIC MANAGEMENT PLAN

RC1259 BIRCH ST AND STATE COLLEGE BLVD, BREA, CA

		07/23/2025





LEGEND

	13 CARS
	7 CARS
	4 CARS
	24 CARS

PHASE 3 NOTES:

- TO ENSURE PHASE 3 IMPLEMENTATION, ODS OFFICERS TO DIRECT QUEUING TRAFFIC SO THAT RAISING CANE'S EMPLOYEES CAN PLACE TEMPORARY CONES TO CLOSE THE DRIVEWAY ENTRANCE INTO THE ADJACENT PROPERTY.
- ODS OFFICERS TO DIRECT TRAFFIC AWAY FROM THE LOCATION OF THE TEMPORARY CONES.

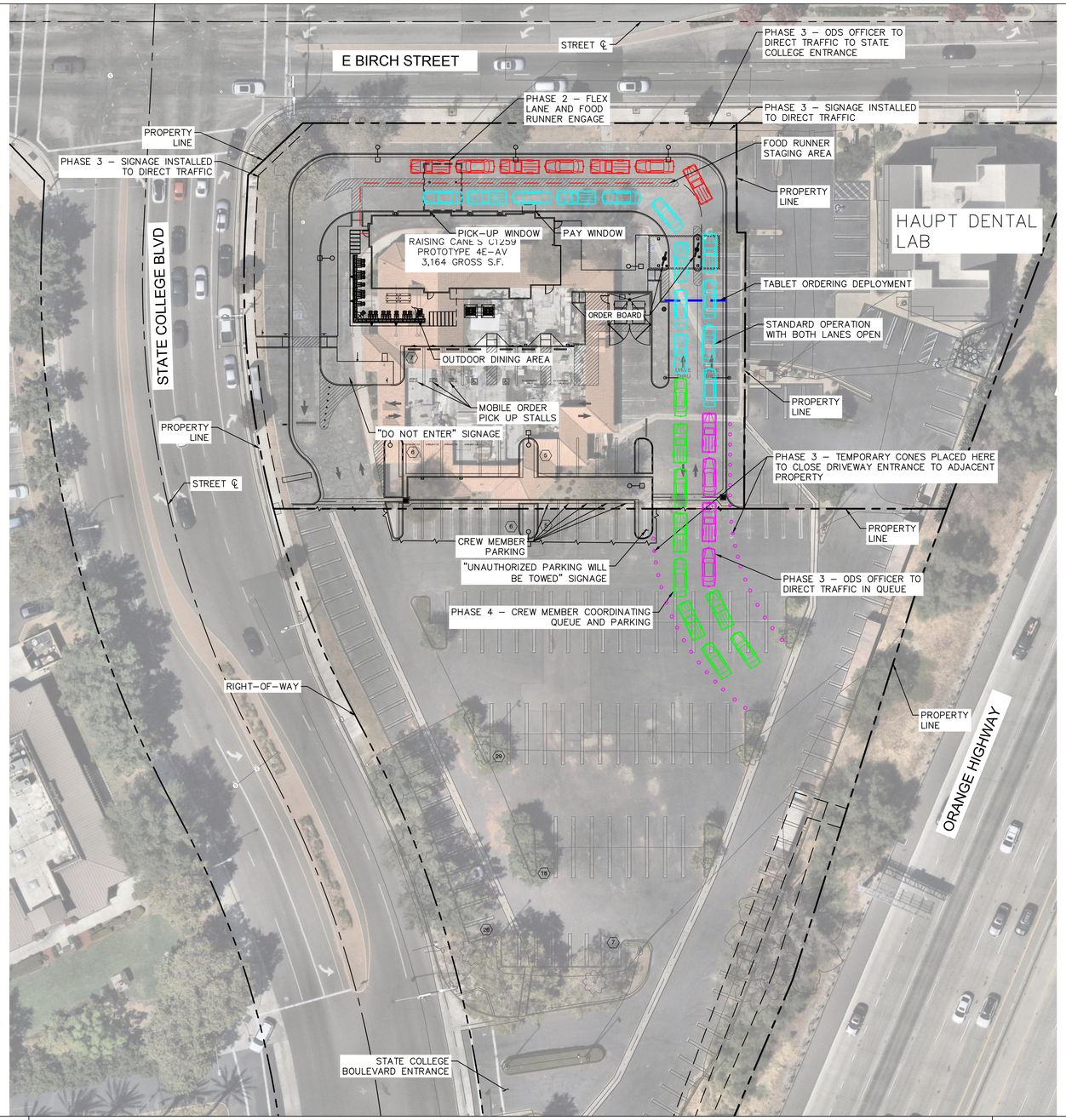
NORTH

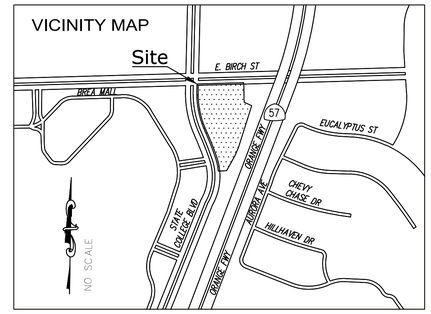
GRAPHIC SCALE IN FEET
0 15 30 60

EXHIBIT C
PHASE 3 - TRAFFIC MANAGEMENT PLAN

RC1259 BIRCH ST AND STATE COLLEGE BLVD, BREA, CA

07/23/2025





LEGEND

	13 CARS
	7 CARS
	4 CARS
	9 CARS
	33 CARS

PHASE 4 NOTES:

- TO ENSURE PHASE 4 IMPLEMENTATION, ODS OFFICERS TO DIRECT QUEUING TRAFFIC SO THAT RAISING CANE'S EMPLOYEES CAN COORDINATE QUEUING AND PARKING.
- ODS OFFICERS TO DIRECT TRAFFIC AWAY FROM THE LOCATION OF THE TEMPORARY CONES.

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

EXHIBIT D
PHASE 4 - TRAFFIC MANAGEMENT PLAN

RC1259 BIRCH ST AND STATE COLLEGE BLVD, BREA, CA

		07/23/2025

Raising Cane's Chicken Fingers

IMPLEMENTATION

As a part of Crewmember and Restaurant Operator training, this TMP shall be incorporated into their Crewmember training materials. The Restaurant Manager and Area Manager shall be prepared to implement the mechanisms laid out by this TMP. This TMP is subject to change by Raising Cane's as needed once full operations and circulation are understood. Additionally, it is understood that this document is a working document and can be revised or refined with additional operational information and resubmitted for approval to the City Engineering Department 14 days after the opening of the Restaurant. Contacts for the Restaurant Manager and Area Manager for the implementation of this TMP are as follows:

Name	**Title**	**Phone Number**	**Email Address**
	Restaurant Manager		
	Area Manager		
	Restaurant Support Office (RSO)		
	Night Managers		
	Assistant Managers		
	Security Personnel		

Should there be any questions regarding the implementation of this TMP, please reach out to the contacts listed above.

Queuing Data
Collection Worksheets

TABLE 6
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 [1] Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana
Lunch												
11:00-11:15 AM	1.5		1.7	3.1	2.7		3.0	6.0	3		4	3
11:15-11:30 AM	1.7		3.1	6.0	2.0		5.0	7.9	3		6	8
11:30-11:45 AM	2.6		1.1	3.3	4.0		2.0	5.9	5		2	8
11:45-12:00 PM	4.1		3.0	3.8	7.2		4.0	5.0	11		5	6
12:00-12:15 PM	3.9	5.6	5.4	6.6	7.0	7.0	7.0	8.9	9	14	8	10
12:15-12:30 PM	9.0	6.6	4.9	8.3	13.0	8.0	7.9	9.0	15	13	9	10
12:30-12:45 PM	10.6	7.0	7.8	6.0	12.8	9.0	9.9	9.8	13	10	12	10
12:45-1:00 PM	7.0	9.7	5.6	6.7	9.0	13.0	6.9	8.9	9	16	7	10
1:00-1:15 PM	5.2	9.0	5.2	5.7	7.0	11.0	7.0	7.0	8	13	8	9
1:15-1:30 PM	5.8	6.6	6.6	8.9	8.0	9.0	9.0	10.0	10	11	10	11
1:30-1:45 PM	2.8	3.9	4.5	6.5	5.0	5.0	7.0	9.0	6	7	9	10
1:45-2:00 PM	3.5	3.6	5.0	2.1	4.5	5.0	6.0	3.9	6	6	7	4
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	8.9	13.0	13.0	9.9	10.0	15	16	12	11
Dinner												
4:00-4:15 PM	5.6		3.5	8.3	7.0		5.0	10.0	8		6	11
4:15-4:30 PM	6.2		2.0	6.0	8.0		3.0	6.9	9		4	7
4:30-4:45 PM	5.9		3.8	6.9	7.0		6.0	9.0	9		7	9
4:45-5:00 PM	5.5		6.2	7.8	7.0		9.0	9.0	9		10	9
5:00-5:15 PM	5.4		2.2	8.9	7.0		4.9	9.0	8		6	10
5:15-5:30 PM	5.8		3.6	6.7	7.0		6.0	8.0	9		8	9
5:30-5:45 PM	7.1		5.3	7.9	8.0		8.9	9.0	10		10	10
5:45-6:00 PM	10.9		2.7	8.2	12.0		4.0	9.0	13		6	10
6:00-6:15 PM	8.6		6.7	9.0	10.4		9.0	10.0	11		11	11
6:15-6:30 PM	10.8		6.3	9.5	12.0		7.9	10.9	13		9	11
6:30-6:45 PM	11.1		4.5	9.7	12.5		6.9	10.0	14		8	10
6:45-7:00 PM	12.8		3.1	9.7	14.0		4.0	10.9	14		5	11
7:00-7:15 PM		11.0		8.7		12.0		9.9		14		10
7:15-7:30 PM		11.5		7.7		13.0		9.9		14		10
7:30-7:45 PM		8.6		8.7		10.0		9.0		12		10
7:45-8:00 PM		8.3		7.5		10.0		8.9		12		9
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	9.7	14.0	13.0	9.0	10.9	14	14	11	11

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

TABLE 7
SUMMARY OF DRIVE-THROUGH QUEUING DATA COLLECTION
RAISING CANE'S - SATURDAY
AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

Time Period	Number of Drive-through Vehicles in the Queue											
	Average Queue				85th %-ile [1] Queue				Peak Queue			
	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana	Laguna Hills	Orange	Riverside	Fontana
Lunch												
11:00-11:15 AM	3.0		2.3	4.3	4.3		5.8	6.9	5		6	4
11:15-11:30 AM	1.8		2.3	1.5	3.0		5.8	2.0	4		6	3
11:30-11:45 AM	5.3		4.9	4.4	8.0		6.0	7.9	12		9	9
11:45-12:00 PM	7.5		1.9	6.5	10.0		3.9	8.9	12		5	10
12:00-12:15 PM	4.7	5.5	8.0	4.7	5.0	8.0	10.0	6.0	6	9	11	6
12:15-12:30 PM	4.1	6.8	4.9	4.4	5.0	8.7	6.9	5.0	6	10	8	6
12:30-12:45 PM	8.2	5.8	6.7	8.5	12.0	7.1	7.9	10.0	13	9	9	11
12:45-1:00 PM	9.3	6.8	7.9	5.3	11.0	8.0	9.0	8.0	12	9	12	9
1:00-1:15 PM	7.2	10.4	8.6	7.5	9.0	12.0	9.9	9.0	14	13	11	11
1:15-1:30 PM	7.3	9.4	8.1	8.3	9.0	12.0	9.9	9.0	10	13	12	10
1:30-1:45 PM	6.9	8.5	9.5	9.0	9.0	11.0	10.0	10.0	10	13	12	10
1:45-2:00 PM	7.3	3.9	8.0	9.1	8.8	5.4	9.0	10.0	10	6	10	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	9.1	12.0	12.0	10.0	10.0	14	13	12	11
Dinner												
4:00-4:15 PM	6.2		5.8	4.5	8.5		8.9	7.0	11		10	7
4:15-4:30 PM	4.5		7.1	8.8	5.1		8.9	9.0	6		11	10
4:30-4:45 PM	2.0		4.9	8.4	3.0		6.0	9.0	4		9	10
4:45-5:00 PM	5.2		3.9	7.9	6.0		6.0	9.0	8		7	10
5:00-5:15 PM	5.6		4.7	7.6	7.0		7.0	8.0	9		8	12
5:15-5:30 PM	10.0		4.2	4.5	12.0		5.0	6.0	12		6	7
5:30-5:45 PM	6.1		3.7	6.9	7.3		5.0	8.9	11		6	9
5:45-6:00 PM	7.3		2.1	8.7	11.3		3.0	9.0	13		4	10
6:00-6:15 PM	8.7		2.9	8.7	11.0		6.0	10.0	12		7	12
6:15-6:30 PM	8.6		2.8	7.7	11.0		4.8	8.0	13		6	10
6:30-6:45 PM	6.0		7.2	6.2	7.3		9.0	7.9	10		10	8
6:45-7:00 PM	4.7		7.8	6.5	7.0		9.0	8.9	8		11	10
7:00-7:15 PM		9.2		8.1		10.5		9.0		13		9
7:15-7:30 PM		11.6		7.7		13.0		9.0		13		9
7:30-7:45 PM		10.8		7.7		13.0		8.0		16		9
7:45-8:00 PM		4.2		8.7		6.0		9.0		11		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	8.8	12.0	17.0	9.0	10.0	13	17	11	12

Notes: [1] 85th percentile = The queue will be less than the queue shown 85% of the time.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

Wednesday Queue
Orange Raising Cane's

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

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

Saturday Queue
Orange Raising Cane's

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

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

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

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

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

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

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Raising Cane's Chicken Fingers, 16988 S Highland Ave
City: Fontana, CA
Date: 5/15/2024 (Wed)

Time	Snapshot Queue Length (# of Vehicles)		
	QUEUE 1 From Pick Up Window to Order Board (ZONE 1 PINK)	QUEUE 2 From Order Board to Drive Thru Entrance (ZONE 2 ORANGE)	QUEUE 3 Drive Thru Entrance to Back of Queue (ZONE 3 BLUE)
11:00 AM	0	0	0
11:01 AM	1	0	0
11:02 AM	0	0	0
11:03 AM	1	0	0
11:04 AM	1	0	0
11:05 AM	1	1	0
11:06 AM	2	2	0
11:07 AM	3	1	0
11:08 AM	4	0	0
11:09 AM	2	0	0
11:10 AM	0	1	1
11:11 AM	3	1	2
11:12 AM	4	1	1
11:13 AM	5	1	0
11:14 AM	3	2	2
11:15 AM	2	2	1
11:16 AM	3	2	3
11:17 AM	4	2	2
11:18 AM	3	2	2
11:19 AM	2	3	3
11:20 AM	3	2	2
11:21 AM	3	3	1
11:22 AM	3	2	1
11:23 AM	3	1	0
11:24 AM	2	1	2
11:25 AM	1	1	2
11:26 AM	1	1	3
11:27 AM	1	1	3
11:28 AM	1	1	2
11:29 AM	2	2	3
11:30 AM	4	1	1
11:31 AM	4	0	1
11:32 AM	3	0	0
11:33 AM	3	0	1
11:34 AM	2	0	0
11:35 AM	1	0	0
11:36 AM	2	0	0
11:37 AM	1	0	0
11:38 AM	1	0	0
11:39 AM	1	0	1
11:40 AM	1	0	0
11:41 AM	2	0	1
11:42 AM	1	0	3
11:43 AM	2	0	4
11:44 AM	3	2	3
11:45 AM	3	2	1
11:46 AM	4	0	0
11:47 AM	3	0	0
11:48 AM	3	0	0

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

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

1:49 PM	1	0	0
1:50 PM	1	0	1
1:51 PM	1	0	2
1:52 PM	1	1	2
1:53 PM	1	1	1
1:54 PM	3	1	0
1:55 PM	3	1	0
1:56 PM	1	0	0
1:57 PM	1	0	0
1:58 PM	1	0	0
1:59 PM	1	0	0
4:00 PM	4	1	1
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4:05 PM	4	3	3
4:06 PM	4	3	3
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4:45 PM	3	3	3
4:46 PM	4	1	3
4:47 PM	3	2	3
4:48 PM	4	1	3

4:49 PM	3	1	1
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4:51 PM	4	1	2
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4:55 PM	4	1	3
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5:38 PM	4	1	2
5:39 PM	4	2	3
5:40 PM	4	3	3
5:41 PM	4	3	3
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7:40 PM	3	3	3
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7:43 PM	4	3	2
7:44 PM	5	2	1
7:45 PM	4	0	1
7:46 PM	4	2	2
7:47 PM	4	2	2
7:48 PM	4	3	2

7:49 PM	2	3	2
7:50 PM	3	3	2
7:51 PM	3	3	2
7:52 PM	4	0	2
7:53 PM	4	2	2
7:54 PM	2	3	2
7:55 PM	3	1	1
7:56 PM	4	3	2
7:57 PM	3	3	1
7:58 PM	4	3	1
7:59 PM	4	3	2
Totals	1366	748	859

Prepared by National Data & Surveying Services

Snapshot Queue

Location: Raising Cane's Chicken Fingers, 16988 S Highland Ave
City: Fontana, CA
Date: 5/11/2024 (Sat)

Time	Snapshot Queue Length (# of Vehicles)		
	QUEUE 1 From Pick Up Window to Order Board (ZONE 1 PINK)	QUEUE 2 From Order Board to Drive Thru Entrance (ZONE 2 ORANGE)	QUEUE 3 Drive Thru Entrance to Back of Queue (ZONE 3 BLUE)
11:00 AM	2	2	0
11:01 AM	3	1	0
11:02 AM	2	1	1
11:03 AM	3	0	0
11:04 AM	2	1	1
11:05 AM	3	1	2
11:06 AM	3	1	4
11:07 AM	2	1	4
11:08 AM	3	1	3
11:09 AM	1	1	2
11:10 AM	2	1	0
11:11 AM	1	1	0
11:12 AM	1	1	0
11:13 AM	2	1	1
11:14 AM	1	1	0
11:15 AM	2	0	0
11:16 AM	0	0	0
11:17 AM	0	1	0
11:18 AM	0	1	1
11:19 AM	0	1	2
11:20 AM	0	1	1
11:21 AM	2	0	0
11:22 AM	1	0	0
11:23 AM	0	1	0
11:24 AM	0	1	0
11:25 AM	1	1	0
11:26 AM	2	0	0
11:27 AM	2	0	0
11:28 AM	2	0	0
11:29 AM	0	0	0
11:30 AM	0	1	0
11:31 AM	0	1	0
11:32 AM	1	0	0
11:33 AM	0	1	0
11:34 AM	1	1	0
11:35 AM	0	1	0
11:36 AM	1	1	2
11:37 AM	3	1	1
11:38 AM	3	1	2
11:39 AM	3	1	3
11:40 AM	3	1	1
11:41 AM	4	1	3
11:42 AM	4	2	2
11:43 AM	4	2	3
11:44 AM	4	2	1
11:45 AM	4	2	4
11:46 AM	4	2	4
11:47 AM	4	1	4
11:48 AM	4	2	2

11:49 AM	4	1	1
11:50 AM	4	2	1
11:51 AM	5	1	1
11:52 AM	4	1	0
11:53 AM	4	1	0
11:54 AM	4	1	0
11:55 AM	4	1	1
11:56 AM	4	1	1
11:57 AM	3	1	0
11:58 AM	3	1	1
11:59 AM	2	1	2
12:00 PM	2	1	1
12:01 PM	3	1	1
12:02 PM	3	1	1
12:03 PM	3	1	0
12:04 PM	2	1	0
12:05 PM	1	1	2
12:06 PM	0	1	3
12:07 PM	4	1	1
12:08 PM	3	1	2
12:09 PM	2	1	1
12:10 PM	1	1	2
12:11 PM	3	2	1
12:12 PM	3	1	1
12:13 PM	3	1	1
12:14 PM	4	2	0
12:15 PM	4	2	0
12:16 PM	4	1	0
12:17 PM	3	1	2
12:18 PM	2	1	2
12:19 PM	3	1	1
12:20 PM	4	1	0
12:21 PM	4	0	0
12:22 PM	4	1	0
12:23 PM	1	0	2
12:24 PM	2	1	1
12:25 PM	2	0	1
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12:28 PM	1	0	2
12:29 PM	0	1	3
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12:33 PM	4	1	2
12:34 PM	5	1	2
12:35 PM	4	2	4
12:36 PM	4	2	3
12:37 PM	4	3	2
12:38 PM	5	1	1
12:39 PM	4	3	2
12:40 PM	4	3	3
12:41 PM	4	2	4
12:42 PM	4	1	3
12:43 PM	4	3	4
12:44 PM	4	3	3
12:45 PM	5	2	2
12:46 PM	5	2	1
12:47 PM	5	0	0
12:48 PM	2	0	0

12:49 PM	2	1	1
12:50 PM	1	1	1
12:51 PM	2	1	0
12:52 PM	2	1	1
12:53 PM	2	1	2
12:54 PM	2	1	2
12:55 PM	2	1	1
12:56 PM	3	1	3
12:57 PM	4	1	3
12:58 PM	3	1	4
12:59 PM	1	1	3
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1:02 PM	3	1	3
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1:08 PM	3	2	2
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1:11 PM	3	2	4
1:12 PM	4	3	2
1:13 PM	3	3	2
1:14 PM	3	3	2
1:15 PM	5	3	0
1:16 PM	4	3	2
1:17 PM	4	3	2
1:18 PM	4	3	2
1:19 PM	4	2	2
1:20 PM	4	3	2
1:21 PM	4	3	1
1:22 PM	4	2	1
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1:40 PM	4	3	3
1:41 PM	4	3	2
1:42 PM	4	3	2
1:43 PM	3	2	2
1:44 PM	4	3	1
1:45 PM	4	3	2
1:46 PM	4	3	2
1:47 PM	4	3	2
1:48 PM	4	3	3

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1:52 PM	4	2	2
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1:54 PM	4	3	3
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4:03 PM	0	2	1
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4:05 PM	4	2	1
4:06 PM	4	1	1
4:07 PM	4	1	2
4:08 PM	4	1	1
4:09 PM	4	1	0
4:10 PM	2	0	0
4:11 PM	1	1	3
4:12 PM	3	1	3
4:13 PM	2	2	2
4:14 PM	4	1	2
4:15 PM	5	2	3
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4:23 PM	4	1	2
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4:45 PM	2	1	2
4:46 PM	2	1	2
4:47 PM	4	1	2
4:48 PM	5	1	3

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4:51 PM	4	2	3
4:52 PM	4	3	3
4:53 PM	4	2	3
4:54 PM	4	3	1
4:55 PM	4	2	3
4:56 PM	4	2	2
4:57 PM	3	2	2
4:58 PM	4	2	1
4:59 PM	4	3	0
5:00 PM	4	2	1
5:01 PM	3	2	1
5:02 PM	4	2	0
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5:04 PM	5	3	4
5:05 PM	4	2	2
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5:07 PM	3	3	2
5:08 PM	4	3	1
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5:10 PM	3	2	1
5:11 PM	4	3	2
5:12 PM	4	2	2
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5:14 PM	3	2	0
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5:16 PM	4	2	0
5:17 PM	5	2	0
5:18 PM	4	2	0
5:19 PM	4	1	0
5:20 PM	4	0	0
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6:27 PM	4	2	2
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6:29 PM	4	2	2
6:30 PM	4	3	0
6:31 PM	2	3	1
6:32 PM	3	2	0
6:33 PM	3	3	2
6:34 PM	4	2	2
6:35 PM	3	1	2
6:36 PM	2	0	2
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6:39 PM	2	1	3
6:40 PM	3	0	3
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6:47 PM	2	0	3
6:48 PM	3	0	3

6:49 PM	3	0	1
6:50 PM	3	0	1
6:51 PM	3	0	0
6:52 PM	3	0	2
6:53 PM	3	2	2
6:54 PM	3	2	3
6:55 PM	3	2	3
6:56 PM	4	3	2
6:57 PM	4	3	2
6:58 PM	4	3	1
6:59 PM	4	3	3
7:00 PM	4	2	3
7:01 PM	3	2	2
7:02 PM	4	3	2
7:03 PM	3	3	3
7:04 PM	4	3	2
7:05 PM	3	2	3
7:06 PM	3	2	3
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7:08 PM	3	3	3
7:09 PM	3	3	2
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7:11 PM	3	2	2
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7:19 PM	3	1	3
7:20 PM	4	2	3
7:21 PM	4	2	3
7:22 PM	4	3	2
7:23 PM	4	3	2
7:24 PM	4	3	1
7:25 PM	3	3	3
7:26 PM	4	2	3
7:27 PM	3	2	3
7:28 PM	4	1	3
7:29 PM	4	2	2
7:30 PM	3	3	3
7:31 PM	3	3	3
7:32 PM	4	1	3
7:33 PM	4	1	3
7:34 PM	3	2	3
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7:41 PM	3	2	2
7:42 PM	4	1	2
7:43 PM	4	2	1
7:44 PM	4	3	1
7:45 PM	4	1	3
7:46 PM	4	3	2
7:47 PM	4	3	1
7:48 PM	4	2	3

7:49 PM	4	2	3
7:50 PM	2	2	3
7:51 PM	4	2	2
7:52 PM	4	2	2
7:53 PM	4	3	2
7:54 PM	4	3	2
7:55 PM	5	2	2
7:56 PM	5	2	2
7:57 PM	4	3	2
7:58 PM	5	2	2
7:59 PM	4	3	4
Totals	1355	746	781

ATTACHMENT M

CITY OF BREA

notice of public hearing

CITY OF BREA

PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR PRECISE DEVELOPMENT NO. 2024-04 AND CONDITIONAL USE PERMIT NOS. 2024-08 AND 2024-09: TO ALLOW DEMOLITION OF AN EXISTING RESTAURANT BUILDING AND CONSTRUCTION OF A NEW RESTAURANT BUILDING WITH A DRIVE-THROUGH FACILITY AND AN OUTDOOR DINING AREA, AND A COMPREHENSIVE SIGN PROGRAM AT 200 SOUTH STATE COLLEGE BOULEVARD.

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 OF HEARING: **Tuesday, August 26, 2025, 6:00 p.m.**
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

REQUEST: The Applicant, John Pollock of Kimley-Horn, is requesting the following entitlements: Precise Development No. 2024-04 and Conditional Use Permit Nos. 2024-08 and 2024-09; to allow the demolition of an existing 11,170-square-foot restaurant building and the construction of a new 3,164-square-foot restaurant building with a drive-through facility and a 780-square-foot outdoor dining area with 32 seats, and a comprehensive sign program for a new restaurant (Raising Cane's Restaurant).

LOCATION: The Project site is approximately 1.04 acres, and is located at 200 South State College Boulevard, at the southeast corner of East Birch Street and South State College Boulevard. The Project also includes modification of the existing parking lot area (approximately 2,153 square feet) within the adjacent property located directly south of the Project site. The Project site has a General Plan Land Use Designation of Regional Commercial and a Zoning Designation of Major Shopping Center (C-C) with a Precise Development (PD) Overlay.

ENVIRONMENTAL: The Project has been assessed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the environmental regulations of the City. The Project is categorically exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15303 – Class 3 (New Construction or Conversion of Small Structures) and Section 15332 – Class 32 (In-Fill Development Projects).

IF YOU CHALLENGE THE 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.

FURTHER INFORMATION MAY BE OBTAINED BY CALLING THE PLANNING DIVISION AT (714) 990-7674 OR BY EMAILING planner@cityofbrea.gov.

COMMUNITY DEVELOPMENT DEPARTMENT

Joanne Hwang, AICP, City Planner

AREA MAP

ATTACHMENT N

CEQA NOTICE OF EXEMPTION

TO: Orange County Clerk-Recorder
601 N. Ross Street
Santa Ana, CA 92701

FROM City of Brea
Community Development Department
1 Civic Center Circle
Brea, CA 92821

PROJECT TITLE/CASE NO.:	**PRECISE DEVELOPMENT NO. 2024-04 AND CONDITIONAL USE PERMIT NOS. 2024-08 AND 2024-09: RAISING CANES RESTAURANT PROJECT**
PROJECT LOCATION:	200 South State College Boulevard, Brea, CA 92821
PROJECT DESCRIPTION:	Request to allow the demolition of an existing 11,170 square-foot restaurant building and the construction of a new 3,164 square-foot restaurant building with a drive-through facility and outdoor dining area, and a comprehensive sign program for a new restaurant (Raising Cane's Restaurant).
Name of Public Agency Approving Project:	City of Brea
Project Applicant, Address, E-mail, Phone Number:	John Pollock Kimley-Horn 3801 University Avenue, Suite 300 Riverside, CA 92501 john.pollock@kimley-horn.com | 951-346-2807

Exempt Status: ***(Check one)***

- ☐ Ministerial *(Sec. 21080(b)(1); 15268)*
- ☐ Declared Emergency *(Sec. 21080(b)(3); 15269(a))*
- ☐ Emergency Project *(Sec. 21080(b)(4); 15269 (b)(c))*
- ☒ Categorical Exemption *(Sec. 15303, 15332)*
- ☐ Statutory Exemption (15282(s))
- ☐ Other:

Reason why project is exempt: Class 3 applies to construction and location of limited numbers of new, small facilities or structures. The Project proposes a new commercial restaurant building not exceeding 10,000 square feet in an urbanized area where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive. Class 32 applies to in-fill development projects that meet the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations; (b) the proposed development occurs on a project site of no more than five acres substantially surrounded by urban uses; (c) the Project has no value as a habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (e) the site can be adequately served by all required utilities and public services. As demonstrated in the technical analysis, which includes a Traffic Study, Vehicle Miles Traveled (VMT) Analysis, Noise and Vibration Analysis, Air Quality and Greenhouse Gas Analysis, and Preliminary Water Quality Management Plan, the Project would not have any significant effect related to traffic, noise, air quality, and water quality. As such, the Project meets both Class 3 and Class 32 conditions and is therefore categorically exempt.

Jason Killebrew, Assistant City Manager / Community Development Director | *Date*

DRAFT

City of Brea

Planning Commission Communication

Informational/Project Updates

Meeting	Agenda Group
Tuesday, August 26, 2025, 6:00 PM	ADMINISTRATIVE ITEMS Item: 4B.

TO	FROM
Chair and Members of the Planning Commission	Joanne Hwang, City Planner

RECOMMENDATION

Staff recommends that the Planning Commission receive and file the Planning Division Updates, dated August 18, 2025 (Attachment A)

RESPECTFULLY SUBMITTED:

Joanne Hwang, AICP, City Planner

Attachments

Planning Update - Updated 08.18.2025.pdf

City of Brea

Project Updates

August 18, 2025

BREA PLANNING DIVISION

CONTENTS

- **IN PROCESS/UNDER REVIEW**

Story Map ID	Project Name	Address
1	Lambert Road Office Condo Tentative Parcel Map	700-800 W. Lambert Road
2	Amazon Facility	275 Valencia Avenue
3	Albertson's Distribution Center Office Building	200 N. Puente Street
4	Loading Dock Addition	750 Challenger Street
5	Jamboree Affordable housing development (Preliminary Plan Review)	323 N. Brea Blvd
6	New residential development (Preliminary Plan Review)	112 Bracken Street
7	A 2nd story ADU height increase	401 Sycamore Avenue
8	C&C Affordable Housing Project Density Bonus Request	SEC Mercury Lane & Berry Street
9	A 2nd story ADU modification of standards	414 Sievers
10	Raising Canes Drive-through	200 S. State College Boulevard
11	Mills Act Contract	420 S. Madrona Avenue
12	Service Champions parking lot	625 Columbia Street
13	Brea 265 Tentative Tract Map Amendment	Valencia Ave; Lambert Rd; Carbon Canyon Rd; Rose Dr
14	Brea 265 Planning Area 1	Northeast area of Rose Drive/Blake Road
15	Koy Restaurant and Bar on-site alcohol	441 S. Associated Road
16	Karma Lounge on-site alcohol	215 S. Brea Boulevard
17	Redwood Avenue administrative remedy	110 S. Redwood Avenue
18	Carbon Canyon Coffee on-site alcohol	150 Olinda Place
19	Chef's Cut on-site alcohol	415 S. Associated Road
20	Deanna Drive lot coverage increase	920 Deanna Drive
21	New automobile service station and a drive-through facility	300-305 W. Imperial Highway
22	Benihana exterior façade improvement	240 S. Brea Boulevard

BREA PLANNING DIVISION

Last Updated August 18, 2025

• APPROVED/ENTITLED

Story Map ID	Project Name	Address
1	Mercury Lane Apartments	SE corner of Mercury Lane and Berry Street
2	Accessory Dwelling Unit	527 E. Elm Street
3	Industrial Building	2727 E. Imperial Highway
4	Brea Mall Mixed Use Project	100 Brea Mall Road
5	Gaslight Square Redevelopment	255 E. Imperial Highway
6	Southlands Church Fence Height	2950 E. Imperial Highway
7	Boiling Crab – Outdoor Patio and On-site Alcohol	120 S. Brea Boulevard #106
8	Brea Plaza Remodel (Buildings E-G)	1639 E. Imperial Highway
9	Wireless Co-location	145 S. State College Boulevard
10	California Spine Institute	721 E. Imperial Highway
11	Dr. Squatch Fence Height	114 N. Berry Street
12	Wireless Facility Modification	185 E. Alder Street
13	New Wireless Facility	724 N. Brea Boulevard
14	Imperial Mariner tentative parcel map	915, 955, 975 W. Imperial Hwy
15	Light Industrial Building	3200 Nasa Street
16	South Brea Townhomes	685 S. Brea Boulevard
17	AT&T Wireless Rooftop Facility	380 W. Central Avenue
18	Pet Aquamation	580 W. Lambert Road
19	Increase in wall height	839 Mango Street
20	Our Nest on-site alcohol	732 N. Brea Boulevard
21	Reduction in required parking spaces	440 S. Brea Boulevard
22	Saint Matthew Ecumenical Catholic Church	500 E. Imperial Highway
23	7-Eleven off-site alcohol sale	3310 E. Imperial Highway
24	Brea Plaza Apartments	1639 E. Imperial Highway
25	Greenbriar residential development	1698-1700 Greenbriar Lane
26	420 Apollo office use	420 Apollo Street, Unit A
27	7-Eleven off-site alcohol sale	295 W. Central Avenue
28	Sievers Avenue Tentative Parcel Map	411 Sievers Avenue
29	Aquatic Sports Performance	396 Cliffwood Park Street
30	Main Event	245 W. Birch Street
31	Studio J Dance Studio	1150 W. Central Avenue #C
32	Tempo Geisha	101 E. Imperial Hwy

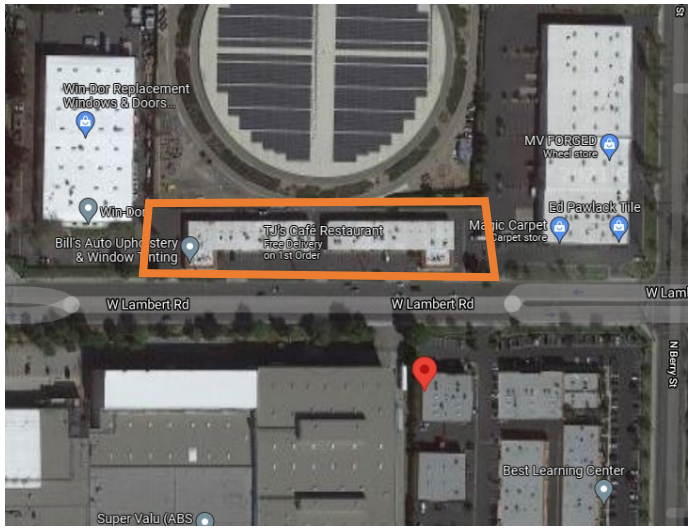
Story Map ID	Project Name	Address
33	Pace & Pint on-site alcohol	1040 E. Imperial Hwy Suite F2
34	Moorpark Drive administrative remedy	1842 Moorpark Drive
35	New Industrial Building	424 Berry Way
36	Alder Street variance	226 E. Alder Street
37	Thai 7 Bistro on-site alcohol	215 W. Birch Street #2

- **REPEALED/DENIED (within one year)**

N/A

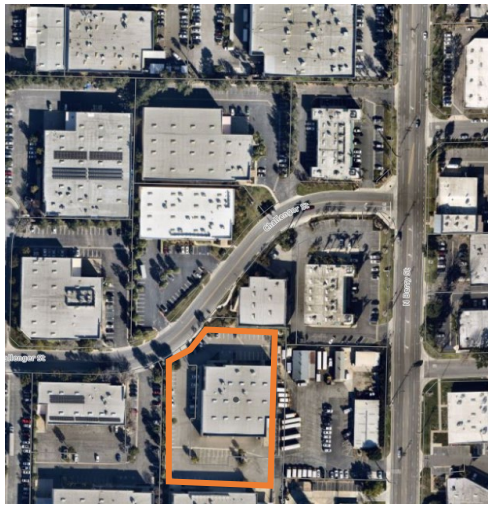
In-Process/Review

LAMBERT ROAD OFFICE CONDO TENTATIVE PARCEL MAP ***(MAP ID: 1)***		
Case Type:	• Tentative Parcel Map •	**PROJECT MAP:**
Project No.:	• TPM 2021-189; **Accela No.: PLN-2021-00061**	
Project Location:	• Accessor's Parcel Number (APN): 296-223-13 • 700-800 W Lambert Road	
Project Description:	• The applicant is proposing to convert two existing 12-unit buildings (total 24 units) into 24 office condominium units. No new construction is proposed; existing unit boundaries, floor plans and floor areas will not change.	
Project Planner:	• Esteban Rubiano (estebanr@cityofbrea.gov)	
Applicant:	• 801 Lambert LLC, A California Limited Liability Company (Mark Blumenthal)	
Application submittal Date:	• October 25, 2021	
Current Status:	• Application was deemed complete on October 12, 2023. • Planning Commission review TBD pending applicant response.	



AMAZON FACILITY ***(MAP ID: 2)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2022-09; **ACCELA No. PLN 2022-00042**	
Project Location:	• Assessor's Parcel Number (APN): 320-233-17 • 275 W. Valencia	
Project Description:	• The Project proposes to demolish the existing 3-story, 637,503 square-foot, 60-foot high office building (previously occupied by Bank of America) and construct a new 181,500 square-foot, 44-foot high warehouse building that will be used as Amazon's parcel delivery facility.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Tim Reed of Ware Malcomb	
Application submittal Date:	• May 31, 2022	
Current Status:	• On May 13, 2025, Planning Commission certified the Project's EIR and approved the Project; however, an appeal of the Planning Commission decision was submitted within the 10-day appeal period; • City Council review of the appeal is scheduled on August 19, 2025.	

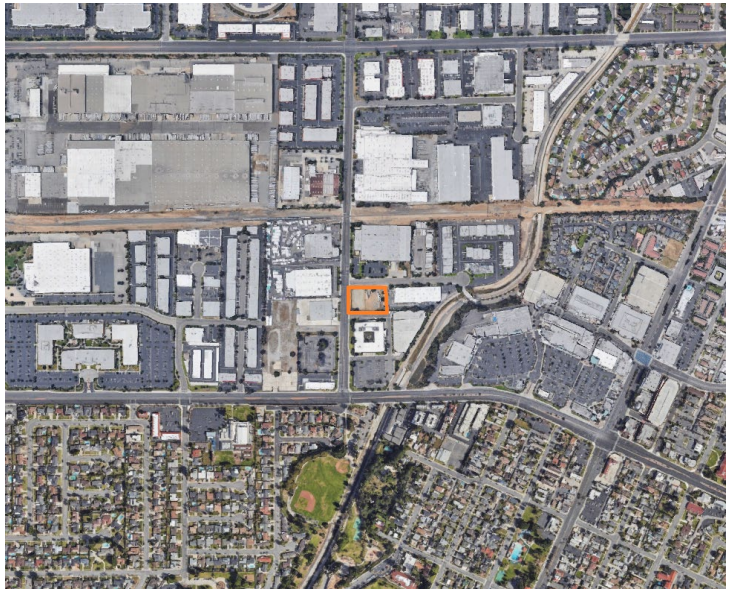
ALBERTSON'S DISTRIBUTION CENTER OFFICE BUILDING ***(MAP ID: 3)***		
Case Type:	• Conditional Use Permit, Precise Development, Administrative Remedy	**PROJECT MAP:**
Project No.:	• CUP No. 2023-02; PD No. 2023-01; AR No. 2023-03; **ACCELA No: PLN-2023-00027**	
Project Location:	• Assessor's Parcel Number (APN): 296-231-12 • 200 N Puente St	
Project Description:	• The applicant is proposing a new two-story office building for an Albertson's distribution center.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• John Doan	
Application submittal Date:	• April 25, 2023	
Current Status:	• Pending resubmittal from the applicant.	

LOADING DOCK ADDITION ***(MAP ID: 4)***		
Case Type:	• Plan Review	**PROJECT MAP:** 
Project No.:	• PR 2023-05; **ACCELA No: PLN-2023-00031**	
Project Location:	• Assessor's Parcel Number (APN): 296-223-19 • 750 Challenger Street	
Project Description:	• The applicant is proposing to add a secondary loading dock and restripe parking stalls.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Esther Yang	
Application submittal Date:	• April 27, 2023	
Current Status:	• Pending resubmittal from the applicant	

JAMBOREE AFFORDABLE HOUSING DEVELOPMENT ***(MAP ID: 5)***		
Case Type:	• Preliminary Plan Review; Density Bonus	**PROJECT MAP:**
Project No.:	• PPR No. 2024-01, DB No. 2024-01; **ACCELA No: PLN-2024-00014/PLN-2024-00031**	
Project Location:	• Assessor's Parcel Number (APN): 296-301-02 • 323 N. Brea Blvd.	
Project Description:	• The Applicant is proposing a new multi-family affordable/permanent supporting housing development, which could include between 28 and 40 dwelling units.	
Project Planner:	• Marie Dao, Senior Management Analyst (maried@cityofbrea.net)	
Applicant:	• Tish Kelly of Jamboree Housing Corp.	
Application submittal Date:	• March 12, 2024	
Current Status:	• Preliminary comment letter was issued on April 10, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project. • Density Bonus application was approved February 25, 2025; A request for an amendment to the Density Bonus application submitted on July 22, 2025, which is currently under review. • Under building plan check process.	

NEW RESIDENTIAL DEVELOPMENT ***(MAP ID: 6)***		
Case Type:	• Preliminary Plan Review	**PROJECT MAP:**
Project No.:	• PPR No. 2024-02; **ACCELA No: PLN-2024-00018**	
Project Location:	• Assessor's Parcel Number (APN): 296-332-17 • 112 Bracken Street	
Project Description:	• The Applicant is proposing to construct a 4 unit, for-sale residential development with one ADU attached for one of the units.	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Eric Gonsalves of The Cirrus Company, LLC	
Application submittal Date:	• March 26, 2024	
Current Status:	• 1st round of preliminary comment letter was issued on April 25, 2024. Subsequently, at the request of the applicant, a 2nd round of review was conducted and the 2nd preliminary comment letter was issued on October 31, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project.	

A 2nd STORY ADU HEIGHT INCREASE ***(MAP ID:7)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2024-01; **ACCELA No: PLN-2024-00027**	
Project Location:	• Assessor's Parcel Number (APN): 284-223-01 • 401 Sycamore Avenue	
Project Description:	• The Applicant is requesting an increase in maximum height of a 2nd story ADU from 16 feet to 23 feet	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Jasmeet Gill Kennington	
Application submittal Date:	• June 11, 2024	
Current Status:	• Pending resubmittal from the applicant	

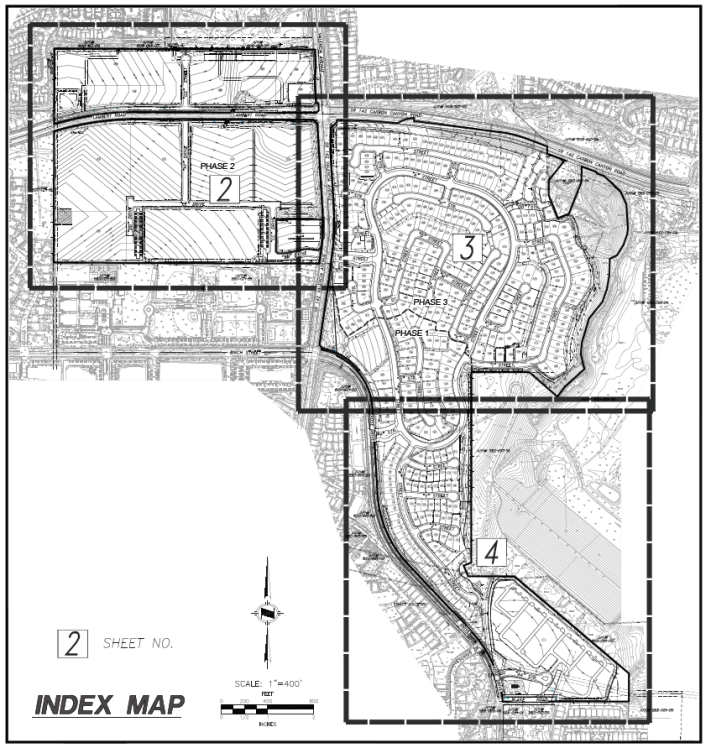
C&C AFFORDABLE HOUSING PROJECT ***(MAP ID: 8)***		
Case Type:	• Preliminary Plan Review; Density Bonus	**PROJECT MAP:** 
Project No.:	• PPR No. 2024-04; DB No. 2025-01 **ACCELA No: PLN-2024-00057; PLN-2025-00038**	
Project Location:	• Assessor's Parcel Number (APN): 296-143-01 • SEC of Mercury Lane and Berry Street	
Project Description:	• The Applicant is requesting a substantial conformance review of a new 85-unit, 5-story affordable senior housing project with the previously approved project at the project site (Mercury Lane workforce housing project – a 114-unit apartment)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Todd Cottle	
Application submittal Date:	• October 29, 2024; June 18, 2025	
Current Status:	• Preliminary comment letter was issued on November 27, 2024. No further action will be taken. The Applicant may submit a full application if they want to pursue the project. • Project preview for the City Council was held on April 15, 2025, as a study session item. • Density Bonus application and funding request was reviewed by the Finance Committee on August 12, 2025; City Council review scheduled on August 19, 2025	

A 2nd STORY ADU MODIFICATION OF STANDARDS ***(MAP ID: 9)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2024-02; **ACCELA No: PLN-2024-00063**	
Project Location:	• Assessor's Parcel Number (APN): 284-252-21 • 414 Sievers Avenue	
Project Description:	• The Applicant is requesting modification of standards (i.e. height, design standards related to exterior staircase) for a new 2nd story ADU	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Tony Vega	
Application submittal Date:	• December 4, 2024	
Current Status:	• Planning Commission review scheduled on August 26, 2025	

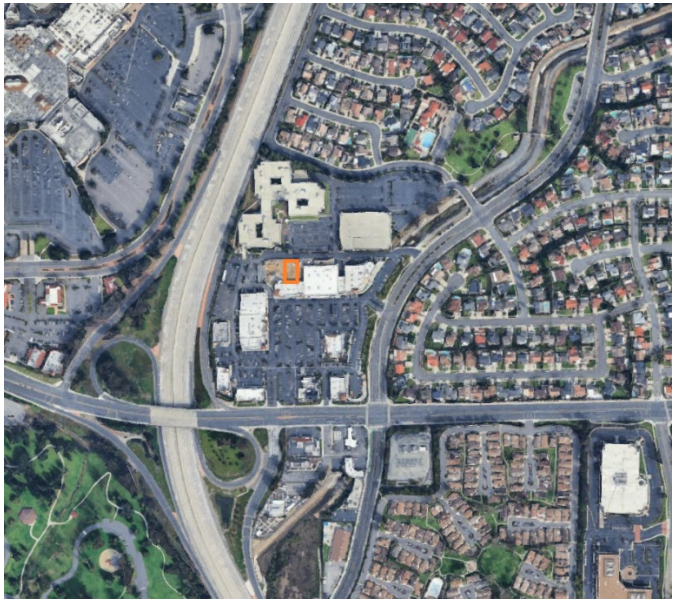
RAISING CANES DRIVE-THROUGH ***(MAP ID: 10)***		
Case Type:	• Conditional Use Permit, Plan Review, Precise Development	**PROJECT MAP:**
Project No.:	• CUP No. 2024-08, PR No. 2024-06, PD No. 2024-04; **ACCELA No: PLN-2024-00067**	
Project Location:	• Assessor's Parcel Number (APN): 319-103-26 • 200 S. State College Boulevard	
Project Description:	• The Applicant is requesting a new drive-through restaurant (Raising Canes)	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Raising Canes	
Application submittal Date:	• December 17, 2024	
Current Status:	• Planning Commission review scheduled on August 26, 2025	

MILLS ACT CONTRACT ***(MAP ID: 11)***		
Case Type:	• Mills Act Contract	**PROJECT MAP:**
Project No.:	• MA No. 2025-01; **ACCELA No: PLN-2025-00004**	
Project Location:	• Assessor's Parcel Number (APN): 284-241-06 • 420 S. Madrona Avenue	
Project Description:	• The Applicant is requesting to enter into a Mills Act Contract with the City	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Jeff Jordan	
Application submittal Date:	• January 28, 2025	
Current Status:	• Pending resubmittal from the applicant	

SERVICE CHAMPIONS PARKING LOT ***(MAP ID: 12)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2025-02; **ACCELA No: PLN-2025-00012**	
Project Location:	• Assessor's Parcel Number (APN): 296-222-01 • 625 Columbia Street	
Project Description:	• The Applicant is requesting to construct a new parking lot and a driveway entrance for the project site	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Service Champions	
Application submittal Date:	• February 26, 2025	
Current Status:	• Under review	

BREA 265 TENTATIVE TRACT MAP AMENDMENT ***(MAP ID: 13)***		
Case Type:	• Tentative Tract Map	**PROJECT MAP:**
Project No.:	• TTM 16423 Amendment No. 1; **ACCELA No: PLN-2025-00019**	
Project Location:	• Assessor's Parcel Number (APN): 322-031-01, -10, -11, -12, -13 -14, -19, -20, -21, & -24 and 320-073-08, -09, & -29 • The 262-acre site, commonly known as Brea 265, is generally bounded by Lambert Road/Carbon Canyon Road to the north, Carbon Canyon Regional Park to the east, Birch Street and Rose Drive to the South, and residential uses to the west.	
Project Description:	• The Applicant is proposing to amend the TTM 16423 to accommodate design changes for Planning Areas 1, 3 and 7 of Brea 265 Specific Plan	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Lennar Homes of California, LLC (Brett Hamara)	
Application submittal Date:	• April 15, 2025	
Current Status:	• Under review	

BREA 265 PLANNING AREA 1 ***(MAP ID: 14)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2025-03, Condominium map; **ACCELA No: PLN-2025-00020**	
Project Location:	• Assessor's Parcel Number (APN): 322-031-14, -19, & -21 • Address TBD; Planning Area 1 of Brea 265 Specific Plan (northeast of Rose Drive and Blake Street)	
Project Description:	• The Applicant is proposing to develop Planning Area 1 of Brea 265 Specific Plan, which includes 121 multifamily units, a staging area park and associated improvements	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Lennar Homes of California, LLC (Brett Hamara)	
Application submittal Date:	• April 15, 2025	
Current Status:	• Under review	

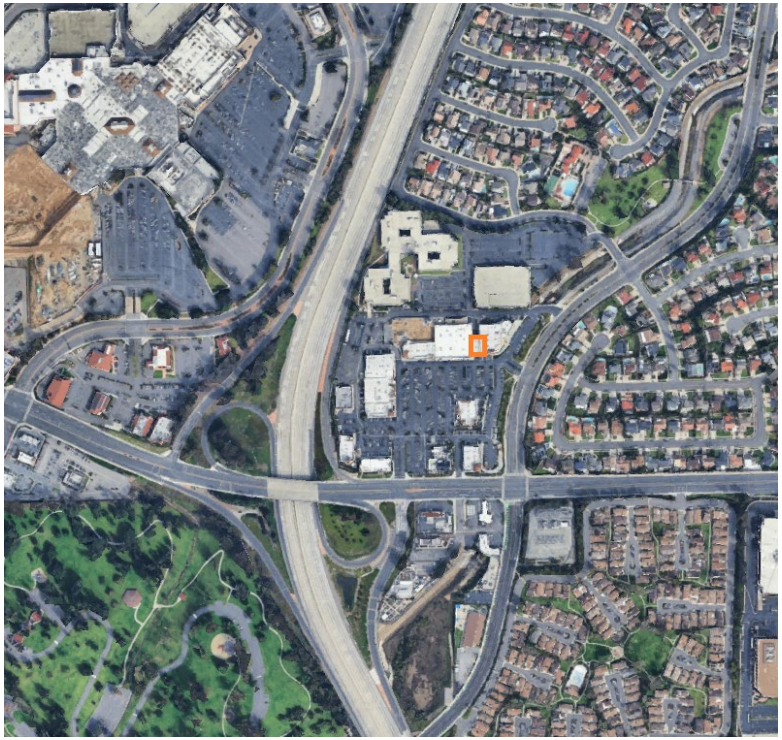
KOY RESTAURANT AND BAR ON-SITE ALCOHOL ***(MAP ID: 15)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• CUP No. 2025-10; **ACCELA No: PLN-2025-00025**	
Project Location:	• Assessor's Parcel Number (APN): 319-391-01 • Address: 441 S. Associated Road	
Project Description:	• The Applicant is proposing an on-site sale and consumption of alcohol (Type 47 ABC License) at a new restaurant (Koy Restaurant and Bar)	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Grand Salon & Spa, Inc.	
Application submittal Date:	• May 6, 2025	
Current Status:	• Planning Commission review scheduled on August 26, 2025	

KARMA LOUNGE ON-SITE ALCOHOL ***(MAP ID: 16)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-11; **ACCELA No: PLN-2025-00027**	
Project Location:	• Assessor's Parcel Number (APN): 296-376-17 • Address: 215 S. Brea Boulevard	
Project Description:	• The Applicant is proposing an on-site sale and consumption of alcohol (Type 47 ABC License) at a new restaurant (Karma Lounge)	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Karma Lounge	
Application submittal Date:	• May 15, 2025	
Current Status:	• Pending resubmittal from the applicant	

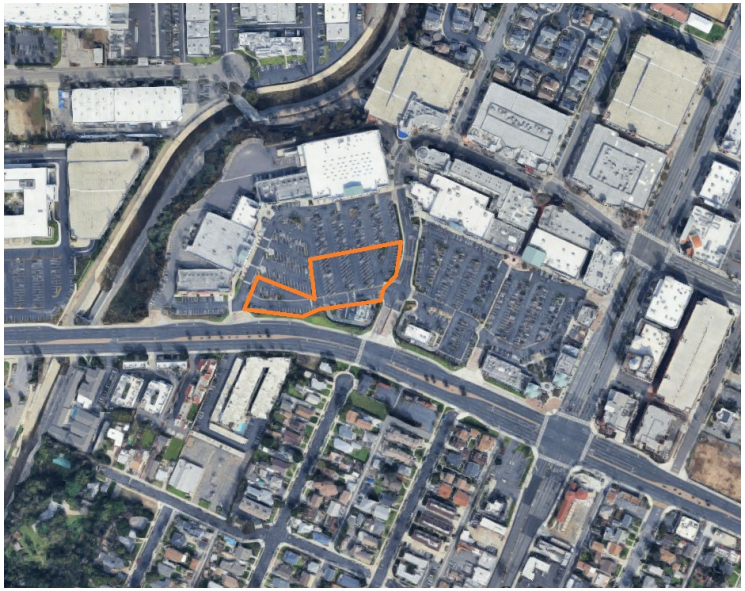
REDWOOD AVENUE ADMINISTRATIVE REMEDY ***(MAP ID: 17)***		
Case Type:	• Administrative Remedy	**PROJECT MAP:**
Project No.:	• AR No. 2025-04; **ACCELA No: PLN-202-00032**	
Project Location:	• Assessor's Parcel Number (APN): 319-273-17 • 110 S. Redwood Avenue	
Project Description:	• The Applicant is proposing modification of wall and fence height to increase by 12 inches along south property line (side)	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Raul Luna	
Application submittal Date:	• June 3, 2025	
Current Status:	• Under review	

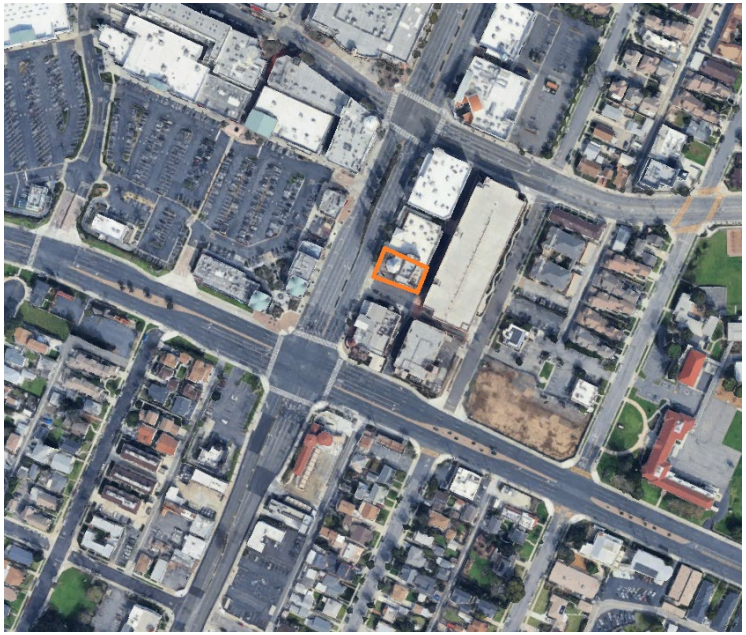
CARBON CANYON COFFEE ON-SITE ALCOHOL ***(MAP ID: 18)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2025-04; **ACCELA No: PLN-2025-00034**	
Project Location:	• Assessor's Parcel Number (APN): 315-052-02 • 150 Olinda Place	
Project Description:	• The Applicant is proposing on-site beer and wine service at an existing restaurant (Carbon Canyon Coffee)	
Project Planner:	• Graham Bultema, Assistant Planner (Grahamb@cityofbrea.gov)	
Applicant:	• Carbon Canyon Coffee	
Application submittal Date:	• June 17, 2025	
Current Status:	• Under review	

CHEF'S CUT ON-SITE ALCOHOL ***(MAP ID: 19)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2025-05; **ACCELA No: PLN-2025-00037**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-25 • 415 S. Associated Road	
Project Description:	• The Applicant is proposing on-site beer and wine service at a new restaurant (Chef's Cut)	
Project Planner:	• Brianna Co, Planning Technician (Briannac@cityofbrea.gov)	
Applicant:	• Chef's Cut	
Application submittal Date:	• June 23, 2025	
Current Status:	• Required public notice sent out on August 14, 2025; pending decision	



DEANNA DRIVE LOT COVERAGE INCREASE ***(MAP ID: 20)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2025-06; **ACCELA No: PLN-2025-00039**	
Project Location:	• Assessor's Parcel Number (APN): 304-124-04 • 920 Deanna Drive	
Project Description:	• The Applicant is requesting to exceed the maximum lot coverage allowed for the property by 3% (35% to 38%) to accommodate a room addition	
Project Planner:	• Brianna Co, Planning Technician (Briannac@cityofbrea.gov)	
Applicant:	• Hoel Park	
Application submittal Date:	• June 25, 2025	
Current Status:	• Under review	

NEW AUTOMOBILE SERVICE STATION AND DRIVE-THROUGH FACILITY ***(MAP ID: 21)***		
Case Type:	• Conditional Use Permits and Precise Development	**PROJECT MAP:**
Project No.:	• CUP Nos. 2025-06 through 08; PD No. 2025-01; **ACCELA No: PLN-2025-00015**	
Project Location:	• Assessor's Parcel Number (APN): 296-376-03 and 12 • Address: 300-305 W. Imperial Highway	
Project Description:	• The Applicant is proposing to develop a new automobile service station and a new drive-through facility at Brea Gateway Shopping Center	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Brixmor Property Group (Thomas Rubio)	
Application submittal Date:	• August 12, 2025	
Current Status:	• Under review	

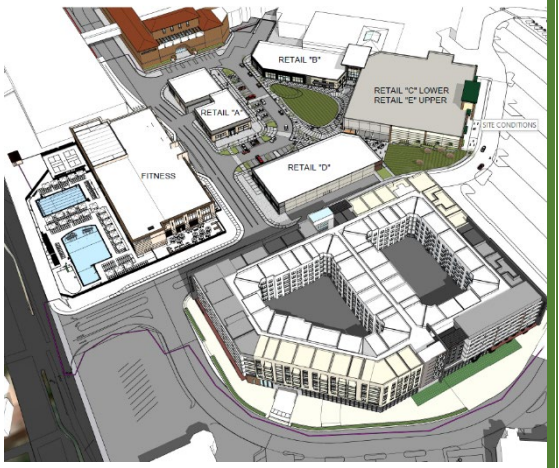
BENIHANA EXTERIOR FAÇADE IMPROVEMENTS ***(MAP ID: 22)***		
Case Type:	• Plan Review	**PROJECT MAP:** 
Project No.:	• PR No. 2025-05; **ACCELA No: PLN-2025-00045**	
Project Location:	• Assessor's Parcel Number (APN): 319-291-37 • Address: 240 S. Brea Boulevard	
Project Description:	• The Applicant is proposing a façade improvement for a new restaurant, Benihana.	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Benihana (Nikki Weaver)	
Application submittal Date:	• August 13, 2025	
Current Status:	• Under review	

Approved/Entitled

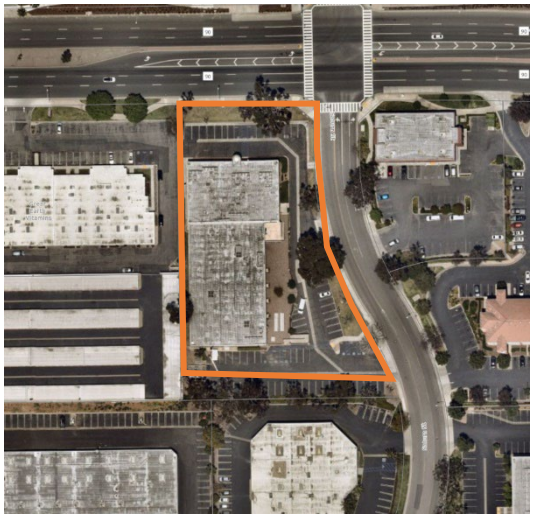
MERCURY LANE APARTMENTS ***(Map ID: 1)***		
Case Type:	• Planned Community Master Plan, Zone Change, Development Agreement, Environmental Impact Report	**RENDERING:**
Project No.:	• PCMP No. 19-01, ZC No. 19-01, DA No 19-01, FEIR 19-01	
Project Location:	• Assessor's Parcel Number (APN): 296-141-05 • Southeast corner of Mercury Lane and Berry Street	
Project Description:	• The project is a new 5-story building with 114 workforce residential units.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant	• Dwight Manley	
Approval Dates:	• Planning Commission recommended approval of the project to the City council on April 28, 2020 • City Council approved the project on June 2, 2020	
Current Status:	• Refer to C&C Affordable Housing Project under Project in Process/Review (Map ID 9)	

ACCESSORY DWELLING UNIT AT 527 E ELM STREET ***(MAP ID: 2)***		
Case Type:	• Certificate of Compatibility	**PROJECT MAP:**
Project No.:	• CC No. 2022-01; **ACCELA No. PLN 2022-00019**	
Project Location:	• 527 E. Elm Street • Assessor's Parcel Number (APN): 284-213-36	
Project Description:	• The project establishes a new 1,496 square foot detached ADU.	
Project Planner:	• Planning Division (planner@cityofbrea.gov)	
Applicant:	• Frederick Talactac	
Approval Dates:	• Planning Commission approved the project on October 25, 2022.	
Current Status:	• Under construction	

INDUSTRIAL BUILDING ***(MAP ID: 3)***		
Case Type:	• Plan Review, Environmental Impact Report Addendum	**PROJECT MAP:**
Project No.:	• PR No. 2022-04; EIR No. 5-81 Addendum No. 1; **ACCELA No. PLN 2022-00012**	
Project Location:	• 2727 E. Imperial Highway • Assessor's Parcel Number (APN): 320-091-66	
Project Description:	• The project includes demolition of an existing office building and development of a new warehouse with related site improvements. The building would be a total of 113,700 SF.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Prologis	
Approval Dates:	• Brea Community Development Director approved the project on March 27, 2023.	
Current Status:	• Demolition complete; under building permit review process	

BREA MALL MIXED USE PROJECT ***(MAP ID. 4)***		
Project:	• EIR, General Plan Amendment, Zone Change, Development Agreement, Precise Development Plan, Tentative Parcel Map, and Conditional Use Permits	**PROJECT MAP:** 
Project No.:	• EIR 20-01, GPA No. 20-01; ZC No. 20-01, DA No. 20-01, TPM 22-113, PD No. 20-02, and CUP Nos. 20-06, 22-17, 22-18 and 22-19 **ACCELA No. PLN 2021-00008**	
Project Location:	• 100 Brea Mall; • Assessor's Parcel Number (APN): 319-101-37 19-100-26, -62, -63, -64, -71, -73, -75 -76, -79, -89 and 319-103-22 (Note: GPA No. 2020-01 and ZC No. 2020-01 apply to the entire Brea Mall site)	
Project Description:	• The project includes: (1) General Plan Amendment to change the General Plan Land Use designation of the Project site and the Brea Mall from Regional Commercial to Mixed Use I; (2) Zone Change to change the zoning designation of the site from Major Shopping Center (C-C) with a Precise Development (P-D) overlay to Mixed Use I (MU-I); (3) Development Agreement to define the terms of development proposed by vesting the City's approval while specifying public benefits and improvements; (4) Precise Development Plan to demolish the former Sears building and surface parking lot and allow a new mixed-use development that includes retail, restaurants, for-rent residential apartments, a resort-type fitness center and an outdoor gathering space; (5) Tentative Parcel Map for subdivision; and (6) Conditional Use Permits for shared parking, to establish the Brea Mall sign program, to allow on-site alcohol consumption of beer, wine and distilled spirts within dining establishments and to allow a fitness center	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Simon Properties	
Approval Dates:	• Planning Commission Study Session (Project Preview) was held on September 27, 2022. • Planning Commission Public Hearing (Project Introduction) was held on October 25, 2022. • Planning Commission recommended approval of the project to the City Council on December 13, 2022. • City Council Public Hearing (1st reading) was held on May 2, 2023. • City Council approved the project during the 2nd reading on May 16, 2023.	
Current Status:	• Under construction	

GASLIGHT SQUARE REDEVELOPMENT ***(MAP ID: 5)***		
Case Type:	• Precise Development, Conditional Use Permit, General Plan Amendment, Zone Change, Conditional Use Permit	**PROJECT MAP:**
Project No.:	• PD No. 22-01; CUP No. 22-03; GPA No. 22-02; ZC No. 22-02; CUP 22-13 (Amend CUP 90-20); **ACCELA No. PLN 2022-00011**	
Project Location:	• 255 E. Imperial Highway • Assessor's Parcel Number (APN): 319-292-31, 319-292-33, 319-292-35, 319-292-36	
Project Description:	• The Project retains two of the existing five buildings that are currently used for medical uses. The remaining three commercial buildings totaling 18,286 square feet would be demolished and a new 2,000 square foot drive-through restaurant with an outdoor seating area and a 6,000 square foot commercial building consisting of 2,400 square feet of restaurant and 3,600 square feet of medical or retail space would be constructed.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Dwight Manley	
Approval Dates:	• Planning Commission Public Hearing (Intro to Project) held on January 24, 2023. • Planning Commission recommended approval of the project to City Council on April 11, 2023. • City Council Public Hearing (1st reading) held on May 16, 2023. • City Council approved the project during the 2nd reading on June 6, 2023.	
Current Status	• Under construction	

SOUTHLANDS CHURCH FENCE HEIGHT ***(MAP ID: 6)***		
Case Type:	• Administrative Adjustment	**PROJECT MAP:** 
Project No.:	• AR 2023-01; **ACCELA No. PLN 2022-00027**	
Project Location:	• 2950 E. Imperial Highway • Assessor's Parcel Number (APN): 336-631-21	
Project Description:	• The Project increases the height of the fence along Imperial Highway from 30 inches to 42 inches.	
Project Planner:	• Planning Division (planner@cityofbrea.net)	
Applicant:	• Southlands Church	
Approval Dates:	• Community Development Director approved the application on February 1, 2023	
Current Status	• Under construction	

BOILING CRAB OUTDOOR PATIO AND ON-SITE ALCOHOL ***(MAP ID: 7)***		
Case Type:	• Plan Review; Conditional Use Permit	**PROJECT MAP:**
Project No.:	• PR 2023-03; **ACCELA No. PLN 2023-00017** • CUP No. 2023-07; **ACCELA No: PLN-2023-00039**	
Project Location:	• 120 S. Brea Boulevard, Suite 106 • Assessor's Parcel Number (APN): 296-364-25	
Project Description:	• The Project include a new outdoor patio and on-sale beer and wine alcohol license at a sit-down restaurant (Boiling Crab).	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Aejandra Zoquipa	
Approval Dates:	• Community Development Director approved the PR application on June 6, 2023 • Planning Commission approved the CUP application on September 12, 2023	
Current Status	• Under construction	

BREA PLAZA REMODEL (BUILDINGS E – G) ***(MAP ID: 8)***		
Case Type:	• Conditional Use Permit, Precise Development	**PROJECT MAP:**
Project No.:	• CUP No. 2022-23; PD No. 2022-12; **ACCELA No: PLN-2022-00078**	
Project Location:	• Assessor's Parcel Number (APN): 319-391-01 • 1639 E Imperial Hwy	
Project Description:	• The project includes demolition of a 18,425 square foot theater (Building F) and remodeling Buildings E & G for retail ground floor use and a new second floor for office use. Building E would add 7,787 square feet to the ground floor and a new 6,500 square foot second floor with a 3,028 square foot outdoor patio, and a new loading area to the rear of the building. Building G would add a new 8,480 square foot second floor with a 1,048 square foot outdoor patio.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Waad J. Nadhir	
Approval Dates	• The Planning Commission approved the application on August 8, 2023	
Current Status:	• Under construction	

WIRELESS FACILITY CO-LOCATION ***(MAP ID: 9)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-07; **ACCELA No: PLN-2023-00047**	
Project Location:	• Assessor's Parcel Number (APN): 319-331-12 • 145 S. State College Boulevard	
Project Description:	• The project modifies an existing wireless facility to add additional antennas and support equipment.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Meghan Graham	
Approval Dates	• The Community Development Director approved the application on October 10, 2023.	
Current Status:	• Building permit ready to issue	

*CALIFORNIA SPINE INSTITUTE (**MAP ID: 10**)*		
Case Type:	• Conditional Use Permit, Administrative Remedy	**PROJECT MAP:**
Project No.:	• CUP No. 2023-05; AR No. 2023-04; **ACCELA No: PLN-2023-00030**	
Project Location:	• Assessor's Parcel Number (APN): 319-314-07 • 721 E Imperial Hwy	
Project Description:	• The project includes a second story addition to an existing office building along with related site improvements.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Raed Ali and Eric Lin	
Approval Dates	• December 12, 2023	
Current Status:	• Under Building plan check process	

DR. SQUATCH FENCE HEIGHT ***(MAP ID: 11)***		
Case Type:	• Administrative Remedy	**PROJECT MAP:**
Project No.:	• AR No. 2024-01 **ACCELA No: PLN-2024-00007**	
Project Location:	• Assessor's Parcel Number (APN): 296-141-01 • 114 N. Berry Street	
Project Description:	• The project increases the height of a new screening fencing from 7 feet to 8 feet.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Christopher Clay	
Approval Date	• February 6, 2024	
Current Status:	• Under construction	

WIRELESS FACILITY MODIFICATION ***(MAP ID: 12)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-02; **ACCELA No: PLN-2023-00012**	
Project Location:	• Assessor's Parcel Number (APN): 284-333-42 • 185 E. Alder	
Project Description:	• The applicant is proposing to modify an existing wireless facility to replace antennas and ancillary equipment.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Stephanie Rudolph	
Approval Date	• March 22, 2024	
Current Status:	• Under Building plan check process	

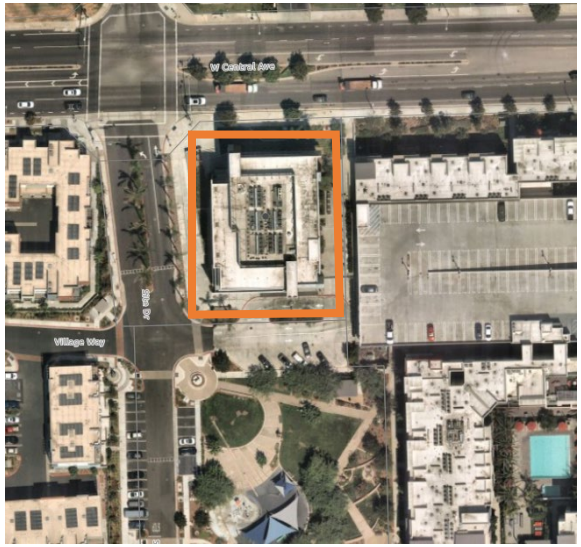
NEW WIRELESS FACILITY ***(MAP ID: 13)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2024-02; **ACCELA No: PLN-2024-00019**	
Project Location:	• Assessor's Parcel Number (APN): 319-291-14 • 724 N. Brea Boulevard	
Project Description:	• The applicant is proposing a new roof mounted wireless facility for Dish Wireless.	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Brian De La Ree of Butler America	
Approval Date	• April 25, 2024	
Current Status:	• Building permit ready to issue	

IMPERIAL MARINER TENTATIVE PARCEL MAP ***(MAP ID: 14)***		
Case Type:	• Tentative Parcel Map	**PROJECT MAP:**
Project No.:	• TPM No. 2022-179; **ACCELA No: PLN-20224-00016**	
Project Location:	• Assessor's Parcel Number (APN): 296-342-05 and 296-114-01 • 915, 955, 975 W. Imperial Hwy	
Project Description:	• The applicant is proposing to subdivide the existing property into four parcels.	
Project Planner:	• Rebecca Pennington, Senior Planner (rebeccap@cityofbrea.gov)	
Applicant:	• James McGrade of Imperial Mariner, LLC	
Approval Date	• June 25, 2024	
Current Status:	• Under final map review process	

Union Pacific
Mariner St
Glenmeade Ave
Glenmeade Ave
Glenmeade Ave

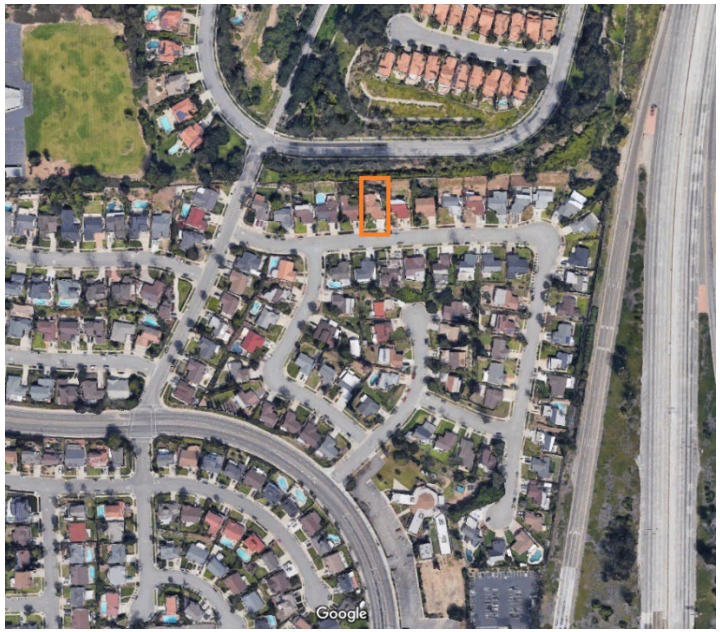
LIGHT INDUSTRIAL BUILDING ***(MAP ID: 15)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR 2023-08; **ACCELA No: PLN-2023-00049**	
Project Location:	• Assessor's Parcel Number (APN): 320-303-11 • 3200 Nasa Street	
Project Description:	• The applicant is proposing to construct a new 56,000 square-foot industrial building.	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Dennis Roy	
Approval Date	• July 1, 2024	
Current Status:	• Under building plan check process	

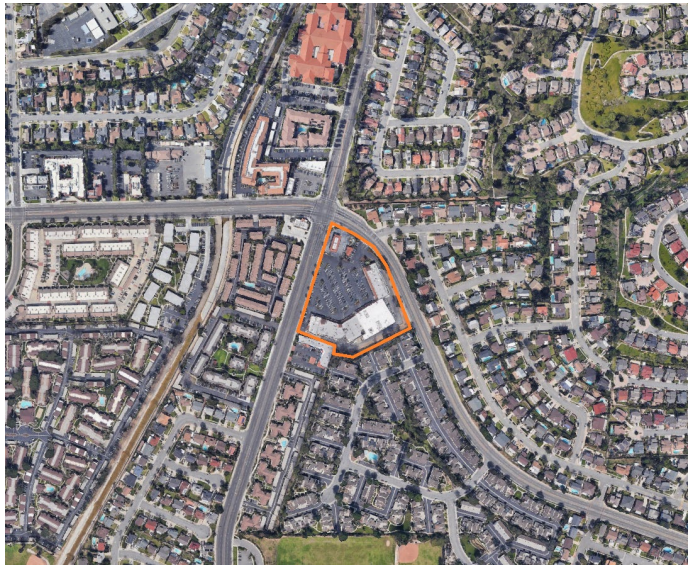
SOUTH BREA TOWNHOMES ***(MAP ID: 16)***		
Case Type:	• Precise Development, Tentative Tract Map, Density Bonus, Tree Removal Permit	**PROJECT MAP:**
Project No.:	• PD 2023-03, TPM 2023-01, DB 2023-01 and TRP 2023-01; **ACCELA No: PLN-2023-00081**	
Project Location:	• Assessor's Parcel Number (APN): 284-282-06 • 685 S. Brea Boulevard	
Project Description:	• The project includes demolition of the existing retail building and construction of a new 32-unit, 3 story residential development.	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Patrick Chien of City Ventures	
Approval Date:	• July 23, 2024	
Current Status:	• Demolition completed; Under building plan check process	

AT&T WIRELESS ROOFTOP FACILITY ***(MAP ID: 17)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2022-12; PR No. 2022-13; **ACCELA No: PLN-2022-00074**	
Project Location:	• Assessor's Parcel Number (APN): 296-241-10 • 380 W Central Ave	
Project Description:	• The project includes a new rooftop wireless communication facility and screening on an existing commercial office building.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• New Cingular Wireless PCS, LLC dba AT&T Wireless	
Approval Date:	• August 22, 2024	
Current Status:	• Building permit ready to issue	

PET AQUAMATION BUSINESS ***(MAP ID: 18)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2022-15; **ACCELA No. PLN 2022-00053**	
Project Location:	• 580 W Lambert Road, Unit E • Assessor's Parcel Number (APN): 296-081-07	
Project Description:	• The project includes establishing a pet aquamation (cremation) facility with mobile after-life care veterinary services. No live animals are proposed on-site.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Dr. Annie Forslund (Home Pet Euthanasia of Southern California)	
Approval Date:	• September 24, 2024	
Current Status:	• Under construction	

INCREASE IN WALL HEIGHT ***(MAP ID: 19)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-06; **ACCELA No: PLN-2024-00040**	
Project Location:	• Assessor's Parcel Number (APN): 319-051-06 • 839 Mango St.	
Project Description:	• The project includes increase in the height of wall within the front yard up to 5 feet along the east property line	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Eric Lavold	
Approval Date:	• October 2, 2024	
Current Status:	• Under construction	

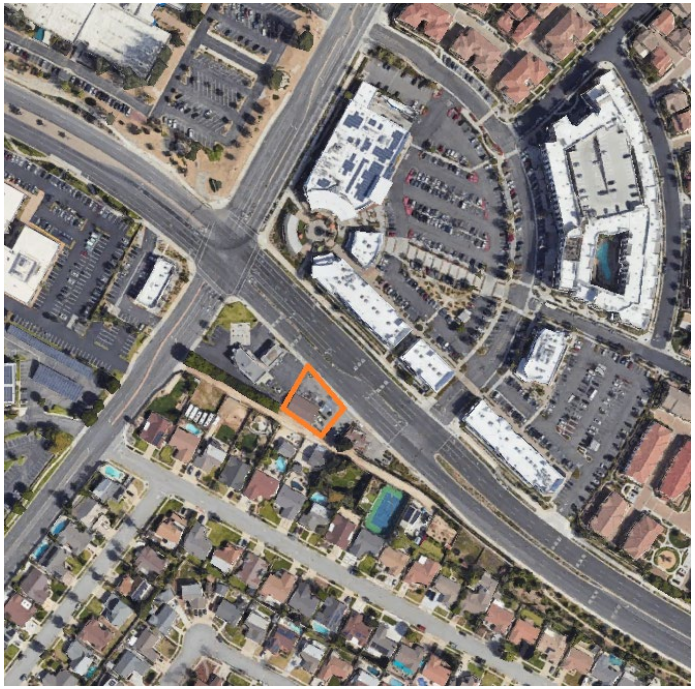


OUR NEST ON-SITE ALCOHOL ***(MAP ID: 20)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• CUP No. 2024-07; **ACCELA No: PLN-2024-00054**	
Project Location:	• Assessor's Parcel Number (APN): 319-170-03 • 732 N. Brea Boulevard	
Project Description:	• The project includes on-site full alcohol service at a new restaurant (Our Nest)	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Jonpaul Ugay	
Approval Date	• December 10, 2024	
Current Status:	• Restaurant in operation	

REDUCTION IN REQUIRED PARKING SPACES ***(MAP ID: 21)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2024-08; **ACCELA No: PLN-2024-00045**	
Project Location:	• Assessor's Parcel Number (APN): 284-243-09 & 10 • 440 S. Brea Blvd.	
Project Description:	• The project allows a reducing the minimum required parking spaces to accommodate a new dentist office	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Sultram Han	
Approval Date	• December 17, 2024	
Current Status:	• N/A (business T.I. is under building permit process)	

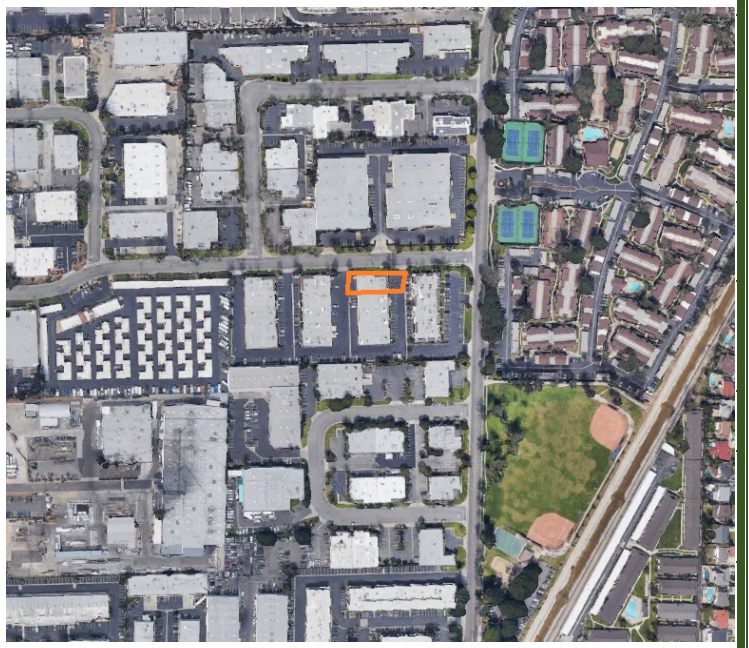
SAINT MATTHEW ECUMENICAL CATHOLIC CHURCH ***(MAP ID: 22)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2024-06; **ACCELA No: PLN-2024-00052**	
Project Location:	• Assessor's Parcel Number (APN): 284-211-31 • 500 E. Imperial Highway	
Project Description:	• The project establishes a new church.	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Tony Russo	
Approval Date	• January 28, 2025	
Current Status:	• N/A	

7-ELEVEN OFF-SITE ALCOHOL SALE ***(MAP ID: 23)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-01; **ACCELA No: PLN-2025-00003**	
Project Location:	• Assessor's Parcel Number (APN): 336-203-13 • 3310 E. Imperial Highway	
Project Description:	• The Project allows for an expansion the existing off-site alcohol sale from beer and wine (ABC Type 20) to full alcohol (ABC Type 21)	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Dayna Epley of 7-Eleven	
Approval Date	• March 25, 2025	
Current Status:	• N/A	



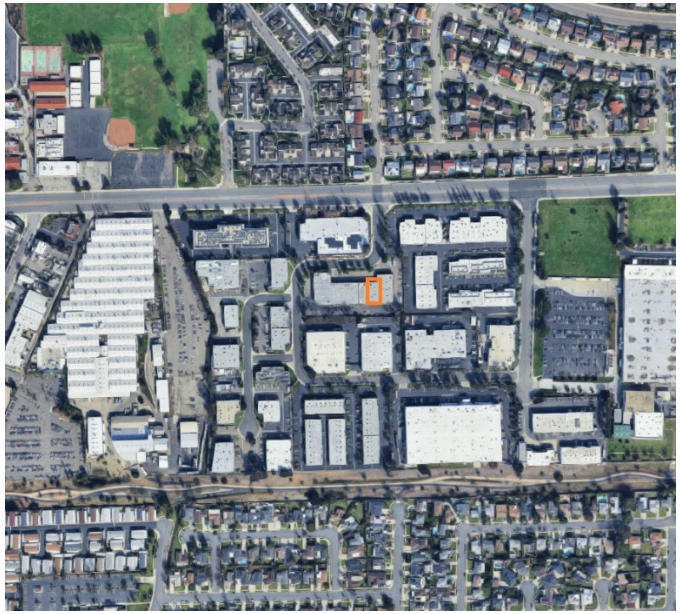
BREA PLAZA APARTMENTS ***(MAP ID: 24)***		
Case Type:	• General Plan Amendment, Zone Change, Precise Development, and Conditional Use Permits, Environmental Impact Report Addendum	**PROJECT MAP:**
Project No.:	• GPA No. 2024-01, ZC No. 2024-01, PD No. 2024-01, CUP No. 2024-03, 04 and 05; **ACCELA No: PLN-2024-00017**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-25 • 1639 East Imperial Highway	
Project Description:	• The project allows for a new residential development consisting of a four-story, 120-unit apartment building with a private terrace atop a two-level parking structure with 95 spaces, a surface parking area with 51 parking spaces, a modification of the off-street parking requirements based on a shared parking analysis and a comprehensive sign program amendment	
Project Planner:	• Jessica Newton, Senior Planner (jessican@cityofbrea.gov)	
Applicant:	• Jahn Nguyen of AO	
Approval Date	• April 1 and 15, 2025	
Current Status:	• Pending building plan check process	

GREENBRIAR RESIDENTIAL DEVELOPMENT ***(MAP ID: 25)***		
Case Type:	• General Plan Amendment, Zone Change, Plan Review, Development Agreement, Precise Development, Tentative Tract Map, Environmental Impact Report	**PROJECT MAP:**
Project No.:	• GPA No. 2024-02, ZC No. 2024-02, PR No. 2024-03, DA No. 2024-01, PD No. 2024-02, VTTM No. 2024-01, EIR No. 2024-01; **ACCELA No: PLN-2024-00020**	
Project Location:	• Assessor's Parcel Number (APN): 319-102-34 • 1698-1700 Greenbriar Lane	
Project Description:	• The project allows for a new 179 single-family attached dwelling unit development.	
Project Planner:	• Rebecca Pennington, Senior Planner (rebeccap@cityofbrea.gov)	
Applicant:	• Gary Jones of Lennar Homes of California, Inc.	
Approval Date:	• April 1 and 15, 2025	
Current Status:	• Site clearance and demolition has begun; Under building plan check process	
Subsequent Applications:	• TR No. 2025-01; **ACCELA No: PLN-2025-00035:** This allows removal of five Sycamore trees at the Greenbriar Residential Development project site (approved June 19, 2025)	

420 APOLLO OFFICE USE ***(MAP ID: 26)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• CUP No. 2025-04; **ACCELA No: PLN-2025-00006**	
Project Location:	• Assessor's Parcel Number (APN): 296-251-20 • 420 Apollo Street, Unit A	
Project Description:	• The project establishes an office use within an existing industrial complex	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• F.P.L Evergreen LLC	
Approval Date:	• April 22, 2025	
Current Status:	• N/A	

7-ELEVEN OFF-SITE ALCOHOL SALE ***(MAP ID: 27)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-06; **ACCELA No: PLN-2025-00011**	
Project Location:	• Assessor's Parcel Number (APN): 304-042-13 • 295 W. Central Avenue	
Project Description:	• The project allows for an expansion of the existing off-site alcohol sale from beer and wine (ABC Type 20) to full alcohol (ABC Type 21)	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Dayna Epley of 7-Eleven	
Approval Date:	• April 22, 2025	
Current Status:	• N/A	

SIEVERS AVENUE TENTATIVE PARCEL MAP ***(MAP ID: 28)***		
Case Type:	• Tentative Parcel Map	**PROJECT MAP:**
Project No.:	• Tentative Parcel Map No. 2024-135; **ACCELA No: PLN-2024-00036**	
Project Location:	• Assessor's Parcel Number (APN): APNs 284-251-26, 284-251-27, 284-251-040, 284-251-041 • 411 Sievers Avenue	
Project Description:	• The project allows for a subdivision/reorganization of 7 existing lots into 4 new lots	
Project Planner:	• Cristal Nava, Assistant Planner (cristaln@cityofbrea.gov)	
Applicant:	• Michael Jelensky	
Approval Date:	• April 22, 2025	
Current Status:	• Pending final map process	

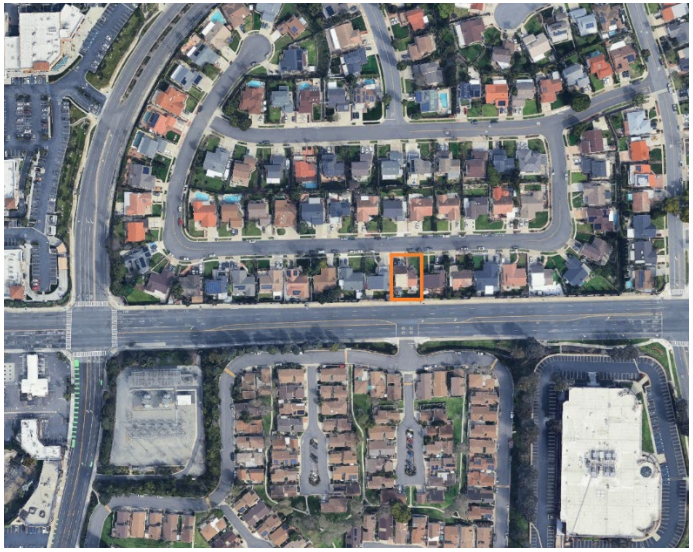
AQUATIC SPORTS PERFORMANCE ***(MAP ID: 29)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:** 
Project No.:	• MCUP No. 2025-01; **ACCELA No: PLN-2025-00016**	
Project Location:	• Assessor's Parcel Number (APN): 319-191-05 • 396 Cliffwood Park Street	
Project Description:	• The project establishes a private training facility for swimmers	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Aquatic Sports Performance	
Approval Date:	• May 13, 2025	
Current Status:	• Under building permit plan check process	

MAIN EVENT ***(MAP ID: 30)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2025-02 and CUP No. 2025-03; **ACCELA No: PLN-2025-00005**	
Project Location:	• Assessor's Parcel Number (APN): 296-362-25 • 245 W. Birch Street	
Project Description:	• The project allows an on-site full alcohol sale (Type 47) and a new comprehensive sign program for a new business, Main Event	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Main Event Entertainment	
Approval Date:	• May 13, 2025	
Current Status:	• Under building plan check process	

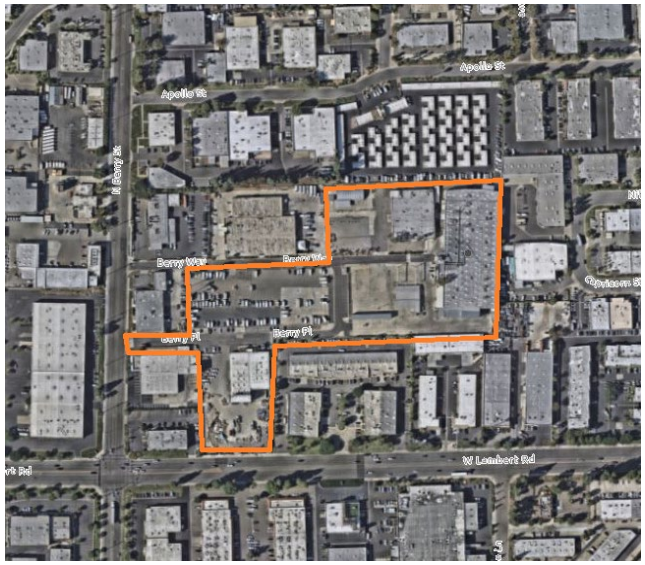
STUDIO J DANCE ***(MAP ID: 31)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2025-02; **ACCELA No: PLN-2025-00017**	
Project Location:	• Assessor's Parcel Number (APN): 296-214-01 • 1150 W. Central Avenue #C	
Project Description:	• The project establishes an instructional dance studio	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Studio J Dance, LLC	
Approval Date:	• May 23, 2025	
Current Status:	• In operation	

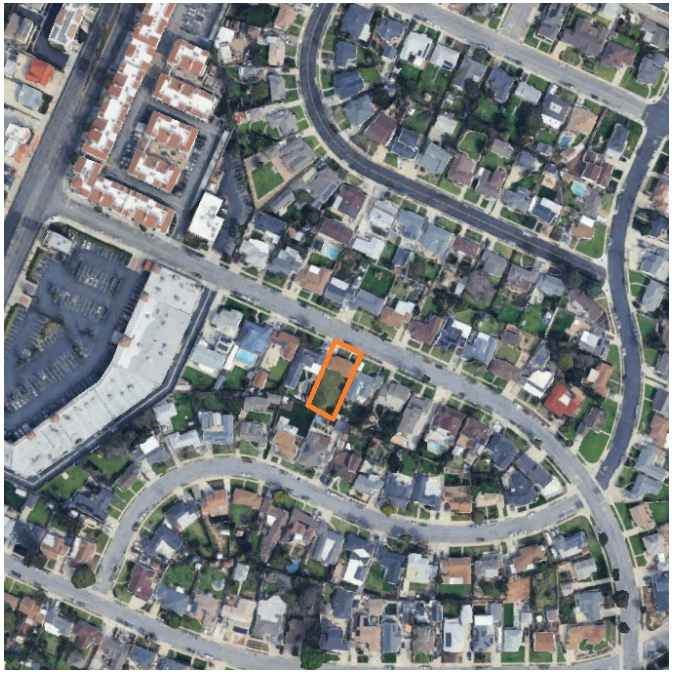
TEMPO GEISHA ***(MAP ID: 32)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2026-04; **ACCELA No: PLN-2025-00028**	
Project Location:	• Assessor's Parcel Number (APN): 319-291-29 • 101 E. Imperial Hwy	
Project Description:	• The project allows for removal of brewery equipment	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Tempo Geisha	
Approval Date:	• May 20, 205	
Current Status:	• Work completed	

PACE & PINT ON-SITE ALCOHOL ***(MAP ID: 33)***		
Case Type:	• Conditional Use Permit	**PROJECT MAP:**
Project No.:	• CUP No. 2024-05; **ACCELA No: PLN-2024-00051**	
Project Location:	• Assessor's Parcel Number (APN): 284-252-21 • 1040 E. Imperial Hwy, Suite F2	
Project Description:	• The project allows for an on-site beer service at an existing retail store (Snails Pace)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Raul Cueva	
Approval Date:	• June 10, 2025	
Current Status:	• N/A	

MOORPARK DRIVE ADMINISTRATIVE REMEDY ***(MAP ID: 34)***		
Case Type:	• Administrative Remedy	**PROJECT MAP:**
Project No.:	• AR No. 2025-03; **ACCELA No: PLN-2025-00029**	
Project Location:	• Assessor's Parcel Number (APN): 320-024-19 • Address: 1842 Moorpark Drive	
Project Description:	• The project allows an increase in the maximum lot coverage by 9% to accommodate a new covered patio in the front yard	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Ana Maria Velasco	
Approval Date:	• June 9, 2025	
Current Status:	• Patio under construction	

NEW INDUSTRIAL BUILDING ***(MAP ID: 35)***		
Case Type:	• Plan Review	**PROJECT MAP:**
Project No.:	• PR No. 2024-01; **ACCELA No: PLN-2024-00009**	
Project Location:	• Assessor's Parcel Number (APN): 296-251-04 • 424 Berry Way	
Project Description:	• The Project includes demolition of the existing industrial buildings located at the eastern portion of the parcel and the construction a new 147,500 sq. ft. warehouse.	
Project Planner:	• Graham Bultema, Assistant Planner (grahamb@cityofbrea.gov)	
Applicant:	• Rexford Industrial, Berry, LLC.	
Approval Date:	• July 14, 2025	
Current Status:	• Under building permit plan check process	



ALDER STREET VARIANCE ***(MAP ID: 36)***		
Case Type:	• Variance	**PROJECT MAP:**
Project No.:	• ZV No. 2025-01; **ACCELA No: PLN-2025-00026**	
Project Location:	• Assessor's Parcel Number (APN): 284-321-06 • Address: 226 E. Alder Street	
Project Description:	• The Project allowed waiver of the minimum parking requirement in order to construct an addition to the existing single-family residence with a single-car garage	
Project Planner:	• Brianna Co, Planning Technician (briannac@cityofbrea.gov)	
Applicant:	• Peter Bacarro	
Approval Date:	• July 22, 2025	
Current Status:	• Pending building permit plan check process	

THAI 7 BISTRO ON-SITE ALCOHOL ***(MAP ID: 37)***		
Case Type:	• Minor Conditional Use Permit	**PROJECT MAP:**
Project No.:	• MCUP No. 2025-03; **ACCELA No: PLN-2025-00031**	
Project Location:	• Assessor's Parcel Number (APN): 296-362-27 • 215 W. Birch Street #2	
Project Description:	• The project allows for on-site beer and wine service at an existing restaurant (Thai 7 Bistro)	
Project Planner:	• Esteban Rubiano, Assistant Planner (estebanr@cityofbrea.gov)	
Applicant:	• Thai 7 Bistro	
Approval Date:	• August 5, 2025	
Current Status:	• N/A	

REPEALED/DENIED

(Within one year)

N/A